



MARCH 24, 2009

## CHAPTER 7 MIXED USE

### INTRODUCTION

#### Why is mixed use important for Santa Clarita?

Many traditional town centers pre-date the advent of modern-day zoning and the automobile. These town centers feature tightly clustered stores, housing, and civic uses within walking distances to each other and often near public transit. Santa Clarita has the unique opportunity to concentrate mixed use development within its four distinct communities. A “smart growth” tool, mixed use development can reduce auto dependence, preserve green space and natural resources, promote revitalization, enhance economic development, and provide modestly priced housing. Mixed use offers residents more of a sense of community and opportunities to socialize with their neighbors by creating an environment that promotes impromptu social encounters.

MIXED USE  
INTRODUCTION (CONT.)

What are the benefits of Mixed Use Development?

Mixed use development is an excellent way to incorporate a mix of housing types on a small scale while enhancing the traditional character of the four Santa Clarita communities. Mixed use is also primarily a vehicle for revitalizing struggling areas and spurring economic development, especially in the community hubs. The following list describes additional mixed use advantages from which communities such as Santa Clarita can benefit:

1. Spurs revitalization.
2. Encourages high quality design by providing both greater flexibility and more control.
3. Preserves and enhances traditional village centers.
4. Promotes a village-style mix of retail, restaurants, offices, civic uses, and multi-family housing.
5. Provides more housing opportunities and choices.
6. May increase affordable housing opportunities.





MIXED USE  
INTRODUCTION (CONT.)

7. Enhances an area's unique identity and development potential (e.g., village centers, locations near bike paths, or "gateway" areas).
8. Promotes pedestrian and bicycle travel.
9. Reduces auto dependency, roadway congestion, and air pollution by collocating multiple destinations.
10. Promotes a sense of community.
11. Promotes a sense of place.
12. Encourages economic investment.
13. Promotes efficient use of land and infrastructure.
14. Increases revenues.

## MIXED USE POLICIES OVERALL DESIGN

The following design guidelines have been provided to guide the design process for mixed use development within the City. In general, a mixed use project should follow the relevant guidelines stated in previous chapters of this document. For example, the design of storefronts should be consistent with the commercial section, and the residential portion should be designed in accordance with the residential sections of this document.

Overarching key elements to consider are existing architectural character of the neighborhood and/or district; continuity of building scale and architectural massing; transition to adjacent developments; treatment of the street level and upper level architectural detailing; roof forms; rhythm of windows and doors; and the relationship of buildings to public spaces such as streets, plazas, other open spaces, and public parking.





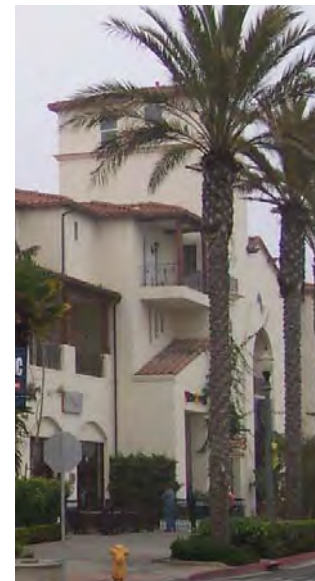
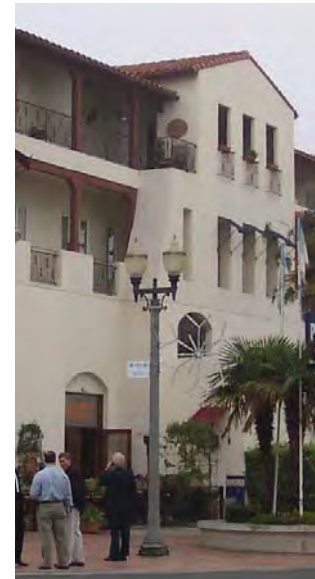
MARCH 24, 2009

MIXED USE POLICIES  
OVERALL DESIGN (CONT.)

