

D. DC-MX/DG-MX District Development Standards Table

Table 5.4. DC-MX/DG-MX District Development Standards

		DC-MX	DG-MX
Building Height		Maximum 5 stories (By Right) 7 stories (Via Mixed-Use Incentives)	Maximum 3 stories (By Right) 5 stories (Via Mixed-Use Incentives)
Density		10 Units/Acre (By Right) 15 Units/Acre Maximum (See Section 5:10 for Incentives)	10 Units/Acre (By Right) 15 Units/Acre Maximum (See Section 5:10 for Incentives)
Building Placement (min/max)	Front (Street)	0'/5' ¹	0'/20' ²
	Side ³	0'/5'	0'/10'
	Rear ⁴	0'/20'	0'/20'
Lot	Length (min)	25'	50'
	Width (min)	25'	50'
	Coverage (max)	100%	75%
Frontage	% Requirement	75%	75%
	Active Use Areas	Permitted	Permitted, but active use area shall not be physically adjacent to residentially zoned property
	Entrances	Front	Front

Parking	Placement	Rear	Side/Rear
	Shared Parking	Permitted (See Section 5.9)	Permitted (See Section 5.9)
	Accessory Parking Structure	Permitted if parking structure allows for a mixture of uses on ground floor	Permitted if parking structure allows for a mixture of uses on ground floor
Incentives Permitted		Yes (See Section 5.10)	Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space	See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 50% transparency for ground floor, minimum 40% for upper floors	See Section 8.7: Design Standards Minimum 50% transparency for ground floor, minimum 40% for upper floors
<p><u>Notes:</u></p> <p>¹ Can be increased by a factor of 1.5 where an active use area is provided.</p> <p>² Can be increased by a factor of 0.5 where an active use area is provided.</p> <p>³ 25' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.</p> <p>⁴ Except where served by rear parking, not to exceed 50' without a design alternative.</p>			

5.5. COMMUNITY CORRIDOR MIXED-USE 1 DISTRICT (CC-MX1)

A. Community Corridor Mixed-Use 1 District (CC-MX1) Purpose and Intent. The *Community Corridor Mixed-Use 1 District (CC-MX1)* is intended to implement the Neighborhood Mixed-Use Center character area as designated on the FLUM. More specifically, the CC-MX1 district intends to:

1. Act as a transitional mixed-use district from the US-74 commercial corridor and may service multiple neighborhoods (i.e. community retail);

2. Permit community level retail for areas in greater radius than the immediate neighborhood;
3. Permit a maximum 100,000 square feet single-use general retail by right;
4. Allow for dynamic mixed-use developments;
5. Provide for both vertical and horizontal mixture of uses within a building or development;
6. Permit increased densities through the use of mixed-use zoning district incentives;
7. Be implemented in two geographic locations and shown in Figure 5.5, Figure 5.5.1, and Figure 5.5.2; and
8. Regulate development per the standards defined in Table 5.5.

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B. Community Corridor Mixed-Use 1 District (CC-MX1) Implementing Map.

