

SPECIAL JOINT MEETING CITY COUNCIL & PLANNING COMMISSION

Tuesday, March 25, 2008

5:30 p.m. – Special Meeting

AGENDA



Linda Budge, Mayor

Dan Skoglund, Vice Mayor

Ken Cooley, Council Member

Robert J. McGarvey, Council Member

David Sander, Council Member

Tom Moe, Chair

Ray Savorn, Vice Chair

Therese Burke, Planning Commissioner

Matt Cummings, Planning Commissioner

Ron Johnson, Planning Commissioner

Troy Konarski, Planning Commissioner

Earnest Vance, Planning Commissioner

2007

NOTE: PROPOSED REGULAR CITY COUNCIL MEETING DATES ARE SCHEDULED ON THE 1ST AND 3RD MONDAYS OF EACH MONTH, UNLESS WHEN FALLING ON A HOLIDAY, THE MEETING WILL BE SCHEDULED ON THE FOLLOWING TUESDAY (THESE DATES ARE SHADED GREY AND ARE SUBJECT TO CHANGE). REFER TO HOLIDAY SCHEDULES BELOW.

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NEW YEAR'S DAY (MON, JAN 1)
MARTIN LUTHER KING JR. DAY (MON, JAN 15)
PRESIDENT'S DAY (MON, FEB 19)
MEMORIAL DAY (MON, MAY 28)

2007 HOLIDAY SCHEDULE - CITY HALL CLOSED (SHOWN ITALICIZED)

INDEPENDENCE DAY (WED, JUL 4)
LABOR DAY (MON, SEP 3)
VETERAN'S DAY (MON, NOV 12)
THANKSGIVING DAY (THUR, NOV 22)

DAY AFTER THANKSGIVING (FRI, NOV 23)
CHRISTMAS EVE (MON, DEC 24)
CHRISTMAS DAY (TUE, DEC 25)

2008

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NEW YEAR'S DAY (TUES, JAN 1)
MARTIN LUTHER KING JR. DAY (MON, JAN 21)
PRESIDENT'S DAY (MON, FEB 18)
MEMORIAL DAY (MON, MAY 26)

2008 HOLIDAY SCHEDULE - CITY HALL CLOSED (SHOWN ITALICIZED)

INDEPENDENCE DAY (FRI, JUL 4)
LABOR DAY (MON, SEP 1)
VETERAN'S DAY (TUES, NOV 11)
THANKSGIVING DAY (THUR, NOV 27)

DAY AFTER THANKSGIVING (FRI, NOV 28)
CHRISTMAS EVE (WED, DEC 24)
CHRISTMAS DAY (THURS, DEC 25)

2009

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DECEMBER																				

NEW YEAR'S DAY (THURS, JAN 1)
MARTIN LUTHER KING JR. DAY (MON, JAN 19)
PRESIDENT'S DAY (MON, FEB 16)
MEMORIAL DAY (MON, MAY 25)

2009 PROPOSED HOLIDAY SCHEDULE - CITY HALL CLOSED (SHOWN ITALICIZED)

INDEPENDENCE DAY (FRI, JUL 3 [OBSERVED?])
LABOR DAY (MON, SEP 7)
VETERAN'S DAY (WED, NOV 11)
THANKSGIVING DAY (THUR, NOV 26)

DAY AFTER THANKSGIVING (FRI, NOV 27)
CHRISTMAS EVE (THURS, DEC 24)
CHRISTMAS DAY (FRI, DEC 25)



**SPECIAL JOINT MEETING
CITY COUNCIL & PLANNING COMMISSION**

**City Hall
American River Community Room - North
2729 Prospect Park Drive, Rancho Cordova**

Tuesday, March, 25, 2008

5:30 p.m. - Work Session

AGENDA

1. WORK SESSION – CALL TO ORDER / ROLL CALL

Council Members Cooley, McGarvey, Sander, Skoglund, and Mayor Budge
Planning Commissioners Burke, Cummings, Johnson, Konarski, Vance, Savorn & Chair
Moe

2. WORK SESSION ITEMS

2.1 **Subject:** Community Enhancements for Caltrans Highway 50 Bus/Carpool Project.

Recommendation: That Council Members and Planning Commissioners:

- a) Provide direction for programming approximately \$7.8 million in landscaping, architectural and aesthetic roadside improvements that will be implemented as part of the Caltrans Highway 50 Bus/Carpool project; and
- b) Authorize the Department of Public Works to finalize the programming of Community Enhancement Funds with the California Department of Transportation.

Result of Recommended Action: The California Department of Transportation will proceed with design plans for the project with the goal of implementing the community enhancement recommendations as part of the project. CalTrans will be able to meet the tight project development time-line that initiates construction in 2010 with completion in 2012.

Staff Report: Cyrus Abhar, Public Works Department

Advances Goals: 1, 2, 5, 6 and 8

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Rancho Cordova City Hall.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

2.2 **Subject:** Discussion of Special Topics Related to the Draft Zoning Code.

Recommendation: That Council Members and Planning Commissioners:

- a) Review and discuss special topics related to the Draft Zoning Code; such as, additional entitlements to consider:
 1. Executive housing strategies;
 2. Design review options for large single family homes in established neighborhoods;
 3. Options for rezoning property; and
 4. Form-based provisions.
- b) Provide comments and direction to staff on key policy questions to facilitate the completion of a public Draft Zoning Code document.

Result of Recommended Action: Council and Planning Commission comments will allow staff to finalize the public version of the Draft Zoning Code. Council and Planning Commission comments and direction will be solicited, but no formal action is requested or anticipated.

Staff Report: Jeffrey Beiswenger, Planning Department

Advances Goals: 1, 2, 4, 5, 6, 7, 8 and 9

3. PUBLIC COMMENT

At a work session or special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any unagendized item.

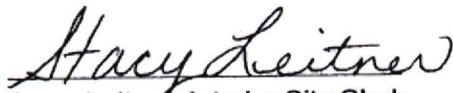
4. ADJOURNMENT

CERTIFICATION OF AGENDA POSTING

City Clerk's Certificate of Posting of Agenda

I, Stacy Leitner, Interim City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the March 28, 2008 Special Joint Meeting of the Rancho Cordova City Council and Planning Commission was posted on March 20, 2008 at the office of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 20th day of March 2008 at Rancho Cordova, California.


Stacy Leitner, Interim City Clerk

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MEMORANDUM



DATE: March 25, 2008
TO: Honorable Mayor and Council Members
FROM: Cyrus Abhar, Public Works Director
SUBJECT: **COMMUNITY ENHANCEMENTS FOR CALTRANS HIGHWAY 50
BUS/CARPOOL PROJECT**

RECOMMENDATION

Provide direction for programming approximately \$7.8 million in landscaping, architectural and aesthetic roadside improvements that will be implemented as part of the Caltrans Highway 50 Bus/Carpool Project. Authorize the Department of Public Works to finalize the programming of Community Enhancement Funds with the California Department of Transportation.

RESULT OF RECOMMENDED ACTION

The California Department of Transportation will proceed with design plans for the project with the goal of implementing the community enhancement recommendations as part of the project. Caltrans will be able to meet the tight project development timeline that initiates construction in 2010 with completion in 2012.

BACKGROUND

This is a second workshop in a series of meetings that is intended to program Community Enhancement Funds associated with the California Department of Transportation's US 50 Bus/Carpool Lane project.

As a reminder, Caltrans is building High Occupancy Vehicle (HOV) lanes between Sunrise Boulevard and Watt Avenue. This work will require widening of the highway on each side throughout the City, including widening of the highway bridge structure over Folsom Boulevard next to Kinney High School. In order to modernize the facility, Caltrans is required to complete sound walls adjacent to residential areas and is required to construct a new pedestrian overcrossing at White Rock Park. Caltrans is also providing programming opportunities to the City of Rancho Cordova to enhance the look of the corridor in the amount of \$7.8 million.

The intent of this workshop is to discuss the programming of the Community Enhancement Funds. Public Works will be recommending landscaping concepts, ideas for architectural enhancements to structural elements such as sound walls and retaining walls and will propose architectural features for the White Rock Park pedestrian overcrossing.

Caltrans is functioning under a very constrained timeline due to a sunset clause associated with approximately \$80 million in Corridor Mobility Improvement Account (CMIA) funds that will not be available after 2012. In order to stay on track, Caltrans must complete the design this September which requires decisions on architectural features that impact structural design in the "very short" term. Other elements of design such as landscaping details at interchanges can be finalized at a later date.

Public Works will present a program recommendation for the Community Enhancement Funds and will request authority to finalize the programming agreement with Caltrans. Progress on the agreement would be provided to the Council on a continuing basis.

The following programming approach will be detailed at the workshop. Public Works staff and Caltrans staff will also provide a clarification on decision elements that need immediate resolution and other elements that can be finalized at a later date.

Enhancements

Cost

White Rock Park Pedestrian and Bicycle Overcrossing	Approx. \$2.0 million
Landscape ½ Bradshaw Rd. and landscape entire Zinfandel Interchange and landscaping in some areas between interchanges (by Caltrans)	Approx. \$4.0 million
Architectural treatments at Highway 50 bridge structure over Folsom Boulevard next to Kinney High School, sound walls and retaining walls	Approx. \$1.8 million

MEMORANDUM

DATE: March 25, 2008

TO: Honorable Mayor and Council Members
Planning Commission Members

FROM: Pam Johns, Special Projects Manager
Jeffrey S. Beiswenger, Senior Planner

SUBJECT: ZONING CODE UPDATE PROJECT - Topics of Specific Interest



RECOMMENDATION

Review and discuss topics of specific interest related to the draft Zoning Code, including: new planning entitlements; proposed design controls for large homes in established neighborhoods; executive housing strategies; and sign regulations. Provide comments and direction to staff on some key policy questions and document contents.

RESULT OF RECOMMENDED ACTION

Council and Commission comments will allow staff to finalize work on these special topics and help complete the public draft version of the Zoning Code. Council and Commission comments and direction will be solicited, but no formal action is requested or anticipated.

BACKGROUND

This is the fourth Joint Work Session (JWS) with the Rancho Cordova City Council and Planning Commission to discuss articles and chapters of the new Zoning Code. Previous Joint Work Sessions have focused on the following topics:

October 15, 2007

Article 1	Purpose and Authority
Article 2	Procedures
Article 3	Entitlements

November 27, 2007

Article 4	Zoning Districts, Allowable Uses, and Development Standards
Article 5	Form Based Zoning Regulations

January 22, 2008

Article 6	Site Planning and Development Standards
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February 26, 2008

Article 5	Form Based Zoning Regulations
Article 7	Special Use Regulations
Article 8	Special Housing Standards and Development Incentives

Today's JWS focuses on special topics, which are follow-up items from these previous work sessions. This is intended to be the final JWS prior to the preparation of the public hearing draft of the zoning code, but the Planning Commission and City Council may wish to hold one more JWS to cover any remaining items in April and to discuss the results from a Peer Review of the zoning code.

Topics of Specific Interest

The following topics of discussion for tonight's meeting were identified at one or more previous Joint Work Sessions as requiring additional research and consideration.

1. Updated entitlement list. The October 2007 JWS focused on entitlements that would be available in the new code. Additional entitlements may be needed to add some flexibility into the code (e.g. adjustments).
2. Reducing impact of large homes in established neighborhoods. The construction of extremely large homes or large additions to existing homes can be disruptive to the existing character of neighborhoods.
3. Executive housing strategies. The Zoning Code may have a role in the City's strategy for encouraging executive housing within Rancho Cordova. Options will be discussed.
4. Form-based Provisions. Additional direction is requested to help with edits to Article 5 – Form-based Zoning.
5. Fences. Staff is requesting additional direction related to the appropriate placement of fences.
6. Weekend Directional Subdivision Signs. The current zoning code does not include special provisions. Staff is requesting direction regarding incorporating new provisions into the code.
7. Commercial Signage Issues. Staff is requesting additional information related to sign height, sign corridors and non-conforming signs.

ANALYSIS

Updated Entitlement List

The following table identifies the full list of entitlements available in the new code. This list was discussed at the October Joint Work Session, with the desire expressed by City Council to consider additional entitlements that would add flexibility for unique circumstances. The table identifies whether or not the entitlement or procedure is a carry-over from the existing code or a new entitlement. Some items listed are "new" entitlements, but are not new procedures. For example, Zoning Certification is a current process that the new code is recognizing by the inclusion as a listed entitlement. This will add clarity and "transparency" to the process.

The abbreviations on the following table are defined as follows:

- R = Recommending body
- F = Final Decision
- A = Appeal Authority
- C = Call-up Authority

Entitlement	Review Level (see Art. 2)	Approval Authority			Existing / New
		Director	Planning Commission	City Council	
Zoning Certification	1	F			Existing
Temporary Use Permit	1	F			Existing
Sign Permit	1	F			Existing
Uniform Sign Program	3	R	F	A/C	New
Similar Use Determination	2	F	A	A/C	New
Adjustments	2	F	A	A/C	New
Limited Use Permit	2	F	A	A/C	New
Special Review of Parking	2	F	A	A/C	Existing
Conditional Use Permit	3	R	F	A/C	Existing
Variance (minor)	2	F	A	A/C	New
Variance (major)	3	R	F	A/C	Existing
Design Review (residential)	3	R	F	A/C	Existing
Design Review (non-residential)	4	R	R	F	Existing
Condominium Conversion Permit	4	R	R	F	New
Special Planning Areas	4	R	R	F	Existing
Zoning Amendments	4	R	R	F	Existing
Specific Plans	4	R	R	F	Existing
General Plan Amendments	4	R	R	F	Existing
Development Agreements	4	R	R	F	Existing

As a follow-up from the October JWS, the following entitlements increase flexibility available in the new code for unique projects or as a way to allow all deviations when a standard inadvertently prevents the application of an architectural or site plan element that would result in a more desirable project:

- **Adjustments.** This is a replacement of the Special Development Permit that is now available in the existing code. The adjustment is more narrowly defined and allows up to a 20 percent deviation to setbacks, lot coverage, landscape requirements, vehicular access and circulation requirements, parking and loading requirements.
- **Variance (minor).** A minor variance may be used in order to protect natural features that would otherwise be removed in the process of site development. For example, a tree that would need to be removed to accommodate a wide driveway. The minor variance would allow a narrowed driveway that is less than the code requirement in order to save the tree. This is different than a major variance that is only available to unique property circumstance where the development of a property is severely restricted (e.g. unusual lot shape, steep hillside, etc.) resulting in a significant property hardship.
- **Design Review.** Flexibility has been added to the code when a project is subject to the design review process. Deviations from site planning and architectural requirements will be permitted if it can be demonstrated through design review that the deviations will result in a higher quality project.

Policy Discussion

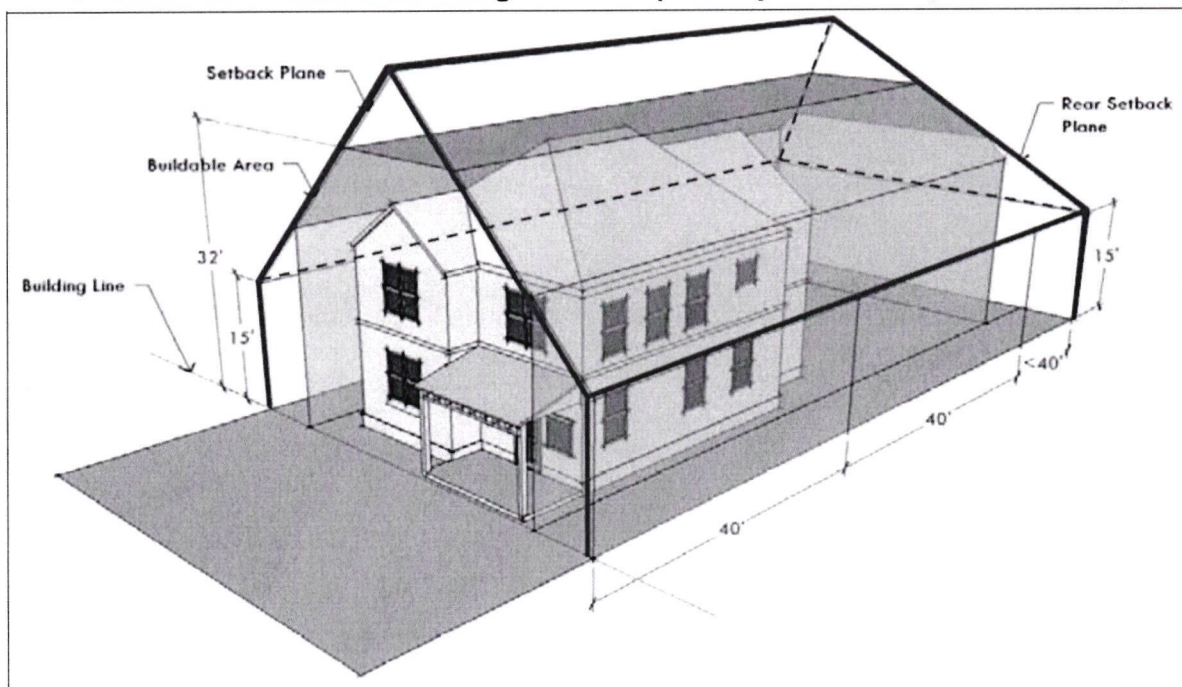
- *Do the new entitlements provide the flexibility desired by the City to allow quality projects?*
- *Council Call-ups do not currently have an identified funding mechanism. Should the call-ups be a General Fund expense? Cost recovery (resulting in additional deposit or fee amounts for entitlement applications)?*

Reducing Impact of Large Homes in Established Neighborhoods

Standards could be included in the zoning code to address scale/character impacts of large homes (referred to as “McMansions”) in established single family neighborhoods. Several jurisdictions have implemented ordinances or standards to deal with this issue. Any ordinance aimed at curtailing the construction of single family homes is controversial. The City of Sacramento and the City of Austin, Texas each spent several years trying to enact their ordinances. The following options may be considered:

1. Status Quo - Building permit for residential additions if development standards are met.
2. Require an administrative level design review for additions that exceed a certain threshold such as adding more than 50% floor area, or adding a second story.
3. Any residential addition would require Design Review approval.
4. Enact a Residential Compatibility ordinance (see Figure 1 below). Attached as Attachment 1 are the ordinances from the City of Austin that contain specific regulations for new homes and residential additions. The City could also designate areas of the City that the ordinance would affect/protect.

Figure 1
Selection from Residential Design and Compatibility Standards (Austin, Texas)



For options 2 and 3, the Design Guidelines document would need to be amended to have guidelines specific to residential additions. Planning staff would recommend option 2, which triggers design review after a certain threshold is reached. This option would be appropriate for Rancho Cordova since there are not currently pervasive issues with "McMansions." While this option provides some protection for existing neighborhoods, it will not significantly restrict investment and improvements in existing neighborhoods.