1. On the Land Use Map, integrate land use districts in a manner that promotes healthy, walkable communities by providing an appropriate mix of residential, employment, and service uses in proximity to each other.
2. New buildings should draw upon the fundamental architectural characteristics of existing buildings in the four communities within Santa Clarita.
3. All facades should be given equal design consideration.
4. Within urban portions of the Valley that are served by rail transit, and within the Town Center in areas served by bus transit, promote development of intense, mixed use environments that offer opportunities for residents to live, work, shop, and recreate without having to use their vehicles, with residential density from a minimum of 11 dwelling units per acre and commercial uses incorporated at a minimum range of 10 percent to 20 percent of the total floor area.

MIXED USE POLICIES  
**OVERALL DESIGN (CONT.)**

5. Both vertical or horizontal integration of uses should be allowed in mixed use development, with an emphasis on tying the uses together with appropriate pedestrian linkages.
6. Adequate open space and amenities should be provided to support both commercial and residential uses, including, but not limited to, plazas and landscaped walkways.
7. Mixed use projects should be designed to create a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationships of buildings to streets, and use of public spaces.
8. New mixed use projects should include a design scheme of visual interest without clutter throughout the development.
9. Building scale and architectural massing of new projects should incorporate elements for a reasonable transition to adjacent existing, or future, developments.





MIXED USE POLICIES  
OVERALL DESIGN (CONT.)

10. Where multiple buildings are planned in a mixed use development, the structures should be of varying heights to create visual interest from the street. The ground level facade for a multi-level structure should have a distinct look from the facade of the floor levels above (e.g., using different architectural elements, such as building material or trim accent, lighting, cornice lines, awnings, projections, window treatments and sizes, and/or paint colors).
11. The vertical plane of the building facade should be broken up with a high level of articulation (e.g., projecting entry or window features, recessed elements, transparent storefronts, identifiable retail spaces, and awning and entrance canopies), especially at ground level.
12. To define the street frontage and pedestrian areas, mixed use and commercial buildings should generally be built to property lines (back of sidewalk) or other publicly accessible areas.
13. Where possible, provide clearly marked and separated driveways and parking areas for each proposed use.

MIXED USE POLICIES  
OVERALL DESIGN (CONT.)

14. When multiple uses are proposed in the same building, there should be separate and convenient entrances for each use.
15. Commercial uses should attempt to shield parking lot and security lighting to avoid impacts on the surrounding residential areas.
16. The entire mixed use development should utilize a consistent architectural style and materials. However; if the intent is to differentiate between uses, some architectural details should vary slightly.
17. For mixed use projects that are over two stories in height, portions of the upper stories should be recessed from the front facade to reduce the overall massing of the building.
18. Mixed use projects should use only a minimal amount of commercial signage and place signs only where most appropriate.







## MIXED USE POLICIES SECURITY

Encourage the use of design to minimize opportunities for crime and to increase public safety.

1. Building entrances, parking areas, private and public open spaces, and pathways should be accentuated with appropriate features such as landscaping, accent lighting, pavement treatment, art, and signs that will draw attention to the areas. These features should be placed or designed in a manner that does not obscure the view into the area.
2. The proposed layout, building, and landscape design should promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see through the site. For example, window placement, the use of front porches or stoops, the use of low or see-through walls, and the appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except where necessary for buffering between commercial uses and lower density residential.

MIXED USE POLICIES  
SECURITY (CONT.)

3. The proposed site layout and building design should encourage activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining.
4. The development should control access wherever possible by properly siting and designing entrances and exits and through the appropriate use of lighting, signs, and/or other features.
5. Security gates and fencing should be used for the residential access into a mixed use development.





## MIXED USE POLICIES PEDESTRIAN-ORIENTED GUIDELINES

New mixed use projects should provide a human scale for pedestrian access, safety, and comfort. Mixed use projects should promote a design that will provide direct and safe access between the site and adjacent land uses and that is convenient and pleasant for the pedestrian.

