

Chapter 2.2 Central Commercial (CC) District

Sections:

- 2.2.100 - Purpose
- 2.2.110 - Permitted Land Uses
- 2.2.120 - Building Setbacks
- 2.2.130 - Lot Coverage
- 2.2.140 - Building Height
- 2.2.150 - Design Standards
- 2.2.160 - Pedestrian Amenities
- 2.2.170 - Special Standards for Certain Uses
- 2.2.180 - Highway Commercial Subdistrict
- 2.2.190 - Downtown Service Core Subdistrict

2.2.100 Purpose.

A Town goal is to strengthen the Central Commercial District as the “heart” of the community and as the logical place for people to gather and create a business center. The District is intended to support this goal through elements of design and appropriate mixed-use development. This chapter provides standards for the orderly improvement of the Central Commercial District based on the following principles:

- ?? Efficient use of land and urban services;
- ?? A mixture of land uses to encourage walking as an alternative to driving, and provide more employment and housing options;
- ?? The Downtown Service Core Sub-District provides both formal and informal community gathering places;
- ?? There is a distinct storefront character that identifies the Downtown Service Core Sub-District;
- ?? The Central Commercial District is connected to neighborhoods and other employment areas;
- ?? Provide visitor accommodations and tourism amenities.

2.2.110 Permitted Land Uses.

- A. Permitted Uses.** The land uses listed in Table 2.2.110.A are permitted in the Central Commercial District, subject to the provisions of this Chapter. Only land uses that are specifically listed in Table 2.2.110.A, and land uses that are approved as “similar” to those in Table 2.2.110, may be permitted. The land uses identified with a “CU” in Table 2.2.110.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4.
- B. Determination of Similar Land Use.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.

**Table 2.2.110.A
Land Uses and Building Types Permitted in the Central Commercial District**

<p>1. Residential*:</p> <p><i>Single-family</i></p> <p>a. Single-family detached housing (existing housing only)</p> <p>b. Zero-lot line housing (existing only)</p> <p>c. Accessory dwellings</p> <p>d. Manufactured homes – individual lots (existing housing only)</p> <p><i>Multi-family</i></p> <p>e. Multi-family housing</p> <p><i>Residential care</i></p> <p>f. Residential care homes and facilities</p> <p>g. Family daycare (12 or fewer children)</p> <p>2. Home occupations (in accordance with 2.1.200)</p> <p>3. Bed & breakfast inns*</p> <p>4. Industrial*: Light manufacture (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods) when in conjunction with retail</p>	<p>5. Public and Institutional*:</p> <p>a. Churches and other places of worship</p> <p>b. Clubs, lodges, similar uses</p> <p>c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses)</p> <p>d. Libraries, museums, community centers, concert halls and similar uses</p> <p>e. Public parking lots and garages</p> <p>f. Private utilities</p> <p>g. Public parks and recreational facilities</p> <p>h. Schools (public and private)</p> <p>i. Special district facilities</p> <p>j. Transportation Facilities and Improvements.</p> <ol style="list-style-type: none"> 1. Normal operation, maintenance; 2. Installation of improvements within the existing right-of-way; 3. Projects identified in the adopted Transportation System Plan not requiring future land use review and approval; 4. Landscaping as part of a transportation facility; 5. Emergency Measures; 6. Street or road construction as part of an approved subdivision or partition; 7. Transportation projects that are not designated improvements in the Transportation System Plan ** (CU); and 8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition** (CU) <p>k. Telecommunications equipment (including wireless) (CU)</p>	<p>l. Uses similar to those listed above (subject to CU requirements, if applicable)</p> <p>6. Accessory Uses and Structures*</p> <p>7. Commercial:</p> <p>a. Auto-dependent and auto-oriented uses and facilities (Highway Commercial Sub-district only)*</p> <p>b. Entertainment (e.g., theaters, clubs, amusement uses)</p> <p>c. Hotels/motels</p> <p>d. Hospitals, medical and dental offices, clinics and laboratories</p> <p>e. Mixed use development (housing & other permitted use)*</p> <p>f. Office uses (i.e., those not otherwise listed)</p> <p>g. Personal and professional services (e.g., child care center, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, banks and financial institutions, and similar uses)</p> <p>h. Repair services, except vehicle repair</p> <p>i. Retail trade and services, except auto-dependent and auto-oriented uses</p> <p>j. Funeral Parlors</p> <p>k. Uses similar to those listed above (subject to CU requirements, if applicable)</p>
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Uses marked with an asterisk (*) are subject to the standards in Section 2.2.170 - Special Standards for Certain Uses. Uses marked with two asterisks (**) are subject to the standards in Section 4.4.400.D. Temporary uses are subject to the standards in Chapter 4.9. CUs are subject to Conditional Use permit standards in Chapter 4.4.

2.2.110 Permitted Land Uses. (continued)

- C. Land Uses Prohibited in the Central Commercial District.** Only uses specifically listed in Table 2.1.110.A, and uses similar to those in Table 2.1.110.A, are permitted in this district. The following uses are expressly prohibited: heavy industrial uses; and drive-up, drive-in and drive-through facilities, as defined in Section 2.2.170.E.

