Parking	Placement	Rear	Side/Rear
	Shared Parking	Permitted (See Section 5.9)	Permitted (See Section 5.9)
	Accessory Parking Structure	Permitted if parking structure allows for a mixture of uses on ground floor	Permitted if parking structure allows for a mixture of uses on ground floor
Incentives Permitted		Yes (See Section 5.10)	Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space	See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 50% transparency for ground floor, minimum 40% for upper floors	See Section 8.7: Design Standards Minimum 50% transparency for ground floor, minimum 40% for upper floors

Notes:

[1] Can be increased by a factor of 1.5 where an active use area is provided.

[2] Can be increased by a factor of 0.5 where an active use area is provided.

[3] 25' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.

[4] Except where served by rear parking, not to exceed 50' without a design alternative.

5.5. COMMUNITY CORRIDOR MIXED-USE 1 DISTRICT (CC-MX1)

A. **Community Corridor Mixed-Use 1 District (CC-MX1) Purpose and Intent**. The *Community Corridor Mixed-Use 1 District* (CC-MX1) is intended to implement the Neighborhood Mixed-Use Center character area as designated on the FLUM. More specifically, the CC-MX1 district intends to:
1. Act as a transitional mixed-use district from the US-74 commercial corridor and may service multiple neighborhoods (i.e. community retail);

2. Permit community level retail for areas in greater radius than the immediate neighborhood;
3. Permit a maximum 100,000 square feet single-use general retail by right;
4. Allow for dynamic mixed-use developments;
5. Provide for both vertical and horizontal mixture of uses within a building or development;
6. Permit increased densities through the use of mixed-use zoning district incentives;
7. Be implemented in two geographic locations and shown in Figure 5.5, Figure 5.5.1, and Figure 5.5.2; and
8. Regulate development per the standards defined in Table 5.5.

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B. **Community Corridor Mixed-Use 1 District (CC-MX1) Implementing Map.**
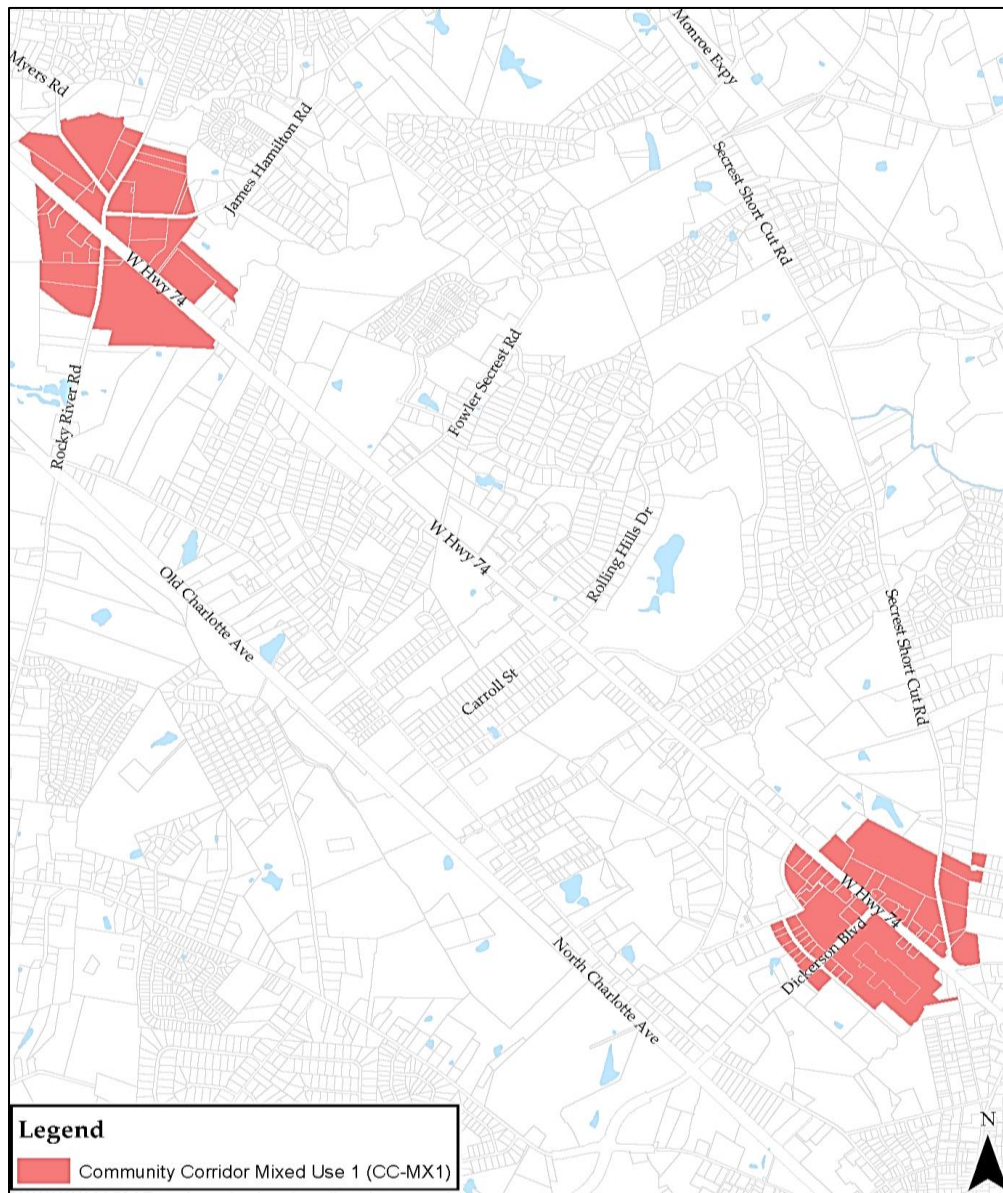
Figure 5.5. CC-MX1 District Implementing Map

