

'Open Window Project' Downtown Stockton

Master Development Plan

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October 09, 2015

Credits

City of Stockton

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Introduction



The 'Open Window Project' (OWP) Master Development Plan (MDP) for Downtown Stockton proposes to create the framework, urban design standards and guidelines for the urban regeneration of the heart of the City transforming it into a vibrant, mixed-use, mixed-income, pedestrian friendly neighborhood. The MDP envisions transforming 10.72 net acres on 45 individual parcels over 15 city blocks into a dense urban environment with as many as 1,400 new dwellings together with retail stores, live/work lofts, and work spaces. A range of housing types are envisioned including low and mid-rise stacked flats, townhouses, lofts and micro-units offering a variety of choices to cater to different lifestyles and household sizes. The MDP proposes to take advantage of the proximity to transit to reduce the need for car ownership and to create opportunities for a walkable neighborhood. Design guidelines are intended to create permeable blocks and to encourage the creation of a network of privately owned pedestrian alleys, mid-block lanes and courtyards. Streets are to be designed to promote traffic calming and bicycle use together with the design of shared space for activities such as a farmers' market. The MDP also proposes to create a sustainable urban environment that is responsive to climate change, storm-water management and can encourage programs such as urban farming, green roofs and bioswales.

Master Development Plan: Definition



A Master Development Plan is intended to provide flexibility in the planning review process so that land use requirements are identified in an overall urban design framework for the sites under consideration and there is minimal review of subsequent approvals if they are consistent with the adopted plan. The Master Development Plan identifies the proposed land uses, their location and density, any infrastructure requirements including circulation, transportation, energy, sanitation, water and storm water drainage and other elements.

The MDP is intended to act as a framework for new development on the OWP parcels and to set urban design standards and guidelines while adhering to policies and codes set in the Stockton General Plan and Downtown Development Handbook and Citywide Design Guidelines.

Master Development Plan: Principles

Revitalize Downtown

The Master Development Plan aims to revitalize Downtown Stockton by proposing construction of as many as 1,400 new dwellings together with new commercial and retail opportunities. Downtown Stockton can regain its former vitality with an influx of new residents taking advantage of its fine-grained street and block pattern, excellent transit and many cultural and entertainment amenities. The Plan envisions the creation of a thriving neighborhood with a mixed-income population living in a wide variety of building types, with pedestrian friendly streets enhanced with new street trees and landscaping, and served by improved transit and bicycle facilities.

Build Community

The Plan proposes to promote the construction of new dwellings and establishment of new businesses to create a thriving downtown community able to support local retail and other amenities. Housing will be designed for a wide range of incomes and ages to serve a broad spectrum of Stockton's diverse population.

Create Identity

The Plan aims to promote the construction of new buildings and the rehabilitation of older buildings that enhance the rich cultural and architectural heritage of Downtown Stockton through appropriate building scale and massing, responsiveness to climate and recognition of the character of the place.

Improve Safety

An increased downtown population can provide more 'eyes on the street' and enhance the perception and reality of public safety. Streetscape improvements including sidewalk bulb-outs at the intersections and other traffic calming features can help increase pedestrian safety.

Connect Open Spaces

The Plan calls for the creation of 'green streets' to connect Downtown with the waterfront and to link the many public park squares with each other. New street trees will provide shade in the summer, filter pollution and add beauty to downtown.

Promote Walkability and Biking

Streetscape improvements are aimed at making downtown more pedestrian friendly. American Street is proposed as a pedestrian spine serving local retail with narrower travel lanes and special paving. Several streets within the plan area are designated as part of Stockton's city wide bicycle network.

Mixed Use Development

The Plan proposes a flexible approach in order to allow for mixed use development to occur. The intent is to establish standards and design guidelines that will encourage mixed-use buildings with active ground floor uses and sidewalk enhancements.

Master Development Plan: Participating Parcels



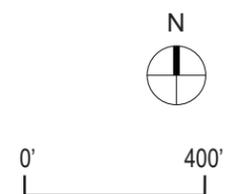
- OWP Controlled:
37 Parcels - 8.3 ac
- City-owned or controlled:
8 Parcels - 2.42 ac

Total number of MDP parcels: 45

Total MDP Land Area : 10.72 ac

Properties Subject to Master Development Plan.

This Master Development Plan (Plan) applies to 45 parcels most of which are located within a fifteen square block area bounded by Sutter Street, Miner Avenue, Aurora Avenue and Main Street. The parcels subject to the Plan, include 37 parcels owned or controlled by OWP; and 8 parcels owned by City and proposed to be made available for purchase by OWP pursuant to an Option Agreement between OWP and City. The various parcels that are subject to the Plan are shown Orange and Green on the Parcel Status Diagram on this page and are referred to herein as the Master Development Plan Area. Parcels left uncolored are not subject to this plan.



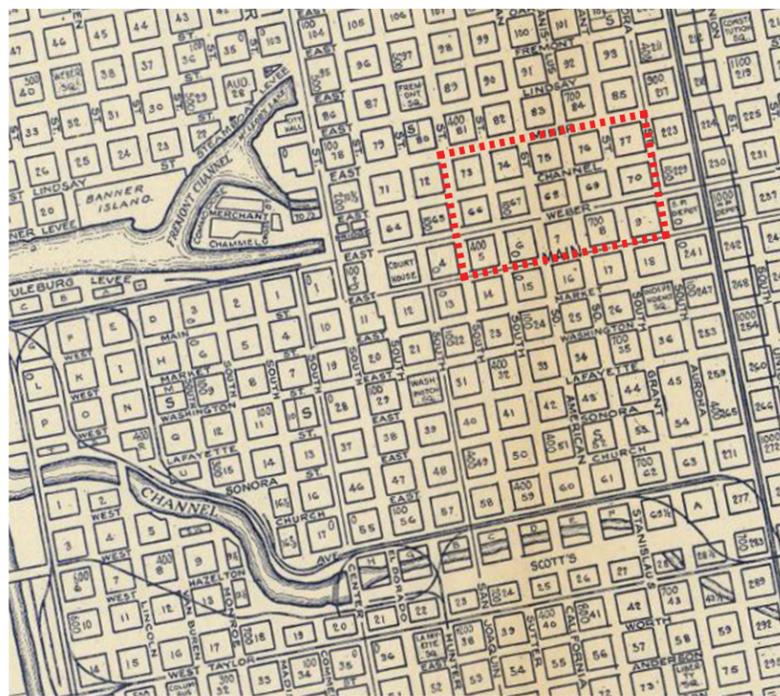
History of Stockton



Stockton 1850s



Main and El Dorado Streets



Stockton 1900s



Port and Stockton Hotel

Stockton was platted in the 1850's around Weber Point at the confluence of several creeks and channels that form the San Joaquin River. The city grid was laid out in typical square blocks measuring 300' x 300', oriented north/south and subdivided into 50' x 100' parcels. The right-of-way for the typical north/south streets measures 80', while the east/west streets are 60' in width. The right-of-way for major east/ west avenues such as Miner and Weber Avenue measures 110'.

As the city grew, many of the creeks were drained and filled and the port was established as a major shipping facility for the Central Valley agriculture. By 1900, Stockton was also a major transportation hub with multiple railroad lines serving the Central Valley via the transcontinental routes to the East Coast and the Midwest.

Stockton: 1950s



Stockton in its heyday

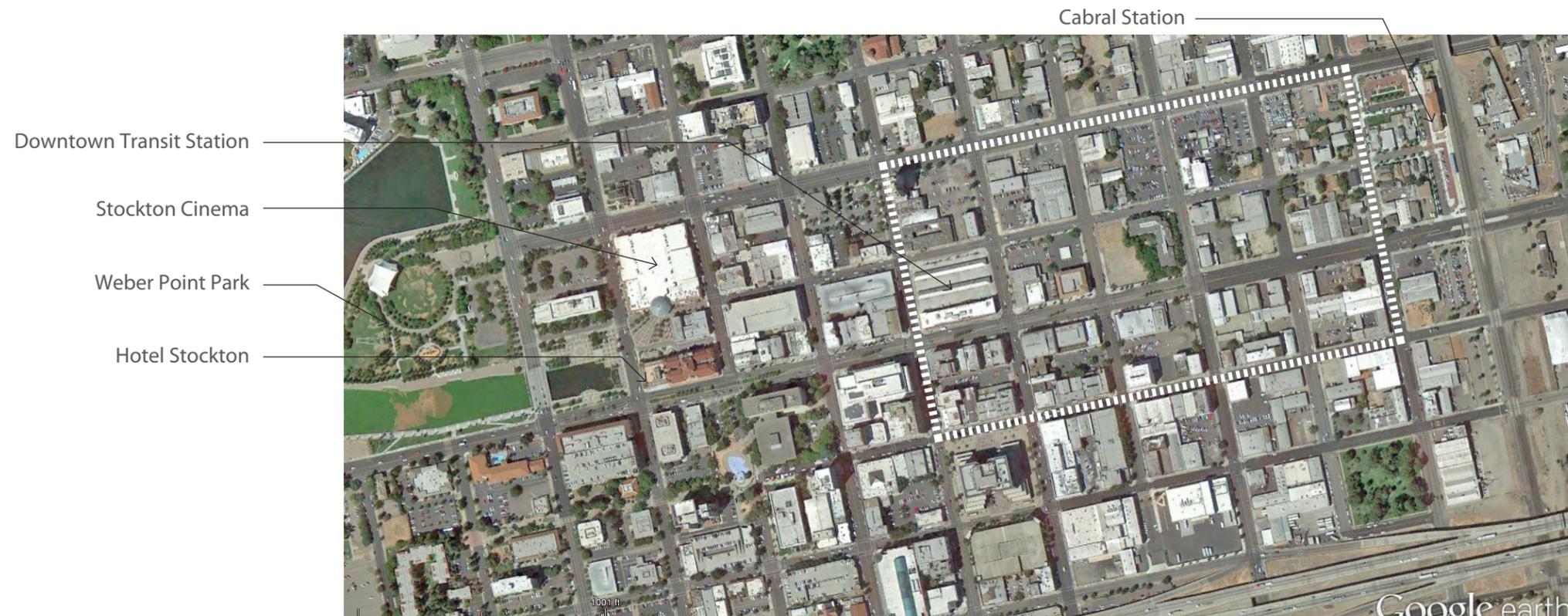
This photograph shows Downtown Stockton around 1955 when it was a prosperous Central Valley city with streets filled with people and cars. This view of Main Street from San Joaquin St facing east shows several buildings that are still there today such as the Bank of Stockton and the historic Commercial and Savings Bank. The photograph also shows many of the buildings that have since gone such as movie theaters and department stores.

Recent Transformations



Stockton 1993

Since the late 1970's, Downtown Stockton suffered from a period of decline climaxing when the city entered bankruptcy in 2012. As the city expanded and sprawled into the surrounding agricultural area it lost of most of its downtown retail and commercial businesses to suburban shopping malls and out-of-town business parks. At the same time the port was no longer the center of activity, with the advent of long-distance trucking, and the two railroad stations no longer served any passenger trains. The aerial photo shows Weber Point empty, having been cleared of its former industrial and warehouse buildings.



Stockton 2012

In an attempt to revitalize downtown, Stockton's Redevelopment Agency promoted the creation of a number of important new developments including Weber Point Park, the Stockton multi-plex Cinema, the Ballpark and the Stockton Arena together with a new Downtown Transit Center and the rehabilitation of several historic buildings such as Stockton Hotel.

Major Improvements



Weber Point



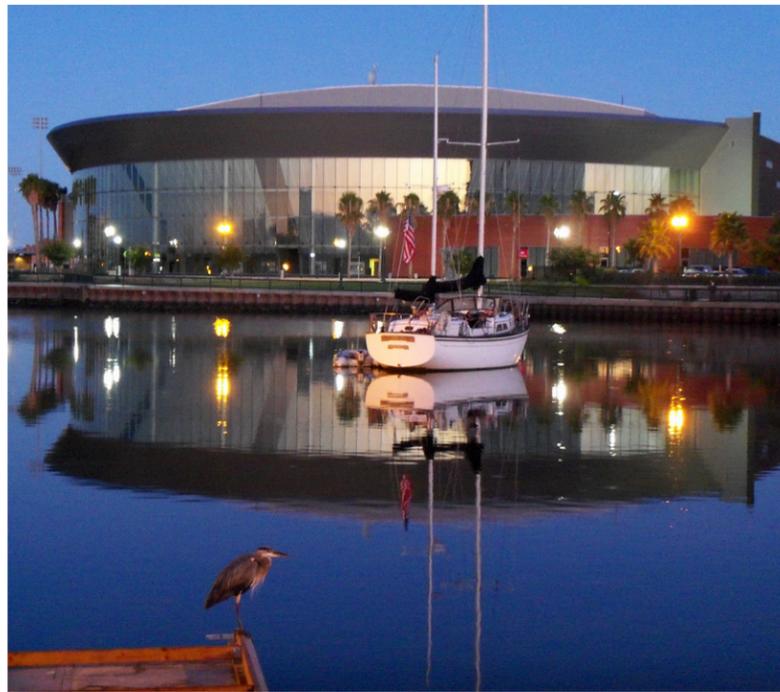
Stockton Cinema



Robert J. Cabral ACE Railroad Station



Stockton Marina



Stockton Arena



Hotel Stockton

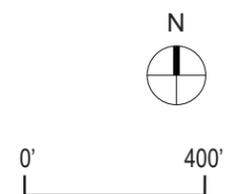
Existing Conditions: Figure-ground



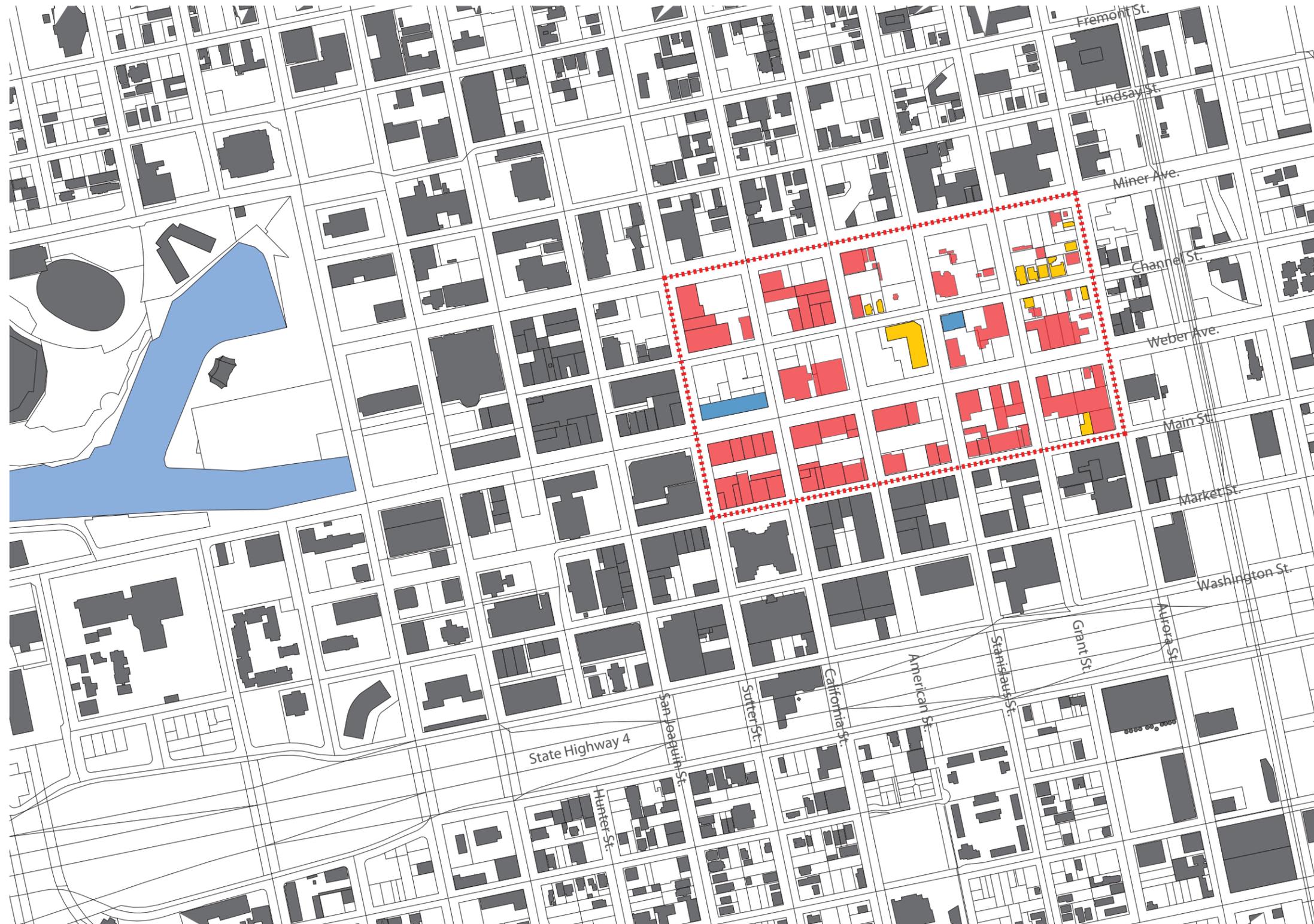
This figure-ground drawing shows the extent of the downtown urban fabric and how much land is currently vacant.

