



Model Zoning Ordinance Activity Corridors

January 2019

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SECTION 1: INTRODUCTION



Section I: Introduction

Activity Corridors are linear-shaped places that flank major transportation corridors or highway interchanges with intense development. They typically contain a variety of retail, office, and service oriented uses, such as restaurants, and vary in width, density, and design depending on the local context and underlying character. While many Corridors are auto-centric, they have the potential to become more walkable, connect to surrounding neighborhoods, and include more attractive streetscapes. The Activity Corridors Model Zoning Ordinance serves as a guide for local communities to implement a contemporary zoning ordinance and understand the implications of various options within the zoning ordinance text. It includes model text that can be modified to maintain and enhance the unique development and design character of the wide variety of Activity Corridors in the County while supporting economic development.

BACKGROUND

Though it is easy to think of Activity Corridors as the way to travel through a community, they contain the largest concentration of commercial uses and as such, drive the economy of a community. They often serve as a gateway, and for many people driving, an Activity Corridor is their only interaction with a community; it defines the community in their minds. As a result, the design and function of Activity Corridors play a vital role in the success of a community.

Real estate trends in recent years show an increased desire for housing that is located within walking distance to shopping, dining, and other cultural attractions. Further, many homebuyers emphasize proximity to transit when selecting a home to purchase. Increasing walkability and developing complete streets will help to make communities more attractive to potential renters and buyers. At the same time, an increase in online shopping (e-commerce) has significantly changed shopping habits – perhaps most greatly affecting big-box commercial stores. Following best practices and playing into market trends can help to ensure these corridors continue to drive the economy of a community.

Different Activity Corridors have unique sets of conditions that will impact the use of this Model Zoning Ordinance. Some Activity Corridors are located in areas that are largely built-out (Mature Neighborhoods) while others are still experiencing tremendous growth (Growing Suburbs). Some corridors are thriving, with new businesses moving in and diverse mix of uses while, others have experienced significant tenancy loss. This guide will help areas seeking new vitality and those looking to maintain or grow current conditions.

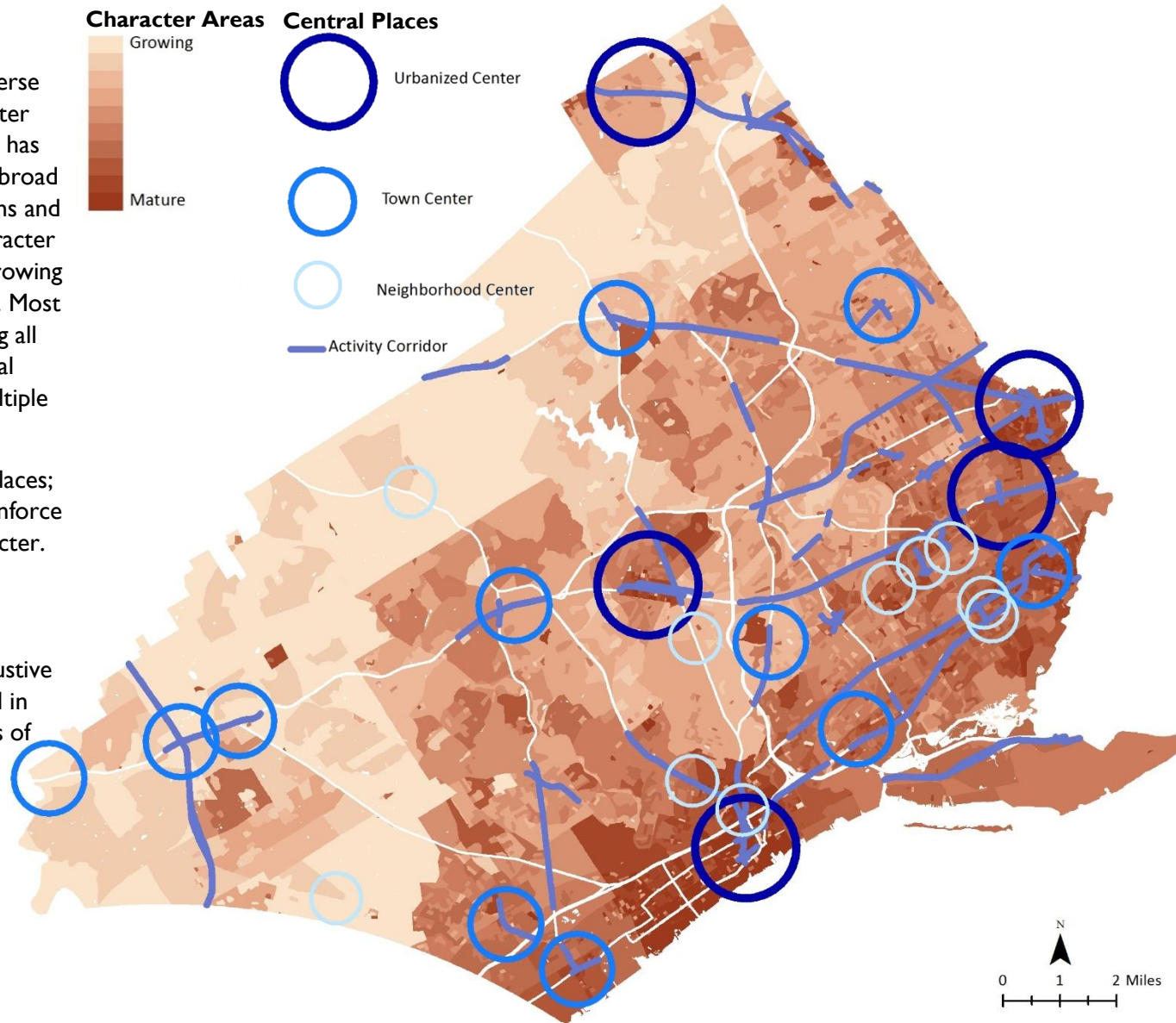
In areas with a dense concentration of mixed-uses, it is recommended that municipalities consider the Central Places Model Zoning Ordinance rather than this Activity Corridors Model Zoning Ordinance.



Community Framework

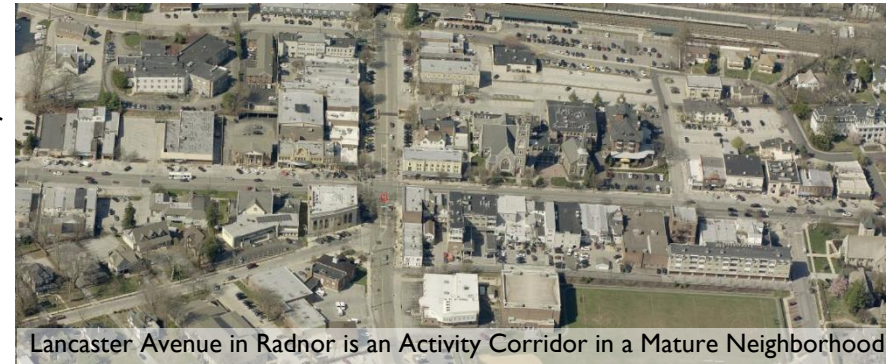
Delaware County 2035, the County’s comprehensive plan, organizes the diverse place types of the County into Character Areas and Central Places. The County has four Character Area types, which are broad areas with similar development patterns and characteristics. The four types of Character Areas are: Mature Neighborhoods, Growing Suburbs, Greenways, and Open Space. Most communities have a spectrum including all four Character Areas and any individual location includes characteristics of multiple Character Areas.

There are also four types of Central Places; all are community focal points that reinforce or establish a sense of place and character. The four types of Central Places are: Urbanized Centers, Town Centers, Neighborhood Centers, and Activity Corridors. Examples, but not an exhaustive list, of Character Areas are highlighted in the map to the right. For the purposes of Delaware County’s model zoning ordinances, Activity Corridors are distinguished from the other Central Places (Urbanized Centers, Town Centers, and Neighborhood Centers).



Activity Corridors vary in width, density, and design greatly depending on the local context and underlying Character Area. As such, this document offers different options to be considered based on the local context.

