

REPORT TO THE PLANNING COMMISSION

DATE: March 2, 2010

CODE: G-030-010

FROM: Jim Hamilton, Development Services Director

SUBJECT: General Plan Amendment Application GPA-1-10;
Rezoning Application RZ-2-10; and Site
Development Permit Application SDP-3-10, by
Randy Denham

ITEM NO.	5b
MEETING DATE	3-9-10
APPROVED BY	
STAFF AUTHOR	<i>Jim Hamilton</i>
PLANNING MANAGER	

RECOMMENDATION

Consider the proposed General Plan Amendment (GPA) and rezoning applications and provide direction on whether: (1) the policies of the North Market Street Focus Area (NMSFA) of the General Plan require amendment for the proposed project to move forward; or (2) the project could move forward based solely on amendment of the "GC-VR" General Commercial-Visitor/Retail District regulations pertaining to automobile-related uses; or (3) the amendment of both the General Plan and Zoning Code is required for the project to move forward.

PROJECT DESCRIPTION

Randy Denham has requested permission to physically expand an existing automobile dealership to include Nissan as a new product line on property he recently acquired at 842 North Market Street (historically the Lockwood's Tire facility). The purchased property is adjacent to the existing S. J. Denham auto dealership, and a portion of it has been leased in the past by the dealership for the display of used vehicles for sale. The existing dealership and purchased property are zoned "GC-VR" General Commercial-Visitor/Retail District. If approved, the expanded dealership would include a new building and the indoor and outdoor display of automobiles, as well as parts and service departments. The site plan provided by the applicant is somewhat hypothetical, since Nissan has yet to establish its requirements for the physical layout of the new dealership. Changes to the site plan may be required once that process is complete.

Both the policies of the NMSFA of the General Plan and the "GC-VR" District prohibit the establishment of a new automobile-related use, such as that proposed by Mr. Denham. Accordingly, Mr. Denham has submitted the following applications:

General Plan Amendment Application GPA-1-10, to modify the NMSFA policies to specifically allow new automobile-related uses along the corridor, particularly the expansion of the existing S. J. Denham, Inc. The General Plan classifies this property as "GC" General Commercial.

Rezoning Application RZ-1-10, to remove the "VR" component of the "GC-VR" District so that new automobile-related uses may be established on the corridor.

Site Development Permit Application SDP-3-10, to obtain the discretionary approval needed to allow the development of a new automobile dealership.

APPLICATION STATUS

Staff has determined that there are several options in the way the applications could be processed, given the policies of the NMSFA and the implementation of those policies through the regulations of the "GC-VR" District. Rather than making assumptions on how the Planning Commission (Commission) would view the various issues, staff determined that the appropriate course of action would be to present the project to the Commission for initial feedback and direction. The applicant has been advised of this approach and has concurred with it. This application is technically incomplete at this point, given the lack of CEQA review and building elevations, and the present design conflicts with setback provisions of the Zoning Code.

BACKGROUND

The project involves consideration of fundamental NMSFA policy issues (Attachment "C") limiting the establishment of new automobile-related uses along the North Market Street corridor and the corresponding restrictions established by the "GC-VR" District. This is not the first time that the City has reviewed the NMSFA policies regarding automobile-related uses. The Planning Commission considered the same relationship between the General Plan and Zoning Code in 2003 (Attachment "D"). Although the applications under consideration relate to a single parcel and use, it is appropriate to look at the issues in the context of the vision for the overall corridor, since those policies apply equally to all properties. It would not be appropriate to consider a change in the General Plan or the zoning classifications for a single parcel.

As the Commission considers the applications, it will be important to keep in mind the fundamental distinction between the "GC" District and the "GC-VR" District. The primary difference is that the "VR" component of the "GC-VR" District restricts the establishment of new automobile-related uses in those locations where that zoning is in place. This district was initially developed to implement the policies of the NMSFA as discussed below, although portions of other street corridors in Redding have also been zoned "GC-VR."

Following is a summary of the relevant policy/zoning implications of the applications:

NMSFA Policy. The NMSFA establishes a vision for the eventual public and private redevelopment of the North Market Street corridor. That vision foresees the "Miracle Mile" regaining its importance as a visitor-serving area spawned by the development of the Sundial Bridge, The McConnell Arboretum, and the Turtle Bay Exploration Park. The proximity of these and other attractions, including the Redding Aquatic Center, Lake Redding/Caldwell Park, and the City's riverfront, creates a unique land use and economic development opportunity to support the needs of the visiting public. Policy NM2 of the North Market Street Focus Area of the Community Development and Design Element directs the City to:

Policy NM2: Establish incentives for visitor-serving uses such as hotels, motels, restaurants, and small retail shops and limitations on new automobile-related uses (emphasis added).

