

2.0 ZONING DISTRICTS AND REGULATING PLAN

2.1 ZONING DISTRICTS AND OVERLAYS

A. Purpose and Establishment of Zoning Districts and Overlays.

This section establishes the zoning districts and overlays to implement the DNCP and FCSP for property and rights-of-way within the Downtown Code boundaries. Property and rights-of-way subject to the Downtown Code shall be divided into the following zones and overlays, which shall be applied to all property as shown on Figure 2.

B. Zoning Districts and Overlays. In order to implement the DNCP and FCSP, the following zoning districts and overlays are established and applied to property within the boundaries of the Downtown Code. Except for the Open Conservation zoning district (FMC 12-204) which is to remain on the parcels as it did prior to the adoption of the Downtown Code, all other zoning districts identified for parcels subject to the Downtown Code are replaced by the zoning districts identified in Figure 2. Refer to Table 2 for the intent and descriptions of the zoning districts and section 2.2A2 for descriptions of the overlays:

1. City Center Zoning Districts.

- a. CBD 1 - Central Business District
- b. CBD 2 - Central Business District
- c. CC - Civic Center
- d. CT - Chinatown
- e. CA/SS/SVN - South Van Ness/ Cultural Arts/ South Stadium

2. Urban Center Zoning Districts.

- a. TC - Town Center
- b. NC - Neighborhood Center

3. Corridor Zoning Districts.

- a. CG - Corridor General
- b. reserved

4. Neighborhood Zoning Districts.

- a. NG - Neighborhood General
- b. NGP - Neighborhood General Preservation
- c. NGR - Neighborhood General Revitalization
- d. NE - Neighborhood Edge
- e. reserved

5. Special Districts.

- a. SD - General Industrial 1
- b. SD - General Industrial 2
- c. SD - Chandler Airport
- d. SD - Downtown Hospital
- e. reserved

6. Overlays.

- a. Shopfront Frontage
- b. Civic Building/Open Space
- c. Non-Conforming Transition
- d. Chandler Airport Traffic Pattern

2.2 REGULATING PLAN

A. Purpose and Establishment of Regulating Plan. This section establishes the regulating plan, Figure 2, as the map that identifies and implements the various intentions and principles of the DNCP and FCSP. Figure 2 defines the zoning districts, overlays and corresponding standards for site development, design and land use through the following:

1. Zoning Districts. Each zoning district is allocated standards in the following areas as appropriate to the vision of the DNCP and FCSP:

- a. Building Placement
- b. Allowed Building Types
- c. Allowed Frontage Types
- d. Building Height and Size
- e. Allowed encroachments into required yards
- f. Parking Placement and Site Access
- g. Required Parking
- h. Allowed Land Uses
- i. Allowed Signage Types
- j. Allowed Street Types

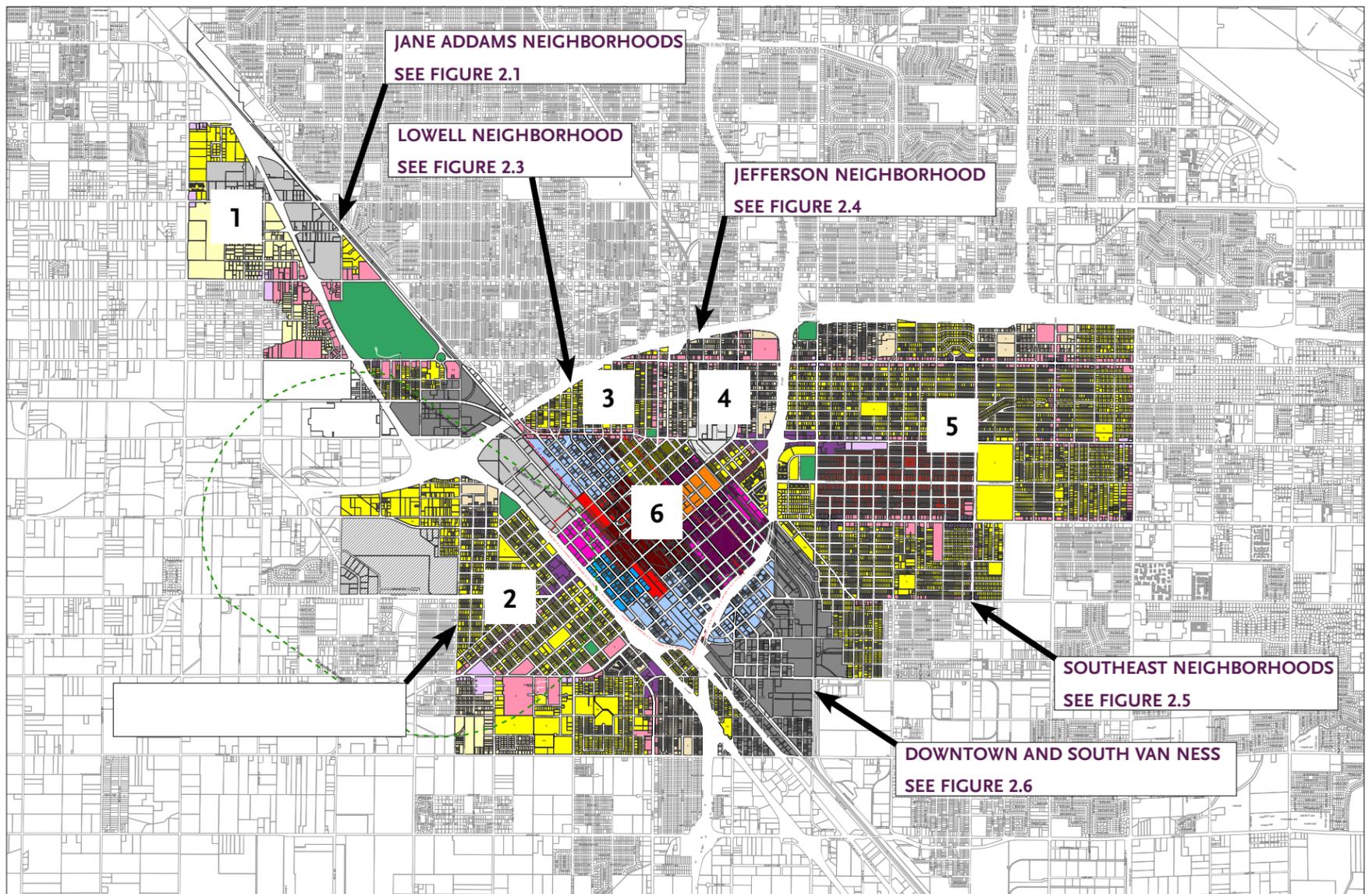
2. Overlays. Each overlay is allocated standards as appropriate to implement the vision of the DNCP and FCSP:

- a. Shopfront Frontage Overlay.** This overlay requires buildings to have shopfront frontage and a minimum floor-to-ceiling height. This requirement is to accommodate ground floor live-work, commercial, retail or other such non-residential activity on streets where the vision expects active, pedestrian-oriented streetscapes;
- b. Civic Building / Open Space Overlay.** This overlay allows for buildings sites or portions of sites that, based on location, may be occupied with a community-wide resource such as a civic building or open space.
- c. Transition Overlay.** This overlay identifies sites or buildings that, based on location, are key to implementing the vision of the DNCP and FCSP and therefore, their non-conforming status ceases upon certain thresholds being exceeded (section 1.3B.10e).
- d. Chandler Airport Traffic Pattern Overlay.** This overlay identifies that in addition to the requirements of the Downtown Code, FMC Section 12-307 contains specific standards for property within the vicinity of airport for the various areas in and surrounding the airport, ranging from the primary surface, approach surface, transitional surface, and horizontal surface as defined in Federal Aviation Requirements Part 77.

3. Regulating Plan Diagram. Each zoning district and overlay established by the Downtown Code is identified on Figure 2 to show the boundaries of each zoning district and overlay as well as the parcels within each boundary. Figure 2 is established as the zoning atlas for all property within the Downtown Code boundaries. Figure 2 is followed by a series of enlargements of the zoning atlas to provide sufficient detail (Figures 2.1 through 2.6).

2.0 ZONING DISTRICTS AND REGULATING PLAN

REGULATING PLAN



2.3A REQUIRED FINDINGS

1. Required Findings to Approve Applications. Each application shall require consistency with the following findings in order to be approved:

- a. The application is consistent with Figure 2;
- b. The application is for land use activity, site improvements or development that is consistent with the intent of the applicable zoning district and all applicable overlays;
- c. The application is consistent with the intended physical character of the applicable zoning district.