- Buildings within MDP area
- Buildings outside MDP area
- Key Buildings
- Parks
- Vacant Parcels / Land

1. Robert J. Cabral ACE Railroad Station
2. Stockton Cinema
3. Stockton Arena
4. Weber Point
5. Hotel Stockton
6. Downtown Transit Center
7. Fox California Theater
8. Stockton Civic Memorial Auditorium
9. Central Library
10. San Joaquin Superior Court
11. Church



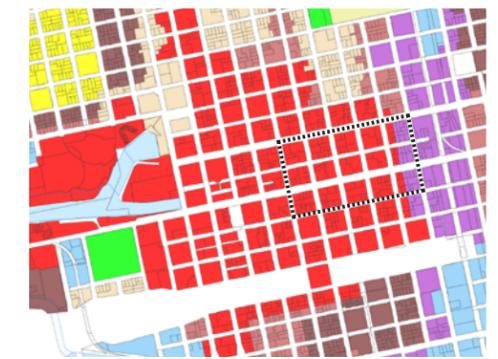
Existing Conditions: Current Land-use



Current Land-use

- Retail / Commercial
- Residential
- Institutional
- Vacant Lots

General Plan Land-use



- Commercial Downtown (CD)
- Industrial, Limited (IL)
- Commercial, General (CG)
- Commercial, Office (CO)
- Commercial, Large Scale (CL)
- Residential, Low Density (RL)
- Industrial, General (IG)



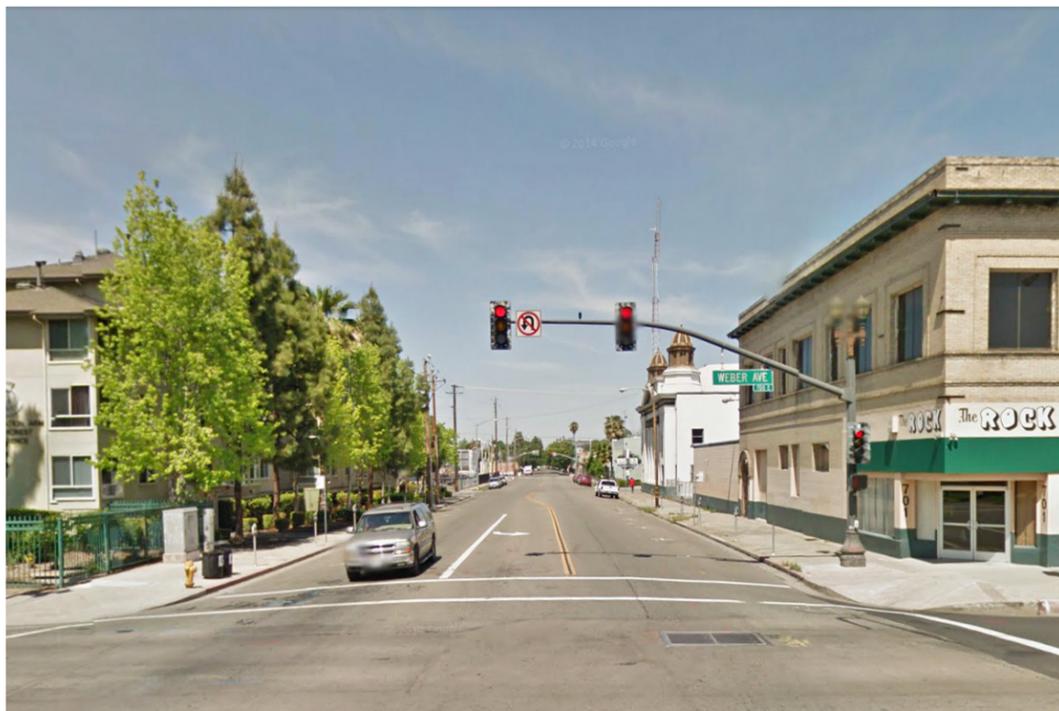
Existing Conditions: Street Views



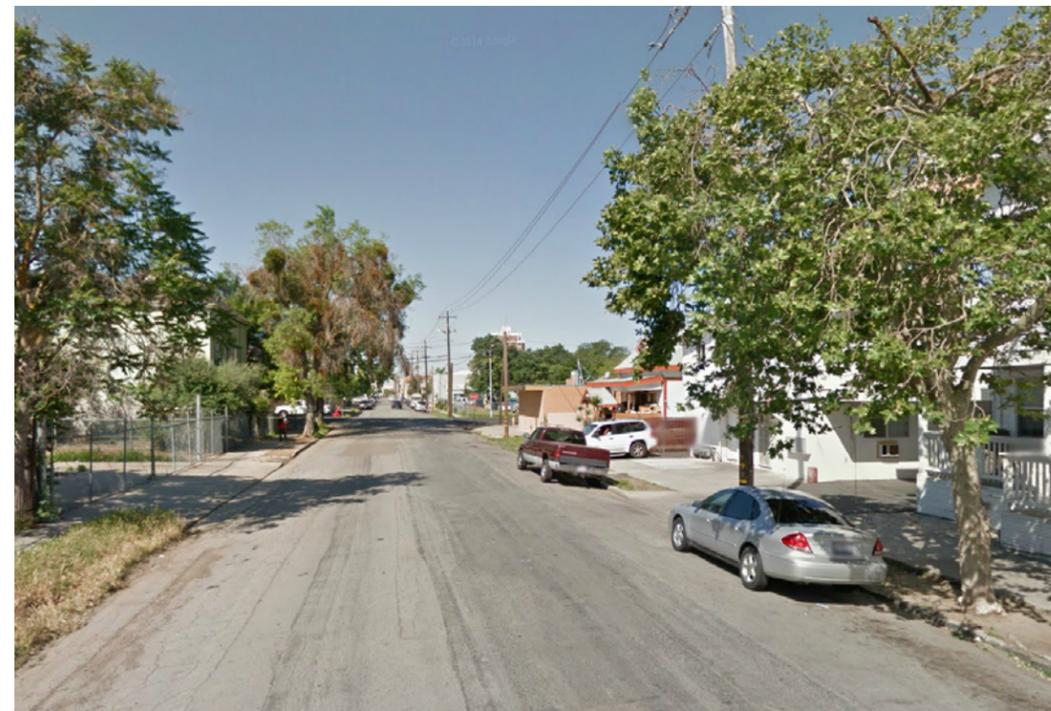
Miner Avenue (110' Right-of-way)



American Street (80' Right-of-way)



Stanislaus Street (80' Right-of-way)



Channel Street (60' Right-of-way)



Key Map

Miner Ave

This view shows the 110' wide right-of-way looking east. Planned new street trees and a central median will transform Miner Avenue into an important downtown corridor linking Weber Point with the Cabral Station

American Street

This view shows the 80' wide right-of-way American Street looking north. The Master Development Plan proposes to transform this into a pedestrian-oriented retail street with wider sidewalks, double rows of street trees and other landscape features.

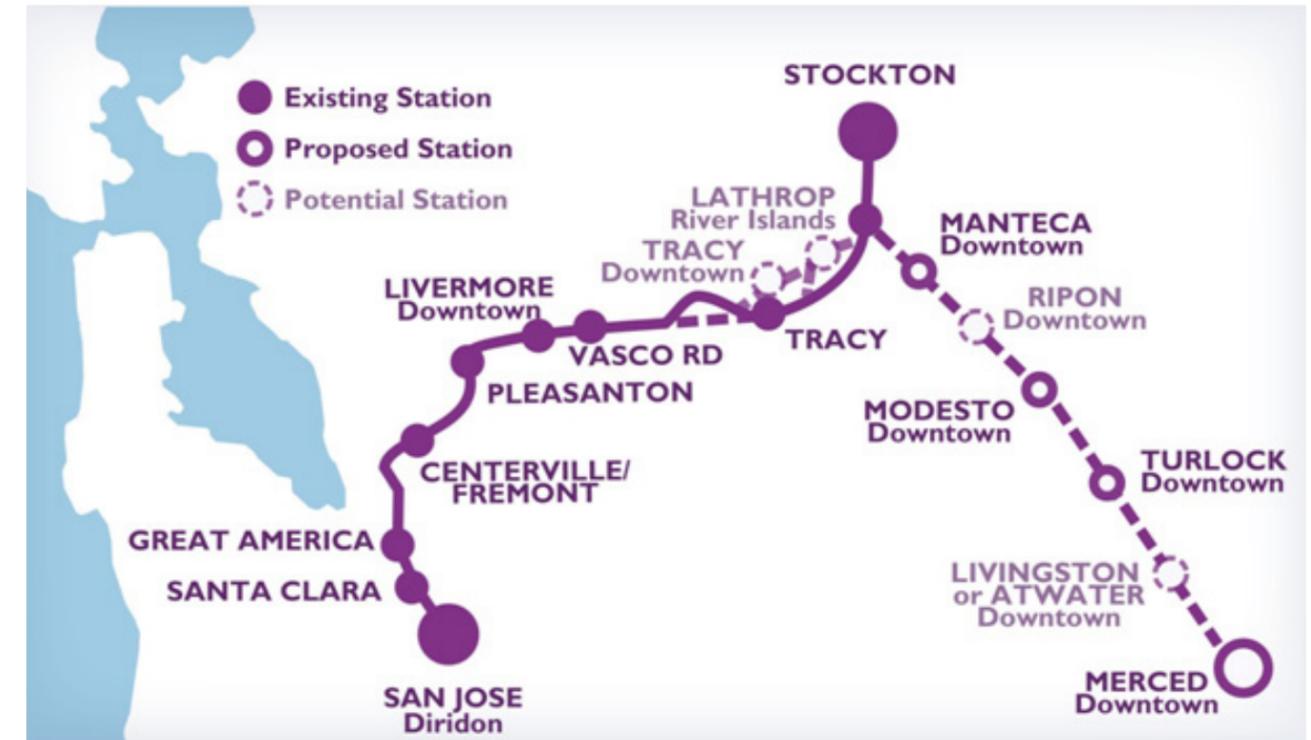
Stanislaus Street

This view shows the 80' right-of-way Stanislaus Street looking north. On the left is the recently built Salvation Army residential building with its fine canopy of street trees.

Channel Street

Channel Street is one of the narrower 60' wide east/west streets that is proposed as a 'green' street with rain gardens and permeable paving.

Existing Conditions: Transportation and Circulation - ACE and HSR



Rail expansion plans

The Altamont Corridor Express (ACE) rail service from Stockton to San Jose is planned to expand from its current four round trips to ten trips a day and extend down the Central Valley to Modesto and Merced by 2018. This will bring Central Valley communities into easier commuting distance to the major employment opportunities in the Tri Valley and Silicon Valley areas. Currently 4,800 passengers a day travel from Stockton on this line and avoid the congested commute on I-205 and I-580 over the Altamont Pass.

These expanded services will also be able to connect with the initial phases of the California High Speed Rail network. The first phase between Fresno and Bakersfield, forming the spine of the eventual San Francisco to Los Angeles service, is expected to be operating by 2022. High Speed trains from Los Angeles will thus be able to connect into the existing California Amtrak San Joaquin service via Stockton to Sacramento or the Bay Area via Antioch and Martinez. A later phase will connect the Central Valley with the Bay Area via the Pacheco Pass and ultimately extend new tracks up the Valley through Stockton to Sacramento.



Center Street, Berkeley

Vision

Precedents: Oakland Uptown District



Oakland 2004

Developed in 2007 as part of Mayor Jerry Brown's 10K Initiative to build 10,000 new dwellings in Downtown Oakland, this urban renaissance is a model for what could occur in Downtown Stockton. Like Stockton, Uptown Oakland was a sad rundown place at the turn of the century with multiple empty lots, boarded up buildings and a moribund retail district. The role of the Redevelopment Agency in jump starting the revitalization was critical, starting with the renovation of the historic Fox Theater that brought night life back to the streets. The largest development has been Forest City's 3 block, 665 unit multi-family development, together with a public park called Fox Square and an affordable housing development on an adjacent block. The 9,000 sq ft of retail included in the project has brought restaurants and cafes to the sidewalks creating a lively streetscape.

Precedents: Oakland Uptown District



Fox Courts Affordable Family Housing. Architect: Pyatok Architecture + Urban Design



'The Uptown'. Architect: MVE + Partners

Uptown's 'Art Murrur' on the first Friday of the month has brought thousands of people to the district. A program of open galleries and street performances has brought activity to the streets and a wider audience to the potential attractions of downtown living.

The two top photographs show new residential buildings as part of the Uptown development. Fox Court is an affordable housing project while The Uptown is a part of a 665 unit market rate rental development. Both contribute to the revitalization of the area.



Telegraph Avenue 'Art Murrur' event



Fox Theater

Precedents: Pearl District Portland



Pearl District 1990

Similar to downtown Oakland and Stockton, Portland's Pearl District was a moribund and empty place in 1990. It consisted largely of abandoned railroad yards and empty warehouses. A program of revitalization driven by a combination of public investments, such as the construction of a new streetcar line together with private initiative has brought about one of the most dynamic transformations of any urban center in the US. The Pearl District is a case study for a successful mixed-use, mixed-income transit-oriented development. By 2010, over 6,000 new dwellings were built or converted from existing buildings. The Pearl District offers a wide variety of building types ranging from low-rise townhouses to lofts, and midrise and highrise stacked flats. Over time with the advent of the Portland Streetcar line, residential parking ratios were reduced to 0.5 per dwelling and in some cases to zero.

Precedents: Pearl District Portland



Street Fair



Sitka Apartment, Affordable Housing. Architect: Ankrom Moisan



Portland Streetcar



Farmers Market

The Sitka development is an affordable housing project as part of the Pearl District's program of mixed-income development.

The Portland Streetcar was a City sponsored development that initially linked the 23rd Avenue District with Portland State University campus and will eventually form a circular loop connecting both sides of the Willamette River. Initially the Streetcar was part of Portland's Fare Free Zone within Downtown Portland that attracted riders and built up constituencies of support for further extensions.

