



REPORT TO LAW & LEGISLATION COMMITTEE City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
November 6, 2007

Honorable Members of the
Law and Legislation Committee

Title: R Street Corridor Special Planning District (SPD) Amendments

Location/Council District: Districts 1, 3 and 4

Recommendation: Staff recommends that the Law and Legislation Committee 1) review an Ordinance adding section 17.128.035 to, and amending sections 17.128.030 and 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) relating to the R Street Corridor Special Planning District, and 2) direct staff to take the Ordinance to City Council for adoption.

Contact: Jason Hone, Junior Planner, (916) 808-5749; Joy Patterson, Principal Planner, (916) 808-5607

Presenters: Jason Hone, Junior Planner

Department: Development Services

Division: Current Planning

Organization No: 4885

Description/Analysis

Issue: In 2006 staff identified a number of challenges to implementation of the R Street Plan and, in coordination with other departments and affected agencies, prepared recommendations for modifications to the Zoning Code that would facilitate development of the R Street Corridor. Staff has conducted outreach and is proposing a revised Ordinance amending the R Street Corridor SPD. A matrix outlining the proposed changes to the SPD is attached. (Attachment 2)

Policy Considerations: This proposed ordinance is consistent with the City's Strategic Plan Focus Areas of economic development, safe and affordable housing, culture and entertainment, and sustainability and livability. The proposed amendments are consistent with the R Street Corridor Plan goal to create vibrant, livable and sustainable residential mixed use neighborhoods.

Committee/Commission Action: The Design, Preservation and Development Oversight Commissions were briefed on the current proposed ordinance and their comments are included in the background (Attachment 1). On September

13, 2007 the City Planning Commission, by a vote of 6 ayes and 2 recusals, recommended approval of this ordinance and forwarded it to City Council. The City Planning Commission issued the following advisory: flexibility of the stepback and setback requirements during design and preservation review is important but the overarching concern for applying that flexibility should be one of appropriate integration with the character of the surrounding area.

Environmental Considerations: The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the Initial Study, will have a significant effect on the environment. An Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

Rationale for Recommendation: Recommending approval of this ordinance would better enable increased mixed-use development within the R Street Corridor SPD. At the same time, this ordinance will create new protections for tree canopy and historic resources while allowing the design and preservation review processes the flexibility necessary to approve quality projects in the R Street Corridor.

Financial Considerations: None

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully Submitted by: 
David Kwong
Planning Manager

Approved by: 
William Thomas
Director of Development Services

Recommendation Approved:


RAY KERRIDGE
City Manager

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ATTACHMENT 1

Background

On December 10, 1996 the City Council approved the R Street Corridor Plan, which included amendments to the City zoning code, The Central City Community Plan, and the General Plan. In 2004 and 2005, staff identified a number of challenges to implementation of the R Street Plan and, in coordination with other departments and affected agencies, prepared recommendations for modifications to the zoning code and plans that will facilitate development of the R Street Corridor. To that end, staff prepared the R Street Corridor Urban Design Plan (M04-053) and an Ordinance amending the R Street Corridor Special Planning District (M05-048).

On July 19, 2006, the Design Review and Preservation Board forwarded to City Planning Commission and City Council, the Board's recommendations for adoption of the R Street Corridor Urban Design Plan (M04-053) and an Ordinance amending the R Street Corridor Special Planning District (M05-048). An Initial Study and Mitigated Negative Declaration applying to both the Design Plan and the Ordinance was prepared and circulated. On July 27 2006, staff presented to the City Planning Commission the R Street Corridor Urban Design Plan and the Ordinance amending the R Street Corridor SPD.

The City Planning Commission approved and forwarded to City Council the R Street Corridor Urban Design Plan (M04-053) but directed staff to conduct additional community and stakeholder outreach for the Ordinance and to return at a future date. On September 5, 2006 the City Council approved the R Street Corridor Urban Design Plan and adopted the Mitigated Negative Declaration but did not take action on the Ordinance.

Staff conducted additional community outreach via workshops held on November 30, 2006 and February 1, 2007. The original proposed Ordinance represented changes to the R Street Special Planning District (SPD) section of the City zoning code to overcome barriers to quality development presented by the original SPD adopted in 1996. The current proposed Ordinance represents the same goals of the original Ordinance but incorporates changes to address many of the concerns and comments received during the additional community outreach on November 30, 2006 and February 1, 2007. Staff returned to the City Planning Commission on September 13, 2007 where the current proposed ordinance was forwarded to City Council with a recommendation to approve.

Proposed Ordinance Amending the R Street SPD in the Zoning Code:

Below is a summary of the amendments included in the initially proposed Ordinance as well as a summary of the revised amendments made in response to the comments received during stakeholder and community outreach.

Initial Substantive Amendments Proposed in 2006

- OB-SPD, C2-SPD and RMX-SPD allowed uses were amended to allow apartments within the R Street Corridor to be subject to the same regulations as those outside the SPD (Planning Director level review for developments less than 100 units).
- OB-SPD development standards were amended to clarify language that the reuse of existing buildings does not trigger retail or housing requirements and allows minor expansions of existing buildings.
- C2-SPD development standards were amended to allow a waiver of the ground floor retail requirement by Zoning Administrator's Special Permit, if retail development is found to be unviable. In this section language mandating the exact placement of retail space within a development has been struck.
- C2-SPD development standards were amended to increase the building height of a commercial building from 40 to 45 feet before a stepback is required.
- RMX-SPD development standards were amended to simplify the height requirements for the SPD. The general rule along S Street is that buildings shall not exceed 45 feet or four and one-half stories which ever is greater, but shall be stepped back at least 30 feet above 35 feet. Height limit between 2nd and 6th Street is 75 feet.
- RMX-SPD development standards were amended to simplify R Street height limits between 6th and 8th Street to 75 feet, with a 30 foot stepback at 45 feet.
- RMX-SPD development standards were amended to set the height limit between 2nd and 6th at 75 feet with a possible increase to 90 feet under certain conditions.
- RMX-SPD development standards were amended to set height limits at 75 feet between 10th and 19th Streets on the south side of Q Street, at 90 feet fronting R Street between 10th and 19th, and at 75 feet along S.
- RMX-SPD development standards were amended to set the height limit between 20th and 23rd Streets at 75 feet along S Street, with a stepback of 30 feet.
- RMX-SPD development standards were amended to allow for additional residential density with the issuance of a Planning Commission Special Permit.
- RMX-SPD development standards were amended to simplify setbacks along Q and S Streets to the average of the two nearest buildings, but in no event greater than 12 feet or less than 5 feet.
- RMX-SPD development standards were amended to specify that open space requirements shall not apply to the reuse of existing buildings, and that 50 square feet of private open space is required for 50% of new residential units.

It was anticipated that the above cited amendments would aid in facilitating desired development in the corridor. The revised substantive amendments are in response to several comments and concerns raised at the community workshops on November 30, 2006 and February 1, 2007. Those concerns include, preservation of tree canopy, impact of development adjacent to historical structures, scale and massing. Staff is now proposing an Ordinance that will implement the initial amendments with the following revisions.

Revised Substantive Amendments in the Current Proposed Ordinance

- No height increases in the RMX-SPD zone on the south side of Q Street between 13th -14th and 15th – 16th.
- Special setback applied to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building.
- All development in the RMX-SPD zone be stepped back 25' from the property line at the façade's 25' height line along Q or S Street.
- All development in the RMX-SPD zone be stepped back 20' from the property line at the façade's 25' height line along all numbered streets.
- When setbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'. Where setback depths in the RMX-SPD zone were previously 30', the revised changes will apply a 25' setback depth.
- The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no setback requirements except to preserve existing trees.
- The RMX-SPD zone on R Street between 18th and 19th will be proposed as a maximum height of 75' instead of 90'.
- Addition of language allowing the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required setbacks and setbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.

Flexibility of Requirements During the Design Review and Preservation Review Process

Staff is proposing language allowing the design review or preservation review conducted on a development project in the R Street corridor special planning district to address and modify the required setbacks and setbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.

Staff feels that this level of flexibility is necessary to ensure that creative design is not precluded by what some have referred to as "wedding cake" setback requirements. In order to modify setback and setback requirements on a project, the commission or

director would need to make findings demonstrating that a projects design achieves the goals noted above.

A Case for Flexibility: "300 R"

One such case which demonstrates the need for flexibility of required setbacks is that of a proposed residential mixed-use project on the block bounded by 3rd, 4th, R and S Streets. The "300 R" project was heard for review and comment by the Design Commission on May 16, 2007. One of the comments made by the commission suggested that rather than follow a "wedding cake" setback, the applicant introduce niches in the building façade for tree canopy but still allowing the project to rise straight up and not have to setback. This type of flexibility will allow projects to vary from the requirements in order to be financially feasible, while ensuring that the design review or preservation review process can enforce conditions that achieve the intent of the original development standards. In the case of "300 R" staff feels that, should the proposed ordinance be adopted, the comments made by the Design Commission on May 16, 2007 would be sufficient to allow the project to deviate from the required setbacks in the proposed R Street Corridor SPD.

Non-Substantive Changes in the Language of the Current Proposed Ordinance

Other changes to the initial Ordinance clarify language, simplify organization, and remove conflicts and redundancies in a cumulative effort to improve the readability and application of the zoning code by citizens, development project applicants and City staff. The proposed Ordinance also includes the addition of a development standards table as section 17.128.035. The development standards table clearly expresses height, setback and setback requirements that were previously written into the body of the code and were difficult to interpret.

Public/Neighborhood Outreach and Comments:

Staff conducted a workshop on November 30, 2006 to discuss the initial proposed Ordinance, with a particular focus on the proposed height increases and proposed setbacks. Staff responded to the community input and held a follow-up workshop on February 1, 2007 to discuss the proposed revisions to the initial amendments. Bellow is a summary of the comments received at those workshops and staff responses to those concerns.

Example:

- **Concern:** Comment received from Community Workshop.
 - **Response:** Change to the initial amendments relative to the concern or staff response to the concern if no change was deemed necessary.

Comments Received at the 11/30/06 R Street SPD Community Workshop:

- **Concern:** Support measures to ensure the character of R Street retained.

- **Response:** The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no setback requirements except to preserve existing trees. This helps to maintain the historic industrial character of that portion of the corridor.
- **Response:** The design review or preservation review conducted on a development project in the R Street corridor special planning district may address and modify the required setbacks and setbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.
- **Response:** When setbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'. Where setback depths in the RMX-SPD zone were previously 30', the revised changes will apply a 25' setback depth.
- **Concern:** Support proposed height increases, especially along R Street and at Light Rail Stations; increase proposed heights at west end of R Street so both sides of the street heights match.
 - **Response:** No changes made to proposed RMX heights at west end of R Street to aid in the transition to lower height residential neighborhoods to the south.
 - **Response:** Ability to increase height with a special permit within 660' of a light rail station.
- **Concern:** Support for setback/stepback measures ensuring street tree canopies and shade.
 - **Response:** All development in the RMX-SPD zone will be stepped back 25' from the property line at the façade's 25' height line along Q or S Street.
 - **Response:** All development in the RMX-SPD zone will be stepped back 20' from the property line at the façade's 25' height line along all numbered streets.
- **Concern:** Support for more public open space, especially if reducing private open space requirements.
 - **Response:** Existing SPD establishes public open space requirements consistent with development in Central City.
- **Concern:** Support for measures to ensure walkable neighborhoods.
 - **Response:** R Street Urban Design Guidelines already adopted by Council on September 5, 2006.
- **Concern:** Creating a wall of tall buildings along R Street.
 - **Response:** The RMX-SPD zone on R Street between 10th and 19th (Capitol Area) will continue to have no setback requirements except to preserve existing trees.
 - **Response:** The RMX-SPD zone on R Street between 18th and 19th will be proposed as a maximum height of 75' as it is in the existing SPD.

- **Response:** When setbacks are called for in the RMX-SPD zone along R Street, they will be at 25' rather than 45'.
- **Concern:** Impact of proposed heights on historic buildings and historic districts; support for preservation of historic buildings
 - **Response:** Special setback applied to all development in the RMX-SPD zone of projects adjoining historic buildings (landmarks or contributing resources in historic districts). Upper floors shall set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of the historic building.

Comments Received at the 2/01/07 R Street SPD Follow-Up Community Workshop:

- **Concern:** Impact of shadows cast by increased heights.
 - **Response:** Shadow study conducted and will be attached as part of the addendum to the original environmental document. No mitigation is required.
- **Concern:** The height increases are too great.
 - **Response:** Majority of comments supported the proposed height increases.
- **Concern:** The heights east of 19th Street are appropriate at 45' and should not be changed.
 - **Response:** Staff is not proposing any height changes east of 19th Street.
 - **Response:** RMX-SPD zone on R Street from 18th to 19th maximum height revised to 75' from initial proposed 90'.
- **Concern:** Development near light rail stations should be higher and increased density.
 - **Response:** Ability to increase height with a special permit within 660' of a light rail station.
 - **Response:** Existing proposal includes an opportunity for increased residential density per a Planning Commission special permit.
- **Concern:** There should be no increase in heights adjacent to all landmarks and historic districts, consider transfer of development rights.
 - **Response:** Revised changes to original amendments include a special setback adjacent to historic structures.
 - **Response:** City Council has not specified a policy direction that would provide transfer of development rights.
- **Concern:** Need better building design and variety along the corridor.
 - **Response:** R Street Corridor SPD is a design review area and several areas fall within the jurisdiction of the Preservation Commission.
- **Concern:** Building setbacks should be from the tree centerline.
 - **Response:** This would create an inconsistent standard, hence setbacks will be measured from the property line.
- **Concern:** Setbacks along numbered streets should be reduced to avoid a "wedding cake" effect.

- **Response:** The proposed amendments require a setback depth of 20' along numbered streets vs. a setback depth of 25' along Q and S Streets in the RMX zone.
- **Response:** The design review or preservation review conducted on a development project in the R Street corridor special planning district may address and modify the required setbacks and setbacks to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.

Other Community Comments Received by Staff

Shortly after the close of the September 13, 2007 Planning Commission hearing on this item, staff received written comments from Karen Jacques. The comments were addressed to the Planning Commission. In her written comments, Ms. Jacques proposed that no height increase be allowed in historic districts or on landmark parcels outside of historic districts. She also requested that "old buildings in the area between 10th and 19th street" be evaluated for their potential as landmarks and then retain existing height limitations for those that are. Finally, Ms. Jacques proposed that historic preservation overlay zones be explored as an approach to protecting the R Street historic fabric.

Staff feels that the revised proposed amendments strike a balance between the need for increased development envelopes and the protection of the R Street historic fabric. Staff also feels that that Ms. Jacques' concerns can best be addressed through enforcement of existing polices which prohibit demolition by neglect and through other historic preservation policies broader than just the R Street Corridor SPD.

Staff spoke at the September 17, 2007 meeting of the *Area 1 Neighborhood Advisory Group*. Those in attendance reacted positively to the proposed amendments.

Commission Comments:

In July and August of 2007, staff presented informational reports to the Design Commission, Preservation Commission and Development Oversight Commission on the content and status of amendments to the R Street Corridor SPD. In the report to each commission, staff outlined the initially proposed amendments to the existing R Street Corridor SPD (those presented to the City Planning Commission on July 27, 2006) and how those amendments were revised in response to community and stakeholder outreach.