2.2.120 Building Setbacks.

In the Central Commercial District, buildings are placed close to the street to create a vibrant pedestrian environment, to slow traffic down, provide a storefront character to the street, and encourage walking. The setback standards are flexible to encourage public spaces between sidewalks and building entrances (e.g., extra-wide sidewalks, plazas, squares, outdoor dining areas, and pocket parks). The standards also encourage the formation of solid blocks of commercial and mixed-use buildings for a walkable downtown.

Building setbacks are measured from the face of the building to the respective property line. Setbacks for porches are measured from the edge of the deck or porch to the property line. The setback standards below apply to both primary structures and accessory structures. The standards may be modified only by approval of a Variance, in accordance with Chapter 5.1.

A. Front Yard Setbacks.

1. Minimum Setback. There is no minimum front yard setback required (i.e., 0 feet).
2. Maximum Setback. The maximum allowable front yard setback is 5 feet. This standard is met when 100 percent of the front building elevation is placed no more than 5 feet back from the front property line. On parcels with more than one building, this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area or town square with seating) is provided between the building and front property line. (See also, Pedestrian Amenities Standards in Section 2.2.160, and Design Standards in Section 2.2.170 for related building entrance standards.)

B. Rear Yard Setbacks.

1. Minimum Setback. The minimum rear yard setback for all structures shall be 0 feet for street-access lots, and 6 feet for alley-access lots (distance from building to rear property line or alley easement) in order to provide space for parallel parking.
2. Double Frontage Lots. For buildings on double frontage-lots (lots with front and rear frontage onto a street), the front yard setbacks in “A” shall apply.

- C. Side Yard Setbacks.** There is no minimum side yard setback required (i.e., 0 feet), except that buildings shall conform to the vision clearance standards in Chapter 3.1 and the applicable fire and

2.2.120 Building Setbacks. *(continued)*

building codes for attached structures, fire walls, and related requirements.

- D. Setback Exceptions.** Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar design features may encroach into setbacks by no more than 6 feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code. Walls and fences may be placed on the property line, subject to the requirements of Chapter 3.2 - Landscaping and Fences and Walls.

2.2.130 Lot Coverage.

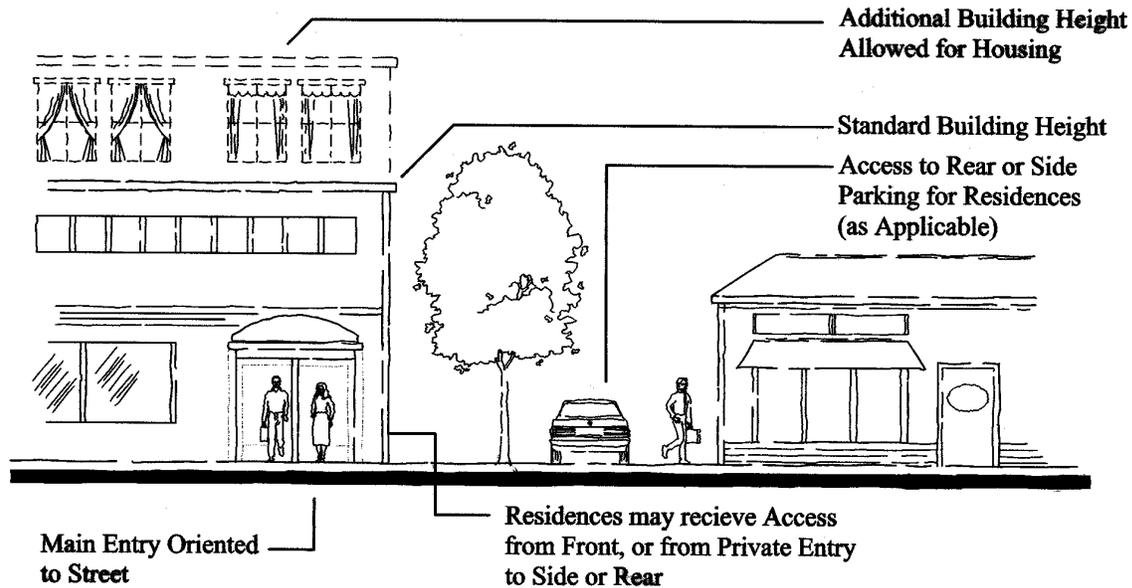
- A. Maximum Lot Coverage.** There is no maximum lot coverage requirement (i.e., 100%), except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

2.2.140 Building Height.

All buildings in the Central Commercial District shall comply with the following building height standards. The standards are intended to allow for development of appropriately-scaled buildings with a storefront character:

2.2.140 Building Height. *(continued)*

Figure 2.2.150 – Building Height Diagram (Credit for Housing)