Policy Discussion

- *Does the City want to consider one of the above approaches? Should the "envelop" approach be considered? Should an administrative design review process be required for large additions?*

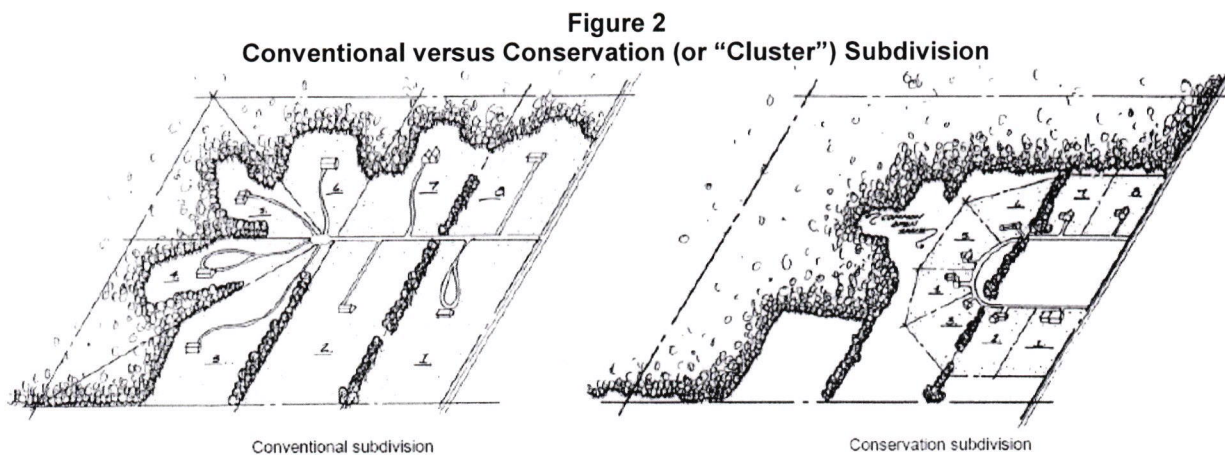
Executive Housing Options

At the November 2007 JWS, staff was directed to research executive housing options that could be integrated into the Zoning Code. Sam Miller, a representative from the BIA, provided some critical input into this effort. The following are elements of executive housing:

- **Exclusivity.** This takes a number of different forms, including: a unique physical environment (e.g. golf course community or access to extensive open space network); relative isolation; and security measures (walled, gated and/or private security patrols).
- **Highest educational achievement.** Schools must rank in the top 10% in the region to be desirable to executives. This is outside the control of zoning techniques, but may be the most significant factor in the success of executive housing.
- **Proximity to natural resources.** Large lot zoning (5 acres minimum) can provide private open space (e.g. landscaped gardens, vineyards) important to some executive housing. Another zoning technique that is used nationally is the Conservation Subdivision. These subdivisions cluster homes on relatively small lots (1/4 acre or less) but each housing cluster is surrounded by open space (woodlands, wetlands, riparian areas, hillsides, etc.). The open space network in Conservation Subdivisions is typically public/quasi-public, but the adjacency of the home to the open space provides the amenity.
- **Neighborhood amenities.** High open space ratios, well designed parks, a high level of landscaping, decorative entry gates, stone walls, water elements and sculptural elements are all characteristics of executive housing. All of these can serve as visual elements that can identify the neighborhood as a special place.
- **Distinctive architecture.** The size of the home is not necessarily the key factor, even though some executive homes can be quite large. The quality of the architecture and the use of materials are significant factors. "Breaking down the box" and the use of authentic architectural styles to create quality architecture are important. Individual lots can be sold for unique designs on each parcel from a different designer/architect. The use of all natural materials is another approach. The City of Leawood, Kansas, for example, requires that homes be constructed with all natural materials.
- **Community context.** Limits on nearby non-residential uses (e.g. kennels, certain agriculture uses) can detract from the desirability for executive housing. Therefore, large lot zoning by itself will not necessarily result in executive housing unless coupled with land use restrictions.

Staff recommends the following approach to facilitate the creation of executive housing:

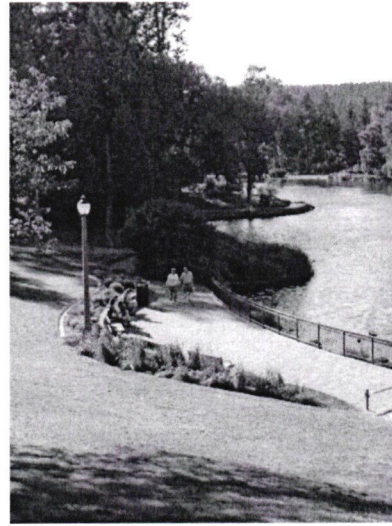
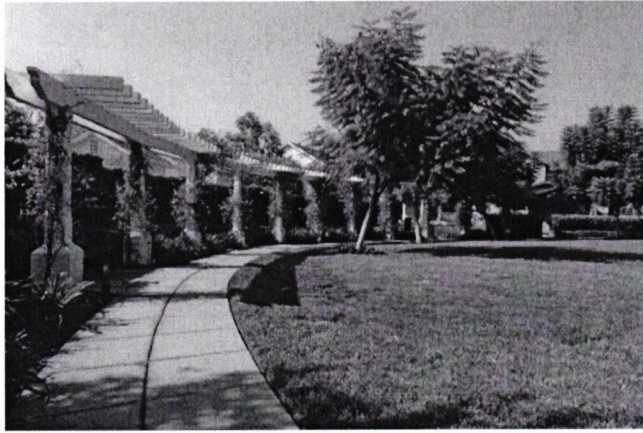
- Provide large lot “estate zoning” with restrictive land use controls. While not the only way to provide executive housing, large lots do play a role. The use table will be amended to restrict certain types of commercial enterprises within the Estate Residential Zone (e.g. kennels);
- Provide zoning flexibility. A variety of zoning districts can accommodate executive housing, since large lot sizes are important but not the only mechanism to create executive housing. Flexibility is important to allow for residential lots to be created with proximity to open space resources (golf courses, open space networks). The zoning code will provide mechanisms to create natural resource or “cluster” subdivisions which allow tight groupings of homes surrounded by open space.



Source: Professor Brian W. Olm, University of Wisconsin-Madison, December 2000

- Open space performance standards. Applying the City's open space performance standards will create amenities for executive housing. Without a significant and well connected network in place, the amenity will not be available for anyone – including executives.

Figure 3
Community Open Space Network



- **Role of Specific Plans.** The primary role of the zoning code in the executive housing strategy is to provide available zoning districts, but it is difficult to mandate executive housing within the confines of zoning regulations. Specific plans can specify areas for executive housing with the appropriate zoning, lot sizes, open space performance standards, design controls, use of building materials, etc.

Policy Discussion

- *Changes to the current draft of the zoning code will include: additional land use restrictions in the Estate Residential zone; provisions to allow for cluster subdivisions; standards that require integration of the City's open space network; and additional requirements for Specific Plans that require executive housing. Is this approach acceptable?*

Form-based Provisions

Staff is in the process of responding to comments raised during the February 26, 2008 JWS. The feedback received at this JWS will provide staff with direction to complete a fully revised version of Article 5. One chapter of the revised form based code for Village Centers has been attached as Attachment 2 to represent the new approach introduced at the February 26 JWS.

Chapter 5.1 – Overview and Relationship to Other Zoning Provisions

Article 5 provides regulations for the three form based districts (Village Center Zone, Local Town Center Zone, and Regional Town Center Zone), but does not function as a comprehensive “one stop” destination for zoning provisions applying within the zones. The new code is intended to be streamlined and avoid duplicate provisions, and thereby cross references to other relevant provisions are provided throughout. Section 5.1.050 briefly summarizes the regulations found elsewhere in the Code and how they apply within the form based zones. These include the following items:

- Article 2 – Procedures. Article 5 does not create any special procedures for development within form based districts. Compliance with form based provisions will be determined within the regulatory framework established in Article 2.
- Article 3 – Entitlements. A project within one of the form-based districts will require the approval of one or more entitlements, such as design review, tentative map or conditional use permit. Compliance with form based provisions will be analyzed during the entitlement review process.
- Article 4 – Zoning District, Allowable Uses and Development Standards. This article identifies the allowable land uses within each form-based district. Many of the provisions related to land uses for form based districts are not provided in Article 4 and are instead provided in Article 5 due to the special nature of the districts.
- Article 6 – Development Standards. The form based chapter will not contain all development standards needed for every development scenario or for all site elements. For example, standards for signs, landscaping, lighting and other site elements are provided in Article 6.
- Article 7 – Special Use Provisions. Certain special uses that are proposed within a form based district will be regulated by this Article of the zoning code. Where conflicts exist, the form based provision shall supersede.

Chapter 5.2 – The Regulating Plan

Staff seeks clarification on the following issues pertaining to Section 5.2.040 – Form Based Zoning Street Typologies:

- The section currently includes a development standards table and a cross section drawing for the new street typologies proposed for use in the form based zones. Existing City approved street typologies only include special textual standards that describe how the street should be constructed within the form based zones. Staff requests direction on whether all street typologies permitted within the form based zones should include a development standards table and a cross section drawing.
- Concerns were raised over the inclusion of a landscaping strip in several of the typologies. The strip must measure at least four feet wide and occupy the area between the street and sidewalk. It is envisioned that this feature would be used in the residential areas to further buffer automobile traffic from pedestrians walking along sidewalks. Staff requests clarification on whether such a strip should be permitted and if so, what kinds of landscaping may be grown within the strip (i.e. grass, shrubs, etc.).

Figure 4
Landscaping between sidewalk and street (Sacramento)



Figure 5
Urban Sidewalk with Planters/Tree Wells



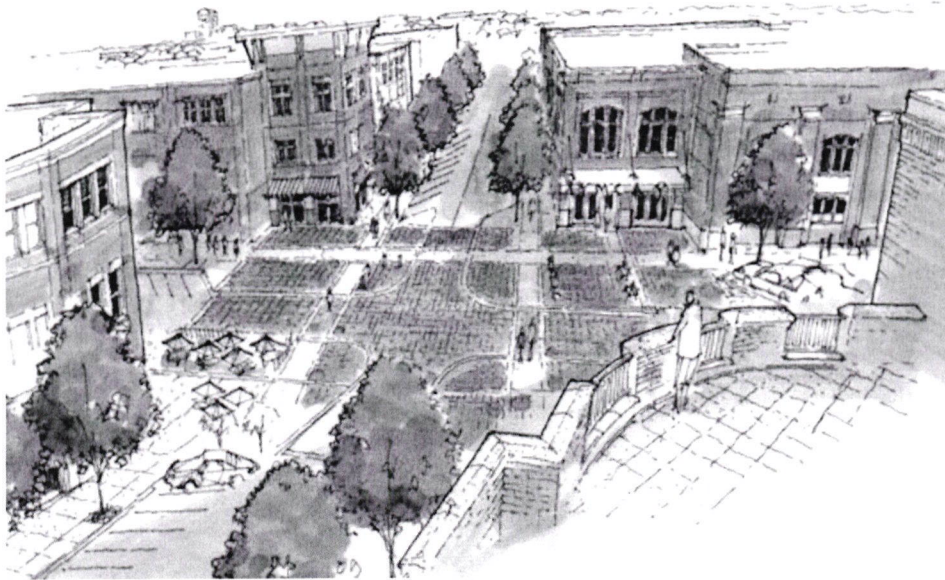
- The Main Street typology permits the inclusion of shade trees and landscaping intermittently between parking spaces. This provision is intended to increase shade coverage along streets lined by diagonal parking. Staff requests clarification on whether this provision should be included.

Figure 6
Trees adjacent to diagonal on-street parking (Chula Vista)



- It was suggested that the section permit the placement of a plaza within an intersection that includes at least one arterial street. Arterials are by design high capacity, high speed roadways, so this configuration may create conflicts between pedestrians and motorists. As an alternative, staff believes that such a design would better function on a lower speed roadway within a commercial area (i.e. Main Street, Non-Residential Collector Street, Non-Residential Local Street, and Paseo) where traffic calming features are in place. Staff requests clarification on whether a plaza may be permitted within an intersection and where the inclusion of such a space is appropriate.

Figure 7
Plaza within Street Intersection



Chapter 5.3 – Village Center Standards

Staff has revised the chapter to reflect changes discussed during the February Joint Work Session. Per the feedback received during the March 25 meeting, staff will further refine this chapter and apply the same approach to completing Chapters 5.4 and 5.5 (Local Town Center and Regional Town Center Standards). The revisions are as follows:

- The zone's development standards' tables and diagrams have been configured to fit within a single two-page layout. This reconfiguration is intended to improve the collective understanding of the standards and graphics.
- The example center concept introduced during the Joint Work Session has been included in the chapter. This includes three ranked examples – acceptable, enhanced and high merit. Per direction received during the meeting, annotations describing significant development characteristics have been added to the diagrams.

Policy Discussion

- *Does the new language for Chapter 5.1 provide enough information to help applicants navigate the code for property within form-based districts?*
- *Should details on all street typologies be included in the development standards table (making the list longer) or just the street types unique to form-based district?*
- *Concerns were raised over the inclusion of a landscaping strip in several of the typologies. The strip must measure at least four feet wide and occupy the area between the street and sidewalk. It is envisioned that this feature would be used in the residential areas to further buffer automobile traffic from pedestrians walking along sidewalks. Staff requests clarification on when this strip should be required and what kinds of landscaping may be grown within the strip (i.e. grass, shrubs, etc.).*

- *The Main Street typology permits the inclusion of shade trees and landscaping intermittently between parking spaces. This provision is intended to increase shade coverage along streets lined by diagonal parking. Staff requests clarification on whether this provision should be included.*
- *It was suggested that the section permit the placement of a landscaped plaza within intersections. Staff believes that such a design would function on a lower speed roadway within a commercial area (i.e. Main Street, Non-Residential Collector Street, Non-Residential Local Street, and Paseo) where traffic calming features are in place. Staff requests clarification on whether a landscaped plaza may be permitted within an intersection and where the inclusion of such a space is appropriate.*

Residential Fences

Staff is requesting additional information regarding the regulations related to residential fences in terms of placement and height. The proposed new code has the following characteristics:

- Fence height is limited to 3'-0" in the front yard and street side yard.
- The placement of fences is not regulated – allowing the fence to be placed at the property line at the back of the street sidewalk.

Fence Height

The proposed new code establishes a maximum residential fence height of 6'-0" with a 3'-0" maximum in the front yard. At the January 22 JWS, it was suggested that an option to increase the 3'-0" fence height should be offered if certain criteria is met. If this is the desire of the City, staff recommends that the front yard height could be increased to 5'-0" with the issuance of a Limited Use Permit that could be issued administratively. The criteria would include:

- Open fencing (e.g. rod-iron) for the entire height or at least the portion above 3'-0".
- No obstructions of the view triangle from driveways, alleys or street corners.

Fence Placement

At the January 22 JWS, the placement of residential fences a few feet from the back of sidewalk was discussed as a possible requirement. With this approach the fence would be placed two to three feet back from the sidewalk to allow for the installation of landscaping and to avoid fences close to the sidewalk "pushing" pedestrians towards the street. The disadvantages with this approach include: reducing private yard space and creating an area on the "other side of the fence" that is difficult to maintain or mow.

Policy Discussion

- *Should the City allow fences taller than 3'-0" that meet certain criteria with the issuance of an administrative permit?*
- *Should the City require that fences be placed a minimum of two feet back from the sidewalks to allow for landscaping to be installed?*

Weekend Directional Subdivision Signs

The existing Rancho Cordova Zoning Code does not include any special regulations for subdivision signage. Weekend directional (stake) signs are not listed as a permitted type of sign and are therefore prohibited under the existing code. As part of the current Zoning Code

update, staff proposed a joint use subdivision kiosk sign program for off-site temporary subdivision real estate advertising and recommended that weekend directional signs be prohibited. The Planning Commission and City Council discussed the issues at a Joint Workshop and expressed interest in allowing weekend directional signs with limitations. The temporary sign program (Attachment 3) includes the limitations that staff would recommend should the decision makers support the provision of this type of temporary real estate sign.

Policy Discussion

- *Should the City adopt a weekend directional sign program similar to the one attached? Any revisions or additions?*

Commercial Signage Issues – Policy Questions

Certain policy issues related to signs are unresolved, including:

- *Should a Citywide maximum sign height (of fifteen feet, for example) be established?*
- *Should the City keep the Special Sign Corridor along both Highway 50 and Sunrise Boulevard?*
- *Should the City keep the 5 year limit on non-conforming signs? The proposed code would eliminate the limit and only require the removal when new development or sign replacement is proposed.*

Issue Summary

A summary has been compiled of all issues that will be addressed by revisions to the current draft of the new zoning code and have been identified as significant by the Planning Commission and City Council (see Attachment 4). Staff encourages the thorough review of this list by Joint Work Session participants to ensure that we have captured all significant issues. Revisions will be incorporated into the next version of the proposed zoning code.

Next Steps

Bus Tour

At the last JWS, a bus tour was suggested as a way to focus on needed zoning code provisions. This will be scheduled within the month and identify specific issues within the community and determine whether or not zoning can be used to help address those issues.

Peer Review Process

A full draft of the Zoning Code will be reviewed by a third party zoning code consultant prior to the preparation of the Public Draft. This will provide an outsider's perspective on the code and help correct structural or legal deficiencies and to ensure that the code is implementing the Smart Growth principles of the General Plan. Firms have been contacted and will be submitting proposals within the next couple of weeks.

Preparation of Public Draft Zoning Code

The code will be revised based on input from the following sources:

- City staff (focus on technical issues);
- Stake-holder groups (e.g. BIA, SMAQMD, SABA, Walk Sacramento, etc.) are providing comments on specific issues of interest;

- City Council and Planning Commission (focus on policy issues). All items identified on the Issue Summary (Attachment 4) will be addressed by the updated draft; and
- Peer Review Analysis (focus on effective implementation techniques).

All code chapters will be revised based on input received. In some cases revisions will not be feasible as recommended, recommendations may conflict with the General Plan or alternative methods may be available to address the underlying issue. In these instances, Planning Staff will identify the approach taken and bring these to the attention of decision-makers during the code adoption process.

SUMMARY

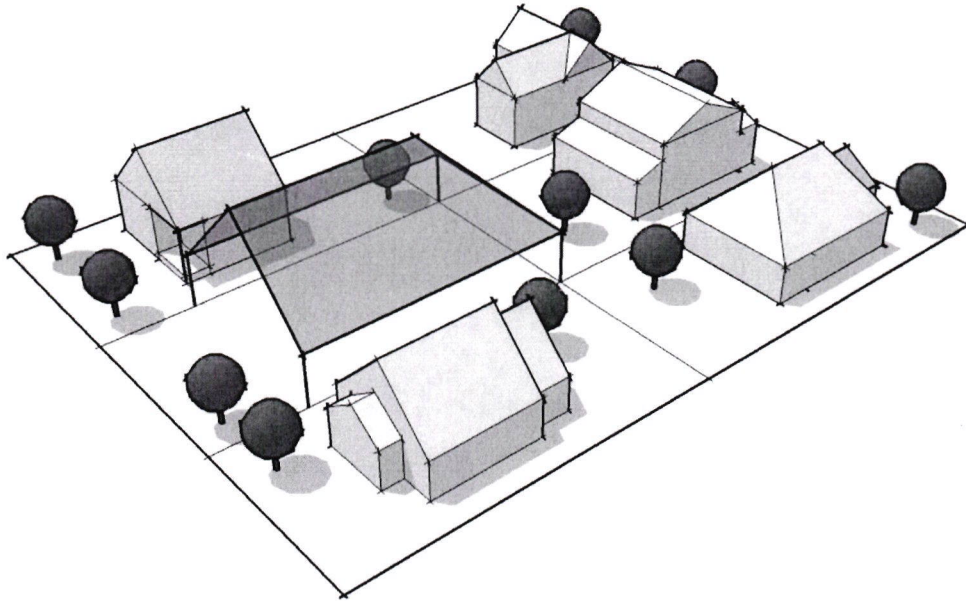
Staff will complete revisions to all zoning code articles based on input received in preparation for public hearings.

