

## KEY ELEMENTS OF THE MIXED-USE OVERLAY ZONE

The Mixed-Use Overlay Zone promotes the revitalization of La Mesa's transit corridors by increasing options for the shape and function of future development.



Replacement of obsolete buildings and land uses with new housing opportunities and an invigorated commercial sector is the expected outcome of overlay zone implementation. This new development pattern creates a more dynamic and pleasant pedestrian environment and contributes to a lively community character and rich quality of life along these busy streets.

**Use.** The Mixed-Use Overlay Zone permits future development to be either a vertical mix, within a project, or a horizontal mix along the corridor. Exclusively residential projects are permitted. The overlay zone encourages a diversity of residential types and commercial uses, including retail, office, local-serving businesses and restaurants.

**Density.** Incentives for parcel consolidation encourage more efficient land utilization. Development projects on lots smaller than 10,000 square feet are permitted 30 dwelling units per acre. Development sites at 10,000 square feet or larger are permitted 40 dwelling units per acre.

**Height.** The existing height limit of 46' is retained and applied to all corridor properties developed in accordance with the Mixed-Use Overlay Zone. When design objectives are met, additional height up to six stories can be permitted through the special permit process. Design guidelines recommend a transition at the interface

between new development and the adjacent single-family neighborhoods.

**Pedestrian Realm.** Improving the pedestrian environment along the City's transit corridors is a primary goal of the Mixed-Use Overlay Zone. A 12' pedestrian realm is required for all new projects in the mixed-use neighborhoods. This requirement creates a new urban form, pulling the building wall closer to the sidewalk. As future development occurs, landscaping and other public and private amenities enhance the pedestrian experience.

**Open Space.** Open space is a significant component of quality of life and contributes to community character. Open space requirement for new development is 300 square feet per unit in residential-only projects and 200 square feet per unit for mixed-use projects.

**Parking.** Parking requirements are 2 spaces per dwelling unit and approximately 4 spaces per 1000 square feet for commercial uses. When both spaces are assigned to a residential unit, tandem parking is permitted. Existing development standards provide for shared parking. Parking may not be located between the front of the building and the pedestrian realm.



## KEY ELEMENTS OF THE DESIGN GUIDELINES FOR MIXED-USE

The Mixed-Use Design Guidelines address the unique conditions within the City's transit corridors. These guidelines support and augment the City's existing Urban Design Program.

The design guidelines establish the parameters for pedestrian realm improvements.

Landscaping, outdoor seating, enhanced bus stops, public open space and public art are all components of a successful urban environment that welcomes and supports pedestrian activity.

Residential-only projects and mixed-use projects with a ground-floor residential component are permitted. The design guidelines address how residential uses, located at the street level, will provide for pedestrian interest, while providing privacy for residents.

The Mixed-Use Design Guidelines include recommendations for:

- Neighborhood serving commercial uses at major intersections and on larger development sites;
- Height transition along the interface between the mixed use projects and the adjacent single family areas;
- Access and parking that enhance the pedestrian realm while protecting adjacent neighborhoods from spill-over parking and traffic;
- Public and private open space that contributes to the aesthetics of the new development and to the quality of life of the residents; and
- Architectural character and compatibility with adjacent uses, addressing the integration of existing and new development both along the street frontage and within the neighborhood.

The Urban Design Program requires review of all new projects and significant remodels of existing structures located within the Mixed Use Overlay Zone. Future development that meets the intent of the design guidelines will strengthen community character and establish a sense of place.

Complete text of the Mixed-Use Overlay Zone and Design Guidelines for Mixed Use is posted in the Community Development area of the La Mesa website, [www.cityoflamesa.com](http://www.cityoflamesa.com). Or contact the Community Development Department at 619.667.1185 or 619.667.1177.



## OPPORTUNITIES FOR MIXED USE DEVELOPMENT ALONG LA MESA'S TRANSIT CORRIDORS

The City of La Mesa's "Mixed Use Urban" General Plan designation allows for a mix of commercial and residential development at densities up to 40 dwelling units per acre. The transit corridors along El Cajon Boulevard, La Mesa Boulevard, University Avenue, Baltimore Drive south of I-8 and in the neighborhood around the Spring Street trolley station are designated Mixed Use Urban.

In 2003 the City developed new zoning regulations to implement the General Plan. Meetings with stakeholders, community interest groups and the public provided significant input in to the project. Development of three prototype projects, including financial feasibility studies, allowed for refinement of the zoning regulations and design guidelines. The City Council

approved the Mixed-Use Overlay Zone and Design Guidelines in October 2003. The overlay zone regulations and design guidelines are responsive to the existing physical and financial conditions and include built-in incentives to facilitate change. Parcels within the overlay zone and images of the prototype projects are found on the next page.

## VISION

The City's long held goals for the transit corridors include: revitalization and renewal of deteriorated properties, increased housing opportunity and provision of neighborhood level commercial activity that supports a pedestrian oriented environment. The envisioned image for the corridors is more urban and pedestrian-friendly and less suburban and auto-oriented, than is the case at the present time.

# MIXED-USE STRATEGIC IMPLEMENTATION PLAN

Including Mixed-Use Overlay Zone and Design Guidelines

# PARCELS IN THE MIXED-USE OVERLAY ZONE

**PROTOTYPE CONCEPTS**

To illustrate how Mixed-Use Overlay Zone development standards and design guidelines would apply to unique site conditions, conceptual plans and massing studies were prepared for three sites along the corridors. Development proposed for the example sites accommodated densities ranging from 22 dwelling units per acre, for sites developed as all residential, to 40 dwelling units per acre, for a site developed with a mix of community serving commercial, loft and flat-style residential units and below grade parking. These studies reflect three examples of how the mixed-use development standards and design guidelines could be applied. Other innovative solutions are also appropriate and are encouraged.

