



# Title 9: Zoning

Public Draft Dated  
October 31,  
2011

## Chapter 7: Mixed Use Development Standards

This chapter includes the development standards specific to the mixed use district. The intent of the mixed use district is to create vibrant, integrated mixed use environments that include a combination of neighborhood serving retail, office, and residential uses. Standards encourage the integration of a variety of different use types into the same project site and provide flexibility to allow a variety of activities and mix of tenants within a single building.

***This page intentionally left blank.***

# Title 9, Chapter 7

## Table of Contents

---

9-7-1	Purpose .....	9-7-1
9-7-2	Design Concept .....	9-7-4
9-7-3	Conceptual Plan Requirements.....	9-7-4
9-7-4	Residential Development.....	9-7-7
9-7-5	Connectivity and Circulation.....	9-7-8
9-7-6	Development Standards .....	9-7-15
9-7-7	Architectural Design Standards .....	9-7-20
9-7-8	Pedestrian Spaces and Ways .....	9-7-21

***This page intentionally left blank.***

## Chapter 7: Mixed Use Development Standards

### Sections:

- 9-7-1 Purpose and Applicability
- 9-7-2 Design Concept
- 9-7-3 Conceptual Plan Requirement
- 9-7-4 Residential Development
- 9-7-5 Base Development Standards
- 9-7-6 Architectural Design Standards and Guidelines
- 9-7-7 Special Design and Operational Standards

### **Draft Zoning Code Changes:**

- *This chapter establishes provisions for development with an integrated mix of uses, which allow for the transfer of residential densities to different locations within the designated mixed use district.*
- *This chapter provides design standards and guidelines related to the new mixed use zoning district.*
- *This chapter requires a regulating plan for new development or redevelopment within a designated mixed use district.*

### 9-7-1 Purpose and Applicability

#### A. Purpose

This chapter establishes the rules and regulations for development and design of property designated mixed use (MU) district. Provisions herein address the compatible integration of residential, commercial, office, and/or industrial uses on a contiguous project site within the mixed use district. The regulations are intended to be flexible to allow a variety of activities and mix of tenants. These provisions implement mixed-use land use policies within sections 2.5 (downtown and shopping centers) and 3.5 (activity centers) of the general plan. The requirements for specific master planning of mixed use sites through regulating plans is adopted consistent with the provisions provided to the city by §65302.4 of the California Government Code.

The standards and requirements of this chapter are not to be confused with the mixed use policies or development standards for the downtown mixed use districts, which are described in chapter 9-6 (downtown development standards).

Specifically, mixed use development standards do the following:

1. Allow a range of uses;
2. Establish incentives for mixed-use development that create a public benefit (e.g., workforce housing, daycare centers, small scale commercial/service uses); Provide for the flexible integration of different use types independent of property locations;

3. Require a certain number of residential units within each mixed use district consistent with the housing element of the general plan;
4. Provide guidance for the types of mixed-use development desired by the city;
5. Ensure that new mixed use centers are compatible with surrounding neighborhoods;
6. Require a pedestrian friendly environment; and
7. Require the establishment of defined civic centers.

### **B. Applicability of Standards**

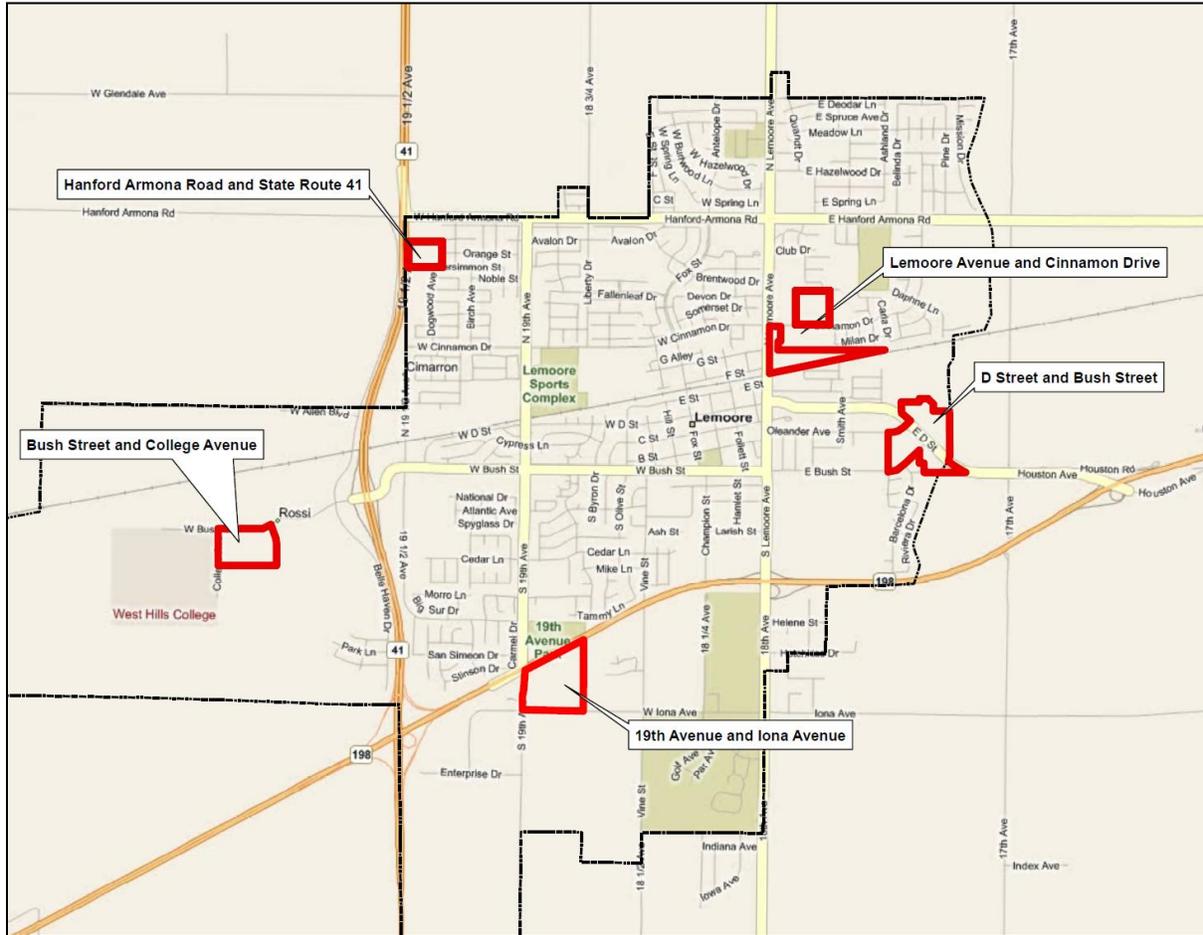
The standards within this chapter apply to the mixed use (MU) zoning district. This chapter identifies the development standards and design requirements for all development within this district. Unless otherwise exempted, all new development and reuse redevelopment of existing structures within the mixed use district shall comply with the standards in this chapter and shall be reviewed for consistency as part of site plan and design review and building permit plan check.