ATTACHMENTS

1. Residential Design and Compatibility Standards, Austin, Texas
2. Selections from revised Article 5 - Street Typologies
3. Selections from revised Article 5 – Chapter 5.3 Village Center Zone Standards
4. Weekend Directional Signage Program
5. Zoning Code Update - Issue Summary

SUBCHAPTER F: RESIDENTIAL DESIGN AND COMPATIBILITY STANDARDS

Austin, Texas



**APPROVED BY THE CITY COUNCIL
ON SEPTEMBER 28, 2006**

**BASED ON THE JUNE 22, 2006
CITY COUNCIL ORDINANCE AND
SUBSEQUENT AMENDMENTS**

SUBCHAPTER F: RESIDENTIAL DESIGN AND COMPATIBILITY STANDARDS

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ARTICLE 1: GENERAL PROVISIONS

1.1. INTENT

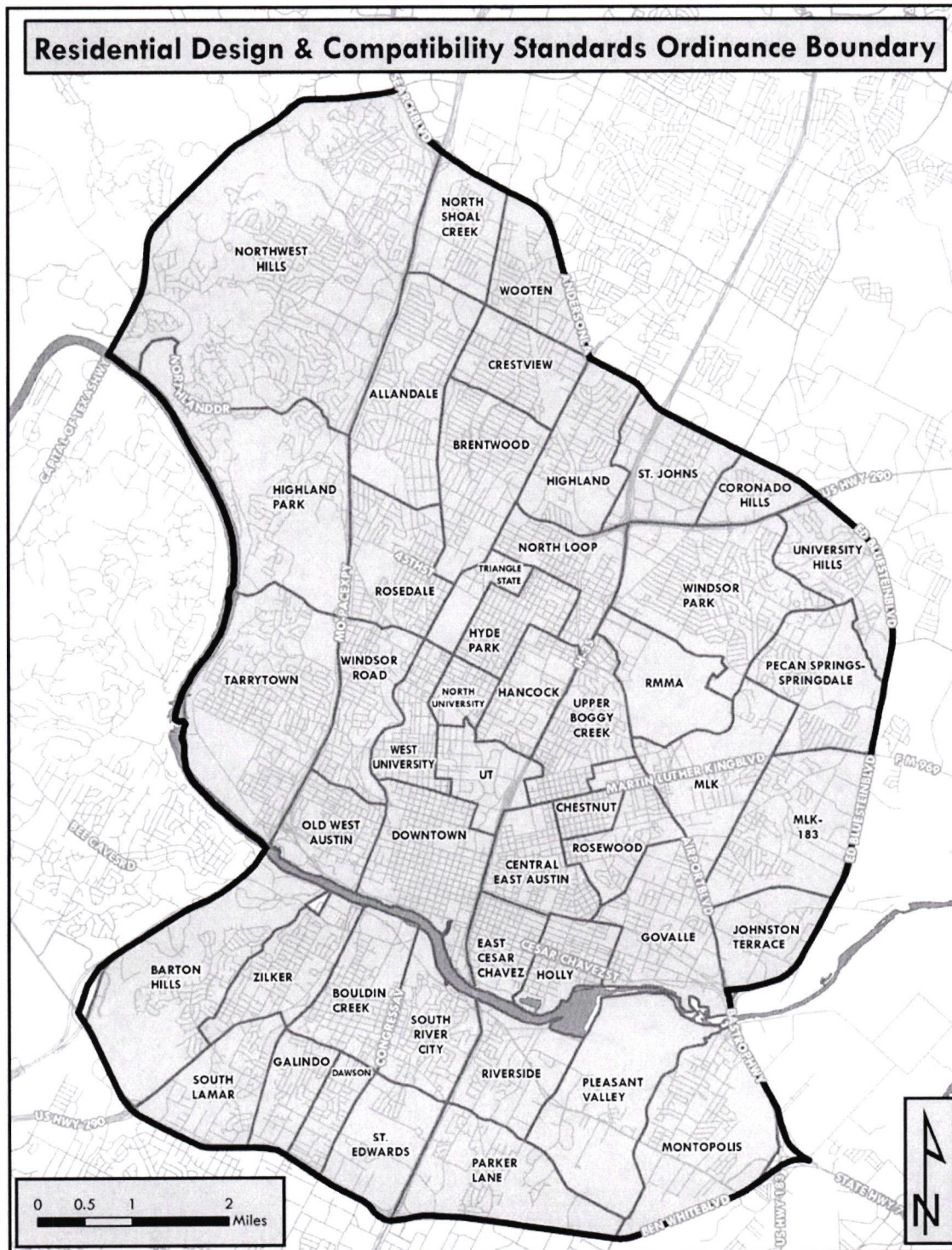
This Subchapter is intended to minimize the impact of new construction, remodeling, and additions to existing buildings on surrounding properties in residential neighborhoods by defining an acceptable buildable area for each lot within which new development may occur. The standards are designed to protect the character of Austin's older neighborhoods by ensuring that new construction and additions are compatible in scale and bulk with existing neighborhoods.

1.2. APPLICABILITY

Except as provided in Section 1.3, this Subchapter applies to property that is:

1.2.1. Within the area bounded by:

- A. Highway 183 from Loop 360 to Ben White Boulevard;
- B. Ben White Boulevard from Highway 183 to Loop 360;
- C. Loop 360 from Ben White Boulevard to Loop 1;
- D. Loop 1 from Loop 360 to the Colorado River;
- E. The Colorado River from Loop 1 to Loop 360; and
- F. Loop 360 from the Colorado River to Highway 183; and



1.2.2. Used for a:

- A. Bed and breakfast (group 1) residential use;
- B. Bed and breakfast (group 2) residential use;
- C. Cottage special use;
- D. Duplex residential use;
- E. Secondary apartment special use;
- F. Single-family attached residential use;
- G. Single-family residential use;
- H. Small lot single-family residential use;
- I. Two-family residential use; or
- J. Urban home special use.

1.3. EXCEPTIONS

- 1.3.1. This Subchapter does not apply to a lot zoned as a single-family residence small lot (SF-4A) district unless the lot is adjacent to property zoned as a single-family residence standard lot (SF-2) district or family residence (SF-3) district.
- 1.3.2. This Subchapter does not apply to the approximately 698.7 acres of land known as the Mueller Planned Unit Development, which was zoned as a planned unit development (PUD) district by Ordinance Number 040826-61.
- 1.3.3. The side wall articulation requirement does not apply to new construction that is less than 2,000 square feet in gross floor area and that is less than 32 feet in height.

1.4. CONFLICTING PROVISIONS

- 1.4.1. To the extent of conflict, this Subchapter supersedes:
 - A. Section 25-2-492 (Site Development Regulations);
 - B. Section 25-2-555 (Family Residence (SF-3) District Regulations);
 - C. Section 25-2-773 (Duplex Residential Use);
 - D. Section 25-2-774 (Two-Family Residential Use);
 - E. Section 25-2-778 (Front Yard Setback for Certain Residential Uses);

F. Section 25-2-779 (Small Lot Single-Family Residential Uses); and

G. Section 25-4-232 (Small Lot Subdivisions).

1.4.2. To the extent of conflict, the following provisions supersede this Subchapter:

A. Section 25-2-1424 (Urban Home Regulations);

B. Section 25-2-1444 (Cottage Regulations);

C. Section 25-2-1463 (Secondary Apartment Regulations); or

D. The provisions of an ordinance designating property as a:

- 1.** Neighborhood plan (NP) combining district;
- 2.** Neighborhood conservation (NC) combining district; or
- 3.** Historic area (HD) combining district.

ARTICLE 2: DEVELOPMENT STANDARDS

2.1. MAXIMUM DEVELOPMENT PERMITTED

The maximum amount of development permitted on a property subject to this Subchapter is limited to the greater of 0.4 to 1.0 floor-to-area ratio or 2,300 square feet of gross floor area, as defined in Section 3.3. Floor-to-area ratio shall be measured using gross floor area as defined in Section 3.3.

2.2. BUILDING HEIGHT

Except where these regulations are superseded, the maximum building height for development subject to this Subchapter is 32 feet. Section 25-2-531 (*Height Limit Exceptions*) does not apply to development subject to this Subchapter, except for a chimney, vent, antenna, or energy conservation or production equipment or feature not designed for occupancy. Building height shall be measured under the requirements defined in Section 3.4.

2.3. FRONT YARD SETBACK

A. Minimum Setback Required

The minimum front yard setback required for development subject to this Subchapter is the lesser of:

1. The minimum front yard setback prescribed by the other provisions of this Code; or
2. The average front yard setback, if an average may be determined as provided in subsection B. below.

B. Average Front Yard Setback

1. An average front yard setback is determined based on the setbacks of each principal residential structure that is built within 50 feet of its front lot line.
2. Except as provided in paragraph 3., the four structures that are closest to the subject property on the same side of the block shall be used in the calculation of average front yard setback. If there are less than four structures on the same side of the block, the lesser number of structures is used in the calculation.
3. If there are no structures on the same side of the block, the four structures that are closest to the subject property and across the street are used in the calculation. If there are less than four structures across the street, the lesser number is used in the calculation. See Figure 1.

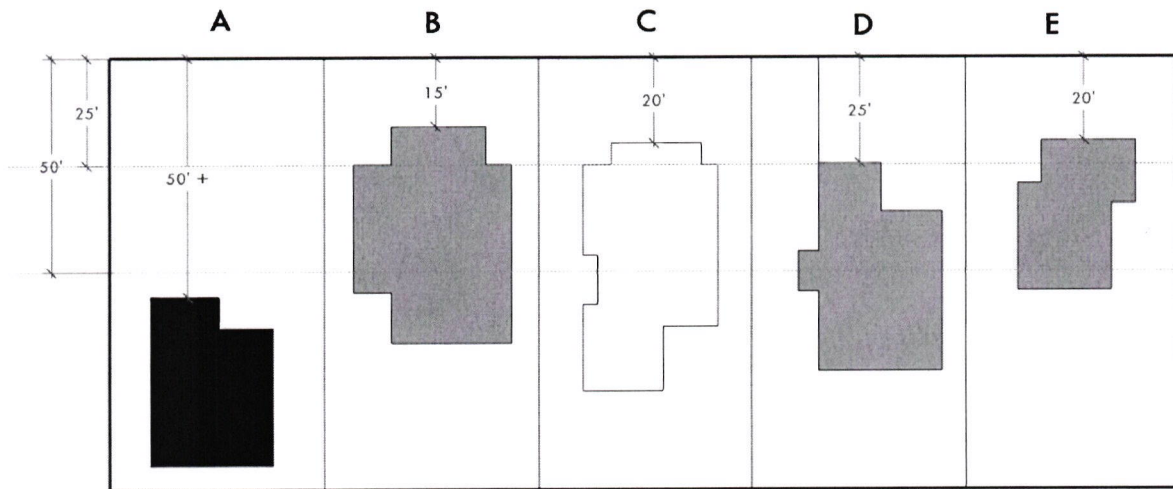


Figure 1: Average Front Yard Setback

In this example, the minimum required front setback in the underlying zoning district is 25 feet. However, because of the variety in existing setbacks of buildings on the same block face, new development on lot C may be located with a setback of only 20 feet, which is the average of the setbacks of lots B, D, and E. The building on lot A is not included in the average because it is located more than 50 feet from the property line.

2.4. REAR YARD SETBACK

The principal structure shall comply with the rear yard setback prescribed by other provisions of this Code. All other structures shall comply with the rear yard setback provisions of this Code, but the minimum rear yard setback may be reduced to five feet if the rear lot line is adjacent to an alley. See Figure 2.

2.5. SIDE YARD SETBACKS

All structures shall comply with the side yard setbacks prescribed by other provisions of this Code.

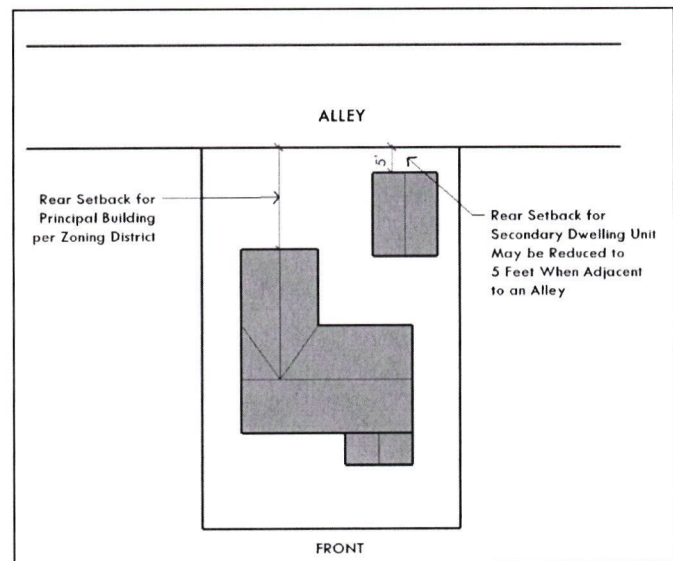


Figure 2: Rear Yard Setback

2.6. SETBACK PLANES

This subsection prescribes side and rear setback planes in order to minimize the impact of new development and rear development on adjacent properties. A structure may not extend beyond a setback plane except as authorized by subsection D. below. The height of a setback plane shall be measured under the requirements defined in Section 3.4.

A. Side Setback Plane

Except as provided in subsection B. below, an inwardly sloping 45-degree angle side setback plane begins at a horizontal line 15 feet directly above the side property line. The 15-foot height of the horizontal line is established for 40-foot deep portions of the lot beginning at the building line and extending to the rear of the lot, except that the last portion at the rear of the lot may be less than 40 feet deep. See Figures 3 through 5.

1. For the first portion, the 15-foot height of the horizontal line is measured at the highest of the elevations of the four intersections of the side lot lines, the building line, and a line 40 feet from and parallel to the building line.
2. For successive portions other than the last portion, the 15-foot height of the horizontal line is measured at the highest of the elevations of the four intersections of the side lot lines and the appropriate two lines that are 40 feet apart and parallel to the building line.
3. For the last portion, the 15-foot height of the horizontal line is measured at the highest of the elevations of the four intersections of the side lot lines, the appropriate line parallel to the building line, and the rear lot line.

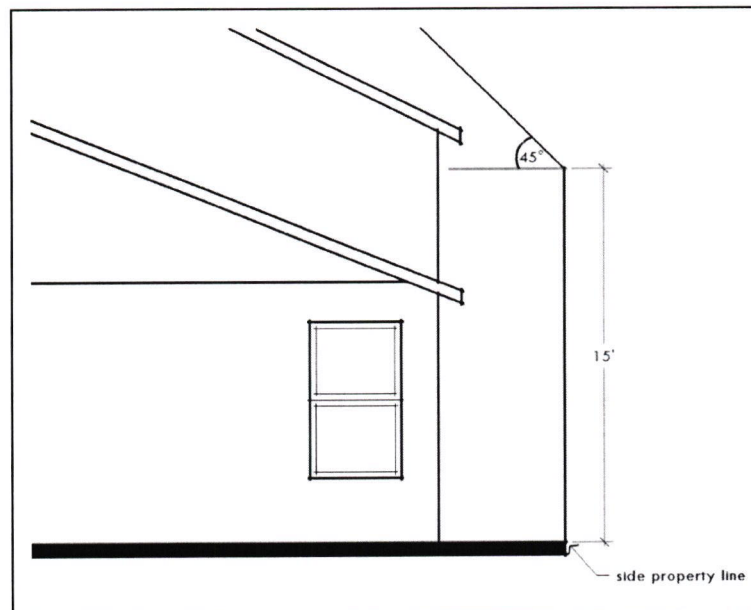


Figure 3: Side Setback Plane Measured From Side Property Line

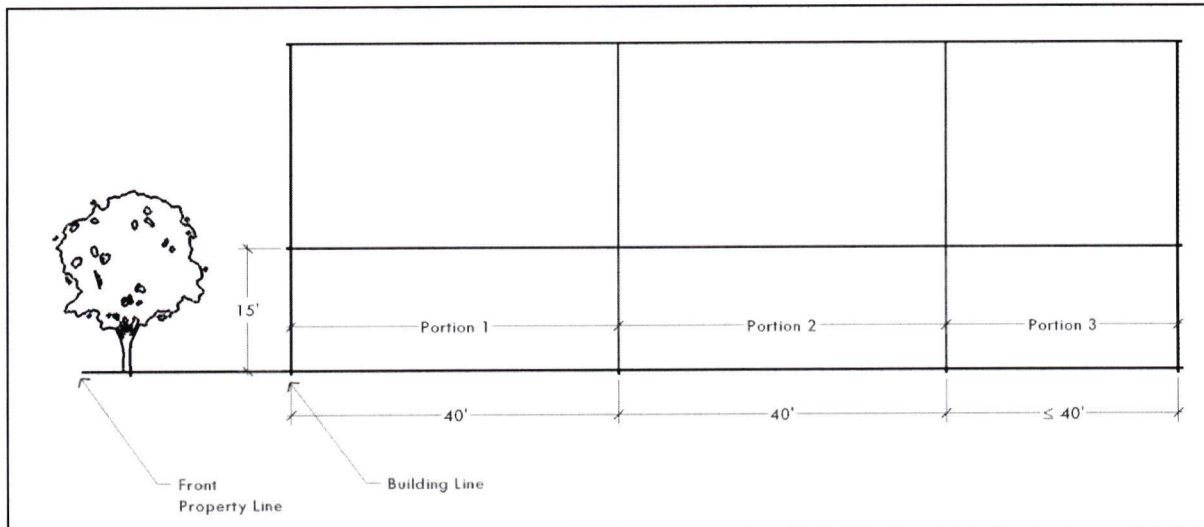


Figure 4: (Elevation View) Dividing Lot into 40-foot Portions to Create Side Setback Planes (Rear Setback Plane Not Shown)

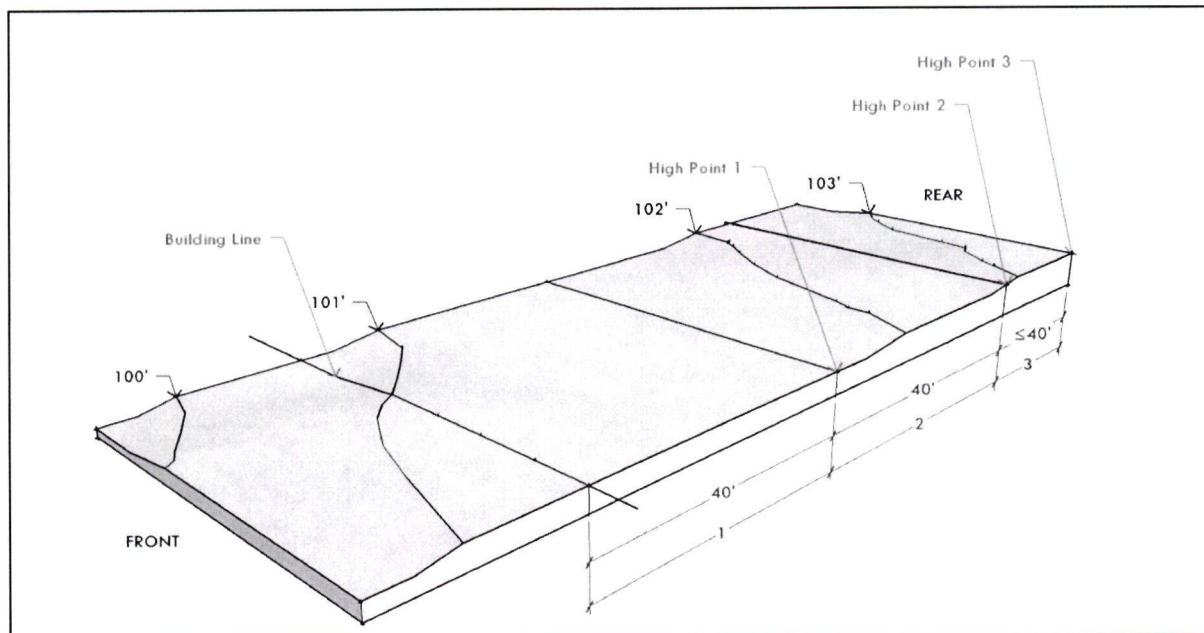


Figure 5: Determining High Points on a Sloping Lot

For each portion of the side setback plane, the 15-foot height of the horizontal line is measured starting from the highest point of the four intersections defining the portion. In this example, topography lines indicate that the lot is sloping downward from the rear to the front of the lot, and from the right to the left. The high points for Portions 1, 2, and 3 are indicated, along with the Building Line.

B. Rear Setback Plane

An inwardly sloping 45-degree angle rear setback plane begins at a horizontal line directly above the rear property line at the same elevation as the horizontal line for the last portion of the side setback plane established in paragraph A.3. See Figures 6 through 9.