Activity Corridors in Mature Neighborhoods are largely built-out with relatively small lots along the corridor. There are sidewalks along the corridor which often build on existing transit access, but a significant number of curbscuts and surface parking lots can disrupt the pedestrian experience. These corridors are often surrounded by (and well-connected to) dense residential neighborhoods or more traditional downtowns. Most buildings are older structures, many of which have a second story with offices or apartments located above commercial spaces.



Activity Corridors in Growing Suburbs are generally surrounded by large lots, with single-use structures on individual lots. Most buildings are set back relatively far from the street and contain large surface parking lots. Many corridors in Growing Suburbs exhibit contemporary access management, including shared driveways and connections between parking lots. The sidewalk network is incomplete, with significant gaps along corridors and limited connections to surrounding residential communities.



It is important to note that any specific Activity Corridor – much like the surrounding communities themselves – will likely contain some characteristics from both Mature Neighborhoods and Growing Suburbs. As such, this document references “**Activity Corridors in Transition Areas**” – that is to say the communities that are somewhere between Mature Neighborhoods and Growing Suburbs. The decision points in the model zoning ordinance provide communities the opportunity to tailor the ordinance to their specific context.



Image Source: Pictometry 2018

USE OF THIS MODEL ZONING ORDINANCE

The provisions contained in the Model Zoning Ordinance are designed to promote growth and development that will maintain and enhance Activity Corridors or support their revitalization, while building towards the community vision. The provisions address the design features that comprise the principal features of ideal Activity Corridors. These features include mixed uses, shopping center design, setbacks, screening, parking, building orientation, and other features discussed in Section 2.

The Model Zoning Ordinance may be adopted by any municipality in the County that contains an Activity Corridor as described in Delaware County 2035, or as defined by the township or borough. The provisions may be adopted in their entirety as a new Activity Corridor zoning district, or selectively incorporated into the existing municipal zoning district of an Activity Corridor. The model provisions are organized in the form of a standard zoning district establishing permitted uses, special permit uses, accessory uses, lot dimensional and area requirements, building size, height, and setback standards, and development intensity appropriate for Activity Corridors.

Decision Points and Annotations

The Character Areas that underlay Activity Corridors affect the appropriate balance of through traffic and walkable destination considerations. The Model Zoning Ordinance recognizes these differences by providing annotations in the right-hand margins of the text that provide recommended variations in the model provision which can be calibrated to a specific community by balancing between recommendations for Mature Neighborhoods and Growing Suburbs. The annotations occur at key points in the Model Zoning Ordinance that are related to the design features in Section 2. Annotations noted as “decision points” reflect an opportunity for the community to customize the ordinance to fit their community character.

Section 1: Introduction

An overview of the Model Zoning Ordinance document.

Section 2: Design Features

Defines the basic design features that create the built environment.

Section 3: Annotated Model Ordinance

An annotated version of the Model Zoning Ordinance.

Section 4: Editable Model Ordinance

An editable copy of the Model Zoning Ordinance for use by communities.

SECTION 2: DESIGN FEATURES



Section 2: Design Features

The built environment of a community creates a unique experience for visitors; when appropriately designed, it can make people feel welcome, comfortable, and encourage them to spend time in the community. Design features, which are commonly regulated through a community's zoning ordinance and subdivision and land development ordinance (SALDO), serve as the "building blocks" of the built environment and visitor experience. They may include such items as building height, parking location, and streetscape amenities. The manner in which design features are used, their size, shape, and location all affect the way that people feel and perceive a community – they create powerful and long-lasting impressions. The appropriate combination of design features is integral to the vitality and appeal of Activity Corridors and is what can make them important focal points in the community as opposed to simply a means of travel. This section defines the primary design features and the impact they have on Activity Corridors and identifies best practices for use of each feature.

Design Features:

- Mixed-Uses
- Auto-Oriented Uses
- Shopping Center Design
- Setbacks
- Building Height
- Exterior Lighting
- Screening
- Outdoor Dining
- Parking
- Access Management
- Pedestrian Design Standards
- Building Orientation and Entrances
- Architectural Pattern
- Streetscape Elements
- Street Trees
- Historic Buildings
- Transit Access
- Signs

MIXED-USES

Mixed-uses are comprised of diverse use types located within the same district, street, or building. Mixed-uses support daily shopping and service needs, provide employment, residential-living opportunities, and recreational and community facilities.

Mixed-uses along a corridor encourage ongoing activity throughout the day. Retail stores, commercial services, and offices typically attract users during the day. Residences, stores, dining, entertainment, and cultural uses retain activity during evenings and weekends.

Mixed-uses are integral to establishing and maintaining a dynamic and lively Activity Corridor and are integral to its economic success.



Residential

Commercial

Office

DECISION POINT #1

See Section 2 of the Model Zoning Ordinance for recommended uses for Activity Corridors.



AUTO-ORIENTED USES

Auto-oriented uses are those that focus around the car and have little to no pedestrian use. Common examples include car washes, gas stations, and drive-through facilities.

While auto-oriented uses are appropriate along most Activity Corridors, they should be designed in manner that is in keeping with the existing or desired character of the corridor and maintain safe and comfortable pedestrian access.

As with all developments, access driveways should be limited, and parking should be generally located in the rear or side of the site. Additionally, gas pumps and drive-through facilities should be located along the rear or side of the building so that they are not the main features of the view from the street.

To help mitigate the impact of auto-oriented uses and ensure consistency with the surrounding character, communities can limit the number of pumps allowed at a gas station or the number of bays at a car wash.

See Section 2.B.3 through Section 2.B.7 of the Model Zoning Ordinance.



SHOPPING CENTER DESIGN

Shopping centers are a common and important use along Activity Corridors from Mature Neighborhoods to Growing Suburbs. When designed appropriately with local context, they can contribute to the desired character of a corridor.

As with all buildings, shopping centers should be oriented towards pedestrians. The front of the stores should be treated similarly to a streetscape in a downtown, with sidewalk, benches, planters, and pedestrian lighting.

In order to ensure a more traditional environment along the storefronts, the front façade wall should have a variation in depth every 50 feet or less.

Longer shopping strips should also mirror a more traditional design by allowing for breaks in continuous storefronts. For shopping centers with a structure that is longer than 500 feet, there should be a pedestrian connection between the parking in the rear of the building and frontage every 300 feet or less.

See Section 2.B.9 of the Model Zoning Ordinance for recommended standards for shopping center design.



Communities should consider zoning focused on traditional neighborhood development for sites larger than 30 acres.

SETBACKS

A setback is the distance between a building and the property line on either the front, rear, or side of the property.

Front setback requirements significantly impact the character along an Activity Corridor; if a building is set too far back from the street, it can create an “empty” space along the sidewalk and main thoroughfare that is uninviting for pedestrians. The speed and volume of traffic on the adjacent roadway should be considered when determining an appropriate front setback for pedestrian comfort.

Activity Corridors in Mature Neighborhoods may require no setback from the sidewalk edge, while corridors in Growing Suburbs may require a setback between 25 and 70 feet from the street. The front setback may include a very limited amount of parking, but should always prioritize pedestrian access.



DECISION POINT #2

See Section 3.C of the Model Zoning Ordinance for recommended building height standards for Central Places.



The rear setback is an important opportunity to provide buffer space between non-compatible uses. This is particularly true when the commercial properties along a corridor abut residential neighborhoods. The buffer can support visual screening between uses and help to reduce noise from the commercial properties.

BUILDING HEIGHT

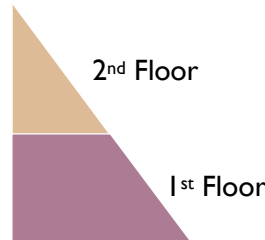
Building height, along with the building's relationship to the street, sets much of the tone for an Activity Corridor. Specifying building height maximums and minimums can ensure new development is compatible with the existing or desired scale and character of a corridor. While it is common for zoning ordinances to regulate maximum height, it is also important to regulate a minimum height as too-short of a structure can negatively impact the character of a street.