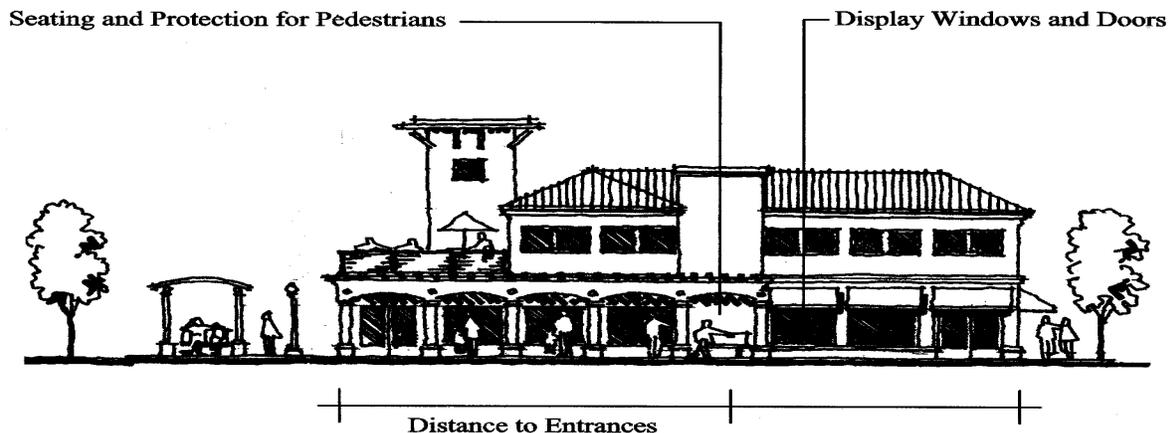


- A. Maximum Height.** Buildings shall be no more than four stories. The maximum height may be increased by 10 feet when housing is provided above the ground floor (“vertical mixed use”), as shown above. The building height increase for housing shall apply only to that portion of the building that contains housing.
- B. Method of Measurement.** “Building height” is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. (See Figure 2.1.170 for examples of measurement). The reference datum shall be selected by either of the following, whichever yields a greater height of building:
1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;
 2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection ‘1’ is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are chimneys, bell towers, steeples, roof equipment, flagpoles, and similar features that are not for human occupancy.

2.2.150 Design Standards.

- A. Purpose and Applicability.** The Central Commercial design standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. This section applies to all of the following types of buildings:
1. Multi-family housing;
 2. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
 3. Commercial and mixed-use buildings subject to site design review.
- B. Standards.** The following standards shall be met. A design feature used to comply with one standard may be used to comply with another standard.
1. All residential buildings subject to design review shall comply with the Residential District design guidelines, as listed in Section 2.1.190.

Figure 2.2.150(a) - Design of Large-Scale Buildings and Developments (Typical)



Note: the example shown above is meant to illustrate examples of these building design elements, and should not be interpreted as a required design style.

2. Design of Large-Scale Buildings and Developments. The standards in subsection “c”, below, shall apply to “Large-Scale Buildings and Developments”, as defined in a-b:
 - a. Buildings with more than 20,000 square feet of enclosed ground-floor space (i.e., “large-scale”). Multi-tenant buildings shall be counted as the sum of all tenant spaces within the same building shell; and

2.2.150 Design Standards. *(continued)*

- b. Multiple-building developments with a combined ground-floor space (enclosed) more than 40,000 square feet (e.g., shopping centers, public/institutional campuses, and similar developments).
- c. All large-scale buildings and developments, as defined in a-b, shall provide human-scale design by conforming to all of the following criteria:
 - (1) Incorporate changes in building direction (i.e., articulation), and divide large masses into varying heights and sizes, as shown in Figure 2.2.160 above. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lighting, or up-lighting); and similar features.
 - (2) Every building elevation adjacent to a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance; except that buildings elevations that are unable to provide an entrance due to the internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way, in conformance with Chapter 3.1 - Access and Circulation.

2.2.160 Pedestrian Amenities.

A. Purpose and Applicability. This section is intended to complement the building orientation standards in Section 2.2.140, and the street standards in Chapter 3.1, by providing comfortable and inviting pedestrian spaces within the Central Commercial District. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the Town's commercial areas, and contribute to a walkable district. This section applies to all of the following types of buildings:

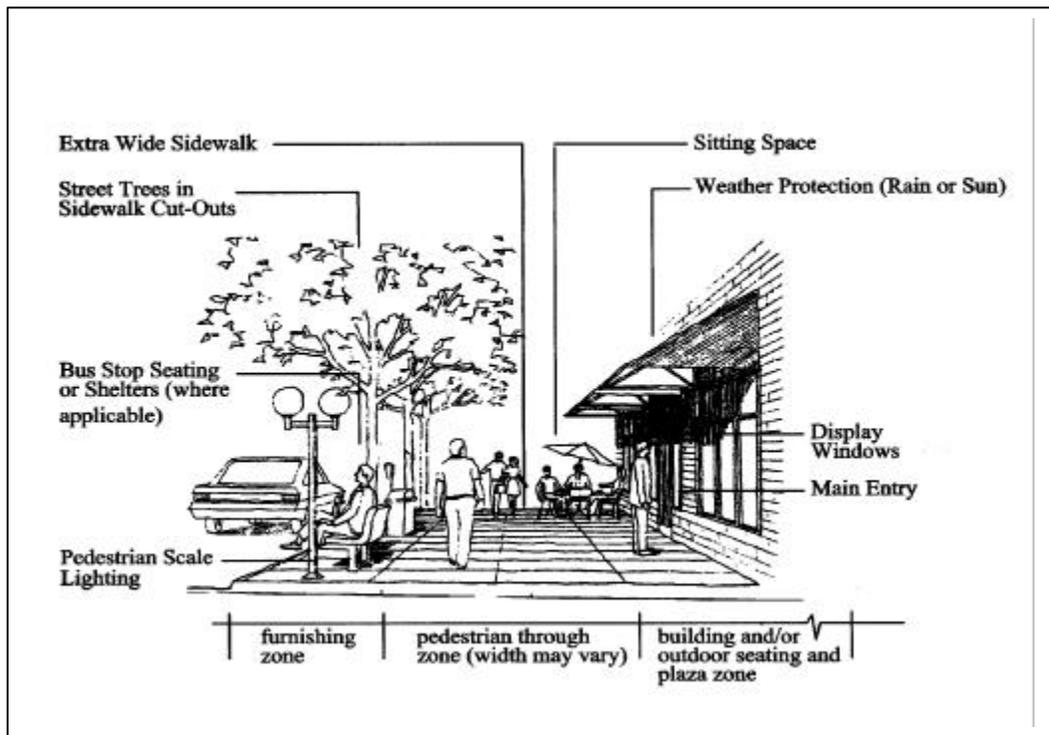
1. Multi-family housing;
2. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
3. Commercial and mixed-use buildings subject to site design review.

2.2.160 Pedestrian Amenities. *(continued)*

B. Pedestrian Amenity Standards. Every commercial development shall provide at least one of the “pedestrian amenities” listed and illustrated below. Developments in the Downtown Core Sub-District shall provide at least 2 of the amenities. Pedestrian amenities may be provided within a public right-of-way (i.e., on the sidewalk, curb, or street pavement) when approved by the Town (for Town streets), Lake County (for County roads), or the Oregon Department of Transportation (“ODOT”) for state highways.

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of 6 feet);
2. Sitting space (i.e., dining area, benches or ledges) between the building entrance and sidewalk) with a minimum of 16 inches in height and 30 inches in width;
3. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space).
4. Public art that incorporates seating (e.g., fountain, sculpture, etc.) or wall decoration such as an illustrative mural that is not defined as a sign in Chapter 3.6.

Figure 2.2.160 - Pedestrian Amenities (Typical)



Note: the example shown above is meant to illustrate examples of pedestrian amenities. Other types of amenities and designs may be used.

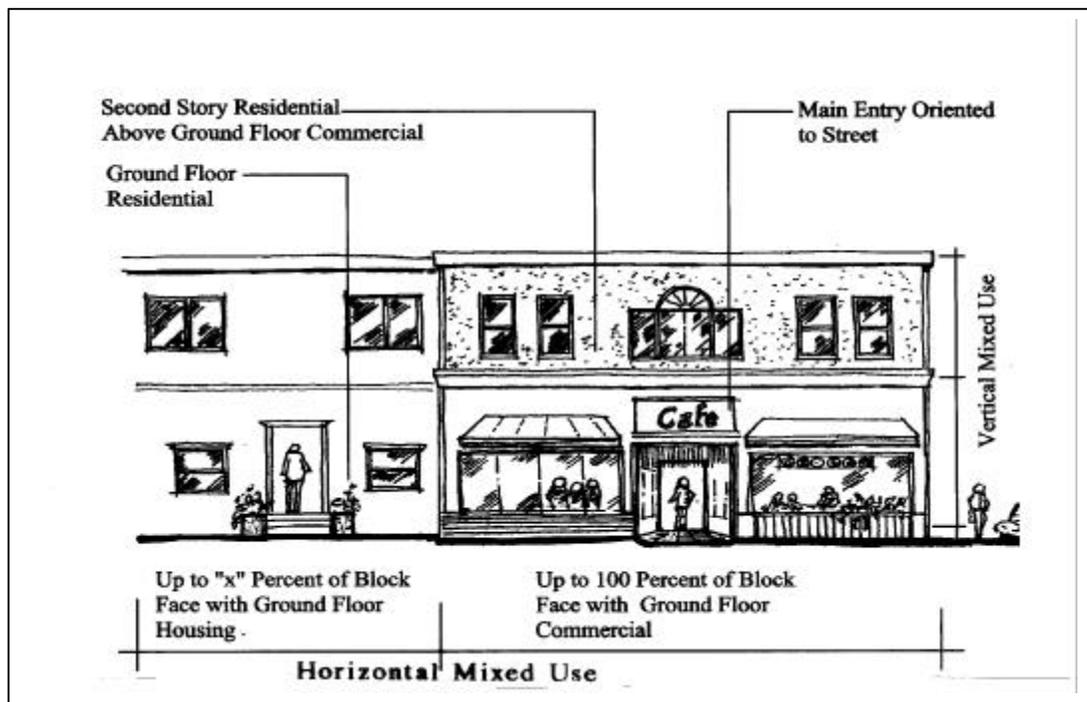
2.2.170 Special Standards for Certain Uses.