Zoning Ordinance. In 2003, the Commission recommended, and the City Council subsequently adopted, modifications to the "GC-VR" District regulations to allow *existing* automobile-related businesses to expand, *but only if the property was owned or legally controlled by the business prior to adoption of the amendments.* Schedule 18.32.020-A (Use Regulations: Commercial Districts)

establishes the following limitations on new automobile-related uses in the "GC-VR" District (see note "L-13" on Attachment "D"):

Establishment of new uses is prohibited. Enlargements of existing facilities up to 10 percent are allowed by site development permit issued by the Director. Other expansions/enlargements, including expansions affecting more than a single parcel, shall require approval of a use permit. Such expansions shall not be approved if they involve property not owned or legally controlled by the business entity prior to adoption of this section. Proof of compliance shall be submitted at the time of application for the expansion/enlargements. Such intensifications shall be subject to compliance with all adopted site and building design criteria and development standards applicable within the zoning district and such other site and building design elements determined necessary by the approving authority to ensure compatibility with surrounding conforming uses.

In making its recommendation to the City Council, the Commission determined that the direction provided by the General Plan afforded sufficient latitude and that the basic policy direction did not need to be modified. As this relates to the applications under consideration, Mr. Denham did not own or control the subject property at the time the Code provisions were adopted and, thus, does not have the ability to expand his dealership under the current zoning regulations.

COMMISSION AUTHORITY

The Planning Commission is granted specific powers and duties provided for by Sections 65100 through 65106 of the California Government Code. The Commission's duties specifically identified in the Redding Municipal Code (Chapter 18.10.30) include:

- ▶ Investigate and make recommendations to the City Council regarding reasonable and practical means for implementing the General Plan or any element thereof, so that it will serve as an effective guide for orderly growth and development and preservation and conservation of open space and natural resources.
- ▶ Make recommendations to the City Council on General Plan amendments.
- ▶ Predevelopment Review. The Planning Commission may hold meetings solely for the purpose of compiling staff comments and department conditions of approval and/or conveying information to project applicants.

At this juncture, the Commission's review is specifically in relation to the General Plan amendment and implementation of those policies as addressed below.

ISSUES

The issues for consideration by the Commission include the following:

1. *Is the vision established for the NMSFA in 2000 still appropriate in 2010?* The vision was predicated on the future construction of the Turtle Bay Exploration Park (completed in 2002), the Redding Aquatic Center (completed in 2003), the Sundial Bridge (completed in 2004), and the McConnell Arboretum (completed in 2005). Since adoption of the General Plan, substantial public investment has been made to install new landscape and lighting along the corridor, but private investment has not been particularly robust. The issue is whether there will be a future

interest by the private market in providing visitor services or if the vision for the corridor should be reconsidered, either in whole or in part.

Discussion. From staff's perspective, the basic vision of establishing lodging and services for the visiting public along the corridor is still valid and that a level of assurance that ample sites are available for these uses is still the correct course for the community. This is particularly important for properties located on the east side of the street. As the Commission is aware, the City approved a large mixed-use project (The Trails) on the former Casa Blanca Motel site that included a hotel and restaurant, as well as retail and housing opportunities. Unfortunately, it appears that the timing of the project made it a victim of the current recession.

2. *Assuming that the vision for the corridor is still reflective of community needs, does Policy NM2 provide sufficient guidance from which to develop zoning regulations?*

Discussion. General Plan Policy NM2 was crafted to allow flexibility in the manner in which it was implemented by the Zoning Code. The Commission may prefer that it be more specific regarding appropriate locations for automobile-related uses. For example, the Commission could recommend a revision of the zoning to remove the "VR" designation from the west side of Market Street.

3. *Is tying the zoning limitations on new automobile-related uses to properties owned or under the control of an existing business entity prior to adoption of the Zoning Code too restrictive and/or should the entire corridor be under the same restrictions?*

Discussion. The intent of the regulations, as amended in 2003, was to allow opportunities for existing businesses to expand, while ensuring consistency with the overall intent of the policies of the NMSFA. Clearly, there are numerous ways to look at implementation of the policy, which is a key reason that staff has brought these applications forward for Commission consideration in this manner.

ALTERNATIVES

There are a number of alternatives to consider, including the following:

1. Determine that General Plan Policy NM2 is appropriate and properly implemented by the regulations of the "GC-VR" District. In the case of Mr. Denham's application, approval is not supported by these land use regulations as written.
2. Determine that General Plan Policy NM2 is sufficiently flexible to accommodate appropriate expansions of automobile-related uses along the corridor, but that the "GC-VR" District regulations are more restrictive than is necessary to implement the policy. In this case, staff would bring options for amendment of the "GC-VR" Zoning District to the Commission for consideration. Options could include elimination of the "VR" component of the zoning district along one or more sections of the street and/or modification of the ownership/property-control provisions of the Code. Regarding the latter option, staff would caution the Commission that several other corridors in the City are also zoned "GC-VR." These include portions of Cypress Avenue, Hilltop Drive, Churn Creek Road, Eureka Way, and Athens Avenue. The

Commission's future deliberations on the regulations must necessarily consider possible land use implications to these other corridors as well. Under this alternative, amendment of the General Plan policy would not be required.