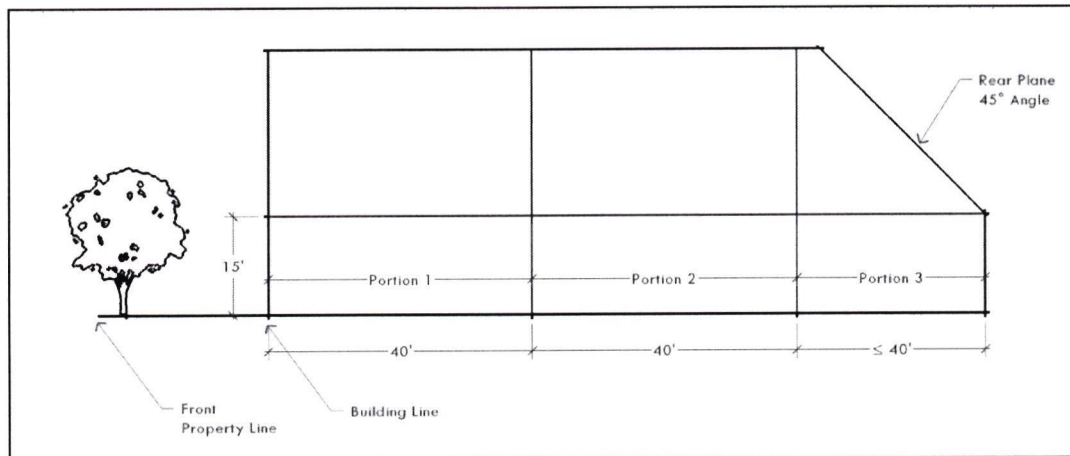


Figure 6: (Elevation View) Rear Setback Plane (Level Ground)

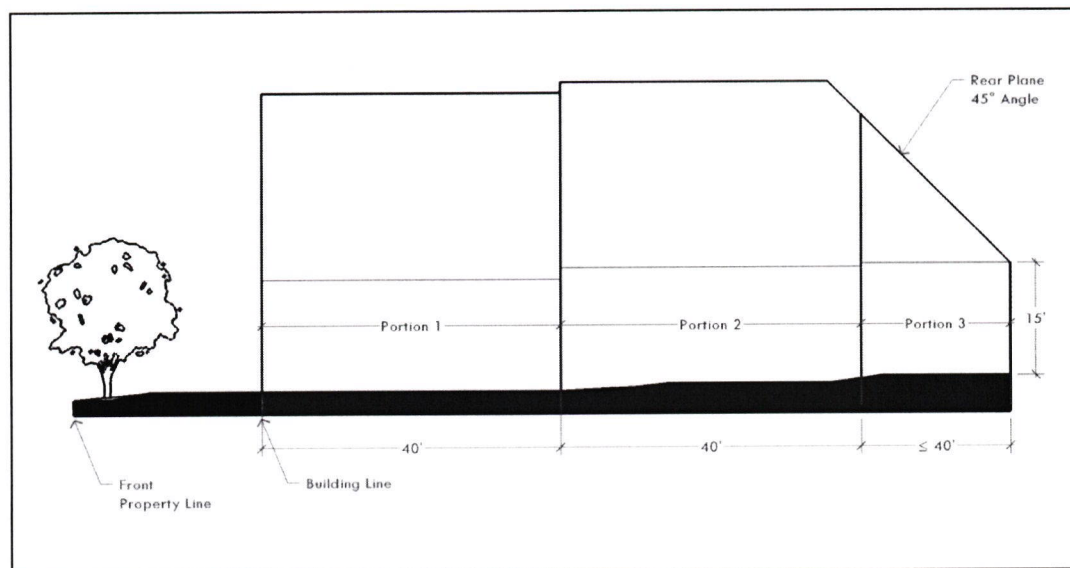


Figure 7: (Elevation View) Rear Setback Plane (Sloping Ground)

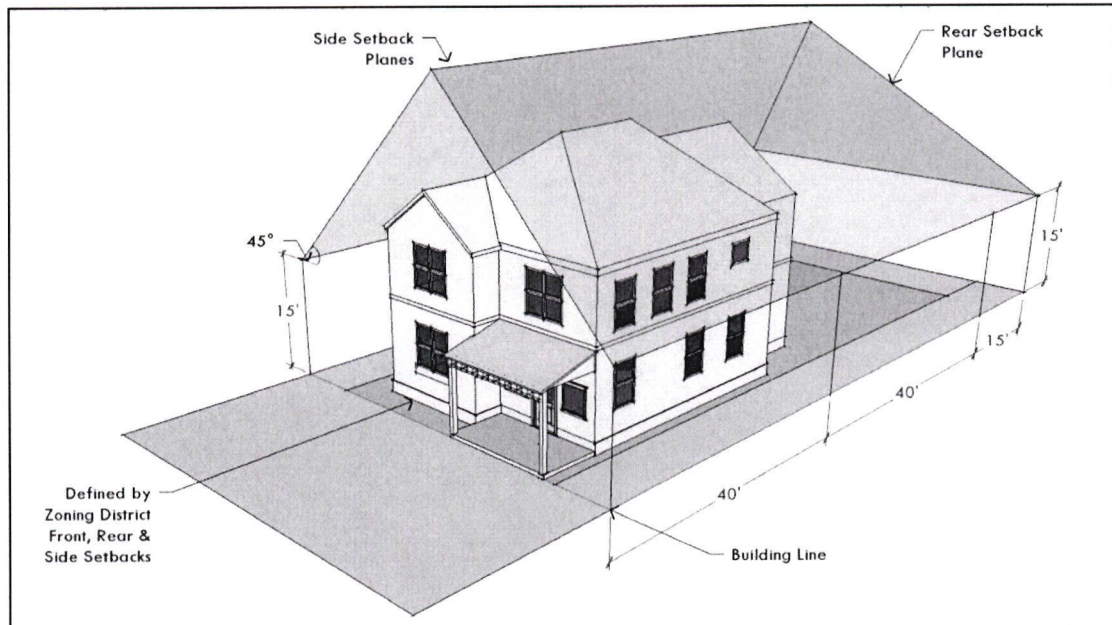


Figure 8: Side and Rear Setback Planes on Level Ground

The side and rear setback planes form a "tent" over the lot, rising from the property lines for 15 feet and then angling in at 45-degree angles from the side and rear. The required front, rear, and side yard setbacks are indicated by the darker shading on the ground.

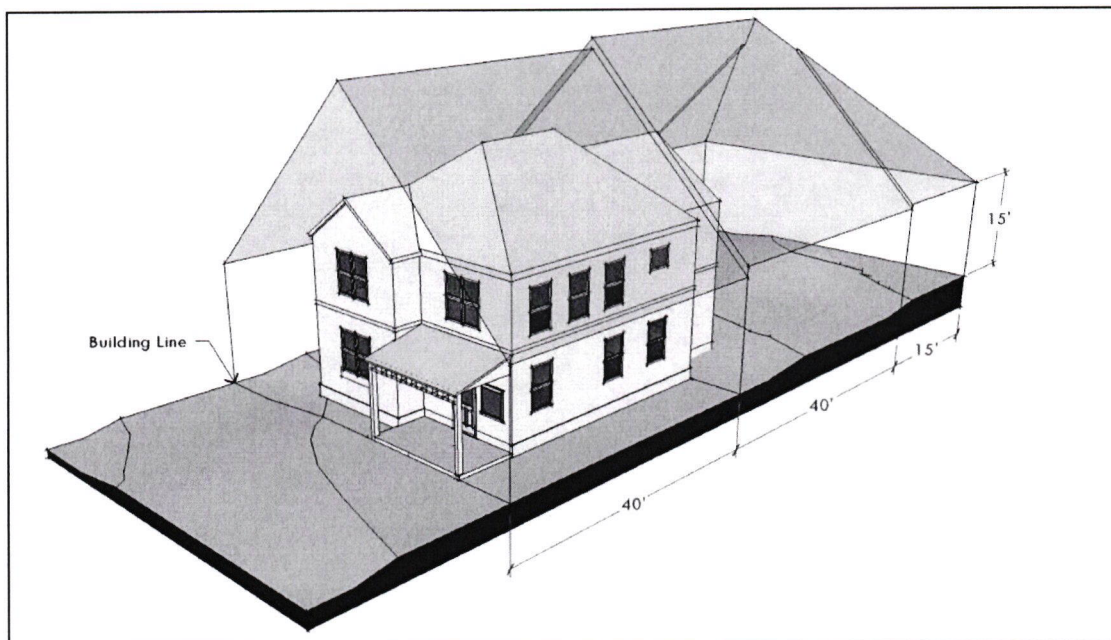


Figure 9: Side and Rear Setback Planes on Sloping Ground

C. Buildable Area

The buildable area, as defined in Section 3.3., consists of the smallest area within the front, side, and rear yard setbacks; maximum height limit; and the combined side and rear setback planes. See Figures 10 and 11.

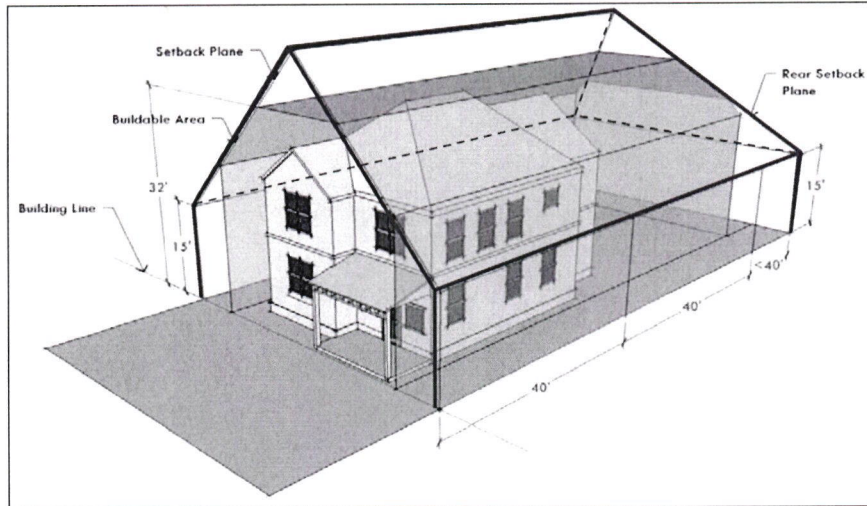


Figure 10: Buildable Area (Combination of Yard Setbacks, Maximum Height Limit, and Setback Planes)

The heavy blue line indicates the "tent" formed by the side and rear setback planes. The buildable area is the smallest area included within the front, side, and rear yard setbacks; maximum height limit; and the combined side and rear setback planes (shown here as the green area).

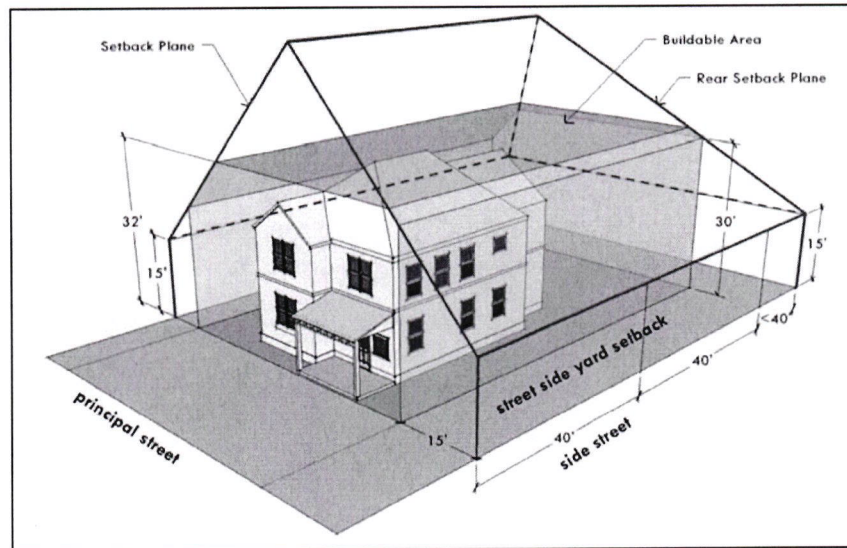


Figure 11: Buildable Area on Corner Lot

This figure shows the same concept illustrated in Figure 10 but for a corner lot that has a greater street side yard setback requirement. In this example, the minimum required street side yard setback in the underlying zoning district is 15 feet. Because the side setback plane is measured from the side property line, the height of the setback plane is 30 feet at the 15-foot street side yard setback line.

D. Side Setback Plane Exception for Existing One-Story Buildings

This subsection applies to a one-story building that was originally constructed or received a building permit for the original construction before October 1, 2006, and that is remodeled to add a second story.

1. For the portion of the construction that is within the footprint of the building that was originally constructed or received a building permit before October 1, 2006, the inwardly sloping 45-degree angle side setback plane begins at a horizontal line directly above the outermost side wall at a height that is equal to the height of the first floor wall plate that was originally constructed or received a building permit before October 1, 2006, plus ten feet. See Figure 12.
2. For the portion of the construction that is outside the footprint of the building that was originally constructed or received a building permit before October 1, 2006, the side setback plane prescribed by subsection A. above applies.

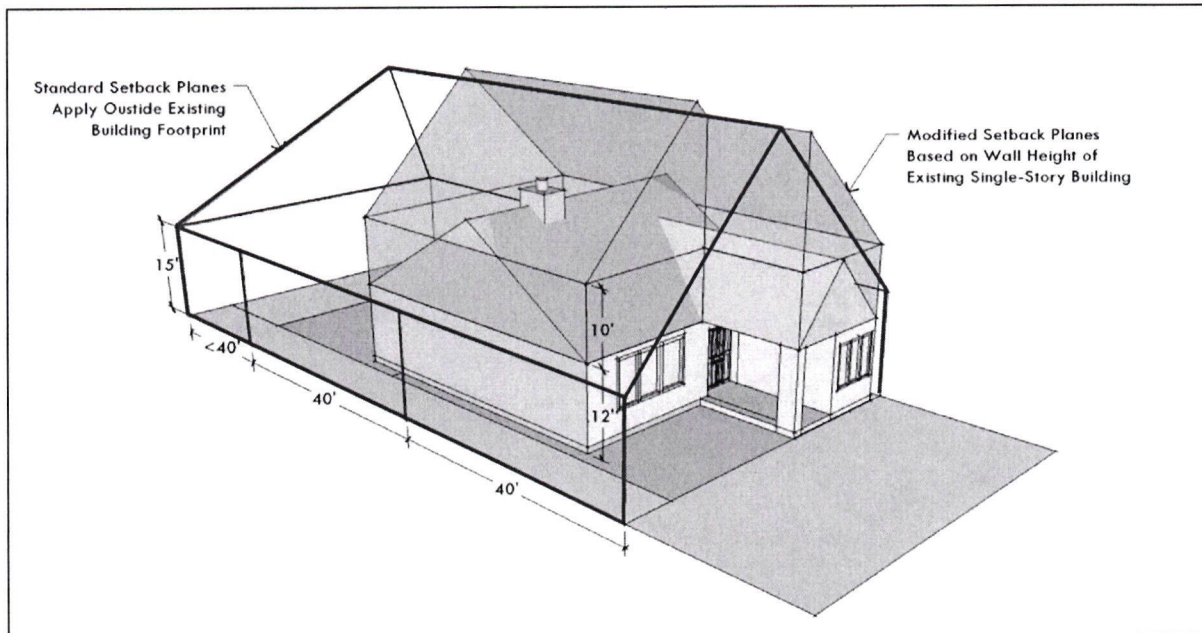


Figure 12: Side Setback Plane Exception for Existing Single-Story Buildings

The side setback planes for an existing single-story building are determined based on the height of the sidewall. In this example, the horizontal line that forms the base of the setback plane is placed ten feet above the sidewall height (12 feet). The revised plane rises above the standard setback plane within the area of the building footprint. The standard setback planes created in sections 2.6.A. and B. apply outside of the existing footprint.

E. Exceptions

A structure may not extend beyond a setback plane, except for:

1. A structure authorized by the Residential Design and Compatibility Commission in accordance with Section 2.8. below;
2. A roof overhang or eave, up to two feet beyond the setback plane;
3. A chimney, vent, antenna, or energy conservation or production equipment or feature not designed for occupancy; and
4. Either:

a. 30-Foot Side-Gabled Roof Exception

A side-gabled roof structure on each side of the building, with a total horizontal length of not more than 30 feet, measured from the building line along the intersection with the side setback plane (See Figure 13.); or

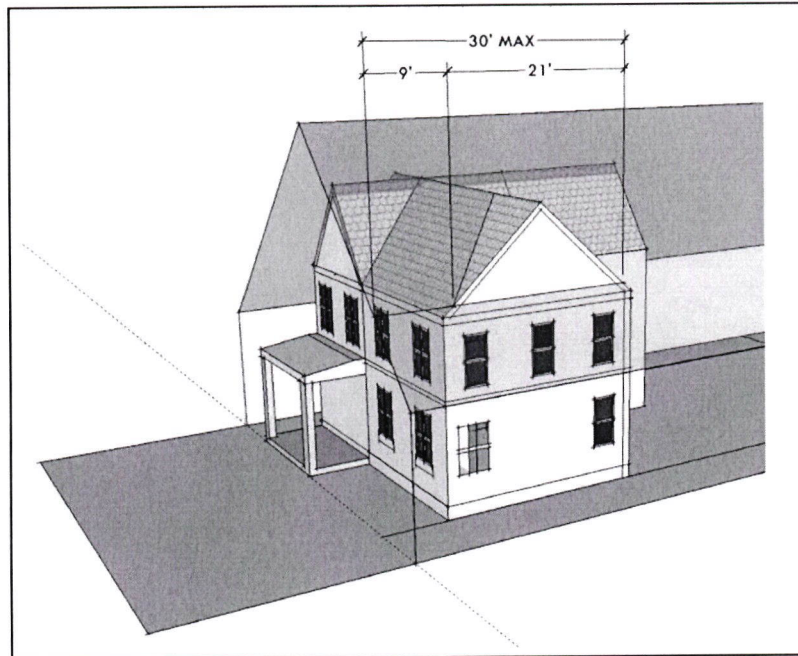


Figure 13: Side-Gabled Roof Exception

A side-gabled roof may project through the side setback plane for a horizontal distance of up to a maximum of 30 feet, measured from the building line. In this example, the gable intrudes into the setback plane beginning 9 feet behind the building line. Therefore, the maximum length of the gable intrusion would be 21 feet.

b. Gables Plus Dormers Exception

- (i) Gables or a shed roof, with a total horizontal length of not more than 18 feet on each side of the building, measured along the intersection with the setback plane (See Figures 14 and 17.); and
- (ii) Dormers, with a total horizontal length of not more than 15 feet on each side of the building, measured along the intersection with the setback plane. (See Figures 15 and 16.)

