

applicable fee to the Administrator for written interpretation.

Table 1.7-1: Zoning District Conversions	
Old Zoning Categories	New Zoning District Classifications
Residential Districts	
A Agricultural T Transition	A Agricultural
R-1	RE Residential Estate
R-16	R-10
R-10	
R-7	R-5
R-5	
-	NC Neighborhood Conservation
D Duplex	D Duplex
TH Townhome	TH Townhome
A-1	MF-1
A-2	
A-3	MF-2
A-4	-
MH Mobile Home	MH Manufactured Home
R-7 PD Planned Residential Development	
D-PD Planned Residential Development	PD Planned Development District
A-2 PD Planned Residential Development	
A-3 PD Planned Residential Development	
Non-Residential Districts	
Office and Retail Commercial Districts	
O Office	
LR Local Retail	C Neighborhood Commercial
GR General Retail	
-	BP Business Park
C Commercial	CC Corridor Commercial
HC Heavy Commercial	
Any Commercial with a PD designation	PD Planned Development District
Public/Institutional Districts	
I Institutional	IC Institutional and Civic
	PP Public and Parks
Industrial	
LI Light Industrial	
I Industrial	L-IM Light Industrial and Manufacturing
M-1 Light Manufacturing	
M-2 Manufacturing	H-IM Heavy Industrial and Manufacturing

4.3.4 Commercial Corridor District (CC)

(1) Purpose	(2) Density
<p>The Corridor Commercial (CC) district is intended primarily to provide sites for community and regional retail shopping centers including stores selling items such as home furnishings, apparel, electronics, etc.; restaurants, commercial recreation; business, personal, and financial services. These uses are subject to frequent view by the public given their location along major regional arterials such as Business 287 (Ennis Avenue) and IH-45, and they should provide an attractive appearance with landscaping, well-designed and appropriately located parking, and controlled traffic movement. Traffic generated by the uses may include high volumes of vehicle traffic, and trucks and commercial vehicles as appropriate for sites adjacent to regional roadways. Although surface parking along the roadway is permitted, strip-type development along the entire highway or arterial frontage is strongly discouraged.</p>	<p>Dwelling units/acre NA</p> <p>(3) Lot Dimensions Lot Area (minimum) square feet 10,000</p> <p>(4) Setbacks (minimum) feet Street Freeway, freeway frontage road, or arterial roadway 20 All other streets 20 Interior Side 20 Rear 20 Adjacent to single-family residential (side or rear) 40</p> <p>(5) Height stories and feet (maximum) (measured to the top of the eave or parapet) Within 50 feet of any single-family residential uses 2 stories or 35 feet All other 5 stories or 75 feet</p> <p>(6) Lot Coverage (maximum) percentage All structures on the lot 75%</p>
   	