1. The site layout should cluster buildings on the site to create interconnected pedestrian promenades that promote linked trips.
2. The development should provide internal and/or public pedestrian connections that are direct, convenient, and pleasant and that have appropriate amenities (e.g., attractive sidewalks and benches). Sidewalks and/or plazas should be provided with weather protection (e.g., awnings/canopies) and appropriate pedestrian amenities (e.g., street tree grates, outdoor seating, bus waiting areas, trash cans, mail boxes, sidewalk displays, public art, etc.).

## MIXED USE POLICIES

## PEDESTRIAN-ORIENTED GUIDELINES (CONT.)

3. The development should be designed to be well integrated with adjacent land uses. "Integrated" means that uses are within a comfortable walking distance (i.e., ¼ mile radius) and are connected to each other with direct, convenient, and attractive sidewalks and/or pathways.
4. Buildings should have at least one primary entrance facing a street or be directly accessible by a sidewalk or plaza within 20 feet of the primary entrance.
5. Main building entrances should be open directly to the outside.
6. Every building should have at least one entrance that does not require passage through a parking lot or garage to gain access.
7. Corner buildings should have corner entrances whenever possible.





MIXED USE POLICIES  
PEDESTRIAN-ORIENTED GUIDELINES (CONT.)

8. Windows or window displays should be provided along at least 30 percent of the building's ground floor facade, particularly in the commercial portion.
9. Where street connections are not practical, pedestrian connections may be made to and through the development in-lieu of planned street connections. Pedestrian connections through buildings should also be considered. Pedestrian connections should include amenities similar to furnishings found along a typical sidewalk.

## MIXED USE POLICIES PUBLICSPACE

The purpose of public space is to provide areas for passive and active social interaction. Areas that are accessible to the passing public are considered public spaces and are as important to a development as those private spaces accessible only to the residents of the site. Public spaces should be surrounded by attractively designed buildings and landscaping elements, as well as uses that effectively shape and energize the public space to create a focal point for activity. The quality of the public space area is considered to be of utmost importance. Therefore, the location and design of public space is critical to ensure that it is useable year-round.

1. As a whole, public space should satisfy the following criteria:
  - Provide areas for informal meetings and social interaction with other people or areas for passive and active uses as appropriate.
  - Be accessible to residents.
  - Provide a strong image and sense of place.
  - Be a part of the pedestrian linkage throughout the development and adjacent land uses.





MIXED USE POLICIES  
PUBLICSPACE (CONT.)

- Provide an overall theme and visual connection between spaces and uses within the development.
  - Include areas of various shapes, sizes, and configurations throughout the development.
  - Be designed or located to ensure that it is usable year-round by providing areas that have awnings, wind breaks, sun shade, and/or landscaping that can provide shelter from the elements.
  - Create a pleasant pedestrian environment.
  - Create an interconnected open space system.
  - Energize commercial retail activity.
2. Public space may include, but is not limited to, outdoor areas such as plazas, outdoor dining areas, rooftop gardens, and landscaped areas designed for active or passive use.

MIXED USE POLICIES  
PUBLIC SPACE (CONT.)

3. Public spaces should be clearly recognizable as “public” (e.g., a plaza within view of a street or other public space) and publicly accessible (i.e., a pedestrian accessible), and the space should be able to be occupied by people (i.e., a person can stand or sit in the area).
4. Public rooftop gardens should have street level signage directing access.
5. Public spaces should be located adjacent to the commercial component of the development that can be converted for joint use with outdoor dining and pedestrian access. However, when used in conjunction with an outdoor dining area, the areas should be designed in such a manner that pedestrian access is not being impeded or hindered. The minimum vertical dimension for clear pedestrian access should be eight feet.
6. Where possible, larger public spaces should be located near the main pedestrian access to the development.
7. A residential development in a mixed use project can benefit from the addition of a private open space accessible only to the residents.







