

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

**Tuesday, May 13, 2008
5:30 p.m.**

AGENDA



JOINT CITY COUNCIL AND PLANNING COMMISSION WORK SESSION

(Public Comment is encouraged)

1. Discussion of Special Topics Related to the Draft Zoning Code.
2. Discussion of Design Concepts for the Promenade Overcrossing of Highway 50 in the Vicinity of Olson Drive.

PUBLIC COMMENT

At a 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.

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 May 13, 2008 Joint Special Meeting of the Rancho Cordova City Council was posted on May 8, 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 8th day of May 2008 at Rancho Cordova, California.

Stacy Leitner, Interim City Clerk

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.

MEMORANDUM

DATE: May 13, 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
Neighborhood Issue Summary and Topics of Specific Interest



RECOMMENDATION

Review and discuss a summary of the May 7, City Bus Tour and how issues discussed on the bus tour can be addressed by the zoning code and other City implementation mechanisms. Topics of specific interest related to the zoning code will also be discussed. 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 commence work on a 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 fifth Joint Work Session (JWS) with the Rancho Cordova City Council and Planning Commission to discuss articles and chapters of the new Zoning Code. Today's JWS focuses on:

- A summary of the May 7, City Bus Tour and how issues discussed on the bus tour can be addressed by the zoning code and other City implementation mechanisms. Results from the tour will be discussed with a focus on whether specific issues can be addressed by the zoning code or whether another regulatory tool is available.
- Form-based Provisions. Additional direction is requested to help with edits to Article 5 – Form-based Zoning.
- Weekend Directional Subdivision Signs. The current zoning code does not include special provisions. Staff is requesting direction regarding incorporating new provisions into the code.
- Commercial Signage Issues. Staff is requesting additional information related to sign height, sign corridors and non-conforming signs.
- Re-zoning. Certain sites within the City could be rezoned as a result of the zoning code update. The draft code calls for the elimination of several existing commercial, office, and industrial zones, as well as the modification to three existing residential zones.

NEXT STEPS

Two documents will be prepared following this JWS:

1. An issue summary document that identifies topics that will be addressed by the zoning code.
2. A revised public draft of the zoning code 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;
 - Planning Commission and City Council (focus on policy issues). All items identified on the Issue Summary will be addressed by the updated draft.

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.

MEMORANDUM



DATE: May 13, 2008

TO: Honorable Mayor and Council Members

FROM: Cyrus Abhar, Public Works Director

SUBJECT: DESIGN CONCEPTS FOR THE PROMENADE OVERCROSSING OF
HIGHWAY 50 IN THE VICINITY OF OLSON DRIVE

RECOMMENDATION

There will be no recommendation at this meeting; however, staff will use the input received on May 13, 2008 to develop a final recommendation on design and feasibility during the regular Council meeting on June 16, 2008. Initial design concepts were studied by the Council on September 11, 2007. Input from that meeting was used to develop the design concepts that will be presented on May 13. Staff will describe the current design and seek input on the Council's vision for the project. A key component of the recommendation will include refining opportunities for pedestrians, bicyclists and transit users.

RESULT OF RECOMMENDED ACTION

Staff will incorporate the Council's input in the final design and feasibility recommendation that will be presented during a regular Council meeting on June 16, 2008. The design will focus on modes of travel served, addressing general plan policies for adjacent land uses and creating a landmark image for travelers along Highway 50.

BACKGROUND

In December 2006, the Council authorized the City Manager to execute a consulting services agreement with Parsons Brinkerhoff Quade and Douglas, Inc. to prepare a feasibility study for a bicycle and pedestrian overcrossing of Highway 50 that will connect office parks and residents to the City's commercial core along Olson Drive, linking jobs with light rail and retail services. SACOG awarded \$300,000 in Community Design funding for the project.

The consultant team worked with City staff from Public Works, Planning, Economic Development, Police and Fire to develop initial design alternatives. On September 11, 2007, staff presented the initial design alternatives during a Council work session. Input received during that session was incorporated into the design concepts that will be presented on May 13, 2008. City staff members from Public Works and Economic Development have discussed the project with representatives of owners of property that could be impacted by the project. Comments received on May 13 will be used to complete a final design concept that will be presented during a regular Council meeting on June 16, 2008. This will allow staff to complete the work funded by SACOG prior to the June 30, 2008 expiration of the Community Design funding.

**City of Rancho Cordova
Zoning Code Update
Key Issues**

Topic/Issue	Solution
Fences for residential property	▪ Maximum height in front yard is four feet (exceptions may be granted with a Fence Permit with some design controls in place). ▪ Chain link and chain link/slat fencing are prohibited. ▪ Fences along a front yard and street side yard must be setback three – five feet from the back of sidewalk, depending on district (or property line if not sidewalk exists); area in front of fence to be landscaped and maintained by the homeowner.
Front yard landscape requirements and parking area	▪ Code will establish a maximum percentage of the front yard that can be used for parking ▪ Landscape strip in Hollywood drive counts towards driveway area
Garbage cans	▪ Require garbage cans, when not on the street for collection, to be screened from public view. ▪ A fenced enclosure may be built in the front yard area, provided it is no closer than 15 feet from the front property line or 3 feet from a street side property line.
Garage conversions	▪ Garage conversion will be limited since new code requires a minimum of two covered parking spaces per home (carports/awnings in the front yard area are prohibited). ▪ Garage conversions are permitted if replacement covered parking is provided on the lot.
Executive housing	▪ Creation of Rural Residential and Estate Residential ▪ Special provisions to allow for "conservation subdivisions" – allows homes to be clustered in small groupings to protect natural amenities
New entitlements	▪ Adjustments added to provide flexibility in limited circumstances ▪ Scope of Design Review expanded to allow flexibility for creative design solutions ▪ Special review of parking
Agricultural activities chapter	▪ This section is intended for agriculture activities that are accessory to a residential use and not general agriculture. ▪ General agriculture land uses and provisions are addressed in Article 4.
Commercial Landscaping	▪ Code to require approval of and on going adherence to commercial landscape plan ▪ Additional maintenance issues to be addressed in other Municipal Code sections

Flags	▪ No limits on residential property ▪ All other sites – max 2 poles; max height 25 feet ▪ Night lighting required or flag must be taken down at night.
"McMansions"	▪ No new provisions recommended at this time
Animal Keeping	▪ Limit to animals kept as pets ▪ Limit to five animals total
Holiday lights	▪ Recommend this issue not be addressed within the Zoning Code
Recreational Vehicles (RVs, boats, trailers, etc.)	▪ This topic will be deferred to a subsequent process. Existing standards to remain in place.
Property maintenance – commercial and residential (weeds, junk, tall grass, disintegrating fencing, etc.)	▪ Zoning code will require upkeep of installed site features of development. ▪ Property maintenance code (part of Muni Code) is best place to address problem properties.

Signage Related Regulations	
Topic/Issue	Solution
Temporary weekend directional signs	▪ Allow temporary weekend directional signs ▪ Max 25 per subdivision ▪ Limit placement to Friday to Monday ▪ Require permit that covers the entire subdivision for the length of sales
Residential kiosk sign program	▪ The code will allow for creation of a kiosk sign program to identify residential home sales ▪ Specifics of kiosks will be left to implementation
On-site temporary real estate signage	▪ Allow banners, balloons, and other temporary signage as part of a temporary use permit ▪ Such temporary signage shall be limited to weekends (Friday posting, Monday removal)
Special Sign Corridor	▪ Retain the special sign corridor along Highway 50 and Sunrise
Commercial signage	▪ Building signs limited to a set ratio of 2.5 square feet / 1 linear foot of frontage ▪ Freestanding signs limited to monuments ▪ Pylon signs will only be allowed for regional/power centers or community interest signs and shall be subject to discretionary review/approval
Community signs/Wayfinding	▪ The code will allow for the creation of community signs and wayfinding signs at key intersections and freeway off-ramps and as part of individual development projects ▪ Details of community signs will be left to implementation
Digital readerboards	▪ Require a conditional use permit from the City Council
Sign amortization	▪ To be addressed with Council direction

Article 5

Form Based Zoning Provisions

Overview

This article establishes form based provisions for three new “center” zoning districts: the Village Center Zone, the Local Town Center Zone and the Regional Town Center Zone. These districts implement the General Plan vision to create vibrant activity nodes serving a more sustainable and livable building blocks model. The provisions contained within this chapter include development standards that provide incentives and requirements for more urban style, multi-modal development at key locations within the City. The form based provisions are intended to facilitate the development of mixed-use projects and discourage isolated single use projects that are not integrated with surrounding neighborhoods.

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Chapter 5.1 Introduction to Form Based Provisions

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Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

This chapter introduces special form based zoning regulations three new zoning districts. The current code does not have any form based districts, but does include some mixed use zoning districts, which were adopted after the City's incorporation. Unlike traditional zoning districts that regulate a specific set of uses and focus on site development standards such as setback from adjoining property, a form based district is more concerned with how each development project relates to the larger context of the community. This chapter describes how the form based provisions are implemented within the context of the larger code.

5.1.010 Purpose

This Chapter defines "form based zoning" and clarifies the relationship between this Article and the remainder of the zoning code. The Chapter also explains how the form based provisions are applied and administered.

5.1.020 Defining Form Based Zoning

Form based zoning provides a method of regulating development to achieve a desired urban form. Form based provisions address the relationship between building facades and the public realm (e.g., streets and sidewalks), the form and mass of buildings, and the size, character and type of streets and blocks. The central focus of form based provisions is the regulating plan that designates the appropriate form (and character) of development rather than only distinctions in land-use types, which is the basis of conventional zoning. A detailed description of the regulating plan and a prototypical regulating plan for each of the form based districts are located in section 5.2.020.

5.1.030 Applicability

The article applies to three form based zones (Village Center, Local Town Center and Regional Center) as identified on the zoning map and/or as subsequently created through the rezoning process. Each of these districts has a specific purpose and character with appropriate development at a unique scale. The following General Plan descriptions describe the relevant scale and mixture of uses for each center type.

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- A. **Village Centers.** Village centers are five- to fifteen-acre pedestrian-oriented developments with smaller parking fields and buildings located in proximity to the street. Village center uses may include small- and medium-size grocery stores, drug stores, restaurants, banks, and other similar uses. Typically, no single tenant in a village center is larger than 50,000 square feet to ensure a local, rather than a Citywide or regional, retail focus. Village centers are sized and located to encourage local markets and support services in proximity to all residents of the village.
- B. **Local Town Centers.** Local town centers are the most prevalent and fundamental type of town center. They provide most of the commercial shopping needs of the district and are designed to supplement village centers with retail, service, and entertainment needs for a larger population. Local town centers are typically between 15 and 30 acres in size and will probably not include uses such as grocery stores that are provided in the village centers. Rather, general retail and restaurant uses are envisioned for the local town center (e.g., clothing stores, book/music stores).
- C. **Regional Town Centers.** Regional town centers are designed to meet a regional need for shopping, entertainment, and other large destination uses (e.g., sports arena). They are strategically located for accessibility and range in size from 25 to 100 acres.

The form based provisions apply to all property zoned as Village Center, Local Town Center, or Regional Town Center on the City's Zoning Map. These provisions may also be applied to Specific Plans adopted by the City where reference to compliance with these standards is specified. Otherwise, the Specific Plan may contain unique development standards for a particular project area that meet the intent of the corresponding General Plan land use designation.

5.1.040 Organization and Use of Form Based Provisions

The Article is organized into the following five chapters.

- A. **Chapter 5.1 – Introduction to Form Based Provisions.** Chapter 5.1 defines form based zoning and identifies where the provisions apply. The Chapter also indicates how the code may be implemented, explains how provisions relate to other portions of the Zoning Code, and describes the associated administrative review process.
- B. **Chapter 5.2 – The Regulating Plan.** Chapter 5.2 introduces a regulating plan for each of the center districts (prototypical). Unlike a zoning map that simply lists the zoning district boundary and symbol, a regulating plan shows key components of the form based zone (e.g., frontage types) on a prototypical exhibit .
- C. **Chapter 5.3 – Village Center Zone.** Chapter 5.3 introduces the Village Center Zone. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.
- D. **Chapter 5.4 – Local Town Center District.** The Code introduces the Town Center Zone. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.

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- E. Chapter 5.5 – Regional Town Center District. The Code introduces the Regional Center Zone. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.

5.1.050 Relationship to Other Zoning Provisions

Where there is conflicting or overlapping provisions, form based provisions within this chapter supersede other provisions within the zoning code. The descriptions below explain how other Articles within the code work with form based provisions:

- F. 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.
- G. 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.
- H. Article 4 – Zoning District, Allowable Uses and Development Standards. This article identifies the allowable land uses within each form-based district.
- I. Article 6 – Development Standards. The form based chapter does 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. Where Article 5 is silent on a general site development rule, provisions of Article 6 will apply.
- J. 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.

5.1.060 Relationship to Folsom Boulevard Specific Plan

Within the Folsom Boulevard Planning Area, the Specific Plan takes precedent unless it is silent on a standard that is incorporated in this Article for the Village Center, Local Town Center, or Regional Town Center designations within the Specific Plan.

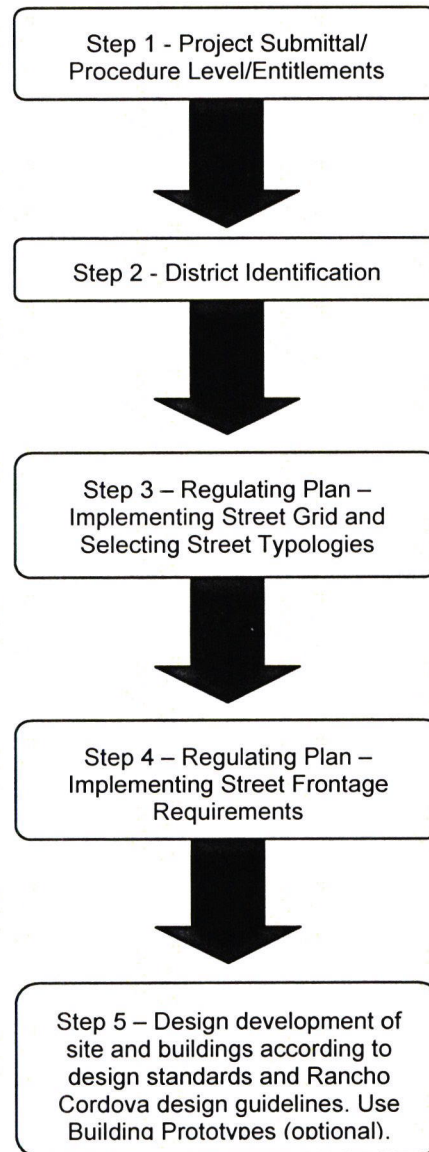
5.1.070 Administering Form Based Zoning

Development sites within form based districts will not require special administrative procedures beyond those provided in Article 2. However, the form based districts do function differently than traditional zoning districts and will require more detailed analysis during the entitlement review process to determine compliance with the provisions of this Article. A typical development proposal will be analyzed consistent with Figure 5.1.050-1 (Form Based Zoning Development Proposal Process).

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Figure 5.1.070-1: Form Based Zoning Development Proposal Process



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Chapter 5.2 The Regulating Plan

Sections in this Chapter:

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5.2.040	Form Based Zoning Streetscape Typologies	5.2-12
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Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

This Chapter introduces a regulating plan for each of the form based districts and the components of the City's form based code. Unlike a traditional zoning map that simply shows the boundaries of a particular zone and a representative zoning symbol, a regulating plan prescribes urban form and character by illustrating where and how key components of form based provisions are applied. The regulating plans included in this Chapter specifically address how form based provisions pertain to development occurring within the private realm (development standards, building prototypes and frontage types) and the design of the public realm (streetscape typologies).

5.2.010 Purpose

The purpose of this Chapter is to establish a conceptual regulating plan for each of the City's three form based districts (Village Center, Town Center and Regional Center) and introduce the key components of the Article's form based code.

5.2.020 Regulating Plans

The regulating plans illustrate key components of a form based code for each prototypical center type (Village Center, Local Town Center, and Regional Town Center). The three regulating plans appearing in this Chapter accomplish this by illustrating important form based development components occurring within the private realm (development standards, building prototypes and frontage types) and the design of the public realm (street typologies). This is achieved by conceptually applying the regulating plans to specific locations in the following manner:

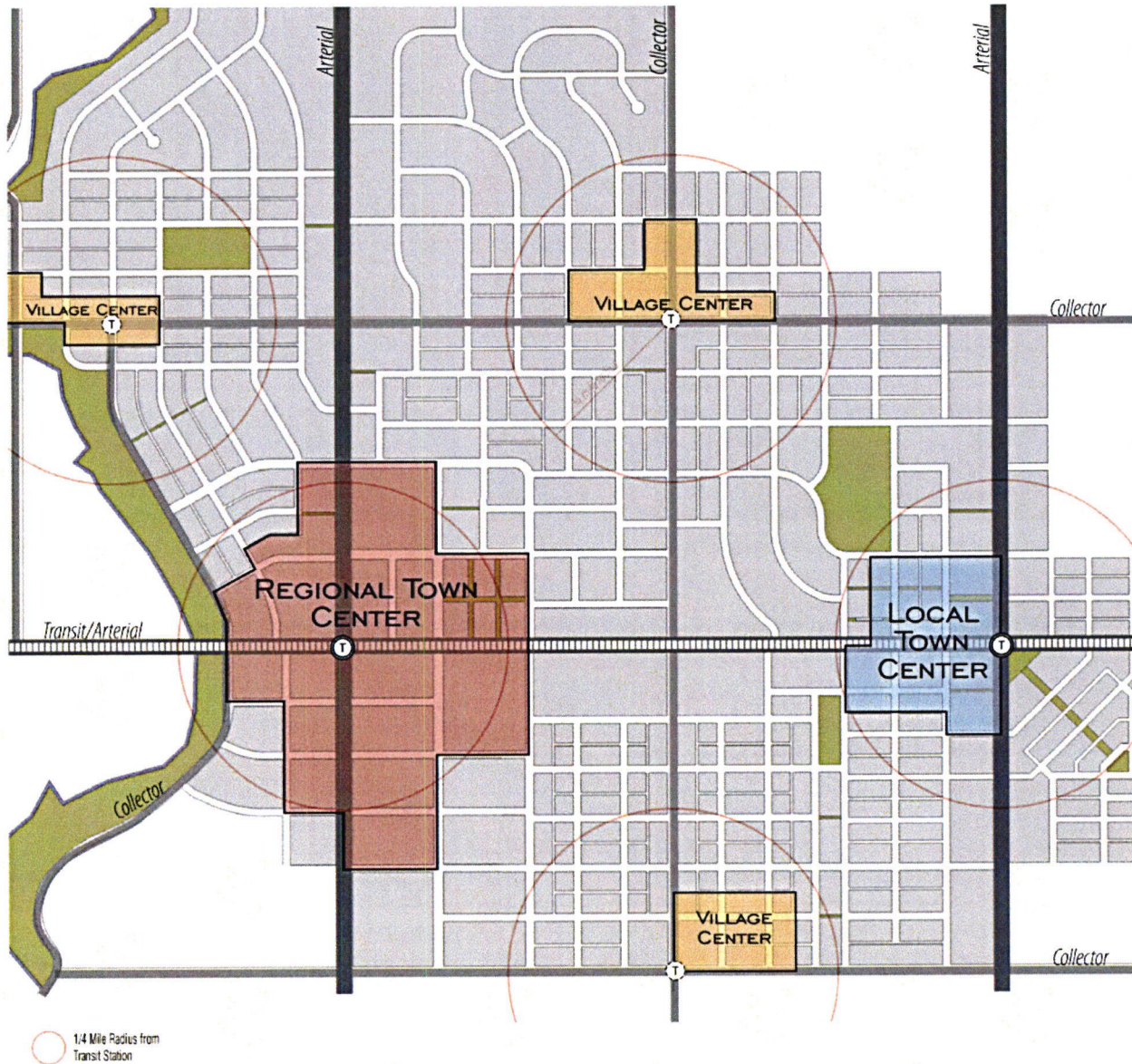
The Chapter provides a conceptual regulating plan to illustrate each of the three form based districts (Village Center, Local Town Center, and Regional Town Center). A regulating plan can be applied to a location zoned to the corresponding district or an area identified for comparable development by a Specific Plan (see Figure 5.2.020-1). The Chapter also implements special provisions for the Transit Oriented Development Overlay Zoning District (referenced to throughout this Article as the Transit Area Overlay) in each form based district to encourage denser, transit-oriented development within ¼ mile of light rail and other fixed transit stations, major bus stops, and other transit stations and stops identified by the City (see Figure 5.2.020-2).

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These provisions include a Required Storefront Frontage, a Recommended Storefront Frontage, and a Recommended Gallery/Arcade Frontage that apply to locations within the centers that are best suited for retail development.

**Figure 5.2.020-1:
Prototype Maps for Village Center, Local Town Center, and Regional Town Center
Regulating Plans**

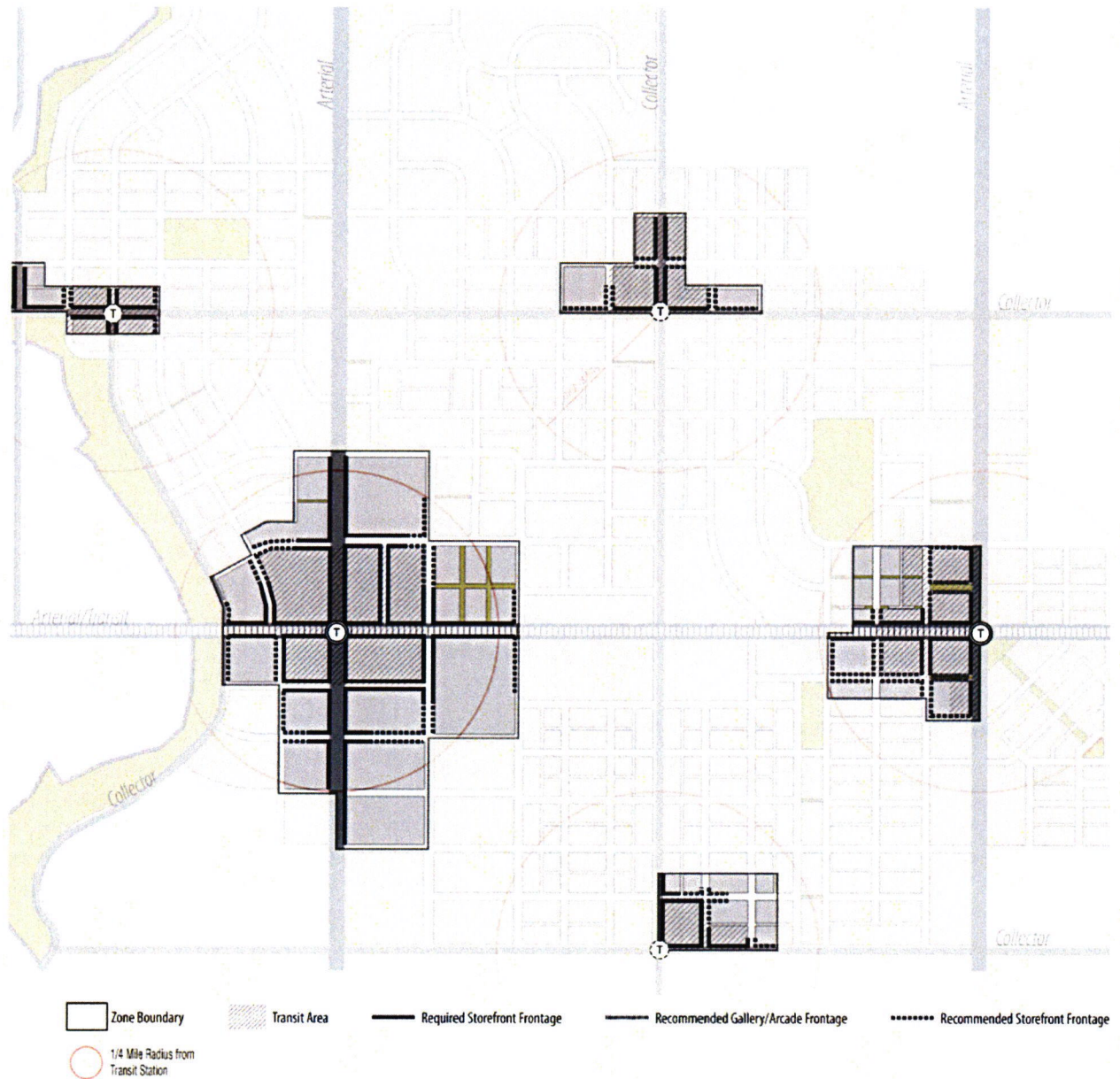


Source: SERA Architects, 2008

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**Figure 5.2.020-2:
Regulating Plans (Transit Areas and Frontages) for Prototypical Village Center, Local
Town Center, and Regional Town Center**