KEY TO FIGURE 2

- 1** - See Figure 2.1 Jane Addams Neighborhoods pg 2 - 9
- 2** - See Figure 2.2 Southwest Neighborhoods pg 2 - 11
- 3** - See Figure 2.3 Lowell Neighborhood pg 2 - 13
- 4** - See Figure 2.4 Jefferson Neighborhood pg 2 - 14
- 5** - See Figure 2.5 Southeast Neighborhoods pg 2 - 15
- 6** - See Figure 2.6 Downtown pg 2 - 17

TABLE 2

ZONING DISTRICT	1. City Center Zoning Districts		
	a. Central Business District 1	b. Central Business District 2	c. Civic Center
<p>1. EXAMPLES OF INTENDED PHYSICAL CHARACTER</p> <p>The examples are not intended to be interpreted literally as they represent the general range of scale, intensity, site organization and streetscape typical of the identified zoning district.</p>	 	 	 
<p>2. INTENT AND PURPOSE OF ZONING DISTRICT</p>	<p>The CBD 1 zone is the cultural, civic, shopping, and transit center of Fresno and the region. This zone is applied to areas of the downtown core bounded by Stanislaus Street, the Union Pacific tracks, Inyo Street and the alley between Van Ness Avenue and L Street.</p>	<p>The CBD 2 zone is comprised primarily of office, entertainment, and hospitality uses that serve Fresno and are secondary in intensity to the CBD1 zone. This zone is applied to areas of the downtown core surrounding the Civic Center zone and adjacent to the CBD 1 zone.</p>	<p>The CC zone is made up primarily of civic and office uses, including numerous public buildings containing City, County, State, and Federal uses. This zone is applied to properties currently fronting Mariposa Street and the south side of Fresno Street and the north side of Tulare Street between Van Ness and Q.</p>
<p>3. INTENDED PHYSICAL CHARACTER</p> <p>refer to Table 4 for Development Standards</p>	<p>New buildings are block-scale, at least 2 stories and up to 15 stories in height and located at or near the sidewalk to promote vibrant streets of active ground floor commercial activity. Most upper stories are expressed in a single volume to generate a consistent streetwall with upper most volumes massed for an interesting skyline. Multiple volumes are used on larger buildings. See Table 4A, Sections A-B for requirements.</p>	<p>New buildings are block-scale, up to 10 stories in height and are located at or near the sidewalk to promote vibrant streets and active ground floor commercial activity on key streets. Most upper stories are expressed in a single volume to generate a consistent streetwall with human-scale. Multiple volumes are used on larger buildings. See Table 4B, Sections A-B for requirements.</p>	<p>New buildings are block-scale, up to 10 stories in height and are set back from the sidewalk along a continuous build-to line to maintain a formal alignment and arrangement of building frontages. Upper stories are expressed in volumes that enhance and support the civic presence of buildings along these streets. See Table 4C, Sections A-B for requirements.</p>
<p>4. INTENDED STREETScape AND PUBLIC REALM</p> <p>refer to Table 6 for Frontage Standards</p> <p>refer to Table 8 for Open Space Standards</p>	<p>Streetscapes are the most active and intense of all streetscapes in Fresno. Commercial frontages such as galleries, arcades, and shopfronts shape a network of walkable and interconnected streets with wide sidewalks. Street trees add human scale and provide shade from the summer sun, adding distinct character to each street. See Table 6, Table 8 for requirements.</p>	<p>Streetscapes are very active and intense providing continuity from CBD1 and CC areas. Commercial frontages such as galleries, arcades, and shopfronts shape a network of walkable and interconnected streets with wide sidewalks. Street trees add human scale and provide shade from the summer sun, adding distinct character to each street. See Table 6, Table 8 for requirements.</p>	<p>Streetscapes are more formal than in other zones. Frontages emphasize the civic nature of these buildings through galleries, arcades and forecourts which form and shape the axis between the Fresno County Courthouse and City Hall. Street trees add human scale, provide shade and reinforce the formal arrangement of open spaces. See Table 6, Table 8 for requirements.</p>
<p>5. INTENDED PARKING</p> <p>refer to Table 4 for Parking Standards</p>	<p>Parking consists of on-site spaces located either under or behind buildings with most parking provided through on-street spaces, and strategically dispersed public garages. Parking requirements are the lowest in the center city relying on transit and shared parking. See Table 4A, Section D for requirements.</p>	<p>Parking consists of on-site spaces located either under or behind buildings with most parking provided through on-street spaces, and strategically dispersed public garages. Parking requirements are the second lowest in the center city relying on transit and shared parking. See Table 4B, Section D for requirements.</p>	<p>Parking consists of on-site spaces located either under or behind buildings with most parking provided through on-street spaces, and strategically dispersed public lots and garages. Parking requirements are low, utilizing shared parking and transit. See Table 4C, Section D for requirements.</p>
<p>6. INTENDED LAND USE RANGE</p> <p>refer to Table 3 for Land Use Standards</p>	<p>Buildings are occupied with ground floor commercial, retail, and office activity to support active streetscapes and walking. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, civic, lodging, housing, or additional commercial uses. See Table 3 for requirements.</p>	<p>Buildings are occupied with ground floor commercial, retail, and office activity to support active streetscapes and walking. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, civic, lodging, housing, or additional commercial uses. See Table 3 for requirements.</p>	<p>Buildings are occupied with ground floor civic and office uses, including retail, to support active streetscapes and walking. Upper floors are flexible for office and civic uses. See Table 3 for requirements.</p>

SUMMARY OF ZONING DISTRICTS TABLE 2

2. Urban Center Zoning Districts

d. Chinatown



The CT zone is applied to the areas bounded by the Union Pacific Railroad tracks, Highway 99, Stanislaus Street and Inyo Street. Its close proximity to Highway 99 and downtown create the unique opportunity to introduce buildings and uses that serve both the region and the surrounding neighborhoods. F Street is preserved and developed as Chinatown's "main street."

New buildings are block-scale, up to 5 stories in height and are located at the sidewalk to activate the sidewalk with pedestrian-oriented commercial activity. Most upper stories are expressed in single volumes to enhance the small scale of this urban neighborhood and historic main street. **See Table 4D, Sections A-B for requirements.**

Streetscapes are urban and shaped by commercial frontages such as galleries, arcades, and shopfronts. Street trees reinforce the human scale of the place along with inviting sidewalks, supporting pedestrian and commercial activity. **See Table 6, Table 8 for requirements.**

Parking consists of on-site spaces located either under or behind buildings with most parking provided through on-street spaces, and strategically dispersed public lots and garages. Parking requirements are low, utilizing shared parking and transit. **See Table 4D, Section D for requirements.**

Buildings are occupied with ground floor commercial, retail, civic or office uses to support active streetscapes and walking. Upper floors and the space behind shopfronts are flexible for office, housing or additional commercial uses. **See Table 3 for requirements.**

e. Cultural Arts/S. Stadium/S. VanNess



The CA/SS/SVN zone is applied to the areas immediately to the north and south of the Central Business District, including the South Van Ness area. This zone is comprised primarily of small-scale retail, office, industrial, and multi-family housing and is intended to serve the thriving artist community in the Cultural Arts area and the existing industrial uses in the South Stadium and South Van Ness areas.

New buildings are block-scale, up to 5 stories in height and are located at or near the sidewalk to generate an active public realm and pedestrian-oriented commercial activity appropriate for an intense mixed-use neighborhood. Most upper stories are expressed in single volumes with multiple volumes moderating larger buildings. **See Table 4E, Sections A-B for requirements.**

Streetscapes are urban and shaped by commercial frontages such as galleries, arcades, shopfronts with stoops on some side streets. Street trees reinforce the human scale of these urban neighborhoods and mixed-use streets along with inviting sidewalks, supporting pedestrian and commercial activity. **See Table 6, Table 8 for requirements.**

Parking consists of on-site spaces located either under or behind buildings with most parking provided through on-street spaces, and strategically dispersed public lots and garages. Parking requirements are low, relying on walkable services and transit. **See Table 4E, Section D for requirements.**

Buildings are occupied with ground floor retail uses, live-work, and uses such as art galleries on key streets to support active streetscapes and walking. Secondary streets and upper floors are flexible for residential and office uses. **See Table 3 for requirements.**

a. Town Center



The TC zone is applied to nodes at major intersections along corridors and is comprised primarily of medium-scale retail, housing, office, civic, and entertainment uses that serve several neighborhoods.

New buildings are block-scale, up to 5 stories in height and are located at or near the sidewalk to generate focused and active, commercial activity along corridors. Most upper stories are expressed in single volumes along the corridor and in multiple volumes with significant setbacks when adjacent to neighborhoods. **See Table 4F, Sections A-B for requirements.**

Streetscapes are urban and shaped by commercial frontages such as galleries, arcades, and shopfronts with stoops on some side streets. Street trees reinforce the human scale of these mixed-use areas adjacent to large corridors along with inviting sidewalks to supporting pedestrian and commercial activity. **See Table 6, Table 8 for requirements.**

Parking consists of on-site spaces located behind or under buildings combined with on-street parking. Parking requirements are moderate, encouraging walking from nearby neighborhoods while acknowledging community-level visitors. **See Table 4F, Section D for requirements.**

Buildings are occupied with ground floor commercial, retail, and office uses to support active streetscapes and walking. Upper floors and the floor area behind shopfronts is flexible for office, civic, residential or additional commercial uses. **See Table 3 for requirements.**

b. Neighborhood Center



The NC zone is applied to nodes at secondary intersections along corridors and is comprised of primarily small-scale neighborhood uses such as retail, office, civic, and entertainment, including housing.