Comments Received at the July 18, 2007 Design Commission Meeting

- **Comment:** Consider modifying the 20' special historic structure setback (Attachment 8) so that the setback begins at the plate line rather than the

- highest point of the historic structure if there is no setback between the historic structure and the new development.
- **Comment:** The special historic structure stepback may make development infeasible on narrower lots.
 - **Comment:** Consider maintaining the existing maximum height (45') for the RMX zone on the south side of Q street between 14th and 15th streets.
 - **Comment:** Should consider the character of 13th-16th streets as a separate district and perhaps the "high walls" would not be complimentary to that area.
 - **Public Comment:** Eric Schlenker of Regis Homes gave public comment at this meeting and expressed a concern about the required stepbacks. Mr. Schlenker represents the proposed "300 R" condominium project on the block between 3rd and 4th Streets and R and S Streets. Mr. Schlenker felt that the required stepbacks are not a practical way to accommodate tree canopy at his site. Mr. Schlenker also stressed that the language giving flexibility on stepbacks and setbacks needs to give the decision makers clear justification for reducing the required stepbacks, not just to increase them.

Comments Received at the August 1, 2007 Preservation Commission Meeting

- **Comment:** Pleased to see that the half blocks on the south side of Q street from 13th – 14th and 15th – 16th have been left at the existing maximum height of 45'.
- **Comment:** Concerned about the pressure increased development envelopes will have on properties within historic districts and properties with landmark structures. This creates a condition that can likely lead to demolition by neglect.
- **Comment:** Height increase outside of historic districts is fine as long as there is strict adherence to policies of tree canopy preservation.
- **Comment:** The special historic structure stepback seems "workable" but there needs to be a focus on preserving the historic buildings themselves from the conditions created by increased allowed heights.
- **Comment:** Consider transfer of development rights so that increased maximum heights are "earned" and pressure can be relieved from historically significant resources.
- **Comment:** Staff should show the existing build out relative to existing landmark structures and contributing resources in the R Street Corridor SPD.
- **Comment:** It is important to maintain the character of the R Street Corridor, not only in terms of the built environment but in terms of continuing to have the type of businesses and warehouse uses historically relevant to the area.

Comments Received at the August 6, 2007 Development Oversight Commission Meeting

- **Comment:** "Wedding cake" stepbacks do not lead to creative design nor pedestrian friendly streetscapes.
- **Comment:** The flexibility of stepback and setback requirements allowed during the design or preservation review process is an important way to address the various cases in which a stepback would not make sense or would inhibit creative and inviting design.

- **Comment:** This Ordinance is a good example of finding out that an initial plan is not working and taking the necessary steps to address those deficiencies.

Comments Received at the September 13, 2007 Planning Commission Meeting

Feedback from the Planning Commission was generally favorable. Commissioners expressed concern that the document be flexible enough to preserve the historic nature of the R Street rail corridor. They also felt that such flexibility allow the Commission to evaluate a project on its merits and be able to allow a good design to deviate from the required stepbacks.

The Commission directed staff to include the **following advisory to City Council:** It is important that the necessary flexibility be in place so that the development standards can be modified for a specific project and that the overriding concern for such modification be based on an appropriate integration with the character of the surrounding area.

Environmental Considerations:

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the Initial Study, will have a significant effect on the environment.

The Mitigated Negative Declaration for the R Street Corridor Urban Design Guidelines and Special Planning District Amendments Project was adopted by City Council on September 5, 2006. However, City Council did not take action on the Ordinance amending various sections of Chapter 17.128 of Title 17. It should be noted that the Initial Study and Mitigated Negative Declaration erroneously refers to the R Street Corridor SPD Amendments as file number "M04-048." The correct file number for this project is "M05-048."

An Addendum to an Adopted Negative Declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ATTACHMENT 2

R Street SPD Code Comparison Matrix of Substantive Changes

DESCRIPTION	WHAT THE CODE SAYS NOW	WHAT THE CODE CHANGES WILL DO	JUSTIFICATION
Apartments in the OB-SPD Zone.	Apartments are not allowed in the OB-SPD zone.	Apartments permitted subject to footnote 75 of the land use chart.	Consistency within the R Street Corridor, promotes residential development.
Apartments in the C2-SPD Zone.	Apartments permitted subject to footnote 76 of the land use chart.	Apartments permitted subject to footnote 75 of the land use chart, which is less restrictive than footnote 76.	Consistency within the R Street Corridor, less restrictive guidelines, promotes more residential development.
Reuse of Existing Buildings in the OB-SPD Zone.	Reuse of existing buildings would trigger retail and housing requirements same as new development.	Allow reuse and minor expansions (less than 10%) without triggering new retail or housing requirements.	Discourage vacancy, encourage development and reuse of existing buildings.
OB-SPD Open Space.	Public open space for residential units must occur on site.	Planning Commission may approve a special permit to locate up to 20% of required residential open space off-site but still within the R Street Corridor SPD.	Removes barriers to successful residential mixed use development.
C2-SPD Ground Floor Retail Waiver.	20% of ground floor must be retail development in any building containing office development.	Requirement may be waived with a Zoning Administrator special permit for reuse projects if ground floor retail is found to be unviable.	More flexibility in mixed-use development, discourages vacancy.
C2-SPD Stepbacks.	Buildings in the C2-SPD zone exceeding 45 feet must be stepped back 23 feet at 40 feet high.	Stepback occurs at 45 feet rather than 40 feet high.	Consistency with OB-SPD stepbacks and clarifies language so that any building exceeding 45 feet steps back at that point.
Heights, Stepbacks and Setbacks in General.	Height and stepbacks are contained in the language of the code under each land use.	Language removed and all height, stepbacks and setbacks consolidated in a Development Standards Table. (ATTACHMENTS 5 & 6 show before and after)	Simplify and clarify requirements in the code and makes the code easier to use by citizens, customers, and City staff.
RMX-SPD Residential Density.	Maximum 36 dwelling units per acre.	Additional density allowed with Planning Commission Special Permit.	Removes barriers to successful residential mixed use development.
RMX-SPD Setbacks.	RMX-SPD minimum front setback of 12 feet along Q and S streets.	RMX-SPD front setback average of the two nearest buildings, but in no event greater than 12 feet or less than 5 feet.	Removes barriers to successful residential mixed use development.

DESCRIPTION	WHAT THE CODE SAYS NOW	WHAT THE CODE CHANGES WILL DO	JUSTIFICATION
RMX-SPD Open Space.	RMX-SPD open space requirements apply to the reuse of existing buildings. 50 square feet of private open space is required for each unit. 80 square feet of common open space is required for each unit.	RMX-SPD open space requirements shall not apply to the reuse of existing buildings, and 50 square feet of private open space is required for 50% of new residential units. 80 square feet of common open space is required for each unit.	Removes barriers to successful residential mixed use development.
RMX-SPD Parking Requirements.	Max off-street parking for commercial uses is one space per 450 square feet. Parcels fronting on R Street between 10 th and 13 th may request a Zoning Administrator variance to waive required parking or to locate parking off-site.	Increase the max off-street parking for commercial uses to one space per 250 square feet. Parcels fronting on R Street between 10 th and 13 th may request a Zoning Administrator special permit instead of a variance to waive required parking or to locate parking off-site.	Removes barriers to successful residential mixed use development and addresses parking needs in the corridor.
Heights and Stepbacks in the RMX-SPD Zone.	Various different height and stepbacks throughout the corridor. (See ATTACHMENTS 5&6)	Increase allowed maximum heights in some areas, apply stepbacks along Q, S and all numbered streets. (see ATTACHMENTS 5&6)	Encourage greater residential mixed-use development, especially near light rail stations and establishes stepbacks to address building mass and tree canopy.
Historic Structure Stepback.	N/A	RMX-SPD development adjacent to historic buildings must step back 20 feet from the nearest wall at the highest point of the historic building.	Soften visual impact of new development on adjacent existing landmarks and contributing resources.
Design and Preservation Review Flexibility of Required Stepbacks and Setbacks	N/A	Design and Preservation review process at the Director or Commission level may modify the required stepbacks and setbacks if certain findings are made.	Projects are evaluated on individual merits considering the diversity of conditions within the corridor thus promoting creative and well-designed projects.
Allowed Expansion of Non-Conforming Use.	N/A	A non-conforming use within an existing building may expand by up to 25% of gross square footage within the building upon approval of a Zoning Administrator special permit.	Discourage vacancy, encourage economic development and reuse of existing buildings.

**Redlined
ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**ADDING SECTION 17.128.035 TO, AND AMENDING SECTIONS 17.128.030 AND
17.128.040 OF CHAPTER 17.128 OF TITLE 17 OF THE
SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO
THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT (M05-048)**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Section 17.128.030 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.128.030 Land use zones and development standards.

A. General.

This section sets forth the boundaries, allowed uses and development standards for each zoning district in the R Street corridor special planning district.

1. Zoning Map.

The land use zones applicable in the R Street corridor special planning district are set forth in the zoning map set out at the end of this chapter as Exhibit 1.

2. Relationship Between Zoning and Land Use Designations.

The relationship between the community plan land use designations and the implementing SPD zone classifications are listed below:

Community Plan Land Use Designation		SPD Zone
INT-MU	Intensive Mixed Use	OB-SPD(W)
GC-MU	General Commercial Mixed Use	OB-SPD(C)
GC	General Commercial	C-2-SPD
HC	Heavy Commercial	C-4-SPD
MF	Multiple Family	R-3A-SPD
RES-MU	Residential Mixed Use	RMX-SPD

3. Allowed Uses.

The uses allowed (“allowed uses”) within the R Street corridor special planning district vary for each zoning district. Allowed uses are either permitted uses or conditionally permitted uses, as described below:

a. Permitted Uses.

Permitted uses are uses permitted as a matter of right in the specified zone, subject to compliance with the development standards and other requirements of this chapter.

b. Conditionally Permitted Uses.

Conditionally permitted uses are uses permitted as a matter of discretion, and require approval of a special permit by the planning director, zoning administrator, or planning commission pursuant to Section Chapter 17.428.040 of this chapter~~212~~.

B. Boundaries, Allowed Uses and Development Standards.

The boundaries, allowed uses and specific development standards for each land use zone in the R Street corridor special planning district are set forth below.

1. Office Building (OB) Zone.

Within the office building (OB) zone in the R Street corridor special planning district, there are two geographic areas, designated West (W) and Central (C). The boundaries of these two areas, shown on Exhibit 1, set out at the end of this chapter, are as follows: (1) West is the area bounded generally by 2nd and 8th Streets between Q and R Streets, excluding the half-blocks on the north side of R Street between 6th Street and 8th Street; and (2) Central is the area located between 16th and 17th Streets from the half-block north of R Street to S Street. The development standards differ slightly for the two areas. The West OB zone is intended to encourage more intensive mixed uses within the west end of the corridor, while the Central OB zone is intended to encourage moderately intensive mixed uses adjacent to the 16th Street light rail station.

a. Allowed Uses.

Except as otherwise provided herein in subsections (i) and (ii), below, (1) uses permitted by this title in the OB zone outside of the R Street corridor special planning district but within the central city by this title shall be permitted in the OB zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the OB zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the OB zone in the R Street corridor planning district:

(A) Retail and Personal Service Uses. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses.

(B) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the OB zone:

(A) Office Use. Office use is permitted in the OB zone subject to approval of a special permit by the planning commission.

~~(B) Residential Use. Residential use is allowed in the OB zone subject to approval of a special permit by the planning commission or zoning administrator, as specified below.~~ Alternative ownership housing is permitted subject to footnote (8) of Section 17.24.050.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(1)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval~~ Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for the following projects in the OB zone:

~~(A) Projects exceeding forty thousand (40,000) square feet. A planning commission special permit shall be required for new new nonresidential development, including additions to or expansions of existing buildings, which that exceeds forty thousand (40,000) square feet.~~

~~(B) Residential Projects Involving More Than Ten Dwelling Units. A planning commission special permit shall be required for all new development of more than ten (10) dwelling units.~~

ii. ~~Projects Requiring Zoning Administrator Approval~~ Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for the following projects in the OB zone:

~~(A) Projects Exceeding Ten Thousand Square Feet But Not More Than Forty Thousand Square Feet. A zoning administrator special permit shall be required for newnew nonresidential development, including additions to or expansions of existing buildings, which that exceeds ten thousand (10,000) square feet but which that does not exceed forty thousand (40,000) square feet.~~

~~(B) Residential Projects Involving Ten or Fewer Dwelling Units. A zoning administrator special permit shall be required for residential development projects of ten (10) or fewer dwelling units.~~

c. Development Standards.

Except as provided below, development in the OB zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the OB zone outside of the R Street corridor special planning district.

i. Office Development—Residential and Ground Floor Retail Requirements.

~~Except as provided in subsection (B)(1)(c)(i)(C) of this section, new development projects, including expansions or additions to existing buildings, which contain office development shall include a residential component and a ground floor retail component which satisfy complying with the following requirements: of subsections (B)(1)(c)(i)(A) and (B)(1)(c)(i)(B) of this section shall be required for new construction of buildings on vacant sites or on sites where the existing building will be demolished; for reuse projects utilizing buildings that have been vacant for over three (3) years; and for additions of greater than ten percent (10%) of gross floor area to existing buildings.~~

(A) Residential Component Required for Office Development. Projects containing office development shall provide residential development at a rate of either one dwelling unit for every three thousand (3,000) square feet of office development or one square foot of housing for every three square feet of office development, whichever is less.

(1) Location of Residential Development. The residential component required for an office development project pursuant to subsection (B)(1)(c)(i)(A) of this section shall either be included in, and constructed as part of, the same development project as the office development; or located in an adjacent residential district within the R Street corridor special planning district.

(2) Timing of Residential Development. Except as provided below in subsection (B)(1)(c)(i)(A)(3), the residential component shall either be constructed prior to, or concurrently with, the office development, and appropriate conditions shall be included at the time of approval of the special permit for the development project to ensure that this requirement is satisfied.

(3) Development Agreement. Subject to the execution of a development agreement or other agreement that ensures the construction of the residential component within a reasonable period of time not to exceed two years following completion of the office development, the city council may authorize the construction and occupancy of the office development prior to construction of the residential component.

(4) Satisfaction of Housing Trust Fund "Housing Construction Requirement." The residential development, provided to meet the residential requirements for office development in this zone, may be applied to meet the "housing construction requirement" as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title. The twenty (20) percent fee, as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title, shall be required prior to the issuance of any building permits for the office project.

(B) Ground Floor Retail Requirement. A minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that the area of the ground floor devoted to retail or personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(1) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage shall mean the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(2) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the OB zone to satisfy the ground floor requirement set forth in subsection (B)(1)(c)(1)(B) of this section are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

(C) Exception—~~Essential Landmarks~~ and ~~Priority Structures Contributing Resources~~. Subject to approval of a special permit by the planning commission, all or a portion of a building in the OB zone which is ~~either an essential landmark or a priority structure contributing resource on the city's official Sacramento register established pursuant to Chapter 17.432 of this title~~ 134 may be devoted to office use without satisfying either the residential component or the ground floor retail requirement set forth in subsections (B)(1)(c)(1)(A) and (B)(1)(c)(1)(B) of this section.

ii. Density and Intensity.

(A) ~~Office—Floor Area Ratio (FAR). Office~~ Offices shall be developed in the OB zone with the following minimum and maximum floor area ratios (FARs).