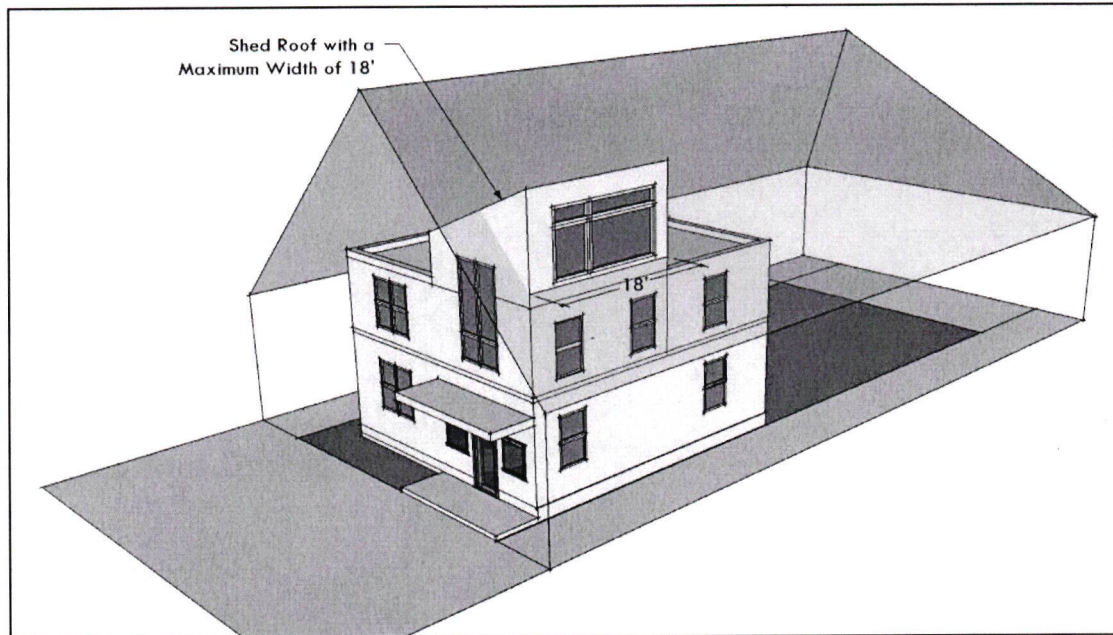


Figure 14: 18-foot Exception for Shed Roof

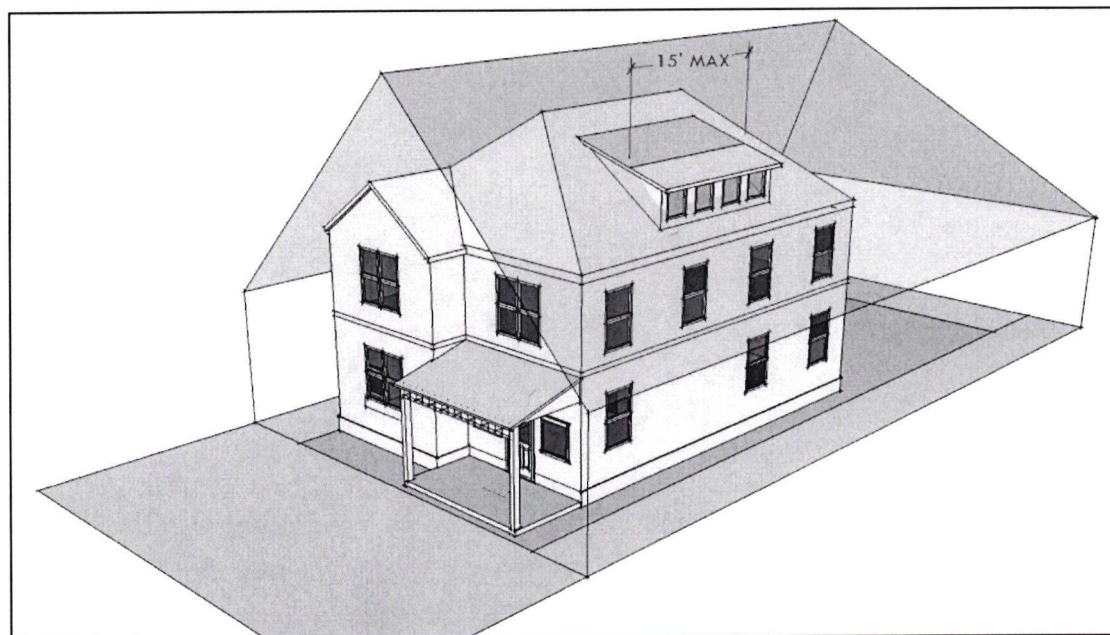
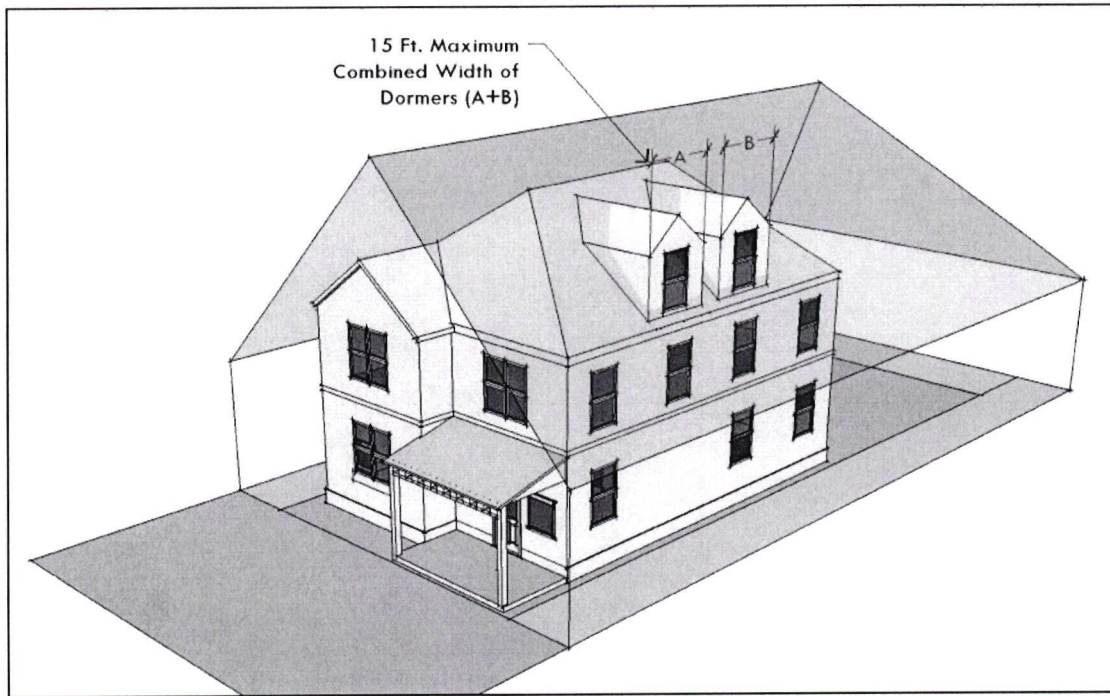


Figure 15 & 16: Dormer Exception (Gable or Shed)

One or more dormers with a combined width of 15 feet or less on each side of the roof may extend beyond the setback plane. The width of the dormer is measured at the point that it intersects the setback plane.

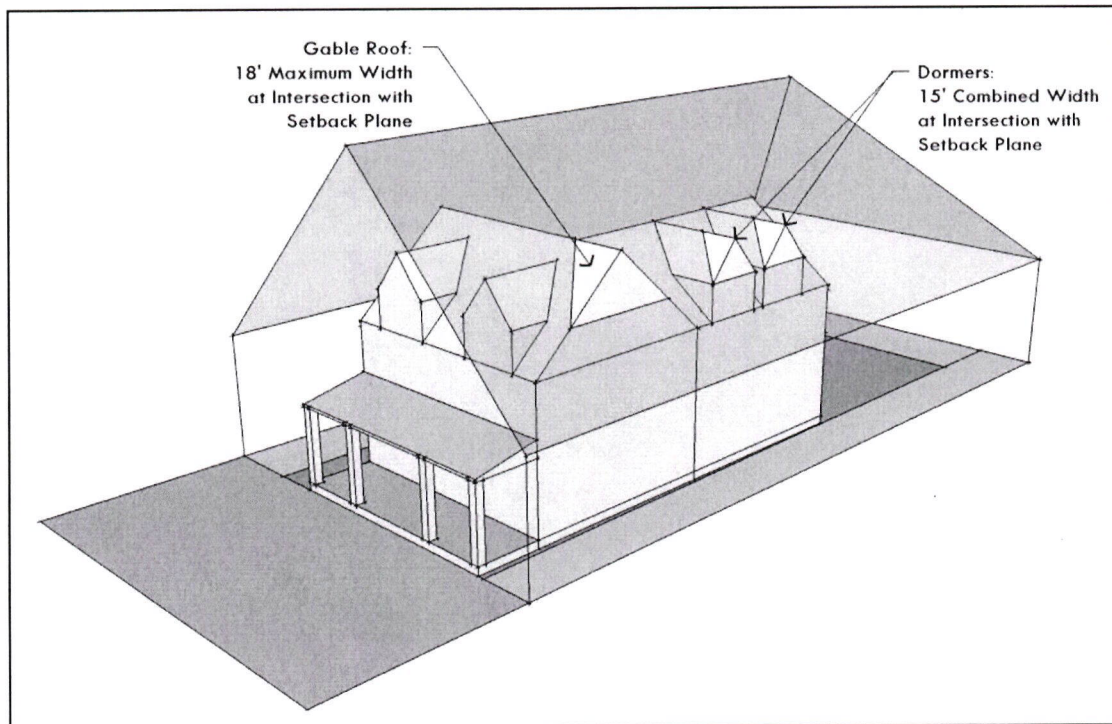


Figure 17: Combination of Roof and Dormer Exceptions

2.7. SIDE WALL ARTICULATION

A side wall of a building that is more than 15 feet high and is an average distance of 15 feet or less from an interior lot line may not extend in an unbroken plane for more than 32 feet along a side lot line. To break the plane, a perpendicular wall articulation of not less than four feet, for a distance along the side property line of not less than 10 feet, is required. See Figures 18 through 20.

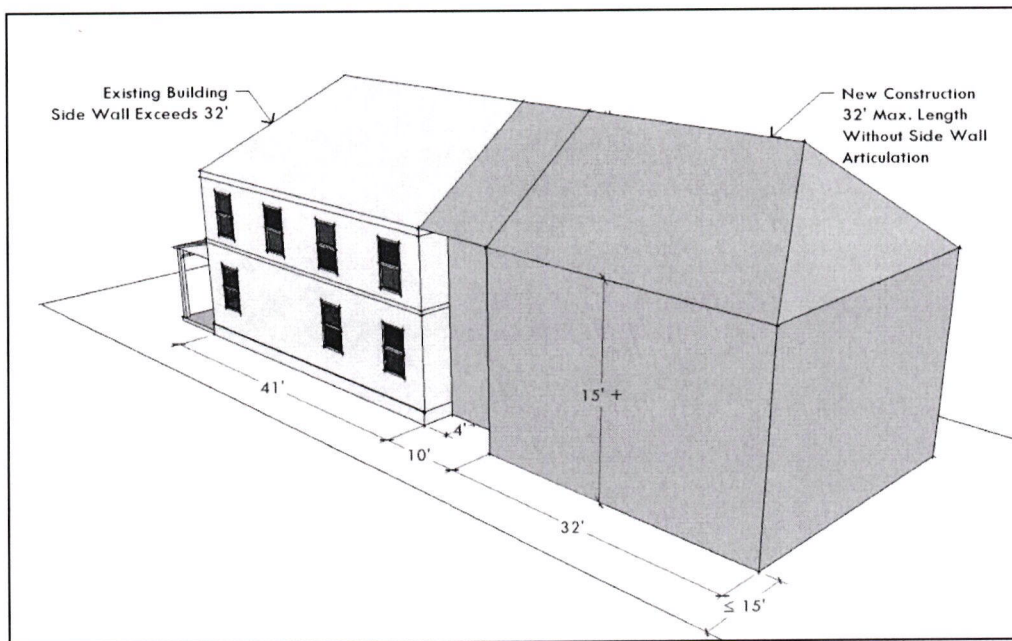


Figure 18: Side Wall Articulation (Existing Side Wall Exceeds 32 Feet)

Articulation is required for side walls on additions or new construction that are 15 feet or taller and located within 15 feet of the side lot line. No wall may extend for more than 32 feet without a projection or recession of at least 4 feet in depth and 10 feet in length.

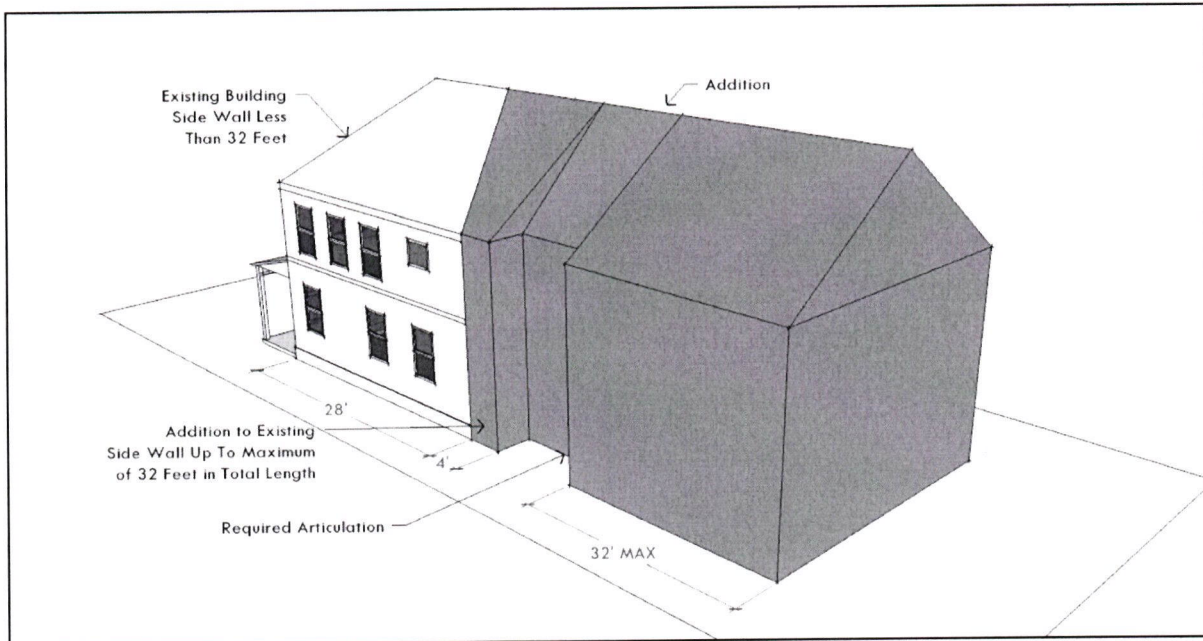


Figure 19: Side Wall Articulation (Existing Side Wall Less Than or Equal to 32 Feet)

An addition to an existing building may extend a side wall up to a maximum of 32' in total length without articulation.

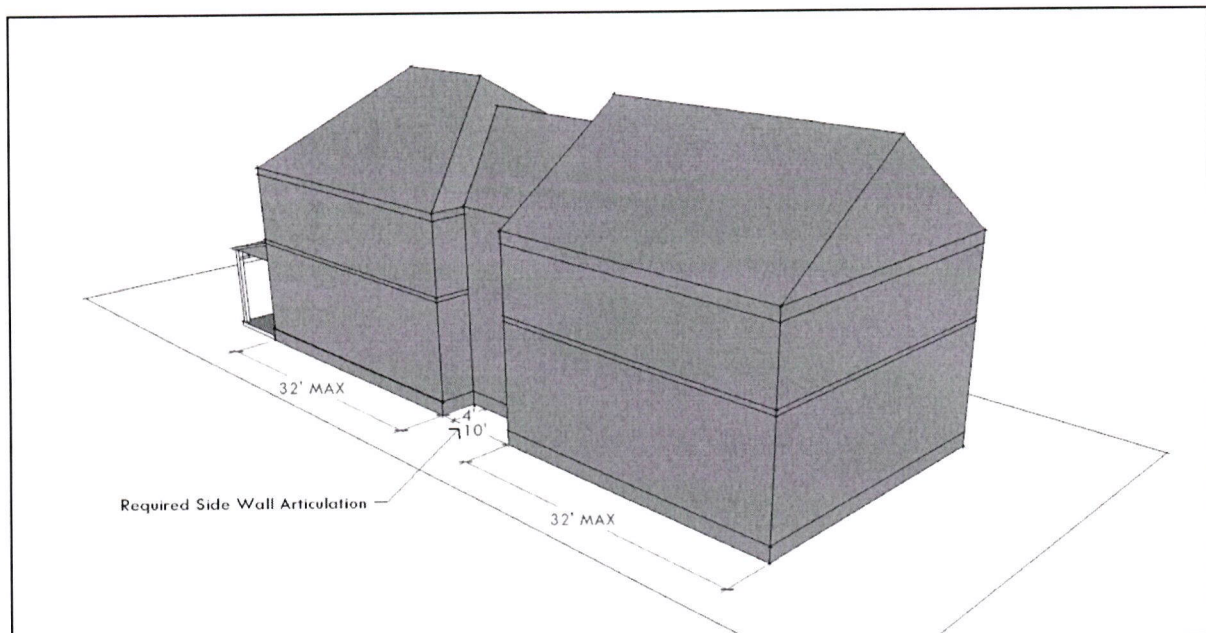


Figure 20: Side Wall Articulation (New Construction)

All new construction must meet the sidewall articulation standards.

2.8. MODIFICATIONS BY THE RESIDENTIAL DESIGN AND COMPATIBILITY COMMISSION

This section provides for modification by the Residential Design and Compatibility Commission of certain requirements of this Subchapter for a proposed development.

2.8.1. Modifications that May be Approved

The Residential Design and Compatibility Commission may approve:

- A. An increase of up to 25 percent in the:
 - 1. Maximum floor-to-area ratio or maximum square footage of gross floor area;
 - 2. Maximum linear feet of gables or dormers protruding from the setback plane;
 - 3. Maximum side wall length before articulation is required; or
 - 4. Maximum height of the side or rear setback plane; or
- B. A decrease of up to 25 percent in the minimum depth or length of a required wall articulation.

2.8.2. Modification Procedures

A. Application and Notice

- 1. A person may request a modification listed in subsection 2.8.1. above by filing an application with the Director on a form provided by the Director.
- 2. Not later than the 14th day after an application is filed, the Director shall:
 - a. Mail notice of the application to:
 - (i) Each notice owner of property immediately adjacent to the subject property;
 - (ii) The appropriate neighborhood association, if any; and,
 - (iii) The neighborhood plan team, if any; and
 - b. Post notice of the application in accordance with Section 25-1-135 (*Posting of Signs*).

B. Approval Criteria

The Residential Design and Compatibility Commission may, after a public hearing, approve a modification if it determines that the proposed development is compatible in scale and bulk with the structures in the vicinity of the development. In making this determination, the commission shall consider:

- 1. The recommendation of the neighborhood plan team, if any;
- 2. The development's:

- a. Compliance with neighborhood design guidelines, if any;
 - b. Consistency with the streetscape of the properties in the vicinity;
 - c. Consistency with the massing, scale, and proximity of structures located on either side of or behind the development;
 - d. Impact on privacy of adjacent rear yards; and
 - e. Topography and lot shape; and
3. For a development of an entire block, whether the development will have a negative impact on adjacent property.

C. Additional Criteria for Historic Properties

The Residential Design and Compatibility Commission may not approve a modification for:

- 1. A local, state, or national historic landmark, if the modification would adversely impact the landmark's historic status;
- 2. A "contributing structure," as defined in Section 25-2-351 (*Contributing Structure Defined*), or a contributing structure in a National Register historic district, if the modification would adversely impact its status as a contributing structure; or
- 3. A property listed as Priority 1 or Priority 2 on the City's most current survey of historic assets, if the modification would adversely impact the property's architectural integrity or change its priority rating.

D. Appeals

An interested party may appeal the Residential Design and Compatibility Commission's decision to the City Council.

E. Board of Adjustment May Grant Variances

This subsection does not prohibit the Board of Adjustment from granting a variance from a requirement of this Subchapter under 25-2-473 (*Variance Requirements*).

2.9. MODIFICATIONS WITHIN NEIGHBORHOOD PLAN (NP) COMBINING DISTRICTS

Under Section 25-2-1406 of the Code, an ordinance zoning or rezoning property as a neighborhood plan (NP) combining district may modify certain development standards of this subchapter.

ARTICLE 3: DEFINITIONS AND MEASUREMENT

3.1. BUILDABLE AREA

In this Subchapter, BUILDABLE AREA means the area in which development subject to this Subchapter may occur, and which is defined by the side and rear setback planes required by this Subchapter, together with the area defined by the front, side, and rear yard setbacks and the maximum height limit.

3.2. BUILDING LINE

In this Subchapter, BUILDING LINE means a line that is parallel to the front lot line and that intersects the principal residential structure at the point where the structure is closest to the front lot line, including any allowed projections into the front yard setback. See Figure 21.

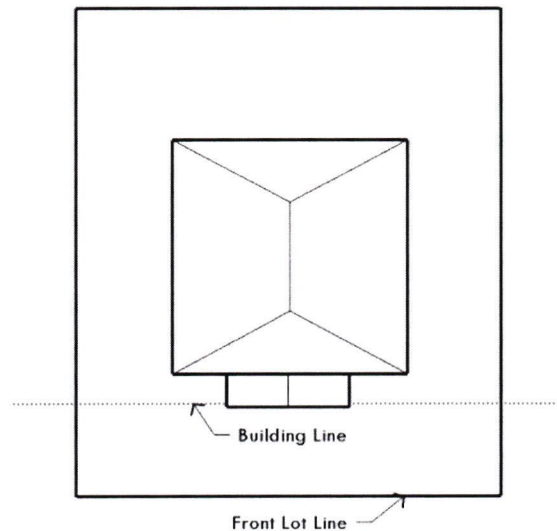


Figure 21: Building Line

3.3. GROSS FLOOR AREA

In this Subchapter, GROSS FLOOR AREA has the meaning assigned by Section 25-1-21(Definitions), with the following modifications:

3.3.1. The following shall be included in the calculation of gross floor area:

- A. The portion of a second or third story of a building that is covered by a roof, including a porch, portico, breezeway, passageway, or corridor;
- B. A mezzanine or loft; and
- C. The covered portion of a parking area, except for:
 - 1. Up to 450 square feet of:
 - a. A detached rear parking area that is separated from the principal structure by not less than 10 feet; or
 - b. A parking area that is open on two or more sides, if it does not have habitable space above it; and
 - 2. Up to 200 square feet of an attached parking area if it used to meet the minimum parking requirement.