### **C. Mixed Use Centers Established**

The city's general plan establishes five mixed use centers, each a collection of parcels adjacent to each other that are collectively designated under the plan as mixed use. These properties are all zoned mixed use. These centers are located at the following major roadway intersections and shall be referred to by these names and can be identified in figure 9-7-1-C1 (mixed use centers):

1. Bush Street and College Avenue
2. 19<sup>th</sup> Avenue and Iona Avenue
3. D Street and Bush Street
4. Lemoore Avenue and Cinnamon Drive
5. Hanford-Armona Road and State Route 41

**Figure 9-7-1-C1  
MIXED USE CENTERS19**



## D. Organization

Chapter 9-4 (use regulations) of this title identifies the allowed uses within the mixed use district. The standards for the mixed use district are organized within this chapter as follows:

1. **Section 9-7-2, Design Concept.** Section 9-7-2 describes the design concepts for the district, setting the tone and character of the physical form of the development.
2. **Section 9-7-3, Conceptual Plan Requirements.** Section 9-7-3 requires that a conceptual plan for the entire mixed use site be developed prior to any new development. The plan must specify the location of storefronts and ensure a comprehensive network of street and pedestrian ways is provided.
3. **Section 9-7-4, Residential Development.** Section 9-7-4 describes how residential uses should be integrated into mixed use centers.
4. **Section 9-7-5, Connectivity and Circulation.** Section 9-7-5 establishes the requirements for the on-site circulation system within mixed use centers and describes how the centers connect to the larger citywide circulation system.

5. **Section 9-7-6, Development Standards.** Section 9-7-5 establishes the basic development standards for buildings, including setbacks (building placement), height, parking, and signs.
6. **Section 9-7-7, Architectural Design Standards.** Section 9-7-6 establishes the architectural design parameters for development in mixed use districts.
7. **Section 9-7-8, Pedestrian Spaces and Ways.** Section 9-7-8 provides development standards and design specifications for the pedestrian spaces within mixed use centers, such as sidewalks and plazas.

### 9-7-2 Design Concept

The design concept for the mixed use district is intended to provide the following key characteristics:

1. Retail, residential, office, business and personal services, public, and institutional uses in neighborhood-oriented centers in a variety of mixed-use configurations, such as ground-floor commercial with residential or office uses above, or co-location of buildings with different single uses on a contiguous mixed-use area.
2. Development is pedestrian-oriented to enhance street life and to enhance the vibrancy of new and existing neighborhoods.
3. Residential density ranges from eight to twenty units per gross acre.
4. Buildings are typically a combination of one, two and three story buildings, with less development intensity adjacent to single family residential areas.

### 9-7-3 Conceptual Plan Requirements

A conceptual plan is required for all new development and redevelopment within a designated mixed use district.

#### A. Conceptual Plan Purpose

The intent of the conceptual plan is to illustrate key components of each mixed use center. The conceptual plan should include information on the private realm (development standards, building prototypes, and frontage types) and the design of the public realm (street typologies). The conceptual plan shall describe the conceptual configuration of land uses, on-site circulation system, and relationship to adjacent properties and uses for the center. The purpose is to develop each mixed use center in an integrated fashion with connected streets, an integrated pedestrian system, and common parking areas.

#### B. Conceptual Plan Components

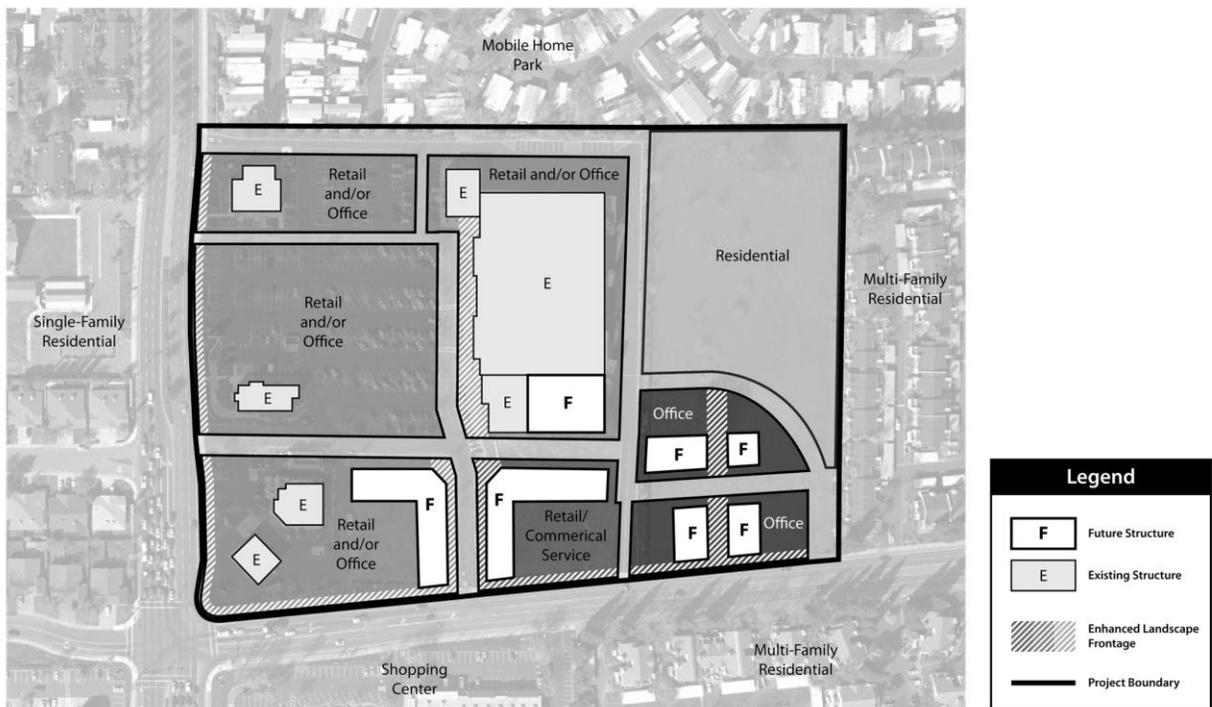
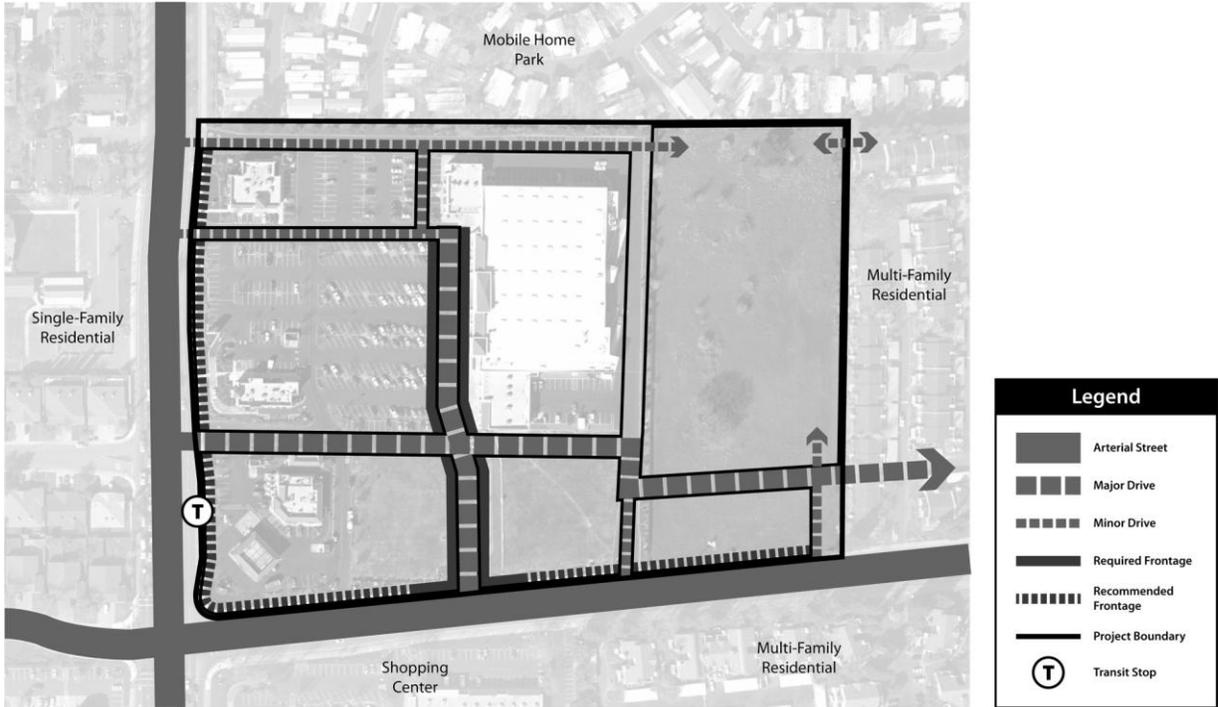
A conceptual plan shall be established for a mixed use center prior to or in conjunction with approval of the first tentative subdivision or parcel map or site plan and design review within the center. The plan shall be created by the project proponent and submitted to the city for review and approval (see section 9-2B-11, regulating plan approval).