Figure 5.5. CC-MX1 District Implementing Map

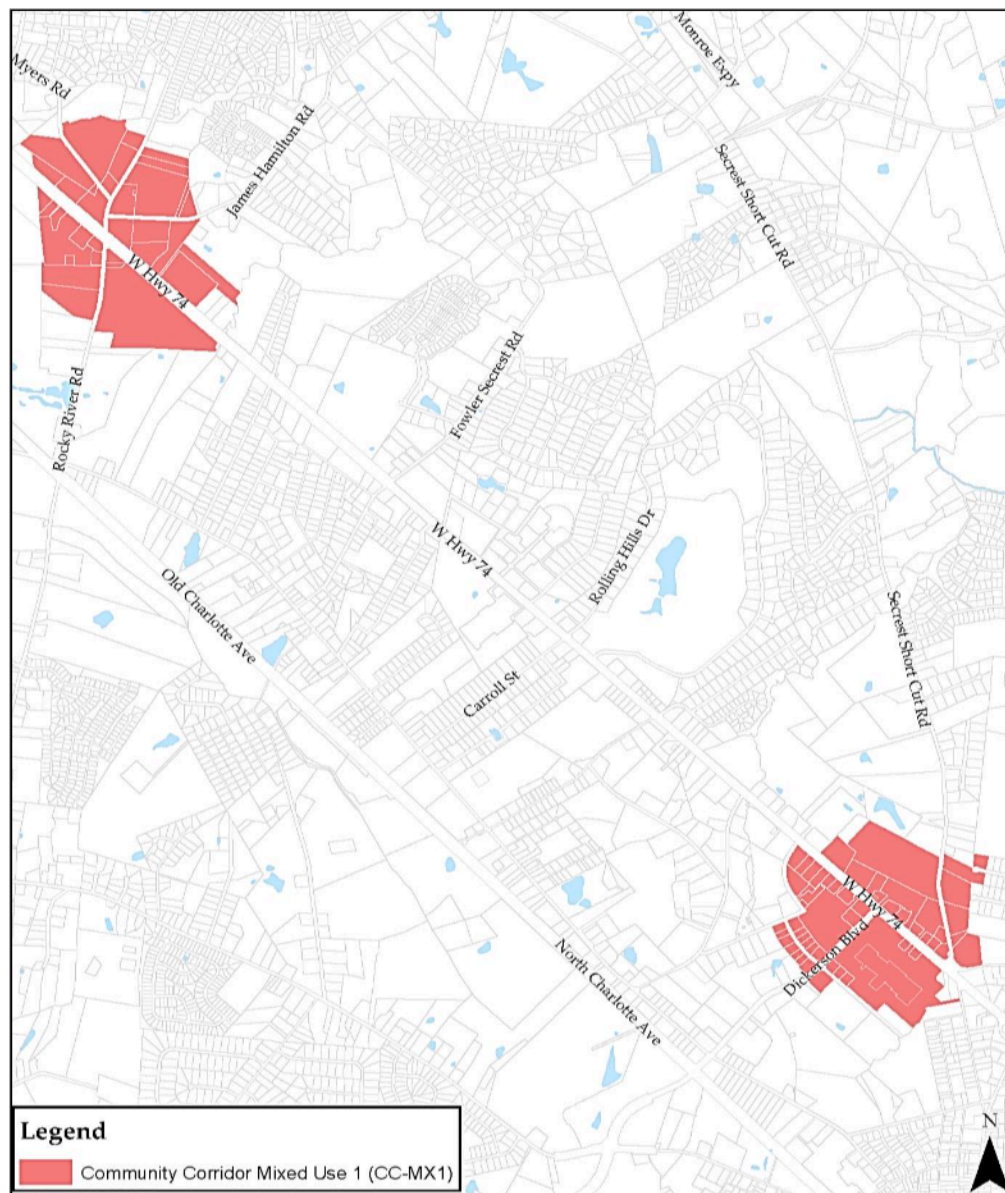


Figure 5.5.1. CC-MX1 District Implementing Map Zoom 1

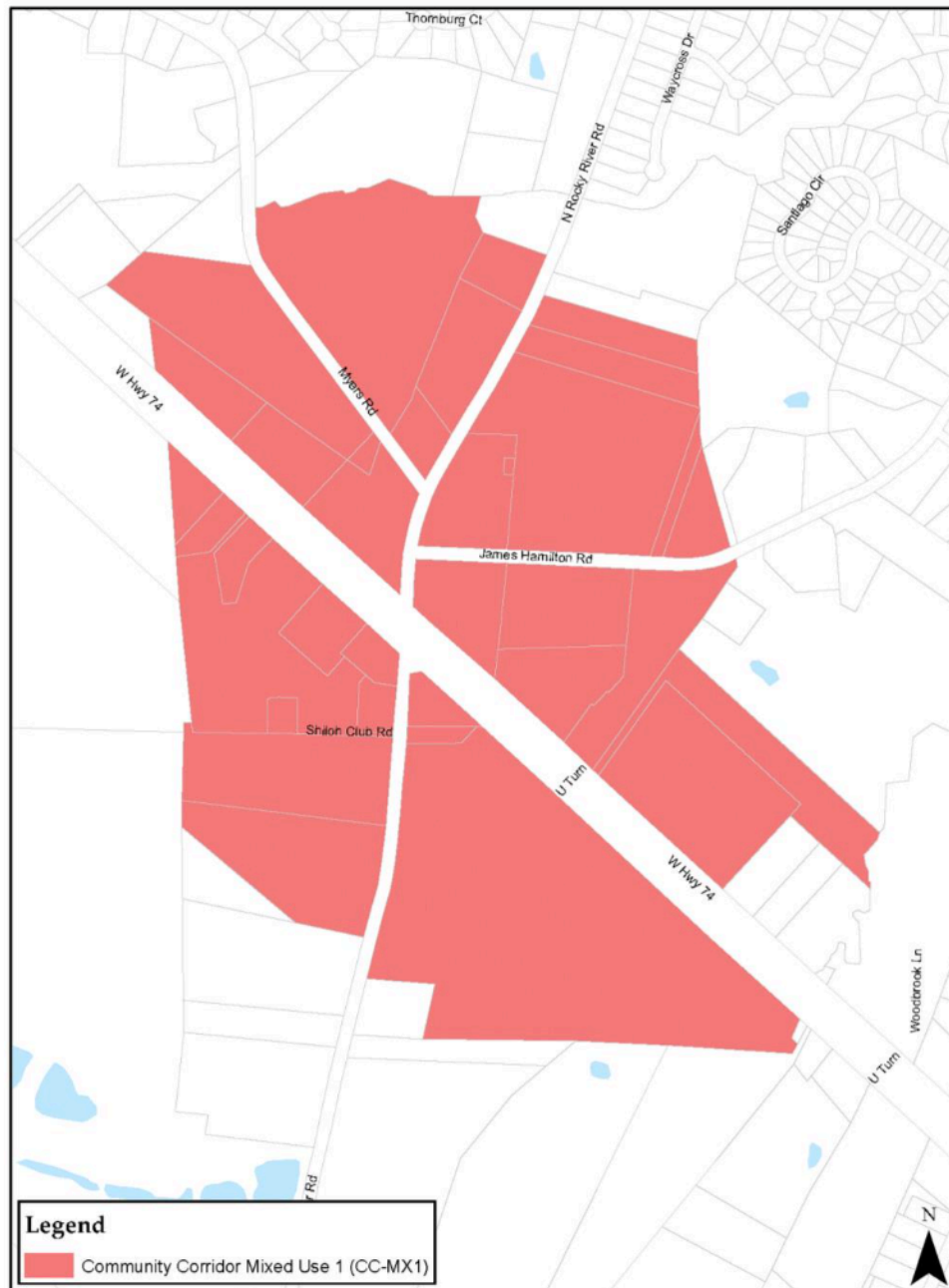
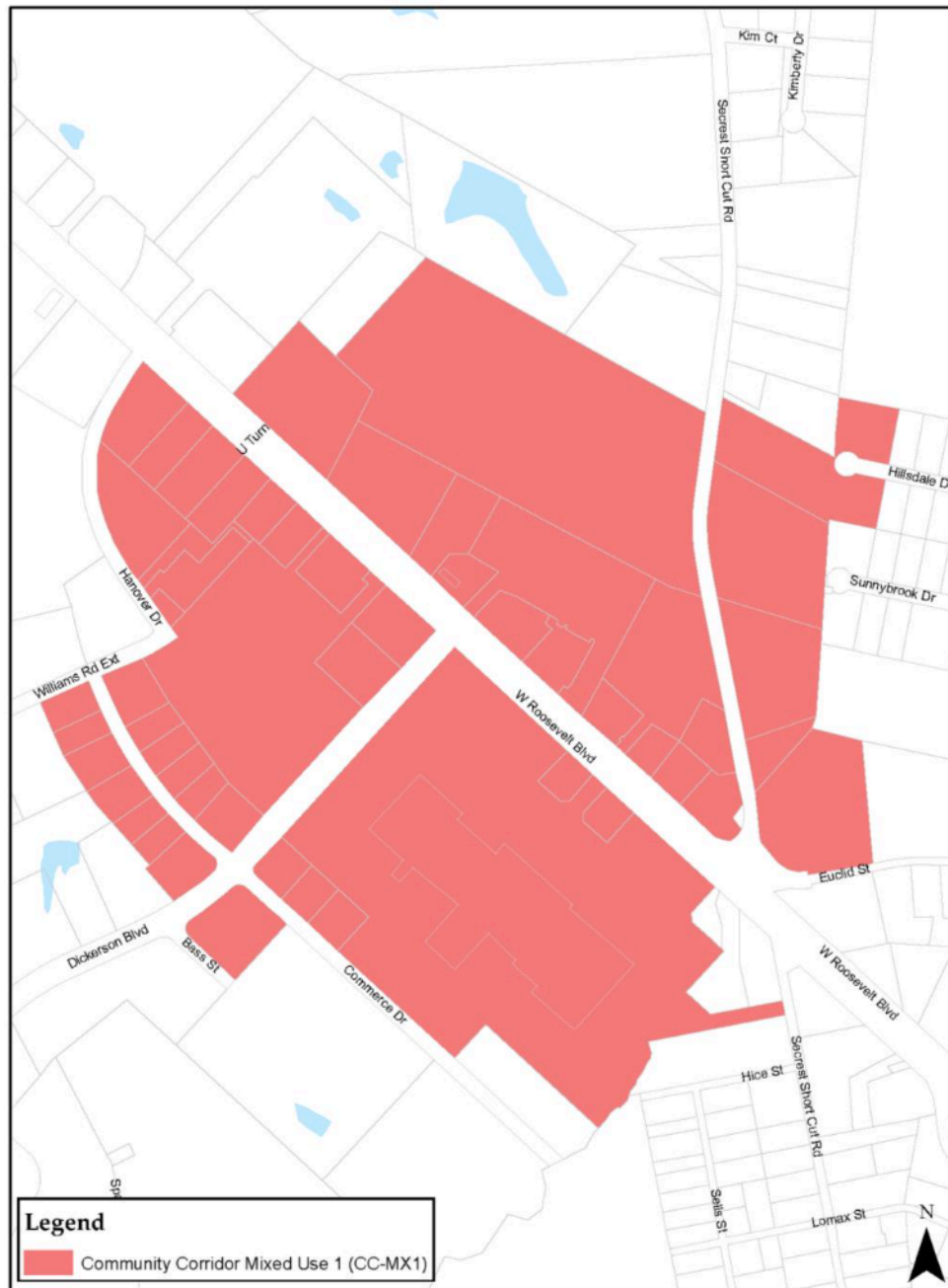