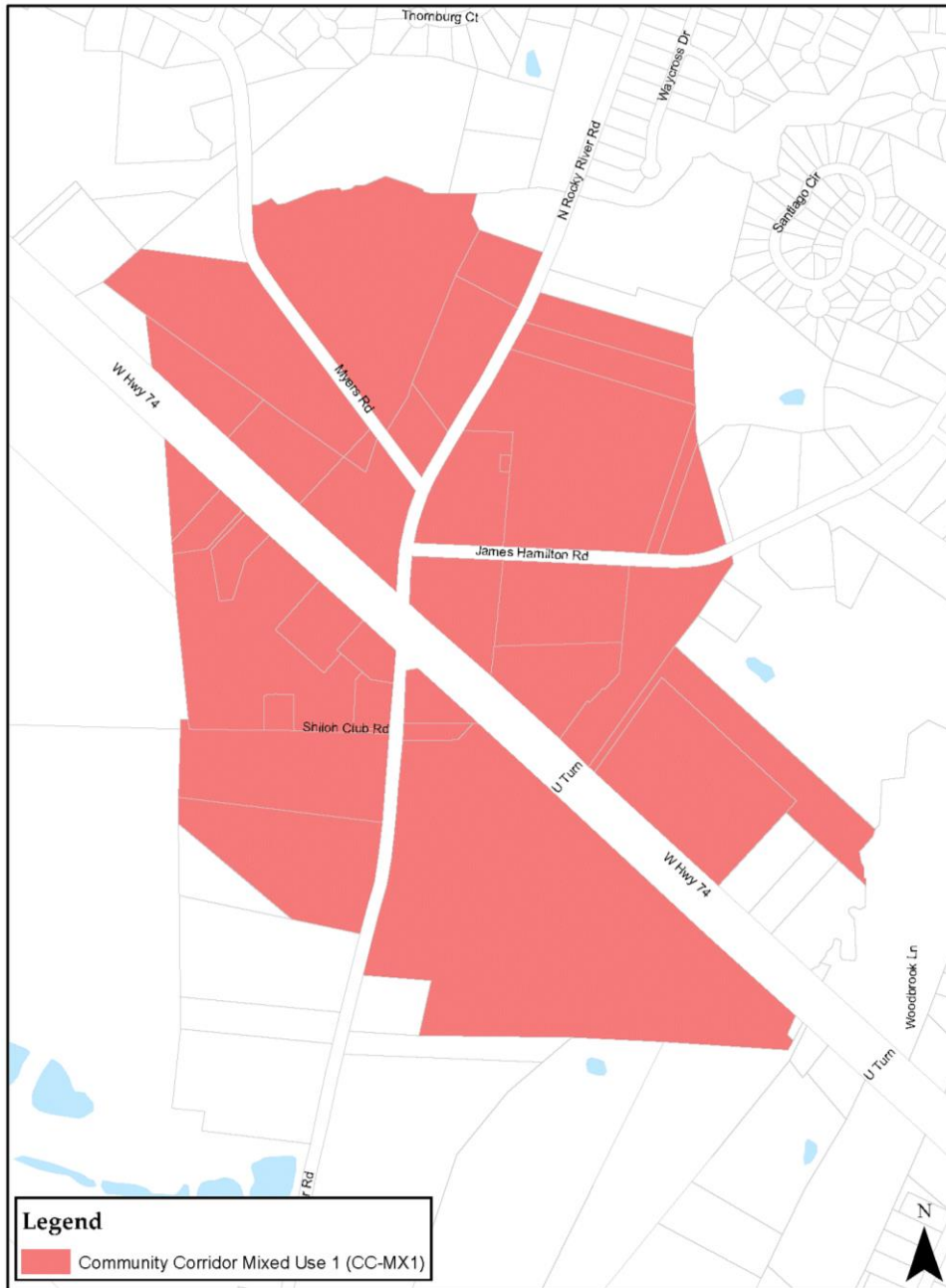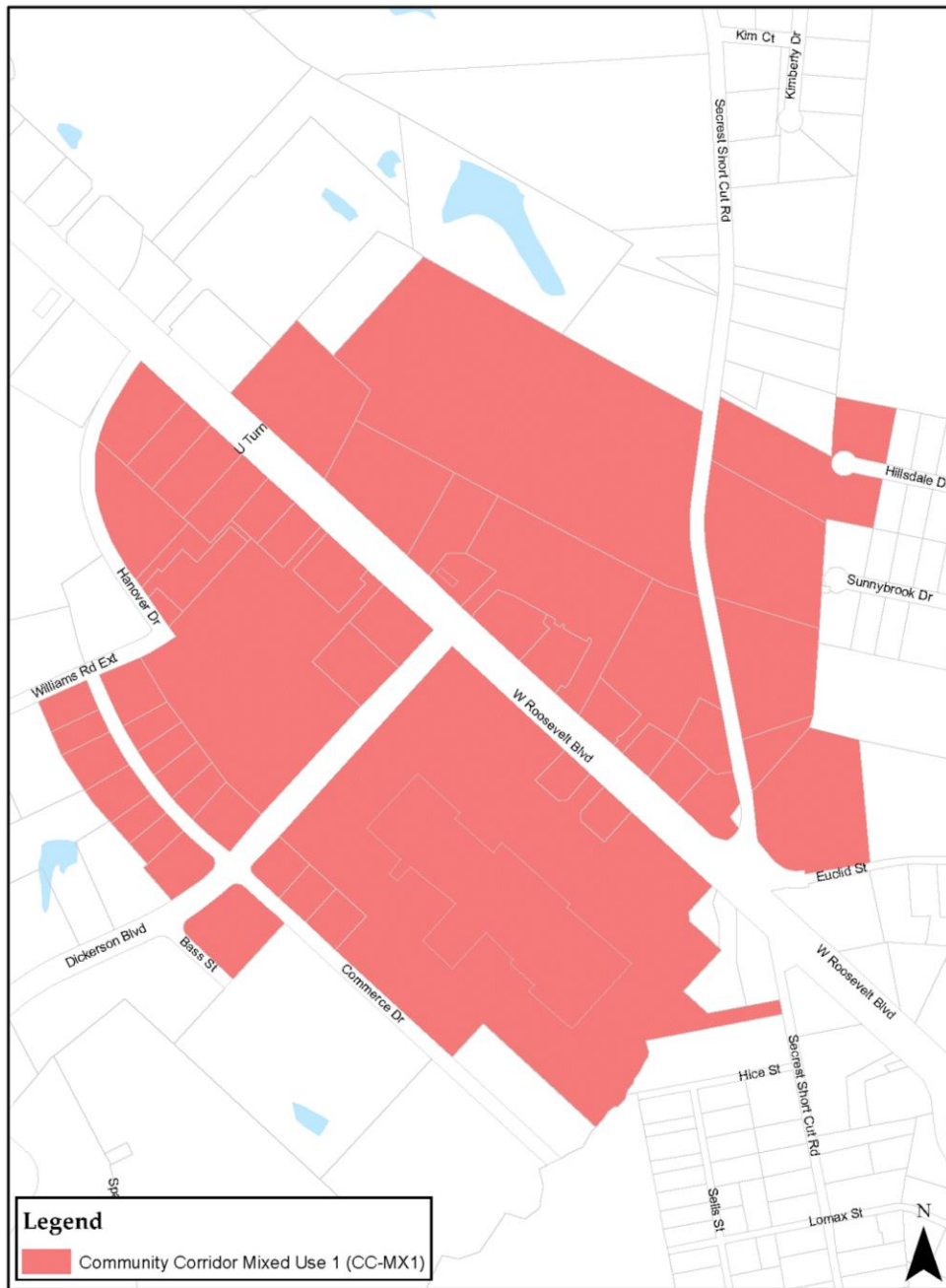Figure 5.5.1. CC-MX1 District Implementing Map Zoom 1

