

ADMINISTRATIVE DRAFT NO. 6

ARTICLE 11: Mixed Use (MU) Combining Zone

235-210 PURPOSE AND INTENT

The provisions of this article provide design and site flexibility with the intent of accomplishing the following:

- a) provide a safe and efficient flow of pedestrian, bicycle, and vehicular traffic, emphasizing a pedestrian-oriented environment.
- b) promote an integrated and mutually compatible higher density/intensity land use development pattern along designated transit corridors.
- c) maximize existing/future public transit opportunities by employing design features that provide viable land use and transit linkages.
- d) decrease our reliance on the automobile, resulting in a reduction in vehicle miles traveled (VMT) and improved air quality.
- e) maximize the use of existing infrastructure, thereby reducing public and private development costs as well as the consumption of natural resources.
- f) promote community identity with the implementation of urban design techniques that result in accessibility, variety, and a logical and complementary land use pattern.
- g) promote the use of building designs that are in scale with the surrounding community.

235-211 DEFINITION

Mixed use development consists of more than one category of complementary and compatible uses that are physically integrated in within the same building, on the same parcel, or on contiguous parcels in such a manner as to foster safe, convenient, and efficient pedestrian movement between uses. This mix of uses shall not not separated by an arterial or thoroughfare streets, canals, traintracks, fences, walls, large parking areas, or other barriers which would physically or psychologically separate the uses. Mixed use development incorporates the design features set forth in this ordinance. Such features include, but are not limited to, a focal design element, such as a plaza, green space, transit station, or public building or facility.

235-212 PROCEDURE

The (MU) zone can be combined with the following zones: RD-10, RD-15, RD-20, RD-25, RD-30, RD-40, RM-1, BP, SC, LC, GC, AC, TC, CO, M-1, M-2, and MP.

~~Requests to establish the Mixed Use Combining (MUC) zone must be preceded with the submittal of a petition to the Planning Department for review and approval. This petition must outline site/area specific reasons as to how the employment of the MUC will improve the identity and character of the surrounding community. In keeping with the objectives of the mixed land use development strategy, prospective applicants should focus on those properties located along~~

feeder and trunk line networks or located in areas that have redevelopment or revitalization potential. Requests denied by the Planning Director can be appealed to the Board of Supervisors. Those requests, approved through the petition process shall, in addition to the standard application form, prepare and submit a detailed land use plan to the Planning Department. This plan shall include land use distributions, building elevations, and landscaping.

235-213 PERMITTED USES

Those use permitted in the underlying zone and/or a combination of uses as set forth in Table I are permitted in the MU Combining Zone. Land use plans, submitted in conjunction with a development plan review request shall demonstrate that the proposed land uses are:

- a) mutually compatible.
- b) complementary/supportive to others within the immediate area.

235-214 NONCONFORMING USES

Land uses legally established at the time of the adoption of this ordinance can continue/remain under the following provisions:

- a) those nonconforming uses which require a business license shall secure a Certificate of Nonconforming Use from the Planning Department.

235-215 LAND USE DISTRIBUTIONS

All mixed use projects shall include land use distributions consistent with those shown on Table I.

Table I

<u>Zone</u>	<u>Commercial</u>	<u>Residential</u>	<u>Office</u>	<u>Industrial</u>	<u>Public</u>
LC, GC, SC, TC, AC, & CO	*50-70%	*10-50%	*0-50%	N/A	*10-30%
RD-10, RD-15, RD-20, RD-25, RD-30, RD-40, & RM-1	*0-50%	*50-80%	*0-50%	N/A	*10-30%
M-1 & M-2	*0-10%	*0-50%	*0-20%	*50-70%	*10-30%
BP & MP	*0-10%	*0-20%	*50-70%	N/A	*10-30%

*** The percentages listed above equate to total building square footage's, except in the cases of parks, public spaces, or other outdoor amenities which equate to net project area.**

Source: Sacramento County General Plan Land Use Element (LU-12)

235-216 RESIDENTIAL DENSITIES

All new residential projects proposed on sites located within the confines of a MU Combining Zone shall be built-out at densities that are consistent with the thresholds set forth in Table II, except when property size or environmental constraints render such buildout infeasible.

235-217 COMMERCIAL, OFFICE, AND INDUSTRIAL INTENSITIES

All new commercial, office, or industrial projects proposed on sites located within the confines of a MU Combining Zone shall be built-out at a Floor Area Ratio (F.A.R.) that is consistent with the thresholds set forth in Table II, except when property size or environmental constraints render such buildout infeasible.

