

ATTACHMENT 6

CHAPTER 17.14

17.14.220 Mixed-Use Development

- A. Purpose and Intent. The purpose of this chapter is to provide housing and employment opportunities in close proximity in order to more fully and efficiently utilize available land in rural centers and planned communities. It is further the intent of this section to encourage the development of affordable housing and pedestrian-oriented communities, to maintain access to commercial businesses, to enhance the core areas of existing community and rural centers, and to provide incentives for such development.
- B. Applicability. On lands zoned C, CP, or CPO located in a Community Region or Rural Center as designated in the El Dorado County General Plan, residential development may occur with permitted commercial development as provided in Chapter 17.32 where the standards established in §17.14.220 are met.
- C. Mixed Use Development Limitations. The following criteria shall apply to all mixed use development projects:
1. Single-structure Mixed Use Projects. Where a mixed-use project consists of a single structure on a parcel of land, the following criteria shall apply:
 - a. A minimum of 30 percent (30%) of the gross first floor area shall be devoted to commercial uses for any structure;
 - b. If a structure is single-storied, the front portion of the structure (that facing the street) shall be devoted to commercial uses;
 2. Multi-structure Mixed Use Projects. Where a mixed use project consists of two or more structures on a parcel of land, the following criteria shall apply:
 - a. A minimum of 30 percent (30%) of the combined gross first floor area of all structures shall be devoted to commercial uses;
 - b. The front portion of each structure that is facing a street shall be devoted to commercial uses;
 - c. Construction of the residential development and issuance of a certificate of occupancy shall occur following or concurrently with the construction of the commercial development of the site.

D. Development Standards.

1. Mixed use developments shall conform to the development standards set forth in this Title for the zone district in which the development is located except as provided below:
 - a. Minimum lot area shall not be less than five thousand square feet;
 - b. Minimum lot width, fifty feet;
 - c. The maximum density for residential units in mixed-use developments shall be twenty-four dwelling units per acre in Community Regions, four dwelling units per acre in Rural Centers and prohibited on Plotted Lands designated commercial in Rural Regions;
 - d. Minimum dwelling unit area shall comply with California Building Code;
 - e. Minimum yard: may be built to property lines (back of sidewalk) or other publicly accessible area;
 - f. Maximum building height not to exceed fifty feet;
 - g. Mixed-use development may combine up to 20 percent (20%) of the required residential parking spaces with the commercial spaces as required pursuant to Chapter 17.18 except where the proposed commercial use will operate during evening or nighttime hours;
 - h. A minimum of one dedicated parking space per dwelling units must be provided;
 - i. Off-street parking spaces must be located to the rear of the principal building or otherwise screened so as to not be visible from public right-of-way or residential zoning districts.
2. All mixed-use development shall provide pedestrian walkways or sidewalks connecting the residential and commercial uses to each other as well as to adjacent commercial, residential, and civic uses.

E. Processing

1. All Mixed-use development projects require, at minimum, a staff level Design Review. Other provisions of this Title may require additional review and approval.

2. The -PD, Planned Development, combining zone district shall not be required to accommodate mixed-use development, except where required by other provisions of this Title, or if a site is zoned with the -PD, Planned Development or combining zone district.
- F. Findings: To assure the proposed development meets the intent of this section for mixed-use development, the following findings shall be made prior to approving a mixed-use project.
1. Community integration: Development integrates into the existing community and creates an appropriate internal and external human scale, providing for pedestrian comfort and amenities.
 2. Building and site layout: Building and site layout are adaptable and would permit future changes in land use over time. Each use is designed and positioned to achieve its maximum potential so that they perform as a whole and benefit from one another. Efficiently functioning infrastructure (i.e., parking, services, utilities, and effective mechanical, electrical, and structural systems) is incorporated in the design of the development capable of servicing each component of the development's differing demands.
 3. Land uses: Land uses provided by the development are compatible with one another. The commercial uses are those which would serve the residents of the development and the neighborhood. In addition, the project includes amenities and attractions that cannot be provided in single-purpose projects, such as people-oriented spaces and diverse uses.
 4. Pedestrian-orientation: The development provides a safe and well-organized pedestrian access within the site and to relevant adjacent areas. All portions of the development are accessible by a direct, convenient, attractive, and comfortable system of pedestrian facilities.
 5. Open and Public Spaces: The development provides usable public and private open space, enhances the vitality of existing commercial activity, and recognizes and responds appropriately to adjacent existing or planned public spaces (e.g., parks, civic buildings, transit stops, sidewalks, plazas, and similar spaces).
 6. Parking: The development provides for adequate levels of parking, but minimizes the amount of land developed as surface parking. The plan includes implementing measures to reduce the overall amount of parking needed for the development, such as but not limited to, joint-use parking and access to public transit. Parking areas have been located where they can be conveniently and safely accessed and without difficulty from the street and within the development. On-site parking areas are designed in

such a way that it does not dominate street frontage nor interfere with pedestrian areas. On-street parking is located in proximity to the retail component of the development.