New buildings are block and house-scale, up to 3 stories in height, are completely compatible in scale with adjacent single-family houses, and are located at or near the sidewalk to generate pedestrian activity. Upper stories are expressed in volumes compatible with adjacent houses. **See Table 4G, Sections A-B for requirements.**

Streetscapes are urban and less intense than those in the TC zone. Streetscapes are shaped by commercial frontages such as galleries, arcades, and shopfronts with stoops and small front yards on some side streets. Street trees reinforce the human scale of these mixed-use areas situated between large corridors and neighborhoods, along with inviting sidewalks to supporting pedestrian activity. **See Table 6, Table 8 for requirements.**

Parking consists of on-site spaces located behind or under buildings combined with on-street parking. Parking requirements are low, focusing on walkable services and utilizing on-street parking for visitors. **See Table 4G, Section D for requirements.**

Buildings are occupied with ground floor commercial, retail, and office uses to support active streetscapes and walking. Upper floors and the floor area behind shopfronts is flexible for office, civic, residential or additional commercial uses. **See Table 3 for requirements.**

TABLE 2

ZONING DISTRICT	3. Corridor Zoning Districts	4. Neighborhood Zoning Districts
<p data-bbox="203 624 479 780">1. EXAMPLES OF INTENDED PHYSICAL CHARACTER</p> <p data-bbox="143 811 540 966">The examples are not intended to be interpreted literally as they represent the general range of scale, intensity, site organization and streetscape typical of the identified zoning district.</p>	<p data-bbox="681 438 889 469">a. Corridor General</p> 	<p data-bbox="1534 438 1810 469">a. Neighborhood General</p> 
<p data-bbox="183 1246 499 1339">2. INTENT AND PURPOSE OF ZONING DISTRICT</p>	<p data-bbox="580 1131 989 1411">The CG zone is applied to areas fronting on corridors including Belmont Avenue, East Kings Canyon Road, Blackstone Avenue, Abby Street, and North Fresno Street. The zone consists primarily of moderate intensity housing and neighborhood services while accommodating automobile-oriented commercial uses.</p>	<p data-bbox="1467 1131 1876 1411">The NG zone is applied to areas outside of Downtown, including the Lowell neighborhood, much of the Southwest and Southeast neighborhoods. The zone is comprised primarily of single family, and single-family-compatible multi-family residential uses including live/work.</p>
<p data-bbox="203 1650 479 1743">3. INTENDED PHYSICAL CHARACTER</p> <p data-bbox="183 1774 499 1836">refer to Table 4 for Development Standards</p>	<p data-bbox="580 1494 989 1945">New buildings are block-scale and house-scale, up to 3 stories in height and are at or near the sidewalk to generate more pedestrian activity. Buildings vary in size and type, but are compatible in massing and scale with adjacent buildings. Most upper stories are expressed in single volumes along the corridor and in multiple volumes with significant setbacks when adjacent to neighborhoods. Living rooms, dining rooms, and other formal rooms face the street. See Table 4H, Sections A-B for requirements.</p>	<p data-bbox="1467 1494 1876 1945">New buildings are house-scale with most buildings in the zone up to 2 stories in height and some buildings up to 2 1/2 stories. All buildings are set back from the sidewalk to provide a buffer between the sidewalk and the zone's low intensity dwellings. Living rooms, dining rooms, and other formal rooms face and activate the street. Other house-scale buildings are compatible in this zone when scaled and massed in relation to the predominant single-family houses. See Table 4I, Sections A-B for requirements.</p>
<p data-bbox="173 2085 510 2178">4. INTENDED STREETScape AND PUBLIC REALM</p> <p data-bbox="203 2209 479 2271">refer to Table 6 for Frontage Standards</p> <p data-bbox="173 2303 510 2365">refer to Table 9 for Block and Street Standards</p>	<p data-bbox="580 2029 989 2340">Streetscapes are urban and active with residential frontages such as front yards, porches and stoops to commercial frontages such as shopfronts and forecourts. Street trees reinforce the human scale of these mixed-use areas adjacent to large corridors along with inviting sidewalks to supporting pedestrian and commercial activity. See Table 6, Table 8 for requirements.</p>	<p data-bbox="1467 2029 1876 2309">Streetscapes are suburban with active ground floor residential frontages such as front yards, porches and stoops that face traditional, tree-lined streets. Canopy street trees reinforce the human scale and low intensity nature of the streetscape while providing shade for pedestrians. See Table 6, Table 8 for requirements.</p>
<p data-bbox="203 2505 479 2536">5. INTENDED PARKING</p> <p data-bbox="183 2567 499 2629">refer to Table 4 for Development Standards</p>	<p data-bbox="580 2452 989 2685">Parking consists of on-street spaces and off-street spaces located behind, under or on the side of buildings. Parking requirements are low relying on walkable services while acknowledging some community-level visitors. See Table 4H, Section D for requirements.</p>	<p data-bbox="1467 2452 1876 2654">Parking consists of on-street spaces for visitors with off-street parking for residents in the rear 1/2 of the lot and shielded from the public right-of-way to emphasize the low intensity nature of the zone. See Table 4I, Section D for requirements.</p>
<p data-bbox="223 2738 459 2831">6. INTENDED LAND USE RANGE</p> <p data-bbox="203 2862 479 2924">refer to Table 3 for Land Use Standards</p>	<p data-bbox="580 2731 989 2924">Buildings are occupied with ground floor housing as well as ground floor commercial, retail and office uses. Upper floors are occupied with housing, office, or additional commercial uses. See Table 3 for requirements.</p>	<p data-bbox="1467 2731 1876 2862">Buildings are occupied with residential uses, limited live/work uses and home occupation activity. See Table 3 for requirements.</p>

SUMMARY OF ZONING DISTRICTS TABLE 2

4. Neighborhood Zoning Districts

b. Neighborhood General Preservation



The NGP zone is applied to the "L" Street area and to Huntington Boulevard area east of Downtown and is comprised primarily of houses whose historic integrity has not been compromised.

New buildings are house-scale with most buildings in the zone up to 2 stories in height and some buildings up to 2 1/2 stories. All buildings are set back from the sidewalk to provide a buffer between the sidewalk and the low intensity dwellings, with larger setbacks on Huntington Boulevard. Living rooms, dining rooms, and other formal rooms face and activate the street. Other house-scale buildings are compatible in this zone when scaled and massed in relation to the predominant single-family houses. **See Table 4J, Sections A-B for requirements.**

Streetscapes are suburban with active ground floor residential frontages such as large front yards, porches - stoops in some areas - that face traditional, tree-lined streets. Canopy street trees of varying species shape the unique landscape character of each individual street, and provide shade for pedestrians. **See Table 6, Table 8 for requirements.**

Parking consists of on-street spaces for visitors with off-street parking for residents in the rear 1/2 of the lot and shielded from the public right-of-way to emphasize the low intensity nature of the zone. **See Table 4J, Section D for requirements.**

Buildings are occupied with residential uses and limited home occupation activity. **See Table 3 for requirements.**

c. Neighborhood General Revitalization



The NGR zone is applied to areas outside of Downtown and includes the Jefferson Neighborhood, areas south of Elm and B Streets in Southwest, and several Southeast neighborhoods adjacent to Highway 180. The zone is comprised primarily of single family, and multi-family buildings that are in need of significant reinvestment.

New buildings are house-scale with most buildings in the zone up to 2 stories in height and some buildings up to 2 1/2 stories. All buildings are set back from the sidewalk to provide a buffer between the sidewalk and the low intensity dwellings. Living rooms, dining rooms, and other formal rooms face and activate the street. Other house-scale buildings are compatible in this zone when scaled and massed in relation to the predominant single-family houses. **See Table 4K Sections A-B for requirements.**

Streetscapes are suburban with active ground floor residential frontages such as moderately sized front yards, porches and stoops that face traditional, tree-lined streets. Canopy street trees reinforce the human scale and low intensity nature of the streetscape while providing shade for pedestrians. **See Table 6, Table 8 for requirements.**

Parking consists of on-street spaces for visitors with off-street parking for residents in the rear 1/2 of the lot and shielded from the public right-of-way to emphasize the low intensity nature of the zone. **See Table 4K, Section D for requirements.**

Buildings are occupied with residential uses, limited live/work uses and home occupation activity. **See Table 3 for requirements.**

d. Neighborhood Edge



The NE zone is applied to areas west of Highway 99 and generally within the Jane Addams area. The zone consists primarily of existing residential neighborhoods that are located near or across from agriculture.

New buildings are house-scale with most buildings in the zone up to 2 stories in height and some buildings up to 2 1/2 stories. All buildings are set back substantially from the sidewalk to accommodate large, planted front yards that characterize these areas. Living rooms, dining rooms, and other formal rooms face and activate the street to provide active ground floors even in this less intense environment. Other house-scale buildings are compatible when scaled and massed in relation to the predominant single-family houses. **See Table 4L Sections A-B for requirements.**

Streetscapes are rural with active ground floor residential frontages such as large front yards and porches with deep setbacks capable of capturing and treating stormwater runoff face traditional, tree-lined streets. Canopy street trees reinforce the human scale and low intensity nature of the rural streetscape. Deep, and wide shoulders accommodate bicycles and pedestrians. Sidewalks are optional. **See Table 6, Table 8 for requirements.**

Parking consists of on-street spaces for visitors with off-street parking for residents in the rear 1/2 of the lot and shielded from the public right-of-way to emphasize the low intensity nature of the zone. **See Table 4L, Section D for requirements.**