(1) ~~Minimum Floor~~ West (W) Area Ratio (FAR).

~~(a) General.~~ Buildings in the West area in the OB zone shall be developed with a minimum FAR of 1.0; and a maximum FAR of 3.0.

~~(b) Development in the~~ Central (C) Area. ~~Buildings in the central~~ Central area within the OB zone shall be developed with a minimum FAR of 2.0.

~~(2) Maximum Floor Area Ratio (FAR). Office development in the OB zone shall be developed with~~ and a maximum FAR of 3.0.

(B) Residential—Density. Residential development in the OB zone shall be developed with the following density ranges.

(1) West (W) Area. Residential development within the west ~~west~~ West area of the OB zone shall be developed with a density range of sixty (60) to one hundred (100) dwelling units per net acre.

(2) Central (C) Area. Residential development within the central ~~central~~ Central area of the OB zone shall be developed with a density range of thirty (30) to sixty (60) dwelling units per net acre.

iii. Height, Yard, and Stepback Standards.

~~(A) General. Except as provided below, buildings shall have a maximum~~ The height of seventy five (75) feet, yard, and stepback standards for the OB zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

~~(B) Buildings along R Street in the West Area. Buildings along R Street in the west area shall not exceed one hundred (100) feet.~~

iv. ~~Setbacks and Stepbacks.~~

~~_____ (A) Street Setbacks. A minimum eight foot setback from the front, side street and alley shall be provided for development in the OB zone.~~

~~_____ (B) Stepbacks for Buildings Exceeding Forty Five (45) Feet. For buildings exceeding forty five (45) feet, that portion of the building exceeding forty feet shall be stepped back not less than twenty three (23) feet from the front, side street and alley.~~

~~_____ (C) Interior Sideyard Setbacks. Buildings shall be set back ten (10) feet from the interior side property line if the property is adjacent to residential uses or property zoned RMX.~~

~~_____ v. Open Space Requirements.~~

(A) Office.

(1) Open space shall be provided for residential and office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; provided, that the planning commission or zoning administrator may approve a project with special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

~~_____ (3) Open space shall be in the form of courtyards or public plazas.~~

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may

include decks, balconies and patios. Private useable open space shall be directly accessible.

~~(C4)~~ Open space shall be ~~in~~provided on site; provided, that the ~~form~~planning commission may approve a special permit pursuant to and subject to the ~~findings required by Chapter 17.212 to allow not more than twenty (20) percent of~~ ~~courtyards or public plazas~~the total required open space off-site. Required off-site open ~~space shall be located within the R Street corridor special planning district. In approving~~ ~~the special permit, the planning commission shall specify how the remaining open~~ ~~space to be provided on site shall be allocated between common usable open space~~ ~~and private usable open space.~~

vi. Parking Requirements.

(A) Office/Retail.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional transportation systems management (TSM) trip reduction measures beyond those mandated by the TSM regulations set forth in Chapter 17.184 of this title shall be implemented to justify the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, pursuant to Division VI of this title.

(4) Surface Parking Lots. ~~Surface parking lots are permitted as follows:~~

~~(a) Projects of Ten Thousand Square Feet or Less. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.~~

~~(b) Projects of More Than Ten Thousand Square Feet. The planning commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.~~

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

~~(C) Off Site Parking. Parking shall be provided on-site; provided that the planning commission may approve a special permit for off-site parking.~~

~~vii. Bicycle Parking. Bicycle parking shall be provided as specified below: Requirements.~~

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One (1) space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and shall be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

2. General Commercial C-2-SPD.

This zone is found adjacent to the 13th, 16th, 23rd, and 29th Street light rail stations, as well as south of R Street between 2nd and 6th Streets, and between Q and S, 19th and 20th Streets. This zone includes locations where newer office buildings already exist or where residential land uses are not deemed appropriate or feasible.

a. Allowed Uses.

Except as otherwise provided herein in subsections (i) and (ii), below, (1) uses permitted by this title in the C-2 zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the C-2 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-2 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the C-2 zone in the R Street corridor special planning district:

~~(A) Retail and Personal Service Uses. Upon development of an office development project for which a special permit has been issued and for which there is a requirement for ground floor retail or personal service uses, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses; provided that such uses shall only be permitted to the extent necessary to satisfy the ground floor requirement.~~ Apartment. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Prohibited Uses.

The following uses are prohibited in the C-2 zone in the R Street corridor special planning district:

- (A) Auto sales, service, storage, rental;
- (B) Commercial cleaning plant;

| service; (C) Drive-in restaurant or food stand ~~or restaurant with drive-through~~

(D) Equipment rental and sales yard;

(E) Laundry, commercial plant;

| (F) Recycling ~~center~~ facility;

(G) Service station;

(H) Shop for building contractor;

(I) Tire shop;

(J) Trailer sales yard;

(K) Used car lot;

(L) Wholesale stores and distributors;

(M) Commercial or recreational vehicle storage;

(N) Mini-storage;

(O) Towing service and vehicle storage yard;

(P) Reverse vending machine;

| (Q) ~~Small recyclable material collection facility~~;

| ~~(R) Drive-up through service facility;~~

| (SR) Other auto-oriented uses;

| (TS) Retail and personal service uses, other than grocery stores, in excess of ten thousand (10,000) square feet.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(2)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval~~ Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for the following projects in the ~~C-2~~ zone:

~~(A) Projects exceeding forty thousand (40,000) square feet. A planning commission special permit shall be required for new nonresidential development, including additions to or expansions of existing buildings, which that exceeds forty thousand (40,000) square feet.~~

~~(B) Residential Projects Involving More Than Ten Dwelling Units. A planning commission special permit shall be required for new development of more than ten (10) dwelling units.~~

ii. ~~Projects Requiring Zoning Administrator Approval~~ Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for the following projects in the ~~C-2~~ zone:

~~(A) Projects Exceeding Ten Thousand Square Feet But Not More Than Forty Thousand Square Feet. A zoning administrator special permit shall be required for new new nonresidential development, including additions to or expansions of existing buildings, which that exceeds ten thousand (10,000) square feet but which that does not exceed forty thousand (40,000) square feet.~~

~~(B) Residential Projects Involving Ten or Fewer Dwelling Units. A zoning administrator special permit shall be required for residential development projects of ten (10) or fewer dwelling units.~~

c. Development Standards.

Except as provided below, development within the C-2 zone within the R Street special planning district shall be subject to the same development standards that govern development in the C-2 zone outside of the R Street corridor special planning district.

i. Office Development—Ground Floor Retail Requirement.

A-Subject to the additional requirements in subsection (B)(2)(c)(ii), below, a minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that for existing buildings being converted to office use, the requirements of this subsection 17.128.030(B)(2)(c)(i) may be modified or waived upon the issuance of a zoning administrator's special permit pursuant to and subject to the findings required by Chapter 17.212. In granting a special permit to modify or waive the requirements of this subsection, and in addition to the findings required by Chapter 17.212, the zoning administrator shall find that the required retail or personal service business use is not viable due to constraints created by the physical characteristics of the building, such as the presence of a loading dock, accessibility barriers, and the absence of windows.

(A) Minimum Dimensions and Area. The area of the ground floor devoted to retail or personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(A)

(B) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage means the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(B)

(C) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the C-2 zone to satisfy the ground floor requirement set forth in this subsection (B)(2)(c)(i)(A) of this section are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

ii. Ground Floor Retail Requirement—Development at Certain Specified Locations.

~~Development in the C-2 zone~~The ground floor retail and personal service uses requirement in subsection (B)(2)(c)(i), above, shall apply to all buildings located along the street segments and at the street corners designated below shall include a ground floor retail and personal service uses ("ground floor retail") component as specified below. The street segments and street corners shall comply with the additional requirements in the C-2 subject to the ground floor retail requirement are shown on Exhibit 1, set out at the ends~~subsections (C) and (D) of this chapter subsection.~~

~~(A) Street Segments and Street Corners Subject to Ground Floor Retail Requirement. Development along the following street segments and at the following corners shall be subject to the ground floor retail requirement:~~

(1) Street Segments.

(a) 5th Street, Between R Street and the Alley. Development on each side of 5th Street between R Street and the alley to the south;

(b) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;

(c) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.

(2) Street Corners.

(a) 5th and R Streets. Development at the southwest and southeast corners of 5th Street and R Street;

(b) 12th Street and Whitney. Development at the northwest and northeast corners of 12th Street and Whitney;

(c) 16th and R Streets. Development at the northwest and southwest corners of 16th Street and R Street;

(d) 19th and R Streets. Development at the northeast and southeast corners of 19th Street and R Street;

(e) 23rd and R Streets. Development at the northeast and southeast corners of 23rd Street and R Street;

(f) 24th and R Streets. Development at the northwest and southwest corners of 24th Street and R Street;

(g) 29th and R Streets. Development at the northwest and southwest corners of 29th Street and R Street.

~~(B) Ground Floor Requirement. For buildings with street frontage on one of the street segments or at one of the corners specified above, a minimum of twenty (20) percent of the ground floor street frontage of such building shall be occupied by or devoted to retail or personal business uses, as specified below; provided that the area of the ground floor containing retail or personal business uses must consist of a space with a minimum interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less.~~

~~(1) Street Frontage at Corners.~~

~~For purposes of this subsection (B)(2)(c)(ii), buildings with street frontage on either of the streets forming one of the corners specified in subsection (B)(2)(c)(ii)(A)(2) of this section and which that are located within one-half block of such corners in the relevant direction shall be subject to the ground floor retail requirement. this subsection. For purposes of this provision subsection, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.~~

~~(2) Permissible Retail and Personal Uses. The retail and personal uses permitted in the C-2 zone to satisfy the ground floor retail requirement are the retail and personal service uses specified in Table 1 of Section 17.06.070 of this title.~~

~~(3) Location of Ground Floor Retail and Personal Service Uses at Corners.~~

~~To promote activity at the corners identified above, not less than fifty (50) percent of the building space devoted to satisfaction of the ground floor retail requirement shall be located in that half of the building street frontage located closest to the designated corner; provided that if there is more than one building within the half-block which is subject to the ground floor retail requirement, the building located closest to the corner shall be required to locate all of the space necessary to satisfy the ground floor retail requirement within the half of the building street frontage closest to the designated corner.~~

(4D) Buildings with Partial Frontage.

~~_____ Buildings which~~that have only a portion of their street frontage within the half-block of one of the corners subject to the ground floor retail requirement shall comply with the requirement for its full street frontage.

iii. Intensity.

~~_____ (A) Minimum Floor Area Ratio (FAR). Buildings in this zone shall be developed in the C-2 zone with a~~the following minimum FAR of 1.0.

~~_____ (B) Maximum Floor Area Ratio (FAR). Buildings in this zone shall be developed with a~~and maximum FAR of 2.0floor area ratios (FARs).

~~_____~~ iv. Height.

~~_____ (A) General. Buildings within the general commercial zone shall have a maximum height of forty five (45) feet.~~

~~_____ (B) Buildings Near a Light Rail Station. Subject to approval of a special permit by the planning commission, buildings in the C-2 zone which are within six hundred sixty (660) feet of a light rail station may have a maximum height of seventy five (75) feet. For purposes of this provision, the distance between the building and the light rail station means the distance between the center of the main entrance to the building and the nearest platform of the light rail station.~~

~~_____~~ v. Setbacks and Stepbacks.

~~_____ (A) Street Setbacks. A minimum eight foot setback from the front, side street, and alley shall be provided for development in the C-2 zone.~~

~~_____ (B) Stepbacks for Buildings Exceeding Forty Five (45) Feet. For buildings exceeding forty (40) feet, that portion of the building exceeding forty five (45) feet shall be stepped back twenty three (23) feet from the front, side street, and alley.~~

~~_____ (C) Interior Sideyard Setbacks. Buildings shall be set back ten (10) feet from the interior side property line if the property is adjacent to residential uses or property zoned RMX.~~

~~_____ (A) The minimum floor area ratio (FAR) shall be 1.0.~~

~~(B) The maximum floor area ratio (FAR) shall be 2.0.~~

~~iv. Height, Yard, and Stepback Standards.~~

The height, yard, and stepback standards for the C-2 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

v. Open Space Requirements.

~~(A) Open space shall be provided at a ratio of one square foot of open space per fifteen (15) gross square feet of office development.~~

~~(B) Open space shall be provided on site; provided that the planning commission or zoning administrator may approve a project with not more than twenty (20) percent of the required open space off site. Required off-site open space shall be located within the R Street corridor special planning district.~~

~~(C) Open space shall be in the form of courtyards or public plazas.~~

~~vii. Parking Requirements.~~

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

vi. Parking Requirements.

(A) Office.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, per Division VI of this title.

(4) Projects of Ten Thousand Square Feet or Less. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.

(5) Projects of More Than Ten Thousand Square Feet. The planning commission may approve a special permit for the use of a surface parking lot for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses as defined in Table 1 of Section 17.96.070 of this title.

~~(C) Parking shall be provided on site; provided that the planning commission may approve a special permit for off-site parking.~~

~~viii~~vii. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I Bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided, regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

3. Heavy Commercial C-4-SPD.

This zone is found in the area bounded by 20th, 23rd and Q Streets, and the alley south of R Street. The heavy commercial zone in the R Street corridor special planning district consists of property currently zoned and used for heavy commercial purposes, which is not anticipated to transition to residential mixed use in the foreseeable future.

a. Allowed Uses.

Except as otherwise provided ~~herein~~ in subsection (i), below, (1) uses permitted by this title in the C-4 zone outside of the R Street corridor special planning district but ~~within the central city by this title~~ shall be permitted in the C-4 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-4 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Prohibited Uses.

The following uses are prohibited in the C-4 zone within the R Street corridor:

- (A) Auto wrecking;
- (B) Beverage bottling plant;
- (C) Cement or clay products manufacturing;
- (D) Dairy products processing;
- (E) Fuel yard;
- (F) Bus and other transit vehicle maintenance and storage;

- (G) Boat building;
- (H) Concrete batch plant;
- (I) Food processing;
- (J) Junk yard;
- (K) Lumber yard;
- (L) Machine shop;
- (M) Material recovery facility/yard waste composting facility (recycling plant);
- (N) Monument works—stone;
- (O) Office use not related to the commercial or industrial use located on the site;
- (P) Office use related to the commercial or industrial use on the site which ~~that~~ exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located;
- (Q) Petroleum storage;
- (R) Planing mill;
- (S) Public utility yard;
- (T) Railroad yard ~~or~~ shop;
- (U) Terminal yard, trucking;
- (V) Towing service and storage yard;
- (W) Truck and tractor repair.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(3)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. ~~Projects Requiring Planning Commission Approval.~~ Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, ~~which~~that exceeds forty thousand (40,000) square feet.

ii. ~~Projects Requiring Zoning Administrator Approval.~~ Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, ~~which~~that exceeds ten thousand (10,000) square feet but ~~which~~that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the C-4 zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the C-4 zone outside of the R Street corridor special planning district.

i. ~~Height-, Yard, and Stepback Standards.~~

~~Development within the C-4 zone shall not exceed forty five (45) feet~~
The height, yard, and stepback standards for the C-4 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

~~ii. Rear setback Adjacent to RMX Zone.~~

~~A minimum eight foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right of way.~~

4. Multi-Family R-3A Zone.

This zone is found along portions of Q and S Streets.

a. Allowed Uses.

