

City of Soledad
DOWNTOWN SPECIFIC PLAN

FINAL | OCTOBER 3, 2012



City of Soledad DOWNTOWN SPECIFIC PLAN

Final October 3, 2012

City Council Approval Dates:

Ordinance No. 678 and 679

Resolution No. 4810

First Ordinance Reading: September 13, 2012

Second Ordinance Reading: October 3, 2012

Resolution Adoption: September 13, 2012

Soledad City Council

Fred J. Ledesma, Mayor
Patricia Stephens, Mayor Pro Tempore
Chris Bourke, Councilmember
Alejandro Chavez, Councilmember
Richard Perez, Councilmember

Soledad Planning Commission

Tom Stewart, Chairman,
Michael L. Laroco, Vice Chairman
Leti M. Bocanegra, Commissioner
Honorio Della , Commissioner
Javier Nieto , Commissioner

Soledad City Staff

Adela Gonzalez, City Manager
Steven McHarris, Director
Susan Hilinski, Senior Planner
Hilda Ramirez, Administrative Secretary
Miriam Solis, Economic Development/
Housing Coordinator
248 Main St., P.O. Box 156
Soledad, CA 93960
831.223.5043

Lead Consultant

Lisa Wise Consulting, Inc.
Lisa Wise, Principal
Adriana Neal, Associate
Kim Obstfeld, Associate
983 Osos Street
San Luis Obispo, CA 93401
805.595.1345

Urban Design & Architecture

Sargent Town Planning
Dave Sargent, Principal
David Day, Design Associate
Peter Vanderwal, Urban Designer
J.J. Zanetta, Illustrator
448 South Hill Street, Suite 418
Los Angeles, CA 90013
213.599.7680

Form-based Code & Sustainability

Raimi + Associates
Tony Perez, Director
2000 Hearst Avenue, Suite 306
Berkeley, CA 94709
510.666.1010

Transportation & Parking

Nelson\Nygaard Engineers
Colin Burgett, Principal
Brian Canepa, Senior Associate
785 Market Street, Suite 1300
San Francisco, CA 94103
415.284.1544

Zoning Code Consistency

Jacobson & Wack
Bruce Jacobson, Principal
661.213.4100

EIR

SWCA Environmental Consultants
Emily Creel, Environmental Planner
William B. Henry, Project Director
Shawna Scott, Project Manager
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
805.543.7095



CONTENTS

1.	Introduction	1-1
	1.1 Purpose	1-1
	1.2 How to Use the Plan	1-1
	1.3 Plan Area	1-1
	1.4 Goals	1-2
	1.5 Overview of Existing Conditions	1-3
	1.6 Plan Preparation and Public Participation	1-4
	1.7 Authority	1-5
	1.8 Plan Organization	1-5
2.	Vision & Downtown Character	2-1
	2.1 Introduction	2-1
3.	Mobility & Infrastructure	3-1
	3.1 Introduction	3-1
	3.2 Access and Circulation Network	3-1
	3.3 Public Transit	3-7
	3.4 Parking	3-12
	3.5 Infrastructure	3-18
4.	Implementation	4-1
	4.1 Introduction	4-1
	4.2 Time Frame	4-1
	4.3 Policies and Actions	4-2
	4.4 Funding Sources	4-13
	4.5 Impact Fee Revenue Estimate	4-19
5.	Development Code	5-1
	1.0 Applicability and Administration	5-3
	2.0 Zones	5-21
	3.0 Standards for Specific Land Uses	5-47
	4.0 Building Standards	5-57
	5.0 Frontage Standards	5-83
	6.0 Signage Standards	5-99
	7.0 Architectural Style Standards	5-119
	8.0 Block and Street Standards	5-139
	9.0 General Standards	5-151
	10.0 Definitions	5-157

Appendix A. General Plan Consistency	A-1
Appendix B. Community Participation	A-15
Appendix C. Economic Conditions	A-19
Appendix D. Review of Existing Plans	A-29
Appendix E. Conceptual Train Station Designs	A-33
Appendix F. Impact Fee Estimate	A-35
Appendix G. References	A-37

1. INTRODUCTION



Figure 1.1 Historic Images of Downtown Soledad

1.1 PURPOSE

Under California law, a specific plan is a planning tool that allows a City to define a vision for a specific area and apply guidelines and regulations for implementation. It can establish clear policies, implementation strategies, and design standards to guide public and private investment in a coordinated manner.

The Soledad Downtown Specific Plan (Plan) provides direction for the City's historic downtown and adjacent residential areas. It is intended to guide initiatives that capitalize on the City's unique assets with the overarching goal of revitalizing downtown. The Plan is designed to bring new life to the City's historic Front Street corridor by encouraging commercial and entertainment uses that will draw locals and visitors, and reducing development obstacles, such as environmental review, parking, and permit processing.

The Plan aims to implement the Downtown Vision Program and the 2005 General Plan.

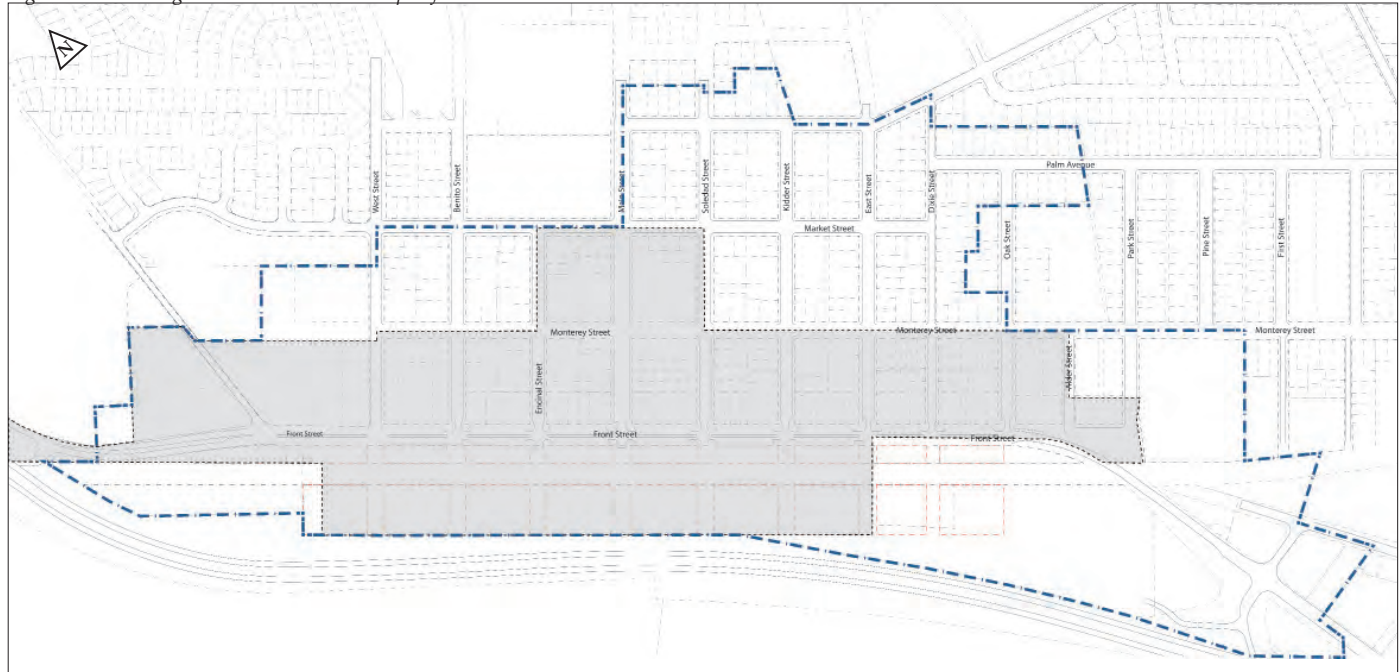
1.2 HOW TO USE THE PLAN

This Plan is divided into five chapters. Chapters 1 through 3 provide details regarding the overall vision of the Plan Area and analyses of existing conditions. Chapter 4 (*Implementation*) contains policies and actions to serve as a guide for bringing to life the vision for the Plan Area. Chapter 5 (*Development Code*) is regulatory and controls new development and redevelopment in the Plan Area. More information on the contents of each chapter of this Plan can be found in Section 1.8 (*Plan Organization*).

1.3 PLAN AREA

The City of Soledad is located in Monterey County, approximately 25 miles south of Salinas along U.S. Highway 101. Other nearby cities include Gonzales (10 miles), Greenfield (nine miles) and King City (20 miles). The Plan Area encompasses all of downtown Soledad and is bounded roughly by U.S. Highway 101 to the west, North Street to the east, San Vicente Road to the north, and Nestles Road to the south, and comprises nearly 200 total acres.

Figure 1.2 Existing and New Downtown Specific Plan Area Boundaries



Plan Area Boundaries
 1996 Downtown Specific Plan Boundary
 2012 Downtown Specific Plan Boundary

As shown in Figure 1.2, the Plan Area boundaries were extended to the south and east from the 1996 Downtown Specific Plan boundaries to incorporate the northern and southern City gateways. The Plan Area boundary was also extended two blocks east of Market Street to include the residential neighborhoods adjacent to downtown. While these neighborhoods are included in the Plan Area, they are not included in Chapter 5 (*Development Code*). Instead, the *Development Code* focuses on the areas of the Plan Area expected to see the most significant infill and change. The residential neighborhoods are expected to remain residential, but were included to plan for the downtown as a “complete neighborhood” and to apply historic preservation policies

1.4 GOALS

Based on community input, four key goals were developed for the Specific Plan.

1. A vibrant hub for commercial activity, entertainment, and hospitality.

Concentrate resources on attracting key projects to the downtown area, rather than the highway-oriented commercial areas on the north or south ends of the City. Work with developers to initiate projects such as a movie theater, hotel, senior housing, and mixed-use projects

on vacant and underutilized infill sites. These types of projects will act as catalysts to spur renewed interest and investment in the downtown. They can be leveraged to attract smaller supporting businesses including restaurants and retail.

2. A pedestrian-oriented downtown that showcases the City’s unique culture and history.

Build upon the City’s existing pedestrian fabric including historic structures and streetscapes to showcase the City’s history and culture and to encourage complete streets and multi-modal transportation choices. Revitalized buildings will add character and visual interest to the downtown and enhanced streetscapes will improve the pedestrian environment.

3. A compact, mixed-use downtown that capitalizes on existing resources.

The City controls key sites including several vacant parcels on the west side of Front Street, a vacant lot adjacent to the museum on Soledad Street and Monterey Street, the City Yard near Vosti Park, and a large parcel at the south gateway to the downtown on Nestles Road. Appropriate development form and type on these sites could not only create great projects, but spur interest in downtown and investment from the private sector.

In addition to specific lots, the City controls ample land in the form of wide streets. At minimal expense, existing paved street space can be repurposed for parking as greater downtown activity results in increased parking demand. In some cases, additional pedestrian amenities such as wider sidewalks or additional landscaping may be appropriate.

4. A memorable place.

Building design, streetscape treatments, public spaces, and unique elements such as gateway markers and public art should contribute to a unique and memorable downtown experience for both residents and visitors. The objectives listed in Chapter 2 (*Vision and Downtown Character*) articulate concepts that aim to create this type of experience. For example, a public plaza and train depot will welcome visitors and clearly mark the center of the City. The flower fields proposed on the vacant parcels between U.S. Highway 101 and the railroad tracks will be a differentiating element for downtown users and highway motorists. The bright lights of the depicted movie theater marquee could serve as a downtown landmark. Properly oriented gateway development, streetscaping, and a pronounced community center will contribute to a significantly improved visitor experience from the southern U.S. Highway 101 interchange and help to draw visitors downtown. As these changes are integrated and constructed over time, the City will take on a more distinctive feel and personality, making it an attractive place for residents or those travelling through the area.

1.5 OVERVIEW OF EXISTING CONDITIONS

DEMOGRAPHICS

Population

The City population was estimated at 25,738 as of 2010 (U.S. Census, 2010). Among the total population, 10,143 persons were institutionalized (U.S. Census, 2010), most of whom were inmates at the Correctional Training Facility and Salinas Valley State Prison, leaving a total household population of 15,595.

The Soledad population has grown significantly over the past 20 years. From 1990 to 2010, the population increased approximately 118 percent (excluding the prison inmate population), with an average annual growth rate of six percent. However, the City's population is estimated to have decreased slightly between 2005 and 2010.

Nearby Greenfield grew at a pace similar to Soledad, and King City and Gonzales experienced rapid growth from

1990 to 2000 but the pace of growth in Gonzales slowed slightly over the past 10 years while the population in King City increased.

In the 2008 Regional Forecast, the Association of Monterey Bay Area Governments (AMBAG) predicted continued growth in Soledad and throughout Monterey County through 2035. AMBAG estimated a total population of 33,760 by 2020 and 41,405 by 2035 for the City. Assuming a prison population comparable to the average number of inmates from 1990 to 2010, the adjusted non-prison AMBAG population estimates would be 22,814 by 2020 and 30,459 by 2035.

As of 2010, Soledad represented approximately six percent of the population of Monterey County, including the inmate population.

Household Trends

According to the U.S. Census, the estimated average household in Soledad contained 4.27 persons as of 2010. The 2010 Soledad household size was lower among owner-occupied units, with an average of 4.13 persons per household, while the average in renter-occupied units was 4.45.

The Soledad housing stock consisted of 3,876 units as of 2010 (U.S. Census). This represents an increase of 53 percent since 2000. According to estimates, the majority of new units constructed were single-family homes, which increased from 1,681 units in 2000 to 2,870 units in 2010, an increase of 71 percent. As of 2010, single-family homes represented approximately 72 percent of the City's housing stock. There was also a significant increase in multi-family units of five or more, which increased over 120 percent from 210 units in 2000 to 469 units in 2010.

As of 2010, approximately 95 percent of Soledad housing units were occupied. The occupancy rate is slightly down from 2000 when 98 percent of units were occupied. The 2010 occupancy rate in Soledad was higher than that of nearby Greenfield and King City which had rates of 92 percent and 93 percent respectively, but slightly less than Gonzales, which had an occupancy rate of 96 percent. Among occupied housing units, 57 percent were owner-occupied as of 2010. This represents a decrease from 2000 when 62 percent of occupied units were inhabited by the owner.

Income Trends

As of 2009, the City median household income was \$57,132 (U.S. Census, American Community Survey). This was slightly lower than the Monterey County median at \$59,111 and the California median at \$60,422.

Figure 1.3 Photos taken during the Design Charrette and Economic Forum



Approximately 44 percent of Soledad households had an annual income of less than \$50,000. This is comparable to the total percentage of Monterey County households at 42 percent.

Employment

Agriculture is the largest employment sector for Soledad residents. The industry employed 2,091 residents as of 2009, approximately 35 percent of the working population. Educational services, health care, and social assistance is the second largest employment industry, followed by public administration.

A high percentage of residents commute out of the City for work every day. According to the U.S. Census, the mean travel time to work was 25 minutes for Soledad residents (U.S. Census, American Community Survey, 2009).

1.6 PLAN PREPARATION AND PUBLIC PARTICIPATION

The Downtown Specific Plan was developed through research of existing plan documents, as well as a thorough public engagement process. The public engagement process involved stakeholder interviews, a three-day design charrette, a joint City Council and Planning Commission meeting, and an economic forum. Results from this process shaped the vision, goals, policies, and development code included in this Plan. The public engagement process is discussed in greater detail in Appendix C.

PUBLIC ENGAGEMENT PROCESS

Stakeholder Interviews

The Consultant Team conducted personal interviews with 25 community members on March 1, 2011. Each interview ranged from 30 to 45 minutes. The interviews were comprised of general, open-ended questions intended to gather specific data as well as invite conversation, enabling the Consultant Team to gather more extensive responses than may have otherwise been captured.

Interviewees included public officials, downtown property owners, and representatives of business organizations. Interviewees were invited to participate based on the recommendations of the Community and Economic Development Department.

The results of these interviews were summarized, discussed at the design charrette, and incorporated into the Plan, as appropriate.

Design Charrette

A three-day (May 2, 2011, to May 4, 2011) design charrette was held at the Soledad Business Center in the Lum Building on 749 Front Street to enable the community to direct the long-term visioning process.

The charrette kicked off with a brown bag lunch presentation on Monday regarding urban design and circulation. The studio was held open Monday and Tuesday evenings for the public to view preliminary drawings and discuss ideas and concerns with the Consultant Team.

The Team gave another lunchtime presentation on Tuesday to discuss economic development strategies for downtown. The Consultant Team also had the opportunity to meet with a number of City Staff members during the charrette including the City Manager, Director of Community Development, Director of Public Works, Fire Chief, as well as the City Council, Planning Commission, and several downtown property and business owners.

The charrette culminated in a presentation at a joint Planning Commission and City Council workshop at City Hall on Wednesday. The Consultant Team summarized ideas generated throughout the visioning process and presented a concept for the future of Downtown Soledad. The final Vision Program presented to the Planning Commission and City Council is the basis for all goals, guidelines and standards presented in this Plan.

City Council and Planning Commission Joint Meeting

A joint City Council and Planning Commission meeting was held on August 3, 2011, to summarize the work completed to date and to confirm the downtown Vision Program before the Consultant Team prepared additional analysis and illustrations, draft policies, implementation actions, and the development code. The City Council and Planning Commission were in favor of the Vision Program Recommendations and agreed to move forward with the Plan.

Economic Forum

An economic forum was held on October 19, 2011 at the Soledad Business Center. Over twenty participants attended the forum. Attendees included representatives from the Soledad Mission Chamber of Commerce, the Planning Commission, Santa Barbara Bank and Trust, the Soledad Historical Society and Museum, a local ADA representative, local independent business owners, and land owners, among others.

Forum participants discussed current economic issues in Soledad, with a particular focus on the shortage of viable

retail outlets in the downtown area. The Consultant Team left with several community-driven economic goals for building a stronger downtown.

PREVIOUS PLAN DOCUMENTS

The following documents were reviewed and referenced throughout the preparation of the Downtown Specific Plan. See Appendix C for an overview of the documents:

- 1996 Downtown Specific Plan
- 2005 General Plan and EIR
- Municipal Code
- 2010 Community Design Guidelines and Standards
- Economic Development Strategy

1.7 AUTHORITY

The Downtown Soledad Specific Plan is enacted pursuant to Government Code Section 65450 by resolution, and the Development Code (*Chapter 5*) by ordinance, to apply to all property within the Plan area.

1.8 PLAN ORGANIZATION

The Plan is organized into five chapters: Chapter 2 (*Vision and Downtown Character*), Chapter 3 (*Mobility and Infrastructure*), Chapter 4 (*Implementation*), and Chapter 5 (*Development Code*).

CHAPTER 2. VISION AND DOWNTOWN CHARACTER

Chapter 2 illustrates how Soledad's historic downtown could transform over the next 25 years. It includes a development program describing the build-out potential for the Plan Area and provides an overview of the vision and overall design for key sub areas.

CHAPTER 3. MOBILITY AND INFRASTRUCTURE

Chapter 3 addresses mobility and parking in the Plan Area. It provides guiding principles for street design, addresses pedestrian facilities and safety, and includes standards for bikeways as well as a discussion on public transit. The Chapter also includes a number of parking strategies that may play a key role in the successful implementation of larger-scale catalyst projects proposed in the Vision.

This Chapter also addresses utilities and infrastructure through a discussion of public facilities and schools, water

and wastewater, and energy. It includes an analysis of existing supply and lists improvements necessary to meet the potential increase in demand that may be caused if the Specific Plan build-out is met.

CHAPTER 4. IMPLEMENTATION

The Implementation Chapter organizes the ideas set forth in the rest of the Specific Plan into a series of phased actions. It also lists sources for funding the Plan's proposed projects and provides financing strategies.

CHAPTER 5. DEVELOPMENT CODE

The Development Code provides the building standards and uses that will ensure new development is consistent with the Plan's vision. It includes a regulating plan of the Plan Area's new districts, and provides regulations for land use, building design, frontages, signs, parking, and streets and streetscapes. The Development Code also includes procedures, standards for specific uses, general standards, and definitions.

2. VISION & DOWNTOWN CHARACTER



2.1 INTRODUCTION

This Chapter summarizes the community's vision for the character and function of the Plan Area. As discussed in Chapter 4 (*Implementation*), some improvements can be initiated immediately while others may require years of sustained effort.

The Chapter provides a strategy for revitalizing downtown Soledad through strategic infill projects and improvements that capitalize on the significant assets in the area. The discussion and illustrations build upon the existing Design Guidelines to establish the desired character and design quality of the downtown.

The vision is based on an analysis of existing conditions, a review of past studies, reports, and plans, meetings with Staff and elected officials, interviews with stakeholders, and public input gathered during a three-day design charrette. Refer to Appendix C for a detailed discussion of community input.

The vision outlines opportunities for improvement in five downtown areas including the Downtown Core, Monterey Street, Vosti Park, South Gateway, and the Railroad District. Policies and actions in Chapter 4 (*Implementation*) address improvements throughout the Plan Area and focus on infill development, design and character, streetscape improvements, historic preservation, and economic vitality. The timeline, funding sources, and responsible party for each action item is also identified in Chapter 4 (*Implementation*).

DEVELOPMENT PROGRAM

The vision calls for significant infill development in the downtown over the next 20 or more years. While land uses are flexible, in keeping with the standards described in Chapter 5 (*Development Code*), and may vary according to market demand, the Plan Area may accommodate up to 570 new housing units, over 480,00 square feet of commercial space including retail, hospitality, office, education, and public facilities, and over 40,000 square feet of industrial space. Table 2.1 provides a detailed estimate of the buildout potential within the Plan Area.



Figure 2.1 Conceptual illustrative plan for the Plan Area, showing Monterey Street and Front Street between West and East Streets.

TABLE 2.1 DEVELOPMENT PROGRAM	
TYPE	BUILDOUT ESTIMATE
Residential	570 units
Retail	153,041 sq. ft.
Hospitality	127,760 sq. ft.
General Office	113,466 sq. ft.
Education	83,100 sq. ft.
Public Facility	10,570 sq. ft.
Industrial	41,749 sq. ft.

Source: Sargent Town Planning and Lisa Wise Consulting, Inc.

ECONOMIC VITALITY

The vision aims to shape and direct public and private investment in the downtown. This shared vision is designed to unite downtown interests including business owners, property owners, and business organizations to achieve a revitalized downtown. Improvements to amenities, circulation, parking, and other public elements are intended to create an attractive environment in which businesses can thrive and new businesses are inspired to invest.

Enhanced streetscapes, lighting, and sidewalks will encourage pedestrian activity, bringing additional foot traffic to downtown businesses. Public spaces such as the train depot plaza will provide wind-protected space for regular events. Infill development and building design standards will create an environment that draws tourists and locals from throughout the region.

The vision was developed based on an understanding of current economic conditions and demographics as well as economic priorities and limitations outlined in previous studies and in the Soledad Economic Development Strategy. See Appendix D for an overview of economic trends and Appendix E for a summary of previous studies.

NEIGHBORHOOD PRESERVATION

Downtown Soledad is home to a thriving historic neighborhood. Single-family residences are primarily concentrated in the portion of the Plan Area located to the northeast of Market Street. Architectural styles include folk Victorian, minimal traditional, craftsman, victorian gothic, and Spanish eclectic. Proximity to downtown services and amenities as well as schools and parks make the neighborhood convenient and walkable.

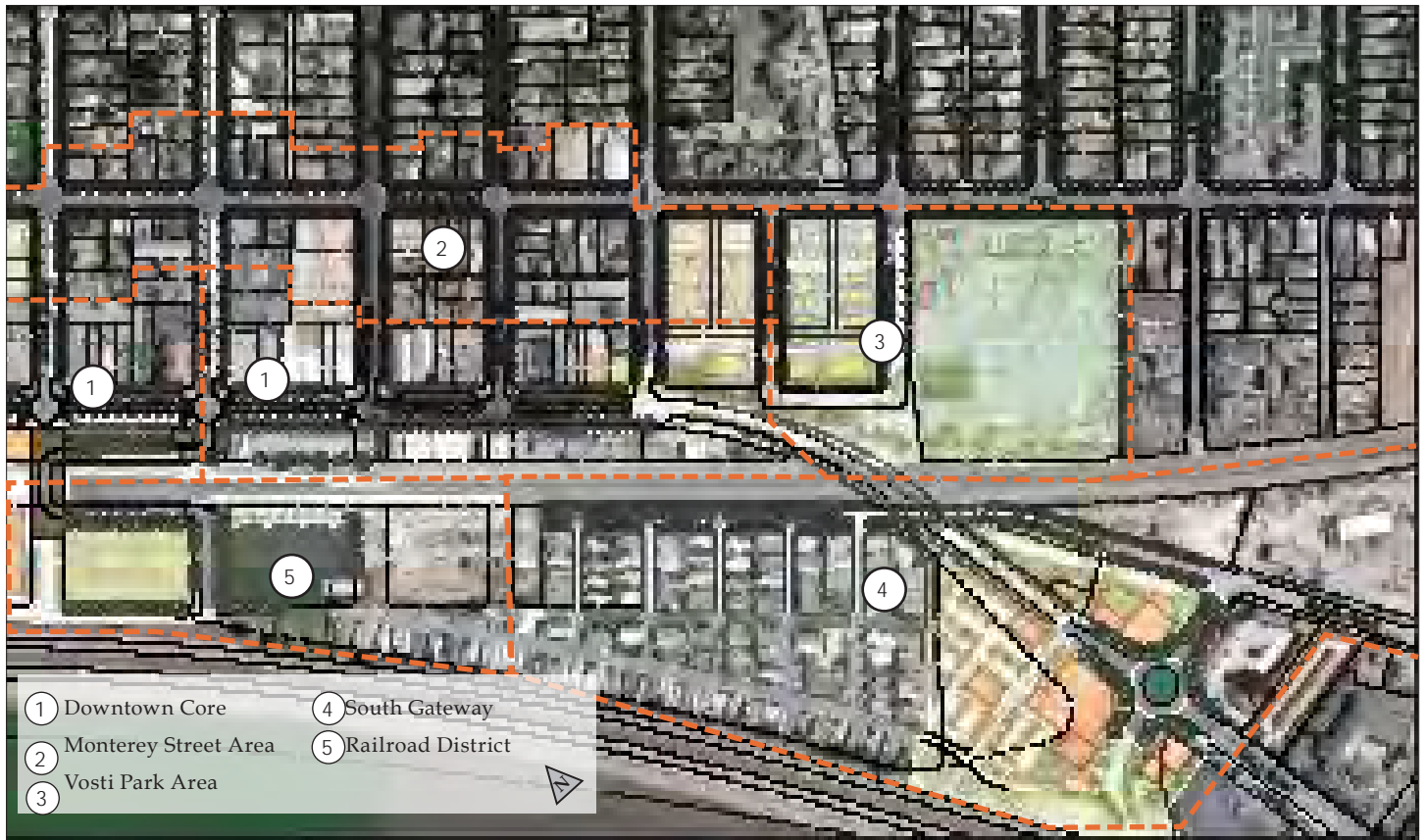


Figure 2.2 Conceptual illustrative plan for the Plan Area, showing Monterey Street and Front Street between Soledad Street and Nestles Road.

Preservation and enhancement of this neighborhood is key to the downtown vision. The Chapter 5 (*Development Code*) is crafted to provide standards for multifamily infill building types that are compatible in scale and character with existing residences. Policies and actions (see Chapter 4 (*Implementation*)) call for streetscape improvements including wider sidewalks, additional street trees, and improved lighting to enhance aesthetics and pedestrian safety, and continued rehabilitation loan and grant programs to maintain existing homes. Infill and improvements in this neighborhood will benefit residents and support commercial vitality in the downtown.

HISTORIC PRESERVATION

The City completed an Historical Resources Inventory in 2010, which identifies historically significant and potentially significant buildings, structures, and sites. Figure 2.3 is a map of the contributing properties located within the Plan Area. The City's historic structures include a range of styles including craftsman, 20th century classic revival, storefront vernacular, italianate, victorian gothic, spanish colonial revival, mission revival, and art moderne.

Non-building historic resources include a pump station, water tower, horse hitching post, and the Front Street rail bridge.

The vision for Downtown Soledad celebrates and capitalizes on historic resources. It includes concepts, policies, and actions for rehabilitating historic homes and commercial buildings, and protecting structures from demolition and renovations that are not in keeping with the historic character. Section 9.0 in Chapter 5 (*Development Code*), provides design standards for renovations, retrofits, additions, and reconstruction.

Historic structures, particularly single-family homes, may need to be relocated to allow for parcel consolidation to accommodate larger scale development in the downtown. Whenever possible, these structures should remain within the downtown area. Figure 2.3 identifies potential relocation sites for these properties. Identified sites are located outside of the commercial core and are vacant or underutilized properties.

Figure 2.3 Potential Relocation Sites for Historic Structures



Historic Resources

- Historically Significant Properties
- Potentially Significant Historic Properties
- Historic Structure Receiver Sites

NOTES:

1. This site currently contains a small historic residence, but the majority of the parcel is unused.
2. This site currently contains a residence, however there is potential for an additional small residence fronting on Palm Avenue.

2.2 VISION AND URBAN DESIGN

DOWNTOWN CORE



Illustrative view of the proposed movie theater at the corner of Front Street and Encinal Street.

Existing Conditions

Front Street is the historic main commercial corridor of the City. Front Street runs adjacent to the railroad, with commercial buildings primarily along just the eastern side. The Corridor provides north and south access to U.S. Highway 101 and connects to the neighborhoods to the north and east with a regular pattern of cross streets.

Buildings. Recent strip commercial development at the City's south end (south of the South Gateway Area) has diverted commercial spending away from downtown, leaving Front Street with unoccupied storefronts and office spaces. Many of the buildings along Front Street are historic, fine examples of small town commercial architecture. While some have been well taken care of and maintain their original character, a number of these buildings have been modified over the years and lack their original charm.

Development along Front Street is almost entirely on the east side. While the east side of Front Street is largely built-out, there are a few vacant and underutilized parcels between East Street and West Street. Several of the vacant parcels on the west side between Front Street and the railroad tracks are owned by the City.



Conceptual illustrative plan for the northerly portion of the Downtown Front Street Corridor. Proposed projects include 1) a new movie theater, 2) a public plaza and train depot, 3) a small hotel or mixed-use commercial development adjacent to the public plaza, and 4) facade improvements to downtown buildings. Additional improvements include redesigned courtyard housing between West and Benito Streets, small commercial buildings and a parking lot across from the courtyard development, larger street trees in the medians, and a variety of new street trees along the side streets.

Vision



Top: Illustrative view of Station Plaza. A gallery frontage on the hotel or mixed-use commercial development provides shade and visual interest. Tall trees and wide awnings on smaller commercial frontages provide additional shade and create a sense of enclosure to enhance the pedestrian environment.



Bottom: Section illustration of Station Plaza and commercial development across the street. A gallery frontage along Front Street in Station Plaza provides shade and a strong architectural character and spatial definition for this key block of Front Street. Tall trees in the central median and deep awnings on the shopfronts across the street reinforce the sense of pedestrian enclosure within the “outdoor room” of Front Street.

Streets. The City’s downtown street network is the standard California “railroad town” grid pattern with blocks laid out to the east of the train tracks. Typical blocks are 300 feet by 400 feet and the typical street right-of-way is 80 feet, although the Front Street right-of-way is generally 100 feet. There is a planted median running the length of Front Street from East Street to Benito and West Street to Moranda Road. The Front Street sidewalks and medians are planted with street trees, but the trees lack sufficient height to shade the street and require more attention and watering to thrive. Many of the cross streets lack meaningful street tree plantings. While the block sizes are a good scale for a pedestrian-oriented downtown, the pavement widths are wider than necessary for vehicular travel lanes and can be utilized for parking or other public amenities.

Public Space. Cesar Chavez Park is located on the west side of Front Street between Main and Soledad Street. The park is 0.1 acre and consists primarily of a grass lawn. The park is used infrequently and primarily serves as visual open space.

Front Street is to be transformed into the commercial, entertainment, and cultural center of the City. Existing historic buildings will be restored to their original condition, the streetscape will be enhanced with taller street trees and an improved lighting scheme, and a number of development projects will bring new energy and increased pedestrian activity to the area. Specific projects and actions envisioned and recommended for the corridor are listed below.

Infill Development. A more continuous pattern of active shopfront businesses and some residential frontages on cross streets will encourage more pedestrian activity, which will help to stimulate and support economic activity and a sense of community within the downtown. Specific projects could include the following:

Movie Theater. A movie theater at the corner of Front and Encinal Street will help make Front Street the City’s entertainment core. A tall lighted marquee will make the theater visible from U.S. Highway 101 and establish it as a downtown landmark. Creative shared parking strategies can allow this site to accommodate a multi-screen first-run theater.



Top: Illustration of proposed facade improvements to the building on the corner of Front and Main Street, with view of new hotel or commercial building on the west side of Front Street. Proposed new hotel or other use should be of an architectural style that meshes with the existing historic buildings along Front Street and the architectural heritage of northern California.

Bottom Left: Illustrative view of hotel, looking north along Front Street. Illustration includes projecting sign, corner-facing entrance and the restored brick facades of the historic hotel building.

Bottom Right: Illustrative view of potential facade improvements. Suggested improvements include a “stripping down” of more recent decorative additions that are inconsistent with the original architecture, removing stucco from brick facades, simplifying signage, and replacing windows to restore buildings to their historic character.

Commercial Development on West Side of Front Street. A hotel, commercial building, education, or other community-serving use on the west side of Front Street, south of Main Street, will help to create a feeling of enclosure and improve the pedestrian environment on Front Street. This block is recommended because of its location adjacent to the proposed train station site at the end of Main Street and it is opposite a block of historic buildings along Front Street.

Station Plaza and Train Depot. A pedestrian-only plaza adjacent to the hotel/commercial development on the west side of Front Street will eventually serve as the entrance to the train depot, and will provide a gateway into Soledad for visitors arriving by train. Buildings surrounding the plaza should have gallery and small storefront frontages.

Government Center. A government center housing the Monterey County Superior Court could be located at the proposed theater block, or somewhere else downtown. This type of use will bring with it an influx of related office uses and employees in need of commercial and entertainment services.

Facade and Signage Improvements. Facade renovations can restore the historic buildings to their original character. In general, this involves removing stucco from brick facades, replacing or restoring windows and shopfronts, replacing original cornices and other key details, and eliminating decorative elements added to the buildings in recent decades that are inconsistent with the original architecture.

The City's downtown currently lacks professionally prepared signs and many banner and window signs are of poor quality and do not comply with City standards. Simplified signs and awnings will better fit with the design of the historic buildings. Signs should generally be front-lighted and made of metal or wood or painted directly onto the buildings. Projecting signs should address the pedestrian and, in some cases, also be targeted at passing motorists through use of classic projecting neon "highway sign" types typical of the 1930's through 1950's.

Streetscape Enhancements. Front Street's medians and sidewalks should be enhanced with taller trees to act as a windbreak and provide shade. The median and lighting scheme should be extended to San Vicente and Oak Streets. The lighting should be improved to enhance pedestrian safety after dark and improve visibility for motorists. Streetscapes should be improved with more benches, decorative planting areas, and public art in the "street tree zone" within the sidewalks.

VISION AND URBAN DESIGN

MONTEREY STREET



Conceptual illustrative plan of a portion of the Monterey Street area. Proposed projects include 1) a senior housing development 2) residential or commercial flexible-use spaces and 3) flexible-use buildings in a residential style and scale. Additional improvements include new street trees in a variety of types to provide color and visual interest.

Existing conditions

The Monterey Street Area includes Monterey Street as well as the properties fronting the cross streets for the half block north and south of Monterey from West Street to Oak Street.

Buildings. The majority of buildings along Monterey Street and on the side streets to the northeast are single-family homes in varying conditions. Many of these homes are identified on the City's registry of historic places. There are a few commercial uses on Monterey Street that serve the neighborhood, including a bakery, neighborhood market, movie rental store, and hair salon. Uses on the side streets between Oak and Benito Streets are primarily commercial, including services, professional offices, and retail.

Streets. Monterey Street has a right-of-way of 80 feet with parallel parking on both sides of the street. The street lacks mature street trees. The side streets from West Street to Oak Street generally have an 80 foot right-of-way, and several have parallel parking on one side and angled parking on the other. Monterey Street features a designated bicycle lane in both directions from West Street to the

south of Vosti Park. Existing sidewalks on Monterey Street between West and Oak Street are approximately five feet wide, and the street supports considerable pedestrian activity.

Public Space. Bill Ramos Park is located on the northeast corner of Monterey and Soledad Streets. The park encompasses 1.25 acres and includes a walking path, grass lawn, and picnic tables. The park has been observed to be rarely utilized and is planned to be part of the Civic Center expansion.

Vision

The Monterey Street area will be an active mixed-use neighborhood with a predominantly residential scale and character. The neighborhood will include higher density residential infill and flexible-use structures with a residential style and scale. Historic homes will be preserved and enhanced. Streetscape improvements will create improved connections to Front Street and a more pleasant pedestrian environment characterized by large street trees to provide shade and reduce wind speeds.

Infill Development.

Senior Housing Project. A senior housing development would be appropriate for the southwest corner of Monterey and Soledad Street. The development’s close proximity to goods and services including food markets and a pharmacy will allow residents to handle daily errands on foot, reducing total automobile trips.

Multi-Family Residential Development. Medium density infill housing is appropriate along Monterey Street and the east/west side streets connecting Monterey to Front Street. The design of residential developments should be of a scale and character similar to the area’s existing homes and neighborhood-serving commercial buildings. Infill development may include small neighborhood-serving commercial uses (two to three stories), although the Front Street Corridor will likely provide a more favorable environment for most businesses.

Streetscape Improvements. Trees along Monterey Street and side streets will act as a windbreak and provide shade for pedestrians. Paso Robles and King City are examples of existing places that demonstrate the value of such trees on almost identical streets. A colorful flowering tree variety on some of the east/west streets will add visual interest and differentiate streets. An improved lighting scheme will complement the lighting on Front Street.



Examples of infill housing appropriate for the Monterey Street area. Housing is medium density, but designed with residences accessed directly from the street, in buildings of a scale and character compatible with the historic homes of the neighborhood.

VISION AND URBAN DESIGN

VOSTI PARK



Illustrative view along the proposed Front Street extension to Vosti Park, with a new community center on the right and a multi-family, live-work or mixed-use building on the left.

Existing conditions

The Vosti Park Area is located at the southeast end of Downtown Soledad. The park runs parallel to the railroad tracks near where the tracks cross over Front Street. The park is home to the landmark Soledad water tower.

Buildings. The Vosti Park area includes a mix of uses including a public park, residential units, retail, services, and light industrial (City Yard). Buildings on the blocks between Oak Street, Monterey Street, and Park Street are primarily warehouse-style structures. Structures on nearby side streets are a mix of single and multi-family residences.

Streets. Streets adjacent to Vosti Park stray slightly from the uniform downtown grid pattern, with some narrower blocks and narrower street rights of way and several discontinuous streets. State Street bisects the blocks between Park Street and Oak Street to the southwest of Monterey Street. The variation visually disconnects Vosti Park from the center of the downtown area as there is no direct line of site to the park. Pedestrians cannot access the park directly from Front Street and must pass industrial sites such as the City Yard to reach a park entrance.

Public Space. Vosti Park is a 6.4-acre park bordered by Front and Monterey Streets to the east and west, and Park Street to the north. The park has a sand volleyball court, picnic benches, a playground, and large play fields for soccer and baseball.

Vision

The Vosti Park area will be transformed from a mixed industrial/residential area that is physically isolated from Downtown into a seamless neighborhood extension of the Monterey Street and Front Street environments. The park will be fronted by a mix of multi-family housing and civic buildings, reinforcing its function as a key public gathering space for Downtown Soledad and the entire City.

Block Reconfiguration. A reconfigured block structure will create two larger blocks between Park and Oak Street, similar to the typical downtown area block size. The sidewalk connection from Front Street to Park Street will provide direct pedestrian access to Vosti Park from Front Street and a view corridor from the downtown core to the community center and park entrance.

Community Center. A community center at the end of Park Street will provide gathering space for residents and serve as a gateway from Front Street into Vosti Park. The community center should have a tower or other vertical feature to make it a landmark for pedestrians and motorists driving to the downtown from the U.S. Highway 101 off-ramp and terminating the southerly vista on Front Street.



Illustrative site plans of two phases of development for the Vosti Park area. Proposed improvements for Phase I include 1) relocation of the City Yard and a new community center, 2) medium and high-density residential developments, 3) park enhancements and additional street trees, 4) infill development on the corner of Oak and Front Street, 5) reconfiguration of the two smaller blocks between Alder and Park Streets into one large block and closing off vehicle access between Alder Street and Park Street, and 6) a pedestrian-only path connecting Vosti Park to Alder Street through the proposed residential development.



Proposed improvements for Phase II include 1) reconfiguration of the two smaller blocks between Oak and Alder Streets into one block, 2) road realignment to connect Alder Street to Park Street, 3) high-density residential development, 4) a bridge over Front Street providing access to the parcels west of the railroad tracks (see Chapter 3, Section 3.1 (Downtown Access & Circulation) for more information on this recommendation), and 5) streetscape enhancements and a continuation of the Front Street median.

Residential Development. The light industrial uses on the blocks between Monterey Street, Oak Street, and Park Street will be replaced by medium density housing and flexible-use units over time. Flexible spaces could accommodate live/work, professional offices, and some service uses that are compatible with the neighborhood environment.

Park Enhancements. Park improvements including a permanent soccer field, a shaded path meandering around

the entire park, a tree grove near the park’s community center at the northern entrance, and semi-permanent food stands will enhance the visual quality and usability of the park.

Streetscape Improvements. An improved lighting scheme will complement lighting on Front Street and in the Monterey Street area. Street trees along Park Street and Monterey Street will help to define the space of the park and shelter it from wind.

VISION AND URBAN DESIGN

SOUTH GATEWAY



Illustrative view of the vision for the South Gateway area, facing northeast along Front Street, with a view of the proposed automobile bridge over Front Street and the railroad tracks.

Existing conditions

Buildings. Buildings in the South Gateway area are typically single-use structures on large parcels. Many buildings in this area have street-side surface parking lots designed to accommodate large vehicles and provide ample spaces for stop-over visitors travelling on U.S. Highway 101. There are several large vacant parcels and a number of underutilized parcels in the area.

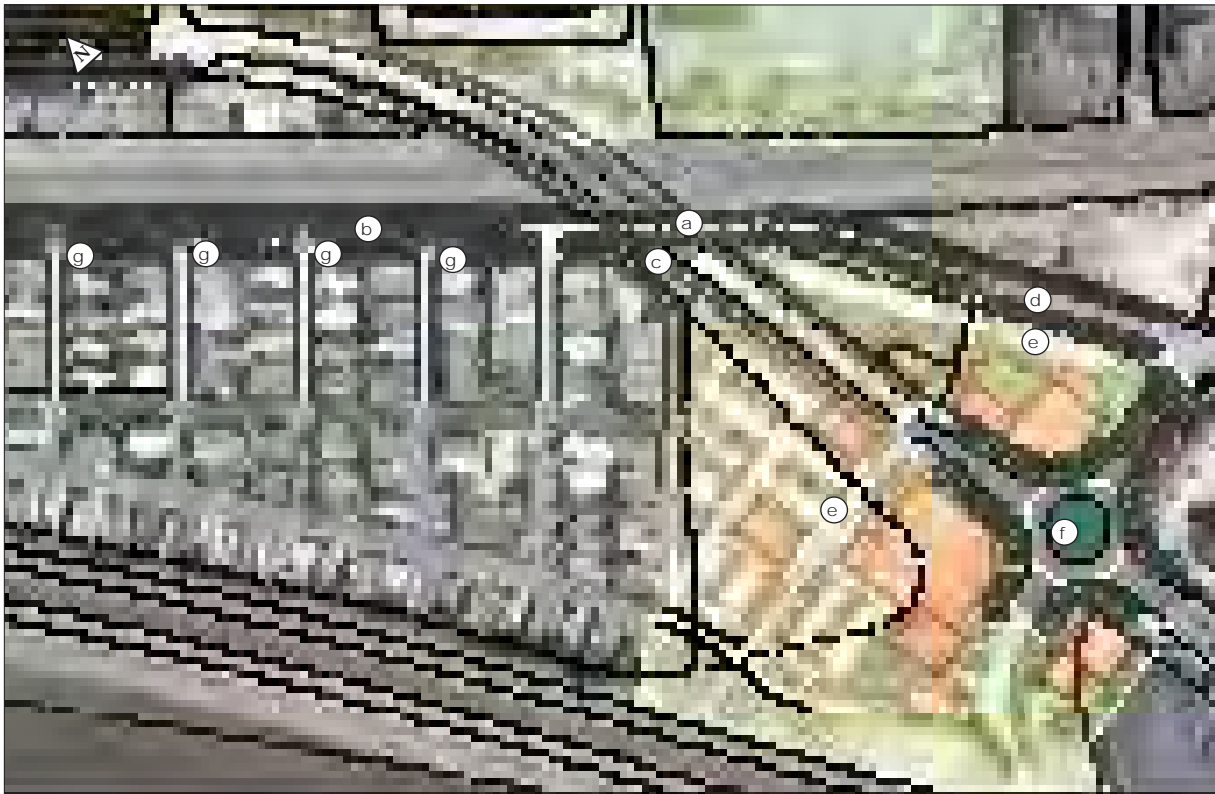
Streets. The street pattern is very different from the grid/network pattern in the downtown area and does not support the small town environment. Front Street connects the U.S. Highway 101 off-ramp to the downtown area via a railroad underpass. Existing sidewalks in this area are inconsistent with Public Works standards and Community Design Guidelines. Sidewalks are narrow and portions along Nestles Road are unpaved. The sidewalk along Front Street north of Nestles Road through the underpass is particularly narrow. A steep concrete slope abuts the sidewalk, making the pedestrian experience unsafe and unpleasant. There are few street trees in the South Gateway area.

Vision

This area will be systematically altered from its current highway rest stop character to become an integral part of the City of Soledad. Creating a small town street network, completing each street to accommodate pedestrians and bicycles in addition to motorized vehicles, and developing buildings that address the streets in a small town development pattern are key elements to the transformation.

Commercial Development. Commercial businesses such as restaurants and services developed on vacant and underutilized sites will be oriented toward Front Street with parking in the rear. Building architecture will be generally compatible with those of the downtown, but may also include larger, simpler “edge of town” buildings more reflective of the agrarian heritage and character of South Monterey County.

Streetscape Improvements. Street trees and the improvement or addition of sidewalks on all streets will greatly enhance walkability in the area. Additional signage, including a monument sign at the northeast corner of Front Street and Nestles Road, will help direct visitors to the



Legend

- a. New bridge over Front Street with 8' pedestrian crossing
- b. New street and median
- c. Connection to future South Gateway development
- d. New connection to Nestles Road
- e. Future South Gateway development
- f. New roundabout
- g. Residents-only connections to neighborhood

Plan drawing of the South Gateway area, showing future south gateway development, new street design concepts and the automobile bridge over Front Street and the railroad tracks.



Legend

- a. New bridge over Front Street with 8' pedestrian crossing
- b. New 12' planted median
- c. One-way street with new 6' sidewalk
- d. New 6' sidewalk
- e. New 6' parkway
- f. New 6' planted parkway
- g. Parallel visitor parking
- h. New parkway edge of future South Gateway development

Close-up plan drawing of proposed location and design for automobile bridge over Front Street and the railroad tracks. The bridge will provide access to the railroad district from the South Gateway area.

downtown and nearby attractions. Parking lot landscaping will minimize the visual impacts of surface parking. Lots will also include clear pedestrian walkways connecting visitors to buildings and out to adjacent sidewalks. Additionally, pedestrian improvements include wider sidewalks raised above vehicular traffic in the railroad underpass, increasing safety.

Circulation Improvements. Circulation improvements for the South Gateway area include a new automobile and pedestrian bridge over Front Street providing access to the Railroad District. Access is discussed in Chapter 3 (*Mobility and Infrastructure*). Circulation can also be enhanced in the South Gateway area by potential new roundabouts serving as an entrance to the new commercial development and adjacent residential area.

VISION AND URBAN DESIGN

RAILROAD DISTRICT



Illustrative site plan of the Railroad District. Proposed improvements include 1) continued downtown street and block structure to establish an ideal street layout for future development, initially laid out as dirt roads with street trees, 2) colorful flower fields to provide visual interest at a low cost in the interim, and 3) in the mid to longer-term, new commercial development or a new branch of Hartnell College.

Existing Conditions

The Railroad District consists of several vacant parcels owned by Union Pacific Railroad encompassing over 12 acres between the railroad tracks and U.S. Highway 101. The site has limited accessibility, with one existing private at-grade rail crossing at Main Street and a small access road through the Santa Elena Mobile Home Park. Accessibility and potential noise and environmental constraints have made development in this area difficult.

Vision

Over the long term this area may become an integral part of Downtown Soledad. The site's visibility from U.S. Highway 101 and commercial development potential could result in a significant private investment if current obstacles are removed. In the short and mid-term, the cost and complexity of creating meaningful pedestrian and vehicular connections across the railroad to Front Street make the development of this area a long-term City priority. Moreover, given the vacant and underutilized sites in the downtown core (north of the railroad tracks), the City should first focus on infill along Front Street.

Continued Block Structure. Rows of trees along unpaved streets in line with the existing streets from San Vicente Road to East Street will continue the current block structure and establish a pattern for potential future

commercial development on the site while maintaining view corridors, providing additional wind protection for Front Street, and improving aesthetics.

Short-Term Development. Colorful agricultural crops, such as flowers, planted in rows on the vacant sites between tree-lined dirt streets will create a beautiful and distinctive backdrop for downtown activity and serve as a landmark of the City from U.S. Highway 101. The site could be leased by the City to a local farmer and may serve to generate revenue for cut flowers, plants, and/or seed sales. Soil quality issues make the production of food crops on this site questionable.

Example photograph of colorful flower fields.





Illustrative view looking towards the train station and pedestrian overpass from the proposed development on the railroad district parcels.



Alternative concept for development of the Railroad District. The concept includes larger-scale retail or a movie theater with surface parking lots. Details on the circulation and crossing options illustrated are discussed in Chapter 3 (Mobility and Infrastructure).

Mid/Long-Term Development. Longer term development may include flex buildings and commercial or educational uses, such as a community college. Access is discussed in more detail in the South Gateway section of this Chapter (p. 2-16), as well as in Chapter 3 (*Mobility and Infrastructure*), and should include improved vehicular access such as a pedestrian connection to Front Street and access through the mobile home park.

Additional mid- to long-term development includes new vehicular and pedestrian access connecting the railroad district to Front Street. Options include a pedestrian overpass as part of a new intermodal transit station along Front Street, vehicular underpasses and a pedestrian/vehicular bridge running adjacent to the existing train bridge. These options are discussed in greater detail in Chapter 3 (*Mobility and Infrastructure*).

In order to preserve visual access to the Downtown and maintain opacity, building heights should be staggered and breaks in building massing should be provided.

3. MOBILITY & INFRASTRUCTURE



3.1 INTRODUCTION

This Chapter summarizes issues and strategies for downtown access and improvements to the circulation network (Section 3.1), public transit (Section 3.2), parking (Section 3.3), and infrastructure (Section 3.4). Each section includes a discussion of existing conditions as well as strategies and potential solutions to address major issues. The transportation assessment focuses on the following four transportation components most relevant to the downtown:

Street Network Assessment. This includes a review of the current and future (planned) street network and provides multi-modal recommendations to inform the Street Design components of the Specific Plan (Section 8.0 of Chapter 5 *Development Code*).

Traffic Assessment. This assessment provides a summary of current traffic volumes as well as a forecast for 2030 traffic volumes based on prior traffic modeling. It also includes an analysis of level of service at peak hours for five key intersections in the Plan Area.

Transit Assessment. This assessment summarizes current transit service and access to transit. It includes recommendations for the proposed intermodal station (discussed in Chapter 2, *Vision*), with details regarding potential site access needs for buses serving the Amtrak corridor. This section also identifies potential opportunities for shuttle service, such as a “park once” shuttle or neighborhood feeder shuttle.

Parking Assessment. This includes an analysis of current parking supply and utilization, and provides recommendations for parking policy and parking management strategies.

3.2 ACCESS AND CIRCULATION NETWORK

EXISTING ACCESS AND CIRCULATION

Street Network

Figure 3.1 shows the existing street network providing access to Downtown Soledad. Arterial streets are intended to provide the primary access routes for motor vehicles to and from Downtown Soledad, including the critical connections to and from the U.S. Highway 101 on- and off-ramps. There are three arterials serving the Specific Plan area: Front Street, East Street, and Main Street.

Proposed State Route 146 By-pass

The City has been exploring options for a by-pass route to State Route (SR) 146, which runs through the Central Business District. SR 146 currently carries 13,900 vehicles per day during the peak month, and trucks represent approximately 15 percent of the daily traffic. Although the by-pass would divert this truck traffic away from residential neighborhoods, it will also divert vehicle traffic off of Front Street and away from downtown, and may be detrimental to the economic well-being of businesses along Front Street. This Plan recommends any decisions affecting

Figure 3.1 Existing Street Classifications in the Plan Area

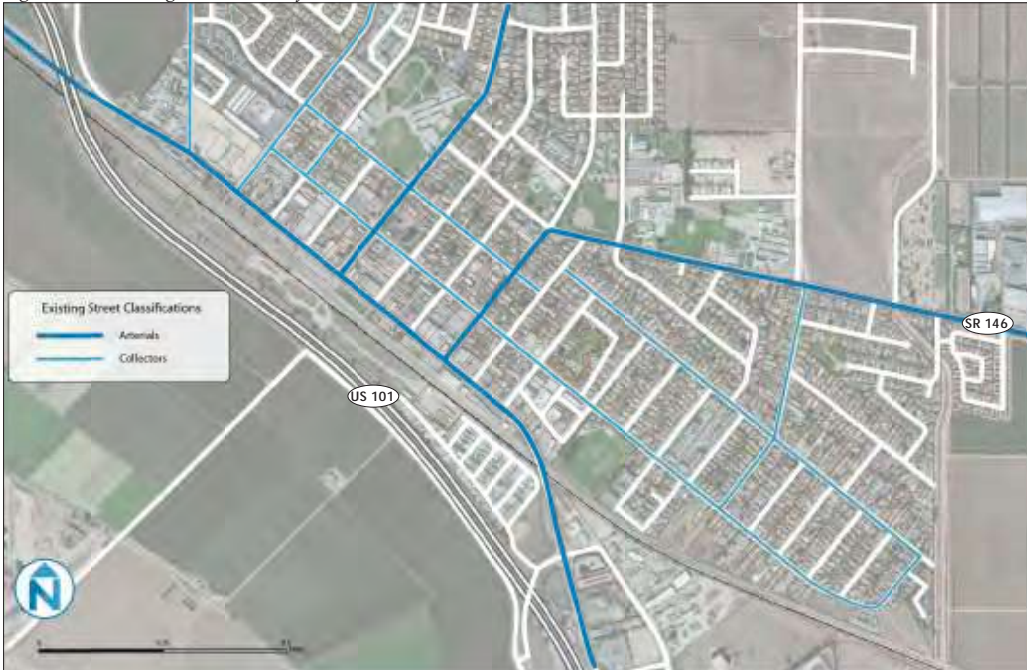


Figure 3.2 Existing Bike Lane Network in the Plan Area



access to downtown be carefully considered in all large-scale citywide access improvement projects. The SR 146 by-pass is discussed in Action 19, Policy 19.1, in Chapter 4 (Implementation).

Bicycle Access

The downtown features a dense network of Class II bicycle lanes that cover nearly every block; generally, only those streets that are unusually narrow or blocks on which there is angled parking lack bicycle lanes. Downtown Soledad features flat terrain, relatively little traffic, and a regular

grid of straight streets and modestly scaled blocks allowing for relatively direct routes. Existing Class II bicycle lanes are shown in Figure 3.2.

Space is available to stripe a bicycle lane in one direction on blocks on which there is angled parking on one side only. Additionally, angled parking could be converted to “back-in” angled parking to improve visibility and safety for cyclists (see Section 3.3 (Parking) for further detail).

It will be important, if and when the rail properties southwest of downtown are redeveloped, that provisions be made for cyclists.

Site-Specific Access

Union Pacific Site

Future development in the Specific Plan area includes building out the 12-acre Union Pacific site (see discussion on the Railroad District in Chapter 2 (*Vision*) for details on the proposed development plan). While this area will serve as prime space for downtown expansion, with high visibility from U.S. 101, providing vehicular access to the site would face a number of challenges. The UP tracks paralleling Front Street along the southwestern border of downtown Soledad act as a barrier for motorists, cyclists and pedestrians, separating downtown from the UP-owned site between the tracks and U.S. Highway 101. Only two points exist at which the tracks can legally be crossed within the City of Soledad: at Front Street where it curves to the south, east of downtown toward U.S. Highway 101, and at the southwest end of Main Street downtown. The first crossing is grade-separated: Front Street is below grade, with very narrow (approximately three-foot) sidewalks. The second crossing, however, is at grade, unpaved and uncontrolled (with only a sign, and no gates), and provides access only to a private business. In the future if the proposed project does not include an over or underpass for vehicular railroad crossing at this site, the emergency access would need to be relocated north or south of the station.

Pedestrian/Bicycle Access

Pedestrian Bridge: The Main Street crossing is adjacent to the planned Front Street rail station. Conceptual designs developed by the City for the station (see Appendix E) show the station building at the end of Main, in the extension of the Main Street right-of-way that crosses the tracks. The “Option 1” design for the station shown in the conceptual design includes a pedestrian overpass of the eastern set of tracks, enabling access to a central platform between the tracks. If such a facility were extended over the western tracks, it could provide direct access between downtown and the redevelopment area for pedestrians and cyclists. A similar example from an Amtrak station in Emeryville, in the San Francisco Bay Area, is shown in Figure 3.3. Additionally, this concept is shown in the illustration of the proposed Intermodal Transit Station (Figure 3.4). The design for the Intermodal Transit Station is also shown in Figure 3.7, Figure 3.8, and Figure 3.9.

The cost of such a structure could be several million dollars (to comply with the Americans with Disabilities Act, it would either have to include elevators, as shown in the station concept plan, or very long ramps on each end), and it would not provide direct vehicular access between downtown and the Railroad District (see Chapter 2 (*Vision*))

Figure 3.3 Example Pedestrian Bridge at Emeryville Amtrak Station



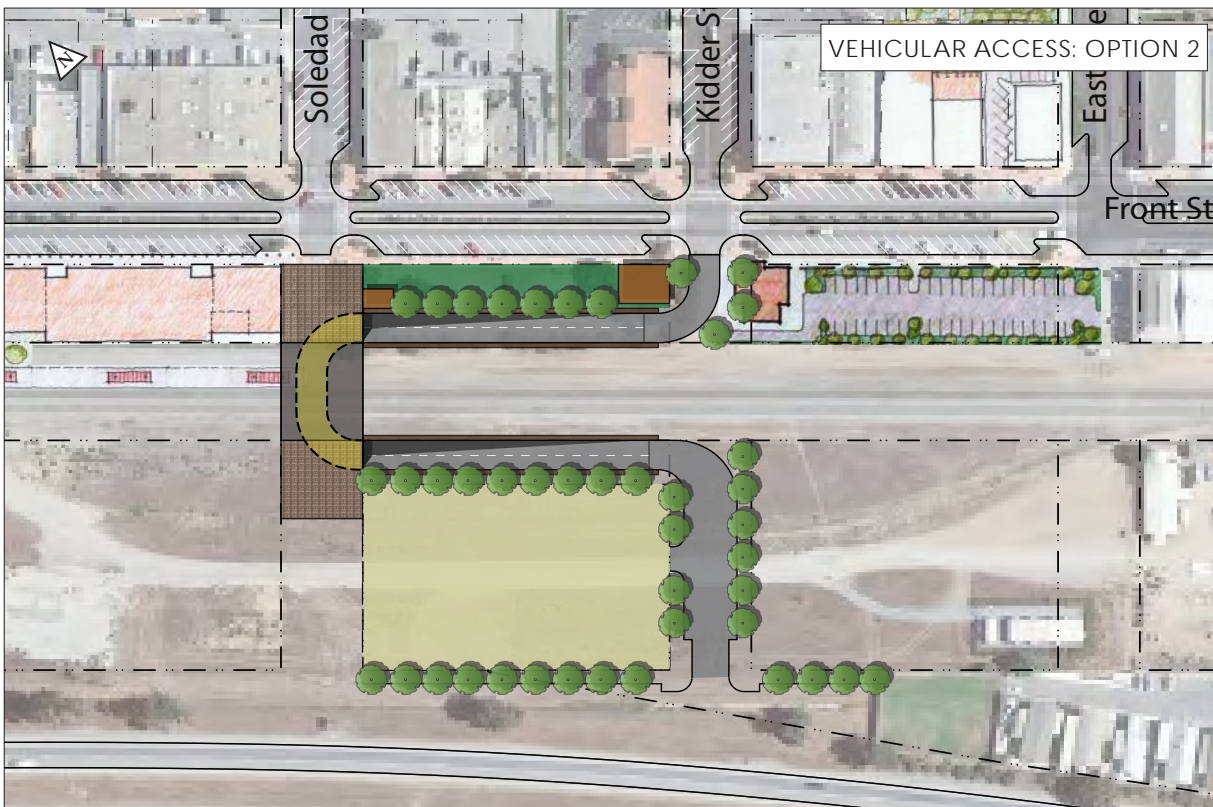
Figure 3.4 Conceptual model of pedestrian bridge as part of the Intermodal Transit Station discussed in detail in Section 3.3 (Public Transit). Concept includes placement and design of (a) a pedestrian bridge and (b) a pedestrian undercrossing.