Buildings are generally occupied with residential uses with limited home occupation activity. **See Table 3 for requirements.**

reserved

TABLE 2

ZONING DISTRICT	5. Special Districts		
	a. SD - General Industrial 1	b. SD - General Industrial 2	c. SD - Chandler Airport
<p>1. EXAMPLES OF INTENDED PHYSICAL CHARACTER</p> <p>The examples are not intended to be interpreted literally as they represent the general range of scale, intensity, site organization and streetscape typical of the identified zoning district.</p>	 	 	 
<p>2. INTENT AND PURPOSE OF ZONING DISTRICT</p>	<p>The SD-General Industrial 1 district is applied to areas that are best suited for a variety of moderate to intense industrial and manufacturing activity. These areas are comprised primarily of large and varied building sizes with substantial activity from large cargo vehicles. These areas are accessible and interconnected but not typically oriented to the pedestrian.</p>	<p>The SD-General Industrial 2 district is applied to areas that are best suited for heavy industrial activity. These areas are comprised primarily of the most intense industrial and manufacturing uses within Fresno's center city. Buildings are large with substantial activity from large cargo vehicles. These areas are accessible and interconnected but not typically oriented to the pedestrian.</p>	<p>The SD-Chandler Airport district is applied to areas within the Chandler Airport generally in the area between Kearney Boulevard, Southwest, Thorne and Whitesbridge Avenues. These areas are comprised primarily of aeronautical-oriented industrial, manufacturing and offices. These areas are accessible and interconnected but not typically oriented to the pedestrian.</p>
<p>3. INTENDED PHYSICAL CHARACTER</p> <p>refer to Table 4 for Development Standards</p>	<p>New buildings are the second largest in the block-scale category in terms of footprint, up to 3 stories in height and located with a portion or all of their frontage at or near the sidewalk. Building volumes are expressed in single or multiple volumes as determined by the function of the industrial activity. Ground floor activity ranges from industrial and manufacturing uses and outdoor assembly to offices. See Table 4M, Sections A-B for requirements.</p>	<p>New buildings are the largest in the block-scale category in terms of footprint, up to 3 stories in height and are located anywhere on the lot. Building volumes are expressed in single or multiple volumes as determined by the function of the industrial activity. Ground floor activity ranges from industrial and manufacturing uses and outdoor assembly to offices. See Table 4N, Sections A-B for requirements.</p>	<p>New buildings are block-scale, up to 3 stories in height and are located anywhere on the lot except along Kearney, Southwest, Chandler and Channing where a portion or all of the building's frontage is near the sidewalk. Building volumes are expressed in single or multiple volumes as determined by the function of the industrial activity. Ground floor activity ranges from industrial, manufacturing, offices and outdoor assembly. See Table 4O, Sections A-B for requirements.</p>
<p>4. INTENDED STREETScape AND PUBLIC REALM</p> <p>refer to Table 6 for Frontage Standards</p> <p>refer to Table 9 for Block and Street Standards</p>	<p>Ground floor industrial frontages, including loading docks and front yards shape the utilitarian streetscape. Street trees are present to provide shade while accommodating the needs of large service and delivery vehicles. See Table 6, Table 8 for requirements.</p>	<p>Ground floor industrial frontages, including loading docks and front yards shape the utilitarian streetscape. Street trees are present to provide shade while accommodating the needs of large service and delivery vehicles. See Table 6, Table 8 for requirements.</p>	<p>Ground floor industrial frontages, including loading docks, shopfronts and front yards shape the utilitarian streetscape. Street trees are present on perimeter streets to spatially define those streets while accommodating the needs of large service and delivery vehicles. See Table 6, Table 8 for requirements.</p>
<p>5. INTENDED PARKING</p> <p>refer to Table 4 for Development Standards</p>	<p>Parking consists of on-street spaces and/or on-site spaces located behind or along the side of buildings. Parking requirements are low relying on walkable services and some shared spaces. See Table 4M, Section D for requirements.</p>	<p>Parking consists of on-street spaces and/or on-site spaces located anywhere on the lot. Parking requirements are moderate based on distance from walkable services. See Table 4N, Section D for requirements.</p>	<p>Parking consists of on-street spaces and/or on-site spaces located anywhere on the lot. Parking requirements are moderate based on distance from walkable services. See Table 4O, Section D for requirements.</p>
<p>6. INTENDED LAND USE RANGE</p> <p>refer to Table 3 for Land Use Standards</p>	<p>Buildings are occupied with ground floor industrial and manufacturing uses, outdoor assembly and offices. Upper floors are occupied with industrial, manufacturing, and offices. See Table 3 for requirements.</p>	<p>Buildings are occupied with the most intense ground floor industrial, manufacturing and outdoor assembly uses of those allowed within the Downtown Code boundaries. Upper floors are occupied with industrial, manufacturing, or offices. See Table 3 for requirements.</p>	<p>Aeronautical activity is primary in this zone. Buildings are occupied with ground floor industrial and manufacturing uses, outdoor assembly and offices. Upper floors are occupied with industrial, manufacturing, and offices. See Table 3 for requirements.</p>

SUMMARY OF ZONING DISTRICTS

5. Special Districts

//// d. SD - Downtown Hospital ////

reserved

reserved



The SD-Downtown Hospital district is applied to areas within the hospital campus as well as on surrounding streets such as Fresno, Illinois, Clark, and Divisadero. These areas are comprised primarily of medical and medical office-related activities within a campus that is connected to adjacent neighborhoods and walkable services.

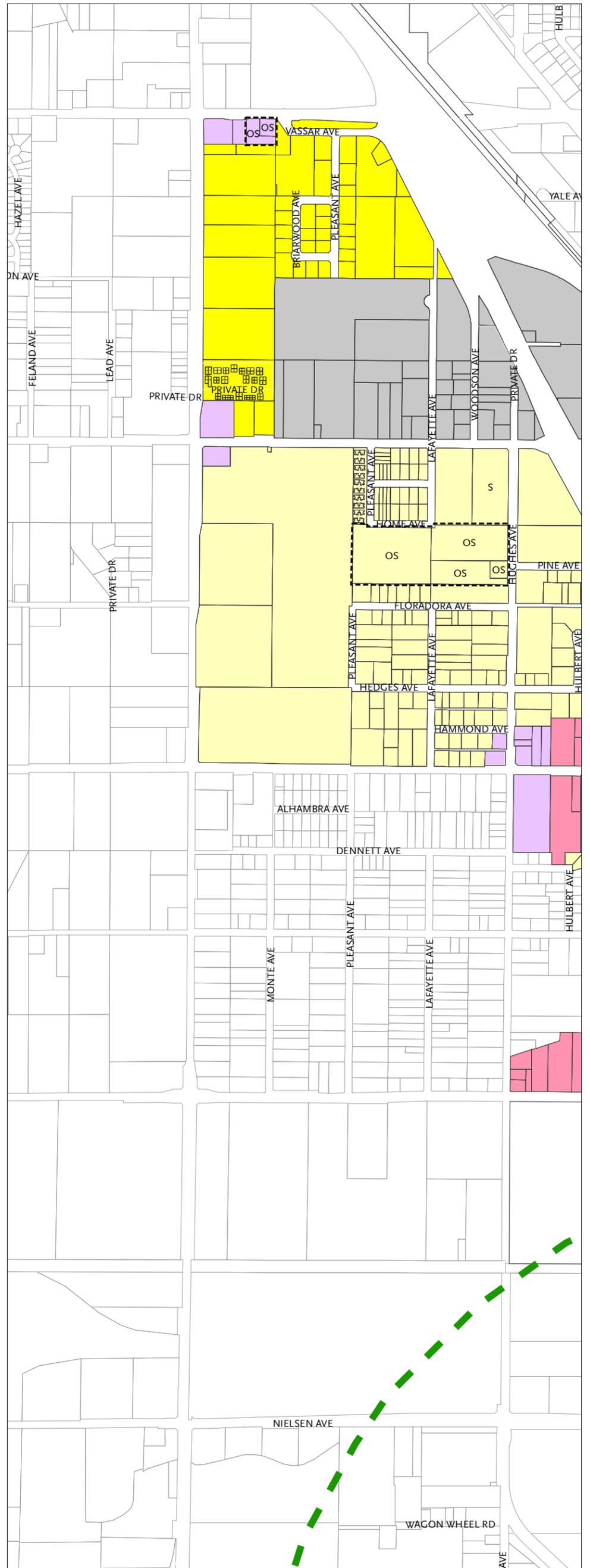
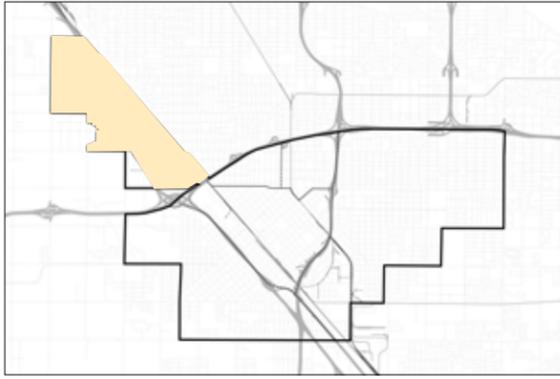
New buildings are block-scale, up to 10 stories in height and range in their location on the lot with some at or near the sidewalk and others where a portion or all of the building's frontage is near the sidewalk. Building volumes near neighborhoods are expressed in single or multiple volumes sufficient to relate to house-scale buildings. Building volumes away from neighborhoods are expressed in single or multiple volumes. Ground floor activity ranges from offices to limited services. **See Table 4P, Sections A-B for requirements.**

Ground floor commercial frontages such as galleries, arcades and shopfronts shape the majority of the streetscape with residential frontages such as front yards on adjacent streets. Canopy street trees reinforce the human scale of the area while providing shade and accommodating the needs of emergency vehicles. **See Table 6, Table 8 for requirements.**