This section supplements the standards contained in Sections 2.2.100 through 2.2.160. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the Central Commercial District:

1. Residential Uses
2. Bed and Breakfast Inns
3. Public and Institutional Uses
4. Accessory Uses and Structures
5. Automobile-Oriented and Automobile-Dependent Uses and Facilities
6. Outdoor Storage and Display
7. Light Manufacture

- A. Residential Uses.** Higher density residential uses, such as multi-family buildings, are permitted to encourage housing adjacent to employment, shopping and services. All residential developments shall comply with Sections 2.2.170.A.1-6, below, which are intended to require mixed use development; conserve the community's supply of commercial land for commercial uses; provide for designs which are compatible with a storefront character; avoid or minimize impacts associated with traffic and parking; and ensure proper management and maintenance of common areas. Residential uses that existed prior to the effective date of this code are exempt from this Section.

Figure 2.2.170A - Mixed Use Development in the Central Commercial District



Note: the example shown above is meant to illustrate required building design elements, and should not be interpreted as a required design style

2.2.170 Special Standards for Certain Uses. (continued)

1. Mixed Use Development Required. Residential uses shall be permitted only when part of a mixed-use development (residential with commercial or public/institutional use). Both “vertical” mixed use (housing above the ground floor), and “horizontal” mixed-use (housing on the ground floor) developments are allowed, subject to the standards in 2-6.
2. Limitation on street-level housing. No more than 50 percent of a single street frontage may be occupied by residential uses. This standard is intended to reserve storefront space for commercial uses and public/institutional uses; it does not limit residential uses above the street level on upper stories, or behind street-level storefronts. For parcels with street access at more than one level (e.g., sloping sites with two street frontages), the limitation on residential building space shall apply to all street frontages.
3. Density. There is no minimum or maximum residential density standard. Density shall be controlled by the applicable lot coverage and building height standards.
4. Parking, Garages, and Driveways. All off-street vehicle parking, including surface lots and garages, shall be oriented to alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of the building; except that side-yards facing a street (i.e., corner yards) shall not be used for surface parking. All garage entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front building elevation by a minimum of 4 feet. On corner lots, garage entrances shall be oriented to a side-street (i.e., away from a main street) when access cannot be provided from an alley.
5. Creation of Alleys. When a subdivision is proposed, a public or private alley shall be created for the purpose of vehicle access. Alleys are not required when existing development patterns or topography make construction of an alley impracticable. As part of a subdivision, the Town may require dedication of right-of-way or easements, and construction of pathways between townhome lots (e.g., between building breaks) to provide pedestrian connections through a development site, in conformance with Chapter 3.1- Access and Circulation.
6. Common Areas. All common areas (e.g., walkways, drives, courtyards, private alleys, parking courts, etc.) and building exteriors shall be maintained by a homeowners association or other legal entity. Copies of any applicable covenants, restrictions and conditions shall be recorded and provided to the Town prior to building permit approval.

2.2.170 Special Standards for Certain Uses. (continued)**B. Bed and Breakfast Inns and Vacation Rentals.**

1. Purpose. The purpose of this section is to provide standards for the development of a bed and breakfast inn.
2. Accessory Use. A bed and breakfast inn must be accessory to a household already occupying the structure as a residence.
3. Maximum size. The bed and breakfast structure is limited to a maximum of 4 bedrooms for guests and a maximum of 6 guests per night.
4. Employees. The bed and breakfast facility may have up to 2 non-resident employees for the facility.
5. Food Service. Food services may only be provided to overnight guests of the bed and breakfast inn.
6. Owner-occupied. The bed and breakfast inn shall be owner-occupied and shall maintain the exterior physical characteristics of a single-family dwelling. No separate structures shall be allowed (except for usual residential accessory buildings such as sheds, or detached garages).
7. Signs. Signs must meet the standards in Section 3.6.500, Signs.
8. Monitoring. All bed and breakfast inns must maintain a guest logbook. It must include the names and home addresses of guests, guests' license plate numbers if travelling by motor vehicle, dates of stay and the room number of each guest. The log must be available for inspection by Town staff upon request.

C. Public and Institutional Uses. Public and institutional uses (as listed in Table 2.2.110.A) are allowed in the Central Commercial District, except that automobile-oriented uses shall comply with the standards in "E", below. See the definition of "automobile-oriented uses" in Chapter 1.3. Typical automobile oriented uses in this category include public works yards, equipment storage and repair, school bus companies, and similar facilities that store, repair or service automobiles, trucks, buses, heavy equipment and construction materials.

D. Accessory Uses and Structures. Accessory uses and structures are of a nature customarily incidental and subordinate to the principal use or structure on the same lot. Typical accessory structures in the Central Commercial District include small workshops, greenhouses, studios, storage sheds, and similar structures. Accessory uses and structures are allowed for all permitted land uses within the Central Commercial District, as identified in Table 2.2.110.A.