Each conceptual plan shall specifically include the following written and graphic components. Figure 9-7-3-B1 illustrates a prototype conceptual plan graphic.

1. Location of any new streets and pedestrian ways;
2. Location of any plazas and other types of open space;
3. Location of storefront frontage along key pedestrian paths;

4. Location of storefront frontage along streets;
5. Anticipated vehicular and pedestrian connections within the entire mixed use district as well as connections to adjacent properties;
6. Location of any common parking facilities (individual parking lots are discouraged in the mixed use district);
7. Location of any transit/bus stop; and
8. A written description of how the conceptual plan achieves the development standards within this chapter.

**Figure 9-7-3-B1**  
**CONCEPTUAL PLAN PROTOTYPE**



### 9-7-4 Residential Development

#### A. Residential Uses Generally

The city encourages mixed use center to include residential uses within the development. In doing so, these centers create opportunities for people to live, work, and shop in the same area. It builds in a dedicated customer base for retail and restaurant uses and creates flexible housing choices for workers. Consistent with the city’s general plan, where residential uses are provided in mixed use centers, the minimum residential density is eight (8) dwelling units per acre and the maximum density is twenty (20) dwelling units per acre.

#### B. Transfer of Units between Properties

To further encourage the development of residential uses within mixed use centers, the city allows for the residential development potential of one or more parcels within a mixed use center to be transferred to any other parcel or parcels within the same center by right, provided the maximum number of residential dwellings in each center does not exceed the number identified in table 9-7-4-A1. The number of dwellings listed in table 9-7-4-A1 is calculated based upon the number of acres in each center times the maximum allowed density of twenty (20) units per acre.

**TABLE 9-7-4-A1 – MAXIMUM RESIDENTIAL DEVELOPMENT**

	Mixed Use Centers				
	Bush/College	19 <sup>th</sup> /Iona	D/Bush	Lemoore/Cinn.	Hanford/41
Maximum Residential Dwellings	101	689	271	386	163

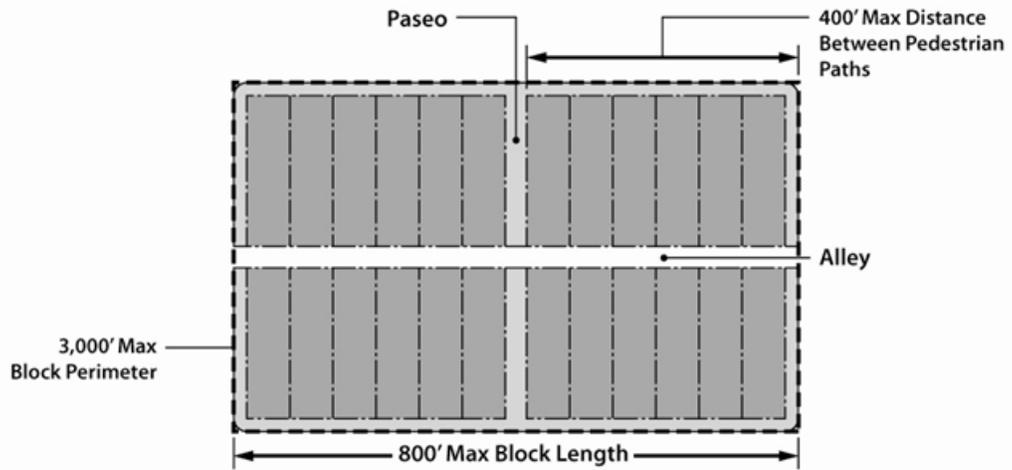
### 9-7-5 Connectivity and Circulation

In keeping with the design concept for mixed use development (see section 9-7-2, design concept), mixed use centers shall be developed with an internal set of streets, drive aisles, and other similar paths that divide the sites into smaller blocks. These smaller blocks, when designed correctly, promote pedestrian mobility. To that end, mixed use centers are subject to the connectivity requirement in table 9-7-5-1 (connectivity requirements). The intent is to achieve these requirements through the implementation of the regulating plan established for each mixed use center (see Section 9-7-3). The standards listed in table 9-7-5-1 are illustrated using a variety of development types in figure 9-7-5-1 (connectivity). A new regulating plan shall be created or updated prior to development within each mixed use center.

