

D-1 Downtown District Regulations
[Added 12-14-2023 by Ord. No. 658]

TABLE OF CONTENTS

SECTION 580	PURPOSES	SECTION 588	GENERAL DEVELOPMENT STANDARDS
SECTION 581	DEFINITIONS		
SECTION 582	DOWNTOWN DISTRICT		
SECTION 583	STREET FRONTAGE TYPES		
SECTION 584	REGULATING PLAN		
SECTION 585	FRONTAGE TYPES		
SECTION 586	ACTIVE FRONTAGE STANDARDS		
SECTION 587	CIVIC SPACES		

SECTION 580 PURPOSES

A. Purposes. The purpose of the Downtown District is to:

- (1) Encourage new traditional mixed-use downtown development and redevelopment to occur within the downtown area that is consistent with historic town development patterns and provides a scale and mix of uses appropriate for the Borough of Sinking Spring;
- (2) Encourage the development of a new commercial street and civic spaces consistent with the Borough's Official Map designating the placement of this infrastructure.
- (3) Promote the expansion of the tax base, especially commercial development, to strengthen the economic base of the Borough and its Downtown Business District.
- (4) Encourage mixed-use real estate development that results in active sidewalks and civic spaces and economically sustainable development;
- (5) Promote well-integrated residential, commercial, office and civic development in close proximity to the primary retail district that have an urban village scale development pattern;
- (6) Support new development that includes diverse pedestrian-compatible, higher density designs and expands economic development opportunities and minimizes distances between destinations by requiring linked sidewalks and pedestrian-oriented access;
- (7) Provide incentives for the creation of mixed uses in keeping with the character, scale and architecture of the downtown and surrounding neighborhoods, while using development design guidelines to promote compatibility of uses and stimulate pedestrian activity;
- (8) Promote the livability and identity of the district and neighborhoods by providing for dwellings, shops and workplaces in close proximity to each other;
- (9) Enhance the visual character and physical comfort of the district by minimizing pedestrian and vehicular conflicts and encouraging the renovation and erection of buildings and storefronts that provide direct connections to the street and sidewalk;
- (10) Promote the creation of commercial frontages with storefronts and active ground floor uses facing primary streets while discouraging views of garages and parking from the street.
- (11) Promote the creation of residential frontages with semi-private places such as porches and stoops facing primary streets while discouraging views of garages and parking from the street.
- (12) Discourage the dependence on automobile use, thereby reducing traffic congestion and promoting alternative modes of transportation;
- (13) Encourage the development of shared parking and attractive, convenient off-street parking facilities to reduce on-street congestion and facilitate vehicular and pedestrian circulation; and
- (14) Provide for efficient pedestrian, bicycle and vehicular circulation, with an emphasis on avoiding automobile-centric sprawling commercial development.
- (15) Encourage multimodal transportation improvements that will make it easier to travel with different modes of transportation within the Borough and region, including via walking, bicycle, car, bus, and other forms of public transportation.

SECTION 581 DEFINITIONS

The definitions within this section only apply to Section 580-588 of the Zoning Ordinance.

Access Lanes: A narrow service lane to the rear of buildings providing access for service, parking areas and utility easements.

Active Frontage: A Private Frontage requiring a minimum glazing area and a minimum average frequency of doorways to promote visibility and activity facing a Public Frontage.

Buildable Area: The area in which a building may be constructed.

Building Entrance: A point of pedestrian ingress and egress to a building.

Build-To Line: A line parallel to a lot line or right-of-way line where a building facade must be placed

Civic Space: An area of outdoor open space, dedicated to civic activities, accessible to the public, immediately adjacent and contiguous with a Public Frontage in the form of a Square, Green or Courtyard.

Downtown District Development: A development of land that conforms to Section 580 and is located within the Downtown District.

Encroachment: Any architectural feature, structure or structural element, such as a gallery, fence, garden wall, porch, stoop, balcony, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit, and extends into a setback, beyond the build-to-line, into the public frontage, or above a height limit.

Facade: The vertical surface of a building.

Facade Zone: The area between the minimum and maximum setback lines.

Finished Grade: The final ground elevation around a building after all earthwork has been completed.

Footprint: The outline of the area of ground covered by a building or structure.

Footprint Area: The total square footage contained within a footprint.

Frontage: A strip or extent of land abutting a thoroughfare, civic space or other public right-of-way.

Frontage Type: See Section 585 (Specific to Frontage Types)

Frontage, Primary: The portion of a lot facing the street type with the highest volume of vehicular traffic.

Frontage, Private: The area between the building facade and the shared lot line between the public right-of-way and the lot

Frontage, Public: The area between the edge of pavement for a

Public Way, typically a curb, and the edge of the right-of-way.

Ground Floor: The floor of a building located nearest to the level of ground around the building.

Live-Work: A building which includes a combination of dwelling units and retail and/or artisan production facilities in excess of what is allowed as a home-based business.

Main Building: The building that serves as the focal point for all activities related to the principal use of the lot.

Manor House: A residential dwelling that is at a similar scale to a single family residence with typically 3 to 6 units.

Mixed-Use: A building of defined area in which multiple uses may be established.

Parapet: A low wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parking Facility, Public or Private: Parking lots or structures operated by the Borough or a private entity providing parking either for free or for a fee. Does not include towing, impound and storage facilities.

Pedestrian Way: A pedestrian walkway providing common access between buildings, streets, civic spaces and parking areas, which may be open or roofed.

Pre-Development Grade: The grade of a lot prior to any site improvements related to the proposed development.

Principal Entrance: The main point of access for pedestrians into a building.

Public Way: A public right-of-way in the form of a Pedestrian Way or Traveled Way dedicated for the use of vehicles, bicycles, pedestrians or other forms of transportation.

Private Frontage: See Frontage, Private.

Public Frontage: See Frontage, Public

Soffit Line: A continuous horizontal projection for most of a façade. The soffit, like the eave line, can be a designated location for measure of building height.

Stepback: A lower portion of a building stepping back from an exterior wall of a building to reduce its height and appearance from the street.

Storefront: The portion of the building facade along the ground floor comprised of a display window and entrance and its components, including windows, doors, transoms and sill panels, that accommodates retail uses.

Traveled Way: The portion of a street between the curbs and available for use by vehicles, bicycles and other forms of transportation.

SECTION 582 DOWNTOWN DISTRICT

- (1) **Site Platting.** All existing and proposed buildings will be platted with their own lot for planning and dimensional compliance purposes regardless of the final structure of ownership. Rights-of-way shall be shown for all streets and Access Lanes created as part of a Downtown District development whether or not said streets are intended for public dedication. Condominium form of ownership and multiple building uses are permitted, but each individual lot shall be laid out so that the dimensional requirements are met. However, the actual lot lines do not need to be legally established.
- (2) **General Development Standards.**
 - (a) **General Principles and Intent.**
 - [1] The development standards shall be used to define the edges of the public realm and guide the placement of buildings and thoroughfares to create connected networks of streets, sidewalks, civic spaces and pedestrian ways. The Regulating Plan establishes frontage standards along streets and civic spaces and these frontage standards are used to reinforce existing and to create new walkable mixed-use urban environments.
 - [2] Buildings and landscaping should be designed to create a sense of enclosure for both streets and civic spaces as places for pedestrian experiences at the human scale.
 - [3] Building frontages should be designed with the pedestrian in mind to integrate traveled ways, on-street parking, sidewalks, signage, storefronts, lighting and streetscape design elements such as benches and landscape areas to establish pedestrian-oriented frontages.
 - [4] Development should be designed to accommodate automobiles while respecting the pedestrian and spatial form of civic places.
- (3) **Street Development Standards**

This section defines the minimum street standards required for new streets, public frontage improvements, site access and site frontages for the development of sites, streets and/or access lanes.

 - (a) **Responsible Parties**
 - [1] The design and construction of streets shall be the responsibility of the applicant proposing new streets, shall comply with the street and subdivision standards in the current Subdivision and Land Development Ordinance and Section 585 adopted by the Borough for those streets, and shall be offered for dedication to the Borough.
 - (b) **Access controls.**

As part of the site plan approval process, the applicant shall prove that the development involves a fully coordinated interior traffic access system that minimizes the number of streets and driveways entering onto a State or Borough-owned road.
 - (c) **New Streets and Access Lanes**
 - [1] The Borough may prepare a Design Guidelines Manual with provisions to establish standards and guidance on the design of new Streets and Access Lanes. The Borough may require applicants to comply with the provisions of this Manual.
 - [2] **Site Access Standards**
 - a. The Borough may require sites to provide for pedestrian access, service access, and loading access within a reasonable distance from a public street or access lane.
 - b. The Borough may require, where appropriate and necessary, to provide adequate access to a site, and provide a minimum 16 foot wide access easement at one or more locations within the site, at the side(s) of the site or at the rear of the site on the street level, with a clear vertical area of 14 feet.
 - c. The Borough may require the Applicant to design streets and access lanes to connect to other access lanes, streets, loading areas or parking areas or parking structures on the applicant's site or on adjacent sites.
 - d. The Borough may require the Applicant to create pedestrian ways, access lanes, or streets within the designated access easements, and may require these ways, lanes or streets to connect to existing streets. The Planning Commission may also require adjoining property owners to combine access easements from adjoining sites to create an interconnected network of streets, access lanes and pedestrian ways.
 - [3] **Pedestrian Access**
 - a. All buildings shall provide a primary pedestrian entrance facing toward a walkway connecting to the street with the highest volume of vehicular traffic. If the primary face of the building faces