Parking consists of on-street spaces and/or on-site spaces located anywhere on the lot within the campus and behind buildings on adjacent streets. Parking requirements are moderate based on distance from walkable services and transit. **See Table 4P, Section D for requirements.**

Medical office and hospital activity is primary in this zone. Buildings are occupied with ground floor office, hospital and service uses. Upper floors are occupied with office, hospital and service uses. **See Table 3 for requirements.**

**FIGURE 2.1: REGULATING PLAN
JANE ADDAMS NEIGHBORHOODS**

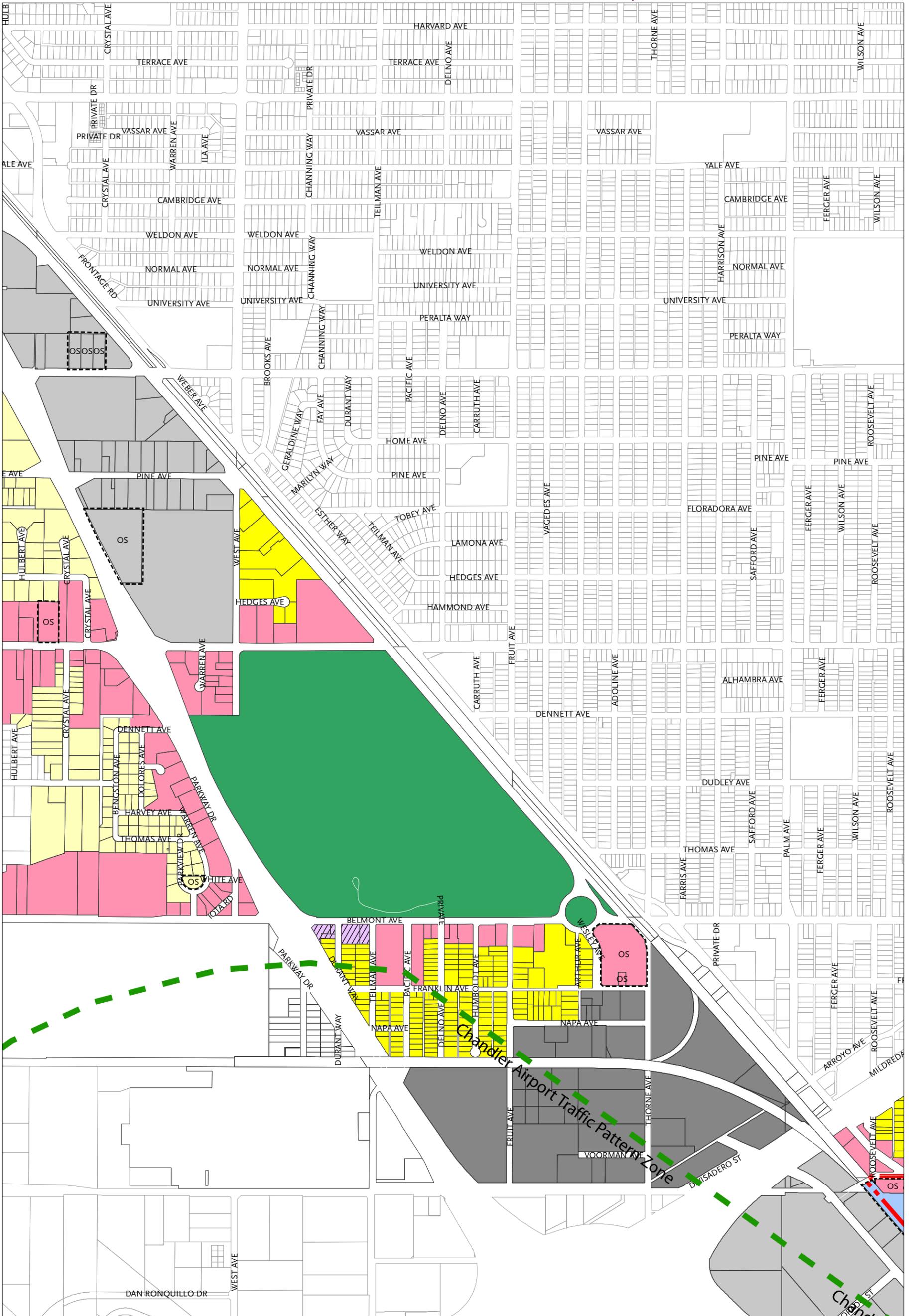


KEY TO FIGURE 2.3	
	CBD 1
	CBD 2
	CC - Civic Center
	CT - Chinatown
	CA/SSD/SVN - Cultural Arts/South Stadium/South Van Ness
	TC - Town Center
	NC - Neighborhood Center
	CG - Corridor General
	NG - Neighborhood General
	NGP - Neighborhood General Preservation
	NGR - Neighborhood General Revitalization
	NE - Neighborhood Edge
	SD-G1 - Special District General Industrial 1
	SD-G2 - Special District General Industrial 2
	SD-A - Special District Chandler Airport
	SD-H - Special District Downtown Hospital
	OC - Open Conservation (see FMC 12-204)
	S Existing School
	Shopfront Frontage Overlay
	Chandler Airport Overlay
	OS Civic Building/ Open Space Overlay
	Transition Overlay

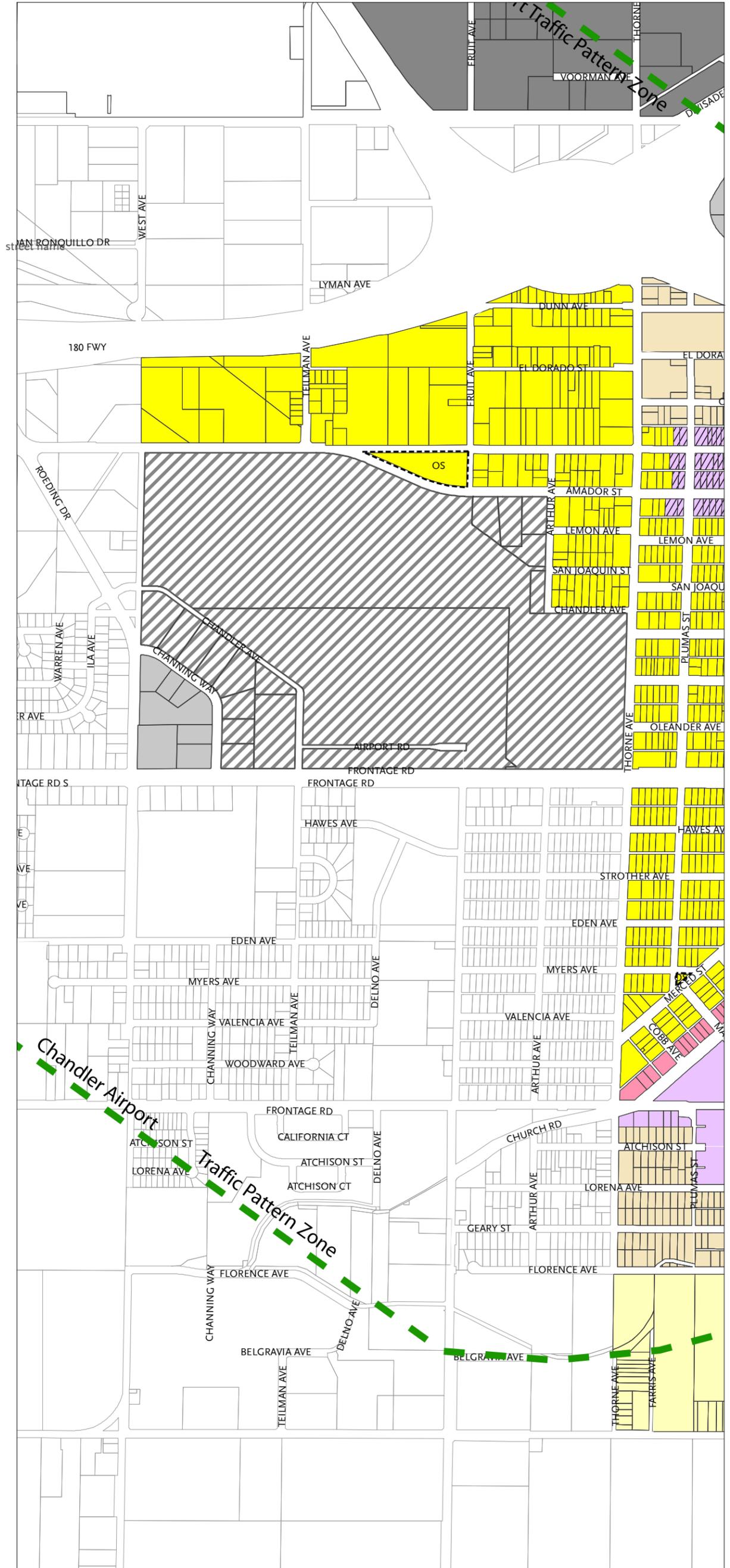
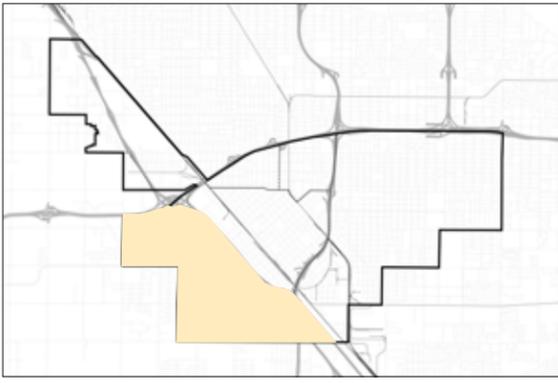
SEE TABLE 2