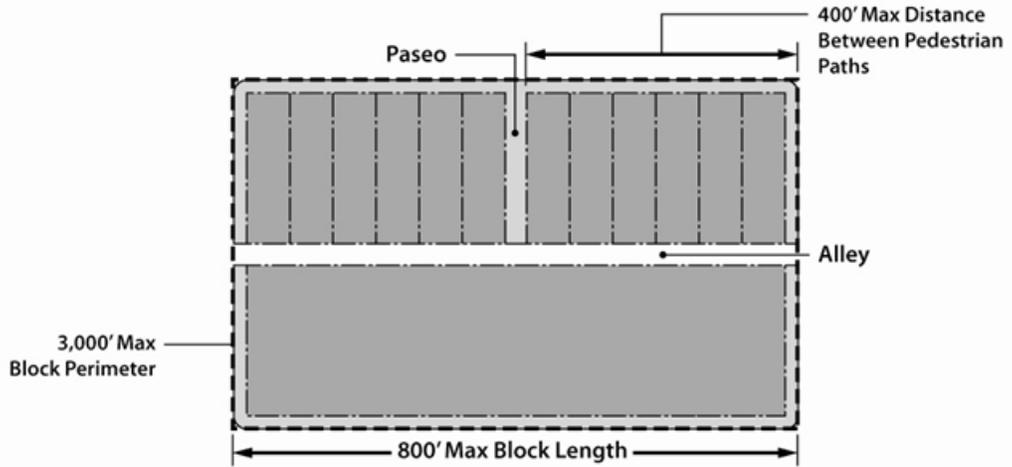
**TABLE 9-7-5-1 – CONNECTIVITY REQUIREMENTS**

Development Standard	Measurement
Block Length	800’ max.
Block Perimeter	3,000’ max.
Distance Between Pedestrian Paths (e.g., paseo)	400’ max.

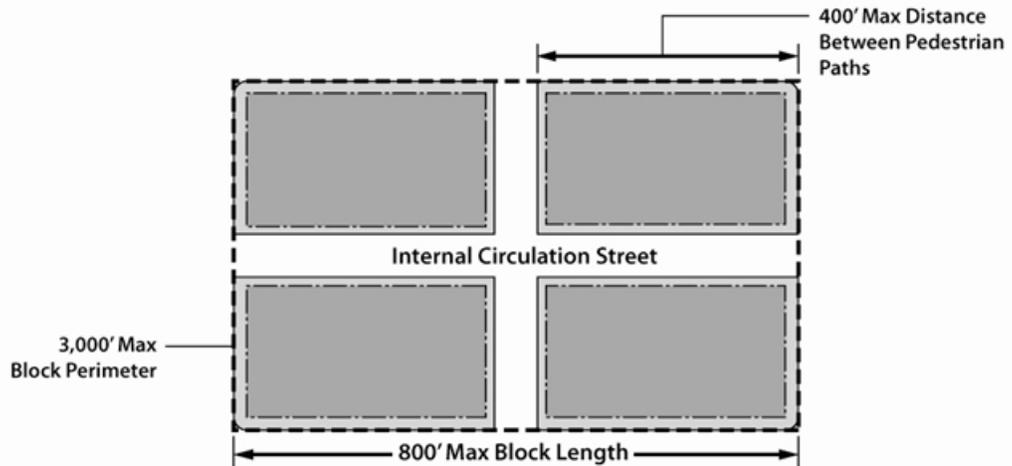
**Figure 9-7-5-1  
CONNECTIVITY**



**Example Residential Block**



**Example Mixed-Use Block**



**Example Commercial Block**

### A. Street System

Access to each mixed use center is generally provided through public arterial and collector streets. While these streets are ideal for bringing people to the centers, they are designed first and foremost for the vehicle, allowing for high volumes of traffic at higher speeds (35+ miles per hour). This design is not conducive to pedestrian activity. As such, each mixed use center, as part of the regulating plan, shall establish an internal system of streets that connect to the city street system at appropriate locations. These internal streets may be public (street) or private (drive aisle); however the city encourages these streets to be private because this provides greater design flexibility in terms of roadway width and design.

Internal streets shall be based upon the following roadway hierarchy and consistent with the development standards listed in section 9-7-5-C (development standards for streets and pedestrian ways):

1. **Main Street.** A main street is a drive aisle or street that functions as a major vehicular pathway through a site. This street features active pedestrian spaces with wide (greater than eight (8) feet) sidewalks. Buildings are constructed directly adjacent to the sidewalk (e.g., zero (0) foot built-to line). On street parking is provided within the pavement area and is typically angled such that vehicles can only pull into spaces directly in front of them on the passenger side of the vehicle. The sidewalk is lined with street trees in tree wells near the curb. Intersections may be controlled with stop signs when warrants support such controls.
2. **Drive Aisle.** A drive aisle is a vehicular pathway that provides access from the public street system or on-site private main street(s) to the parking areas of the project.
3. **Alley.** Alleys are narrow roads that provide access to utility areas. These roads are intended for large deliveries and trash collection and are not meant as pedestrian areas. Alleys do not provide parking (but may provide access to parking).

### B. Pedestrian Ways

Pedestrian ways within mixed use centers are generally broken down into two categories – sidewalks and other pedestrian paths. Each shall comply with the following standards:

1. **Sidewalks.** Sidewalks are a critical element of the on-site circulation system providing pathways for pedestrians. Generally, on-site sidewalks shall function as logical extensions of the public sidewalk. Every internal street or drive aisle shall include a sidewalk between the roadway and the adjacent building. Exceptions shall be granted through regulating plan approval for alleys and areas where pedestrians should not be. Sidewalks shall be designed consistent with the standards listed in section 9-7-5-C (development standards for streets and pedestrian ways).
2. **Other Pedestrian Paths.** As identified in table 9-7-5-1 (connectivity requirements), additional pedestrian paths shall be provided between block ends within mixed use centers. These paths shall comply with the following standards:
  - a. Pedestrian paths between buildings shall be a minimum of ten feet (10') wide with a minimum paved area of five feet (5').
  - b. Where walls and/or landscaping is used to screen parking areas, breaks shall be provided at least every sixty feet (60') to provide pedestrian access from the parking area to the sidewalk. The minimum paved width for these areas shall be three feet (3').

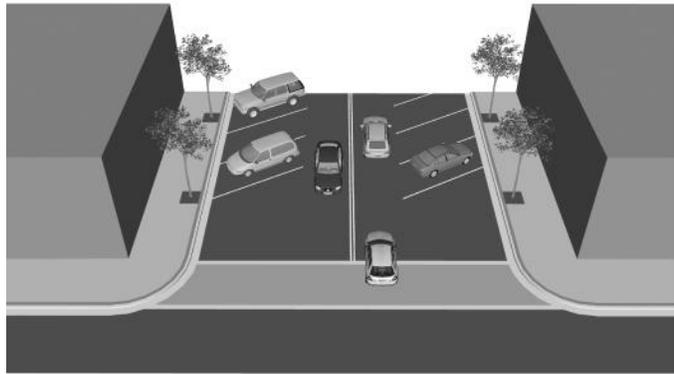
- c. Pedestrian paths shall be designed with features such as enhanced paving, trellis structures, and additional landscaping or lighting to distinguish it from the sidewalk.
- d. Hardscape materials used in pedestrian-oriented spaces such as plazas, paths and sidewalks shall be attractive, durable, slip-resistant, of high quality, and compatible in color and pattern with a project's design. Surfaces in pedestrian circulation areas shall be constructed from materials that provide a hard, stable surface and that permit maneuverability for people of all abilities.
- e. Pedestrian pathways crossing a vehicle drive, loading area, or parking area, shall be made identifiable by the use of an alternative hardscape material such as pavers, patterned, stamped or colored concrete.
- f. The primary hardscape materials used for pedestrian spaces shall be high quality poured in place concrete.