Source: SERA Architects, 2008

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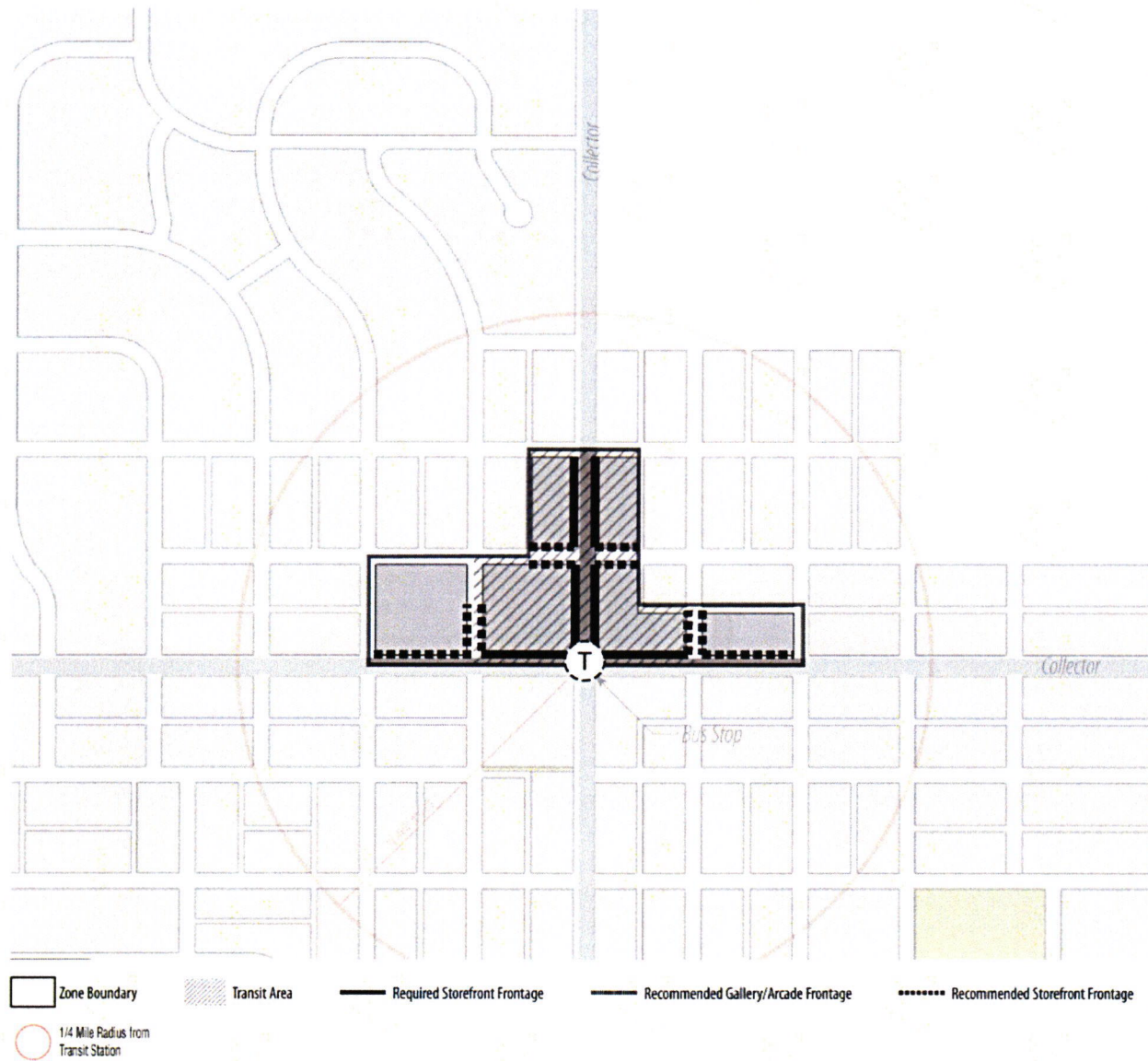
A. Regulating Plan for the Village Center Zoning District

This section provides a conceptual regulating plan to illustrate a Village Center Zoning District and several of the provisions that regulate development within the center (see Figure 5.2.020-3). The plan shows the integration of the Village Center within the adjacent neighborhoods through the alignment of streets and blocks. The diagram also describes the ideal placement of a transit station at major intersection within the center. A red circle describes the Village Center's scale relative to the ¼ mile walking radius extending from the transit station. Blocks within the radius located near the transit station and that front onto a collector street are included within the Transit Area Overlay. Other portrayed provisions include a Required Storefront Frontage, a Recommended Storefront Frontage, and a Recommended Gallery/Arcade Frontage that apply to locations within the centers that are best suited for retail development.

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**Figure 5.2.020-3:
Regulating Plan for Village Center Prototype**



Source: SERA Architects, 2008

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Article 5 – Form Based Provisions

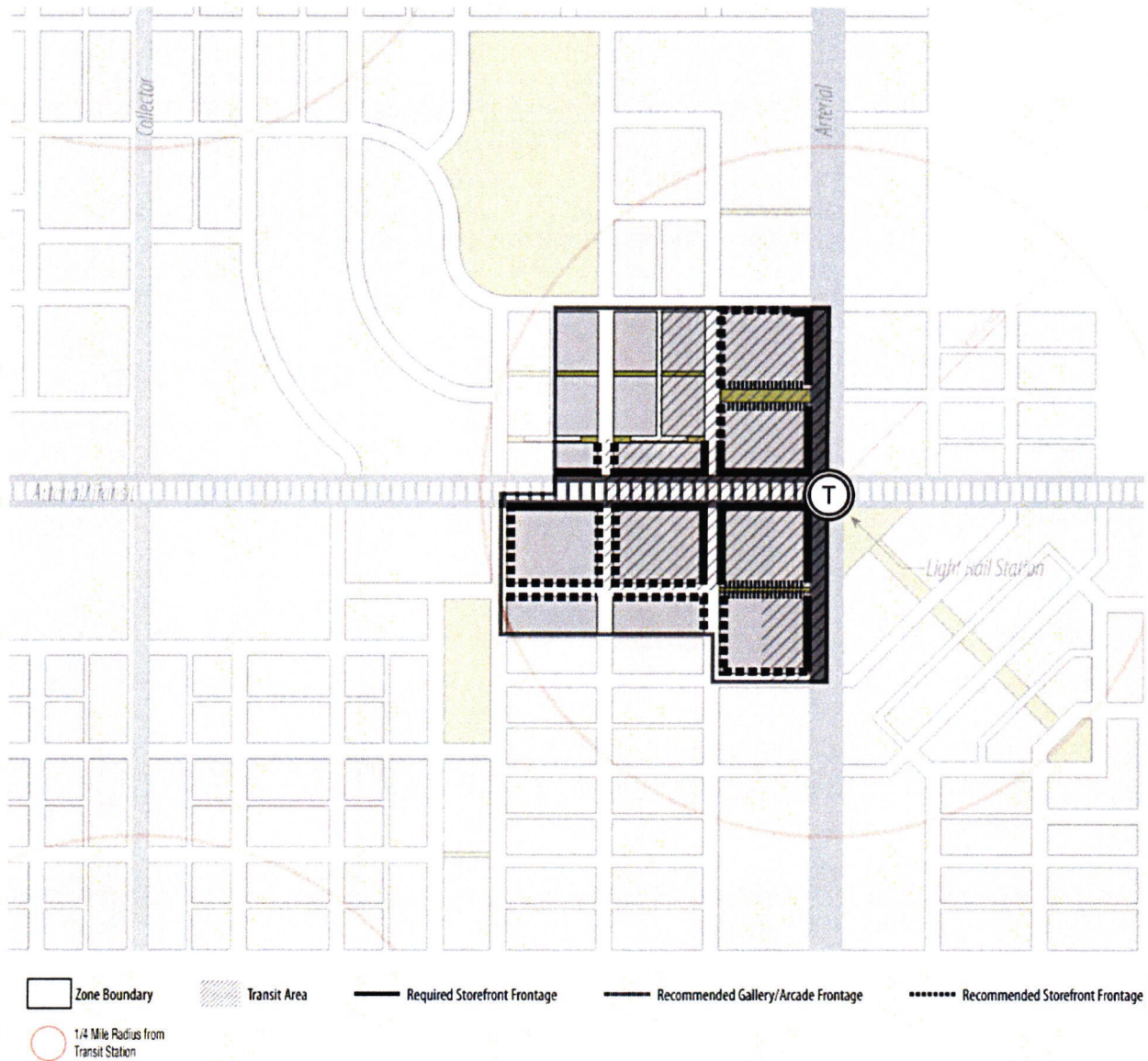
B. Regulating Plan for Local Town Center Zoning District

This section provides a conceptual regulating plan to illustrate a Local Town Center Zoning District and several of the provisions that regulate development within the center (see Figure 5.2.020-4). The plan shows the integration of the Local Town Center within the adjacent neighborhoods through the alignment of streets and blocks. The diagram also describes the ideal placement of a transit station at major intersection within the center. A red circle describes the Local Town Center's scale relative to the ¼ mile walking radius extending from the transit station. Blocks within the radius located near the transit station and that front onto a collector street are included within the Transit Area Overlay. Other portrayed provisions include a Required Storefront Frontage, a Recommended Storefront Frontage, and a Recommended Gallery/Arcade Frontage that apply to locations within the centers that are best suited for retail development.

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**Figure 5.2.020-4:
Regulating Plan for Local Town Center Prototype**



Source: SERA Architects, 2008

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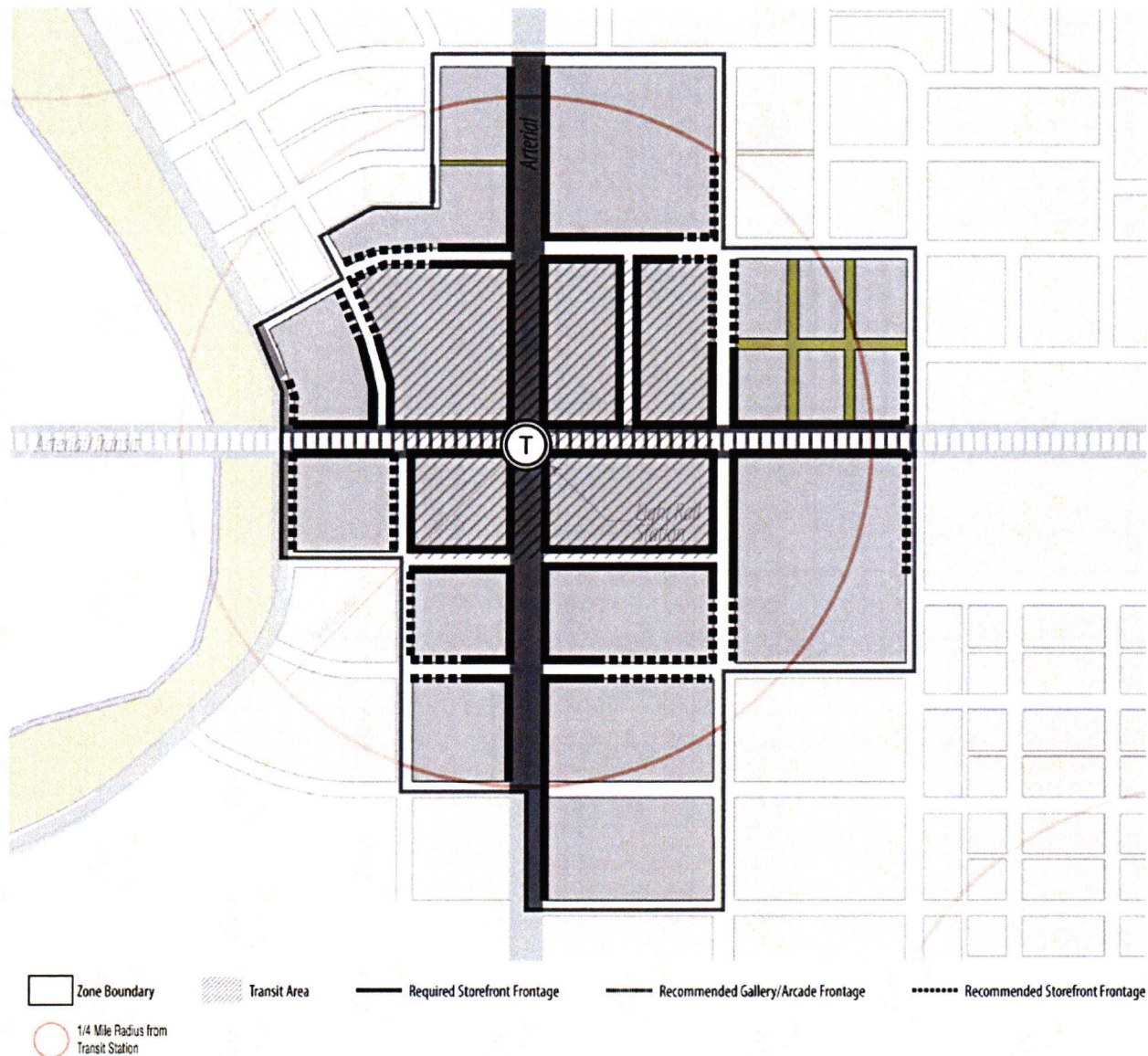
C. Regulating Plan for Regional Town Center Zoning District

This section provides a conceptual regulating plan to illustrate a Regional Town Center Zoning District and several of the provisions that regulate development within the center (see Figure 5.2.020-5). The plan shows the integration of the Regional Town Center within the adjacent neighborhoods through the alignment of streets and blocks. The diagram also describes the ideal placement of a transit station at major intersection within the center. A red circle describes the Regional Town Center's scale relative to the ¼ mile walking radius extending from the transit station. Blocks within the radius located near the transit station and that front onto a collector street are included within the Transit Area Overlay. Other portrayed provisions include a Required Storefront Frontage, a Recommended Storefront Frontage, and a Recommended Gallery/Arcade Frontage that apply to locations within the centers that are best suited for retail development.

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**Figure 5.2.020-5:
Regulating Plan for Regional Town Center Prototype**



Source: SERA Architects, 2008

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5.2.030 Defining the Development Standards

A. Purpose

The purpose of this Section is to provide a concise listing of each form based district's development standards within a single matrix. The intent of this Section is to provide an efficient method of comparing the development standards between districts and reviewing them in conjunction with other form based provisions. The development standards for each individual district are also located in Chapter 5.3 (Village Center Zone), Chapter 5.4 (Local Town Center Zone), and Chapter 5.5 (Regional Town Center Zone).

Table 5.2.030-1: Development Standards Comparison Matrix (Part 1 of 2)

	Village Center	Village Center Transit Area	Local Town Center	Local Town Center Transit Area	Regional Town Center	Regional Town Center Transit Area
Connectivity and Density						
Connectivity						
Maximum Block Length	600 ft ¹	600 ft ¹	600 ft ¹	600 ft ¹	660 ft	600 ft ¹
Maximum block perimeter	2,000 ft	2,000 ft	2,000 ft	2,000 ft	2,640 ft	2,000 ft
Residential density						
Minimum density	6.1 du/ac	6.1 du/ac	6.1 du/ac	20 du/ac	6.1 du/ac	20 du/ac
Maximum density	18.0 du/ac	18.0 du/ac	18.0 du/ac	40 du/ac	20 du/ac	80 du/ac
Building Placement						
Primary building setback/build-to lines						
Setback behind build-to line	10 ft min/ 20 ft max	0 ft min/ 10 ft max	0 ft min/ 10 ft max	0 ft min/ 10 ft max	0 ft min/ 10 ft max	0 ft min/ 10 ft max
Side yard	5 ft min	0 ft min	0 ft min	0 ft min	0 ft min	0 ft min
Side street/internal circulation street	10 ft max	0 ft max	0 ft max	0 ft max	0 ft max	0 ft max
Rear yard and alley	5 ft min	0 ft min	0 ft min	0 ft min	0 ft min	0 ft min
Accessory building placement						
Front yard	30 ft min	30 ft min	na	na	na	na
Side yard	5 ft min	5 ft min	na	na	na	na
Side street	10 ft min	0 ft min	na	na	na	na
Rear yard and alley	5 ft min	5 ft min	na	na	na	na

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	Village Center	Village Center Transit Area	Local Town Center	Local Town Center Transit Area	Regional Town Center	Regional Town Center Transit Area
Minimum building frontage						
Primary Street	50%min	60% min	70% min	80% min	70%min	80% min
Side Street	40%min	50% min	50% min	60% min	50%min	60% min
Minimum FAR	0.25	0.5	0.3	0.5	0.3 ²	0.65
Maximum FAR	1.0	1.5	1.5	2.5	1.5 ²	3.0
Building Profile and Type						
Building height						
Minimum height	na	20 ft	20 ft	20 ft	20 ft	20 ft
Maximum height	45 ft	60 ft	65 ft	65 ft ³	65 ft ^{3,4}	na
Encroachments - see "Streetscapes"						
Special Parking Provisions						
Parking placement						
Front yard setback	Rear 50% of lot	Rear 50% of lot	Rear 75% of lot	Rear 75% of lot	Rear 75% of lot	Rear 75% of lot
Side yard setback	0 ft min	0 ft min	0 ft min	0 ft min	0 ft min	0 ft min
Side street setback	10 ft min	5 ft min	5 ft min	5 ft min	5 ft min	5 ft min
Rear yard and alley setback	5 ft min	5 ft min	5 ft min	5 ft min	5 ft min	5 ft min
Access						
Maximum driveway width	20 ft max	20 ft max	24 ft max	24 ft max	24 ft max	24 ft max
Required parking spaces						
Commercial uses						
Residential uses						

Notes:

- 1 Through block pedestrian connection of 350' minimum. Cul-de-sacs are prohibited.
- 2 Parcels within ½ mile of U.S. 50 are permitted a Minimum FAR of 0.35 and a Maximum FAR of 2.0.
- 3 Parking structures are exempt from the Maximum Building Height Requirements.
- 4 Parcels within ½ mile of U.S. 50 are permitted a Maximum Building Height of 80 feet.

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5.2.040 Form Based Zoning Streetscape Typologies

The purpose of this section is to provide roadway standards that will facilitate the creation of streets that are inviting, multimodal public places. This will provide pedestrians and bicyclists with safe and easy access throughout centers and into adjoining villages and neighborhoods. The intent of this section is to strengthen the City's adopted street typologies by making them compatible with development occurring within centers and to include new typologies that further facilitate the creation of a pedestrian-oriented street network.

The Streetscape Typologies allowed in one or more of the form based districts as described in the following pages are listed below. Only those roadways listed as "NEW" include street cross sections and details. Otherwise, the street standards are consistent with the City's adopted street standards.

- A. Major Arterial**
- B. Minor Arterial**
- C. Avenue-4 Lane (with Single Turn Lane) - NEW**
- D. Avenue-2 Lane (with Single Turn Lane) - NEW**
- E. Non-Residential Collector Street (with Center Turn Lane) (Commercial) - NEW**
- F. Non-Residential Collector Street (Commercial)**
- G. Residential Collector Street**
- H. Main Street**
- I. Non-Residential Local Street (Commercial)**
- J. Standard Residential Street**
- K. Minor Residential Street**
- L. Alley**
- M. Paseo - NEW**
- N. Multi-use Path - NEW**

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A. Major Arterial

1. Characteristics of a Major Arterial

- Consistent with the City's adopted street standards, a major arterial is a 6-lane high volume roadway with a center median, bike lanes and sidewalks, but no on-street parking.
- Use of this high volume street typology is most appropriate in and around Regional Town Centers, which serve the entire community and surrounding areas. Local Town Centers may be located along a major arterial, but preferably not more than one and preferably not bifurcating or running through the Local Town Center. Village Centers are not generally located along major arterials. Wherever a high speed, high capacity roadway is planned along or within one of these Center Zones, an Avenue typology/design is preferred over an Arterial. The same is true in designated Transit Areas. The high traffic speeds and lack of on-street parking make it less likely that this street typology can support a pedestrian-oriented retail environment.
- The median in the center of the roadway should be utilized to facilitate the safe passage of pedestrians along and across a Major Arterial. Suggested treatments include landscaping and pedestrian refuges at crossings.
- The landscaping strip along the sides of the roadway should be designed to facilitate the safe passage of pedestrians along a Major Arterial. It is suggested that the strip include a continuous landscaped area between the edge of the curb and the sidewalk measuring at least four feet wide. This area should include street trees and lighting designed at a pedestrian scale.
- Where right-turn lanes are required, the sidewalk and landscape strip widths should not be diminished.
- Wherever buildings are situated near the public right-of way, storefront frontage types are preferred due to the high traffic volumes. It is preferred that building frontages approach the sidewalk near intersections, especially those anchoring the intersection between an Arterial and a Non-Residential Collector Street or Main Street.

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B. Minor Arterial

1. Characteristics of a Minor Arterial

- Consistent with the City's adopted street standards, a minor arterial is a 4-lane high volume roadway with a center median, bike lanes and sidewalks, but no on-street parking.
- Use of this high volume street typology is most appropriate in and around Regional Town Centers, which serve the entire community and surrounding areas. Local Town Centers and Village Centers are likely located along at least one minor arterial. Where minor arterials run through a Local Town Center or Village Center, the roadway design should be modified to reflect the 4-lane Avenue design for slower speeds and an improved pedestrian environment. The same is true in designated Transit Areas. The high traffic speeds and lack of on-street parking make it less likely that this street typology can support a pedestrian-oriented retail environment.
- The median in the center of the roadway should be utilized to facilitate the safe passage of pedestrians along and across a Major Arterial. Suggested treatments include landscaping and pedestrian refuges at crossings.
- The landscaping strip along the sides of the roadway should be designed to facilitate the safe passage of pedestrians along a Major Arterial. It is suggested that the strip include a continuous landscaped area between the edge of the curb and the sidewalk measuring at least four feet wide. This area should include street trees and lighting designed at a pedestrian scale.
- Where right-turn lanes are required, the sidewalk and landscape strip widths should not be diminished.
- Wherever buildings are situated near the public right-of way, storefront frontage types are preferred due to the high traffic volumes. It is preferred that building frontages approach the sidewalk near intersections, especially those anchoring the intersection between an Arterial and a Non-Residential Collector Street or Main Street.

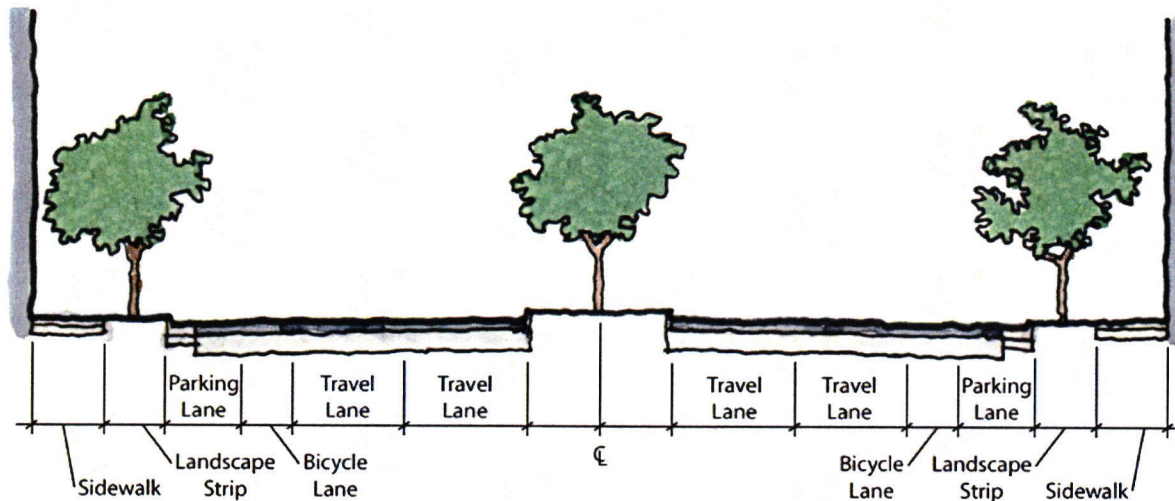
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C. Avenue-4 Lane (with Single Turn Lane) - NEW

Thoroughfare Type:	Avenue
Right-of-Way Width:	110-125 Feet
Through Traffic Lanes:	4 Lanes, 2 Bicycle Lanes
Turning Lanes:	1 Left Turn Lane
Parking Lanes:	8 Feet, Each Side
Curb Radius:	xx
Public Frontage Type:	Storefront, Gallery, Arcade
Bike Facilities:	6 Feet Wide Bicycle Lanes

**Figure 5.2.040-1:
Avenue-4 Lane (with Single Turn Lane)**



1. Characteristics of a 4 Lane Avenue (with Single Turn Lane)

- 4 Lane Avenues connect villages and districts and are capable of carrying a high amount of vehicular traffic while still maintaining a higher quality pedestrian environment and retail-supporting urban edge. As shown in the section drawing above, this new street typology includes 4 travel lanes, a center median, on street bike lanes, on street parking lanes, and a separated sidewalk. This street typology is encouraged in lieu of the 4-lane Minor Arterial within any of the Center Zones.
- The median in the center of the roadway should be utilized to facilitate the safe passage of pedestrians along and across a Major Arterial. Suggested treatments include landscaping and pedestrian refuges at crossings.

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- The landscaping strip along the sides of the roadway should be designed to facilitate the safe passage of pedestrians along a Major Arterial. It is suggested that the strip include a continuous landscaped area between the edge of the curb and the sidewalk measuring at least four feet wide. This area should include street trees and lighting designed at a pedestrian scale.
- Wherever a 4 Lane Avenue intersects with an Arterial or another Avenue 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.
- Store front, Gallery Arcade, and Discontinuous Gallery frontage types are preferred due to the high traffic volumes and urban character of the street.
- This street typology may be adapted to accommodate light rail transit, bus rapid transit or streetcar alignments.