2.2.170 Special Standards for Certain Uses. (continued)

Accessory structures shall comply with the following standards:

1. Primary use required. An accessory structure shall not be allowed before or without a primary use, as identified in Table 2.2.110.A.
2. Setback standards. Accessory structures shall comply with the setback standards in Section 2.2.120, except that the maximum setback provisions shall not apply.
3. Design guidelines. Accessory structures shall comply with the Central Commercial design guidelines, as provided in Section 2.2.150.
4. Restrictions. A structure shall not be placed over an easement that prohibits such placement. No structure shall encroach into the public right-of-way.
5. Compliance with subdivision standards. The owner may be required to remove an accessory structure as a condition of land division approval when removal of the structure is necessary to comply with setback standards.

E. Automobile-Oriented and Auto Dependent Uses and Facilities. Automobile-oriented uses and automobile dependent facilities, as defined below, shall conform to all of the following standards in the Central Commercial District. The standards are intended to provide a vibrant storefront character, slow traffic down, and encourage walking.

1. Parking, Garages, and Driveways. All off-street vehicle parking, including surface lots and garages, shall be accessed from alleys, placed in structures above the ground floor, or located in parking areas located behind or to the side of a building; except that side-yards on corner lots shall not be used for surface parking. All garage entrances facing a street (e.g., structured parking) shall be recessed behind the front elevation by a minimum of 4 feet. On corner lots, garage entrances shall be oriented to a side-street (i.e., away from the main street when vehicle access cannot be provided from an alley). Individual surface parking lots shall not exceed one-half Town block.
2. Automobile-Dependent Uses. “Automobile-dependent use” means automobiles and/or other motor vehicles are an integral part of the use. These uses are prohibited in the Central Commercial District, except in the Highway Commercial Sub-District because, when unrestricted, they detract from the pedestrian-friendly, storefront character of the district and can consume large amounts of land compared to other permitted uses.
 - a. Vehicle repair, sales, rental, storage, service. Businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment are prohibited, except in the Highway Commercial Sub-District.

2.2.170 Special Standards for Certain Uses. *(continued)*

3. **Automobile-Oriented Uses.** “Automobile-oriented use” means automobiles and/or other motor vehicles are an integral part of the use. These uses are restricted in the Central Commercial District because, when unrestricted, they detract from the pedestrian-friendly, storefront character of the district and can consume large amounts of land compared to other permitted uses. Automobile-oriented uses shall comply with the following standards:
 - a. **Drive-up, drive-in, and drive-through facilities.** Drive-up, drive-in, and drive-through facilities (e.g., associated with restaurants, banks, car washes, and similar uses) are permitted only when accessory to a primary commercial “walk-in” use, and shall conform to all of the following standards:
 - (1) The facility receives access from an alley or driveway, and not a street.
 - (2) None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, drop-boxes, and similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a corner).
 - (3) The facility is subordinate to a primary permitted use. “Subordinate” means all components of the facility, in total, occupy less street frontage than the primary commercial or public/institutional building.
 - (4) No more than one drive-up, drive-in, or drive-through facility shall be permitted on one block, or for a distance of 400 linear feet along the same street frontage, whichever is less.
- F. Sidewalk Displays.** Sidewalk display of merchandise and vendors shall be limited to cards, plants, gardening/floral products, food, books, newspapers, bicycles, and similar small items for sale or rental to pedestrians (i.e., non-automobile oriented). A minimum clearance of 4 feet shall be maintained on the sidewalk at all times to allow pedestrians to pass by the displays. Display of larger items, such as automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, building materials, and similar vehicles and equipment, is prohibited. Temporary events such as parades or other special events are exempted from this requirement. See Chapter 4.9 for Temporary Permits.
- G. Light Manufacture.** Light manufacture uses are allowed in the Central Commercial District. “Light manufacture” means production or manufacturing of small-scale goods, such as crafts, electronic equipment, bakery products, printing and binderies, furniture, and similar goods. Light manufacture uses shall conform to all of the following standards that are intended to protect the pedestrian-friendly, storefront character of the Central Commercial District:
 1. **Retail or Service Use Required.** Light manufacture is allowed only when it is in conjunction with a permitted retail or service use (e.g., a bakery with a retail baked goods outlet).

2.2.170 Special Standards for Certain Uses. (continued)

- 2. Location. The light manufacture use shall be enclosed within a building, or shall be located within a rear yard not adjacent to a street.

2.2.180 Highway Commercial Subdistrict.

- A. Purpose. The purpose of the Highway Commercial Subdistrict is to accommodate development of commercial facilities catering to the traveling public at the US 395/Oregon 140 interchange. Retail services shall be limited to that necessary to serve travelers, in order to avoid competition with Central Commercial and Downtown Service Core Subdistrict businesses. The base standards of the Central Commercial District apply, except as modified by the standards of this Subdistrict.

