

Mixed Use Master Plan Standards and Approval Criteria

Multiple Building Mixed Use Sites

2. Standards – Mixed Use Sites (VMC20.430.060.C.2).

a. Overall uses. Uses shall be allowed as indicated in the MX column of Table 20.430.030-1, except that automobile service stations and drive-through facilities shall be prohibited.

Not applicable per existing DA

b. Site Mix. At least 20% of the combined gross floor area of the buildings proposed on the site shall be devoted to residential uses, and at least 20% to nonresidential uses. Parking garages or portions of garages devoted to residential or nonresidential uses may be counted towards this requirement, but surface parking may not.

c. Functional integration of uses. Land uses in mixed use sites shall be selected and designed to encourage interaction among uses. Examples include but are not limited to commercial developments which are significantly used for shopping by on-site or adjacent residents or office workers.

d. Physical integration of uses.

1. All buildings and improvements on the site shall be located and designed to look and function as an integrated development and to encourage pedestrian travel between buildings and uses. Complete segregation of use types, such as placement of multiple commercial structures all on one side of a mixed use site and multiple residential structures all on the other, shall be prohibited.

The last sentence of Subsection 2.d.1 above does not apply per existing DA

2. Separate buildings shall be connected through pedestrian linkages delineated through landscaping, differentiated surface materials or texture. Delineation through striping alone shall not be considered sufficient.

3. One or more similar design characteristics among separate structures shall be provided, including but not limited to similar or complimentary building facades, surface materials, colors, landscaping, or signage.

4. One or more outdoor publicly accessible features shall be provided to encourage interaction among residents or users of the site, including but not limited to courtyards, delineated gathering spaces, or seating areas. These areas may be paved and/or landscaped, and must comprise at least 5% of the total site area, and be centrally located within the site to fullest extent possible.

e. Development and building density/intensity standards.

1. Residential buildings shall achieve a minimum density of at least 12 units per net acre, as measured by the total number of residential units divided by the portion of the site devoted to residential use, not including public or private streets, or critical areas and associated buffers on that portion.

Does not apply per existing DA

2. Non-residential buildings shall achieve a floor area ratio (FAR) of at least .5, as measured by the gross square footage of the nonresidential buildings divided by the site area or areas devoted to nonresidential use. Individual nonresidential buildings and associated attached structures shall be counted as floor space. The site or portion of the site devoted to those buildings, not including public right-of-way, parks or pedestrian trails, shall be counted as site area. Parking garages may be counted towards the FAR requirement provided that 60% of the ground floor is devoted to an office or commercial use.

3. Development standards shall be as indicated in the MX column of Table 20.430.040-1.

Shall apply only in the MX LUA and as modified by the Town Center Master Plan Amendment per the existing DA

4. Screening. Non-residential uses, including off-street parking, which directly abut off-site single-family residential zones without an intervening public or private street shall provide screening as per [20.440.030\(C\)\(3\)](#).

Shall apply only to the School LUA per existing DA

f. Frontage standards.

Following does not apply to the SFR LUA, the MFR LUA, or the School LUA per the existing DA

1. Buildings shall be placed to encourage pedestrian activity within and along the site. No more than 50% of each site frontage along arterial or collector streets shall be devoted to off-street parking or vehicular access. Portions of site frontages devoted to off-street parking or access shall include design features such as landscaping or columns so as to maintain visual continuity of the street and sidewalk to the fullest extent possible.

2. At least one fully functional and visibly identifiable public entrance shall be provided along the frontage of each building adjacent to an arterial or collector street.

3. Blank walls longer than 30 feet without windows or an unbroken series of garage doors are not permitted on any street frontage, including frontage to controlled access highways and freeways.

- g. Multiple parcel sites. Mixed use sites may be developed pursuant to this chapter on sites which consist of multiple parcels and internal public or private roads, provided that all applicable standards herein are met. Pedestrian connections required by [20.430.060 \(C\)\(2\)\(d\)\(2\)](#) crossing internal arterial streets shall not require differentiated surface materials if striping is provided.*
- h. Parking- The following shall apply in addition to the standards of VMC [20.945](#).*
- 1. The maximum number of spaces provided shall be no more than 125% of applicable minimum requirement for sites 10 acres or less, and no more than 115% of the minimum for sites larger than 10 acres.*
 - 2. The Planning Official may authorize shared or joint use parking among uses which are likely to be visited with a single driving trip and are adequately linked to their parking, provided an adequate legal agreement for the joint parking usage for the duration of the arrangement is recorded.*
 - 3. The Planning Official may authorize shared or joint use parking among uses which have differing hours of operation or usage, such as residences and offices, provided an adequate legal agreement for the joint parking usage for the duration of the arrangement is recorded.*
 - 4. The Planning Official may authorize up to a 25% reduction in required parking if transit service is available to the site.*

Approval Criteria ([VMC 20.430.060.C.3.a.2](#))

- 2. Approval Criteria and Zoning. proposed Mixed Use Master Plans 25 acres or larger in size shall be reviewed as Type IV application by the Planning Commission. Proposals less than 25 acres shall be reviewed as Type IV applications by the hearings Examiner. Approvals, or approval with conditions shall be granted upon findings that:*
- a. The Master Plan and associated conditions of approval ensure future development will meet all applicable criteria of this chapter; and*
 - b. The proposal complies with applicable rezone criteria of VMC [20.285.080](#); and*
 - c. There is or will be sufficient capacity within the transportation system and public sewer, water, police, fire, and stormwater services to adequately serve all portions of the site at the time of development; and*

d. A change in circumstances has occurred since existing zoning designations at the site were originally adopted. For the purposes of a multiple building mixed use plan only, compliance with the development standards of VMC [20.430.060C2](#) and the applicable Comprehensive Plan policies shall be sufficient to demonstrate that a change in circumstances has occurred.

Also:

The multiple building mixed use sites standards of VMC [20.430.060.C.2](#) shall apply unless otherwise noted in the development agreement.

VMC 20.430.060.D. Adjustment to Numerical Standards – Single Building and Mixed Use Sites Numerical standards contained in this chapter may be adjusted by up to 25% if a clear demonstration is provided that the proposed mixed use development with the adjustment would fully comply with the purpose statement and all other applicable standards of this chapter, and that the proposal would clearly not be able to comply with those standards without the proposed adjustments.

VMC 20.430.060.E. Incentives – Single Building and Mixed Use Sites Traffic impact fees for mixed use developments shall be reduced to account for internal trips between uses on the site or building as demonstrated by an approved traffic study.

Subsequent applications for development within the master plan will be reviewed under the procedures outlined in VMC [20.210](#), in most cases a Type II Site Plan.