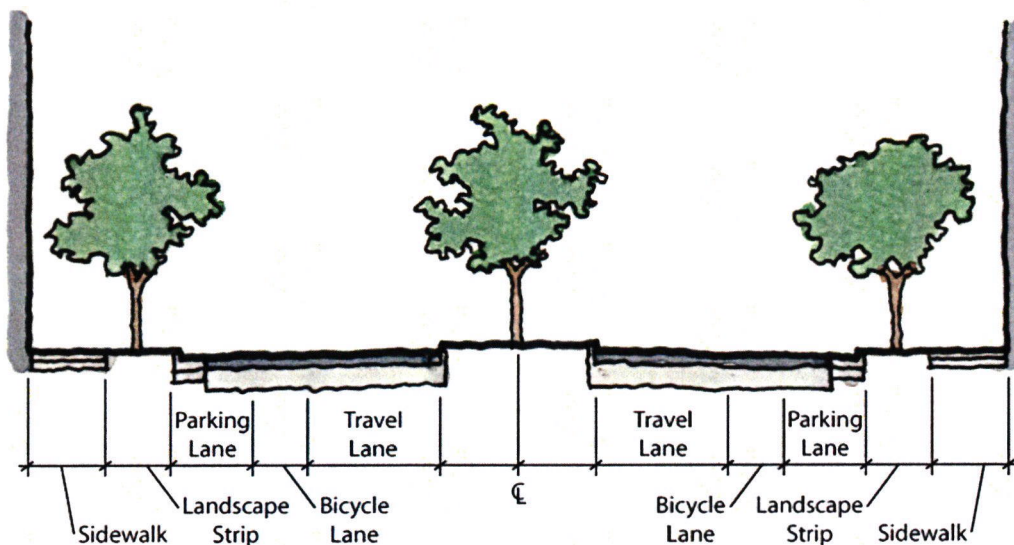
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D. Avenue-2 Lane (with Single Turn Lane) – NEW

Thoroughfare Type:	Avenue
Right-of-Way Width:	90 Feet
Through Traffic Lanes:	2 Lanes, 2 Bicycle Lanes
Turning Lanes:	1 Left Turn Lane
Parking Lanes:	8 Feet, Each Side
Curb Radius:	Xx
Public Frontage Type:	Door Yard/ Terrace or Light Court, Stoop, Storefront, Gallery, Arcade
Bike Facilities:	6 Feet Wide Bicycle Lanes

**Figure 5.2.040-2:
Avenue-2 Lane (with Single Turn Lane)**



1. Characteristics of a Avenue – 2 Lane (with Single Turn Lane)

- Avenue-2 Lane streets connect neighborhoods and villages and are capable of carrying a high amount of vehicular traffic while still maintaining a higher quality pedestrian environment and retail-supporting urban edge. As shown in the section drawing above, this new street typology includes 2 travel lanes, a center median, on street bike lanes, on street parking lanes, and a separated sidewalk. This street typology is encouraged within Local Town Centers and Village Centers in place of a Minor Arterial to slow speeds and create an improved pedestrian environment.

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- The median in the center of the roadway should be utilized to facilitate the safe passage of pedestrians along and across a Major Arterial. Suggested treatments include landscaping and pedestrian refuges at crossings.
- The landscaping strip along the sides of the roadway should be designed to facilitate the safe passage of pedestrians along a Major Arterial. It is suggested that the strip include a continuous landscaped area between the edge of the curb and the sidewalk measuring at least four feet wide. This area should include street trees and lighting designed at a pedestrian scale.
- Wherever a 2 Lane Avenue intersects with an Arterial or another Avenue, 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.
- Door Yard/Terrace or Light Court, Stoop, Storefront, Gallery, Arcade, and Discontinuous Arcade frontage types are preferred due to the urban character of the street.
- This street typology may be adapted to accommodate light rail transit, bus rapid transit or streetcar alignments.

E. Non-Residential Collector Street (with Center Turn Lane) (Commercial) – NEW

1. Characteristics of a Commercial Street-3 Lane (with Center Turn Lane)

- Commercial Street-3 Lane streets connect neighborhoods and villages and are capable of carrying a moderate amount of vehicular traffic while still maintaining a higher quality pedestrian environment and retail-supporting urban edge. This new street typology includes 2 travel lanes, a center median, on street bike lanes, on street parking lanes, and a separated sidewalk. This street typology may be used within any of the 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.

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- 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, Arcade, and Discontinuous Arcade frontage types are preferred due to the urban character of the street.

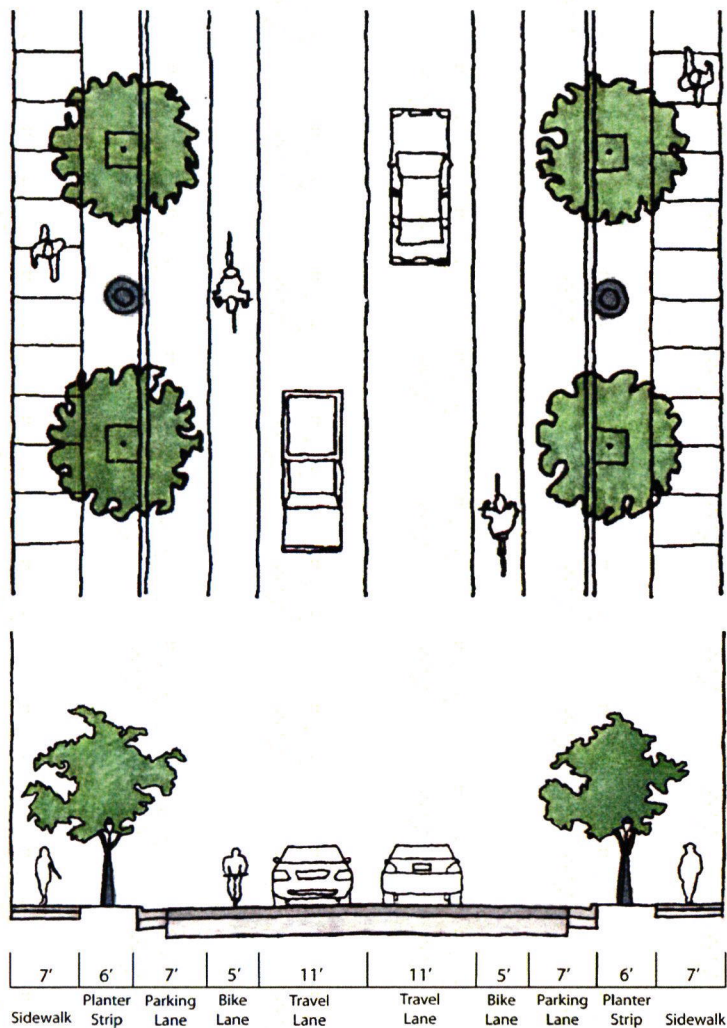
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F. Non-Residential Collector Street (Commercial)

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 5.2.040-3:
Non-Residential Collector Street (Commercial)**



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

- Consistent with the City's adopted street standards, a non-residential collector street is a 2-lane roadway with bike lanes, on-street parking, and detached sidewalks. This street typology may be used within any of the 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.

G. Residential Collector Street

1. Characteristics of a Residential Collector Street

- a. Consistent with the City's adopted street standards, a residential collector street is a 2-lane roadway with bike lanes, on-street parking, and detached sidewalks. This street typology may be used within any of the 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 continuous landscape strips to provide a barrier between the roadway and sidewalk. Larger canopy trees should be used where possible to shade the sidewalk and the street.
- Wherever a 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.

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- 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, and Stoop frontage types are preferred.

H. Main Street

1. Characteristics of a Main Street

- a. Consistent with the City's adopted street standards, a main street is a 2-lane roadway with bike lanes, diagonal or parallel on-street parking, and sidewalks. This street typology may be used within any of the Center Zones.
- Landscaping and larger trees should frequently interrupt the parking lanes to soften visual impact of the parked vehicles and to help cool the air heated by the pavement.
- Wherever a Main Street intersects with an Arterial 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.
- Storefront, Gallery, Arcade, and Discontinuous Arcade frontage types are preferred due to the urban and retail character of the street.

I. Non-Residential Local Street (Commercial)

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

- a. Consistent with the City's adopted street standards, a residential collector street is a 2-lane low speed roadway with on-street parking and detached sidewalks, but no bike lanes. This street typology may be used within any of the 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.

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- Wherever a Non-Residential Local Street intersects with an Arterial, a Collector Street, or a Main 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, Courtyard, and Storefront frontage types are preferred due to the urban, but more intimate, scale of the street.

J. Standard Residential Street

1. Characteristics of a Standard Residential Street

- a. Consistent with the City's adopted street standards, a standard residential street is a 2-lane roadway with on-street parking and detached sidewalks, but no bicycle lanes. This street typology may be used within any of the Center Zones.
- It is recommended that street trees and lights designed to the pedestrian scale be placed within the Landscape strips. The strips should be comprised of a continuous landscaped area. Larger canopy trees should be used where possible to shade the sidewalk and the street.
- Wherever a Standard Residential Street intersects with a Collector Street, a Main Street, or a Non-Residential Local Street, the intersection should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts and differentiated accent paving within the intersection.
- 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, Courtyard, and Storefront frontage types are preferred due to the urban character of the street.

K. Minor Residential Street

1. Characteristics of a Minor Residential Street

- a. Consistent with the City's adopted street standards, a minor residential street is a 2-lane roadway with on-street parking and detached sidewalks, but no bicycle lanes. This street typology may be used within any of the Center Zones.
- It is recommended that street trees and lights designed to the pedestrian scale be placed within the Landscape strips. The strips should be comprised of a

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continuous landscaped area. Larger canopy trees should be used where possible to shade the sidewalk and the street.

- Wherever a Standard Residential Street intersects with a Collector Street, a Main Street, or a Non-Residential Local Street, the intersection should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts and differentiated accent paving within the intersection.
- 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, Courtyard, and Storefront frontage types are preferred due to the urban character of the street.

L. Alley

1. Characteristics of an Alley

- a. Consistent with the City's adopted street standards, an alley is a narrow roadway that provides access from the rear of lot onto a public street. This street typology may be used within any of the Center Zones.
- Porch and Stoop frontages are preferred for use in accessory dwelling units facing the alley.

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M. Paseo - NEW

Thoroughfare Type:	Pathway
Right-of-Way Width:	20-100 feet
Through Traffic Lanes:	Emergency only
Public Frontage Type:	Porch, Door Yard/Terrace or Light Court, Storefront, Gallery, Arcade
Bike Facilities:	Designated bicycle lane(s)

**Figure 5.2.040-4:
Paseo**



1. Characteristics of a Paseo

- Paseos are local or private pathways serving pedestrians and bicyclists only. This new street typology may also provide some limited service access during specified periods of the day. As shown in the section drawing above, a paseo includes a wide paved area between two building frontages. This street typology may be used within any of the Center Zones.
- Street lighting and landscaping should be designed at a pedestrian scale. Larger canopy trees should be used where possible to shade the Paseo.
- Porch, Door Yard/Terrace or Light Court, Stoop, Courtyard, Storefront, Gallery, and Arcade frontage types are preferred due to the urban and intimate scale of the street.

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N. Multi-use Path

1. Characteristics of a Multi-use Path

- Multi-use paths are pathways that connect neighborhoods, districts, and regions and serve pedestrians and bicyclists only. A multi-use path includes two bicycle lanes. This street typology may be used within any of the Center Zones.
- This street typology may be used within any of the Center Zones.
- Street lighting and landscaping should be designed at a pedestrian scale. Larger canopy trees should be used where possible to shade the pathway.
- Porch, Door Yard/Terrace or Light Court, and Courtyard frontage types are preferred due to the intimate scale of the street.

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5.2.050 Frontage Types

The purpose of this section is to provide appropriate building frontage types for construction in the form based zones. The frontage types will ensure a proper transition from public to private realm by defining of the edge of the streetscape, while perpetuating the character of individual centers. The intent of this section is to introduce a limited number of common building frontages that may be broadly applied along the streetscape typologies. Specific permitted frontage types for each streetscape typology may be found in Section 5.2.040.

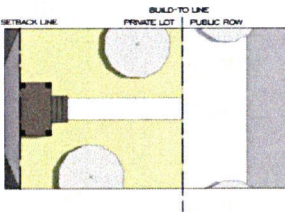
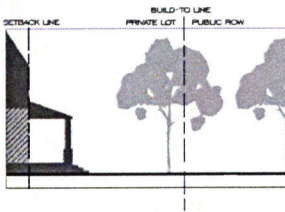
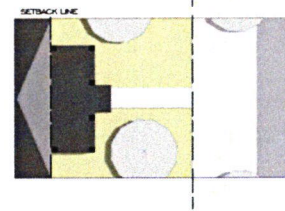
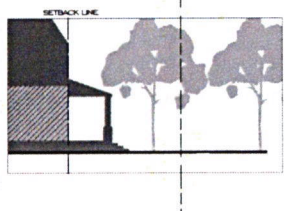
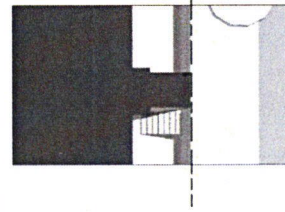
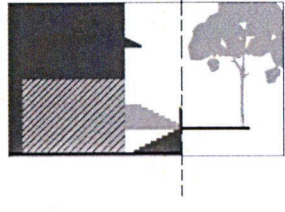
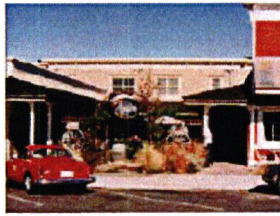
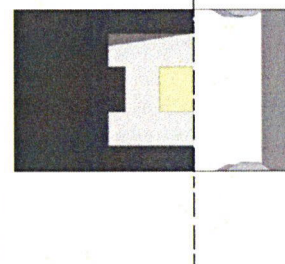
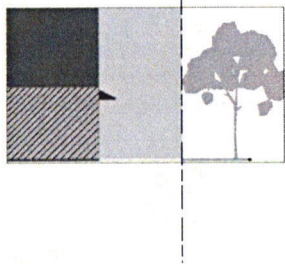
The Frontage Types allowed along one or more of streetscape typologies are as follows.

- A. Common Yard
- B. Porch
- C. Door Yard/Terrace or Light Court
- D. Courtyard
- E. Stoop
- F. Storefront
- G. Gallery
- H. Arcade
- I. Discontinuous Arcade/Gallery

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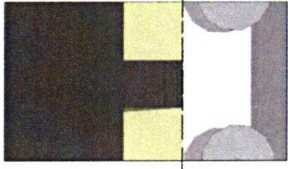
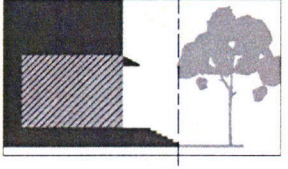
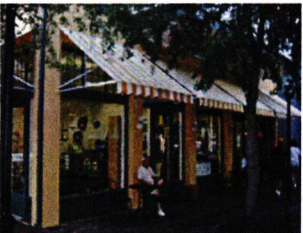
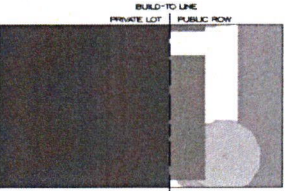
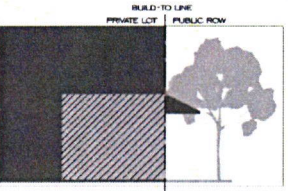
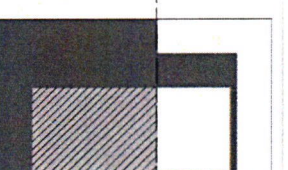
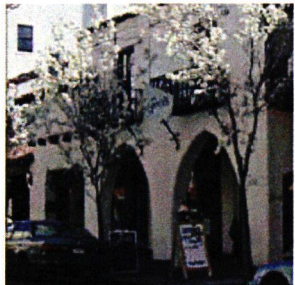
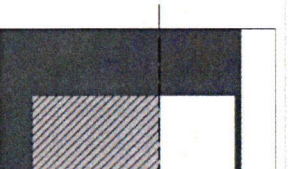
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**Table 5.2.050-1:
Frontage Types Overview**

Frontage	Example	Plan	Section
Common Yard A Common Yard frontage is characterized by deep front yard setbacks. Front yards do not contain fences, and are visually continuous with one another, thereby creating a "strip" of green between the building frontage and the public right-of-way. Porches and/or stoops are not required, though they are recommended.			
Porch This frontage type is characterized by a facade which is set back from the property line with a front yard, and by a porch which is appended to the front facade (the porch may encroach into the front setback).			
Door Yard/Terrace/Light Court A Door Yard/Terrace or Light Court frontage is characterized by a facade that is set back from the street property line by an elevated terrace or a sunken light court. This buffers residential uses from the sidewalk and removes the private yard from public encroachment. The Door Yard/ Terrace or Light Court is suitable for outdoor dining.			
Courtyard A Courtyard frontage may be created by recessing a central portion of the facade for a portion of the building frontage. The Courtyard frontage should be allocated with other frontage types (typically Storefront, Stoop, Gallery, or Arcade). A Courtyard may be suitable for gardens, outdoor dining, and vehicle drop-offs. A low fence or wall, with a pedestrian opening in all cases, may be provided along the Setback Line to define the space of the Courtyard/Forecourt. A Courtyard is not covered.			

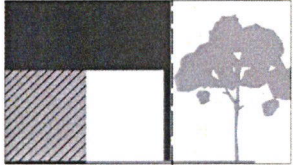
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Frontage	Example	Plan	Section
Stoop A Stoop frontage is characterized by a facade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof. The Stoop frontage type is suitable for ground floor residential uses with short setbacks.			
Storefront A Storefront frontage is characterized by a facade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade. Storefront frontage has substantial glazing on the ground floor. Storefront frontages provide awnings or canopies cantilevered over the sidewalk. Building entries may either provide a canopy or awning, or alternatively, may be recessed behind the front building facade.			
Gallery A Gallery frontage is characterized by a facade which is aligned with the back of the sidewalk with the building entrance at sidewalk grade and with an attached colonnade that projects over the sidewalk. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. This frontage is conventional for retail use.			
Arcade An Arcade frontage is nearly identical in character to the Gallery frontage except that the upper stories of the building may project over the public sidewalk way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. This frontage is conventional for retail use.			

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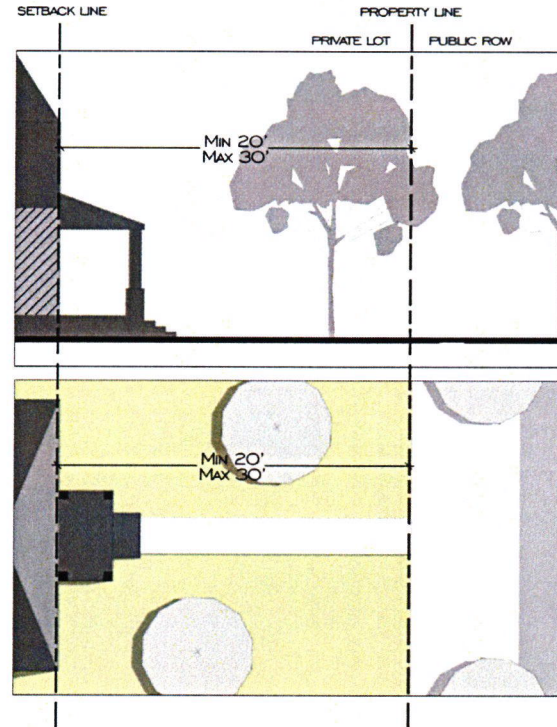
Frontage	Example	Plan	Section
Discontinuous Arcade A Discontinuous Arcade frontage is nearly identical in character to the Arcade frontage except that the colonnade is set back behind the right-of-way. This frontage should not be used for long stretches of the facade, and should ideally be flanked on either side by building frontages built to the right-of-way line. This frontage is conventional for retail use.			

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A. Common Yard

**Figure 5.2.050-1:
Common Yard**



Source: SERA Architects, 2008

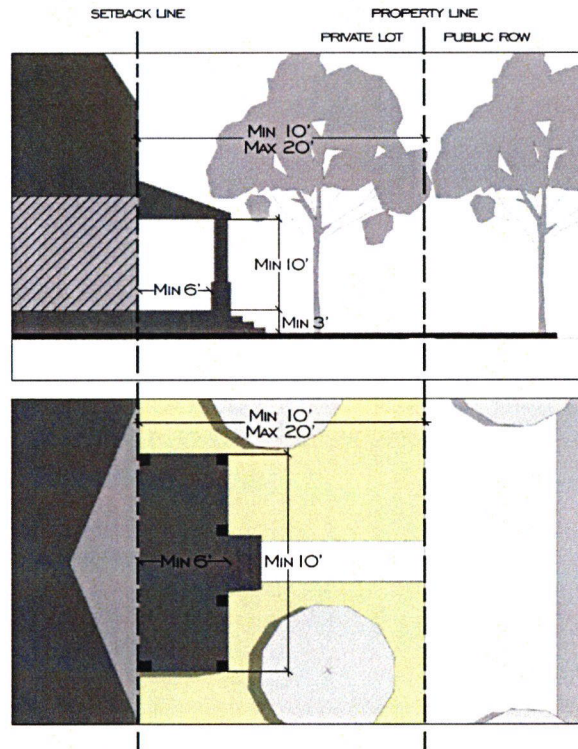
1. Characteristics of a Common Yard:

- As showing in the section and plan drawings above, a Common Yard frontage is characterized by deep front yard setbacks. Front yards do not contain fences, and are visually continuous with one another, thereby creating a “strip” of green between the building frontage and the public right-of-way. Porches and/or stoops are not required, though they are recommended. This frontage type is appropriate where residential development is incorporated into a center.
- Primary street setback: The front facade of the structure must be set back a minimum of 20 feet behind the front property line, and a maximum of 30 feet. Porches and stoops may project into the required setback.
- Fences are prohibited within the front setback.

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B. Porch Standards and Characteristics

**Figure 5.2.050-2:
Porch**



Source: SERA Architects, 2008

1. Characteristics of a Porch:

- As showing in the section and plan drawings above, a Porch frontage is characterized by a facade which is set back from the property line with a front yard, and by a porch which is appended to the front facade (the porch may encroach into the front setback). The frontage type is appropriate where residential development is incorporated into a center.
- Primary street setback: The front facade of the structure must be set back a minimum of 10 feet behind the front property line, and a maximum of 20 feet. Porches may project into the required front setback.
- Porches must conform with the following:
 - Minimum of 10' tall (clear).
 - Minimum of 6' deep (clear).
 - Porch height must be a minimum of 3' above grade.
 - Minimum of 10' wide.

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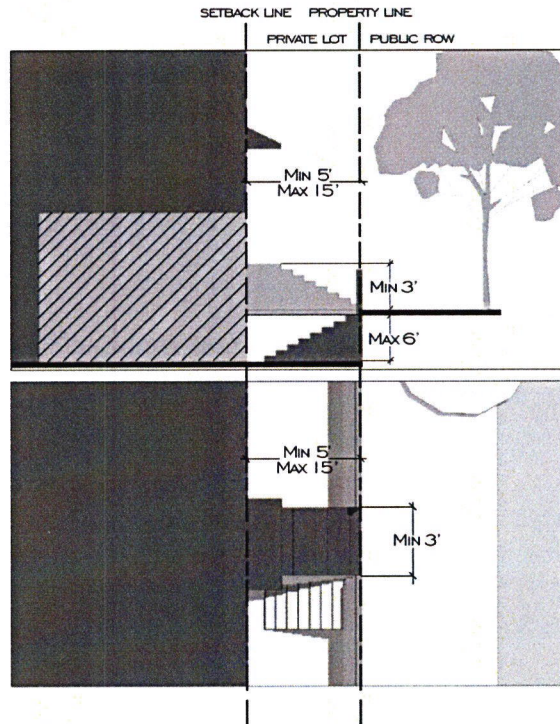
- Fences are permitted within the front setback, but may be no greater than 4' in height.

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C. Door Yard/Terrace or Light Court

**Figure 5.2.050-3:
Door Yard/Terrace or Light Court**



Source: SERA Architects, 2008

1. Characteristics of a Door Yard/Terrace or a Light Court:

- As showing in the section and plan drawings above, a Door Yard/Terrace or a Light Court frontage is a facade that is set back from the street property line by an elevated terrace or a sunken light court. This buffers residential uses from the sidewalk and removes the private yard from public encroachment. The Door Yard/ Terrace or Light Court is suitable for outdoor dining and is appropriate where residential, professional office, and retail development is incorporated into a center.
- Primary street setback: The front facade of the building must be set back a minimum of 5 feet and a maximum of 15 feet behind an elevated terrace or sunken light court. The terrace and/or sunken light court must directly abut the front property line.
- Sub-basements accessed by a light court may not be more than 6' below the sidewalk.
- The stoop above the light court must be a minimum of 3' above grade, and a minimum of 3' wide.