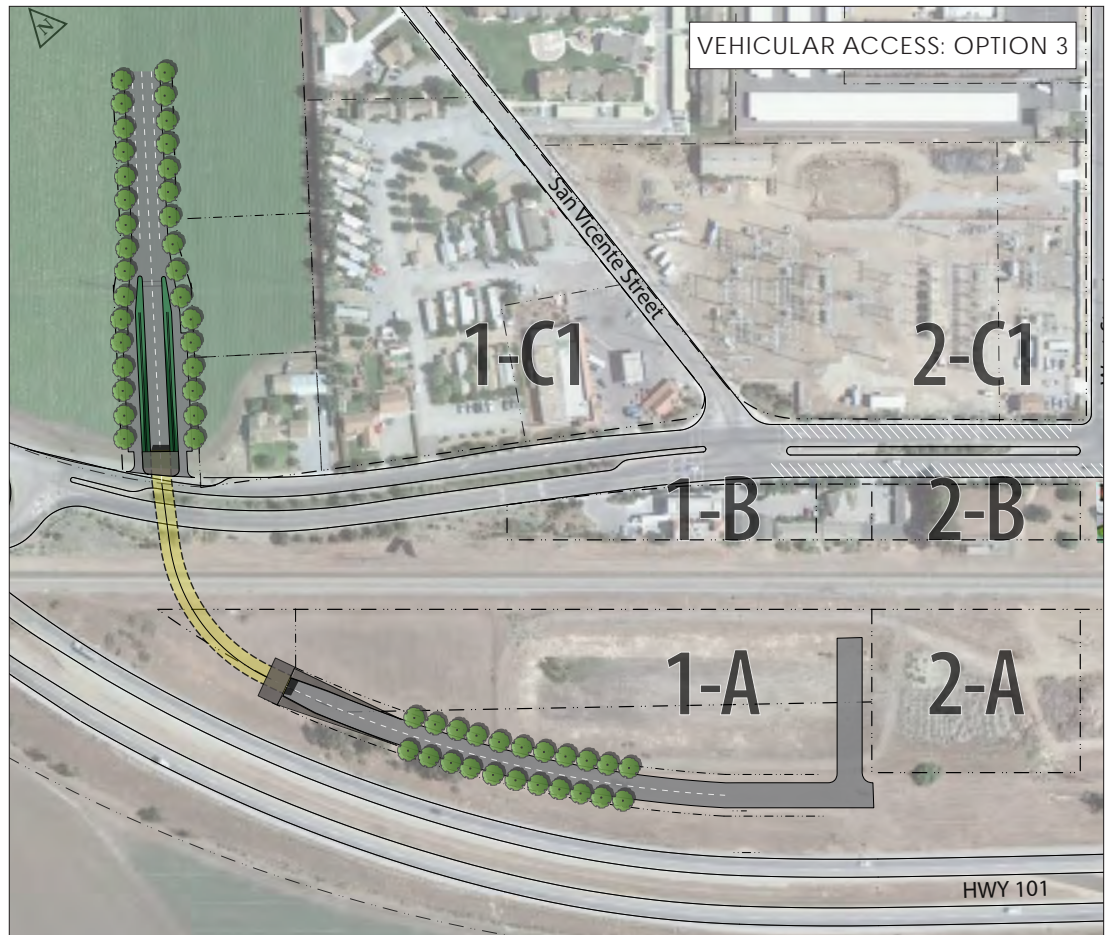


for details on the Railroad District). However, the crossing might be eligible for grant funding as part of the rail station project, and the additional cost to increase the size of an already-planned structure would be marginal.

Improved At-Grade Crossing: An improved at-grade crossing, might be relatively inexpensive. However, the California Public Utilities Commission (CPUC), which regulates railroad crossings in California, rarely approves new public at-grade crossings due to safety concerns and impacts on railroad operations. Were the City to pursue this option, an extensive permitting process would be required.

Figure 3.5 Optional Street Alignments for New Vehicular Access to the Railroad Parcels. **Option 1:** Build a bridge over Front Street. **Option 2:** Build an automobile underpass extending from Kidder Street in a u-shape. **Option 3:** Build an underpass from the railroad parcels to the agricultural fields northeast of the tracks, eventually emerging with San Vicente Street.





Vehicular Access

Option 1 - Bridge Crossing: Chaparral Street to the northeast could be extended northwest to the redevelopment area. This would require a partial taking of an industrial site, and removal of detached mobile homes parked along its north side to widen the street. Moreover, connecting Chaparral to Front Street would likely require a new overpass of Front Street, connecting to Nestles Road.

A bridge over Front Street would need a 50 - 60 foot ROW for the approach to the bridge, but the actual bridge can be closer to 35 or 40 feet. The City may need to retain a portion of parcel number 022-224-001 as City ROW to accommodate for any road curve that may need to occur, and retain all of parcel number 022-223-029 as City ROW. The City may also need to work with the property owner of parcel number 022-223-001 to retain a good portion of the north corner of the property. The details of the bridge alignment would need to be determined by an engineer, and the project could be relatively expensive. See Figure 3.5.

Option 2 - Kidder Street Underpass: Kidder Street could be extended across Front Street into an underpass to the Union Pacific site. This concept is shown in Figure 3.5, and also illustrated in the Intermodal Transit Station design concept, shown in Figure 3.7, Figure 3.8, and Figure 3.9.

Option 3 - Northeast Underpass: An underpass could be built at the northwest end of the City, running parallel to U.S. Highway 101 in the Union Pacific site, curving east to cross under Front Street, and emerging in the agricultural fields, eventually meeting up with San Vicente Street. See Figure 3.5.

Other: Extend Santa Lucia Drive, which intersects with the U.S. Highway 101 off-ramp just west of Front Street, northwest, which would result in minimal impacts (no structures would have to be removed). However, Santa Lucia is a relatively narrow, residential street (it provides internal circulation for the Santa Elena Mobile Home Park), it intersects with an off-ramp, and visibility is poor – motorists approaching the intersection from the highway,

potentially at high speed, cannot see the intersection until the last moment. If traffic on the street were to be increased substantially, a Caltrans design exception might be required, and obtaining such an exception can be a difficult process.

Proposed Hotel/Restaurant Site

The preliminary development plan for the Gateway Hotel site shows a parking lot entrance from Front Street approximately 280 feet west of the Nestles Road / U.S. Highway 101 off-ramp intersection. This curb cut would be located at the approximate point where the Front Street underpass of the Union Pacific returns to level grade.

This design is problematic (and a Chaparral connection to Front at this location would be equally problematic) for reasons of visibility and safety: to increase visibility for motorists emerging from the underpass (potentially at relatively high speeds), the intersection would likely have to be signal-controlled, and the resulting block between this intersection and the Nestles Road / U.S. Highway 101 off-ramp intersection would be very short, less than 300 feet.

Front Street/U.S. Highway 101 Offramp

It may be possible to incorporate an extension of Chaparral or Santa Lucia into a roundabout at the site of the existing intersection of Front Street, Nestles Road and the U.S. Highway 101 off-ramp. Modern roundabouts are able to accommodate such “five-legged” intersections (see Figure 3.6); however, the U.S. Highway 101 off-ramp would have to be realigned, and the gateway hotel site would be impacted.

Whether it featured four or five “legs,” a roundabout at this location appears viable. The intersection was only recently signalized (it was formerly stop sign-controlled for Nestles/the U.S. Highway 101 off-ramp only), and according to data collected for the Highway 146 Bypass Study, peak-hour volumes are relatively modest: approximately 450 vehicles in each direction on Front Street during the PM peak hour, and many fewer vehicles on Nestles and the off-ramp. A two-lane modern roundabout can accommodate this level of traffic with minimal delay and maintain a level of service B, as determined by traffic models based on General Plan build out scenarios. To avoid unnecessary costs and over building, it will be necessary to revisit these traffic scenarios at time of construction, as the models may have over anticipated future development.

Figure 3.6 Sample Design of a Modern Roundabout



In this segment, Front Street is a state highway used by large vehicles. For this reason, an inscribed circle diameter of 150 feet would likely be necessary to accommodate two lanes, although a larger diameter would provide more space for vehicle merging. The existing intersection is approximately 150 feet across at its widest point, suggesting that such a configuration could be accommodated at this location (depending on the radius of entry and exit curves on its eastern side, the location of the intersection might have to be shifted slightly to the northwest to avoid encroaching on the Soledad Mini Storage property).

Moreover, a “double roundabout” could provide a partial solution to the problem of vehicular access to the UP site. The second circle might be located near the existing intersection of Santa Lucia Drive and the U.S. Highway 101 off-ramp; however, to achieve the necessary level footprint, extensive re-grading would be required, and the project would be contingent on Caltrans approval. It may be necessary to retain the existing signal at this intersection, depending on the results of any Caltrans studies. The City would also need to examine and resolve potential impacts to stormwater drainage in this area, particularly for the area to the southwest of the proposed roundabout. Refer to Section 2.2 (*Vision and Urban Design: South Gateway*) for further detail on access and potential roundabouts for the Front Street/U.S. Highway 101 offramp area.

Gateway Hotel/Santa Elena Mobile Home Park

Opportunities to improve pedestrian connectivity between the Gateway Hotel/Santa Elena Mobile Home Park area and downtown are constrained by the existing Front Street underpass, with its severely substandard sidewalks. These sidewalks are too narrow to achieve Americans with Disabilities Act (ADA) standards for wheelchair access (typically, a width of four feet is required) and the environment within the underpass is unpleasant for pedestrians. However, residents of the mobile home park appear to have established a “desire line” informal pedestrian path across the Gateway Hotel site to Front Street. It is likely that they would follow a similar path through the hotel parking lot (if the site were not fenced along its rear), and for this reason, it might make sense to establish a clear pedestrian path across the parking lot, with sidewalks and crosswalks.

3.3 PUBLIC TRANSIT

EXISTING PUBLIC TRANSIT SERVICE

Bus Service

Regional

Fixed-route service currently consists of a single bus route, MST Route 23, which provides express connections to Gonzales, Chualar, and Salinas to the north and Greenfield and King City to the south. Route 23 operates every one-to-two hours on weekdays, and every one-to-three hours on weekends. In central Soledad, it operates from north to south via Front, Benito, Monterey, and East Streets, and follows the reverse path in the opposite direction. It makes stops on Monterey at East and on Front at San Vicente Road, as well as at the Soledad Mission Center southeast of downtown. All four central Soledad stops (two in each direction) feature shelters.

South County Area Service Analysis completed by MST in 2010 recommended changes to Line 23 including extended service hours (primarily to allow users to attend evening classes at Hartnell College), improved amenities at stops, and truncation of mid-day service at Gonzales, to be replaced in the South County with new deviated fixed-route service (using flag stops in Soledad). The Analysis also recommended reduced-cost transfers between Route 23 and local dial-a-ride service.

Local

As of July 2, 2012 Monterey-Salinas Transit (MST) replaced the local taxi service previously provided by the City of Soledad. MST offers on call service throughout the City, and also allows individuals to connect to other South County cities through MST’s regional route network, via Line 23 Salinas-King City and Line 82 Fort Hunter Liggett-Salinas Express. Passengers can make daily or weekly standing appointments for regular pick-ups for work, school or other travel needs.

Seniors and persons with disabilities receive a discount on Soledad Taxi fares. Additionally, MST provides ADA complementary paratransit service within three-quarters of a mile of Route 23.

Transit Access

Transit stops should be located within approximately one-third mile of potential users. However, as shown in Figure 3.11, the current, regular scheduled bus service in Soledad is limited to just a few stop locations. As a result, while transit access is provided to downtown, such access does not extend to Soledad’s residential neighborhoods.

Passenger Rail

Through the Coast Rail Coordinating Council, the City is seeking to restore Coast Daylight passenger rail service between San Francisco and San Luis Obispo (with either connections to or service continuing through Los Angeles). Amtrak’s Coast Starlight service currently passes through Soledad, but does not stop in the City. The 2000 Coast Daylight Implementation Plan identified Soledad as a potential station stop, and working with the Union Pacific Railroad (UPRR, or UP), the City has developed a conceptual plan for a intermodal transit station on the south side of Front Street.

It should be noted that while this level of transit service (two trains per day, and relatively infrequent bus connections) is not generally considered supportive of transit-oriented development, much of the Front Street retail district and Union Pacific-owned redevelopment sites southwest of the UP right-of-way are within a short walk of the station site.

Legend (for Figure 3.7, 3.8 & 3.9)

- a. Vehicular undercrossing
- b. Pedestrian undercrossing stairs
- c. Alternative pedestrian bridge
- d. Hotel and public plaza
- e. Potential commercial uses and plaza
- f. Amtrak platform
- g. “Kiss & Ride” and/or bus, shuttle, or taxicab loading area at Station Plaza
- h. Public green and new commercial buildings
- i. Potential flower fields
- j. Parking for new commercial buildings

Figure 3.7 Perspective model of downtown rail crossing concept, facing northwest



Figure 3.8 Perspective model of downtown rail crossing concept, close-up of pedestrian crossing, facing northwest



Figure 3.9 Perspective model of downtown rail crossing concept, facing west





Figure 3.10 Potential Route Alignment for a Local Soledad Shuttle Service

PUBLIC TRANSIT SERVICE STRATEGIES

This section lists recommendations for expanding and diversifying public transit service in the City. Recommendations listed here have been converted into specific policies and actions in Chapter 4, *(Implementation)*. Chapter 4, *(Implementation)* lists funding sources, phasing, and responsible parties for implementing recommended policies and actions.

Intermodal Station

The City has developed a conceptual plan for a transit station on Front Street, at the end of Main Street, adjacent to an existing park-and-ride lot. The station is envisioned as a multimodal facility featuring off-street, on-site bus stops. A design concept for the station is also shown in Figure 3.7, Figure 3.8, and Figure 3.9. The design concept proposes a number of alternatives for pedestrian and vehicular rail crossings. These concepts are discussed in Section 3.2 *(Access and Circulation Network)*. Access for additional transit types are discussed in this section.

Route 23 Realignment

Were MST Route 23 to serve the station site, the most logical course of action would be to realign it so that it operated along Front Street between Benito and East Streets, with stops at the rail station (ideally, southbound buses would stop on the street adjacent to the station, so that they would not have to pull into and out of the station site); cars backing in or out of angled parking spaces on Front would

slow operations, but time would be saved by a more direct alignment.

Connection Times

The City would need to work with MST to ensure bus arrivals and departures were timed to optimize connections to Coast Daylight service, including trains as well as any Amtrak buses that served the site (were Soledad not selected as a station site, the City would want to work with MST to ensure buses serving Soledad made timed connections at the nearest station). The Coast Daylight Implementation Plan recommended an operating plan consisting of one northbound and one southbound train per day, scheduled to depart Los Angeles and San Francisco at 8 a.m. and arrive at the end of the line at 7 p.m. This suggests southbound arrivals in Soledad in the late morning, and northbound in the mid-afternoon.

Amtrak Bus Service

Amtrak’s Coast Starlight service is augmented with Amtrak bus service that generally serves each Amtrak station with several buses per day in each direction. The design of the proposed Intermodal Station should include accommodations for Amtrak bus stops and passenger boarding areas. By providing accommodations to serve Amtrak buses, the level of transit service (while still relatively infrequent) will be somewhat more suitable for facilitating transit-oriented development (in comparison with rail service alone).

Figure 3.11 Existing Transit Service and Walking Distance to Bus Stops



Additional Transit Access Strategies

Providing local transit access to the proposed Intermodal Station would require additional local bus service. This could include one or more of the following strategies:

Shuttle

Figure 3.10 shows a potential route alignment for a City shuttle service, including conceptual stop locations. With such an alignment, most if not all of Soledad residences and businesses would be located within one-third mile of a regular transit stop.

Funding could be identified through a combination of grants, developer contributions, and/or local assessments. Operations could be carried out by MST, the City, or a private shuttle operator. Estimated operating cost would be \$300,000 to \$700,000 annually (varies depending on the hours of operation).

Monterey Street “bus priority corridor”

Monterey Street could be designated as a “bus priority corridor.” The street could remain in its current configuration (with two travel lanes, two bicycle lanes, and current on-street parking configuration) and become the designated north/south transit route for local and regional bus service. Currently local MST bus service uses Monterey Street, rather than Front Street, in part to avoid conflicts with vehicles accessing diagonal on-street parking. Diagonal on-street parking should not be installed on this or other designated “bus priority corridors”.

Street and the railroad tracks to the southwest, Monterey Street to the northeast, West Street to the northwest, and East Street to the southeast (see Figure 3.12 for a map of the study area). A total of 1,252 parking spaces are located within the study area:

- 488 on-street parking spaces; and
- 764 off-street parking spaces.

The parking supply includes accessible on-street and off-street, public and private spaces. Spaces obstructed by construction or physical barriers such as fences were excluded from the counts.

Parking Utilization

To evaluate parking utilization, parking occupancy counts were taken at 10:00 a.m., 12:00 p.m. and 2:00 p.m. on October 18, 2011.

The counts (summarized in Table 3.1 and Table 3.2) show that at the busiest time (2:00 p.m.), just 25 percent of the area’s parking supply was occupied, with on- and off-street spaces showing different occupancy rates (30 percent and 22 percent, respectively). At this peak hour, 936 of the 1,252 spaces in the parking supply were vacant.

The utilization rates are far below target rates. Target occupancy rates of 85 percent and 90 percent are effective industry standards for analyzing the demand for on- and off-street spaces, respectively. In other words, maintaining 15 percent and 10 percent vacancy rates for corresponding on- and off-street spaces help to ensure an “effective parking supply.” At these standard occupancy levels roughly one space per block is available, making searching or “cruising” for parking unnecessary, and off-street lots maintain adequate maneuverability. Utilization rates much below these targets indicate a diminished economic return on investment in parking facilities.

Based on the occupancy data for the study area, the amount of retail/commercial activity or jobs in the study area does not result in dramatic overall fluctuations of parking demand. Demand steadily increases from 10:00 a.m. to 12:00 p.m. and again from 12:00 p.m. to 2:00 p.m. as shown in Table 3.2.

Figure 3.12 is a map of the peak hour occupancy (2:00 p.m.). The map shows the occupancy level for each individual block face and off-street lots during the peak hour of parking demand. The map reveals that there are some limited “pockets” of higher demand on a few blocks and in some lots in the study area. On Soledad Street, the Acamparo Bakery lot has two parking spaces that were

3.4 PARKING

EXISTING CONDITIONS

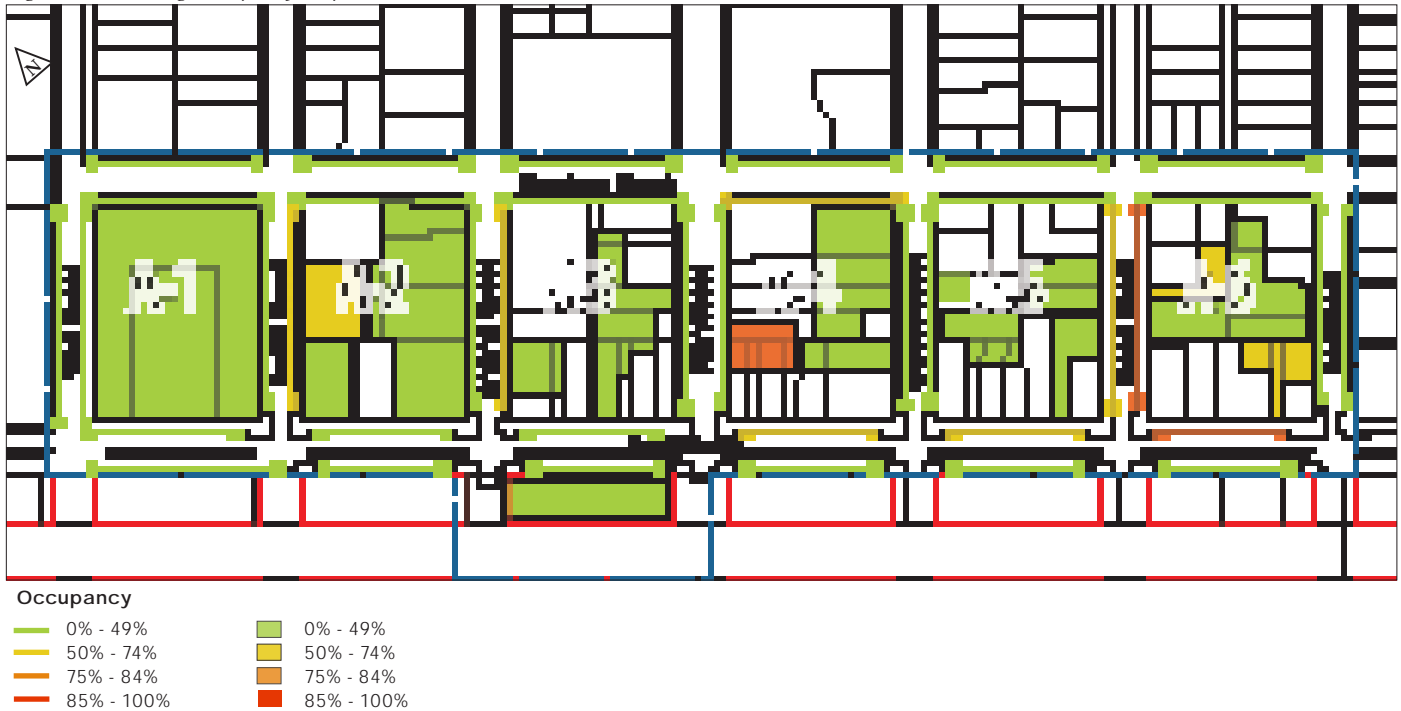
Parking Supply

Nelson\Nygaard conducted a parking supply and utilization count in Downtown Soledad on Tuesday, October 18, 2011. The study area was bounded by Front

	EXISTING PARKING SPACES	OCCUPANCY AT PEAK TIME
Off-street	764	22%
On-street	488	30%
Total	1,252	25%

LOCATION	10:00 A.M.	12:00 P.M.	2:00 P.M.
Off-street	18%	19%	22%
On-street	24%	29%	30%
Total	20%	23%	25%

Figure 3.12 Parking Occupancy Map



occupied during each of the survey times. The lot between Main Street and Soledad Street (behind the retail stores along Front Street between Main and Soledad) also had slightly higher demand. On-street parking occupancy was less than 74 percent in the areas adjacent to these lots, however.

The on-street parking along Kidder Street (near the Post Office) and Front Street between Kidder and East Street (between Valley Foods and Clinica de Salud del Valle) also had higher occupancy rates. Although on-street parking occupancies were higher in this area, off-street occupancy in adjacent lots remained low. Parking demand remains low for the study area as a whole.

Existing Parking Demand Ratios

Utilizing the data gathered during the parking inventory as well as an inventory of existing land uses, existing parking supply and demand ratios were calculated.

A. Built Parking Spaces to Building Area Ratio. This represents the total number of existing parking spaces correlated to total existing building square footage (occupied or vacant) within the study area. There is approximately 297,290 square feet of built area in the study area. Approximately 4.21 parking spaces per 1,000 square feet of building area have been developed/provided within the study area (combining the on- and off-street parking supplies).

B. Combined Peak Demand to Occupied Building Area Ratio. This represents peak hour occupancy within the six block study area combining the on- and off-street supply. As such, actual parked vehicles were correlated with actual occupied building area (approximately 260,188 square feet). Current peak hour demand stands at a ratio of approximately 1.21 parking spaces per 1,000 square feet of occupied building area.

Table 3.3 illustrates these ratios and breaks out the data by block, which reveals that Block A-6 (which contains a grocery store, post office, credit union, and health clinic) has the highest peak demand ratio (3.18 per 1,000 square feet), while Blocks A-3 (.70) and A-4 (.76) have considerably lower demand ratios during the peak period.

If in the future parking were provided at the rate of actual demand absorption (1.21), overall peak hour occupancies would near 100 percent only if parking remained free and nearly 310,000 square feet of new development were constructed in the area. Put another way, there are currently 260,188 square feet of occupied built space resulting in 316 occupied parking spaces. In order to fill the remaining 936 vacant spaces in the area, up to 310,000 additional square feet could be added without any new parking being constructed. If any level of parking pricing were to be instituted in the future, peak hour occupancies would be less than 100 percent, particularly if prices were set to recommended levels to ensure a 15 percent vacancy rate.

The surplus of parking allows for future development to make use of existing spaces prior to the construction of new parking. As such, there should be no more than two parking spaces per 1,000 square feet of building space present in the downtown as it builds out.

Table 3.4 provides a summary comparison of built supply to actual demand for other cities. Downtown Soledad is the highest of selected cities in relation to actual amount of parking built to land use. However, Soledad has one of the lowest demand ratios, resulting in a large gap between the level of parking supplied and what is actually needed. Like many American cities, downtown Soledad is currently building more parking than demand indicates.

PARKING IMPROVEMENTS

This section provides potential strategies and improvements to address future parking needs in the Plan Area. Strategies described here are included as policies or actions in Chapter 4 (*Implementation*) along with appropriate funding sources, phasing, and responsible parties.

Parking Management

Historically, “solving the parking problem” almost always meant increasing supply. Unfortunately, constantly increasing parking supply simply encourages more auto use, as people are encouraged to drive to places that offer “plenty of free parking.” While providing adequate parking is still important, it is only one tool available for managing both demand and supply. The goal of “parking demand management” is to provide the optimal amount of parking to meet parking needs while reducing traffic congestion, encouraging alternate transportation and accommodating new development and a variety of land uses.

TABLE 3.4 BUILT PARKING SUPPLY AND ACTUAL DEMAND, SELECTED CITIES

CITY	MINIMUM REQUIREMENT / 1,000 SF OR ACTUAL BUILT SUPPLY	ACTUAL DEMAND / 1,000 SF	GAP BETWEEN PARKING BUILT AND ACTUAL PARKING DEMAND (FOR EVERY 1,000 SF)
Hood River, OR	1.54	1.23	0.31
Oxnard, CA	1.70	0.98	0.72
Corvallis, OR	2.00	1.50	0.50
Sacramento, CA	2.00	1.60	0.40
Monterey, CA	2.14	1.20	0.94
Seattle, WA (SLU)	2.50	1.75	0.75
Kirkland, WA	2.50	1.98	0.52
Palo Alto, CA	2.50	1.90	0.60
Santa Monica	2.80	1.80	1.00
Ventura, CA (Westside)	2.87	1.26	1.61
Chico, CA	3.00	1.70	1.30
Hillsboro, OR	3.00	1.64	1.36
Bend, OR	3.00	1.80	1.20
Salem, OR	3.15	2.04	1.11
Redmond, WA	4.10	2.71	1.39
Beaverton, OR	4.15	1.85	2.30
Soledad, CA	4.21	1.21	3.00

Managing parking has been shown to be the single most effective tool for managing congestion, even when densities are relatively low and major investments in other travel modes have not been made. Parking management can also have a significant impact on commute mode choice, which translates directly to reductions in auto congestion and improved livability of commercial districts and adjacent neighborhoods.

TABLE 3.3 EXISTING BUILDING SQUARE FOOTAGE, PARKING SUPPLY AND PARKING DEMAND

BLOCK	A	B	C	D	E	F	G	H	I	J
	TOTAL BUILDING AREA (SF)	OCCUPIED BUILDING AREA (SF)	OFF-STREET SPACES	ON-STREET SPACES	TOTAL PARKING SUPPLY	BUILT RATIO OF PARKING (PER 1,000 SF)	TOTAL OCCUPIED OFF-STREET SPACES AT PEAK	TOTAL OCCUPIED ON-STREET SPACES AT PEAK	TOTAL OCCUPIED SPACES AT PEAK	ACTUAL RATIO OF PARKING DEMAND (PER 1,000 SF)
A-1	31,429	31,429	69	48	117	3.72	32	11	43	1.37
A-2	24,993	19,729	183	74	257	10.30	9	24	33	1.67
A-3	75,123	67,082	155	101	256	3.41	20	27	47	0.70
A-4	71,507	65,890	139	97	236	3.31	19	31	50	0.76
A-5	47,787	47,787	107	80	187	3.91	31	22	53	1.11
A-6	46,449	28,270	110	88	198	4.26	52	38	90	3.18
STUDY AREA	297,290	260,188	763	488	1,252	4.21	163	153	316	1.21

Source: Lisa Wise Consulting, Inc. and Nelson\Nygaard

Figure 3.13 Map of Proposed Parking Management Plan



Proposed Phasing of New Surface Lots and Structures

- Existing Surface Parking Lots
- Phase 1: Proposed New Shared Surface Parking Lots
- Phase 2: Potential Locations for New Parking Structures, as Needed

Figure 3.14 Map of Existing Bike Lanes and Proposed Phasing for New Angled Parking



Proposed Phasing of Additional Angled Parking

- Existing Bike Lanes
- Proposed Angled Parking - Phase I
- Proposed Angled Parking - Phase II
- Existing Angled Parking

As Downtown Soledad continues to grow and evolve, its parking needs will change as well. A Parking Management Plan is outlined in Chapter 4 (Implementation) in the form of programs and actions with specific funding sources, phasing recommendations and details on responsible parties. The Parking Management Plan proposes an approach that utilizes policies and programs that will enable more efficient utilization of existing supply, while alleviating parking congestion in certain areas. A key strategy for the City will be to make the most efficient use of all public and private parking facilities and encourage the use of viable alternative mode options before constructing new parking. As part of this, the City should pursue a “park once” strategy for downtown that manages the entire parking supply as part of an integrated system. The map in Figure 3.13 proposes ideal locations for new shared parking locations including surface parking lots and parking structures, to be developed in phases and as needed.

Angled Parking

Angled parking can provide a significant increase in parking spaces at little cost to the City. Most of the right-of-ways in the Plan Area are currently wide enough to accommodate angled parking on both sides of the street. This can be accomplished simply through re-striping.

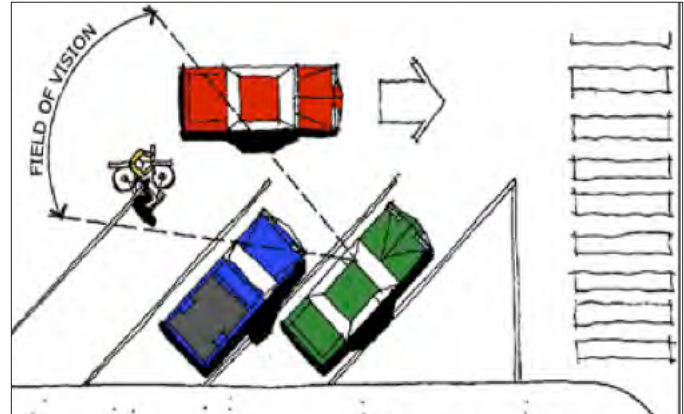
Although angled parking is a good option for the Plan Area, the phasing and location should be carefully considered. Angled parking can present a safety hazard when it comes to bicyclists because motorists have a limited field of vision when pulling out of angled parking spaces. Figure 3.14 shows existing bike lanes in the Plan Area, as well as existing angled parking and proposed phasing for new angled parking.

Phase I. Angled parking should first be added to both sides of Benito and Encinal Streets if demand calls for it. These streets are not the primary routes for bicyclists and so safety will not be a major concern.

Phase II. Only as demand requires, angled parking should be added to Monterey, East, West, and Soledad Streets. This should be done as a last resort, and other alternatives should be considered before these streets are striped for angled parking. These streets serve as key bicycle routes and placing angled parking may present a safety risk for bicyclists. Figure 3.17 illustrates how angled parking can be phased in as demand requires.

Long-Term. Over time, the City should consider back-in or reverse angle parking in Downtown. Back-in angle parking is similar to both parallel and standard

Figure 3.15 Illustration of Back-In Angled Parking



Source: City of Northampton, Massachusetts

(or pull-in) angle parking. Like parallel parking, a driver enters a stall by stopping and backing. When leaving the stall, the driver can simply pull out of the stall and has a better view of oncoming traffic (see Figure 3.15). This increased field of vision provides significant safety benefits for oncoming motorists and bicyclists. In addition, drivers and passengers are shielded from the street by the car door and can exit safely from the car to the sidewalk. The City should prioritize streets with existing bicycle facilities for implementation.

The following cities have installed back-in angle parking: Seattle (city-wide), Tacoma, Olympia, and Vancouver in Washington; Portland and Salem in Oregon; Tucson, Arizona; Austin, Texas; Salt Lake City; Indianapolis; Washington, D.C.; Pottstown, Pennsylvania; Wilmington, Delaware; and Montreal, Canada. The City of Tucson monitored data on bicycle/car collisions before and after installing back-in angle parking and found that collisions had dropped to zero during the first four years after installation as compared with three to four per month with conventional, pull-in angle parking.

Figure 3.16 Example of an “O” Style Bike Rack Installed on the Sidewalk



Figure 3.17 Photosimulation of Phased Angled Parking



Photosimulation of three phases of parking space additions on Soledad Street between Front and Monterey Street.

Existing condition of Soledad Street, with angled parking on one side and minimal street trees.



Phase 1: Parallel parking and street trees on both sides of the street.



Phase 2: New multi-family residential development on the north side of the street, with dwellings entered directly from the street and from small entry courts between the buildings.



Phase 3: Angled parking on both sides of the street as demand increases from significant new development.

Bicycle Parking

Bicycle racks provide customers and visitors who arrive via bicycle with secure parking and encourage patronage at local businesses. Properly designed and installed racks prevent damage to street trees and furniture, keep bicycles from falling over and blocking the sidewalk, and help provide a more orderly appearance in front of buildings.

- Short-term bicycle parking racks within the public right-of-way and at the proposed Intermodal Station, would complement the current, well-developed network of bicycle lanes. Figure 3.16 provides an example of a bicycle rack that is functional but also provides visual interest.
- Long-term bicycle storage for tenants and residents within secure enclosures would encourage bicycle commuting as a regular form of everyday transportation.

Residential Parking

Residential Permit Programs (RPP) are one of the most effective tools at managing spillover into residential neighborhoods. RPPs operate by exempting permitted vehicles from the parking restrictions and time limits within a geographically defined area. Permit holders are able to park their vehicle on the street for several days or an unlimited time, although holding a permit does not guarantee the availability of a parking space.

RPPs work best and can protect residential neighborhoods that are impacted by spillover from other uses, particularly competing demand from employees at nearby businesses or at large institutions such as hospitals, schools, or colleges. RPPs are also commonly used in neighborhoods that are impacted by regional commuters who might want to drive and park in a neighborhood that has convenient access to a transit node, such as a rail station or major express bus line.

Residential Parking Benefit Districts (PBD) are similar to residential parking permit districts in that a certain number of parking permits are issued to residents, which allow them to park within the neighborhood. However, PBDs also allow a limited number of non-resident parkers to pay to use surplus on-street parking spaces in residential areas, and return the resulting revenues to the neighborhood to fund public improvements.

Currently, Downtown Soledad has a more than adequate supply of parking – the peak occupancy for on- and off-street parking is only 25 percent, meaning that even at the busiest times approximately 936 on- and off-street

parking spaces are available. Nevertheless, a few localized parking challenges exist, as some businesses, land uses, and residential streets generate more parking demand than others. These localized inefficiencies can contribute to imbalances between supply and demand, as well as exacerbate the perception that “parking is a problem” in certain areas. Residents can become particularly impacted by spillover parking, especially if they live on a block that consistently has higher demand and they are unable to park close to their residences.

3.5 INFRASTRUCTURE

The California Government Code requires this Specific Plan to report, “The proposed distribution, location, extent, and intensity of major components of public and private sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan” (Section 65451).

As such, this Section reviews current service and potential impacts to infrastructure related to wastewater, drinking water, storm water drainage, solid waste disposal, and energy. This Section also examines potential impacts to schools and emergency services. The analysis in this Section assumes the build-out scenario from Chapter 2 (*Vision*) (over time, up to 570 residential units and 480,000 square feet of commercial development could be added to the Plan Area).

Under current infrastructure improvement plans and impact fees generated from development over time, most of the Project Area’s infrastructure will remain adequate to meet potential build out without further investment. However, wastewater pipes, potable water pipes, schools, and emergency services may require additional funding to maintain adequate services at build out.

WASTEWATER

According to the 2010 Urban Water Management Plan (UWMP), the City completed an upgrade and expansion of the City’s wastewater treatment plant in 2010. The City Plant upgrade was designed to meet future population and industrial growth. While the City Plant has a treatment capacity of 5.5 million gallons per day (MGD), the current capacity is effectively limited to 4.3 MGD due to disposal capacity limitations. The City currently processes approximately 1.5 MGD, which is just over 35 percent of the plant’s effective capacity. The City Plant meets the waste discharge effluent limits requirement adopted by the State Water Resources Control Board of California, as well as Title 22 Recycled Water standards.

Figure 3.18 Existing Sewage System



- Legend**
- Existing Pipe
 - Project Boundary

Source: City of Soledad Public Works Department, 2007

The City currently has wastewater pipes that are accessible to all parcels in the Plan Area, including lines through the railroad property, which will facilitate development in the area (see Figure 3.18). The sewage pipes in the Plan Area range from 6 inches to 15 inches. Although older, these sewage pipes will adequately handle in increase in waste water as a result of development facilitated by this Specific Plan; it is unlikely that future development in the Plan Area will require additional wastewater infrastructure.

WATER SUPPLY

Potable water in the City comes from the Salinas Valley Groundwater Basin, which is divided into four subareas. The City is within the Forebay subarea. The City draws its water from an unconfined shallow aquifer zone in this subarea. The UWMP notes that there are currently no restrictions on how much water the City can extract, nor are any such restrictions expected. However, the UWMP also reports that the Salinas Valley Groundwater Basin currently has an overdraft of approximately four percent per year. This is expected to be remedied through increased conservation efforts and potentially a reduction in agricultural water use through urbanization of the Salinas Valley. Strategic releases of water from aquifers by the Monterey County Water Resources Agency at certain times in the year will also increase groundwater recharge. The UWMP identifies 148,000 acre-feet per year as a sustainable yield value for the Forebay Subarea.

Figure 3.19 Recycled Water Line



- Recycled Water Line**
- Existing Pipe
 - Proposed Pipe

The City operates a system of groundwater wells and distribution pipes to deliver water to end users. The City has four active wells, all of which treat the ground water with chlorine and then pump it into one of the City’s four 1,000,000-gallon tanks. The water is then pumped directly into the distribution system. The total capacity for all four wells is 5.9 MGD day or 4,100 gallons per minute. The City’s water distribution system consists of a network of pipes ranging from two inches in diameter to 16 inches in diameter with existing mains located throughout the Plan Area.

The UWMP also reports that in an effort to further reduce the amount of potable water needed, the City is actively pursuing funding to complete the infrastructure required to provide recycled water to existing residential, agricultural, and recreational uses. The use of recycled water through this “purple pipe” will be encouraged for outdoor water uses within new development. Under current plans, the Plan Area would have direct access to a recycled water main (see Figure 3.1919 for the location of this line).

The City continues to make upgrades and expansions to its water delivery infrastructure to keep up with the increasing population. Section 4.4 of the UWMP describes current and future projects intended to maintain and expand infrastructure capabilities. Incremental increase

in water demand as a result of this Specific Plan can be met through the City’s existing infrastructure plans and groundwater access. Figure 3.20 maps existing water supply in the City.

STORM WATER DRAINAGE

The City provides storm water disposal service within the City limits and is responsible for ensuring adequate construction and maintenance of storm drainage facilities. The City is divided into nine storm water drainage basins. Storm drainage generated within the City has typically been directed to either the Salinas River or the Bryant Canyon Channel for disposal. According to the City of Soledad Storm Water Management Plan (SWMP) (2010), the storm drainage system is composed of reinforced concrete pipe ranging in size from 8 to 60 inches.

The Plan Area is located within the Central Basin. West of West Street, storm water in the Plan Area flows to San Vincente Road, where it is then carried to a retention pond. Storm water between West Street and Oak Street in the Plan Area is collected in a 60 inch storm drain that discharges to a percolation field. Flows east of Oak Street in the Plan Area are collected in a 42 inch storm drain that enters the Caltrans culvert.

Figure 3.20 Existing Water Supply



- Legend**
- Existing Pipe
 - Project Boundary

Source: City of Soledad Public Works Department, 2007

While development in the Plan Area would likely increase impermeable surfaces, existing capabilities as outlined in the SWMP would sufficiently handle additional drainage requirements.

SOLID WASTE

The City's Solid Waste Operations (SWO) administers the City's contract for garbage services with Tri-Cities Disposal (run by Monterey City Disposal Service, Inc.) under a Joint Powers Agreement with all the southern Monterey County cities. Garbage from the City is taken to the Salinas Valley Solid Waste Authority (SVSWA) landfill at Johnson Canyon outside of Gonzales. SVSWA provides service with rates based on quantity disposed and offers free recycling bins to all City residents and businesses. The Johnson Canyon Landfill is currently at 16 percent capacity and is estimated to be in operation through 2047 or 2052 (for the next 35 to 40 years). The Johnson Canyon landfill has sufficient capacity to handle increases in solid waste that may occur as a result of this Specific Plan.

ENERGY

Electricity and gas in the City are provided by Pacific Gas and Electric (PG&E). Increased development is not expected to have a significant impact on these utilities. The Specific Plan, however, provides the City with an opportunity to address above-ground power lines in the Plan Area. Power lines on Front Street between Benito Street and Oak Street are subterranean. The rest of the streets in the Plan Area have above-ground power lines. Policy 36 directs the City to apply for subterranean utility line grants, which will modernize City infrastructure, and improve aesthetics.

SCHOOLS

The City has four elementary schools, one middle school, and one high school. Younger children living within the Plan Area would likely attend Frank Ledesma or Gabilan Elementary School; Older children would attend Main Street Middle School or Soledad High School. Table 3.5 reports the current enrollment.

	ENROLLMENT
Frank Ledesma Elementary School	610
Gabilan Elementary School	409
Main Street Middle School	613
Soledad High School	1,065

EMERGENCY SERVICES

The City contracts with CAL Fire for fire protection services. The Fire Department is comprised of one part time Fire Chief, three Fire Captains, three Fire Engineers, two Firefighters, and 15 Volunteer Firefighters. The Fire Department responds to fires and provides rescue and emergency care services, as well as educational programs. The City's goal is to have a response time of five minutes or less. The City's fire station is located on 525 Monterey Street, in the center of the Plan Area. Given the station's location, it is unlikely that development in the Plan Area as a result of this Specific Plan would require additional fire department resources. However, full build-out would generate approximately \$840,000 in impact fees for the fire department.

The Police Department currently employs eight Patrol Officers, three Sergeants, three Field Training Officers, and one Animal Control Officer. The City aims to maintain a ratio of a minimum of one police officer per 1,000 residents. Full build out of the Specific Plan would likely require additional officers to maintain this standard. However, using the fee schedule from the Municipal Code, full buildout would generate \$1,250,000 in impact fees and would generate additional sales tax to help fund these additions.

4. IMPLEMENTATION



4.1 INTRODUCTION

This Chapter describes the steps and actions to implement the Downtown Soledad Specific Plan based on collaboration with community members, City decision makers, and City Staff. The actions are organized into a table that also identifies the department or agency primarily responsible for implementation, the estimated timeframe for implementation, and potentially appropriate funding sources or financing mechanisms (see Table 4.1). A description these funding sources is listed at the end of the Chapter together with the revenue anticipated from impact fees as the area builds out (in today's dollars). In concert with these actions, carrying out the Vision Program will involve administering and enforcing the development regulations described in Chapter 5 (*Development Code*).

Adoption of the Specific Plan is "project" as defined by the California Environmental Quality Act. For this reason, the Plan will require environmental review to determine the extent of potential adverse environmental impacts that may occur through its implementation.

4.2 TIME FRAME

The Plan recommendations direct appropriate change to the Plan Area over a period of approximately 20 years. The Plan's action plan has been prioritized according to the following time frame:

- **Phase I:** 0 to 7 years
- **Phase II:** 8 to 15 years
- **Phase II:** 16 to 20+ years

While the City will influence Plan implementation through regulatory means, investments in infrastructure, and public/private partnerships, much of the change will depend on private investments. The following elements may influence the implementation time frame:

Funding Availability. The difficult nationwide economic climate has created funding challenges for cities as well as private developers. Completion of the envisioned improvements and developments is heavily dependent on the City to find alternative funding sources, such as grants, and the ability of private developers to procure project financing. A lack of available funding may result in a slower than anticipated buildout in the Plan Area.

Business Recruitment and Retention. The quality and variety of privately owned businesses is an essential element to attract visitors and residents to the downtown. Investment by existing and new business owners will contribute to increased activity, improved aesthetics, and the ability of the City to attract larger-scale projects such as a movie theater and higher education facility. As described in Chapter 2 (*Vision and Downtown Character*), the City should continue to promote, improve, and attract businesses to the downtown.

Political Will. Plan implementation will rely heavily on a continued commitment by City Staff, residents, and elected officials to prioritize downtown revitalization. The City must enforce the standards established in the Development Code (*Chapter 5*), adhere to policies, and focus resources on completing high priority action items

4.3 POLICIES AND ACTIONS

This Section provides policies and action items to realize the vision for Downtown Soledad. While the vision is primarily implemented through the Development Code (*Chapter 5*), the policies and action items provide direction to guide decision-making and align priorities for public and private investment.

The policies and actions are listed in Table 4.1 and divided into the following categories:

- Land Use and Infill
- Design and Character
- Streetscape Improvements
- Mobility and Parking
- Historic Preservation
- Economic Vitality
- Infrastructure



TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Land Use and Infill Development				
1. Transform Front Street into the shopping, cultural, and entertainment center of the City.				
2. Prioritize downtown infill over new commercial development in other parts of the City.				
3. Create a mixed-use downtown core with retail, office, restaurant, and residential uses that encourage and depend on pedestrian foot traffic.				
4. Facilitate a range of diverse housing types that meet the needs of the community.				
5. Coordinate private development and public improvements to facilitate a coherent and attractive downtown core and surrounding neighborhoods.				
Action 5.1	Encourage the development of a movie theater or hotel downtown. Explore incentives, such as parking reductions, land assembly, and streamlined permitting, to make a downtown site financially feasible and attractive to developers.	Phase I	Community and Economic Development	Development Impact Fees, General Fund
Action 5.2	Encourage a larger anchor development such as a hotel, performing arts center, education facility, or other commercial development, on the City-owned property at Front and Main Streets.	Phase I	Community and Economic Development	CDBG, General Fund, General Obligation Bonds, I-Bank
Action 5.3	Encourage the development of senior housing.	Phase I, II, and III	Community and Economic Development	CDBG, CDFI / CDLF, General Fund, HOME
Action 5.4	Build a train ticket depot and pedestrian plaza at Main and Front Streets.	Phase II	Community and Economic Development	CDBG, CDFI / CDLF, CFD, General Fund, General Obligation Bonds, I-Bank
Action 5.5	Encourage inclusion of parks within the Downtown area and develop recommendations for suitable sites. Ensure the proper balance of commercial and recreational uses within the downtown core.	Phase I	Community and Economic Development, Parks and Recreation	General Fund, Grants
6. Improve the pedestrian connection between the Front Street commercial corridor and Vosti Park.				
Action 6.1	Relocate the City Yard from Park and State Streets to a commercial / industrial area outside of the Specific Plan Area.	Phase I	Public Works	CDBG, General Fund
Action 6.2	Build a community center on State Street between Oak and Adler on the site currently used as a portion of the City Yard to provide gathering space for residents and a gateway from Front Street into Vosti Park.	Phase II	Parks and Recreation	CDBG, CDFI / CDLF, CFD, Development Impact Fees, General Obligation Bonds, I-Bank
Action 6.3	Reconfigure the blocks between Park and Oak Street into two larger blocks, similar to the typical downtown area block size.	Phase II	Community and Economic Development	Development Impact Fees, CFD, General Fund

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 6.4	Obtain all or a portion of the three commercial properties on State Street between the existing City Yard and the restaurant at the corner of Park and Oak to create a pedestrian connection between Front Street and Vosti Park.	Phase II	Community and Economic Development	CDBG, CFD
Action 6.5	Connect the sidewalk along Front Street from Oak Street to the Vosti Park entrance at Park and State Streets.	Phase II	Community and Economic Development	Development Impact Fees, CFD, General Fund, TAMC Transportation Enhancement Fund
7. Work with Union Pacific Railroad (UPRR) to improve the aesthetics of the property and to gain control of the Railroad District sites. (See also Mobility policies and actions below.)				
Action 7.1	Continue to work with Union Pacific Railroad (UPRR) to gain control of the Railroad parcels and consider use of eminent domain for creating access, if needed.	Phase I or II	Community and Economic Development	CDBG, CFD, General Fund, General Obligation Bonds
Action 7.2	As a short or mid-term improvement work with UPRR to gain access to the property and plant and maintain rows of trees in line with the existing southwest to northeast streets from San Vicente Road to East Street to create blocks that establish a future development pattern. These improvements could happen prior to development of the property.	Phase I	Public Works	CFD, Development Impact Fees, General Fund, Lions Club, Rotary Club, TAMC Transportation Enhancement Fund
Action 7.3	As a short or mid-term improvement work with UPRR to gain access to the property and plant and maintain colorful agricultural crops, such as flowers, in rows on the vacant sites between tree-lined dirt streets. These improvements could happen prior to City acquisition of the property.	Phase I or II	Public Works	CFD, Development Impact Fees, General Fund, TAMC Transportation Enhancement Fund
Action 7.4	As a long-term goal, work with property owners in the area and pursue commercial development on the Railroad Corridor Zone. Encourage larger catalytic projects, such as an education facility, that need more land than is available in the downtown core in this area.	Phase II or III	Community and Economic Development	General Fund
Design and Character				
8. Maintain small town scale and character in City policy and development standards.				
9. Facilitate pedestrian-oriented building design with building entrances on streets or open space.				
10. Create or maintain an appropriate transition from the public streetscape to the building and its site.				
11. Consistent with the General Plan, continue to implement the Community Design Guidelines and Standards to ensure that development and renovations are of a style and quality that is complementary to the existing structures and the vision for the downtown.				

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 11.1	Continue and improve the Soledad Business Façade Program, as funding allows. Refer to Appendix D for a description of the current Program. The Program should be marketed to specifically encourage façade renovations to restore historic commercial buildings to their original character, and expanded to include design guidance to ensure that improvements are in keeping with the historic character.	Phase I, II, and III	Community and Economic Development	CDBG
Action 11.2	Initiate a signage improvement loan or grant program as funding allows.	Phase I	Community and Economic Development	CDBG
Action 11.3	Establish a seismic retrofit program. The City's extensive collection of historic structures is at risk of damage in the event of an earthquake. The City should establish a seismic retrofit program to advise and assist property owners in completing seismic upgrades and bringing structures up to code.	Phase I	Community and Economic Development	CDBG
Action 11.4	Implement City of Soledad Municipal Code Chapter 17.49 Art in Public Places Program to contribute to an active, interesting public realm and reinforce the downtown as the cultural hub of the City. The City could consider developing an incentive program for projects that exceed minimum standards to encourage larger scale improvements such as new murals, sculptures and fountains.	Phase I,II, and III	Community and Economic Development	CFD, General Fund
Action 11.5	In keeping with Policy 4.1 of the Housing Element, continue and promote the Housing Rehabilitation Loan Program.	Phase I, II, and III	Community and Economic Development	CDBG, General Fund, HOME
Action 11.6	Continue and promote the Residential Façade Program as funding allows.	Phase I, II, and III	Community and Economic Development	CDBG, General Fund, HOME
12. Ensure that updates to Citywide policies are complementary to the downtown vision and development standards.				
Action 12.1	Update Zoning Ordinance	Phase 1	Community and Economic Development	General Fund
Action 12.2	Update the Subdivision Ordinance (Title 16 of the Soledad Municipal Code) to ensure that future subdivisions are developed in a manner that maximizes mobility and complements the pattern and uses in the downtown. Specifically, Section 16.24 should be revised to reduce block sizes, reduce street right-of-way requirements, discourage cul-de-sacs, encourage street connectivity and non-automobile transportation, and require lot orientation that maximizes energy efficiency.	Phase I	Community and Economic Development	General Fund

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 12.3	Amend the General Plan to prioritize development in the downtown.	Phase I	Community and Economic Development	General Fund
Action 12.4	Amend the General Plan Land Use Map to designate the area within the Regulating Plan area (refer to Figure 1.1 in Chapter 5 (<i>Development Code</i>)) as “Downtown Specific Plan Area”.	Phase I	Community and Economic Development	General Fund
13. Improve urban design and circulation in the southern highway commercial area around Front Street and Nestles Road.				
Action 14.1	Prepare a master plan to guide commercial and industrial development and circulation in the area to the southeast of the Gateway Zone and ensure that development in this area is complementary to the downtown.	Phase I	Community and Economic Development	Caltrans Planning Grants, Economic Development Administration Grants, General Fund, SGC Planning Grants
Streetscape Improvements				
14. Create or maintain a pedestrian-oriented streetscape.				
15. Provide for vehicular or service access without adversely affecting the pedestrian-orientation of the streetscape.				
16. In keeping with Policy E-6 of the General Plan, continue to enhance downtown streetscapes and improve the public realm.				
Action 16.1	Water and maintain existing trees and landscaping along Front Street and throughout the Plan Area.	Phase I, II, and III	Public Works	Development Impact Fees, CFD, General Fund
Action 16.2	Extend the Front Street lighting scheme, medians, landscaping, street furniture, and sidewalk enhancements along Front Street to San Vicente and Oak Streets.	Phase I or II	Public Works	CDBG, CFD, Development Impact Fees, General Fund, I-Bank, Infrastructure Financing District, TAMC Transportation Enhancement Fund
Action 16.3	Improve the existing bollard light posts on Front Street to reduce impacts to motorist vision.	Phase I	Public Works	CDBG, CFD, General Fund, TAMC Transportation Enhancement Fund
Action 16.4	Plant street trees along all downtown side streets and the Gateway Zone.	Phase I	Public Works	CFD, Development Impact Fees, General Fund, Lions Club, Rotary Club, TAMC Transportation Enhancement Fund
Action 16.5	Improve the lighting along downtown side streets and the Gateway Zone.	Phase I	Public Works	CDBG, CFD, Development Impact Fees, General Fund, TAMC Transportation Enhancement Fund

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 16.6	Add wayfinding signage, including a monument sign at the northeast corner of Front Street and Nestles Road, to direct visitors to the downtown and nearby attractions.	Phase I or II	Public Works	CFD, Development Impact Fees, General Fund
Action 16.7	Develop a list of approved street trees to ensure that new trees are appropriate for the climate and for their specific purpose and location.	Phase I	Public Works	General Fund
Action 16.8	Encourage use of low impact development standards and best management practices in individual projects to reduce stormwater runoff and improve water quality	Phase I, II	Community and Economic Development	General Fund
Mobility and Parking				
17. Maintain an interconnected, hierarchical network of walkable, pedestrian-oriented streets.				
18. Prioritize downtown access as a matter of Citywide policy.				
19. Require inclusion of downtown access elements in all large-scale citywide access improvement projects.				
Action 19.1	Require large-scale transportation projects to provide multi-modal downtown access, particularly for access to and from the Railroad Corridor Zone, the proposed SR-146 by-pass, the proposed U.S. Highway 101 north interchange reconfiguration, and the potential U.S. Highway 101 south interchange improvements	Phase I, II, and III	Community and Economic Development	CFD, Development Impact Fees, General Fund, General Obligation Bonds, I-Bank, TAMC TDA Funds, TAMC TLC Program
Action 19.2	Frequently monitor Level of Service and avoid degradation of service below level E. Consider installation of traffic signal at the following intersections prior to degradation: East Street and Monterey Street, Front Street and San Vicente, Front Street and West Street, and Front Street and Main Street.	Phase I, II, and III	Public Works	General Fund
20. Provide access to and around downtown through a variety of options, including buses, rail, bikes, and walking.				
Action 20.1	Pursue and design a multi-modal transit center to accommodate passenger rail, local bus service, and vehicular drop off.	Phase II	Community and Economic Development	CDBG, CDFI / CDFL, CFD, Development Impact Fees, General Fund, I-Bank, TAMC TDA Funds, TAMC TLC Program
Action 20.2	Work with Monterey-Salinas Transit (MST) to identify opportunities for expansion of MST service to include additional stops within Soledad's residential neighborhoods and at the multi-modal transit center.	Phase I	Public Works	General Fund, TAMC TLC Program
Action 20.3	Maintain Monterey Street in its current configuration (with two travel lanes, two bicycle lanes, and current on-street parking configuration) as the designated north/south transit route for local and regional bus service.	Phase I and II	Public Works	Development Impact Fees, General Fund, TAMC TDA Funds
Action 20.4	Designate Monterey Street as a "bus priority corridor".	Phase I	Public Works	General Fund
Action 20.5	Avoid diagonal on-street parking on designated "bus priority corridors".	Phase I, II, and III	Public Works	General Fund

Legend:

CDBG: Community Development Block Grants, **CDFI/CDFL:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, **Infrastructure State Revolving Fund Program,** **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 20.6	Repaint bus stops black to match downtown streetscapes.	Phase I	Public Works	CFD, General Fund
21. Improve safety and security for bicyclists and further enhance bicycle access to downtown.				
Action 21.1	Provide public bicycle facility enhancements, including: <ul style="list-style-type: none"> Short-term bicycle parking racks within the public right-of-way, and at the proposed transit center to complement the current, well-developed network of bicycle lanes. Long-term bicycle storage for tenants and residents within secure enclosures, to encourage bicycle commuting as a regular form of everyday transportation. 	Phase I, II, and III	Public Works	CFD, Development Impact Fees, General Fund, TAMC TDA Funds, TAMC TLC Program, TAMC Transportation Enhancement Fund
Action 21.2	Encourage new development to provide bicycle parking in accordance with the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.	Phase I, II, and III	Community and Economic Development	General Fund
22. Improve access to the Railroad District site.				
Action 22.1	Evaluate feasibility and effectiveness of pedestrian and vehicular access alternatives to the Railroad Corridor Zone (direct access through mobile home park, southern bridge, Kidder Street underpass, and northern underpass).	Phase I	Public Works	CDBG, CFD, Development Impact Fees, General Fund, I-Bank, IFD, TAMC TDA Funds, TAMC TLC Program
Action 22.2	Evaluate the feasibility of a pedestrian crossing to the Railroad Corridor Zone from Main Street.	Phase II	Community and Economic Development	CFD, Development Impact Fees, General Fund, I-Bank, IFD, TAMC TDA Funds, TAMC TLC Program
Action 22.3	Work with UPRR to relocate the at-grade crossing at Main Street to Encinal or Benito Street to allow for development of a plaza and train depot in this area.	Phase I	Community and Economic Development	General Fund
Action 22.4	Evaluate the feasibility of a roundabout at Front Street and Nestles Road to facilitate traffic flow to the Railroad Corridor Zone and downtown.	Phase II or III	Community and Economic Development	CFD, Development Impact Fees, General Fund, I-Bank, IFD, TAMC TDA Funds, TAMC TLC Program
23. Optimize investment in parking by making the most efficient use of all public and private parking facilities and encouraging use of viable alternative mode options before constructing new parking.				
24. Pursue a “park once” strategy for downtown that manages the entire parking supply as part of an integrated system.				
25. Facilitate shared parking in existing private parking lots wherever feasible.				
26. Manage parking facilities with a focus on maintaining availability, not simply increasing supply.				
27. Use any potential parking revenue to fund programs that maintain adequate parking supply and support use of transportation options.				

