

14.304 Mixed Use District Regulations

A. Purpose of Mixed Use Districts

1. The mixed use districts established in this title are designed to promote and protect the health, safety, morals, convenience, order, prosperity, and other aspects of the general welfare. These general goals include, among others, the following:
 - a. To enable the preservation and development of walkable areas that combine residential, commercial, and community uses within close proximity to each other.
 - b. To enable the preservation and creation of communities that have a small town feel.
 - c. To enable more compact urban development that helps to preserve agricultural and natural lands, including for recreational uses, outside of the city.
 - d. To protect land uses against fire, explosions, toxic and noxious matter, radiation, and other hazards, and against offensive noise, vibration, smoke, dust and other particulate matter, odorous matter, heat, humidity, glare, and other objectionable influences.
 - e. To promote the most desirable use of land and direction of building development in accord with a well-considered plan, to promote stability of residential and commercial development, to strengthen the economic base of the area, to protect the character of the districts and their peculiar suitability for uses, and to conserve the value of land and buildings.

B. Other Regulations in Mixed Use Districts

1. Mixed Use Districts are designed to have balanced mobility systems that facilitate walking, biking, transit and car travel. This involves allocating space in many public rights-of-way to multiple transportation modes. It also helps to have compact development where buildings are quite close together and front directly on the street. Framing the public space with buildings, especially buildings that house multiple uses on any given block, makes walking more pleasant and convenient.
2. To that end, parking and loading are regulated differently in Mixed Use Districts. First, for small commercial projects (less than or equal to 20,000 sq. ft. in floor square footage), there are no minimum requirements for off-street parking for commercial uses. For projects with greater than 20,000 sq. ft. of commercial space, however, the parking standards in Chapter 5 will apply.
3. In Mixed Use Districts surface parking cannot be located between the principal building and the widest fronting street. For corner lots, surface parking cannot be located between the principal building and either street. Surface parking can be located behind the principal building. It can also be located adjacent to an alley.
4. Third, in Mixed Use Districts there are no requirements for off-street loading and unloading. Loading and unloading can be done in the public right-of-way. Curbs can be managed to balance any needs for drop-offs and pick-ups, on-street parking, and loading and unloading.