3.3.2. The following shall be excluded from the calculation of gross floor area:

- A. A ground floor porch, including a screened porch;
- B. A habitable portion of a building that is below grade if:
 - 1. It does not extend beyond the first-story footprint; and
 - 2. The finished floor of the first story is not more than three feet above the average elevation at the intersections of the minimum front yard setback line and the side property lines; and
- C. A habitable portion of an attic, if:
 - 1. The roof above it is not a flat or mansard roof and has a slope of 3 to 12 or greater;
 - 2. It is fully contained within the roof structure;
 - 3. It has only one floor;
 - 4. It does not extend beyond the footprint of the floors below;
 - 5. It is the highest habitable portion of the building; and
 - 6. Fifty percent or more of the area has a ceiling height of seven feet or less.

3.3.3. An area with a ceiling height greater than 15 feet is counted twice.

3.4. HEIGHT

For purposes of this Subchapter, the HEIGHT of a building or setback plane shall be measured as follows:

3.4.1. Height shall be measured vertically from the average of the highest and lowest grades adjacent to the building to:

- A. For a flat roof, the highest point of the coping;
- B. For a mansard roof, the deck line;
- C. For a pitched or hip roof, the average height of the highest gable; or
- D. For other roof styles, the highest point of the building.

3.4.2. The grade used in the measurement of height for a building or setback plane shall be the lower of natural grade or finished grade, except height shall be measured from finished grade if:

- A. The site's grade is modified to elevate it out of the 100-year floodplain; or
- B. The site is located on the approximately 698.7 acres of land known as the Mueller Planned Unit Development, which was zoned as a planned unit development (PUD) district by Ordinance Number 040826-61.

3.4.3. For a stepped or terraced building, the height of each segment is determined individually.

- 3.4.4. The height of a structure other than a building is measured vertically from the ground level immediately under the structure to the top of the structure. The height of a fence on top of a retaining wall is measured from the bottom of the retaining wall.
- 3.4.5. A maximum height is limited by both number of feet and number of stores if both measurements are prescribed, regardless of whether the measurements are conjoined with "or" or "and."

3.5. NATURAL GRADE

3.5.1. In this Subchapter, NATURAL GRADE is:

- A. The grade of a site before it is modified by moving earth, adding or removing fill, or installing a berm, retaining wall, or architectural or landscape feature; or
- B. For a site with a grade that was legally modified before October 1, 2006, the grade that existed on October 1, 2006.

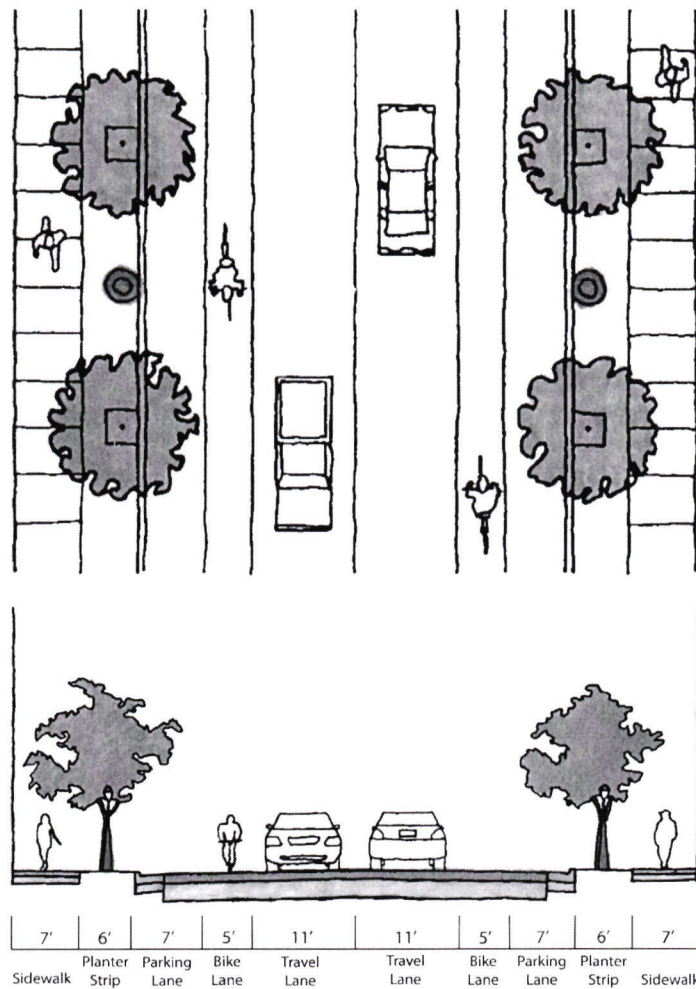
3.5.2. Natural grade is determined by reference to an on-ground survey, City-approved topographic map, or other information approved by the director. The director may require an applicant to provide a third-party report that shows the natural grade of a site.

RANCHO CORDOVA ZONING CODE

A. Non-Residential Collector Street (Commercial)

Thoroughfare Type:	Collector
Right-of-Way Width:	72 Feet
Through Traffic Lanes:	2 Lanes, 2 Bicycle Lanes
Turning Lanes:	None
Parking Lanes:	7 Feet, Each Side
Curb Radius:	25 Feet
Public Frontage Type:	Porch, Door Yard/Terrace or Light Court, Stoop, Storefront, Gallery, and Arcade
Bike Facilities:	5 Feet Wide Bicycle Lanes

Figure 5.2.030-3
Non-Residential Collector Street (Commercial)



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1. Characteristics of a Non-Residential Collector Street (Commercial)

- This street typology may be used in the Regional Town Center, Local Town Center, and Village Center Zones.
- The Landscape Strip areas should be designed to provide pedestrians with secure passage along the roadway and motorists with adequate views of the storefronts located along the street. It is recommended that street trees and lights designed to the pedestrian scale be placed within strips to provide a barrier between the roadway and sidewalk. The strips may be comprised of a continuous landscaped area or intermittent tree wells surrounded by paving materials that are compatible with the sidewalk's materials. Smaller canopy street trees should be used to maintain views of storefronts.
- Wherever a Non-Residential Collector Street intersects with an Arterial, an Avenue, or another Collector Street, the intersection should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts, differentiated accent paving within the intersection, pedestrian refuge areas within the medians of Arterials, and in-street crossing lights.
- Turning movements typically occur from within the main travel lanes; however, short (1 to 2 car-length) turn pockets may be provided at some intersections in lieu of parking on one side of the street.
- Porch, Door Yard/Terrace or Light Court, Stoop, Storefront, Gallery, and Arcade frontage types are preferred due to the urban character of the street.

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Chapter 5.3 Village Center Zone Standards

Sections in this Chapter

5.3.010	Zone Characteristics.....	5.3-2
5.2.020	The Regulating Plan for Village Center Zones	5.3-2
5.3.030	Connectivity and Density Requirements.....	5.3-3
5.3.040	Building Profile and Type Requirements	5.3-5
5.3.050	Example Village Centers Designs	5.3-6

Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

This new Chapter introduces the Village Center Zone to accommodate activity centers within close walking proximity to neighborhoods and to provide local serving commercial opportunities consistent with the General Plan. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.

RANCHO CORDOVA ZONING CODE

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5.3.010 Zone Characteristics

The purpose of this Chapter is to provide standards and characteristics that regulate development within the City's Village Center Zone. Village centers are five to 15-acre pedestrian-oriented developments that provide local-serving commercial opportunities and an activity center for the 12,000 to 15,000 people residing within the several neighborhoods that comprise a village. Development within the centers is defined by the presence of buildings scaled to fit within the neighborhood context. Buildings are placed close to the public sidewalk and plazas and small parks are provided to encourage the active use of public spaces and pedestrian activity. Centers are linked to the surrounding neighborhoods by a network of sidewalks and pedestrian pathways, bicycle trails, and transit routes. Parking is provided on-street, in small lots and/or located behind or to the side of buildings. Transit supportive development is encouraged when located in proximity to a transit station.

This zone is most appropriate for:

- Neighborhood serving commercial uses (generally smaller grocery stores, drug stores, dry cleaners, coffee shops, etc.) – Typically, no single tenant may exceed 50,000 square feet, unless the City approves a conditional use permit.
- Community centers
- Public/Quasi public uses that incorporate community gathering places
- Public/Quasi public uses without gathering places (as secondary uses)
- Office uses (as secondary uses)
- Medium density residential (as secondary uses, 6.1 to 18.0 units per acre)

5.3.020 The Regulating Plan for Village Center Zones

The purpose of this section is to include the regulating plan for the Village Center Zone concept introduced in Chapter 5.2. A prototypical Village Center Zone demonstrates how that zone could be implemented in the future. The regulating plan shows where and how specific form based provisions (e.g., storefront frontages) may be applied to the prototypical Village Center. This is achieved by conceptually applying the regulating plans to specific locations in the following manner:

A. Regulating Plan for Each Form Based Zone

A regulating plan can be applied to a location zoned to the corresponding district or an area identified for comparable development by a Specific Plan (see Figure 5.3.020-1).

B. Regulating Plan for Transit Areas

The Regulating Plan includes special provisions for the Transit Oriented Development Overlay Zoning District (referred to throughout this Article as the Transit Area Overlay) in Village Center District to encourage denser, transit-oriented development within 1/3 mile

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of major bus stops and other transit stations and stops identified by the City (see Figure 5.3.020-2).

C. Regulating Plan Required/Recommended Frontages

The Regulating Plan implements special frontage requirements along important corridors to encourage commercial retail development within or adjacent to the Special Transit Area Overlays. These provisions include a Required Storefront Frontage, a Recommended Storefront Frontage, and a Recommended Gallery/Arcade Frontage (see Figure 5.2.020-2). A Storefront Frontage is required along those portions of important corridors where commercial retail development is envisioned. Storefront Frontages are also recommended along corridors where commercial tenants occupy a Side Street frontage. Gallery or Arcade Frontages are recommended along important corridors where commercial retail development of an especially urban character is preferred.

Figure 5.3.020-1
Regulating Plan: Village Center Zones
shown on prototypical district map

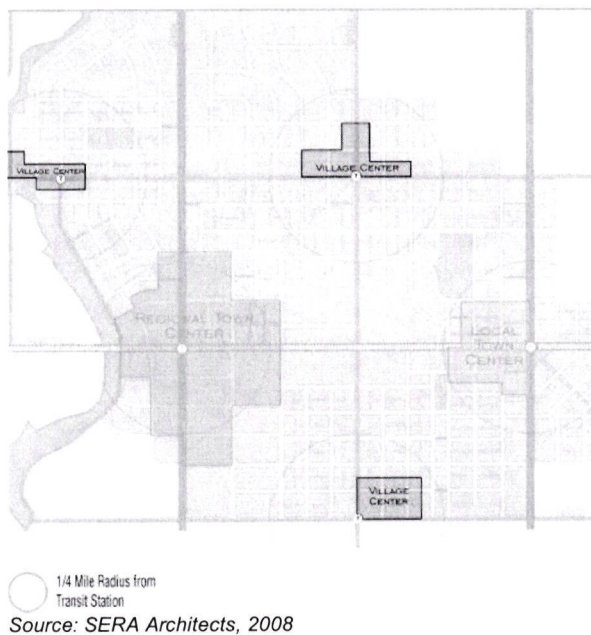
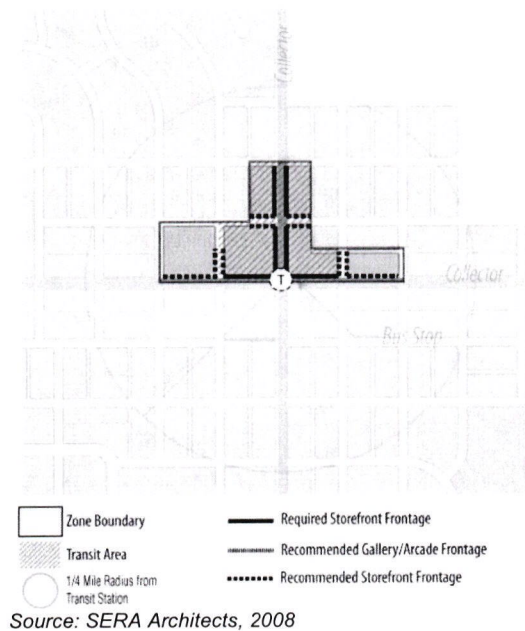


Figure 5.3.020-2
Regulating Plan: Village Center Zone
Transit Areas and Frontages shown on
prototypical map



5.3.030 Connectivity and Density Requirements

The purpose of this section is to introduce form based development standards relative to the design of blocks and the placement of buildings within the Village Center Zone.

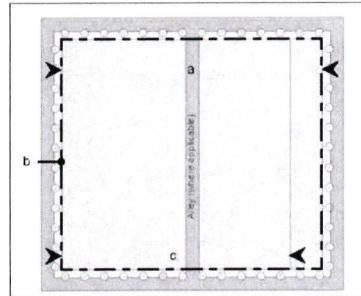
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Table 5.3.030-1

		Transit Area
Connectivity		
Max block length	600 ft ¹	600 ft ¹
Max block perimeter	2,000 ft	2,000 ft
Max pedestrian block length	350 ft	350 ft
Residential density		
Min density	6.1 du/acre	6.1 du/acre
Max density	18 du/acre	18 du/acre

Figure 5.3.030-1: Connectivity Diagram



- a. Maximum block length
- b. Maximum block perimeter
- c. Maximum pedestrian block length

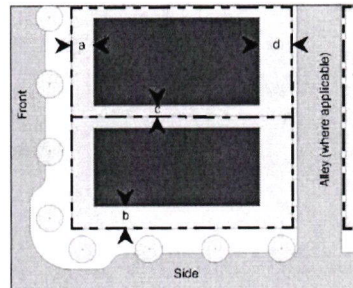
Table 5.3.030-2

		Transit Area
Primary building setback (build-to line)		
Front yard	10 ft min 20 ft max	0 ft min 10 ft max
Side yard	5 ft min	0 ft min
Side street	10 ft min 10 ft max	0 ft min
Rear yard and alley	5 ft min	0 ft min
Courtyard	20 ft max	20 ft max
Accessory building placement		
Front yard	30 ft min	30 ft min
Side yard	5 ft min	5 ft min
Side street	10 ft min 10 ft max	10 ft min 10 ft max
Rear yard and alley	5 ft min	5 ft min
Courtyard	20 ft max	20 ft max
Minimum building frontage	50%	60%
Minimum FAR²	1.0	1.5

Notes:

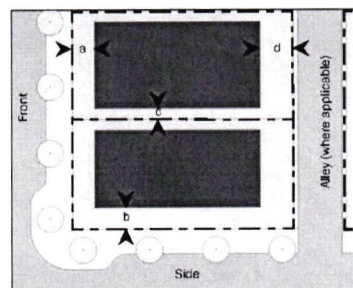
1. Through block pedestrian connection of 350' minimum. Cul-de-sacs are prohibited.
2. The Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area).

Figure 5.3.030-2: Primary building setback diagram



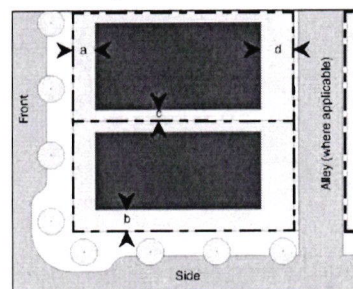
- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Rear yard and alley setback
- e. Maximum courtyard setback

Figure 5.3.030-3: Accessory building setback diagram



- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Rear yard and alley setback

Figure 5.3.030-4: Minimum building frontage diagram



- a. Minimum building frontage

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5.3.040 Building Profile and Type Requirements

The purpose of this section is to introduce form based development standards relative to building height, frontage types, and parking within the Village Center Zone.

Table 5.3.040-1

		Transit Area
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	60 ft
Frontage Types	Common Yard Stoop Porch Door Yard/Terrace Light Court Stoop Storefront	Door Yard/Terrace Light Court Stoop Storefront

**Figure 5.3.040-1:
Building height diagram**

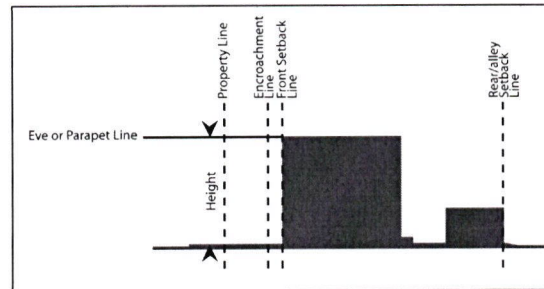
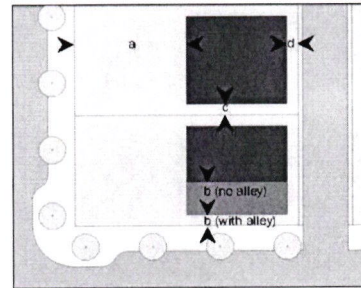


Table 5.3.040-2

		Transit Area
Parking Placement		
Front yard setback	At minimum half of the lot depth	At minimum half of the lot depth
Side yard setback	0 ft min	0 ft min
Side street setback	10 ft min (with alley)	5 ft min
	15 ft min (no alley)	5 ft min
Rear yard and alley setback	5 ft min	5 ft min
Access		
Max driveway width	20 ft	20 ft

**Figure 5.3.040-2:
Parking placement**



- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Rear yard and alley setback

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5.3.050 Example Village Centers Designs

The purpose of this section is to provide example site designs for the Village Center Zone. The designs are comprised of successful center developments from around the region. The centers have been selected based upon their representation of the City adopted Village Center concept. The intent of this section is to provide a realistic vision for development occurring within the Village Center Zone and to test the reality of the zoning provisions herein.

The section includes three example designs. The first example portrays an **acceptable design**, based upon the City's current expectations for Village Center development. This design meets the minimum intent of the form based provisions. The second example depicts an **enhanced design** that fulfills additional form based provisions. The third example represents a **high merit design** of the City's expectations for how the form based provisions may shape development occurring within a Village Center.