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
28. If significant increases in parking demand result in peak parking occupancies of more than 85 percent, employ active parking management techniques, such as pricing and residential parking permits before requiring the construction of additional parking facilities.				
Action 28.1	Monitor the aggregate amount of required parking by all of the individual businesses to help manage parking needs and facilitate new development	Phase I	Community and Economic Development	CFD, Development Impact Fees, General Fund
Action 28.2	Eliminate the on-site parking requirement for new development, building additions, and changes of use under 10,000 square feet in the Downtown Core until the end of 2018, or until peak parking occupancies reach 85 percent. If peak parking occupancy has not reached 85 percent in 2018, the Review Authority may eliminate on site parking requirements on case by case basis.	Phase I	Community and Economic Development	General Fund
Action 28.3	Applications submitted after 2018 and for developments over 10,000 square feet may utilize shared parking provisions as provided in Section 9.0 of the Downtown Code.	Phase 1	Community and Economic Development	General Fund
Action 28.4	If commercial developments provide parking on-site, require as a condition of approval that any such parking be made available to the public when not in use by owner/occupant.	Phase I	Community and Economic Development	General Fund
Action 28.5	Purchase or lease existing private parking lots from willing sellers, and add this parking to the shared public supply, as needed.	Phase II or III	Community and Economic Development	CFD, Development Impact Fees, General Fund, I-Bank
Action 28.6	Consider residential parking permit districts to address spillover parking concerns in neighborhoods where supported by local residents.	Phase II or III	Community and Economic Development	General Fund
Action 28.7	When additional on street parking is needed, create additional on-street parking by converting parallel parking to angled parking before requiring the construction of additional off-street parking facilities. Refer to Figure 3.14 on page 3-16 for a map showing ideal streets for phased angled parking.	Phase II or III	Public Works, Community and Economic Development	CFD, Development Impact Fees, General Fund, TAMC TDA Funds, TAMC TLC Program
Action 28.8	Consider a program to convert pull-in angle parking to back-in or reverse angle parking. Prioritize streets with existing bicycle facilities for implementation.	Phase II or III	Public Works	CFD, Development Impact Fees, General Fund, TAMC TDA Funds, TAMC TLC Program
Historic Preservation				
29. In keeping with Policy L-52 of the General Plan, preserve, emphasize, and maintain historic and architectural resources.				
30. Pursue tax credits and other funding for historic structure restoration and preservation.				
31. Preserve and protect the historic character of the residential neighborhoods in the Plan area.				

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 31.1	Require minor additions and remodels of properties identified on the City's historical survey of contributing or potentially contributing structures to comply with the development regulations in Chapter 5, Section 9.0 (<i>Development Code</i>) and the Community Design Guidelines and Standards.	Phase I, II, and III	Community and Economic Development	Federal Historic Preservation Tax Credit Program, Mills Act
Action 31.2	For properties identified on the City's historical survey of contributing or potentially contributing structures, require a full historic technical assessment to determine the level of historic or cultural significance for major additions or remodels.	Phase I, II, and III	Community and Economic Development	General Fund
Action 31.3	When the Community Development Department determines that a structure is a historic resource, any development proposal shall comply with the City of Soledad Municipal Code, the development regulations in Chapter 5 (<i>Development Code</i>), the Community Design Guidelines and Standards, and the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.	Phase I, II, and III	Community and Economic Development	Federal Historic Preservation Tax Credit Program, General Fund, Mills Act
Action 31.4	Encourage relocation of historic structures as much as possible before permitting demolition. Refer Figure 2.3 for a map of potential receiver sites for relocating historic structures.	Phase I, II, and III	Community and Economic Development	Mills Act
Action 31.5	Develop an adaptive reuse program to provide property owners and developers with a set of guidelines and incentives to facilitate the conversion of historically significant buildings to market driven uses, such as apartments, hotel facilities, or other commercial spaces. The program should include provisions to streamline the permit approval process and allow for flexibility in zoning regulations.	Phase I or II	Community and Economic Development	General Fund, National Trust Preservation Fund
Action 31.6	Promote historic resources through programs and signage. Increased public awareness of the City's historic resources can increase community pride and encourage investment in the restoration and maintenance of historic properties. The downtown should include educational and directional signage to inform visitors of nearby historic resources including sites on the National and local historic registers.	Phase I, II, and III	Community and Economic Development	General Fund, National Park Service Preserve America Grant Program, National Trust Preservation Fund

Legend:

CDBG: Community Development Block Grants, **CDFI/CDFL:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, **Infrastructure State Revolving Fund Program,** **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Economic Vitality				
32. In keeping with Policy E-1 of the General Plan and the Economic Development Strategy, improve business cooperation and communication. Collaborate with existing business organizations including the Chamber of Commerce to plan and execute economic development activities.				
33. Ensure that processes and procedures are provided in a timely and cost effective manner to encourage business development.				
34. Encourage economic revitalization and remove barriers to development and adaptive reuse projects.				
Action 34.1	Prepare a coordinated tourism strategy outlining a detailed plan to bring visitors and related businesses to the downtown. The strategy should address signage, art, maps, marketing, accommodations, and visitor-serving amenities, and clearly prioritize initiatives and identify appropriate funding.	Phase I	Community and Economic Development	Economic Development Administration Grants, General Fund
Action 34.2	In keeping with the Economic Development Strategy, emphasize, improve, and establish new downtown programs and events. Well-executed City programs and events can serve to inspire community pride, attract visitors, and boost business exposure. Events should utilize and highlight new public spaces such as the train station plaza and Vosti Park community center.	Phase II	Community and Economic Development	General Fund
Action 34.3	Reinstate and promote the Micro Business Loan Program. See Appendix D for a detailed description of the Micro Business Loan Program.	Phase I, II, and III	Community and Economic Development	CDBG, EDD Grants, General Fund, USDA Grants
Action 34.4	In keeping with the Economic Development Strategy, aggressively promote the benefits of the Salinas Valley Enterprise Zone to local business owners and entrepreneurs. See Appendix D for a detailed description of the Enterprise Zone.	Phase I, II, and III	Community and Economic Development	General Fund
Action 34.5	In keeping with the Economic Development Strategy, continue to support and promote the Soledad Small Business Development Center (SBDC). See Appendix D for a detailed description of the SBDC.	Phase I, II, III	Community and Economic Development	CDBG, EDD Grants, General Fund, USDA Grants
Action 34.6	Setup Downtown Association and establish Business Improvement District to maintain an active downtown.	Phase I	Community and Economic Development	General Fund
Action 34.7	Develop application materials, an application checklist, and marketing and promotional materials to implement the Specific Plan and Code.	Phase I	Community and Economic Development	General Fund
Action 34.8	Restructure distribution of sales tax revenue, devoting 60 percent of sales tax revenue in Downtown.	Phase I	Community and Economic Development	General Plan

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program, **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

TABLE 4.1 POLICIES AND ACTIONS				
POLICIES AND ACTIONS		TIME FRAME	RESPONSIBLE DEPT. OR AGENCY	POTENTIAL FUNDING SOURCES
Action 34.9	Initiate a fee program to reserve funding to maintain and update the Specific Plan, as needed	Phase I	Community and Economic Development	General Plan
Action 34.10	Analyze City Impact Fees for possible reduction or incentives in the Downtown Area. The City Impact Fee structure is based on potential build out according to the City General Plan that includes development in future expansion areas and may be unrealistic.	Phase I	Community and Economic Development	General Fund
Infrastructure				
35. In keeping with Policy L-44 of the General Plan, promote the undergrounding of utility lines to improve views and enhance aesthetics, particularly for new development and especially when it can be accomplished in conjunction with road construction or other improvements.				
Action 35.1	Apply for subterranean utility line grants and systematically underground existing utilities. There is a 5 to 7 year waiting period, and should be acted on immediately.	Phase I or II	Public Works	PG&E Electronic Undergrounding Program Funds
Action 35.2	Prioritize funding underground utilities along Front Street between East Street and Hector De La Rosa Street.	Phase 1	Public Works	PG&E Electronic Undergrounding Program Funds
36. In keeping with Policy S-29 of the General Plan, as population increases due to new residential development in the Specific Plan area, strive to maintain a ratio of a minimum of one police officer per 1,000 residents.				
37. In keeping with Policy S-30 of the General Plan, ensure that all new development and corresponding street reconfigurations continue to allow for a police and fire response time of no more than five minutes.				

Legend:

CDBG: Community Development Block Grants, **CDFI/CDLF:** Community Development Financial Institutions and Loan Funds, **CFD:** Mello-Roos Community Facility Districts, **EDD:** State Employment Development Department Grants, **HOME:** HOME Investment Partnerships Program, **IFD:** Infrastructure Financing Districts, **I-Bank:** California Infrastructure and Economic Development Bank, **Infrastructure State Revolving Fund Program,** **TAMC TDA:** Transportation Agency for Monterey County Transportation Development Act, **TAMC TLC:** Transportation Agency for Monterey County Transportation for Livable Communities Transit-Oriented Development Incentive Program

4.4 FUNDING SOURCES

California Infrastructure and Economic Development Bank, Infrastructure State Revolving Fund Program

The California Infrastructure and Economic Development Bank (I-Bank) is a State financing authority promoting economic growth and revitalization of California communities through low-cost financing of infrastructure and economic development projects. The I-Bank requires a defined public benefit but does not require leveraging or matching.

The Infrastructure State Revolving Fund (ISRF) Program is a source of low-cost, long-term infrastructure financing available to local government entities from the I-Bank. Funds are available to finance a variety of public infrastructure projects, such as streets, public safety facilities, public transit, and recreational facilities. ISRF financing can be leveraged with local, State, and federal grant and loan funds to complete the funding for a project. Loans range from \$250,000 to \$10,000,000 per project with fixed interest set at 67 percent of the tax-exempt “A” rated bond with a weighted average life similar to the I-Bank financing. Amortization periods are up to 30 years or the useful life of the asset being financed, whichever is less. No local match is required — ISRF financing can be the sole source of financing for a project. The I-Bank accepts several sources of financing repayment, including general fund revenues, tax increment revenues, enterprise revenues and property assessments.

Caltrans Transportation Planning Grant Program

Caltrans offers two state-funded planning grant programs: Environmental Justice (EJ) and Community Based Transportation Planning (CBTB). The EJ planning grant promotes the involvement of low-income and minority communities in the planning for transportation projects to mitigate negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development. The CBTP grant funds coordinate transportation and land-use planning projects that encourage community involvement. CBTP projects support livable and sustainable community concepts with a transportation or mobility objective and promote community identity and quality of life.

The State grant cycle has an estimated funding target of \$6 million for both grant programs, pending approval of the State budget. The maximum amount per grant cannot exceed \$250,000 for EJ and \$300,000 for CBTP. The EJ and

CBTP grant programs require the applicant to provide a minimum 10 percent local match.

Website: www.dot.ca.gov/hq/tpp/grants.html

Community Development Block Grants (CDBG) – Over the Counter Component

The Community Development Block Grant program is operated by the California Department of Housing and Community Development (HCD). The purpose of the program is to create or retain jobs for low-income workers. This program provides grants of up to \$2,500,000 for eligible cities to lend to identified businesses, or use for infrastructure improvements necessary to accommodate the creation, expansion, or retention of identified businesses. (Eligible cities have fewer than 50,000 residents and are not participants in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) entitlement program.) Besides funding publicly owned infrastructure, cities may use the funds for loans or loan guarantees to businesses for construction, on-site improvements, equipment purchases, working capital, site acquisition, business start-ups, and small business incubators. An annual Notice of Funding Availability (NOFA) invites applications, which can be submitted throughout the year. Awards are made on an ongoing basis, typically within 60 days of HCD receipt of a completed application.

Community Development Financial Institutions/Loan Funds

Community development financial institutions and loan funds (CDFI and CDLF) make interest-bearing loans to nonprofit organizations that benefit or provide services to low-income or underserved communities. The loans can be used for affordable housing projects, human service programs, community facilities, and worker-owned cooperatives. CDFI and CDLF use federal resources provided by the U.S. Department of the Treasury Community Development Financial Institutions Program. Organizations such as the Nonprofit Finance Fund and the Northern California Community Loan Fund provide economic development loans as well as technical assistance. As certified Community Development Entities, both of these organizations also utilize the federal New Markets Tax Credit Program, which encourages capital investments in low-income neighborhoods.

Websites: www.ncclf.org; nonprofitfinancefund.org

Development Agreements

A development agreement is a tool for establishing a vested right to proceed with development in conformance with the policies, rules, and regulations in effect at the time of approval (Government Code Section 65864). Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

Development Impact Fees

The City charges one-time impact fees on new private development in order to offset the cost of improving or expanding City facilities to accommodate the project (allowed under the Mitigation Fee Act, California Government Code Section 66000-66025). Impact fees are used to help fund the construction or expansion of needed capital improvements. Soledad collects impact fees for government facilities, traffic, park facilities, water, and others. See Section 4.5 (*Impact Fee Revenue Estimate*) for an analysis of potential revenue from the City's impact fees.

Specific Plan Area Development Impact Fee

The City could create a special development impact fee for the Plan area to fund infrastructure. Such a fee would be adopted in accordance with the state's Mitigation Fee Act. To establish the appropriate fee amount, the City would need to determine the specific improvements to be funded and then prepare a "nexus" study to demonstrate the relationship between the proposed improvements and new development, allowing the City to calculate the appropriate fee amount for various types and sizes of development. Such a fee could be adopted by City ordinance.

Economic Development Administration (EDA) Grants

The EDA is part of the U.S. Department of Commerce. EDA investment programs include: Global Climate Change Mitigation Incentive Fund, Public Works and Economic Development Program, Economic Adjustment Assistance Program, Research and National Technical Assistance, Local Technical Assistance, Planning Program, University Center Economic Development, and Trade Adjustment Assistance for Firms. Applications for EDA programs are evaluated based on the following guidelines: 1) market-based and results driven, 2) strong organizational leadership, 3) advance productivity, innovation, and

entrepreneurship, 4) looking beyond the immediate economic horizon, anticipating economic changes, and diversifying the local and regional economy, and 5) high degree of commitment through local government matching funds, support by local officials, cooperation between business sector and local government.

California received 22 awards for the 2009-2010 funding cycle, including:

- Capitola, CA - \$40,000 grant to prepare an economic development strategy to guide commercial growth and expansion.
- Seaside, CA - \$945,000 grant to develop an infrastructure master plan for the West Broadway Urban Village commercial district.

Website: www.eda.gov/InvestmentsGrants/Programs.xml

Federal Historic Preservation Tax Credit Program

The Federal Historic Preservation Tax Incentives Program encourages private sector rehabilitation of historic buildings and is one of the nations most successful and cost-effective community revitalization programs.

There are two types of awards available through the tax credit program. The main focus of the program is a 20 percent rehabilitation tax credit that applies to any project the Secretary of the Interior designates as a "certified rehabilitation" of a "certified historic structure." The 20 percent credit is available for depreciable properties rehabilitated for commercial, industrial, agricultural, or residential rental purposes (not available for owner-occupied residences). There is also a 10 percent rehabilitation tax credit available for the rehabilitation of non-historic buildings placed in service before 1936. The 10 percent tax credit is available only to non-residential buildings.

The program is administered by California Office of Historic Preservation (OHP) in conjunction with the National Park Service and the Internal Revenue Service. OHP's Architectural Review and Incentives Unit administers the Federal Historic Preservation Tax Incentives Program and provides consultation and architectural review based on compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Website: www.nps.gov/hps/tps/tax/incentives/essentials_1.htm

General Fund

The City's General Fund is a flexible and accessible source of funding for public facilities and infrastructure improvements. General Fund revenue is mainly derived from tax revenues including property tax, franchise tax, and sales/use tax and is used to pay for basic municipal services such as police, fire, and public works. Because the City's General Fund revenue is limited, it should be viewed as a secondary source of financing for public facilities and infrastructure improvements.

General Obligation Bonds

General obligation bonds may be sold by a public entity with the authority to impose ad valorem taxes. Ad valorem taxes are based on an assessed value of real property and must be approved by a two-thirds majority vote of the people. The primary use of this tax is to acquire and improve public property.

HOME Investment Partnerships Program

HOME Investment Partnership Program provides cities, counties, and nonprofit organizations with grants and low-interest loans to develop and preserve workforce housing.

Website: www.hud.gov/offices/cpd/affordablehousing/programs/home/

Infrastructure Financing Districts

Infrastructure financing districts (IFDs) allow cities and counties to pay for public works projects by diverting property tax increment revenues from the general fund for thirty years. IFD funds can be used to finance construction of and improvements to highways, transit, water and sewer systems, flood control systems, childcare facilities, libraries, parks, and solid waste facilities. IFDs cannot pay for maintenance, repairs, operating costs, and services.

To form an IFD, the City must develop an infrastructure plan, send copies to every landowner, consult with other local governments, and hold a public hearing. Every local agency that will contribute its property tax increment revenue to the IFD must approve the plan. Schools cannot shift their property tax increment revenues to the IFD. Once the other local officials approve, the City must still get the voters' approval to:

- Form the IFD (requires 2/3 voter approval);
- Issue bonds (requires 2/3 voter approval); and
- Set the IFD's appropriations limit (majority voter approval).

For years, local officials were reluctant to form IFDs because they worried about the constitutionality of using tax increment revenue from property that was not within a redevelopment project area. When an Attorney General's opinion allayed those concerns, Carlsbad city officials formed a 200-acre IFD in 1999 to fund the public works for a new hotel located adjacent to the Legoland theme park.

Intermodal Surface Transportation Efficiency Act Funding

The Transportation Development Act (TDA) of 1971 earmarks 0.25 percent of State sales tax for transit. Local Transportation Funds were created in each County to receive the revenue. Monterey County receives an annual apportionment of approximately \$12 million and the Transportation Agency for Monterey County (TAMC) programs and distributes the money for local and regional transportation projects. TAMC is responsible for distributing money for public transit, rail, local street and road maintenance, highway, bicycle and pedestrian facilities.

The Regional Surface Transportation Program was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State allows TAMC to exchange these federal funds for State funds to provide more flexibility and maximize the ability of local public works departments to use the funds on a wide variety of projects, including street and road maintenance. The funds are distributed on a fair share and competitive basis. Annual apportionments of Regional Surface Transportation Program funds range from \$3 to \$4 million.

Website: www.tamcmonterey.org/programs/fund/index.html

Lions Club Million Tree Planting Campaign

Lions Clubs International has active clubs in Soledad and Salinas. With a commitment to improving the environment, Lions Clubs International initiated the Million Tree Planting Campaign. Local clubs have engaged in various tree-planting programs that are specifically tailored to meet local needs. Clubs have raised funds and provided volunteer support to purchase and plant trees in their communities.

Website: www.lionsclubs.org/EN/member-center/membership-and-new-clubs/global-membership-team/presidents-theme/million-tree/resources.php

Mello-Roos Community Facility Districts (CFD)

The Mello-Roos Act of 1982 is a flexible tool for local governments to finance needed community facilities and services. The legislation allows local jurisdictions to designate specific areas as “Community Facilities Districts” (CFD) and allow these districts to issue bonds and collect special taxes to finance public facility projects. The special tax must be approved by a two-thirds majority vote, and can be used to pay directly for facilities or services, or to pay debt service on bonds or other debt, the proceeds of which are used to finance facilities.

Mills Act

The Office of Historic Preservation (OHP) notes, “The Mills Act is the single most important economic incentive program in California for the restoration and preservation of qualified historic buildings by private property owners.” The Mills Act Program is administered and implemented by local governments. The Mills Act allows participating local governments to enter into renewable, 10-year contracts with owners of qualified historic properties that actively participate in the restoration and maintenance of their historic properties in exchange for property tax relief. The property tax abatement comes from valuing the property using an income capitalization method rather than a market value approach (i.e. Prop 13). The income capitalization method typically results in a substantially lower property value and, therefore, a lower property tax. The property tax savings can be used for maintaining and restoring the property.

For a property to be eligible for tax abatement under the Mills Act it must be listed on a federal, state, county, or city register, including the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, State Points of Historical Interest, and locally designated landmarks.

The Mills Act has been implemented in other jurisdictions in the State with great success. The City of Santa Monica has been running a Mills Act program since 1991. As of 2005, the City had approved contracts with owners of 37 historic properties. In 2003, the City of Benicia approved a Mills Act program to preserve its historic resources. Like many jurisdictions, to control the program’s potential impact on the City’s revenue, Benicia set an annual threshold of \$35,000 projected reduction in property tax revenue and annual inspection costs to the City’s General Fund. The City reviews applications on a case-by-case basis until the reduction in property tax revenue has reached the \$35,000 threshold. The City plans to re-evaluate its Mills Act program in 2012.

National Park Service Preserve America Grant Program

The National Park Service Preserve America grant program provides matching grants to designated Preserve America Communities to support preservation efforts through heritage tourism, education, and historic preservation planning. Local governments must apply for Preserve America Community designation to be eligible for grant funding. The Advisory Council on Historic Preservation administers the Preserve American Community designation process. Preserve America grants can be used for research and documentation, education and interpretation, planning, marketing and training. Recently the City of Bellingham, Washington, funded their historic resource survey with a Preserve American grant. Preserve America does not fund the repair, rehabilitation, or acquisition of historic properties or reconstruction of historic buildings. There is no longer funding available for 2011, 2012 funding is to be determined.

Website: www.nps.gov/history/hps/hpg/preserveamerica/

National Trust Preservation Fund

The National Trust for Historic Preservation is a private, nonprofit organization dedicated to preserving historic places and revitalizing communities. In 2005 the National Trust for Historic Preservation, through the National Trust Preservation Fund, provided almost \$17 million in financial assistance and direct investment to support historic and cultural preservation in cities and towns throughout the country. The Trust provides matching grants from \$500 to \$5,000 for preservation planning and educational efforts, which can be used to obtain professional expertise in architecture, engineering, preservation planning, land-use planning, fund raising, organization development and law, and preservation education activities.

Website: www.preservationnation.org/resources/find-funding

Pacific Gas & Electric Company (PG&E) Electric Undergrounding Program – Rule 20A

In 1968, the California Public Utilities Commission (CPUC) and utility companies established a program to underground utilities across the State. Under Rule 20A, PG&E allocates funds on a calendar year basis to underground existing overhead electrical facilities within the communities it serves. Rule 20A projects are typically in the areas of a community that are used most by the general public and are paid for by customers through future electric rates. To qualify, the City must consult with the community and PG&E and determine that the

undergrounding project meets one or more of the following criteria:

- Undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric facilities.
- The street, road, or right-of-way is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic.
- The street, road, or right-of-way adjoins or passes through a civic area, public recreation area, or an area of unusual scenic interest to the general public.
- The street, road, or right-of-way is considered an arterial street or major collector as defined in the Governor's Office of Planning and Research General Plan Guidelines.

Website: www.pge.com/myhome/customerservice/energystatus/streetconstruction/rule20/

Property and Business Improvement District (PBID)

A Property and Business Improvement District (PBID) is a mechanism of funding improvements through assessments to businesses and real property within the established PBID boundaries. Under the Property and Business Improvement District Law of 1994, revenues from PBID assessments may be used to fund capital improvements and maintenance costs for projects such as parking facilities, street furniture, public restrooms, art, parks, street and streetscape enhancements, and plazas. A PBID formation petition, which is initiated by property owners, requires the signature of more than 50 percent of the property owners, weighted by assessment liability. PBIDs are formed with an initial term of five years and may be renewed for another five years. However, if debt is issued to finance capital improvements, assessments can be levied until the bonds mature. The term of debt service for PBID bonds is not to exceed 30 years. Without bond issuance, the maximum term for a PBID district is 10 years.

Rotary Club Preserve Planet Earth Program

With chapters in Salinas and Soledad, the Rotary Club has a strong local presence and commitment to create positive impacts in the community. The Preserve Planet Earth Committee in each chapter is responsible for identifying ways to preserve and enhance the environment at the local level. In the past, the Rotary Club has provided volunteers and helped raise funds to purchase and plant trees.

Website: soledadrotary.info

State Employment Development Department (EDD) Grants

Workforce development funding is available through EDD depending on budgetary conditions and allocation. EDD solicits proposals for grants that assist with workforce training in topics ranging from deaf and hard of hearing services to green jobs training. EDD grant award amounts have decreased significantly over the last three years from nearly \$18 million for 2010/2011 to \$1.65 million for 2011/2012. EDD is expected to announce which grant programs will be funded for the 2012/2013 grant cycle in the first quarter of 2012.

In the 2010/2011 Cycle, \$1,650,000 in grants were awarded in the following categories:

- Deaf and Hard of Hearing Services (\$1.5 million total, with individual awards ranging from \$200,000 to \$736,000)
- Campesino de California Program (\$150,000 total, awarded to one project)

In the 2010/2011 Cycle, nearly \$18 million in grants were awarded in the following categories:

- Green Jobs (\$2,378,368 total, with individual awards ranging from \$400,000 to \$500,000)
- Youth Career Technical Education (\$2,999,950 total, with individual awards around \$500,000)
- Veterans' Employment-Related Assistance Program (VEAP) (\$5,985,676 total, with individual awards of \$465,500)
- Employment Training Network (\$1 million total, awarded to one project)
- Alternative and Renewable Fuel and Vehicle Technology Program Phase II (\$1.5 million total, with individual awards of \$500,000)
- Governor's Gang Reduction, Intervention, and Prevention (CalGRIP) (\$4,799,937 total, with individual awards ranging from \$300,000 to \$500,000)
- Campesino de California Program (\$100,000 total, awarded to one project)
- Deaf and Hard of Hearing Services (\$1.5 million total with individual awards ranging from \$200,000 to \$736,000)

Website: www.edd.ca.gov/Jobs_and_Training/Funding_Opportunities.htm

Strategic Growth Council Sustainable Communities Planning Grant and Incentive Program

Strategic Growth Council (SGC) provides grants to cities, counties, and designated regional agencies to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements in three focus areas: Local Sustainable Planning, Regional SB 375 Plus, and Regional Planning Activities with Multiple Partners. In Focus Area #1: Local Sustainable Planning, examples of eligible proposals include, but are not limited to:

- Specific Plan/Infill and Master Plans/Zoning Ordinances
- Climate Action Plans
- Targeted General Plan Updates or Elements
- Community Basic Infrastructure Plans

For 2012, approximately \$18 million in SGC grant funds are available. Projects may have up to a three-year timeline and are expected to range between \$100,000 and \$1,000,000.

Website: sgc.ca.gov/planning_grants.html

TAMC Transportation for Livable Communities Transit-Oriented Development Incentive Program

The Transportation Agency for Monterey County (TAMC) created the Transportation for Livable Communities (TLC) Transit-Oriented Development Incentive Program in 2003 to encourage land use decisions that support transit and reduce regional traffic congestion. The TLC Program rewards jurisdictions that approve new housing and mixed-used development in urban locations near

transit hubs. Eligible projects must meet Regional Surface Transportation (RSTP) criteria. Funds may be used to build transportation-related improvements such as road improvements, traffic calming measures, transit centers, traffic signal enhancements, and bicycle and pedestrian facilities. The transportation project may be located anywhere within the local jurisdiction, but bonus points are awarded for transportation projects that are closely linked to the approved housing or mixed-use development project. Project sponsors may be a city, Monterey County, or a partnership between a local jurisdiction and the County. The cap on funding awards is \$400,000. TLC grants were last awarded in 2006. While none have been awarded since then, TAMC is keeping a list of interested parties who will be notified as funds become available.

Website: www.tamcmonterey.org/programs/livcom/index.html

Transportation Enhancement Fund

Transportation Enhancement funds, administered by TAMC, are available for the purpose of constructing transportation projects that are over and above the “normal” projects, such as treescaping and landscaping along roadways, bicycle facilities, decorative sidewalks, transportation museums, and scenic acquisition. The goal of the program is to enhance the transportation system through aesthetic improvements and through support of non-motorized transportation. Annual TAMC apportionments of Transportation Enhancement funds average \$800,000.

Website: www.tamcmonterey.org/programs/fund/index.html



USDA Rural Business Enterprise Grants Program

The United States Department of Agriculture (USDA) offers a grant program to fund projects that finance and facilitate the development of small and emerging rural businesses, distance learning networks, and employment related adult education programs. Grants range from \$10,000 to \$500,000 per project and are open to public entities and non-profit corporations. Funds may be used for a wide range of activities including the acquisition or development of land, easements, or rights of way; construction, conversion, or renovation of buildings, plants, roads, and utilities; capitalization of revolving loan funds; training and technical assistance; distance adult learning for job training and advancement; and project planning. Recipient projects must benefit small and emerging private businesses in rural areas.

Website: www.rurdev.usda.gov/BCP_rbeg.html

4.5 IMPACT FEE REVENUE ESTIMATE

The City charges one-time impact fees on new development in order to offset the cost of improving or expanding City facilities to accommodate the project. Impact fees are used to help fund the construction or expansion of needed capital improvements. The table in Appendix F details the fees to be collected in connection with the estimated development. Assuming that development is generally in alignment with the proposed development program, the City will collect nearly \$19 million (in today's dollars) to pay for associated infrastructure and facilities. Note that the fee estimate is based on the fee schedule in place as of this writing; the fee schedule is subject to change. In addition, fees will be collected as development occurs over all three phases, likely a period of 20 years or more.

5. DEVELOPMENT CODE

1.0	Applicability and Administration
2.0	Zones
3.0	Standards for Specific Land Uses
4.0	Building Standards
5.0	Frontage Standards
6.0	Signage Standards
7.0	Architectural Style Standards
8.0	Block and Street Standards
9.0	General Standards
10.0	Definitions

1.0 Applicability and Administration

1.10 Authority and Purpose

This Chapter of the Downtown Specific Plan is adopted as the integrated zoning standards ("Code" or "Downtown Code") that implement the Downtown Soledad Specific Plan.

This Code protects and promotes the public health, safety, comfort, convenience, and general welfare of the community and implements the Soledad General Plan for the property identified in Figure 5.1.1. Unless otherwise specified, the zoning standards in this Chapter shall replace the following zoning previously applied to the subject property in Figure 5.1.1:

1. Commercial Community (CC)
2. Commercial Residential (CR)
3. Commercial Retail (C1)
4. Commercial General (C2)
5. Commercial Highway (HC)
6. Residential High Density (R3)
7. Residential Medium Density (R2)
8. Residential Single-Family (R1)
9. Industrial (M)

Figure 5.1.1 Downtown Code Boundaries



Key to Figure 5.1.1



Parcels within the boundary are subject to the Downtown Code

1.20 Applicability of Standards

- A. The Downtown Code applies to any of the following within the boundaries identified in Figure 5.1.1:
1. Land use activity;
 2. New development;
 3. Improvements/modifications of existing development; and
 4. Subdivisions of land.
- B. All applicable provisions of Title 17 and the Soledad Municipal Code (SMC) that are not specifically replaced or identified as not applicable, continue to apply.*
1. **Requirements for new structures or land uses, or changes to structures or land uses.** No permit shall be issued by the City unless the proposed project complies with all applicable provisions of this Code, including the applicable 'Required Findings,' conditions of approval, and all other applicable provisions of law.
 2. **Legal Parcel.** The site of a proposed land use, development, modification or other improvement subject to the Downtown Code shall be on a parcel(s) legally created in compliance with the Subdivision Map Act and the City's Subdivision Regulations. Parcels created after the adoption of the Downtown Code are subject to the requirements in Section 8.0 for the applicable zone.
 3. **Minimum requirements.** The provisions of the Downtown Code are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When this code provides for discretion on the part of a City official or body, that discretion may be exercised to impose conditions on the approval of any project proposed in the area subject to this Code.
 4. **Effect on Existing Development and Land Uses.** Development and/or use(s) legally existing as of the adoption of the Downtown Code shall comply with Section 1.70 (Non-Conforming Uses).
 5. **Historic / Cultural Resources.** Properties identified by the City as historically or culturally significant, or potentially significant, shall comply with applicable provisions of SMC Title 17 and/or Section 9.20.40.
6. **Design Review Process.** All applications for new structures or modifications to existing structures shall be reviewed in compliance with Section 1.60 (Site Plan and Architectural Review).
 7. **Design Guidelines.** The Downtown Code incorporates the direction provided by the Community Design Guidelines and standards in direct response to the direction in those documents. City Staff and review authorities will use the guidelines, as relevant.
 8. **Small Town-Scale Standards.** The standards of the Downtown Code are intended for the purpose of implementing the small town-scale environment envisioned in the Downtown Soledad Specific Plan. In the context of Soledad's Downtown, Small Town scale and character" shall mean:
 - a. Buildings placed near to, facing and defining the streets as identified in Figure 5.2.1;
 - b. Buildings with visually balanced and detailed facades, and entries, frontages and signage that are oriented to the pedestrian;
 - c. Buildings that are composed of volumes similar in scale and materials to the railroad-era, such as wood and brick buildings with the following form;
 - i. Buildings that are larger than houses and intended for the downtown core. These buildings shall be identified as 'block-form' buildings;
 - ii. Buildings that are the size of houses ranging from an individual house to buildings that are attached or detached dwellings the size of large houses;
 - iii. Buildings that are generally two stories in height, with some one and three story buildings – or portions of buildings – which provides massing variation;
 - iv. On house-form buildings, upper story building masses that are no more than 80 feet wide – along the street frontage – nor more than 65 feet in depth perpendicular to the street frontage, except as otherwise allowed for public buildings; and
 - v. Streetscapes that include generous sidewalks, steady rows of street trees and/

* If a conflict arises between the requirements of this Code and the SMC, the requirements of this Code shall prevail.

or building galleries to shade and define the pedestrian way, and landscape, lighting and signage that enhance the street as a comfortable environment for strolling, shopping and visiting.

- d. **“Park-Once” parking program.** The Downtown Specific Plan area is intended to generate and maintain the physical environment and land use activity through a shared parking approach for non-residential parking. The intent is to allow for each property to generate building area, land use activity and open space while grouping the parking facilities in strategically dispersed locations. This approach is for the purpose of encouraging walking between businesses and destinations and relieving individual properties of providing potentially duplicative parking throughout the identified area. Therefore, properties shall be allowed to share parking per the parking requirements identified in Table 5.5 that are based on shared parking facilities, as approved by the City.

1.30 Organization, Use of Downtown Code

The Downtown Code consists of the following Sections:

- A. **Applicability and Administration.** Section 1.0 establishes the purpose for and applicability of existing and new standards to all property and rights-of-way within the boundaries identified in Figure 5.1.1.
- B. **Regulating Plan and Zones.** Section 2.0 establishes and defines the implementing zones and establishes the development standards for all property subject to the Downtown Code. Figure 5.2.1 identifies the boundaries of each zoning district and the parcels included in each zone. Each zoning district identifies the intended physical character and allocates the necessary land use, parking, and development standards to implement the Downtown Specific Plan. Figure 5.2.1 shall be incorporated into the City's Official Zoning Map. Tables 5.2A through 5.2E identify the requirements for siting and constructing buildings on a lot, the maximum building envelope for each lot, where parking is allowed on a lot, and encroachments into setbacks / rights-of-way. These standards replace the zoning and standards previously applied to all property in Figure 5.1.1. Applications are required to comply with the findings in Section 2.40.
- C. **Standards for Specific Land Uses.** Section 3.0 establishes standards for several of the land uses allowed in Tables 5.2A through 5.2E.
- D. **Building Standards.** Section 4.0 establishes and defines the small town-scale buildings for the various blocks and streets subject to the Downtown Code. Table 5.4 identifies the allowed buildings with corresponding requirements for access, open space, parking, and physical relationship with neighboring buildings. Applications involving this section of the Downtown Code are required to comply with the applicable findings in Section 4.40.
- E. **Frontage Standards.** Section 5.0 establishes and defines the small town-scale frontages for the various blocks and streets subject to the Downtown Code. Table 5.5 identifies the allowed property and building frontages with corresponding requirements for sites and building facades to address the lot's frontage line(s) and public streetscape(s). Applications involving this section of the Downtown Code are required to comply with the applicable findings in Section 5.40.
- F. **Signage Standards.** Section 6.0 establishes and defines the small town-scale signage allowed within the Downtown Code boundaries.
1. Table 5.6 identifies the requirements for new or modified signage. These standards replace the applicable standards in SMC Title 17.
 2. Applications involving this section of the Downtown Code are required to comply with the applicable findings in Section 6.40.
- G. **Architectural Style standards.** Section 7.0 establishes the range of small town-scale architecture allowed within the Downtown Code boundaries.
1. Table 5.7 identifies the allowed architectural styles and standards for each style to generate the vision and achieve compatibility with adjacent and surrounding properties.
 2. These standards shall be administered through the Architectural Review Committee as identified for each application in Table 5.1.1.
 3. Applications involving this section of the Downtown Code are required to comply with the

applicable findings in Section 7.40.

- H. Block and Street Standards.** Section 8.0 establishes and defines the walkable pattern of blocks and streets within the Downtown Code boundaries. Figure 5.8.1 identifies the intended block and street pattern along with the allowed street types.
1. Table 5.8A identifies the requirements for new or modified blocks.
 2. Table 5.8B identifies the requirements for streets.
 3. Applications involving this section of the Downtown Code are required to comply with the applicable findings in Section 8.30.
- I. General Requirements.** Except as otherwise specified, Section 9.0 identifies requirements such as lighting, screen walls, and trash enclosures that pertain to all development and land use activity subject to the Downtown Code. These requirements are in addition to the applicable sections of the City's Zoning Ordinance. Applications involving this section of the Downtown Code are required to comply with the applicable findings in Section 9.30.
- J. Definitions.** Section 10.0 defines the terms and phrases used in the Development Code. This Section supplements and/or replaces specific definitions in the SMC.

1.40 Administration

- A. Processing.** Unless specified otherwise, the Downtown Code shall be administered per SMC Title 17 and enforced by the Department, Commission, and City Council.
- B. Applications.** All applications shall be prepared and submitted to the City per the applicable requirements as specified in the SMC. All applications for property located within the Downtown Code boundaries shall be subject to the review and approval of the review authority identified in Table 5.1.1.
- C. Flexibility from Certain Standards.** It is the intent of the Downtown Code to provide clear standards to enable the range of intended outcomes and allow most applications to be processed without discretionary review. In response, certain development standards have been identified as eligible for administrative adjustment based on certain parameters. Applications that meet the parameters are allowed to adjust the development standard(s) as specified. Applications that

request flexibility from standards beyond that allowed by the Downtown Code are considered inconsistent with the Downtown Code and shall be required to apply for a Minor Variance, Variance, or Zoning Ordinance Amendment, as applicable.

1.50 Conditional Use Permits and Minor Use Permits - Purpose

- A. Purpose.** The purpose of a Conditional Use Permit or Minor Use Permit is to provide sufficient flexibility in the use regulations in order to further the objectives of this Downtown Code.
- B. Process for reviewing uses.** A Conditional Use Permit or Minor Use Permit provides a process for reviewing uses that may be appropriate in the applicable zone, but whose effects on a site and surroundings cannot be determined before being proposed for a specific site.
- C. Special consideration.** Certain types of land uses require special consideration in a particular zone or in the City as a whole because they possess unique characteristics or present special problems that make automatic inclusion as permitted uses either impractical or undesirable.

1.50.10 Applicability

A Conditional Use Permit or Minor Use Permit is required to authorize proposed land uses identified by Table 5.2.1 as being allowable in the applicable zone subject to the approval of a Conditional Use Permit or Minor Use Permit.

- A. Conditional Use Permits.** Conditional Use Permits shall be approved or denied by the Commission.
- B. Minor Use Permits.**
1. Minor Use Permits shall be approved or denied by the Director.
 2. The Director may choose to refer any Minor Use Permit application to the Commission for review and final decision.

1.50.20 Application Requirements

The application shall include the information and materials specified in the most up-to-date Department handout for Conditional Use Permit and Minor Use Permit applications,

TABLE 5.1.1 REVIEW AUTHORITY			
TYPE OF ACTION	Director	Planning Commission	City Council
Administrative and Legislative Actions			
Development Agreement and Amendment		Recommend	Decision
General Plan Amendment		Recommend	Decision
Interpretation	Decision	Appeal	Appeal
Specific Plan Amendment		Recommend	Decision
Zoning Map Amendment (Figure 5.2.10)		Recommend	Decision
Zoning Ordinance Amendment (Downtown Code)		Recommend	Decision
Planning Permits and Approvals			
Conditional Use Permit		Decision	Appeal
Historic Structure		Decision	Appeal
Home Occupation Permit	Decision	Appeal	Appeal
Minor Use Permit	Decision	Appeal	Appeal
Minor Variance	Decision	Appeal	Appeal
Reasonable Accommodation	Decision	Appeal	Appeal
Sign Permit	Decision	Appeal	Appeal
Site Plan and Architectural Review	See Table 1B		
Temporary Use Permit	Decision	Appeal	Appeal
Variance		Decision	Appeal
Zoning Clearance	Issuance	Appeal	Appeal

Note: This table reflects Downtown Code and Citywide Zoning Ordinance actions, permits, and approvals.

together with the required fee in compliance with the Planning Fee Schedule. It is the responsibility of the applicant to provide evidence in support of the findings required by Section 1.50.40 (Findings and Decision), below.

1.50.30 Project Review, Notice and Hearing

Each application shall be reviewed by the Director to ensure that the proposal complies with all applicable requirements of this Zoning Ordinance.

A. Conditional Use Permits.

1. The Commission shall conduct a public hearing on an application for a Conditional Use Permit before a decision on the application.
2. Notice of the hearing shall be provided, and the hearing shall be conducted in compliance with this Section.
3. The Commission’s decision is appealable to the Council in compliance with the applicable provisions of SMC Title 17.

B. Minor Use Permits. Before a decision on a Minor Use Permit, the Department shall provide notice in compliance with this Section and as follows.

C. Notice.

1. The notice shall state that the Director will decide whether to approve or deny the Minor Use Permit application on a date specified in the notice, and that a public hearing will be held only if requested in writing by any interested person before the specified date for the decision.
2. The written request for a hearing shall be based on issues of significance directly related to the application (e.g., provision of evidence that the request cannot meet one or more of the findings identified in Section 1.50.40 [Findings and Decision], below).
3. If the Director determines that the evidence has merit and can be properly addressed by a condition(s) added to the Minor Use Permit approval, the Director may consider the permit in compliance with Subparagraph ii. (If no hearing is requested), below.
 - a. If hearing is requested.** If a public hearing is requested, and the provisions of Subparagraph B. 1. c., above do not apply the Director shall schedule the hearing that shall be noticed and conducted in compliance with this Section.

- b. **If no hearing is requested.** If no public hearing is requested, the Director shall render a decision on the date specified in the notice referred to in Subparagraph B. 1. a., above.
- c. **Appeals.** The Director's decision is appealable to the Commission in compliance with the applicable provisions of SMC Title 17.

1.50.40 Findings and Decision

- A. **Review authority's action.** An application for a Conditional Use Permit or Minor Use Permit may be approved subject to conditions or denied by the review authority.
- B. **Required findings.** The review authority may approve a Conditional Use Permit or Minor Use Permit only after first making all of the following findings:
 1. The proposed use is consistent with the General Plan and any applicable specific plan;
 2. The proposed use is allowed within the applicable zone and complies with all other applicable provisions of the Zoning Ordinance and the Municipal Code;
 3. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity;
 4. The site is physically suitable in terms of:
 - a. Its design, location, shape, size, and operating characteristics of the proposed use;
 - b. The provision of public and emergency vehicle (e.g., fire and medical) access;
 - c. Public protection services (e.g., fire protection, police protection, etc.); and
 - d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).
 5. The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the

vicinity and zone in which the property is located.

In approving a Conditional Use Permit or Minor Use Permit, the review authority may impose any conditions deemed reasonable and necessary to ensure that the approval will comply with the findings required by this Section, above.

1.50.50 Use of Property before Final Action

Permits or approvals shall not be issued for any use involved in an application for a Conditional Use Permit or Minor Use Permit until and unless the same shall have become final, in compliance with Section 1.50.40 (Findings and Decision).

1.50.60 Periodic Review

The City may conduct a periodic review of the permit to ensure proper compliance with the Zoning Ordinance and any developmental or operational conditions imposed by the review authority.

1.50.70 Permit to Run with the Land

A Conditional Use Permit or Minor Use Permit approved in compliance with the provisions of this Section shall continue to be valid upon a change of ownership of the business, parcel, service, structure, or use that was the subject of the permit application in the same area, configuration, and manner as it was originally approved in compliance with this Section.

1.50.80 Post Decision Procedures

- A. **Duration and revocation.**
 1. A Conditional Use Permit or Minor Use Permit becomes null and void if not used within 24 months following its effective date, or within a shorter time specifically prescribed as a condition of the Conditional Use Permit or Minor Use Permit, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 12-month period only, upon application filed with the Department before the expiration of the 24-month

or shorter time period.

2. In any case where the conditions of a Conditional Use Permit or Minor Use Permit have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the Conditional Use Permit or Minor Use Permit and shall set a date for a public hearing upon the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the Conditional Use Permit or Minor Use Permit.
3. If a use granted under a Conditional Use Permit or Minor Use Permit is abandoned for a period of 12 months, the Conditional Use Permit or Minor Use Permit shall expire.

B. Penalty for violations.

1. The violation by any person of any provision or condition of a Conditional Use Permit or Minor Use Permit granted under the terms of this Section is an infraction, punishable in compliance with SMC 1.04.030.
2. Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

1.60 Site Plan and Architectural Review Purpose and Intent

- A. **Purpose.** The purpose of this Section is to provide a site plan and architectural design review process for the appropriate level of review of specified development projects.
- B. **Intent.** The intent of this Section is to ensure that all approved site and structural development:
 1. Promotes the orderly development of the City in

compliance with the goals, objectives, and policies of the General Plan, the Downtown Specific Plan, any other applicable specific plan, and the standards specified in the Zoning Ordinance;

2. Protects and enhances property values by encouraging high quality and aesthetically pleasing development;
3. Respects the physical and environmental characteristics of the site;
4. Ensures safe and convenient access and circulation for pedestrians, bicycles, and motor vehicles;
5. Exemplifies the best professional high quality materials and design practices;
6. Allows for and encourages individual identity for specific structures and uses;
7. Encourages the maintenance of a distinct neighborhood and/or community identity; and
8. Retains and strengthens the traditional town ambiance, visual quality, and community character.

1.60.10 Applicability

- A. **Site Plan and Architectural Review required.** No Building or Grading Permit shall be issued for any structure or improvement identified in Table 5.1.2 (Review Authority for Site Plan and Architectural Review), below, in any zone until a Site Plan and Architectural Review is first issued for any construction that is not specified as exempt in compliance with Section 1.60.20 (Exemptions), below.
- B. **Other permits and approvals.** Site Plan and Architectural Review may also be required in compliance with this Section in connection with the granting of a Conditional Use Permit or Variance in any zone..

1.60.20 Exemptions

- A. **Referral to Director.**
 1. The Building Official shall refer to the Director all applications for Building or Grading Permits in order to determine applicability with the provisions of this Code. The referral shall result in determination of one of the following:
 - a. If the requested type of construction requires a

Site Plan and Architectural Review, the review shall be filed for and conducted in compliance with this Section.

- b. If the requested type of construction qualifies for an exemption specified in Subsection B. (Exemptions from Site Plan and Architectural Review), below, the request shall be subject to review in compliance with the applicable provisions of SMC Title 17.

B. Exemptions from Site Plan and Architectural Review. The following types of construction are exempt from the Site Plan and Architectural Review provisions of this Section but shall comply with all other applicable requirements of the Zoning Ordinance and the Municipal Code:

1. **Additions/exterior alterations of single-family dwelling units.** Exterior alterations of single-family dwelling units or additions not exceeding 500 square feet or 25 percent of existing floor area and which do not involve an additional story;
2. **Additions / remodelling of existing business park, commercial, and industrial structures.** Additions to or remodelling of existing business park, commercial, and industrial structures, when the improvements are not visible from a public right-of-way;
3. **Fences or walls.**
 - a. **Residential zones.** New fences or walls located in residential zones on property in residential use when located and constructed in compliance with the provisions of the Zoning Ordinance;
 - b. **Commercial or industrial zones.** New fences or walls located on commercial or industrial-zoned properties when located in interior side or rear yards not abutting a public right-of-way and when constructed in compliance with the provisions of the Zoning Ordinance;
4. **Minor façade and site plan modifications.** Minor façade and site plan modifications, including but not limited to: replacement of windows and doors where the work does not require a Building Permit, Automated Teller Machines (ATMs) at an existing bank, handicapped-accessible ramps, installation of bicycle lockers, landscaping, utilities with minimal above-ground structures, and minor architec-

tural enhancements to commercial, institutional, and industrial structures;

5. **Residential accessory structures.** On residentially-zoned parcels, other than multi-family, all accessory structures under 120 square feet in area and, where not visible from a public right-of-way, those accessory structures 120 square feet or greater in size;
6. **Satellite dish antennae.** Satellite dish antennae (roof-mounted and ground-mounted) for personal use;
7. **Second dwelling units.** Second dwelling units on existing parcels in compliance with applicable provisions SMC Title 17; and which do not involve the construction of a second story; and
8. **Signs.** New signs and change of sign copy on existing signs which conform to an approved Sign Permit or Master Sign Program.

1.60.30 Review Authority

- A. **Applicable review authority.** An application for Site Plan and Architectural Review shall be reviewed and approved or denied by the review authority specified in Table 5.1.2 (Review Authority for Site Plan and Architectural Review) below, unless the application is being processed concurrently with another discretionary application, in which case the decision shall be made by the review authority responsible for reviewing any other application (e.g., Conditional Use Permit, Variance etc.) in compliance with Table 5.1.1 (Review Authority) and the provisions of the Downtown Code.

1.60.40 Application Filing, Processing, Review

- A. **Application filing and processing.** An application for a Site Plan and Architectural Review shall be filed with the Department and processed in compliance with this Section and shall be accompanied by the most current filing fee as established by resolution of the Council. The application shall include the information and materials specified in the most current Department publication for Site Plan and Architectural Review applications. In the event a Site Plan and Architectural Review is requested in conjunction with another planning permit application (Conditional Use Permit, Variance, etc.), no fee shall be charged for the Site Plan and Architectural

TABLE 5.1.2. REVIEW AUTHORITY FOR SITE PLAN & ARCHITECTURAL REVIEW		
TYPE OF CONSTRUCTION ACTIVITY	ROLE OF REVIEW AUTHORITY (1)	
	DIRECTOR (2) MINOR REVIEW	ARC MAJOR REVIEW
Residential Development		
New residential construction of four or fewer dwelling units located on one or more contiguous parcels under the same ownership (3).	Decision	Appeal
New residential construction of five or more dwelling units located on one or more contiguous parcels under the same ownership.	Decision	Appeal
Additions to existing single-family dwelling units which exceed 500 square feet or 25 percent of existing floor area or which involve construction of an additional story.	Decision	Appeal
Accessory structures of more than 120 square feet of floor area when visible from a public right-of-way	Decision	Appeal
Non-Residential and Mixed-Use Development		
All new commercial, industrial, institutional, and mixed-use structures, including accessory structures, of up to a maximum of 10,000 square feet of gross floor area, except as otherwise provided in this Section.	Decision	Appeal
All new commercial, industrial, institutional, and mixed-use structures, including accessory structures, of 10,001 square feet or more of gross floor area, except as otherwise provided in this Section.		Decision
Additions to existing structure(s) in all non-residential districts that are 30 percent or less of existing gross floor area and do not exceed 10,000 square feet when visible from a public right-of-way or alley.	Decision	Appeal
Additions to existing structure(s) in all non-residential zones of 10,001 square feet or more of gross floor area, or which comprise 31 percent or more of existing gross floor area, when visible from a public right-of-way or alley.		Decision
New commercial wireless telecommunication structures and facilities (other than co-location on existing towers or installation of ground-level equipment on existing telecommunication sites that are properly fenced and screened) located in the commercial and public facility zones.		Decision
Other		
New fences and walls located along street and public right-of-way frontages.	Decision	Appeal
New public or private parking lots or structures and restriping of existing lots of up to a maximum of 10,000 square feet.	Decision	Appeal
New public or private parking lots or structures and restriping of existing lots of 10,001 square feet or more.		Decision
New signs in compliance with the Downtown Code (Section 6.0).	Decision	Appeal
New murals or wall graphics and master sign programs in compliance with Chapter 17.43 (Signs).		Decision
Note:		
(1) "Decision" means that the review authority makes the final decision on the matter, except that where a project requires some other discretionary approval, the review authority's action constitutes a recommendation to the Commission; "Appeal" means that the review authority may consider and decide upon appeals to the decision of an earlier decision-making body, in compliance with applicable provisions of the SMC.		
(2) The review authority may defer action and refer the request to the next higher review authority for the final decision.		
(3) The Director may review and approve Site Plan and Architectural Reviews for residential projects proposing three dwelling units or less, provided, that no contiguous parcels under the same ownership and totaling four dwelling units or more have been constructed within three years of one another.		

Review.

B. Application review. Each application for a Site Plan and Architectural Review shall be reviewed by the Director and applicable review authority to ensure that the application is consistent with this Section, applicable development standards and regulations of the Zoning Ordinance, and any adopted design guidelines and policies that may apply.

1. Upon receipt of a complete application, the applicable review authority as identified in Table 5.1.2 shall review the design, location, site plan configuration, and the effect of the proposed development on adjacent properties by comparing the project plans to City development standards, regulations, and applicable design guidelines/policies.
2. During the course of the review process, the review authority may require the submittal of additional information or revised plans, in which case, the applicant shall be notified in writing of any revisions or additional information required. Failure to submit the required information within 30-days or within a longer period of time designated by the review authority may be cause for denial.
3. Where the Director is the designated review authority, those applications determined to be of significant consequence, magnitude, or potential public controversy may be referred to the ARC for review and final decision.

C. Review with other land use applications. Site Plan and Architectural Review applications for projects that require some other discretionary approval (e.g., Conditional Use Permit), shall be acted upon concurrently with the discretionary permit.

D. Public hearing provisions. A public hearing shall be scheduled and noticed for any complete Site Plan and Architectural Review application requiring review by the ARC in compliance with Section 1.50.30 (Public Hearings). However, a public hearing is not required for the Director's decision on a Site Plan and Architectural Review application or for a recommendation by the ARC to the Commission for projects requiring some discretionary approval.

A. Meets requirements of this Section. The review authority shall determine whether or not the application meets the requirements of this Section in compliance with Section 1.60.40.B (Initial Review of Application).

B. Other review authority. The decision to approve or deny the Site Plan and Architectural Review shall be made by the authority responsible for making a final decision on any other planning application (e.g., Conditional Use Permit, Variance etc.). The decision to approve or deny the Site Plan and Architectural Review shall be made in compliance with Subsection C. (Required findings), below.

C. Required findings. In granting Site Plan and Architectural Review approval, the review authority shall first make all of the following findings:

1. The proposed project would be harmonious and compatible with existing development in the neighborhood and with the overall character of the neighborhood;
2. The location, size, design, and operating characteristics of the proposed project would promote the orderly growth of the City and would not be detrimental to the public interest, health, safety, convenience, or welfare of neighboring properties or to that of the overall community;
3. Site and architectural design and functional plan of the structure(s) and related improvements, including landscaping, are of reasonable aesthetic quality and implement the objectives of the Community Design Guidelines;
4. Structure(s) and related improvements, including access and parking, are suitable for the proposed use of the property, promote orderly development in the vicinity of the subject site, and provide adequate consideration of the existing and contemplated uses of land; and
5. The design and layout of the proposed project are consistent with the General Plan, the Downtown Specific Plan, and the development standards of the Zoning Ordinance.

1.60.60 Conditions of Approval

In approving a Site Plan and Architectural Review applica-

1.60.50 Findings and Decision

tion, the review authority may impose conditions deemed reasonable and necessary to ensure that the approval would be in compliance with the findings specified in Section 1.60.50 (Findings and Decision), above.

1.60.70 Acknowledgement

An approved Site Plan and Architectural Review shall not be valid until signed by the applicant, with the signature acknowledging the applicant's full understanding and agreement with all of the conditions, and agreement to waive any right to later challenge any conditions imposed as unfair, unnecessary, or unreasonable.

1.60.80 Issuance of Other Required Permits, Approvals

- A. **Permits for grading, structures, and uses.** Upon approval or conditional approval of a Site Plan and Architectural Review, or a revised Site Plan and Architectural Review, subsequent permits may be issued for grading, structures, and uses.
- B. **Compliance with Site Plan and Architectural Review.** Grading shall not be commenced and no structure shall be altered, enlarged, erected, moved, or rebuilt subject to the provisions of this Section, except in compliance with the approved Site Plan and Architectural Review and the conditions imposed on the review.
- C. **Determination by Director.** Compliance shall be determined by the Director, or in the case of disagreement with the applicant, by the applicable review authority.

1.60.90 Minor Changes by the Director

Minor changes in a Site Plan and Architectural Review design that do not increase the structure area or height, or the number of dwelling units, or intensity of use may be approved by the Director.

1.60.100 Post Decision Procedures

- A. **Duration and revocation.**

1. A Site Plan and Architectural Review becomes null and void if not used within 24 months following its effective date, or within a shorter time specifically prescribed as a condition of the Site Plan and Architectural Review, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 12-month period only, upon application filed with the Department before the expiration of the 12-month or shorter time period.
2. In any case where the conditions of a Site Plan and Architectural Review have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the Site Plan and Architectural Review and shall set a date for a public hearing upon the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or modify the Site Plan and Architectural Review.
3. If a structure or use granted under a Site Plan and Architectural Review is abandoned for a period of 24 months, the Site Plan and Architectural Review shall expire.

B. **Penalty for violations.**

1. The violation by any person of any provision or condition of a Site Plan and Architectural Review granted under the terms of this Section is an infraction, punishable in compliance with Municipal Code Section 1.04.030.
2. Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

1.70 Nonconforming Uses

All provisions lawfully existing before the adoption of the Downtown Code shall comply with the applicable provi-

sions of this Section.

1.70.10 Purpose and Intent

- A. Purpose.** This Section provides regulations for nonconforming land uses, structures, and parcels that were lawful before the adoption, or amendment of the Downtown Specific Plan, but which would be prohibited, regulated, or restricted differently under the current terms of the Downtown Specific Plan or an amendment that changed applicable requirements.
- B. Intent.**
1. In order to limit the number and extent of nonconforming uses, structures, and parcels created by adoption of the Downtown Specific Plan, it is the City's intent to generally allow nonconformities to continue until they are removed, but not to encourage their long term survival.
 2. It is further the intent of this Section that nonconformities shall not be altered, enlarged, expanded, extended, moved, reconstructed, or reestablished after abandonment or discontinuance or restored after involuntary destruction, except in compliance with this Section.
 3. This Section shall not apply to any use or structure established in violation of the previously adopted Zoning Ordinance or the Downtown Specific Plan, unless the use or structure presently conforms to the provisions of the Downtown Specific Plan.

1.70.20 Proof of Legal Nonconformity

The property owner has the burden to prove the claim of legal nonconformity and the related protected status that comes with that claim as specified in this Section.

- A. Property owner's responsibility.** The property owner shall provide sufficient evidence to the satisfaction of the Director that the subject property is a legal nonconformity as specified in this Section.
- B. City is not responsible.** The City is not responsible to prove the absence of legal nonconformity.
- C. Appeal of determination.** The Director's determination of legal nonconformity shall be appealable to the Commission.

1.70.30 Restrictions on Nonconforming Uses and Structures

A legal nonconforming land use and the use of a legal nonconforming structure, as those terms are defined in Section 10 (Definitions) may be continued, including transfers of ownership, provided that their continuation shall comply with the requirements of this Section. See Section 1.70.40 (Residential Exemptions), below for exceptions regarding certain residential uses and structures.

