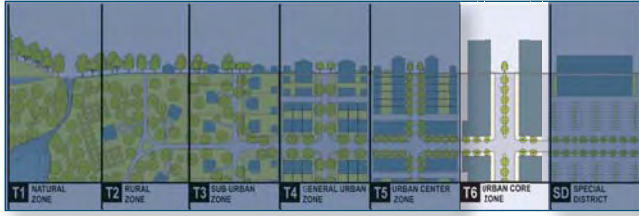




Mixed-Use Community Center (T-6 Urban Core Zone)



Purpose:

To provide areas of high intensity mixed-use development consisting of both neighborhood and community serving commercial, retail and office uses, and medium to high density urban residential dwellings (typically greater than 8 dwelling units per acre). Such areas are typically located within close proximity to major transportation corridors and transit stops. These areas provide opportunities for regional destinations offering unique retail, restaurant and cultural destinations with a more urban lifestyle than available in other areas of the community.

Uses:

Retail, restaurant, office, entertainment, civic and institutional uses, and medium to high density urban residential dwellings (attached) typically in multi-story structures. Non-residential multi-story buildings may include large office and workplace components. Due to the nature of development within this category as a community or regional destination, high volumes of pedestrians, transit riders, and vehicles must be accommodated. This zone is not intended for single-story conventional commercial strip centers, freestanding pad sites, and intensive uses requiring outdoor display or sales yards.

Compatible Zoning Districts:

PD*

*This land use category is appropriate for mixed-use development regulations organized with a form-based code.



Mixed-Use Community Center Guidelines

The development area is larger and denser than a Neighborhood Center and serves as a focal point of activity and energy, benefiting from substantial traffic – pedestrian, automobile, and transit.

Connectivity

Commercial uses and transit services are accessible to residents within a short walking distance, typically ¼-mile, but no more than ½-mile. Circulation is provided by a system of interconnected streets with pedestrian and bicycle facilities and streetscape amenities. Thoroughfares are typically boulevards, avenues, and residential streets with an urban character. Sidewalks are wide, generally 6 to 20 feet (the more urban the environment, the wider the sidewalk).

Civic and Gathering Spaces

Open space takes the form of Squares and Plazas, providing a variety of places for outdoor gatherings. Wide sidewalks provide for outdoor seating, lighting, trees and other pedestrian facilities.

Setbacks

A continuous, defined street edge is maintained with building frontages placed close to the sidewalk.

Building Form

Most buildings are attached, with their front facades aligned, and generally 2-4 stories in height but may be taller at major activity centers when compatible with surrounding neighborhoods. Buildings may be taller in close proximity to major street intersections, or when upper floors include a “stepback” from the ground plane of lower floors. Building heights, intensity of use and densities decrease as development moves closer to adjacent established residential neighborhoods.

Compatibility with Surrounding Development

Architectural character may be diverse, but when adjacent to established neighborhoods should be compatible with the style, scale, proportions, materials, and colors.

Street edge orientation

Building walls and entries are oriented towards the primary street. The street level has a transparent quality, with passing pedestrians and vehicles able to see activity within the building.

Parking

Public parking is provided on-street. Off-street parking is provided in shared parking facilities to the rear of buildings typically in parking structures. Surface parking areas are limited, but when provided are enclosed on at least three sides. Residential parking is typically provided in structured facilities.



Building setbacks define the street edge and allow for wide sidewalks with pedestrian amenities.



Due to the urban character of this district, outdoor gathering places typically consist of Squares and Plazas.



Buildings at prominent intersections may be taller, and also are distinguished with enhance architectural design.



The street level of buildings have a transparent quality for pedestrians and vehicles. Parking is provided both on-street and to the rear of buildings.