### **C. Development Standards for Streets and Pedestrian Ways**

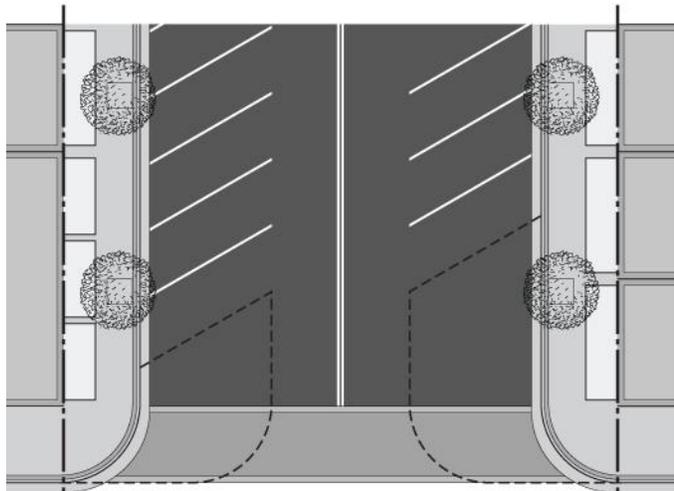
Each of the four street and pedestrian way typologies shall be developed consistent with the following standards.

**Main Street**

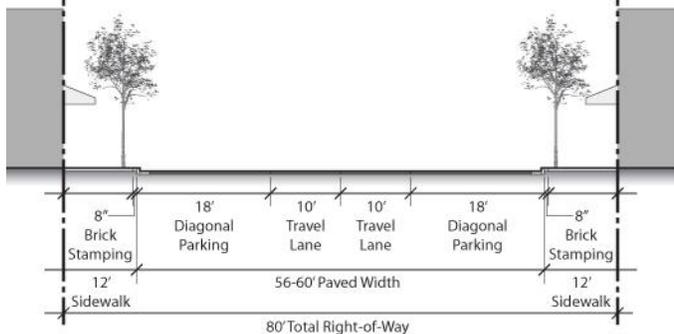
Dimensions	
Component	Measurement
<b>Sidewalk</b>	
Total width	12' to 24'
Minimum clear space	4'
<b>Tree Planters</b>	
Planter size	5' x 5'
Planter spacing	30' on center
<b>Parking (angled)</b>	
Stall width	9' to 10'
Stall to curb	19' to 20.5'
Angle	45°
<b>Travel lanes</b>	
Number of lanes	2
Lane width	11'
<b>Curb and Gutter</b>	
2'	
<b>Paved width</b>	
56' to 60'	
<b>Total right-of-way (building face to building face)</b>	
80'	



**Oblique View**



**Plan**



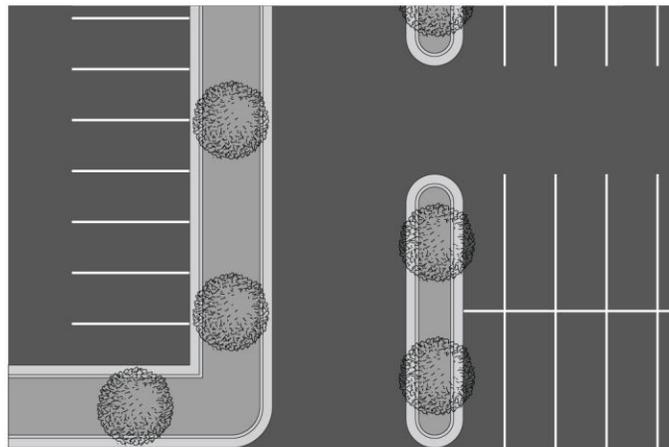
**Section**

**Drive Aisle**

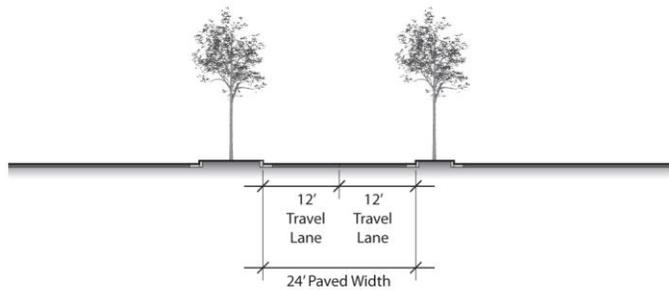
Dimensions	
Component	Measurement
Travel lanes	
Number of lanes	2
Lane width	12'
Total right-of-way	24'



**Oblique View**



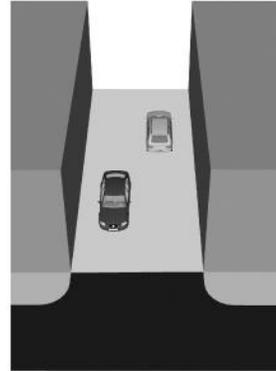
**Plan**



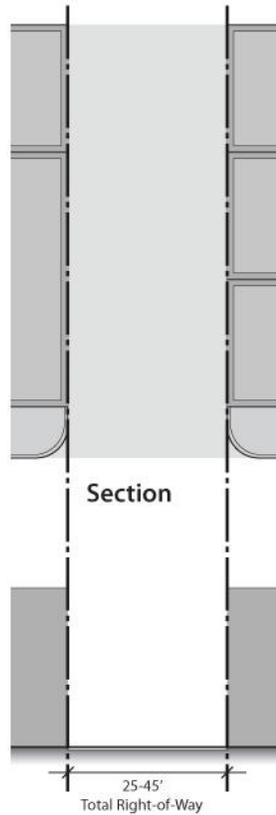
**Section**

**Alley**

Dimensions	
Component	Measurement
Travel lanes	
Number of lanes	1
Lane width	25' to 45'
Paved width	25' to 45'
Total right-of-way	25' to 45'