3. Determine that the vision for the NMSFA pertaining to automobile-related uses is no longer appropriate. In this case, staff would bring back for consideration amendments to the NMSFA, as well as the "GC-VR" zoning of the corridor.
4. Determine that the basic vision of the NMSFA is sound, but that the policy should clearly specify where and how additional automobile-related uses could be allowed along the corridor. This may also present an opportunity to expand the vision for the corridor from one that is almost entirely visitor-focused to one that also recognizes the benefits of attracting mixed-use developments. This type of development can provide needed services for visitors, while also providing higher density housing opportunities in close proximity to the parks, trails, and educational facilities that have already been constructed in this area. In this case, staff would bring back for consideration options for amendments to the NMSFA, as well as companion amendments to the "GC-VR" District. **(Staff Recommendation)**

CONCLUSIONS AND RECOMMENDATIONS

It is staff's opinion that providing additional, *limited* opportunities for the expansion of existing automobile-related businesses could be done in a manner that strikes an appropriate balance between the intent of the NMSFA, which recognizes the importance of existing businesses to the City, and the need for them to adapt to changing economic challenges and opportunities. We also see a benefit in encouraging additional mixed-use development along the corridor for the above-noted reasons. Given this, staff recommends that the Commission direct staff to pursue Alternative 4.

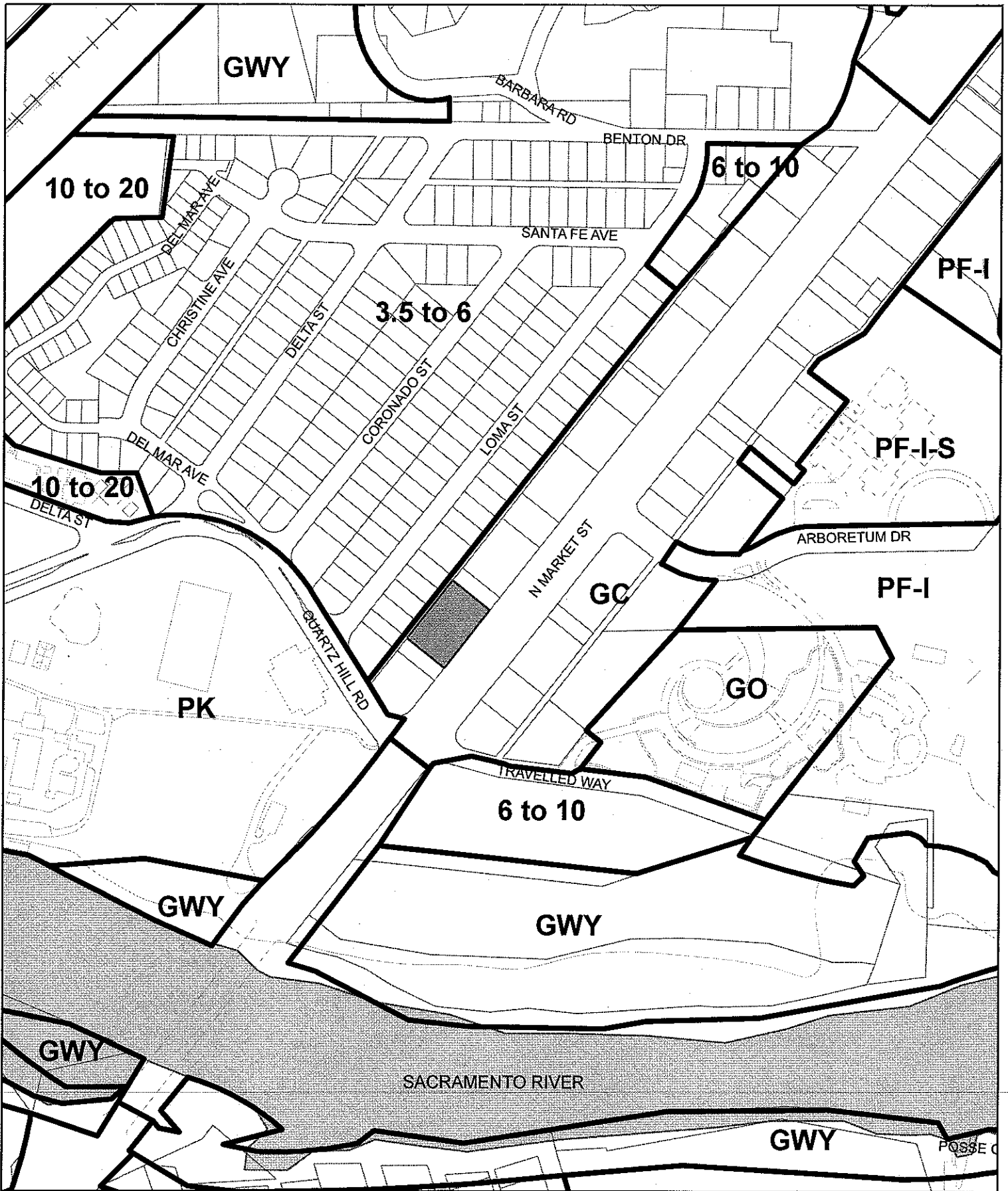
The purpose of today's discussion is not for the Commission to develop specific General Plan policy language or craft zoning regulations. The Commission is being asked to provide basic direction to staff regarding whether it believes that Policy NM2 should be modified, and if so, in what direction. Further, the Commission should provide direction on whether the Zoning Code's implementation of the General Plan is too restrictive, given what has or has not occurred in the area since the relevant policies and regulations were developed, while also bearing in mind the General Plan period extends to 2020.