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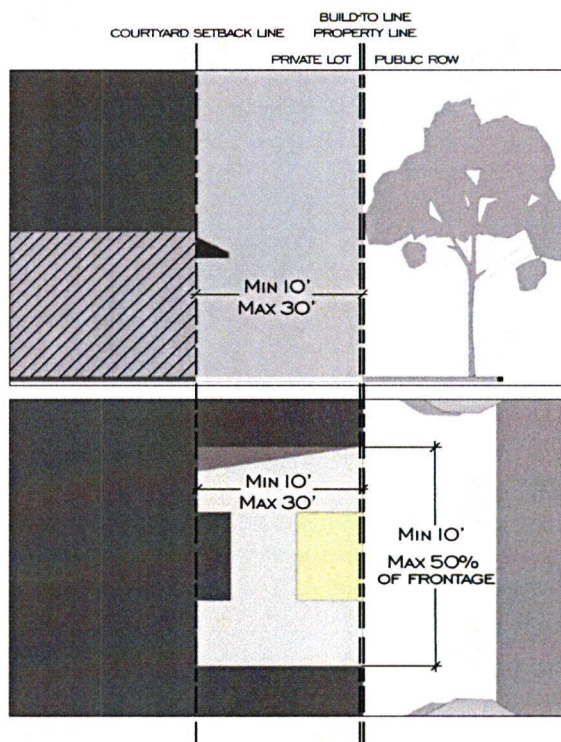
- Above-grade commercial building entrances at the stoop level must either be covered by an awning or canopy, or be recessed behind the front building facade. If an awning or canopy is provided, it must meet the dimensional standards provided in 5.2.050.F (Storefront). If a recessed entry is provided, it must be recessed behind the front facade a minimum of 3' and a maximum of 5'.

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D. Courtyard

**Figure 5.2.050-4:
Courtyard**



Source: SERA Architects, 2008

1. Characteristics of a Courtyard:

- As showing in the section and plan drawings above, a Courtyard frontage may be created by recessing a central portion of the facade for a portion of the building frontage. The Courtyard frontage should be allocated with other frontage types (typically Storefront, Stoop, Gallery, or Arcade). A low fence or wall, with a pedestrian opening in all cases, may be provided along the Setback Line to define the space of the Courtyard/Forecourt. The frontage type is not covered. A Courtyard may be suitable for gardens, outdoor dining, and vehicle drop-offs and is appropriate where residential, office, retail, and institutional uses are incorporated into a center.
- Primary street setback: The front facade of the building must be built to the front property line for at least 50% of the overall building frontage. The remaining 50% of building frontage may be used to create a recessed courtyard in the central portion of the facade.
- Courtyards must be set back from the build-to line/front building facade a minimum of 10' and a maximum of 30'.

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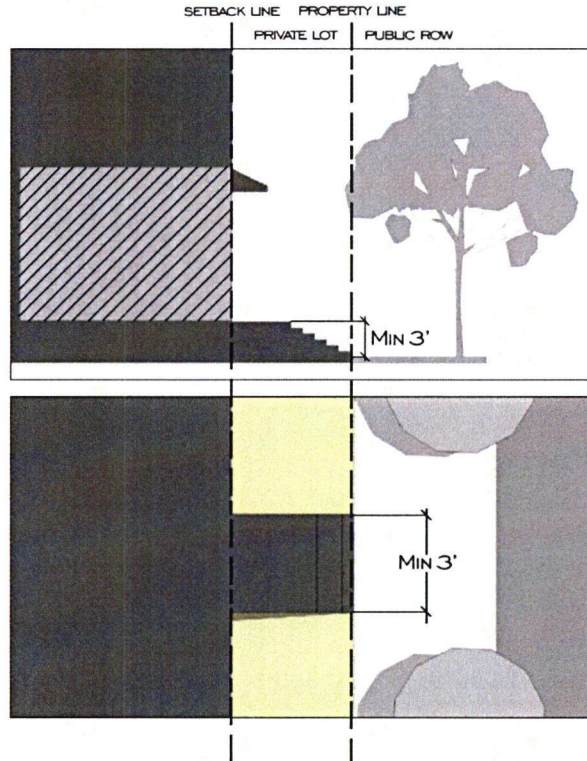
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- Courtyards must span a minimum of 10' along the front facade, and may comprise no more than 50% of the overall building frontage.
- The Courtyard frontage may choose to incorporate other frontage types (typically Storefront, Stoop, Gallery, or Arcade), but is not expressly required to do so.
- Courtyards may not be covered.
- Fences and walls with pedestrian openings are permitted within the courtyard setback, but may be no greater than 4' in height.

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E. Stoop

**Figure 5.2.050-5:
Stoop**



Source: SERA Architects, 2008

1. Characteristics of a Stoop:

- As showing in the section and plan drawings above, a Stoop frontage is characterized by a facade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof. The Stoop frontage type is appropriate where ground floor residential and office professional uses are incorporated into a center.
- Primary street setback: The front facade of the building must be set back behind an elevated stoop, which must be aligned with and directly abut the front property line.
- Stoops must conform with the following:
 - Stoops must rise to a minimum of 3' above grade.
 - Minimum 3' wide.

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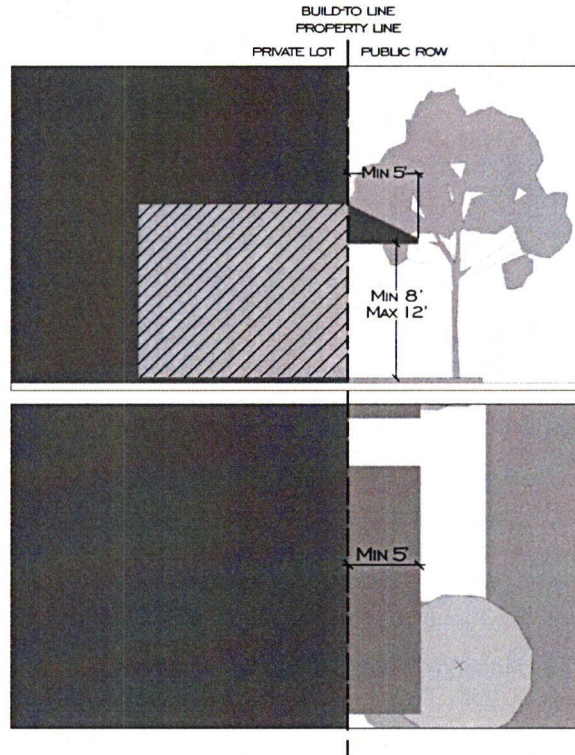
- Stoop frontages may be combined with a small roof or porch.
- Commercial building entrances at the stoop level must either be covered by an awning or canopy, or be recessed behind the front building facade. If an awning or canopy is provided, it must meet the dimensional standards provided in 5.2.050.F (Storefront). If a recessed entry is provided, it must be recessed behind the front facade a minimum of 3' and a maximum of 5'.

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F. Storefront

**Figure 5.2.050-6:
Storefront**



Source: SERA Architects, 2008

1. Characteristics of a Storefront:

- As showing in the section and plan drawings above, a Storefront frontage is characterized by a facade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade. Storefront frontage has substantial glazing on the ground floor. Storefront frontages provide awnings or canopies cantilevered over the sidewalk. Building entries may either provide a canopy or awning, or alternatively, may be recessed behind the front building facade. The frontage type is appropriate where ground floor retail or office uses are incorporated into a center.
- Primary street setback: The front facade of the building must be built to the front property line.
- Awnings/canopies must be provided for a minimum of 50% of the overall building frontage, and must comply with the following:
 - Awnings/canopies must project a minimum of 5' over the sidewalk.

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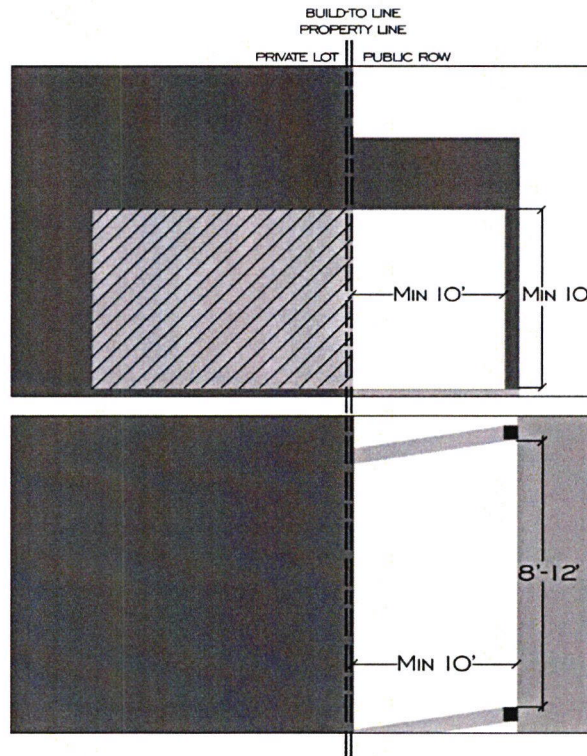
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- Awnings/canopies must provide a minimum of 8' and a maximum of 12' of vertical clearance over the sidewalk.
- Building entrances must either be covered by an awning or canopy, or be recessed behind the front building facade. If an awning or canopy is provided, it must meet the dimensional standards provided above. If a recessed entry is provided, it must be recessed behind the front facade a minimum of 3' and a maximum of 5'.

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G. Gallery

Figure 5.2.050-7:
Gallery



Source: SERA Architects, 2008

1. Characteristics of a Gallery:

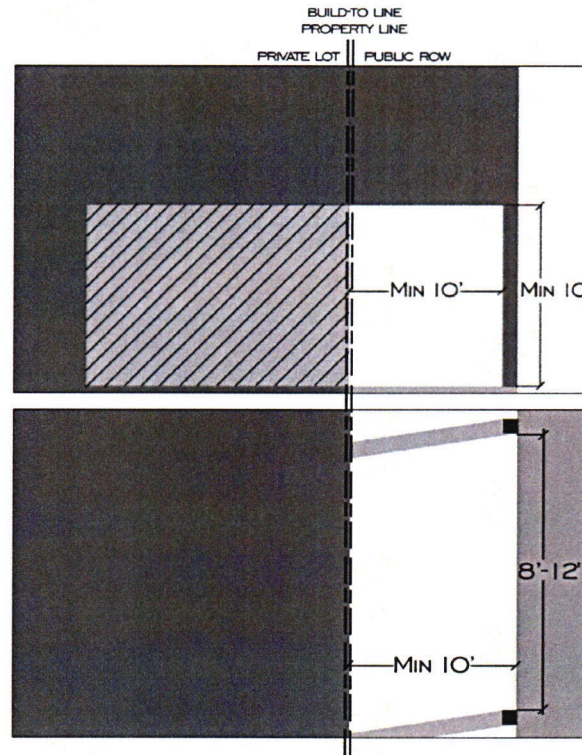
- As showing in the section and plan drawings above, a Gallery frontage is characterized by a façade which is aligned with the back of the sidewalk with the building entrance at sidewalk grade and with an attached colonnade that projects over the sidewalk.. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. This frontage is conventional for retail use.
- Primary street setback: The front facade of the building must be set back a minimum of 10' behind a colonnade. The colonnade may be located no more than 3' behind the curb.
- The gallery must provide a minimum of 10' of vertical clearance from the sidewalk.
- There must be a minimum of 10' of clearance between the columns and the front facade of the building.
- Columns must be spaced a minimum of 8' and a maximum of 12' apart.

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H. Arcade

**Figure 5.2.050-8:
Arcade**



Source: SERA Architects, 2008

1. Characteristics of an Arcade:

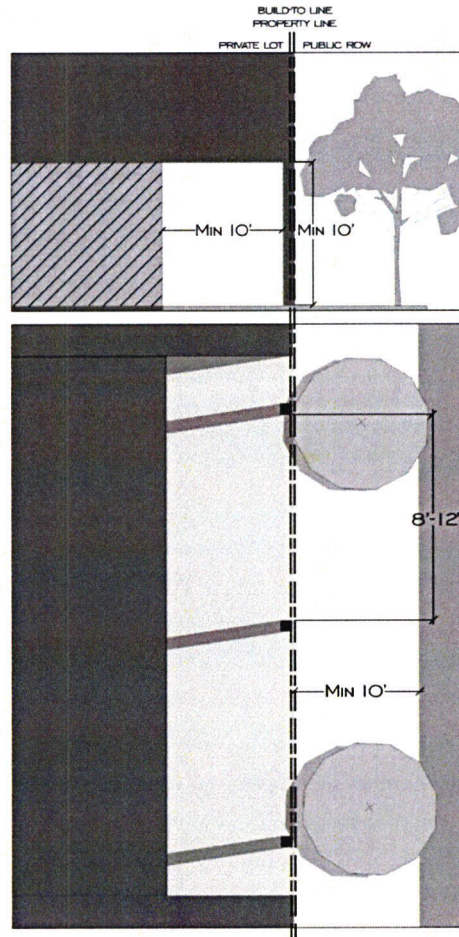
- As showing in the section and plan drawings above, an Arcade frontage is nearly identical in character to the Gallery frontage except that the upper stories of the building may project over the public sidewalk way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. This frontage is conventional for retail use.
- Primary street setback: The front facade of the building must be set back a minimum of 10' behind a colonnade. The colonnade may be located no more than 3' behind the curb.
- The arcade must provide a minimum of 10' of vertical clearance from the sidewalk.
- There must be a minimum of 10' of clearance between the columns and the front facade of the building.
- Columns must be spaced a minimum of 8' and a maximum of 12' apart.

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I. Discontinuous Arcade

**Figure 5.2.050-9:
Discontinuous Arcade**



Source: SERA Architects, 2008

1. Characteristics of a Discontinuous Arcade:

- As showing in the section and plan drawings above, a Discontinuous Arcade frontage is nearly identical in character to the Arcade frontage except that the colonnade is set back behind the right-of-way. This frontage should not be used for long stretches of the facade, and should ideally be flanked on either side by building frontages built to the right-of-way line. This frontage is conventional for retail use.
- Primary street setback: The front facade of the building must be set back a minimum of 10' behind a colonnade. The colonnade must be aligned with and directly abut the front property line.
- The arcade must provide a minimum of 10' of vertical clearance from the sidewalk.

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- There must be a minimum of 10' of clearance between the columns and the front facade of the building.
- The colonnade must be set back a minimum of 10' behind the public sidewalk.
- Columns must be spaced a minimum of 8' and a maximum of 12' apart.

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5.2.060 Surface Parking Screening Options

The purpose of this section is to provide appropriate surface parking screening options for the form based zones. The screening options will ensure continuity along streets adjacent to large surface parking lots, defining the edge of the streetscape where no buildings or open space exists. The intent of this section is to introduce a limited number of common screening options that may be broadly applied along the streetscape typologies.

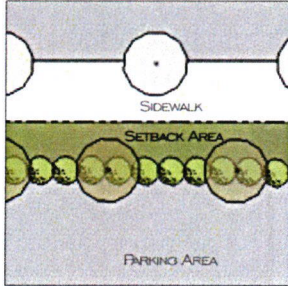
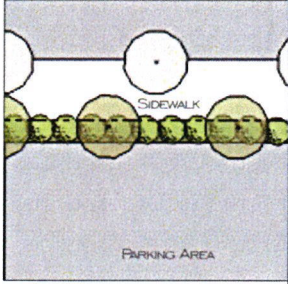
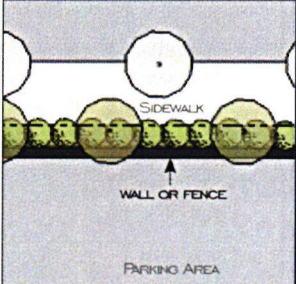
The Frontage Types allowed along one or more of streetscape typologies are as follows.

- A. Parking Screening Option #1: Setback
- B. Parking Screening Option #2: Low Screen
- C. Parking Screening Option #3: Urban Fence or Wall

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**Table 5.2.060-1:
Surface Parking Screening Options Overview**

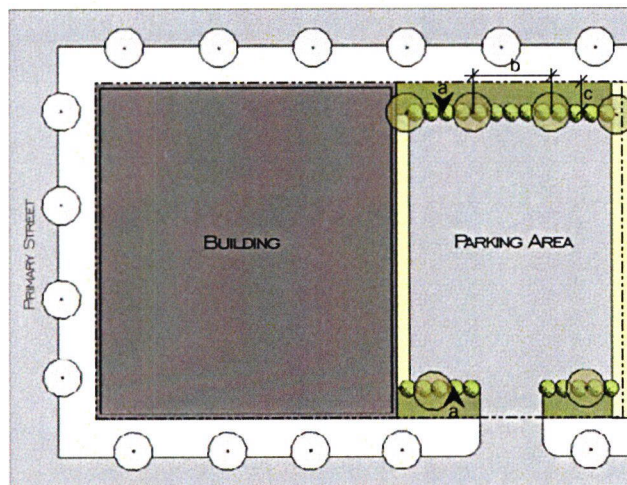
Parking Screening Option	Example	Plan	Applicable Street Typology
Option #1: Setback Surface parking areas must be set back a minimum of 10 feet behind the building facade along all public or private street-facing frontages. The parking area must be screened with a continuous row of 3 foot high shrubs or hedges.			- Major Arterial - Minor Arterial - Avenue 4-Lane (with single turn lane)
Option #2: Low Screen Surface parking areas are not required to be set back behind The building facade, but must be screened with a continuous row of 3 foot high shrubs or hedges along the sidewalk.			All Street Typologies
Option #3: Urban Fence or Wall Surface parking areas are not required to be set back behind the building facade, but must be screened with a masonry fence or wall along the sidewalk			All Street Typologies

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A. Parking Screening Option #1: Setback

**Figure 5.2.060–1:
Setback Screen Option**



- a. Minimum 10' surface parking setback along street frontage
 - b. Minimum 30' tree spacing
 - c. Grass/groundcover on area between required shrubs and sidewalk.
- Source: SERA Architects, 2008

1. Characteristics of a Setback Screen:

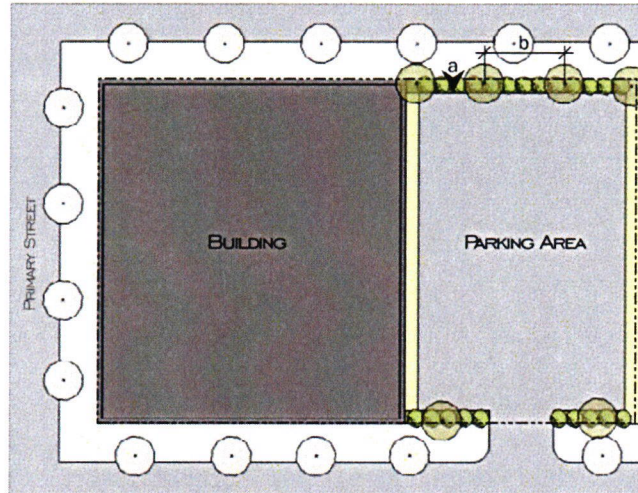
- Along all public or private street-facing frontages, surface parking must be set back a minimum of 10 feet behind the building facade.
- The parking area must be screened with a continuous row of hedges or shrubs (except where there is a driveway) immediately adjacent to the parking area. The shrubs must be a minimum of 3 feet high, and must be mostly opaque year round.
- In addition to the required shrubs, one large tree is required a minimum of every 30 linear feet along all public or private street-facing frontages. The shrubs/hedge may be interrupted with a gap of up to 2 1/2 feet wide in order to accommodate trees.
- Grass or ground cover plants must fully cover the remainder of the landscaped area between the parking area and the sidewalk.
- A 3 foot high masonry wall may be substituted for the shrubs, but the trees and groundcover plants are still required.
- The Setback Screening Option is available along the following street typologies: Major Arterial, Minor Arterial, and Avenue 4-Lane (with Single Turn Lane).

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B. Parking Screening Option #2: Low Screen

**Figure 5.2.060–2:
Low Screen Option**



- a. Minimum 3' surface parking setback along street frontage
b. Minimum 30' tree spacing

1. Characteristics of a Low Screen:

- Along all public or private street-facing frontage, surface parking areas are not must be set back a minimum of 3 feet behind the sidewalk, and must be screened with a continuous row of hedges or shrubs (except where there is a driveway) immediately adjacent to the parking area. The shrubs must completely fill in the area between the sidewalk and the surface parking area. The shrubs must be a minimum of 3 feet high, and must be 95% opaque year round.
- In addition to the required shrubs, one large tree is required a minimum of every 30 linear feet along all public or private street-facing frontages. The shrubs/hedge may be interrupted with a gap of up to 2 1/2 feet wide in order to accommodate trees.
- Ground cover plants must fully cover any remaining landscaped area between the parking area and the sidewalk.
- A 3 foot high masonry wall may be substituted for the shrubs, but the trees and groundcover plants are still required.
- The High Screen Parking Screening Option is available along the following street typologies: Major Arterial, Minor Arterial, Avenue 4-Lane (with Single Turn Lane), Avenue 2-Lane (with Single Turn Lane), Non-Residential Collector Street (with Center Turn Lane) (Commercial), Non-Residential Collector Street (Commercial), Residential Collector Street, Main Street, Non-Residential Local Street

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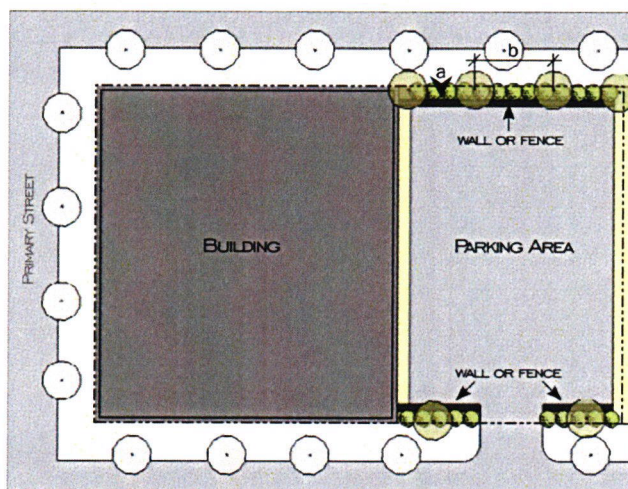
(Commercial), Standard Residential Street, Minor Residential Street, Alley, Paseo , and Multi-use Path.

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C. Parking Screening Option #3: Urban Fence or Wall

**Figure 5.2.060–3:
Urban Fence or Wall Screen Option**



- a. No minimum parking setback along street frontage (may directly abut required fence/ wall and associated landscaping).
- b. Minimum 30' tree spacing (if provided)

1. Characteristics of an Urban Fence or Wall Screen:

- Along all public or private street-facing frontage, surface parking areas are not required to be set back from the sidewalk, but must be screened with a wall or fence along the property line. Walls must be masonry, and fences must be made of wrought iron or a similar material, and must be dark in color. The fence or wall must be at least 4 feet high, and no more than 6 feet high.
- In addition to the required fence or wall, either trees or shrubs must be provided. If trees are provided, one large tree is required a minimum of every 30 linear feet along all public or private street-facing frontages. If shrubs are provided, a minimum of four shrubs are required every 30 linear feet along the wall. The shrubs must be a minimum of 3 feet high.
- Ground cover plants must fully cover any remaining landscaped area between the parking area and the sidewalk.
- The Urban Fence or Wall Screening Option is available along the following street typologies: Major Arterial, Minor Arterial, Avenue 4-Lane (with Single Turn Lane), Avenue 2-Lane (with Single Turn Lane), Non-Residential Collector Street (with Center Turn Lane) (Commercial), Non-Residential Collector Street (Commercial), Residential Collector Street, Main Street, Non-Residential Local Street (Commercial), Standard Residential Street, Minor Residential Street, Alley, Paseo , and Multi-Use Path.

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Chapter 5.3 Village Center Zone Standards

Sections in this Chapter

5.3.010	Village Center Zone Characteristics	5.3-2
5.3.020	Connectivity and Density Requirements for Village Centers	5.3-4
5.3.030	Building Placement Requirements for Village Centers	5.3-5
5.3.040	Building Profile and Type Requirements for Village Centers	5.3-6
5.3.050	Special Parking Requirements for Village Centers	5.3-7
5.3.060	Example Village Centers Designs	5.3-8

Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

This new Chapter introduces the form based zoning provisions for 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.

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5.3.010 Village Center Zone Characteristics

The purpose of this zone is to provide centers of activity that are within an easy walking distance from neighborhood homes and to provide local-serving commercial opportunities. A network of sidewalks, bicycle trails and transit routes provide easy non-vehicular access to these centers. Buildings within this zone are appropriately scaled to fit in the neighborhood context. Buildings are placed close to the public sidewalk and plazas and other public spaces are provided to encourage the active use of public spaces and pedestrian activity. 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.