SEE 2.2A.2

FIGURE 2.1: REGULATING PLAN, CONT'D
JANE ADDAMS NEIGHBORHOODS



**FIGURE 2.2: REGULATING PLAN
SOUTHWEST NEIGHBORHOODS**

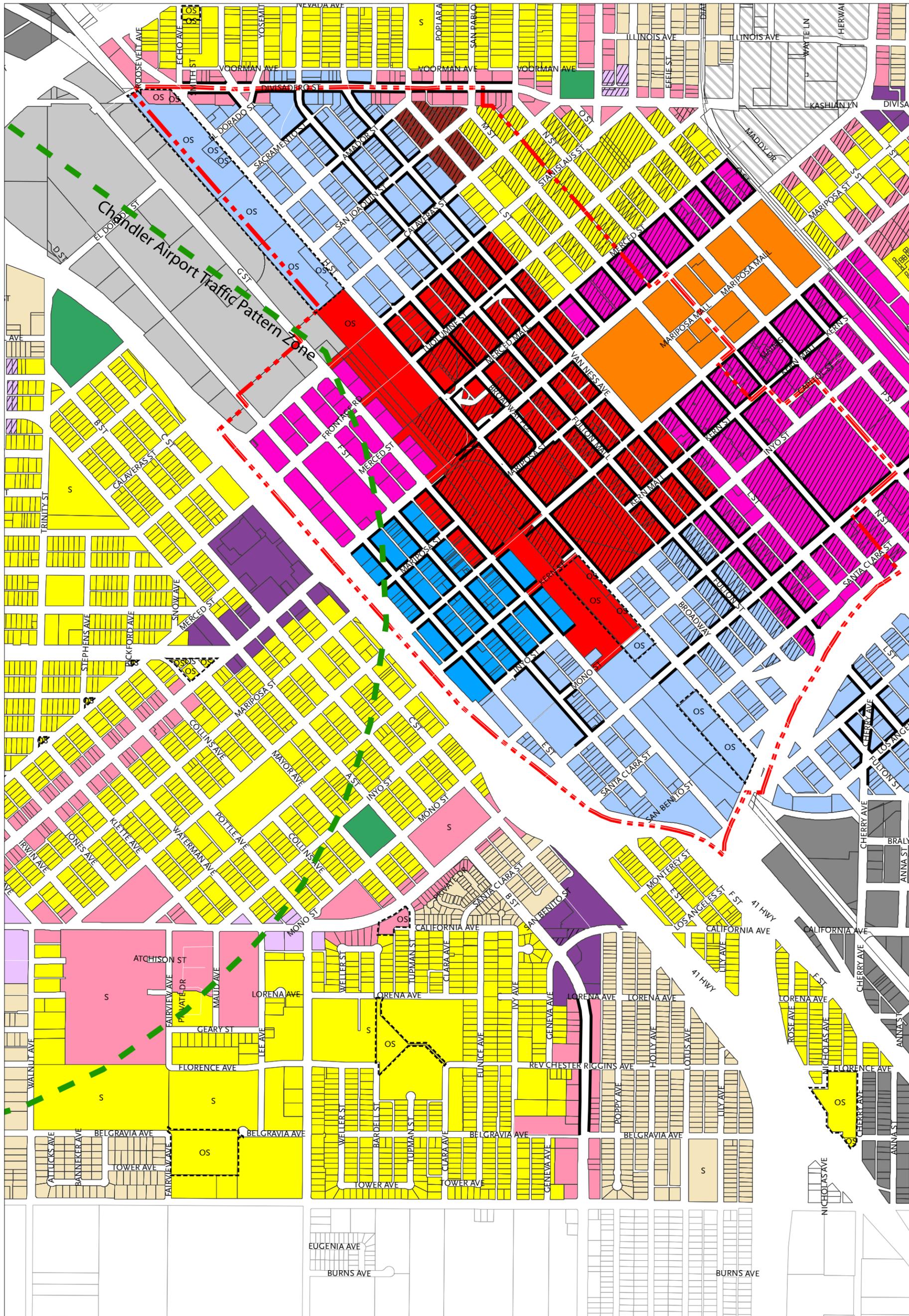


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	Existing School
	Shopfront Frontage Overlay
	Chandler Airport Overlay
	Civic Building/ Open Space Overlay
	Transition Overlay

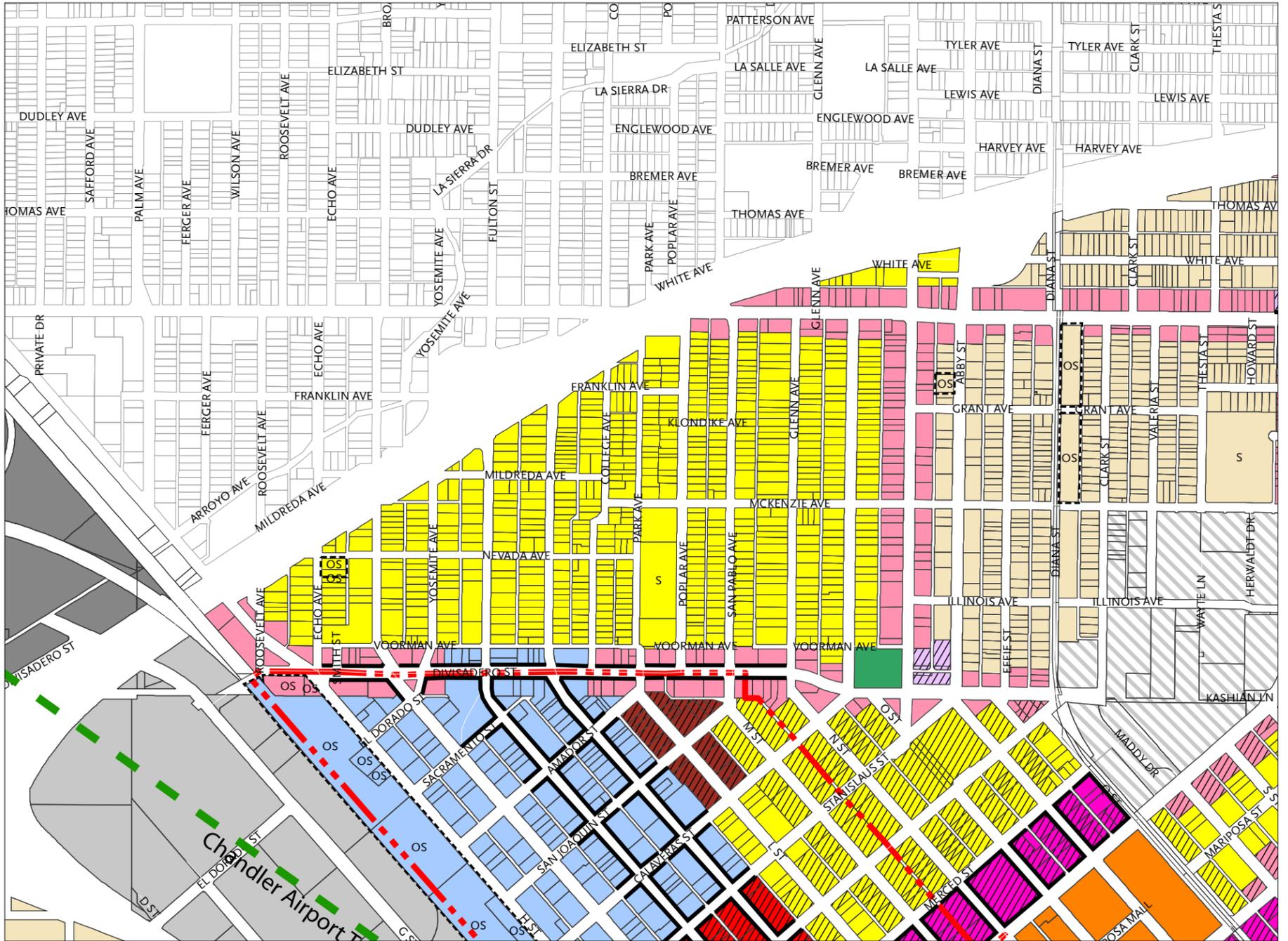
SEE TABLE 2

SEE 2.2.A.2

FIGURE 2.2: REGULATING PLAN, CONT'D
SOUTHWEST NEIGHBORHOODS



**FIGURE 2.3: REGULATING PLAN
LOWELL NEIGHBORHOOD**



KEY TO FIGURE 2.3

- CBD 1
- CBD 2
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- SD-A - Special District Chandler Airport
- SD-H - Special District Downtown Hospital
- OC - Open Conservation (see FMC 12-204)
- S Existing School
- Shopfront Frontage Overlay
- Chandler Airport Overlay
- Civic Building/ Open Space Overlay
- Transition Overlay