Precedents: Mosaica San Francisco



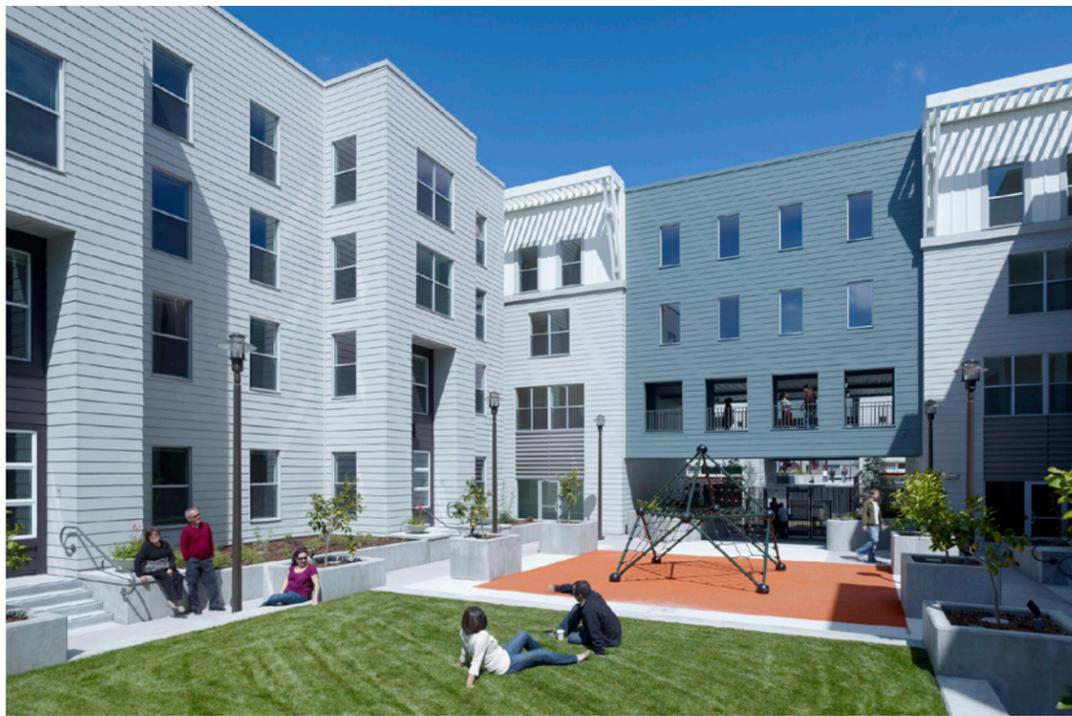
The Mosaica project is a valuable precedent for a potential mixed-use building type for Downtown Stockton. Designed by Mithun/ Solomon architects for a full 200' x 400' block it consists of 134 mixed-income units (market rate, affordable and senior housing) together with Production, Distribution and Repair (PDR) space. The project is located in a mixed-use district consisting of residential and industrial uses. The building consists of three and four-story stacked flats and townhouses, arranged around two courtyards and is bisected by a mid-block pedestrian alley.

Mosaica, San Francisco.
Architect: Mithun | Solomon

Precedents: Mosaica San Francisco



Housing over ground floor commercial space



Courtyard over parking



Mid-block Alley with Bike Kitchen

The photographs show how the Mosaica project responds to its context by integrating Residential over Production, Distribution and Repair (PDR) space. The photograph on the top left shows how the massing of the residential units has been broken into a scale that reflects the lot pattern of the block so that instead of a 400' long façade the building is subdivided into smaller increments that reflect the scale and character of the surrounding residential context.

The photograph on the right shows the scale of the mid-block alley which subdivides the block and creates a pedestrian link between the two streets. On the ground floor is a PDR space occupied by the Bike Kitchen. The gates on the right lead to one of the secure residential courtyards. This mid-block alley is a privately owned publicly accessible space. It feels secure because it's overlooked by multiple windows and entries and therefore does not need to be gated.

The bottom left photograph shows one of the two residential courtyards faced with townhouses and stacked flats. This space is accessible to the residents and is situated above a semi-basement parking garage.



13 th Street Fair, Portland

Master Development Plan

Master Development Plan

Master Development Plan

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Development Agreement

To realize the vision of the Plan, OWP has proposed to provide certain community benefits consistent with City expectations of other projects of this magnitude. Both OWP and the City acknowledge that development of the Property pursuant to this Master Development Plan and the Development Agreement will contribute to the revitalization of downtown Stockton and the elimination of blight, will create housing and job opportunities, and will result in increased property and sales tax revenue to the City. OWP and City's respective obligations are anticipated to be set forth in a Development Agreement to be considered for approval concurrently with the Master Development Plan. Details regarding the specifics of project benefits, as well as the timing of City's contributions, are addressed in the Development Agreement.

Option Agreement

As noted above, the Option Agreement between OWP and City will be considered for approval concurrently with the Master Development Plan.

CEQA

The Stockton General Plan EIR evaluated, at a conceptual level, the floor area ratio and building heights authorized by the Stockton General Plan. The Master Development Plan [\(Insert applicable CEQA document e.g. Mitigated Negative Declaration\)](#) constitutes a CEQA evaluation of full build out of the parcels that are proposed to be redeveloped and/or rehabilitated, consistent with this Plan. No new development is proposed for parcels that fall within the area bounded by Sutter Street, Miner Avenue, Aurora Avenue and Main Street but are excluded from the Master Development Plan Area. Future development of those sites would necessitate additional project-specific CEQA review.

MMRP Mitigation Measures.

[Description and timing requirements for installation of mitigation improvements identified in CEQA document MMRP, if any, to be inserted when known.\]](#)

Permitted and Conditional Uses

The following permitted and conditionally permitted uses within the Master Development Plan Area are consistent with the Stockton General Plan policies for the Master Development Plan Area and the Stockton Zoning Code as proposed to be amended concurrently with approval of this Plan.

Housing	
Multi-family Housing	P - Permitted
Townhouses	P - Permitted
Dwelling Groups	P - Permitted
Duplexes	P - Permitted
Triplexes	P - Permitted
Senior Residential Projects	A - Administrative
Live/Work Spaces	P - Permitted
Commercial	
Banks and Financial Services	P - Permitted
Business Support Services	P - Permitted
Offices	P - Permitted
Retail	
Bars and Night Clubs	A - Administrative
Restaurants	P - Permitted
Retail Stores	P - Permitted
Live Entertainment	P - Permitted
Services	
Animal Services	P - Permitted
Hotels	A - Administrative
Clinics and Labs	P - Permitted
Studios	P - Permitted
Health / Fitness Facilities	P - Permitted

Note: Refer to Appendix -3 for a full list of Land-uses and required permit types.

Development Phasing.

Development of parcels, including potential rehabilitation of certain existing buildings, could occur in a variety of ways, from parcel-by-parcel to block-by-block, or multiple blocks at one-time. The Master Development Plan assumes that development would be likely to occur over a substantial period of time in partial block increments.

Frontage Improvements Phasing.

New development of parcels subject to the Plan will require frontage improvements that correspond to the new development being proposed. Frontage improvements are defined as the directly adjacent sidewalk and related improvements and infrastructure behind the roadway curb and within the right-of-way, including landscaping and underground utilities, to the centerline of the applicable street. Each phase of development shall provide a related and proportional share of associated frontage improvements, including street and sidewalk improvements and utilities. For more information please refer to DA.

Interim Parking Solutions.

New surface parking lots are allowed as part of build-out plans for the parcels subject to the Plan. Interim phase surface lots are also permitted.

Master Development Plan

Impact on Existing Parking Demand

The CEQA study is addressing parking demand amongst other items and any additional provision will be addressed in the MDP. Since there are no other active frontages in the majority of MDP area, the impact on existing parking demand will be minimal.

Potable Water Supply.

As required by State law SB 610, a Water Supply Assessment (WSA) must be prepared for residential development of more than 500 dwelling units, commercial office projects employing 1,000 or more persons or containing 250,000 or more square feet or a mixed-use project that includes one or more of the projects specified in Water Code section 10912. SB 610 requires preparation of a WSA in conjunction with CEQA evaluation requirements. Cal Water prepared a WSA, dated -----, that was approved by the City Council on -----. The approved WSA is incorporated in the Master Development Plan [MND?]. The City has entered the full amount of the estimated project water demand into the Cal Water's water supply planning process.

Utility Undergrounding

Utility undergrounding shall be incorporated as part of all new street and/or site construction consistent with City policies. Location of underground utilities shall be established to accommodate frontage street trees and minimize root zone conflicts.

General Plan Consistency.

The MDP is intended to compliment and adhere to the goals and policies of the Stockton General Plan 2035, combining land-use, housing, economic development and community design. By focusing on the revitalization of Downtown the MDP promotes a healthy city by encouraging infill development that is transit-oriented and pedestrian friendly. The MDP promotes the policies for the design of public places to act as a focus for social and economic centers for the community. It also protects and enhances the scale and character of existing buildings and streetscapes by promoting design standards and guidelines that are responsive to Stockton's existing contexts and building typologies.

The Master Development Plan is consistent with the Stockton General Plan's land use designations as well as goals and policies including but not limited to LU-3.2 (Residential Infill Densities), DV-2.1 (Revitalize Downtown Stockton), and DV-2.4 (Incentives to Create Downtown Housing).

Zoning Consistency.

The Master Development Plan's policies and guidelines will be implemented by the Master Development Plan area. For any issue not addressed in the Master Development Plan, relevant sections of the Zoning Ordinance in effect as of the effective date of the Development Agreement will apply. If there is a conflict with the regulations of the Zoning Ordinance or with other City Standards, the Master Development Plan shall apply.

Administration.

Upon application, all proposed development of parcels addressed by this Master Development Plan shall be evaluated for consistency with this Master Development Plan, as it exists now or as it may later be amended. This Master Development Plan covers an area of approximately 10.72 acres, comprised of the parcels owned or controlled by OWP and City. The Master Development Plan is consciously designed to create a 'policy envelope' rather than one unique site plan.

Development within the Master Development Plan Area shall be approved by an Architectural Review Permit issued in accordance with this Master Development Plan. All Architectural Review Permit applications shall demonstrate consistency with the Master Development Plan's goals and development standards and with the intent of its urban design guidelines. The Master Development Plan design and architecture guidelines will largely conform to existing 2004 Citywide Design Guidelines, Section 4.03 (Downtown Commercial Guidelines) in particular. However, in instances of inconsistency between the Master Development Plan and existing city guidelines, the Master Development Plan guidelines will take precedent. Minor development (i.e. development phases involving less than 50 dwelling units and/or less than 20,000 square feet of commercial GLA) that is consistent with the Master Development Plan may be evaluated by the Planning Director. Major development (e.g., development phases involving more than 51 dwelling units or more than 20,000 square feet of commercial development) may require evaluation by the Planning Commission, if the Director

determines that such review is warranted based on issues related to site design, architecture, land use, parking and/or related matters. Additionally, Planning Commission review will be required when a use triggers the need for a Use Permit, as required by this Master Development Plan. Upon granting of an Architectural Review Permit for a major development, the following minor amendments to an Architectural Review Permit may be administratively approved by the Planning Director or his/her designee: minor sign programs, specific signs, minor site changes and minor adjustments to building materials and building uses that the Planning Director or his/her designee deems in conformance with the Master Development Plan. Submittals for Architectural Review Permits made after adoption of this Master Development Plan shall consist of sufficient detail to enable staff to determine conformity with the policies and design guidelines of this Master Development Plan and shall generally be consistent with Architectural Review Permit submittal requirements typically required by the Community Development Department and as further noted below. Applicable City fees for processing of such permits shall be paid at time of application filing. Applications for Architectural Review Permits shall contain the information and follow the process described below. To the extent that the regulations regarding review of Architectural Review Permits set forth in this Master Development Plan differ from the provisions of the Zoning Ordinance, this Master Development Plan shall control.

Master Development Plan

Architectural Review Permit Concept Plans.

For each Architectural Review Permit, the applicant may submit Concept Plans to City staff for review. These Concept Plans may consist of diagrammatic sketches sufficient to communicate the applicant's basic intentions. Concept Plans shall be to scale and must at a minimum indicate building design, site landscaping, utility and grading plans, heights, entrances, basic site layout, parking supply and configuration and off-site building and access relationships. City staff shall promptly review and comment on the Concept Plans prior to the applicant submitting a formal application, during which time the applicant shall meet and confer with City staff about refinements to the Concept Plans. Up to 30 days may be required for relatively large development phases; less review time would be required for relatively small development phases.

Depending upon results of the Concept Plan Review, applicant may elect to continue refining plans with City staff or proceed to prepare and submit an Architectural Review Permit application and start the formal application process.

To the extent allowed by this Master Development Plan, Architectural Review Permits shall delegate authority to the Planning Director or his or her designee to approve minor site and building changes in response to unanticipated site/field conditions, provided such changes are consistent with the intent of this Master Development Plan and in furtherance of public health and safety.

Architectural Review Permit Application.

The application for any Architectural Review Permit on any parcel or parcels covered by the Plan shall include a cover letter detailing the request and a narrative description of the proposed application and payment of applicable City processing fees. The application shall also include the following:

1) A Site Plan shall show the layout of buildings, parking and open space areas and shall also include pedestrian walkways, freestanding signs, driveways, and all existing and proposed streets and alleyways. The site plan shall also show all existing and proposed utilities, including power poles and lines, fire hydrants, irrigation controls and any other above ground utility. City may also require submittal of details on the nature of the land use proposed (hours of operation, specific of the use, etc.) to help in ensuring land use compatibility.

2) Building Plans shall specify the overall area of each building and/or unit as well as the proposed uses of each building. Building plans must contain elevations of all faces of the proposed project as well as floor plans with scale building details, including heights. Where an existing building occurs, plan will note whether the project requires demolition or remodel. For a remodel project, plan will include existing elevations to allow comparison of existing to new design plans. Plan may also provide color and materials board.

3) Landscape Plans shall provide detailed information on the location, size, type and number of all proposed trees, shrubs and ground cover areas. Existing plant materials to be retained and/or removed shall also be indicated on the plans.

Additional information on proposed "hardscaping" materials such as special paving surfaces, lighting, street furniture and recreational equipment shall also be shown on the landscape plans.

4) An Improvement Plan shall be submitted that depicts all improvements needed within public rights-of-way, based on City engineering-related standards and codes in place at the time of development application. These improvements include those identified in the Master Development Plan [MND].

5) Signage Plans shall consist of a signage program for the proposed development, which shall illustrate the location, size, type, design and number of all proposed signs. Signage review shall be governed by Insert as applicable: "the standards set forth in Section of this Plan" or "the City Sign Ordinance and the Zoning Ordinance and the regulations in effect at the time of signage plan approval".

6) Grading Plan are required to show how any proposed development should respond to the very slight sloping conditions across the area. The plan should address storm water management, as well as if any excavation impacts the water table under the site.

Architectural Review Permit Review And Findings.

In its review of an Architectural Review Permit application, the Planning Director, Planning Commission, or other reviewing authority, must make only the following finding in order to approve the Architectural Review Permit: A finding of consistency with this Master Development Plan. A finding of consistency with the Master Development Plan shall be based upon the City's application of the Master Development Plan, including the urban design guidelines, to the proposed site plans and building and improvement designs.



Weber Point, Stockton

Master Development Plan Framework

Urban Design Concept

This page illustrates the Urban Design Concept for the Plan and the linkages to other parts of Downtown Stockton.