Oblique View



Section

Plan

### 9-7-6 Development Standards

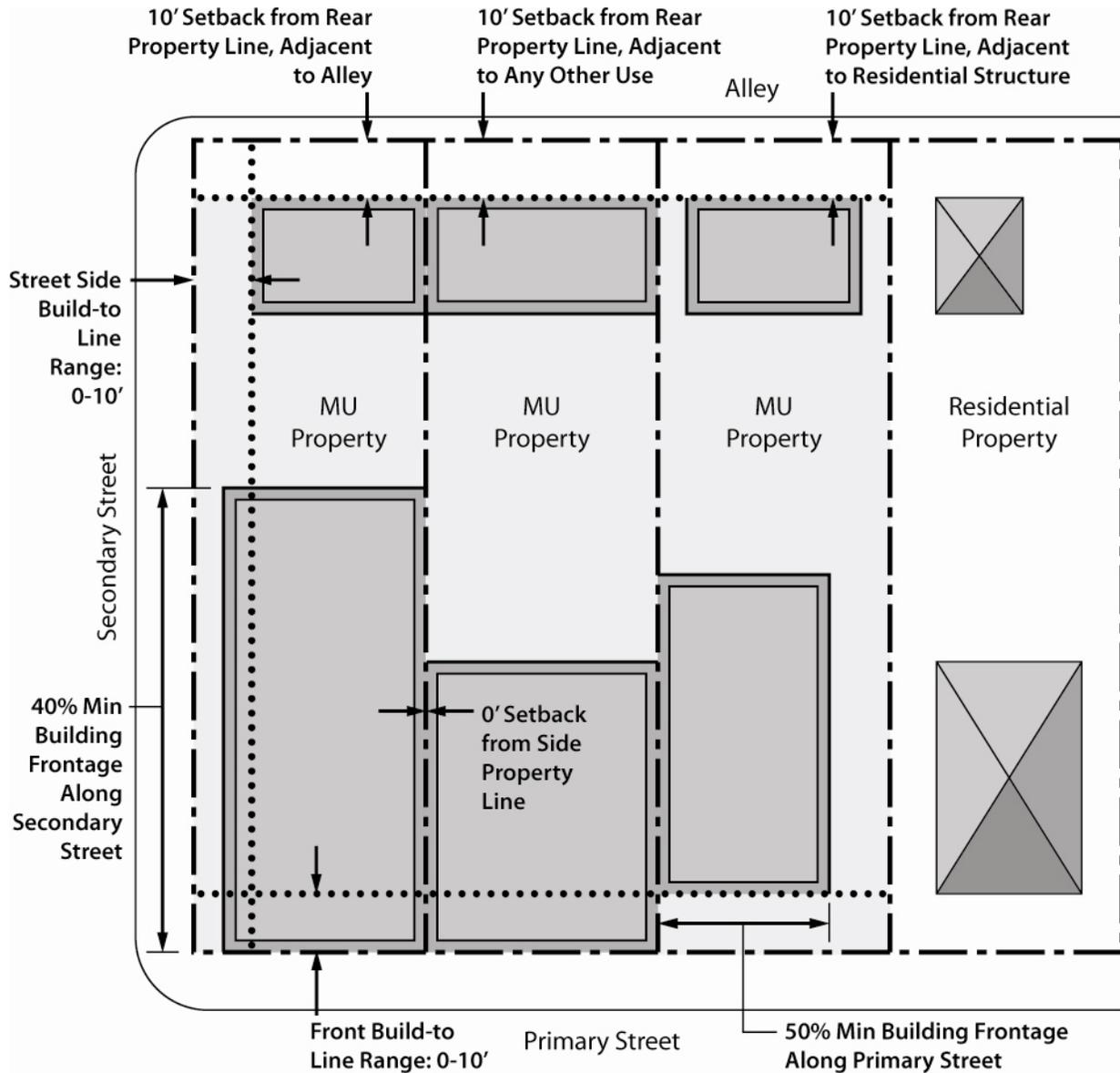
All proposed development and redevelopment of property within the mixed use district shall comply with the base development standards listed in this section.

#### A. Building Placement

Each proposed structure shall comply with the build-to line, setback, and buildable area requirements listed in table 9-7-6-A1 (building placement) and shown in figure 9-7-6-A1 (building placement). Setbacks and build-to lines shall be measured from the back of the property line when along a public street, or along a sidewalk when along an internal, private drive.

<b>TABLE 9-7-6-A1 - BUILDING PLACEMENT</b>	
Development Standard	Measurement
<b>Build-to Line</b>	
Front	
Minimum	0'
Maximum	10' <sup>1</sup>
Street Side, corner lot	
Minimum	0' <sup>1</sup>
Maximum	10'
Side	0'
Rear	
Adjacent to residential property	10' <sup>2</sup>
Adjacent to any other use	10'
Adjacent to alley	10' <sup>2</sup>
<b>Minimum Building Frontage</b>	
Primary Street	50%
Secondary Street	40%
<b>Notes</b>	
<ol style="list-style-type: none"> <li>1. The building façade along a street may be recessed to create inviting pedestrian spaces such as entries, courtyards, and patios.</li> <li>2. Residential dwellings may be developed with no side yard setback and no alley setback as part of site plan and design review.</li> <li>3. Additional setbacks may be provided through regulating plan approval to allow for the creation of pedestrian plazas.</li> <li>4. Buildings, including awnings, arcades, galleries, and other architectural features are allowed to encroach over and into sidewalks that are not part of the public right-of-way, provided a minimum four foot (4') clear walk path is provided.</li> </ol>	

**Figure 9-7-6-A1  
BUILDING PLACEMENT**

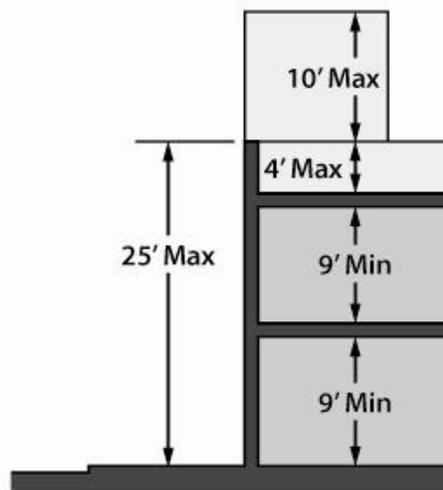


### B. Height

Height standards for development within the mixed use district are listed in Table 9-7-6-B1 (Height) and shown in Figure 9-7-6-B1 (Height).

TABLE 9-7-6-B1 – HEIGHT	
Development Standard	Measurement
<b>General Height Standards</b>	
Structure Height	25' max.
First Floor Ceiling Height	9' min.
Upper Floor(s) Ceiling Height	9' min.
<b>Architectural Features (additional height)</b>	
Parapet Wall/Mechanical Screen	4' max.
Towers, Spires, & Similar Features	10' max.