SEE TABLE 2

SEE 2.2.A.2

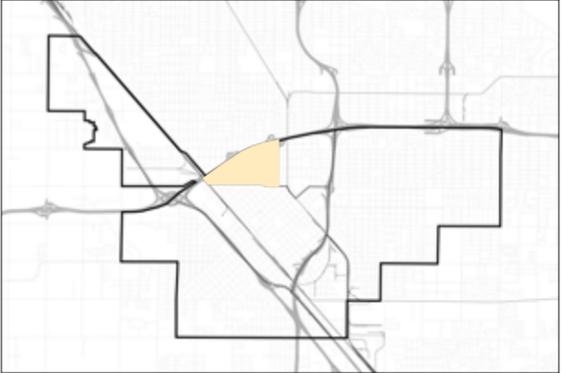
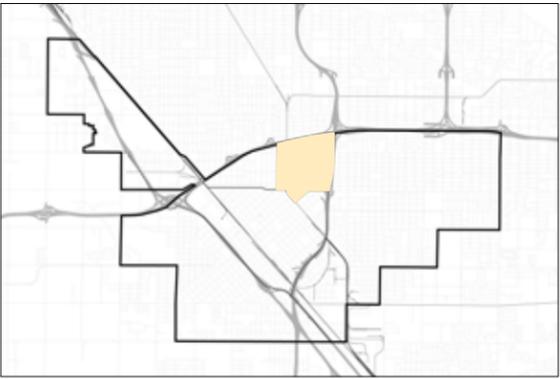
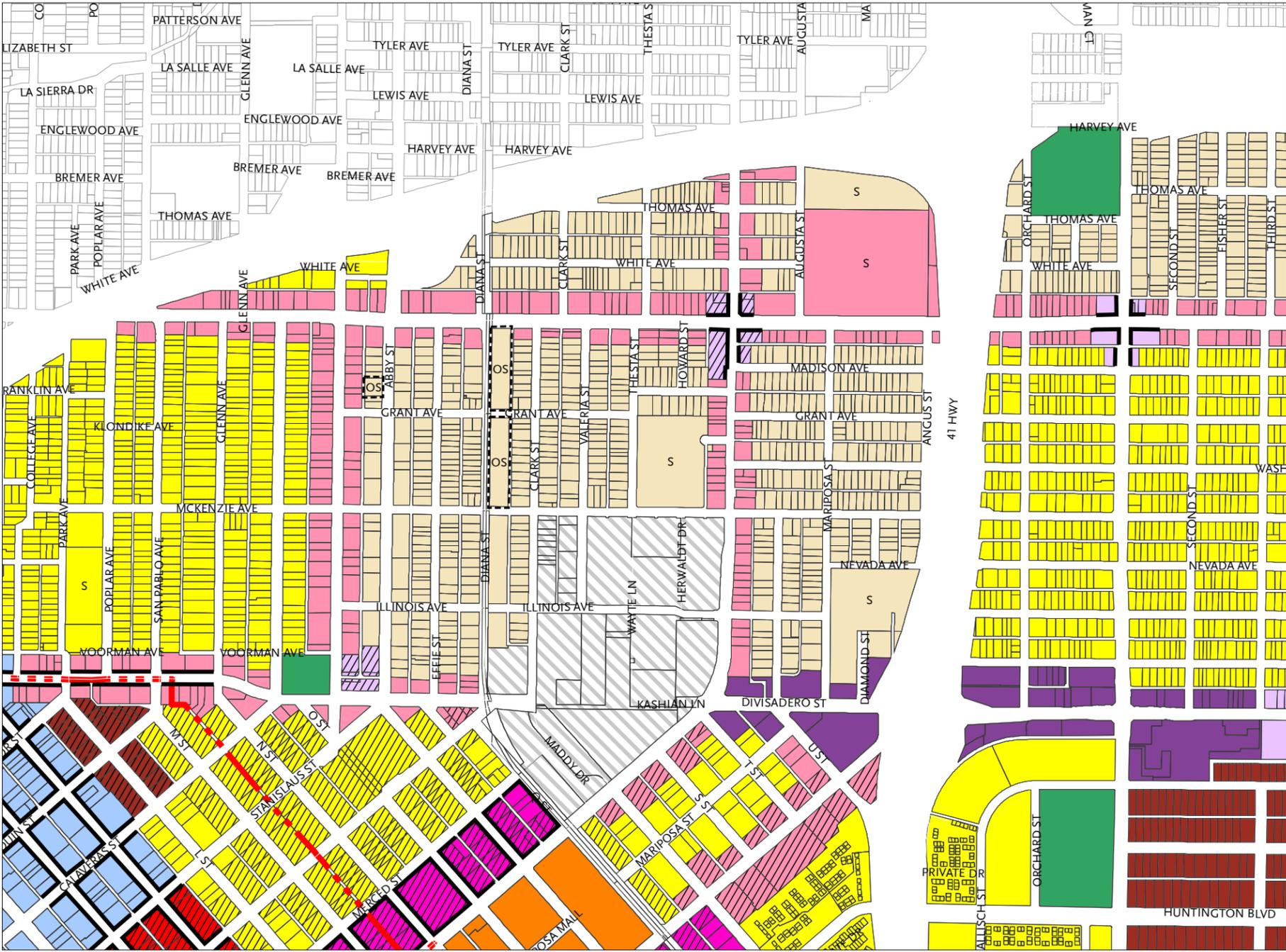


FIGURE 2.4: REGULATING PLAN
JEFFERSON NEIGHBORHOOD

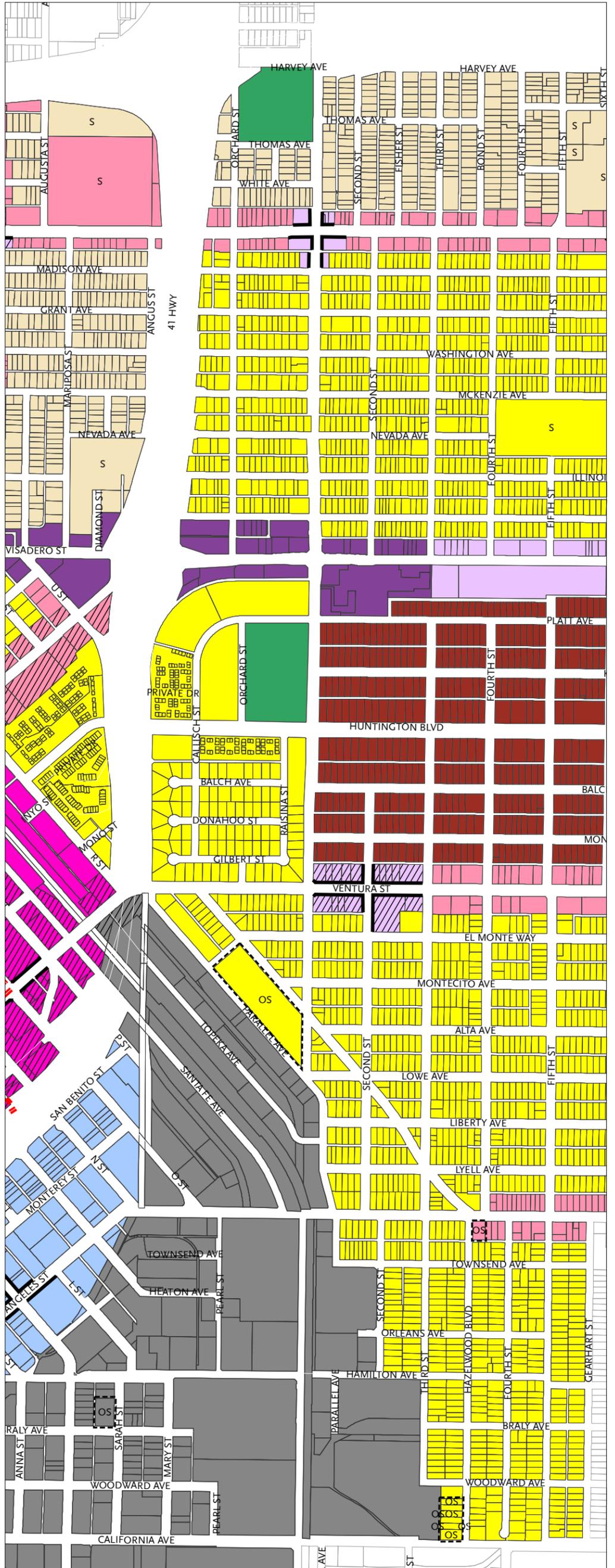
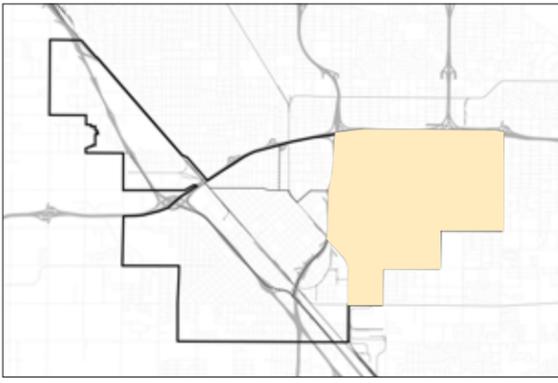


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	SD-G1 - Special District General Industrial 1
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	SD-A - Special District Chandler Airport
	SD-H - Special District Downtown Hospital
	OC - Open Conservation (see FMC 12-204)
	Existing School
	Shopfront Frontage Overlay
	Chandler Airport Overlay
	Civic Building/ Open Space Overlay
	Transition Overlay

SEE TABLE 2

SEE 2.2A.2

**FIGURE 2.5: REGULATING PLAN
SOUTHEAST NEIGHBORHOODS**



KEY TO FIGURE 2.3

- CBD 1
- CBD 2
- CC - Civic Center
- CT - Chinatown
- CA/SSD/SVN - Cultural Arts/South Stadium/South Van Ness
- TC - Town Center
- NC - Neighborhood Center
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- SD-A - Special District Chandler Airport
- SD-H - Special District Downtown Hospital
- OC - Open Conservation (see FMC 12-204)
- S Existing School
- Shopfront Frontage Overlay
- Chandler Airport Overlay
- OS Civic Building/ Open Space Overlay
- Transition Overlay