- Greenways
- Potential Mid-block Alley
- Pedestrian Improvements
- Retail Street
- Retail Frontage
- Transit Facilities

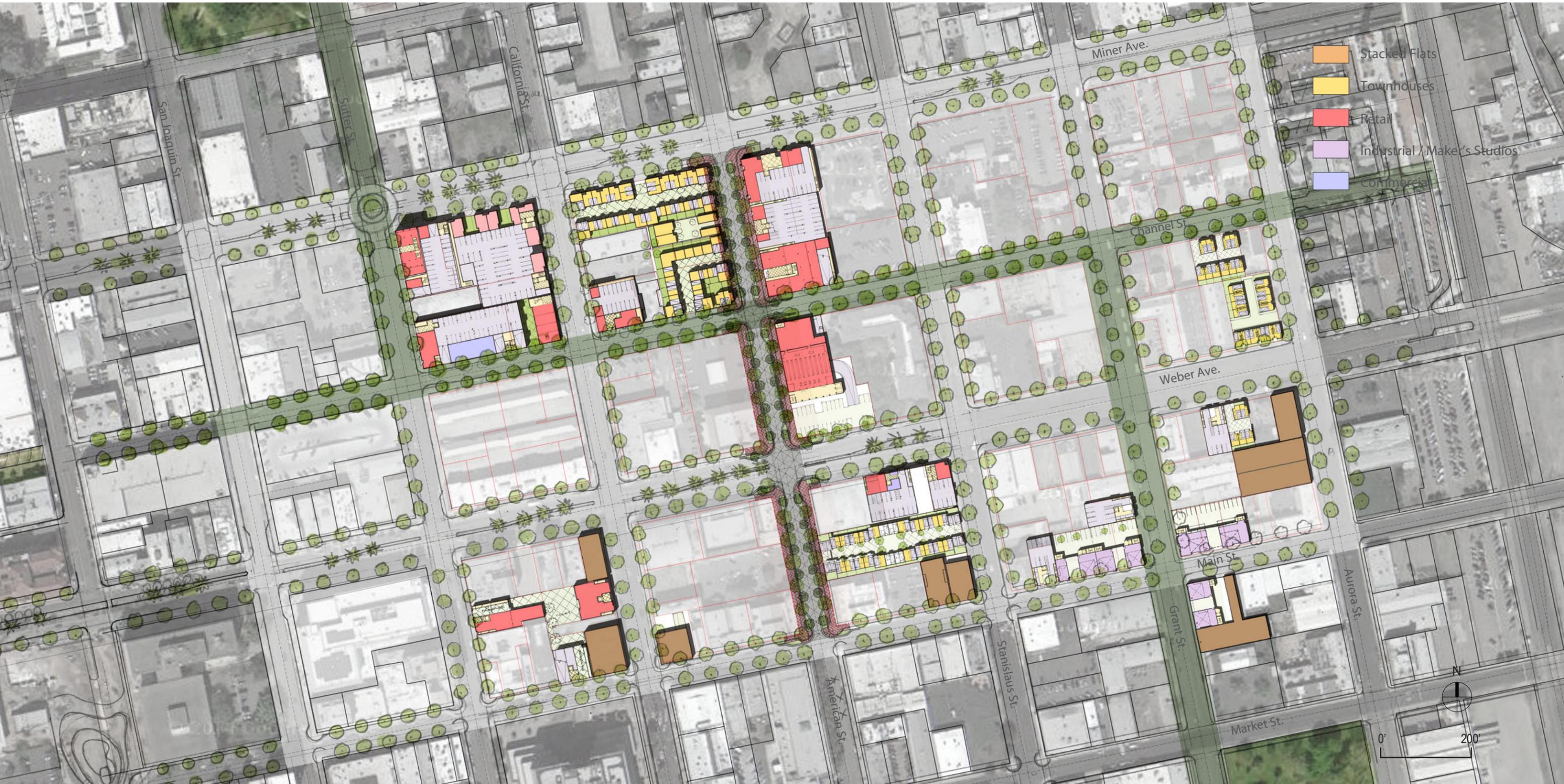
Illustrative Plan: MDP Area

An illustration of how the MDP could be built out showing a wide variety of building types and land uses designed to fit into the existing fine-grained urban context.



Illustrative Plan : MDP Area - Ground Level

An illustration of how the MDP could be built out showing ground level land uses including street fronted retail, commercial and light industrial spaces. Parking is typically screened from the sidewalks.



Illustrative Plan : Full Build-out



- Suggested New Buildings
- Rehabed Old Buildings

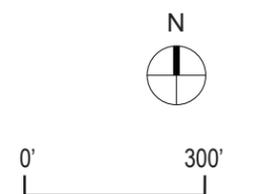
Total Acreage: 10.72 ac
Housing Units: up to 1,400 Du
Proposed Average Density: 87 Du /Ac

Development scenarios under existing Zoning Codes for CD Zone: Commercial Downtown

Scenario 1 -
 Maximum Residential Development
 @ a density of 87DU/Ac on 45 parcels
 totaling 10.72 acres = 933 Du

Scenario 2 -
 Maximum Commercial Development
 @ a Floor Area Ratio (FAR) of 5:1 on
 10.72 acres = 2.335 million sq ft

As part of the CEQA review the 10.72 net acre, 45 parcel Master Development Plan area is shown as being capable of accommodating a maximum of 1,400 residential units together with 200,000 sq ft of retail, 90,000 sq ft of commercial and 110,000 sq ft of industrial /art studio space.

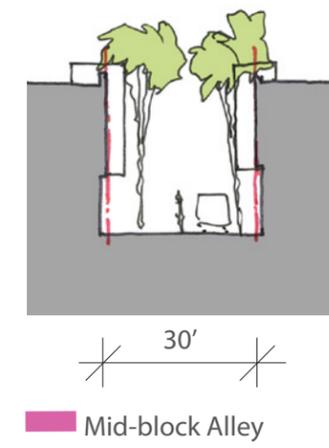
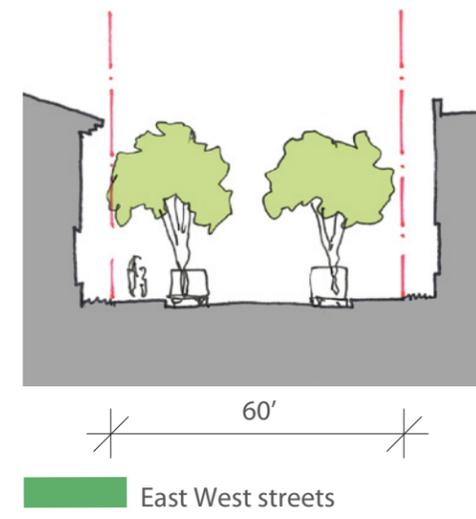
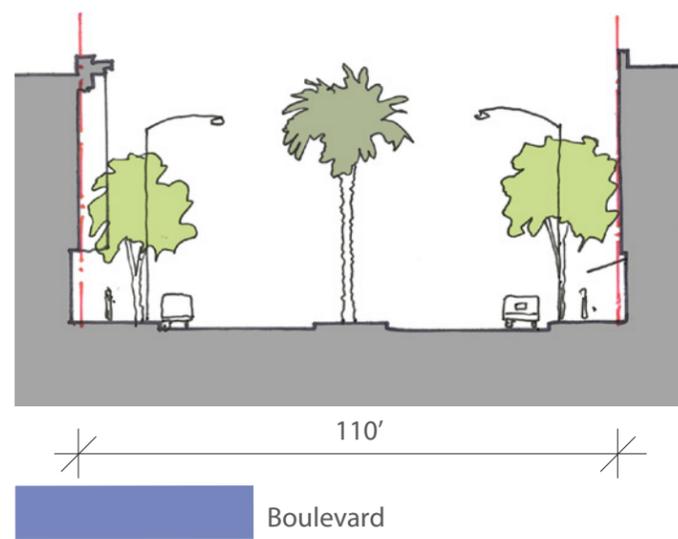


Street Hierarchy



Within the MDP Area are a variety of street types. These vary in scale from the 110' wide Weber and Miner Avenues, 80' wide north/south streets including the proposed American Street Retail Spine, to 60' wide east/west streets such as the Channel Street Greenway. At a more intimate scale are 30' wide mid-block alleys.

Note: The discussion of the street hierarchy is purely for vision and does not require the city to change existing street ROW.



American Street Retail Spine



Precedent: University Avenue, Palo Alto

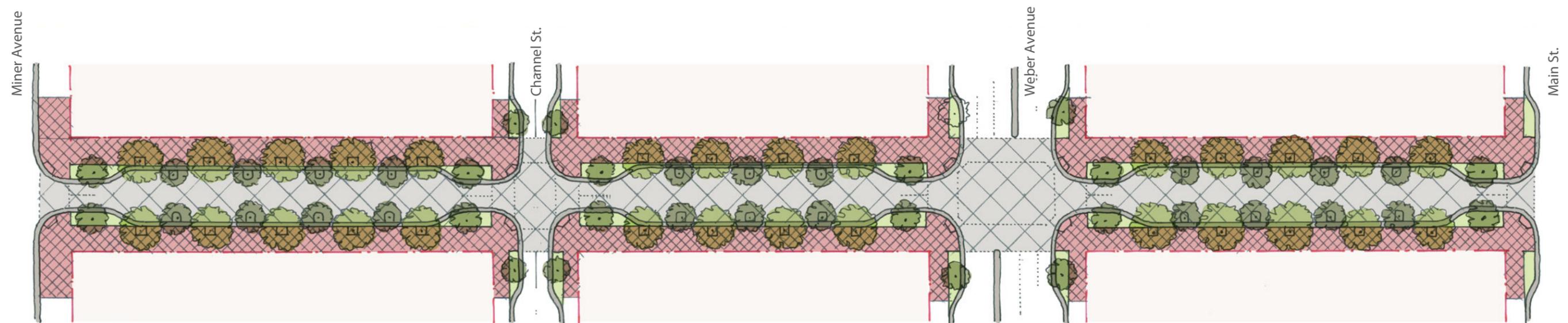


Key Plan

The MDP proposes to transform American Street between Main Street and Miner Avenue into a Retail Spine. The large photograph is a place-holder for a future rendering which will show how the street can be transformed into a pedestrian-oriented corridor serving the new retail facilities along its length.



American Street: Section



American Street: Plan

Channel Street : Greenway

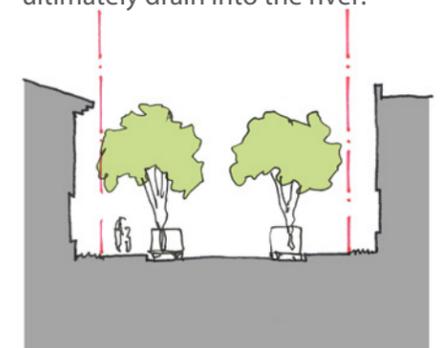


Precedent: Typical Street, Portland, Oregon

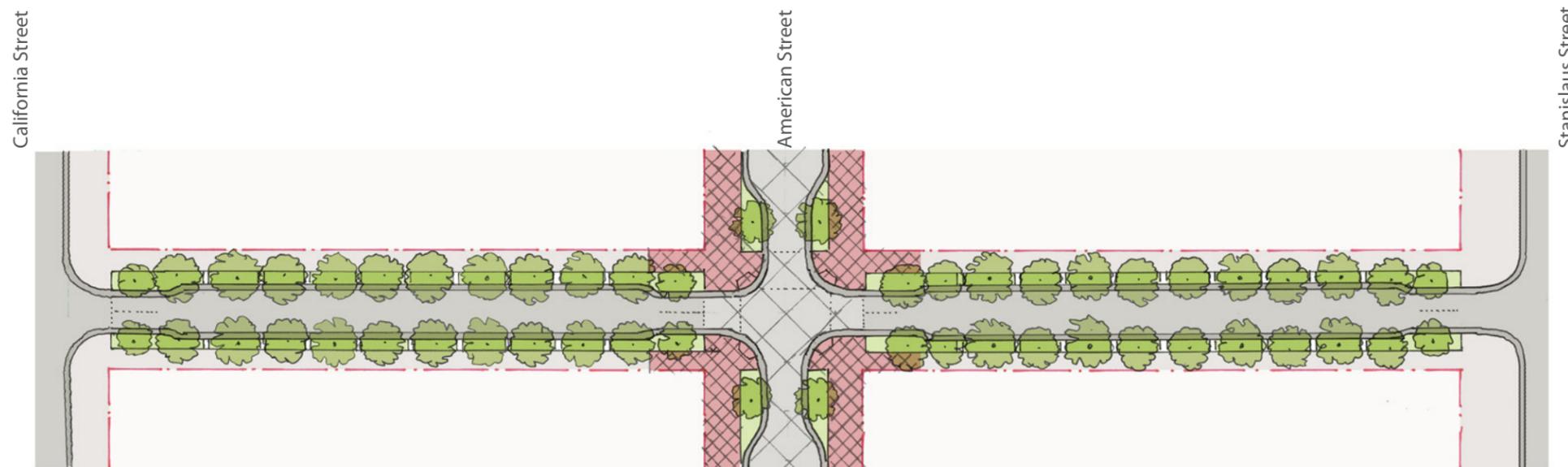


Precedent: Typical Street, Portland, Oregon

Channel Street as its name implies was the site of one of the original channels that led into the San Joaquin River before it was drained and filled in the mid-19th Century. The MDP proposes to transform the street into a tree-lined greenway lined with rain-gardens along its length to capture storm water run-off and filter pollutants before they ultimately drain into the river.



Channel Street: Section



Channel Street: Plan

Interim Uses



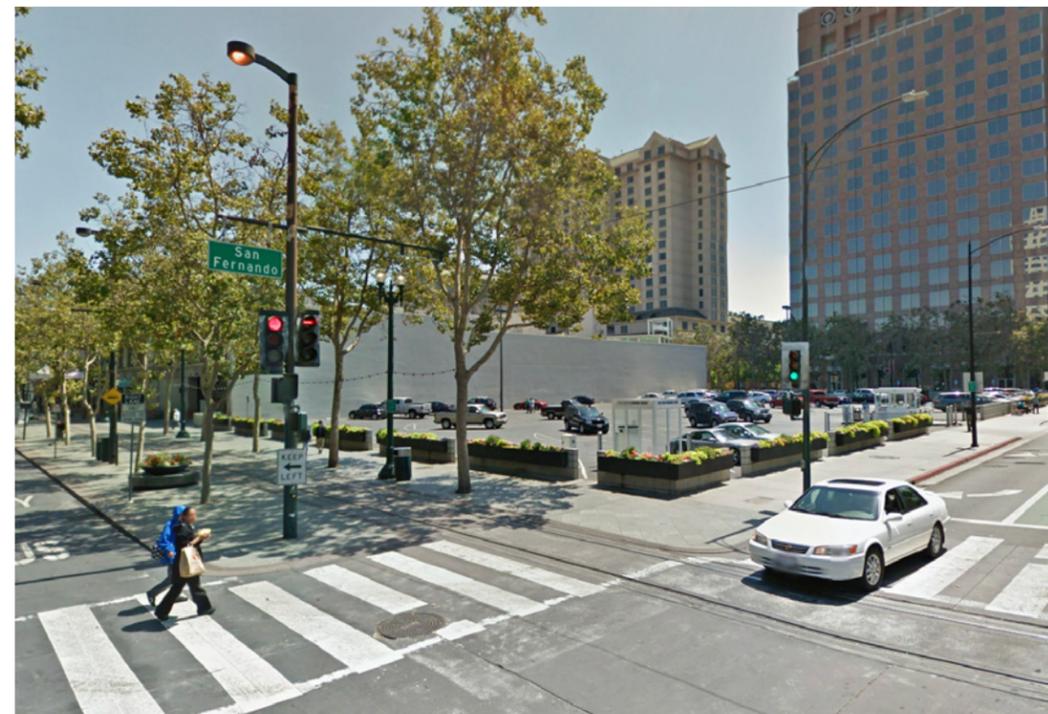
Precedent: Container Architecture



Precedent: Beer Garden, Hayes Green, San Francisco



Precedent: Food Trucks, Portland, Oregon



Precedent: Surface Parking, San Fernando Street, San Jose

Interim use of empty parcels is encouraged in order to activate the neighborhood and bring life to the streets. Examples shown here include the use of shipping containers for temporary retail buildings, food trucks and outdoor eating areas such as beer gardens.

Surface parking as an Interim use of an empty lot must be screened by a low wall or landscaping.