Figure 9-7-6-B1  
HEIGHT



### C. Parking

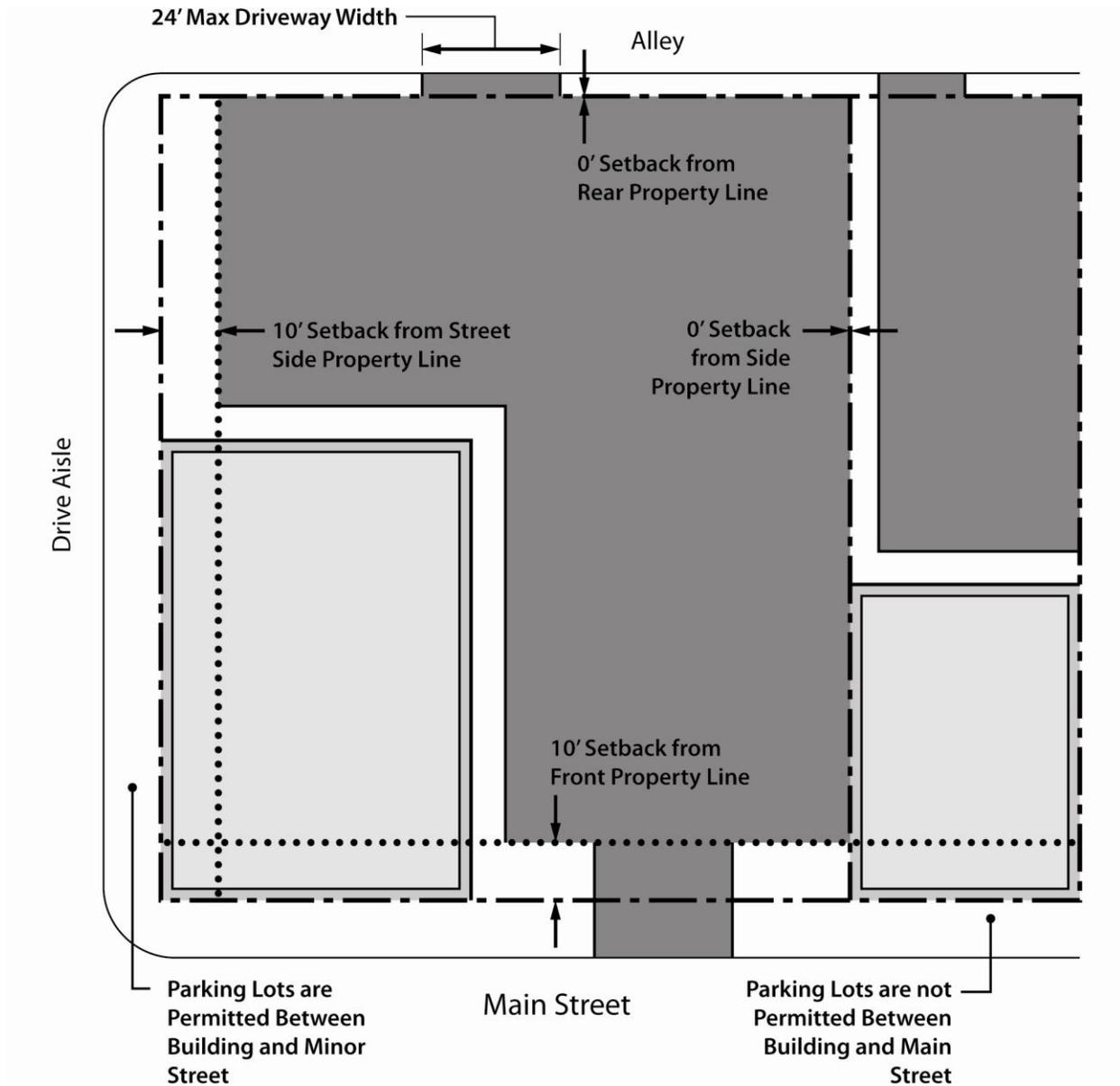
Parking within mixed use centers is meant to be shared among all properties and uses within the center. The intent is to allow people the opportunity to park once and then travel by foot between the various uses within the center. Parking within mixed use centers shall be provided through a combination of parking lots behind buildings and on-street parking spaces along internal main streets and minor streets.

1. **On-Street Parking Standards.** On-street parking shall be developed consistent with the standards identified in section 9-7-5 (connectivity and circulation).
2. **Parking Lot Standards.** Parking lots (off-street parking) shall be developed consistent with the standards listed in table 9-7-6-C1 (parking lots) and figure 9-7-6-C1. In addition to these standards, parking lots shall be lighted and landscaped consistent with the standards in section 9-5A-6 (outdoor lighting) and section 9-5D-2 (landscaping standards) and parking stall

dimensions shall be consistent with the standards of section 9-5E-5 (design and development standards for off-street parking areas).

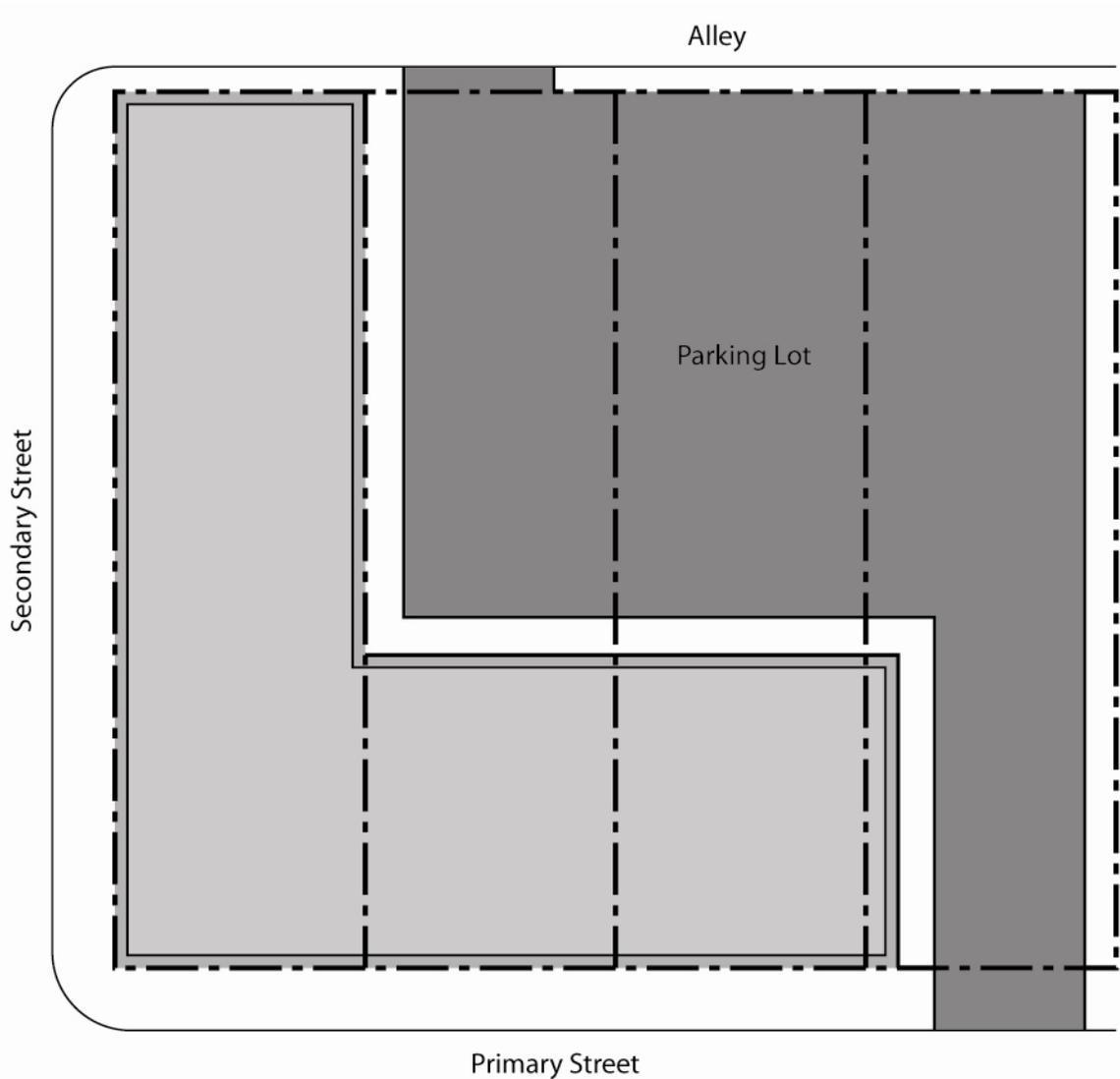
<b>TABLE 9-7-6-C1 – PARKING LOTS</b>	
<b>Development Standard</b>	<b>Measurement</b>
<b>Location of Parking Lot</b>	
Between building and main street	Not allowed
Between building and drive aisles	Allowed
<b>Setbacks</b>	
Setback to side property line	0' min.
Setback to minor street	10' min. <sup>1</sup>
Setback to rear property line	0' min.
<b>Parking Lot Design</b>	
Driveway width	24' max <sup>2</sup>
Drive aisle width and stall dimensions	See Article 9-5E
<b>Notes</b>	
1. Intent is to allow space for pedestrian path and landscape screening between the street and parking lot	
2. A greater or lesser width may be required as determined by public works as part of site plan and design review.	