SECTION 582 DOWNTOWN DISTRICT

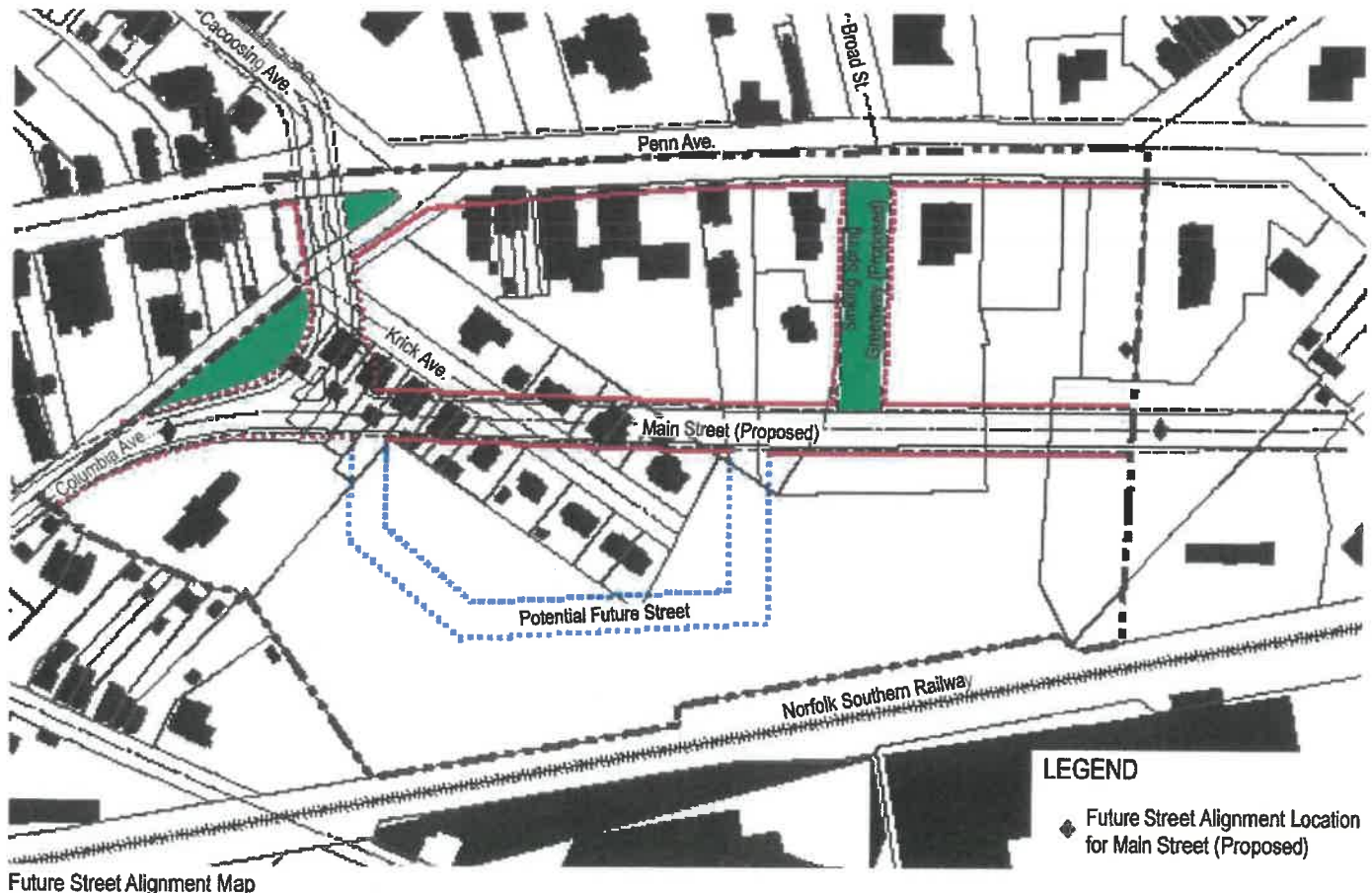
a Civic Space or Pedestrian Way rather than a street, the primary pedestrian entrance and walkway shall face toward and connect to this public way.

- b. All buildings shall provide a pedestrian walkway along the primary frontage of the lot and to those areas designated for parking on the lot.
- c. All sites shall provide an accessible route to buildings as required by the Americans with Disabilities Act.

[5] New Streets

- a. To achieve the Borough's development goals of reducing traffic congestion, expanding the tax base and creating a planned downtown district, it may be necessary and appropriate for land development applicants to build new streets, parking lots, sidewalks and related infrastructure to create a more interconnected district. The Borough's Official Map designates alternate locations where new streets and civic spaces should be considered. The Regu-

lating Plan provided in Section 584 designates the potential location for these new streets and civic spaces. There are two diamond symbols shown on the Future Street Alignment map designating the western and eastern connection points for a new street designated as Main Street (Proposed). Land Development Applicants shall make every effort to coordinate land development plans with these alignment points, however the exact alignment of this future street has not been finalized so those land development applicants completing the initial engineered designs may be able to establish the location of the street using engineering and land development best practices. Additionally, the street alignment shown as Neighborhood Street Frontage are also flexible and subject to final alignment by those applicants closest to this new street.



Sinking Spring Borough

SECTION 583.1 STREET FRONTAGE TYPES

Street Frontage Types for the D-1 District have been guided by the form, scale and placement of buildings located in Sinking Spring Borough as shown below.

MAIN STREET FRONTAGE



SECONDARY STREET FRONTAGE



NEIGHBORHOOD STREET FRONTAGE

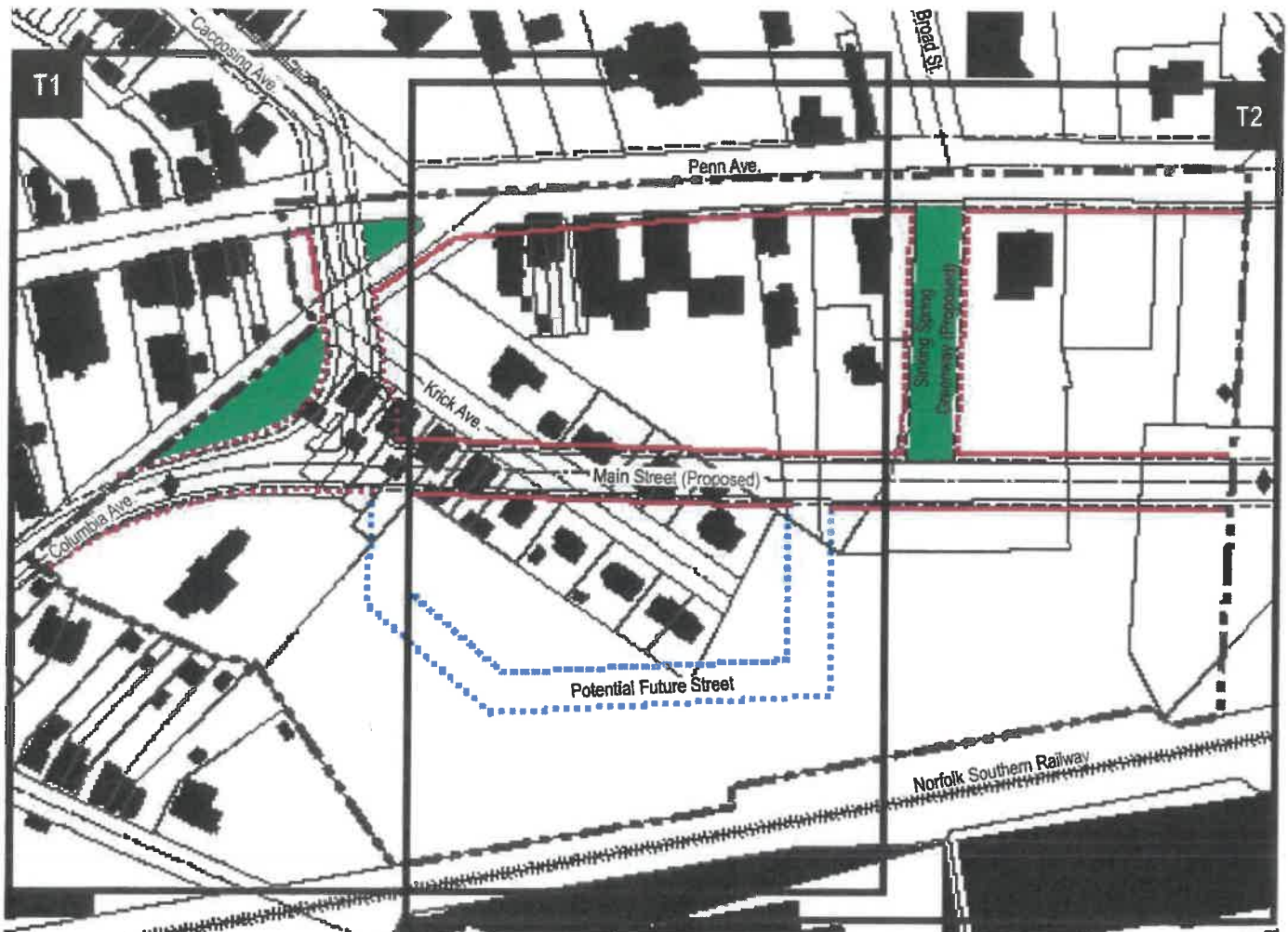


SECTION 583.2 STREET FRONTAGE DESIRED FORMS

The desired building forms for these three Street Frontage Types have been highlighted below:

583.2.A MAIN STREET FRONTAGE	583.2.B SECONDARY STREET FRONTAGE	583.2.C NEIGHBORHOOD STREET FRONTAGE
		
Desired Form 1. First floors facing Public Frontages shall provide storefronts, frequent doors and clear glazing. 2. At least 70% of the front wall and 40% of the side wall of the building shall be located within the Facade Zone. 3. Sidewalks shall be at least 10 feet in width. 4. Buildings shall be at least 2 stories in height and no more than 3 stories, however when certain criteria are met the maximum height may be as high as 4 stories. 5. Buildings massing shall appear as a series of individual buildings not exceeding 50 feet in width or 80 feet in depth. Where building faces exceed these dimensions a setback of at least 6 feet in width and 2 feet in depth shall be provided with a change of material to visually separate these building masses.	Desired Form 1. First floors facing Public Frontages shall provide storefronts, stoops or porches, frequent doors and clear glazing where windows abut common areas. 2. At least 50% of the front wall and 40% of the side wall of the building shall be located within the Facade Zone 3. Sidewalks shall be at least 8 feet in width. 4. Buildings shall be at least 2 stories in height and no more than 3 stories, however when certain criteria are met the maximum height may be as high as 4 stories. 5. Buildings shall not exceed 80 feet in width or 70 feet in depth	Desired Form 1. First floors facing Public Frontages shall provide a stoop, porch or a similar semi-private feature 2. At least 40% of the front wall and 30% of the side wall of the building shall be located within the Facade Zone 3. Sidewalks shall be at least 5 feet in width. 4. Buildings shall be at least 2 stories in height and no more than 3 stories however when certain criteria are met the maximum height may be as high as 4 stories. 5. Buildings shall not exceed 80 feet in width or 60 feet in depth

SECTION 584 LOCATION MAP WITH TILES



Legend

- Main Street Frontage
- - - - - Secondary Street Frontage
- Neighborhood Street Frontage
- Civic Space
- ◆ Future Street Alignment Point
- D-1 District Boundary





Legend

- Main Street Frontage
- - - - - Secondary Street Frontage
- - - - - Neighborhood Street Frontage
- Civic Space
- ◆ Future Street Alignment Point
- - - - - D-1 District Boundary





Legend

- Main Street Frontage
- - - - - Secondary Street Frontage
- - - - - Neighborhood Street Frontage
- Civic Space
- ◆ Future Street Alignment Point
- - - - - D-1 District Boundary



SECTION 585.1 MAIN STREET FRONTAGE



A. Intent

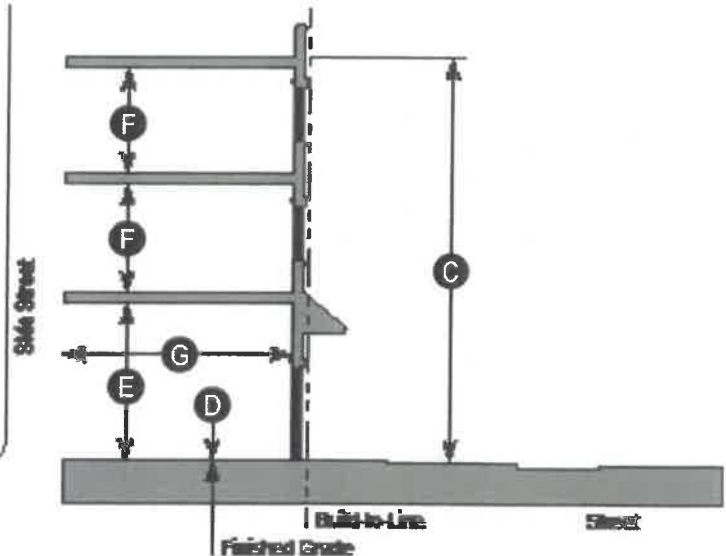
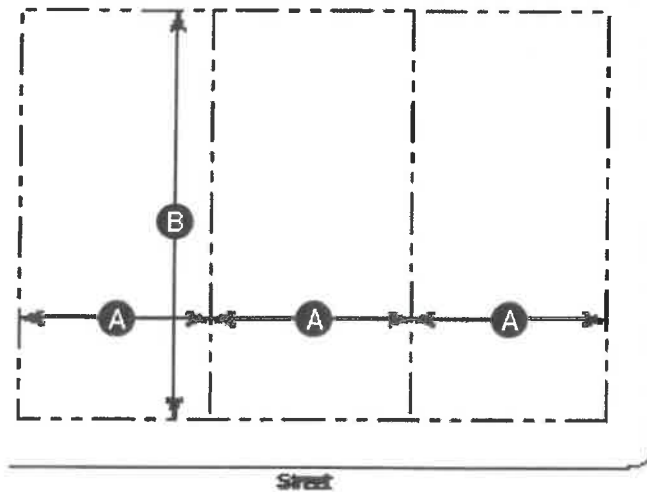
The purpose of this article is to encourage expansion and enhancement of mixed use buildings within the district; to preserve unique architectural features of existing structures and encourage new structures to be consistent with the design standards; to accommodate the shopping needs of local residents, employees and visitors; and to provide for active uses such as retail and entertainment uses on the ground floor and less active uses such as office and residential on upper floors.

B. Frontage Standards

The Main Street Frontage shall require:

- First floors with storefronts, frequent doors, clear glazing (See Section 586)
- Sidewalks of a least 10 feet in width (See SALDO 6:033)
- Pedestrian scaled lighting (See SALDO 6:0311)
- Street trees maximum 60 feet on center (See SALDO 6:0312)
- Buildings to be at least 2 stories in height (See Section 585.1 D)

SECTION 585.1 MAIN STREET FRONTAGE



--- ROW / Lot Line

C. Lot Size

Width A	Depth B
20' min.	80' min.

D. Building Form

Height (See Section 2)

Main Building	2 stories min.; 3 stories max. 4 stories max. with bonuses	C
Overall:	45' max 55' max. with bonuses	
Building Height Bonus	Up to 1 bonus story per Section 588.6.A.	
Ground Floor Finish Level Above or Below the Sidewalk	6" max.	D
Ground Floor Ceiling	14' min.	E
Upper Floor(s) Ceiling	8' min.	F

D. Building Form (continued)

Footprint

Depth, Ground-floor space	40' min.	G
Max. Building footprints	20,000 SF for all Uses except Lodging Use or Parking Facility shall have a max. of 30,000 SF	

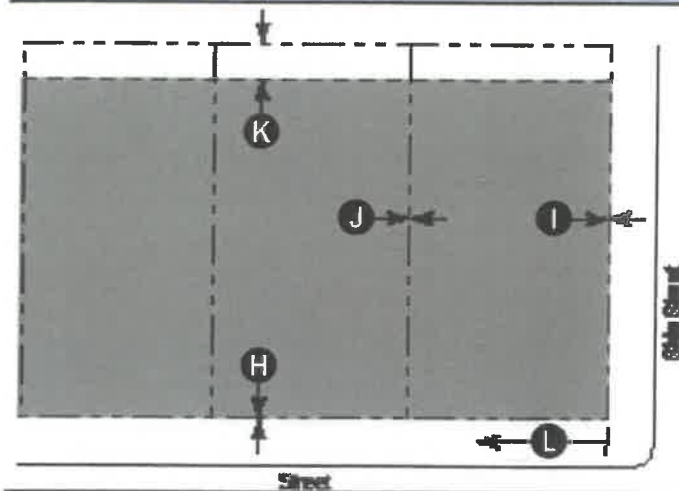
Miscellaneous

Distance Between Entries to Ground Floor (Uses)	1 entry per use min. with a 50' max. separation
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Loading docks, overhead doors, and other service entries shall be screened and not be located on primary street facades. However, all glass overhead doors may be permitted when provided as an alternate to a storefront and allowing for display areas, dining areas or similar retail/ entertainment uses adjacent to a sidewalk or patio area.

Any building face wider than 120' and facing a Street or Civic Space must be designed to read as a series of buildings no wider than 50' each.

SECTION 585.1 MAIN STREET FRONTAGE



Key

- ROW / Lot Line ■ Buildable Area
 ----- Building Setback Line

E. Building Placement

Build-to-Line (BTL) (Distance from ROW / Lot Line)

Front	0' min. - 5' max.	(H)
Side Street	8' max.	(I)

Facade within Facade Zone

Front	70% min.
Side Street	40% min.

Setback (Distance from ROW / Lot Lines)

Side	0' min. - 8' max.	(J)
Rear	10' min. 5' min. at access lane	(K)

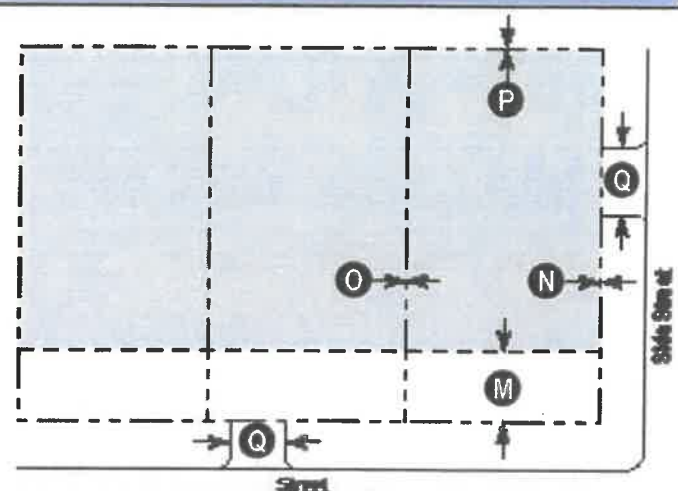
Miscellaneous

Where located adjacent to an existing street, BTL shall be parallel to the Lot Line, within the lot and no closer than 12' to the curb line. Setbacks adjacent to these streets shall be measured from this new BTL instead of the ROW/Lot Line.

BTL must be defined by a building within 30' of corner along the front. (L)

A building form with a chamfered corner is allowed only on corner lots and only if a corner entry is provided.

Entire BTL / ROW must be defined by a building or a 2' to 3' high fence or landscape wall. Fence materials shall be ornamental and not include chain link, barbed or razor wire.