Mid-Block Alleys and On-site Pedestrian / Open Spaces



Precedent: Commercial Alley - Belden Alley, San Francisco



Precedent: Mixed-use Alley - Linden Alley, San Francisco

The MDP encourages the creation of publicly accessible privately owned alleys. These could be both residential and commercial to encourage pedestrian access into the interiors of the blocks and to create a variety of secure urban spaces. Mid-block alleys and courts are to be owned and maintained by the land owners, who will be responsible for security and landscaping. The concept of 'eyes on the street' is encouraged to deter crime and vandalism.

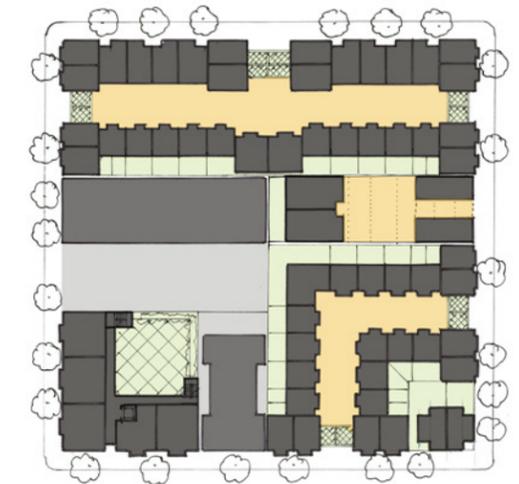
These alleys and open spaces will be privately owned and operated and the City will have no obligation to maintain them.



Precedent: Residential Alley - Fulton Grove, San Francisco



Precedent: Swan's Market Courtyard, Old Oakland



Illustrative Axonometric View



Building Types

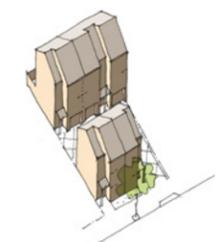
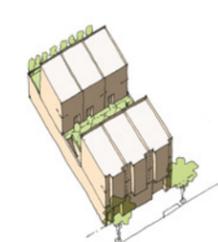
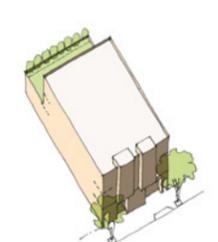
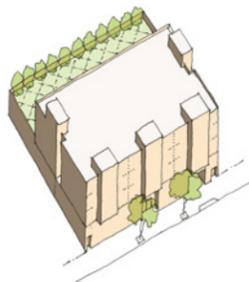
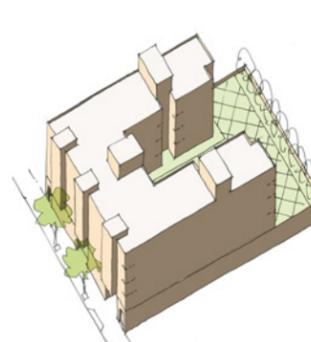


Fine Arts, Berkeley. Architect: Mithun | Solomon

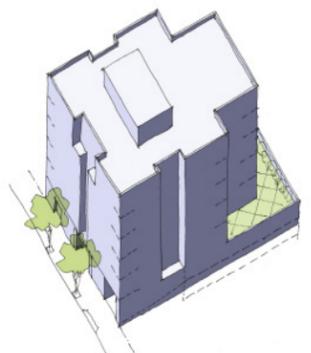
The conceptual drawings show a mix of potential building types for the variously sized parcels within the MDP area. They show a range of residential and commercial/ retail densities from high to low density for both corner parcels and mid-block parcels. The drawings are intended to be illustrative of how infill development could be configured. They show various configurations for townhouses, courtyard housing, low-rise and mid-rise stacked flats with different parking provisions. These include rear lot surface parking, individual tuck-under garages and podium parking in communal garages on one or more levels. Provision is shown active street frontages where possible including retail and live/work loft spaces. These illustrations are to be read in conjunction with the Stockton Citywide Design Guidelines (and Downtown Commercial Guidelines). In case of conflict the MDP guidelines should take preference.

Illustrative Building Types 1

■ Ground Floor Retail

Parcel Size	Lower Density		Medium Density		Higher Density	
	Corner Lot	Mid-block Lot	Corner Lot	Mid-block Lot	Corner Lot	Mid-block Lot
50'x100'						
Lot Area: 0.11 Ac	Units: 6 Du Net Density: 52 Du/Ac	Units: 5 Du Net Density: 45 Du/Ac	Units: 6 Du Net Density: 52 Du/Ac	Units: 6 Du Net Density: 52 Du/Ac	Units: 9 Du Net Density: 82 Du/Ac	Units: 8 Du Net Density: 70 Du/Ac
100'x100'						
Lot Area: 0.23 Ac	Units: 8 Du Net Density: 30 Du/Ac	Units: 10 Du Net Density: 44 Du/Ac	Units: 17 Du Net Density: 74 Du/Ac	Units: 17 Du Net Density: 74 Du/Ac	Units: 28 Du Net Density: 122 Du/Ac	Units: 24 Du Net Density: 105 Du/Ac
150'x100'						
Lot Area: 0.34 Ac	Units: 14 Du Net Density: 41 Du/Ac	Units: 14 Du Net Density: 41 Du/Ac	Units: 20 Du Net Density: 58 Du/Ac	Units: 28 Du Net Density: 81 Du/Ac	Units: 36 Du Net Density: 105 Du/Ac	Units: 47 Du Net Density: 136 Du/Ac

Illustrative Building Types 2

<p>100'x100' Corner Lot Light Industrial Spaces</p> 	<p>Mixed-use Development</p> 	
<p>PDR / Industrial Space : 11,000 sq ft</p>		
<p>150'x100' Mid-block Lot Mid-rise Commercial</p> 	<p>Units: 170 Du Average Net Density: 90 Du/Ac</p>	
<p>Retail : 1,500 sq ft Commercial: 50,000 sq ft (FAR 3.4:1)</p>		
<p>150'x200' Corner Lot Mid-rise Commercial</p> 	<p>The illustrative Plan show a variety of building types and configurations to demonstrate how the vision could be accommodated. A variety of residential densities are shown ranging from lower density two and three-story townhouses with either surface parking or tuck-under garages to four and five-story stacked flats over a parking podium to eight-story mid-rise stacked flats over two-level podium garages.</p>	
<p>Retail : 10,000 sq ft Commercial: 50,000 sq ft (FAR 2:1)</p>		



Mid-block Alley, Mosaica, San Francisco

Urban Design Standards

Master Development Plan Standards

Height Limits: None.

The current zoning for Downtown Stockton has no height limits. The participating MDP properties therefore have no limits on how tall buildings can be within their boundaries. For Infill Development the Downtown Development Handbook states that new development should acknowledge the scale and character of existing buildings on the block.

Bulk Controls: None .

The current zoning has no bulk limits on the physical size of buildings, in floor plan area or plan dimensions.

Floor Area Ratio (FAR): There are however limits on Floor Area Ratios (FAR) set by the General Plan which may not to exceed 5.0 : 1 for non-residential buildings, and maximum density limits for residential buildings which are described below. Floor Area Ratios define the maximum amount of development possible on the parcel as a ratio of the parcel area. Thus a 100' x 100' parcel would permit a maximum of 50,000 sq ft of development.

Maximum and Minimum Net Residential Density:

Average Gross Density: Not to exceed 69.6 DU/Ac

Average Net Density: Not to exceed 87 DU/Ac

(Gross residential density for a block is measured to the center lines of the surrounding streets, while net residential density is measured to the property lines of a parcel only.)

Minimum Net Density: 30 DU/Ac

Maximum Net Density: Not to exceed 136 DU/Ac

The General Plan and Downtown Commercial Zoning allow for a maximum net residential density of 87 DU/Ac inside the downtown area (with a maximum of 69.6 DU/gross acre). At this density, the participating parcels in the MDP are anticipated to be able to accommodate up to 1,400 dwelling units, consistent with the General Plan and underlying Downtown Commercial Zoning.

A minimum net residential density on any one parcel of 30 DU/Ac is required for any new residential development in order to achieve both flexibility in the range of housing types and to allow lower density development at an early stage in MDP development.

A maximum net density of 136 DU/Ac on any one parcel on any single block is allowed. Residential development for parcels within the MDP shall be measured on a block-by-block basis, and in no instance shall average net density for participating MDP properties on any one block be permitted to exceed 87 DU/Ac, nor shall the collective number of residential units for all participating properties within this MDP be allowed to exceed 1,400. Any increases in Average Net Density, Average Gross Density or Floor Area Ratio approved in future City of

Stockton General Plan Updates will be applicable to this MDP.

This MDP plans for 1,400 residential units, which currently exceeds the city's density per acre limits. As such, 933 units will be initially approved by the city, which is the maximum currently allowable by the city given the project acreage. This MDP allows for this number of units to be revised upwards upon a General Plan update which raises the allowable density for the downtown area.

Parking Ratios:

Maximum off-street Residential Parking Ratio: 1 space per dwelling.

Zero Guest Parking on site for Residential. Guest parking can be accommodated on-street or in many public and private parking garages throughout the Downtown.

Maximum Commercial and Light Industrial Parking Ratio: 2 spaces per 1,000 sq ft measured according to BOMA Standards

Maximum Retail Parking Ratio: None required for retail spaces less than 5,000 sq ft, otherwise 2 spaces per 1,000 sq ft of space.

Off-street loading spaces for Retail, Commercial and Light Industrial uses shall be provided according to the Table 3-11 of Municipal Code 16.64.110.

All other uses not covered under residential and commercial / retail are subject to existing Stockton Municipal Code parking requirements.

Build-to Lines and Setbacks:

All buildings fronting onto any street must be built to align with the Build-to Line at the front property line adjoining the street right-of-way.

Townhouses or ground floor flats may have a 5' setback from the front property line for privacy or to accommodate stairs or stoops. Non-residential and mixed-use spaces may match this setback in order to maintain a consistent building façade along the street frontage. Setback areas are to be landscaped.

Residential Side setbacks: None

Residential Rear setbacks: None

Signage:

Signage standards as outlined in the Stockton Municipal Code shall apply in the MDP area.

The Stockton Municipal Code and Downtown Development Handbook remain the controlling documents for any issues not addressed by this Plan.



Lexis On The Park, Portland

Urban Design Guidelines

Private Realm

1. Setbacks and Build-to-Lines

Rationale

In order to create a coherent public realm throughout Downtown, the edge of the private realm in relation to the public realm of the street should be established with consistently aligned building frontages. Buildings generally should have little or no setback in the Downtown, where the highest level of public activity occurs.

Build-to Line Examples

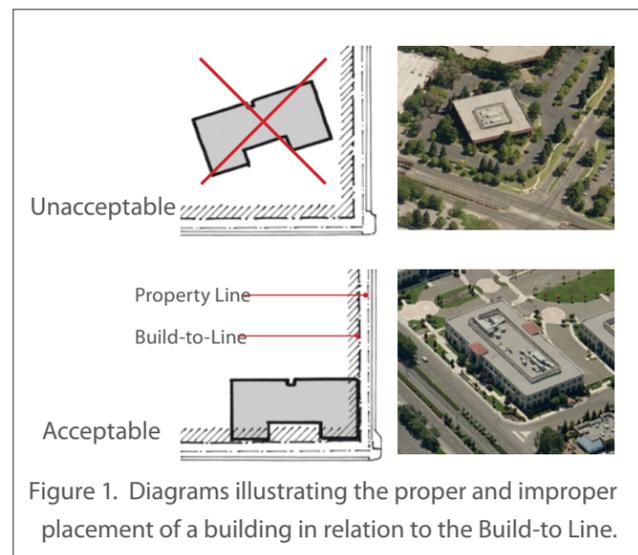


Figure 1. Diagrams illustrating the proper and improper placement of a building in relation to the Build-to Line.

Block Pattern Diagrams

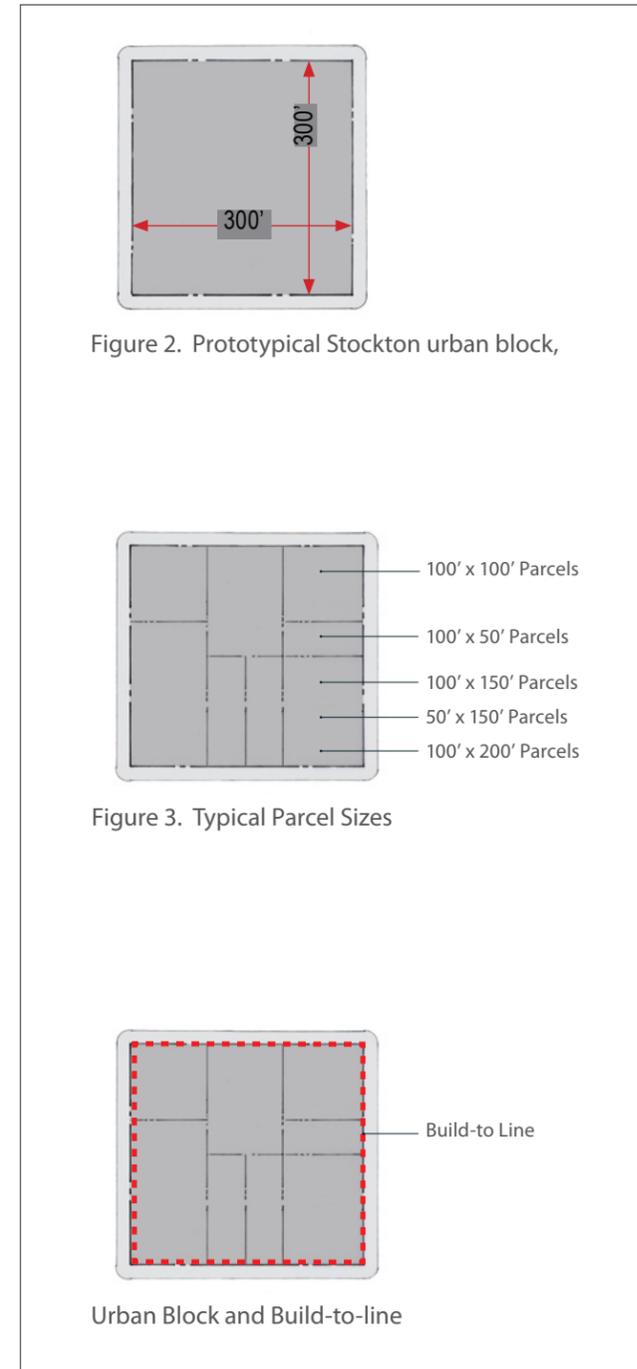


Figure 2. Prototypical Stockton urban block,

Figure 3. Typical Parcel Sizes

Urban Block and Build-to-line

Guidelines

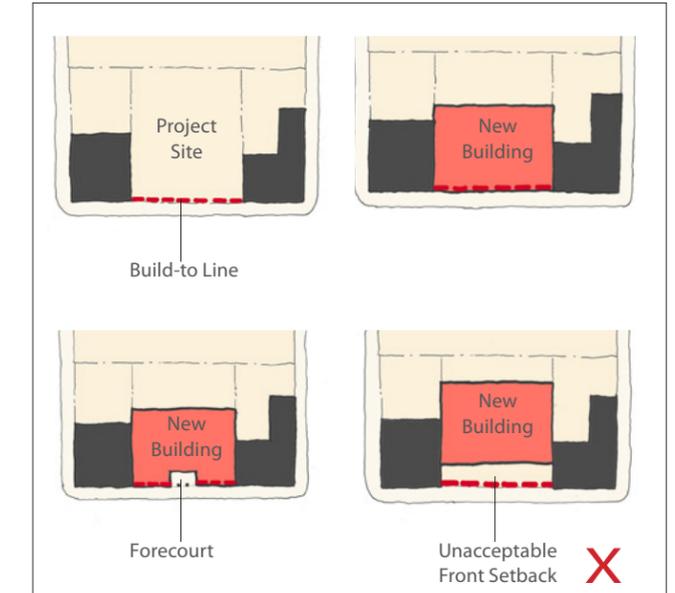
1. Build-to-line (BTL)

A build-to-line stipulates the distance between the front property line and building facade. It is parallel to the property line and the primary building's facade must be built along the BTL. Build-to-lines at corners are used to ensure that buildings engage with the streets and help define corners.