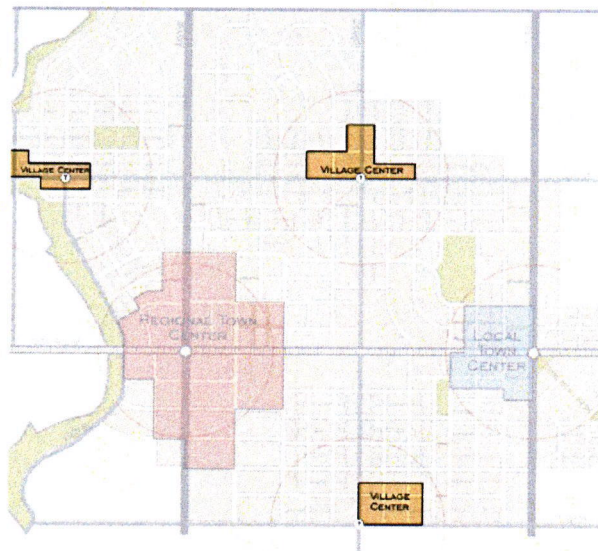
This zone is most appropriate for:

- Neighborhood serving commercial (generally smaller grocery stores, drug stores, dry cleaners, coffee shops, etc.)
- 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)

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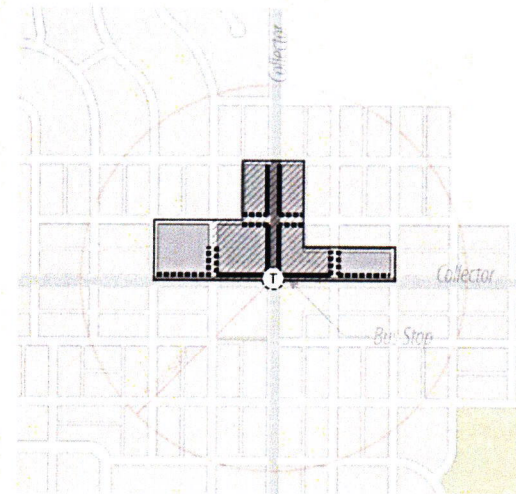
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Figure 5.3.010-1:
Regulating Plan: Village Center Zones
shown on prototypical district map



Source: SERA Architects, 2008

Figure 5.3.010-2:
Regulating Plan: Village Center Zone
Transit Areas and Frontages shown on
prototypical map



Source: SERA Architects, 2008

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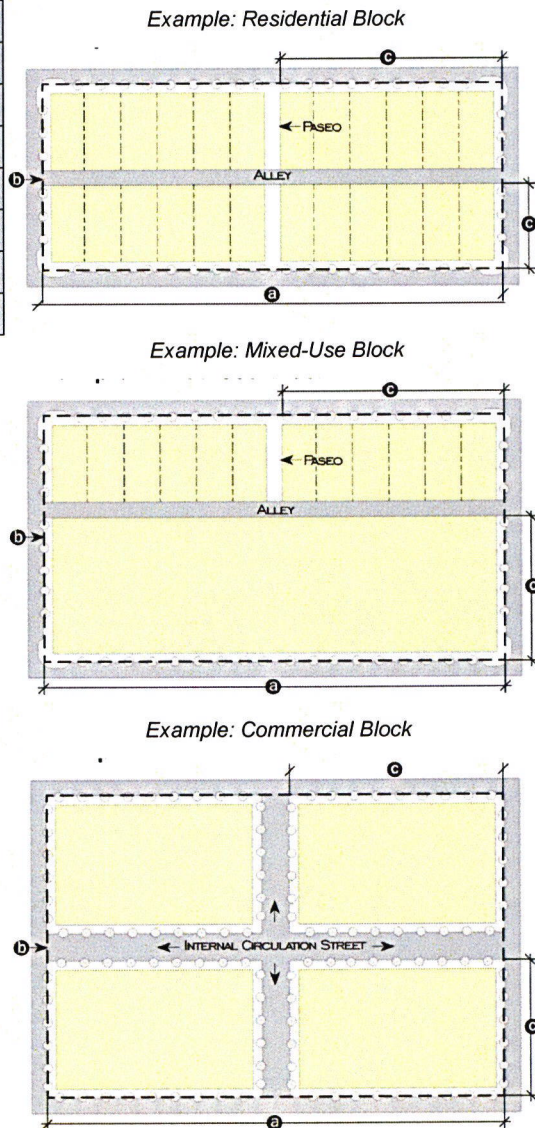
5.3.020 Connectivity and Density Requirements for Village Centers

**Table 5.3.020-1:
Connectivity and Density Requirements**

		Transit Area
Connectivity		
Max block length	600 ft	600 ft
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

1. Blocks within the Village Center may be no longer than 600 linear feet along any one block face, and may have a total perimeter no greater than 2,000 linear feet.
2. A through-block pedestrian connection or internal circulation street is required at a minimum 350 feet separation.
 - a. Pedestrian connections must comply with the specifications for "Paseo" or "Multi-use Path" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
 - b. Internal circulation streets are private or public streets on commercial or residential lots which access either buildings or parking areas. Internal circulation streets must be provided every 350 feet along any one block face (minimum), and must comply with the specifications for "Main Street" "Non-Residential Collector Street (Commercial)," "Standard Residential Street," or "Minor Residential Street" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
 - c. Pedestrian connections and internal circulation streets must connect on at least two ends to public or private pedestrian or vehicular routes.

**Figure 5.3.020-1:
Connectivity Examples**



Note: Illustrations above are examples only. Exact location of pedestrian connections and/or internal circulation streets may vary.

- a. Maximum block length
- b. Maximum block perimeter
- c. Maximum distance between through-block pedestrian connection or internal circulation street.

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5.3.030 Building Placement Requirements for Village Centers

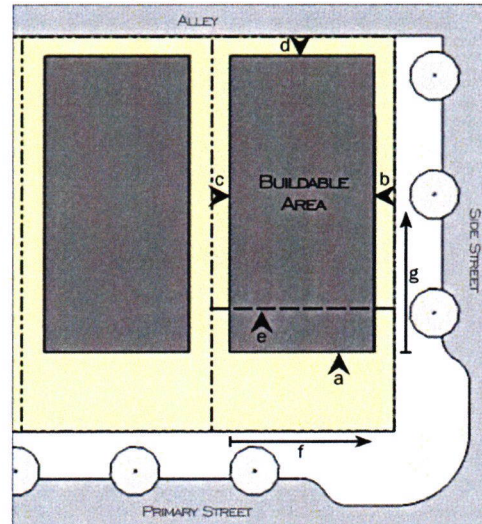
**Table 5.3.030-1:
Building Placement Requirements**

		Transit Area
Primary building setback (build-to line)		
Front setback	See "Frontages"	See "Frontages"
Side yard	5 ft min	0 ft min
Side street or internal circulation street	0 ft min 10 ft max	0 ft min 10 ft max
Rear yard and alley	5 ft min	0 ft min
Accessory building placement		
Front yard	30 ft min	30 ft min
Side street	10 ft min	0 ft min
Side yard	5 ft min	5 ft min
Rear yard and alley	5 ft min	5 ft min
Minimum building frontage		
Primary Street ¹	50%	60%
Side Street ²	40%	50%
FAR		
Minimum FAR	0.25	0.5
Maximum FAR	1.0	1.5

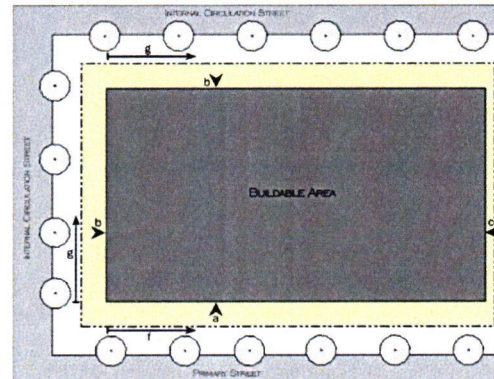
- 1 Building is located with respective frontage type required front setback area
- 2 Building is located within required side yard or side street or circulation street area

**Figure 5.3.030-1:
Building Setback Diagram**

Example: Residential Development



Example: Commercial Development



Note: For the purposes of building setback and frontage requirements, internal circulation streets are considered side streets.

- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Rear yard and alley setback
- e. Accessory building front setback
- f. Minimum primary street building frontage
- g. Minimum side street building frontage

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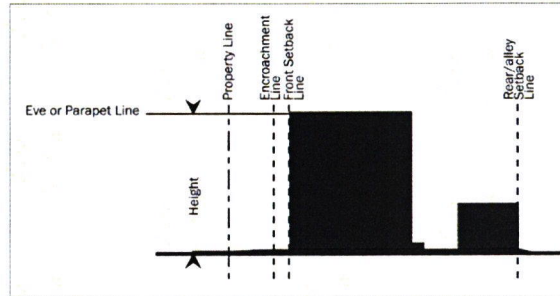
Article 5 – Form Based Provisions

5.3.040 Building Profile and Type Requirements for Village Centers

**Table 5.3.040-1:
Building Profile and Type Requirements**

		Transit Area
Building height		
Minimum height	na	20 ft
Maximum height	45 ft	60 ft
Encroachments	See "Streetscapes"	See "Streetscapes"

**Figure 5.3.040-1:
Building Height Diagram**



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5.3.050 Special Parking Requirements for Village Centers

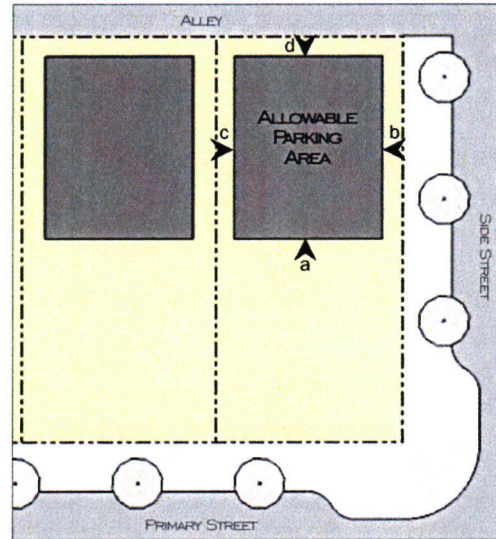
**Table 5.3.050-1:
Parking Requirements**

		Transit Area
Parking Placement		
Setbacks from public or private streets	Rear 50% of lot	Rear 50% of lot
Side yard setback	5 ft min (except for shared parking)	0 ft min
Rear yard and alley setback	5 ft min	5 ft min
Access		
Max driveway width	20 ft	20 ft
Required Spaces		
Commercial Uses	tbd	tbd
Residential Uses	tbd	tbd

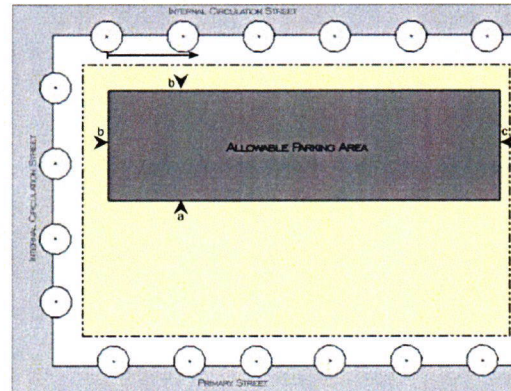
1. Parking placement provisions apply to both surface and structured parking facilities.
2. For the purposes of parking placement requirements, internal circulation streets are considered side streets.
3. Setback requirements for structured parking are the same as those for the primary building.

**Figure 5.3.050-1:
Parking Placement**

Example: Residential Placement



Example: Commercial Development



- a. Primary street (front) setback
- b. Side street setback
- c. Side yard setback
- d. Rear yard and alley setback

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5.3.060 Example Village Centers Designs

The purpose of this section is to provide example site designs for the Village Center Zone which comply with the City's form based zoning provisions. The designs are comprised of successful center developments from around the region. The centers have been selected based upon their similarity to development conditions in the City. The intent of this section is to provide a realistic vision for development occurring within the Village Center Zone.

The section includes three example designs:

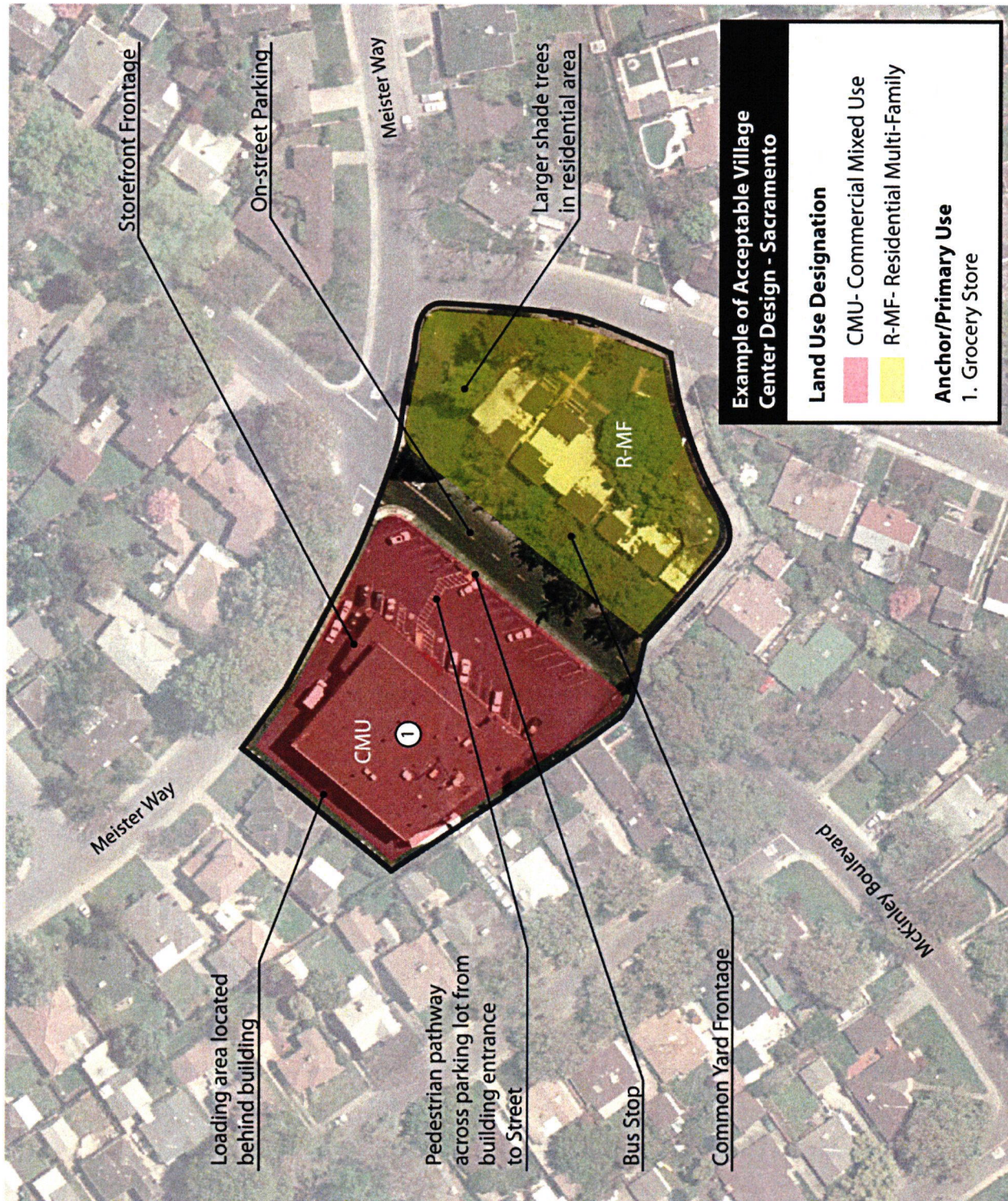
1. The first example portrays an **acceptable design**, based upon the City's current expectations for Village Center development. This design meets the minimum intent of the form based provisions.
2. The second example depicts an **enhanced design** that fulfills additional form based provisions.
3.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

Each example includes a figure (map) showing land use and key features, then a comparison of the development standards against site standards, and finally a description of site characteristics and context.

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Figure 5.3.060-1:
Example of Acceptable Local Town Center Design – Rancho Cordova, California



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**Table 5.3.060-1:
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		
Primary Street	50%	30%
Side Street	40%	0%
FAR		
Minimum FAR	0.25	0.56
Maximum FAR	1.0	
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	30 ft

Characteristics of the Example 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.) with 2-story office in southwest corner of the building and 16-unit apartment complex

Surroundings:

The surrounding area is comprised primarily of single family homes.

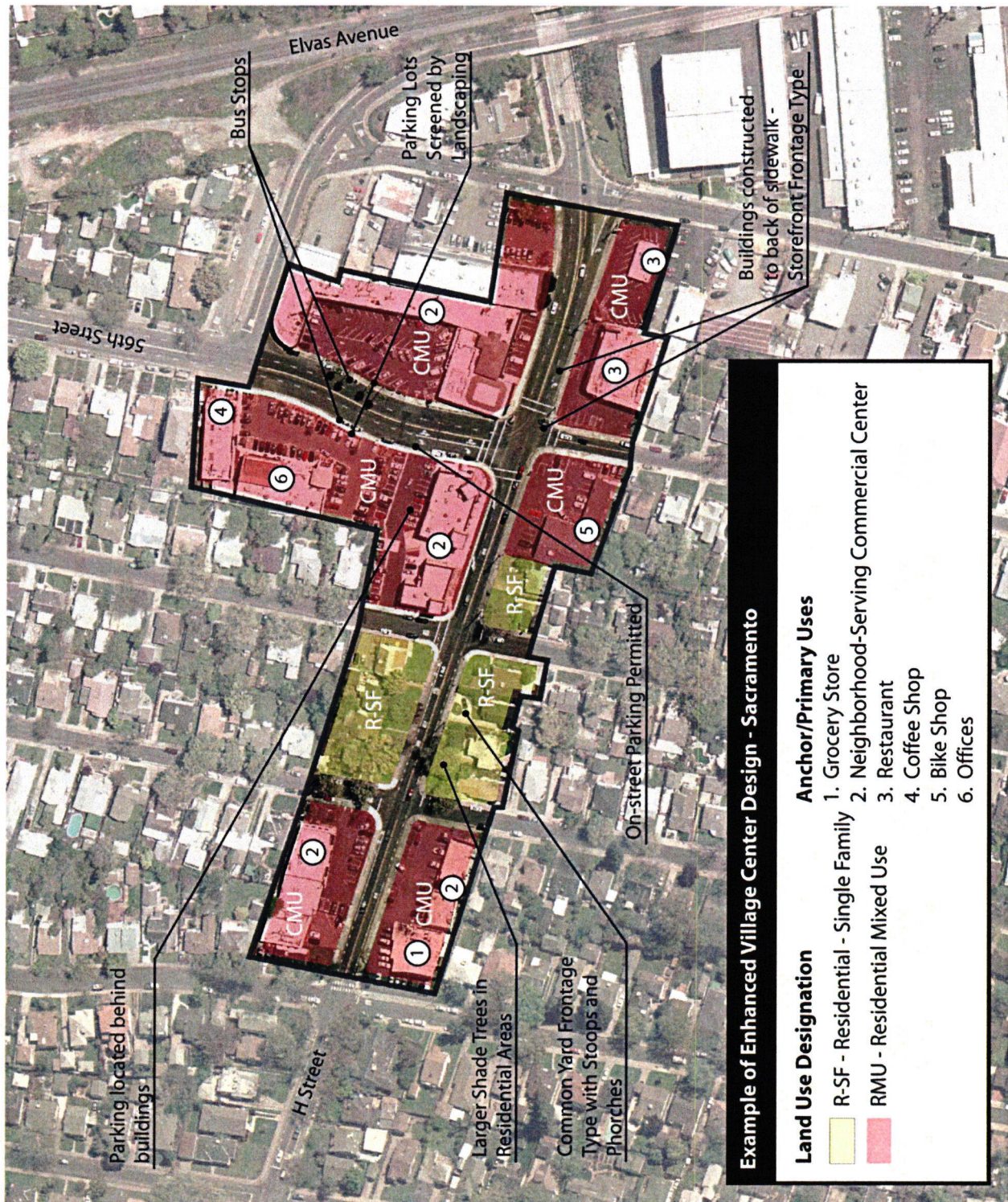
Site Design:

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 are properly scaled to fit within the surrounding neighborhood. Parking is reduced and a bus stop is conveniently located in front of the grocery store.

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Figure 5.3.060-2:
Example of Enhanced Village Center Design – Sacramento, California



Characteristics of the Example

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**Table 5.3.060-2:
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		
Primary Street	50%	30%
Side Street	40%	20%
FAR		
Minimum FAR	0.25	0.32
Maximum FAR	1.0	
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	35 ft

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 neighborhood market, 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.

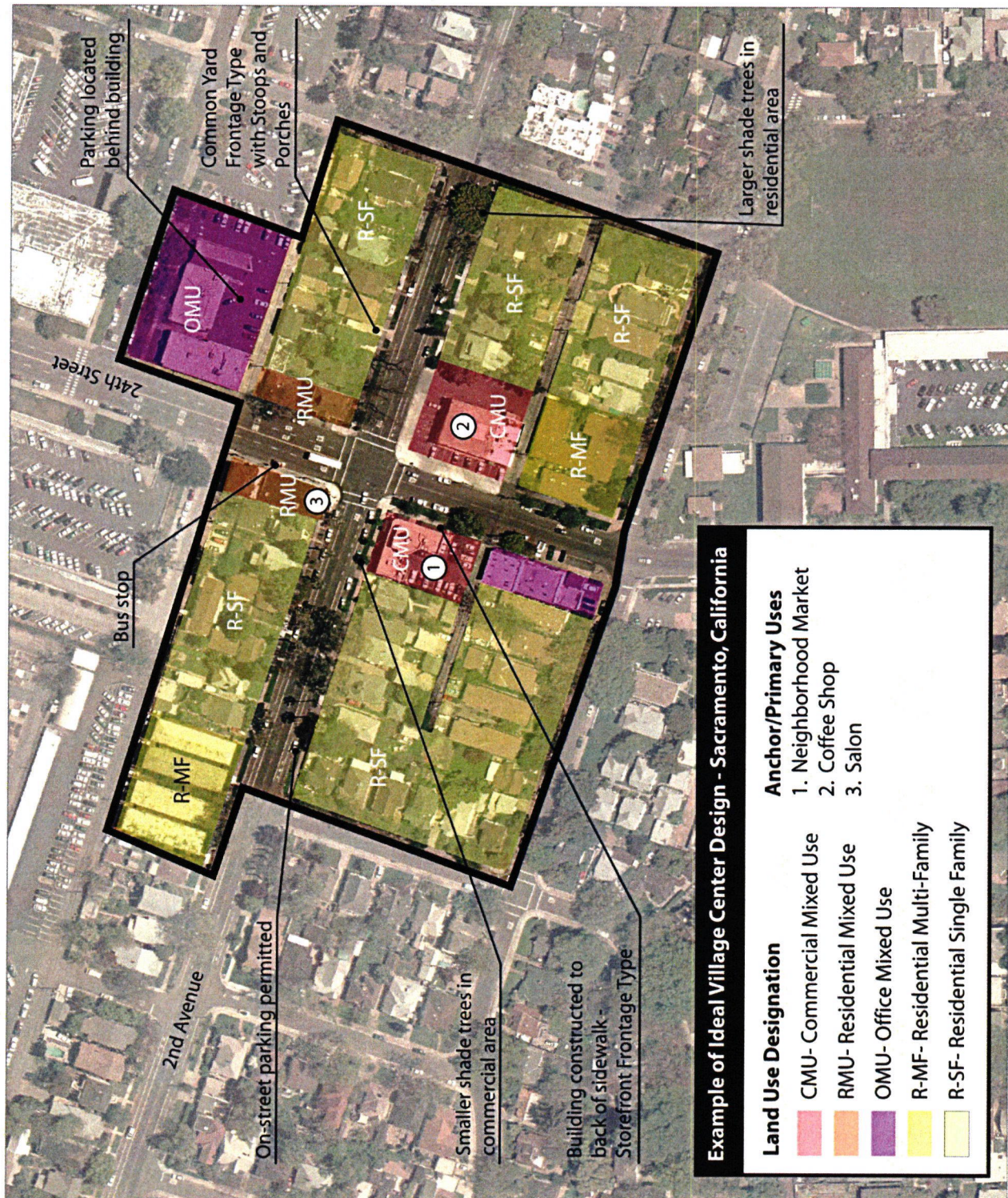
Site Design:

Older and newly developed mixed use buildings and several homes 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 located near the intersection of H Street and 56th Street provides a particularly useful example of how to design commercial or mixed-use buildings in a Village Center. Successful aspects of this development include locating buildings adjacent to the sidewalk, constructing buildings to include multiple stories or a height that creates the impression thereof, and location of parking behind buildings.

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**Figure 5.3.060-3:
Example of Ideal Village Center Design – Sacramento, California**



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**Table 5.3.060-3:
Development Standards for Example Ideal
Village 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		
Primary Street	50%	98%
Side Street	40%	90%
FAR		
Minimum FAR	0.25	2.3
Maximum FAR	1.0	
Building height		
Minimum height	None	20 ft
Maximum height	45 ft	30 ft

Characteristics of the Example Ideal Village 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.

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Chapter 5.4 Local Town Center Zone Standards

Sections in this Chapter

5.4.010	Local Town Center Zone Characteristics	5.4-2
5.4.020	Connectivity and Density Requirements for Local Town Center	5.4-4
5.4.030	Building Placement Requirements for Local Town Center	5.4-5
5.4.040	Building Profile and Type Requirements for Local Town Center	5.4-6
5.4.050	Special Parking Provisions for Local Town Center	5.4-7
5.4.060	Example Local Town Center Designs	5.4-8

Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

The Code introduces the form based zoning provisions for the Local Town Center Zone to accommodate activity that serve the major retail and entertainment needs for a collection of neighborhoods that form districts as defined by the City's community building blocks concept of the General Plan. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.

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5.4.010 Local Town Center Zone Characteristics

The purpose of this zone is to provide vibrant activity centers that serve the major retail and entertainment needs for a collection of neighborhoods that form districts as defined by the City's community building block concept of the General Plan. Nightlife is an important component of this district. An extensive network of sidewalks, bicycle trails and transit routes will connect these centers to the neighborhoods. The local town centers created within this zone will provide pedestrian-oriented gathering places. When located near transit stations (light rail or BRT) the intensity of development will increase and character of development will shift to a greater mix of uses to support transit service.