Key

- ROW / Lot Line ■ Parking Area
 ----- Parking Setback Line

F. Parking

See Table A in Section 588.5

Location (Distance from ROW / Lot Line)

Front Setback	30' min.	(M)
Side Street Setback	5' min.	(N)
Side Setback	3' min.	(O)
Rear Setback	3' min.	(P)

Miscellaneous

Curb Cut or Parking Driveway Width	(Q)
≤ 40 Spaces	14' max.
> 40 Spaces	20' max.

All parking structures must be screened from the front street by either a civic space or liner building at least 30' deep from street.

SECTION 585.2 SECONDARY STREET FRONTAGE**A. Intent**

The purpose of this article is to encourage new and protect, maintain and preserve the existing medium-high density residential development and commercial uses in the district; to provide open spaces to assure that proposed development will produce a desirable living environment; and to provide for continued development with a variety of family types, including townhouses, manor houses, two-family and multifamily dwellings.

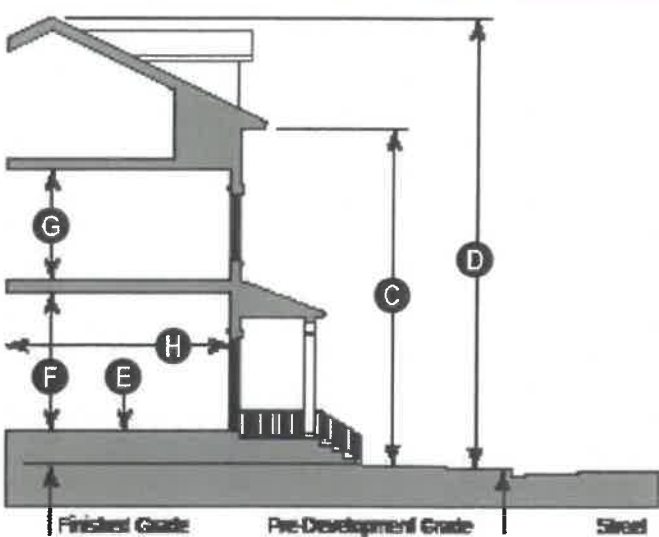
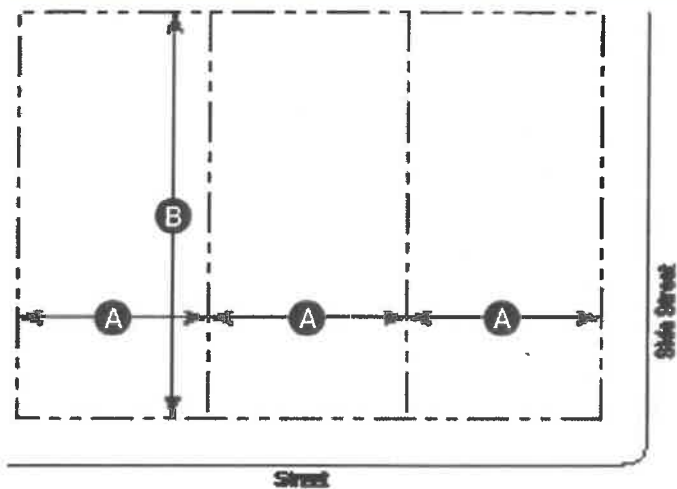
This frontage type shall generally provide sidewalks, street trees and on-street parking along street frontages on at least one side of the street. These frontage types may be served by access lanes or rear parking. Garage doors shall be prohibited when facing and visible from a primary street.

B. Frontage Standards

The Secondary Street Frontage shall require:

- First floors with frequent doors and windows with clear glazing (See Section 586)
- Sidewalks of a least 8 feet in width (See SALDO 6:033)
- Pedestrian scaled lighting (See SALDO 6:0311)
- Street trees maximum 75 feet on center (See SALDO 6:0312)
- Buildings to be at least 2 stories in height (See Section 585.2 D)

SECTION 585.2 SECONDARY STREET FRONTAGE



Key

--- ROW / Lot Line

C. Lot Size	
Width A	Depth B
20' min.	60' min.

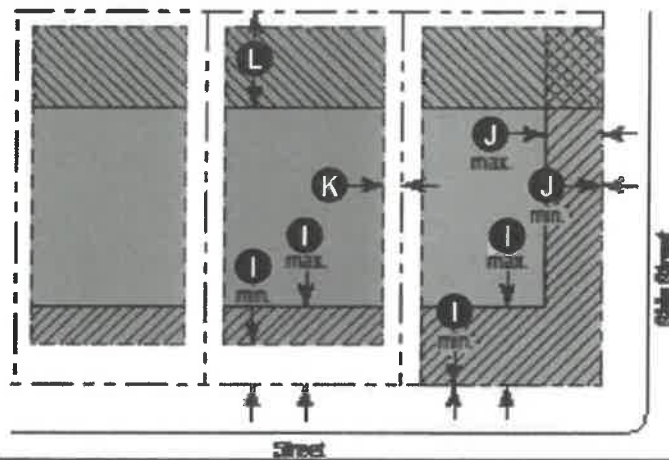
D. Building Form	
Height (See Section 2)	

Main Building	
Stories	2 stories min. 3 stories max. 4 stories max. with bonuses
Building Height Bonus	up to 1 bonus story per Section 588.6.A.
To Soffit/ Parapet	36' max., 42' max. with bonuses C
Overall	45' max., 55' max. with bonuses D
Ground Floor Finish Level Above Street Centerline	18" min. E
Ground Floor Ceiling Service or Retail	12' min. F
Upper Floor(s) Ceiling	8' min. G
Ground floor lobbies and common areas in multi-unit buildings may have a 0" to 6" ground floor finish level.	

D. Building Form (continued)	
Footprint	
Depth, Ground-floor space	24' min. H
Max. Building footprints	20,000 SF for all Uses except Lodging Use or Parking Facility shall have a max. of 30,000 SF

Miscellaneous	
Distance Between Entries to Ground Floor (Uses)	1 entry per use min. with a 60' max. separation
Loading docks, overhead doors, and other service entries shall be screened and not be located on primary street facades.	
Any building face wider than 120' and facing a Street or Civic Space must be designed to read as a series of buildings no wider than 50' each. The facade shall have a change of material and/ or building offsets of at least 1 foot.	

SECTION 585.2 SECONDARY STREET FRONTAGE



Key	
----- ROW / Lot Line	Buildable Area
----- Building Setback Line	Acc. Structures Only
	Facade Zone

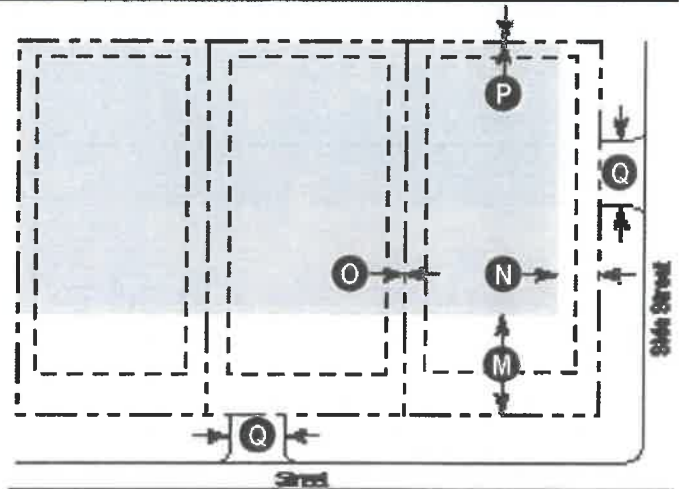
E. Building Placement

Build-to-Line (BTL) (Distance from ROW / Lot Line parallel to and no closer to the street than the lot line)

Front		I
Interior Lot	5' min. - 10' max.	
Corner Lot	5' min. - 10' max.	
Side Street	3' min. - 8' max.	J
Side	3' min. - 8' max.	K
Rear		L
Main Building, Lot Depth ≤ 100'	10' min.	
	5' min. at access lane	
Main Building, Lot Depth > 100'	Lot Depth minus 80' min.	
Facade within Facade Zone		
Front	50% min.	
Side Street	40% min.	

Miscellaneous

Where located adjacent to an existing street, BTL shall be parallel to the Lot Line, within the lot and no closer than 8' to the curb line. Setbacks adjacent to these streets shall be measured from this new BTL instead of the ROW/Lot Line.



Key	
----- ROW / Lot Line	Parking Area
----- Parking Setback Line	

F. Parking

See Table A in Section 588.5

Location (Distance from ROW / Lot Line)

Front Setback	10' min.	M
Side Street Setback	5' min.	N
Side Setback	3' min.	O
Rear Setback	3' min.	P

Miscellaneous

Curb Cut or Parking Driveway Width	Q
≤ 40 Spaces	14' max.
> 40 Spaces	20' max.

Garage doors shall be prohibited facing the street unless the door is located at least 20 feet behind the front wall of the building. No garage door shall exceed 22 feet in width.

No garage door shall be located between 5 feet and 18 feet from an access lane to avoid parked cars that may block safe access for vehicle circulation.

Any building face wider than 120' and facing a Street or Civic Space must be designed to read as a series of buildings no wider than 50' each. The facade shall have a change of material and/ or building offsets of at least 1 foot.

SECTION 585.3 NEIGHBORHOOD STREET FRONTAGE**A. Intent**

The purpose of this frontage type is to protect, maintain and preserve the existing low to medium density residential development in the district; to provide open spaces to assure that proposed development will produce a desirable living environment; and to provide for continued development with a variety of family types, including townhouses, manor houses, two-family.

The building forms to be encouraged include attached dwellings with porches, stoops, trellises and similar semi-private features facing streets and pedestrian ways.