Table II

MINIMUM DENSITY AND INTENSITY REQUIREMENTS FOR THE MIXED USE COMBINING ZONE		
<p>The distance thresholds represented below indicate the location of a proposed project site in relation to a transit stop on a feeder or trunk line network, or a community focal point such as a school, park-site, or civic center. Walking distances will be used to determine density and F.A.R. requirements, and will be verified during the development plan review process. Disagreements between Planning staff and the project proponent, with respect to the calculation methodology can be appealed to the Project Planning Commission.</p>		
<u>TRUNK LINE</u>		
<u>Within 1/8 Mile</u>	<u>Between 1/8 and 1/4 Mile</u>	<u>Between 1/4 and 1/2 Mile</u>
12du/NA and 1.0 FAR	10du/NA and 0.4 FAR	5-7du/NA and 0.25 FAR
<u>FEEDER LINE OR COMMUNITY FOCAL POINT</u>		
<u>Within 1/8 Mile</u>	<u>Between 1/8 and 1/4 Mile</u>	<u>Between 1/4 and 1/2 Mile</u>
5du/NA and 0.4 FAR	5du/NA and 0.2 FAR	5du/NA and 0.2 FAR
<p>Source: Sacramento County General Plan Land Use Element (LU-14)</p>		

MIXED USE DEVELOPMENT STANDARDS:

235-218 APPLICATION

The standards set forth in this article provide the design framework for developing mixed land use patterns. To ensure that the mixed use design principles are maintained, development in a MU Combining zone is subject to the Development Plan Review (DPR) process as administered by the Planning Department. Those projects meeting the standards set forth in Tier I are subject to a staff level review (PAS), except as noted below in Table III. Projects failing to meet these standards must be heard by the Project Planning Commission (PAP). In addition, to further foster the mixed use concepts project proponents are strongly encouraged to employ the design guidelines set forth in TIER II.

Table III

EMPLOYMENT OF THE MIXED-USE DEVELOPMENT STANDARDS

	Meets Tier I Standards	Noncompliance with Tier I Standards	
<ul style="list-style-type: none"> The development of vacant property within a MU Combining Zone shall include the submittal of a land use plan showing proposed land use distributions, landscaping, and parking layouts. 	Staff Level Review	Planning Commission Review	
<ul style="list-style-type: none"> New construction within an existing center or development. Major redevelopment or modifications to existing structures. * <p>* 50% of the development's appraised value as determined by a licensed land appraiser.</p>	Staff Level Review*	Planning Commission Review	
	* Only the new portion of the center/development need comply with the Tier I land use distribution percentages and the development standards.		
<ul style="list-style-type: none"> Minor structural modifications and additions are permitted subject to issuance of the applicable permits from the Building Inspection Division of Public Works. 	Not Applicable	Not Applicable	

TIER I

235-219 STREET NETWORK

An efficiently connected street network that provides shorter walking distances or direct access to support commercial services and transit is paramount to the success of the mixed use development strategy.

- a) All new streets shall be designed and constructed in a manner that fosters this concept (i.e., a grid system that incorporates direct pedestrian access to public transit or adjacent neighborhood support uses (see Attachment "A" for example). All proposed circulation patterns and street designs shall be submitted to the applicable agencies for review and recommendations. Distribution to other agencies shall occur concurrently during the development plan review process (i.e., PAS or PAP).
- b) In newly developing areas block lengths shall be limited to no more than 500 feet, unless direct pedestrian linkages or connections are provided.
- c) In existing urbanized areas, new street or pedestrian connections that reduce walking distances and improve access to support services shall be provided.

235-220 STREETSCAPE

To create an attractive and desirable pedestrian environment along the street (as shown on Attachment "E") the following standards and design amenities shall be employed:

- a) Sidewalk widths shall be no less than 10-feet in areas designated for commercial uses and no less than 6-feet in areas with a residential emphasis.
- b) Sidewalks and other pedestrian corridors shall be illuminated. Illumination/candlepower shall be consistent with the lighting requirements set forth in the Uniform Building Code.
- c) In order to protect pedestrians from the impacts associated with vehicular traffic, improvement plans for **new development** shall include the installation of a 6-foot wide planter between the gutter and the sidewalk.
 - 1) Landscaping within this planter shall consist of a combination of native plantings (including drought tolerant species) and shade trees (i.e., sycamore, London Plane, maple, hackberry,), planted every 30 feet along the sidewalk. See the County's approved tree list.
 - 2) Landscape areas should be designed so as not to encroach within walkways or obstruct vision or hinder security efforts.
 - 3) The employment of the above landscaping requirements may not be practical **in existing urbanized areas**. In such cases, provisions to allow on-street parking shall be provided as a substitute for the landscaped planter.
- d) All outdoor seating areas and kiosks shall be designed in a manner so as not to impede pedestrian movement or cause a visual obstruction for vehicles entering or exiting the site.

