

Zoning District Comparison				
	<i>B-2 Highway Commercial</i>	<i>C2 Transitional Commercial</i>	<i>C3 Community Commercial</i>	<i>C4 Regional Commercial</i>
<i>Purpose and Applicability</i>	<p>The B-2 districts are located along principal arterial streets, adjacent to other non-residential districts. They are areas suitable for general retail trade and a wide variety of other commercial uses. The district regulations are designed to encourage these uses, while also protecting the abutting and nearby areas.</p> <p>This district is applicable in areas where large scale and regional businesses are appropriate, and where the impacts on other more walkable development patterns can be minimized, both in terms of physical design and in terms of uses that have a regional draw. Therefore, it should be limited in application to areas with good highway access, and away from areas where smaller-scale, and neighborhood-oriented businesses are desired.</p>	<p>Transitional commercial is intended to serve as a transition between lower and higher intensity commercial properties. It is also intended to serve as a transition between neighborhoods and high intensity commercial uses. Building sizes may vary, but building height is to be in keeping with nearby neighborhoods. Properties zoned transitional commercial might have high peak hour trip generation, but their daily overall trip generation should not be high. Transitional commercial properties should be characterized by pedestrian-oriented design.</p>	<p>The community commercial category is to accommodate commercial uses that have a lower transportation demand and footprint than regional commercial, but a higher transportation demand and footprint than transitional commercial. Commercial properties along arterials of the city other than Interstate 10, such as US Highway 87 and State Highway 46, should generally be designated as community commercial, unless adjoining a neighborhood.</p>	<p>The regional commercial category is intended for commercial areas along Interstate 10, where traffic levels are high, and the thoroughfare system can accommodate higher trip generation. It is intended for commercial uses that serve the larger region, with generally larger building footprints and increased parking demand.</p>
<i>Uses</i> <i>*Italics = SUP</i>	office, <i>business park</i> , convenience store/gas station fronting IH-10, auto sales, parts and service, restaurants, retail, shopping center, car wash,	Office, <i>auto parts and service</i> , convenience store, restaurants, retail, <i>thrift store</i> , animal boarding, <i>commercial recreation</i> ,	Office, <i>auto sales</i> , auto parts and service, convenience store, restaurants, retail, <i>shopping mall</i> , <i>truck stop</i> , car wash, commercial recreation,	Office, <i>auto sales</i> , auto parts and service, convenience store, restaurants, retail, <i>shopping mall</i> , <i>truck stop</i> ,

	gym's, hotel/motel, theater, manufacturing, mini-warehouse, <i>wholesale</i> , etc.	gym, restaurants, <i>movie theater</i> , etc.	gym, <i>hotel/motel, hospital, movie theater</i>	<i>warehouse retail</i> , car wash, commercial recreation, gym, hotel motel, hospital, movie theater
<i>Minimum Lot Area</i>	10,000 square feet	N/A	N/A	N/A
<i>Building Height</i>	75'	30 ft*	40 ft	75 ft
<i>FY Setback</i>	0-20 ft	10 ft	0 ft	20 ft
<i>RY Setback</i>	0 ft	20 ft	20 ft	20 ft
<i>SY Setback</i>	5 ft	5 ft	5 ft	20 ft
<i>Residential Setback</i>	N/A	20 ft	20 ft	50 ft
<i>Impervious Coverage</i>	85%	80%	85%	85%

The 2019 Zoning Code can be found [here](#).

The current UDC can be found [here](#).