Except as otherwise provided ~~herein~~ in subsection (i), below, (1) uses permitted by this title in the R-3A zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the R-3A zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the R-3A zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

Single-family residences, halfplexes, townhouses, row houses, and other similar types of housing units are allowed in the R-3A zone in the R Street corridor special planning district; ~~provided the density requirements set forth herein are satisfied.~~

b. Development Standards.

Except as provided below and in the Height, Yard, and Stepback Standards Table in Section 17.128.035, development in the R-3A zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the R-3A zone outside of the R Street corridor special planning district.

i. Noise.

Development shall comply with the noise standards for development in the RMX zone set forth in ~~Section 17.28.030~~ (D) subsection (B)(5)(c) of this title section.

ii. Accessory Structures.

Up to two hundred twenty-five (225) square feet of land may be covered with a detached accessory structure within the rear yard setback area, provided that a six-foot setback from the main building is maintained, a six-foot setback from the alley right-of-way is maintained for a detached garage which has its access from said alley, and a maximum of forty (40) percent overall lot coverage is maintained.

5. Residential Mixed Use (RMX).

Properties in this zone are designated as residential mixed use in the ~~R Street~~ Central City community plan and are generally located throughout the R Street corridor special planning district to reinforce and expand adjacent residential uses. This designation is intended to result in mixed use development which is primarily residential but which may include a ground floor retail component consisting of neighborhood serving commercial retail or service uses.

a. Allowed Uses.

Except as otherwise provided ~~herein~~ in subsections (i), (ii), and (iii), below, (1) uses permitted by this title in the RMX zone outside of the R Street corridor special planning district but within the central city ~~by this title~~ shall be permitted in the RMX zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the RMX zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the RMX zone in the R Street corridor planning district:

(A) Commercial Uses. The commercial uses specified in Section 17.28.020(A)(3) and the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses, provided that (i) such uses are located on the ground floor of a building; and (ii) the square footage of a building devoted to such commercial uses does not exceed twenty (20) percent of the total square footage of the building.

~~(B) Commercial Uses at Transit Oriented Locations—Additional Retail and Personal Service Uses. In addition to the uses specified in Section 17.28.020(A)(3) of this title, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are permitted uses in the RMX zone in buildings with street frontage on the transit-oriented street segments and street corners specified below. Development at such transit-oriented locations shall be subject to all development standards and requirements otherwise applicable in the RMX zone, including the ground floor requirement and the twenty (20) percent maximum commercial component provisions set forth in subsection (B)(5)(a)(i)(A) of this section. The street segments and street corners are illustrated in Exhibit 1, set out at the end of this chapter.~~

~~(1) Street Segments and Street Corners at Which Retail and Personal Service Uses Allowed. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are allowed uses in buildings with street frontage along the following street segments and at the following corners:~~

~~(a) Street Segments.~~

~~(i) 5th Street, Between S Street and the Alley. Development on each side of 5th Street between S Street and the alley to the north;~~

~~(ii) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;~~

~~(iii) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.~~

~~(b) Street Corners.~~

~~(i) 13th Street and Whitney. Development at the northeast and southeast corners of 12th Street and Whitney;~~

~~(ii) 19th and R Streets. Development at the northwest and southwest corners of 19th Street and R Street;~~

~~(iii) 24th and R Streets. Development at the northeast and southeast corners of 24th Street and R Street.~~

~~_____ (c) Street Frontage at Corners. For purposes of this subsection, buildings with street frontage at the corners specified above shall mean buildings on either of the streets forming one of the corners specified in subsection (B)(5)(a)(i)(B)(1)(b) of this section which are located within one-half block of such corners in the relevant direction. For purposes of this provision, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.~~

~~_____ (d) Buildings with Partial Frontage. Buildings which have a portion of their street frontage within the half block of one of the corners specified above may establish the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.~~

~~_____ (e) Development on R Street Between 10th and 13th Streets—Retail and Personal Service Uses. Except for automotive sales and liquor stores, which shall be prohibited, the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title are permitted uses in the RMX zone on parcels fronting on R Street between 10th Street and 13th Street, and such retail and personal service uses may occupy one hundred (100) percent of the ground floor square footage of a building.~~

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the RMX zone in the R Street corridor special planning district:

(A) Grocery stores;

(B) Commercial Uses on Parcels Not Exceeding Three Thousand Two Hundred Square Feet. Subject to approval of a special permit by the zoning administrator, one hundred (100) percent of development on parcels consisting of not more than three thousand two hundred (3,200) square feet in area may be used for the commercial uses specified in Section 17.28.020(A)(3) of this title.

~~(C) Essential Landmarks and Priority Structures—Office and Commercial Uses. Subject to approval of a special permit by the planning commission, all or a portion of a building in the RMX zone which is either an essential or a priority structure on the city's official register established pursuant to Chapter 15.124 of this code may be devoted to office use or to the commercial uses specified in Sections 17.28.020(A)(3) and 17.28.020(B) of this title or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.~~

~~(1) Essential and Priority Structures Contributing Resources on Parcels Not More Than Forty Feet by One Hundred Sixty Feet—Additional Development Allowed.~~ For parcels with a width not greater than forty (40) feet and a depth not greater than one hundred sixty (160) feet; ~~(2) which abut a major street; and (3) on which there is located an essential landmark or priority structure a contributing resource on the city's official Sacramento register established pursuant to Chapter 17.132134 of this title, the planning commission may approve a special permit to allow for additional development on the parcel, including additions to or expansions of the essential and/or priority structure landmark or contributing resource; and may authorize the use of such development for office use, the commercial uses specified in Section 17.28.020(A) and (B) of this title, or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title. For purposes of this provision, major streets mean the major streets as defined in the central city community plan.~~

iii. Prohibited Uses.

Unattended uses, such as self-service laundromats, shall be prohibited in the RMX zone.

b. ~~Special Permit Required—Larger Development Projects Reserved.~~

~~Notwithstanding subsection (B)(5)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.~~

~~i. Projects Requiring Planning Commission Approval—More than Twenty Dwelling Units.~~

~~A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for development in the RMX zone of a project involving more than twenty (20) dwelling units.~~

~~ii. Projects Requiring Zoning Administrator Approval—Five to Twenty Dwelling Units.~~

~~_____ A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for development in the RMX zone of a project involving five to twenty (20) dwelling units.~~

c. Development Standards.

Except as provided below, development in the RMX zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the RMX zone outside of the R Street corridor special planning district.

i. ~~Building Height~~ General Rule. Height, Yard, and Stepback Standards.

~~_____ Except as provided below, a building in the RMX zone shall not exceed four and one-half stories or forty-five (45) feet in height, whichever is greater. _____ The height, yard, and stepback standards for the RMX zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.~~

~~_____ (A) Building Height Specified Locations Between 2nd and 16th Streets. As set forth below, development in the RMX zone at certain specified locations between 2nd Street and 16th Street shall be subject to different height limitations than that generally allowed in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 3, set out at the end of this chapter.~~

~~_____ (1) Development on S Street General Rule. Development in the RMX zone along S Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum of four and one-half stories or forty-five (45) feet, whichever is greater.~~

~~_____ (2) Development on S Street Between 2nd and 3rd Streets and Between 4th and 6th Streets. Notwithstanding subsection (B)(5)(c)(i)(A)(1) of this section, development in the RMX zone on S Street between 2nd Street and 3rd Street and between 4th Street and 6th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet.~~

~~_____ (3) Development on the North Side of R Street Between 6th and 8th Streets. Development in the RMX zone which fronts on the north side of R Street~~

~~between 6th Street and 8th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is higher; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet.~~

~~(B) Building Height Specified Locations Between 16th and 19th Streets. As set forth below, development in the RMX zone at certain specified locations between 16th Street and 19th Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 2, set out at the end of this chapter.~~

~~(1) Development on the South Side of Q Street. Development in the RMX zone on the south side of Q Street between 16th Street and 19th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(2) Development on the North Side of R Street. Development in the RMX zone which fronts on the north side of R Street between 16th Street and 19th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater; provided that the building may step up above said height at not more than a twenty (20) degree angle to a maximum height of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(3) Development on the South Side of R Street. Development in the RMX zone which fronts on the south side of R Street between 16th Street and 19th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater; provided the building may step up above that height at an angle of not more than twenty-five (25) degrees to a maximum height of seventy-five (75) feet, and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(4) Development on S Street. Development in the RMX zone along S Street between 16th Street and 19th Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up not more than at a twenty (20) degree angle from the minimum setback line or the build-to line, whichever is closer to the street, to a maximum of seventy-five (75) feet; and provided further that development abutting or adjacent to an alley shall be subject to the additional restrictions set forth in subsection (B)(5)(c)(i)(B)(5) of this section.~~

~~(5) Development at the Alleys. Development in the RMX zone between 16th Street and 19th Street which is adjacent to or abutting an alley shall not exceed two and one-half stories or twenty-five (25) feet at the alley, whichever is greater, provided that the building may step up at not more than a seventy (70) degree angle as measured from the build to line or the minimum setback line from the alley, whichever is closer to the alley, to the maximum heights specified in subsections (B)(5)(c)(i)(B)(1) through (B)(5)(c)(i)(B)(4) of this section.~~

~~(C) Building Height. S Street Between 20th and 23rd Streets. As set forth below, development in the RMX zone along S Street between 20th Street and 23rd Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 4, set out at the end of this chapter.~~

~~(1) Development along S Street. Development in the RMX zone along S Street between 20th Street and 23rd Street shall not exceed three and one-half stories or thirty-five (35) feet, whichever is greater, provided that the building may step up above said height at not more than a twenty (20) degree angle, as measured from the minimum setback line or the build to line, whichever is closer to the street, to a maximum of seventy-five (75) feet.~~

~~(D) Building Height Development at Specified Locations Between 23rd and 28th Streets. As set forth below, development in the RMX zone at specified locations between 23rd Street and 28th Street shall be subject to different height limits than that generally applicable in the RMX zone; it is also subject to compliance with certain additional design standards. The different height limits and the additional design standards are illustrated in Exhibit 5, set out at the end of this chapter.~~

~~(1) Development North of R Street. Development in the RMX zone north of R Street between 23rd Street and 28th Street shall not exceed four and one-half stories or forty-five (45) feet, whichever is greater, provided that development abutting or adjacent to an alley shall step down to two and one-half stories or twenty-five (25) feet, whichever is greater, at the alley.~~

~~(2) Development South of R Street. Development in the RMX zone south of R Street between 23rd Street and 28th Street shall not exceed four and one-half stories or forty-five (45) feet, provided that development abutting or adjacent to an alley shall step down to two and one-half stories or twenty-five (25) feet, whichever is greater, at the alley.~~

(A) Sites Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be thirty (30) to sixty (60) units per net acre.

(B) Sites Not Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be fifteen (15) to sixty (60) units per net acre.

(C) Additional Density with Planning Commission Special Permit.

The planning commission may approve residential density exceeding that specified in this subsection (B)(5)(c)(ii) upon issuance of a special permit under Chapter 17.212.

~~iii. Setbacks.~~

~~(A) Front Setbacks.~~

~~(1) Front setbacks shall be a minimum of eight feet along R Street; provided that no more than seventy (70) percent of the R Street frontage shall be set back more than eight feet.~~

~~(2) Front setbacks along Q and S Streets shall be a minimum of twelve (12) feet.~~

~~(3) Permissible Encroachments. Stairways, awnings and other similar features attached to a building may encroach within the front setbacks.~~

~~(B) Rear Setbacks.~~

~~(1) Rear yard (alley) setbacks shall be six feet.~~

~~(2) Interior side yard setbacks shall be five feet from the property line.~~

~~(C) Sideyard Setbacks. Sideyard setbacks shall be either a minimum of five feet or the average of the sideyard setbacks of the two adjacent uses, whichever is less.~~

~~(D) Staggered Setbacks. Along Q Street between 8th and 23rd Streets, S Street, and Numbered Streets, buildings shall have a staggered setback with no face being less than ten (10) feet nor greater than twenty four (24) feet. The setback between faces shall be a minimum of four feet.~~

~~(E) Encroachment into Setback Area Allowed. At corners along R Street, a projection of six feet is allowed to encroach into the setback within thirty (30) feet of each side of the corner on the second floor and above. Columns that do not exceed fifteen (15) percent of the face length of the projection are allowed at the ground floor~~

iviii. Open Space Requirements.

(A) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential ~~development~~construction. Open space requirements shall not apply to the reuse of existing buildings.

(1) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(2) A minimum of fifty (50) square feet of private usable open space per unit for not less than fifty percent (50%) of the residential units is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

iv. Entrances from Alleys. Dwelling units(s) located on an alley may have main entrances off the alley.

vi. Parking Requirements. Off-street parking requirements shall be provided as follows:

(A) General.

(1) No parking shall be required for a commercial retail or service use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the

total building square footage for the project and ~~the use~~ does not exceed nine thousand six hundred (9,600) square feet. If parking is provided for the commercial retail or service use, the maximum amount of off-street vehicle parking allowed for such use shall be one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area. Reciprocal agreements for shared maneuvering space, and for daytime commercial use and night-time residential use may be used to satisfy parking requirements.

(2) No parking shall be required for a restaurant use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project. The maximum amount of off-street vehicle parking allowed shall be one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area.

(3) Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

(B) Grocery Stores. Grocery stores in the RMX zone parking shall provide parking at a minimum of one space per six hundred (600) gross square feet of floor area and a maximum of one space per ~~four~~two hundred fifty (~~450~~250) gross square feet of floor area.

(C) Parcels fronting on R Street between 10th and 13th Streets. Projects on parcels in the RMX zone which front on R Street between 10th and 13th Streets shall provide parking pursuant to Chapter 17.64 of this title; provided that the Zoning Administrator shall have the authority to approve requests for ~~variances~~ a special permit to waive required parking or to provide parking off-site.

~~(D) Off Site Parking. Parking shall be provided on-site; provided that the planning commission may approve a special permit for off-site parking.~~

viivi. Minimum Bicycle Parking Requirements.

(A) Multi-Family and Artist Live-Work Space. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(B) Commercial. One bicycle parking facility is required for every six thousand (6,000) gross square feet of occupied space. Seventy-five (75) percent of the

required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. (25) Twenty-five percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

viii. Fence Height Limit in Parking Areas.

Where existing parking is located adjacent to parking on abutting properties, and where fencing is erected, fences between properties shall not exceed three feet.

~~ix~~viii. Noise Attenuation.

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation shall be provided as follows:

(A) Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) with a sound coefficient (STC) of sixty (60) or greater.

(B) The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second-floor framing (or the framing between commercial and residential levels).

ix. Vertical Chase Requirements for Mixed-Use Projects.

To eliminate the need for future installation of ducts, pipes and conduit on the exterior of a building, provisions shall be made at a maximum of sixty (60) feet on center for one-hour rated vertical chases through the residential floors to accommodate commercial utilities that must circuit to the roof. The chases shall have an interior clear dimension of twenty-four (24) inches by twenty-four (24) inches to accommodate a Class A exhaust hood for restaurant uses.