A. Nonconforming uses.

1. **Continuance of a legal nonconforming use.** The continuance of a legal nonconforming use shall be allowed subject to all of the following provisions:
 - a. **Change of ownership.** Change of management, ownership, or tenancy of a nonconforming use shall not affect its nonconforming status, provided that the use and intensity of use, as determined by the Director, does not change.
 - b. **Additional development.** Additional development (e.g., alteration, enlargement, extension, or reconstruction) of any property on which a nonconforming use exists shall require that all new development be in compliance with the applicable provisions of the Downtown Specific Plan.
 - c. **Conversion of a nonconforming use.** If a nonconforming use is converted to a conforming use, no nonconforming use may be resumed.
 - d. **Changes to a nonconforming use.** A nonconforming use shall not be established or replaced by another nonconforming use, nor shall any nonconforming use be expanded or changed, except as provided in this Section.
 - e. **Nonconforming uses within a commercial or industrial development.** A nonconforming use located within a commercial or industrial development may be established or replaced by another similar nonconforming use only after the Director first finds all of the following:
 - i. The nonconforming use is similar to or less intensive than the use originally allowed in the development;

- ii. Similar nonconforming uses, as specified in Subparagraph (1), above, shall fall within the same category of uses (e.g., personal services or offices) allowed under the provisions of the previous zone in which the use was lawfully allowed and located, as determined by the Director;
- iii. The nonconforming use generally adheres to the intent of the General Plan and the Downtown Specific Plan;
- iv. The nonconforming use will not adversely affect or be materially detrimental to adjoining properties; and
- v. The use of the entire development has not been vacant or discontinued for a period of 180 or more consecutive calendar days.

2. Use of lands without structures.

- a. If any lands upon which no structure of any kind is located are used for a purpose which is not in compliance with the regulations of the zone in which the property is located, the use may continue for a period of up to five years from the date of the adoption of the Downtown Specific Plan.
- b. After the expiration of the five-year period, the lands shall be used only in compliance with the regulations of the zone in which it is located.

B. Nonconforming structures.

- 1. Alteration.** Nonconforming structures shall not be altered so as to increase the difference between the existing conditions and the development standards specified in the regulations for the zone in which the structure is located.
- 2. Enlargement or moving.** Nonconforming structures shall not be enlarged, extended, moved, or reconstructed unless the new location or enlargement, extension, or reconstruction conforms to the current development standards for the zone in which the structure is located.
- 3. Ordinary maintenance, repairs, and replacements.**
 - a. Ordinary maintenance and repairs.** Nonconforming structures may undergo

ordinary maintenance and repairs.

- b. Partial replacements.** Limited portions of nonconforming structures may be replaced so long as the cost of replacement does not exceed 25 percent of the structure's appraised valuation in compliance with Subparagraph 1.76 B. 3. (Appraised and estimated values), below, within any 24-month period of time.

1.70.40 Residential Exemptions

An involuntarily damaged or destroyed nonconforming single- or multifamily dwelling unit may be reconstructed or replaced with a multifamily structure with the same footprint (including preexisting nonconforming setbacks), height, and number of dwelling units, in compliance with current Building and Fire Code requirements.

1.70.50 Loss of Nonconforming Status

A. Termination by discontinuance.

- 1. Nonconforming use.** If a nonconforming use is discontinued for a continuous period of 12 or more consecutive months, the use shall lose its legal nonconforming status, and the continued use of the property shall be required to be in compliance with the applicable provisions of the Downtown Specific Plan.
- 2. Nonconforming structure.** If the use of a nonconforming structure is discontinued for a continuous period of 12 months, the structure shall lose its legal nonconforming status, and shall be removed or altered to conform to the applicable provisions of the Downtown Specific Plan.
- 3. Evidence to support the claim of discontinuance.** The use of a nonconforming use or structure shall be considered discontinued when any of the following apply:
 - a. The intent of the owner to discontinue use of the nonconforming use or structure is apparent, as determined by the Director;
 - b. Discontinuance shall include cessation of a use regardless of intent to resume the use;
 - c. Where characteristic furnishings and equipment associated with the use have been removed and not replaced with equivalent furnishings and equipment during this time, and where normal

occupancy and/or use has been discontinued; or

- d. Where there are no expense or sales receipts available for the discontinued period.

4. **Low-income rental housing units.** None of the restrictions specified in this Subsection shall apply if doing so would decrease the number of low-income rental housing units available in the City.

B. Termination by destruction. Nonconforming status shall terminate if a nonconforming structure, or a conforming structure occupied by a nonconforming use, is involuntarily damaged or destroyed as a result of an accident or by earthquake, fire, flood, or other acts of nature; except as provided by Section 1.74 (Residential Exemptions), above, and except as follows.

1. **50 percent or less.** If the cost of repairing or replacing the damaged portion of the structure is 50 percent or less of the appraised value of the structure immediately before the damage, the structure may be restored to no more than the same size, building envelope, and use, and the use continued, if the restoration is started within 12 months of the date of damage and is completed within two years following initiation of restoration.
2. **Exceeds 50 percent.**
 - a. If the cost of repairing or replacing the damaged portion of the structure exceeds 50 percent of the appraised value of the structure immediately before the damage, or the structure is voluntarily razed or is required by law to be razed, the structure shall not be restored except in full compliance with the applicable regulations for the zone in which it is located and the nonconforming use shall not be resumed.
 - b. This limitation shall not apply if doing so would decrease the number of low-income rental housing units available in this City.
3. **Appraised and estimated values.**
 - a. **Appraised values.** All appraised values referred to in this Section shall be determined by a State licensed appraiser and confirmed by the Building Official.
 - b. **Estimates of repairing or replacing the structure.** Estimates of repairing or replacing the damaged portion of the structure for purposes of this Section shall be made by or

shall be reviewed and approved by the Building Official and shall be based on the minimum cost of construction in compliance with the Building Code.

1.70.60 Nonconforming Parcels

A. Legal building site. A nonconforming parcel that does not comply with the applicable area, depth, or width, requirements of the Downtown Specific Plan shall be considered a legal building site if it meets at least one of the following criteria, as documented to the satisfaction of the Director by evidence furnished by the applicant.

1. **Approved subdivision.** The parcel was created by a recorded subdivision;
2. **Individual parcel legally created by deed.** The parcel is under one ownership and was legally created by a recorded deed before the effective date of the amendment that made the parcel nonconforming; or
3. **Partial government acquisition.** The parcel was created in compliance with the provisions of the Downtown Specific Plan, but was made nonconforming when a portion was acquired by a governmental entity so that the parcel size is decreased not more than 20 percent and the yard facing a public right-of-way was decreased not more than 50 percent.

B. Subdivision of a nonconforming parcel. No subdivision or lot line adjustment shall be approved that would increase the nonconformity of an existing parcel or any nonconforming use on the parcel.

1.70.70 Effect of Conditional/Minor Use Permit Requirements

- A. Absence of Conditional/Minor Use Permit.** A use lawfully existing without the approval of a Conditional Use Permit or Minor Use Permit that would be required by the Downtown Specific Plan shall be deemed conforming only to the extent of its previous lawful use (e.g., maintaining the same site area boundaries, hours of operation, etc.). Any change in use would require the approval of a Conditional Use Permit or Minor Use Permit.
- B. Previous Conditional/Minor Use Permit in Effect.** A use that was authorized by a Conditional Use Permit or Minor Use Permit but is not allowed by the Downtown

Specific Plan in its current location may continue, but only in compliance with the original Conditional Use Permit or Minor Use Permit conditions of approval.

1.80 Variances and Minor Variances

A. The Purpose of this Section is to ensure that:

1. Variances and Minor Variances are only approved when, because of special circumstances applicable to the property, the strict application of this Downtown Code denies the owner of the property privileges enjoyed by other property located nearby and in an identical zone; and
2. Conditions are applied that would ensure that the Variance or Minor Variance shall not constitute an approval of special privilege(s) inconsistent with the limitations upon other property in the vicinity and zone in which the subject property is located.

B. Does not extend to land uses.

1. The power to approve Variances and Minor Variances does not extend to allowable land uses.
2. Flexibility in allowable land uses is provided in applicable provisions of SMC Title 17, Zoning Ordinance.

1.80.10 Applicability

A. Variances. The Commission may approve a Variance that allows for any adjustment from any of the development standards required by this Downtown Code.

B. Minor Variances. The Director may approve a Minor Variance, up to a maximum of 20 percent, of the standards being modified, for ONLY the following:

1. Allowable height of a fence, hedge, or wall located within a side or rear setback, up to a maximum of eight feet;
2. Distance between structures on the same site provided that any reduction complies with any applicable standard of the Building Code;
3. Parcel coverage;
4. Parcel dimensions and area (size);
5. Reduction in the number of required off-street parking and loading spaces and/or of off-street

parking space design, layout, and landscape standards;

6. Projection of eaves, fireplaces, landings, masonry chimneys, overhangs, stairways, and steps into any required front, side, or rear setbacks;
7. Reduction of required on-site landscaping standards;
8. Setbacks (front, side, street side, and rear);
9. Sign regulations (other than prohibited signs); and
10. Structure heights – an increase in the maximum allowed height of structures.

1.80.20 Review Authority

A. Responsibility. The applicable review authority shall approve or deny Variance and Minor Variance applications, and impose conditions deemed reasonable and necessary to preserve the public convenience, health, interest, safety, or welfare, and necessary to make the findings required by Section 1.80.40 (Findings and Decision), below.

B. Applicable review authority. Variances and Minor Variances may be approved in compliance with the following:

1. **Variances.** The Commission may approve Variances in compliance with this Section and State law.
2. **Minor Variances.** The Director may approve Minor Variances, or may defer action and refer the application to the Commission for review and final decision, in compliance with this Section and State law.

1.80.30 Application Filing, Processing, and Review

A. Filing.

1. Application for a Variance or Minor Variance may be made to the Department by the owner of record of property for which the Variance or Minor Variance is sought, or by an agent having written authorization from the owner to do so, on a form prescribed by the Department and shall be accompanied by maps, drawings, and information required to demonstrate that the conditions under which the permit may be issued in compliance with

the provisions of this Section apply to the subject property.

2. Application for a Variance or Minor Variance shall be accompanied by a fee in the amount specified from time to time by resolution of the Council.
3. It is the responsibility of the applicant to provide evidence in support of the findings required by Section 1.80.40 (Findings and Decision), below.

B. Project review procedures. Following receipt of a completed application, the Director shall investigate the facts necessary for action consistent with the purpose of this Chapter.

C. Notice, hearings, and appeals.

1. **Variations – public hearing required.** A public hearing shall be required for the Commission’s decision on a Variance application.
 - a. **Scheduling hearing.** The public hearing shall be scheduled once the Director has determined the application complete.
 - b. **Giving notice.**
 - i. **Date for public hearing.** Upon receipt of an application for a Variance, the Director shall set a date for a public hearing by the applicable review authority, which shall be held within 45 days after the date of filing of the application.
 - ii. **Notice.** Notice of hearing shall be mailed at least 10 days before the date of the hearing to the applicant, to owners of record of real property located within 300 feet of the exterior boundaries of the subject property as shown on the last equalized assessment roll, and to occupants of the subject real property, if other than the owner. The notice shall contain all of the following:
 - (a) The name and address of the applicant;
 - (b) The address or location of the subject property;
 - (c) The date, time, and place of the hearing;
 - (d) A brief description of the permit being sought;
 - (e) Reference to the application on file for particulars; and

(f) A statement that any interested person may appear and be heard.

2. **Minor Variations.** A public hearing shall not be required for the Director’s decision on a Minor Variance application in compliance with Government Code Section 65901; however, the Director shall have the discretion to provide notice (e.g., posting the subject parcel).

1.80.40 Findings and Decision

A. Authorized actions.

1. An application for a Variance or Minor Variance may be approved subject to conditions or denied by the review authority.
2. The Commission (Variance) or the Director (Minor Variance) shall record the decision in writing and shall recite the findings upon which the decision is based, in compliance with Government Code Section 65906 or as that Section may be amended from time to time.
3. The Director may defer action on a Minor Variance and refer the application to the Commission for review and final decision.

B. Required findings. In granting a Variance or Minor Variance, with or without conditions, the applicable review authority shall first make all of the following findings:

1. **General findings.** The review authority may approve a Variance or Minor Variance application only after first making all of the following findings:
 - a. There are special circumstances or conditions applicable to the subject property (e.g., location, shape, size, surroundings, topography, or other physical features, etc.) that do not apply generally to other properties in the vicinity under an identical zoning classification;
 - b. Strict compliance with Downtown Code requirements would deprive the subject property of privileges enjoyed by other property in the vicinity and under an identical zoning classification;
 - c. Approving the Variance or Minor Variance:
 - i. Is necessary for the preservation and

enjoyment of substantial property rights possessed by other property in the same vicinity and zone but which is denied to the subject property;

- ii. Will not constitute a grant of special privilege inconsistent with the limitations on other properties in the same vicinity and zone;
 - iii. Will not adversely affect the health, safety, and general welfare of persons residing or working in the neighborhood, or be materially detrimental or injurious to property or improvements in the same vicinity and zone; and
 - iv. Will not be in conflict with the purpose and intent of this Section, this Downtown Code, the General Plan, and the Downtown Specific Plan.
- d. The requested Variance or Minor Variance does not allow a use or activity that is not otherwise expressly authorized by the regulations governing the subject parcel.
- 2. Findings for off-site parking Variances.** The approval of a Variance to allow some or all of the parking spaces required for a nonresidential project to be located off-site, or to allow in-lieu fees or facilities instead of the required on-site parking spaces, shall require that the review authority first make both of the following findings in compliance with Government Code Section 65906.5, instead of those required by Subparagraph B.1. (General findings), above:
- a. The Variance will be an incentive to, and a benefit for, the nonresidential development; and
 - b. The Variance will facilitate access to the nonresidential development by patrons of public transit facilities.

1.80.50 Denial of Minor Variances

The Director's decision to deny a Minor Variance application shall not prohibit or affect the right of the applicant to file an application for a Variance, in compliance with this Section.

1.80.60 Precedents

Each application shall be reviewed on an individual case-by-case basis and the approval of a prior Variance or Minor Variance is not admissible evidence for the approval of a new Variance or Minor Variance.

1.80.70 Conditions of Approval

In approving a Variance or Minor Variance application, the applicable review authority may impose conditions deemed reasonable and necessary to ensure that the approval would be in compliance with the findings required by Section 1.84 (Findings and Decision), above.

1.80.80 Use of Property before Final Action

Permits shall not be issued for any structure involved in an application for a Variance or Minor Variance until and unless the same shall have become final.

1.80.90 Post Decision Procedures

A. Duration and revocation.

1. A Variance or Minor Variance becomes null and void if not used within 24 months following its effective date, or within a shorter time specifically prescribed as a condition of the Variance or Minor Variance, or at the expiration of an associated development permit if that occurs at a later time. The applicable review authority may, without a hearing, extend the time for a maximum period of one additional 24-month period only, upon application filed with the Department before the expiration of the 24-month or shorter time period.
2. In any case where the conditions of a Variance or Minor Variance have not been or are not being complied with, the applicable review authority shall give written notice to the permittee of intention to revoke or modify the Variance or Minor Variance and shall set a date for a public hearing upon the proposed revocation or modification. The notice shall be served on the owner of the subject property by mailing the notice to the owner at the address shown on the last equalized assessment roll at least 10 days before the date of the hearing, and specify the date, time, and place when and where it will be held. Following the hearing, and if the applicable review authority finds that there is good cause therefore, the review authority may revoke or

modify the Variance or Minor Variance.

B. Penalty for violations.

1. The violation by any person of any provision or condition of a Variance or Minor Variance granted under the terms of this Chapter is an infraction, punishable in compliance with Municipal Code Section 1.04.030.
2. Each person is guilty of a separate offense for each and every day during any portion of which a violation is committed, continued, or permitted, and shall be punished accordingly.

2.0 Zones

2.10 Zones Established

2.10.10 Purpose

This Section establishes the zones to differentiate the applicability of the intent of the Downtown Specific Plan as applied to all property subject to the Downtown Code.

Figure 5.2.1 identifies the applicable zones and the parcels within their boundaries. This Section also establishes standards for each zone based on the intended physical character described in Table 5.2.

2.10.20 Zones

The properties subject to the Downtown Code are regulated by one of the following zones. Existing and intended rights-of-way are subject to Section 8.0, Block and Street Standards.

- A. **Downtown Core (DTC)**. See 5.2.A.A for intent and purpose of the Downtown Core zone and the intended physical character, streetscape/public realm, range of land uses, and requirements for parking.
- B. **Downtown Edge (DTE)**. See 5.2.B.A for intent and purpose of the Downtown Edge zone and the intended physical character, streetscape/public realm, range of land uses, and requirements for parking.
- C. **Monterey Street (MS)**. See 5.2.C.A for intent and purpose of the Monterey Street Corridor zone and the intended physical character, streetscape/public realm, range of land uses, and requirements for parking.
- D. **Railroad Corridor (RR)**. See 5.2.D.A for intent and purpose of the Railroad Corridor zone and the intended physical character, streetscape/public realm, range of land uses, and requirements for parking.
- E. **Gateway (GW)**. See 5.2.E.A for intent and purpose of the Gateway zone and the intended physical character, streetscape/public realm, range of land uses, and requirements for parking.

2.10.20 Required Criteria

- A. In order for applications to be approved, each application shall meet the following criteria, as applicable.
 - 1. Maintains the unique zones identified in Figure 5.2.1 to effectively implement the vision, policies and physical character envisioned in the Downtown Specific Plan;
 - 2. Generates or maintains the intended physical character of the zone based on the policies and direction in the Downtown Specific Plan;
 - 3. Generates or maintains a compatible transition between zones through changes in building design, massing and scale at the mid-block or through appropriate street types for changes in physical scale on opposite sides of a street;
 - 4. Does not present the potential for an incompatible adjacency as defined in Section 10.0 'Definitions'; and
 - 5. Is in compliance with the applicable requirements of the zone(s) and Figure 5.2.1.

2.20 Regulating Plan Established

- A. Purpose of Regulating Plan.** The Regulating Plan identifies the applicable zones for property subject to the Downtown Code. Property subject to the Downtown Code shall comply with the requirements of the applicable zone and other requirements as identified on Figure 5.2.1.
- B. Implementation of Zones through Development Standards.** Each zone identified on Figure 5.2.1 shall contain standards for the following topics to implement the zone's corresponding part of the community vision:
1. Intended Physical Character:
 - Streetscape / Public Realm, Open Space,
 - Buildings,
 - Frontages,
 - Signage
 - Architectural Style
 2. Land Use
 3. Parking

Key to Figure 5.2.1

- Downtown Core Zone
- Downtown Edge Zone
- Monterey Street Zone
- Railroad Corridor Zone
- Gateway Zone
- Public Facility Zone (See PF Zone - SMC Title 17 for requirements)
- Old Town Neighborhood Area (See Specific Plan for policy direction and R1 zone - In Title 17 of the Soledad Municipal Code)
- 12 Reference to Block
- Intended Street (see Fig 5.8.1 for requirements)

See Table 5.2 for standards

Figure 5.2.1 Regulating Plan



2.30 Requirements by Zone

In support of the purpose and intended physical environment for each zone, Table 5.2 identifies the allowed buildings, front-ages, and signage types in each zone.

- Block-Form Buildings.** These are buildings that are larger than houses and intended for a wide variety of land use activities. These buildings tend to occupy most of their lot and can occupy large portions of a block in some cases. See Tables 5.4A - 5.4D.
- House-Form Buildings.** These are buildings that are the size of houses and intended for primarily residential activities with some non-residential activities as allowed by Tables 5.2A - 5.2E. These buildings are single or multiple dwelling buildings that always have the form and size of houses that are compatible with the neighborhood. See Tables 5.4E - 5.4J.
- Stories and Height.** Where partial numbers are shown for a building (e.g., '2.5'), this identifies that the upper most story is to be allowed at a lower coverage rate than the lower stories such as an occupied attic or smaller footprint than the story below. Building height is specified in Table 5.2 and is expressed in feet to the highest eave on the building, not counting the roof in the overall height dimension.

NOTES FOR TABLE 5.2

- (1) NOT ALLOWED ON FRONT STREET
- (2) ALLOWED WHEN INTEGRAL TO PATIO
- (3) ALLOWED WHEN WITHIN 75 FEET OF STREET CORNER
- (4) ALLOWED ONLY ON MONTEREY STREET
- (5) IN GW ZONE, MAX. 3 STORIES FOR HOTELS

TABLE 5.2. SUMMARY OF ZONES

INTENT AND PHYSICAL CHARACTER

5.2A - DT CORE (DTC)

The DTC zone is applied to areas north and south of the Downtown Core to provide a transition between the more intense areas of the Downtown Core and adjacent neighborhoods.



BUILDINGS (SEE SECTION 4.0 FOR ALL REQUIREMENTS)

BLOCK - FORM TYPES	MAX. STORIES	REQUIREMENTS
A. LINED BUILDING	4	SEE TABLE 5.4A
B. FLEX BUILDING	4	SEE TABLE 5.4B
C. SHED	2	SEE TABLE 5.4C
D. ROWHOUSE '1'	2.5	SEE TABLE 5.4D

HOUSE - FORM TYPES	MAX. STORIES	REQUIREMENTS
E. ROWHOUSE '2'	NOT ALLOWED	
F. COURTYARD BUILDING	3.5	SEE TABLE 5.4F
G. BUNGALOW COURT	2.5	SEE TABLE 5.4G
H. MANSION APARTMENT	2.5	SEE TABLE 5.4H
I. DUPLEX, TRIPLEX, QUADPLEX	NOT ALLOWED	
J. HOUSE	NOT ALLOWED	

FRONTAGES (SEE SECTION 5.0 FOR ALL REQUIREMENTS)

URBAN TYPES	ALLOWED	REQUIREMENTS
A. GALLERY (2 - STORY)	YES	SEE TABLE 5.5A
B. GALLERY (1 - STORY)	YES	SEE TABLE 5.5B
C. SHOPFRONT	YES	SEE TABLE 5.5C
D. FORECOURT	YES	SEE TABLE 5.5D
E. DOOR YARD	YES (1)	SEE TABLE 5.5E
F. WALLED YARD	YES (1)	SEE TABLE 5.5F

SUB - URBAN TYPES	ALLOWED	REQUIREMENTS
G. STOOP	YES (1)	SEE TABLE 5.5G
H. PORCH	YES (1)	SEE TABLE 5.5H
I. FRONT YARD	NOT ALLOWED	
J. PARKING COURT	YES (1)	SEE TABLE 5.5J

SIGNAGE (SEE SECTION 6.0 FOR ALL REQUIREMENTS)

TYPE	ALLOWED	REQUIREMENTS
A. WALL	YES	SEE TABLE 5.6A
B. WINDOW	YES	SEE TABLE 5.6B
C. SIDEWALK	YES	SEE TABLE 5.6C
D. PROJECTING/BLADE	YES	SEE TABLE 5.6D
E. AWNING / CANOPY	YES	SEE TABLE 5.6E
F. YARD / PORCH	YES (1)	SEE TABLE 5.6F
G. MONUMENT	YES (2)	SEE TABLE 5.6G
H. ROOF	YES	SEE TABLE 5.6H
I. MARQUEE	YES	SEE TABLE 5.6I
J. POLE	NOT ALLOWED	

5.2B - DT EDGE (DTE)

The DTE zone is applied to areas north and south of the Downtown Core to provide a transition between the more intense areas of the Downtown Core and adjacent neighborhoods.



5.2C - MONTEREY STREET (MS)

The MS zone is applied to areas along Monterey Street and adjacent side streets to serve as a transition between the lower intensity neighborhoods to the east and the Downtown.



5.2D - RR CORRIDOR (RR)

The RR zone is applied to areas west of the railroad that bisect the Downtown to provide area for expansion and to accommodate large-format buildings that benefit the Downtown.



5.2E - GATEWAY (GW)

The GW zone is applied to areas near and surrounding the Front Street exit off U.S. Highway 101 to provide area for highway-oriented commercial uses and services.



MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS
2.5	SEE TABLE 5.4A	2	SEE TABLE 5.4A	2	SEE TABLE 5.4A	2(5)	SEE TABLE 5.4A
2.5	SEE TABLE 5.4B	2 (3)	SEE TABLE 45.B	2	SEE TABLE 5.4B	2(5)	SEE TABLE 5.4B
1	SEE TABLE 5.4C	NOT ALLOWED		2	SEE TABLE 5.4C	1	SEE TABLE 5.4C
2.5	SEE TABLE 5.4D	NOT ALLOWED		2	SEE TABLE 5.4D	2	SEE TABLE 5.4D
MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS
2.5	SEE TABLE 5.4E	2	SEE TABLE 5.4E	2	SEE TABLE 5.4E	2	SEE TABLE 5.4E
2.5	SEE TABLE 5.4F	2.5	SEE TABLE 5.4F	2	SEE TABLE 5.4F	2	SEE TABLE 5.4F
2.5	SEE TABLE 5.4G	2	SEE TABLE 5.4G	NOT ALLOWED		NOT ALLOWED	
2.5	SEE TABLE 5.4H	2	SEE TABLE 5.4H	NOT ALLOWED		NOT ALLOWED	
2.5	SEE TABLE 5.4I	2	SEE TABLE 5.4I	NOT ALLOWED		NOT ALLOWED	
2.5	SEE TABLE 5.4J	2	SEE TABLE 5.4J	NOT ALLOWED		NOT ALLOWED	

ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS
NOT ALLOWED		NOT ALLOWED		YES	SEE TABLE 5.5A	NOT ALLOWED	
YES	SEE TABLE 5.5B	YES (3,4)	SEE TABLE 5.5B	YES	SEE TABLE 5.5B	YES	SEE TABLE 5.5B
YES	SEE TABLE 5.5C	YES (3)	SEE TABLE 5.5C	YES	SEE TABLE 5.5C	YES	SEE TABLE 5.5C
YES	SEE TABLE 5.5D	YES (3)	SEE TABLE 5.5D	YES	SEE TABLE 5.5D	NOT ALLOWED	
YES (1)	SEE TABLE 5.5E	YES	SEE TABLE 5.5E	NOT ALLOWED		NOT ALLOWED	
YES	SEE TABLE 5.5F	YES (1)	SEE TABLE 5.5F	YES	SEE TABLE 5.5F	NOT ALLOWED	
ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS
YES	SEE TABLE 5.5G	YES	SEE TABLE 5.5G	YES	SEE TABLE 5.5G	YES	SEE TABLE 5.5G
YES	SEE TABLE 5.5H	YES	SEE TABLE 5.5H	NOT ALLOWED		YES	SEE TABLE 5.5H
YES (1)	SEE TABLE 5.5I	YES	SEE TABLE 5.5I	NOT ALLOWED		YES	SEE TABLE 5.5I
YES	SEE TABLE 5.5J	YES (4)	SEE TABLE 5.5J	YES	SEE TABLE 5.5J	YES	SEE TABLE 5.5J

ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS	ALLOWED	REQUIREMENTS
YES	SEE TABLE 5.6A	YES	SEE TABLE 5.6A	YES	SEE TABLE 5.6A	YES	SEE TABLE 5.6A
YES	SEE TABLE 5.6B	YES	SEE TABLE 5.6B	YES	SEE TABLE 5.6B	YES	SEE TABLE 5.6B
YES	SEE TABLE 5.6C	NOT ALLOWED		YES	SEE TABLE 5.6C	NOT ALLOWED	
YES	SEE TABLE 5.6D	YES	SEE TABLE 5.6D	YES	SEE TABLE 5.6D	NOT ALLOWED	
YES	SEE TABLE 5.6E	YES (3)	SEE TABLE 5.6E	YES	SEE TABLE 5.6E	YES	SEE TABLE 5.6E
YES	SEE TABLE 5.6F	YES	SEE TABLE 5.6F	YES	SEE TABLE 5.6F	NOT ALLOWED	
YES	SEE TABLE 5.6G	YES (2)	SEE TABLE 5.6G	YES (2)	SEE TABLE 5.6G	YES	SEE TABLE 5.6G
YES	SEE TABLE 5.6H	NOT ALLOWED		YES	SEE TABLE 5.6H	NOT ALLOWED	
YES	SEE TABLE 5.6I	NOT ALLOWED		YES	SEE TABLE 5.6I	NOT ALLOWED	
YES	SEE TABLE 5.6J	NOT ALLOWED		NOT ALLOWED		YES	SEE TABLE 5.6J

2.30.10 DOWNTOWN CORE

A. INTENT AND PURPOSE

The Downtown Core zone is applied to the central blocks of downtown intended to be the shopping, entertainment and civic core of Soledad.

B. INTENDED PHYSICAL CHARACTER: BUILDINGS, FRONTAGES, SIGNAGE

Buildings are primarily block-form with some existing house-form buildings and new house-form buildings along side streets. Buildings are up to four stories, mixed and single use, with the widest variety and most intense commercial uses and services. Buildings are near or at the sidewalk to spatially define the streetscape. Massing is toward the front of buildings to spatially define the wide streets, provide service area in the rear, and promote compatibility with neighboring properties.

C. STREETScape / PUBLIC REALM AND OPEN SPACE

The streetscape is in support of high pedestrian activity and consists of a range of permanent shade property-frontages such as galleries as well as shopfronts with wide awnings and shade trees. Wide sidewalks accommodate outdoor dining while providing for comfortable strolling and easy view of retail merchandise.

Open spaces are urban and provide community gathering space in support of high pedestrian activity and civic events.

D. LAND USE ACTIVITY

The Downtown Core zone contains a vibrant range of land use activity such as: Retail, Restaurants, Entertainment, Grocery, Bakery / Deli, Office, Personal Services, Lodging, Transit Station, Residential above or behind non-residential activity.

E. PARKING

Minimum required on-site parking for each use is stated in Table 5.2A.1, however applicants are encouraged to utilize shared parking for non-residential uses in accordance with Section 9.20.20. Residential parking is provided on the site of its building.



Mixed-use single, two- to four-story buildings at or near the sidewalk with non-residential uses on Front Street.



Sidewalks provide room for view of merchandise in shopfronts, displays and street furniture as well as for pedestrian comfort.



Transit station with 3-story mixed-use building such as retail with offices or housing above, or a hotel, or educational classrooms or civic uses.

TABLE 5.2A.1 ALLOWED LAND USES AND REQUIRED PARKING: DOWNTOWN CORE

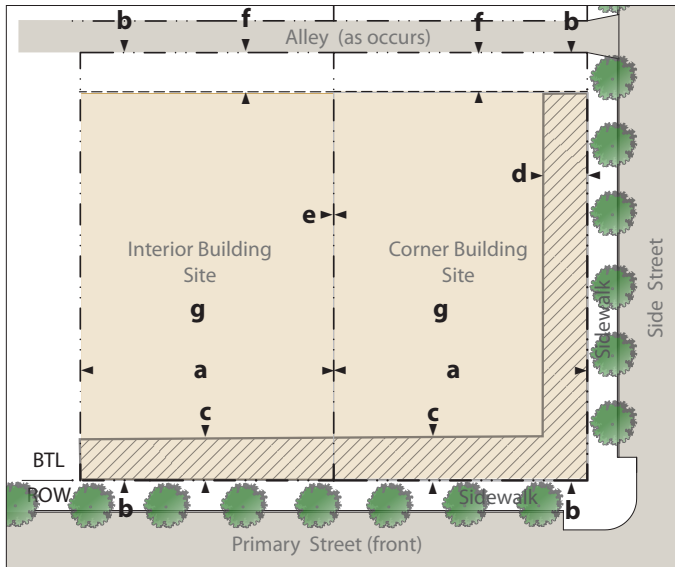
CATEGORY	USE	PERMIT	PARKING
ENTERTAINMENT AND RECREATION	Adult Entertainment	-	-
	Cinema	CUP	1/400
	Nightclub	CUP (5)	1/400
	Health / Fitness	P	1/400
	Indoor / Outdoor Recreation	MUP	1/400
	Live / Amplified Music, Internet Cafe	MUP (5)	1/400
	Meeting Facility	MUP (5)	1/400
	Performing Arts	MUP	1/400
RESTAURANT AND FOOD	Drive-Through	-	-
	Pub / Bar	CUP (5)	1/400
	Restaurant (may include alcohol sales)	MUP (5)	1/400
	Sidewalk Dining	MUP (5)	0
	Wine Tasting / Brew Pub	MUP (5)	1/400
RETAIL	Alcohol Sales (off-site consumption)	CUP (5)	0
	Artisan / Craft MFG (w/ on-site sales), Art Gallery / Exhibition	P	1/400
	Retail <10,000 square feet	P	1/400
	Retail >10,000 square feet	MUP	1/400
	Secondhand Stores	P (5)	1/400
SERVICES	Bail Bonds / Check Cashing	-	-
	Bakery (wholesale)	MUP	1/400
	Care Facility for the Elderly	P	1/4
	Day Care: Adult Day	P	1/4
	Day Care: Small House	P	1/4
	Day Care: Large House	MUP	1/4
	Day Care Center: Child	MUP	1/4
	Drive-Through	-	-
	Emergency Shelter	-	-
	Funeral Home	-	-
	Hotel / Motel	MUP	1/2 rooms
	Inn (B&B)	MUP	1/3 rooms
	Laundromat / Dry Cleaning	P	1/400
	Medical Services	P	1/400
	Personal Services	P	1/500
	Personal Services, Restricted	CUP (5)	1/500
	Printing / Photocopying	P	1/500
	Repair (non-vehicular)	P	1/500
	School, private	P	1/400
	Veterinary Clinic / Animal Boarding & Day Care	-	-

CATEGORY	USE	PERMIT	PARKING
OFFICE AND CIVIC	Office or Civic, General	P	1/400
	Government	P	1/400
	Transit Station	MUP (2)	25
RESIDENTIAL	Ground Floor	P (1)	1/unit
	Group home, less than 7 clients	P (1)	1/unit
	Group home, more than 7 clients	-	-
	Single-Family Residential	-	-
	Multi-Family Residential	MUP	1.5/unit
	Mobile Home Park	-	-
	Single Room Occupancy	MUP	1/2 units
Upper Floors	P	1/unit	
INDUSTRIAL	Agriculture	-	-
	Manufacturing (perishable)	-	-
	Manufacturing (non-perishable)	-	-
	Power / Electrical Substation	-	-
	Reverse Vending Machine	P	0
Small Collection Facility	-	-	
MOTOR VEHICLE RELATED	Car Wash	-	-
	Gas Station (non-commercial vehicles)	-	-
	Gas Station (commercial vehicles)	-	-
	Repair (motor vehicles)	-	-
	Motor Vehicle Sales, new and used	CUP (4)	1/400
	Motor Vehicle Rentals	P	1/10
COMMUNICATIONS	Communications Tower / Facility	CUP (5)	0
	Broadcasting / Recording Studio	MUP	1/400
OTHER	Temporary Use	MUP (5)	0
	Park, Plaza, Community Garden	MUP	0

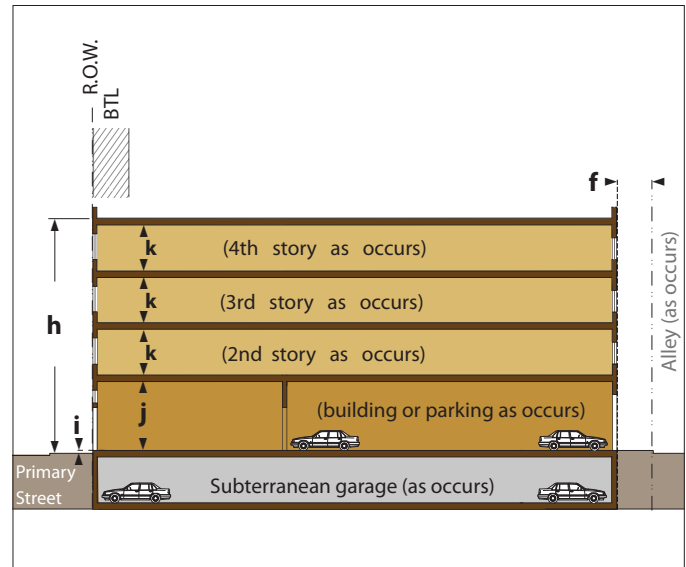
Key to Table 5.2A.1

P	Permitted Use
MUP	Conditional Use - Minor Use Permit Required
CUP	Conditional Use - Conditional Use Permit Required
-	Use not allowed
(1)	Use not allowed on Front Street ground floor
(2)	Primary station
(3)	Less than 10,000 square feet
(4)	No new parking lot display on Front Street
(5)	See also Section 3.0 Standards for Specific Uses

DOWNTOWN CORE: TABLE 5.2A.2 DEVELOPMENT STANDARDS



- Property Line - - - - -
- BTL Build-To Layer See standards below **a ▶**
- See standards below **a ▶**
- Buildable Area



- Property Line - - - - -
- BTL Build-To Layer See standards below **a ▶**
- Ground Floor (see standards below)

A. Building Placement and Type

1. Buildings shall be located within the building site per above diagram.^a
2. Building facades along streets shall be located within the build-to-layer per the above diagram.
3. Along primary streets at least 80% and along side streets 65% of building facades shall extend along the frontages of the building site per Subsection "C", Frontages and Encroachments.

STANDARDS			
REQUIREMENT	MIN.	MAX.	
a Building Site Width (shall comply w/ bldg type min)	20'	300'	
b Building Site Depth (shall comply w/ bldg type min)	75'	n.a.	
c Front Setback ¹	0'	10'	
d Side Street Setback ¹	0'	10'	
e Side Setback ²	0'	n.a.	
Side Setback ² adjacent to MS zone	10' up to 2.5 stories; 50' for 4th story		
f Rear Setback ³	10'	n.a.	
f' Rear Setback ³ adjacent to MS zone	20'	n.a.	
g Building Dimensions ⁴	no min.	100 ft	

^a One lot may have several building sites, min. and max. standards apply to building site.

¹ In compliance with selected frontage type.

² Fire Code - building protection per local fire/safety code.

³ Where an alley provides vehicular access, minimum setback is 5'.

B. Building Configuration

1. Buildings shall comply with the standards below, measured in stories and feet, vertically from average sidewalk grade along frontage and per ADA requirements.
2. Buildings shall be designed in compliance with the applicable requirements below and per the requirements for the selected architectural style in Section 7.0.
3. Single story buildings shall comply with 'h' below (minimum 20' to highest eave)

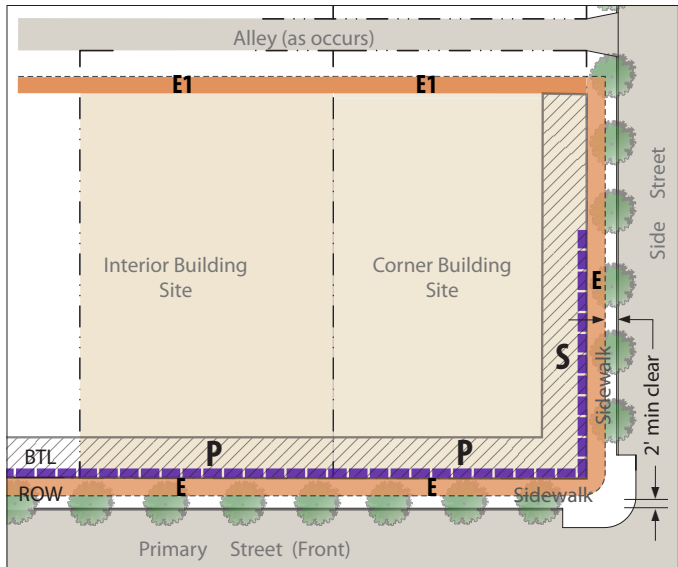
STANDARDS			
CONFIGURATION	MIN.	MAX.	
h Building Height in Stories (when along side or rear boundary of MS zone, 3 stories shall be in 2.5 story form; 4 stories shall be setback as required)	1	4 ⁵	
Building Height in Feet to highest eave	20' ¹⁵	50' ¹⁵	
i Ground Floor Level: non-residential	0'	4'	
Ground Floor Level: residential	2'	6'	
j Ground Floor Height ⁶	12'	none	
k Upper Story Height	10'	none	

⁴ Individual volumes up to this size may abut when each volume is offset from the other by a minimum 5' plane-break 8' height difference.

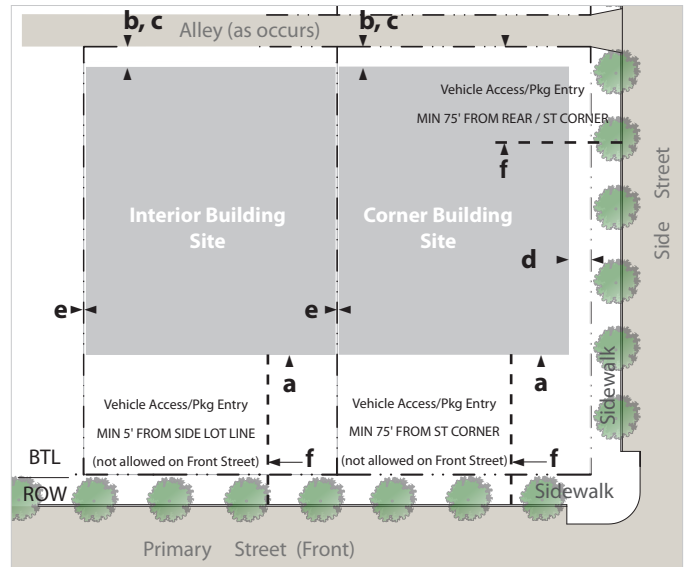
⁵ Architectural elements such as roofs, parapets, finials, are allowed up to 60', as approved by the City.

⁶ Minimum if not historic building.

TABLE 5.2A.2 DEVELOPMENT STANDARDS: DOWNTOWN CORE



- Property Line Frontage Required (see 'C' for reqmts)
- BTL Build-To Layer Encroachment Area (see 'C' for reqmts) **E, E1**
- Primary Frontage **P** Secondary Frontage **S**



- Property Line Allowed Parking Area
- See standards below **a** ▶

C. Frontages and Encroachments

- Using only the allowed frontage types, buildings shall incorporate one or multiple frontage types with facades extending along frontage lines as required below.
- Buildings may incorporate multiple frontage types, as allowed by Section 5.0, subject to design review.
- Building elements may encroach into setbacks as identified.
- Landscape shall be provided along frontages per the applicable frontage type requirements in Section 5.0.

STANDARDS	PERCENT OF GROUND FLOOR FACADE REQUIRED TO EXTEND ALONG FRONTAGE LINE
FRONTAGE LOCATION	MIN.
P Along Primary Street	80'
S Along Side Street	65'
E Allowed Frontages encroaching on Public R.O.W.	
Gallery (1 or 2)	See Frontage standards in Section 5.0 for requirements
Shopfront	
E Allowed Frontages not encroaching on Public R.O.W.	
Forecourt	See Frontage standards in Section 5.0 for requirements
Walled Yard (on side streets only)	
Stoop	
E1 Encroachment along rear of lot	3' max.

⁷ For corner sites, the frontage must begin at the street corner.

D. Parking and Services

- Parking and above-ground utilities shall be located as shown in the above diagram. To the extent possible, utilities shall be underground and/or in alleys.
- Parking / service areas shall not be accessed from primary street unless an alley or side street are not present.
- Parking entries shall be 20' max. wide, designed as integral, decorative components of the building facade.

STANDARDS	MIN.	SCREENING, NOTES
PARKING LOCATION		TYPE OF REQD SCREENING
a Front Setback	50'	By the building
b Rear Setback to Alley	5'	By the building, or min. 2' tall wall or hedge when within 10' of side street
c Rear Setback no Alley	10'	None; except when adjacent to residential use, minimum 5' tall wall or fence
d Side Street Setback	5'	Min. 2' to 4' tall wall or vine hedge, or walled yard frontage type
e Side Setback	0'	None; except when adjacent to residential use, minimum 5' tall wall or fence
f Parking Entry		Corner lot: min. 75' from street corner Interior lot: within 5' of either side when side street or alley are not present

2.30.20 DOWNTOWN EDGE

A. INTENT AND PURPOSE

The Downtown Edge zone is applied to areas North and South of the Downtown Core to provide a transition between the more intense areas of the Downtown Core and adjacent areas.

B. INTENDED PHYSICAL CHARACTER: BUILDINGS, FRONTAGES, SIGNAGE

Buildings are primarily house-form except along Front Street where block-form buildings are allowed. Buildings are up to 2.5 stories, mixed and single use with a wide variety of commercial uses and services. Buildings are near or at the sidewalk to spatially define the streetscape. Massing is toward the front of buildings to spatially define the wide streets, to provide service area in the rear, and promote compatibility with neighboring properties.

C. STREETScape / PUBLIC REALM, OPEN SPACE

The streetscape is in support of pedestrian activity and consists of a range of commercial to residentially-oriented frontages except along Front Street where permanent shade property-frontages such as galleries as well as shopfronts with wide awnings and shade trees are present. Wide sidewalks accommodate outdoor dining while providing for comfortable strolling.

Open spaces are urban and suburban in support of neighborhood activity and focused commercial activity along Front Street.

D. LAND USE ACTIVITY

The Downtown Edge zone contains a wide range of land use activity such as: Retail, Restaurants, Limited Entertainment, Office, Personal Services, Lodging, Residential above or behind non-residential activity on Front Street and ground floor residential elsewhere. Also included are an existing power utility substation and mobile home park.

E. PARKING

Minimum required on-site parking for each use is stated in Table 5.2B.1, however applicants are encouraged to utilize shared parking for non-residential uses in accordance with Section 9.20.20. Residential parking is provided on the site of its building.



Single-story retail, office or restaurant activity with forecourt at corner.



House-form buildings with porch frontages transition from the more intense Downtown Core to the Monterey Street zone.



Parking Courts provide convenient parking while maintaining a strong relationship with the streetscape.

TABLE 5.2B.1 ALLOWED LAND USES AND REQUIRED PARKING: DOWNTOWN EDGE

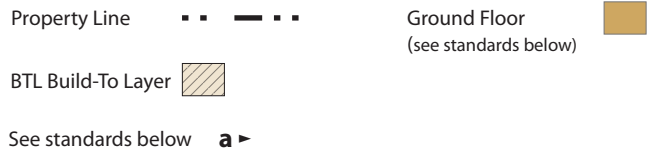
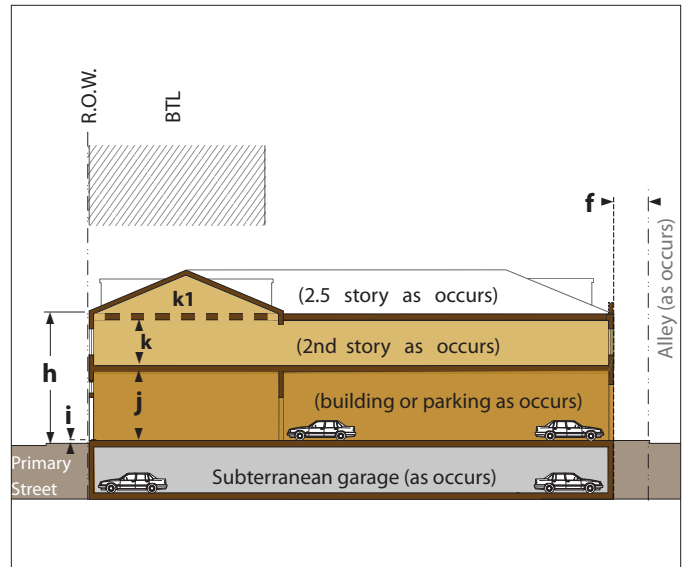
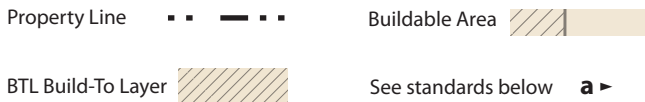
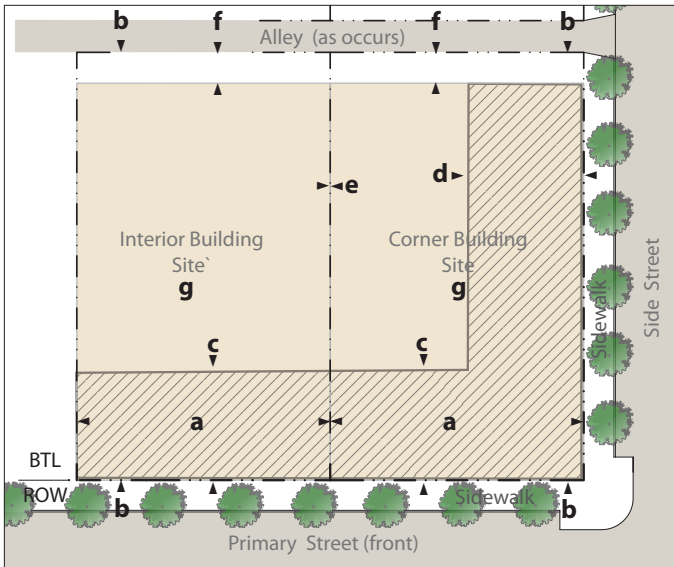
CATEGORY	USE	PERMIT	PARKING
ENTERTAINMENT AND RECREATION	Adult Entertainment	CUP (17.38.010)	
	Cinema	CUP	1/400
	Nightclub	CUP (3)	1/400
	Health / Fitness	P	1/400
	Indoor / Outdoor Recreation	MUP	1/400
	Live / Amplified Music, Internet Cafe	MUP (3)	1/400
	Meeting Facility	MUP (3)	1/400
	Performing Arts	MUP	1/400
RESTAURANT AND FOOD	Drive-Through	-	-
	Pub / Bar	CUP (3)	1/400
	Restaurant (may include alcohol sales)	MUP (3)	1/400
	Sidewalk Dining	MUP (3)	0
	Wine Tasting / Brew Pub	MUP (3)	1/400
RETAIL	Alcohol Sales (off-site consumption)	CUP (3)	0
	Artisan / Craft MFG (w/ on-site sales), Art Gallery / Exhibition	P	1/400
	Retail <10,000 square feet	P	1/300
	Retail >10,000 square feet	MUP	1/300
	Secondhand Stores	P (3)	1/300
SERVICES	Bail Bonds / Check Cashing	MUP	1/400
	Bakery (wholesale)	P	1/300
	Care Facility for the Elderly	P	1/4
	Day Care: Adult Day	P	1/4
	Day Care: Small House	P	1/4
	Day Care: Large House	P	1/4
	Day Care Center: Child	MUP	1/4
	Drive-Through	-	-
	Emergency Shelter	P	1/4
	Funeral Home	CUP	1/300
	Hotel / Motel	MUP	1/2
	Inn (B&B)	MUP	1/3
	Laundromat / Dry Cleaning	P	1/400
	Medical Services	P	1/400
	Personal Services	P	1/400
	Personal Services, Restricted	CUP (3)	1/400
	Printing / Photocopying	P	1/400
	Repair (non-vehicular)	P	1/400
	School, private	P	1/300
	Veterinary Clinic / Animal Boarding & Day Care	MUP	1/400

CATEGORY	USE	PERMIT	PARKING
OFFICE AND CIVIC	Office or Civic, General	P	1/400
	Government	P	1/300
	Transit Station	MUP	40
RESIDENTIAL	Ground Floor	P (1)	1.5/unit
	Group home, less than 7 clients	P (1)	1/2 units
	Group home, more than 7 clients	P (1)	1/2 units
	Single-Family	-	-
	Multi-Family	MUP	1.5 / unit
	Mobile Home Park	CUP	1/unit
	Single-Room Occupancy	CUP	1/2 units
	Upper Floors	P	1.5/unit
INDUSTRIAL	Agriculture	-	-
	Manufacturing (perishable)	-	-
	Manufacturing (non-perishable)	P (1)	1/350
	Power / Electrical Substation	P (2)	10
	Reverse Vending Machine	P	0
	Small Collection Facility	P	0
MOTOR VEHICLE RELATED	Car Wash	MUP (3)	1/400
	Gas Station (non-commercial vehicles)	MUP (3)	5
	Gas Station (commercial vehicles)	-	-
	Repair (motor vehicles)	MUP (3)	1/bay
	Motor Vehicle Sales, new and used	MUP	1/350
	Motor Vehicle Rentals	P	10
COMMUNICATIONS	Communications Tower / Facility	CUP (3)	0
	Broadcasting / Recording Studio	MUP	1/400
OTHER	Temporary Use	MUP (3)	0
	Park, Plaza, Community Garden	MUP	0

Key to Table 5.2B.1

P	Permitted Use
MUP	Conditional Use - Minor Use Permit Required
CUP	Conditional Use - Conditional Use Permit Required
-	Use not allowed
(1)	Less than 25,000 square feet
(2)	Only on Block 2C
(3)	See also Section 3.0 Standards for Specific Uses

DOWNTOWN EDGE: TABLE 5.2B.2 DEVELOPMENT STANDARDS



A. Building Placement and Type

1. Buildings shall be located within the building site per above diagram.^a
2. Building facades along streets shall be located within the build-to-layer per the above diagram.
3. At least 20% of building facades shall extend along the frontages of the building site per Subsection "C", Frontages and Encroachments.

STANDARDS		
REQUIREMENT	MIN.	MAX.
a Building Site Width (shall comply w/ bldg type min.)	20'	200'
b Building Site Depth (shall comply w/ bldg type min.)	75'	n.a.
c Front Setback ¹	0'	50'
d Side Street Setback ¹	0'	50'
e Side Setback ²	0'	n.a.
f Rear Setback ³	10'	n.a.
g Building Floor Dimensions ⁴	no min.	100'

^a One lot may have several building sites, min. and max. standards apply to building site.

¹ In compliance with selected frontage type.

² Fire Code - building protection per local fire/safety code.

³ Where an alley provides vehicular access, minimum setback is 5'.

⁴ Individual volumes up to this size may abut when each volume is offset from the other by a minimum 5' plane-break and 8' height difference.

B. Building Configuration

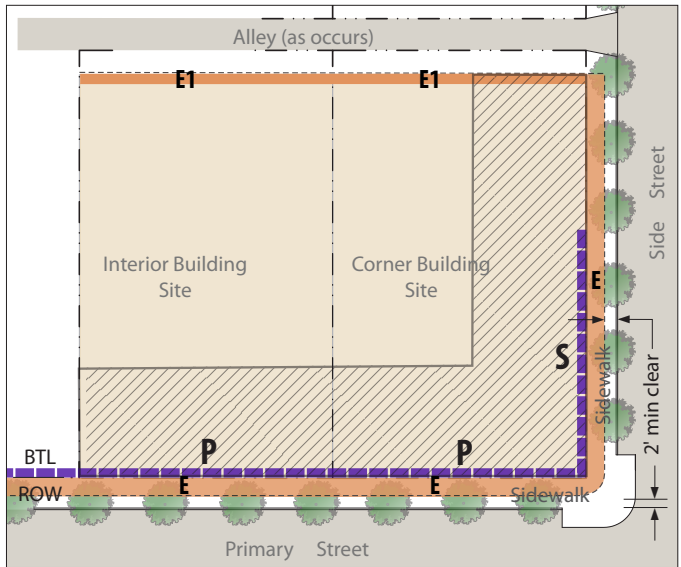
1. Buildings shall comply with the standards below, measured in stories and feet, vertically from average sidewalk grade along frontage and per ADA requirements.
2. Buildings shall be designed in compliance with the applicable requirements below and per the requirements for the selected architectural style in Section 7.0.
3. Single story buildings shall comply with 'h' below (minimum 20' to highest eave)

STANDARDS		
CONFIGURATION	MIN.	MAX.
h Building Height in Stories	1	2.5 ⁵
Building Height in feet to highest eave	20' ⁵	28' ⁵
i Ground Floor Level: non-residential	0'	4'
Ground Floor Level: residential	2'	6'
j Ground Floor Height ⁶	12'	none
k Upper Story Height	10'	none
k1 3rd Floor volume(s) shall be within 2nd story roof		

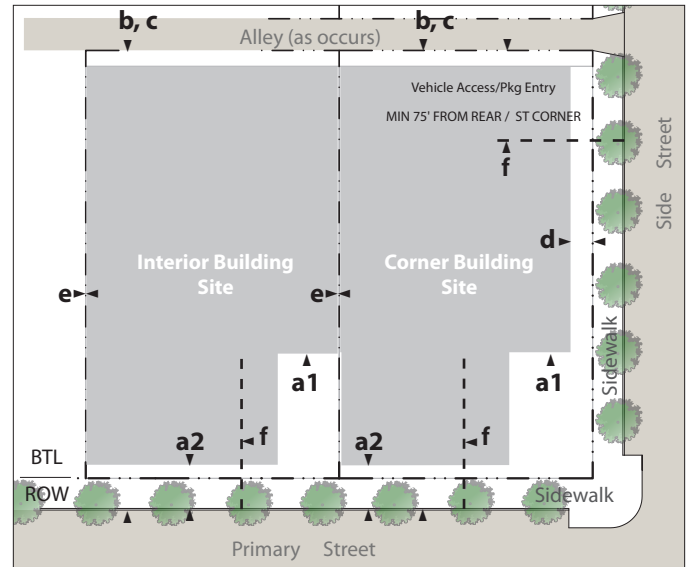
⁵ Architectural elements such as roofs, parapets, finials, are allowed up to 45', as approved by the City.

⁶ Minimum if not historic building.

TABLE 5.2B.2 DEVELOPMENT STANDARDS: DOWNTOWN EDGE



- Property Line Frontage Required (see 'C' for reqmts)
- BTL Build-To Layer Encroachment Area (see 'C' for reqmts) **E, E1**
- Primary Frontage **P** Secondary Frontage **S**



- Property Line Allowed Parking Area
- See standards below **a ▶**

C. Frontages and Encroachments

1. Using only the allowed frontage types, buildings shall incorporate one or multiple frontage types with facades extending along frontage lines as required below.
2. Buildings may incorporate multiple frontage types, as allowed by Section 5.0, subject to design review.
3. Building elements may encroach into setbacks as identified.
4. Landscape shall be provided along frontages per the applicable frontage type requirements in Section 5.0.

STANDARDS	PERCENT OF GROUND FLOOR FACADE REQUIRED TO EXTEND ALONG FRONTAGE LINE
Frontage Location	Min.
P Along Primary Street	20'
S Along Side Street	20'
E Allowed Frontages encroaching on Public R.O.W.	
Gallery 1-story	See Frontage standards in Section 5.0 for requirements
Shopfront	
E Allowed Frontages not encroaching on Public R.O.W.	
Forecourt	See Frontage standards in Section 5.0 for requirements
Door Yard	
Walled Yard	
Stoop	
Porch	
Front Yard	
Parking Court	
E1 Encroachment along rear of lot	3' max.

⁷ For corner sites, the frontage must begin at the street corner.

D. Parking and Services

1. Parking and above-ground utilities shall be located as shown in the above diagram. To the extent possible, utilities shall be underground and/or in alleys.
2. Parking / service areas shall not be accessed from primary street unless an alley or side street are not present.
3. Parking entries shall be 20' max. wide, designed as integral, decorative components of the building facade.

STANDARDS	MIN.	SCREENING, NOTES
PARKING LOCATION		TYPE OF REQD SCREENING
a1 Front Setback for up to 20% of lot frontage	50 ft	By the building or min 2' tall wall or hedge as allowed per parking court frontage
a2 Front Setback for up to 80% of lot frontage	5 ft	
b Rear Setback to Alley	5 ft	None; except when adjacent to residential use, minimum 5' tall wall or fence
c Rear Setback no Alley	10 ft	Min. 5' tall wall or fence
d Side Street Setback	5 ft	Min. 2' to 4' tall wall or vine hedge, or walled yard frontage type
e Side Setback	0 ft	None; except when adjacent to residential use, minimum 5' tall wall or fence
f Parking Entry		Corner lot: min. 75' from street corner Interior lot: within 5' of either side when side street or alley are not present

2.30.30 MONTEREY STREET

A. INTENT AND PURPOSE

The Monterey Street zone is applied to areas along Monterey Street to serve as a transition from the lower intensity neighborhoods to the east and the downtown.

B. INTENDED PHYSICAL CHARACTER: BUILDINGS, FRONTAGES, SIGNAGE

Buildings are primarily house-form and range from houses to house-form rowhouses and courtyard buildings. Flex buildings are allowed in certain locations. Buildings are up to 2.5 stories, mixed and single use with an emphasis on housing and neighborhood-level retail and services along Monterey Street and primarily residential elsewhere. Buildings are near or at the sidewalk to spatially define the streetscape. Massing is reduced and distributed to promote resident identity and compatibility with neighboring properties.

C. STREETScape / PUBLIC REALM AND OPEN SPACE

The streetscape is in support of pedestrian activity and consists of a range of residential frontages such as front yards and porches as well as shopfronts with wide awnings along portions of Monterey Street. Wide and shaded sidewalks accommodate appropriate outdoor dining in mixed use areas while providing for comfortable strolling.