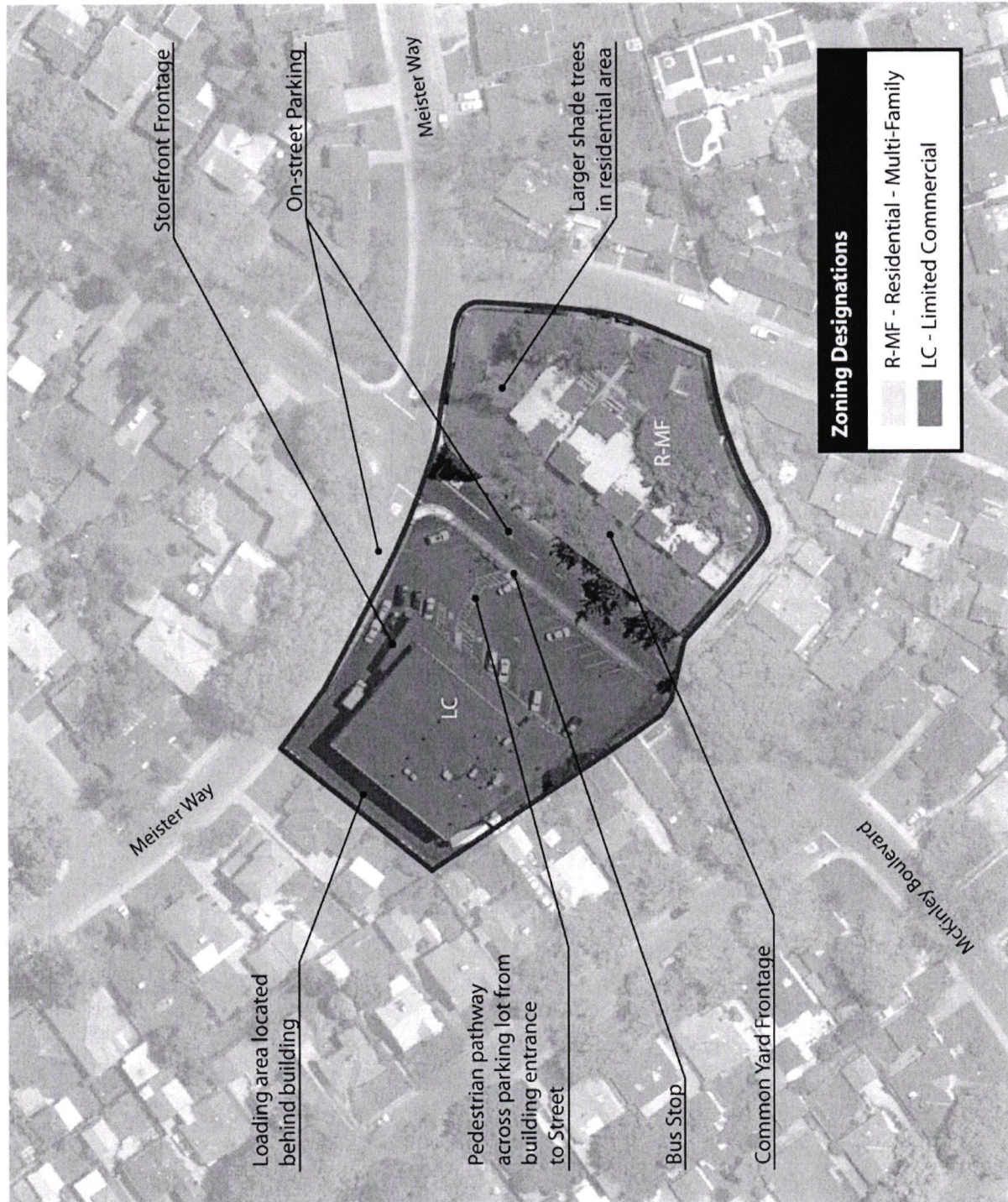
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**Figure 5.3.050-1: Example of Acceptable Village Center Design –
Sacramento, California – McKinley Boulevard and Meister Way**



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**Table 5.3.050-1: Development Standards
for the Example Acceptable Village Center
Design**

	Village Center Standard	Acceptable Center Value
Connectivity		
Max block length	600 ft	239 ft
Max block perimeter	2,000 ft	676 feet
Max pedestrian block length	350 ft	239 ft
Residential density		
Min density	6.1 du/acre	13.45 du/acre
Max density	18 du/acre	
Minimum building frontage	50%	0%
Minimum FAR	1.0	0.56
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	30 ft
Frontage Types	Common Yard Porch Door Yard/Terrace Light Court Stoop Storefront	Common Yard Storefront

Description of Acceptable Village Center Design

Site Description:

Village Center site is 1.2 acres within the heart of an East Sacramento's McKinley Park neighborhood.

Anchor/Primary Uses:

Neighborhood-Serving Grocery Store (28,000 sq. ft.) and 16-unit apartment complex

Surroundings:

The surrounding area is comprised primarily of single family homes.

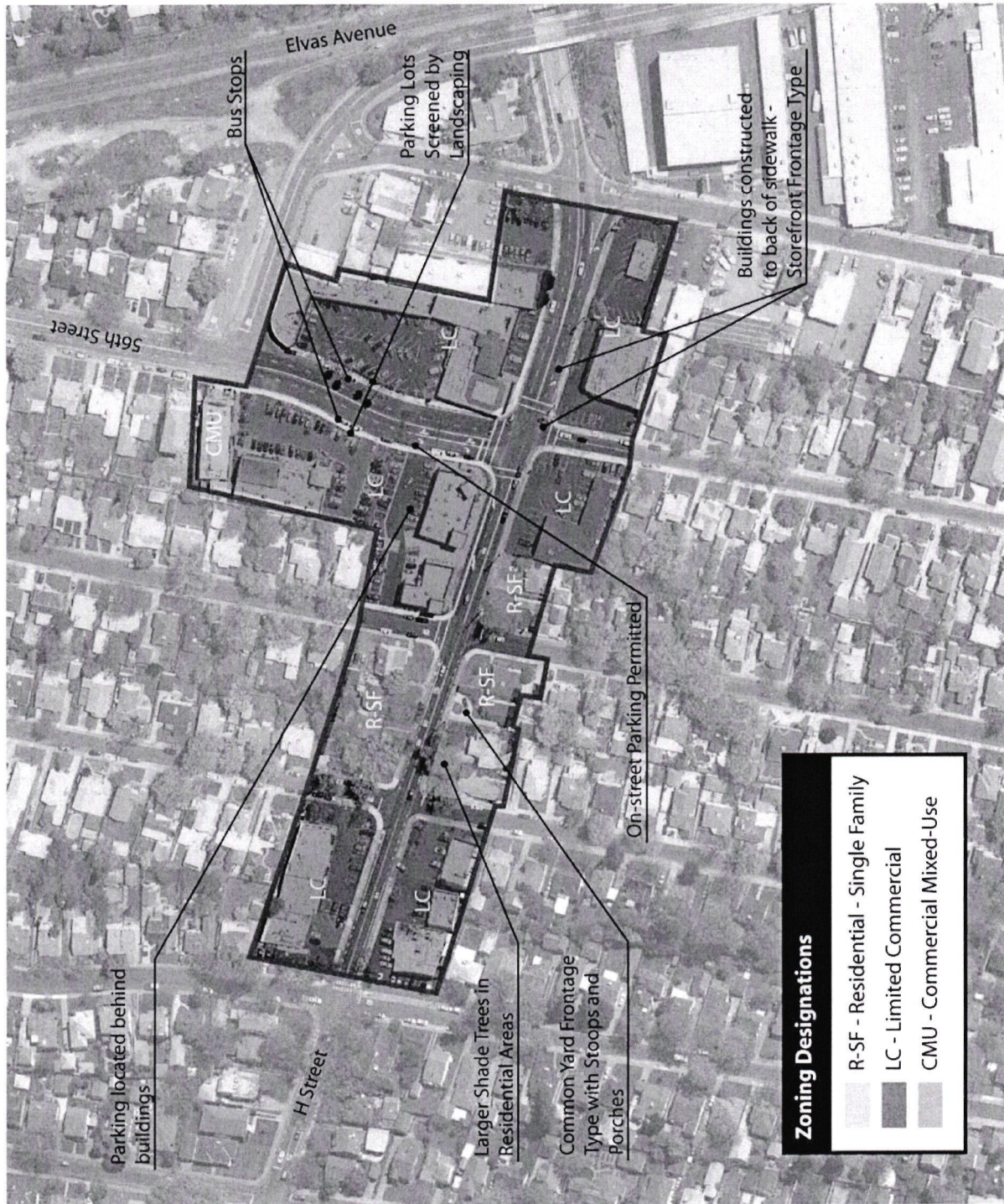
Site Design:

The Village Center is located along a residential collector and local residential street with on street parking. The buildings provide partial frontage onto the adjoining streets and properly scaled to fit within the surrounding neighborhood.

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**Figure 5.4.050-2: Example of Enhanced Village Center Design –
Sacramento, California – H Street and 56th Street**



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**Table 5.3.050-2: Development Standards
for Example Enhanced Village Center
Design**

	Village Center Standard	Enhanced Center Value
Connectivity		
Max block length	600 ft	430 ft
Max block perimeter	2,000 ft	1,300 feet
Max pedestrian block length	350 ft	1,250 ft
Residential density		
Min density	6.1 du/acre	1.7 du/acre
Max density	18 du/acre	
Minimum building frontage	50%	22%
Minimum FAR	1.0	0.32
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	35 ft
Frontage Types	Common Yard Porch Door Yard/Terrace Light Court Stoop Storefront	Common Yard Stoop Porch Storefront

Description of Enhanced Village Center Design

Site Description:

The Village Center site is 6.1 acres located on the eastern edge of an East Sacramento neighborhood.

Anchor/Primary Uses:

Several neighborhood-serving retail businesses, including coffee shops, restaurants, specialty retail, bicycle shop, professional offices, and single-family residences (with commercial zoning)

Surroundings:

This area is primarily comprised of single family homes surrounding the southern, western, and northern sides of the center. A significant concentration of commercial and light industrial uses abut the eastern and southern sides of the center.

Site Design:

Older and newly developed mixed use buildings are located along two residential collector streets (2 and 4-lane) with limited on-street parking, transit services, and pedestrian amenities along extensive storefronts. Development at the intersection of H Street and 56th Street fulfill many of physical expectations of commercial buildings in a village center, including the location of front facades adjacent to the sidewalk, the inclusion of multiple stories or are constructed to a height that creates the impression thereof, and location of parking behind buildings.

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Figure 5.4.050-3: Example of Ideal Village Center Design –

Sacramento, California – 2nd Avenue and 24 Street



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Table 5.3.050-3: Development Standards for Example High Merit Center Design

	Village Center Standard	Enhanced Center Value
Connectivity		
Max block length	600 ft	500 ft
Max block perimeter	2,000 ft	1,260 feet
Max pedestrian block length	350 ft	331 ft
Residential density		
Min density	6.1 du/acre	11.5 du/acre
Max density	18 du/acre	
Minimum building frontage	50%	96%
Minimum FAR	1.0	2.3
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	30 ft
Frontage Types	Common Yard Porch Door Yard/Terrace Light Court Stoop Storefront	Common Yard Stoop Porch Storefront

Description of High Merit Center Design:

Site Description:

The Village Center site is 5.1 acres in Sacramento's Curtis Park neighborhood. Development includes a mix of older buildings and new structures.

Anchor/Primary Uses:

This Village Center includes a neighborhood market, restaurant, salons, retail service uses, offices, and a variety of residential dwellings (single-family, apartments, and lofts above retail).

Surroundings:

The Village Center is surrounded to the east, south, and, west by single family homes. The area north of the center is comprised of commercial and larger office uses and higher density residential development.

Site Design:

The Village Center is located along two residential collector streets (2 and 4-lane). A concentration of neighborhood-serving commercial uses and offices create an commercial corridor along 24th Street. The surround residential areas include a mixture of small single family residences and apartment buildings, providing a transition into the surrounding neighborhood.

Rancho Cordova Weekend Directional Subdivision Sign Program

Background

The existing Rancho Cordova Zoning Code does not include any special regulations for subdivision signage. Weekend directional (stake) signs are not listed as a permitted type of sign and are therefore prohibited under the existing code. As part of the current Zoning Code Update, staff proposed a joint use subdivision kiosk sign program for off-site temporary subdivision real estate advertising and recommended that weekend directional signs be prohibited. The Planning Commission and City Council discussed the issues at a Joint Workshop and expressed interest in allowing weekend directional signs with limitations. The temporary sign program herein includes the limitations that staff would recommend should the decision makers support the provision of this type of temporary real estate sign.

Weekend Directional Subdivision Sign Program

1. Temporary Weekend Directional Signs. In addition to the permanent and temporary on-site signage allowed for subdivisions, the following off-site directional signage may be posted on private land in accordance with the regulations below. Subdivision sign provisions shall apply to integrated developments only and not to any single residential lot. A residential subdivision with a single builder is referred to herein as a village. Several villages within a planned community are referred to herein as a master planned community (MPC). Except as otherwise specifically stated, the following rules apply.
 - A. Maximum Number. Each subdivision shall be permitted a maximum of 25 weekend directional signs.
 - B. Location. Weekend directional signs may only be placed on private property and may not be located within the public right-of-way.
 - C. Placement Frequency. Weekend directional signs for any single subdivision must be spaced a minimum of 200 feet apart. In no event shall there be more than five signs for a single subdivision in any one City block.
 - D. Maximum Sign Area. The maximum sign area of an individual weekend directional sign is four square feet (per sign face of a double-sided sign).
 - E. Maximum Sign Height. The maximum height of an individual weekend directional sign is four feet.
 - F. Timing of Sign Placement. Weekend directional signs may not be erected before noon on Friday and must be removed no later than noon the following Monday. In the event that Friday is a nationally-recognized holiday, the weekend directional signs may be erected on Thursday after noon. In the event that Monday is a nationally-recognized holiday, the weekend directional signs may remain in place until Tuesday by noon.
 - G. Identification of Responsible Party. All signs shall display the name, address and phone number of the company/individual responsible for the placement of signs.

2. Permits Requirements. Sign Permits are required for all subdivision weekend directional signs as outlined in Article II. The following special provisions apply to sign permit applications for weekend directional signs.
 - A. Multiple Subdivisions. A separate permit is required for each subdivision within a master planned community. However, an applicant may choose to advertise the master planned community in lieu of individual subdivision identification.
 - B. Term Limits. Temporary weekend directional sign permits shall be valid for six months. Additional (sequential) sign permits may be granted for qualifying projects.
 - C. Qualifying Projects. In order to issue a sign permit for weekend directional signs, the subject subdivision shall have at least one current home for initial sale and be in good standing with not more than one cited violation for weekend directional signs during any previous six-month permit period.
 - D. Security Deposits. Security deposits in the amount of \$500 shall be required for off-site signs to ensure proper placement, maintenance, and removal of signs. Deposits will be returned if unused for enforcement violations during the permit period.

Issue Summary and Solution Identification City Council / Planning Commission / Policy Advisory Team Issues

The following tables summarize the outstanding issues identified by City decision-makers to be included in the next draft of the new zoning code. These issues require additional discussion, research and potential changes to the draft code. These are only issues identified by the following bodies:

- Policy Advisory Team – A Policy Advisory Team was formed with City Council, Planning Commission and community representatives to provide early input into the code process.
- Planning Commission/City Council. Several Joint Work Sessions with the Planning Commission and City Council have been held to identify issues and review chapters of the Zoning Code. City Council members and Planning Commissioners have also provided input individually on specific topics.

The first column identifies the issue to be addressed and the second column identifies the potential zoning code solution. This series of tables only identifies the specific issues that have yet to be addressed in the current draft of the zoning code and does not represent the full list of issues to be addressed – with solutions already incorporated in the zoning code.

Table A
Articles 1, 2 and 3 (Procedural / Administrative)

Issue / Policy	Proposed Solution
Certain projects should be eligible for administrative approval to streamline review process. Need clear rules and required findings.	▪ Review structure of new code will allow a more accelerated review for certain entitlements if justified. ▪ Option for administrative review will be available where decision is technical in nature.
Procedures should be crystal clear (consider a “tool kit” for development community / home owners)	▪ The new code’s organization system will be easier to navigate for new code users. Educational materials will be created following code adoption.

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Issue / Policy	Proposed Solution
Administrative (Planning Director) approvals should only be used where decisions are technical in nature.	Limited Use Permits (LUP), Similar Use Determinations and other minor approvals will be included in the new code. Administrative approvals are only used when technical determinations are needed. Most discretionary permits will still go to the Planning Commission and City Council.
Adjustment process. The new code will still need some flexibility for unique and unanticipated situations.	An adjustment process will be incorporated into the code – this will allow some deviation from standards (similar to existing Special Development Permit process).
The CC/PC would like to review additional entitlements that will add flexibility to the code.	Several optional entitlements were discussed at the November JWS and a few were selected for incorporation into the new code. These will be presented at the March 25, 2008 JWS.
A Council call-up should be provided.	The new code will add a “Call-up” procedure for all non-administrative entitlements to allow them to be reviewed by the City Council. This process is now only available with Design Review. The funding source for Call-up will need to be identified, since they represent significant additional staff time.

Table B
Articles 4 (Zoning Districts, Allowable Uses and Development Standards)

Issue / Policy	Solution
Add a “convention center” as a permitted use in the convention center district.	The code will specifically call out a convention center separately as a permitted use. A definition will be added to Article 11. This will be permitted by right in the Convention Center District and by CUP in other mixed use zoning districts.

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Issue / Policy	Solution
Bars and nightclubs should be compatible with residential nearby or in same project (mixed use building).	CUP will be required for bars and nightclubs, including mixed-use zoning districts. Language will be added to the code to guide compatibility issues.
Compatibility issues of drive-thru uses should be addressed.	- Performance standards added in Article 7 to minimize impact of drive-thrus on adjacent neighborhoods. - CUP required in certain zones. - Drive-thrus will not be permitted in defined Downtown District to encourage walkability. - Drive-thrus should be limited along FBSP and other areas where a walkable environments is paramount. - Provisions will have flexibility to work for non-restaurant uses (e.g. banks).
Car wash and detailing should be permitted in office areas.	A use listing for "Mobile Services" will be allowed as a secondary use in the RMU and OPMU zones. This will allow mobile vendor operations (windshield repair, car wash service, etc.) without allowing a permanent commercial facility..

Table C
Articles 5 (Form Based Zoning Regulations)

Issue / Policy	Solution
Avoid using the term "preferred" and instead use "high merit" or similar term.	Change will be incorporated into next draft
Regulating plans need to better communicate the concepts: why are several frontage types required in certain location?	- Clarity will be added for next draft of Article 5. - Purpose behind frontage types and location will be added
Project examples need more work: - Use California examples where possible - Call out successful aspect of project - Create themes/images for each project	- Communities that we visited on "bus tours" will be used as examples where applicable. - More detail will be added to examples - Add standards that require consistent design themes

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Issue / Policy	Solution
Development standards matrix needs additional consolidation allow for multiple diagrams to appear on one page.	Next draft will consolidate
Street typologies: - Place after frontage types - Main Street doesn't match City standards	- Article will be re-ordered to follow most logical pattern - All street typologies will match City standards when they exist.

Table D
Articles 6 (Site Planning and Development Standards)

Issue / Policy	Solution
<u>Residential</u>	
Improve property maintenance requirements	Planning will work with Code Enforcement to identify appropriate solutions.
Minimize paving in front yard	Performance standards will be added to address concern.
Fences and walls – placement and standards	Options will be discussed at March 25, 2008 JWS
Large homes in established single family neighborhoods ("McMansions")	Solutions will be presented for consideration at the March 25, 2008 JWS
<u>Non-Residential</u>	
Need mechanism to allow convenience store to be open for up to 24 hours	A CUP requirement will be added for additional hours
Improve property maintenance requirements	Planning will work with Code Enforcement to identify appropriate solutions.
Sign corridors should remain in code or it should be demonstrated that new provisions accomplish same objectives	Options will be discussed at March 25, 2008 JWS
Allow for "iconic" signage (e.g. the "Chili")	Sign chapter will be amended to allow for flexibility of sign type and allow iconic signs
A program for subdivision signs and weekend	Options will be discussed at March 25, 2008 JWS

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Issue / Policy	Solution
directional signs needs to be established.	The code will include provisions for joint use signage kiosks.
Sign height may be too high in proposed code (fifteen feet)	A maximum sign height will be discussed at the March 25, 2008 JWS and incorporated as needed into the code.

Table E
Articles 7 (Special Use Regulations)

Issue / Policy	Solution
Is the allowable canopy height for gas stations workable?	This is a carry-over from the current code and works from an operational perspective. Exceptions to the height maximum will be permitted with Design Review if the additional height will enhance the design.
Make sure Junk Tire section is consistent with South Sunrise SPA	The junk tire provisions are a carry-over from the existing code.
Should the new code include rent control provisions for Mobilehomes?	The zoning code is not the place to address this issue. This would be a significant effort that will occur outside of the zoning code project if the City Council so directs.
Rules for RV and/or boat parking should be provided in MHP	The code will include provisions to allow limited RV storage by right in Mobile Home Parks and additional storage allowed with a CUP. Large storage yards and sales of RVs and boats are permitted in commercial zones with a CUP.
Distinction should be clearly made between home occupations and live-work units. Approval process should be clarified	Definitions will clarify the difference between the two use types
Concern that home occupation standards may not be clear in terms of permitted uses.	Performance standards will ensure that most "nuisance" home business are not permitted. An example list will be added – similar to the existing code.
Language that prohibits changes to exterior appearance of homes for home businesses may	Code will add performance standards to allow reasonable signage and modest changes to exterior façade and long as

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Issue / Policy	Solution
be too restrictive	character remains "residential".
Live-work should be able to go entirely residential (in case a business use is not viable until a later point in time)	- The standards will be amended to allow a 100% residential use. - Commercial grade construction for first floor needs to be required so that commercial uses are not precluded with a residential construction type.
Should the code limit the number of home occupations per address? A limit may not be necessary.	Consider changing code to remove maximum number of home occupation. Performance standards should avoid impacts. Planning Staff will research to determine any fatal flaws with this approach.
Applicability of Chapter 7.2 (Agriculture Uses) is unclear. Make sure that State "right to farm act" is not violated by provisions	- Purpose statement and chapter title of 7.2 will be amended to apply only to Incidental Agricultural Uses. - The State Right to Farm Act will be researched by the City Attorney's office to determine if any zoning code implications exist.
Undergrounding requirement needs to be reviewed by SMUD	SMUD will be contacted for review
Utility chapter needs more detail regarding camouflage requirements.	The Code will contain provisions to minimize the visual impact of cell towers, such as: co-location; hiding in the architecture, camouflaging cell towers (e.g. like a tree), etc.
Locating of cell equipment on public property should be encouraged (for revenue)	City Attorney will provide language to be incorporated
Convenience stores standards should be extended to liquor stores. Hours of operation may be too restrictive. Police Department has "24" provisions.	A CUP provision will be added to allow Convenience Stores to stay open outside the hour limitations. Obtain list of "24" items from Police Department and incorporate where appropriate.
To encourage a vibrant City a wide range of temporary uses should be permitted	The TUP section will be as permissive as possible and focus on uses that could create negative impacts (e.g. flea market) and require a CUP for these uses.