SECTION 2. Section 17.128.035 is added to Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

17.128.035 Height, yard, and stepback standards.

A. The Height, Yard, and Stepback Standards Table.

The following table and text are adopted as the R Street corridor special planning district height, yard, and setback standards. Except as specifically set forth below, the maximum height, minimum yard, and minimum setback requirements set forth in Chapter 17.60 of this title shall apply. Additional development standards other than maximum height, minimum yard, and minimum setback requirements are set forth in Section 17.128.030. The height, yard, and setback standards table is comprised of four tables beginning with development within the half block fronting on the south side of Q street and concluding with the development within the half block fronting on the north side of S street. Maximum heights are measured to the building plate line. Setback height is the point on a building's façade, above which upper floors must be setback to the respective setback depth. Setback depth is measured from the property line. Requirements represented by a letter in parenthesis correspond to the footnotes in subsection (B) of this section.

1. Development Within the Half Block Fronting on the South Side of Q Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			Q Street	# Street	Alley	Q Street	# Street	Alley	Q Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
7th to 8th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
16th to 17th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
24th to 25th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

2. Development Within the Half Block Fronting on the North Side of R Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
7th to 8th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
8th to 9th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
9th to 10th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(i)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(i)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

3. Development Within the Half Block Fronting on the South Side of R Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	RMX-SPD	(b)	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
4th to 5th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

4. Development Within the Half Block Fronting on the North Side of S Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			S Street	# Street	Alley	S Street	# Street	Alley	S Street	# Street	Interior Side	Alley
2nd to 3rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
3rd to 4th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
4th to 5th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
5th to 6th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
11th to 12th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
13th to 14th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
21st to 22nd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
22nd to 23rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
23rd to 24th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(a)	(h)	(i),(i)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

B. Footnotes to the Height, Yard, and Stepback Standards Table

The following footnotes apply to those requirements indicated by corresponding letter in the Height, Yard, and Stepback Standards Matrix.

a. Maximum Height in the C-2 Zone.

The maximum height in the C-2 zone at this location is forty-five (45) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.121 to allow additional height up to a maximum height of seventy-five (75) feet for buildings located within six hundred sixty (660) feet of a light rail station,. For purposes of this subsection, the distance between the building

and the light rail station means the distance between the center of the main entrance to the building and the center of the nearest platform of the light rail station.

b. Maximum Height in the RMX Zone.

The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

c. Front, Street Sideyard, and Alley Setbacks.

A minimum eight (8) foot setback from the front, side street and alley shall be provided.

d. Interior Sideyard Setbacks.

A minimum ten (10) foot setback from the interior side property line shall be provided if the property is adjacent to residential uses or property zoned RMX.

e. Rearyard Setback—Adjacent to RMX Zone.

A minimum eight (8) foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right-of-way.

f. Yard Setback Requirements.

Development at this location shall be subject to the same setback requirements that govern development in this zone outside of the R Street corridor special planning district.

g. Front Setbacks.

Front setbacks along Q and S Streets shall be the average of the two (2) front yard setbacks of the nearest buildings on the two (2) adjacent parcels fronting on

Q or S Street, or, in the case of a corner lot, the adjacent parcel fronting on Q or S Street. If one or both adjacent parcels are vacant, the setback shall be five (5) feet. In no event shall the setback be less than five (5) feet or greater than twelve (12) feet.

h. Street Sideyard Setbacks.

Street sideyard setbacks shall be either a minimum of five feet or the average of the sideyard setbacks of the two adjacent uses, whichever is less.

i. Interior Sideyard Setbacks.

Interior side yard setbacks shall be five feet from the property line.

j. Development Within Twenty (20) Feet of a Listed Historic Resource.

Upper floors shall be set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of a listed historic resource.

C. Modification of Required Yard and Stepbacks by Design or Preservation Review Approval.

The design review or preservation review conducted on a development project in the R Street corridor special planning district under chapter 17.132 or chapter 17.134 of this title may address and modify the required yard area and stepbacks listed in the Height, Yard, and Stepback Standards Table in subsection (A) to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.

SECTION 3. Section 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection (B) of section 17.128.040 is amended to read as follows:

B. Restoration of Damaged or Destroyed Buildings.

Subject to the restrictions set forth below, and notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming building or structure, or any portion thereof, or a building or structure lawfully used for a nonconforming use, which is damaged or destroyed, either partially or completely, by fire, flood, wind, earthquake or other calamity or by the public enemy may be restored and the occupation or use of that building, structure or part thereof, which lawfully existed at the time of damage or destruction, may be rebuilt, restored or replaced, and devoted to the same use or uses that were in use prior to the damage or destruction. The restoration or replacement shall be commenced within a period of three years following the date of damage or destruction and shall be diligently prosecuted to completion, provided that, pursuant to subsection C(B)(3) of this section, the planning commission may extend this period by a maximum of two years, for a total of five years. Commencement shall be deemed to occur when a building permit is obtained and construction thereunder physically commences. Any reconstruction or restoration shall be in accordance with the regulations of the building code existing at the time of reconstruction or restoration.

1. Same Level of Development.

The right to rebuild, restore or replace shall be limited to rebuilding or replacing the building or structure with a building or structure that is of the same size as the original building or structure. Nothing in this provision shall prevent a property owner from rebuilding or replacing a damaged or destroyed building or structure with a building or structure which differs in terms of height, lot coverage, design or other feature but which has the same or less square footage than the original building or structure; and provided further that if the footprint of the building is changed from the footprint that existed prior to the event causing the damage or destruction, it shall comply with the development standards for new development in the R Street SPD, including but not limited to set back and lot coverage requirements.

2. Design Review.

The reconstruction, restoration or replacement of a building or structure pursuant to this provision shall be subject to design review pursuant to Chapter 17.132 of this title.

3. Extension of Time for Restoration of Damaged or Destroyed Buildings.

Upon showing of good cause, and upon a determination that the applicant has made reasonable and diligent efforts to restore the damaged or destroyed building, the planning commission may grant one extension of time for a maximum of two years of the time specified above for the restoration of a damaged or destroyed building. An application for extension of the time period in which a nonconforming use may be

restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

B. Subsection (C) of section 17.128.040 is amended to read as follows:

C. Discontinuance of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use of a lot, building or structure, or portion thereof, in the R Street corridor SPD may be restored and resumed if the period of vacancy and ~~un~~non-occupancy does not exceed three continuous years; provided that pursuant to (C)(1) of this section, the planning commission may extend this period by a maximum of four additional years, for a total of seven years. If the lot, building or structure becomes vacant and remains unoccupied for a continuous period of more than three years or, if the planning commission has extended the time period pursuant to subsection (C)(1) of this section, such longer period as approved, the lot building or structure shall not be thereafter occupied except by a use which conforms to the use regulations of the zone in which it is located.

1. Extension of Time for Restoration of Nonconforming Use.

Upon a showing of good cause and upon a determination that the applicant has made reasonable and diligent efforts to restore the nonconforming use, the planning commission may grant two extensions of time of not more than two years each, for a maximum of four years, of the time specified above for restoration of a nonconforming use. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

C. Subsection (E) is added to section 17.128.040 to read as follows:

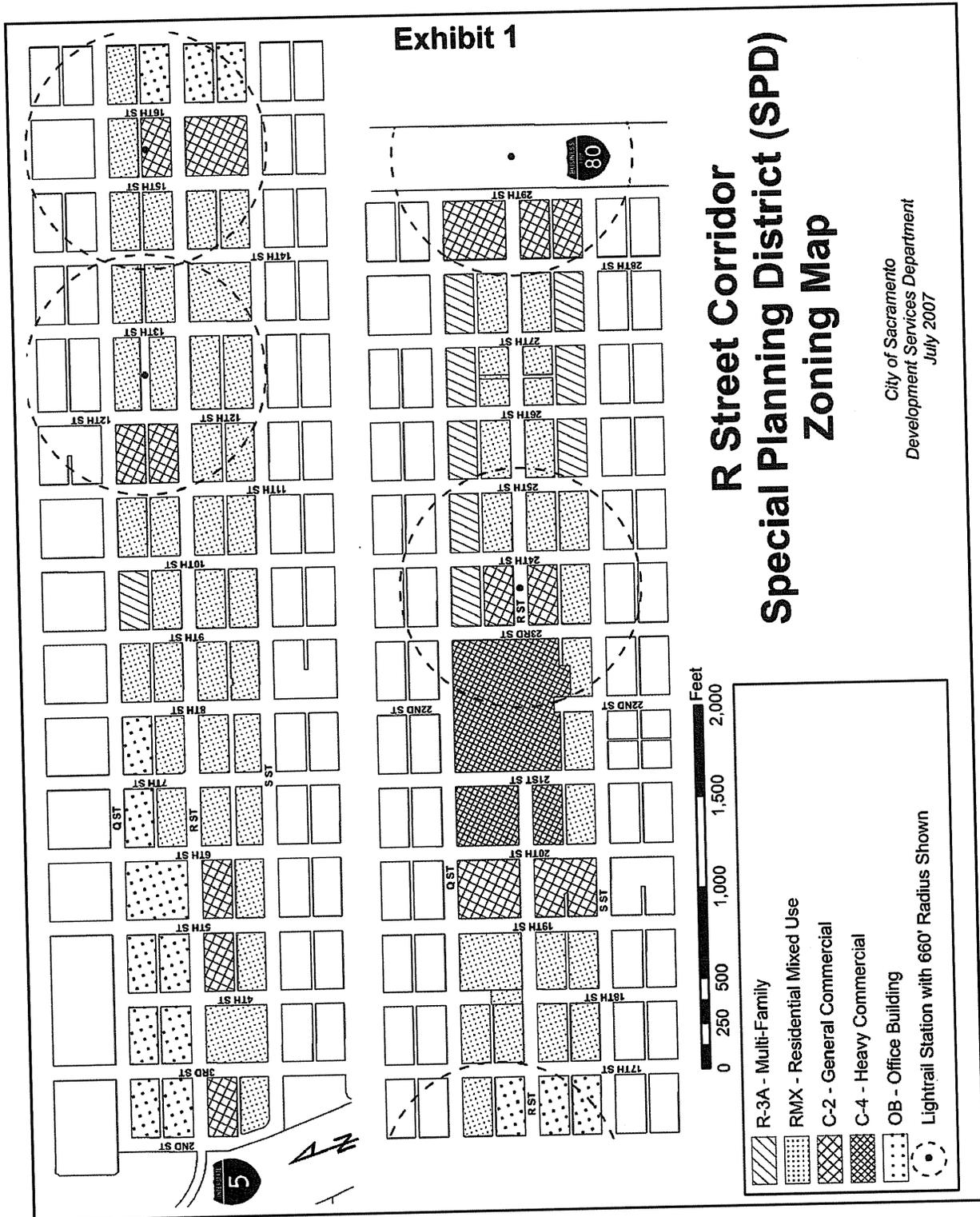
E. Allowed Expansion of Nonconforming Use.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use within an existing building may be expanded to occupy up to an additional twenty-five percent (25%) of its gross square footage within the building upon approval of a zoning administrator special permit pursuant to and subject to the findings required by chapter 17.212.

SECTION 4. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by replacing the exhibit set forth at the end of the chapter entitled "Exhibit 1 R Street Corridor Special Planning District (SPD) Zoning Map" with the diagram attached as Exhibit A to this ordinance.

SECTION 5. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by deleting Exhibits 2, 3, 4, and 5 as set forth at the end of the chapter.

"EXHIBIT A"



ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

ADDING SECTION 17.128.035 TO, AND AMENDING SECTIONS 17.128.030 AND 17.128.040 OF CHAPTER 17.128 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE R STREET CORRIDOR SPECIAL PLANNING DISTRICT (M05-048)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Section 17.128.030 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended to read as follows:

17.128.030 Land use zones and development standards.

A. General.

This section sets forth the boundaries, allowed uses and development standards for each zoning district in the R Street corridor special planning district.

1. Zoning Map.

The land use zones applicable in the R Street corridor special planning district are set forth in the zoning map set out at the end of this chapter as Exhibit 1.

2. Relationship Between Zoning and Land Use Designations.

The relationship between the community plan land use designations and the implementing SPD zone classifications are listed below:

Community Plan Land Use Designation	SPD Zone
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INT-MU	Intensive Mixed Use	OB-SPD(W)
GC-MU	General Commercial Mixed Use	OB-SPD(C)
GC	General Commercial	C-2-SPD
HC	Heavy Commercial	C-4-SPD
MF	Multiple Family	R-3A-SPD
RES-MU	Residential Mixed Use	RMX-SPD

3. Allowed Uses.

The uses allowed (“allowed uses”) within the R Street corridor special planning district vary for each zoning district. Allowed uses are either permitted uses or conditionally permitted uses, as described below:

a. Permitted Uses.

Permitted uses are uses permitted as a matter of right in the specified zone, subject to compliance with the development standards and other requirements of this chapter.

b. Conditionally Permitted Uses.

Conditionally permitted uses are uses permitted as a matter of discretion, and require approval of a special permit by the planning director, zoning administrator, or planning commission pursuant to Chapter 17.212.

B. Boundaries, Allowed Uses and Development Standards.

The boundaries, allowed uses and specific development standards for each land use zone in the R Street corridor special planning district are set forth below.

1. Office Building (OB) Zone.

Within the office building (OB) zone in the R Street corridor special planning district, there are two geographic areas, designated West (W) and Central (C). The boundaries of these two areas, shown on Exhibit 1, set out at the end of this chapter, are as follows: (1) West is the area bounded generally by 2nd and 8th Streets between Q and R Streets, excluding the half-blocks on the north side of R Street between 6th Street and 8th Street; and (2) Central is the area located between 16th and 17th Streets from the half-block north of R Street to S Street. The development standards differ slightly for the two areas. The West OB zone is intended to encourage more intensive mixed uses within the west end of the corridor, while the Central OB zone is intended to encourage moderately intensive mixed uses adjacent to the 16th Street light rail station.

a. Allowed Uses.

Except as otherwise provided in subsections (i) and (ii), below, (1) uses permitted by this title in the OB zone outside of the R Street corridor special planning district but within the central city shall be permitted in the OB zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the OB zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the OB zone in the R Street corridor planning district:

(A) Retail and Personal Service Uses. The retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses.

(B) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the OB zone:

(A) Office Use. Office use is permitted in the OB zone subject to approval of a special permit by the planning commission.

(B) Residential Use. Alternative ownership housing is permitted subject to footnote (8) of Section 17.24.050.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(1)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess, and if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the OB zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the OB zone outside of the R Street corridor special planning district.

i. Office Development--Residential and Ground Floor Retail Requirements.

Except as provided in subsection (B)(1)(c)(i)(C) of this section, a residential component and a ground floor retail component complying with the requirements of subsections (B)(1)(c)(i)(A) and (B)(1)(c)(i)(B) of this section shall be required for new

construction of buildings on vacant sites or on sites where the existing building will be demolished; for reuse projects utilizing buildings that have been vacant for over three (3) years; and for additions of greater than ten percent (10%) of gross floor area to existing buildings.

(A) Residential Component Required for Office Development. Projects containing office development shall provide residential development at a rate of either one dwelling unit for every three thousand (3,000) square feet of office development or one square foot of housing for every three square feet of office development, whichever is less.

(1) Location of Residential Development. The residential component required for an office development project pursuant to subsection (B)(1)(c)(i)(A) of this section shall either be included in, and constructed as part of, the same development project as the office development; or located in an adjacent residential district within the R Street corridor special planning district.

(2) Timing of Residential Development. Except as provided below in subsection (B)(1)(c)(i)(A)(3), the residential component shall either be constructed prior to, or concurrently with, the office development, and appropriate conditions shall be included at the time of approval of the special permit for the development project to ensure that this requirement is satisfied.