D. LAND USE ACTIVITY

The Monterey Street zone contains a wide range of land use activity along Monterey Street such as neighborhood-oriented Retail, Restaurants, Grocery, Bakery / Deli, Office, and Personal Services. Ground floor residential is allowed anywhere in this zone. Residential is allowed above or behind non-residential activity. Along side streets, land use activity is primarily residential.

E. PARKING

Minimum required on-site parking for each use is stated in Table 5.2C.1, however applicants are encouraged to utilize shared parking for non-residential uses in accordance with Section 9.20.20. Residential parking is provided on the site of its building.



Mixed-use single, to two and one-half story buildings along with new civic buildings.



House-form row house buildings provide density while maintaining the house-form nature of Monterey Street.



House-form buildings are utilized in a variety of ways, providing options as with this house and restaurant.

TABLE 5.2C.1 ALLOWED LAND USES AND REQUIRED PARKING: MONTEREY STREET

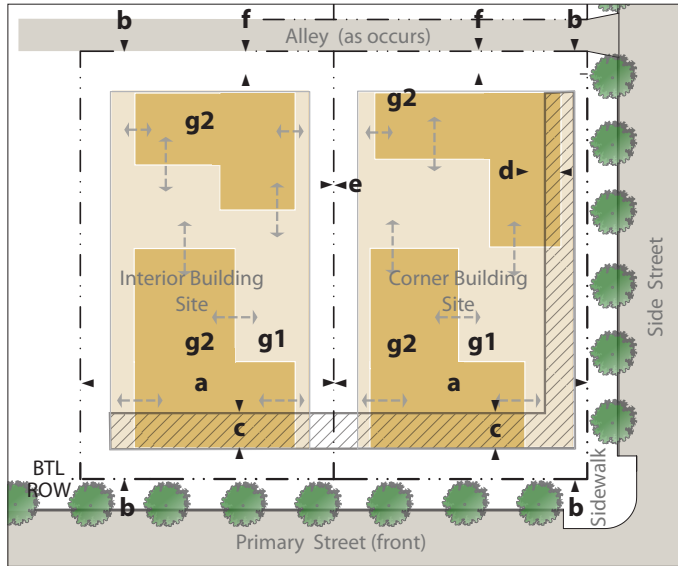
CATEGORY	USE	PERMIT	PARKING
ENTERTAINMENT AND RECREATION	Adult Entertainment	-	-
	Cinema	-	-
	Nightclub	-	-
	Health / Fitness	P	1/400
	Indoor / Outdoor Recreation	CUP	1/400
	Live / Amplified Music, Internet Cafe	MUP	1/400
	Meeting Facility	MUP (4)	1/400
RESTAURANT AND FOOD	Drive-Through	-	-
	Pub / Bar	-	-
	Restaurant (may include alcohol sales)	MUP (4)	1/400
	Sidewalk Dining	P (4)	0
RETAIL	Wine Tasting / Brew Pub	-	-
	Alcohol Sales (off-site consumption)	CUP (4)	1/400
	Artisan / Craft MFG (w/ on-site sales), Art Gallery / Exhibition	MUP (2)	1/400
	Retail <10,000 sf	MUP	1/400
	Retail >10,000 sf	-	-
SERVICES	Secondhand Stores	P (4)	1/400
	Bail Bonds / Check Cashing	-	-
	Bakery (wholesale)	-	-
	Care Facility for the Elderly	P	1/4
	Day Care: Adult Day	P	1/4
	Day Care: Small House	P	1/4
	Day Care: Large House	P	1/4
	Day Care Center: Child	MUP	1/4
	Drive-Through	-	-
	Emergency Shelter	-	-
	Funeral Home	-	-
	Hotel / Motel	-	-
	Inn (B&B)	MUP	1/3 rooms
	Laundromat / Dry Cleaning	MUP	1/400
	Medical Services	P	1/400
	Personal Services	P	1/400
	Personal Services, Restricted	-	-
	Printing / Photocopying	P	1/400
	Repair (non-vehicular)	P	1/400
	School, private	MUP	1/400
Veterinary Clinic / Animal Boarding & Day Care	CUP	1/400	

CATEGORY	USE	PERMIT	PARKING
OFFICE AND CIVIC	General Office or Civic	P	1/400
	Government	P	1/300
	Transit Station	MUP	0
RESIDENTIAL	Ground Floor	P (1)	1.5/unit
	Group home, less than 7 clients	P (1)	1/2 units
	Group home, more than 7 clients	P (1)	1/2 units
	Single-Family	P	1.5 / unit
	Multi-Family	P	1.5 / unit
	Mobile Home Park	CUP	1/unit
	Single-Room Occupancy	-	-
INDUSTRIAL	Upper Floors	P	1.5/unit
	Agriculture	-	-
	Manufacturing (perishable)	-	-
	Manufacturing (non-perishable)	-	-
	Power / Electrical Substation	-	-
MOTOR VEHICLE RELATED	Reverse Vending Machine	-	-
	Small Collection Facility	-	-
	Car Wash	-	-
	Gas Station (non-commercial vehicles)	-	-
	Gas Station (commercial vehicles)	-	-
	Repair (motor vehicles)	-	-
COMMUNICATIONS	Motor Vehicle Sales, new and used	-	-
	Motor Vehicle Rentals	-	-
OTHER	Communications Tower / Facility	CUP	0
	Broadcasting / Recording Studio	-	-
OTHER	Temporary Use	MUP (4)	0
	Park, Plaza, Community Garden	MUP	0

Key to Table 5.2C.1

P	Permitted Use
MUP	Conditional Use - Minor Use Permit Required
CUP	Conditional Use - Conditional Use Permit Required
TUP	Conditional Use - Temporary Use Permit Required
-	Use not allowed
(1)	Fronting on a park (blocks 5C, 5D, 6C, 7C, 7D)
(2)	Maximum 5,000 square feet
(3)	Only on Block 12C
(4)	See also Section 3.0 Standards for Specific Uses

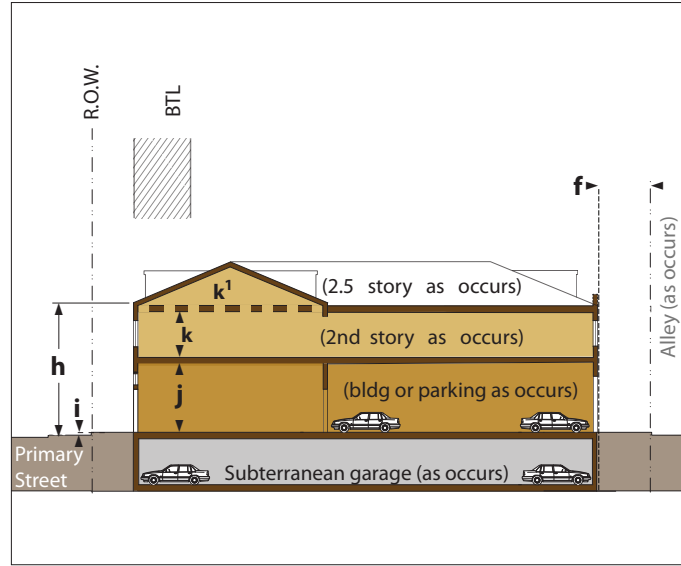
MONTEREY STREET: TABLE 5.2C.2 DEVELOPMENT STANDARDS



Property Line Buildable Area Ground Floor

BTL Build-To Layer Buildable Area Upper Floors

See standards below **a ▶**



Property Line Ground Floor (see standards below)

BTL Build-To Layer Upper Floors (see standards below)

See standards below **a ▶**

A. Building Placement and Type

- Buildings shall be located within the building site per above diagram.^a
- Building facades along streets shall be located within the build-to-layer per the above diagram.
- Along primary street at least 60% and along side streets 40% of building facades shall extend along the frontages of the lot as required in Subsection "C", Frontages and Encroachments.
- Second and third story volumes may abut provided that they comply with the massing requirements below and note 'D'.

STANDARDS			
	REQUIREMENT	MIN.	MAX.
a	Building Site Width (shall comply w/ bldg type min.)	50'	150'
b	Building Site Depth (shall comply w/ bldg type min.)	50'	n.a.
c	Front Setback (0' min. where Flex Bldg allowed)	10'	20'
d	Side Street Setback ¹ (0' min. where Flex Bldg allowed)	5'	15'
e	Side Setback ²	10'	n.a.
f	Rear Setback ³	15'	n.a.
g1 g2	Ground Floor and 2nd Floor Dimensions ⁴	none	80'
g3	3rd Floor Dimensions ⁴	none	65'

^a One lot may have several building sites, min. and max. standards apply to building site.

¹ In compliance with selected frontage type.
² Fire Code - building protection per local fire/safety code.
³ Where an alley provides vehicular access, minimum setback is 5'.
⁴ Individual volumes up to this size may abut when each volume is offset from the other by a minimum 5' plane-break and 8' height difference.

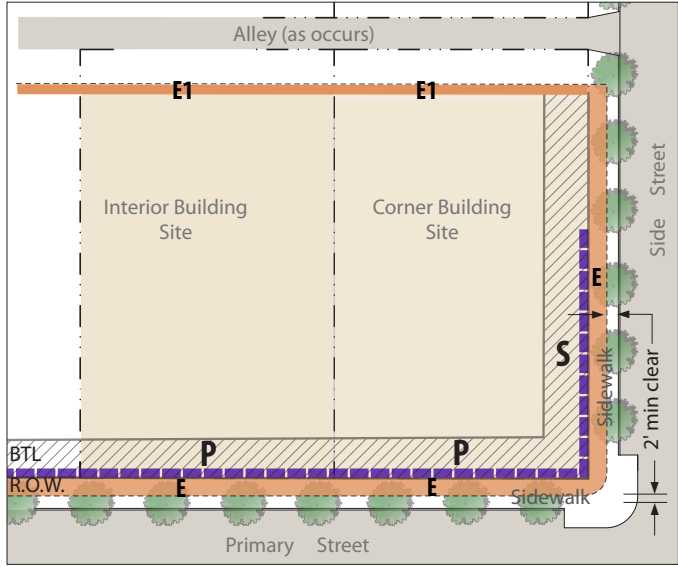
B. Building Configuration

- Buildings shall comply with the standards below, measured in stories and feet, vertically from average sidewalk grade along frontage and per ADA requirements.
- Buildings shall be designed in compliance with the applicable requirements below and per the requirements for the selected architectural style in Section 7.0.
- Single story buildings shall comply with 'h' below (minimum 20' to highest eave)

STANDARDS			
	CONFIGURATION	MIN.	MAX.
h	Building Height in Stories	1	2.5 ⁵
	Building Height in feet to highest eave	20' ⁵	28' ⁵
i	Ground Floor Level: non-residential	0'	4'
	Ground Floor Level: residential	2'	6'
j	Ground Floor Height ⁶	10'	16'
k	Upper Story Height	10'	none
k	3rd floor volume(s) shall be within 2nd story roof		

⁵ Architectural elements such as roofs, parapets, finials, are allowed up to 36', as approved by the City.
⁶ Minimum if not historic building.

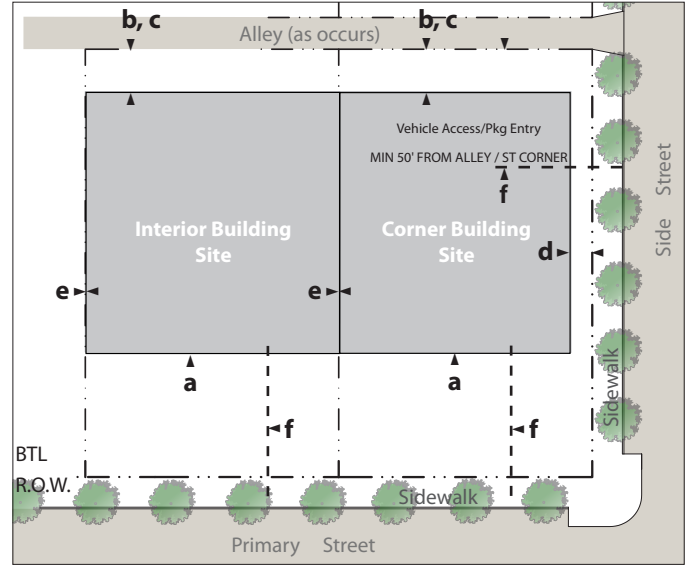
TABLE 5.2C.2 DEVELOPMENT STANDARDS: MONTEREY STREET



Property Line Frontage Required (see 'C' for reqmts)

BTL Build-To Layer Encroachment Area (see 'C' for reqmts) **E, E1**

Primary Frontage **P** Secondary Frontage **S**



Property Line Allowed Parking Area

See standards below **a ▶**

C. Frontages and Encroachments

- Using only the allowed frontage types, buildings shall incorporate one or multiple frontage types with facades extending along frontage lines as required below.
- Buildings may incorporate multiple frontage types, as allowed by Section 5.0, subject to design review
- Building elements may encroach into setbacks as identified.
- Landscape shall be provided along frontages per the applicable frontage type requirements in Section 5.0.

STANDARDS	PERCENT OF GROUND FLOOR FACADE REQUIRED TO EXTEND ALONG FRONTAGE LINE
FRONTAGE LOCATION	MIN.
P Along Primary Street	60'
S Along Side Street	40'
E Allowed Frontages encroaching on Public R.O.W.	
Gallery 1-story	See Frontage standards in Section 5.0 for requirements
Shopfront	
E Allowed Frontages not encroaching on Public R.O.W.	
Forecourt	See Frontage standards in Section 5.0 for requirements
Door Yard	
Walled Yard	
Stoop	
Porch	
Front Yard	
E1 Encroachment along rear of lot	3' max.

⁷ For corner sites, the frontage must begin at the street corner.

D. Parking and Services

- Parking and above-ground utilities shall be located as shown in the above diagram. To the extent possible, utilities shall be underground and/or in alleys.
- Parking / service areas shall not be accessed from primary street unless an alley or side street are not present.
- Parking entries shall be 20' max. wide, designed as integral, decorative components of the building facade.

STANDARDS	MIN.	SCREENING, NOTES
PARKING LOCATION		TYPE OF REQD SCREENING
a Front Setback	50'	By the building
b Rear Setback to Alley	5'	By the building, or min. 2' tall wall or hedge when within 10 feet of side street
c Rear Setback no Alley	15'	None; except when adjacent to residential use, minimum 5' tall wall or fence
d Side Street Setback	5'	Min. 2' to 4' tall wall or vine hedge, or walled yard frontage type
e Side Setback	0'	None; except when adjacent to residential use, minimum 5' tall wall or fence
f Parking Entry		Corner lot: min. 50' from street corner Interior lot: within 5' of either side when side street or alley are not present

2.30.40 RAILROAD CORRIDOR

A. INTENT AND PURPOSE

The Railroad Corridor zone is applied to areas west of the railroad to provide area for expansion or to accommodate large format buildings that benefit the Downtown.

B. INTENDED PHYSICAL CHARACTER: BUILDINGS, FRONTAGES, SIGNAGE

Buildings are primarily block-form with some house-form buildings. Buildings are up to two stories, mixed and single use, and are near or at the sidewalk to spatially define the streetscape. Massing is toward the front of buildings to spatially define the wide streets and provide service area in the rear.

C. STREETScape / PUBLIC REALM, OPEN SPACE

The streetscape is in support of high pedestrian activity and consists of a range of permanent shade property-frontages such as galleries as well as shopfronts with wide awnings and shade trees. Wide sidewalks accommodate appropriate outdoor dining while providing for comfortable strolling and easy view of retail merchandise.

D. LAND USE ACTIVITY

The Railroad Corridor zone contains a vibrant range of land use activity such as: Agriculture, Industrial, Motor Vehicle Related, Retail, Restaurants, Entertainment, and Multi-family Residential.

E. PARKING

Minimum required on-site parking for each use is stated in Table 5.2D.1, however applicants are encouraged to utilize shared parking for non-residential uses in accordance with Section 9.20.20. Residential parking is provided on the site of its building.



Interim or long-term uses include agriculture for practical and aesthetic purposes.



Shed buildings provide large and uninterrupted space for a variety of uses that complement the Downtown Core.



Shed buildings range in their design and execution in response to the functions within and outside of the building.

TABLE 5.2D.1 ALLOWED LAND USES AND REQUIRED PARKING: RAILROAD CORRIDOR

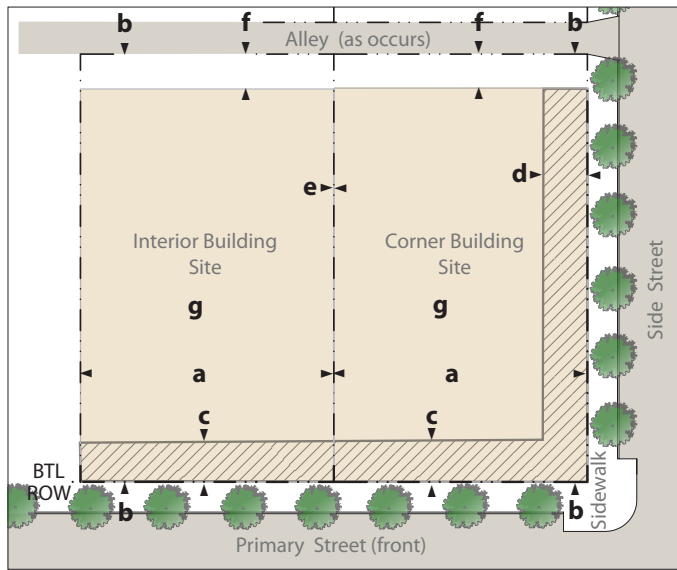
CATEGORY	USE	PERMIT	PARKING
ENTERTAINMENT AND RECREATION	Adult Entertainment	-	-
	Cinema	CUP	1/300
	Nightclub	CUP (1)	1/400
	Health / Fitness	P	1/300
	Indoor / Outdoor Recreation	CUP	1/300
	Live / Amplified Music, Internet Cafe	MUP (1)	1/300
	Meeting Facility	MUP (1)	1/300
	Performing Arts	MUP	1/300
RESTAURANT AND FOOD	Drive-Through	-	-
	Pub / Bar	CUP (1)	1/300
	Restaurant (may include alcohol sales)	MUP (1)	1/300
	Sidewalk Dining	MUP (1)	0
	Wine Tasting / Brew Pub	MUP (1)	1/300
RETAIL	Alcohol Sales (off-site consumption)	-	-
	Artisan / Craft MFG (w/ on-site sales), Art Gallery / Exhibition	P	1/500
	Retail <10,000 sf	P	1/300
	Retail >10,000 sf	MUP	1/300
	Secondhand Stores	P (1)	1/300
SERVICES	Bail Bonds	MUP	1/300
	Bakery (wholesale)	P	1/400
	Care Facility for the Elderly	-	-
	Day Care: Adult Day	-	-
	Day Care: Small House	-	-
	Day Care: Large House	-	-
	Day Care Center: Child	MUP	1/4
	Drive-Through		
	Emergency Shelter	P	1/4
	Funeral Home	P	1/300
	Hotel / Motel	MUP	1/room
	Inn (B&B)	-	-
	Laundromat / Dry Cleaning	MUP	1/400
	Medical Services	P	1/400
	Personal Services	P	1/400
	Personal Services, restricted	CUP (1)	1/400
	Printing / Photocopying	P	1/400
	Repair (non-vehicular)	P	1/400
	School, private	P	1/400
	Veterinary Clinic / Animal Boarding & Day Care	P	1/400

CATEGORY	USE	PERMIT	PARKING
OFFICE AND CIVIC	Office or Civic, General	P	1/400
	Government	P	1/400
	Transit Station	MUP	50
RESIDENTIAL	Ground Floor	P	2 / unit
	Group home, less than 7 clients	-	-
	Group home, more than 7 clients	-	-
	Single-Family	-	-
	Multi-Family	P	2 / unit
	Mobile Home Park	-	-
	Single-Room Occupancy	-	-
	Upper Floors	MUP	2/unit
INDUSTRIAL	Agriculture	P	5
	Manufacturing (perishable)	P	1/400
	Manufacturing (non-perishable)	P	1/400
	Power / Electrical Substation	-	-
	Reverse Vending Machine	P	0
SMALL COLLECTION FACILITY	Small Collection Facility	P	0
MOTOR VEHICLE RELATED	Car Wash	MUP	1/400
	Gas Station (non-commercial vehicles)	MUP	10
	Gas Station (commercial vehicles)	CUP	5
	Repair (motor vehicles)	MUP	1/2 bays
	Motor Vehicle Sales, new and used	MUP	1/300
	Motor Vehicle Rentals	P	10
COMMUNICATIONS	Communications Tower / Facility	CUP (1)	0
	Broadcasting / Recording Studio	MUP	1/400
OTHER	Temporary Use	MUP (1)	0
	Park, Plaza, Community Garden	MUP	0

Key to Table 5.2D.1

P	Permitted Use
MUP	Conditional Use - Minor Use Permit Required
CUP	Conditional Use - Conditional Use Permit Required
-	Use not allowed
(1)	See also Section 3.0 Standards for Specific Uses

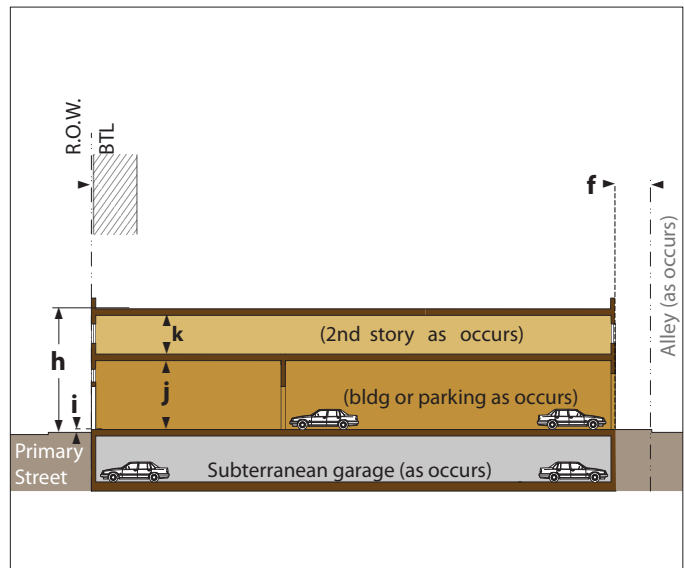
RAILROAD CORRIDOR: TABLE 5.2D.2 DEVELOPMENT STANDARDS



Property Line Buildable Area Ground Floor

BTL Build-To Layer

See standards below **a ▶**



Property Line Ground Floor (see standards below)

BTL Build-To Layer

See standards below **a ▶**

A. Building Placement and Type

1. Buildings shall be located on a lot, within the building site per above diagram.^a
2. Building facades along streets shall be located within the build-to-layer per the above diagram.
3. Along primary streets at least 85% and along side streets 65% of building facades shall extend along the frontages of the building site per Subsection "C", Frontages and Encroachments.

STANDARDS			
REQUIREMENT		MIN.	MAX.
a	Building Site Width (shall comply w/ bldg type rqmts)	50'	400'
b	Building Site Depth (shall comply w/ bldg type rqmts)	50'	n.a.
c	Front Setback ¹	0'	10'
d	Side Street Setback ¹	0'	10'
e	Side Setback ²	0'	n.a.
f	Rear Setback ³	10'	n.a.
g	Building Dimensions ⁴	none	150'

^a One lot may have several building sites, min. and max. standards apply to building site.

¹ In compliance with the selected frontage type.

² Fire Code - building protection per local fire/safety code.

³ Where an alley provides vehicular access, minimum setback is 5'.

⁴ Individual volumes up to this size may abut when each volume is offset from the other by a minimum 5' plane-break and 8' height difference.

B. Building Configuration

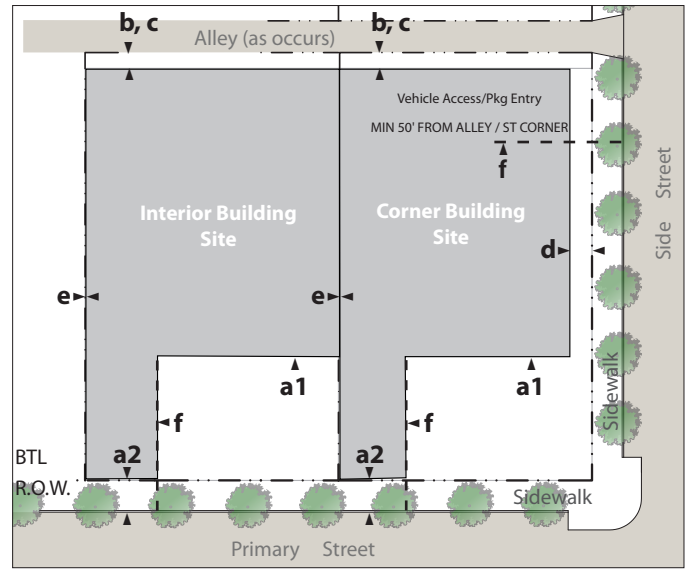
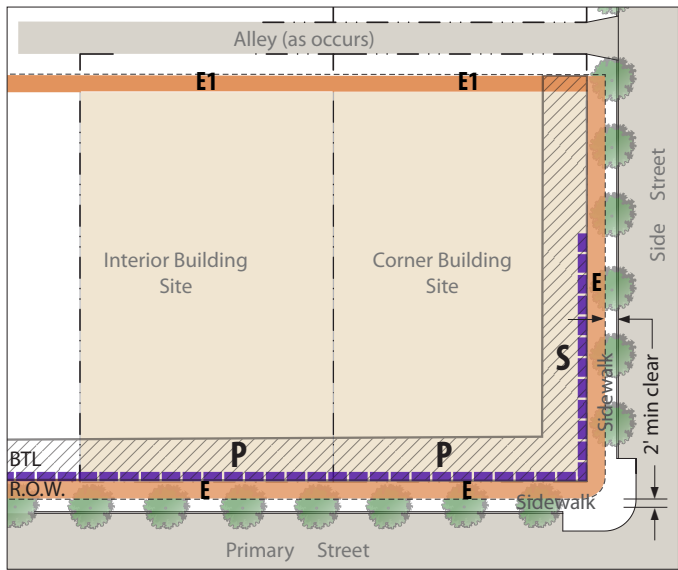
1. Buildings shall comply with the standards below, measured in stories and feet, vertically from average sidewalk grade along frontage and per ADA requirements
2. Buildings shall be designed per the applicable requirements below and per the requirements for the selected architectural style in Section 7.0.
3. Single story buildings shall comply with 'h' below (minimum 20' to lowest eave)

STANDARDS			
CONFIGURATION		MIN.	MAX.
h	Building Height in Stories	1	2 ⁵
	Building Height in feet to highest eave	20' ⁵	28' ⁵
i	Ground Floor Level: non-residential	0'	4'
	Ground Floor Level: residential	2'	6'
j	Ground Floor Height ⁶	12' ⁵	none
k	Upper Story Height	10'	none

⁵ Architectural elements such as roofs, parapets, finials, are allowed up to 40', as approved by the City.

⁶ Minimum if not historic building.

TABLE 5.2D.2 DEVELOPMENT STANDARDS: RAILROAD CORRIDOR



Property Line Frontage Required (see 'C' for reqmts)

BTL Build-To Layer Encroachment Area (see 'C' for reqmts) **E, E1**

Primary Frontage **P** Secondary Frontage **S**

Property Line Allowed Parking Area

See standards below **a ▶**

C. Frontages and Encroachments

- Using only the allowed frontage types, buildings shall incorporate one or multiple frontage types with facades extending along frontage lines as required below.
- Buildings may incorporate multiple frontage types, as allowed by Section 5.0, subject to design review
- Building elements may encroach into setbacks as identified.
- Landscape shall be provided along frontages per the applicable frontage type requirements in Section 5.0.

STANDARDS	PERCENT OF GROUND FLOOR FACADE REQUIRED TO EXTEND ALONG FRONTAGE LINE
FRONTAGE LOCATION	MIN.
P Along Primary Street	80%
S Along Side Street	65%
E Allowed Frontages encroaching on Public R.O.W.	
Gallery 1, 2 story	See Frontage standards in Section 5.0 for requirements
Shopfront	
E Allowed Frontages not encroaching on Public R.O.W.	
Forecourt	See Frontage standards in Section 5.0 for requirements
Parking Court	
E1 Encroachment along rear of lot	5' max.

⁷ For corner sites, the frontage must begin at the street corner.

D. Parking and Services

- Parking and above-ground utilities shall be located as shown in the above diagram. To the extent possible, utilities shall be underground and/or in alleys.
- Parking / service areas shall not be accessed from primary street unless an alley or side street are not present.
- Parking entries shall be 20' max. wide, designed as integral, decorative components of the building facade.

STANDARDS	MIN.	SCREENING, NOTES
PARKING LOCATION		TYPE OF REQD SCREENING
a1 Front Setback for up to 80% of lot frontage	50'	By the building or min 2' tall wall or hedge as allowed per parking court frontage
a2 Front Setback for up to 20% of lot frontage	5'	
b Rear Setback to Alley	5'	None; except when adjacent to residential use, minimum 5' tall wall or fence
c Rear Setback no Alley	10'	Min. 5' tall wall or fence ^s
d Side Street Setback	5'	Min. 2' to 4' tall wall or vine hedge, or walled yard frontage type
e Side Setback	0'	None; except when adjacent to residential use, minimum 5' tall wall or fence
f Parking Entry		Corner lot: min. 50' from street corner Interior lot: within 5' of either side when side street or alley are not present

2.30.50 GATEWAY

A. INTENT AND PURPOSE

The Gateway zone is applied to areas near and surrounding the Front Street exit off U.S. Highway 101 to provide convenient highway-related retail and services.

B. INTENDED PHYSICAL CHARACTER: BUILDINGS, FRONTAGES, SIGNAGE

Buildings are primarily block-form with some house-form buildings for transitioning to adjacent areas. Buildings are primarily single-story with some buildings up to two stories, mixed and single use. Buildings are sited with some of their frontage setback from or near the sidewalk to spatially define the streetscape and the remaining frontage adjacent to parking. Massing is toward the front of buildings to provide service area in the rear and to promote compatibility with neighboring properties.

C. STREETScape / PUBLIC REALM, OPEN SPACE

The streetscape is in support of pedestrian activity and consists of a range of permanent shade property-frontages such as galleries as well as shopfronts with wide awnings and shade trees. Where house-form buildings are allowed, front yard frontages and other less intense frontages are allowed. Wide sidewalks accommodate appropriate outdoor dining while providing for comfortable strolling and easy view of retail merchandise.

D. LAND USE ACTIVITY

The Gateway zone contains a vibrant range of highway-oriented land use activities such as: Retail, Restaurants, Grocery, Bakery / Deli, Office, Personal Services, Lodging, Residential. Also included is an existing mobile home park.

E. PARKING

Minimum required on-site parking for each use is stated in Table 5.2E.1, however applicants are encouraged to utilize shared parking for non-residential uses in accordance with Section 9.20.20. Residential parking is provided on the site of its building.



Single to two-story retail, office, restaurant activity with portions of buildings near or at the sidewalk to shape the streetscape.



Highway-oriented retail is in buildings with part of their frontage at or near the sidewalk and the other portion fronting parking. Pedestrian access is enhanced by clear delineation of streetscapes that define the building's frontages on the street and parking.



TABLE 5.2E.1 ALLOWED LAND USES AND REQUIRED PARKING: GATEWAY

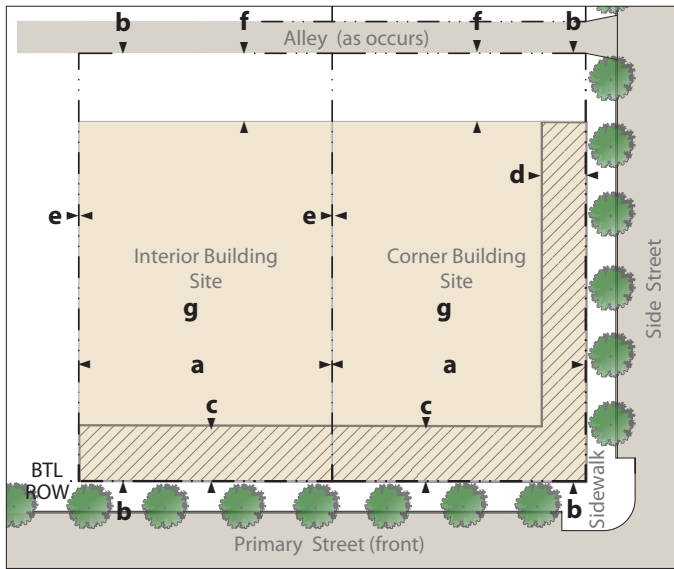
CATEGORY	USE	PERMIT	PARKING
ENTERTAINMENT AND RECREATION	Adult Entertainment	-	-
	Cinema	CUP	1/300
	Nightclub	CUP (1)	1/300
	Health / Fitness	MUP	1/300
	Indoor / Outdoor Recreation	MUP	400
	Live / Amplified Music, Internet Cafe	MUP (1)	1/300
	Meeting Facility	MUP (1)	1/300
	Performing Arts	MUP	1/300
RESTAURANT AND FOOD	Drive-Through	MUP (1)	1/300
	Pub/Bar	MUP	1/300
	Restaurant (may include alcohol sales)	MUP (1)	1/300
	Sidewalk Dining	MUP (1)	0
	Wine Tasting / Brew Pub	-	-
RETAIL	Alcohol Sales (off-site consumption)	CUP (1)	0
	Artisan / Craft MFG (w/ on-site sales), Art Gallery / Exhibition	P	1/400
	Retail <10,000 sf	P	1/300
	Retail >10,000 sf	MUP	1/300
	Secondhand Stores	-	-
	SERVICES	Bail Bonds	P
Bakery (wholesale)		MUP	1/400
Care Facility for the Elderly		-	-
Day Care: Adult Day		-	-
Day Care: Small House		-	-
Day Care: Large House		-	-
Day Care Center: Child		-	-
Drive-Through		MUP (1)	1/300
Emergency Shelter		-	-
Funeral Home		P	1/300
Hotel / Motel		MUP	1/room
Inn (B&B)		MUP	1/room
Laundromat / Dry Cleaning		MUP	1/400
Medical Services		P	1/400
Personal Services		P	1/400
Personal Services, Restricted		CUP (1)	1/400
Printing / Photocopying		P	1/400
Repair (non-vehicular)		P	1/400
School, private		P	1/300
Veterinary Clinic / Animal Boarding & Day Care		P	1/400

CATEGORY	USE	PERMIT	PARKING
OFFICE AND CIVIC	Office or Civic, General	P	1/300
	Government	P	1/300
	Transit Station	MUP	50
RESIDENTIAL	Ground Floor	MUP	2 / unit
	Group home, less than 7 clients	-	-
	Group home, more than 7 clients	-	-
	Single-Family	-	-
	Multi-Family	MUP	2 / unit
	Mobile Home Park	CUP	1 / unit
	Single-Room Occupancy	-	-
INDUSTRIAL	Upper Floors	P	2 / unit
	Agriculture	-	-
	Manufacturing (perishable)	-	-
	Manufacturing (non-perishable)	MUP (2)	1/400
	Power / Electrical Substation	-	-
	Reverse Vending Machine	P	0
MOTOR VEHICLE RELATED	Small Collection Facility	P	0
	Car Wash	MUP	5
	Gas Station (non-commercial vehicles)	MUP	5
	Gas Station (commercial vehicles)	CUP	5
	Repair (motor vehicles)	MUP	1/2 bays
	Motor Vehicle Sales, new and used	MUP	1/300
	Motor Vehicle Rentals	P	10
COMMUNICATIONS	Communications Tower / Facility	CUP (1)	0
	Broadcasting / Recording Studio	MUP	1/400
OTHER	Temporary Use	MUP (1)	0
	Parks, Plaza, Community Garden	MUP	0

Key to Table 5.2E.1

P	Permitted Use
MUP	Conditional Use - Minor Use Permit Required
CUP	Conditional Use - Conditional Use Permit Required
-	Use not allowed
(1)	See also Section 3.0 Standards for Specific Uses

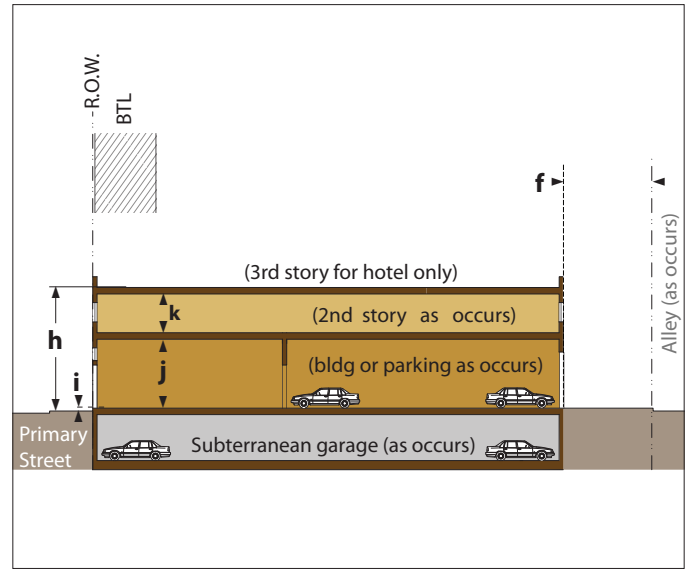
GATEWAY: TABLE 5.2E.2 DEVELOPMENT STANDARDS



Property Line Buildable Area Ground Floor

BTL Build-To Layer

See standards below **a ▶**



Property Line Ground Floor (see standards below)

BTL Build-To Layer

See standards below **a ▶**

A. Building Placement and Type

1. Buildings shall be located within the building site per above diagram.^a
2. Building facades along streets shall be located within the build-to-layer per the above diagram.
3. At least 25% of building facades shall extend along the frontages of the building site per Subsection "C", Frontages and Encroachments.

Standards			
	Requirement	Min.	Max.
a	Building Site Width (shall comply w/ bldg type rqmts)	50'	500'
b	Building Site Depth (shall comply w/ bldg type rqmts)	50'	n.a.
c	Front Setback ^{1,2}	0'	15'
d	Side Street Setback ^{1,2}	0'	15'
e	Side Setback ³	0'	n.a.
f	Rear Setback ⁴	25'	n.a.
g	Building Dimensions ⁵	none	100'

^a One lot may have several building sites, min. and max. standards apply to building site.

¹ In compliance with the selected frontage type;

² When fill slope exists, max. 20' setback from R.O.W; and max. 5' above or below sidewalk.

³ Fire Code - building protection per local fire/safety code.

⁴ Where an alley provides vehicular access, minimum setback is 5'.

⁵ Individual volumes up to this size may abut provided that each volume is offset from the other by a minimum 5' plane-break.

B. Building Configuration

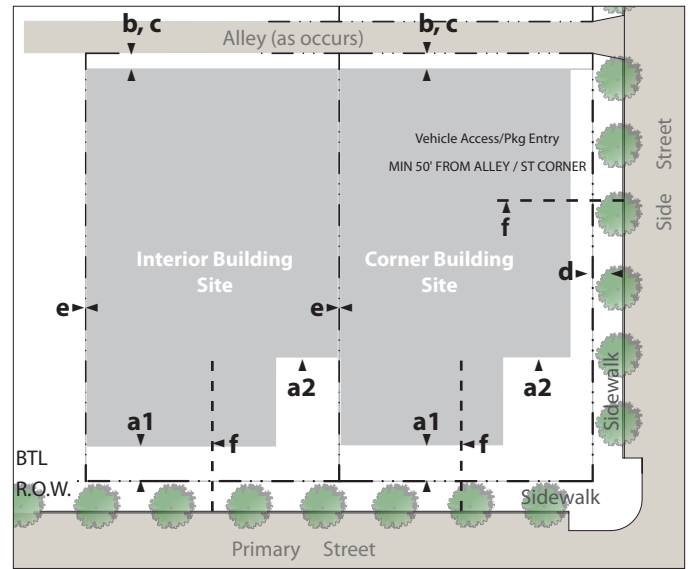
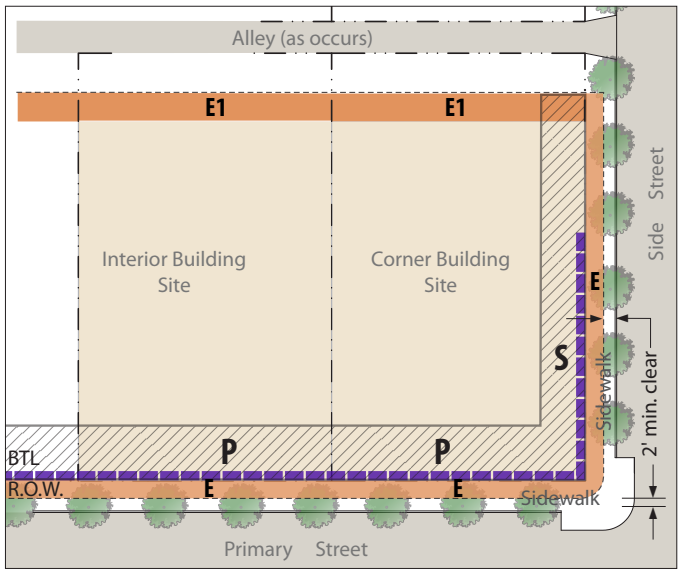
1. Buildings shall comply with the standards below, measured in stories and feet, vertically from average sidewalk grade along frontage and per ADA requirements.
2. Buildings shall be designed per the applicable requirements below and per the requirements for the selected architectural style in Section 7.0.
3. Single story buildings shall comply with 'h' below (minimum 20' to lowest eave)

Standards			
	Configuration	Min.	Max.
h	Building Height in Stories (max. 3 for hotels only)	1	2 ⁶
	Building Height in Feet to highest eave (max. 40' for hotels only)	20' ⁶	36' ⁶
i	Ground Floor Level: non-residential	0'	4'
	Ground Floor Level: residential	2'	6'
j	Ground Floor Height	12' ⁷	none
k	Upper Story Height	10'	none

⁶ Architectural elements such as roofs, parapets, finials, are allowed up to 50', as approved by the City.

⁷ Minimum if not historic building.

TABLE 5.2E.2 DEVELOPMENT STANDARDS: GATEWAY



- Property Line Frontage Required (see 'C' for reqmts)
- BTL Build-To Layer Encroachment Area (see 'C' for reqmts) **E, E1**
- Primary Frontage **P** Secondary Frontage **S**

- Property Line Allowed Parking Area
- See standards below **a ▶**

C. Frontages and Encroachments

- Using only the allowed frontage types, buildings shall incorporate one or multiple frontage types with facades extending along frontage lines as required below.
- Buildings may incorporate multiple frontage types, as allowed by Section 5.0, subject to design review.
- Building elements may encroach into setbacks as identified.
- Landscape shall be provided along frontages per the applicable frontage type requirements in Section 5.0.

STANDARDS	PERCENT OF GROUND FLOOR FACADE REQUIRED TO EXTEND ALONG FRONTAGE LINE
FRONTAGE LOCATION	MIN.
P Along Primary Street	25 ⁸
S Along Side Street	25 ⁸
E Allowed Frontages encroaching on Public R.O.W.	
Gallery 1, 2-story	See Frontage standards in Section 5.0 for requirements
Shopfront	
E Allowed Frontages not encroaching on Public R.O.W.	
Forecourt	See Frontage standards in Section 5.0 for requirements
Walled Yard	
Stoop	
Parking Court	
E1 Encroachment along rear of lot	10' max.

⁸ For corner sites, the frontage must begin at the street corner.

D. Parking and Services

- Parking and above-ground utilities shall be located as shown in the above diagram. To the extent possible, utilities shall be underground and/or in alleys.
- Parking / service areas shall not be accessed from primary street unless an alley or side street are not present.
- Parking entries shall be 20' max. wide, designed as integral, decorative components of the building facade.

STANDARDS	MIN.	SCREENING, NOTES
Parking Location		Type of Req'd Screening
a1 Front Setback for up to 75% of lot frontage	10'	By the building, or min. 2' tall wall or hedge as allowed by parking court frontage.
a2 Front Setback for up to 25% of lot frontage	50'	
b Rear Setback to Alley	5'	None; except when adjacent to residential use, minimum 5' tall wall or fence
c Rear Setback no Alley	10'	Min. 5' tall wall or fence
d Side Street Setback	5'	Min. 2' to 4' tall wall or vine hedge, or walled yard frontage type
e Side Setback	0'	None; except when adjacent to residential use, minimum 5' tall wall or fence
f Parking Entry		Corner lot: min. 50' from street corner Interior lot: within 5' of either side when side street or alley are not present

3.0 Standards for Specific Land Uses

3.10 Purpose

This Section describes standards for specific land uses. Allowed land use types for all property subject to the Downtown Code are identified in the zone standards.

3.20 Requirements for Specific Land Use Types

A. The pattern of compatible land use activity is important to the City's objectives for functional and appealing buildings and streetscapes. As required by the zone standards, property shall comply with the following requirements:

- 3.20.10 Alcohol Sales
- 3.20.20 Bar / Pub, Nightclub, and Live / Amplified Music
- 3.20.30 Drive-Throughs
- 3.20.40 Internet Cafes and Game Arcades
- 3.20.50 Massage Establishments
- 3.20.60 Meeting Facilities
- 3.20.70 Motor Vehicle Service Businesses
- 3.20.80 Outdoor Sales/Display of Merchandise
- 3.20.90 Outdoor Storage
- 3.20.100 Secondhand Store
- 3.20.110 Sidewalk Dining
- 3.20.120 Stealth Design
- 3.20.130 Temporary Uses

B. Location of Business and Land Use Activity

1. All business and associated land use activities shall be conducted and located within an enclosed building, except that the following business activities, as permitted in the zone standards, which may be conducted outside of an enclosed building:
 - a. Plant nurseries
 - b. Flower Stands
 - c. Temporary recreational, entertainment uses
 - d. Sidewalk Dining
2. There shall be no manufacturing, processing, compounding, assembling or treatment of any

material or product other than that which is clearly incidental to a particular enterprise, and where such goods are sold on the premises.

3. All permitted business and associated land use activity shall be conducted in such a manner as not to have a detrimental effect on permitted adjacent uses by reason of refuse matter, noise, light, vibration, or lack of proper maintenance of grounds or buildings.

3.20.10 Alcohol Sales

- A. Purpose.** This Section provides locational guidelines and operational standards for the sale of alcoholic beverages (e.g., subject to a State-issued Alcoholic Beverage Control, or ABC, license), either on-sale or off-sale.
- B. Applicability.** The provisions in this Section shall apply to the sale of alcoholic beverages where allowed per the zone standards and the following as applicable.
- C. Nonconforming ABC Licenses.** All premises where an ABC license for the sale of alcoholic beverages exists which does not comply with the provisions of this Section, but which is legally in existence on the effective date of the adoption of this Section, shall, upon the effective date of this Section, acquire the status of a legally nonconforming license and shall be allowed to remain in existence subject to the provisions of this Section, but shall not thereafter be structurally modified or expanded, in compliance with Section 1.70 (Nonconforming Provisions). Any legally nonconforming ABC license in violation of its Conditional Use Permit shall be subject to revocation procedures of Municipal Code Title 17.
- D. Operational standards and guidelines for distancing.** This Section establishes operational standards for defined establishments involved in the sale of alcoholic beverages. A Conditional Use Permit for an ABC license shall generally be required; however, the following uses, when in full compliance with the following standards, shall be exempt from obtaining a Conditional Use Permit.

1. Sit-down restaurants.

- a. Sit-down restaurants, defined as an indoor area which is regularly, and in a bona fide manner, used and kept open for the serving of at least lunch or dinner guests for compensation, and which has suitable kitchen facilities connected to the restaurant containing conveniences for cooking an assortment of foods which may be required for the meals.

- b. The lounge area(s) for the exclusive serving of alcoholic beverages shall not constitute more than 49 percent or 1,000 square feet, whichever is less, of the total aggregate floor area of the sit-down restaurant.
2. **Supermarkets, drug stores, and other suitable retail establishments.**
 - a. Supermarkets, drug stores, and other suitable retail establishments over 5,000 square feet in size and which do not devote more than 10 percent of their floor area to the display, sale, and storage of alcoholic beverages.
 - b. Alcoholic beverages shall not be sold at drive-up window(s).
 3. **Retail stores engaged in the sale of vehicle fuels.**
 - a. Retail stores engaged in the sale of vehicle fuels which contain over 750 square feet in gross indoor/enclosed retail floor area may offer beer and wine, and not distilled spirits, for sale for off-site consumption.
 - b. These stores shall not devote more than 10 percent of their floor area to the display, sale, and storage of alcoholic beverages.
 4. **Places of assembly.** Places of assembly, where admittance is limited to members and guests invited by members, and where the sale of alcoholic beverages is clearly incidental to other activities conducted on the premises.
 5. **Theaters and concert halls which satisfy the following requirements.**
 - a. The establishment has permanently affixed seats which are arranged to provide all spectators with a direct and unobstructed view of the stage upon which live theatrical or musical performances are given.
 - b. The sale of alcoholic beverages is clearly incidental to the performances.
 6. **Florist shops and similar gift establishments.** Florist shops and similar establishments selling floral or edible gifts may offer the sale of a bottle of alcoholic beverage together with a floral arrangement or edible gift.

7. **Mixed-use projects.** Mixed-use projects containing any combination of residential, office/commercial, recreational/commercial, retail/commercial, or research and development/industrial types of land uses, integrally mixed either horizontally in one development project, or vertically in one structure(s).

8. **Other businesses or establishments.**

- a. Except for the above types of establishments in compliance with the required operational standards, other types of commercial establishments could generally be granted a Conditional Use Permit for an ABC license, if they first meet the specified findings as well as the following distance separation guidelines.

No ABC licensed activity shall be located within 250 feet of any other alcoholic beverage on-sale or off-sale establishment, within 500 feet of any day care center, hospital, place of religious assembly, public park, or school, or within 500 feet of any property zoned exclusively for residential purposes. The distance between any structure subject to an ABC license and another structure with an ABC license or any property zoned exclusively for residential purposes shall be measured in a straight line, without regard to intervening structures, from the closest property line of the structure subject to the ABC license to the closest property line of another structure with an ABC license or the property line of the property zoned exclusively for residential purposes.

- b. The inability of the review authority to find that the establishment meets the distancing guidelines may be grounds for denial of a Conditional Use Permit for an ABC license.

3.20.20 Bar / Pub, Nightclub, and Live / Amplified Music

- A. **Purpose.** This Section provides locational standards for bars, pubs, night clubs, taverns, and entertainment establishments.
- B. **Applicability.** The provisions in this Section shall apply to bars, pubs, night clubs, taverns, and entertainment establishments as allowed in compliance per the zone standards and the following as applicable.

- C. City locational standards.** The following standards shall apply to bars, pubs, night clubs, taverns, and entertainment establishments which all require a Conditional Use Permit in compliance with the zone standards.
1. The bar, pub, night club, tavern, or entertainment establishment shall be located no less than 500 feet from any hospital, place of religious assembly, public park, or school;
 2. The bar, pub, night club, tavern, or entertainment establishment shall be located no less than 500 feet from any residential zone;
 3. The distance between any structure containing a bar, pub, night club, tavern, and entertainment establishment and another structure containing a bar, pub, night club, tavern, and entertainment establishment or any property zoned exclusively for residential purposes shall be measured in a straight line, without regard to intervening structures, from the closest property line of the structure containing the bar, pub, night club, tavern, and entertainment establishment to the closest property line of another structure containing a bar, pub, night club, tavern, and entertainment establishment or the property line of the property zoned exclusively for residential purposes; and
 4. A project shall meet all the above specified distance requirements at the time the application is deemed complete. After a project application has been deemed complete, the project will not be subject to any further application of the distance requirements. Any conflicting use (e.g., hospital, place of religious assembly, public park, or school) which commences after the Conditional Use Permit application “deemed complete” date, does so in full recognition of the pending Conditional Use Permit project.
- B. Applicability.** The provisions in this Section shall apply to drive-through and drive-up facilities where allowed by the zone standards and the following as applicable.
- C. Inwardly focused.** Drive-through aisles shall be inwardly focused within the site and located away from adjoining streets and adjoining properties, wherever feasible.
- D. Pedestrian walkways.** Pedestrian walkways (including ADA access areas) shall not intersect the drive-through access aisles, but where they do they shall have clear visibility and be emphasized by enhanced paving or markings.
- E. No reduction in off-street parking.** The provision of drive-through and drive-up service facilities shall not justify a reduction in the number of required off-street parking spaces.
- F. Accommodation of waiting vehicles.**
1. Drive-through access aisles shall provide sufficient space before the menu board to accommodate at least five waiting vehicles and a distance of 120 feet or six stacking spaces for each through window.
 2. Drive-through aisles shall have a minimum 10-foot interior radius at curves and a minimum 11-foot width.
 3. Drive-through lanes shall be designed separately from drive-through access aisles and shall avoid the blocking of parking stalls or pedestrian access.
- G. Menu and preview boards.** Menu and preview boards may only be installed in compliance with all of the following requirements.
1. Approval of a menu and preview board shall be subject to the approval of a Sign Plan or Comprehensive Sign Program before installation of any signs on the subject site. In addition to allowed on-site signs, up to two six-foot high menu boards, having a total aggregate area of 48 square feet shall be allowed.
 2. As practical, visibility of outdoor menu and preview boards shall be minimized from any adjoining street(s). Additional landscape areas or shrub plantings may be required to provide proper screening.

3.20.30 Drive-Through Facilities

- A. Purpose.** This Section provides locational and operational standards for retail trade or service uses providing drive-through and drive-up facilities to ensure that the facilities are designed and operated to effectively mitigate problems of congestion, excessive pavement, litter, noise, pedestrian safety, traffic, and unsightliness.

3. Any proposed carhop and/or walk-up menu boards shall not exceed four square feet in area and shall be located in areas generally defined through the required Conditional Use Permit process.

H. Noise. Amplification equipment (e.g., speakers at menu boards, piped music, etc.) shall be located so as not to adversely impact adjoining uses and shall be operated in compliance with Municipal Code regulations relating to noise. Amplified equipment shall not be audible from adjacent residential uses or disturbing to adjacent non-residential uses. Sound attenuation walls or other mitigation measures shall be required as necessary.

I. Prevention of headlight glare. Each drive-through aisle shall be appropriately screened with a combination of landscaping, low walls, and/or berms maintained at a minimum height of three feet to prevent headlight glare from impacting adjacent streets, adjoining properties, and parking lots.

J. Wall required when adjoining residential uses.

1. A minimum six-foot-high solid decorative masonry wall shall be constructed on each property line that adjoins a parcel zoned for and/or developed with a residential use.
2. The design of the wall and the proposed construction materials shall be subject to review and approval through the Site Plan and Design Review process.
3. A minimum five-foot-deep landscaping strip shall be provided between the wall and any driveway.

3.20.40 Internet Cafes and Game Arcades

A. Purpose. This Section provides locational, developmental, and operational standards for internet and cyber cafés and game arcades.

B. Applicability. The provisions in this Section shall apply to internet and cyber cafés and game arcades where allowed by the zone standards and the following as applicable.

C. City locational, developmental, and operational standards. The following standards shall apply to internet and cyber cafés and game arcades.

1. No internet or cyber cafés or game arcade use shall be established or maintained within a 500-foot radius, as measured from the property line, of any park, school, other internet café/arcade, or a public playground.

2. Adult-oriented business activities and/or uses are prohibited, unless specifically approved in compliance with applicable provisions of the SMC.

3. Internet site blocking, for the purposes of restricting adult sites, shall be required.

4. Internet and cyber cafés and game arcades shall provide full-time adult attendants or supervisors, 21 years of age or older, at a ratio of at least one attendant/supervisor for each 10 machines, plus one security guard for each 20 machines or fraction thereof or as otherwise directed by the Director.

5. Hours of operation shall be limited to 8:00 a.m. to 10:00 p.m., Sunday through Thursday, and 8:00 a.m. to 12:00 a.m. midnight, Friday and Saturday, unless alternative hours are specifically approved through the Conditional Use Permit process. These hours of operation shall be posted in a conspicuous place to the satisfaction of the Director.

6. A person shall not enter, be, or remain in any part of an internet and cyber café or game arcade while in the possession of, consuming, using, or under the influence of any alcoholic beverage or drug.

- a. No licensee or manager shall permit any person in possession of, consuming, using, or under the influence of any alcoholic beverage or drug to enter or remain on the premises.

- b. Signs shall be posted stating this condition to the satisfaction of the Director.

7. Minors shall be accompanied by a parent or legal guardian after 10:00 p.m. and may not enter the facility during those times that the Soledad School District is conducting its regular education program. Patrons who appear under the age of 25 shall present proper identification to verify their age before using the facility. Notice of these prohibitions shall be posted at the entrance to the satisfaction of the Director.

8. Adequate lighting shall be maintained inside the business and parking areas. An interior and exterior lighting plan shall be reviewed and approved by the Director before occupancy.

9. No window(s) shall be obstructed, tinted, or otherwise covered during business hours.

10. Establishments with internet access consisting of 25 percent or more of the gross floor area shall provide a waiting area with seating equal to one seat for every four computer stations.
 - a. No waiting list may be maintained beyond the seating capacity of the waiting area.
 - b. No outside waiting (loitering) or seating area shall be allowed and signs shall be posted stating this prohibition to the satisfaction of the Director.
11. The applicant shall submit and receive an approved plan from the Fire Department.
 - a. The plan shall address all exiting requirements of the Uniform Building and Fire Codes.
 - b. This includes, but is not limited to, aisle locations and dimensions, equipment location, exiting, and panic hardware.
12. A security plan shall be subject to the review and approval of the Director.
13. Security measures may include, but are not limited to additional security guards, background investigations of the business applicants, and surveillance video equipment.
14. To minimize noise issues, all computers shall utilize headphones with no external speakers allowed.

3.20.50 Massage Establishments

- A. **Purpose.** This Section provides locational standards for massage establishments operated as an independent use, in addition to the standards specified in the Municipal Code.
- B. **Applicability.** The provisions in this Section shall apply to massage establishments operated as an independent use as allowed by the zone standards and the following as applicable.
- C. **City locational standards.** The following standards shall apply to massage establishments operated as an independent use. These standards are intended to promote operation of legitimate massage services and to prevent problems of blight and deterioration, which accompany and are brought about by large numbers of massage establishments that may act as fronts for prostitution and other illegal activity.

1. **Location requirements.** A massage establishment shall not be located:
 - a. Within 500 feet of a public or private school, park or playground, civic center, cultural site, or religious institution; or
 - b. Within 500 feet of another massage establishment site.
2. **Waiver of location restrictions.** A property owner may apply for a waiver of the location restrictions contained in Subparagraph 1, above. The review authority, after a public hearing, may waive any location restriction, if all of the following findings are first made:
 - a. The proposed use will not be contrary to the public interest or injurious to nearby properties, and that the spirit and intent of this Section will be observed;
 - b. The proposed use will not enlarge or encourage the development of an urban blight area; and
 - c. The proposed use will not adversely affect a religious institution, school, park, or playground.

3.20.60 Meeting Facilities

- A. **Purpose.** This Section provides locational, developmental, and operational standards for meeting facilities, places of public assembly, and places of religious worship.
- B. **Applicability.** The provisions in this Section shall apply to meeting facilities, places of public assembly, and places of religious worship where allowed by the zone standards and the following as applicable.
- C. **City locational, developmental, and operational standards.** Except as specified in this Section, the premises on which a meeting facility, place of public assembly, or place of religious worship is located shall comply with the regulations and restrictions applicable to the zone in which it is located.
 1. **Parcel size and location.**
 - a. The minimum parcel size for a meeting facility, place of public assembly, or place of religious worship shall be 10,000 square feet.

- b. A meeting facility, place of public assembly, or place of religious worship use shall have frontage on a site with a minimum of two separate access points to secondary or larger roadways, as identified in Figure 5.8.1.

2. Overconcentration.

- a. A meeting facility, place of public assembly, or place of religious worship use shall not be located within 100 feet of another existing meeting facility, place of public assembly, or place of religious worship, disregarding the corporate boundary of the City, unless the applicable review authority grants an exception.
- b. The review authority, in granting an exception, shall first find that the proposed concentration will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of the proposed meeting facility, place of public assembly, or place of religious worship use.

3.20.70 Motor Vehicle Service / Repair Garage

- A. Automotive vehicle repair establishments shall comply with the following, as applicable:
 - 1. All repair activities shall be entirely enclosed within a building or freestanding walls at least eight feet in height, subject to the applicable requirements for frontage in Section 2.0.
 - 2. Off-street parking shall be provided so that all vehicles under repair, or awaiting repair, are within a building on the property where the repair activity occurs or behind a wall at least eight feet tall. All walls or fences shall be designed to integrate with the adjoining facade in terms of architectural style, materials, finishes and colors.