After receiving Commission's direction, staff will prepare any necessary follow-up policies and/or Zoning Code amendments and begin its review of the site development permit application itself. These items will be scheduled for public hearing when ready for Commission action.

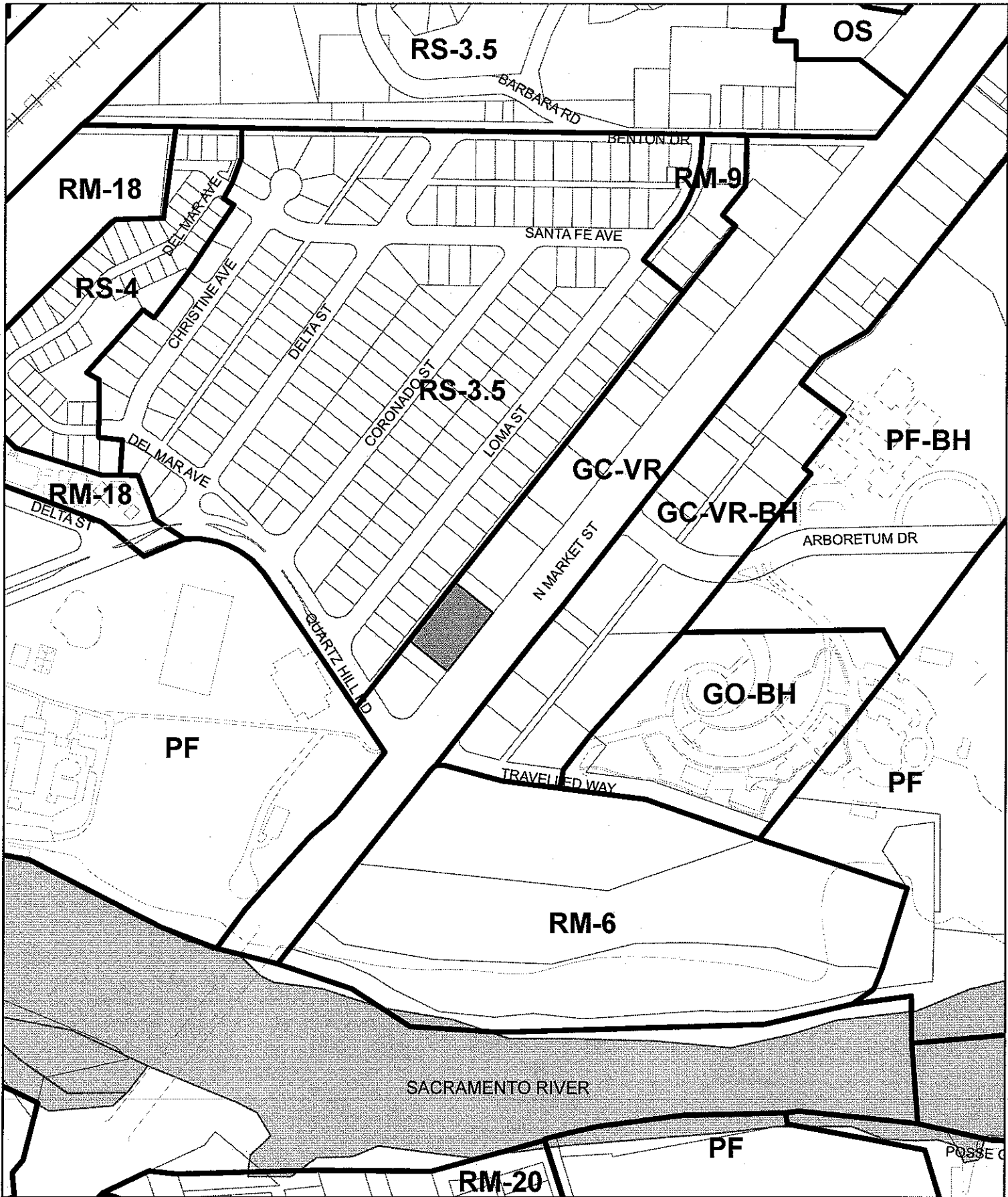
ATTACHMENTS

- A. General Plan Map
- B. Zoning Map
- C. North Market Street Focus Area
- D. Staff report (2003)
- E. Schedule 18.32.020-A
- F. Site plan