Table 2.2.180 A Land Uses and Building Types Permitted in the Highway Commercial Subdistrict		
<p>1. Residential</p> <ul style="list-style-type: none"> a. Replacement of existing dwelling units. b. Home Occupations (in accordance with 2.1.200) <p>2. Public and Institutional:</p> <ul style="list-style-type: none"> a. Government facilities (public safety, transportation, utilities, and similar non-office uses) b. Campgrounds c. Recreational Vehicle Parks d. Telecommunications equipment (including wireless) 	<p>2. Public and Institutional (continued):</p> <ul style="list-style-type: none"> e. Transportation Facilities and Improvements <ul style="list-style-type: none"> 1. Normal operation, maintenance; 2. Installation of improvements within the existing right-of-way; 3. Projects identified in the adopted Transportation System Plan not requiring future land use review and approval. 4. Landscaping as part of a transportation facility; 5. Emergency Measures; 6. Street or road construction as part of an approved subdivision or partition; 7. Transportation projects that are not designated improvements in the Transportation System Plan ** (CU); and 8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition** (CU) f. Uses similar to those listed above (subject to CU requirements, if applicable) <p>2. Accessory Uses and Structures*</p>	<p>3. Commercial:</p> <ul style="list-style-type: none"> a. Auto-oriented and auto dependent uses and facilities, including truck stops* b. Vehicle sales and repair services, including automotive, truck, RV and boat; c. Veterinarian clinics, animal clinics, laboratory; d. Office uses e. Mixed-Use Development (housing and other permitted development) f. Uses similar to those listed above <p>4. Industrial:</p> <ul style="list-style-type: none"> a. Light manufacture (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods) when in conjunction with retail b. Machinery or heavy equipment sales and service

Uses marked with an asterisk (*) are subject to the standards in Section 2.2.180 - Special Standards for Certain Uses. Temporary uses are subject to the standards in Chapter 4.9. ** Uses marked with two asterisks are subject to the standards in Section 4.4.400.D.

2.2.180 Highway Commercial Subdistrict. *(continued)***B. Special Standards** [This section reserved for future use.]**2.2.190 Downtown Service Core Subdistrict.****A. Purpose and Applicability.**

The Downtown Service Core Subdistrict provides design standards for detailed, human-scaled design, while affording flexibility to use a variety of architectural styles, in areas designated on the town's zoning map as the Downtown Service Core. This section applies to all of the following types of buildings:

1. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
2. Commercial and mixed-use buildings subject to site design review.

B. Design Standards.

All of the following standards in Section 2.2.190.C shall be met.

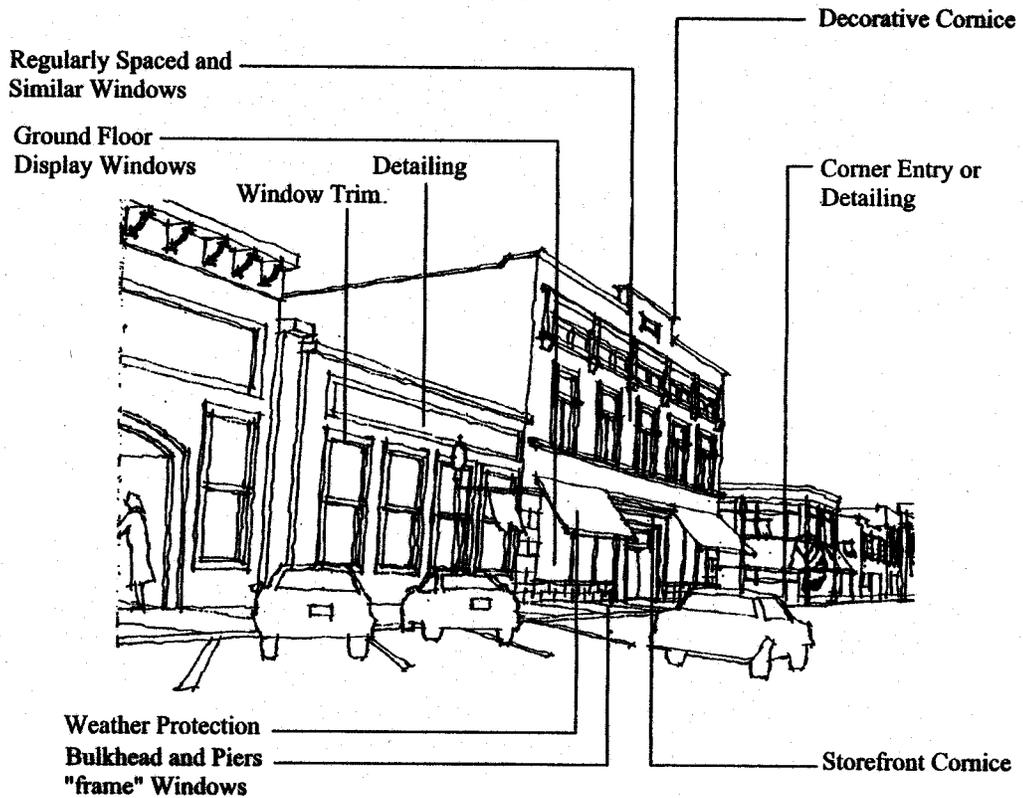
C. Detailed Storefront Design. All buildings shall contribute to the storefront character and visual relatedness of downtown buildings. This criterion is met by providing all of the following design features listed in 1-4, below, along front building elevations (i.e., facing a street).

1. Corner building entrances on corner lots. Alternatively, a building entrance may be located away from the corner when the building corner is beveled or incorporates other detailing to reduce the angular appearance of the building at the street corner.
2. Regularly spaced and similar-shaped windows with window hoods or trim (all building stories).
3. Large display windows on the ground floor (non-residential uses only). Display windows shall be framed by bulkheads, piers and a storefront cornice (e.g., separates ground floor from second story, as shown above).
4. Decorative cornice at top of building (flat roof) or eaves provided with pitched roof.