(3) Development Agreement. Subject to the execution of a development agreement or other agreement that ensures the construction of the residential component within a reasonable period of time not to exceed two years following completion of the office development, the city council may authorize the construction and occupancy of the office development prior to construction of the residential component.

(4) Satisfaction of Housing Trust Fund "Housing Construction Requirement." The residential development, provided to meet the residential requirements for office development in this zone, may be applied to meet the "housing construction requirement" as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title. The twenty (20) percent fee, as described in Section 17.188.050(A) and calculated in Appendix B of Chapter 17.188 of this title, shall be required prior to the issuance of any building permits for the office project.

(B) Ground Floor Retail Requirement. A minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that the area of the ground floor devoted to retail or personal business uses must consist of a space with a minimum interior depth of not

less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(1) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage shall mean the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(2) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the OB zone to satisfy the ground floor requirement set forth in subsection (B)(1)(c)(i)(B) of this section are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

(C) Exception—Landmarks and Contributing Resources. Subject to approval of a special permit by the planning commission, all or a portion of a building in the OB zone which is a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 17.134 may be devoted to office use without satisfying either the residential component or the ground floor retail requirement set forth in subsections (B)(1)(c)(1)(A) and (B)(1)(c)(1)(B) of this section.

ii. Density and Intensity.

(A) Office—Floor Area Ratio (FAR). Offices shall be developed in the OB zone with the following minimum and maximum floor area ratios (FARs).

(1) West (W) Area. Buildings in the West area in the OB zone shall be developed with a minimum FAR of 1.0 and a maximum FAR of 3.0.

(2) Central (C) Area. Buildings in the Central area in the OB zone shall be developed with a minimum FAR of 2.0 and a maximum FAR of 3.0.

(B) Residential—Density. Residential development in the OB zone shall be developed with the following density ranges.

(1) West (W) Area. Residential development within the West area of the OB zone shall be developed with a density range of sixty (60) to one hundred (100) dwelling units per net acre.

(2) Central (C) Area. Residential development within the Central area of the OB zone shall be developed with a density range of thirty (30) to sixty (60) dwelling units per net acre.

iii. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the OB zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

iv. Open Space Requirements.

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

v. Parking Requirements.

(A) Office/Retail.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional transportation systems management (TSM) trip reduction measures beyond those mandated by the TSM regulations set forth in Chapter 17.184 of this title shall be implemented to justify the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, pursuant to Division VI of this title.

(4) Surface Parking Lots. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot. The planning commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

vi. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One (1) space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and shall be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

2. General Commercial C-2-SPD.

This zone is found adjacent to the 13th, 16th, 23rd, and 29th Street light rail stations, as well as south of R Street between 2nd and 6th Streets, and between Q and S, 19th and 20th Streets. This zone includes locations where newer office buildings already exist or where residential land uses are not deemed appropriate or feasible.

a. Allowed Uses.

Except as otherwise provided in subsections (i) and (ii), below, (1) uses permitted by this title in the C-2 zone outside of the R Street corridor special planning district but within the central city shall be permitted in the C-2 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-2

zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the C-2 zone in the R Street corridor special planning district:

(A) Apartments. Apartments shall be a permitted use subject to footnote (75) of Section 17.24.050.

ii. Prohibited Uses.

The following uses are prohibited in the C-2 zone in the R Street corridor special planning district:

- (A) Auto sales, service, storage, rental;
- (B) Commercial cleaning plant;
- (C) Drive-in restaurant or food stand;
- (D) Equipment rental and sales yard;
- (E) Laundry, commercial plant;
- (F) Recycling facility;
- (G) Service station;
- (H) Shop for building contractor;
- (I) Tire shop;
- (J) Trailer sales yard;

- (K) Used car lot;
- (L) Wholesale stores and distributors;
- (M) Commercial or recreational vehicle storage;
- (N) Mini-storage;
- (O) Towing service and vehicle storage yard;
- (P) Reverse vending machine;
- (Q) Drive-through service facility;
- (R) Other auto-oriented uses;
- (S) Retail and personal service uses, other than grocery stores, in excess of ten thousand (10,000) square feet.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(2)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Nonresidential Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Nonresidential Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new nonresidential development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development within the C-2 zone within the R Street special planning district shall be subject to the same development standards that govern development in the C-2 zone outside of the R Street corridor special planning district.

i. Office Development—Ground Floor Retail Requirement.

Subject to the additional requirements in subsection (B)(2)(c)(ii), below, a minimum of twenty (20) percent of the length of the ground floor street frontage of any building containing office development shall be occupied by or devoted to retail or personal service business uses, as specified below; provided that for existing buildings being converted to office use, the requirements of this subsection 17.128.030(B)(2)(c)(i) may be modified or waived upon the issuance of a zoning administrator's special permit pursuant to and subject to the findings required by Chapter 17.212. In granting a special permit to modify or waive the requirements of this subsection, and in addition to the findings required by Chapter 17.212, the zoning administrator shall find that the required retail or personal service business use is not viable due to constraints created by the physical characteristics of the building, such as the presence of a loading dock, accessibility barriers, and the absence of windows.

(A) Minimum Dimensions and Area. The area of the ground floor devoted to retail or personal business uses must consist of a space with an interior depth of not less than thirty (30) feet or with a size of not less than one thousand (1,000) square feet, whichever is less. The retail and personal service uses shall be limited to the ground floor.

(B) Ground Floor Street Frontage. For purposes of this requirement, ground floor street frontage means the interior floor area within a structure that has the same elevation, or the nearest corresponding elevation, as the public street providing principal access to the building.

(C) Permissible Retail and Personal Service Uses. The retail and personal service uses permitted in the C-2 zone to satisfy the ground floor requirement set forth in this subsection (B)(2)(c)(i) are the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title.

ii. Ground Floor Retail Requirement—Development at Certain Specified Locations.

The ground floor retail and personal service uses requirement in subsection (B)(2)(c)(i), above, shall apply to all buildings located along the street segments and at the street corners designated below and shall comply with the additional requirements in subsections (C) and (D) of this subsection.

(A) Street Segments and Street Corners.

(1) Street Segments.

(a) 5th Street, Between R Street and the Alley. Development on each side of 5th Street between R Street and the alley to the south;

(b) Whitney, Between 12th and 13th Streets. Development on each side of Whitney between 12th Street and 13th Street;

(c) R Street, Between 23rd and 24th Streets. Development on each side of R Street, between 23rd Street and 24th Street.

(2) Street Corners.

(a) 5th and R Streets. Development at the southwest and southeast corners of 5th Street and R Street;

(b) 12th Street and Whitney. Development at the northwest and northeast corners of 12th Street and Whitney;

(c) 16th and R Streets. Development at the northwest and southwest corners of 16th Street and R Street;

(d) 19th and R Streets. Development at the northeast and southeast corners of 19th Street and R Street;

(e) 23rd and R Streets. Development at the northeast and southeast corners of 23rd Street and R Street;

(f) 24th and R Streets. Development at the northwest and southwest corners of 24th Street and R Street;

(g) 29th and R Streets. Development at the northwest and southwest corners of 29th Street and R Street.

(B) Buildings with Street Frontage at Corners.

For purposes of this subsection (B)(2)(c)(ii), buildings with street frontage on either of the streets forming one of the corners specified in subsection (B)(2)(c)(ii)(A)(2) and that are located within one-half block of such corners in the relevant direction shall be subject to this subsection. For purposes of this subsection, the half-block of a given street shall mean the street from the corner to the nearest alley in the relevant direction; or the street from the property line adjacent and parallel to the other designated street at the corner for a distance of one hundred seventy (170) feet in the relevant direction, whichever is less.

(C) Location of Ground Floor Retail and Personal Service Uses at Corners.

To promote activity at the corners identified above, not less than fifty (50) percent of the building space devoted to satisfaction of the ground floor retail requirement shall be located in that half of the building street frontage located closest to the designated corner; provided that if there is more than one building within the half-block which is subject to the ground floor retail requirement, the building located closest to the corner shall be required to locate all of the space necessary to satisfy the ground floor retail requirement within the half of the building street frontage closest to the designated corner.

(D) Buildings with Partial Frontage.

Buildings that have only a portion of their street frontage within the half-block of one of the corners subject to the ground floor retail requirement shall comply with the requirement for its full street frontage.

iii. Intensity.

Buildings shall be developed in the C-2 zone with the following minimum and maximum floor area ratios (FARs).

(A) The minimum floor area ratio (FAR) shall be 1.0.

(B) The maximum floor area ratio (FAR) shall be 2.0.

iv. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the C-2 zone in the R Street corridor special planning district are set out in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

v. Open Space Requirements.

(A) Office.

(1) Open space shall be provided for office development at a ratio of one square foot of open space per fifteen (15) square feet of the total square footage of development.

(2) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district.

(3) Open space shall be in the form of courtyards or public plazas.

(B) Residential.

(1) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential development.

(2) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(3) A minimum of fifty (50) square feet of private usable open space per unit is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible.

(4) Open space shall be provided on site; provided, that the planning commission may approve a special permit pursuant to and subject to the findings required by Chapter 17.212 to allow not more than twenty (20) percent of the total required open space off-site. Required off-site open space shall be located within the R Street corridor special planning district. In approving the special permit, the planning commission shall specify how the remaining open space to be provided on site shall be allocated between common usable open space and private usable open space.

vi. Parking Requirements.

(A) Office.

(1) Maximum Off-Street Parking. Parking shall be a maximum of one space for every five hundred (500) gross square feet of floor area.

(2) Minimum Off-Street Parking. Parking shall be a minimum of one space for every six hundred (600) gross square feet of floor area.

(3) Parking Reduction Related to Trip Reduction Measures. Parking may be reduced to a minimum ratio of one parking space for every one thousand (1,000) gross square feet of floor area provided that additional TSM measures, beyond those mandated by the developer TSM ordinance, shall be implemented in order to support the minimum parking requirements. The developer transportation management plan must be submitted concurrently with the special permit application to justify the requested parking reduction, per Division VI of this title.

(4) Projects of Ten Thousand Square Feet or Less. Parking for projects of ten thousand (10,000) square feet or less may be provided by means of a surface parking lot.

(5) Projects of More Than Ten Thousand Square Feet. The planning commission may approve a special permit for the use of a surface parking lot for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses as defined in Table 1 of Section 17.96.070 of this title.

vii. Bicycle Parking Requirements.

(A) Office. One space is required for every six thousand (6,000) square feet of building area. Fifty (50) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(B) Commercial. One space is required for every six thousand (6,000) square feet of occupied space. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(C) Restaurant. One space is required for every fifty (50) seats. Twenty-five (25) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(D) Residential. One space is required for every ten (10) units. Seventy-five (75) percent of the required facilities shall be Class I facilities. The remaining facilities shall be Class I, Class II or Class III facilities.

(E) Class I Bicycle parking facilities should be located inside buildings near showers and lockers. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and be designed in a manner integral to building design. For multi-story buildings, facilities should be located as close to the ground floor as possible or adjacent to an elevator large enough to allow bicycles.

(F) Class II and Class III facilities shall be located at the main entrance to the building and be visible to the occupants of the building.

(G) A minimum of two bicycle parking spaces shall be provided, regardless of the size of development.

(H) If part of the building design includes signage to tell automobile drivers where to park, the sign shall also indicate where bike parking can be found.

3. Heavy Commercial C-4-SPD.

This zone is found in the area bounded by 20th, 23rd and Q Streets, and the alley south of R Street. The heavy commercial zone in the R Street corridor special planning district consists of property currently zoned and used for heavy commercial purposes, which is not anticipated to transition to residential mixed use in the foreseeable future.

a. Allowed Uses.

Except as otherwise provided in subsection (i), below, (1) uses permitted by this title in the C-4 zone outside of the R Street corridor special planning district but within the central city shall be permitted in the C-4 zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the C-4 zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Prohibited Uses.

The following uses are prohibited in the C-4 zone within the R Street corridor:

- (A) Auto wrecking;
- (B) Beverage bottling plant;
- (C) Cement or clay products manufacturing;
- (D) Dairy products processing;
- (E) Fuel yard;
- (F) Bus and other transit vehicle maintenance and storage;
- (G) Boat building;
- (H) Concrete batch plant;
- (I) Food processing;
- (J) Junk yard;
- (K) Lumber yard;
- (L) Machine shop;

- (M) Material recovery facility/yard waste composting facility (recycling plant);
- (N) Monument works—stone;
- (O) Office use not related to the commercial or industrial use located on the site;
- (P) Office use related to the commercial or industrial use on the site that exceeds twenty-five (25) percent of the gross floor area of the building(s) on the parcel on which they are located;
- (Q) Petroleum storage;
- (R) Planing mill;
- (S) Public utility yard;
- (T) Railroad yard or shop;
- (U) Terminal yard, trucking;
- (V) Towing service and storage yard;
- (W) Truck and tractor repair.

b. Special Permit Required—Larger Development Projects.

Notwithstanding subsection (B)(3)(a) of this section, a special permit approved by either the planning commission or zoning administrator shall be required for the projects specified below. Due to the size of these projects and their potential for impacts on the surrounding neighborhoods, it is necessary to provide an opportunity to assess and, if appropriate, to impose reasonable conditions to mitigate, the impacts of such projects. Nothing in this subparagraph is intended to allow for a use or development without a special permit or other discretionary entitlement if otherwise required by this title.

i. Development Exceeding 40,000 Square Feet.

A special permit approved by the planning commission pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, that exceeds forty thousand (40,000) square feet.

ii. Development Exceeding 10,000 Square Feet.

A special permit approved by the zoning administrator pursuant to Chapter 17.212 of this title shall be required for new development, including additions to or expansions of existing buildings, that exceeds ten thousand (10,000) square feet but that does not exceed forty thousand (40,000) square feet.

c. Development Standards.

Except as provided below, development in the C-4 zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the C-4 zone outside of the R Street corridor special planning district.

i. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the C-4 zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

4. Multi-Family R-3A Zone.

This zone is found along portions of Q and S Streets.

a. Allowed Uses.

Except as otherwise provided in subsection (i), below, (1) uses permitted by this title in the R-3A zone outside of the R Street corridor special planning district but within the central city shall be permitted in the R-3A zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit or other discretionary approval or entitlement(s) to establish a particular entitlement in the R-3A zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

Single-family residences, halfplexes, townhouses, row houses, and other similar types of housing units are allowed in the R-3A zone in the R Street corridor special planning district.

b. Development Standards.

Except as provided below and in the Height, Yard, and Stepback Standards Table in Section 17.128.035, development in the R-3A zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the R-3A zone outside of the R Street corridor special planning district.

i. Noise.

Development shall comply with the noise standards for development in the RMX zone set forth in subsection (B)(5)(c) of this section.

ii. Accessory Structures.

Up to two hundred twenty-five (225) square feet of land may be covered with a detached accessory structure within the rear yard setback area, provided that a six-foot setback from the main building is maintained, a six-foot setback from the alley right-of-way is maintained for a detached garage which has its access from said alley, and a maximum of forty (40) percent overall lot coverage is maintained.

5. Residential Mixed Use (RMX).

Properties in this zone are designated as residential mixed use in the Central City community plan and are generally located throughout the R Street corridor special planning district to reinforce and expand adjacent residential uses. This designation is intended to result in mixed use development which is primarily residential but which may include a ground floor retail component consisting of neighborhood serving commercial retail or service uses.

a. Allowed Uses.