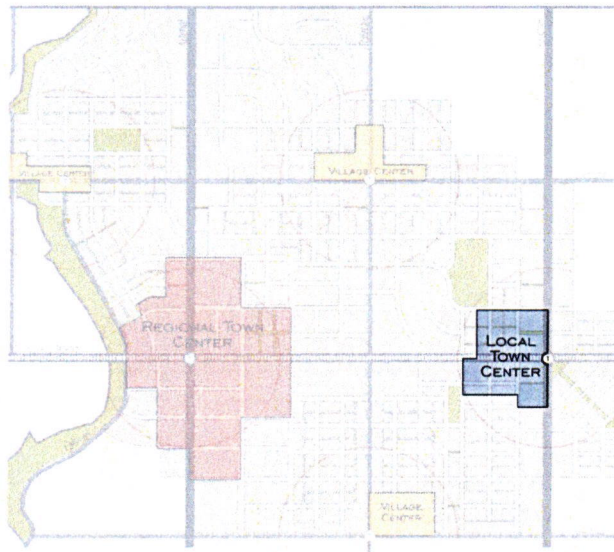
This zone is most appropriate for:

- District level commercial (retail services, restaurants, etc)
- Moderate sized entertainment venues
- Uses that facilitate positive evening and nighttime activity
- Office uses (as secondary uses)
- Medium density residential (as secondary uses. 6.1 to 18.0 units per acre)
- High density residential (as secondary uses, 20 to 40 units per acre)
- Transit oriented development when adjacent to fixed station locations

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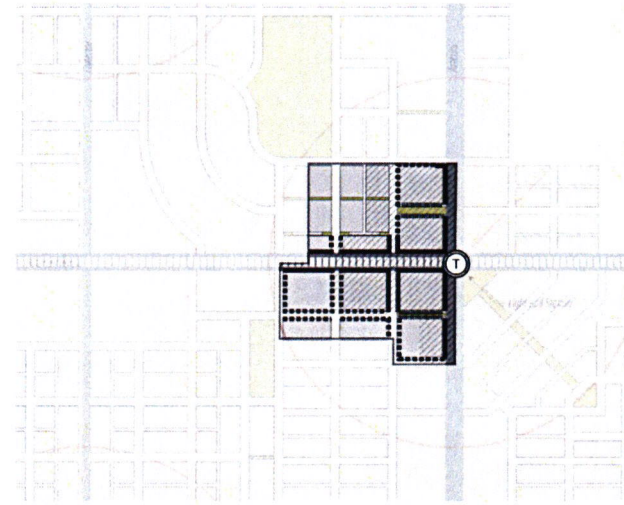
Figure 5.4.010-1:
Regulating Plan: Local Town Center Zone
shown on prototypical district map



1/4 Mile Radius from
Transit Station

Source: SERA Architects, 2008

Figure 5.4.010-2:
Regulating Plan: Local Town Center Zone
Transit Area and Frontages shown on
prototypical map



Zone Boundary
Transit Area
1/4 Mile Radius from
Transit Station

Required Storefront Frontage
Recommended Gallery/Arcade Frontage
Recommended Storefront Frontage

Source: SERA Architects, 2008

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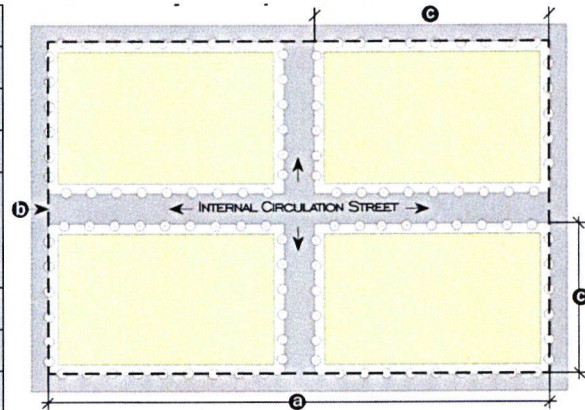
Article 5 – Form Based Provisions

5.4.020 Connectivity and Density Requirements for Local Town Center

**Table 5.4.020-1:
Connectivity and Density Requirements**

		Transit Area
Connectivity		
Max block length	600 ft	600 ft
Max block perimeter	2,000 ft	2,000 ft
Max distance between through-block pedestrian connection or internal circulation street	350 ft	350ft
Residential density		
Min density	6.1 du/acre	18 du/acre
Max density	6.1 du/acre	18 du/acre

**Figure 5.4.020-1:
Connectivity**



Note: The illustration above is an example only. Exact location of pedestrian connections and/or internal circulation streets may vary.

- a. Maximum block length
- b. Maximum block perimeter
- c. Maximum distance between through-block pedestrian connection or internal circulation street.

1. Blocks within the Regional Town Center may be no longer than 600 linear feet along any one block face, and may have a total perimeter no greater than 2,000 linear feet.
2. A through-block pedestrian connection or internal circulation street is required every 350 feet (minimum).
3. Pedestrian connections must comply with the specifications for "Paseo" or "Multi-use Path" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
4. Internal circulation streets are private or public streets on commercial or residential lots which access either buildings or parking areas. Internal circulation streets must be provided every 350 feet along any one block face (minimum), and must comply with the specifications for "Main Street," "Non-Residential Local Street (Commercial)," "Standard Residential Street," or "Minor Residential Street" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
5. Pedestrian connections and internal circulation streets must connect on at least two ends to public or private pedestrian or vehicular routes.

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5.4.030 Building Placement Requirements for Local Town Center

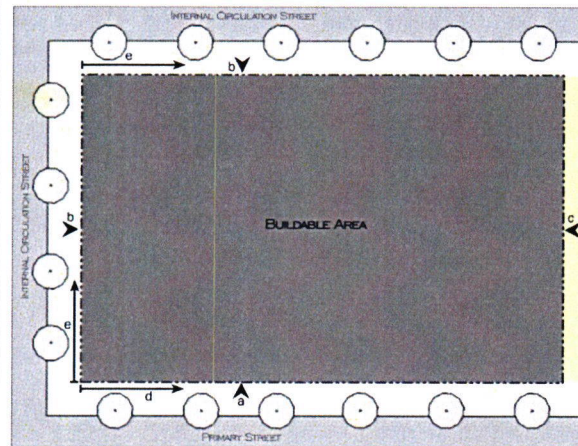
**Table 5.4.030-1:
Building Placement Requirements**

		Transit Area
Primary building setback (build-to line)		
Front setback	See "Frontages"	See "Frontages"
Side yard	0 ft min	0 ft min
Setback from side street or internal circulation street	0 ft min 0 ft max	0 ft min 0 ft max
Rear yard and alley	0 ft min	0 ft min
Accessory building placement		
Front yard	na	na
Side yard	na	na
Rear yard and alley	na	na
Minimum Building frontage		
Primary Street ¹	70%	80%
Side Street ²	50%	60%
FAR		
Minimum FAR	0.3	0.5
Maximum FAR	1.5	2.5

¹ Building is located with respective frontage type required front setback area

² Building is located within required side yard or side street or circulation street area

**Figure 5.4.030-1:
Building Setback Diagram**



Note: For the purposes of building setback and frontage requirements, internal circulation streets are considered side streets.

- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Minimum primary street building frontage
- e. Minimum side street building frontage

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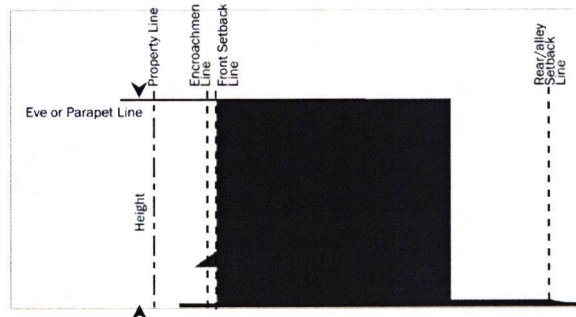
Article 5 – Form Based Provisions

5.4.040 Building Profile and Type Requirements for Local Town Center

**Table 5.4.040-1:
Building Profile and Type Requirements**

		Transit Area
Building height		
Minimum height	20 ft min	20 ft min
Maximum height	65 ft min	65 ft min
Encroachments	See "Streetscapes"	See "Streetscapes"

**Figure 5.4.040-1:
Building Height Diagram**



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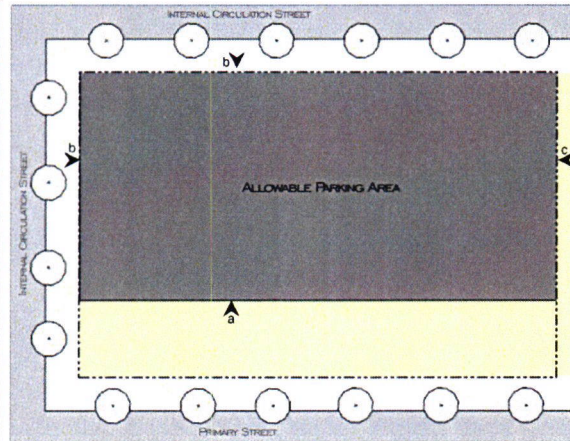
5.4.050 Special Parking Provisions for Local Town Center

**Table 5.4.050-1:
Parking Requirements**

		Transit Area
Parking placement		
Setback from public or private streets	Rear 50% of lot	Rear 50% of lot
Side yard setback	0 ft min	0 ft min
Rear yard and alley setback	5 ft min	5 ft min
Access		
Max driveway width	24 ft	24 ft
Required Spaces		
Com. Uses	tbd	tbd
Res. Uses	tbd	tbd

1. Parking placement provisions apply to both surface and structured parking facilities.
2. For the purposes of parking placement requirements, internal circulation streets are considered side streets.
3. Setback requirements for structured parking are the same as those for the primary building.

**Figure 5.4.050-1:
Parking Placement**



- a. Primary street (front) setback
- b. Side street setback: structured parking
- c. Side street setback: surface parking
- d. Side yard setback
- e. Max surface parking frontage

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5.4.060 Example Local Town Center Designs

The purpose of this section is to provide example site designs for the Local Town Center Zone. The centers have been selected based upon their similarity to development conditions in the City. The intent of this section is to provide a realistic vision for development occurring within the Local Town Center Zone.

The section includes three example designs:

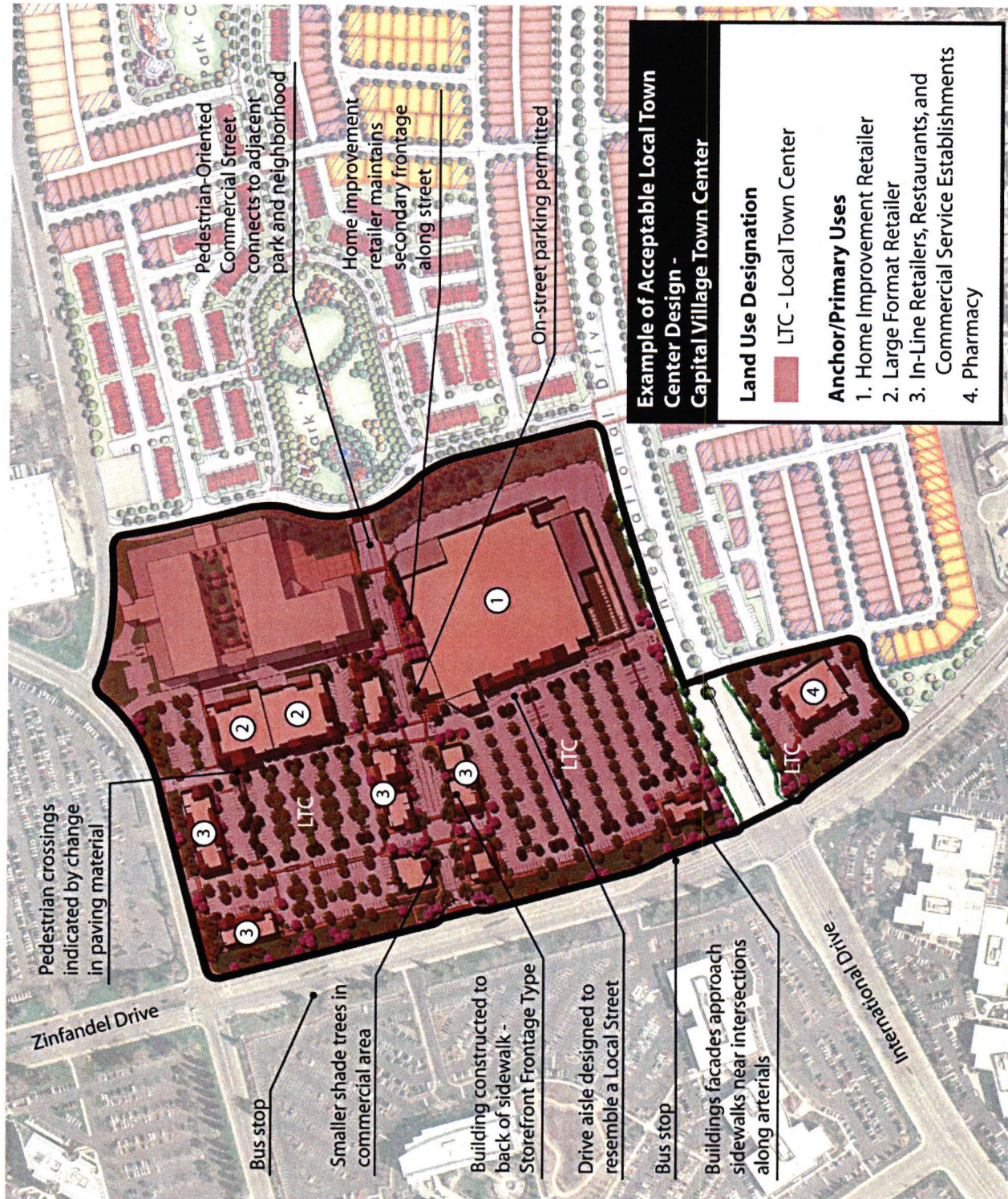
1. The first example portrays an **acceptable design**, based upon the City's current expectations for Village Center development. This design meets the minimum intent of the form based provisions.
2. The second example depicts an **enhanced design** that fulfills additional form based provisions.
3.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

Each example includes a figure (map) showing land use and key features, then a comparison of the development standards against site standards, and finally a description of site characteristics and context.

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Figure 5.4.040-1:
Example of Acceptable Local Town Center Design –
Capital Village, Rancho Cordova, California



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**Table 5.4.040-1:
Development Standards for the Example
Acceptable Local Town Center Design**

	Local Town Center Standard	Enhanced Local Town Center Value
Connectivity		
Max block length	600 ft	xx ft
Max block perimeter	2,000 ft	xx feet
Max pedestrian block length	350 ft	xx ft
Residential density		
Min density	6.1 du/acre	n/a
Max density	18 du/acre	
Minimum building frontage		
Primary Street	70%	43%
Side Street	50%	30%
FAR		
Minimum FAR	0.3	0.3
Maximum FAR	1.5	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	30 ft

Characteristics of the Example Acceptable Local Town Center Design:

Site Description:

The Local Town Center occupies a 31.9 acre site within the Capital Village neighborhood.

Anchor/Primary Uses:

The Local Town Center is anchored by a large format home improvement retailer. Other uses include restaurants, retailers, and commercial service establishments.

Surroundings:

The Local Town Center is border to the east and the south by the Capital Village neighborhood. The neighborhood includes single family residences and a large park. Office parks surround the center to west and the north.

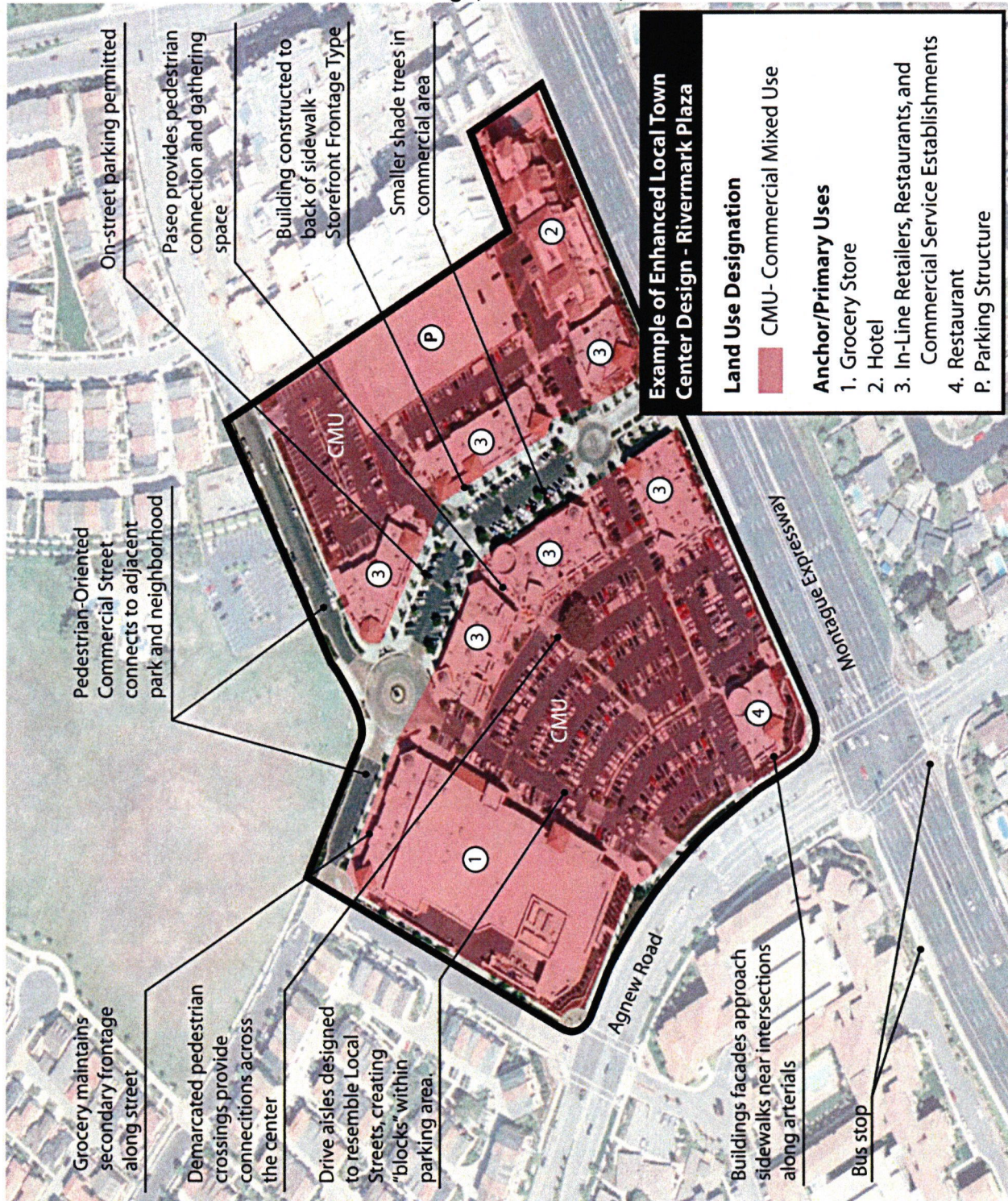
Site Design:

The Local Town Center is bounded by a 4-lane collector street to the north, a water retention area and a 2-lane collector street to the east, and 6-lane arterials to the south and the west. Development is focused along a main street that extends from east to west through the middle of the center, providing access from the Capital Village neighborhood to the east. Most of these buildings maintain their primary frontage along the street, creating a pedestrian-oriented retail environment. The single exception, the home improvement retailer, provides a secondary frontage along the street, but faces the large parking lot that occupies much of the southern half of the center. Other buildings are located along the center's periphery at intersections and entrances into the center.

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Figure 5.4.040-2:
Example of Enhanced Local Town Center Design –
Rivermark Village, Santa Clara, California



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**Table 5.4.040-2:
Development Standards for the Example
Enhanced Local Town Center Design**

	Local Town Center Standard	Enhanced Local Town Center Value
Connectivity		
Max block length	600 ft	520 ft
Max block perimeter	2,000 ft	1,562 feet
Max pedestrian block length	350 ft	235 ft
Residential density		
Min density	6.1 du/acre	n/a
Max density	18 du/acre	
Minimum building frontage		
Primary Street	70%	67%
Side Street	50%	57%
FAR		
Minimum FAR	0.3	0.6
Maximum FAR	1.5	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	97 ft

Characteristics of the Example Enhanced Local Town Center Design:

Site Description:

The Local Town Center occupies a 14 acre site along the southern boundary of Santa Clara's Rivermark development.

Anchor/Primary Uses:

The Local Town Center is anchored by a large grocery store and a 150-room hotel. Other tenants include restaurants and delis, retailers, and commercial service establishments.

Surroundings:

The Local Town Center is mostly surrounded by several of the Rivermark development's residential areas. This includes single family residences and a large park to the north and multifamily residences to the east and the west. A separate neighborhood bounds the center to the south.

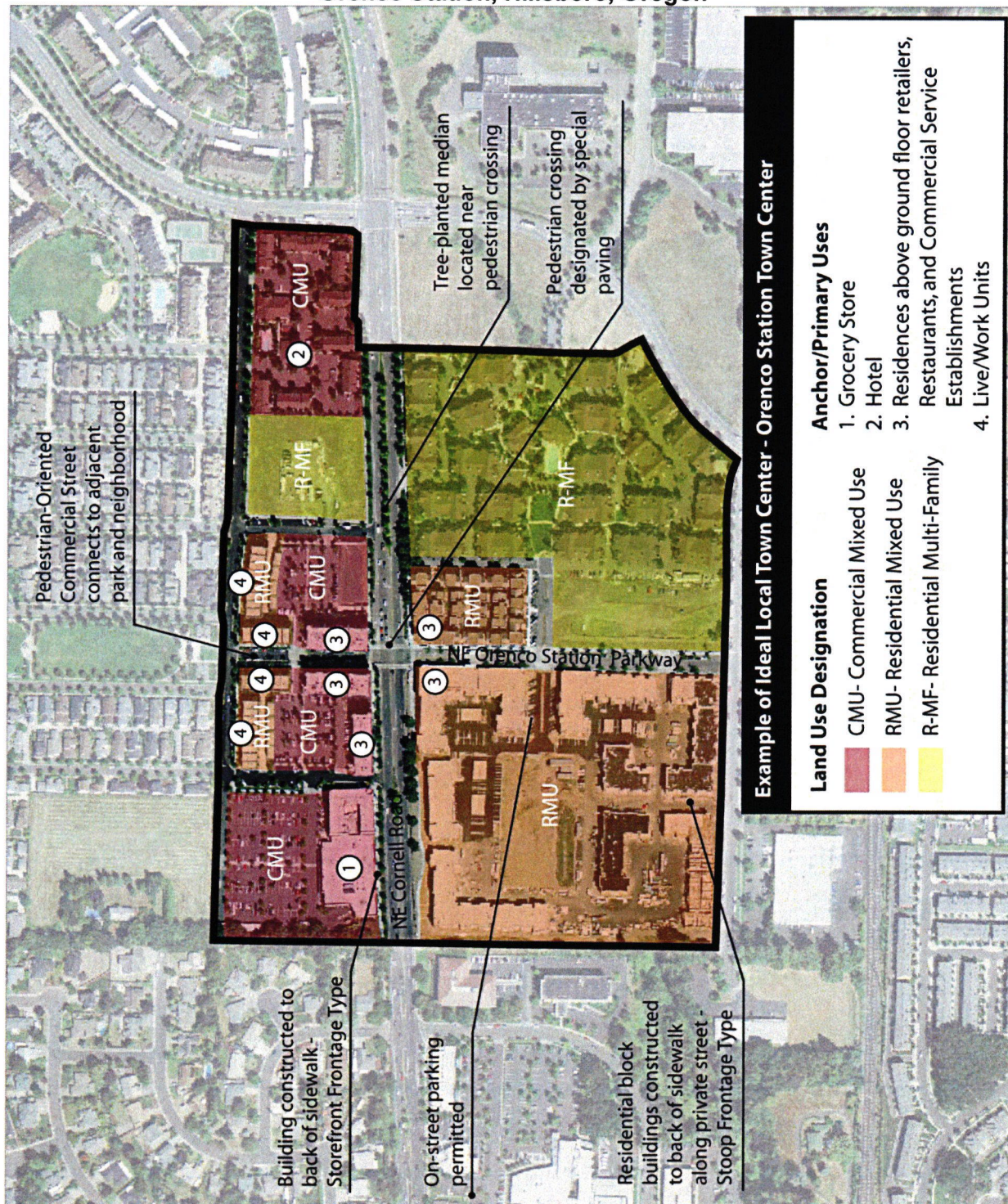
Site Design:

The Local Town Center is located at the intersection of two arterials (4 and 8-lane). Retail development is focused along a commercial street that extends from north to south through the center of the site, providing access from neighborhood to the north. Most of these buildings provide primary frontage onto the street, creating a pedestrian-oriented commercial main street. The grocery store maintains a secondary frontage onto the street, but faces the large parking area that occupies most of the western half of the center. A pad building provides frontage along both streets at the intersection of the arterials and hotel maintains frontage along the 8-lane arterial. The development includes a parking structure on the eastern side of the site.

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Figure 5.4.040-3:
Example of Ideal Local Town Center Design –
Orenco Station, Hillsboro, Oregon



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**Table 5.4.040-1:
Development Standards for the Example Ideal
Local Town Center Design**

	Local Town Center Standard	Ideal Local Town Center Value
Connectivity		
Max block length	600 ft	850 ft
Max block perimeter	2,000 ft	1,470 feet
Max pedestrian block length	350 ft	350 ft
Residential density		
Min density	6.1 du/acre	20 du/acre
Max density	18 du/acre	
Minimum building frontage		
Primary Street	70%	71%
Side Street	50%	68%
FAR		
Minimum FAR	0.3	1.0
Maximum FAR	1.5	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	40 ft

Characteristics of the Example Ideal Local Town Center Design:

Site Description:

The Local Town Center occupies 38.8 acres within the Orenco Station transit-oriented development.