## MIXED USE POLICIES LIVE/WORKUNITS

Since the live/work unit is a business location, its use may be similar to commercial use. However, the needs of the resident occupying such a unit should also be a concern. Live/work units should incorporate the following criteria:

1. Live/work units may not be converted to an all residential use without the review and approval of the Director of Community Development.
2. Live/work units may be converted to an all commercial use, with the review and approval of the Director of Community Development; however, upon change of ownership, the space would return to a live/work unit.
3. Live/work units may constitute all or part of the residential percentage of the mixed use development. A mixed use development should not consist exclusively of live/work units.
4. Live/work units should be located near the commercial portion of the mixed use development.
5. Live/work units should not be located on an existing primarily commercial street frontage.

MIXED USE POLICIES  
ON-SITE PARKING

Site plans should balance the needs of adequate parking and vehicular access with aesthetic appeal.

1. Where parking demands for different uses peak during different times of the day, parking should be shared.
2. Parking and vehicle drives should be located away from building entrances and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
3. Surface parking should not be located on commercial street frontages. However, if surface parking is proposed on a street frontage, it must be screened from view.
4. Large parking areas should be avoided. It is preferable to create small, connected parking lots utilizing shared driveways.





MIXED USE POLICIES  
ON-SITE PARKING (CONT.)

5. Residential and retail or office parking areas should be separated wherever possible.
6. The minimum number of parking spaces required by the Mixed Use Ordinance must be provided for each residential unit.

## MIXED USE POLICIES UTILITARIAN ASPECTS

Utility areas should be part of the early building design process, rather than an afterthought at the construction document phase.

1. Auxiliary structures such as trash enclosures, loading and storage areas, phone booths, and vending machines should be integrated into the overall design of the building.
2. Loading, trash, and storage areas should be located away from seating areas and designed to fit with the architectural style of the building.
3. Outdoor storage areas, including trash and recycling enclosures, should be located to the rear or sides of a building and screened from public view to the maximum extent possible by walls, berms, or landscaping. Wall screening should be of similar materials as the primary buildings. Chain link gates or fences are not appropriate for screening.





MIXED USE CASE STUDIES

SANTANA ROW

SAN JOSE, CA

Santana Row, located in San Jose, California, is a pedestrian-oriented mixed use neighborhood rich in cultural diversity and unique atmosphere. Its concept is derived from European villages that offer a variety of pedestrian experiences on an urban street. It allows residents to enjoy the convenience of urban living with local amenities and entertainment. Specialty shops, retail, and restaurants line the streets, providing leisure recreation in an urban environment.

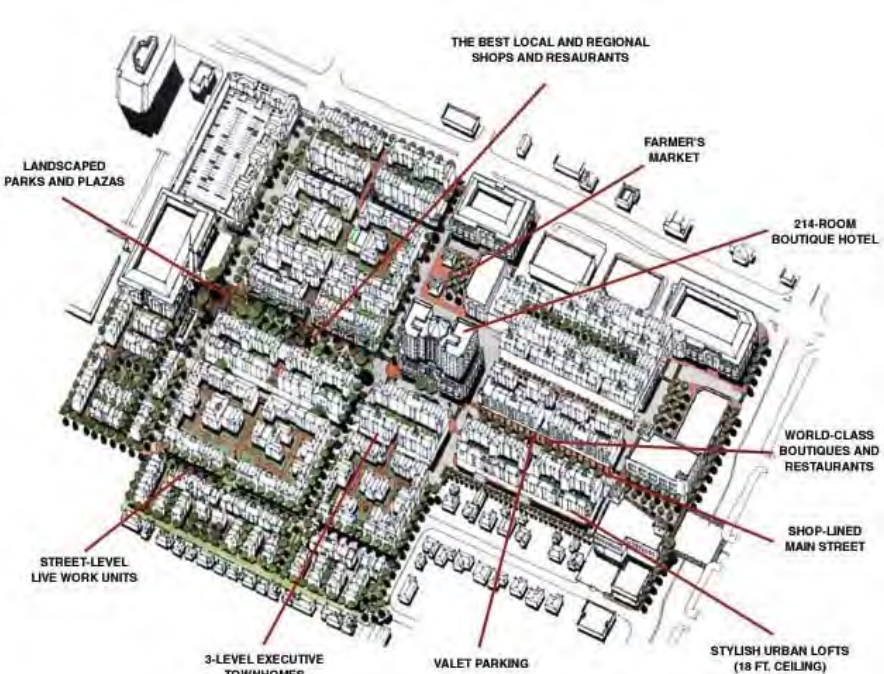
Santana Row provides an attractive destination due to its variety in architectural character, pedestrian-friendly design, and mix of national retail stores. The project incorporates a mixed use urban village comprised of residential units, restaurants, and retail. Mixed use neighborhoods eliminate the necessity for vehicle traffic, while encouraging residents to walk to shops, dining, and parks. Retail was strategically placed, with anchor stores on corners for high visibility. Specialty shops and restaurants are located in the interior for a variety of architectural character and appeal. The architectural character follows an 'evolutionary' process, enhancing the visual quality and diversity of the street facade over a period of time.