Setback requirements for upper stories can mitigate the bulk of taller buildings contributing to an open and inviting streetscape. Upper story setbacks may also be appropriate when a corridor abuts residential uses; added building height may be allowed on the frontage facing the main thoroughfare if the upper levels are set back from the side(s) abutting residential neighborhoods.

Additions, including those on rear elevations, should be shorter and set back if visible from the street.

DECISION POINT #3

See Section 3.H of the Model Zoning Ordinance for recommended building height standards for Central Places.



For the purposes of this Model Zoning Ordinance, the following assumptions are made regarding height:

- One-story: 12 feet
- Two-story: 24 feet
- Three-story: 36 feet
- Four-story: 48 feet

Add 12 feet for each additional story

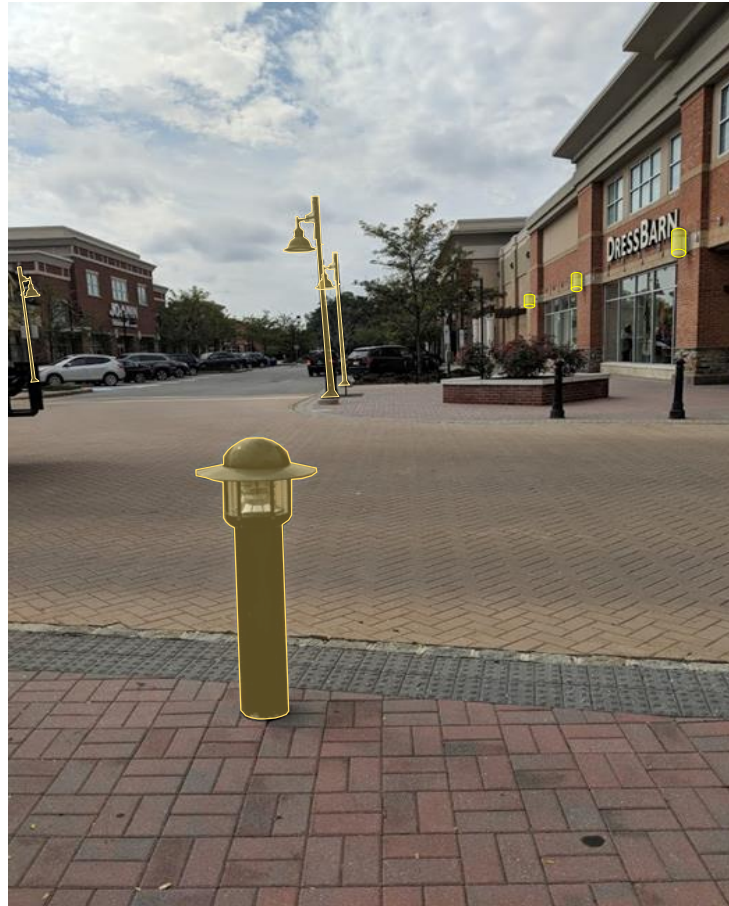
EXTERIOR LIGHTING

Exterior lighting illuminates buildings and signs helping to provide nighttime site visibility and sign legibility. Exterior lighting should be designed to enhance a site, highlighting a building's architecture and entrances, and providing safety and security for pedestrians. Particular care should be given to lighting along pedestrian paths from the sidewalk along the street to the main entrance of the building.

All exterior lighting should be designed to prevent glare onto adjacent properties.

The lighting fixtures themselves are important design features and should be selected to fit appropriately with the existing or desired character of an Activity Corridor.

See Section 4.B of the Model Zoning Ordinance.



SCREENING

Screening can help to shield unsightly areas on site, such as refuse areas, and/or provide a buffer between adjacent uses.

Screening refuse areas shields views and access to the trash and byproducts of commercial and other uses. It reduces their visual impact and improves the appearance of the Activity Corridor from the street and neighboring uses.

In many Growing Suburbs, it is common practice to require a buffer between adjacent uses. This may include an earthen berm with plantings, evergreen trees, or a solid fence.

This may not be possible in Mature Neighborhoods because buildings and uses are generally denser. As such, screening may be accomplished with decorative fencing or building extensions.

It is also important that landscaping be included within and along parking lots to shield automobile headlight glare from the street and neighboring uses as well as to provide a visual break from large parking areas.

See Section 4.C of the Model Zoning Ordinance.



OUTDOOR DINING

Outdoor dining in seasonal weather is an appealing amenity that can attract diners to sit-down restaurants and other food and beverage establishments. It also connects customers to the exterior spaces of buildings, stimulating an active and interesting streetscape.

Outdoor dining in front of or alongside restaurants places diners within the visual frame of the sidewalk. Social interaction is facilitated and personal safety may be enhanced by allowing diners to utilize the sidewalk as a public space. Outdoor dining should be regulated to ensure a safe, clear path to and from building entrances for pedestrians (ideally two pedestrians to pass at once) and emergency responders.

For buildings on Activity Corridors that are set back from the sidewalk, outdoor dining spaces can be located between the storefront and parking or on the side of the building. Additional screening, such as landscape planters may be necessary to create a comfortable environment for people.

See Section 4.D of the Model Zoning Ordinance.



PARKING

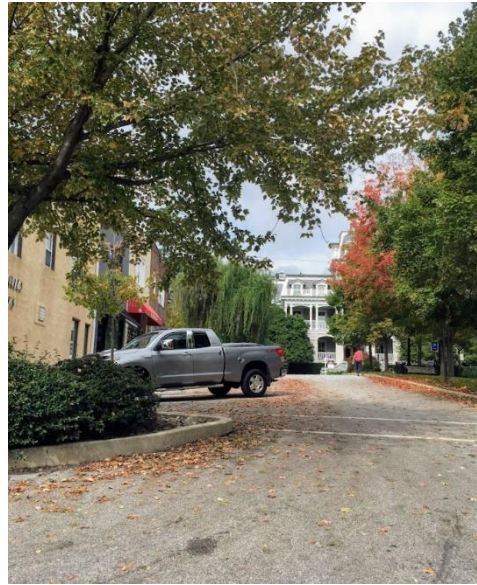
Successful Activity Corridors balance automotive access and pedestrian environments, and the location of parking sets the tone.

Setting a maximum number of parking spaces can prevent large expanses of parking from hindering the pedestrian experience, particularly in Mature Neighborhoods. Too much of the site devoted to parking may deter reinvestment.

Surface parking lots should be located at the rear or side of buildings when possible to minimize their intrusiveness. No more than two rows of parking should be allowed in front of a building, and adjacent uses may share spaces in the same parking lot. Additionally, curb-cuts can be reduced through connections between adjacent parking lots and shared driveways.

Many Mature Neighborhoods were developed prior to modern parking lot design standards. As a result, some areas of Activity Corridors may have a significant amount of parking located directly in front of the building and along the sidewalk. This disrupts pedestrian comfort and discourages people from walking along the corridor.

See Section 5 of the Model Zoning Ordinance.



ACCESS MANAGEMENT

Access management refers to the control of vehicular access points, such as driveways and intersections, to and from properties along a roadway. Proper access management allows traffic to flow more smoothly and safely along the road, but also limits curb cuts and allows for a more continuous and safe pedestrian environment.

To help reduce the need for multiple driveways on a block, surface parking lots can share entrance driveways and be connected through internal driveway systems. In some instances, shared parking agreements between adjoining developments may be most appropriate. Shared parking allows people to use parking spaces from adjoining properties and is particularly useful when neighboring properties have differing peak hours, such as a bank and a restaurant. It allows the size of parking lots to be reduced while still providing the appropriate number of parking spaces.

See Section 5.C.4 of the Model Zoning Ordinance.



PEDESTRIAN DESIGN STANDARDS

Pedestrian design standards ensure that people have safe and comfortable access to, from, and along Activity Corridors and surrounding uses, a critical component to the success of an Activity Corridor. A continuous sidewalk system along the corridor allows people to walk to shops, transit, neighboring residential communities, and other amenities. Pedestrian enhancements, such as crosswalks and bulb-outs enhance pedestrian comfort and safety at intersections. Appropriate sidewalk width and setback may vary by community character and traffic speed to allow pedestrians to feel comfortable.