SEE TABLE 2

SEE 2.2A.2

FIGURE 2.5: REGULATING PLAN, CONT'D
SOUTHEAST NEIGHBORHOODS

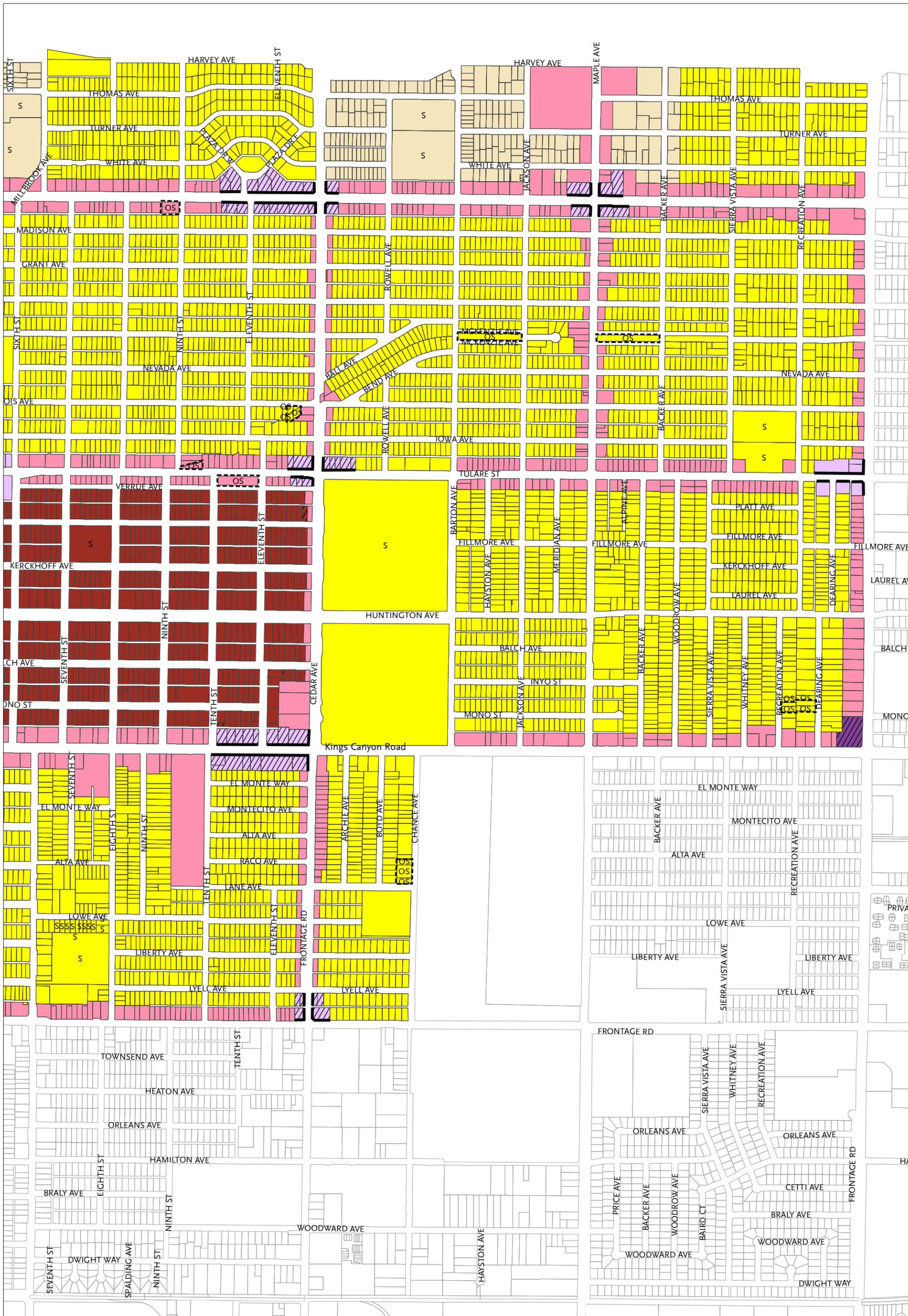
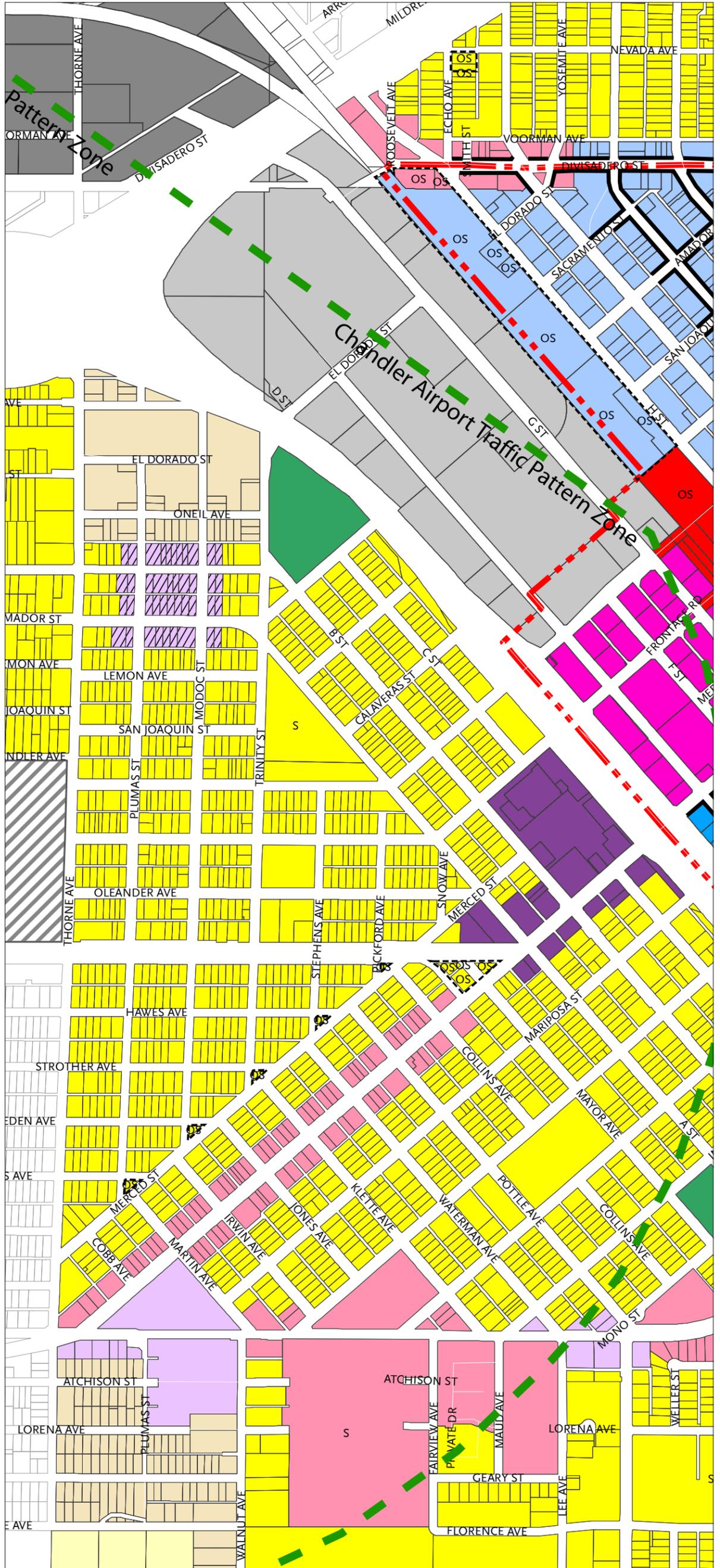
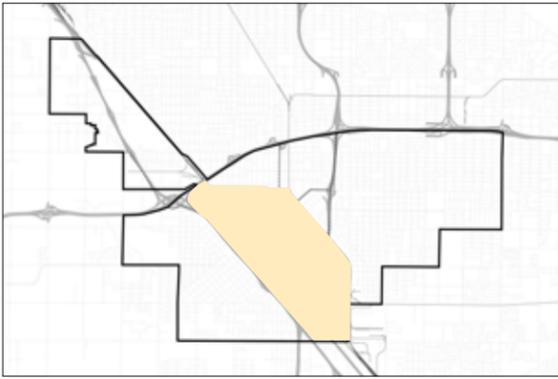


FIGURE 2.6: REGULATING PLAN DOWNTOWN



KEY TO FIGURE 2.3

	CBD 1
	CBD 2
	CC - Civic Center
	CT - Chinatown
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	NC - Neighborhood Center
	CG - Corridor General
	NG - Neighborhood General
	NGP - Neighborhood General Preservation
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	SD-G1 - Special District General Industrial 1
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	SD-A - Special District Chandler Airport
	SD-H - Special District Downtown Hospital
	OC - Open Conservation (see FMC 12-204)
	S Existing School
	Shopfront Frontage Overlay
	Chandler Airport Overlay
	Civic Building/ Open Space Overlay
	Transition Overlay

SEE TABLE 2

SEE 2.2A.2

FIGURE 2.6: REGULATING PLAN, CONT'D
DOWNTOWN