Figure 5.5.2. CC-MX1 District Implementing Map Zoom 2



C. Community Corridor Mixed-Use 1 District (CC-MX1) Development Standards Table.

Table 5.5. CC-MX1 District Development Standards

CC-MX1 District Development Standards		
Building Height		Maximum 4 Stories Buildings above 3 stories shall be situated closer to US 74 where practicable
Density		8 Units/Acre (By Right) 10 Units/Acre Maximum (See Section 5:10 for Incentives)
Building Placement (min/max)	Front (Street) ¹	15'/30'
	Side ²	5' min
	Rear ³	10' min
Lot	Length (min)	100
	Width (min)	50
	Coverage (max)	85%
Frontage	% Requirement	25%
	Active Use Areas	Permitted, but active use area shall not be physically adjacent to residentially zoned property
	Entrances	Oriented to street
Parking	Placement	Off-Street

	Shared Parking	Permitted (See Section 5.9)
	Accessory Parking Structure	Not Permitted
Incentives Permitted		Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 40% transparency for each story of a building
<p><u>Notes:</u></p> <p>¹ Can be increased by a factor of 1.5 where an active use area is provided.</p> <p>² 44' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.</p> <p>³ Except where served by rear parking, not to exceed 60' without a design alternative. Also accommodates required buffering.</p>		

5.6. COMMUNITY CORRIDOR MIXED-USE 2 DISTRICT (CC-MX2)

- A. Community Corridor Mixed-Use 2 District (CC-MX2) Purpose and Intent.** The *Community Corridor Mixed-Use 2 (CC-MX2) District* implements the Neighborhood Mixed-Use Center character area as designated on the FLUM and is surrounded by suburban and rural uses. More specifically, the CC-MX2 district intends to:
1. CC-MX2 permits small-scale, neighborhood-oriented commercial uses that are compatible with nearby residential uses
 2. Promote neighborhood-oriented commercial uses that are within a convenient traveling distance from the neighborhood in which they serve;
 3. Allow for lesser intense uses through the Table of Permissible Uses;

4. Permit a maximum of 50,000 square feet for a single-use general retail sales establishment and limit a mixed-use development to a maximum of one (1) 50,000 square feet single-use general retail sales establishment;
5. Allow for a vertical and horizontal mixture of uses;
6. Be implemented in two geographic locations and shown in Figure 5.6, Figure 5.6.1, and Figure 5.6.2;
7. Permit increased densities through the use of mixed-use zoning district incentives; and
8. Regulate development per the standards as defined in Table 5.6.

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B. Community Corridor Mixed-Use 2 District (CC-MX2) Implementing Map.