It is critical that the sidewalk along the main thoroughfare is connected to the front door of a building. This pedestrian connection should take precedence over vehicular circulation on the front side of the building. When surface parking lots are located on a site, a connected sidewalk network should be integrated into the layout of the parking lot to maintain safe and comfortable access for people to the entrance of the building.

DECISION POINT #4

See Section 6.A of the Model Zoning Ordinance for recommended pedestrian design standards.



BUILDING ORIENTATION AND ENTRANCES

Building orientation is the direction of the principal façade and entrance(s) of a building and its location relative to the street and sidewalk.

Buildings in Activity Corridors should generally be oriented towards pedestrians along the length of the main thoroughfare. Entrances should be visible and accessible from the sidewalk along the street in order to create a dynamic pattern of facades and encourage pedestrian activity along the corridor.

When parking is located in the rear or on the side of a building, pedestrian access through the parking lot to the main entrance and/or a secondary building entrance should be installed.

See Section 6.B.1.a of the Model Zoning Ordinance.



ARCHITECTURAL PATTERN

Architectural pattern addresses building massing, or three-dimensional size and shape. It also addresses the horizontal architectural features such as the location and proportion of entrances and windows, and the relative alignment of top, middle, and base floors. The use of compatible building materials and roof styles is also part of architectural pattern. Facades should contain a pattern of solids and voids when considering door and window openings.

A compatible building size, location, and placement of ground floor windows and doors can foster pedestrian activity.

In order to maintain visual interest, blank or solid walls should be avoided, particularly along the frontage of a building. A minimum percentage of the area of building frontage should contain windows. The transparency created connects the activity inside of a building to pedestrians outside. This helps draw pedestrians into businesses and creates an interesting and inviting streetscape for people.

Building frontages exceeding a specified length should contain articulation or other architectural treatments at intervals to reduce the monotony of extended, flat walls.

See Section 6.B.1.b and 6.B.5 of the Model Zoning Ordinance.



STREETSCAPE ELEMENTS

Streetscape elements are enhancements placed along roads, sidewalks, and building frontages. Streetscape elements can improve the safety, accessibility, and appearance of Activity Corridors by augmenting the pedestrian network and providing visual interest.

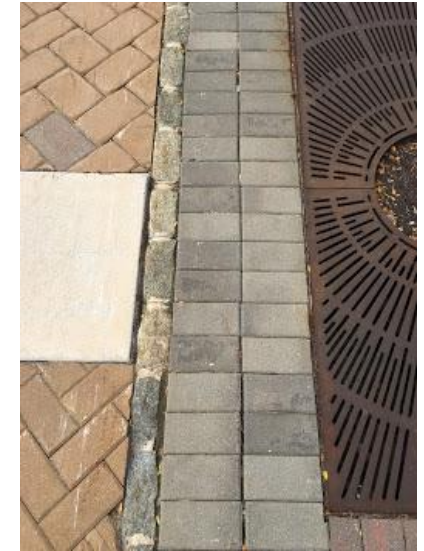
Typical streetscape elements include:

- Textured crosswalks
- Curb bump-outs
- Benches and seating
- Trash and recycling receptacles
- Wayfinding signage and displays
- Decorative lighting
- Gardens and water features
- Landscaping and planters
- Banners and gateway signage
- Clock towers

While improved streetscapes are often referred to as “beautification” projects, they set the experience for visitors and send a message to current and potential investors that the community cares about its Activity Corridor.

DECISION POINT #5

See Section 7 of the Model Zoning Ordinance for recommended streetscape elements and development bonuses to incentivize their provisions.



STREET TREES

Trees planted along the sidewalk and other public spaces serve a number of useful functions. They can improve air quality, mitigate the negative impacts of automobiles, provide shade, screen sun glare, reduce reflective heat, and aid stormwater drainage.

Street trees also provide a scenic amenity, visually connecting the street, building frontage, and sidewalk by providing a unifying element to the corridor.

Municipalities should coordinate street tree planting with utility companies to ensure that there are no conflicts with above and below ground wires.

Care should be taken to maintain street trees by pruning lower branches so that signage is not blocked and remains visible to pedestrians and people in passing vehicles.

See Section 7.A.4 of the Model Zoning Ordinance.



HISTORIC BUILDINGS

Historic buildings are structures officially designated as having intrinsic historic or architectural significance. Historic buildings may have local, regional, or national significance and can be protected from demolition or unregulated alteration.

Historic structures are an important element of community character because they offer tangible connections to the past, and provide unique architectural and design qualities that contribute to the visual character and distinctiveness of corridors.

It is important to retrofit or expand older buildings, rather than construct new buildings, in order to preserve historic character. When an historic building cannot feasibly be used, the preservation of the façade or portions of the interior can retain important features of the structure.

See Section 8 of the Model Zoning Ordinance.



TRANSIT ACCESS

Many transit routes, particularly buses, run along or parallel to Activity Corridors throughout the County. These corridors have a concentration of destinations and therefore many high-ridership routes follow Activity Corridors. A complete sidewalk network, as discussed in the Pedestrian Design Standards section, is also critical in ensuring safe and comfortable access to transit routes.

At locations within the site where the sidewalk is adjacent to an existing bus stop, the sidewalk shall be widened on one side by 48” and for a length of 60” in order to provide bus patrons an area to stand and not obstruct pedestrians traversing said sidewalk. For instances where a grass reserve strip is present, a paved pedestrian connection shall be required to tie between the sidewalk/waiting area and curb/street edge; aka Loading area (see SEPTA Bus Stop Design Guidelines, Chapter 3 Curbside Design).

There are some areas along Activity Corridors that have multiple transit routes; it may be appropriate for developments to include facilities that will support transfers and multimodal access, such as bicycle parking or commuter parking spaces.

See Section 8 of the Model Zoning Ordinance.



SIGNS

Signs are visual displays that identify and advertise businesses and other uses and communicate public information. Signage is pervasive and can be found on most buildings and sidewalks and along roads. Well-designed and maintained signs can attract consumers to businesses and other uses while also contributing to the character of a community. Decorative signage, such as gateway signs or street banners, can be used to create a unique sense of place.

Signage area should be proportional to the size and scale of the buildings. Coordination in style and design of signs provides a unifying element to a corridor, enhancing the visual appeal and distinctiveness of an Activity Corridor. Larger free-standing signs, such as pylon signs, should be used relatively sparingly to signify corridor gateways or large developments. Shorter free-standing signs, such as monument signs, are less visually intrusive along a corridor but still provide significant visibility for a building.

Lighting for signs should be discreet and unobtrusive. Gooseneck style exterior lighting is preferred while backlit “box-style” signs should be limited.

See Section 9 of the Model Zoning Ordinance.



SECTION 3:

ANNOTATED MODEL ORDINANCE



Section 3: Annotated Model Ordinance

I. Intent

- A. The intent of the Activity Corridor Model Zoning Ordinance is to:
1. Promote the development of Activity Corridors consisting of vibrant commercial, employment, and residential living environments that balance roadway mobility with pedestrian accessibility.
 2. Encourage a diverse mix of residential, business, commercial, office, institutional, educational, cultural, and entertainment activities for workers, visitors, and residents.
 3. Discourage strip-style developments with parking in the front, excessive paved areas, and numerous curb cuts.
 4. Encourage consolidation of driveways, parking, and curb cuts to provide more efficient and economical access and parking.
 5. Encourage pedestrian oriented connections within walking distance to nearby transit services at densities that will help support transit usage and business.
 6. Create Activity Corridors that are unique, attractive, and distinctive destinations for visitors and residents.
 7. Enhance community character through the promotion of high quality design in Activity Corridors.
 8. Encourage new buildings, additions, and renovations that are consistent and complementary to the desired or existing character of development.
 9. Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and social interaction.
 10. Assure design that protects the character of adjacent and nearby neighborhoods.
 11. Provide regulations that minimize congestion and hazardous traffic conditions.
 12. Allow existing properties to be appropriately redeveloped.