Except as otherwise provided in subsections (i), (ii), and (iii), below, (1) uses permitted by this title in the RMX zone outside of the R Street corridor special planning district but within the central city shall be permitted in the RMX zone in the R Street corridor special planning district; and (2) if this title requires approval of a special permit

or other discretionary approval or entitlement(s) to establish a particular entitlement in the RMX zone outside of the R Street corridor special planning district but within the central city, approval of the same discretionary entitlements shall be required to establish the use within the R Street corridor special planning district.

i. Permitted Uses.

The following additional uses are permitted uses in the RMX zone in the R Street corridor planning district:

(A) Commercial Uses. The commercial uses specified in Section 17.28.020 and the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title shall be permitted uses, provided that (i) such uses are located on the ground floor of a building; and (ii) the square footage of a building devoted to such commercial uses does not exceed twenty (20) percent of the total square footage of the building.

ii. Conditionally Permitted Uses.

The following uses are conditionally permitted uses in the RMX zone in the R Street corridor special planning district:

(A) Grocery stores;

(B) Commercial Uses on Parcels Not Exceeding Three Thousand Two Hundred Square Feet. Subject to approval of a special permit by the zoning administrator, one hundred (100) percent of development on parcels consisting of not more than three thousand two hundred (3,200) square feet in area may be used for the commercial uses specified in Section 17.28.020 of this title.

(C) Landmarks and Contributing Resources on Parcels Not More Than Forty Feet by One Hundred Sixty Feet—Additional Development Allowed. For parcels with a width not greater than forty (40) feet and a depth not greater than one hundred sixty (160) feet; (2) which abut a major street; and (3) on which there is located a landmark or a contributing resource on the Sacramento register established pursuant to Chapter 17.134 of this title, the planning commission may approve a special permit to allow for additional development on the parcel, including additions to or expansions of the landmark or contributing resource; and may authorize the use of such development for office use, the commercial uses specified in Section 17.28.020 of this title, or the retail and personal service uses specified in Table 1 of Section 17.96.070 of this title. For purposes of this provision, major streets mean the major streets as defined in the central city community plan.

iii. Prohibited Uses.

Unattended uses, such as self-service laundromats, shall be prohibited in the RMX zone.

b. Reserved.

c. Development Standards.

Except as provided below, development in the RMX zone in the R Street corridor special planning district shall be subject to the same development standards that govern development in the RMX zone outside of the R Street corridor special planning district.

i. Height, Yard, and Stepback Standards.

The height, yard, and stepback standards for the RMX zone in the R Street corridor special planning district are set out in the in the Height, Yard, and Stepback Standards Table in Section 17.128.035.

ii. Residential Density.

(A) Sites Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be thirty (30) to sixty (60) units per net acre.

(B) Sites Not Within Six Hundred Sixty (660) Feet of a Light Rail Station.

Density range shall be fifteen (15) to sixty (60) units per net acre.

(C) Additional Density with Planning Commission Special Permit.

The planning commission may approve residential density exceeding that specified in this subsection (B)(5)(c)(ii) upon issuance of a special permit under Chapter 17.212.

iii. Open Space Requirements.

(A) Areas specifically designed for recreation or passive enjoyment of the outdoors are required for new residential construction. Open space requirements shall not apply to the reuse of existing buildings.

(1) A minimum of eighty (80) square feet of common usable open space per unit is required. Such area may include courtyards, gardens, recreational and similar areas.

(2) A minimum of fifty (50) square feet of private usable open space for not less than fifty percent (50%) of the residential units is required. This area is for the exclusive use of the unit. Such areas may include decks, balconies and patios. Private useable open space shall be directly accessible from the associated unit.

iv. Entrances from Alleys. Dwelling units(s) located on an alley may have main entrances off the alley.

v. Parking Requirements. Off-street parking requirements shall be provided as follows:

(A) General.

(1) No parking shall be required for a commercial retail or service use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project and does not exceed nine thousand six hundred (9,600) square feet. If parking is provided for the commercial retail or service use, the maximum amount of off-street vehicle parking allowed for such use shall be one space per two hundred fifty (250) gross square feet of floor area. Reciprocal agreements for shared maneuvering space, and for daytime commercial use and nighttime residential use may be used to satisfy parking requirements.

(2) No parking shall be required for a restaurant use, provided that the use is a component of a residential project and provided that the nonresidential component for the project does not exceed twenty (20) percent of the total building square footage for the project. The maximum amount of off-street vehicle parking allowed shall be one space per two hundred fifty (250) gross square feet of floor area.

(3) Other nonresidential uses or nonresidential uses not a component of a residential project shall be required to provide parking as set forth in Chapter 17.64 of this title.

(B) Grocery Stores. Grocery stores in the RMX zone parking shall provide parking at a minimum of one space per six hundred (600) gross square feet of floor area and a maximum of one space per two hundred fifty (250) gross square feet of floor area.

(C) Parcels fronting on R Street between 10th and 13th Streets. Projects on parcels in the RMX zone which front on R Street between 10th and 13th Streets shall provide parking pursuant to Chapter 17.64 of this title; provided that the Zoning Administrator shall have the authority to approve requests for a special permit to waive required parking or to provide parking off-site.

vi. Minimum Bicycle Parking Requirements.

(A) Multi-Family and Artist Live-Work Space. One bicycle parking facility is required for every ten (10) units. Fifty (50) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(B) Commercial. One bicycle parking facility is required for every six thousand (6,000) gross square feet of occupied space. Seventy-five (75) percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

(C) Restaurant. One bicycle parking facility is required for every fifty (50) seats. Twenty-five percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II or Class III facilities.

vii. Fence Height Limit in Parking Areas.

Where existing parking is located adjacent to parking on abutting properties, and where fencing is erected, fences between properties shall not exceed three feet.

viii. Noise Attenuation.

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation shall be provided as follows:

(A) Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) with a sound coefficient (STC) of sixty (60) or greater.

(B) The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second-floor framing (or the framing between commercial and residential levels).

ix. Vertical Chase Requirements for Mixed-Use Projects.

To eliminate the need for future installation of ducts, pipes and conduit on the exterior of a building, provisions shall be made at a maximum of sixty (60) feet on center for one-hour rated vertical chases through the residential floors to accommodate commercial utilities that must circuit to the roof. The chases shall have an interior clear dimension of twenty-four (24) inches by twenty-four (24) inches to accommodate a Class A exhaust hood for restaurant uses.

SECTION 2. Section 17.128.035 is added to Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

17.128.035 Height, yard, and stepback standards.

A. The Height, Yard, and Stepback Standards Table.

The following table and text are adopted as the R Street corridor special planning district height, yard, and stepback standards. Except as specifically set forth below, the maximum height, minimum yard, and minimum stepback requirements set forth in Chapter 17.60 of this title shall apply. Additional development standards other than maximum height, minimum yard, and minimum stepback requirements are set forth in Section 17.128.030. The height, yard, and stepback standards table is comprised of four tables beginning with development within the half block fronting on the south side of Q street and concluding with the development within the half block fronting on the north side of S street. Maximum heights are measured to the building plate line. Stepback height is the point on a building's façade, above which upper floors must be setback to the respective stepback depth. Stepback depth is measured from the property line. Requirements represented by a letter in parenthesis correspond to the footnotes in subsection (B) of this section.

1. Development Within the Half Block Fronting on the South Side of Q Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			Q Street	# Street	Alley	Q Street	# Street	Alley	Q Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
7th to 8th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
16th to 17th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
24th to 25th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

2. Development Within the Half Block Fronting on the North Side of R Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
4th to 5th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	OB-SPD(W)	100'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

3. Development Within the Half Block Fronting on the South Side of R Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			R Street	# Street	Alley	R Street	# Street	Alley	R Street	# Street	Interior Side	Alley
2nd to 3rd	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
3rd to 4th	RMX-SPD	(b)	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
4th to 5th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
5th to 6th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	90'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	0'	25'	0'	0'	20'	0'	(f)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
21st to 22nd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
22nd to 23rd	C-4-SPD	45'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(e)
23rd to 24th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
25th to 26th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
26th to 27th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
27th to 28th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(f)	(h)	(i),(j)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

4. Development Within the Half Block Fronting on the North Side of S Street

Block	SPD Zone	Maximum Height	Stepback Height			Stepback Depth			Minimum Yard Requirements			
			S Street	# Street	Alley	S Street	# Street	Alley	S Street	# Street	Interior Side	Alley
2nd to 3rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
3rd to 4th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
4th to 5th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
5th to 6th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
6th to 7th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
7th to 8th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
8th to 9th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
9th to 10th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
10th to 11th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
11th to 12th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
12th to 13th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
13th to 14th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
14th to 15th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
15th to 16th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
16th to 17th	OB-SPD(C)	75'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
17th to 18th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
18th to 19th	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
19th to 20th	C-2-SPD	45'	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)
20th to 21st	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
21st to 22nd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
22nd to 23rd	RMX-SPD	75'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
23rd to 24th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
24th to 25th	RMX-SPD	45'	25'	25'	0'	25'	20'	0'	(g)	(h)	(i),(j)	(f)
25th to 26th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
26th to 27th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
27th to 28th	R-3A-SPD	35'	0'	0'	0'	0'	0'	0'	(f)	(f)	(f)	(f)
28th to 29th	C-2-SPD	(a)	45'	45'	45'	23'	23'	23'	(c)	(c)	(d)	(c)

B. Footnotes to the Height, Yard, and Stepback Standards Table

The following footnotes apply to those requirements indicated by corresponding letter in the Height, Yard, and Stepback Standards Matrix.

a. Maximum Height in the C-2 Zone.

The maximum height in the C-2 zone at this location is forty-five (45) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.121 to allow additional height up to a maximum height of seventy-five (75) feet for buildings located within six hundred sixty (660) feet of a light rail station,. For purposes of this subsection, the distance between the building

and the light rail station means the distance between the center of the main entrance to the building and the center of the nearest platform of the light rail station.

b. Maximum Height in the RMX Zone.

The maximum height in the RMX zone at this location is seventy-five (75) feet, except the planning commission may approve a special permit pursuant to and subject to the findings required by chapter 17.212 to allow additional height up to a maximum height of ninety (90) feet for residential buildings or mixed use buildings with at least eighty percent (80%) of the gross building square footage devoted to residential use.

c. Front, Street Sideyard, and Alley Setbacks.

A minimum eight (8) foot setback from the front, side street and alley shall be provided.

d. Interior Sideyard Setbacks.

A minimum ten (10) foot setback from the interior side property line shall be provided if the property is adjacent to residential uses or property zoned RMX.

e. Rearyard Setback—Adjacent to RMX Zone.

A minimum eight (8) foot setback from the rear property line shall be provided for development on parcels in the C-4 zone which abut at the rear property line one or more parcels zoned RMX; provided that no minimum setback shall be required if the C-4 parcel is separated from any abutting RMX parcel by an alley or other public right-of-way.

f. Yard Setback Requirements.

Development at this location shall be subject to the same setback requirements that govern development in this zone outside of the R Street corridor special planning district.

g. Front Setbacks.

Front setbacks along Q and S Streets shall be the average of the two (2) front yard setbacks of the nearest buildings on the two (2) adjacent parcels fronting on

Q or S Street, or, in the case of a corner lot, the adjacent parcel fronting on Q or S Street. If one or both adjacent parcels is vacant, the setback shall be five (5) feet. In no event shall the setback be less than five (5) feet or greater than twelve (12) feet.

h. Street Sideyard Setbacks.

Street sideyard setbacks shall be either a minimum of five feet or the average of the sideyard setbacks of the two adjacent uses, whichever is less.

i. Interior Sideyard Setbacks.

Interior side yard setbacks shall be five feet from the property line.

j. Development Within Twenty (20) Feet of a Listed Historic Resource.

Upper floors shall be set back so that within twenty (20) feet of the nearest wall of the historic building, new construction shall not exceed the highest point of a listed historic resource.

C. Modification of Required Yard and Stepbacks by Design or Preservation Review Approval.

The design review or preservation review conducted on a development project in the R Street corridor special planning district under chapter 17.132 or chapter 17.134 of this title may address and modify the required yard area and stepbacks listed in the Height, Yard, and Stepback Standards Table in subsection (A) to achieve the intent and purposes of the Central City Design Guidelines, the R Street Corridor Urban Design Guidelines, to ensure that an adequate and appropriate street tree canopy is created and maintained, and to mitigate visual impacts on listed historic resources; provided, that the design or preservation review is performed at the director or commission level.

SECTION 3. Section 17.128.040 of Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Subsection (B) of section 17.128.040 is amended to read as follows:

B. Restoration of Damaged or Destroyed Buildings.

Subject to the restrictions set forth below, and notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming building or structure, or any portion thereof, or a building or structure lawfully used for a nonconforming use, which is damaged or destroyed, either partially or completely, by fire, flood, wind, earthquake or other calamity or by the public enemy may be restored and the occupation or use of that building, structure or part thereof, which lawfully existed at the time of damage or destruction, may be rebuilt, restored or replaced, and devoted to the same use or uses that were in use prior to the damage or destruction. The restoration or replacement shall be commenced within a period of three years following the date of damage or destruction and shall be diligently prosecuted to completion, provided that, pursuant to subsection (B)(3) of this section, the planning commission may extend this period by a maximum of two years, for a total of five years. Commencement shall be deemed to occur when a building permit is obtained and construction thereunder physically commences. Any reconstruction or restoration shall be in accordance with the regulations of the building code existing at the time of reconstruction or restoration.

1. Same Level of Development.

The right to rebuild, restore or replace shall be limited to rebuilding or replacing the building or structure with a building or structure that is of the same size as the original building or structure. Nothing in this provision shall prevent a property owner from rebuilding or replacing a damaged or destroyed building or structure with a building or structure which differs in terms of height, lot coverage, design or other feature but which has the same or less square footage than the original building or structure; and provided further that if the footprint of the building is changed from the footprint that existed prior to the event causing the damage or destruction, it shall comply with the development standards for new development in the R Street SPD, including but not limited to set back and lot coverage requirements.

2. Design Review.

The reconstruction, restoration or replacement of a building or structure pursuant to this provision shall be subject to design review pursuant to Chapter 17.132 of this title.

3. Extension of Time for Restoration of Damaged or Destroyed Buildings.

Upon showing of good cause, and upon a determination that the applicant has made reasonable and diligent efforts to restore the damaged or destroyed building, the planning commission may grant one extension of time for a maximum of two years of the time specified above for the restoration of a damaged or destroyed building. An application for extension of the time period in which a nonconforming use may be

restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

B. Subsection (C) of section 17.128.040 is amended to read as follows:

C. Discontinuance of Nonconforming Uses.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use of a lot, building or structure, or portion thereof, in the R Street corridor SPD may be restored and resumed if the period of vacancy and non-occupancy does not exceed three continuous years; provided that pursuant to (C)(1) of this section, the planning commission may extend this period by a maximum of four additional years, for a total of seven years. If the lot, building or structure becomes vacant and remains unoccupied for a continuous period of more than three years or, if the planning commission has extended the time period pursuant to subsection (C)(1) of this section, such longer period as approved, the lot building or structure shall not be thereafter occupied except by a use which conforms to the use regulations of the zone in which it is located.