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c: Randy Denham



	GIS DIVISION DEVELOPMENT SERVICES DEPARTMENT	GENERAL PLAN MAP GPA-01-10 \ RZ-02-10 \ SDP-03-10 RANDY DENHAM 842 N MARKET STREET AP# 112-290-025	MTG. DATE: 3-9-10
	DATE PRODUCED: FEBRUARY 5, 2010		ITEM: 56
			ATTACHMENT:
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GIS DIVISION
 DEVELOPMENT SERVICES DEPARTMENT
 DATE PRODUCED:
 FEBRUARY 5, 2010
 0 200 400 Feet

ZONING MAP
 GPA-01-10 \ RZ-02-10 \ SDP-03-10
 RANDY DENHAM
 842 N MARKET STREET
 AP# 112-290-025

MTG. DATE:
 3-9-10
 ITEM:
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 ATTACHMENT:
 B

NORTH MARKET STREET

At one time the principal visitor-serving area in Redding, this portion of Old Highway 99 was known as the "Miracle Mile." With the construction of Interstate 5 in the 1970s, through traffic was diverted away from this area, while visitor services were provided at more convenient freeway interchange locations. While the Miracle Mile has languished over the years, it is poised once again to be a prime location for visitor services. The impetus for this revival will be the construction of the Turtle Bay Museums and Arboretum by the River complex, linked by a world-class pedestrian bridge. The City's riverfront regional park—Lake Redding/Caldwell Park—is also adjacent to the Miracle Mile corridor. From this location near the Sacramento River, visitors will be able to walk a short distance to these major attractions, making it a very convenient location to enjoy these first-class facilities.

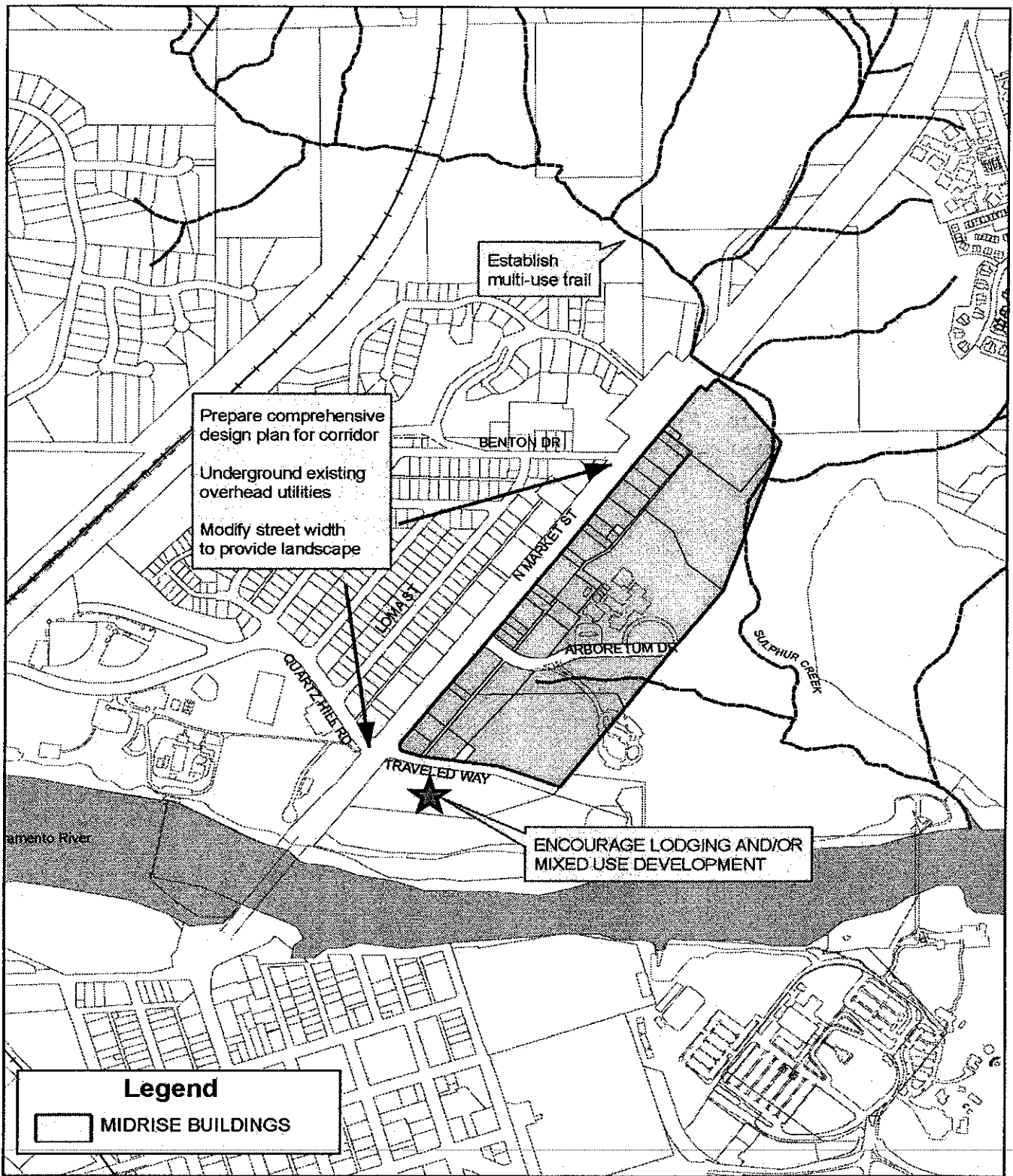
In order to fully realize the potential, both land uses and development design must be given careful consideration. Uses should include lodging, restaurants, and small tourist-serving shops. Mid-rise buildings are encouraged on the east side of the corridor, including those offering lodging or residences, or a mix of uses. For purposes of this General Plan, "mid-rise" refers to buildings with habitable floors up to 75 feet above the ground. This height will typically accommodate six-story buildings, depending on their design. Considerable flexibility should be provided for the design of roof elements, mechanical penthouses, and other elements to exceed that height and add visual interest to the buildings. New development should be unique, be well-designed,