Figure 5.5.2. CC-MX1 District Implementing Map Zoom 2

C. **Community Corridor Mixed-Use 1 District (CC-MX1) Development Standards Table.**

Table 5.5. CC-MX1 District Development Standards

CC-MX1 District Development Standards		
Building Height		Maximum 4 Stories Buildings above 3 stories shall be situated closer to US 74 where practicable
Density		8 Units/Acre (By Right) 10 Units/Acre Maximum (See Section 5:10 for Incentives)
Building Placement (min/max)	Front (Street) [1]	15'/30'
	Side [2]	5' min
	Rear [3]	10' min
Lot	Length (min)	100
	Width (min)	50
	Coverage (max)	85%
Frontage	% Requirement	25%
	Active Use Areas	Permitted, but active use area shall not be physically adjacent to residentially zoned property
	Entrances	Oriented to street
Parking	Placement	Off-Street

	Shared Parking	Permitted (See Section 5.9)
	Accessory Parking Structure	Not Permitted
Incentives Permitted		Yes (See Section 5.10)
Open Space		See Section 8.8: Open Space
Architectural Standards		See Section 8.7: Design Standards Minimum 40% transparency for each story of a building

Notes:

[1] Can be increased by a factor of 1.5 where an active use area is provided.

[2] 44' may be permitted to accommodate those lots without access to an alley or shared driveway in order to accommodate a driveway where rear serving parking or loading is provided.

[3] Except where served by rear parking, not to exceed 60' without a design alternative. Also accommodates required buffering.

5.6. COMMUNITY CORRIDOR MIXED-USE 2 DISTRICT (CC-MX2)

A. **Community Corridor Mixed-Use 2 District (CC-MX2) Purpose and Intent**. The *Community Corridor Mixed-Use 2 (CC-MX2) District* implements the Neighborhood Mixed-Use Center character area as designated on the FLUM and is surrounded by suburban and rural uses. More specifically, the CC-MX2 district intends to:
   1. CC-MX2 permits small-scale, neighborhood-oriented commercial uses that are compatible with nearby residential uses
   2. Promote neighborhood-oriented commercial uses that are within a convenient traveling distance from the neighborhood in which they serve;
   3. Allow for lesser intense uses through the Table of Permissible Uses;