2. Uses

- A. Permitted Uses:
1. A mix of uses as permitted in Section 2.A.
 2. Retail sales, general.
 3. Food and beverage retail sales.
 4. Personal services (including health clubs and gyms).
 5. Repair services, consumer (including bicycles).
 6. Eating and drinking establishments, including outdoor dining.
 7. Entertainment, including theaters for motion picture and stage plays.

Decision Point #1: Mixed Uses

The type and mix of uses permitted may vary depending on the Character Area(s) in which the Activity Corridor is located.

Consider the types of uses permitted in your Activity Corridor. Activity Corridors through Mature Neighborhoods may not allow or limit higher impact, large-lot auto-oriented commercial uses. Growing Suburbs may allow them by Conditional use.

Conditional uses should also define the conditions under which they are acceptable.

See description in Section 2: Design Features.

8. Financial services.
9. Medical services.
10. Offices and office buildings.
11. Lodging, including hotels and bed-and-breakfast houses.
12. Artisan manufacturing, trade, or handicraft production.
13. Artist live/work spaces, above ground-floor.
14. Cultural exhibits and libraries.
15. Veterinary, animal grooming, and pet products sales.
16. Studios/instruction schools for dance, music, art, or photography.
17. Galleries and museums.
18. Religious institutions and their ancillary uses.
19. Day care centers.
20. Private clubs and fraternal organizations.
21. Government administration, public safety, post office, community center, or public library.
22. Transit facilities.
23. Pedestrian take-out windows.
24. Street vendors.
25. Farmer's markets.
26. Wireless communications facilities, collocated.
27. Apartments, above ground-floor of retail or office uses.
28. Apartment buildings.
29. Assisted living, nursing, or group home.
30. Funeral homes and undertaking establishments.
- 31.

B. Conditional Uses:

- I. School.
 - a) Applicant shall demonstrate that the scale, location, and intended use of existing and proposed buildings, the location of recreation areas, the relationship of the proposed use to existing streets and adjacent properties, and physical features do not present a deterrent to the protection of the health and safety of the pupils.
 - (1) The applications shall indicate the grade levels of the pupils to be housed, the planned pupil capacity, and the contemplated eventual enrollment of the school.
 - (2) The application shall include a circulation pattern for the facility including pedestrian, bicycle, and motor vehicle access, drop off

Conditional Uses permitted may vary based on the design, scale, and character of a particular Activity Corridor.

- and pick up locations, and school vehicle queueing lines for approval by the governing body.
- (3) Illumination for night time activities shall be shielded from illuminating adjoining streets and residential areas to prevent glare on adjacent properties.
 - (4) Other conditions as may be necessary to protect the livability of the surrounding neighborhood.
2. Hospital.
 - a) Minimum lot area of 10 acres.
 - b) The subject property shall have frontage along an arterial road.
 - c) All buildings and structures shall be setback at least fifty (50) feet from side and rear property lines.
 - d) Emergency entrances shall be located on a building wall facing away from adjoining residentially-zoned properties.
 - e) The applicant shall demonstrate proof of an approved means of disposal of all solid, medical, and hazardous wastes.
 3. Vehicle sales.
 - a) Automobile sales shall have direct access to an arterial road.
 - b) Automobile inventory shall be aligned and displayed in an orderly fashion so that circulation for fire safety can be maintained at all times.
 - c) All outdoor display areas adjacent to a residence or residential zoning district shall have exterior lighting reduced to 50% luminosity after 11:00 p.m.
 - d) Outdoor display areas shall meet the parking requirement of no more than two rows of parking at the front of the building, with remaining display and parking to the rear or side of the building.
 - e) One tree (2 1/2 inches in caliper) per 15 display spaces shall be planted on the lot.
 - f) Sufficient screening and buffering of parking areas must be provided to protect the neighborhood from detrimental noise, dust, and other disturbances.
 - g) Outdoor display, storage, and sales areas are prohibited within 50 feet of any residential zone district or lot containing a Residential use in any mixed-use zone district, and are prohibited within any required front setback area.
 4. Vehicle service and repair, provided that no such facility shall be located within 500 feet of the property line of any other property used for such a facility.

Auto-Oriented Uses are appropriate in many Activity Corridors if they are designed appropriately. However, when care is not taken in design, they can have negative impacts on the pedestrian environment.

See description in Section 2: Design Features.

- a) Storage of vehicles and materials at the front of the building is prohibited.
 - b) All repair work, vehicle washing, lubrication, and installation of parts and accessories shall be performed within an enclosed building.
 - c) Any building that contains painting or major automotive repair shall not be located within 25 feet of any non-compatible neighboring use.
 - d) All automobile parts, dismantled vehicles, and similar materials shall be stored within an enclosed building or in a back yard or interior side yard totally screened from view by a six-foot high solid fence of wood, vinyl designed to look like wood, brick, stone, or stucco over concrete block (capped with brick, slate, or stone).
 - e) All vehicles awaiting repair shall be stored on site in approved parking spaces.
 - f) No derelict, damaged, or unlicensed vehicles shall be stored on the premises for more than 48 hours.
 - g) All fuel, oil, or similar substance shall be stored at least 25 feet from any property line.
 - h) All lighting shall be shielded and reflected away from adjacent properties and streets to prevent glare on adjacent properties.
5. Car wash.
- a) All automated washing and drying facilities are located entirely within an enclosed and roofed building.
 - b) Provide on-site stacking lanes to accommodate expected use at the rear or side of the facility.
 - c) Contain on-site drainage systems designed to prevent water runoff and freezing on streets and adjoining properties.
6. Gas station.
- a) All activities except those being performed at the fuel or air pumps are performed within a completely enclosed building. Outside storage is not permitted.
 - b) Minimum setback of pump islands is fifty (50) feet from street ultimate rights-of-way, eighty (80) feet from residential property lines, and thirty (30) feet from all other property lines.
 - c) Minimum setback of parking (any portion) from fuel pumps is thirty (30) feet.
 - d) The fuel pump area does not interfere with parking spaces or internal circulation. In developments with multiple uses, the fuel pump area shall be separated from the parking and internal circulation of other uses.

- e) Canopies meet the following requirements:
 - (1) Canopies shall be set back at least fifteen (15) feet from property lines and ultimate rights-of-way lines and fifty (50) feet from abutting residentially zoned properties.
 - (2) Canopies shall have a maximum height of sixteen (16) feet measured to the underside of the canopy. For slanted canopies, this 16-foot maximum can be measured at the portion of the canopy closest to the street.
 - (3) Individual canopies shall have a maximum area of 3,600 square feet; multiple canopies shall be separated by a minimum distance of fifteen (15) feet.
 - (4) Lighting for canopies shall be recessed so that the bottom of the lighting fixture is flush with the underside of the canopy, using a full cutoff flat lense luminaire.
 - (5) Canopies shall be designed to be architecturally compatible with structures in the surrounding area with regard to color and building materials. Colors shall be compatible with buildings in the neighborhood, and pitched roofs shall be used wherever possible.
- 7. Drive-through windows for facilities permitted in Section 2.A provided:
 - a) The use provides sufficient on-site stacking lanes to accommodate expected stacking of automobiles for use.
 - b) Stacking lanes shall not interfere with parking space or the circulation of the site.
 - c) Drive-through windows shall face the rear or side yard of the site, not the public street.
- 8. Animal shelter/boarding kennel.
 - a) Buildings are adequately soundproofed so that sounds generated within the building cannot be perceived at the lot boundary.
 - b) No shelter, pen, or structure that will contain animals at night is located within one hundred (100) feet of any property line or street line.
- 9. Shopping center or attached strip commercial.
 - a) No more than two rows of parking in front of the building as outlined in Section 5 of this ordinance.
 - b) Shopping centers more than five hundred (500) feet long shall have an open pedestrian connection between rear parking areas and the main street a minimum of every three hundred (300) feet.