MIXED USE CASE STUDIES  
SANTANAROW (CONT.)  
SAN JOSE, CA

Since residential units provide life and character to a street edge, higher density products were placed above the retail component. Lofts and flats are located above retail areas, while lower density townhouses and villas surround the project perimeter. Interior courtyards and open spaces allow residents privacy, comfort, and safety from noise and traffic. Wide sidewalks and landscaped medians reduce traffic congestion and provide shade. Parallel parking along arterial streets provides a buffer between traffic and pedestrian corridors. Parking structures are located underground, behind retail, or elevated above retail to limit the visual impact. Parking structures are located to enhance pedestrian circulation and accessibility throughout the project.



Doug Dun/BAR Architects



www.interlandusa.com



MIXED USE CASE STUDIES  
THE MARKET COMMON

CLARENDON, VA

The Market Common in Arlington, Virginia is a mixed use development designed to provide a new commercial center along the Metrorail line connecting to the greater Washington D.C. area. The Market Common offers pedestrian leisure with restaurants and retail surrounding a common green. High density residential units above the retail provide a variety of housing types for the community. Townhouses line the perimeter of the project to match the character of the residential neighborhoods nearby.

The mixed use neighborhood was designed surrounding a park. A U-shaped street combines accessibility and visibility to businesses while parallel parking increases the residential quality of a neighborhood shopping destination. A landscaped park in the center, with fountains and gathering areas, increases the visual appeal and sense of place for the community. By facing the park, the 216,000 square feet of retail and restaurant space reduces the traffic congestion typically found aligning major thoroughfares. The residential component offers 300 for-sale and rental units facing both the retail area and onto adjacent residential streets to the rear of the retail area. Eighty-seven townhouses located across the street uphold the architectural character and quality of the surrounding neighborhoods. Over 100,000 square feet of office space is also included within the development. Plenty of parking is provided for both residents and local businesses.

MIXED USE CASE STUDIES  
STAPLETON  
DENVER, CO

Stapleton is the largest infill redevelopment project in the United States and, subsequently, one of the most complex. Project planning began during the late 1980s, when the City of Denver decided to close Stapleton International Airport after the newer, higher-capacity Denver International Airport opened approximately 20 minutes away. Soon after the airport closed, the City of Denver and local citizens' groups began planning for Stapleton's reuse.

Stapleton was conceived as a sustainable community and is intended to integrate jobs, housing, and the environment. Based on traditional neighborhood design principles, Stapleton provides physical and economic connections to the surrounding neighborhoods. The community's abundant trails and open space encourage walking and biking. Residential development will meet or exceed Built Green Colorado standards, which include infrastructure planning, water reuse, energy conservation, and innovative stormwater management approaches.

