

ARTICLE 6 MIXED-USE COMMERCIAL ZONE DISTRICTS

Section 5.6.01. Mixed-Use Commercial Zone Districts: Purpose and Intent.

Mixed-Use Commercial Districts are intended to accommodate commercial and high-density residential uses that are compatible with the character of existing neighborhoods. The preservation and reuse of existing buildings, construction of new buildings on underutilized sites and the continuation of a compact development pattern are key objectives for these Zone Districts as reflected in the *Master Plan*.

There are three types of Commercial Districts: City Center, Linear and Core.

- A. City Center. City Center acknowledges downtown Grand Rapids as the business and cultural heart of the metropolitan region. A dense development pattern focused on the close proximity of services, a diversity of uses and dynamic building styles characterize this Zone District. The compatibility of such intense development with surrounding neighborhoods is emphasized through the use of a transitional Zone District.
- B. Linear Commercial Areas. Linear commercial areas may pass through more than one Neighborhood Classification and front on a Major Street, as defined by the *City of Grand Rapids Street Classification Policy*. The scale of new development and the transportation orientation of these Zone Districts are important factors in establishing the use requirements and building element requirements contained in this Article.
- C. Core Commercial Areas. Core commercial areas are primarily focused around a particular intersection, with defined edges that abut less intense uses. Transit-Oriented Development Zone Districts are focused on creating viable areas for transit and transit stations. The scale and intensity of those core areas, however, varies depending upon the Neighborhood Classification, the available land area, proximity of established residential neighborhoods and street capacity. Rezoning requests to a Transit-Oriented Development require the installation of a qualifying transit station, as described in Section 5.6.08.B.3.e.

Section 5.6.02. Traditional Neighborhood Mixed-Use Commercial Districts: Purpose and Intent.

- A. TN-CC, Traditional Neighborhood - City Center Zone District.

The intent of this District is to maintain and enhance the vitality of downtown, reinforce its intense development pattern, provide services in close proximity to one another, allow diverse uses, and maintain the presence of older, often historic, buildings. The compact development pattern of downtown establishes a pedestrian-oriented and transit-friendly environment. The City Center Zone District stresses pedestrian circulation, urban and civic design, protection of natural features, and encourages the reuse of existing buildings. Specific objectives are intended to:

1. Accommodate and promote commercial, residential, entertainment, educational, cultural, artistic, health care-related and governmental uses within the City Center Zone District;

2. Improve mobility options downtown, and to reduce the need for on-site parking by encouraging alternative means of transportation, including use of mass transit, bicycle use and other traffic demand management options;
3. Preserve and reuse older buildings, as well as establish standards for the construction of new ones;
4. Expand the employment base and residential population of downtown;
5. Improve walkability and pedestrian interest;
6. Reinforce the unique physical character of downtown, focusing on the design context; and
7. Express the community's special commitment to the visual quality of downtown by establishing minimum criteria for building design compatibility while promoting amenities necessary to attract business, residents and visitors.

B. TN-TCC, Traditional Neighborhood - Transitional City Center Zone District.

The Transitional City Center (TCC) District is the buffer district between the dense City Center Zone District and surrounding near-downtown neighborhoods. This District provides a transition in the intensity of the downtown development pattern for adjacent areas, however, it allows for more development than would ordinarily be allowed in general neighborhood commercial locations. The presence of older, often historic, large warehouse buildings in such transition areas requires dense development for proper reuse of these structures. Sensitivity in the redevelopment of these structures and in new development is necessary to reinforce the unique physical characteristics of downtown and surrounding neighborhoods; ensure compatibility with adjacent land uses and structures; and to maintain neighborhood stability. Structures within this Zone District shall create and maintain a compact, transit-friendly, walkable mixed-use environment.

C. TN-TBA, Traditional Neighborhood - Traditional Business Area Zone District (Linear).

The TN-TBA Zone District is designed to reinforce a pedestrian- and transit-friendly environment in a compact area characterized by a mix of uses. Small lot sizes, storefront windows, observable building entrances, structures that abut the sidewalk and on-street or hidden off-street parking all contribute towards the establishment of a pedestrian-oriented Zone District. A mix of small-scale retail, service, entertainment, civic, and upper-level office and residential uses are encouraged to enhance the vitality of the areas. High quality architectural design and materials are important components of all structures to reinforce existing neighborhood character. New development on primary and secondary street frontages shall be compatible in use and scale with surrounding, existing uses and structures. The recommendations for *Traditional Business Area in a Pre-World War II Neighborhood Context*, Chapter 10, Section 10.4. of the *Master Plan* applies to these areas.

(Ord. No. 2015-21, § 5, 4-14-2015)

- D. TN-TOD, Traditional Neighborhood – Transit-Oriented Development Zone District (Core).

The intent of the TN-TOD District is to preserve and create, compact, walkable, transit-oriented, mixed-use centers in existing commercial areas by encouraging the clustering of ground floor retail uses as a shopping destination and focus of neighborhood activity. Transit-Oriented Development Zone Districts shall be located on a transit route and may contain public spaces for shared activities. Building height, density and parking concessions are provided to encourage transit ridership. Street-level retail and services, with upper-story residential and office use is desired. Parking shall be provided both on-street and in screened, off-street business district lots. The TOD District shall be compatible in use and scale with surrounding, existing uses and structures located at the edge of the Zone District; particularly residential uses. High quality architectural design and materials are important components of all structures to support a sense of place.

Section 5.6.03. Mid-20th Century Neighborhood Mixed-Use Commercial Districts: Purpose and Intent.

- A. MCN-C, Mid-20th Century Neighborhood - Commercial Zone District (Linear).

The MCN-C Zone District is intended to accommodate the automobile in a limited manner, while still emphasizing the importance of pedestrians and public transportation in the built environment. Moderate lot sizes and setbacks, building orientation and transparency are important characteristics of this Zone District. Small and medium-scale businesses, service and commercial uses that serve the immediate neighborhood and surrounding area are desired. Mixed-use commercial areas that include a residential component are encouraged; including the redevelopment of older commercial sites for moderate- to high-density residential uses. New development on primary and secondary street frontages shall be compatible in use and scale with surrounding, existing uses and structures.

- B. MCN-TOD, Mid-20th Century Neighborhood – Transit-Oriented Development Zone District (Core).

The MCN-TOD Zone District is intended to allow uses and densities that are more intense than that permitted in the TN-TOD Zone District. The reconfiguration of existing shopping centers into mixed-use developments that are pedestrian- and transit-friendly, and which still reasonably accommodate the automobile, is desired. Building height, density and parking concessions are provided to encourage transit-oriented development and increase transit ridership. Larger lot sizes, available parking and parcels generally under single ownership provide for an assortment of redevelopment opportunities for commercial, office and residential uses. Individual store footprints are limited in size to ensure a diversity of shops and to maintain a pedestrian-scale environment. New residential development above storefronts and/or provided as a buffer to existing residential uses is desired. Edge areas in the Zone District shall be sensitive to surrounding neighborhoods to limit any adverse impacts.