include amenities that complement the attributes of this Focus Area, and incorporate substantial landscape. The streetscape should be softened by landscaped medians and street-side planting. Signage should be understated. Automobile-oriented uses should be prohibited.

North Market Street Development Guidelines

- NM1. Prepare a comprehensive design plan for the corridor that incorporates landscape features, building design, and architectural materials.
- NM2. Establish incentives for visitor-serving uses such as hotels, motels, restaurants, and small retail shops and limitations on new automobile-related uses.
- NM3. Work with property owners to provide landscaping along the street frontages where feasible; develop a unified plan for landscape improvements.
- NM4. Establish a pedestrian trail along Sulphur Creek, upstream of Market Street; explore a pedestrian crossing of North Market Street.
- NM5. In consideration of the many scenic and recreational attributes adjacent to the street corridor, allow the development of mid-rise lodging facilities, mixed use, and residential projects along the east side of North Market Street.

ITEM 56
ATTACHMENT C



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North Market Street Focus Area

Figure 1-7

CITY OF REDDING
REPORT TO THE PLANNING COMMISSION

ITEM NO.	5
MEETING DATE	3-11-03
APPROVED BY	
STAFF AUTHOR	<i>[Signature]</i>
PLANNING MANAGER	

DATE: February 20, 2003

CODE: G-030/L-010-500

FROM: Development Services Department

SUBJECT: General Plan Policy and Zoning Ordinance Interpretation

BACKGROUND

When the City Council adopted the Zoning Ordinance text and map, staff was directed to ask the Planning Commission to determine whether the policies of the North Market Street Focus Area of the General Plan were correctly implemented by the Zoning Ordinance. At issue is a concern voiced by Ryan Denham that the "GC-VR" General Commercial-Visitor/Retail zoning of the property will not allow an expansion of the S.J. Denham Collision Repair Center. The auto body shop was constructed approximately six years ago. Mr. Denham has been contemplating expansion for the past couple of years.

This report provides background on the policies of the General Plan and the Zoning Ordinance implementation of those policies. It is important for the Commission to consider the ramifications of General Plan policy and zoning implementation for the entire focus area. It is not appropriate in this instance to consider the Denham property exclusively.

GENERAL PLAN POLICY

The North Market Street Focus Area (attached) establishes a vision for the eventual private redevelopment of the North Market Street corridor. That vision foresees the "Miracle Mile" as regaining its importance as a visitor-serving area, spawned by the development of the Sundial Bridge, The McConnell Arboretum, and the Turtle Bay Museum. The proximity of these and other amenities, including the Redding Aquatic Center, Lake Redding/Caldwell Park, and the City's riverfront, makes this area unique for the visiting public.

The specific policy of concern is Policy NM2. This policy states:

Establish incentives for visitor-serving uses such as hotels, motels, restaurants, and small retail shops and limitations on new automobile-related uses (emphasis added).

The introductory text of the Focus Area provides the basis for the policy by stating that "Automobile-oriented uses, other than gas stations, should be discouraged."

ZONING ORDINANCE IMPLEMENTATION

As noted above, in response to the North Market Street Focus Area policies, properties that are classified "General Commercial" have been zoned "GC-VR" General Commercial-Visitor/Retail.