Figure 5.6. CC-MX2 District Implementing Map

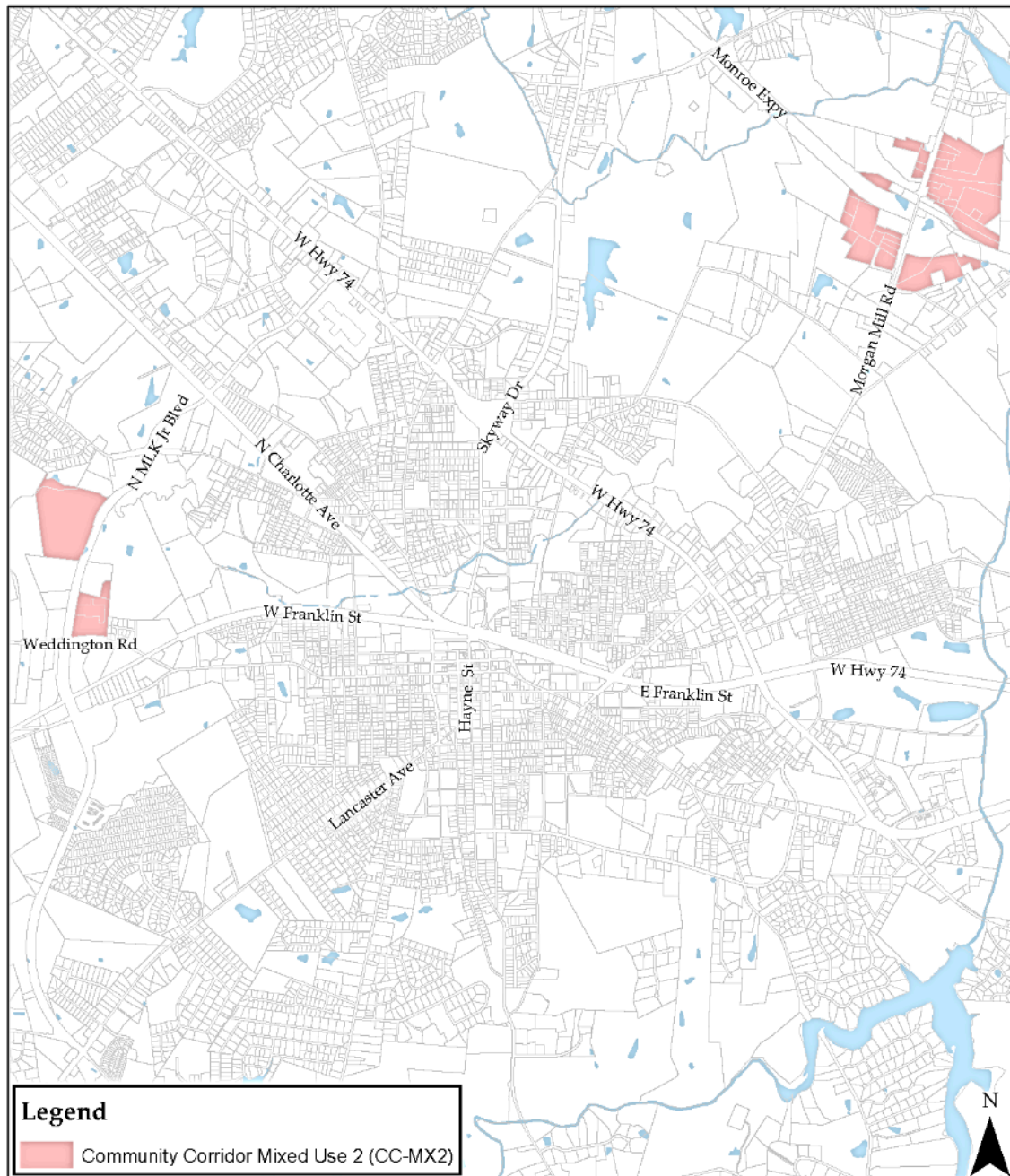


Figure 5.6.1. CC-MX2 District Implementing Map Zoom 1

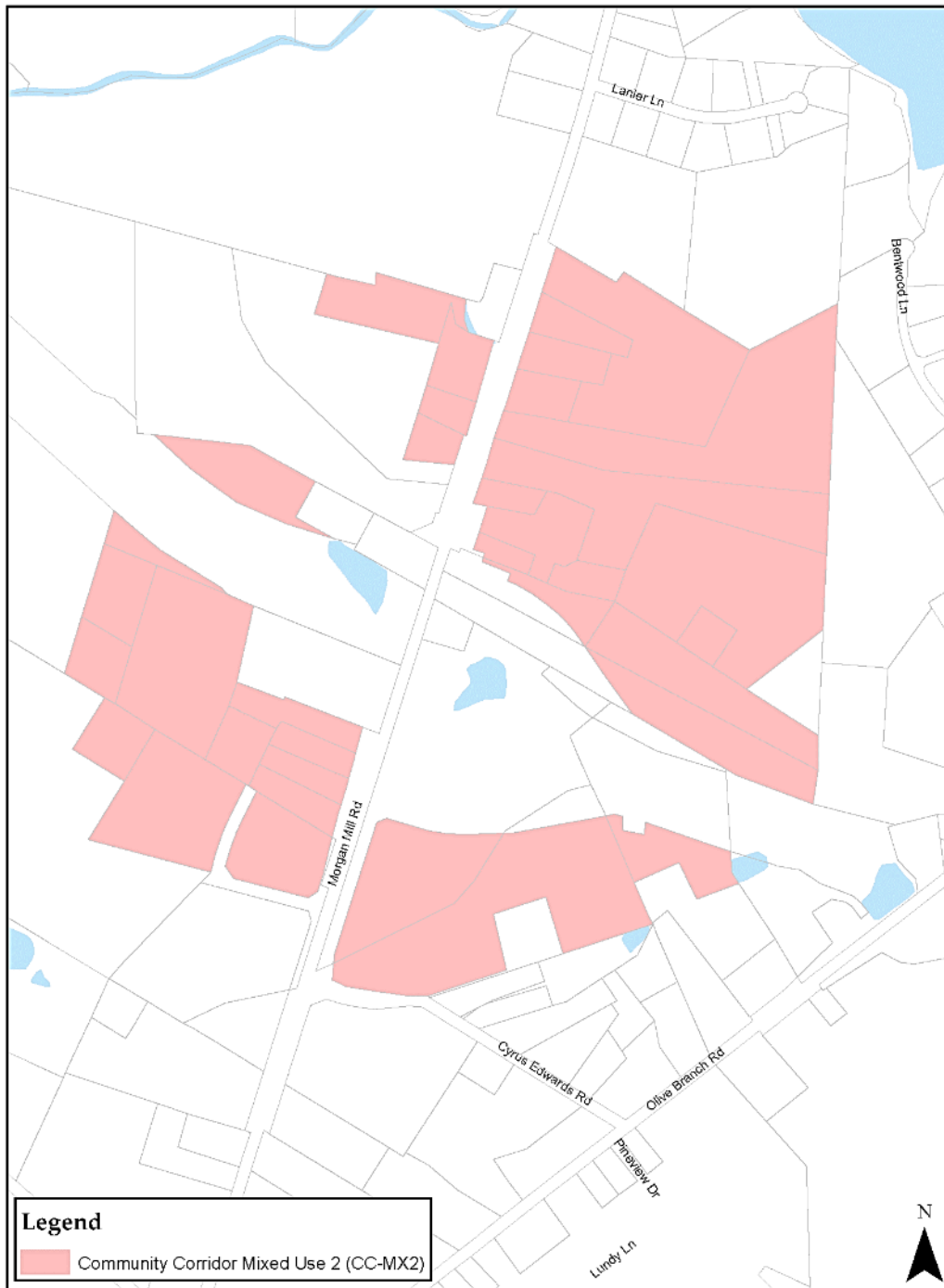
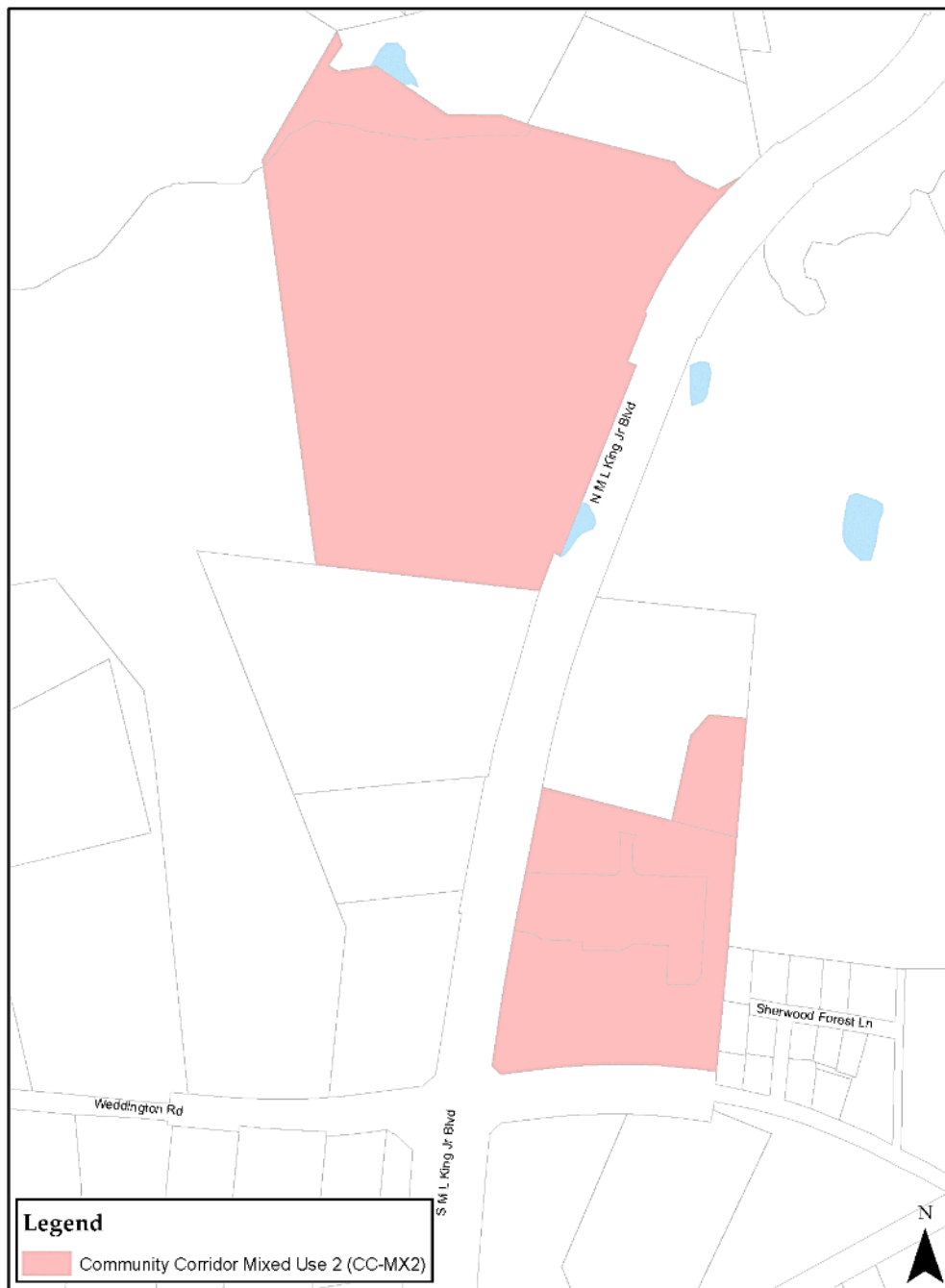