Anchor/Primary Uses:

An organic grocery store anchors the center's commercial development. The center also includes several restaurants and retailers, a hotel, 28 live/work units, and 770 multifamily residential units.

Surroundings:

The Local Town Center is surrounded by single and multifamily residential development.

Site Design:

The Local Town Center is located at the intersection of a 6-lane arterial and a local street, two blocks north of a light rail station. The center's commercial development is focused in the blocks adjacent to the intersection. These buildings, including the grocery store, maintain their primary frontage along these streets, creating a pedestrian-oriented retail environment. The live-work units, comprised mostly of townhouses, are concentrated in two blocks north of this commercial area. The multifamily residences are situated in the blocks between the arterial and the light rail line.

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Chapter 5.5 Regional Town Center Zone Standards

Sections in this Chapter

5.5.010	Zone Characteristics	5.5-2
5.5.020	Connectivity and Density Requirements for Regional Town Center	5.5-4
5.5.030	Building Placement Requirements for Regional Town Center	5.5-5
5.5.040	Building Profile and Type Requirements for Regional Town Center	5.5-6
5.5.050	Special Parking Provisions for Regional Town Center	5.5-7
5.5.060	Example Regional Town Center Designs.....	5.5-8

Draft Zoning Code Notes:

How is this Chapter different than the current Zoning Code?

The Code introduces the form based zoning provisions for the Regional Town Center Zone to provide centers that accommodate regional serving retail, office and residential uses that provide a vibrant mixed use setting that fosters positive day and nighttime activity. Special form based zoning provisions are established for connectivity and density, building placement, building profile and type, and parking.

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5.5.010 Zone Characteristics

The purpose of this zone is to provide locations for regional serving retail, office and residential uses that provide a vibrant mixed use setting that fosters positive day and nighttime activity. Development may feature dynamic taller buildings and building complexes (over four stories in height) that are scaled appropriately to create a comfortable pedestrian environment and be compatible with adjacent neighborhoods. Mixed use development can be designed horizontally (e.g. a grocery store next to a residential building) or vertically (e.g. a grocery store as the ground floor use with residential units above). Design characteristics include public plazas and other gathering places, open storefronts with expansive windows, and a rich mix of uses and tenants. Centers will be designed to provide connections into the surrounding neighborhoods and located to provide easy access to automobiles and public transportation from across the region.

This zoning is most appropriate for:

- Large regional commercial establishments (retail stores, restaurants, entertainment venues and other city-wide serving retail).
- Moderate to large entertainment venues.
- Office uses (primary or secondary uses)
- Medium density residential (6.1 to 18 units per acre)
- High density residential (20.1 to 20 units per acre)
- High density residential with transit bonus (20.1 to 80 units per acre)
- Transit oriented developments when adjacent to fixed station locations

An extensive network of sidewalks, bicycle trails and transit routes will connect these centers to the neighborhoods. The local town centers created within this zone will provide pedestrian-oriented gathering places. When located near transit stations (light rail or BRT) the intensity of development will increase and character of development will shift to a greater mix of uses to support transit service.

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Figure 5.5.010-1:
Regulating Plan: Regional Town Center
Zone shown on prototypical district map

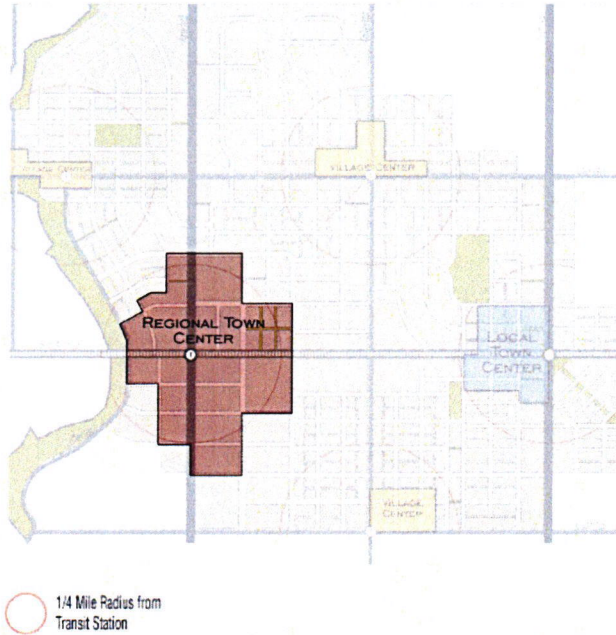
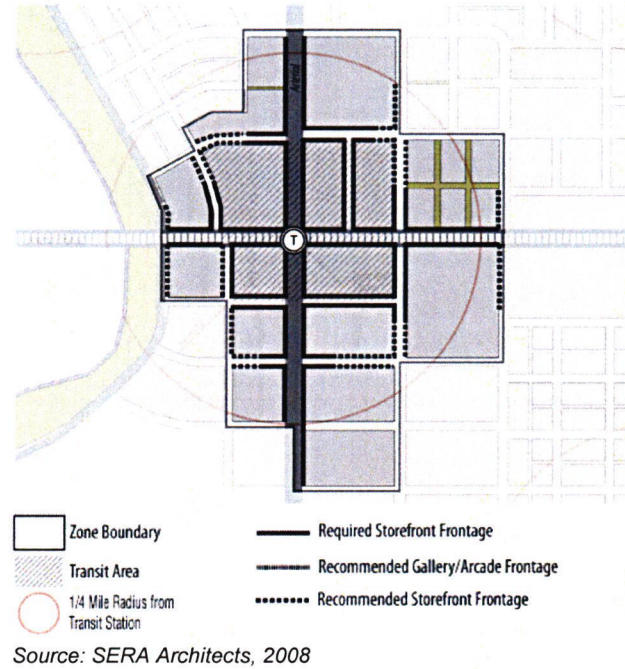


Figure 5.5.010-2:
Regulating Plan: Regional Town Center
Zone Transit Area and Frontages shown on prototypical map



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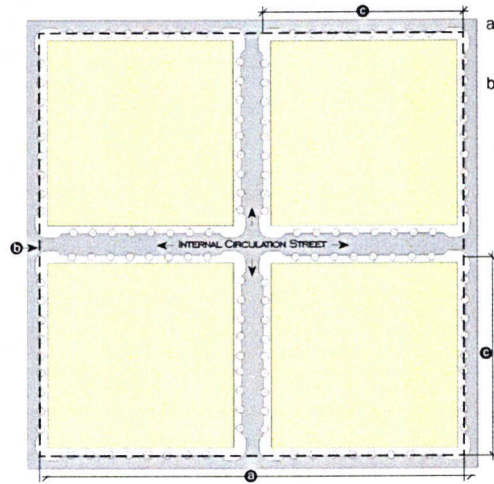
5.5.020 Connectivity and Density Requirements for Regional Town Center

**Table 5.5.020-1:
Connectivity and Density Requirements**

		Transit Area
Connectivity		
Max block length	660 ft	600 ft
Max block perimeter	2,640 ft	2,000 ft
Max distance between through-block pedestrian connection or internal circulation street	350 ft	350ft
Residential density		
Min density	6.1 du/acre	20.1 du/acre
Max density	20 du/acre	80 du/acre

1. Blocks within the Regional Town Center may be no longer than 660 linear feet along any one block face, and may have a total perimeter no greater than 2,640 linear feet.
2. A through-block pedestrian connection or internal circulation street is required every 350 feet (minimum).
3. Pedestrian connections must comply with the specifications for "Paseo" or "Multi-use Path" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
4. Internal circulation streets are private or public streets on commercial or residential lots which access either buildings or parking areas. Internal circulation streets must be provided every 350 feet along any one block face (minimum), and must comply with the specifications for "Main Street," "Non-Residential Local Street (Commercial)," "Standard Residential Street," or "Minor Residential Street" outlined in Section 5.2.040 "Form Based Zoning Street Typologies."
5. Pedestrian connections and internal circulation streets must connect on at least two ends to public or private pedestrian or vehicular routes.

**Figure 5.5.020-1:
Connectivity Diagram**



Note: The illustration above is an example only. Exact location of pedestrian connections and/or internal circulation streets may vary.

- a. Maximum block length
- b. Maximum block perimeter
- c. Maximum distance between through-block pedestrian connection or internal circulation street.



The example at left shows how a large development site divided might be divided into smaller, distinct blocks. The grocery store occupies the block to the south, and its parking is contained within a separate block directly across the street.

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Article 5 – Form Based Provisions

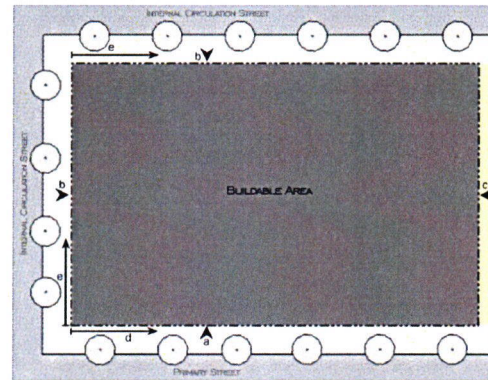
5.5.030 Building Placement Requirements for Regional Town Center

**Table 5.5.030-1:
Building Placement Requirements**

		Transit Area
Primary building setback (build-to line)		
Front setback	See "Frontages"	See "Frontages"
Side yard	0 ft min	0 ft min
Setback from side street or internal circulation street	0 ft min 0 ft max	0 ft min 0 ft max
Rear yard and alley	0 ft min	0 ft min
Accessory building placement		
Front yard	na	na
Side yard	na	na
Rear yard and alley	na	na
Minimum Building frontage		
Primary Street ¹	70%	80%
Side Street ²	50%	60%
FAR		
Minimum FAR	0.3 ³	0.65
Maximum FAR	1.5 ³	3.0

- 1 Building is located with respective frontage type required front setback area
- 2 Building is located within required side yard or side street or circulation street area
- 3 Parcels within ½ mile of U.S. 50 are permitted a Minimum FAR of 0.35 and a Maximum FAR of 2.0.

**Figure 5.5.030-1:
Building Setback Diagram**



Note: For the purposes of building setback and frontage requirements, internal circulation streets are considered side streets.

- a. Front yard setback
- b. Side street setback
- c. Side yard setback
- d. Minimum primary street building frontage
- e. Minimum side street building frontage

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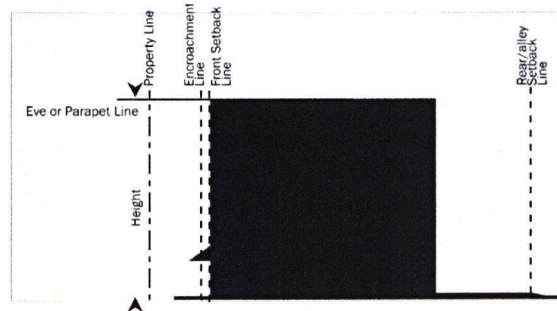
Article 5 – Form Based Provisions

5.5.040 Building Profile and Type Requirements for Regional Town Center

**Table 5.4.040-1:
Building Profile and Type Requirements**

		Transit Area
Building height		
Minimum height	20 ft min	20 ft min
Maximum height	65 ft min	na
Encroachments	See "Streetscapes"	See "Streetscapes"

**Figure 5.4.040-1:
Building Height Diagram**



RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

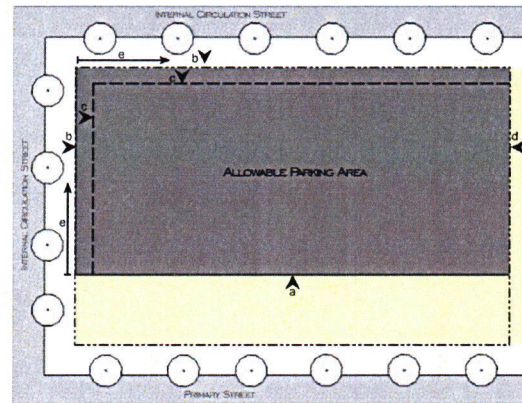
5.5.050 Special Parking Provisions for Regional Town Center

**Table 5.4.050-1:
Parking Requirements**

		Transit Area
Parking placement		
Setback from public or private streets	Rear 50% of lot	Rear 50% of lot
Side yard setback	0 ft min	0 ft min
Rear yard and alley setback	5 ft min	5 ft min
Access		
Max driveway width	24 ft	24 ft
Required Spaces		
Com. Uses	tbd	tbd
Res. Uses	tbd	tbd

1. Parking placement provisions apply to both surface and structured parking facilities.
2. For the purposes of parking placement requirements, internal circulation streets are considered side streets.
3. Setback requirements for structured parking are the same as those for the primary building.

**Figure 5.4.050-1:
Parking Placement**



- a. Primary street (front) setback
- b. Side street setback: structured parking
- c. Side street setback: surface parking
- d. Side yard setback
- e. Max surface parking frontage

RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

5.5.060 Example Regional Town Center Designs

The purpose of this section is to provide example site designs for the Regional Town Center Zone. The centers have been selected based upon their similarity to development conditions in the City. The intent of this section is to provide a realistic vision for development occurring within the Regional Town Center Zone.

The section includes three example designs:

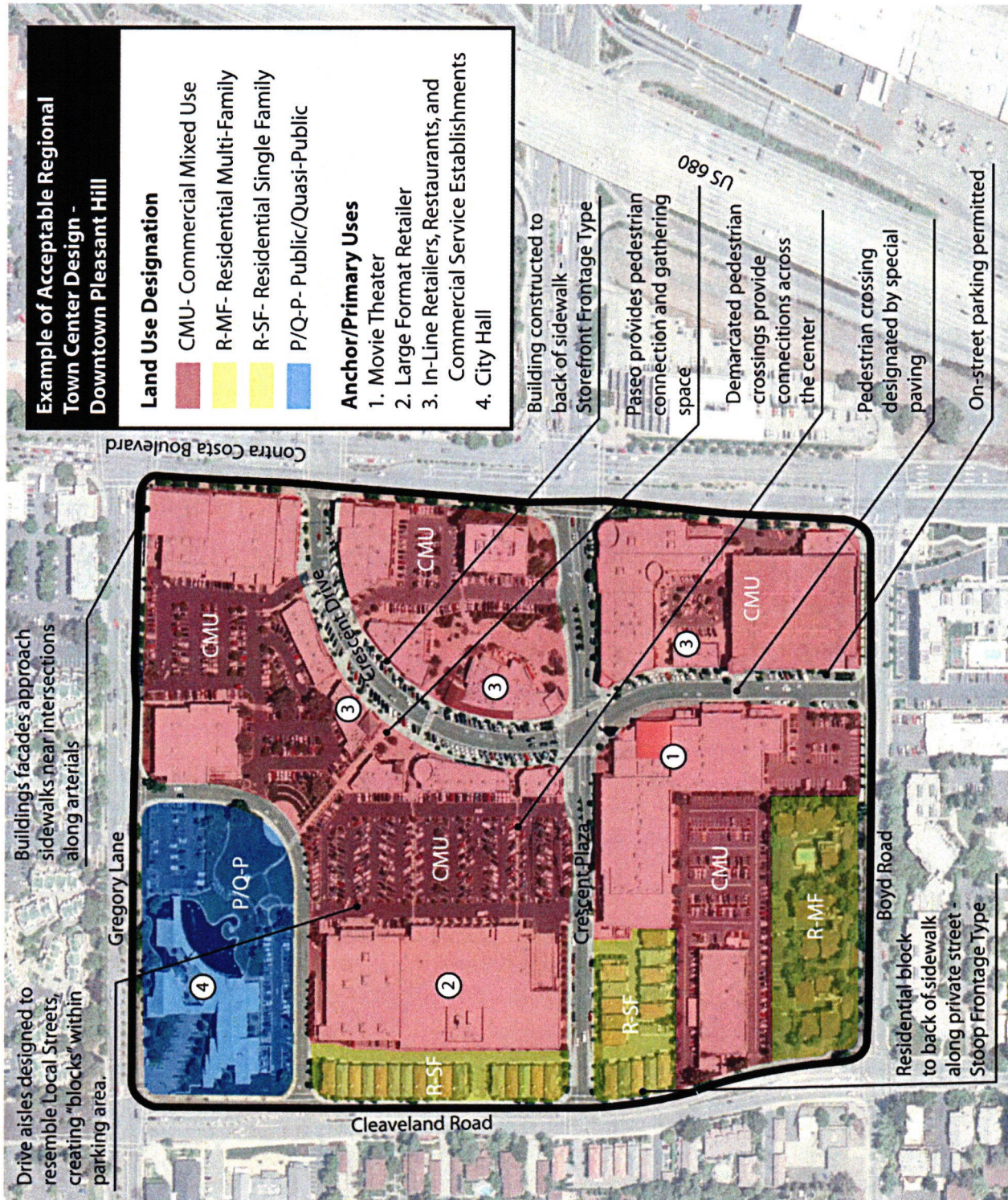
1. The first example portrays an **acceptable design**, based upon the City's current expectations for Village Center development. This design meets the minimum intent of the form based provisions.
2. The second example depicts an **enhanced design** that fulfills additional form based provisions.
3.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

Each example includes a figure (map) showing land use and key features, then a comparison of the development standards against site standards, and finally a description of site characteristics and context.

RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

Figure 5.5.060-1:
Example of Acceptable Regional Town Center Design – Pleasant Hill, California



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Article 5 – Form Based Provisions

**Table 5.5.060-1:
Development Standards for the Example
Acceptable Regional Town Center Design**

	Regional Town Center Standard	Ideal Regional Town Center Value
Connectivity		
Max block length	660 ft	695 ft
Max block perimeter	2,640 ft	2,400 feet
Max pedestrian block length	350 ft	600 ft
Residential density		
Min density	6.1 du/acre	3.3 du/acre
Max density	20 du/acre	
Minimum building frontage		
Primary Street	70%	66%
Side Street	50%	27%
FAR		
Minimum FAR	0.3	0.5
Maximum FAR	1.5	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	40 ft

Uses in the Example Acceptable Regional Town Center Design:

Site Description:

The Regional Town Center occupies a 28 acre site within the City of Pleasant Hill.

Anchor/Primary Uses:

The Regional Town Center is anchored by a 16-screen movie theater, a grocery store, 4 large format retailers, and Pleasant Hill's city hall. The center also includes a number of restaurants and retailers, service commercial uses, 32 townhouses, and 66 multifamily residences.

Surroundings:

The Regional Town Center is surrounded by multifamily residences to the north, south, and west and offices to the east.

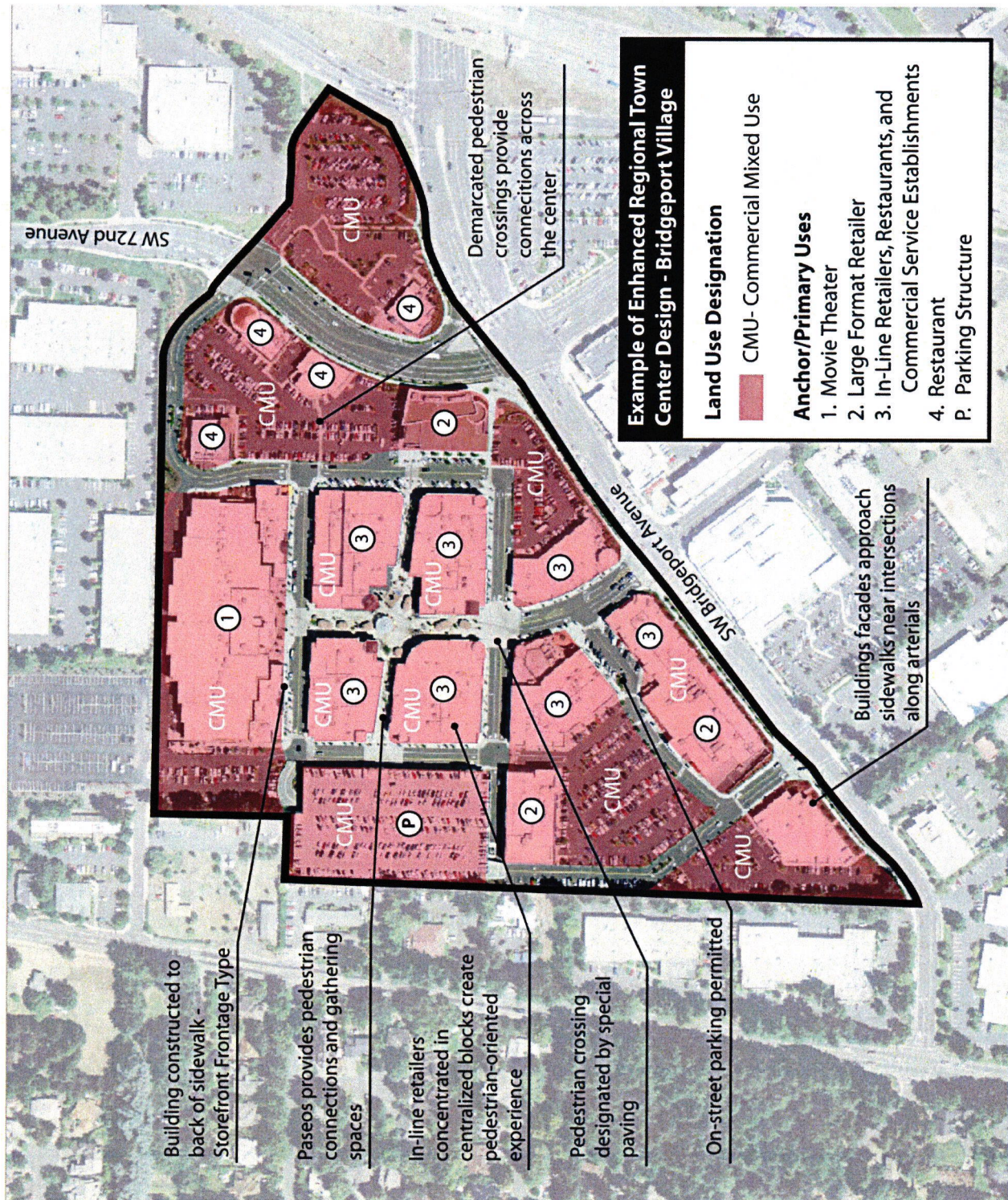
Site Design:

The Regional Town Center is located at the intersection of two arterials (4 and 8-lane). The center's defining feature is Crescent Drive, a pedestrian-oriented commercial street lined by retail and restaurants that curves through the site. The movie theater and two of the large format retailers also maintain frontage along the street. The grocery store and the other two large retailers are separated from this development by large parking fields. The city hall is situated near the northwestern corner of the center and the townhouses occupy the site's southwestern quadrant.

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Article 5 – Form Based Provisions

Figure 5.5.060-2:
Example of Enhanced Regional Town Center Design – Tualatin, Oregon



RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

**Table 5.4.060-2:
Development Standards for the Example
Enhanced Regional Town Center Design**

	Regional Town Center Standard	Regional Local Town Center Value
Connectivity		
Max block length	660 ft	680 ft
Max block perimeter	2,640 ft	1,700 feet
Max pedestrian block length	350 ft	560 ft
Residential density		
Min density	6.1 du/acre	n/a
Max density	20 du/acre	
Minimum building frontage		
Primary Street	70%	63%
Side Street	50%	48%
FAR		
Minimum FAR	0.3	0.4
Maximum FAR	1.5	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	30 ft

Characteristics of the Example Enhanced Regional Town Center Design:

Site Description:

The Regional Town Center occupies a 21.7 acre site within the City of Tualatin, Oregon.

Anchor/Primary Uses:

The Regional Town Center is anchored by an 18-screen movie theater, a grocery store, and two large format retailers. Other tenants include numerous retailers and restaurants, commercial service establishments, and offices.

Surroundings:

The Regional Town Center is surrounded by light industry and offices to the north and east, retail and offices to the south, and single family residences to the west.