3.20.80 Outdoor Sales / Display of Merchandise

- A. Outdoor display of merchandise for sale shall be conducted in a manner that does not create any conditions that are detrimental to the appearance of the premises or surrounding properties or in any other manner is detrimental to the public health, safety, welfare or causes a public nuisance.
- B. Displayed merchandise shall not be located within five feet of the public street or within parking aisles, required

parking spaces, landscaped areas, or within required fire or handicapped access ways.

- C. Displayed merchandise within the sidewalk shall not impede the clear accessible path along the adjacent sidewalk and entrance to the business and shall be at least five feet from the adjacent curb.
- D. Displayed products shall be limited to the primary merchandise sold by the principal business that occupies the building. Merchandise shall not be displayed for sale on an undeveloped or vacant site.
- E. Any outdoor displays located in the public right-of-way require approval of all improvements and street furniture by the Director and issuance of an Encroachment Permit.
- F. In multi-tenant buildings, the displayed merchandise from the multiple tenants displaying merchandise shall be limited to the area directly in front of the multi-tenant building displaying the merchandise.
- G. Displayed merchandise shall be removed each day when the business closes.
- H. The property owner is responsible for the collection of trash and any debris caused by the display of merchandise in front of the building.

3.20.90 Outdoor Storage

- A. All outdoor storage areas shall be completely screened from both public view and adjacent properties to ensure that outdoor storage does not create any conditions that are detrimental to the appearance of the premises or surrounding properties or in any other manner that is detrimental to the public health, safety, welfare or causes a public nuisance.
- B. The stored materials shall be limited to those normally associated with the principal use on the site as allowed by the zone standards.
- C. All walls or fences used for screening purposes shall be at least six feet and up to ten feet in height but only upon the issuance of a Conditional Use Permit. All walls or fences shall be designed to integrate with the adjoining facade in terms of architectural style, materials, finishes and colors.
- D. Storage materials or equipment shall not exceed the height of the wall or fence enclosing the materials or equipment.

- E. All screening materials shall be installed and finalized prior to the commencement of storage on-site.

3.20.100 Secondhand Stores

- A. **Purpose.** This Section provides operational standards for retail secondhand stores.
- B. **Applicability.** The provisions in this Section shall apply to retail secondhand stores where allowed by the zone standards and the following as applicable.
- C. **City standards.** Except as specified in this Section, the premises on which a retail secondhand store is located shall comply with the regulations and restrictions applicable to the zone in which it is located.
1. **Design quality.** A proposed retail secondhand store shall be of an architectural and visual quality and character that harmonizes with, or where appropriate, enhances the surrounding area.
 2. **Store front appearance.** The store front of a retail secondhand store shall not be distinguishable from a store selling new merchandise other than by signs and merchandise displayed.
 3. **Display of merchandise for sale.** All merchandise shall be displayed in a similar manner to that of a store selling new merchandise.
 4. **Completely enclosed structure.** All available merchandise shall be displayed, sold, and stored within a completely enclosed structure.
 5. **Business License required.** A retail secondhand store shall receive and maintain a valid City Business License issued in compliance with Municipal Code Section 4.04.050 (License required).

3.20.110 Sidewalk Dining

- A. As allowed by the zone standards, sidewalk dining may occur within a public sidewalk or open space subject to the following:
1. Furniture such as tables, chairs, umbrellas and portable heaters are allowed to be placed within the sidewalk provided that the furniture is:
 - a. located either adjacent to the building or near the curb;
 - b. clear of required ADA access; and

- c. maintained in a manner that does not become detrimental to the function and appearance of the sidewalk or present potential safety hazards.

2. If alcohol is served, the area where alcohol is to be consumed shall be delineated by decorative stanchions and/or potted plants or other such approved method;
3. The area along the sidewalk shall not be enclosed with any feature taller than four feet except for landscaping which shall not obscure views into the sidewalk dining area;
4. Music is allowed subject to City review and approval to ensure that it does not become detrimental to the function of the sidewalk;
5. The area shall be kept free of debris or other such trash; and
6. Any outdoor seating and/or barriers located in the public right-of-way requires approval of all improvements and street furniture by the Director and issuance of an Encroachment Permit.

3.20.120 Antennae Stealth Design

- A. In compliance with all applicable Federal and State law, all antennae and their supporting structure(s) shall be designed to comply with the following:
1. When either the antennae or supporting structure is within the build-to-layer for the zone, the antennae/supporting structure shall be integrated into the architectural design of the building and shall be consistent in style, size, materials, and finishes with the main building on the site and per the applicable frontage requirements; and
 2. When the antennae and supporting structure are not within the build-to-layer for the zone, the antennae/supporting shall be integrated into the architectural design of the subject facade, to the satisfaction of the City.

3.20.130 Temporary Uses

- A. Temporary uses are short term activities that might not meet the normal development or land use standards of the applicable zone, but may otherwise be acceptable because of their temporary, non-permanent, or seasonal

nature. Such temporary land uses are allowed subject to the requirements in this subsection, as applicable. Two types of temporary land use activities are allowed: exempt and temporary.

B. Exempt Temporary Uses. The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit (refer to the SMC for Temporary Use Permit requirements and procedures). Land use activities that do not fall within the categories defined below shall comply with subsection C2 (Allowed Temporary Uses), below.

1. Construction Yards – On-Site

- a. On-site contractors' construction/storage yard(s), in conjunction with an approved construction project on the same parcel.
- b. The construction yard shall be removed immediately upon completion of the construction project, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.

2. Emergency facilities. Emergency public health and safety needs/land use activities, as determined by the City Council.

3. Special Event Permits. A Special Event Permit shall be obtained from the before conducting athletic events, parades, and public assemblies, occurring on or within the public rights-of-way or other publicly owned property, in compliance with the SMC.

C. Allowed Temporary Uses. The following activities also require a Temporary Use Permit (refer to the SMC for Temporary Use Permit requirements and procedures).

1. Contractors' construction yards – off-site. The temporary use of a site for an off-site contractor's construction/storage yard(s). The permit may be effective for up to 12 months, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.

2. Events.

- a. **Entertainment events.** Amusement rides, arts and crafts exhibits, auctions, carnivals, circuses, concerts, fairs, festivals, flea markets, food events, outdoor entertainment/sporting events, and other

similar events as determined by the Director for a period not to exceed 10 days twice per year, separated by at least 30 days between uses. These events shall be conducted at least 200 feet away from any residence.

- b. **Farmer's Markets.** Temporary or seasonal sales of agricultural products such as vegetables, fruits and other related items are allowed per a Temporary Use Permit as identified in the zone standards with the following:
 - i. Agricultural products shall comprise at least 75 percent of the retail space available.
 - ii. The exhibition and sale of other agricultural products such as processed food (dried fruit, cheese or bread, for example), or artisan handiwork or art, shall not exceed 25 percent of the retail space available.
 - iii. The sale of alcoholic products is limited to wine only, by the bottle, not to be consumed on-site, and is subject to securing a Conditional Use Permit for the sale of alcohol.
 - iv. The sale of second-hand, or used merchandise, is prohibited.
 - v. The area where the farmer's market is to operate is subject to the review and approval of the City to ensure that appropriate access and circulation are provided.
 - vi. The farmer's market may consist of as many individual sales booths as can appropriately fit on the site at the discretion of the City. Each booth is to be temporary and to be installed and removed within the same 24-hour period that it is to be used. The size and quality of booths are subject to City review and approval.
 - vii. Musical entertainment may be provided subject to City review and approval.
- c. **Outdoor sales displays / events.** Outdoor sales are allowed throughout the year when conducted by a retail business holding a valid City Business License and when conducted in compliance with Section 3.20.80. For purposes of this subsection an outdoor sales display shall be no longer than three consecutive days in duration.

- d. **Seasonal sales events.** Seasonal sales (i.e., Halloween pumpkin sales and Christmas tree sale lots) only by businesses holding a valid City Business License not to exceed 40 days for pumpkin and tree sales. All other seasonal sales shall not exceed four events per year with a maximum of five days for each event.
 - e. **Storage of structures or equipment.** Temporary storage structures within residential areas, not to exceed 30 days.
- D. Conditions of Approval.** In approving a temporary use, the Director may impose conditions that are deemed reasonable and necessary to ensure that the permit would be in full compliance with the findings required by Section 2.10.20.
- E. Requirements and conditions from other City departments.** Other City departments (e.g., Building, Engineering, Fire, and Police) may also recommend conditions of approval for a temporary use.
- F. Appropriate conditions.** These conditions may address any pertinent factors affecting the operation of the temporary event, or use, and may include the following:
- 1. **Fixed period of time.** Unless otherwise stated in the permit, a provision for a fixed period of time not to exceed 30 days for a temporary use not occupying a structure, including promotional activities, or 12 months for all other temporary uses or structures, or for a shorter period of time as determined appropriate by the Director;
 - 2. **Operating hours and days.** Regulation of operating hours and days, including limitation of the duration of the temporary use;
 - 3. **Temporary pedestrian and vehicular circulation.** Provision for adequate temporary pedestrian and vehicular circulation, parking facilities (including vehicular ingress and egress), and public transportation, if applicable;
 - 4. **Regulation of nuisance factors.** Regulation of nuisance factors including prevention of glare or direct illumination on adjacent parcels, dirt, dust, gases, heat, noise, odors, smoke, trash, and vibration;
 - 5. **Regulation of temporary structures.** Regulation of temporary structures and facilities, including placement, height and size, location of equipment and open spaces, including buffer areas and other yards;
 - 6. **Sanitary and medical facilities.** Provision for sanitary and medical facilities, as appropriate;
 - 7. **Waste collection, recycling, and/or disposal.** Provision for solid, hazardous, and toxic waste collection, recycling, and/or disposal;
 - 8. **Police/security and safety measures.** Provision for police/security and safety measures, as appropriate;
 - 9. **Signs.** Regulation of signs;
 - 10. **Performance bond or other security.** Submission of a performance bond or other security measures and satisfactory to the Director, to ensure that any temporary facilities or structures used will be removed from the site within a reasonable time following the event and that the property will be restored to its former condition, or better, as determined by the Director, in compliance with subsection G (Condition of Site Following Temporary Use);
 - 11. **Compliance with applicable provisions.** A requirement that the approval of the requested temporary use is contingent upon compliance with applicable provisions of the SMC and the successful approval of any/all required permits from any other department or governing agency; and
 - 12. **Other conditions.** Other conditions that would ensure that the operation of the proposed temporary use would be conducted in an orderly and efficient manner, and in full compliance with the purpose of this Section.
- G. Condition of Site Following Temporary Use.** Each site occupied by an allowed temporary use activity shall be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use, and shall continue to be used in compliance with the Downtown Code.

4.0 Building Standards

4.10 Purpose of Development Standards

This Section of the Downtown Code is intended to generate new buildings or the revitalization and/or modification of existing buildings to successfully implement the Downtown Specific Plan.

4.20 Building Standards

Any parcel or building subject to the Downtown Code shall be developed in compliance with the standards identified in Table 5.4, as applicable. Applications, or portions thereof, that do not comply with the applicable requirements shall be considered inconsistent with the intent and purpose of the Downtown Code.

All buildings shall be located on the site per the zone standards and building type standards.

4.30 Small Town-Scale Buildings and Intended Physical Character

Property subject to the Downtown Code is intended to generate and support the small town-scale and physical character envisioned by the Downtown Specific Plan as described below:

A. Design Objectives. Buildings and their additions shall be designed and maintained to:

1. Generate small town-scale buildings through block-form or house-form building design.
 - a. **Block-Form Buildings.** These are buildings that are larger than houses and intended for a wide variety of land use activities. These buildings tend to occupy most of their building site and can occupy large portions of a block in some cases. See Tables 5.4A - 5.4D.
 - b. **House-Form Buildings.** These are buildings that are the size of houses and intended for primarily residential activities with some non-residential activities as allowed by Table 5.4. These buildings are a single or multiple dwelling buildings that

always have the form and size of houses that are compatible with the neighborhood. See Tables 5.4E - 5.4J.

2. Support the intended physical environment of the zone;
 3. Support active and continuous pedestrian-oriented environments, per each zone;
 4. Generate pedestrian-oriented buildings in both how buildings are accessed and how their size and mass are scaled to their context; and
 5. Express small town physical character through the design of appealing buildings comprised of simple volumes and facades.
- B. Sites with Multiple Buildings.** Sites that are larger than required by the applicable building type may either:
1. Leave the excess land open, in compliance with the frontage requirements for the zone; or
 2. Design the site to accommodate multiple buildings per the building site requirements for each building type.
- C. Large Sites.** Sites of at least one acre in size are exempt from the rear yard area requirements for each building type in the project when the following occur:
1. The site complies with the required building setback requirements along the rear of the property;
 2. At least half of the required parking is located below grade or within a podium garage that complies with the applicable frontage requirements; and
 3. The site provides at least fifteen percent open space in addition to required front yards with no individual open space being less than 20 feet wide.

This page intentionally left blank

4.40 Required Criteria

- A. In order for the application to be approved, the application shall meet the following criteria, as applicable.
1. Generates or maintains a pedestrian-oriented streetscape as envisioned in the Downtown Specific Plan;
 2. Generates or maintains compatible adjacencies of building location and scale between new buildings and neighboring buildings and existing neighborhoods;
 3. Provides for vehicular / service access without adversely affecting the pedestrian-orientation of the streetscape;
 4. Generates or maintains a balanced parking supply that groups or shares commercial parking between multiple properties / blocks that addresses the different parking needs during different times of day;
 5. Generates or maintains pedestrian-oriented buildings through appropriate building massing and design of frontages;
 6. Supports an active streetscape through buildings ~~on~~ that front the street and/or open space with rooms/ activities that are compatible with and contribute to the pedestrian experience of the streetscape;
 7. Generates or maintains pedestrian-oriented open space within residentially-oriented buildings through on-site private open space; and
 8. Complies with the requirements of the applicable zone(s) as identified in Figure 5.2.1.

4.50 Addition of Building Type

- A. Applications that propose to add a building type to the Downtown Code shall comply with the following requirements.
1. The applicant shall provide the following information to the Director:
 - a. A written statement identifying that the proposed type is not similar to any of the allowed types in Table 5.4;
 - b. A diagram showing the proposed type in plan and section to identify the configuration and key elements; and
 - c. At least three examples of the proposed type in its intended physical context.
 2. The Director shall first review the application to confirm whether or not the proposed type is similar to any of the allowed types in Table 5.4. If not similar to an allowed type, the application shall continue to be processed.
 3. The Architectural Review Committee shall review the application and provide a recommendation to the Director. The Director shall present the recommendation to the Planning Commission for its review and action.
 4. The Planning Commission shall review the application and the Architectural Review Committee's recommendation in order to make a recommendation for final action to the City Council.
 5. The City Council shall review the Planning Commission's recommendation and take final action on the application. If the application is approved, the necessary amendments to the Code shall be made.

4.60 Requirements by Zone

In support of the purpose and intended physical environment for each zone, Table 5.4 identifies the allowed building types in each zone. All land use and development activity shall comply with the applicable requirements of Table 5.4.

- Requirements for Buildings.** All buildings subject to the Downtown Code are required to comply with the requirements for building types in Section 4.0.
- Building Size.** All buildings subject to the Downtown Code shall comply with the size and massing requirements, as applicable.
- Stories and Height.** Where partial numbers are shown for a building (e.g., '2.5'), this identifies that the upper most story is to be allowed at a lower coverage rate than the lower stories such as an occupied attic or smaller footprint than the story below. Building height is specified in Table 5.2A - 5.2E and is expressed in feet to the highest eave on the building, not counting the roof in the overall height dimension.
- Multiple Building Types.** As allowed by Section 4.0, a site or building may utilize multiple building types subject to compliance with the applicable requirements and City review and approval.

TABLE 5.4. ALLOWED BUILDING TYPES



NOTES FOR TABLE 5.4	
SEE TABLE 5.4C	Type allowed in zone, see reference for requirements
blank	Type not allowed in zone
2	Maximum stories in zone
2.5	Maximum of three stories with the 3rd story required within the 2nd story roof volume
3.5	Maximum of four stories with the 4th story required within the 3rd story roof volume

ALLOWED TYPES	DT CORE (DTC)	
	REQUIREMENTS	MAX. STORIES
BLOCK-FORM TYPES		
A. LINED BUILDING	SEE TABLE 5.4A	4
B. FLEX BUILDING	SEE TABLE 5.4B	4
C. SHED	SEE TABLE 5.4C	2
D. ROWHOUSE '1'	SEE TABLE 5.4D	2.5
HOUSE-FORM TYPES		
E. ROWHOUSE '2'		
F. COURTYARD BUILDING	SEE TABLE 5.4F	3.5
G. BUNGALOW COURT	SEE TABLE 5.4G	2.5
H. MANSION APARTMENT	SEE TABLE 5.4H	2.5
I. DUPLEX TO QUADPLEX		
J. HOUSE		

TABLE 5.4. ALLOWED BUILDING TYPES



ZONES

DT EDGE (DTE)		MONTEREY STREET (MS)		RAILROAD CORRIDOR (RR)		GATEWAY (GW)	
REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES
SEE TABLE 5.4A	2.5	SEE TABLE 5.4A	2	SEE TABLE 5.4A	2	SEE TABLE 5.4A	2
SEE TABLE 5.4B	2.5	SEE TABLE 5.4B	2	SEE TABLE 5.4B	2	SEE TABLE 5.4B	2
SEE TABLE 5.4C	1			SEE TABLE 5.4C	2	SEE TABLE 5.4C	1
SEE TABLE 5.4D	2.5			SEE TABLE 5.4D	2	SEE TABLE 5.4D	2
REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES	REQUIREMENTS	MAX. STORIES
SEE TABLE 5.4E	2.5	SEE TABLE 5.4E	2	SEE TABLE 5.4E	2	SEE TABLE 5.4E	2
SEE TABLE 5.4F	2.5	SEE TABLE 5.4F	2.5	SEE TABLE 5.4F	2	SEE TABLE 5.4F	2
SEE TABLE 5.4G	2.5	SEE TABLE 5.4G	2				
SEE TABLE 5.4H	2.5	SEE TABLE 5.4H	2				
SEE TABLE 5.4I	2.5	SEE TABLE 5.4I	2				
SEE TABLE 5.4J	2.5	SEE TABLE 5.4J	2				

TABLE 5.4A. LINED BUILDING STANDARDS

A. Description of type. A combined building that consists of two basic components: an exterior building(s) that conceals an interior, large scale building such as a parking garage, movie theater, or "big box" store. The exterior building(s) is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. The interior building may also be designed for those uses or for a single use.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Lined Building type.
2. Each building site shall measure at least 125 feet by 125 feet.

C. Building Size and Massing Standards.

1. Each building shall be located on its site per the building and parking placement requirements of the zone.
2. Exterior buildings shall be at least 30 feet in depth to conceal the interior building (e.g., parking garage, big box retail, theater) except in the following situations:
 - pedestrian entries (up to 20 feet wide)
 - along alleys or other service drives
 - on side streets, for parking garages up to 130 linear feet when at least 30 feet from the a primary street
3. Buildings may be composed of one to four-story volumes as allowed by the zone and per the following:
 - The interior building shall be at least 75 feet from Monterey Street and 40 feet from Front Street
 - The interior building shall not exceed two stories within 150 feet of Monterey Street
4. Buildings on corner sites shall be designed with two facades of equal architectural expression.
5. Facades shall be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.



Illustrative example of Lined Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.

6. Facades exceeding 100 feet shall have the appearance of multiple attached buildings.
7. Facades of single-story buildings shall be at least 20 feet tall. Facade height can be achieved through parapets or false fronts.
8. The uppermost story of a parking garage shall include a decorative parapet to provide visual interest and to diminish the presence of parked vehicles.

D. Frontage standards.

1. The transition from public to private, indoor to outdoor, at the main entrance to each building shall be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street.
3. Along Monterey Street and adjacent side streets, living rooms and kitchens rather than service rooms shall be oriented toward the street. Where retail or office is allowed, non-service space shall be oriented toward the street.

E. Primary pedestrian access standards.

1. The main entrance to ground floor suites shall be located within the facade and accessed directly from the street.
2. Entries to the building shall be at grade along the adjacent sidewalk.
3. Access to upper story suites or dwelling units shall be through a street level lobby and/or corridors accessed directly from the street.
4. Pedestrian access to the interior building from the public sidewalk may be through the liner building or through a paseo of up to 20 feet in width.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway on the side street. The driveway shall not exceed 20 feet in width and be located per the parking and placement standards for the zone.
2. Parking may be provided in a single- or multiple-level garage, subterranean garage, or a combination of any of the above.
3. Parking spaces shall be located per the parking and placement standards for the zone.
4. Where present, entrances to subterranean parking shall be located to the side or rear of the lot. When the building occupies most or all of a block, such access shall be located toward the middle of the block.
5. Off-street parking spaces shall be provided as required by the zone.
6. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of yards is determined by the setbacks and frontage type requirements of the zone(s).
2. When the interior building is a shared parking facility, the pedestrian access shall be through a forecourt (Table 5.5D) along the primary frontage or at the street corner.



View of Lined Building type from sidewalk showing a forecourt entry to the garage with the exterior building masking the interior building. Exterior building may consist of separate volumes as shown above in compliance with zone standards.



View of Lined Building type showing exterior building masking the interior building with a forecourt entry on each street frontage. Exterior building may consist of separate volumes as shown above in compliance with zone standards.

3. Landscaping, when present, shall comply with the applicable frontage requirements for the zone(s).
4. Private patios may be provided in side and rear yards.
5. When housing is provided above the interior building, apply the open space requirements for the Courtyard Building (Table 5.4F).

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.

TABLE 5.4B. FLEX BUILDING STANDARDS

A. Description. A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. Upper floor units may be directly accessed from the street through a stair or through a street level lobby. The building may also be configured for 'work-live' occupancy in which case, the primary use is the non-residential space on the ground floor and the secondary use is the upper story dwelling. Each use has its own entry from the sidewalk with the combination of work space and dwelling typically being owned or leased by the same person(s).

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Flex Building type. This type is allowed in the MS zone when within 75 feet of a street corner.
2. Each building site shall measure at least 20 feet wide by 75 feet in depth.

C. Building Size and Massing Standards.

1. Buildings may be composed of one, two, three or four story volumes as allowed by the zone.
2. Buildings on corner lots shall be designed with two facades of equal architectural expression.
3. Facades shall be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
4. Buildings shall not exceed 300 linear feet.
5. Buildings with a facade length exceeding 100 feet must have the appearance of multiple attached buildings.
6. Buildings in the MS zone shall not exceed 80 linear feet.



Illustrative example of Flex Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Flex Building type as individual buildings or as a large building resembling smaller buildings.

Below Left: Flex Building with larger mass at the street corner, transitioning along side streets to smaller buildings.



7. Facades of single story buildings shall be at least 20 feet tall. Facade height can be achieved through parapets or false fronts.

D. Frontage Standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street.
3. In the MS zone, where retail or office is allowed, non-service space shall be oriented toward the street.

E. Primary pedestrian access standards.

1. The main entrance to ground floor suites shall be located within the facade and accessed directly from the street.
2. Entries to the building shall be at grade along the adjacent sidewalk.
3. Access to upper story suites or dwelling units shall be through a street level lobby and/or corridors accessed directly from the street.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway on the side street. The driveway shall not exceed 20 feet in width and be located per the parking and placement standards for the zone.
2. Parking may be provided in a surface lot, garage, subterranean garage, carport, or a combination of any of the above.
3. Parking spaces shall be located per the parking and placement standards for the zone.
4. Where present, entrances to subterranean parking shall be located to the side or rear of the lot.
5. Off-street parking spaces shall be provided as required by the zone.
6. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the applicable zone.



Flex Building type can generate multiple stories or a single, loft story as in the building at far right.



Flex Building type as a small, independent building shaping the streetscape.



Flex Buildings arranged around a forecourt that is shared by several businesses

2. Landscaping, when present, shall comply with the applicable frontage requirements for the zone.
3. Patios may be provided in side and rear yards.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.

TABLE 5.4C. SHED BUILDING STANDARDS

A. Description. A building designed for occupancy primarily by light manufacturing, workshop, and warehouse uses. Shed buildings may also accommodate residential uses in compliance with Uniform Fire Code requirements and further provided that ground floor residential uses do not exceed 20 percent of the total ground floor area. Shed buildings also accommodate the large loading and/or staging area requirements that light manufacturing and warehouse uses might need as well as support areas and parking to be located either to the side or the rear of the building in order to ensure that buildings front the sidewalk and street.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Shed Building type.
2. Each building site shall measure at least 50 feet wide by 100 feet in depth.

C. Building size and massing standards.

1. Buildings may be composed of one or two-story volumes as allowed by the zone.
2. Buildings on corner lots shall be designed with two facades of equal architectural expression.
3. Facades shall be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
4. Buildings shall not exceed 300 linear feet.
5. Buildings with a facade length exceeding 100 feet must have the appearance of multiple attached buildings.
6. Facades of single story buildings shall be at least 20 feet tall. Facade height can be achieved through parapets or false fronts.

D. Frontage standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Retail or office space rather than service rooms must be oriented toward the street.



Illustrative example of Shed Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Shed Building type with multiple businesses and their entries from the street.



Shed Building Type as an individual building with a single tenant.

E. Primary pedestrian access standards.

1. The main entrance to ground floor suites shall be located within the facade and accessed directly from the street.
2. Entries to the building shall be at grade along the adjacent sidewalk.
3. Access to upper story suites shall be through a street level lobby and/or corridors accessed directly from the street.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway on the side street. The driveway shall not exceed 20 feet in width and be located per the parking and placement standards for the zone. For interior lots without an alley or side street access, the driveway shall not exceed 20 feet in width and shall be flanked by planters of at least three feet in width.
2. Parking may be provided in a surface lot, garage, subterranean garage, carports, or a combination of any of the above.
3. Parking spaces shall be located per the parking and placement standards for the zone.
4. Where present, entrances to subterranean parking shall be located to the side or rear of the lot.
5. Off-street parking spaces shall be provided as required by the zone standards.
6. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the applicable zone.
2. Landscaping, when present, shall comply with the applicable frontage requirements for the zone.
3. Patios may be provided in side and rear yards.



Shed Building type as a multi-tenant light industrial building.



As allowed by the zone, access to parking and service areas is in compliance with the frontage and streetscape requirements.

4. Outdoor employee 'break area is not required as the adjacent streetscape is intended to serve that purpose.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.

TABLE 5.4D. ROWHOUSE '1' BUILDING STANDARDS

- A. Description.** A building comprised of five or more attached dwelling units arranged side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The building is located at the front of the property, with the garage at the rear, separated from the primary building by a rear yard.
- B. Building Site Standards.**
1. Each building shall be located on a building site that allows the Rowhouse '1' Building type.
 2. Each building site shall measure at least 100 feet wide by 100 feet in depth.
- C. Building size and massing standards.**
1. Buildings may be composed of one, two or 2.5 story volumes as allowed by the zone.
 2. Buildings on corner sites shall be designed with two facades of equal architectural expression.
 3. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
 4. The front elevation and massing of each Rowhouse building may be either symmetrical or asymmetrical, repetitive or unique, as long as the delineation of each individual unit is evident.
 5. Buildings shall not exceed 200 linear feet along the primary frontage.
- D. Frontage standards.**
1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
 2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.
- E. Primary pedestrian access standards.**
1. The main entrance to each rowhouse shall be located within the facade and accessed directly from the street.



Illustrative example of Rowhouse '1' Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Rowhouse '1' Building type as individual buildings or as a large building resembling smaller buildings.



Rowhouse '1' Building with stoop frontages with upper stories massed toward the street and away from rear yards.

2. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall be in compliance with applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley.
2. Parking may be provided in a garage or combination of garage and carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. Rearyards shall be at least 15 percent of the area of each lot and at least 15 feet in either width or depth; however, if the lot fronts a park or common green of at least 5,000 square feet in size, no rearyard is required.
3. Shrubs and hedges shall not be used to separate a front yard from front yards on adjacent parcels.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Rowhouse '1' Building type as individual buildings or as a large building resembling smaller buildings with shallow stoop frontages.



Rowhouse '1' Building showing rear garage access from an alley with landscaping and reduced massing as compared to that of the primary facades.

TABLE 5.4E. ROWHOUSE '2' BUILDING STANDARDS

A. Description. A building comprised of up to four attached dwelling units arranged side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The building is located at the front of the property, with the garage at the rear, separated from the primary building by a rear yard.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Rowhouse '2' Building type.
2. Each building site shall measure at least 100 feet wide by 100 feet in depth.

B. Building size and massing standards.

1. Buildings may be composed of one, two or 2.5-story volumes.
2. Buildings on corner sites shall be designed with two facades of equal architectural expression.
3. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters
4. The front elevation and massing of each Rowhouse building is asymmetrical and unique, expressing each individual unit through design and through the use of porches.
5. Buildings shall not exceed 120 linear feet along the primary frontage.

C. Frontage standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.

D. Primary pedestrian access standards.

1. The main entrance to each rowhouse shall be located within the facade and accessed directly from the street.



Illustrative example of Rowhouse '2' Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Rowhouse '2' Building type showing the pattern of up to four attached dwellings with house-form massing.



Rowhouse 'B' Building with front yard and forecourt frontages.

2. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall be in compliance with applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access must be provided through an alley.
2. Parking may be provided in a garage or carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. Rearyards shall be at least 15 percent of the area of each lot and at least 15 feet in either width or depth; however, if the lot fronts a park or common green of at least 5,000 square feet in size, no rearyard is required.
3. Shrubs and hedges shall not be used to separate a front yard from front yards on adjacent parcels.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Rowhouse '2' Building with large, individual dwellings arrayed in groups of up to 4 dwellings, staying within the scale of house-form buildings.



Rowhouse '2' Building with individual frontages that engage the upper story as a semi-public space.



Rowhouse '2' Building with individual frontages and entries to each dwelling, giving identity within a multiple-dwelling building.

TABLE 5.4F. COURTYARD BUILDING STANDARDS

A. Description. A group of attached dwelling units arranged to share one or more common courtyards with pedestrian access to the building's entrances from the courtyard and/or fronting street. The courtyard is intended to be a semi-public outdoor room that is an extension of the public realm. Courtyard buildings may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Courtyard Building type.
2. Each building site shall measure at least 120 feet wide by 150 feet in depth.

C. Building Size and Massing Standards.

1. Buildings shall be principally composed of two story volumes with third and fourth story elements, as allowed, for architectural accentuation;
2. Buildings may be composed of stacked flats, townhouse units and lofts, or a combination of these dwelling unit types;
3. Buildings on corner lots shall be designed with the courtyard oriented toward and visible from both streets. Buildings shall not be located between the street and the courtyard;
4. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters;
5. Building facade length shall not exceed 100 feet unless designed with a vertical setback from the base of the building to the roof line, at least 18 inches wide and 18 inches deep, giving the building an appearance of multiple attached buildings; and
6. Buildings shall not exceed 130 linear feet.

D. Frontage standards.

1. The transition from public to private, indoor to outdoor, at the main entrance to each building shall per the allowed frontage types for the zone.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.
3. Within the courtyard(s), suites and/or dwellings shall use only the following frontage types to transition between the courtyard and the individual suite/dwelling: front yard, porch, stoop, door yard, and one-story gallery.



Illustrative example of Courtyard Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Courtyard Building type with a variety of massing and connections to the sidewalk.



Courtyard Building type with primarily 2-story volumes, porch frontages and balconies around a shared courtyard and open to the street.

E. Primary Pedestrian Access Standards.

1. The main entrance to each suite or dwelling unit shall be accessed directly from the street or a common courtyard.
2. Each courtyard shall be directly visible and accessible from the street.
3. Suites and/or dwelling units fronting the street shall be accessed from the street.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley. Where an alley is not present, access shall be provided through a side-drive. For corner lots, access shall be provided from the side street.
2. Parking may be provided in a surface lot, garage, subterranean garage, carport, or a combination of any of the above.
3. Parking spaces and access driveways shall be located per the parking placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards. Parking is not allowed in courtyards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley.

G. Open Space and Landscaping Standards.

1. The size of front yards is per the setbacks and frontage type requirements of the zone.
2. One or more separated or interconnected courtyards shall be provided, with a cumulative total area equal to at least 15 percent of the lot area and a minimum width of 30 feet. Courtyards shall not exceed 100 feet in width or length.
3. Courtyards located above subterranean garages shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.
4. On corner lots, the courtyard may be enclosed by a garden wall up to 48 inches tall that is designed as an extension of and harmonious with the design of the main building on the site.
5. Private patios may be provided in side and rear yards.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Courtyard Building type with 1 and 2-story volumes shaping the shared courtyard.



View from street into shared courtyard framed by 1 and 2-story volumes.



Courtyards may be simple or unique provided that the space is shared and is shaped by active rooms such as living rooms and kitchens on the ground floor.

TABLE 5.4G. BUNGALOW COURT STANDARDS

A. Description. A grouping of four or more detached buildings or dwelling units arranged around a shared courtyard with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and parking is placed in the rear of the lot or behind each unit. Bungalow Courts may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Bungalow Court type.
2. Each building site shall measure at least 120 feet wide by 150 feet in depth.

C. Building size and massing standards.

1. Bungalow Courts may be composed of one, two or 2.5 story houses as allowed by the zone.
2. Buildings along the front or side street of corner sites shall be designed with two facades of equal architectural expression.
3. Building elevations exceeding 25 feet in length must be designed to provide at least one horizontal break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.
4. Buildings shall not exceed 80 linear feet.

D. Frontage standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.
3. Within the courtyard(s), suites and/or dwellings shall use only the following frontage types to transition between the courtyard and the individual suite/dwelling: front yard, porch, stoop, door yard, and one-story gallery.



Illustrative example of Bungalow Court Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Bungalow Court Building type consisting of single-story buildings.



Bungalow Court Building type with some multiple-story buildings.

E. Primary pedestrian access standards.

1. The main entrance to each building shall be located within the facade and accessed directly from the street.
2. Buildings fronting on both a street and the courtyard shall be accessed from the street side.
3. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall comply with applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley. Where an alley is not present, access to lots shall be per a side drive not to exceed 15 feet in width flanked by planters at least three feet wide. Access to corner lots shall be from the side street and the garage door must be set back from the building wall by at least 10 feet.
2. Parking may be provided in a garage or carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. One or more separated or interconnected courtyards shall be provided, with a cumulative total area equal to at least 15 percent of the lot area and a minimum width of 25 feet. Courtyards shall not exceed 100 feet in width or length.
3. On corner lots, the courtyard may be enclosed by a garden wall up to 48 inches tall that is designed as an extension of and harmonious with the design of the main building on the site.
4. Private patios may be provided in side and rear yards.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Above and Below: Bungalow Court Building type consisting of individual buildings with their own entries and features within the overall group of buildings around the shared courtyard.



Bungalow Court Building type providing access directly from street (side street access shown below) while providing separation between individual buildings.

TABLE 5.4H. MANSION APARTMENT STANDARDS

A. Description. A building with the appearance of a large house, containing up to eight dwelling units surrounded on all four sides by setbacks. The building has a central lobby that provides access to individual units. On-site open space is provided by a rear yard that serves all the dwellings. The building may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Mansion Apartment Building type.
2. Each building site shall measure at least 100 feet wide by 120 feet in depth.

C. Building size and massing standards.

1. Buildings shall be composed of two or 2.5-story volumes as allowed by the zone and have the appearance of a large house.
2. Buildings on corner sites must be designed with two facades of equal architectural expression.
3. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
4. Buildings shall not exceed 80 linear feet

D. Frontage standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.

E. Primary pedestrian access standards.

1. The main entrance to the building's lobby shall be located within the facade and accessed directly from the street.
2. Each dwelling unit within the building shall be accessed directly from the lobby, by a corridor or by a central stairway located in the lobby.



Illustrative example of Mansion Apartment Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Above and Below: Mansion Apartment Building type consisting of an individual building with up to 8 dwellings which looks like a large house. Parking is along the side or in the rear.



3. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall be in compliance with applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley. Where an alley is not present, access to interior lots shall be provided by a side drive not to exceed 15 feet in width and flanked by planters at least three feet wide. Access to corner lots shall be from the side street and the garage door must be set back from the building wall by at least 10 feet.
2. Parking may be provided in a garage or carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. Side yards shall be at least eight feet wide and enclosed by a fence, wall or hedge.
3. Each ground floor dwelling shall have a private or semi-private yard of at least 150 square feet.
4. The rearyard shall be at least 15 feet in either width or depth; however, if the lot fronts a park or common green of at least 5,000 square feet in size, no rearyard is required.
5. Shrubs and hedges shall not be used to separate a front yard from front yards on adjacent parcels.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Above and Below: The Mansion Apartment Building type appears as a large house, fitting in the pattern of house-form streetscapes while containing up to 8 dwellings. Parking is typically along the rear of the site.



The Mansion Apartment Building type from the street is viewed as a large house. As a series of individual buildings, the effect is that of large houses next to each other.

TABLE 5.4I. DUPLEX/TRIPLEX/QUADPLEX STANDARDS

A. Description. Duplexes, triplexes, and quadplexes are buildings with two, three, or four dwellings, respectively, surrounded on all four sides by setbacks (front yard, side yard, rear yard) and may contain dwelling units and/or commercial uses as allowed by the zone. On-site open space is provided through a rear yard that serves all the dwellings or through individual yards for each dwelling.

B. Building Site Standards.

1. Each building shall be located on a building site that allows the Duplex/Triplex/Quadplex Building type.
2. Each building site shall measure at least 100 feet wide by 100 feet in depth.

C. Building size and massing standards.

1. Buildings shall be composed of one, two or 2.5-story volumes as allowed by the zone and have the appearance of a large house.
2. Buildings on corner lots must be designed with two facades of equal architectural expression.
3. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
4. Buildings shall not exceed 80 linear feet

D. Frontage standards.

1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.

E. Primary pedestrian access standards.

1. The main entrance to each unit shall be located within the facade and accessed directly from the street.
2. At corner lots, entrances on both street frontages are required.



Illustrative example of Duplex to Quadplex Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



Duplex to Quadplex Building type consisting of single-story buildings with up to four dwellings, fitting into the house-form streetscape.

3. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall be in compliance with applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley. Where an alley is not present, access to interior lots shall be provided by a side drive not to exceed 15 feet in width and flanked by planters at least three feet wide. Access to corner lots shall be from the side street and the garage door must be set back from the building wall by at least 10 feet.
2. Parking may be provided in a garage or carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by per the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. Side yards shall be at least eight feet wide and enclosed by a fence, wall or hedge.
3. Each ground floor dwelling shall have a private or semi-private yard of at least 150 square feet. If the lot fronts a park or common green of at least 5,000 square feet in size, individual yards are not required.
4. The rearyard shall be at least 15 feet in either width or depth.
5. Shrubs and hedges shall not be used to separate a front yard from front yards on adjacent parcels.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Above and Below: Duplex to Quadplex Building type with shared porch and house-massing fitting into the house-form streetscape.



Duplex to Quadplex Building type as seen along the streetscape is indistinguishable from the other house-form buildings.

TABLE 5.4J. HOUSE STANDARDS

- A. Description.** A building that is surrounded on all four sides by setbacks (front yard, side yards, rear yard) and contains no more than one dwelling unit and/or commercial uses as allowed by the zone. On-site open space is provided through a rear yard.
- B. Building Site Standards.**
1. Each building shall be located on a building site that allows the House Building type.
 2. Each building site shall measure at least 50 feet wide by 75 feet in depth.
- C. Building size and massing standards.**
1. Buildings shall be composed of one, two or 2.5-story volumes as allowed by the zone standards.
 2. Buildings on corner lots must be designed with two facades of equal architectural expression.
 3. Facades must be composed of increments of 25 feet or less. Increments can be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
 4. Buildings shall not exceed 80 linear feet.
- D. Frontage standards.**
1. The transition from public to private, indoor to outdoor at the main entrance to each building must be created by allowed frontage types for the zone per Table 5.5.
 2. Along Front Street and side streets, retail or office space rather than service rooms shall be oriented toward the street. Where ground floor residential is allowed, first floor living areas rather than sleeping or service rooms shall be oriented toward the street.



Illustrative example of House Building type. Individual designs may vary from example when in compliance with the applicable requirements and subject to City approval.



A 1.5 story example of the House Building type with a porch frontage.



A 2-story example of the House Building type with a porch frontage.

E. Primary pedestrian access standards.

1. The main entrance to each unit shall be located within the facade and accessed directly from the street.
2. At corner lots, entrances on both street frontages are required.
3. Entries to the building shall be at grade along the adjacent sidewalk. Where ramps are required, their design shall be per applicable ADA requirements and the frontage requirements in Section 5.0.

F. Vehicle access, parking and services standards.

1. Vehicular access shall be provided through an alley. Where an alley is not present, access to interior lots shall be provided by a side drive not to exceed 15 feet in width and flanked by planters at least three feet wide. Access to corner lots shall be from the side street and the garage door must be set back from the building wall by at least 10 feet.
2. Parking may be provided in a garage or carport with at least one required parking space provided in a garage.
3. Parking spaces and access driveways shall be located per the parking and placement standards for the zone.
4. Off-street parking spaces shall be provided as required by the zone standards.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located along the alley or side street when an alley is not present.

G. Open space and landscaping standards.

1. The size of front yards is determined by the setbacks and frontage type requirements of the zone.
2. Side yards shall be at least eight feet wide and enclosed by a fence, wall or hedge.
3. Rear yards shall be at least 20 feet in width and depth.
4. Shrubs and hedges shall be used to separate a front yard from front yards on adjacent parcels.

H. General standards.

1. Buildings shall comply with the applicable requirements in Section 9.20.



Single-story example of House Building type on corner lot with mature street trees adding to the overall environment.



Example of 1.5-story House Building type that is allowed to have small retail activity.



A 2.5-story example of House Building type with porch frontage and garage access along side of lot from street.

5.0 Frontage Standards

5.10 Purpose

This Section establishes the allowed frontage types for each zone within the Downtown Code boundaries. Frontage types provide the standards for how buildings individually shape the streetscape, including the framing of views of surrounding hillsides.

5.20 Allowed Frontages and Standards

Table 5.5 identifies the allowed frontage types and requirements within each zone applied to parcels in Figure 5.2.1. All buildings and sites subject to this code shall be designed, built and maintained per the applicable requirements of Table 5.5.

5.30 Small Town-Scale Frontage and Intended Physical Character

Property and rights-of-way subject to the Downtown Code are intended to generate and support the small town-scale and physical character intended by the Downtown Specific Plan as described below:

A. Design Objectives. Frontages shall be designed and maintained to:

1. Support the intended physical environment of the zone;
2. Support active and continuous pedestrian-oriented environments, per each zone;
3. Provide a physical transition between the public right-of-way and each building site that shapes the public realm per the intended physical environment of the zone; and
4. Express creativity in frontage design per the requirements of Section 5.0.

B. Intended Physical Character. Each of the zones in the Downtown Code is for the purpose of generating distinct environments as described in Section 2.0 that when connected to one another along streetscapes, generate the cohesive small town-scale character envisioned by the community. The intended physical character as it relates to streetscapes and frontages is described below for each zone:

1. **Downtown Core Zone.** Streetscapes in the DTC

zone are pedestrian-oriented and are to support high pedestrian activity for the widest variety of entertainment, commercial, office, and civic activity in Downtown. Housing is mixed with other activities and is not prominent along ground floors of buildings. Along Front Street, frontages range from permanent shade property-frontages such as one and two-story galleries, shopfronts with wide awnings to forecourts, and door yards. On side streets, all of the above frontage types are allowed as well as door yards, walled yards, stoops and porches that transition to less intense environments. Wide sidewalks accommodate outdoor dining while providing for comfortable strolling and easy view of retail merchandise. Open Spaces are urban and provide community gathering space in support of high pedestrian activity and civic events.

2. **Downtown Edge Zone.** Streetscapes in the DTE zone are pedestrian-oriented and are to support pedestrian activity for a wide variety of commercial, office, civic and residential activity. Frontages range from permanent shade property-frontages such as one-story galleries and shopfronts with wide awnings to forecourts, door yards, walled yards, stoops, porches, front yards and parking courts. Wide sidewalks accommodate outdoor dining while providing for comfortable strolling. Open Spaces are urban along and near Front Street and more suburban and in support of neighborhood activity away from Front Street.
3. **Monterey Street Zone.** Streetscapes in the MS zone are pedestrian-oriented and are to support pedestrian activity within a neighborhood context. Frontages are primarily residential and range from front yards, porches, stoops to walled yards, door yards, and forecourts. Where neighborhood retail or services are allowed, one-story galleries as well as shopfronts with wide awnings are appropriate. Shaded sidewalks provide pleasant streetscapes while accommodating outdoor dining in appropriate mixed-use areas.
4. **Railroad Corridor Zone.** Streetscapes in the RR zone are pedestrian-oriented and are to support pedestrian activity within a combination of non-residential and residential environments. Frontages range from permanent shade property-frontages such as one and two-story galleries, and shopfronts with wide awnings to forecourts, walled yards, stoops, porches

This page intentionally left blank

and parking courts. Shaded sidewalks accommodate appropriate outdoor dining while providing for comfortable strolling and easy view of retail merchandise.

5. **Gateway Zone.** Streetscapes in the GW zone are pedestrian-oriented and in support of pedestrian activity within an environment that supports convenience and access from freeway motorists. Frontages are a combination of a portion of the building near or at the sidewalk and the other portion of the building setback behind a parking lot. Frontages range from permanent shade property-frontages such as one-story galleries and shopfronts with wide awnings to forecourts and parking courts. In some areas, less intense frontages such as stoops, porches and front yards are appropriate for non-residential activity. Wide sidewalks accommodate appropriate outdoor dining while providing for comfortable strolling and view of retail merchandise.

5.40 Required Criteria

- A. In order for applications to be approved, the application shall meet the following criteria, as applicable.
 1. Generates or maintains the pedestrian-oriented streetscape(s) envisioned in the Downtown Specific Plan through the appropriate design of frontages;
 2. Generates or maintains an active and continuous streetscape along all required frontages to support the intended pedestrian environment;
 3. Generates or maintains an appropriate transition from the public streetscape to the building and its site;
 4. Complies with the requirements of the applicable frontage type(s);
 5. Complies with the general standards in Section 9.20; and
 6. Expresses creativity in designing frontages per the allowed frontage types identified in Table 5.5.
1. The applicant shall provide the following information to the Director:
 - a. A written statement identifying that the proposed type is not similar to any of the allowed types in Table 5.5; and
 - b. A diagram showing the proposed type in plan and section to identify the configuration and key elements;
 - c. At least three examples of the proposed type in its intended physical context.
 2. The Director shall first review the application to confirm whether or not the proposed type is similar to any of the allowed types in Table 5.5. If not similar to an allowed type, the application shall continue to be processed.
 3. The Architectural Review Committee shall review the application and provide a recommendation to the Director. The Director shall present the recommendation to the Planning Commission for its review and action.
 4. The Planning Commission shall review the application and the Architectural Review Committee's recommendation in order to make a recommendation for final action to the City Council.
 5. The City Council shall review the Planning Commission's recommendation and take final action on the application. If the application is approved, the necessary amendments to the Code shall be made.

5.50 Addition of Frontage Type

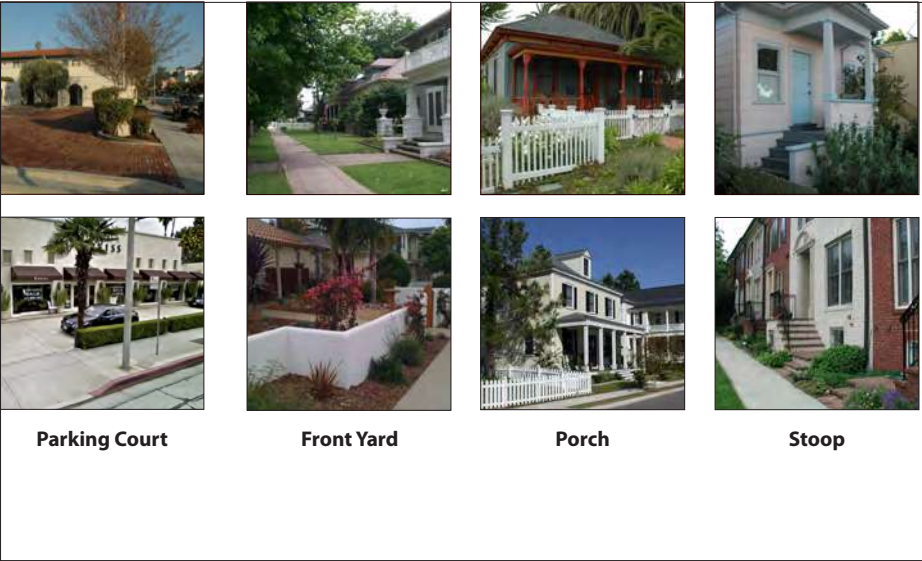
- A. Applications that propose to add a frontage type to the Downtown Code shall comply with the following requirements.

5.60 Requirements by Zone

In support of the purpose and intended physical environment for each zone, Table 5.5 identifies the allowed frontage types in each zone. All land use and development activity shall comply with the applicable requirements of Table 5.5.

1. **Requirement for Frontage.** All sites and buildings subject to the Downtown Code are required to comply with the requirements for frontage types in Section 5.0.
2. **Urban Types.** These are frontage types with the general purpose of supporting or generating streetscapes aimed primarily at non-residential environments.
3. **Sub-Urban Types.** These are frontage types with the general purpose of supporting or generating streetscapes aimed primarily at residential environments.
4. **Multiple Types.** As allowed by Section 5.0, a site or building may utilize multiple frontage types subject to compliance with the applicable requirements and City review and approval.

TABLE 5.5. ALLOWED FRONTAGE TYPES



NOTES FOR TABLE 5.5	
SEE TABLE 5.5C	Type allowed in zone, see reference for requirements
blank	Type not allowed in zone

ALLOWED TYPES	DT CORE (DTC)	
	FRONT STREET	ALL OTHER STREETS
URBAN TYPES	FRONT STREET	ALL OTHER STREETS
GALLERY (2-STORY)	SEE TABLE 5.5A	SEE TABLE 5.5A
GALLERY (1-STORY)	SEE TABLE 5.5B	SEE TABLE 5.5B
SHOPFRONT	SEE TABLE 5.5C	SEE TABLE 5.5C
FORECOURT	SEE TABLE 5.5D	SEE TABLE 5.5D
DOOR YARD		SEE TABLE 5.5E
WALLED YARD		SEE TABLE 5.5F
SUB-URBAN TYPES	FRONT STREET	ALL OTHER STREETS
STOOP		SEE TABLE 5.5G
PORCH		SEE TABLE 5.5H
FRONT YARD		
PARKING COURT		SEE TABLE 5.5J

TABLE 5.5. ALLOWED FRONTAGE TYPES



ZONES

DT EDGE (DTE)		MONTEREY STREET (MS)		RAILROAD CORRIDOR (RR)	GATEWAY (GW)
FRONT STREET	ALL OTHER STREETS	MONTEREY STREET	ALL OTHER STREETS	REQUIREMENTS	REQUIREMENTS
SEE TABLE 5.5B	SEE TABLE 5.5B	SEE TABLE 5.5B	SEE TABLE 5.5B	SEE TABLE 5.5A	SEE TABLE 5.5B
SEE TABLE 5.5C	SEE TABLE 5.5C	SEE TABLE 5.5C	SEE TABLE 5.5C	SEE TABLE 5.5B	SEE TABLE 5.5C
SEE TABLE 5.5D	SEE TABLE 5.5D	SEE TABLE 5.5D	SEE TABLE 5.5D	SEE TABLE 5.5C	SEE TABLE 5.5D
SEE TABLE 5.5E	SEE TABLE 5.5E	SEE TABLE 5.5E	SEE TABLE 5.5E	SEE TABLE 5.5D	SEE TABLE 5.5E
SEE TABLE 5.5F	SEE TABLE 5.5F		SEE TABLE 5.5F	SEE TABLE 5.5E	SEE TABLE 5.5F
FRONT STREET	ALL OTHER STREETS	MONTEREY STREET	ALL OTHER STREETS	REQUIREMENTS	REQUIREMENTS
SEE TABLE 5.5G	SEE TABLE 5.5G	SEE TABLE 5.5G	SEE TABLE 5.5G	SEE TABLE 5.5A	SEE TABLE 5.5B
SEE TABLE 5.5H	SEE TABLE 5.5H	SEE TABLE 5.5H	SEE TABLE 5.5H	SEE TABLE 5.5B	SEE TABLE 5.5C
SEE TABLE 5.5I	SEE TABLE 5.5I	SEE TABLE 5.5I	SEE TABLE 5.5I	SEE TABLE 5.5C	SEE TABLE 5.5D
SEE TABLE 5.5J	SEE TABLE 5.5J		SEE TABLE 5.5J	SEE TABLE 5.5D	SEE TABLE 5.5E

TABLE 5.5A. GALLERY (2-STORY) FRONTAGE STANDARDS

A. Description

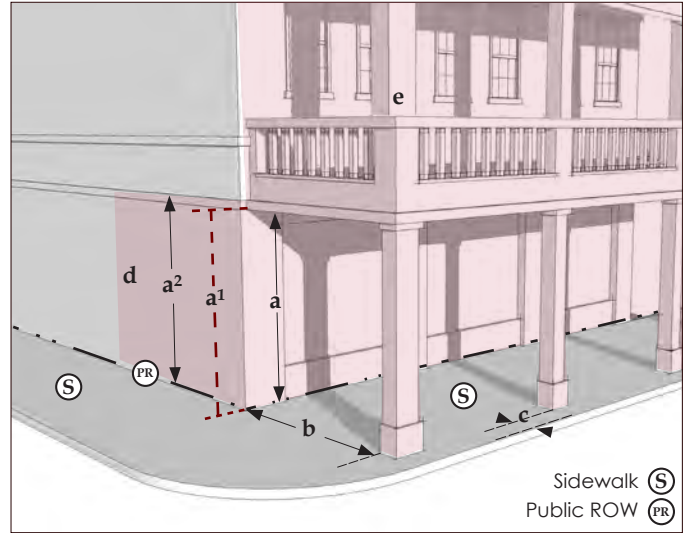
The two-story gallery frontage consists of the building facade being aligned on the front property line, and including an attached two-story cantilevered shed or a roof or deck supported by a colonnade overlapping the sidewalk. The upper portion of the Gallery may be used for open loggias or decks. Railing on top of the gallery is only required if the gallery roof is accessible as a deck. Galleries contain ground-floor storefronts, making them ideal for retail use.

Landscaping may be located at the gallery columns and if present, shall be planted on grade in vine pockets located between the columns and street curb. Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating provided that adequate pedestrian access is maintained.

Signage is located within the storefront and / or hanging from the gallery ceiling, per the requirements of Section 6.0.

B. Design Standards

- Galleries shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
- Galleries shall be large enough in dimension to allow passage along the sidewalk without impediments horizontally and vertically. The upper level may be roofed or open. When roofed, the materials, style and design shall be consistent with the building.
- Galleries shall be combined with the Shopfront type (Table 5.5C).
- Galleries may encroach over the sidewalk in the public right-of-way, subject to the issuance of an encroachment permit or license agreement prior to issuance of a building permit.
- Column height shall be four to five times the column width. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the building to which it is attached.
- Columns shall be placed in relation to curbs to allow passage around and for passengers of cars to disembark.
- Along Front Street, walls without openings shall not exceed 10 linear feet.



2-Story Gallery diagram - storefront, columns, and shed/roof deck comprise the Gallery.

GALLERY 2-STORY STANDARDS		GALLERY		STORE-FRONT
		MIN.	MAX.	MIN.
a	Height of 1st level from sw grade to clg	12'	16'	12'
a ¹	see Table 5.5C Shopfront type for standards			
a ²	Height of 2nd level from sidewalk grade	12'	16'	n/a
b	Depth (facade to interior column face)	8'	16'	n/a
c	Depth (exterior column face to curb)	2'	4'	n/a
d	Storefront on secondary frontage	n/a		25'
e	Roof deck railing (min. 36" tall, max. 48" tall)			

Example of Intended Physical Character



Gallery Example - a 2 story version with colonnade and roof on both levels which shades both the sidewalk and storefront display windows.

TABLE 5.5B. GALLERY (1-STORY) FRONTAGE STANDARDS

A. Description

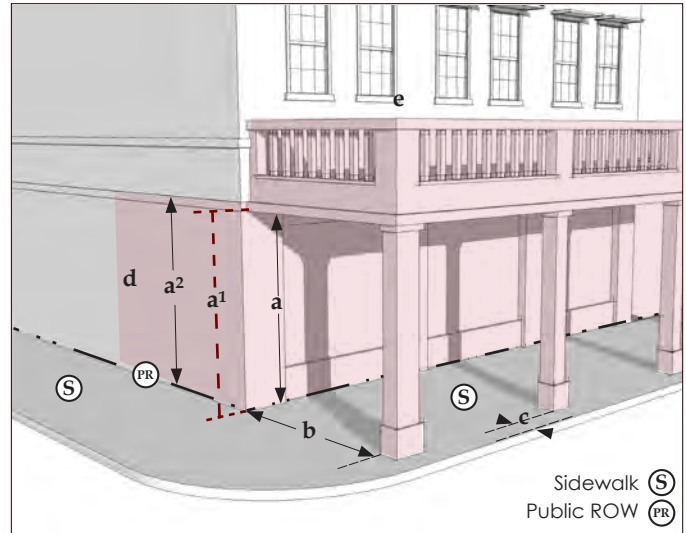
The one-story gallery frontage consists of the building facade being aligned on the front property line, and including an attached cantilevered shed or a roof or deck supported by a colonnade overlapping the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

Landscaping may be located at the gallery columns and if present, shall be planted on grade in vine pockets located between the columns and street curb. Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating provided that adequate pedestrian access is maintained.

Signage is located within the storefront and / or hanging from the gallery ceiling, per the requirements of Section 6.0 .

B. Design Standards

1. Galleries shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Galleries shall be large enough in dimension to allow passage along the sidewalk without impediments horizontally and vertically.
3. Galleries may be roofed. When roofed, the materials, style and design shall be consistent with the building.
4. Galleries shall be combined with the Shopfront type (Table 5.5C).
5. Galleries may encroach over the sidewalk in the public right-of-way, subject to the issuance of an encroachment permit or license agreement prior to issuance of a building permit.
6. Column height shall be four to five times the column width. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the building to which it is attached.
7. Columns shall be placed in relation to curbs to allow passage around and for passengers of cars to disembark.
8. Along Front Street, walls without openings shall not exceed 10 linear feet.



1-Story Gallery diagram - storefront, columns, and shed/roof deck comprise the Gallery.

GALLERY 1-STORY STANDARDS		GALLERY		STORE-FRONT
		MIN.	MAX.	MIN.
a	Height 1st level from sw grade to ceiling	12'	16'	12'
a ¹	see Table 5.5C Storefront & Awning Type for standards			
b	Depth (facade to interior column face)	8'	16'	n/a
c	Depth (exterior column face to curb)	2'	4'	n/a
d	Storefront on secondary frontage	n/a		25'
e	Roof deck railing (Min. 36" tall, Max. 48" tall)			

Example of Intended Physical Character



Gallery Example - a 1 story version with colonnade, roof, and open deck which shades both the sidewalk and storefront display windows.

TABLE 5.5C. SHOPFRONT FRONTAGE STANDARDS

A. Description

Shopfront is the frontage type for buildings with ground floor commercial/retail uses. The frontage is made by insertion of large openings filled with transparent windows at the ground level facades. Depending on the zone, most of all of the facade is located near or at the property line. The building entrance is at the grade of the sidewalk, and provides direct access to the commercial/retail uses on the ground floor.