2. Setbacks

The distance of a building's setback should be appropriate for its building type, its adjacent buildings, and its location in the city. The edge of the private realm is thus established with consistently aligned building frontages. In some residential areas where townhouses or ground floor flats are located, a 5'-0" setback is appropriate with a landscaped zone between the building and the back edge of the sidewalk.

Build-to Line Examples



Diagrams illustrating the placement of a building in relation to the Build-to Line.

Setback Examples



0' Setback @ Sidewalk

5' Setback @ Sidewalk
Multifamily residential development

2. Building Types: Low-rise Residential

Rationale

This section covers attached rowhouses and townhouses, and multifamily buildings. This category generally ranges from 2 story buildings to 5-story buildings, up to 60', and is typically built in Type V (typically wood frame) Construction.

The following guidelines are recommended parameters for this category.

Guidelines

1. Site planning

- A. Location: As allowed by Zoning Code.
- B. Build-to Lines, Setbacks: 0'. Should be consistent with adjacent buildings and the Stockton Municipal Code. Front setback of 5'-0" for townhouses and ground floor flats are permitted.
- C. Lot Coverage : Consistent with the Zoning code.
- D. Private Open Space: Either option listed below:
 - i. Private Open Space: As per Zoning Code;
 - ii. Common Open Space: As per Zoning Code;
- E. Landscaping: Required in front setback. Paved front yards are not permitted.
- F. Trash storage area must be on site.
- G. Parking access: Side street wherever possible. Curb cuts should be minimized.

Low-Rise Residential Massing Diagrams



Low-rise residential building types can be used to achieve urban-level densities, less expensive construction costs associated with Type V building, and massing that is compatible with single-family neighborhoods and historic districts.

2. Massing & Building Configuration

- A. Height Limits: None.
- B. Massing and bulk controls: Massing should generally be similar in scale to existing adjacent buildings.
- C. Facades:
 - i. Ground level uses: Should be residential or mixed.
 - ii. Transparency: Any Retail / Commercial nonresidential ground floor use should have walls 75% transparent, but never less than 60% transparent.
 - iii. Articulation of street-wall: Articulations should be spaced no further than 60' o.c.
 - iv. Lighting: Nighttime lighting should be limited and discreet, with light-levels similar to adjacent properties.
 - v. Building Facades facing the street should clearly present a front face of the building, not its side.
 - vi. Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Non-corridor/elevator buildings should have individual entries for each unit.
- D. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

3. Parking

- A. Ratios: The number of parking spaces provided shall not exceed one space per dwelling unit maximum.
- B. Location: Parking shall not be located on the front 10' of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley.
- C. Driveways: Where there is no alley access, parking should be at the back of the lot. For parking areas serving less than 15 units a driveway of max. 10' is allowed. For parking areas serving more than 15 units a driveway of max. 20' is allowed.
- D. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project.

3. Building Types: Mid-rise Residential

Rationale

This section covers projects which range from 50-100' in height, and are primarily residential, though it is preferable that they have a mixed-use component at street level. Mid-rise residential buildings typically include stacked flats, stacked lofts, and various combinations of the two. This category generally ranges from 6-story buildings to 8-story buildings, where the top floor is no more than 75' above finished sidewalk level, and is typically built in Type I or II (typically concrete/steel or steel/metal stud respectively) construction. The following guidelines are recommended for this category.

Guidelines

1. Site planning.

- A. Location: As allowed by Zoning Code
- B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
 - i. Front: zero setback (5' for residential buildings)
 - ii. Side: zero setback
 - iii. Back: Zero setback, (10' where residential units face rear side).
- C. Private Open Space:
 - i. Private Open Space: 36 sf per DU;
 - ii. Common Open Space: 50 sf per DU;
- D. Landscaping: Required in all setback areas.

Mid-Rise Residential Massing Diagrams



Mid-rise residential building types can be used to achieve higher density levels than low-rise, but require more expensive Type I, II, or III construction, and are therefore targeted to middle-higher income occupants.

2. Massing & Building Configuration

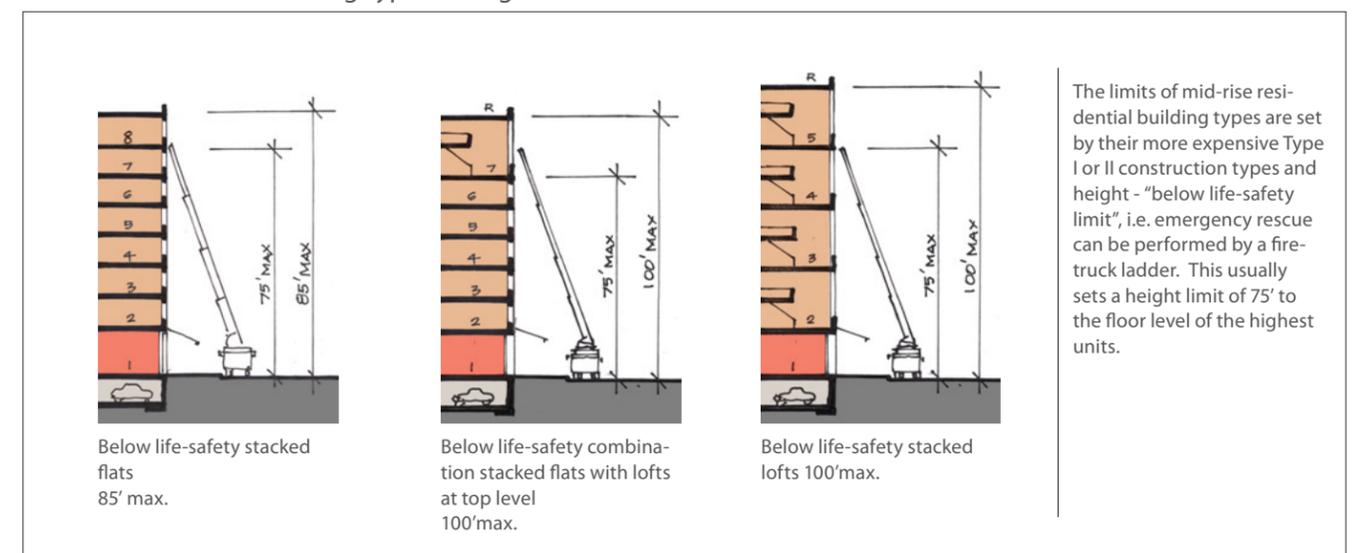
- A. Height Limits to plate line: Generally 75' to top of highest occupied floor; 100' max overall. See illustrations on right.
- B. Facades:
 - i. Ground level uses: Should be residential or mixed-use such as retail, commercial.
 - ii. Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent.

- iii. Articulation of street-wall: Articulations should be spaced no further than 50' o.c.
- iv. Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses.
- v. Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged.
- C. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

3. Parking

- A. Ratios: The number of parking spaces provided shall not exceed one space per dwelling unit.
- B. Location: Parking shall not be located on the front 10' of the lot. Lots with alley access should locate access to all parking and garages off the alley.
- C. Vehicle Access: Should be from alley. Otherwise: Facing street: One 10' curb cut per lot. If lot is 100' wide or greater, two 10' curb cuts permissible.
- D. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project.

Mid-Rise Residential Building Types & Height Limits



4. Street Wall and Build-to-line

Rationale

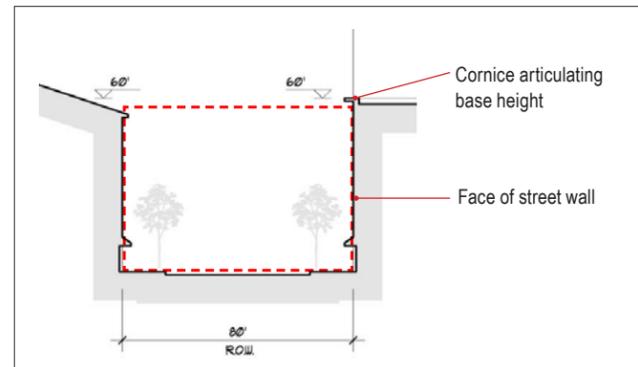
The public space of the street is defined by the buildings and, in Stockton’s residential areas, by tree canopies. Downtown has a fairly consistent street wall, with a building base height established at approximately 60’, matching the predominant height of many existing low-rise downtown buildings. This produces a street section with 3:4 proportions, given the typical 80’ public street r.o.w.

Guidelines

- A. In order to support a pedestrian-oriented public realm, retail and commercial streets should be framed by buildings uniformly placed at the sidewalk with no setback. In other areas that are more residential or institutional in character, street-wall setbacks should reflect the predominant historic development pattern.
- B. The height of the street-wall is an important element in shaping the character of the public realm. Buildings which are taller than the preferred street wall height in their particular corridor should be articulated at the top of the street wall height, or stepped back, in such a way as to ensure the visual primacy of the street wall’s building base height. Above the building base height, bulk controls may apply.
- C. Breaks in the street walls within a development block or site, should employ plantings, walls, portals, fences, or other features to maintain the spatial definition of the street edge.



Consistent building wall defining the space of the street,.



Street section with 3:4 proportions, with cornice articulation defining building base height.



Building base with multiple protruding string course articulations.

5. Ground Level Use

Rationale

In order to have a lively mixed-use downtown, retail, commercial and community uses are encouraged at sidewalk level, ensuring the maximum transparency and permeability of the street facade. Since the downtown’s population of workers, residents and visitors can support only a limited amount of retail, provision for ground floor live/work loft space is allowed where retail is not feasible.

Guidelines

1. Location

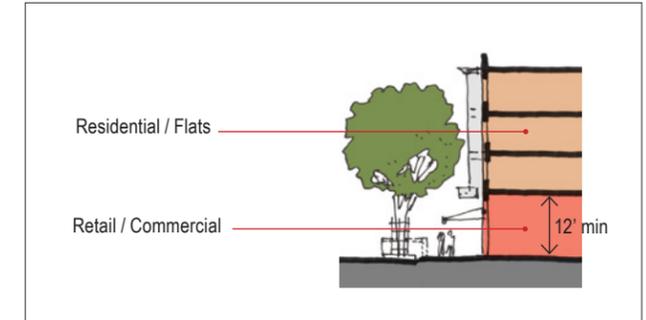
Ground floor uses should be retail, commercial, community or live/work in specified locations.

2. Ground Floor Heights

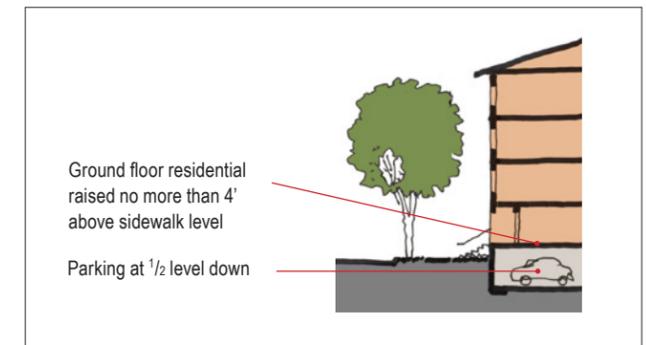
- A. Development with retail, commercial, community or public uses on the ground floor should have a clear floor-ceiling height of at least 12’. Where mechanical venting is required, facade vents should be either at least 9’ above the sidewalk level, or placed on a side elevation, away from pedestrian traffic.
- B. Main entrances, for each use, should be accessible from sidewalk level.

3. Residential Uses

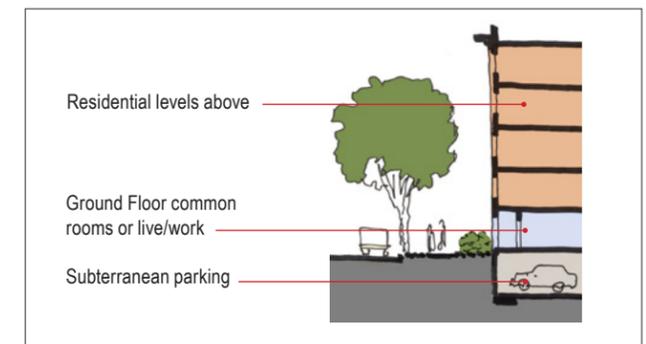
Residential ground floor uses in multi-family buildings should be no more than 4’ above the public sidewalk grade.



Ground floor mixed uses along retail street



Residential street



Residential street subterranean parking

4. Blank Walls Owing to Screening of Parking

Blank walls owing to grade-level or partially below grade parking or service spaces are to be avoided. Parking shall be screened with an active use (residential, etc.) or depressed by a half or full level.

6. Articulation of Street Wall

Rationale

Stockton's urban blocks are historically divided into 50' wide lot increments. The blocks in Downtown are typically 300' x 300' subdivided into multiples of 50' wide lots. This gives the urban blocks their predominant rhythm and variety and creates a fine-grained pattern to the urban fabric. In order to avoid block-long, unbroken facades, unarticulated façade planes should be limited to an 100' order to create visual variety and interest.

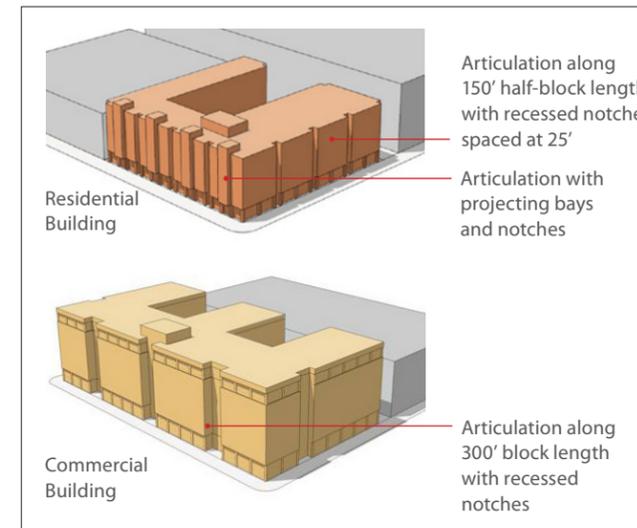
Guidelines

1. Façade Articulation

Façade articulation elements should include notched setbacks, projecting bays, balconies, etc. Articulations should begin at the 2nd or 3rd floor. Ground level articulations, in the form of recesses, should be limited as they can create dark and unsafe areas.

- A. The maximum unbroken length of the façade of a commercial building should be limited to 100'.
- B. Articulation of residential buildings should respond to multiples of 50', in response to the typical historic graining of the lot patterns.
- C. Articulation between façade sections should be at least 3' deep and at least 5' wide.

Articulation of street-wall



Projections & notches articulating the street wall.

Façade Articulation



A wide street frontage is articulated with bay windows, projecting balconies, and recessed zones. The major massing articulations begin above the 2nd floor.

7. Corners

Rationale

Building projects within Downtown located on corner lots present an excellent opportunity to accentuate the unique location of the corner across the width and length of the urban block. Some urban corner design strategies include articulated corners, projecting and receding balconies, and accentuating features at various scales.