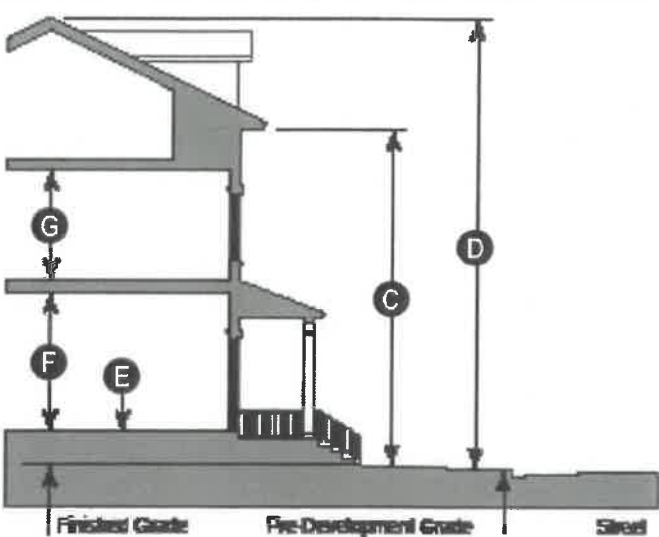
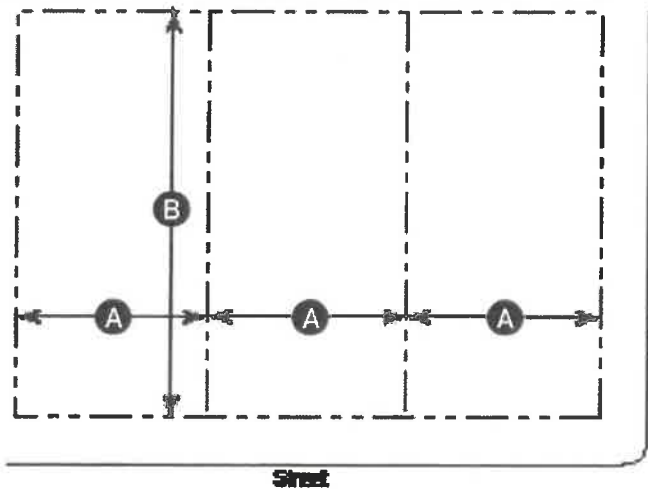
This frontage type shall generally provide sidewalks, landscaped front yards, street trees and on-street parking along street frontages on at least one side of the street. These frontage types may be served by access lanes or rear parking or driveways to access parking areas.

B. Frontage Standards

The Neighborhood Street Frontage shall require:

- First floors with a stoop, porch or a similar semi-private feature (See Section 586)
- Sidewalks of a least 5 feet in width (See SALDO 6:033)
- Pedestrian scaled lighting (See SALDO 6:0311)
- Street trees a maximum of 75 feet on center (See SALDO 6:0312)
- Buildings of at least 2 stories in height (See Section 585.3 D)

SECTION 585.3 NEIGHBORHOOD STREET FRONTAGE



Key

--- ROW / Lot Line

C. Lot Size	
Width A	Depth B
20' min.	60' min.

D. Building Form	
Height (See Section 2)	

Main Building		
Stories	2 stories min. 3 stories max.	
To Soffit/ Parapet	36' max.	C
Overall	45' max.	D
Ground Floor Finish Level Above Sidewalk	30" min. ¹	E
Ground Floor Ceiling	10' min.	F
Upper Floor(s) Ceiling	8' min.	G

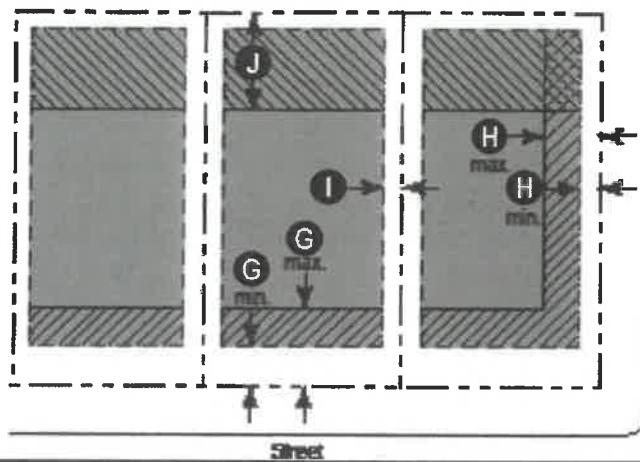
Footprint	
Lot Coverage	70% max.

Miscellaneous	
Distance Between Entries to Ground Floor (Uses)	1 entry per use min. with a 60' max. separation

Any building face wider than 120' and facing a Street or Civic Space must be designed to read as a series of buildings no wider than 50' each. The facade shall have a change of material and/ or building offsets of at least 1 foot.

¹ Applicant shall provide an accessible route to the building as required by the Americans with Disabilities Act.

SECTION 585.3 NEIGHBORHOOD STREET FRONTAGE



Key	
----- ROW / Lot Line	Buildable Area
----- Building Setback Line	Acc. Structures Only
	Facade Zone

E. Building Placement

Build-to-Line (BTL) (Distance from ROW / Lot Line)

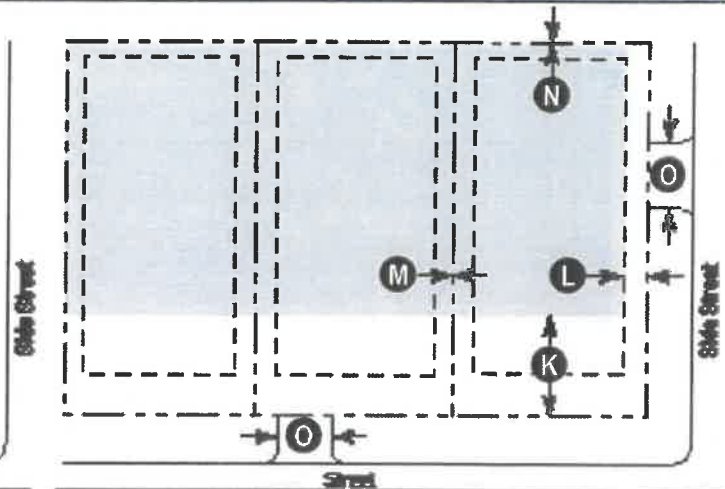
Front	5' min. - 15' max.	G
Side Street	3' min. - 8' max.	H
Side	3' min. - 8' max.	I
Rear		J
Main Building, Lot Depth ≤ 100'	20' min.	
	5' min. at access lane	
Main Building, Lot Depth > 100'	Lot Depth minus 80' min.	

Facade within Facade Zone

Front	40% min.
Side Street	30% min.

Miscellaneous

Where located adjacent to an existing street, BTL shall be parallel to the Lot Line, within the lot and no closer than 6' to the curb line. Setbacks adjacent to these streets shall be measured from this new BTL instead of the ROW/Lot Line. Garage doors shall be prohibited with the required minimum Facade within the Facade Zone



Key	
----- ROW / Lot Line	Parking Area
----- Parking Setback Line	

F. Parking

See Table A in Section 588.5

Location (Distance from ROW / Lot Line)

Front Setback	40' min.	K
Side Street Setback	5' min.	L
Side Setback	3' min.	M
Rear Setback	5' min.	N

Miscellaneous

10' max. curb cut width at street and parking driveway width within front or side street setback. O

Driveway width along an access lane may be greater than 10'.

Driveways may be shared between adjacent parcels.

Garage doors shall be prohibited facing the street unless the door is located at least 20 feet behind the front wall of the building. No garage door shall exceed 22 feet in width.

No garage door shall be located between 5 feet and 18 feet from an access lane to avoid parked cars that may block safe access for vehicle circulation.

SECTION 586 ACTIVE FRONTAGE STANDARDS

- (1) All buildings facing Streets and Civic Spaces shall provide frequent windows and doors along sidewalks to encourage pedestrian activity and visual connections between pedestrians on the adjoining sidewalks and motorists along the adjoining streets and the ground floor businesses, civic uses and residential uses.

(2) Main Street Active Frontage Standards

Along streets and civic spaces designated as Main Street Frontage on the Regulating Plan the following standards shall apply:

- a. All buildings facing the Public Frontage shall provide storefronts with at least 60% clear glazing between 2' and 10' above the sidewalk.
- b. All buildings shall provide frequent doorways with clear glass panels along the sidewalk facing the Facade within the Private Frontage.

(3) Secondary Street Active Frontage Standards

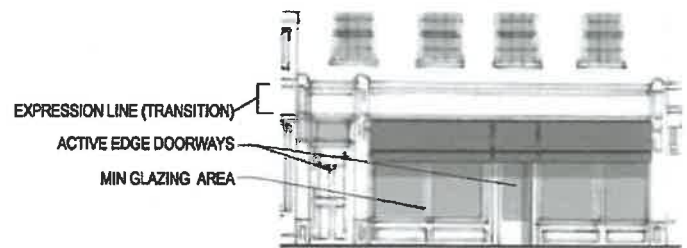
Along streets and civic spaces designated as Secondary Street Frontage on the Regulating Plan in Section 584 the following standards shall apply:

- a. All buildings facing the Public Frontage shall provide windows with at least 50% glazing between 2' and 10' above the sidewalk.
- b. All buildings shall provide frequent doorways with glass panels along the sidewalk facing the Facade within the Private Frontage.
- c. Where windows or doors abut common areas or retail uses, the glazing shall be clear.

(4) Neighborhood Street Active Frontage Standards

Along streets and civic spaces designated as Neighborhood Street Frontage on the Regulating Plan in Section 584 the following standards shall apply:

- a. All buildings facing the Public Frontage shall provide windows with at least 40% glazing between 2' and 10' above the sidewalk.
- b. All buildings shall provide frequent doorways along the sidewalk facing the Facade within the Private Frontage.