Shopping Centers are can be acceptable in many Activity Corridors, if they are designed appropriately.

See description in Section 2: Design Features.

- C. Prohibited Uses:
 1. Residential storage/self-storage warehouse.
 2. Any use not permitted in this district.
 3. Uses determined by the governing body to be of similar nature to the prohibited uses listed in this Section.

3. Development Standards

- A. Minimum Lot Size: [] square feet.
- B. Minimum Lot Width: [] feet.
- C. Front Setback. Buildings shall be:
 1. Built to the sidewalk; or
 2. The setback should be the average of the two closest structures on the same side of the street with a maximum setback of [] feet; or
 3. Setback from the sidewalk by [] feet.
- D. Side Yard Setback: There shall be no side yard setback for buildings that share a party wall. The setback between buildings shall be [] feet (half per each building) when not sharing a party wall.
- E. Rear Yard Setback: [] feet, minimum.
- F. Impervious Coverage: [] percent maximum.
- G. Building Coverage: The aggregate area of all buildings on a lot shall not exceed [] percent of the lot area, except where permitted to exceed such maximums as allowed in Section 8: Bonus Provisions.
- H. Building Height: Buildings shall be a minimum of two (2) stories or [] feet high and a maximum of [] feet high

4. General Requirements

- A. Public Utilities:
 1. All uses shall be served by public water and sewer facilities.
- B. Exterior Lighting:
 1. All exterior lighting shall be designed to prevent glare onto adjacent properties. Pedestrian pathways shall be clearly marked and well lit. Lighting should be sufficient for security and identification without allowing light to shine or reflect onto adjacent sites. The height of fixtures shall be a maximum of twenty (20) feet for parking lots and fourteen (14) feet for pedestrian walkways.
- C. Screening:
 1. All wall-mounted mechanical, electrical, communication, and service equipment, including satellite dishes and vent pipes, shall be screened from public view by parapets, walls, fences, landscaping, or other approved means.

Prohibited Uses are generally higher-impact uses that may be more appropriate in an industrial district. Additional uses may also be appropriate for prohibition in an Activity Corridor based on the local context.

**Decision Point #2, #3:
Setbacks and Building Height**

Feature	Recommended Development Standard		
	Mature Neighborhood	Transition	Growing Suburb
Lot Size Min.	4000 sq. ft.	20,000 sq. ft.	43,560 sq. ft.
Lot Width Min.	30 ft.	45 ft.	50 ft.
Front Setback Min.	0 ft.	15 ft.	25 ft.
Front Setback Max.	20 ft.	60 ft.	70 ft.
Side Yard Setback Min.	6 ft.	10 ft.	10 ft.
Rear Yard Setback Min.	10 ft.	20 ft.	25 ft.
Impervious Coverage Max.	85%	80%	75%
Building Coverage Max.	75%	50%	30%
Building Height Min.	30 ft.	30 ft.	30 ft.
Building Height Max.	48 ft.	60 ft.	60 ft.

Exterior Lighting

See description in Section 2: Design Features.

Screening

See description in Section 2: Design Features.

2. All rooftop mechanical equipment and other appurtenances shall be concealed by or integrated within the roof form or screened from view at ground level of nearby streets. The following, when above the roofline, requires screening: stair wells, elevator shafts, air conditioning units, large vents, heat pumps, and mechanical equipment.
 3. The storage of refuse shall be provided inside the building(s) or within an outdoor area enclosed by walls or opaque fencing. Any refuse area outside of the building(s) shall be designed to be architecturally compatible with the building(s), shall not be located in the front of the building(s), and be entirely screened by a fence or enclosure which is at least six (6) feet high.
 4. Service and loading areas must be visually screened from street and pedestrian ways. For new construction, service and loading areas must be behind the building. Loading docks shall not be on the street frontage but to the side and rear of the building.
 5. Parking lots should be screened from the street and non-compatible neighboring uses except for parking. Surface parking should have a minimum of a five (5)-foot-wide buffer to allow for screening. Parking lots visible from a street shall be continuously screened by a three (3)-foot-high wall/fence or plantings, except where pre-existing trees or planned trees require tree breaks. Parking lots adjacent to non-compatible neighboring uses as determined by the governing body shall be continuously screened by a six (6)-foot-high wall/fence or plantings. Screening shall meet these height requirements by including any combination of:
 - a) Hedges, installed at thirty-six (36) inches in height but growing to required height; or
 - b) Mixed planting (trees and shrubs); or
 - c) Wall sections, with no wall break of more than 9 feet, and landscaping to provide a continuous screen; or
 - d) Berms that have a slope no greater than three to one (3:1) with a rounded slope top planted with permanent ground cover (turf or other plants) to prevent and stabilize erosion. Berms shall not have a negative impact on stormwater management for a development or the surrounding area.
- D. Outdoor Dining:
1. Outdoor furnishings are limited to tables, chairs, and umbrellas.
 2. Outdoor furniture not located on a designated patio area shall be stored inside the restaurant after normal operating hours.

Outdoor Dining

See description in Section 2: Design Features.

3. Planters, posts with ropes, or other removable enclosures, as well as a reservation podium, are encouraged and shall be used as a way of defining the area occupied by outdoor dining.
4. Refuse facilities should be provided.
5. Advertising or promotional features shall be limited to umbrellas and canopies.
6. Outdoor dining cannot impede pedestrian traffic flow. A minimum pathway of at least five (5) feet free of obstacles shall be maintained.
7. Outdoor Dining Patio Standards:
 - a) The minimum size required is five hundred (500) square feet.
 - b) The patio area shall be located where it is accessible from either a public sidewalk or pedestrian connection.
 - c) A minimum of thirty percent (30%) of the patio shall be landscaped with trees, shrubs, and mixed plantings with year-round interest.
 - d) The patio shall not be used for parking, loading, or vehicular access (excluding emergency vehicular access).

5. Parking Standards

- A. Parking shall be provided according to the requirements of the Parking Chapter of the municipal zoning ordinance except as modified by this section.
- B. Shared parking is permitted for two or more properties to provide the parking spaces required when two or more establishments share the same parking area, whether on the same lot or abutting lots, if specifically approved by the governing body subject to the following conditions:
 1. A shared parking agreement (for two uses) or a shared parking district (for more than two uses), which involves a contractual agreement between users, is required, approved by the municipality, and recorded. A shared parking agreement allows users an opportunity, if they choose, to redesign parking lots to be more efficient in serving multiple users. This may consist of making new curb cuts between parking lots, restriping lots, or redesigning internal traffic circulation and pedestrian walkways.
 2. That some portion of the shared parking area lies within seven hundred and fifty (750) feet from a regularly used entrance into the building served by the shared parking arrangement.
- C. Surface Parking Design
 1. Vehicular Access:
 - a) Vehicular access to surface parking shall be from an alley, side street, or adjacent parking lot where possible.
 2. Pedestrian Access:

Parking

Parking requirements may vary based on the scale of the community (Activity Corridor) and its accessibility to transit. Communities should consider alternative options, such as shared parking between mixed uses. Communities with concerns of excessive parking areas should also consider parking maximums.

See description in Section 2: Design Features.


- a) Safe provisions for pedestrian access to and through a parking lot shall be required. Surface parking areas and pedestrian walkways connecting to them shall be well-lit.
 - b) Direct pedestrian connections between the primary streets and building entrances shall be provided through surface parking areas.
3. Location of Surface Parking:
- a) Surface parking shall be located to the rear of the principal building or to the side, however, parking shall not be located between a building and the street except as specified in subsection 5.C.3.c. Parking shall be set back ten (10) feet from the legal right-of-way.
 - b) Surface parking shall not be permitted immediately adjacent to the intersection of collector and arterial roads.
 - c) Off-street surface parking in front of the property is limited to two rows of parking spaces and one, two-way maneuvering aisle in front of the principal building. The remaining parking shall be located at the side or rear of the property.
 - d) Surface parking for developments with a street frontage length longer than five hundred (500) feet and a lot size larger than five (5) acres shall have no more than thirty percent (30%) of the required parking on the side and front of the building.
4. Interconnected Parking Areas:
- a) Parking areas on abutting nonresidential lots shall be interconnected by access driveways.
 - b) Each nonresidential lot shall provide cross access easements for its parking areas and access driveways guaranteeing access to adjacent lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.
5. Parking Lot Landscaping:
- a) Parking lots shall be screened in accordance with Section 4.C: General Requirements, Screening.
 - b) Parking lots shall be landscaped in accordance with the provisions Section 817(D) of the Delaware County SALDO or the local municipal SALDO except as specified in this section.