Figure 5.6.2. CC-MX2 District Implementing Map Zoom 2



C. Community Corridor Mixed-Use 2 District (CC-MX2) Standards Table.

Table 5.6. CC-MX2 District Development Standards

CC-MX2 District Development Standards		
Building Height		Maximum 3 Stories
Density		6 Units/Acre (By Right) 10 Units/Acre Maximum (See Section 5:10 for Incentives)
Building Placement (min/max)	Front (Street) ¹	15'/30'
	Side ²	5' min
	Rear ³	10' min
Lot	Length (min)	100
	Width (min)	50
	Coverage (max)	75%
Frontage	% Requirement	25%
	Active Use Areas	Permitted, but active use area shall not be physically adjacent to residentially zoned property
	Entrances	Oriented to Street
Parking	Placement	Off-Street

	Shared Parking	Permitted (See Section 5.9)
	Accessory Parking Structure	Not Permitted
Incentives Permitted		Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 40% transparency for each story of a building
<p><u>Notes:</u></p> <p>¹ Can be increased by a factor of 1.0 where an active use area is provided.</p> <p>² 44' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.</p> <p>³ Except where served by rear parking, not to exceed 60' without a design alternative. Also accommodates required buffering.</p>		

5.7. REGIONAL CORRIDOR MIXED-USE DISTRICT (RC-MX)

A. **Regional Corridor Mixed-Use District (RC-MX) Purpose and Intent.** The *Regional Corridor Mixed-Use District (RC-MX)* is intended to implement the Regional Mixed-Use Center character area as designated on the FLUM. More specifically, the RC-MX intends to:

1. Permit intense concentrations of retail, employment, and high-density residential uses through a mixed-use development;
2. Allow for vertical and horizontal mix of uses;
3. Be implemented in two geographic locations and shown in Figure 5.7, Figure 5.7.1, and Figure 5.7.2;

4. Allow for the development of outparcel buildings to meet frontage requirements;
5. Permit increased densities through the use of mixed-use zoning district incentives; and
6. Regulate development per the standards defined in Table 5.7.

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B. Regional Corridor Mixed-Use District (RC-MX) Implementing Map.