ACTIVE FRONTAGES SHOWING DOORWAYS AND STOREFRONTS



ACTIVE FRONTAGES ALONG A STREET AND CIVIC SPACE

SECTION 587 CIVIC SPACES DESIGN STANDARDS

(1) Civic Space Design Standards

- (a) Civic Space Design. New development on sites of greater than 10,000 SF shall provide a Civic Space or shall contribute to a Civic Space Fund dedicated to building new and maintaining Civic Spaces that meet the following criteria:

(b) Required Civic Spaces Area

- [1] For sites greater than 10,000 SF within the Downtown District, a minimum of 7.5% of the total lot area of the development tract shall be permanently preserved as Civic Space that conforms to the standards of this Section or the developer shall contribute to a Civic Space Fund..

- [2] Civic Space Fee In Lieu: The Borough Council shall set a Fee in Lieu of Civic Space for each 1,000 SF, or portion thereof, of a required Civic Space and may amend this amount as it deems appropriate. An applicant for Land Development within the D-1 District may choose to either construct the Civic Space as required or pay the Fee in Lieu of Civic Space.

- [3] The ongoing maintenance and operation of Civic Spaces shall be the responsibility of the applicant unless the Borough or another entity agrees to assume these responsibilities according to terms that are acceptable to the Borough.

(c) Civic Space Form and Access

- [1] The required civic space(s) shall be provided in the form of courtyards, greens, squares or Pedestrian Ways and these spaces shall be placed along and connect to one or more the public frontages on Pedestrian Ways.
- [2] The required Civic Space shall be no less than a ratio of 1 to 4 in its width to depth ratio.
- [3] All Civic Spaces shall provide pedestrian access from a public sidewalk via a publicly accessible Pedestrian Way or a private walkway open to the public at least 16 hours per day.
- [4] A Civic Space must provide active or passive uses designed to bring regular pedestrian, civic activity to the space.
- [5] Civic Spaces shall provide at least 25% of the perimeter of the Civic Space is in the form of a building with a storefront window with a permitted use on the ground floor clear offering at least

Civic Spaces:

Shown below are examples of compliant Civic Spaces.



Courtyard - A civic space with an Active Frontage on at least three sides



Green - A civic space with an Active Frontage on at least two sides



Square - A civic space with an Active Frontages on at least one side.

50% glazing area between 2' and 10' above an adjacent sidewalk and at least one active door entrance provides access to the ground floor use.

SECTION 588.1 TABLE OF USES

- (1) The following uses shall be permitted; as defined in Table 588.1.A below, provided they meet all of the following criteria: a) the use is located within in the D-1 Downtown District, b) the use is located on one or more lots and located within 100 feet of a Street Frontage line designated on the Regulating Plan in Section 584, and c) the proposed use shall comply with and be located within 100 feet of the designated Main Street Frontage, Secondary Street Frontage or Neighborhood Street Frontage as permitted on Table 588.1.A and d) the applicant complies with and receives a Certificate of Use and Occupancy as defined in Section 703. All other uses are not permitted.
- (2) As defined in 582 (4), the final alignment of new streets, including Main Street (Proposed), permits alternate alignments of new streets. These alternate alignments of future streets shall control the permitted location of uses proscribed in Section 588.1. Where two Frontage Type areas overlap, the uses allowed in either Frontage shall be permitted, subject to the issuance of a permit for that use.
- (3) **Permitted Uses:** A use listed in § 588.1 is permitted by right in any Street Frontage Type under which it is denoted by the letter "P", and a use listed in § 588.1 is permitted by right on the basement level or the second level or higher in any Street Frontage Type under which it is denoted by the letter "P2", subject to all applicable requirements of this Chapter and subject to the issuance of a zoning permit in accordance with Section 702.
- Legend:**
P = Permitted P2 = Permitted on Upper Floors
C = Conditional Use X = Not Permitted

Table 588.1.A - Uses Permitted on Land within 100 Feet of Frontage Types defined in § 584

Uses	Frontage Types	Main Street	Secondary Street	Neighborhood Street
COMMERCIAL				
Addiction Treatment Facilities		X	X	X
Adult Entertainment Uses		X	X	X
Automobile Sales		X	X	X
Automobile Service or Fuel		X	X	X
Bank without Drive-Through Services		P	P	X
Commercial Recreation Facility		C	C	X
Day Care Center		C	C	C
Drive-Through (Not Restaurants)		C	C	X
Drive-Through Restaurants		X	X	X
Eating or Drinking Establishment		P	P	X
Funeral Homes		X	X	X
Motor Vehicle Establishments		X	X	X
Nursing Homes, Rehabilitation Centers, Half-way Houses, and Group Homes		X	X	X
Office: Professional or Medical		P2	P	X
Parking Facility as allowed Sec. 588.5.F		P	P	P
Retail and Personal Service Establishments		P	P	X
Theater, Indoor, other than an Adult Use		P	C	X

SECTION 588.1 TABLE OF USES

Table 588.1.A - Uses Permitted on Land within 100 Feet of Frontage Types defined in § 584

Uses	Frontage Types	Main Street	Secondary Street	Neighborhood Street
INDUSTRIAL				
Artisan Production / Home Occupation / Crafts		P2	P	P
Storage as an accessory use to a permitted use on the same lot		C	C	X
INSTITUTIONAL				
Cultural Center or Museum		P	P	P
Library		P2	P	X
Municipal Uses		P	P	X
Civic Space, Park, Open Space, and Playground		P	P	P
Transportation		P	P	X
MIXED USE				
Live-Work		P	P	P
Mixed Use		P	P	X
RESIDENTIAL				
Lodging		C	C	X
Residential Dwellings and Apartments		P2	P	P

- (4) **Conditional Uses:** A use listed in § 588.1 is permitted as a conditional use in any Street Frontage Type under which it is denoted by the letter "C", provided Borough Council, subsequent to recommendations by the Planning Commission, and pursuant to express standards and criteria set forth in § 588, § 705 and other applicable sections of this Chapter, authorizes the issuance of a zoning permit in accordance with Section 702.

Additional Standards and Criteria for Conditional Uses

- Commercial Recreation Facility - The applicant shall demonstrate that the facilities are adequate for the intended recreational uses and the parking is adequate for the intended occupants.
- Day Care Center - The applicant shall demonstrate that the design and placement of outdoor play areas shall provide adequate light and air and the parking and dropoff area shall be adequate for the number of occupants.
- Drive-Through (Not Restaurants) - The applicant shall demonstrate that a Drive-Through has the minimum width and impact on the sidewalk experience, it will be least disruptive to pedestrians and retail shopping and limit the impact of the vehicle queue on adjacent properties.

- (d) Theater, Indoor, other than an Adult Use - The applicant shall demonstrate shared parking to maximize the utilization throughout the downtown parking district through shared parking agreements while addressing the projected parking demand.

- (e) Storage as an accessory use to a permitted use on the same lot - The applicant shall demonstrate that all active frontage requirements are met, blank walls will not be placed along public frontages and blank walls are limited to the backs and sides of the site.

- (e) Lodging - The applicant shall demonstrate that entrances, windows and pedestrian access meet or exceed the active frontage requirements of this ordinance and that shared parking will maximize the utilization of parking throughout the downtown through shared parking agreements while addressing the projected parking demand.

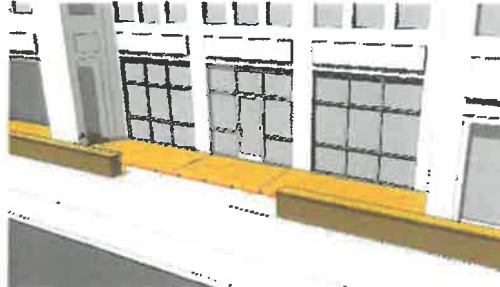
- (5) **Not Permitted:** A use listed in § 588.1 is not permitted in any Street Frontage Type under which it is denoted by the letter "X".

- (6) Where a site within the D-1 Downtown District is greater than 100 ft from all Street Frontages on the Regulating Plan, Secondary Street Frontage uses and standards shall apply.

SECTION 588.2 EDGING ELEMENTS

Low Wall

Masonry wall, maximum 36" in height (brick, concrete, stone) provided that at least 50% of the area above 36" is transparent to allow for visibility to the first floor windows.



Street Frontage Types

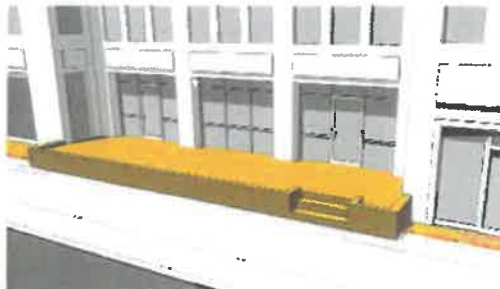
Main

Secondary

Neighborhood

Raised Edge

The intent is to separate areas with different intensity of use with up to 36" of difference in floor planes, provided that at least 50% of the area above 36" is transparent to allow for visibility to the first floor windows.



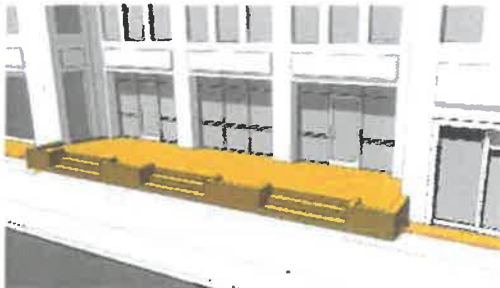
Main

Secondary

Neighborhood

Stairs

The intent is to separate areas with different intensity of use with up to 48" of difference in floor planes, provided that at least 50% of the area above 48" is transparent to allow for visibility to the first floor windows.