D. Residential Design. All residential buildings subject to design review shall comply with the Residential District design guidelines, as listed in Section 2.1.190, in addition to Section 2.2.190.A above.

2.2.190 Downtown Service Core Subdistrict. (continued)

Figure 2.2.190B - Downtown Service Core Building Design Elements (Typical)



Note: the example shown above is meant to illustrate required building design elements, and should not be interpreted as a required design style.

2.2.190 Downtown Service Core Subdistrict. *(continued)*

E. Building Orientation. This section is intended to promote the walkable, storefront character of the Central Commercial District by placing buildings close to the street. Placing buildings close to the street slows traffic down and provides more “eyes on the street”, increasing the safety of public spaces. The standards, as listed on the following page and illustrated above, complement the front yard setback standards in Section 2.2.120.

1. Applicability. This Section applies to new land divisions and all of the following types of development within the Downtown Service Core Sub-District that is subject to Site Design Review:

- a. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
- b. Commercial and mixed-use buildings subject to site design review. (Chapter 4.2).

Compliance with all of the provisions of Sections 2.2.190.E.2-4, below, shall be required.

2. Building Orientation Standard. All of the developments listed in Section 2.2.190.A shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:

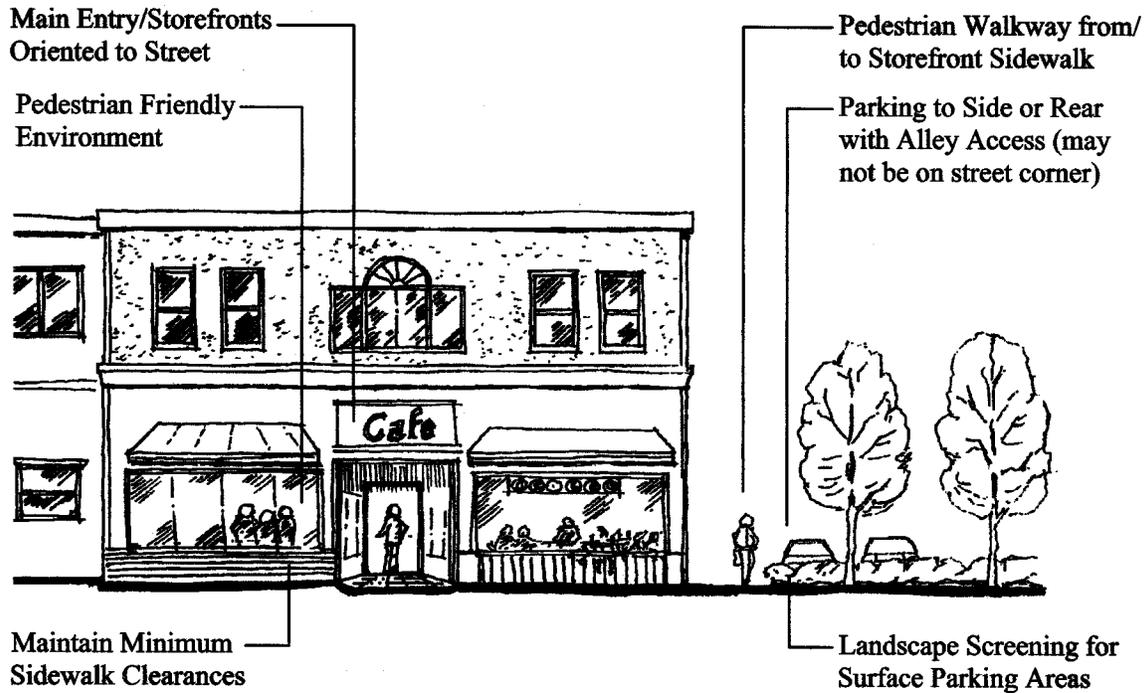
- a. The minimum and maximum setback standards in Section 2.2.120 are met.
- b. Buildings have their primary entrance(s) oriented to (facing) the street. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance facing a side yard when a direct pedestrian walkway is provided between the building entrance and the street right-of-way.
- c. Off-street parking, driveways or other vehicular circulation shall not be placed between a building and the street that is used to comply with subsection ‘2’, above. On corner lots, buildings and their entrances shall be oriented to the street corner, as shown above; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners.

3. Active Ground Floor Standard. The streetside portions of the lower floors of all buildings shall contain shops, offices, lobbies, and other activities oriented toward the passerby. Display windows for viewing the activity inside the building shall be provided.

4. Continuous Building Frontage. Buildings should be built to the property lines on either side so as to create a continuous line of storefronts. Access may be provided to the rear parking areas of the shops, offices etc. by an internal walkway.

2.2.190 Downtown Service Core Subdistrict. (continued)

Figure 2.2.190.C – Building Orientation (Typical)



5. Variances. The standards of this Section shall not be changed through a Class A Variance. The standards may be varied to address topographic or other physical constraints, in accordance with the provisions for Class B or C variances in Chapter 5.