Figure 5.7. RC-MX District Implementing Map

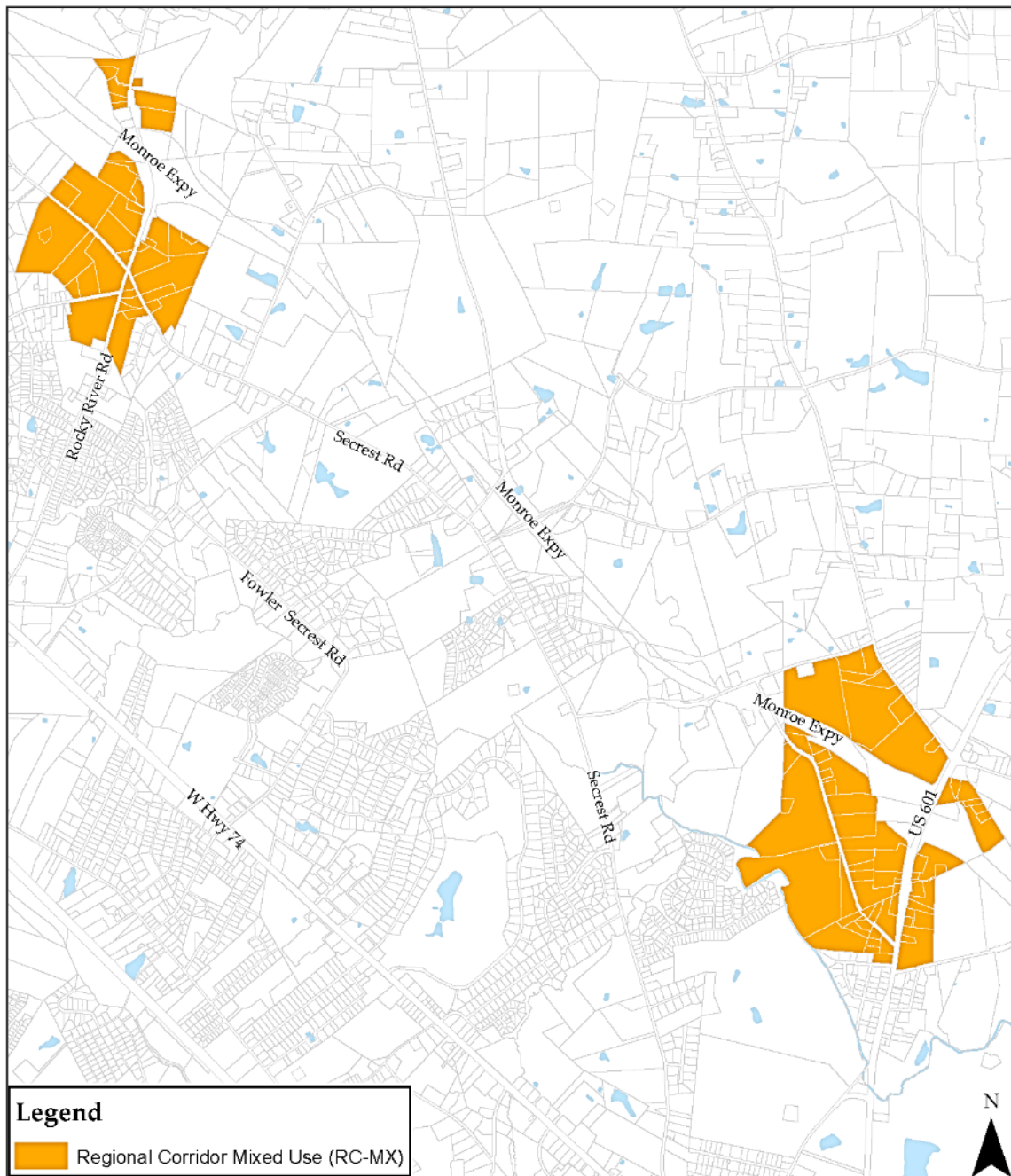


Figure 5.7.1. RC-MX District Implementing Map Zoom 1

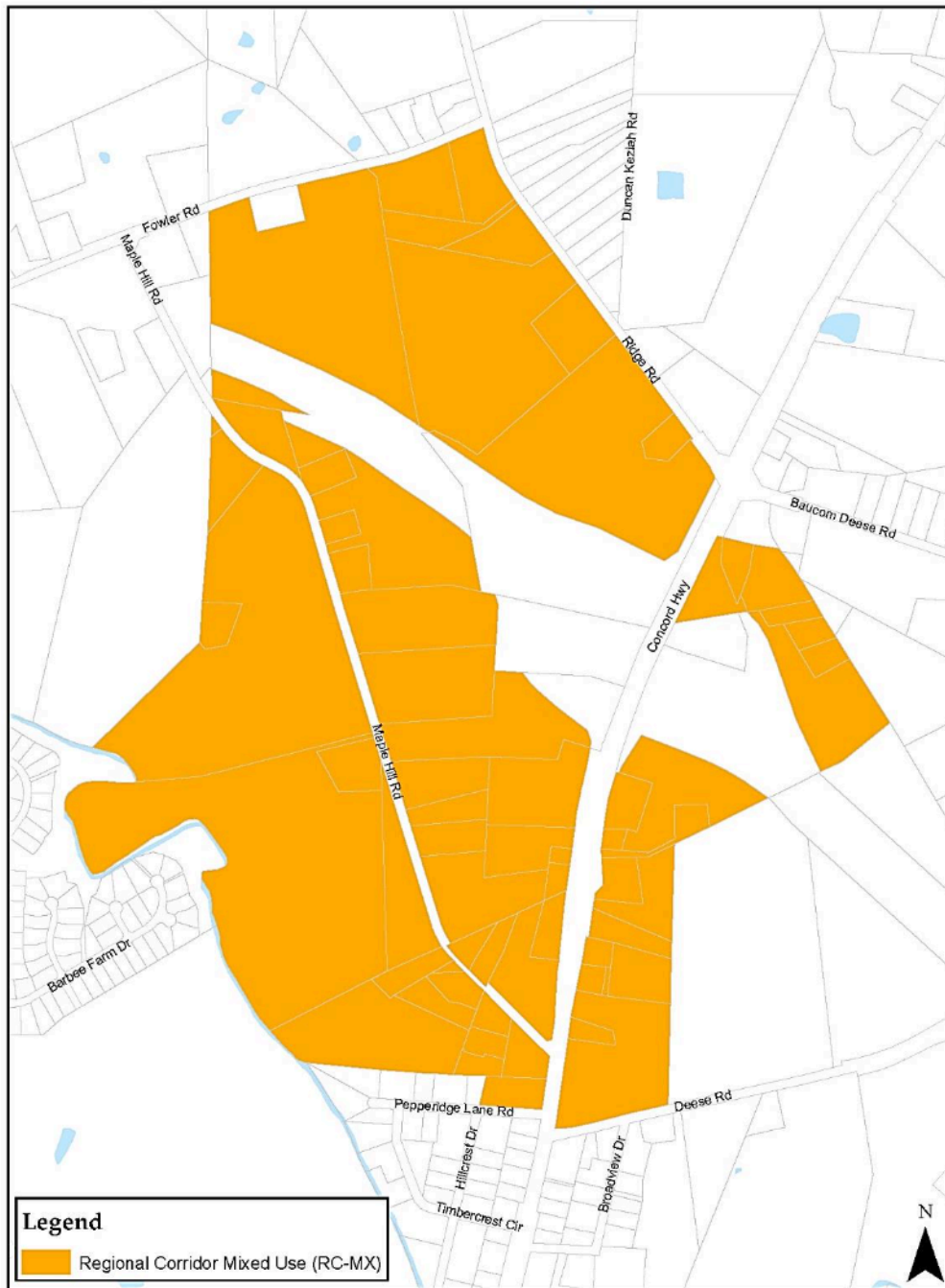
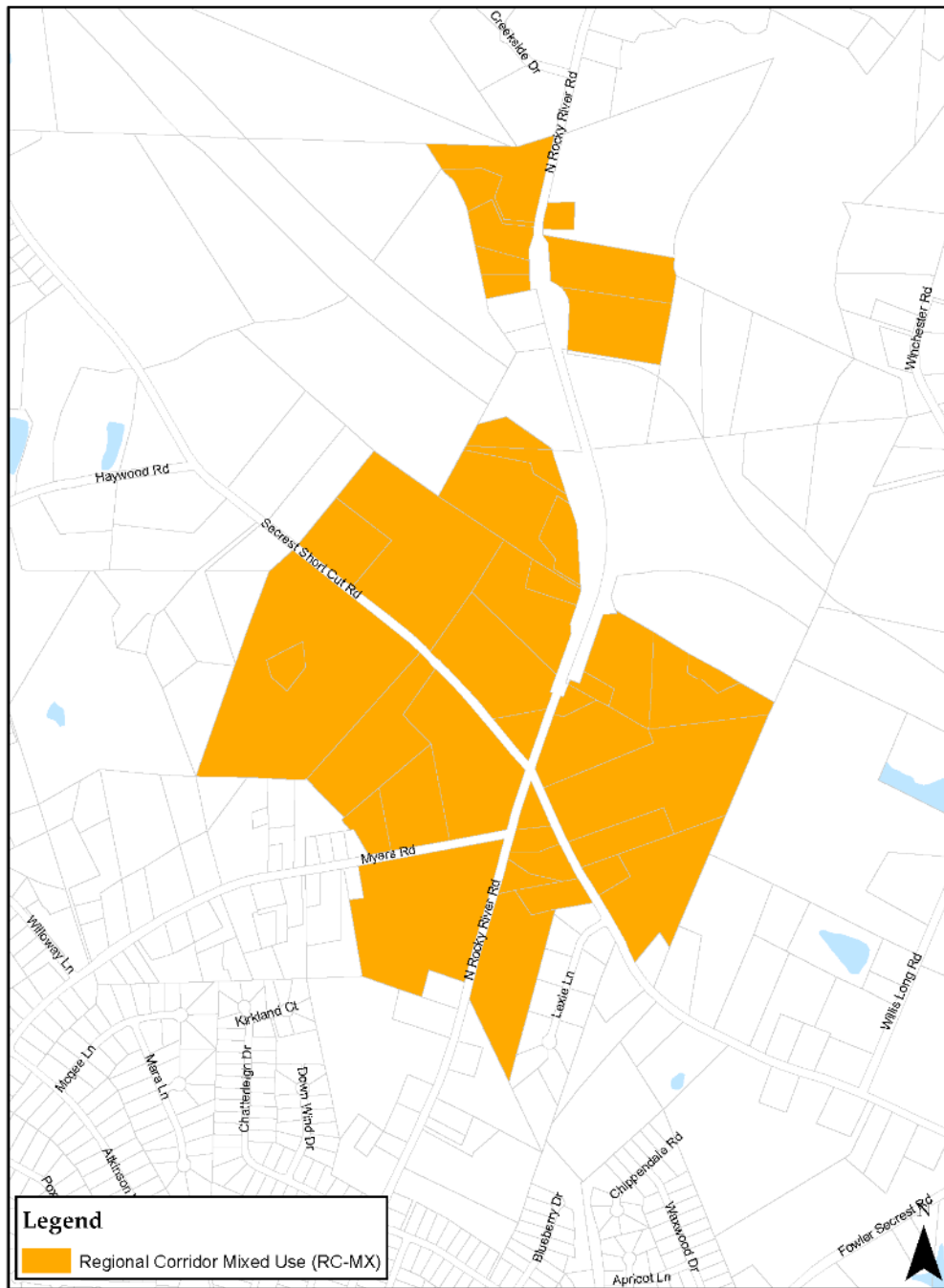