Guidelines

Building projects located on corner lots should accentuate the corner's unique location on the urban block. Buildings should use one or more of the following design strategies:

1. Articulated corners
Chamfered or rounded corners allow for a seamless transition from one street façade to the next. This is an especially good strategy where a corner entrance is used. Chamfered corners are illustrated in Images 3, 4 and 5.
2. Projecting and recessed balconies and entrances
Projecting and recessed balconies and entrances allow for the corner to capture a volumetric expression distinct from the typically repeating elements of a façade. See Images 1 & 5.
3. Accentuating features at various scales
Buildings may incorporate accentuating features at



Image 1



Image 2



Image 3

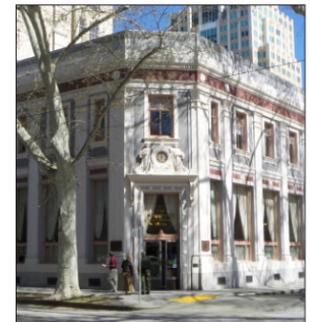


Image 4



Image 5



Image 6

the building corner. These can be designed at various scales, from embellished doorways (see Images 3 and 4), to material and volumetric manipulations (see image 1) In some cases the entire building massing may transform to become a corner pavilion feature (see Image 2).

8. Projections and Encroachments

Rationale

Façade projections, such as bay windows on residential buildings, are a desirable feature and are part of California’s architectural vocabulary. They add visual variety and interest while enhancing the connection between public & private realms. Because they usually either encroach into the public right-of-way or beyond an established setback, regulating dimensions are required to maintain an appropriate limit on the amount of encroachment.

Guidelines

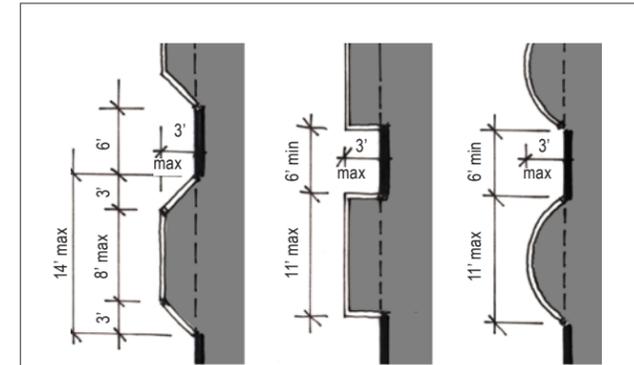
1. Bay Windows

Bay Windows may encroach no more than 3’ with a maximum 8’ length horizontally with either squared-off or angled returns. (The angled return is in addition to the 8’ length.) At least 6’ should separate bay windows horizontally. Projections should allow at least 18’ clear from top of sidewalk to underside of projection.

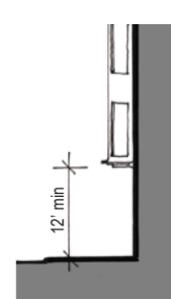
2. Balconies

Balconies may encroach no more than 3’ over the public r.o.w., and up to a 12’ encroachment over a setback line, provided that the balcony does not cross into the public r.o.w. Balconies should have a maximum 12’ length horizontally. At least 10’ should separate balconies horizontally. Grouped balconies should employ integrated screens or other privacy measures. Balconies should allow at least 12’ clear from top of sidewalk to underside of balcony if projecting over sidewalk; otherwise, a balcony at the ground floor is considered a porch and requires no clearance above grade.

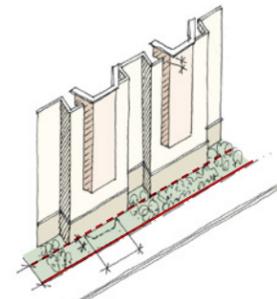
Bay Windows



Bay Windows (plan views), left to right: segmented, square, and curved



Bay Window - minimum clear height above finished sidewalk



Bay Windows projecting over the setback line. They should be at least 6’ apart.

Balconies



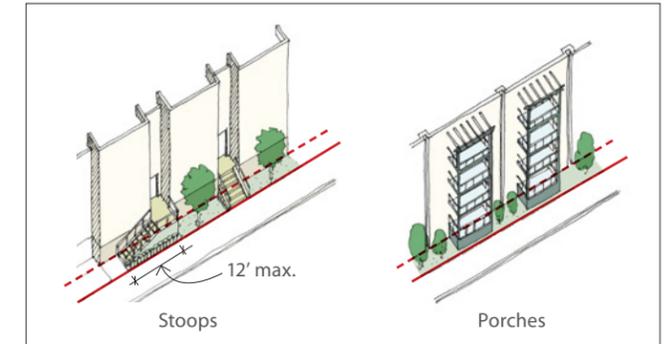
Stacked balconies on an apartment building

3. Porches and Stoops

Elements such as porches and stoops are allowed to encroach within a required setback from the public right-of-way/property line up to 12’ horizontally.

4. Cornices

Projecting cornices are encouraged to help form a distinct profile to the building’s top edge. They may project up to 5’ over the right-of-way.



Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).

9. Parking: Location and Configuration

Rationale

The design of commercial and residential buildings can sufficiently accommodate the required parking demands while still contributing a well-designed public realm to the city.

Guidelines

Parking location & Access

1. Ground floor parking should not be exposed to the street. It should always be wrapped with active street front uses. See figures 1, 2, 3 & 4.
2. Avoiding exposed parking levels above street level. Any parking above street level should be wrapped with other uses (unless constrained by the parcel size), as in Figure 4.
4. Residential parking requirements should be accommodated on-site.
5. Surface parking lots (other than interim surface parking) should be avoided as a land use in Downtown.
6. If the site conditions are so restricted that exposed parking is unavoidable:
 - a. The parking structure shall be designed with articulation and fenestration patterns consistent with the overall project.
 - b. If the parking structure is a stand-alone development project, it shall be designed with articulation and fenestration patterns consistent with predominant patterns in area.
7. Garage night lighting should not be directly visible from the street.

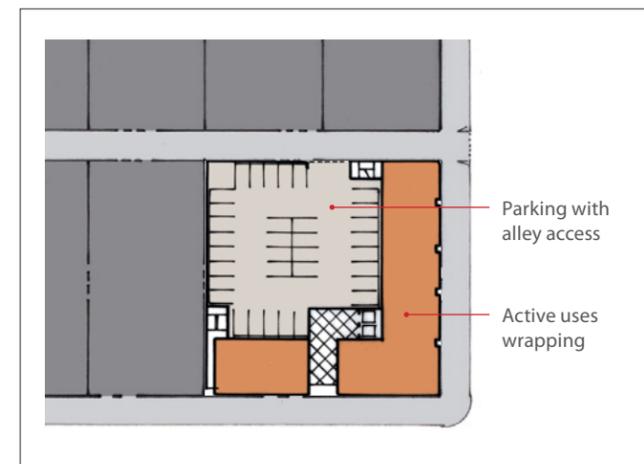
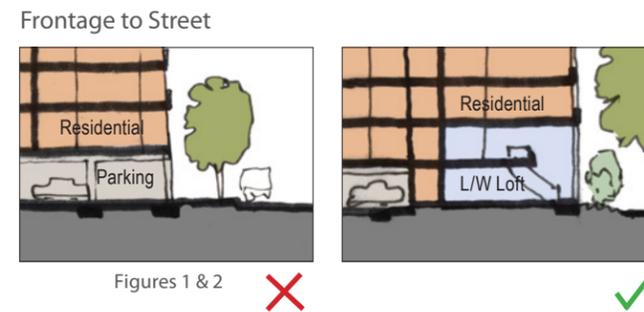


Figure 3. Parking not exposed to street, but wrapped with active uses

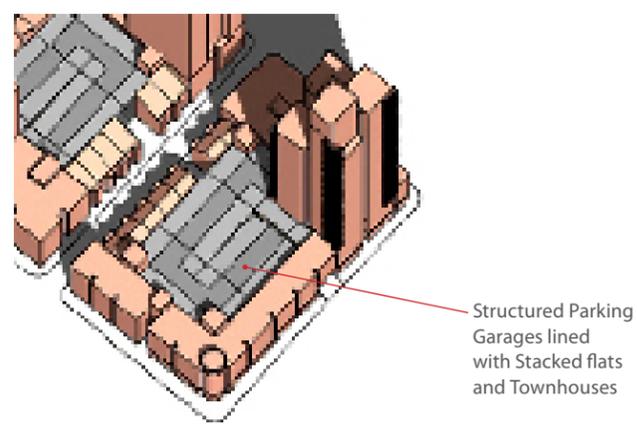
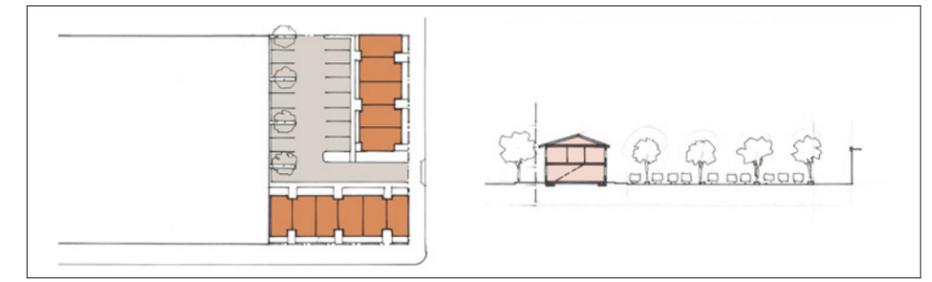


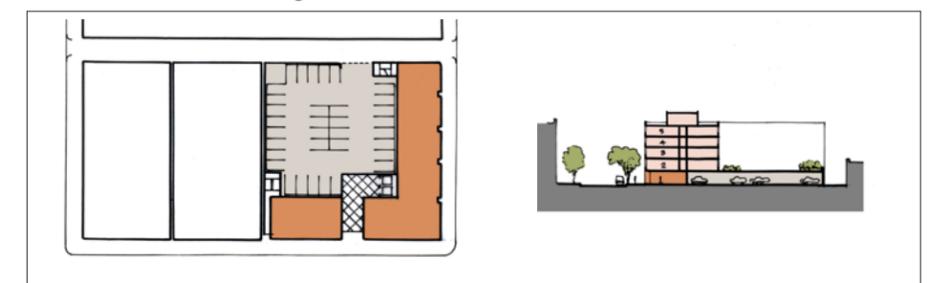
Figure 4. Even the high parking volumes accommodated with structured parking can be wrapped with narrow buildings to hold the street wall and allow the public realm to be defined with active commercial offices or residential uses.

Following are a series of illustrative parking solutions for medium to high density urban development.

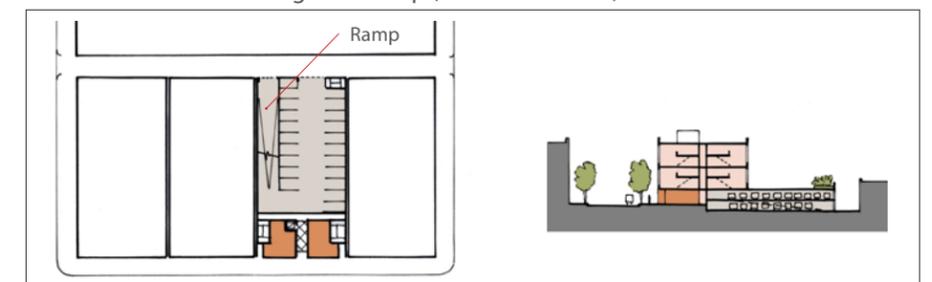
Low Density Parking (Corner Parcel)



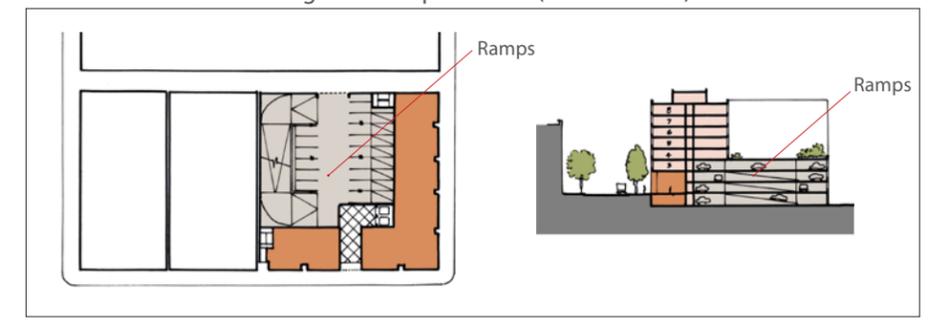
One-Level Podium Parking (Corner Parcel)



Two-Level Podium Parking with Ramp (Mid-Block Parcel)



Multi-Level Podium Parking with Ramped Decks (Corner Parcel)





Linden Alley, San Francisco

Urban Design Guidelines Public Realm

1. Street Types: Widened Sidewalk

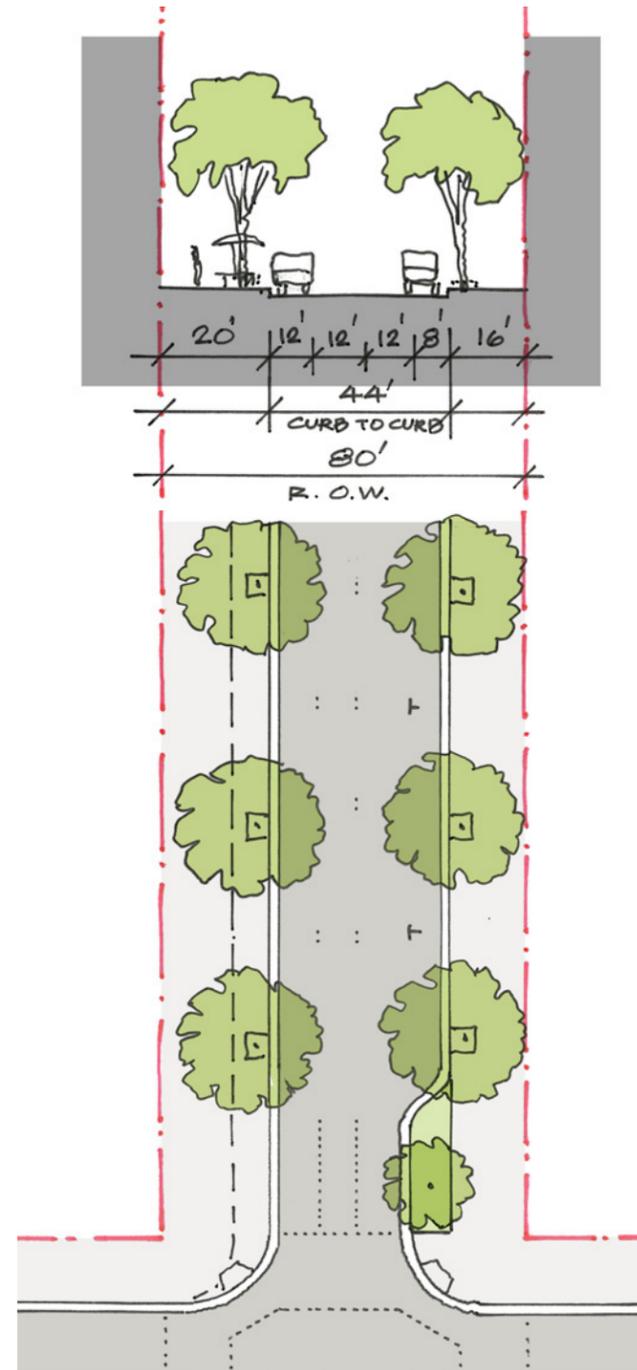
Wide sidewalks provide more space for pedestrians, and for uses such as sidewalk cafes that contribute to an active and engaging streetlife. The increased sidewalk width could also be used to provide additional public amenities.

Recommendations

1. Extend the sidewalk by eliminating the parking lane on one side.
2. Permit off-peak metered parking in one of the travel lanes.
3. Bicyclists ride in travel lane with automobile traffic.