ITEM 5b
ATTACHMENT D

As you know, the specific definition of uses allowed in each zoning district is spelled out in use tables. In this case, Schedule 18.33.020-A: Use Regulations precludes establishing automobile rental, vehicle repair, and vehicle sales businesses in the "GC-VR" District. Existing automobile-oriented uses in the corridor are, therefore, nonconforming. These uses include S.J. Denham Chrysler Daewoo (including the ancillary collision repair center), AA Smog, and Artistic Auto Body. These uses may continue indefinitely, but may not be expanded to occupy a greater area or be intensified under the provisions of the Zoning Ordinance.

ISSUES

Does the Commission feel that the Zoning Ordinance faithfully implements the North Market Street Focus Area policies of the General Plan?

ALTERNATIVES

As noted above, it is important for the Commission to separate Mr. Denham's plans from the issue under discussion. This is because the interpretation affects other properties in addition to Mr. Denham's. With that in mind, the following alternatives provide a range of ways the General Plan and its implementing zoning can be interpreted by the Commission:

1. Determine that the phrase "limitations on new automobile-related uses" in Policy NM2 means that no new uses or expansion of existing uses can be allowed. This is how the Zoning Ordinance currently implements the Policy. As defined in The American Heritage Dictionary, Second College Edition, the word "limitation" also means "restriction."
2. Determine that by using the word "new," the policy was not intended to apply to businesses existing at the time the General Plan was adopted and that expansions of existing businesses were not explicitly covered. Under this determination, the City should amend Schedule 18.33.020-A of the Zoning Ordinance to exempt existing uses and their expansion. This can be done by placing an additional note in the Schedule. As noted above, there are currently three automotive-related businesses along the street that could potentially expand under this determination.
3. Determine that the Zoning Ordinance should "limit" automobile-related uses in some other fashion. One method would be to include limitations only for parcels with frontage on North Market Street. There are approximately ten properties that do not front on North Market Street. Most of these could take access from a private alley that parallels North Market Street on the east side. One parcel fronts on Traveled Way and also has access to the alley. Since the policy was intended to accommodate visitor uses and does not specifically address street- frontage issues, this is likely inconsistent with the policy.
4. Determine that the operative words in the policy are "establish incentives" and that the policy is totally incentive-driven, and no prohibitions on automobile-related uses are appropriate. However, this would not be consistent with the grammatical structure of the sentence. As

written, "establishing incentives" applies to visitor-serving uses. Limitations on automobile-related uses is a separate thought.

CONCLUSIONS

The Council did not necessarily disagree with the way the ordinance implements the General Plan. However, since the question arose, they asked for the Commission's determination. The policy is somewhat vague, so the Commission is able to make a recommendation of implementation other than what is contained in the Zoning Ordinance. If the Commission finds that the ordinance provisions go further than policy directs, then staff recommends that the Zoning Ordinance be amended consistent with Alternative 2 above. We would initiate the amendment with the next clean-up of the ordinance.

ATTACHMENTS

- A. North Market Street Focus Area Policies
- B. Schedule 18.33.020-A: Use Regulations

KM:jh

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c: Ryan Denham
Les Melburg

Schedule 18.33.020-A: Use Regulations—"Commercial" Districts

Use Classifications	NC	SC	RC	GC	GC-VR	HC	Additional Regulations
Residential Uses							
Single-Family	L7	-	-	L7	-	L6	
Multiple-Family	L7	L7	L7	S	S	-	See Sec. 18.33.050
Public and Semipublic Uses							
Clinics	L8	L8	P	P	Sd	P	
Clubs and Lodges	-	-	-	P	-	-	
Colleges and Trade Schools, Public or Private	-	S	S	P	-	S	
Community Centers	U	U	U	U	-	S	
Community Social Service Facilities	-	-	-	-	-	U	
Cultural Institutions	L8	L8	P	P	Sd	Sd	
Day Care Center (14 or More)	P	P	P	P	-	S	
Government Offices	L8	L8	P	P	P	P	
Hospitals	-	-	-	S	-	-	
Park and Recreation Facilities	S	S	S	S	S	-	
Parking, Public	-	S	S	S	S	S	
Public Maintenance and Service Facilities	-	-	-	-	-	S	
Public Safety Facilities	L8	P	L8	P	U	U	
Religious Facilities	S	S	S	P	S	S	
Residential Care, General	S	-	-	Sd	-	-	
Transitional Housing Facilities	-	-	-	S	-	S	
Schools, Public or Private	S	S	S	S	-	S	
Commercial Uses							
Adult Business Establishments	-	-	-	-	-	U	See Sec. 18.43.030
Animal Sales and Services	L8	P	P	P	S	P	Adjacent to an "R" District, outdoor kennels prohibited
Large Animal Veterinary Services	-	-	-	P	-	P	
Banks and Savings and Loans	L4	L4	L4	L4	Sd	L4	
Bed and Breakfast Establishments	-	-	-	Sd	Sd	-	See Sec. 18.43.060
Building Materials and Services	-	-	S	S	-	P	
Business Services	L8	P	P	P	P	P	
Commercial Recreation	S	S	S	S	S	S	
Commercial Entertainment	-	P	P	P	P	-	
Convenience Gas Mart	S	S	S	S	S	S	See Sec. 18.43.090
Eating and Drinking Establishments							Site development permit-Director required for outdoor seating
Bars/Nightclubs/Lounges	U	S	S	S	S	S	
Restaurants, Full Service	P	P	P	P	P	P	
Drive-Up/Drive-Through Service	L3	Sd	Sd	Sd	Sd	Sd	See Sec. 18.43.080
Food and Beverage Sales	P	P	P	P	P	P	
Food Preparation	P	P	P	P	P	P	
Funeral Parlors and Mortuaries	-	-	-	P	-	P	
Home Improvement Sales and Services	L8	L8	P	P	-	P	
Hotels and Motels	-	-	S	S	S	S	
Hotel, Residential	-	-	-	U	U	U	Must meet Calif Building Code requirement for efficiency dwelling unit
Laboratories	-	P	P	P	P	P	