Access Management

See description in Section 2: Design Features.

6. Design Standards

A. Pedestrian Design Standards:

1. Sidewalks are required along all street frontages with a minimum width of  feet.
2. Sidewalks are required to connect the street frontage to all front building entrances, parking areas, central open spaces, and any other destination that generates pedestrian traffic. Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points and transit stops.
3. The sidewalk pattern shall continue across driveways.
4. Utility poles and lighting fixtures should be placed outside of the sidewalk.
5. At locations within the site where the sidewalk is adjacent to an existing bus stop, the sidewalk shall be widened on one side by forty-eight (48) inches and for a length of sixty (60) inches in order to provide bus patrons an area to stand and not obstruct pedestrians traversing said sidewalk. For instances where a grass reserve strip is present, a paved pedestrian connection shall be required to tie the sidewalk/waiting area and curb/street edge; aka loading area.

B. Building Design Standards:

1. Nonresidential buildings and apartment buildings shall meet the following requirements:
 - a) Building Orientation and Entrances:
 - (1) The front façade of buildings shall be oriented toward the principal street or thoroughfare with an everyday public entrance in this front façade.
 - (2) When buildings are located on corners, the entrance shall be located on the corner with an appropriate building articulation, such as a chamfered corner, turret, canopy, or other similar building feature. The municipal governing body may allow front façades to face existing side streets, when these façades will extend an existing commercial district along this existing side street.
 - (3) All primary building entrances shall be accentuated. Entrances permitted include: recessed, protruding, canopy, portico, or overhang.
 - b) Walls and Windows:
 - (1) Blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural

Decision Point #4: Pedestrian Design Standards

Sidewalk width may vary based on Activity Corridor character.

Mature Neighborhoods may require 12-10-foot sidewalk widths to connect to nearby downtowns.

Growing Suburbs next to high speed roadways may require a planting strip to increase pedestrian comfort and safety by providing more space.

See description in Section 2: Design Features

Building Orientation and Entrances should be facing a principal street or thoroughfare and connect to the existing pedestrian network. This provides storefronts with visibility and access for customers and fosters a busy streetscape.

See description in Section 2: Design Features.

Architectural Pattern

See description in Section 2: Design Features.

treatments that are similar to the front façade, including materials, colors, and details. At least four of the following architectural treatments shall be provided:

- (a) Masonry (but not flat concrete block).
 - (b) Concrete or masonry plinth at the base of the wall.
 - (c) Belt courses of a different texture or color.
 - (d) Projecting cornice.
 - (e) Projecting metal canopy.
 - (f) Decorative tilework.
 - (g) Trellis containing planting.
 - (h) Medallions.
 - (i) Opaque or translucent glass.
 - (j) Artwork.
 - (k) Vertical/horizontal articulation.
 - (l) Lighting fixtures.
 - (m) An architectural element not listed above, as approved by the governing body, that meets the intent.
- (2) Windows:
- (a) The ground floor front façades of buildings visible from the pedestrian view shall consist of a minimum of forty percent (40%) percent window area, with views provided through these windows into the business. Ground floor windows shall be a maximum of twenty-four (24) inches above the ground.
 - (b) Upper story windows of front façades shall not be boarded or covered and shall comprise a minimum of thirty-five percent (35%) window area in the façade above the ground floor.
 - (c) Smoked, reflective, or black glass in windows are prohibited.
 - (d) Exterior security gates or roll-down security doors shall be prohibited. Link or grill type security devices shall be permitted only if installed on the interior of the building, within the window or door frames. Such security equipment shall be recessed and completely concealed during regular business hours, and shall be predominantly transparent to allow maximum visibility

of the interior. Nonconforming gates shall not be rebuilt, replaced, enlarged, or altered unless made to conform to regulations.

- (3) Roofs:
 - (a) Roofs shall be in keeping with the character of adjacent buildings or shall have pitched roofs. Pitched roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12.
- (4) Building Character:
 - (a) New infill development shall generally employ building types that are compatible to the historic architecture of the area in their massing and external treatment.
- (5) Architectural Pattern:
 - (a) New infill development shall also retain the historic architectural pattern rhythm of building openings (including windows and entries) of the same block.
 - (b) New infill development shall also attempt to maintain the horizontal pattern of façades in the district by using a similar alignment of windows, floor spacing, cornices, awnings as well as other elements. This rhythm shall be achieved by aligning the top, middle, and base floors. Buildings shall have a distinct base at ground level using articulation or materials such as stone, masonry, or decorative concrete. The top level should be treated with a distinct outline with elements such as projecting parapet, cornice, or other projection.
- (6) Massing:
 - (a) Buildings shall be similar in height and size or articulated and subdivided into massing that is more or less proportional to adjacent structures and maintains the existing architectural pattern.
 - (b) Buildings must have at least a three (3)- to five (5)-foot variation in depth in all street façades for every fifty (50) feet of continuous façade. Such breaks may be met through the use of bay windows, porches, porticos, building extensions, towers, recessed doorways, and other architectural treatments.

7. Streetscape and Green Area Standards

- A. The following streetscape and green area standards are required for inclusion as part of all new developments and additions or alterations along the street frontage:
1. The site shall be landscaped in accordance with the provisions Section 817 of the Delaware County Subdivision and Land Development Ordinance (SALDO) or the local municipal SALDO.
 2. Streetscape and green area standards should relate to an existing streetscape design or plan and be reviewed by the governing body. The applicant should demonstrate that these standards are met through elevations and conceptual sketches.
 3. Figure 1, indicates the categories and minimum requirements for streetscape and green area standards. Figure 2 presents the streetscape and green area items within each category.

Figure 1: Streetscape Requirements by Development

Building additions and alterations	Lot size of MINIMUM-9,999 square feet	Lot size of 10,000-24,999 square feet	Lot size of 25,000-49,999 square feet
4 points	4 points	9 points	18 points

Figure 2: Streetscape Amenities

Streetscape Feature	Points
Decorative Banners/Flags	1
Decorative Building Lighting	1
Window Box	2
Additional Planting Area	2
Permanent Street Planter	2
Bench	2
Trash Receptacle	2
Raised Planting Bed	2
Awning for Window or Door	2
Bicycle Parking for at least 5 bicycles	2
Kiosk	2
Drinking Fountain	2
Decorative Paving	2

Decision Point #5: Streetscape Elements

The type and mix of streetscape amenities may vary depending on the character of the Activity Corridor. In Mature Neighborhoods near downtowns, pedestrian improvements can help extend the walkable nature of downtown. In Growing Suburbs with greater setbacks, creating an inviting streetscape is still important but is achieved through different means.

See description in Section 2: Design Features.