Center Street Berkeley

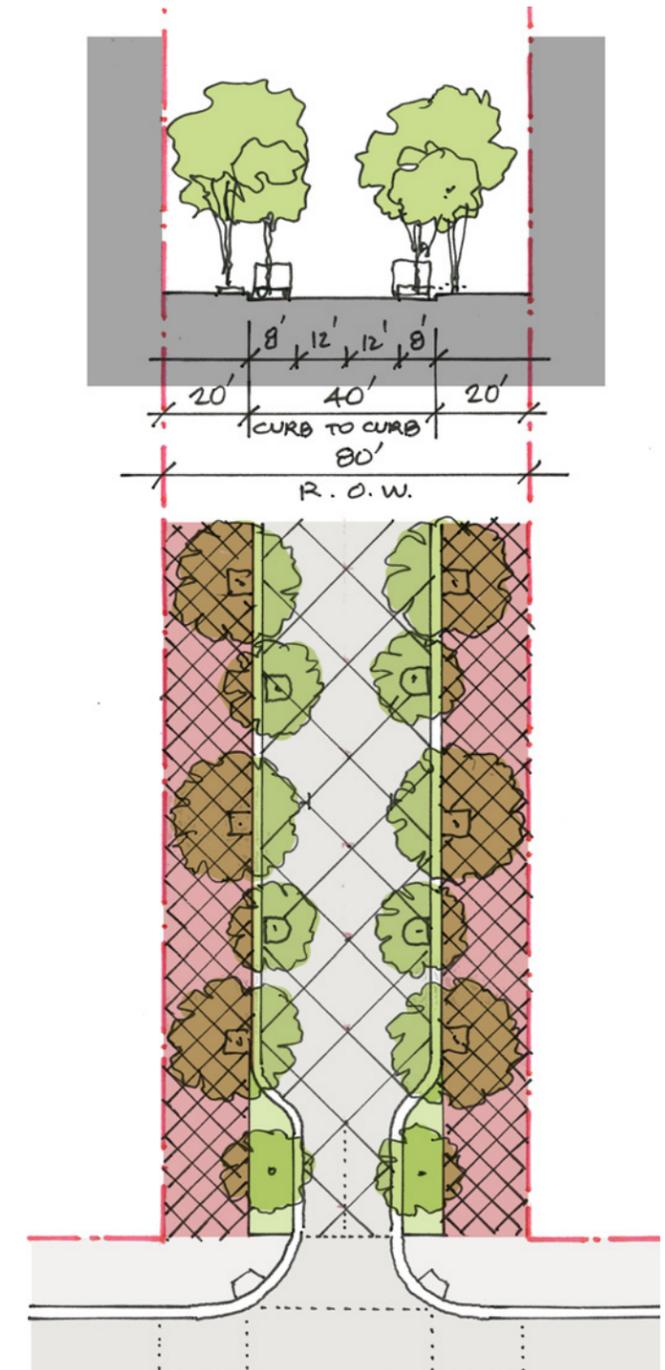


2. Street Types: Neighborhood Retail Street

The diagram shows a two-way neighborhood retail street with parallel parking.

Recommendations

1. Differentiate parking zones from the travel lanes by special paving materials or permeable concrete. These zones can be part of a 'green-street' program of storm-water management.
2. Reduce the width of travel lanes to reduce traffic speeds and create a safer pedestrian environment.
3. Consider locating street trees within parking zones, enabling trees to have full tree canopies.



3. Street Types: Slow Streets

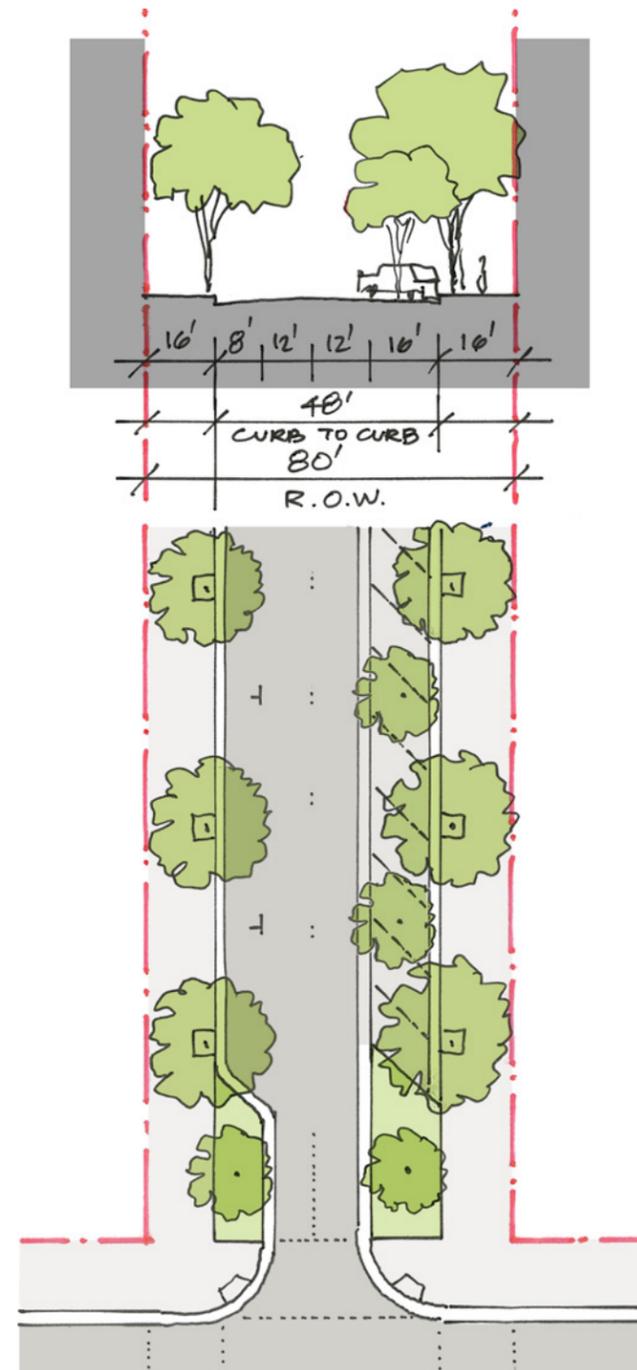
Residential streets in the Downtown often experience excessive speeding, creating a dangerous, pedestrian un-friendly street condition. One method of creating Slow Streets, or traffic-calmed residential streets, is to eliminate one of the three travel lanes and install angled on-street parking on one side. New street trees can be introduced in planters between the parking bays to supplement the existing full canopy street trees.

Recommendations

1. Provide angled parking on one side and parallel parking on the other side within the existing curb-to-curb dimension. Back-in angled parking is a viable alternative.
2. Introduce new street trees between the existing full canopy street trees.
3. Provide sidewalk bulb-outs at the street intersections.



Angled parking on slow-moving streets



4. Street Types: Greenway Street

These streets will have a second row of street trees along side the existing tree canopy. The extra row of trees can be located within the side parking zones.

Recommendations

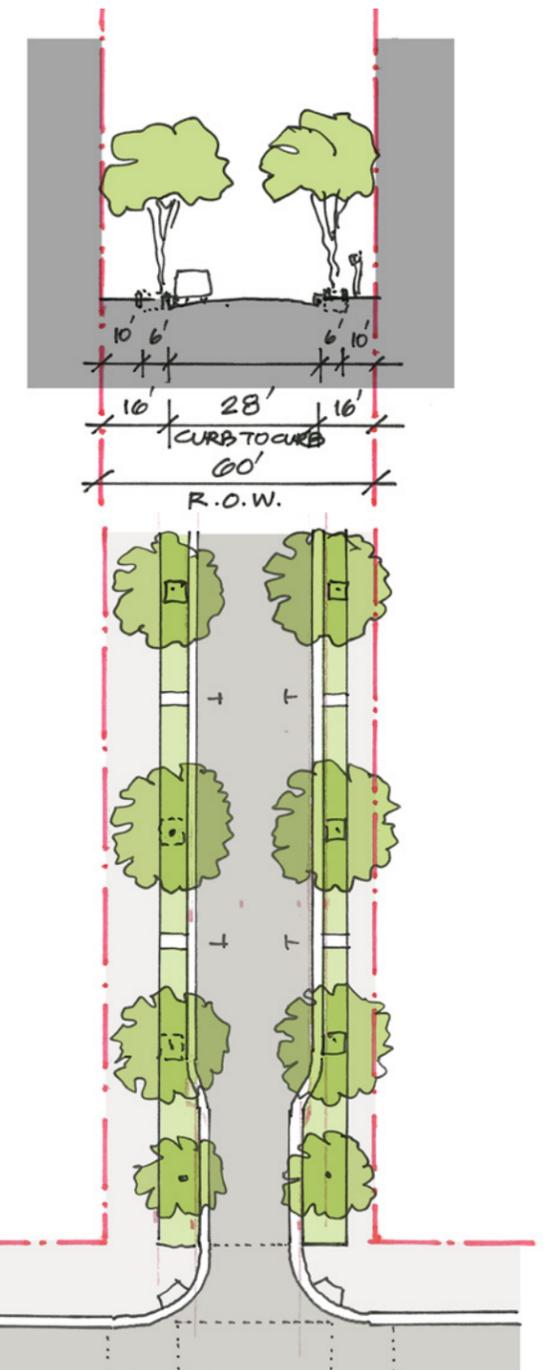
1. Plant two rows of street trees, one on each side
2. Utilize park strips for residential streets, tree grates for commercial streets.



Green street, Portland, OR



Tree wells in parking zone. Pacific Avenue, Santa Cruz, CA

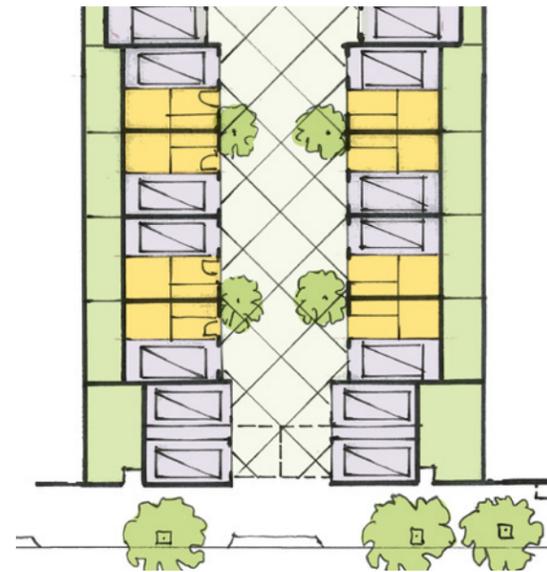
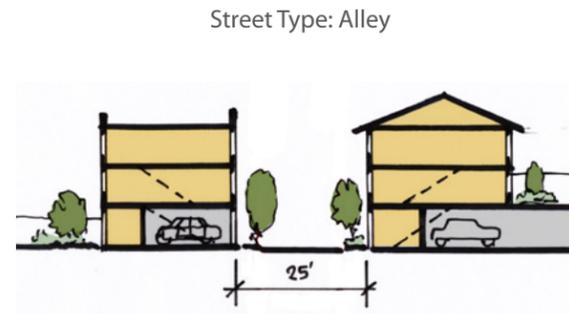


5. Residential Alleys

In private residential districts alleys can perform the functions of a minor street, providing a pedestrian scaled environment for both secondary residential units and mid-block facing units. In addition, alleys can provide a traffic-calmed environment for vehicle access to garages and service areas.

The accompanying drawing shows two potential conditions for a residential alley:

On the right is an example of front-loaded townhouses with their garages facing the alley.



Recommendations

1. Alleys should be 25' wide to allow for vehicular movement in and out of garages.
2. Alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Rougher paving texture should be used to slow vehicle speeds. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.

3. Trash bins must be screened from view and may not intrude into the alley right of way.
4. Alleys should have one-way vehicle circulation.
5. Sidewalks are not necessary.
6. Cross-slopes of paving should be ADA compliant.
7. Landscape elements should be encouraged within private property adjacent to alley right-of-way.
8. Parcels with units extending from street to alley should have their vehicular access from the alley, in order to minimize the number of curb-cuts along the street and reduce conflicts in the pedestrian zone.



Accordia, Cambridge, UK



Japanese "shared street"



Fulton Grove, San Francisco

6. General Landscape Guidelines

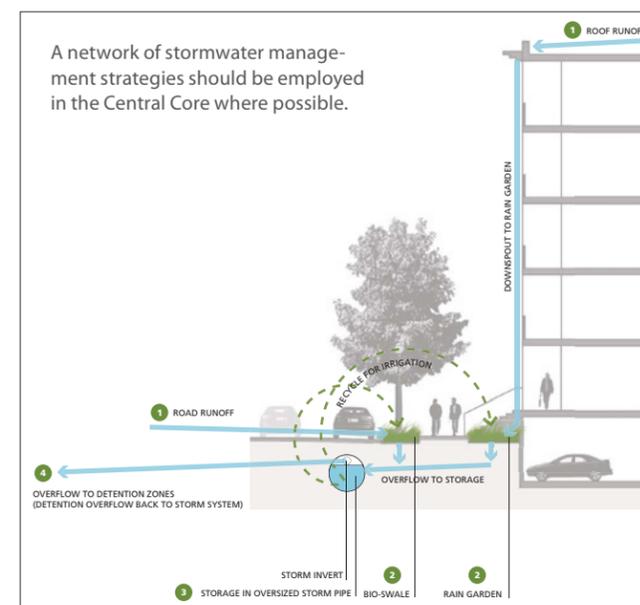
- A. Comfort and Interest. Landscaping shall be introduced to the public realm to contribute to the quality of the pedestrian experience by adding color, texture, and form that add visual interest, and providing scale, shade, and buffering that contribute to the sense of comfort.
- B. Planters. In order to provide variety and visual interest, public realm landscaping may include permanent above-grade planters, movable pots and planters, and hanging planters in addition to tree wells and planting strips.
- C. Location. Typically, the Public Amenity Zone separating the sidewalk from the street will be the primary landscape zone, although landscaping can be introduced to all sidewalk zones as long as adequate clearance is maintained.
- D. Urban Context. Plant materials should be in scale and compatible with the adjacent land uses and buildings. Plant materials and landscaped areas should be used to enhance the appearance of structures, define site functions and edges, and screen undesirable views.
- E. Local Climate and Ecology. Plant species should be selected that are suited to climatic conditions in Sacramento, including native or naturalized species that provide potential habitat for local wildlife.
- F. Reduction of Water Consumption. To minimize maintenance and water consumption, emphasis should be placed on the selection of native, drought-tolerant species, and all landscape areas should be irrigated with high-efficiency automatic drip and low-flow watering systems.
- G. Water Reuse. To minimize water consumption associated with public realm landscaping, the use of rainwater harvesting and recycled water for irrigation purposes should be encouraged and



Raised planters create informal seating opportunities.



Landscaping can be accommodated in a combination of planting strips and pots. Native drought-tolerant plants are recommended.



- expanded.
- H. Planting Conditions. When selecting trees and planting material, consideration should be given to their compatibility with the physical conditions of the urban setting, such as limited space for roots and canopies, limited soil fertility, impervious coverage of the root zone, heat build up, increased urban pollution, and compatibility with adjacent uses.
- I. Plant Selection. Plant species should be responsive to climate, existing species and planting patterns, although planting diversity is allowed where it complements and does not detract from a prevailing planting theme or pattern.
- J. Plant Selection for District/Corridor Identity. Species selection should include one or two species that are repeated regularly over the length of a block) or throughout a district to provide visual continuity.
- K. Maintenance. Landscaped areas should be properly maintained, which includes watering, removing debris and litter, modifying tree grates, and pruning and replacing plants when necessary. Adjacent private property owners are required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way where space is provided for a city street tree or other planting, regardless of whether the adjacent property is developed.
- L. Vertical Clearance. To maintain proper clearance:
 - Shrubs should be trimmed to three (3) feet or less in height above the grade of the sidewalk
 - Tree canopies should be trimmed up to at least eight (8) feet over the sidewalk and fourteen (14) feet above the street.



Landscaping can contribute significantly to the identity of an area.



Movable landscape elements provided by businesses



Fountain and landscape elements