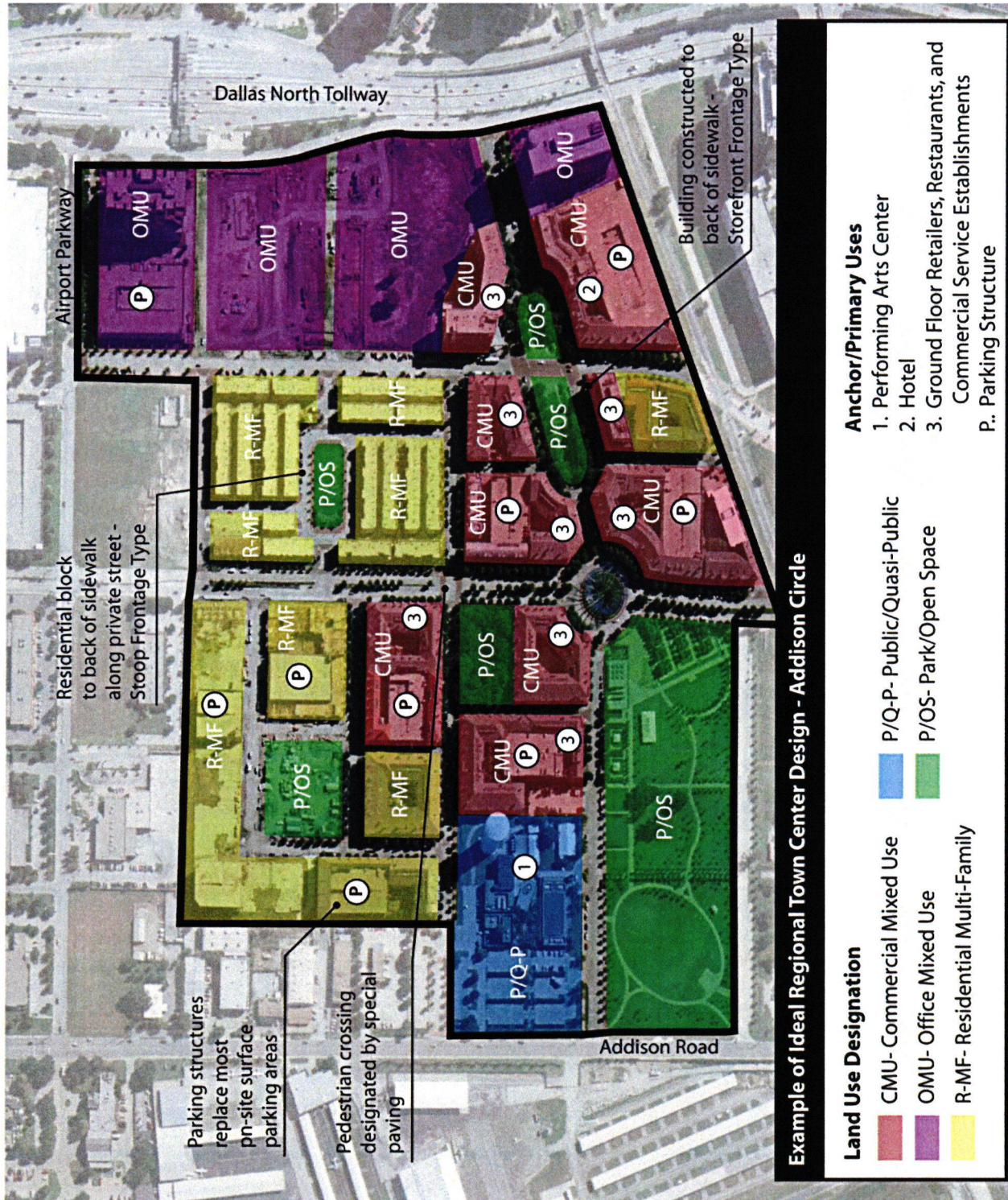
Site Design:

The Regional Town Center is located at the intersection of two arterials (6 and 8-lane). Development is concentrated along several private commercial streets, including two paseos, that traverse the site from north to south. These buildings, including the movie theater, the grocery store, and one of the large retailers, maintain frontage along the private streets and the 6-lane arterial, creating a pedestrian-oriented outdoor mall. Several of the restaurants and one of the large retailers are separated from this core area of development by parking lots, but maintain frontage along the 8-lane arterial.

RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

Figure 5.4.060-3:
Example of Ideal Regional Town Center Design – Addison, Texas



RANCHO CORDOVA ZONING CODE

Article 5 – Form Based Provisions

**Table 5.4.060-1:
Development Standards for the Example Ideal
Regional Town Center Design**

	Regional Town Center Standard	Ideal Regional Town Center Value
Connectivity		
Max block length	660 ft	877 ft
Max block perimeter	2,640 ft	3,060 feet
Max pedestrian block length	350 ft	390 ft
Residential density		
Min density	6.1 du/acre	38.7 du/acre
Max density	20 du/acre	
Minimum building frontage		
Primary Street	70%	60%
Side Street	50%	75%
FAR		
Minimum FAR	0.65	1.8
Maximum FAR	3.0	
Building height		
Minimum height	20	20 ft
Maximum height	65 ft	75 ft

Characteristics of the Example Ideal Regional Town Center Design:

Site Description:

The Regional Town Center occupies an 80 acre site within the City of Addison, Texas.

Anchor/Primary Uses:

The Regional Town Center includes a conference center, three performing art venues, a hotel, retail, commercial service establishments, higher density offices, 900 multifamily residential units, and several parks and open spaces.

Surroundings:

The Regional Town Center is surrounded by large office developments to the north, east, and south, and an airport to the west.

Site Design:

The Regional Town Center is bounded by a collector street to the north, a toll road to the east, a light rail line to the south, and a 4-lane arterial to the west. The site is divided into a series of blocks by the presence of several public and private streets. The bulk of the development, especially commercial mixed use, office, and residential buildings, assumes an urban form. These "block" buildings generally extend to the back of sidewalks, creating a dense, pedestrian-oriented environment. The center also includes significant open space areas; several parks and pedestrian connections are interspersed throughout the development.



Rancho Cordova Zoning Code Joint Work Session

Crossing the Finish Line
May 13, 2008



Work Session Agenda

1. Project Schedule
2. Bus Tour Summary
3. Major Discussion Topics
4. Closing-out Past Issues
5. Getting to the Finish Line

Project Schedule

1. Final Joint Work Session - **May 13, 2008**
2. Task Force (Special Uses / other topics) - **Concluded mid-June, 2008**
3. Code revisions complete (JWS, Taskforce and Staff input) - **end of June, 2008***
4. Public Hearings (Planning Commission/City Council) - **July/August***

Tentative

- **subject to nature of zoning map changes**
- **type of environmental review**
- **amount of additional work sessions needed**

Bus Tour Summary

■ Top Issues

1. Fences
2. Front yard issues (parking & landscaping)
3. Garbage cans
4. Garage conversions
5. Commercial landscaping
6. "McMansions"
7. Holiday lights
8. RVs, boats, trailers, etc.
9. Property maintenance

■ See handout for zoning approach

Major Discussion Topics

■ Tonight's Featured Topics

1. Fences
2. Front Yard Issues
3. Sign Amortization
4. Form-based Considerations

Major Discussion Topics

■ Fences



Fence
Height

Fence setback
or "shy"
distance



Major Discussion Topics

Fences

Standards

- 4'-0" height limit in front yard
- 6'-0" height limit elsewhere
- 2'-6" in sight distance triangle
- 3'-0" to 5'-0" setback from back of walk (depending on zone)

Fence permit will allow taller fences

- Up to 8'-0" in rear and side yards
- Up to 6'-0" in front yard (with visibility maintained)
- Administrative Design Review

Allowed Materials/Design

- Front yard fences to be visibly open
- Wood, architectural PVC, tubular steel and similar materials acceptable
- Chain link, chain link with slats, barbed wire not allowed
- Rear yard fences may be solid for privacy

Major Discussion Topics

Front Yard

Issues

- Too much paving in front of homes
- Hollywood drives used to "lawn park"
- Junk in front yards / tall weeds

Solutions

- Maximum percentage (varies based on lot size)
- Hollywood drive counts as parking area
- Junk/weed - property maintenance code (non-zoning)

Major Discussion Topics

■ Sign Amortization

- New signage standards make some existing signs non-conforming
- Two options
 1. Signs upgraded as properties redevelop
 2. City establishes amortization program

Major Discussion Topics

■ Sign Amortization

- What is it:
 - Policy requiring existing signs inconsistent with code to be phased out over time (typically 10-15 years from code adoption)
- What signs are applicable:
 - Any signs Council wishes to include (e.g., freestanding signs)
 - Staff recommend freestanding signs only
- Pros:
 - Creates change sooner (within 10-15 years)
 - Creates signage consistency within City
- Cons:
 - Forces owners to change signage rather than providing for a natural transition



Major Discussion Topics

- **Form Based Considerations**
 - Article has two functions:
 1. Template for Specific Plans
 2. Rezoning within existing community
(e.g. to guide redevelopment)
 - **New Design Details**
 - Example Center Designs
 - Landscaping options



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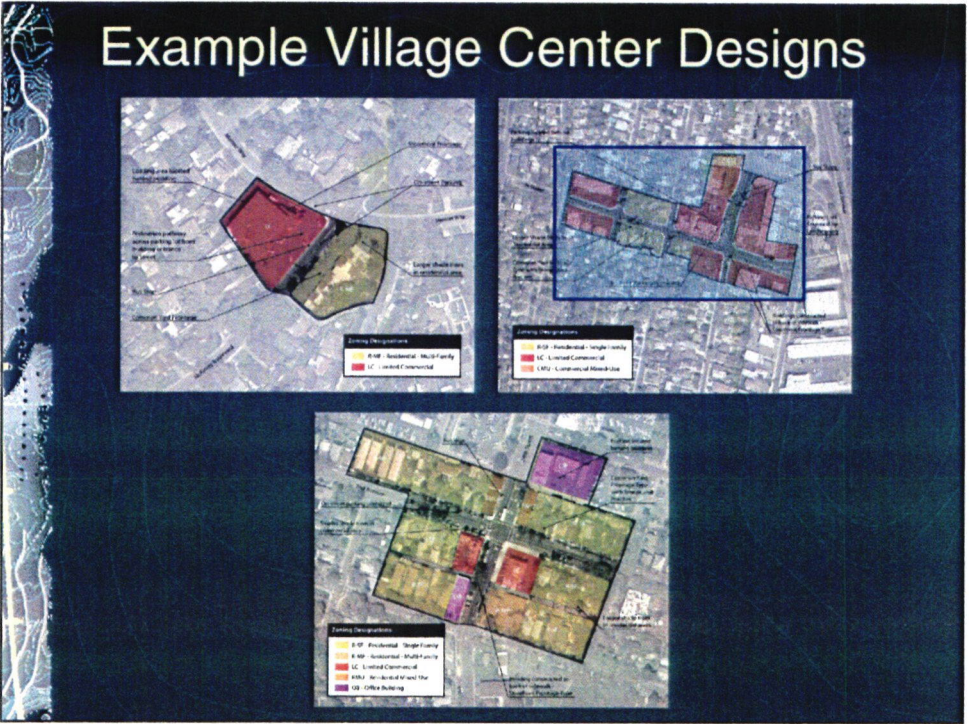
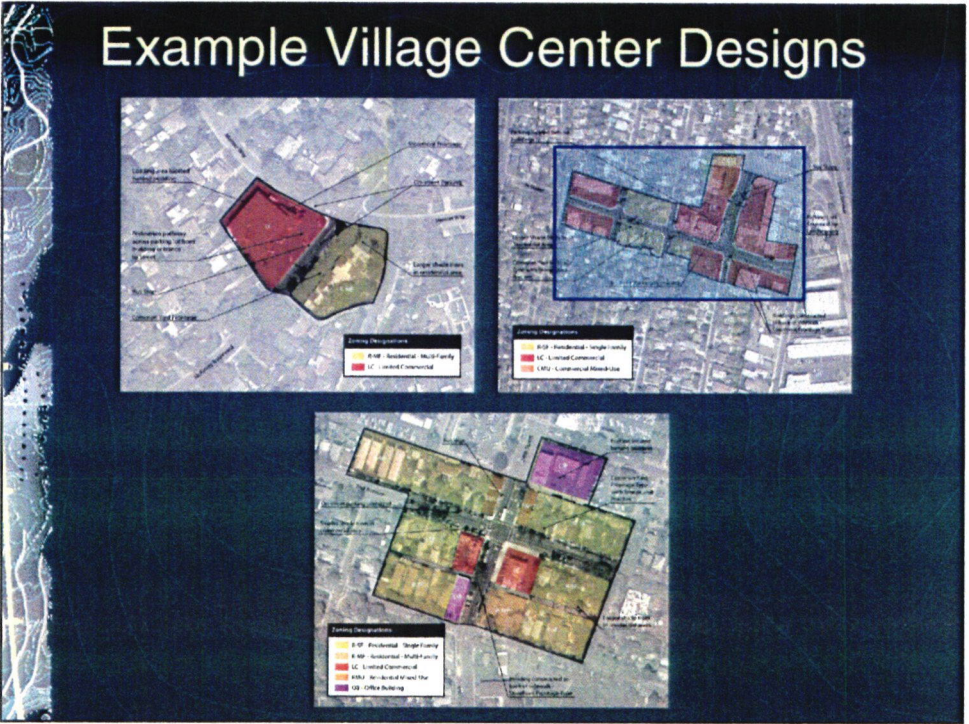
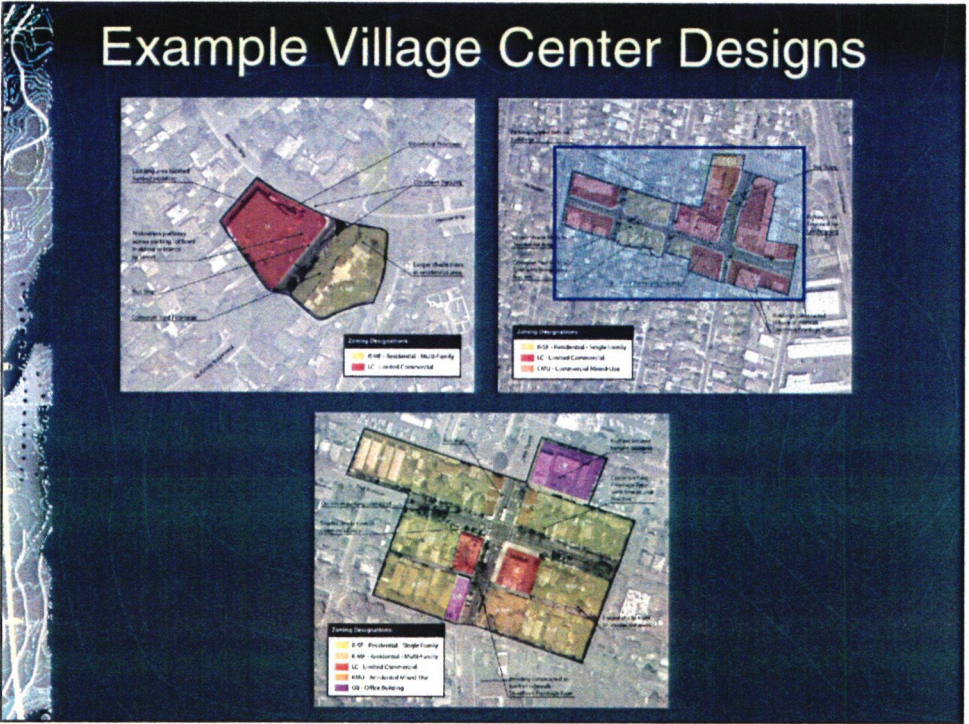


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Example Village Center Designs



Enhanced Village Center Example— H Street & 56th Street



Landscaping Strip Designs



Major Discussion Topics

Design Detail Recommendations

1. *Varied landscape materials allowed*
2. *Revisit water conservation rules*
3. *Allow optional parking arrangements*



Closing out past issues

Closing out past issues

Existing Residential Concerns

- Fences – (earlier slide)
- Front yards – (earlier slide)
- Garbage cans
 - Screening required
 - 15 feet front setback / 3 feet street side yard
- Garage conversion
 - Covered parking required by code
 - Conversion OK if covered parking replaced

Closing out past issues

Executive Housing

- Creation of new districts
 - Rural Residential
 - Estate Residential
- Land use restrictions
 - Limited commercial uses permitted
 - Agriculture activities not permitted (except some accessory)
- Conservation Subdivisions Permitted
 - Allows homes to be clustered on smaller lots
 - Protects natural resources
 - Creates open space amenity sought after by executives

Closing out past issues

■ New Entitlements

- Adjustments
- Special Review of Parking expanded
 - Account for unique circumstance
 - Alternative vehicles
- Expanded design review
 - Flexibility to allow quality development
 - Allows for creative solutions

Closing out past issues

■ Agriculture activities (two categories)

1. General Agriculture
 - Article 4 as a land uses
 - Addresses right-to-farm issues
 - Holding zones for annexed land
2. Ancillary agriculture activities
 - Article 7 as specific use issues

Closing out past issues

- Commercial Landscaping
 - Continuous adherence to landscape plan required
 - Other Muni code solutions

Closing out past issues

- Subdivision Signage Issues
 - Temporary weekend directional
 - Allowed but limited with a permit required
 - Subdivision kiosk program
 - Code permit – a follow-up implementation will be required
 - On-site temporary real estate (flags, balloons, etc.)
 - Allowed, but limited to weekends

Closing out past issues

Commercial Signage Issues

Special Sign Corridor

- Will remain along Highway 50 and Sunrise Boulevard

Commercial signage

- Ratio reduced to 2.5 sf allowed / 1 linear feet of frontage (prior ratio 3.0 sf / 1 linear feet)
- Free standing signs limited to monuments
- Pylon signs permitted under limited circumstances (e.g. community interest)

Community signs/Wayfinding

- Code will allow with implementation as follow-up

Digital readerboards – requires CUP

Sign amortization (prior slide)

Getting to the Finish Line

1. Task Force Meetings

- Special Use Provisions (McGarvey/Sander to work with Staff)
- Other Topics?

2. Code revisions

- Policy input (based on JWS input, Taskforce meetings, etc.)
- Technical input (staff, legal review, stakeholders, Peer Review, etc.)

3. Zoning Map Update (impacts timing)

4. Environmental Review (type depends on #3)

5. Public Hearings (Planning Commission/City Council)

- Review draft Code
- Modification and adoption

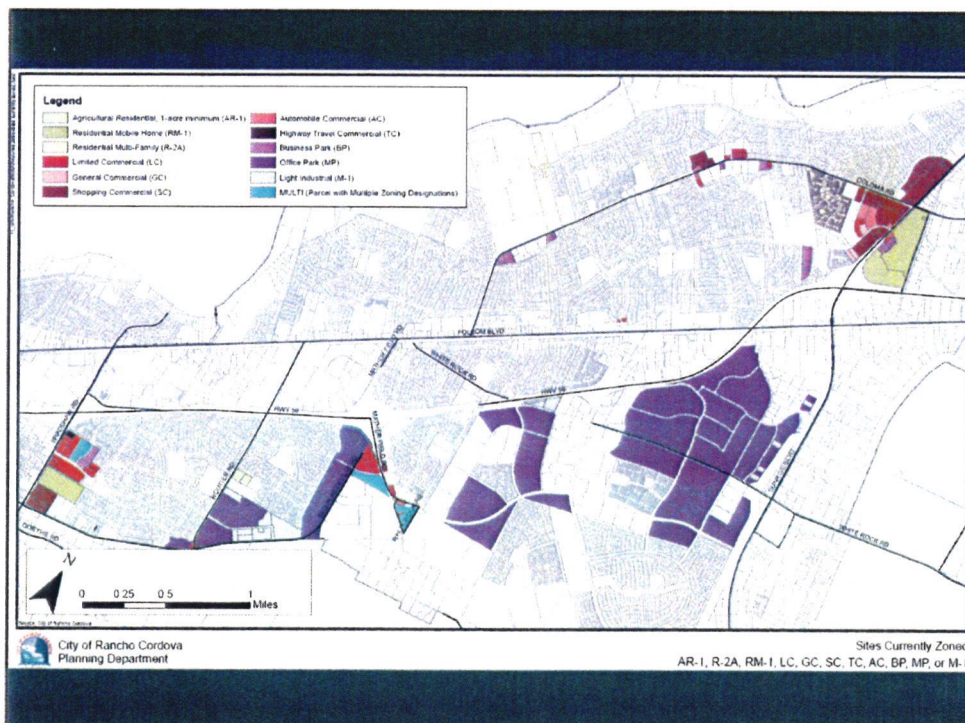
Getting to the Finish Line

Zoning Map Changes

- Policy Advisory Team supported rezones
- Memo with rezone map and discussion distributed to PC/CC in December, 2007

Options:

1. **Property Owner Rezones** - Require property owners to rezone for GP consistency
2. **City rezones now** - Complete in conjunction with text changes (environmental review and public workshop prior to text and map hearings)
3. **City rezones later** - As part of a process subsequent to text changes (environmental review, public workshop, and hearings after text changes adopted)



Getting to the Finish Line

• Zoning Map Changes

- Map changes required for General Plan consistency
- Impact 621 parcels
- Elimination of 10 existing zoning districts as antiquated or single use (non-mixed-use)
- Rezone to current and new zoning designations (e.g., commercial mixed use, office industrial mixed use)

Getting to the Finish Line

1. Task Force Meetings

- Special Use Provisions (McGarvey/Sander to work with Staff)
- Other Topics?

2. Code revisions

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4. Environmental Review (type depends on #3)

5. Public Hearings (Planning Commission/City Council)

- Review draft Code
- Modification and adoption

The Promenade



Purpose & Direction

- City received a \$300,000 grant to develop a vision and feasibility study for a new crossing of Highway 50
- Bicycle and pedestrian in the near-term; A transitway in the long-term
- This phase of study needs to be completed by June 30, 2008
- Take your input and present study results at City Council meeting on June 16, 2008



Bicycle and Pedestrian Master Plan

- Identifies major barriers to non-auto travel
- Identifies pedestrian destinations
 - Businesses along Folsom and RT Gold Line
- US Highway 50 is major barrier
- The Promenade will supplement Hwy 50 Crossings
 - Kilgore to Folsom under crossing to McGregor
 - White Rock to White Rock Park over crossing



Pedestrian/Bicycle Crossing



Discussions with Adjacent Landowners

- Desire for more attractive ROW fence along Highway 50
- Expressed concerns about potential increased vandalism, graffiti, litter, and homeless issues
- Expressed concerns it would result in increased maintenance costs and need for security patrols
- Concerns expressed about loss of parking and building security issues

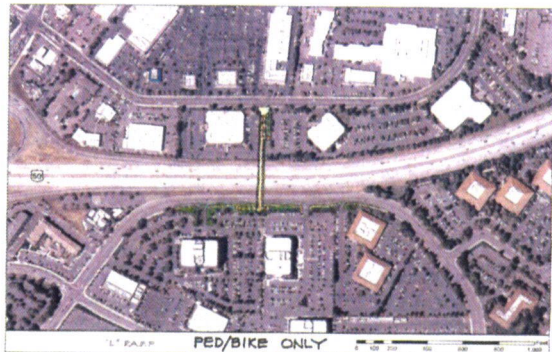


Background

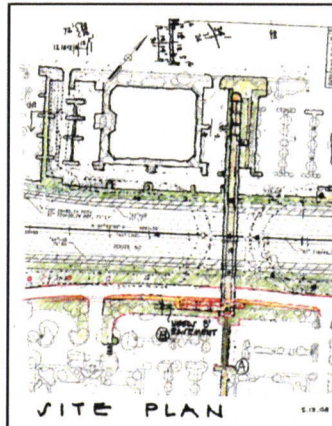
- Presented initial concepts at September 11, 2007 Council/Planning Commission workshop
 - Short-term (next 10 to 15 years)
 - Bicycle/pedestrian crossing only
 - Ramps, not Elevators, as access
 - ADA compatible
 - \$7M (Hazel Ped/Bike Crossing) to \$11M (Iconic)
 - Long-term (20 years +)
 - Do not preclude a Transitway connection
 - Design for phased implementation
 - \$20M for a Transitway
 - Will depend upon redevelopment efforts, economic development, and potentially public/private partnerships to fund



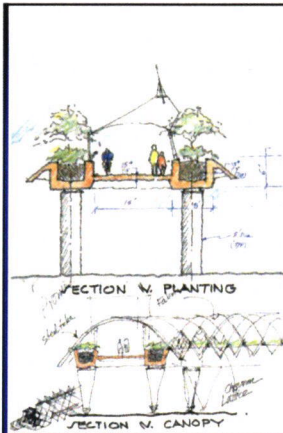
Pedestrian/Bicycle Crossing



Pedestrian Bicycle Crossing Site Plan



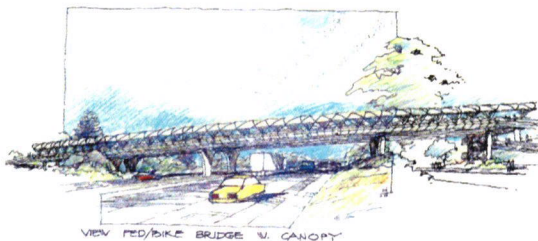
Pedestrian/ Bicycle Bridge Sections



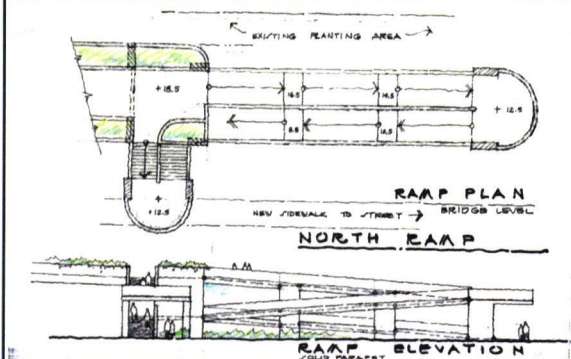
Pedestrian/Bicycle Crossing

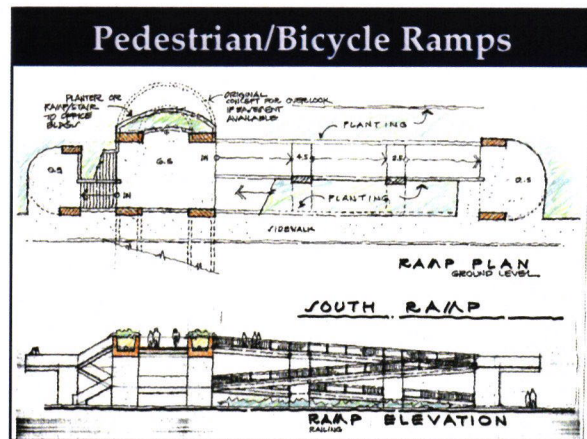


Pedestrian/Bicycle Crossing



Pedestrian/Bicycle Ramps





The Promenade Bicycle/Pedestrian Bridge

- Affirm preferred concept, location and scope of the project tonight
- Adopt Final Report on June 16th
- Move into Design Development phase with available funds
- Pursue short and long-term funding



The Promenade

Thank You!