**Figure 9-7-6-C1  
PARKING LOT LOCATION**



- 3. Number of Required Parking Spaces.** The number of parking spaces required for mixed use centers shall be based upon the standards listed in article 9-5E (off-street parking and loading). The required parking shall be calculated based upon the range of uses developed within the center by type of use during the peak parking period.
- 4. Location of Parking Spaces.** The parking required for each individual use need not be provided on the same parcel or immediately adjacent to the use generating the required parking. Rather, the required parking just needs to be provided somewhere within the center.

**Figure 9-7-6-D2  
SHARED PARKING CONCEPT**



The parking required for each individual use need not be provided on the same parcel or immediately adjacent to the use generating the required parking. Rather, the required parking just needs to be provided somewhere within the center.

### **E. Signs**

Signs in the mixed use district shall comply with article 9-5F (signs) of this title.

### **9-7-7 Architectural Design Standards**

Buildings within mixed use centers shall comply with the architectural standards of article 9-5C (architectural standards) for the type of use.

## 9-7-8 Pedestrian Spaces and Ways

This section identifies the development standards for the public areas of mixed use centers – more specifically the streets, alleys, and other pedestrian ways. The intent of this section is to identify how the public spaces shall be developed and maintained in order to promote an active pedestrian environment.

### A. Required Pedestrian Spaces

Every mixed use center shall include one or more outdoor gathering spaces. Public space shall occupy at minimum five percent (5%) of the gross area of each mixed use center.

### B. Required Amenities

The following amenities shall be provided within all pedestrian spaces:

1. **Seating.** Seating shall be provided throughout the center at a ratio of one linear foot of seating area per thirty (30) square feet of pedestrian space. Seating should be provided in a variety of types and configurations and able to accommodate solitary and social activities, such as moveable seating, fixed individual seating, fixed benches (with and without backs), and seating integrated into architectural features. Seating shall be smooth with even surfaces and curbed edges. Seating shall conform to crime prevention standards, such as “open seating” that inhibits vandalism (e.g., spray paint, skateboarding). Bench seating shall be designed to prohibit sleeping, such as including armrests or other obstructions.
2. **Drinking Fountains.** One drinking fountain shall be provided for every ten thousand (10,000) square feet of public space.
3. **Trash Receptacles.** One trash receptacle shall be provided for every two thousand (2,000) square feet of public space. Spaces that include an outdoor dining shall provide an additional trash receptacle for every one thousand five hundred (1,500) square feet of dining space. Trash receptacles shall have a capacity of at least twenty five (25) gallons and feature top and/or side openings of at least twelve inches (12”). The city recommends that receptacles be located within fifty feet (50’) of all seating areas.

### C. Standards for Pedestrian Spaces

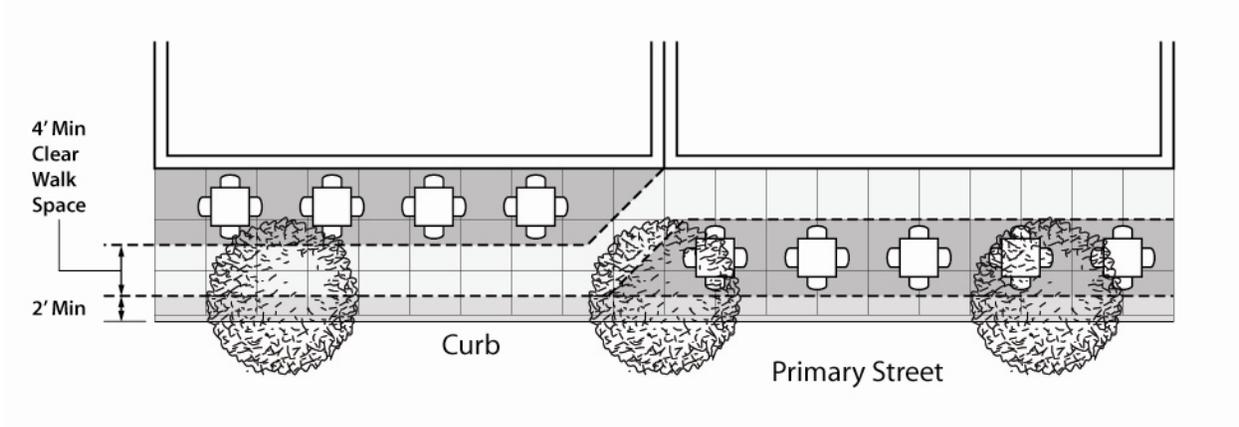
All pedestrian spaces shall comply with the following standards:

1. **Landscaping.** Landscaping in pedestrian spaces shall be consistent with the requirements of article 9-5D (landscaping).
2. **Lighting.** Pedestrian spaces shall be illuminated for safety and to complement the architecture of the space. Lighting shall be consistent with the standards of section 9-5A-6 (outdoor lighting).
3. **Electrical Power.** Pedestrian spaces shall be serviced with at least two electrical outlets for every two thousand (2,000) square feet of public space. The intent is to provide adequate power for temporary uses and activities and to facilitate proper maintenance.
4. **Materials.** Materials used in pedestrian-oriented spaces shall be attractive, durable, slip-resistant, of high quality, and compatible in color and pattern with a project’s design. Surfaces in pedestrian circulation areas shall be constructed from materials that provide a hard, stable surface and that permit comfortable maneuverability for people of all abilities. Wherever a pathway crosses a drive aisle, loading area, or parking area, the pathway shall be made

identifiable by the use of one of the following: elevation changes, changes in paving materials, and/or the use of colors.

5. **Sidewalks and the Clear Walk Space.** The width of a sidewalk shall extend from the face of the curb backwards toward a building's facade. The width of the sidewalk shall be as established in section 9-7-5 (connectivity and circulation). All sidewalks shall include a clear walk space that is a minimum four feet (4') wide. This clear walk space shall be free of obstructions at all times. See figure 9-7-8-C1 (clear walk space).

**Figure 9-7-8-C1  
CLEAR WALK SPACE**



***This page intentionally left blank.***