Figure 5.7.2. RC-MX District Implementing Map Zoom 2



C. Regional Corridor Mixed-Use District (RC-MX) Standards Table.

Table 5.7. RC-MX District Development Standards

RC-MX District Development Standards		
Building Height		<p>Maximum 5 stories</p> <p>Buildings above 3 stories shall be placed closer to Monroe Expressway where practicable and be placed 100' away from adjacent residential boundaries or provide twice the width of any standard landscape buffer requirement</p>
Density		<p>12 Units/Acre (By Right)</p> <p>15 Units/Acre Maximum (See Section 5:10 for Incentives)</p>
Building Placement (min/max)	Front (Street)	15'/50'
	Side ¹	5' min
	Rear ²	10' min
Lot	Length (min)	100'
	Width (min)	25'
	Coverage (max)	75%
Frontage	% Requirement	<p>25%</p> <p>Outparcel buildings may be used to meet frontage and entrance requirements. See Section 8.7: Design Standards</p>

	Active Use Areas	Permitted, but active use area shall not be physically adjacent to residentially zoned property
	Entrances	Oriented to street
Parking	Placement	Off-street
	Shared Parking	Permitted (See Section 5.9)
	Parking Structures as an accessory	Permitted
Incentives Permitted		Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 40% transparency for each story of a building
<p><u>Notes:</u></p> <p>¹ 60' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided or side yard parking/drive aisle</p> <p>² Except where served by rear parking, not to exceed 128' without a design alternative.</p>		

5.8. MEDICAL DISTRICT MIXED-USE (MD-MX)

- A. **Medical District Mixed-Use (MD-MX) Purpose and Intent.** The *Medical District Mixed-Use (MD-MX)* is intended to:
1. Address the unique needs of a hospital;
 2. Allow for a mixture of uses, both vertical and horizontal, appropriate for a medical campus;
 3. Allow for housing for students associated with the hospital and other specialized uses including research and development;

4. Implement the Medical Campus character area as designated on the FLUM in the Forward Monroe plan;
5. Be implemented in the area designated shown in Figure 5.8; and
6. Regulate development per the standards defined in Table 5.8.

B. Medical District Mixed-Use (MD-MX) Implementing Map.

Figure 5.8. MD-MX District Map



C. Medical District Mixed-Use (MD-MX) Standards Table.

Table 5.8. MD-MX District Development Standards

MD-MX District Development Standards		
Building Height		<p>Maximum 4 stories</p> <p>Buildings above 3 stories shall be placed 100' away from adjacent residential boundaries, or provide twice the width of any standard landscape buffer requirement</p>
Density		<p>8 Units/Acre (Residential Density Requires Conditional District)</p> <p>10 Units/Acre (Special Use Permit and Incentives in Section 5:10)</p>
Building Placement (min/max)	Front (Street) ¹	0'/30'
	Side ²	5' min
	Rear ³	5' min
Lot	Length (min)	50
	Width (min)	50
	Coverage (max)	85%
Frontage	% Requirement	25%
	Active Use Areas	Permitted
	Entrances	Oriented to Street

Parking	Placement	Off-street
	Shared Parking	Permitted (See Section 5.9)
	Accessory Parking Structure	Permitted
Incentives Permitted		Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards
<p><u>Notes:</u></p> <p>¹ Can be increased by a factor of 1.5 where an active use area is provided.</p> <p>² 60' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.</p> <p>³ Except where served by rear parking, not to exceed 120' without a design alternative.</p>		

5.9. MIXED-USE ZONING DISTRICT PARKING STANDARDS

- A. **Generally.** Parking requirements for mixed-use districts shall refer to the parking requirements defined in Section 8.4: Parking and Loading. In addition to the parking requirements in Section 8.4 the following shall apply to mixed-use districts:
1. **Placement.** Parking placement shall require parking be placed either in the front, rear, or side of a property within mixed-use zoning districts, or may allow any type of "off-street" parking placement.
 2. **Shared Parking Ratio.** The mixture of uses within a building and the provision of on-street parking, public parking lots, or similar parking facilities allows for an overall decrease in parking demand. To support a decrease in the need for parking, the parking requirements contained in Section 8.4: Parking, may be reduced by fifteen percent (15%) within the mixed-use districts. Within the DC-MX and DG-MX districts, parking may be reduced by twenty percent (20%). This

percentage may be modified through an Alternative Parking Plan (APP) as identified in Section 8.4: Parking and Loading.

3. **Structures.** Accessory parking structures may be allowed as permitted in each district standards development table.