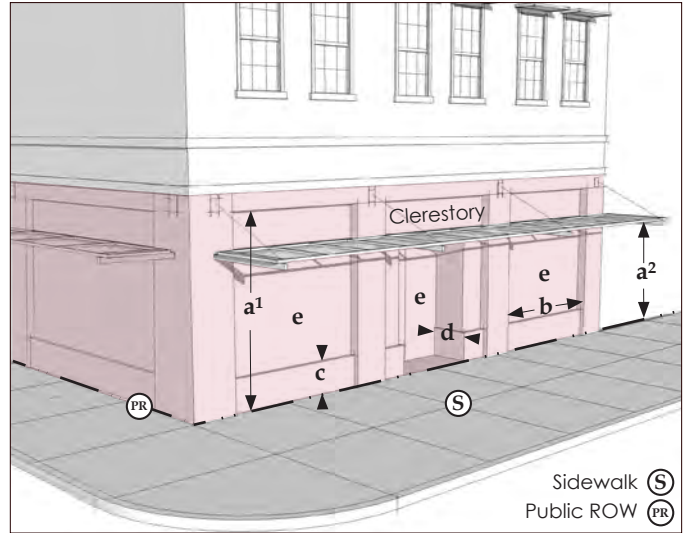
The basic architectural elements comprising the storefront are large windows, doors with glass, clerestory glass, and a solid base (bulkhead). Optional elements include awnings, cantilevered shed roof or canopy, signage, lighting, and cornices. Awnings, shed roofs, or canopies may encroach into the public right-of-way and cover the sidewalk within a few feet of the curb.

Landscaping may be provided in vine pockets or planter boxes at the building facade as allowed in the applicable zoning district.

Signage may be located in a variety of places ranging from the storefront and wall to awnings. In addition, signs that project over the sidewalk as well as sidewalk signs occur as allowed per the requirements of Section 6.0.

B. Design Standards

1. Shopfront frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Individual storefronts shall be tall enough to provide adequate view into ground floor spaces.
3. The horizontal area of the facade that is between two feet and 12 feet from the sidewalk shall contain at least 70 percent storefront glass.
4. Storefront glass shall be clear (minimum 88 percent light transmission) without reflective glass frosting or dark tinting.
5. Storefront windows may have clerestory windows (horizontal panels) between the storefront and second floor/top of single-story parapet. Glass in clerestory windows may be of a character to allow light, while moderating it such as stained glass, glass block, painted or frosted glass.
6. Storefront bulkhead shall be of material similar or complementary to main materials of the building.
7. Walls without openings shall not exceed 10 linear feet on primary frontages and 25 linear feet on secondary frontages.
8. Awning materials and configurations shall comply with the requirements of Section 9.0.



Shopfront diagram - elements and dimensions combining to make the frontage.

SHOPFRONT STANDARDS	STOREFRONT		AWNING	
	Min.	Max.	Min.	Max.
a ¹ Height (clear)	12'	16'	-	-
a ² Height (clear)	-	-	8'	18'
b Width of storefront bay(s)	8'	20'	-	-
c Height of bulkhead	8"	3'	-	-
d Depth of recessed entry	no min; 10' max for up to 50% of facade			
e Glass area % of ground facade	70	90	n/a	n/a
f Storefront on second frontage	25'	none	-	-

Example of Intended Physical Character



Shopfront Example - large glazing area of display windows, tile bulkhead under windows, glass door, clerestory and shade awning.

TABLE 5.5D. FORECOURT FRONTAGE STANDARDS

A. Description

Forecourt frontages consist of open or semi-enclosed areas adjacent to the sidewalk made by setting back a portion of the building facade from the front property line. Typically the setback portion is the middle section, which creates a small entry court. This can also be achieved by setting back the facade when a building's neighboring structures have zero setback at their respective property lines.

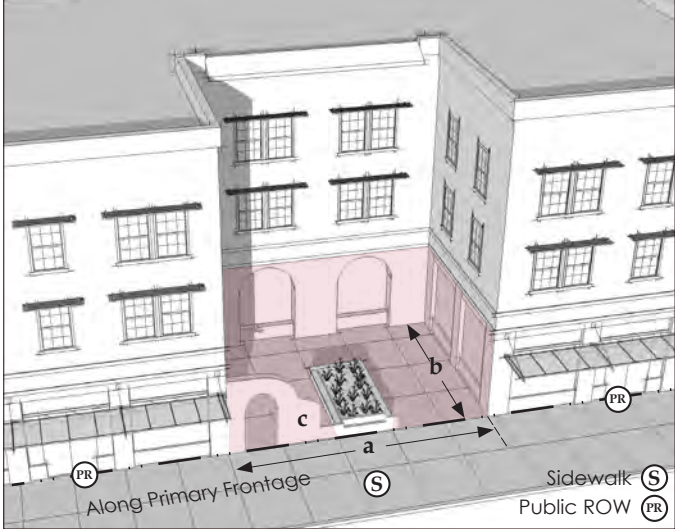
Forecourts may be combined with the following frontage types per the requirements for each type: Gallery 2-story, Gallery 1-story, Shopfront, Door Yard, Walled Yard.

Forecourts may be further defined by low walls or landscape between the sidewalk and adjacent property line. Forecourts may be paved with decorative paving subject to City review and approval or they may be landscaped. Landscape may include lawn, grasses, small shrubs, and accent trees with sufficiently transparent canopies to allow views of the building facade.

Signage is located within storefronts, awnings, walls and within the sidewalk, per the requirements of Section 6.0.

B. Design Standards

1. Forecourt frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Forecourts may be elevated from the adjacent sidewalk by up to four feet. An elevated forecourt shall meet accessibility requirements for access with the building and the sidewalk.
3. When used on hotels and commercial buildings, forecourts shall be combined with the Shopfront type (Table 5.5C).
4. As allowed by the zone, galleries, awnings, shed roofs or canopies may encroach into the forecourt for a cumulative 1/2 of the forecourt width and depth, respectively.
5. Entry to forecourts may be expressed through a decorative wall or low fence with a gateway provided that the wall, fence and gateway are designed as an extension of the immediately adjacent facade.



Forecourt diagram - storefronts combined with an expanded sidewalk that enters the site to generate an open space comprise the frontage.

FORECOURT STANDARDS		
	MIN.	MAX.
a Width along primary frontage	15'	1/2 Primary frontage
b Depth perpendicular to primary frontage	15'	40'
c Wall	30"	1-story
d Fence	12"	3'
e Landscaping	per rqmts in Section 9.0	

Example of Intended Physical Character



Forecourt Example -ground floor storefronts along sidewalk continue into forecourt visually extending the sidewalk and generating gathering space.

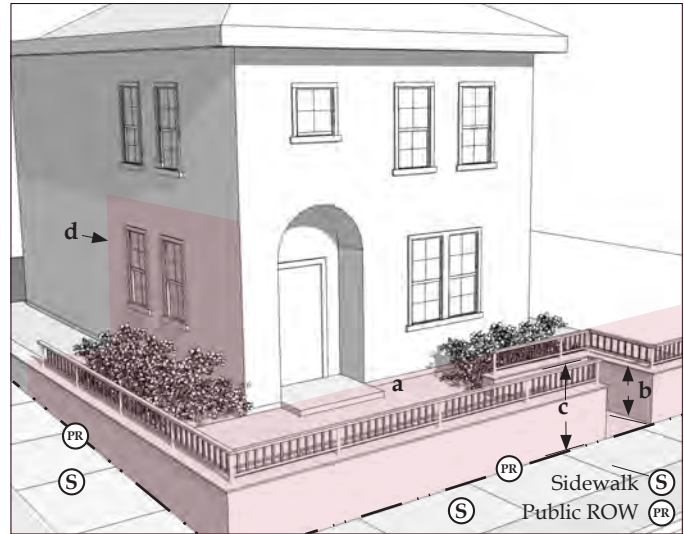
TABLE 5.5E. DOOR YARD FRONTAGE STANDARDS

A. Description

Door Yard frontages consist of setting the primary building facade back from the front property line, and placing an elevated garden or terrace in that setback. Door Yards are enclosed by a low wall at or near the property line with a stair or ramp from the sidewalk up onto the terrace.

The building activities are slightly separated from the adjacent sidewalk by the terrace height, and the depth of the Door Yard provides a buffer. The buffer provides clear area distinctions for commercial uses such as dining patios, and provides secure buffers for private yards and residences from public encroachment.

Signage may be located on the wall, within a storefront, on awnings, projecting from the building and within the front setback, per the requirements of Section 6.0.



Door Yard diagram - raised yard and building accessed by an interior stair/ramp comprise the frontage.

B. Design Standards

1. Door Yard frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Door Yards may be enclosed by decorative low walls or fences. Walled door yards may additionally have fences to provide for safety.
3. The average grade of the door yard shall not be more than four feet higher than the adjacent sidewalk or public open space.
4. Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.

DOOR YARD STANDARDS		
	MIN.	MAX.
a Size of Terrace	per min. building setback	
b Height of Door Yard from Sidewalk	2'	4'
c Height of Wall/Fence	3'	5'
d Openings on secondary frontage	1 in 25' beginning at front	

Example of Intended Physical Character



Door Yard Example - A dining area for a restaurant, which is delineated by the terrace height and a small picket fence.

TABLE 5.5F. WALLED YARD FRONTAGE STANDARDS

A. Description

Walled Yard frontages consist of decorative and thematic walls at or near the frontage line for the purpose of enclosing an open space near the frontage or for enclosing service areas along the rear of a building site near a frontage.

Typically, a building or entry associated with this frontage is joined with the wall to visually extend the architecture of the building and to demarcate the property boundary while positively shaping the adjacent streetscape.

Signage, as allowed by the zone, may be located on the wall itself, on the wall or storefront of an associated building or, on the overhead structure of a gate/entry, per the requirements of Section 6.0.

B. Design Standards

1. Walled Yard frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Wall and gate materials, finishes and details shall match those of the primary building on the building site.
3. The wall shall incorporate a decorative top/cap consistent with the architectural style and details of the primary building on the lot.
4. Where a building facade, including accessory buildings, is within 10 feet of the walled yard frontage, the walled yard frontage shall be coplanar with the building facade and be designed as an extension of the building architecture.
5. Integral 'bancas' or other types of approved seating shall be used along this frontage type instead of individual benches. Seating edges shall be finished with anti-skateboard features.
6. Landscaping in decorative containers or planters is allowed for up to 65 percent of the wall length. Decorative containers may encroach up to 24 inches into the sidewalk.



Walled Yard - A substantial and decorative wall reflective of the primary building's architectural style combined with carefully located planters or containers along the streetscape.

WALLED YARD STANDARDS		
	MIN.	MAX.
a Height of Wall	4'	1-story
b Width of Wall	8"	3'
c Width of Entry / Gateway	4'	10'
d Height of Entry / Gateway	8'	12'
e Banca size	24" deep x 5' long	42" deep x 15' long

Example of Intended Physical Character



Walled Yard Example - The walled yard frontage enables open areas along front or side lot lines to be partially enclosed while defining the streetscape in a complementary manner.

TABLE 5.5G. STOOP FRONTAGE STANDARDS

A. Description

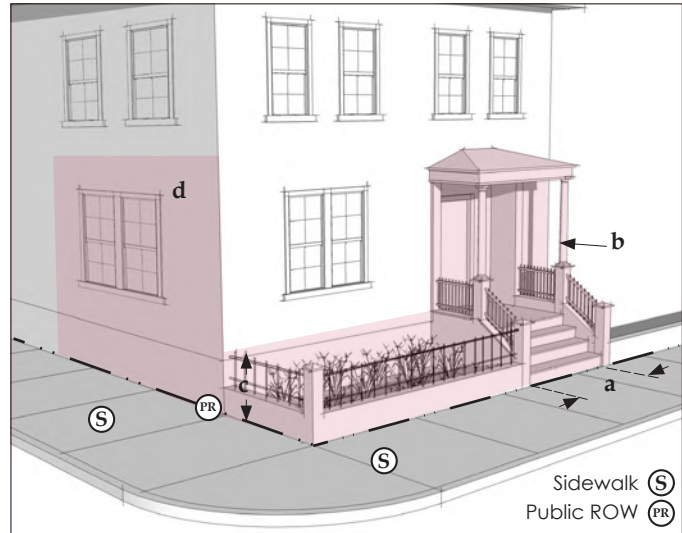
Stoops are exterior stairs with landings which provide access to buildings located near or at their front property lines. The ground floor of the building is raised to provide some privacy for the rooms facing the public street and passersby. This frontage is ideal for ground floor housing that is near the street.

Landscaping typically flanks the stairs in planters or grade or in decorative containers. Demarcating garden walls are allowed subject to the applicable requirements for height and materials.

Signage may be located on the wall, projecting from the building and within the front setback, per the requirements of Section 6.0.

B. Design Standards

1. Stoop frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Stoops shall be of such dimensions to allow for adequate access to the ground floor of the building.
3. The exterior stairs can be perpendicular or parallel to the adjacent sidewalk. The landing may be covered or uncovered.
4. Landscaping shall be placed on the sides of the stoop at grade or in raised planters.
5. Low walls and/or fences may be located within the front and/or side street setbacks provided that they are in compliance with all applicable requirements and that the materials and design are compatible with the architectural style of the building.



Stoop diagram- raised entry within a small landscaped setback comprises the frontage.

STOOP STANDARDS		
	MIN.	MAX.
a Width	3'	none
b Depth (not including stairs)	3'	10'
c Wall/Fence	12"	4'
d Openings on secondary frontage	1 in 25'	n/a

Example of Intended Physical Character



Stoop Example - stairs, landing, and landscape area.

TABLE 5.5H. PORCH FRONTAGE STANDARDS

A. Description

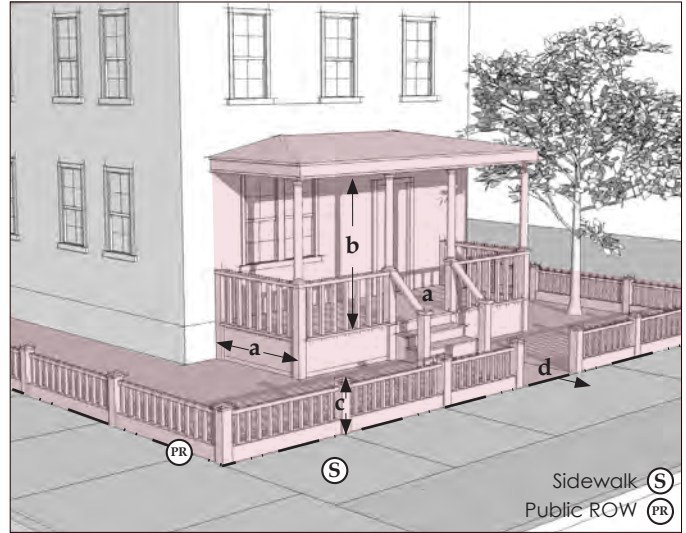
Porches are a frontage that consists of a building with a front set back from the property line, and a porch attached to it, and an optional low fence or wall at or near the property line. This frontage is a non-enclosed area of the building that encroaches into the front setback and accommodates residential as well as non-residential land uses as allowed.

This frontage provides the necessary physical separation for the private lot from the public sidewalk, while maintaining visual connection between buildings and the public space of the street.

Signage may be located on the wall, within a storefront or porch, on awnings, projecting from the building, and within the front setback, per the requirements of Section 6.0.

B. Design Standards

1. Porch frontages shall be located within the build-to-layer for the zone. Other facades may use this frontage type per applicable requirements.
2. Porch frontages may be enclosed by low walls or fences provided that they are in compliance with all applicable requirements and that the materials and design are compatible with the architectural style of the building.
3. The porch may extend around to encroach into the street side yard within 1/2 of the required setback. If insufficient distance exists, the minimum porch depth shall be achieved by extending the porch into the building.
4. Awnings may be attached to the face of the porch provided that the awning is adequately supported and provided that the awning is compatible with the architectural style of the porch and building.
5. Within 15 feet of the sidewalk, the average grade of the porch surface shall be within three feet of the adjacent sidewalk or public open space and up to six feet when at least 15 feet from a sidewalk or open space.



Porch diagram - optional low fence at property line with porch extending from building facade into front setback comprise the frontage.

PORCH STANDARDS			
	MIN.	MAX.	
a	Porch depth (measured btwn the wall and columns)	8'	-
b	Porch height (measured from porch surface to top of porch columns)	8'	12'
c	Wall or fence	12"	4'
d	Separation between porch and fence	5'	na

Example of Intended Physical Character



Porch Example - small setback with or without fence and raised porch create separation from street while maintaining relationship with sidewalk and streetscape.

TABLE 5.5I. FRONT YARD FRONTAGE STANDARDS

A. Description

Front Yard frontages consist of the building facade being set back from the front property line in a dimension large enough to create a front yard which is visually continuous with neighboring yards. These yards are typically unfenced, and thus create a visually continuous landscape.

Signage is located on the wall, within a porch, on awnings, projecting from the building, and within the front setback as allowed.

B. Design Standards

1. Front Yard frontages shall be located on the building site per the zone.
2. Front Yard dimensions are per the zone standards.
3. Front Yards shall be at similar elevations above grade, and contain similar landscape to create consistency within a block.
4. Fencing, walls, or hedges at front setback areas (yards) between properties is not allowed.



Front Yard - setback can be small or large, and landscape is similar from yard to yard on a block.

FRONT YARD STANDARDS		
	MIN.	MAX.
a Size of Front Yard	per building setbacks in applicable zone	
b Encroachments into building setbacks	porch, stoop, awnings, balconies	
c Wall or fence	12"	4'
d Height of Front Yard from sidewalk	none	3'

Example of Intended Physical Character



Front Yard Example - A range of similar setbacks, continuous landscape (lawns shown here), and lack of fences or hedges create a unified frontage for the block.

TABLE 5.5J. PARKING COURT FRONTAGE STANDARDS

A. Description

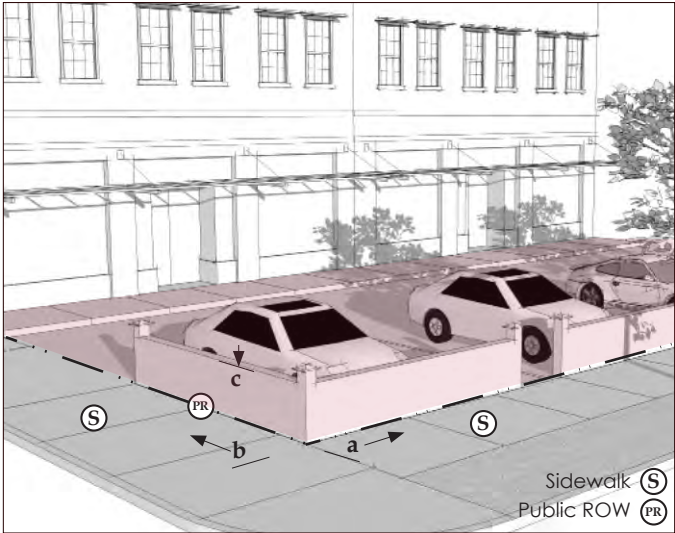
Parking court frontages consist of the primary building façade being set back from the front property line with a small parking lot within the setback. The parking lot is enclosed by a low wall or hedge at or near the property line for visual compatibility with the adjacent streetscape. The wall or hedge includes pedestrian entrances from the sidewalk and vehicular driveways from either the primary or secondary street(s). Depending upon the zone, buildings may be entirely setback behind the parking lot or may place a portion of the building near or at the sidewalk along the property line(s).

Landscaping typically separates the low wall from the adjacent sidewalk through planters (raised or at grade) or in decorative containers. When walls are used in lieu of a hedge, the materials and finishes are consistent with those of the primary building on the site.

Signage is from the allowed types for the zone and is either on the building or in a monument sign that is integrated with the low wall or hedge.

B. Design Standards

1. Parking Court frontages shall be located on the building site per the zone. In some zones, the parking court is not allowed to extend across the building site's entire frontage.
2. Parking Courts shall be designed to provide for safe vehicular and pedestrian access within the intended physical environment.
3. Parking Courts shall have no more than two rows of parking between the building and the street.
4. Driveways providing ingress and egress to the parking court shall not exceed 20 feet in width and shall have curb radii no larger than 15 feet.
5. Landscaping shall be placed on the sides of the stoop at grade or in raised planters.
6. Low walls and/or hedges shall screen the parking along the sidewalk. When walls are used, the materials and design shall be compatible with the architectural style of the building.



Parking Court Diagram

PARKING COURT STANDARDS		
	MIN.	MAX.
a Width along primary frontage	50%	100%
Length along secondary frontage	20'	75'
b Depth (from sidewalk to building)	40'	75'
c Height of Wall/Hedge	3'	4'
d Length of Wall/Hedge	50%	clr of dwys

Example of Intended Physical Character



Parking Court Example

6.0 Signage Standards

6.10 Purpose

This Section of the Downtown Code is intended to generate new signage or the revitalization and/or modification of existing signage to successfully implement the Downtown Specific Plan.

6.20 Allowed Signage Types and Standards

Any parcel subject to the Downtown Code shall only have signage that is in compliance with the standards identified in Table 5.6, as applicable. Applications, or portions thereof, that do not comply with the applicable requirements shall be considered inconsistent with the intent and purpose of the Downtown Code.

6.30 Small Town-Scale Signage and Intended Physical Character

Property subject to the Downtown Code is intended to generate and support the small town-scale and physical character intended by the Downtown Specific Plan as described below:

- A. Design Objectives.** Signage shall be designed and maintained to:
1. Generate signage that is consistent with and complementary to the small town-scale buildings required in Section 4.0.
 - a. **Signage for Block-Form Buildings.** These are sign types for buildings that are larger than houses and intended for a wide variety of land use activities and physical conditions. These buildings tend to occupy most of their building site and can occupy large portions of a block in some cases. See Tables 5.6A - 5.6E and 5.6G - 5.6I.
 - b. **Signage for House-Form Buildings.** These are sign types for buildings that are the size of houses and intended for primarily residential activities with some non-residential activities as allowed by the zone. These sign types are to be applied to buildings that are single or multiple dwelling buildings and always have the form and size of houses that are compatible with the neighborhood. See Tables 5.6B, 5.6E, 5.6F.

2. Support the intended physical environment of the zone;
3. Support active and continuous pedestrian-oriented environments per each zone;
4. Generate signage that is compatible with the size and intended physical context of each building; and
5. Express small town physical character through the collective streetscape of appropriately sized and located signage.

6.40 Required Criteria

- A.** In order for applications to be approved, each application shall meet the following criteria as applicable.
1. Generates or maintains a pedestrian-oriented streetscape through the design of signage which is contextually appropriate to the allowed frontage(s);
 2. Is consistent with the intent of the streetscape along which the building(s) is located; and
 3. Is in compliance with the applicable requirements of Table 5.6 and the applicable signage type(s).

6.50 Addition of Signage Type

- A.** Applications that propose to add a signage type to the Downtown Code shall comply with the following requirements.
1. The applicant shall provide the following information to the Director:
 - a. A written statement identifying that the proposed type is not similar to any of the allowed types in Table 5.6;
 - b. A diagram showing the proposed type in plan, elevation and section to identify the configuration and key elements;
 - c. At least three examples of the proposed type in its intended physical context.

This page intentionally left blank

2. The Director shall first review the application to confirm whether or not the proposed type is similar to any of the allowed types in Table 5.6. If not similar to an allowed type, the application shall continue to be processed.
3. The Architectural Review Committee shall review the application and provide a recommendation to the Director. The Director shall present the recommendation to the Planning Commission for its review and action.
4. The Planning Commission shall review the application and the Architectural Review Committee's recommendation in order to make a recommendation for final action to the City Council.
5. The City Council shall review the Planning Commission's recommendation and take final action on the application. If the application is approved, the necessary amendments to the Code shall be made.

6.60 Requirements by Zone

In support of the purpose and intended physical environment for each zone, Table 5.6 identifies the allowed signage types in each zone.

1. **Requirements for Signage.** All sites and buildings subject to the Downtown Code are required to comply with the requirements for signage types in Section 6.0.
2. **Size and Location.** All signage subject to the Downtown Code shall comply with the size and location requirements, as applicable.
3. **Multiple Signage Types.** As allowed by Section 6.0, a site or building may utilize multiple signage types per the applicable requirements and City review and approval.

TABLE 5.6. ALLOWED SIGNAGE TYPES

			
			
A. Wall	B. Window	C. Sidewalk	D. Projecting / Blade

DT CORE (DTC)

ALLOWED TYPES	DT CORE (DTC)
SIGN TYPES	REQUIREMENTS
A. WALL	SEE TABLE 5.6A
B. WINDOW	SEE TABLE 5.6B
C. SIDEWALK	SEE TABLE 5.6C
D. PROJECTING / BLADE	SEE TABLE 5.6D
E. AWNING / CANOPY	SEE TABLE 5.6E
F. YARD / PORCH	SEE TABLE 5.6F (1)
G. MONUMENT	SEE TABLE 5.6G (2)
H. ROOF	SEE TABLE 5.6H
I. MARQUEE	SEE TABLE 5.6I
J. POLE	

NOTES FOR TABLE 5.6	
SEE TABLE 5.6C	Type allowed in zone, see reference for requirements
blank	Type not allowed in zone
(1)	Not allowed on Front Street
(2)	When integrated into forecourt
(3)	Only on Flex Building as allowed

TABLE 5.6. ALLOWED SIGNAGE TYPES



E. Awning / Canopy

F. Yard/ Porch

G. Monument

H. Roof

I. Marquee

J. Pole

ZONES

DT EDGE (DTE)	MONTEREY STREET (MS)	RAILROAD CORRIDOR (RR)	GATEWAY (GW)
REQUIREMENTS	REQUIREMENTS	REQUIREMENTS	REQUIREMENTS
SEE TABLE 5.6A	SEE TABLE 5.6A	SEE TABLE 5.6A	SEE TABLE 5.6A
SEE TABLE 5.6B	SEE TABLE 5.6B	SEE TABLE 5.6B	SEE TABLE 5.6B
SEE TABLE 5.6C	NOT ALLOWED	SEE TABLE 5.6C	
SEE TABLE 5.6D	SEE TABLE 5.6D	SEE TABLE 5.6D	
SEE TABLE 5.6E	SEE TABLE 5.6E (3)	SEE TABLE 5.6E	SEE TABLE 5.6E
SEE TABLE 5.6F	SEE TABLE 5.6F	SEE TABLE 5.6F	
SEE TABLE 5.6G	SEE TABLE 5.6G (2)	SEE TABLE 5.6G (2)	SEE TABLE 5.6G
SEE TABLE 5.6H		SEE TABLE 5.6H	SEE TABLE 5.6H
SEE TABLE 5.6I			
		SEE TABLE 5.6J	SEE TABLE 5.6J

6.70 General Signage Standards

A. Allowed Signs.

1. Table 5.6 identifies the requirements for signage based on the applicable zone.
2. All sign types and sizes not expressly allowed by this section shall be prohibited.
3. For banners and other such temporary signs, see the applicable provisions of SMC.

B. Prohibited Signs. The following are prohibited within the code boundaries:

1. Because of the City's compelling interest in ensuring traffic safety, signage that mimics a regulatory sign is not allowed;
2. A sign attached to or suspended from a boat, vehicle, or other movable object that is parked within a public right-of-way, or located on private property so that it is visible from a public right-of-way; except a sign painted directly upon, magnetically affixed to, or permanently affixed to the body or other integral part of a vehicle;
3. Cabinet signs;
4. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;
5. Internally illuminated signs;
6. A sign placed within a public right-of-way, except as allowed by Table 5.6;
7. Temporary and portable signs, including the following:
 - a. Balloons and other inflatable devices;
 - b. Flags, except official national, state, or local government, institutional or corporate flags, properly displayed; and
8. Permanent signs that advertise information such as continuous sales, special prices, or include phone numbers, are not allowed.

C. Calculation of Sign Area. Signage shall be allowed based on the following and as identified in Figure 5.6.1, Calculation & Sign Area:

1. Sign structure shall mean the physical sign that supports a sign that is attached to a building. This does not include signs that are painted directly on a wall or individual letters that are individually mounted on a wall;
2. Sign size shall mean the allowed size that a particular sign type may be after applying the relevant height and width requirements;
3. Sign area shall mean the allowed location and physical amount of area that signage may occupy, as allowed by the requirements for each sign type;
4. Feature sign area shall mean the allowed amount and location for a particular element of a sign that may extend beyond the allowed sign area; and
5. A building may use multiple sign types as allowed by Table 5.6.

D. Sign area and height measurement. The measurement of sign area and height to determine compliance with the maximum sign area requirements and height limits of this Code shall be subject to City review per Table 5.6 and Figure 5.6.1.

E. Sign location requirements. Each sign shall be located in compliance with the following requirements, and all other applicable provisions of this Code.

1. **Sign Location.** Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this Code.
2. **Setback requirements.** Each sign shall comply with the applicable setback and/or encroachment requirements identified in Table 5.6.
3. **Placement on a building.** No sign shall be placed so as to interfere with the operation of a door or window. Signs shall not be located so that they cover architectural features of the building.

Key

SW Sign Width

SH Sign Height

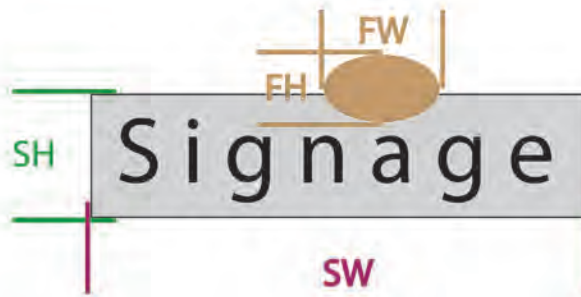
FW Feature Area Width

FH Feature Area Height

Figure 5.6.1. Calculation of Sign Area



Above: Individual letters without integral background or panel



Above: Individual letters with integral background or panel

4. **Signs within a right-of-way.** No sign shall be allowed in the right-of-way except for the following:
 - a. A sign that projects over the sidewalk or a sidewalk sign in compliance with Table 5.6;
 - b. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic;
 - c. Bus stop signs installed by a public transit company;
 - d. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities;
 - e. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized work within the public right-of-way;
 - f. All signs within the public right-of-way that are intended to regulate, warn, or guide traffic, shall comply with the Manual on Uniform Traffic Control Devices; and
 - g. Any sign installed or placed within the public right-of-way other than in compliance with this Section shall be forfeited to the public and be subject to confiscation.
- F. Sign design.** The following design criteria shall be used in reviewing the design of individual signs. Compliance with each of the following design criteria shall be required before a sign permit or building permit can be approved/issued.
1. **Color.** Colors on signs and structural members shall be harmonious with one another and complement the colors of the building(s) on the site. Contrasting colors may be utilized if the city determines the overall effect of the sign is still compatible with the building colors.
 2. **Design and construction.**
 - a. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this Code, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
 - b. Each permanent sign shall be designed by a professional whose principal business is the design, manufacture, or sale of signs.
 - c. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation. The intent is to ensure public safety, achieve signs of neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.
3. **Materials and structure.**
 - a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the building where the sign is located.
 - b. No sign shall include reflective material.
 - c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - d. The size of structural members (e.g., crossbeams, and braces) shall be proportional to the sign panel they are supporting.
 4. **Street address.**
 - a. The City may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on the building(s).
 - b. Information shall be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 5. **Sign lighting.** Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.

- a. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
- b. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
- c. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
- d. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.
- e. Neon is allowed only on signage for public garages, theaters, or other civic-oriented uses.

G. Sign maintenance.

- 1. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
- 2. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
- 3. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the SMC.
- 4. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

6.70 Specific Standards for Signs

All signage within the Downtown Code boundaries shall be designed as one of the allowed sign types identified in Table 5.6 and in compliance with the standards for each sign type as identified in Tables 5.6A - 5.6I.

TABLE 5.6A. WALL SIGN STANDARDS

A. Description

A sign painted or applied directly to the wall, typically above the storefront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters and/or logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.

B. Design Standards

1. Maximum one wall sign per business along frontage. In multi-tenant buildings, only the businesses with frontage on the sidewalk shall be allowed a wall sign, in compliance with these standards;
2. Wall signs shall be located above the storefront and at least 12 inches from any eave, edge of building or top of parapet; On multi-story buildings, wall signs shall be located either above the storefront or above the openings on the uppermost story;
3. Maximum thickness of sign as measured from the wall shall not exceed four inches;
4. Minimum 24 inches between sign and any opening; and
5. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign.

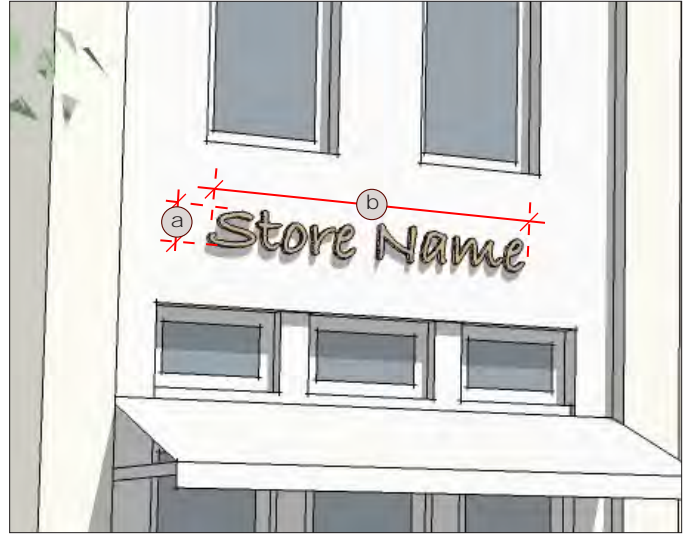


Diagram - See Design Standards below for requirements.

WALL SIGN STANDARDS	MIN.	MAX.
a Height in all zones except GW zone	none	18"
a Height in GW zone	none	30"
b Width as % of facade width	none	60%
c Feature allowed beyond sign area	none	6 sq ft
Allowed combinations with other sign types, subject to City approval		
Awning/canopy, projecting, monument, marquee, window, yard/porch, sidewalk		

Examples of Intended Physical Character



Example - Individual, internally illuminated letters mounted directly on wall.



Example - Letters painted directly on wall (awning sign shown in combination)

TABLE 5.6B. WINDOW SIGN STANDARDS

A. Description

A sign painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters and a logo with allowances for some contrasting background. This type of sign is intended for viewing from across the street and at close range.

B. Design Standards

1. Maximum one window sign per storefront;
2. Minimum 75 percent of sign shall be independent of contrasting background;
3. Signage inside the shopspace is not allowed within four feet of the window; and
4. Storefront width is measured between walls or columns of at least eight inches in width.

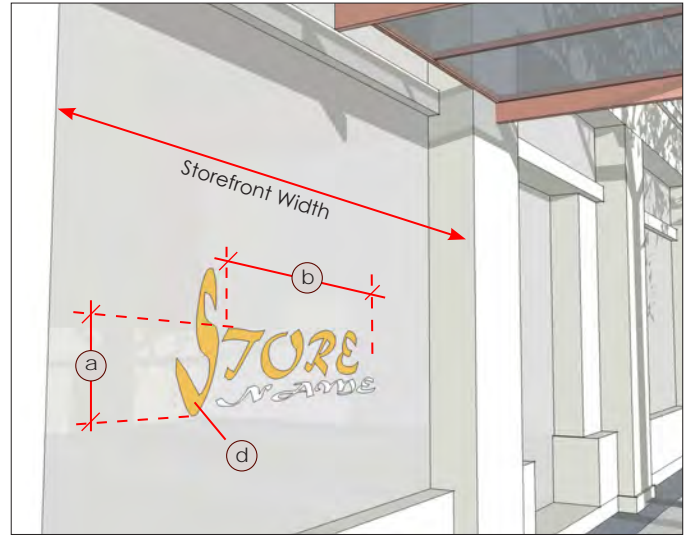


Diagram - See Design Standards below for requirements.

WINDOW SIGN STANDARDS		MIN.	MAX.
a	Height	none	10"
b	Width as % of storefront width	none	40%
c	Contrasting background as % of sign area	none	25%
d	Feature allowed beyond sign area	none	2 sq ft
Allowed combinations with other sign types, subject to City approval			
Awning/canopy, projecting, marquee, wall, yard/porch, monument, sidewalk, roof			

Examples of Intended Physical Character



Example - Individual vinyl letters with feature area at top center and contrasting background along bottom.



Example - Logo and letters painted directly on inside of window.

TABLE 5.6C. SIDEWALK SIGN STANDARDS

A. Description

A two-sided, non-illuminated, portable sign placed outside of the storefront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities.

B. Design Standards

1. Maximum one sign per business with a minimum distance of 25 feet from the nearest sidewalk sign;
2. Sign shall be vertically oriented;
3. Sign shall be placed as close as possible to the business storefront/edge of outdoor seating or along the street edge of the adjacent sidewalk;
4. Encroachment permit required when in public R.O.W. Adequate pedestrian access shall be maintained; and
5. Materials shall not include vinyl or plastic. Lighting shall be from ambient sources.

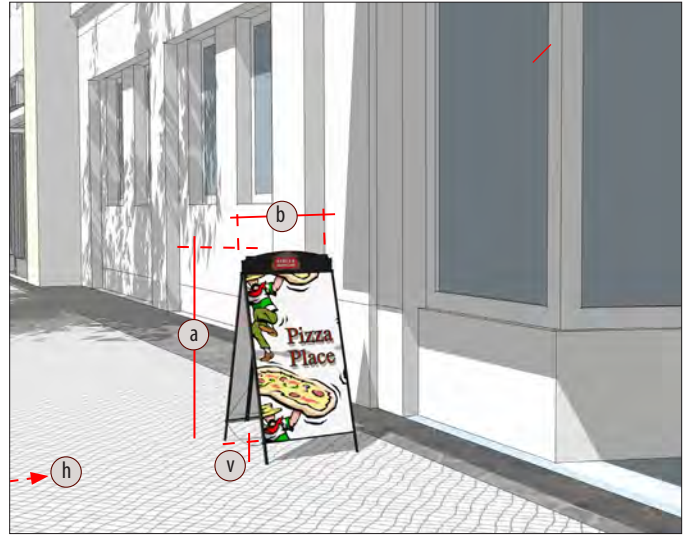


Diagram - See Design Standards below for requirements.

SIDEWALK SIGN STANDARDS	MIN.	MAX.
a Height overall	18"	36"
b Width	18"	24"
c Thickness	none	4"
f Feature allowed beyond sign area	-	-
v Vertical clearance from adjacent sidewalk*	3"	10"
h Horizontal clearance from adjacent curb	18"	none
Allowed combinations with other sign types, subject to City approval		
Awning/canopy, wall, projecting, window, roof		
* except for legs/supports of sign		

Examples of Intended Physical Character



Examples - Foldable, unobtrusive with brief information.

TABLE 5.6D. PROJECTING / BLADE SIGN STANDARDS

A. Description

A two-sided sign that projects over a public right-of-way such as a sidewalk, public open space or private street. This type of sign is intended for viewing at close range.

B. Design Standards

1. Maximum one sign per business along frontage;
2. If illuminated, external illumination shall be mounted to maintain visual integrity of the sign;
3. Supporting hardware such as brackets shall be architecturally compatible with the building facade;
4. Not allowed under an awning or horizontally within five feet of an awning or another projecting sign; and
5. Encroachment permit required if projecting within R.O.W.

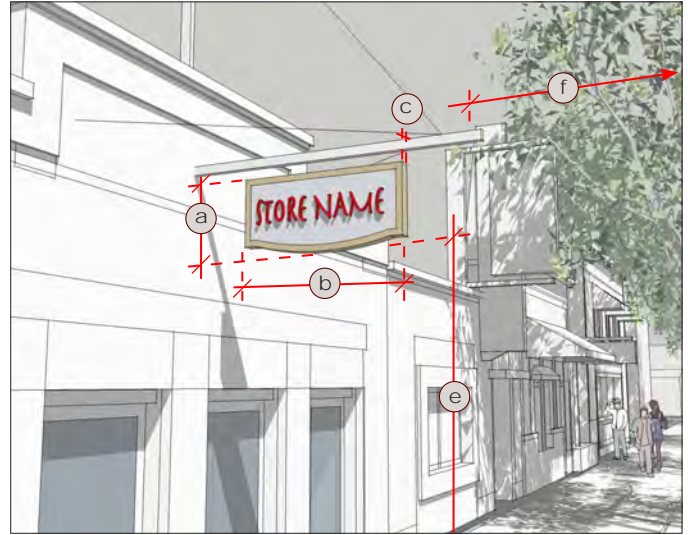


Diagram - See Design Standards below for requirements.

PROJECTING / BLADE SIGN STANDARDS	MIN.	MAX.
a Height	none	18"
b Width	none	36"
c Thickness	none	3"
d Feature allowed beyond sign area	none	1.5 sq ft
e Vertical clearance from adjacent s.w.	8'	12'
f Horizontal clearance from adjacent curb	24"	n.a.
Allowed combinations with other sign types, subject to City approval		
Monument, Awning/canopy, wall, marquee, window, roof, sidewalk		

Examples of Intended Physical Character



Example - Rectangular projecting sign with painted relief and decorative bracket.



Examples - Left: Vertical rectangular shape with stylized edge and simple, color coordinated bracket mounted above the storefront. Right: Oval and rectangular shaped signs for different businesses on a tall facade, mounted at pedestrian scale.

TABLE 5.6E. AWNING / CANOPY SIGN STANDARDS

A. Description

A sign integral to the awning or canopy above a storefront. This type of sign can be located on the valence face, on the main panel, or in the case of a canopy, on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.

B. Design Standards

1. Maximum one sign per awning or canopy within a facade that is immediately adjacent to a sidewalk or open space;
2. Awning / Canopy shall correspond to a storefront per applicable requirements of Table 5.5C;
3. Signage is allowed on the awning or canopy valence parallel to the facade and on an awning valence perpendicular to the front of the awning;
4. The main panel may be used instead of the valence but not in addition to the valence;
5. Internal illumination of awning(s) is prohibited; and
6. Canopy sign may extend above the top of the canopy provided that the sign does not exceed 18 inches in height.

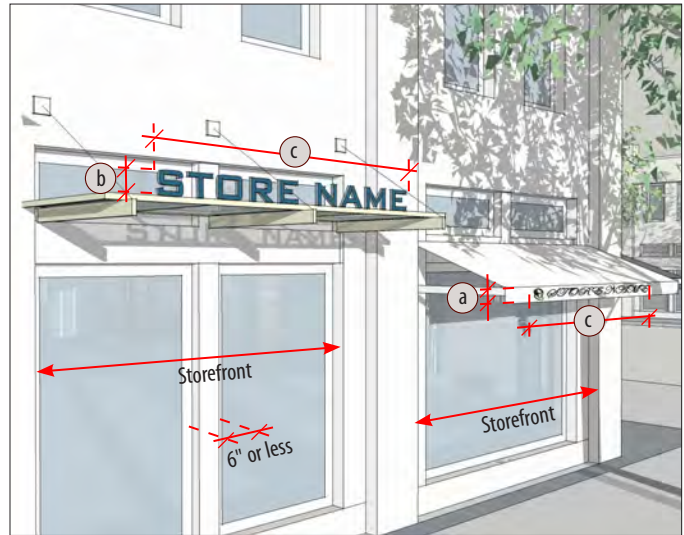


Diagram - See Design Standards below for requirements.

AWNING / CANOPY SIGN STANDARDS		MIN.	MAX.
a	Height of sign on awning valence	6"	12"
b	Height of sign on canopy valence parallel to facade	none	18"
c	Length of signage as % of awning/canopy width	none	75%
d	Feature (logo) for awning	none	2 sq ft
e	Feature allowed beyond canopy sign area	none	3 sq ft
f	Signage on portions of awning valence perpendicular to front of awning	50% of sign on main valence	
Allowed combinations with other sign types, subject to City approval			
Wall, Projecting, marquee, window, monument, sidewalk, roof			

Examples of Intended Physical Character



Examples - Left: Sign on valence along front; Right: Sign along side valence perpendicular to front



Example - Sign on valence

TABLE 5.6F. YARD / PORCH SIGN STANDARDS

A. Description

Yard - A two-sided sign located on a post within frontages where the building is setback from the sidewalk to be viewed along the sidewalk at close range.

Porch - A sign hung from the porch entry to the building to be viewed from the sidewalk at close range.

B. Design Standards

1. Maximum one yard and porch sign per building, including corner lots;
2. Yard signs shall be located between the porch and the public sidewalk; Porch signs shall be located within a bay created by the columns supporting the porch roof;
3. Signs are not allowed to encroach into a right-of-way or private street;
4. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign; and
5. Supporting hardware such as brackets shall be architecturally compatible with the building facade.

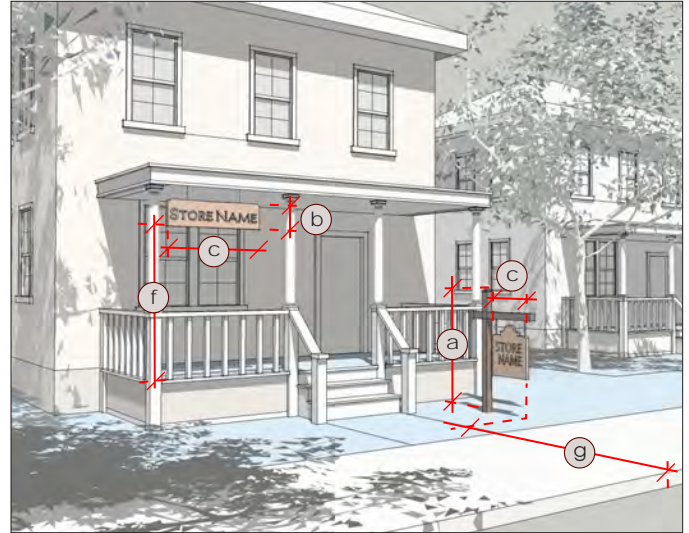


Diagram - See Design Standards below for requirements.

YARD / PORCH SIGN STANDARDS		MIN.	MAX.
a	Height: Yard sign (may be disaggregated into no more than 2 connected signs)	none	5'
b	Height: Porch sign	none	18"
c	Width	none	36"
d	Thickness	none	3"
e	Feature allowed beyond sign area	none	1.5 sq ft
f	Vertical clearance from porch surface	8'	12'
g	Horizontal clearance from adjacent sidewalk	6"	n.a.
Allowed combinations with other sign types, subject to City approval			
Awning/canopy, wall, window, roof			

Examples of Intended Physical Character



Example - Front yard frontage with yard post and porch signage.



Example - Above and bottom right: Yard sign composed of two connected signs with external illumination;



Top Right: Porch sign with external illumination

TABLE 5.6G. MONUMENT SIGN STANDARDS

A. Description

A sign located within frontages where the building or a portion of the building is setback from the sidewalk and the sign is to be viewed from a distance along the street. This type of sign typically occurs as part of site-defining landscape, in the form of a low wall that encloses outdoor dining or open space areas. The low wall often includes a gateway with a small hanging sign. This type of sign may occur as a freestanding sign for fueling stations subject to location and size limitations aimed at scale and compatibility with pedestrian and vehicular frontages.

B. Design Standards

1. For wall-integral monument signs, one sign may be placed at each end of the wall provided that there is at least 50 feet between each sign. For freestanding monument signs, maximum of one sign and at least 75 feet horizontal separation from another freestanding monument sign;
2. Not allowed to encroach into any required visibility area, right-of-way, or private street;
3. Colors and materials shall match and complement the building style and details;
4. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign;
5. Gateways may include a small hanging sign up to 12 by 24 inches when there are at least eight feet of vertical clearance.



Diagram - See Design Standards below for requirements.

MONUMENT SIGN STANDARDS	MIN.	MAX.
a Height	3'	5'
b Length (wall-integral)	none	20'
b Length (freestanding)	2'	7'
c Thickness	none	18"
d Feature allowed beyond sign area	none	2 sq ft
e Horizontal clearance from adjacent curb	5'	n.a.
f Letters on monument sign	none	12"
Allowed combinations with other sign types, subject to City approval		
Awning/canopy, projecting, wall, window, roof		

Examples of Intended Physical Character



Wall-integral example - Individual letters attached to stone wall highlighted by appropriate landscape.



Freestanding example - Simple shape with strong contrast between lettering, frame and background.

TABLE 5.6H. ROOF SIGN STANDARDS

A. Description

A sign located on the roof intended to help emphasize the identity and presence of the downtown as a whole and therefore, the signage is allowed to be more inventive.

B. Design Standards

1. Maximum one sign per building;
2. Roof sign shall only be applied to buildings at least 250 feet in length, at least two stories tall, and only in the DTC, DTE and RR zones;
3. Structure supporting the sign shall be integral to the design and architectural style of the building;
4. Lighting shall be exposed neon on a decorative background or from decorative external sources that are consistent with the architectural style of the building;
5. Colors and materials shall complement those of the building; and
6. Sign shall be located along the ridge of the roof or near the facade on a building with a flat roof.



Diagram - See Design Standards below for requirements.

ROOF SIGN STANDARDS	MIN.	MAX.
a Height	3'	10'
b Length of ridge-mounted sign	none	70% of ridge length
b Length of roof-mounted sign	none	35% of roof length
c Thickness	none	12"
d Feature allowed beyond sign area	none	25 square feet
Allowed combinations with other sign types, subject to City approval		
Awning/canopy, projecting, wall, monument, window, sidewalk		

Examples of Intended Physical Character



Examples - Distinctive and inventive signage for individual business, as allowed, or for entire Downtown.

TABLE 5.6I. MARQUEE SIGN STANDARDS

A. Description

A large, vertically-oriented two-sided sign that projects from the facade over a private street, sidewalk, or public right-of-way and may project above the building's parapet to be viewable along the sidewalk and down the street from the adjacent block.

B. Design Standards

1. Maximum one sign per building;
2. Sign shall be vertically-oriented and placed high enough on the facade to be viewable from the adjacent block;
3. Neon or exposed bulbs allowed only for public garages, theaters or other types of civic-oriented uses; and
4. Encroachment permit required if projecting over R.O.W.

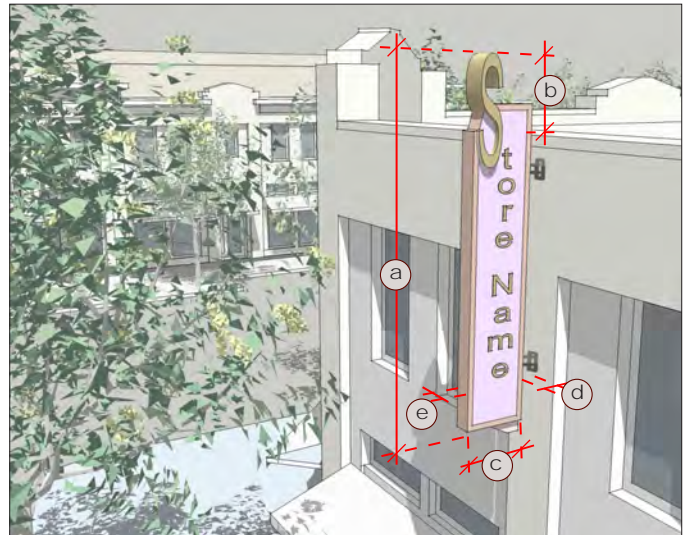


Diagram - See Design Standards below for requirements.

MARQUEE SIGN STANDARDS	MIN.	MAX.
a Height	10'	20'
b Height above eave or parapet	none	4'
c Width	none	30'
d Distance from wall	3"	12"
e Thickness	none	4"
f Feature allowed beyond sign area	none	6 sq ft
g Vertical clearance from adjacent s.w.	8'	n.a.
h Horizontal clearance from adjacent curb	6'	n.a.
Allowed combinations with other sign types, subject to City approval		
Awning/canopy, wall, projecting, window, sidewalk		

Examples of Intended Physical Character



Examples - Individually illuminated neon letters on panel.

TABLE 5.6J. POLE SIGN STANDARDS

A. Description

A vertically-oriented two-sided sign detached from the main building, located along the primary frontage, consisting of a single structural pole support with the sign mounted at the top. This type of sign is intended for viewing from a distance to identify a business set back and not readily visible from the street.

B. Design Standards

1. Allowed only in the GW and DTE zones;
2. Maximum one sign per building site;
3. Minimum building site frontage of 250 feet along primary street;
4. Sign shall be vertically oriented;
5. Sign shall be placed within 20 feet of the primary street edge;
6. Maximum of two businesses to be identified on the sign;
7. Sign shall be of a distinctive design as determined by the City;
8. If externally illuminated, lighting shall be either exposed neon mounted in front of a decorative cabinet or decorative external lighting sources.

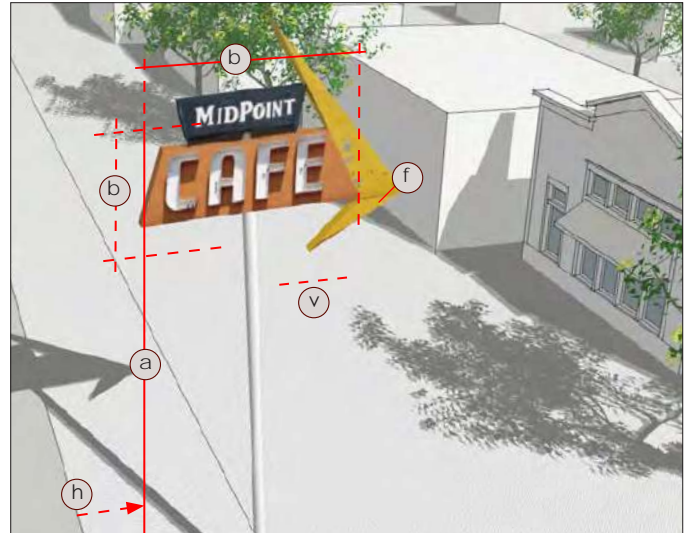


Diagram - See Design Standards below for requirements.

POLE SIGN STANDARDS		MIN.	MAX.
a	Height overall	25	35
b	Size	10' x 10' max	
c	Thickness	none	4"
f	Feature (allowed beyond sign area)	na	na
v	Vertical clearance from adjacent sidewalk	10'	none
h	Horizontal clearance from adjacent curb (R.O.W.)	18"	none
Allowed combinations with other sign types, subject to City approval			
Awning/canopy, wall, projecting, window, roof			

Examples of Intended Physical Character



Examples - Distinctive and inventive signage that is meant for long-distance viewing while contributing to the character of the downtown as a whole.

7.0 Architectural Style Standards

7.10 Purpose

This Section establishes the architectural styles and requirements for architecture to be used for all property subject to the Downtown Code.

7.20 Small Town-Scale Architecture and Intended Physical Character

Buildings and structures subject to the Downtown Code shall be designed using one or more of the allowed architectural styles as allowed by Section 7.30:

- A. Main Street Commercial (see Table 5.7A)
- B. Agricultural Heritage (see Table 5.7B)
- C. Mediterranean Revival (see Table 5.7C)
- D. Craftsman (see Table 5.7D)

7.30 Allowed Architectural Styles

Buildings subject to the Downtown Code shall be designed per one of the allowed styles as identified below:

- A. **Main Street Commercial:** Allowed in the DTC, DTE, MS (only for Flex Buildings), RR, and GW zones.
- B. **Agricultural Heritage:** Allowed in the DTC (only on blocks west of Front Street), DTE, RR, and GW zones.
- C. **Mediterranean Revival:** Allowed in the DTC, DTE, MS, RR, and GW zones.
- D. **Craftsman:** Allowed in DTC (only on allowed house-form buildings, DTE, MS, and RR zones (only on allowed house-form buildings)).

7.40 Required Criteria

- A. In order for applications to be approved, each application shall meet the following criteria, as applicable.
 1. Generates or maintains a pedestrian-oriented streetscape through building design which is contextually appropriate to the intended physical character of the zone;
 2. Generates or maintains buildings which are consistent with the intended small town-scale character both along streetscapes and within buildings and their on-site open spaces; and
 3. Is in compliance with the applicable requirements of the architectural style.

This page intentionally left blank

Figure 5.7.1. Allowed Architectural Styles

Main Street Commercial (see Table 5.7A)



Agricultural Heritage (see Table 5.7B)



Mediterranean Revival (see Table 5.7C)



Craftsman (see Table 5.7D)



TABLE 5.7A. MAIN STREET COMMERCIAL STYLE STANDARDS

Examples of Intended Architectural Character



Example: Main Street Commercial style building in brick with clerestory over glass canopies, stores on the ground floor, living units on upper floor.



Example: Main Street Commercial style building with double-height loft units over ground floor commercial businesses.

A. Description

The Main Street Commercial Style is the generic stylistic title for a single multi-story building found on most U.S. main streets (hence the term), town squares, and plazas. The style is derived from a number of historic precedents, including Spanish Colonial Revival, Greek Revival, Victorian, Victorian Italianate, and Richardsonian Romanesque. While varying in stylistic details, the basis of the style is found in a simple, rectangular building form made up of a logical, repetitive, and legible structural framework which is expressed externally by the rhythmic placement of structural elements, doors, windows, and storefronts. Original building frameworks were of load-bearing masonry, but the style is easily adapted to steel, poured concrete, or wood.

The style proliferated in the late nineteenth century when cities began densifying and housing was built over ground floor storefronts. The Main Street Commercial style building stands adjacent to others of similar building intensity, with little or no side setbacks, thus forming a solid enclosure for the street or plaza. This means that only one facade (or two if located on a corner) need detailed design attention.

The plane of the facade wall is articulated by expression of the structural underlayment by means of vertical protrusions or setbacks defining columns and lintels. The facade is articulated

into a base, a body, and a top, with the ground floor being the tallest of the individual floors. The style tops the building with a flat roof line which is stopped visually by a projecting cornice or articulated parapet (protruding or recessed).

The ground floor houses commercial uses such as offices or retail businesses, and therefore is quite open visually with expansive storefront windows and doors. Upper levels are punctuated with relatively smaller openings which belie their purpose for offices or apartments. Alternatively, upper floors may be expressed as double-height loft spaces.

Substantial materials express the civic nature of the style, using brick, stone, or heavy cementitious plaster.

TABLE 5.7A. MAIN STREET COMMERCIAL STYLE STANDARDS

Examples of Intended Architectural Character



Basic rectangular massing



A legible base, body, & top



Simple wall plane of brick



Wall plane, plaster recesses



Simple volumes shown assembled in typical street scene



Rectangular masses



Plaster pilasters and window patterns express underlying structural framework



Wall plane with pilasters, lintel expression, and recesses at upper windows

B. Massing , Heights

- A. Massing is comprised of one large, simple rectilinear or square volume.
- B. Massing is articulated in a tripartite fashion with base, body, and top. Base and body are differentiated by changes in plane, material, color, or opening size and type. The top is articulated with a cornice line, projecting cornice, or parapet with recess or protrusion.
- C. Buildings on corner lots have facades of equal or similar design and detail. In addition, the corner is articulated through height change, chamfering of wall, addition of detail, or addition of building mass such as a turret, tower, or lantern. Such designs may be devised at the geometric corner or adjacent to it.
- D. Heights: In order to provide appropriate proportions and flexibility of building use:
 1. **Ground floor height:** 12 feet minimum height from ground finish floor to finish floor or roof above; and
 2. **Second floor height:** 10 feet minimum height from second level finish floor to finish floor or roof above.

C. Walls

- A. Walls shall be of simple planes and of substantial materials such as brick, stone, plaster.
- B. The facade wall(s) shall be articulated by expression of the structural underlayment by means of vertical protrusions or setbacks defining columns and lintels. Openings shall be recessed to express the thickness of the wall.

TABLE 5.7A. MAIN STREET COMMERCIAL STYLE STANDARDS

Examples of Intended Architectural Character



Storefront with double hung windows above



Storefront and loft windows above



Parapet and bracketed cornice



Parapet, plaster coping



Openings are recessed into facade



Regular patterns of window placement relate to structure



Parapet with serrated coping of plaster



Parapet with stone coping and bracketed overhang

D. Openings

- A. Door and window openings shall be recessed. The ground floor shall contain storefront windows and doors, with upper floor openings being smaller in scale unless they are loft windows.
 - 1. Main door recess: Minimum eight inches
 - 2. Window recess: Minimum two inches
- B. Proportions shall be vertical, square and horizontal allowed when grouped in vertical composition together.
 - 1. Proportion of width to height: 1:1.4 minimum
- C. Openings are arranged in regular, rhythmic patterns related to the underlying structural framework grid.

E. Roof

- 1. Roof form shall be flat, with a cornice or overhang which may be sloped.
- 2. Roofs shall be framed with parapet walls. Parapet copings may be of tile, concrete, stone, or metal painted. Metal copings shall be of heavy gauge material to prevent dimpling by fasteners, and shall produce straight, even shadow lines.
- 3. Roof cornice, if used, shall be visibly supported by brackets, columns, or struts.
- 4. Roof decks may be accessible and used as balconies, terraces, and/or roof gardens.