1. Extension of Time for Restoration of Nonconforming Use.

Upon a showing of good cause and upon a determination that the applicant has made reasonable and diligent efforts to restore the nonconforming use, the planning commission may grant two extensions of time of not more than two years each, for a maximum of four years, of the time specified above for restoration of a nonconforming use. An application for extension of the time period in which a nonconforming use may be restored must be filed not less than thirty (30) days prior to expiration of the time period. An application for extension of time pursuant to this provision shall be noticed and heard, and shall be subject to appeal, in the same manner as an application for a planning commission special permit.

C. Subsection (E) is added to section 17.128.040 to read as follows:

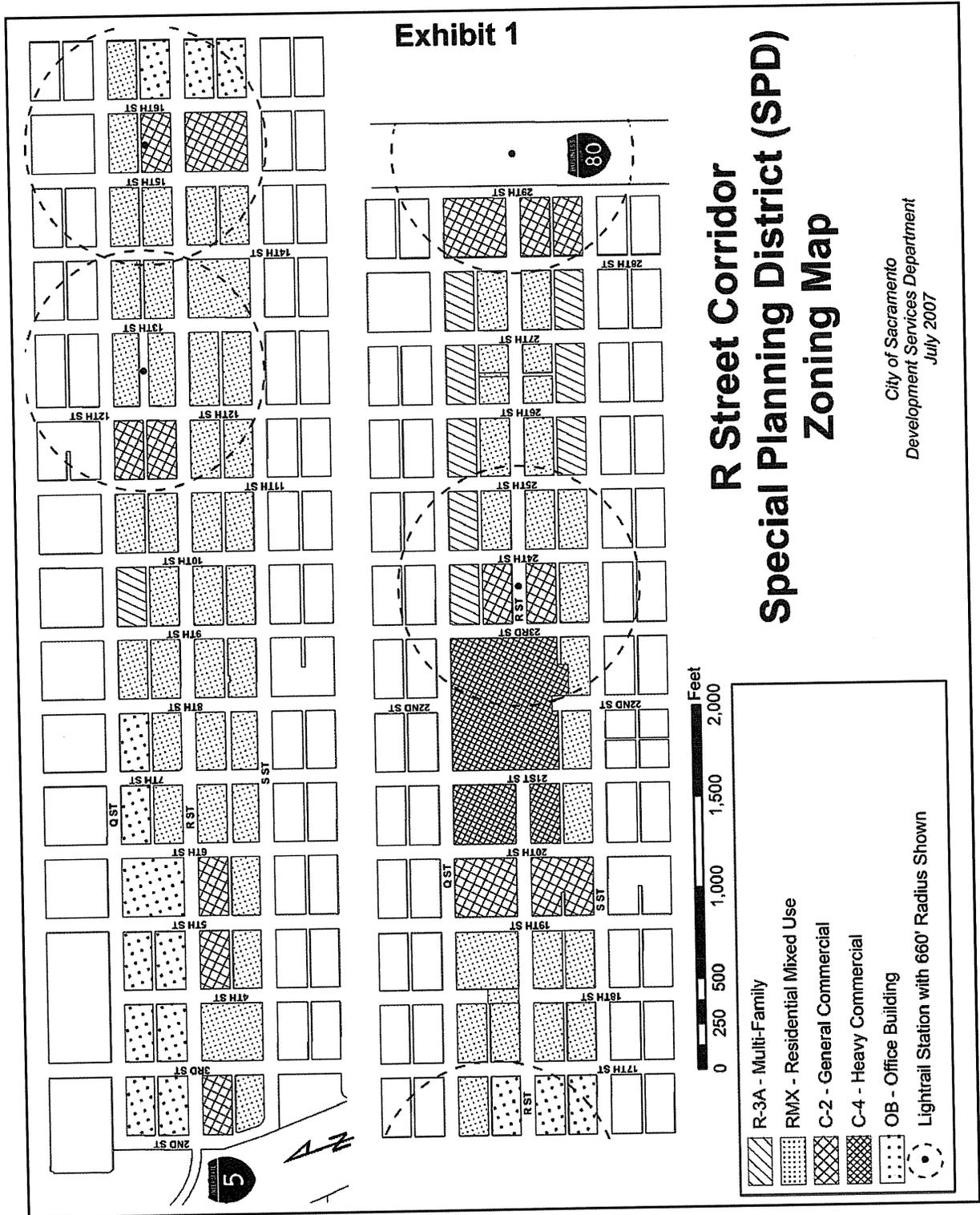
E. Allowed Expansion of Nonconforming Use.

Notwithstanding the provisions of Section 17.88.030 of this title, a nonconforming use within an existing building may be expanded to occupy up to an additional twenty-five percent (25%) of its gross square footage within the building upon approval of a zoning administrator special permit pursuant to and subject to the findings required by chapter 17.212.

SECTION 4. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by replacing the exhibit set forth at the end of the chapter entitled “Exhibit 1 R Street Corridor Special Planning District (SPD) Zoning Map” with the diagram attached as Exhibit A to this ordinance.

SECTION 5. Chapter 17.128 of Title 17 of the Sacramento City Code (the Zoning Code) is amended by deleting Exhibits 2, 3, 4, and 5 as set forth at the end of the chapter.

"EXHIBIT A"



ATTACHMENT 5

Existing and Proposed Height and Stepback Tables

Red text indicates a change from the current R Street SPD.

	Block	Existing		Proposed		Zoning
		Height	Stepback	Height	Stepback**	
South Side of Q Street	2nd to 3rd	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	3rd to 4th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	4th to 5th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	5th to 6th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	6th to 7th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	7th to 8th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	8th to 9th	45	none	45	25 F,SS	RMX-SPD
	9th to 10th	35	none	35	none	R3-A-SPD
	10th to 11th	45	none	75	25 F,SS	RMX-SPD
	11th to 12th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	12th to 13th	45	none	75	25 F,SS	RMX-SPD
	13th to 14th	45	none	45	25 F,SS	RMX-SPD
	14th to 15th	45	none	75	25 F,SS	RMX-SPD
	15th to 16th	45	none	45	25 F,SS	RMX-SPD
	16th to 17th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	17th to 18th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	18th to 19th	75	35 F / 25 A	75	25 F,SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	35	none	35	none	R3-A-SPD
	24th to 25th	35	none	35	none	R3-A-SPD
	25th to 26th	35	none	35	none	R3-A-SPD
	26th to 27th	35	none	35	none	R3-A-SPD
	27th to 28th	35	none	35	none	R3-A-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

	Block	Existing		Proposed		Zoning
		Height	Stepback	Height	Stepback**	
North Side of R Street	2nd to 3rd	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	3rd to 4th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	4th to 5th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	5th to 6th	100	40 F,SS,A	100	45 F,SS,A	OB-SPD(W)
	6th to 7th	75	45 F	75	25 F,SS	RMX-SPD
	7th to 8th	75	45 F	75	25 F,SS	RMX-SPD
	8th to 9th	45	none	75	25 F,SS	RMX-SPD
	9th to 10th	45	none	75	25 F,SS	RMX-SPD
	10th to 11th	45	none	90	25 SS	RMX-SPD
	11th to 12th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	12th to 13th	45	none	90	25 SS	RMX-SPD
	13th to 14th	45	none	90	25 SS	RMX-SPD
	14th to 15th	45	none	90	25 SS	RMX-SPD
	15th to 16th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	16th to 17th	75	40 F,SS,A	75	45 F,SS,A	OB-SPD(C)
	17th to 18th	75	45 F, 25 A	90	25 SS	RMX-SPD
	18th to 19th	75	45 F, 25 A	75	25 SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	24th to 25th	45	none	45	25 F,SS	RMX-SPD
	25th to 26th	45	none	45	25 F,SS	RMX-SPD
	26th to 27th	45	none	45	25 F,SS	RMX-SPD
	27th to 28th	45	none	45	25 F,SS	RMX-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

	Block	Existing		Proposed		Zoning
		Height	Stepback	Height	Stepback**	
South Side of R Street	2nd to 3rd	45	none	45	none	C2-SPD
	3rd to 4th	45	none	75, 90*	25 F, SS	RMX-SPD
	4th to 5th	45	none	45	none	C2-SPD
	5th to 6th	45	none	45	none	C2-SPD
	6th to 7th	45	none	45	25 F, SS	RMX-SPD
	7th to 8th	45	none	45	25 F, SS	RMX-SPD
	8th to 9th	45	none	45	25 F, SS	RMX-SPD
	9th to 10th	45	none	45	25 F, SS	RMX-SPD
	10th to 11th	45	none	90	25 SS	RMX-SPD
	11th to 12th	45	none	90	25 SS	RMX-SPD
	12th to 13th	45	none	90	25 SS	RMX-SPD
	13th to 14th	45	none	90	25 SS	RMX-SPD
	14th to 15th	45	none	90	25 SS	RMX-SPD
	15th to 16th	75	45 F, SS, A	75	45 F, SS, A	C2-SPD
	16th to 17th	75	40 F, SS, A	75	45 F, SS, A	OB-SPD(C)
	17th to 18th	75	45 F, 25 A	90	25 SS	RMX-SPD
	18th to 19th	75	45 F, 25 A	75	25 SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	45	none	45	none	C4-SPD
	21st to 22nd	45	none	45	none	C4-SPD
	22nd to 23rd	45	none	45	none	C4-SPD
	23rd to 24th	75	45 F, SS, A	75	45 F, SS, A	C2-SPD
	24th to 25th	45	none	45	25 F, SS	RMX-SPD
	25th to 26th	45	none	45	25 F, SS	RMX-SPD
	26th to 27th	45	none	45	25 F, SS	RMX-SPD
	27th to 28th	45	none	45	25 F, SS	RMX-SPD
	28th to 29th	75	45 F, SS, A	75	45 F, SS, A	C2-SPD

* The planning commission may approve a building height exceeding seventy-five (75) feet up to a maximum of ninety (90) feet for residential buildings or mixed use buildings in the RMX zone which fronts on the south side of R Street between 2nd Street and 6th Street with at least eighty percent (80%) of the gross building square footage devoted to residential use upon issuance of a planning commission special permit under Chapter 17.212.

** Stepbacks: F = Front, SS = Side Street, A = Alley

Red text indicates a change from the current R Street SPD.

	Block	Existing		Proposed		Zoning
		Height	Stepback	Height	Stepback**	
North Side of S Street	2nd to 3rd	75	35 F	75	25 F,SS	RMX-SPD
	3rd to 4th	45	35 F	75	25 F,SS	RMX-SPD
	4th to 5th	75	35 F	75	25 F,SS	RMX-SPD
	5th to 6th	75	35 F	75	25 F,SS	RMX-SPD
	6th to 7th	45	none	45	25 F,SS	RMX-SPD
	7th to 8th	45	none	45	25 F,SS	RMX-SPD
	8th to 9th	45	none	45	25 F,SS	RMX-SPD
	9th to 10th	45	none	45	25 F,SS	RMX-SPD
	10th to 11th	45	none	75	25 F,SS	RMX-SPD
	11th to 12th	45	none	75	25 F,SS	RMX-SPD
	12th to 13th	45	none	75	25 F,SS	RMX-SPD
	13th to 14th	45	none	75	25 F,SS	RMX-SPD
	14th to 15th	45	none	75	25 F,SS	RMX-SPD
	15th to 16th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD
	16th to 17th	75	40 F,SS,A	75	45 F,SS,A	OB-SPD(C)
	17th to 18th	75	35 F, 25 A	75	25 F,SS	RMX-SPD
	18th to 19th	75	35 F, 25 A	75	25 F,SS	RMX-SPD
	19th to 20th	45	none	45	none	C2-SPD
	20th to 21st	75	35 F	75	25 F,SS	RMX-SPD
	21st to 22nd	75	35 F	75	25 F,SS	RMX-SPD
	22nd to 23rd	75	35 F	75	25 F,SS	RMX-SPD
	23rd to 24th	35	none	45	25 F,SS	RMX-SPD
	24th to 25th	35	none	45	25 F,SS	RMX-SPD
	25th to 26th	35	none	35	none	R3-A-SPD
	26th to 27th	35	none	35	none	R3-A-SPD
	27th to 28th	35	none	35	none	R3-A-SPD
	28th to 29th	75	45 F,SS,A	75	45 F,SS,A	C2-SPD

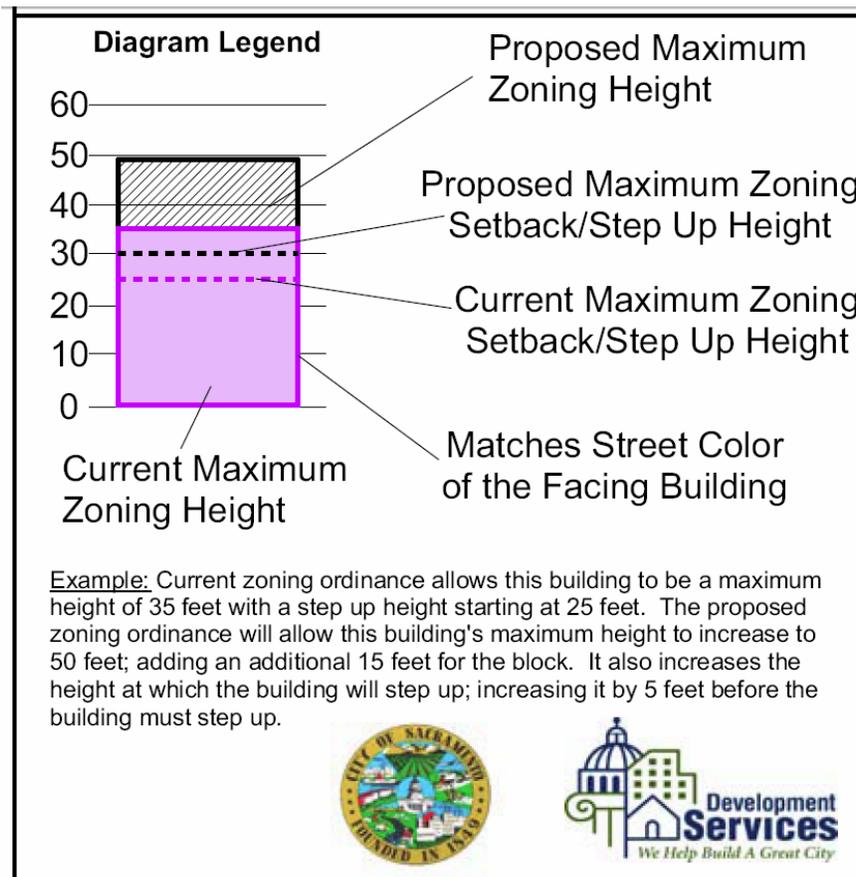
** Stepbacks: F = Front, SS = Side Street, A = Alley

ATTACHMENT 6

Diagram of Proposed Maximum Allowed Heights

Please note the following when viewing the diagram of proposed maximum heights (next page):

- The diagram is not to scale. It is intended only as a simple graphic representation of zoning code maximum allowed heights.
- The different colored bars correspond to the street frontages shown on the map. For example, orange is the imagined view of development envelopes if one is facing the south side of Q Street.
- The portion of bars made up of a solid color represents the existing zoning code maximum allowed height.
- The portion of bars made up of diagonal black lines represents the proposed increase to the zoning code maximum allowed height.
- Horizontal dashed lines within a bar represents the following:
 - Black dashed line – proposed setback height.
 - Color dashed line – existing setback height.



ATTACHMENT 7

Illustration of Special Historic Structure Stepback