ITEM 51
ATTACHMENT E

Redding Zoning Ordinance Update

Use Classifications	NC	SC	RC	GC	GC-VR	HC	Additional Regulations
Maintenance and Repair Services	L9	L9	L9	L9	L9	L9	See Section 18.43.050
Offices, Business and Professional	L8	P	P	P	P	P	
Offices, Medical & Dental	L8	P	P	P	P	P	
Parking Facilities, Commercial	-	S	S	S	S	S	
Personal Improvement Services	P	P	P	P	P	P	
Recreational Vehicle Parks	-	-	-	U	-	U	
Personal Services	P	P	P	P	P	P	
Retail Sales	P	P	P	P	P	P/L10	See Section 18.43.130
Recycling Station	L7	L7	L7	L7	L7	L7	
Travel Services	P	P	P	P	P	P	
Vehicle Equipment Sales and Services							
Automobile Rentals	-	-	S	Sd	-	Sd	
Automobile/vehicle Repair, Major	-	-	-	L11	L13	L11	See Sec. 18.43.050
Automobile/Vehicle Repair, Minor	-	L11	L11	L11	L13	L11	See Sec. 18.43.050
Automobile/Vehicle Sales and Leasing	-	-	S	Sd	L13	Sd	
Automobile Washing	-	S	S	Sd	L7	Sd	
Heavy Equipment Sales, Service, & Rental	-	-	-	U	-	S	
Large Vehicle Sales, Service, & Rental	-	-	-	S	L13	S	
Vehicle Storage	-	-	-	S	-	S	
Industrial Uses							
Contractors' Office & Shop Buildings	-	-	-	-	-	S	
Contractors' Storage Yards	-	-	-	-	-	S	See Sec. 18.43.130
Handicraft/Custom Manufacturing	-	L8	L8	L8	L8	P	
Industry, General	-	-	-	-	-	U	
Self-Storage Warehouses	-	-	-	S	-	S	See Sec. 18.43.150
Warehousing and Storage	-	-	-	-	-	S	
Transportation, Communication, and Utilities Uses							
Communication Antennae/Transmsn Towers	-	U	U	U	U	U	See Sec. 18.40.010
Communication Facilities Within Buildings	-	Sd	P	P	-	P	
Freight/truck Terminals and Warehouses	-	-	-	-	-	S	
Transportation Passenger Terminals	S	S	S	S	S	S	
Truck Weigh Stations	-	-	-	-	-	S	
Utilities, Major	-	-	U	U	-	U	
Accessory Uses and Structures							See Sec. 18.43.020
Temporary Uses							See Chapter 18.17
Nonconforming Uses							See Chapter 18.46
Specific Limitations:							
L3	No drive-through service except for establishments not exceeding 150 square feet in developed neighborhood commercial projects exceeding 2 acres in area. Site development permit required.						
L4	Site development permit required for drive-through.						
L6	Caretakers' quarters only not to exceed 1,000 square feet. Site Development Permit-Director required.						
L7	Only as an accessory use subject to approval of a site development permit.						
L8	Small-scale only (5,000 square feet or less).						
L9	No outdoor storage unless a site development permit is approved by the Director.						
L10	No shopping centers, power centers, or similar uses allowed.						
L11	Site development permit required if site abuts an "R" district.						
L12	Reserved						
L-13	Establishment of new uses is prohibited. Enlargements of existing facilities up to 10 percent are allowed by site development permit issued by the Director. Other expansions/enlargements, including expansions affecting more than a single parcel, shall require approval of a use permit. Such expansions shall not be approved if they involve property not owned or legally controlled by the business entity prior to adoption of this section. Proof of compliance shall be submitted at the time of application for the expansion/enlargements. Such intensifications shall be subject to compliance with all adopted site and building design criteria and development standards applicable within the zoning district and such other site and building design elements determined necessary by the approving authority to ensure compatibility with surrounding conforming uses.						