**Figure 2: Streetscape Amenities
(Continued)**

Water Feature	2
Balconies	3
Decorative Street Lighting	3
Planting in Curb Extension	3
Urban Garden	3
Roof Garden	3
Bus Shelter	3
Clock Tower	3
Decorative Architectural Treatments	4
Historic Building Perseveration	6
Façade Restoration	6
Other Amenity Approved by Governing Body	As mutually agreed upon

4. Street Tree Standards:
 - a) Existing street trees shall be retained where feasible and incorporated into the street tree design.
 - b) Spacing:
 - (1) Street trees shall not be spaced less than twenty (20) feet apart with a maximum spacing of thirty (30) feet. Consideration shall be made for driveways, street lights, utility poles, underground utilities, traffic light poles and other obstructions, which may cause a spacing of greater than thirty (30) feet in certain instances
 - c) Size:
 - (1) Each street tree shall be a minimum of three (3) inch caliper diameter measured at breast height.
 - d) Tree wells and planter strips:
 - (1) Street trees shall be planted in tree wells or planter strips underlain by soil. Tree wells shall be a minimum of four (4) feet long x four (4) feet wide by three-point-five (3.5) feet deep and covered with tree grates, concrete unit pavers, and/or cobbles. A 2-foot x 2-foot x 2-foot opening shall be left for the tree grate.
 - (2) Planter strips shall be a minimum of five (5) feet wide
 - e) Street trees shall comply with all other requirements and standards of Section 817 of the Delaware County SALDO or the local municipal SALDO for elements not superseded by this zoning.
5. Parking Lot Landscaping:
 - a) See Section 5: Parking Standards.
 - b) Parking lots shall be landscaped in accordance with the provisions Section 817(D) of the Delaware County SALDO or the local municipal SALDO.

Street Trees

See description in Section 2: Design Features.

8. Bonus Provisions

A. Bonus Provisions: An increase of [] percentage points of allowable developed square footage for a total developable square footage of []% is permitted for the following:

Figure 3: Building developed square footage bonus features

Feature	Bonus Sq. Ft. %
<p>Structured Parking A minimum of fifty percent (50%) of the provided parking spaces shall be available to the public. Structured parking is provided within the building footprint.</p>	[]
<p>Underground Parking Underground parking replacing above ground parking spaces.</p>	[]
<p>Preservation of a historic structure or facade on the development site Must follow the Secretary of the Interior’s Standards for Rehabilitation.</p>	[]
<p>Replacement of Existing Nonconforming Signage Where applicable. Shall include approved permitted signage consistent with Section 9 herein.</p>	[]
<p>Provision of Streetscape Amenities Provision of streetscape amenities from Figure 2: Streetscape Amenities with a total of 10 points above the total required amount from Section 7.</p>	[]
<p>Multimodal Center Provide transit access in coordination with SEPTA on site that allows for desired transit transfers. Provide transit user bicycle and automobile parking on site.</p>	[]
<p>Green Roof The green roof shall cover at least seventy percent (70%) of the net roof area (the total gross area minus areas covered by mechanical equipment). Green roofs shall be designed and installed under the direction of a professional with demonstrated expertise in green roof design and construction. Vegetation must be maintained for the life of the building. The green roof shall conform to the best available technology standards, such as those published by LEED².</p>	[]

Decision Point #6: Developed Square Footage Bonus

An increase in the permitted developed floor area may be allowed based on the provision of value-added features to new or existing development, as shown in Figure 3.

The amount of the permissible increase, or bonus, will vary based on the community character.

Recommended Bonus Square Footage Percentage Points



Feature	Mature Neighborhood	Transition	Growing Suburb
Structured parking	5	2.5	2.5
Underground parking	5	2.5	2.5
Preservation of a historic structure or facade	2	2	2
Replacement of existing nonconforming signage	2.5	5	2.5
Provision of streetscape amenities	2	2	2
Multimodal Center	2.5	2.5	5
Green roof	2	2	2
Alternative energy sources	2	2	2
Green building design	2	2	2

Historic Buildings

See description in Section 2: Design Features.

Transit Access

See description in Section 2: Design Features.

Feature	Bonus Sq. Ft. %
<p>Alternative Energy Sources Install a solar, wind, or geothermal power generation facility that is designed to provide at least fifteen percent (15%) of the expected annual energy use for the building. The facility shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such facilities.</p>	
<p>Green Building Design Applicant must submit letter of intent communicating commitment to achieve LEED-NC or EB Silver Rating or similar standard on their building. Within 90 days of receiving the final Certificate of Occupancy, the applicant must submit documentation that demonstrates achievement of a LEED Silver Rating or similar standard.</p>	

9. Signs

- A. The following sign types are permitted.
1. Wall Signs:
 - a) Projecting no more than twelve (12) inches beyond the building and not exceeding ten percent (10%) of the area building façade
 2. Projecting Signs:
 - a) No lower than eight (8) feet above grade and not exceeding five (5) square feet. Projecting signs shall exceed the eave line or top of parapet wall of the principal building, whichever is lower.
 3. Window Signs:
 - a) Not exceeding fifteen percent (15%) of the total glass area of the window.
 4. Awning Signs:
 - a) Awning signs shall be traditional fabric foldout awning and not permanently affixed backlit awnings.
 - b) The sign lettering and/or logo shall not exceed thirty percent (30%) of the exterior surface of the awning or canopy.
 - c) A minimum height of eight (8) feet from the lowest point to the sidewalk is required.
 5. Marquee Signs:

Signs

See description in Section 2: Design Features.

- a) Marquee Signs shall not exceed one hundred and fifty (150) square feet and maintain a vertical clearance of ten feet above grade.
- 6. Free-Standing Signs:
 - a) The lowest edge of any free-standing pole sign shall be either less than four (4) feet or greater than seven (7) feet above the ground.
 - b) Shall be supported and permanently placed by embedding, anchoring, or connecting the sign in such a manner as to incorporate it into the landscape or architectural design scheme.
 - c) Spaced not closer than one hundred (100) feet to any other free-standing identification sign.
 - d) Shall be set back five (5) feet from the right-of-way, except for official traffic signs and government/regulatory signs.
 - e) Shall not occupy an area designated for parking, loading, walkways, driveways, fire lane, easement, cartway of the right-of-way or other areas required to remain unobstructed.
- 7. Sign Illumination:
 - a) The use of flashing, pulsating, or moving lights shall be prohibited.
 - b) Backlit, halo-lit illumination, or reverse channel letter with halo illumination are recommended.
 - c) External illumination should be unobtrusive, such as goose neck lighting.
 - d) External sign lighting should be shielded to avoid glare.

10. Definitions

- A. The following terms are used throughout this ordinance and shall have the following meanings:

Artisan manufacturing, trade, or handicraft production: The shared or individual use of hand-tools, mechanical tools, and electronic tools for the manufacture of finished products or parts including design, processing, fabrication, assembly, treatment, and packaging of products; as well as the incidental storage, sales, and distribution of such products. Typical artisan manufacturing uses include, but are not limited to: electronic goods; food and bakery products; beverages; printmaking; household appliances; leather products; jewelry and clothing/apparel; metal work; furniture; glass or ceramic production; and paper manufacturing.

Build-to Line: A line extending through a lot, generally parallel to the front property line which marks the location from which the vertical plane of the front of building elevation must be erected.

Free-Standing Sign: A sign principally supported by a structure affixed to the ground, and not supported by a building, including signs supported by one or more columns, poles, or braced placed in or upon the ground. These include pylon and monument signs.

Façade: The exterior walls of a building facing a frontage line.

Floor Area Ratio (FAR): The ratio of a building's gross floor area to the total lot area on which the building is located.

Gross Floor Area: The sum of the gross horizontal areas of each floor of a building, measured from the exterior walls or from the centerline of the walls separating two buildings. Does not include an area used exclusively for surface or structured parking, basements at least one-half the floor to ceiling height is below grade, attics less than seven (7) feet in height, exterior balconies, uncovered steps, or interior courtyards.

Live-work Space: A live/work space is a single unit (e.g., studio, loft, or one bedroom) consisting of both a commercial/office and a residential component that is occupied by the same resident. The live/work unit shall be the primary dwelling of the occupant.

Massing: The three-dimensional shape of building(s) height, width, and depth.

Non-Compatible Uses: Uses determined by the governing body to be incompatible with uses allowed in a zoning district. For example, low density single-family housing may be considered to be non-compatible with commercial retail by some governing bodies.

Storefront: The front side of a store or a store building facing a street.

SECTION 4: EDITABLE MODEL ORDINANCE



Section 4: Editable Model Ordinance

Section 4 of this Model Ordinance is an editable word document containing the language outlined in Section 3: Annotated Model Ordinance.

The word document can be downloaded at:

<https://www.delcopa.gov/planning/pubs/ActivityCorridorsModelZoningOrdinance.html>.