235-221 BUILDING PLACEMENT, SCALE, AND DESIGN

In order to create a safe and inviting pedestrian environment, it is paramount that building location and scale are taken into account during the initial stages of site development, redevelopment, and/or intensification. This design approach should apply to both residential and nonresidential land uses located within the confines of a Mixed Use Combining zone. To create and/or maintain a compatible interface (i.e., reducing noise and visual intrusion to the best extent possible) while effectively mixing complementary uses, building layout should adhere to the following principles.

a) Placement:

- 1) Allow buildings to be placed at the edge of the ultimate right-of-way. Proposals that include front or street side yard areas will be limited to no more than 15 feet, and will only be approved if the area is designed to accommodate a public/pedestrian amenity (i.e., outdoor seating, display area, public plaza, or kiosk. (see Attachment "C" for example).

b) Height:

- 1) Building height should relate to the width of the adjoining street width. Height should be at least 30%, but no more than 65% of the street width).
- 2) To provide for a gradual transition in height, especially in those cases of a residential/commercial interface, new buildings, or any portions thereof, constructed at a height greater than four (4) stories shall be set back from all public streets (1) foot for each foot that exceeds 65% of the street width.
- 3) Limit the use or type of windows so as not to cause visual intrusion or privacy problems for the adjacent land uses interior to the site. This design feature/limitation is not intended to apply to building frontages.
- 4) Multi-story building shall include design provisions that would accommodate a mix of uses.

c) Design:

- 1) Incorporate staggered building frontages or other architectural treatments (i.e., awnings or bay windows) to avoid a "tunnel effect".
- 2) For surveillance purposes provide clear window glazing along all public streets. Glazing shall have a coverage of no less than 50% of the linear frontage and shall be evenly distributed.

235-222 PARKING

- a) Parking for existing development: All existing off-street parking areas including planter and internal walkways shall be maintained, and kept free of litter, junk and other debris. Changes of occupancy or requests for approval of tenant improvements plans may require upgrades to the existing parking areas, including additional landscaping and the inclusion of safe and efficient pedestrian access points to major streets and/or adjacent land uses.

- b) Parking for new development: In an effort to create an active and friendly pedestrian environment along streets, the placement of off-street parking within the required front yard is prohibited. Off-street parking for new development shall be provided in one of the following manners, or a combination thereof:
- 1) at the rear of buildings
 - 2) in a centralized location (similar to the parking area located in Old Town Elk Grove).
 - 3) in a reciprocal parking arrangement between adjacent buildings.
 - 4) on-street parking is also encouraged, provided such a proposal is reviewed and approved by the County Transportation Division.
- c) New development located within a 1/2 mile threshold of a LRT stop (walking distance measured to the platform) will be eligible for a reduction in the number of on-site parking spaces. Deviations from the parking standards, as set forth in the Zoning Code, shall be requested in the form of a Special Review of Parking application submitted in conjunction with a development plan review application. **(NOTE: Unless accompanied with a reciprocal parking agreement, including provisions for cross access, Special Review of Parking requests must be heard by the Project Planning Commission. In addition, parking reduction approvals must include a finding that sufficient on-site parking is available so as to ensure that the internal circulation and parking patterns of all adjacent land uses are not impacted).** Parking for uses located more than 1/2 mile from a LRT stop shall be in compliance with, but shall not exceed, the standards set forth in the Zoning Code.

235-223 SIGNAGE

~~All signage shall be in compliance with the Special Sign District standards set forth in the Zoning Code. A seven year amortization period will apply to those signs in non-compliance at the time this ordinance is adopted.~~

TIER II

235-224 LOT LAYOUT

As is the case with the circulation network, residential development and redevelopment patterns play a vital role in helping to reduce our reliance on the automobile. Efficiently designed subdivisions and non-residential developments (i.e., smaller blocks and inclusion of walkways between adjacent uses within the project) can help create neighborhoods that are attractive, pedestrian friendly, and transit supportive. In addition, lots configured in this manner provide a sense of safety and security which, in turn, increases pedestrian usage.

New development proposals within the MU Combining Zone should attempt to incorporate the following design concepts:

- a) Provide a balance of lot sizes to accommodate a variety of housing types, and supportive or complementary non-residential uses.
- b) Orient uses toward streets (see Attachment "B" for example)
- c) Incorporate design measures that provide opportunities for a mixing of uses both vertically and horizontally.
- d) Alternative building layouts such as zero lot line development patterns should also be considered.
- e) Provide lots large enough to accommodate the development of accessory dwelling units. (see Attachment "B-1" for example)

235-225 SITE DESIGN

In order to create an attractive and desirable on-site environment the following design concepts should also be incorporated into the on-site design features when possible.

- a) As cited in the preceding Building Placement, Scale and Design section of this ordinance new construction is limited to a 15-foot setback in the front and side street yards. Front and side street yards, as well as those open areas located interior to the site, should be utilized as public areas and incorporated into the design of all new development and redevelopment plans.
- b) "Public areas" shall consist of a combination of native plantings in concert with brick or concrete pavers and should be made available to local merchants (via lease) for outdoor seating and display areas.
- d) Integrating a wide variety of uses is encouraged. Similar uses generally front each other on the same street with use typically changing mid-block. See Attachment "D"
- e) Buildings with mixed use within one structure are encouraged with the most active uses located on the ground floor and oriented toward the street or transit stop.
- f) Land uses should be oriented in such a manner so as to take advantage of existing and future transit opportunities.

Alternative A
 RANCHO CORDOVA
 APPLICATION OF THE MIXED-USE COMBINING ZONE



-  M-1 and M-2 Zoned Properties
-  Areas Subject to Rezone Initiation
-  Existing LRT Station
-  Future LRT Station
-  Existing Zoning