5.10. MIXED-USE ZONING DISTRICT INCENTIVES

- A. **Generally.** To promote development and redevelopment of mixed-use zoning districts, incentives may be applied to buildings and developments which qualify based upon the criteria of this Section. To encourage certain public benefits and create a more dynamic public realm, density bonuses may be permitted for the items defined below. Each mixed-use zoning district development standards table shall define the maximum permitted density which may be achieved through incentives. Providing 3 out of the 6 incentive categories listed in this Section shall permit development at fifty percent (50%) of the maximum density bonus through incentives. Providing 4 out of the 6 incentive categories listed in this Section shall permit development at one hundred percent (100%) of the maximum density bonus through incentives. For example, a mixed-use project in the DC-MX district that provides: 1.) Adaptive reuse of an existing building, 2.) Streetscape enhancements, and 3.) Additional greenspace in the form of a public plaza, would be able to develop at 12.5 dwelling units/acre.
- B. **Priority Land Use Incentives.** Priority land uses are recognized from previously adopted City plans (i.e., *Forward Monroe* and the *Downtown Master Plan*) and represent a community vision for a desired land use within a mixed-use zoning district. A mixed-use zoning district may recognize priority land uses and offer density incentives to implement priority land uses within a vertical or horizontal mixture of uses in a building or development. To qualify for this incentive, each building or development must include at least 2 priority land uses, each of which shall be at least 25 percent of the total.

Table 5.10 Priority Land Use Incentives

District	Priority Land Use
DC-MX and DG-MX	Multifamily, Commercial, Civic, Medical
CC-MX1	Multifamily, Commercial, Civic, Office, Medical
CC-MX2	Multifamily, Commercial, Civic, Office, Medical

RC-MX	Multifamily, Commercial, Civic, Office, Medical
MD-MX	Student/Medical Housing, Commercial, Civic, Office, Medical

C. Adaptive Reuse.

1. *Adaptive Reuse* refers to the repurposing of an existing structure for new use. For example, converting an old church into a restaurant, an old train station into an office space, or an old mall into multi-family apartments. Adaptive reuse includes structures that contain architectural or cultural value as determined by the Director of Planning and Development.
2. Any development request for adaptive reuse of a building must be stated on applicable City permits.

D. Streetscape Enhancements.

1. Incentives for *streetscape enhancements* shall be limited to the DC-MX and DG-MX districts. Streetscape enhancements shall be defined as items which increase the design quality of the street and its visual character by implementing the Downtown Master Plan Section 5.4: Urban Design, including a continuation of sidewalks with large trees and landscaping, wider planting strip (8 feet to 10 feet), uniform lighting with decorative lamps and other street furniture.

E. Additional Greenspace.

1. *Additional Greenspace* shall be defined as publicly accessible greenspace that exceeds the required open space for the respective mixed-use zoning district development, as defined in Section 8.8: Open Space. For example, a minimum of ten percent (10%) of open space is required within the DG-MX district. To receive the bonus, the project would need to include fifteen percent (15%) of open space.
 - a. Required additional greenspace
 - i. DC-MX and DG-MX: five percent (5%).
 - ii. All Other Mixed-Use Districts: ten percent (10%).
 - b. Additional greenspace shall be in the form(s) as defined in Section 8.8.3: Open Space Standards.

F. Building Configuration.

1. Incentives for building configuration shall include a minimum of two (2) types listed below:

- a. Compliance with the multi-family residential design standards in Section 8.7.3., Multifamily Design Standards, for single-family attached.
- b. Construction of principle structure in accordance with Barrier Free Design Standards (ANSI A1171.1).
- c. Inclusion of underground parking or parking structures sufficient to accommodate 51 percent or more of the off-street parking requirements.
- d. Include windows on all building sides.
- e. Provision of at least one enclosed recycling station per building suitable for storage and collection of recyclables generated on-site.
- f. Setback of a second or higher story primary building façade wall from the building's first floor primary façade plane by six feet or more.

G. Sustainable Development.

- 1. Incentives are an effort to encourage sustainable development practices as a means of addressing climate change and the need for more resilient development practices, the protection of natural resources, and ensuring a high quality of life for future City residents. Development shall include a minimum of three (3) from Type A and a minimum of four (4) from Type B of sustainable development practices to receive the bonus.
 - a. Certifications.
 - i. Type A-Certifications from this type will count toward the minimum three (3) from Type A for Sustainable Development Incentive.:
 - a. Construction of the principal structure(s) to meet or exceed LEED Platinum certification standards.
 - b. Construction of the principal structure(s) to meet or exceed LEED Gold certification standards.
 - c. Construction of the principal structure(s) to meet or exceed BREEAM "Excellent" certification standards.
 - d. Construction of the principal structure(s) to meet or exceed BREEAM "Very Good" certification standards.
 - e. Construction of the principal structure(s) to meet or exceed National Green Building Standard's "Emerald" certification standards.

- f. Construction of the principal structure(s) to meet or exceed National Green Building Standard's "Gold" certification standards.
 - ii. Type B-Certifications from this type will count toward the minimum two (2) from Type B for Sustainable Development Incentive.:
 - a. Construction of the principal structures(s) to meet or exceed LEED Silver certification standards.
 - b. Construction to the principal structure(s) to meet or exceed LEED Bronze certification standards.
 - c. Construction of the principal structures(s) to meet or exceed BREEAM "Good" certification standards.
 - d. Construction of the principal structure(s) to meet or exceed National Green Building Standards "Silver" certification standards.
 - e. Construction to the principal structure(s) to meet or exceed National Green Building Standards "Bronze" certification standards.
- b. Energy Conservation:
 - i. Type A:
 - a. Use of central air conditioners that are Energy Star qualified.
 - b. Use of only solar or tankless water heating systems throughout the structure.
 - c. Use of white roof or roofing materials with minimum reflectivity rating of 60 percent or more.
 - d. Pre-plumb and pre-wire structures for solar water heating and photovoltaic installation.
 - ii. Type B:
 - a. Provision of skylights in an amount necessary to ensure natural lighting is provided to at least 15 percent of the habitable rooms in the structure.
 - b. Roof eaves or overhangs of three feet or more on southern or western elevations.
 - c. Inclusion of shade features (e.g., awnings, louvers, shutters, etc.) to shade all windows and doors on the southern building façade.

- d. Shade impervious surfaces and southern/western building exposures to limit heat gain.
 - e. Inclusion of on-demand hot water systems instead of tank-based systems.
- c. Water Conservation and Quality Protection:
 - i. Type A:
 - a. Configuration of the principal structure's roof so that at least 50 percent of the roof is "green" roof intended to capture and hold rain water.
 - b. Inclusion of rain water capture and re-use devices such as cisterns, rain filters, and underground storage basins with a minimum storage capacity of 500 gallons.
 - c. Provision of a bio-retention area(s) or other appropriate stormwater infiltration system(s) of at least 700 square feet in area.
 - d. Provision of open space at a rate 200 percent or more beyond the minimum required.
 - ii. Type B:
 - a. Provision of bio-retention area(s) or other appropriate stormwater infiltration systems of at least 100 square feet in area.
 - b. Removal of all lawn or turf in favor of living ground cover.
 - c. Use of xeriscape landscaping techniques without irrigation.
 - d. Provision of 150-foot undisturbed buffers adjacent to/surrounding all wetlands or surface waters.
 - e. Use of permeable surfacing on 50 percent or more of the vehicular use.

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