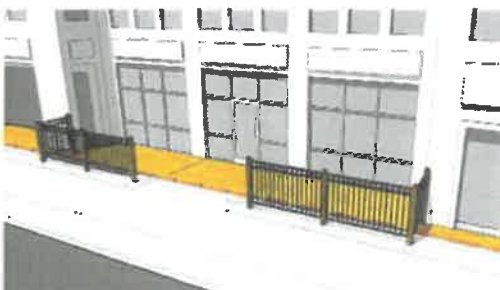
Main

Secondary

Neighborhood

Ornamental Fence

A transparent ornamental fence, not chain link, with a maximum height of 42".



Main

Secondary

Neighborhood

Key

#

Allowed

#

Allowed

*(Additional standards may apply)

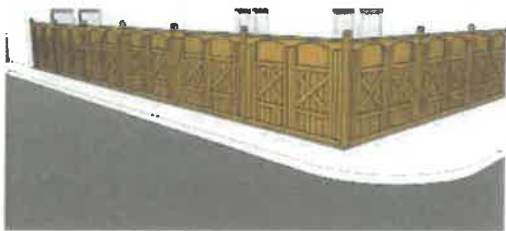
#

Not Allowed

SECTION 588.2 EDGING ELEMENTS

Privacy Fence

Privacy fences are not permitted within the front yard. A privacy fence with a maximum height of six feet is permitted within the rear yard or side yard facing away from the street. A privacy fence with a maximum height of 4 feet is permitted within the side yard facing a Secondary Street Frontage provided the fence is no closer than 2 feet behind the front wall of the building. Fences facing public frontages shall not be constructed of chain link, barbed wire or similar materials.



Street Frontage Types

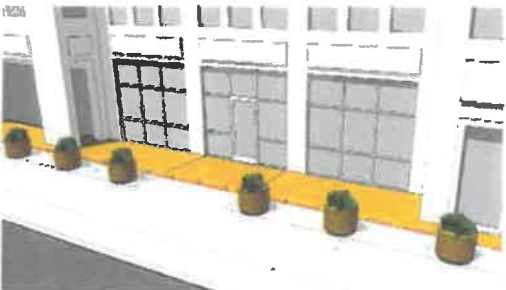
Main

Secondary

Neighborhood

Planters

Planters no higher than 42" in height, provided that at least 50% of the area above 42" is transparent to allow for visibility to the first floor windows.



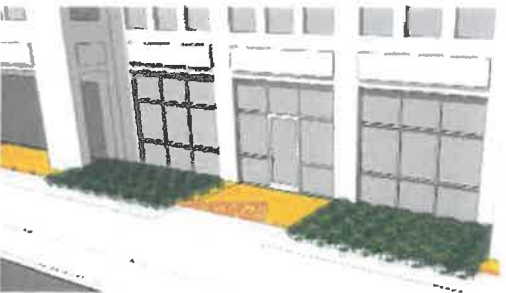
Main

Secondary

Neighborhood

Landscaped Edge

A landscaped edge of flowers, plants or a hedge, provided that at least 50% of the area is transparent to allow for visibility to the first floor windows.



Main

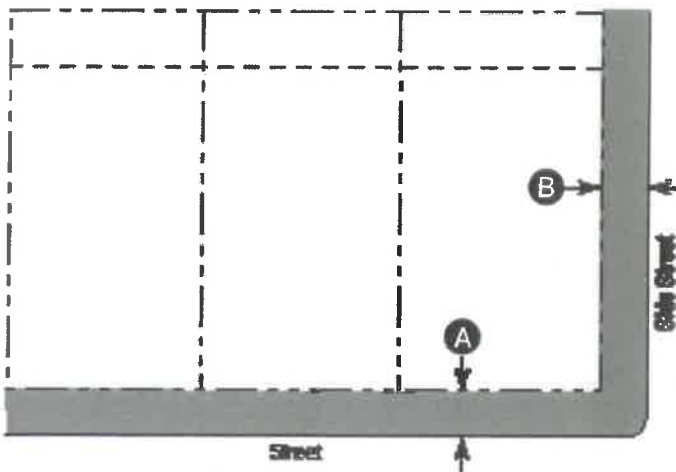
Secondary

Neighborhood

Key

# Allowed	# Allowed *(Additional standards may apply)	# Not Allowed
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SECTION 588.3 ENCROACHMENTS



Key

----- ROW / Lot Line ■ Encroachment Area
 ----- Building Setback Line

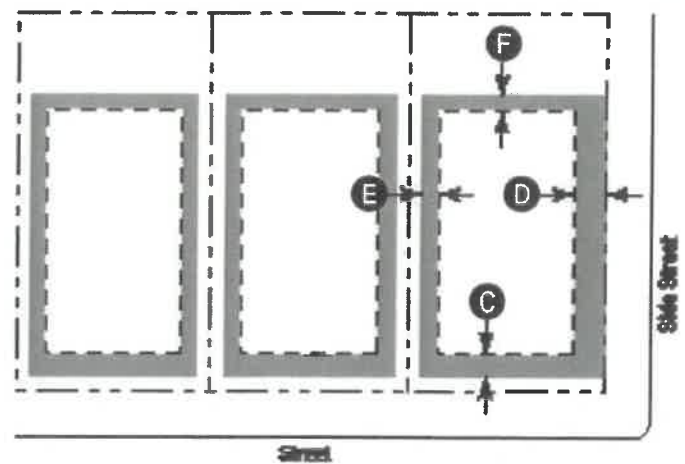
A. Encroachments

Encroachment Type	A	B
	Front	Side St.
Frontage		
Storefront: Awning ¹	14' max.	14' max.
Other	-	-
Architectural Features	3' max.	3' max.
Signage ¹	A	A

Encroachments are not allowed across a side or rear lot line, within an access lane ROW or across a curb.

¹ May encroach into the street ROW to within 2' of the face of curb.

Key - = Not Allowed A = Allowed



Key

----- ROW / Lot Line ■ Encroachment Area
 ----- Building Setback Line

B. Encroachments

Encroachment Type	C	D	E	F
	Front	Side St.	Side	Rear
Frontage	5' max.	5' max.	-	-
Steps to Building Entrance	5' max.	5' max.	-	-
Architectural Features	3' max.	3' max.	-	-
Signage	A	A	-	-
Landscaping	A	A	A	A
Fences or Freestanding Wall	A ¹	A ¹	A ²	A ²
Driveways, Walkways	A	A	A	A ³
Utility Lines, Wires and Related Structures	A	A	A	A
Satellite Dish Antennas	-	-	A	A

Encroachments are not allowed within a street ROW, access lane ROW or across a lot line.

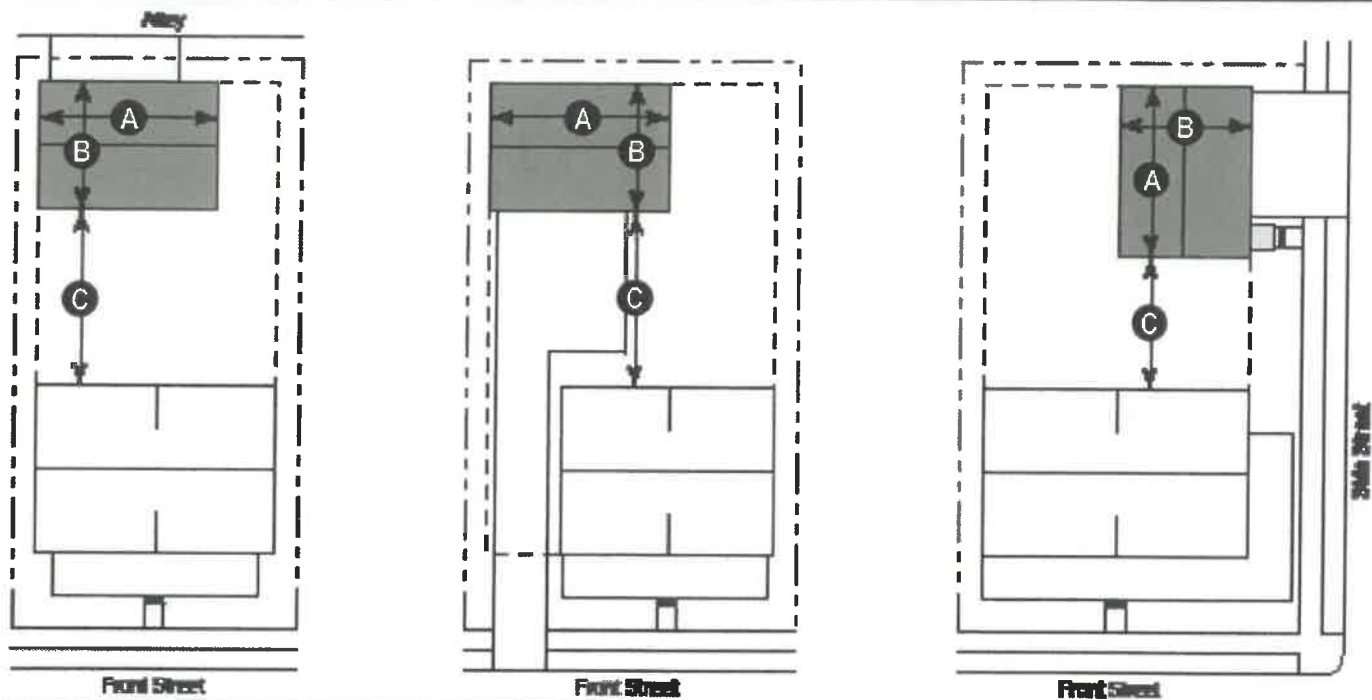
¹ 4' max. height

² 6' max. height

³ Driveway only allowed when access is from the access lane.

