ATTACHMENT F: PC 12/15/10
Summary of Proposed Commercial/Corridor Zones

COMMERCIAL/CORRIDOR ZONES **(**Development intensity is regulated by a ***separate*** height and intensity map that is based on location and context and not by the base zone.)	
Urban Residential (RU) Zones: RU-4 and RU-5 For areas of the City intended for multi-unit residential in locations with good access to transportation services. These zones include design standards to buffer ground floor residential uses from busy streets and provide a pedestrian-oriented storefront pattern for commercial ground floors.	
RU-4	Multi-unit residential buildings that allow a range of low-impact commercial uses in *existing* non-residential space and a limited amount of *new* commercial space on the ground floor.
RU-5	Multi-unit residential development with a range of low-impact commercial uses in *existing* and *new* non-residential space on the ground floor.
Neighborhood Center Mixed Use Commercial (CN) Zones For areas of the City with mixed-use neighborhood commercial centers, characterized by smaller-scale, pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, restaurants, personal and business services. These zones provide a pedestrian-oriented storefront pattern for commercial ground floors and restrictions on businesses greater than 5,000 square feet.	
CN-1	Most retail-oriented zone and has the most restrictions on non-retail uses, such as banks, real estate offices, doctors' offices, small gyms, recording studios, law offices, photocopying shops; these require conditional use permit to locate on the ground floor. Restaurants and cafes also require a conditional use permit. New auto repair and service uses not allowed. New construction must include commercial space on the ground floor.
CN-2	Retail-oriented zone, but has fewer restrictions on ground floor uses than CN-1 (allows uses like small gyms and doctors' offices). Restaurants and cafes allowed by right. New auto repair and service uses not allowed. New construction must include commercial space on the ground floor.
CN-3	Retail and neighborhood service-oriented zone (no restrictions on ground floor for offices, banks, etc). Mid-scale grocery stores – under 15,000 square feet –are allowed by right. Auto repair and service uses prohibited. Commercial space may not be required in new construction (can be residential).
CN-4	Retail and neighborhood service-oriented zone (no restrictions on ground floor for offices, banks, etc). Auto service may be conditionally permitted in limited locations. Commercial space may not be required in new construction (can be residential).
Community Commercial (CC) Zones For areas of the City with a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. These areas are characterized by larger scale retail and commercial uses, such as auto repair and services, offices, personal services, health services, educational and entertainment uses and may include some residential uses.	
CC-1	Characterized by auto-oriented shopping centers with a wide range of commercial activities. Residential uses may be allowed with conditional use permit as part of a commercial development. Auto repair and servicing may be allowed with a conditional use permit.
CC-2	Allows a wide range of commercial activities, but provides a pedestrian-oriented storefront pattern for commercial ground floors similar to CN zones. Residential uses are allowed by right on upper floors. Auto repair and servicing may be allowed with a conditional use permit.
CC-3	Allows intense commercial and light industrial uses, including auto repair and servicing and custom and light manufacturing New construction cannot contain residential units.
Regional Commercial (CR) Zone For areas of the City intended to serve as region-drawing centers of activity, including a mix of commercial, office, entertainment, arts, recreation, sports, and visitor-serving activities.	
CR-1	Large-scale retail and commercial; generally adjacent to regional transportation facilities where they benefit from good access/visibility and are able to attract patrons from within and outside City limits.