

**Sec. 21-23-3. General Commercial and Industrial Development Standards.**

- (4) *General Building Locations and Setbacks.* In addition to the specific building setback requirements listed in each individual district, the following general standards shall apply:
- a. No building shall be closer than six feet from any private road, driveway, or parking spaces in order to allow areas adjacent to the building for foundation landscaping and buffering of pedestrian walkways. Exceptions may be made for any portion of the building that contains a drive-up window or where the Planning Commission may approve a zero-foot setback.
  - b. Except as specified in the Storefront Conservation Floating Zone, the public right-of-way boundary shall be considered the front property line of a lot. Where a lot is bordered on two or more sides by a public right-of-way boundary, all such sides shall be considered as front property lines.
  - c. In all cases, the area between the front property line and the building shall be known as the front yard.
  - d. Table of Minimum Building Setbacks. All measurements are in feet and all front setbacks are measured from the top back of curb.

District	Front Standard Setback*	Side, Shared Party Walls Allowed	Side, No Shared Walls	Side, Abut Residential**	Rear, Standard	Rear, Abut Residential District**
RC District	25	Y	10	30	20	30
CC District	25	Y	10	30	20	30
CN District	25	Y	10	30	20	30
CN(HSN) District	0-25 <sup>1</sup>	Y	0-10 <sup>1</sup>	30	0-20 <sup>1</sup>	20
BC District	25	Y	10	30	10	30 <sup>2</sup>
CvC District	25	Y	10	30	20	30
HBD District	0-25 <sup>3</sup>	Y	0-10 <sup>3</sup>	0-15 <sup>3</sup>	0-15 <sup>3</sup>	0-15 <sup>3</sup>
CR-PUD District	25	Y	0	0	0 <sup>4</sup>	0 <sup>4</sup>
LC District	25	Y	10	30	10	30
PO District	25	Y	10	30	30	30
ID District	25	Y	10	30	1	30
CBD District	25 <sup>6</sup>	Y	10 <sup>6</sup>	30	20 <sup>6</sup>	30
CBD-P District	See Note #6 below					
CBD-O District	See Minimum landscape standards for CBD Zone					
CBD-A&C District	See Note #6 below					
Automall District (Dealer Area)	94	Y	15	—	0 <sup>5</sup>	—
Automall District (Commercial Area)	25	N	10 <sup>5</sup>	—	10 <sup>5</sup>	—
RD District	25 <sup>7</sup>	Y	10	10	20 <sup>7</sup>	20 <sup>7</sup>

\* Except as modified by the Storefront Conservation Floating Zone, a minimum of 15 feet from the back of sidewalk shall be maintained for all buildings regardless of the minimum setback shown in the table, except where a zero-foot setback is allowed and used.

\*\* Exception: For commercial developments with a dedicated open space area (canal, trail, etc.), between the proposed development and an adjacent residential district, the setback can be reduced to a minimum of ten feet from the commercial developments property line rather than the typical 30 feet.

Notes:

6. *CBD Districts.*

a. *CBD and CBD-O.*

1. Building and parking setbacks along Interstate 15 shall be a minimum of 50 feet or an average of 50 feet with no point closer than 40 feet.
2. For new or existing developments in the CBD Zoning District over ten acres in size, the Planning Commission may be allowed to modify the setbacks after considering the following factors:
  - (i) Overall Master Plan layout for new or expanded development of the project, or a site plan of the existing development.
  - (ii) Relationship and impact to other existing or proposed buildings on-site and adjoining properties (present and future) and whether such setback modifications is compatible with the scale and design of said buildings.
  - (iii) Physical features such as rail lines, canals, and controlled ingress and egress.
  - (iv) Location of any public utility easements.
  - (v) Compliance with all applicable building and fire code requirements.
23. Side and Rear Yard for CBD. The Planning Commission may approve, during site plan review, a zero side and/or rear yard setback for parking structures that are placed underneath or behind the main building, or for manufacturing uses, if they determine there would not be a negative impact on adjacent properties, after considering the following factors:
  - (i) Height and configuration of parking structure or manufacturing use.
  - (ii) Relation and impact to other buildings on-site and adjoining properties (present and future).
  - (iii) Natural land features such as slopes and vegetation.
  - (iv) Physical features such as rail lines, canals, and controlled ingress and egress.
  - (v) Location of any public utility easements.
  - (vi) Visibility from vehicular approaches.