Key - = Not Allowed A = Allowed

SECTION 588.4 ACCESSORY BUILDINGS



Key

- ROW / Lot Line
- Building Setback Line
- Encroachment Area
- Frontage

A. Lot

Only allowed in the Neighborhood Street Frontage and on lots where residential is the only use. The accessory building can only be used as a garage.

B. Number of Units

Units per Building 2 max.

C. Building Size and Massing

Height

Per frontage standards

Main Body

Width	40' max.	A
Depth	50' max.	B
Separation from Main Building	15" min.	C

Accessory building may be connected to the main building by an uninhabitable space such as a breezeway.

D. Allowed Frontage Types

Stoop

Accessory buildings are not required to have a frontage type.

E. Pedestrian Access

Main Entrance Location

Side Street, access lane or internal to the lot

F. Vehicle Access and Parking

Parking should primarily be accessed from a side street or access lane.

Parking may be accessed from the front only when there is no adjacent access lane or side street

G. Private Open Space

The private open space requirements for the lot shall be determined by the main building on the lot. No additional private open space is required for an accessory building.

SECTION 588.5 PARKING STANDARDS

- A. Purpose. This Section regulates and ensures the provision of parking spaces and access drives are designed for motor vehicles and bicycles. The Section also provides options for adjusting parking requirements and providing parking alternatives. These standards ensure that parking needs of new land uses and development are met, while ensuring parking spaces and access drives are designed and located in a manner consistent with the desired character and development patterns of walkable communities as outlined in this code.
- B. Applicability
1. On-site parking shall be required in all frontages as set forth in this section and shall apply to the following:
 - a. New development;
 - b. Changes in land use; and
 - c. Changes to a building or structure that cause an increase or decrease of 25 percent or greater made subsequent to the effective date of this Code section:
 - (1) Gross floor area;
 - (2) Seating capacity;
 - (3) Dwelling units; or
 - (4) Parking spaces.
 - (5) Must conform to current ADA requirements
- C. General Parking Standards
1. Off-Site Parking. Off-street parking may be provided if the following standards are met:
 - a. The required parking is provided in an off-street parking facility on another site within 600 feet of the site proposed for development, as measured along thoroughfare right-of-ways that provide access to both sites;
 - b. Pedestrian access between the site and the off-site parking shall be via concrete or paved sidewalk or walkway; and
 - c. The owners of the site and the off-site parking area shall provide a recorded parking agreement or covenant in a form approved by the Borough Solicitor reflecting the arrangement between the sites.
 2. On-Street Parking. Where on-street parking is provided along one or more streets, it shall be counted toward the overall Parking
 3. Larger Vehicle Parking
 - a. Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any commercial, industrial, agricultural or transportation vehicles or equipment shall not be parked or stored within the D-1 District for purposes other than short-term unloading, loading or delivery services, or temporary construction within the zone.
 - b. Automobiles, small trucks, vans, vehicle trailers permitted in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this Subsection.
 4. Storage of Unregistered or Inoperable Motor Vehicles. Automotive vehicles, trailers, or vehicles of any kind or type, requiring licenses, but without current plates or inoperable, shall not be parked in a Street Frontage area unless parked within a completely enclosed building.
 5. Non-Commercial Auto Repairs. Unlicensed vehicle restoration is permitted within an allowed off-street parking area, provided the vehicles undergoing restoration or used for parts shall either be covered by a commercially manufactured opaque automobile cover in serviceable condition or stored in an enclosed building.
 - a. Not more than one vehicle per premises for either renovation or parts may be screened by use of a cover that shall be securely fastened to the vehicle.
 - b. Vehicles other than the screened vehicle shall be parked in an enclosed building.
- D. Number of Motor Vehicle Parking Spaces Required
1. Required Spaces. The minimum number of parking spaces required are listed in Table A (Parking Spaces Required). However, if the minimum number of parking space requirements are provided in Section 588.5 for the applicable zone and use, then those standards take precedence over the standards in Section 613 (Parking Spaces Required). When calculating the minimum number of parking spaces, numbers shall be rounded up to the closest whole number.
 2. Maximum Number of Parking Spaces. When calculating the maximum number of parking spaces, numbers shall be rounded down to the closest whole number. The maximum number of off-street parking spaces shall be

SECTION 588.5 PARKING STANDARDS

as follows:

- a. For buildings with an area of less than or equal to 60,000 gsf, 140 percent of the required minimum number of parking spaces; and
- b. For buildings with an area of greater than 60,000 gsf, 125 percent of the required minimum number of parking spaces.
- c. The required minimum number of parking spaces shall be rounded up or down to the closest whole number.

Table 588.5.A: Parking Spaces Required	
Use	Minimum Number of Required Spaces
Residential	
Residential Dwellings	1 space per dwelling unit plus 0.25 spaces per bedroom
Retail Establishments	
≤ 1,000 sf	No spaces required
> 1,000 sf	3.0 spaces / 1,000 sf
Office	
General Office	3.0 spaces/ 1,000 sf
Medical Office	3.5 spaces/ 1,000 sf

SECTION 588.5 PARKING STANDARDS**E. General Parking Standards**

1. **On-Street Parking.** On-street parking spaces adjacent to the lot shall count towards the required non-residential use parking standards.
2. **Shared Parking.** For two use types, shared parking shall be calculated as follows. The sum of the required parking for the two use types shall be divided by the factor listed in the table below. The required number of parking spaces shall be rounded up to the closest whole number. If the use is not listed below then the shared parking shall be based on Subsection 3 below.

Table 588.5.B: Shared Parking Factor for Two Uses				
	Residential	Lodging	Office	Retail
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office	1.4	1.7	1.0	1.2
Retail	1.2	1.3	1.2	1.0

3. **Shared Parking Study.** When three or more use types share parking or a use type is not listed in Table 588.5.B (Shared Parking Factor for Two Uses) above, the amount of required parking may be reduced as follows:
 - a. If the Zoning Officer determines one of the following circumstances has been established, the Borough may grant a reduction in the parking standards set forth in this Subsection:
 - (1) Where uses seek to share parking with different peak hour demands and are in the same or adjoining development, the owner of the parking spaces shall submit to the Zoning Officer an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses;
 - (2) Where the special nature of a certain development (e.g., special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking listed in Subsection D; or
 - (3) Where fewer parking spaces are needed due to access to transit, special designs and traffic mitigation measures incorporated in the parking

lot design and circulation plan.

- b. The Zoning Officer shall consider all of the following in determining whether a reduction is warranted:
 - (1) The likelihood that the reduced number of parking spaces can satisfy demand;
 - (2) The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow;
 - (3) The impact of periodic overflows upon the public thoroughfares and other parking facilities;
 - (4) The nature of surrounding land uses, character of the surrounding road system, and nearby circulation pattern;
 - (5) The amount of on-street parking available within one-quarter of a mile of the development;
 - (6) Any additional reduction in on-site parking demand by implementing transportation demand management strategies proposed by the applicant; and in all cases, the owner of the lot shall have the burden to demonstrate that a reduction in parking standards is warranted.

F. Parking Facility Design

1. Where parking is designed within a building or structure within the front 30 feet of a Main Street Frontage, the design of parking structures shall screen views of parked vehicles at the street level by complying with Active Frontage requirements in Section 586 and placing a permitted non-parking use within 30 feet of the Street Wall so that an active use faces the street on the ground floor. Where a parking structure is located adjacent to or facing a Secondary Street Frontage or a Neighborhood Street Frontage, ground floor frontages shall provide windows, doorways and architectural features compliant with the Active Frontage requirements of Section 586.

SECTION 588.6 SUPPLEMENTAL DESIGN STANDARDS

The following standards shall apply to all development within the D-1 District:

A. Building Height Bonus.

These D-1 District standards shall encourage the preservation, adaptive reuse and development of mixed use buildings and civic spaces that result in a mixed use district. To provide incentives for these development types, the following Building Height Bonuses shall be provided to those developments that fulfill one or more of the following development goals to the satisfaction of the Planning Board:

1. Vertically Mixed Use Building

Where a development provides 1) at least the greater of 25% of the ground floor area or 1200 square feet as retail/ dining or entertainment uses, 2) a storefront facing a street and 3) at least one story of residential or office use above the ground floor, a Building Height Bonus shall be granted.

2. Shared Parking

Where more than ten (10) parking spaces are provided for use for at least 8 hours per day to be shared with other uses a Building Height Bonus shall be granted. The applicant shall provide a shared parking easement and shall provide documentation of these ongoing parking easements to the Borough on an annual basis at a schedule to be determined by the Zoning Officer.

3. Application of Height Bonus.

The Zoning Officer shall review all requests for Building Height Bonuses to determine compliance with the standards and communicate with the applicant for development approval whether the Building Height Bonus is permitted.

B. Drive-Through.

Uses that provide drive-throughs shall comply with the following standards:

1. Location

a. Drive-through lanes shall be located to the rear of the buildings and vehicles exiting from a Drive-Through shall exit to an access lane or secondary street, unless the Planning Commission determines an exit

to the primary street is acceptable.

b. Drive-through lanes shall not be located between buildings and adjacent streets.

2. Pedestrian Walkways.

a. Pedestrian walkways shall have clear visibility and be emphasized by enhanced paving or markings when they intersect the drive-in or drive-through aisles.

3. Screening

a. All service areas, trash storage areas and mechanical equipment shall be screened from ground-level view from adjacent sites and public rights-of-way.

4. Menu Boards

a. Menu boards shall be located a minimum of 50 feet from District boundary lines.

b. Speaker noise levels shall not be audible within any abutting residential districts.

5. Trash Receptacle. At least one trash receptacle shall be installed along each drivethrough lane.