Issue Summary and Solution Identification

City Council / Planning Commission / Policy Advisory Team Issues

Table F
Articles 8 (Special Housing Standards and Development Incentives)

Issue / Policy	Solution
Do we need an Article 8? Could be rolled into Article 7 under residential.	Planning Staff will explore the implications of this alternative approach in terms of streamlining and simplicity.
Executive housing	Possible solutions discussed at the March 25, 2008 JWS
Legal requirements of Density Bonus.	City Attorney's Office and Planning Department will review and ensure that code will be consistent with State Law.
Condominium Conversion. Do not want "run-down" apartments converted into "low end" home ownership.	- The new code adds a Condominium conversion permit and includes flexible provisions to allow Condominium Conversions, while ensuring that adequate public facilities and amenities are provided (parks). - Development Agreement will be required
Consider eliminating vacancy rate requirement for condo conversions	This will be eliminated unless it is needed to comply with State Law or serve another purpose



Rancho Cordova Zoning Code Joint Work Session

Topics of Specific Interest
March 25, 2008



Work Session Agenda

- Project Status and Schedule
- Topics of Specific Interest
 1. New entitlements
 2. Large homes in established neighborhoods
 3. Executive housing strategies
 4. Form-based provisions
 5. Fences
 6. Weekend directional subdivision signs
 7. Commercial signage issues
 8. Rezoning
- Next Steps
 - Taskforce Meetings (e.g. Special Uses)
 - Bus Tour
 - Peer Review
 - Public Hearing Draft

What has led up to this point?

- General Plan
- Need to replace existing code
- Direction from PAT
- City Staff Input
- Joint Work Sessions
- Stakeholder outreach (ongoing)

Project Schedule

- Public Review Draft (current stage)
 - March 25 Joint Work Session
 - Special Committees
 - Stake-holder meetings
 - City Staff work sessions
 - Peer Review
 - Environmental Review
 - Revise draft based on input
- Adoption Process
 - Planning Commission Hearings (May)
 - Revisions based on Planning Commission Input
 - City Council Hearings (June)
- Publication
 - Final Zoning Code
 - Interactive Web Based Zoning Code and Map

Topic 1- New Entitlements (Articles 2 and 3)

Added flexibility:

- Adjustments (similar to SDP) but targeted (e.g. setback/height/open space)
- Variance (minor) – protects unique site features (tree/hillside)
- Design Review – modify existing DR for quality projects (complex mixed-use)

Will these changes add the flexibility desired by the City?

Council Call-ups

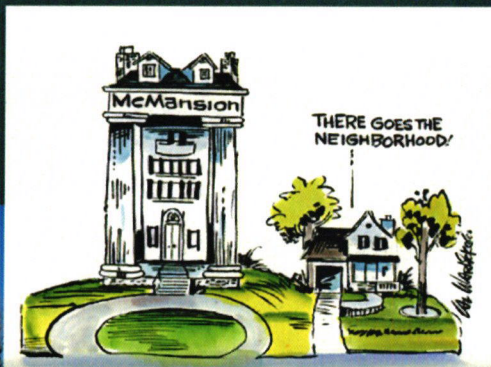
- Expanded to include all discretionary entitlements
- No funding source identified for processing

Should the new code expand call-ups?

How should call-ups be funded? General fund? Increase deposits/fees?

Topic 2- Large Home Restrictions

“McMansions”

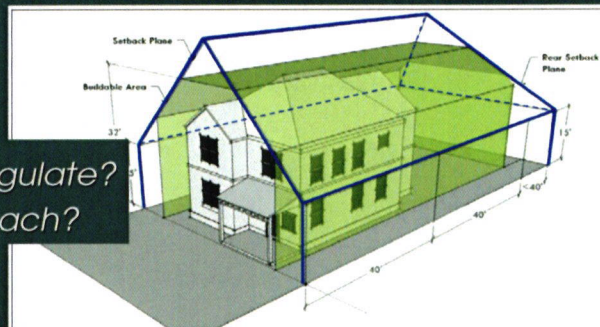


Topic 2- Large Home Restrictions

(Articles 3 and 6)

Options

1. Status quo – building permit only
2. Admin review for large expansions (50% +)
3. Admin review of all residential additions
4. Expand design review guidelines for single family homes
5. Residential compatibility ordinance (see Austin example)



*Should the City regulate?
If so, which approach?*

Topic 3 - Executive Housing

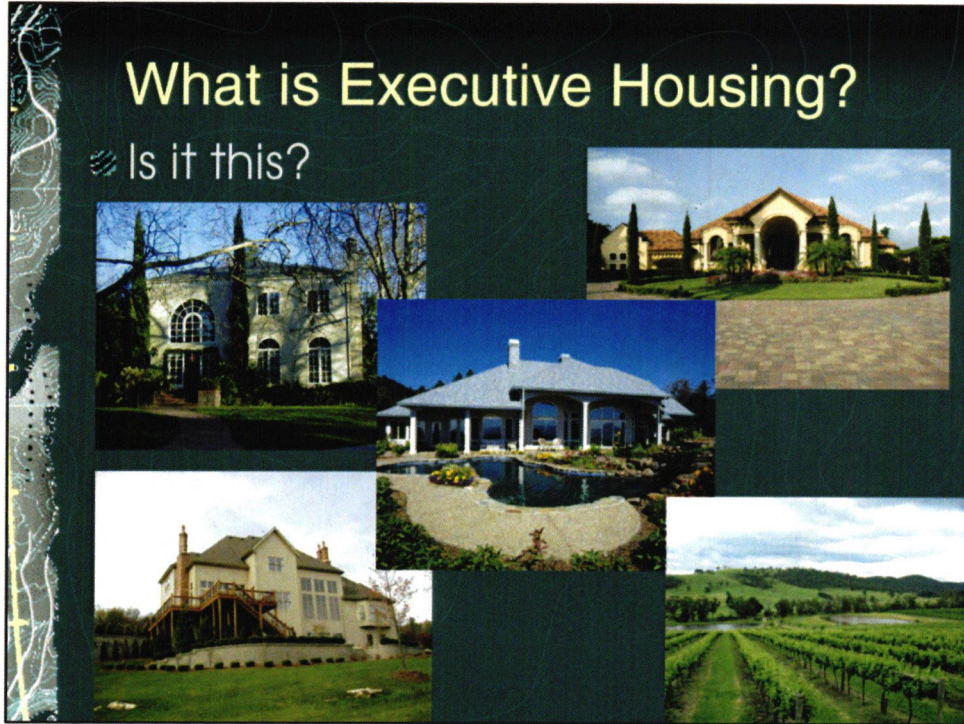
(Article 4)

Elements of Executive Housing

- Exclusivity
- Schools
- Proximity to Natural (e.g. woodlands) / Open Space (e.g. golf course) Resources
- Neighborhood amenities
- Distinctive architecture
- Community Context

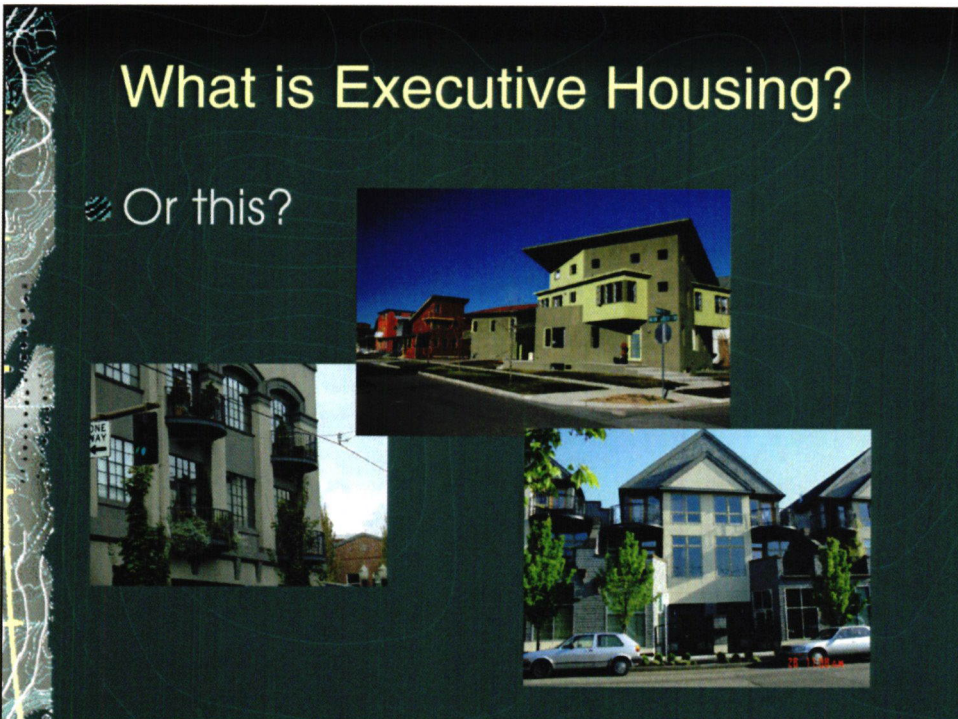
What is Executive Housing?

Is it this?



What is Executive Housing?

Or this?

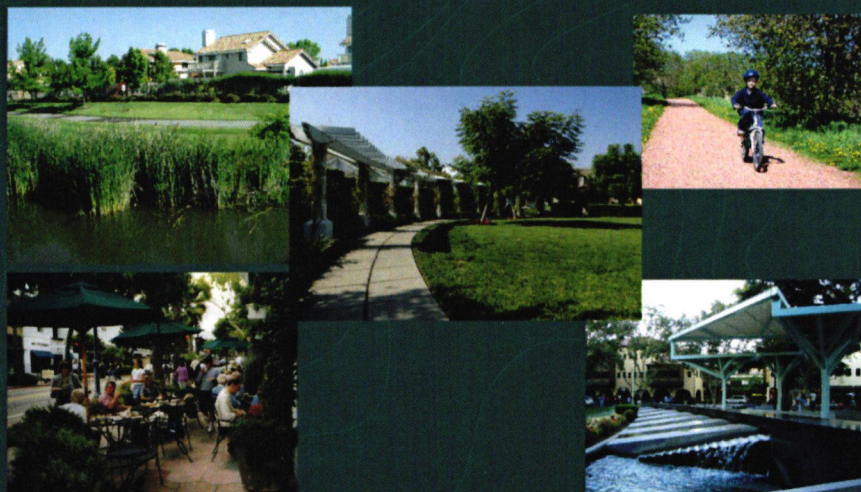


Probably not this?



What is Executive Housing?

Amenities Critical

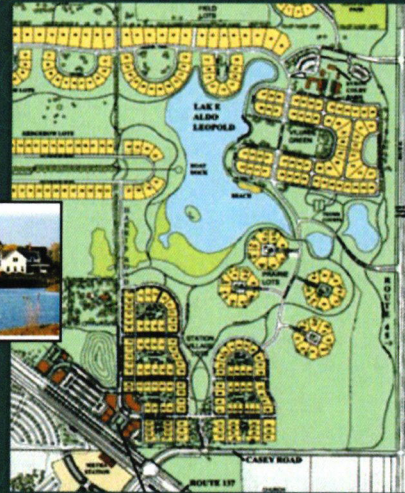


What is Executive Housing?

■ Conservation Subdivision



Prairie Crossing, Lake County, Illinois



Executive Housing

(Article 4)

■ Zoning Code Strategy

- Large lot "estate zoning"
- Zoning flexibility
- Allow Conservation Subdivisions
- Open space performance standards

■ Specific Plans

- Best place to implement executive housing
- Community amenities
- Different density levels
- Architecture controls

1. *Is this approach acceptable?*

Topic 4 - Form-based Provisions

(Article 5)

Chapter 1

- Relationship to other code provisions clarified
- Avoid repeating provisions found in other locations

1. *Is this enough information to help applicant navigate the Code?*

Landscaping Strip Designs



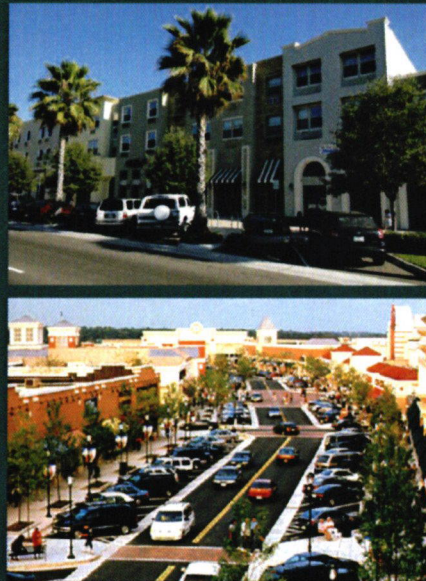
Landscaped Plaza within Intersection



Main Street Landscaping Options

Design Details Questions

1. Limit landscape materials?
(e.g. Grass only?)
2. Require/allow plaza design within intersections?
3. Allow landscaping between parked cars?



Example Village Center Designs

Enhanced Village Center Example— H Street & 56th Street

The aerial map shows a grid of streets with various zoning designations. A legend titled "Zoning Designations" is located in the bottom left corner of the map area. The legend includes the following categories:

- R-SF - Residential - Single Family (Yellow)
- LC - Limited Commercial (Red)
- CMU - Commercial Mixed-Use (Orange)

Other labels on the map include:

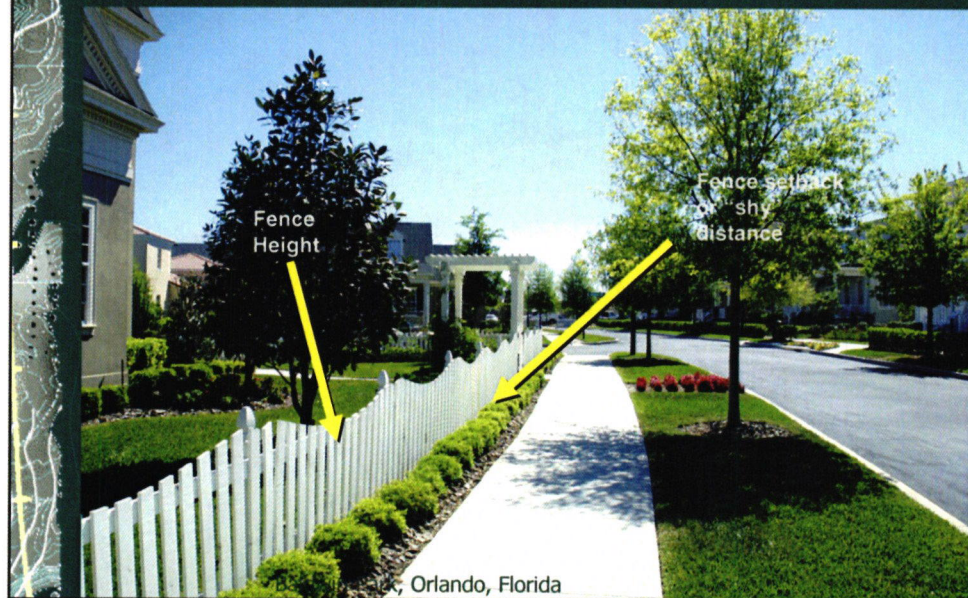
- "behind" (pointing to a building behind a street)
- "On-Street Parking Permitted" (pointing to a street with parking spaces)
- "Share Taxes in Rural Areas" (pointing to a rural area)
- "New-Yard Intimidation with Grouping" (pointing to a group of buildings)

The map also shows "56th Street" and "H Street".

Six inset photographs are included, showing examples of buildings and streets:

- Top left: A modern building with a large overhang.
- Top right: A multi-story building with a curved facade.
- Middle left: A small, single-story building with a gabled roof.
- Middle right: A street view with parked cars and trees.
- Bottom left: A street view with a building and trees.
- Bottom right: A street view with a building and trees.

Topic 5 - Fences



Topic 5a - Fence Height

(Article 6)

- 3'-0" height limit in front yard
- 6'-0" height limit elsewhere
- Admin permit now available for taller fences
- Exception could allow, for example:
 - Increase to 5'-0"
 - Maintain visibility/open fencing over 3'-0" (e.g. rod iron)
 - Admin permit required

Location of Fence/Wall/Screen	Maximum Height
Front yard	3 feet
Rear and interior side yard	6 feet
Street side yard	6 feet
Clear vision triangle	30 inches

1. Does the City want to allow for taller front yard fences?
2. Should taller fence be permitted with an admin. permit?

Topic 5b - Fence Placement

(Article 6)

Current condition

- Most fences now allowed at right-of-way (ROW)
- Some ROW lines offset from back of walk
- SunRidge requires a 5'-0" setback
- Taller fences (up to 8'-0") available through admin. permit

Policy Options

1. *Should the City require a fence setback from sidewalk/street?*

Staff recommends:

- Performance standard of 3'-0" setback distance measured from back of walk
- Setback from back of curb where no sidewalk exists
- Property owner is responsible for ensuring that fence is not placed within the right-of-way (e.g. if property line is >3'-0" from ROW)

Topic 6 - Weekend Directional Signs

(Article 6)

Existing Condition

- Current code - No special provisions for directional signs

Program outline

- Maximum Number - 25
- Located on private property only
- Spacing - 200 feet
- Maximum Sign Area - 4 sf
- Maximum Sign Height - 4 feet
- Only permitted on weekends/holidays
- Sign permits required
- Security Deposit required - \$500

1. *Should a weekend directional sign program be adopted?*

2. *Any changes or revisions to the attached proposal?*

Topic 7 – Commercial Signs

Planned Changes

- Directional signage
 - Allow within project and/or district
- Community interest signs
 - Provide at freeway interchanges
- Flags on residential property
 - Exempt with no restrictions
 - Government or non-commercial only
- Digital reader boards
 - CUP required

Topic 7 – Signs

Policy Questions

- *No pole signs - monument signs only?*
- *Are the limits on size and scale acceptable?*
- *Do we want to allow more monument signs? (as a trade-off for reduced size)*



Topic 7 – Signs

Policy Questions

- *Should the City keep the Special Sign Corridor along Highway 50 and Sunrise Boulevard?*
 - Community interest signs at freeway interchanges
 - Only allow monument signs related to on-site use



Topic 7 – Signs

Policy Questions

- *Should the City have an amortization schedule for non-conforming signs or allow them as legal non-conforming?*
 - If amortization, follow-up work necessary (inventory, establish amortization of schedule)

Topic 8 - Rezoning (Map Issue)

- ❖ Some changes needed for GP consistency
- ❖ Options
 - ❖ Property owners required to rezone
 - ❖ City rezones - requires follow-up project:
 - Public Workshops
 - Property owner consultations
 - Public Hearings

1. *Should zoning changes be left to property owners or City sponsored?*

Next Steps

- ❖ Taskforce Meetings
 - ❖ Special Use Regulations
 - ❖ Other
- ❖ Bus Tour
- ❖ Peer Review
- ❖ Code revisions
 - ❖ Policy input (from JWS, Taskforce meetings, etc.)
 - ❖ Technical input (staff, legal review, stakeholders, Peer Review, etc.)
- ❖ Public Hearings (Planning Commission/City Council)
 - ❖ Review draft Code
 - ❖ Modification and adoption