TABLE 5.7A. MAIN STREET COMMERCIAL STYLE STANDARDS

Examples of Intended Architectural Character



Canopy of glass



Balconies



Street trees, pots



Street trees, planters, pots, and ivy pockets at sidewalk cafe



Overhangs



Awning shading at storefront



Street palms, pots, sidewalk cafes

F. Architectural Elements

- A. Architectural elements shall be used sparingly to accent the simple masses and surfaces of the building.
- B. The following architectural elements are typical to the style and may project beyond the building volume into setback areas as allowed:
 1. Arcades and galleries
 2. Balconies
 3. Overhangs, canopies, awnings

G. Site, Landscape

- A. The building fronts directly onto the public realm of the sidewalk and street. Therefore, landscape is that of the streetscape, or, wide sidewalks with regularly spaced shade trees.
- B. In addition to the sidewalk shade trees, plantings in forecourts which face the street, in raised planters, pots, or at internal courtyards are allowed.

TABLE 5.7B. AGRICULTURAL HERITAGE STYLE STANDARDS

Examples of Intended Architectural Character



Example: Agricultural heritage - simple forms, utilitarian metal & wood siding, simplified details.



Example: Agricultural heritage present in new building - simple massing, useful porches (galleries), wood siding.

A. Description

The Agricultural Heritage style is based on structures built specifically for agricultural purposes in the U.S. during the 19th century. This tradition is found in Soledad and throughout California. Using the forms, materials and colors of these purposeful precedents in new buildings, where appropriate, helps maintain a continuum of the vernacular of the region. Buildings utilizing this style would be made of simple, limited forms, typically rectangular, with a pitched metal roof, and sheathed in wood or metal siding. There is little architectural ornament, with functional building elements providing the detail to the building. These would include items such as roof, rafter tails, ridge beams (protruding), overhangs and struts, lanterns, clerestories, exposed columns, and exposed foundations. Colors used for these structures were traditionally muted, as the paints were derived from milk and a minimal amount of pigment.

Original agricultural buildings were single purpose-built for distinct agricultural processes, and hence, this was not a style. Several factors changed the way Californians built, shifting from handmade masonry Spanish Colonial buildings, to the more expedient wood "balloon framed" buildings. The Gold Rush of 1849, the Homestead Act of 1862, and the development of the railroads brought property ownership for new waves of citizens and changed settlement patterns. Houses were made quickly of wood to establish the farming homestead and were either placed in a rural pattern of isolated farmsteads or in loose townships. This was in contrast to Spanish Colonial and

Eastern U.S. patterns of contained urban villages with farmlands beyond.

During the period of change, new-comers built from their memories of the East or Midwest or used simple technical manuals called "pattern books". Both these manners changed the style and method of building, with pioneers using the "balloon frame" technique in the 1840s and 1850s. Buildings were made of wood which was mill-cut, in standardized board sizes, and fastened with standard, manufactured nails. This was a much faster way to build than using the traditional masonry. It allowed anyone to easily build the framework of the house which was then covered with siding.

Along with the "pattern books" and balloon framing came the firm tradition of agricultural buildings and methods of farming in the East and Mid West. Farming there had established a tradition of purpose-built structures made with no adornment and with materials found readily at hand. Structures were pragmatic and generally constructed for a distinct, single purpose, such as silos to hold grain, barns to house livestock, water cisterns to collect water, etc. As most locations had access to trees, lumber became the primary material for agricultural out-buildings. Railroad development increased access to mechanized wood working tools, and to light metals, which helped create more standardized shapes/forms, more weather-tight techniques, and longer-lasting roofing/siding methods.

TABLE 5.7B. AGRICULTURAL HERITAGE STYLE STANDARDS

Examples of Intended Architectural Character



Rectangular masses



Simple rectangular massing



Wood: board and batten



Wood: lap siding



Simple rectangular volumes with roof lantern (l), lean-to porch (r)



Existing barns, with simple massing, materials, and minimal articulation



Metal: corrugated siding



Board-formed concrete

B. Massing , Heights

- A. Massing is comprised of one large, simple rectilinear volume, with or without additional volumes attached in a clear and subordinate manner (such as a lean-to).
- B. Articulation shall be minimal. Structural members and parts may be expressed as the following:
 1. Roof rafter tails;
 2. Roof beams - inside, or outside as overhangs;
 3. Columns, beams, and decking all may be exposed at galleries;
 4. Overhangs, structural support struts;
 5. Roof lanterns, clerestories, monitors, dormer vents, dormer windows;
 6. Gable vents, turbine vents at roof ridge; and
 7. Foundations may be exposed with appropriate steps taken to maintain energy codes.

C. Walls

- A. Walls shall be of simple planes sheathed in durable materials which is in keeping with the function-driven nature of this style.
- B. Walls (wood) shall consist of any of the following configurations:
 1. Board and batten
 2. Butt-joint siding
 3. Lap-joint siding
 4. Shingles
- C. Walls (metal clad) shall consist of any of the following configurations:
 1. Continuous corrugated panel (s or v shape)
 2. Standing seam metal with flat panels
 3. Diamond shingles
 4. Flat panels
- D. Walls (composite clad, such as fiber-cement board) shall consist of any of the following configurations:
 1. Board and batten, smooth only
 2. Butt-joint siding, smooth only
 3. Lap-joint siding, smooth only
- E. Walls (concrete) shall consist of exposed board-formed concrete in horizontal bands (bands of 6" high max.).

TABLE 5.7B. AGRICULTURAL HERITAGE STYLE STANDARDS

Examples of Intended Architectural Character



Large door, square windows



Large doors, clerestories



Metal roof, monitor



Metal roofs, monitors



Clerestory windows, & regular patterns of window placement relate to structure



Sliding, oversize door, metal windows



Simple massing with main roof and lean-tos with lower roof pitch



Monitors on roof ridge.

D. Openings

- A. Door and window openings shall be sized per function such as larger than average door openings (based on the original use of machinery and animal access), and smaller windows which admit light and air for agricultural purposes (not necessarily views).
- B. Proportions shall be vertical, square placed singly or in series/grouping.
 - 1. Proportion of width to height: 1:1.2 minimum
- C. Openings are arranged in regular, rhythmic patterns related to the underlying structural framework grid.

E. Roof

- A. Roof form shall be pitched. Flat roof allowed as minor component of structure (25 percent or less of roof area). Pitch relates directly to a region and its annual precipitation. In this region the pitches shall be:
 - 1. Pitch 1:12 minimum to 7:12 maximum
- B. Roofs shall be of the following materials:
 - 1. Standing seam metal
 - 2. Corrugated (continuous) metal
 - 3. Metal shingle
 - 4. Wood shingle
- C. Roof details shall consist of the following:
 - 1. Roof rafter tails (exposed)
 - 2. Roof beams - inside, or outside as overhangs
 - 3. Overhangs, structural support struts
 - 4. Roof lanterns, clerestories, monitors, dormer vents, dormer windows, vent stacks
 - 5. Gable vents, turbine vents at roof ridge

TABLE 5.7B. AGRICULTURAL HERITAGE STYLE STANDARDS

Examples of Intended Architectural Character



Water tank, bread oven



Awnings in metal, canvas



Pattern in edible landscape



Stone, fence defines site



Roof overhang supported by wood struts, decking boards visible



Chimney treated as large vent stack



Herbs in pots or rows for edible landscape



Olive trees in rows, field stone bollards

F. Architectural Elements

- A. Architectural elements in this style have a purpose, and are generally not applied, but integral in the design and function of the building. Details shall be used sparingly to accent the simple masses and surfaces of the building.
- B. The following architectural elements are typical to the style and may project beyond the building volume into setback areas as allowed:
 1. Arcades, galleries, and semi-enclosed pavilions
 2. Overhangs, canopies, awnings
 3. Roof rafter tails
 4. Roof beams - inside, or outside as overhangs
 5. Columns, beams, and decking may be exposed at galleries
 6. Overhangs, structural support struts
 7. Roof lanterns, clerestories, monitors, dormer vents, dormer windows, vent stacks
 8. Gable vents, turbine vents at roof ridge
 9. Foundations may be exposed with appropriate steps taken to maintain energy codes.
 10. Accessory structures such as water tanks, silos, storage bins

G. Site, Landscape

- A. The site is composed of a dominant building, which may or may not have subordinate out-buildings placed near which frame common spaces such as yards, courts, or corrals.
- B. When out-buildings are not present, the site shall be well-defined by borders with fences, gates, walls, and lined pathways.
- C. Plant materials are practical and when possible, edible. They are placed in rhythmic, repetitive rows and patterns which relate to agricultural patterns of field and orchard.

TABLE 5.7C. MEDITERRANEAN REVIVAL STYLE STANDARDS

Examples of Intended Architectural Character



Example: Mediterranean Revival style building of heavy, simple massing punctuated by large ground floor openings and rhythmic window placement, and traditional off-white plaster with red tile roof.



Example: Mediterranean Revival style building with corner entry in simple hexagonal mass, tall ground floor with deeply set windows/doors, simple massing, flat roof, and off-white plaster.

A. Description

The Mediterranean Revival style is a part of the vast Eclectic movement of 1890-1940 in the U.S. Mediterranean Revival is the broad term which includes several architectural styles including the Spanish Colonial Revival, Mission Revival, and Italianate. Inspired by precedents from Classical, Medieval, and Renaissance periods, Mediterranean Revival draws from those origin periods and cultural traditions - Spanish, North African Moorish, Italian, Greek. It also incorporates these same cultures' later colonial efforts in North and South America (1690-1800), which adapted to new indigenous climates, materials, and cultures.

Mediterranean Revival was prominent in the U.S. in the 1920s - 1940s, and while found throughout the country, is predominantly found in California and Florida due to both the Spain's colonization efforts in these regions, and to similarities with the Mediterranean climates and cultures which produced the style. California architects such as George Washington Smith and Wallace Neff, as well as Eastern U.S. architects Bertram Goodhue and Addison Mizner studied the seminal buildings' components, and adapted them in a disciplined manner to the functional requirements of the modern world.

This style is well-suited to all scales of construction, but is particularly appropriate for public and urban buildings given

its extensive cultural heritage and substantial materiality. Mediterranean Revival has become part of the lexicon of styles in the region, and it represents a continuum that spans decades regardless of stylistic trends. The style also maintains an intimate relationship with nature, typical to a temperate Mediterranean-like climate such as California's.

Mediterranean Revival is distinguished by its restrained, horizontal massing. Smooth plaster walls, light earth tone or off-white colors, deeply set windows and doors, and red tile roofs [or flat roofs] make up the signature palette. The generally bulky mass of the building is punctuated by rhythmic placement of deeply set windows and doors, which can be regular or syncopated. A regular rhythm is typically varied by window type or window treatment to prevent repetition. Color and decoration are used sparingly as compared with other styles, these items being reserved for such details as wrought iron railings, grilles, and gates, or stone and colourful tile surrounds at key doors, windows, and water features. Shading is provided by the deeply recessed openings, as well as devices [arcades, galleries, overhangs, balconies, awnings] which are arranged as counterpoints to the austere building forms.

TABLE 5.7C. MEDITERRANEAN REVIVAL STYLE STANDARDS

Examples of Intended Architectural Character



Multiple volumes



Single volume, corner tower



Simple plaster plane, no base



Single plane, stone base



Single volume, overhang



Multiple volumes, arcade, & upper floor offset



Simple planes, base set off w/ plaster molding at floor level



Single brick plane, base implied with columns, capitals, brick molding

B. Massing , Heights

- A. Massing is comprised of large, simple rectilinear masses. Massing compositions can be of a single, primary rectilinear volume, or the same volume offset by a variety of lesser volumes.
- B. Corners of buildings on corner lots shall be articulated. Through height change, chamfering of wall, addition of detail, or addition of building mass such as a turret, tower, or lantern. Such designs may be devised at the geometric corner or adjacent to it.

C. Walls

- A. Walls shall be single planes, rendered in plaster or exposed brick which meet the ground plane with or without a base.
1. Plaster finish shall be smooth, with fine sand finish.
 2. Plaster plane variation: 0 to 3/8 inches
 3. Control joints are allowed.
- B. Where a wall base is to be utilized, it may be achieved by set-back of upper floors, by change in color, or by articulation in 'C' below.
- C. Wall articulation may be achieved by traditional moldings, or applied ornament of stone or cast concrete, to describe the vertical divisions into base, body and top.

TABLE 5.7C. MEDITERRANEAN REVIVAL STYLE STANDARDS

Examples of Intended Architectural Character



Openings are deeply recessed



Openings vary in shape, size



Sloped roof of simple form



Flat roofs, w/ scuppers



Openings vary in shape, sized, with asymmetrical pattern of composition



Openings vary in shape, size, with regular pattern of composition



Roof overhang, wooden eave with exposed rafters



Roof with gable end and flat roof section at rear

D. Openings

- A. Door and window openings shall be deep-set and combined with balcony, loggia, or arcade elements to generate rhythmic compositions.
 1. Main Door Recess (plaster return): Min. 8 inches
 2. Window Recess (plaster return): Min. 3 inches
- B. Proportions shall be vertical, square or horizontal when grouped in vertical composition together.
 1. Proportion of width to height: 1:1.4 minimum
- C. Openings shall be rhythmic in composition either symmetrically overall, locally symmetrical or, asymmetrical. If placement is regular, window type, size, or treatment is varied to avoid strict repetition over a facade.
- D. Windows shall be single-hung, double-hung or multi-pane casement and awning. Exception: Storefronts may accommodate large openings and large expanses of glass.
- E. Window grilles occur at special windows identified in the design and shall be of wood or iron.
- F. Window/door shutters, if used, shall be the aggregate size of the associated opening and functional.

E. Roof

- A. Roof forms shall be flat or low slope.
- B. Roofs (sloped) shall have gabled or hipped ends, finished in Roman or Mission tile laid irregularly. Bird stops at tile end condition must be mortar filled.
 1. Main Roof Slope: 3:12 maximum
 2. Ancillary Roof Slopes: 6:12 maximum
- C. Roofs (flat) shall be framed with parapet walls. Parapet caps may be of tile, cast concrete, plaster, or stone, and may be multi-color. Roof decks may be accessible and used as balconies or terraces.
- D. Roof transitions to exterior walls shall occur in any or all of the following methods:
 1. Projected wooden eave with exposed wooden rafters;
 2. Plaster molding; and/or
 3. Tile cap.

TABLE 5.7C. MEDITERRANEAN REVIVAL STYLE STANDARDS

Examples of Intended Architectural Character



Stair, grilles



Chimneys



Balconies

Courtyard with plants, fountain,
tree at grade

Decorative containers/pots

Projecting window seat, bal-
conyLoft story over recessed ground
floor shopfronts

Parking forecourt

F. Architectural Elements

- A. Architectural elements shall be used sparingly to accent the simple masses and surfaces of the building.
- B. The following architectural elements are typical to the style and may project beyond the building volume into setback areas as allowed:
 1. arcades (not within the R.O.W.) and galleries
 2. stairs (attached or engaged)
 3. balconies
 4. plant-shelves
 5. chimneys

G. Site, Landscape

- A. The building site shall be clearly defined by both landscape material, landscape architecture features, and the buildings themselves. The Mediterranean Revival buildings typically create surrounding public and private space through the use of forecourts, garden walls and courtyards, parking courts, and zaguan. A zaguan is a hallway or passage that leads from the public streetscape to the interior courtyard of a building.
- B. Landscape is treated as furnishing for each walled area or exterior room. Softscape items are placed in combinations of in-ground planters, raised planters, and pots. Plant materials include many evergreen species with fragrance which are truly Mediterranean in origin.
- C. Water elements are frequently included to provide white (background) noise for courts.

TABLE 5.7D. CRAFTSMAN STYLE STANDARDS

Examples of Intended Architectural Character



Example: Craftsman bungalow with deep set porches, exposed rafter tails and beams, masonry pier/foundation.



Example: Craftsman bungalow with deep set porch within the footprint of the building. Simple openings and organization of facade using the structural elements as decoration.

A. Description

The Arts and Crafts movement of the late 1880s had its origins in England, led by Architect William Morris. He and the English Arts and Crafts Exhibition Society inspired U.S. architects such as Bernard Maybeck, Gustav Stickley, and brothers Charles and Henry Greene of Pasadena, California who evolved the style. This style treated all parts of the home - both exterior and interior - as artwork, focusing on simple use and detailing of natural materials such as redwood, stone, brick, tile, and copper. Greene and Greene Architects designed the paradigmatic works which are located in Pasadena. They also designed modest, inexpensive and low-profile bungalow homes in the region.

Popular magazines of the time (1909), such as *Good Housekeeping*, made the style familiar to the general public. Pattern book makers, in turn, made the Craftsman style house the most reproduced style in the country. Pre-cut lumber packages soon became available as well to assist contractors in building the style. Craftsman's interior/exterior space relationship and its adaptability to varying weather conditions allowed regional variations to easily occur, thus increasing its popularity.

TABLE 5.7D. CRAFTSMAN STYLE STANDARDS

Examples of Intended Architectural Character



Complementary volumes with well proportioned gables



Simple massing, asymmetrical gable, central entry



Windows punctuate the textured wall planes in a variety of ways



Simple, large planes highlighted by gables facing the street



Simple two-story masses with 3rd story in volume of roof through dormers



Above and Top: Simple, large planes punctuated by square or vertical windows



Above and Top: Shingle siding provides texture and interest to the large wall planes

B. Massing , Heights

- A. Building massing shall be a simple rectangle or square with horizontal proportions in one and two story volumes.
- B. When a third story is allowed, it shall be concealed within the volume of the roof with the assistance of dormers. Additional volumes may be attached to the main mass, which receive independent roof forms. Porches shall be generous in depth and width as required by this code.

C. Walls

- A. Walls shall be clad in horizontally oriented wood siding or shingles, and the foundation base shall be expressed with stucco, brick or river stone.
 - 1. Plaster finish shall be smooth.
- B. Where a wall base is to be utilized, it may be achieved by articulation in 'C' below.
- C. Wall articulation shall be achieved by stucco, brick, or river stone.

TABLE 5.7D. CRAFTSMAN STYLE STANDARDS

Examples of Intended Architectural Character



Simple, trimmed vertical openings including dormer windows for upper stories using the roof volume.



Openings are stacked with the same area being used for either one or two windows. Note the simple shed awning over the ground floor window.



Openings are often compositions of pairs or groupings.



Groupings of windows highlight these gables to the street



Simple, paired openings with functional shutters.



Roof overhang, wooden eave with exposed rafters



Deep overhangs to emphasize horizontality and to provide shade.

D. Openings

- A. Door and window openings shall be deep-set and combined with balcony, loggia, or arcade elements to generate rhythmic compositions.
 - 1. Main Door Recess (return): Min. 8 inches
 - 2. Window Recess (return): Min. 3 inches
- B. Proportions shall be vertical, combined into horizontal patterns, and trimmed in large scale wood.
- C. Openings shall be rhythmic in composition either symmetrically overall, locally symmetrical or, asymmetrical. If placement is regular, window type, size, or treatment is varied to avoid strict repetition over a facade.
- D. Windows shall be single-hung or double-hung. Exception: Storefronts may accommodate large openings and large expanses of glass.
- E. Window/door shutters, if used, shall be the aggregate size of the associated opening and functional.

E. Roof

- A. Roof forms shall be large, low-pitched forms and vary from 3:12 to 6:12. In larger two story versions, it is common and allowable for gabled roofs to have a high pitch as much as 10:12.
- B. Roofs shall have gabled ends and the eaves shall project a minimum of two feet over the wall, and have exposed rafter tails.
- C. Roof Gable roof projections shall be supported by large timber braces or extended beams.
- D. Roof transitions to exterior walls shall be through projected wooden eave with exposed wooden rafters.

TABLE 5.7D. CRAFTSMAN STYLE STANDARDS

Examples of Intended Architectural Character



Porch columns of plaster or wood feature a masonry base



Balcony for upstairs dwellings over full width porch



Combined patterns of vertical siding above shingle siding, and vertical balcony planks



Roof braces are typically large and emphasize their structural role and qualities



Landscape is a combination of lawn with naturalistic plantings and groupings of trees to contrast with the building's dramatic shapes



F. Architectural Elements

- A. Architectural elements shall be used sparingly to accent the strong masses and complex surfaces of the building.
- B. The following architectural elements are typical to the style and may project beyond the building volume into setback areas as allowed:
 1. porches and galleries
 2. stairs (attached or engaged)
 3. balconies
 4. plant-shelves
 5. chimneys

G. Site, Landscape

- A. The building site shall be clearly defined by both landscape material, landscape architecture features, and the buildings themselves. Craftsman style buildings typically create surrounding public and private space through the use of forecourts, garden walls and courtyards.
- B. Landscape is treated as furnishing for each walled area or exterior room. Softscape items are placed in combinations of in-ground planters, raised planters, and pots. Plant materials include many evergreen species with an emphasis on a natural aesthetic.

8.0 Block and Street Standards

8.10 Purpose

This Section provides the Block and Street Regulating Plan to differentiate the applicability of the Downtown Specific Plan's requirements and establish standards for all property and rights-of-way subject to the Downtown Code.

Figure 5.8.1 - Regulating Plan of Block and Street Standards. Figure 5.8.1 establishes the street right-of-way network required to shape the streetscape as intended by the Downtown Specific Plan.

8.20 Small Town-Scale, Intended Physical Character, Walkable Blocks, Streetscapes

This Section provides the standards to maintain or generate the walkable blocks, streetscapes and intended small town-scale physical character.

- A. Design Objectives.** Existing blocks are allowed to remain. New or existing blocks to be modified shall be designed and maintained to:
1. Support the small town-scale environment of interconnected blocks and streetscapes.
 2. Support the intended physical character of the zone.
 3. Generate blocks that are not larger than 400 feet on any side and that are circumscribed by the allowed street types identified in Table 5.8B.
- B. Applicability.** The relevant block and street standards apply when any of the following occur on a parcel:
1. An existing block is to be modified in shape or size;
 2. A new block is proposed;
 3. Existing blocks or parcels that do not conform to the requirements of Figure 5.8.1 shall be made to conform upon any of the following:
 - a. Cumulative renovation/expansion of floor area by 20 percent from the date of adoption of the Downtown code; and
 - b. Modification of property access.

- C. Block Standards.** Table 5.8A identifies the requirements for block size. These standards work in combination with intended alignments for existing or new streets as identified in Figure 5.8.1. (See Figure 5.8.2 for illustrative sequence of applying block standards to generate new blocks.)
- D. Street Standards.** Table 5.8B identifies the street types that apply to all property and rights-of-way subject to the Downtown Code. These street types are applied whether or not a particular street is public right-of-way or in private ownership.

8.30 Required Criteria

- A.** In order for applications to be approved, each application shall meet the following criteria, as applicable.
1. Generates or maintains an interconnected, hierarchical network of walkable, pedestrian-oriented blocks defined by pedestrian-oriented streets, as envisioned in the Downtown Specific Plan;
 2. Supports public open space corresponding to the intended physical character and role of the zone;
 3. Facilitates pedestrian-oriented building design with building entrances on bordering streets and/or open space;
 4. Provides for vehicular/service access to blocks through alleys or as otherwise allowed to maintain a pedestrian-oriented streetscape while adequately servicing the individual buildings;
 5. Complies with the applicable requirements of Figure 5.8.1;
 6. Generates or maintains a pedestrian-oriented streetscape through the design of streets which are contextually appropriate to the allowed frontage(s); and
 7. Does not present the potential for an incompatible adjacency as defined in Section 10.

This page intentionally left blank

8.40 Street Dedications and Improvements Required

- A. **Required dedications and improvements.** In order to implement the Downtown Specific Plan, as projects are required by the City or the Downtown Code, the following dedications and improvements may be deemed necessary by the review authority and may be required as a condition to the approval of any Site Plan and Architectural Review:
- B. **Subdivided parcels.** Whenever a parcel is subdivided, curb, gutter and sidewalks shall be installed on the parcel frontage in compliance with the requirements of Section 8.0, as specified in Section 8.20.B 'Applicability'.
- C. **Types of required dedications and improvements.** When the development is located on a vacant parcel or a new main structure is constructed, or the value of on-site improvements exceeds 33 percent of the value of the existing on-site improvements, and the development borders or is traversed by an existing street, the following dedications and improvements shall be required as applicable:
1. **Minor and local streets.** Dedicate all necessary right(s)-of-way to widen the street to its ultimate width as shown on any adopted plan line, or master or precise plan of streets and highways; install curbs, gutters, drainage, sidewalks, street trees, street signs, streetlights, and required utilities; and grade and improve from curb to existing pavement.
 2. **Major and collector streets.** Dedicate all necessary rights-of-way to widen the street to its ultimate width as established by any precise plan, precise plan of streets and highways, or where the ultimate right-of-way lines are otherwise determinable and the grades have been established or can be determined; install curbs, gutters, drainage facilities, sidewalks, street trees, street signs, required utilities; and grade and improve the shoulder and on traffic lane abutting the development. In no case shall the required improvements or right(s)-of-way dedication apply for distances in excess of 30 feet as measured from the ultimate right-of-way line.
 3. **Major thoroughfares (expressways, freeways, the State highways).** Dedicate all necessary right(s)-of-way to widen the thoroughfare to its ultimate width as established by any adopted plan line, precise plan, or specific plan of streets and highways, or where the ultimate rights-of-way lines are otherwise determinable and the grades have been established or can be determined, except in cases where access does not exist. Setback all facilities the required distance from the ultimate property line as shown on any master or specific plan; install curbs, gutters, drainage, sidewalks, street trees, street signs, street lights, and required utilities. In no case shall the required improvements or right(s)-of-way dedication apply for distances in excess of 30 feet as measured from the ultimate right-of-way line.
- D. **Frontage and other new roads.** All frontage roads or new roads of any class made necessary by the development shall be dedicated and fully graded and improved with curbs, gutters, drainage, sidewalks, street trees, street signs, street lights, required utilities, grading and paving, provided that where the street involved is indicated as an eventual major street or major thoroughfare upon any master or precise plan of streets and highways, the amounts of grading and paving shall not exceed what is currently required under Subparagraph C.1., above. Where a frontage road is provided and improved, the improvements in Subparagraphs C.1. and 2., above, shall not be required.
- E. **Standards.** All improvements shall be per the applicable standards and the applicable requirements of Section 8.0;
- F. **Building Permit.** Before a Building Permit is issued for any structure, the Director shall first determine that:
1. The proposed structure is in compliance with the approved Site Plan and Architectural Review and approved conditions;
 2. All required on-site (outside the City right-of-way) and off-site (within the City right-of-way) improvements shall have either been completed, or if not completed, the permittee has entered into an agreement with the City to complete the work within 180 days following the date of the issuance of the

Building Permit;

- a. The Director may extend the completion date for one additional 180-day period upon written request of the permittee upon a showing of good cause therefore.
 - b. The agreement shall be secured either by cash deposited with the City, a cash deposit in an irrevocable escrow approved by the Director, or other financial security approved by the Director as the equivalent thereof.
 - c. The security shall be in the amount of 100 percent of the estimated cost of completion to be determined by the Director.
 - d. In the event the work is not complete within the period provided or any extension thereof, the City shall be authorized to take all necessary actions to enforce the agreement including the use of the security to cause the completion of all required improvements.
 - e. Moneys deposited with the City or an escrow may be partially released to the depositor by the Director during the progress of the work so long as the same ratio of security is maintained on deposit to secure all uncompleted work; and
3. All of the required dedications have been given.

2. The Director shall first review the application to confirm whether or not the proposed type is similar to any of the allowed types in Table 8B. If not similar to an allowed type, the application shall continue to be processed.
3. The Planning Commission shall review the application in order to make a recommendation for final action to the City Council.
4. The City Council shall review the Planning Commission's recommendation and take final action on the application. If the application is approved, the necessary amendments to the Code shall be made.

TABLE 5.8A. BLOCK STANDARDS





The following shall be applied to all property subject to the Downtown Code, as relevant:

- A. New or existing blocks that are to be adjusted shall not exceed 400 feet on any side for a total perimeter 1,600 feet;
- B. Blocks shall be made only by applying the allowed street types identified in Table 5.8B;
- C. Street types may be adjusted as specified in Table 5.8B;
- D. A network of walkable blocks shall be maintained or generated as identified in Figure 5.8.1 and may be modified when consistent with the applicable criteria in Section 8.40;
- E. Existing and/or intended street alignments identified in Figure 5.8.1 are allowed to be adjusted up to 100 feet in either direction of the alignment in compliance with the applicable findings for the zone.
- F. For the Railroad Corridor Zone, street types 7,8, and 9 should be used to design streets, subject to design review. Other street types can be added in compliance with Section 8.50.

8.50 ADDITION OF STREET TYPES

- A. Applications that propose to add a street type to the Downtown Core shall comply with the following requirements.
 1. The applicant shall provide the following information to the Director:
 - a. A written statement identifying that the proposed type is not similar to any of the allowed types in Table 8B
 - b. A diagram showing the proposed type in plan and section to identify the configuration and key elements

Key to Figure 5.8.1

-  Reference to Block
-  Existing Street to Remain
(See Table 5.8B for street requirements; location may be adjusted as allowed by Table 5.8A)
-  Intended Street Alignment
(See Table 5.8B for street requirements; location may be adjusted as allowed by Table 5.8A)
-  Intended Street Vacation
(Existing R.O.W. may remain until any of the thresholds in Section 8.20B occur)

Refer to Tables 5.8A and 5.8B for standards.

Figure 5.8.1. Regulating Plan - Blocks and Streets

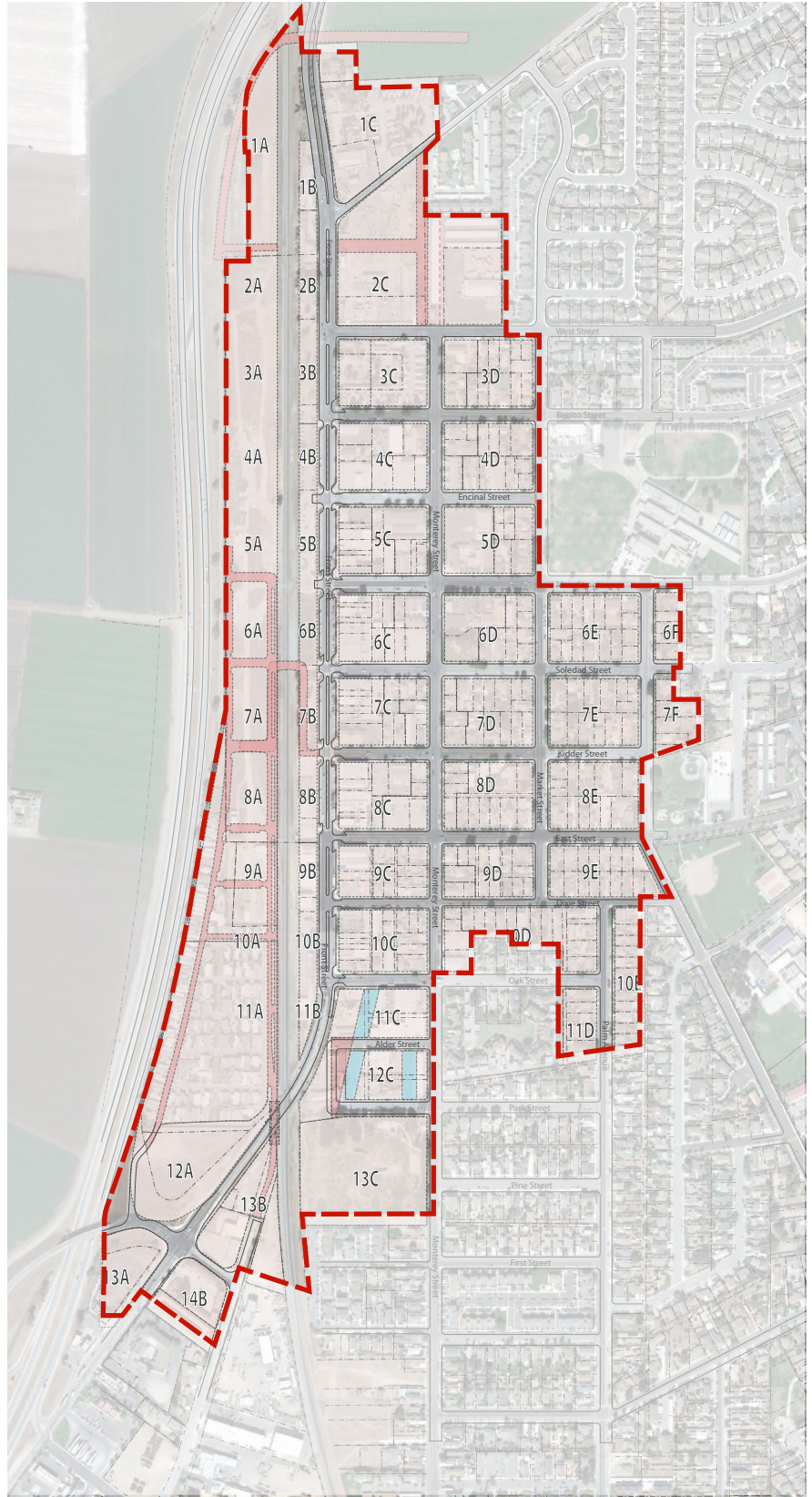
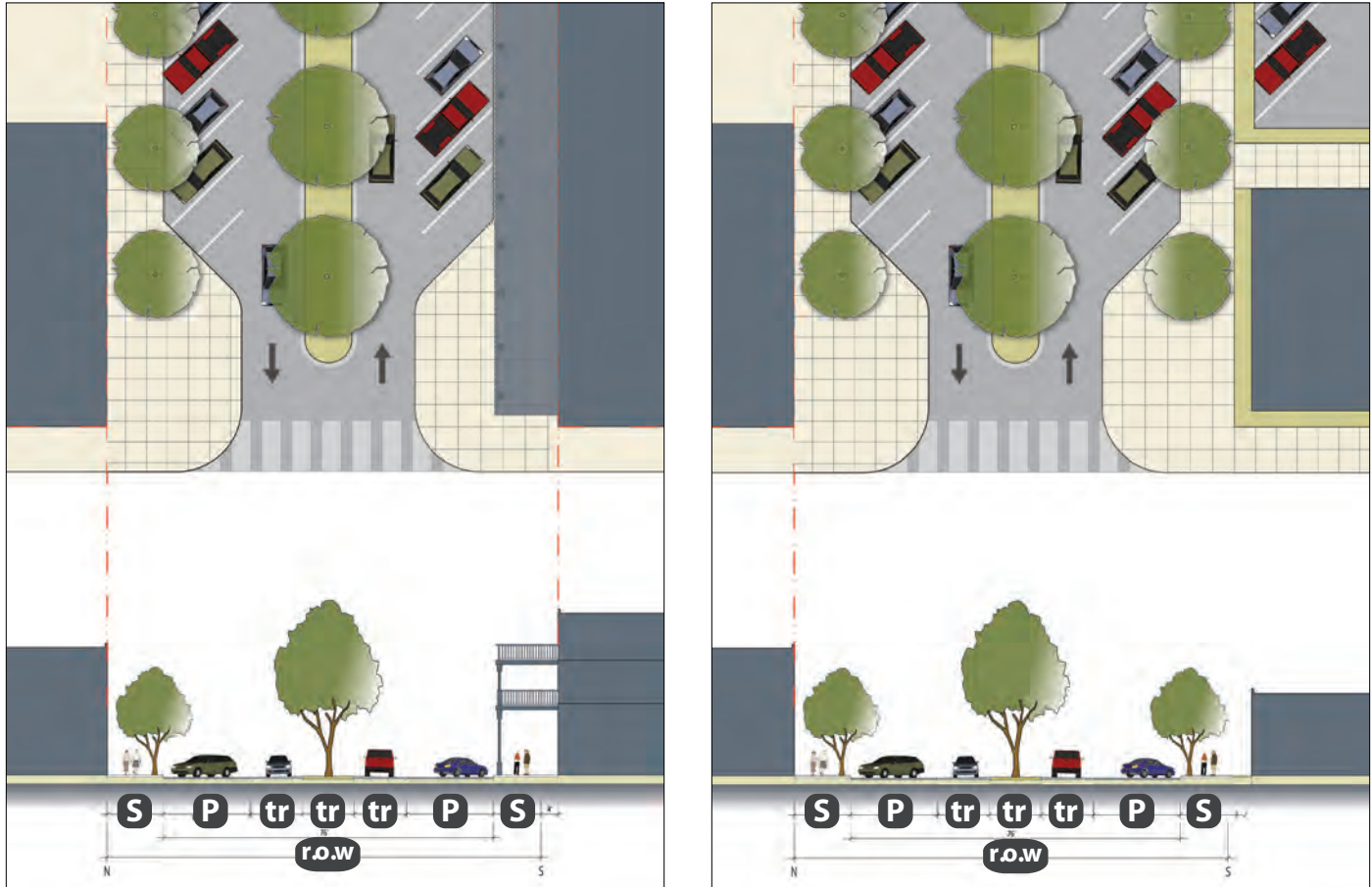


TABLE 5.8B. STREET STANDARDS

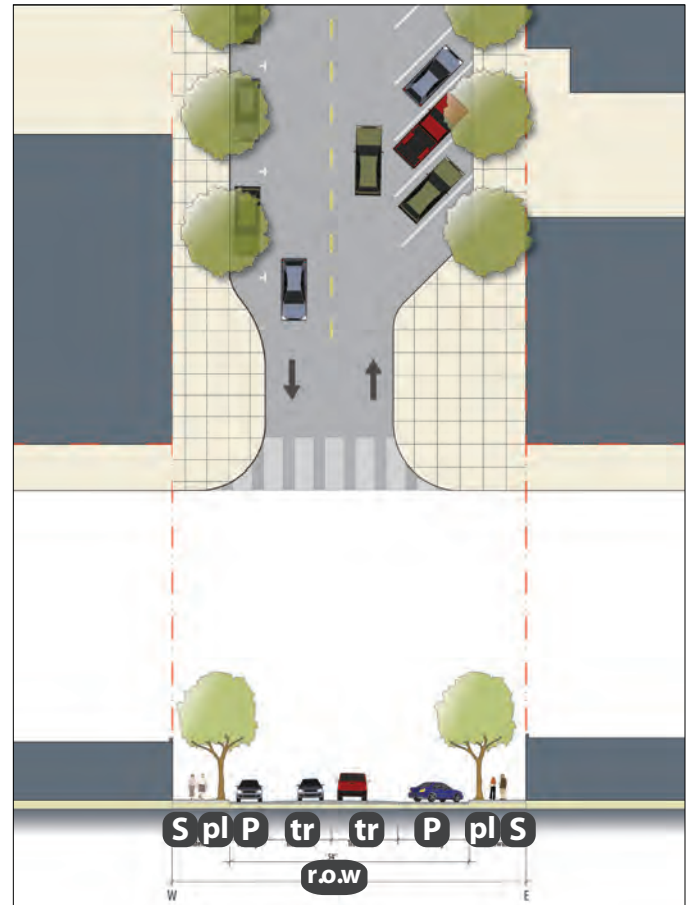
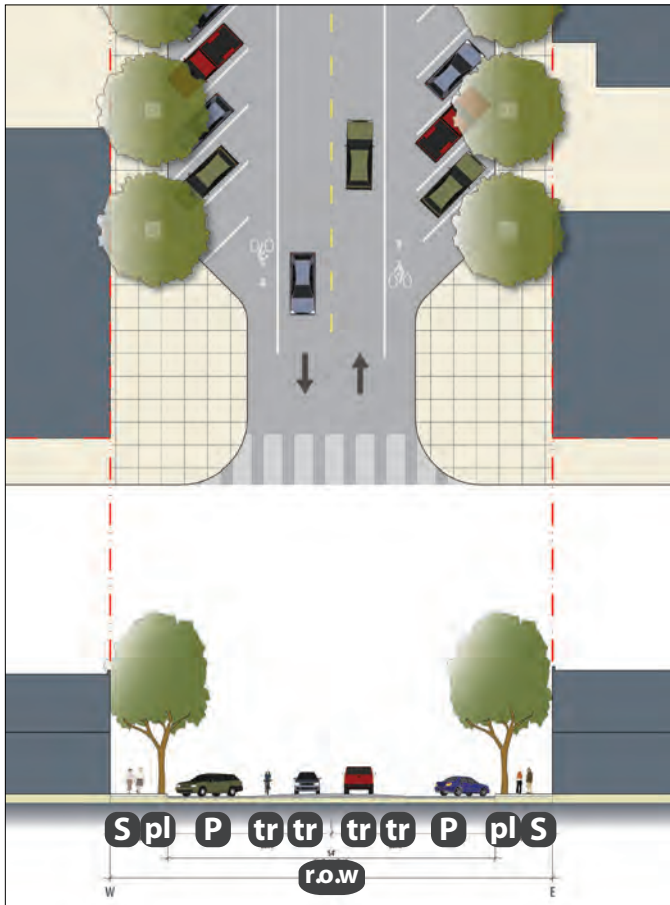
Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



1. Front Street (Downtown) Option A		
COMPONENT		REQUIREMENT
S	Sidewalk	14' north side; 10' south side
pl	Planter	4'x4' tree wells at 30' spacing btwn parking spaces on north side
P	Parking	Diagonal each side max. 9' wide; 20' depth perpendicular to curb
tr	Travel lanes	2, one each direction; 12' wide with 12' median btwn lanes
p.w	Paved width	76'
r.o.w	Right-of-Way	100'

2. Front Street (Downtown) Option B		
COMPONENT		REQUIREMENT
S	Sidewalk	14' north side; 13' south side
pl	Planter	4'x4' tree wells at 30' spacing btwn parking spaces
P	Parking	Diagonal each side max. 9' wide; 20' depth perpendicular to curb
tr	Travel lanes	2, one each direction; 12' wide with 12' median btwn lanes
p.w	Paved width	76'
r.o.w	Right-of-Way	100'

TABLE 5.8B. STREET STANDARDS

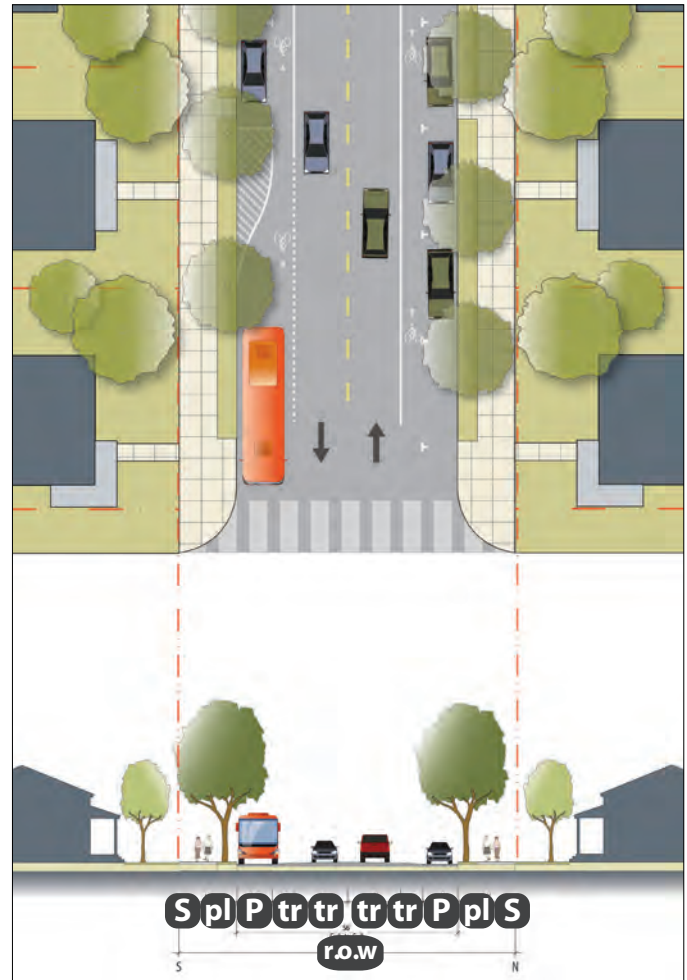
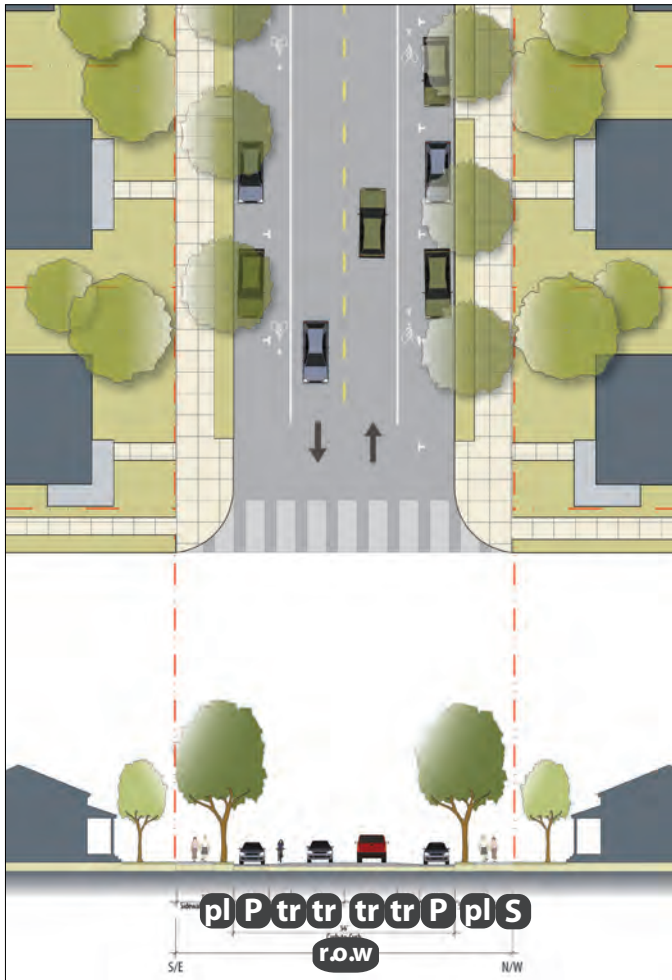


3. South Main Street		
COMPONENT		REQUIREMENT
S	Sidewalk	13' each side
pl	Planter	4' x 4' tree wells at 30' spacing btwn parking spaces
P	Parking	Diagonal each side max 9' wide; 20' depth perpendicular to curb
tr	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 5' wide
p.w	Paved width	74'
r.o.w	Right-of-Way	100'

4. Soledad, Kidder, Oak Street		
COMPONENT		REQUIREMENT
S	Sidewalk	13' each side
pl	Planter	4' x 4' tree wells at 30' spacing, and trees in planters btwn diagonal parking spaces
P	Parking	Parallel on west side max 8' wide; diagonal on east side 16' depth perpendicular to curb
tr	Travel lanes	2, one each direction, 15' wide
p.w	Paved width	54'
r.o.w	Right-of-Way	80'

TABLE 5.8B. STREET STANDARDS

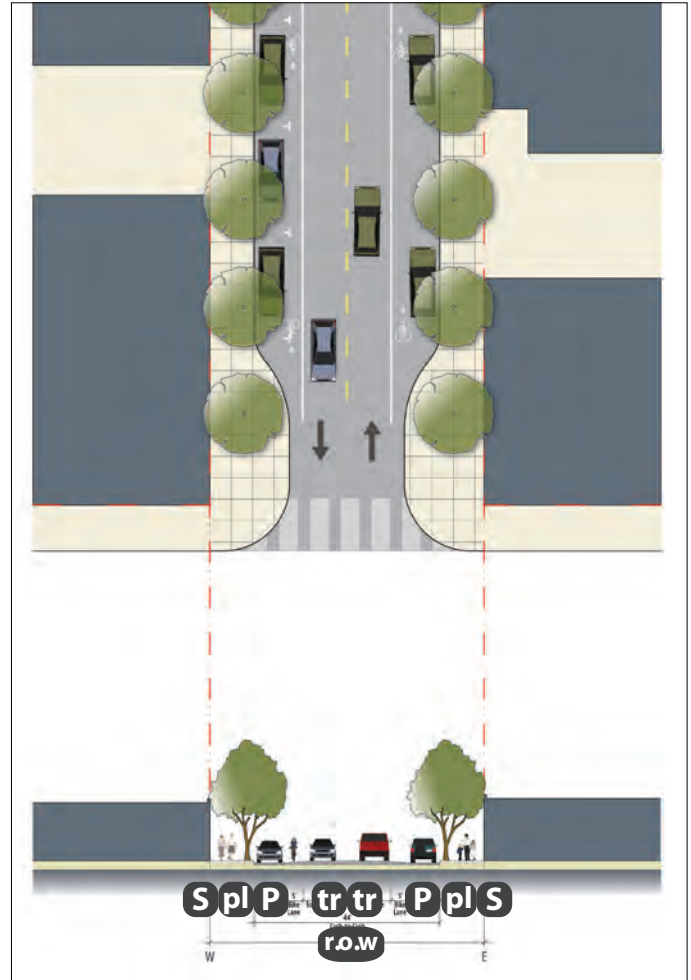
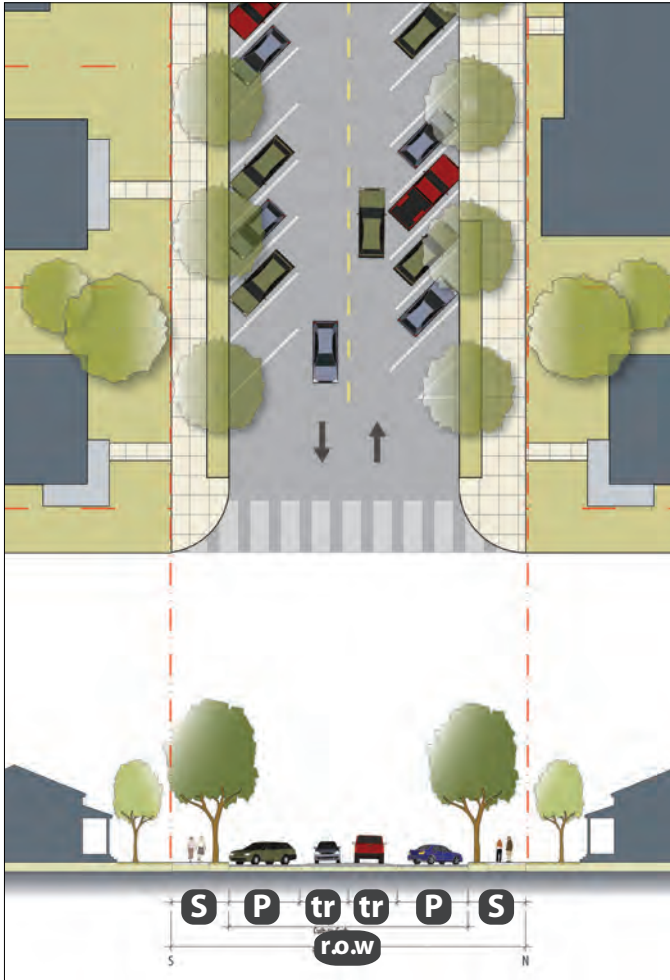
Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



5. Typical Residential Street		
COMPONENT		REQUIREMENT
S	Sidewalk	12' (includes existing planters)
pl	Planter	Trees in planter at 30' spacing
P	Parking	Parallel each side 9.5' wide
tr	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 6.5' wide
p.w	Paved width	56'
r.o.w	Right-of-Way	80'

6. Monterey Street		
COMPONENT		REQUIREMENT
S	Sidewalk	12' (includes existing planters)
pl	Planter	Trees in planter at 30' spacing
P	Parking	Parallel each side, 9.5' wide on south side, 10' wide on north side
tr	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 6.5' wide on south side, 6' on north side
p.w	Paved width	56'
r.o.w	Right-of-Way	80'

TABLE 5.8B. STREET STANDARDS

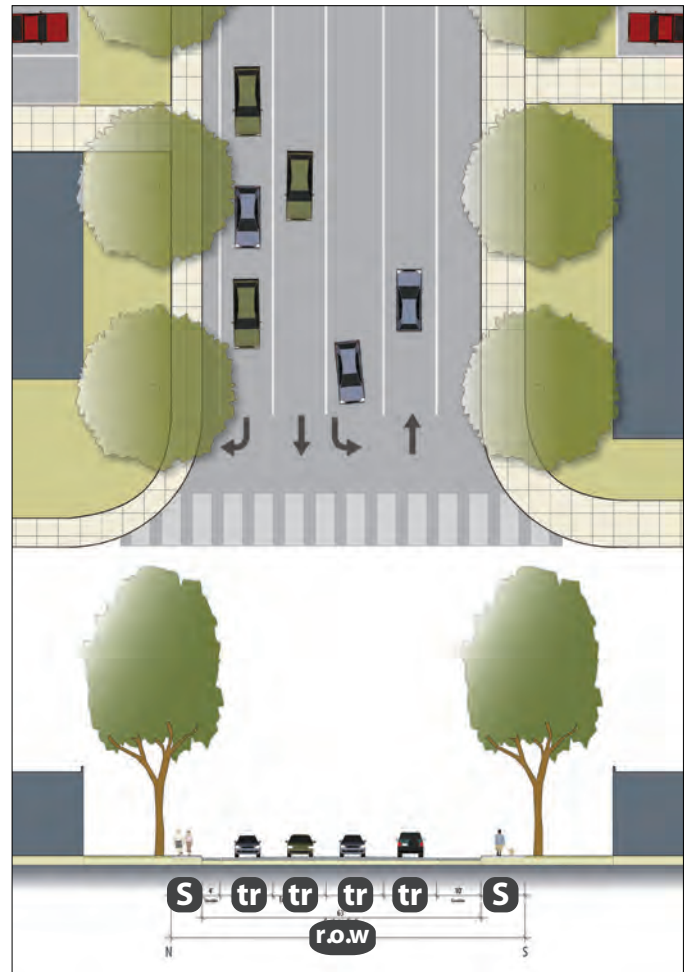
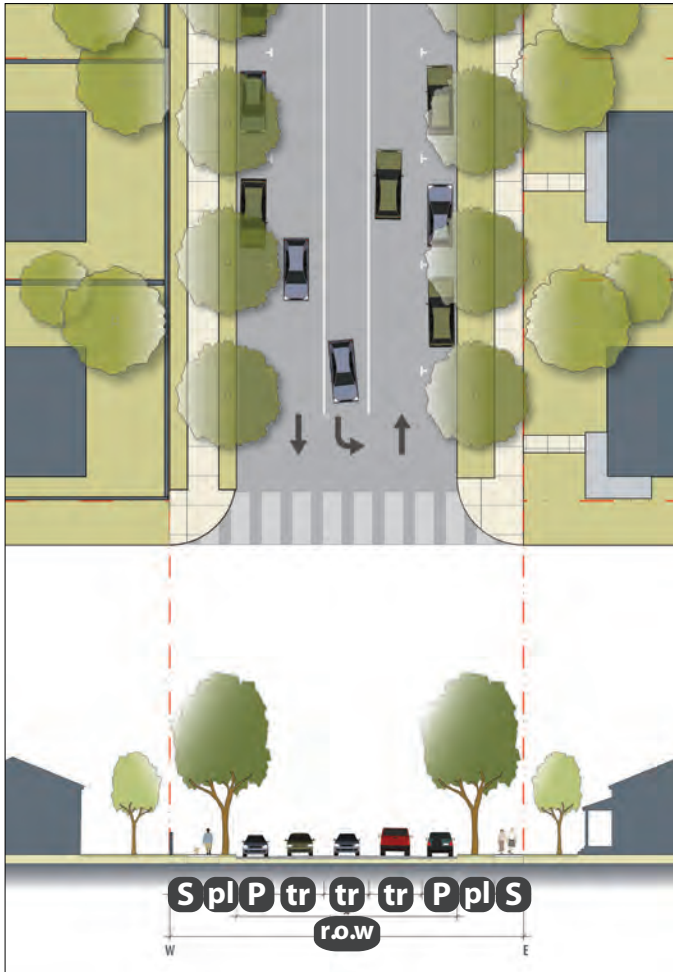


7. Market Street, Diagonal Alternative		
COMPONENT		REQUIREMENT
S	Sidewalk	12' (includes existing planters)
pl	Planter	Trees in planter at 30' spacing
P	Parking	Diagonal each side max 9' wide; 16' depth perpendicular to curb
tr	Travel lanes	2, one each direction, 12' wide
p.w	Paved width	56'
r.o.w	Right-of-Way	80'

8. Dixie Street		
COMPONENT		REQUIREMENT
S	Sidewalk	8' each side
pl	Planter	4'x4' tree wells at 30' spacing
P	Parking	Parallel both sides, 7' wide
tr	Travel lanes	2, one each direction, 10' wide; bike lanes each direction, 5' wide
p.w	Paved width	44'
r.o.w	Right-of-Way	60'

TABLE 5.8B. STREET STANDARDS

Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



5. West Street		
COMPONENT		REQUIREMENT
S	Sidewalk	15' (includes existing planters), 7' sidewalks
pl	Planter	Trees in planter at 30' spacing
P	Parking	Parallel each side, 8' wide
tr	Travel lanes	2, one each direction, 12' wide; Striped 10' median/turn lane
p.w	Paved width	50'
r.o.w	Right-of-Way	80'

6. South Front Street		
COMPONENT		REQUIREMENT
S	Sidewalk	Each side; 7' north side, 10' south side
pl	Planter	none (trees and planting exist on private property)
P	Parking	none
tr	Travel lanes	2, one each direction, 12' wide; Striped 10' median/turn lane
p.w	Paved width	60'
r.o.w	Right-of-Way	80'

Figure 5.8.2. Illustrative Sequence of Applying Block Standards to a Site to Generate New Block(s)

Applying Block Standards to a Site to Generate New Block(s)

STEP 1: EXISTING SITE

When any of the thresholds identified in Section 8.20.B occur, the site shall be subdivided further to create additional blocks per the requirements of Table 5.8A.

The example in Figure 5.8.2.1 shows one zone applying to the site to be subdivided. As the site is subdivided to generate additional blocks, the zones may need to be adjusted to exclude rights-of-way and correspond to the reconfigured block(s). Refer to Figure 5.2.1 for applicable zoning.

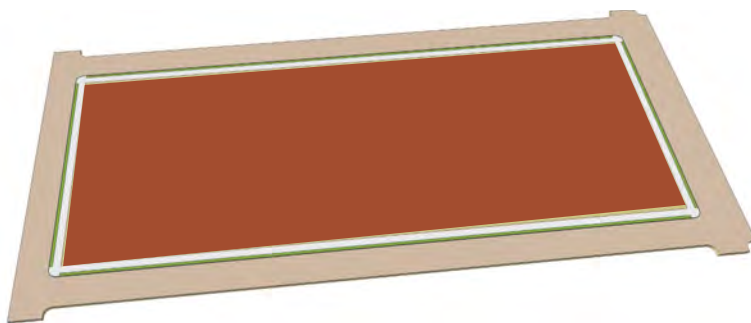


Figure 5.8.2.1 Existing Site

STEP 2: INTRODUCE STREETS

Sites being subdivided into additional blocks shall introduce streets as identified in Figure 5.8.1 and comply with the applicable block-size requirements of Table 5.8A. Adjustments to the street network are allowed as identified in Table 5.8A.

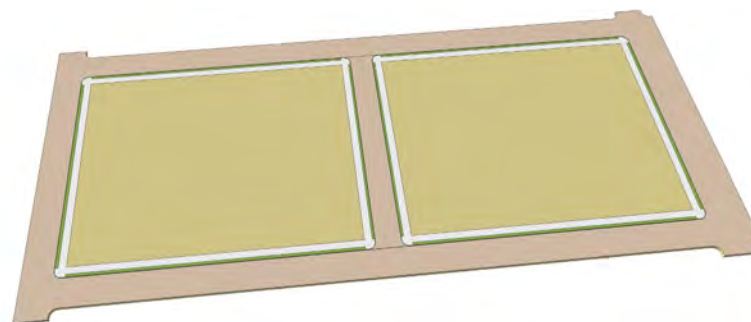


Figure 5.8.2.2 Introduce Streets

STEP 3: INTRODUCE ALLEYS

Access to new blocks and their individual building sites is allowed primarily by alley or, side street, with certain building sites allowed to be accessed via the primary street. The intent of limiting access to the rear or side of building sites is to maintain the continuity of the streetscape without interruptions such as driveway access. Therefore, unless the building site(s) takes access via a side street or if front access is allowed in the zone, the introduction of rear service alleys is required.

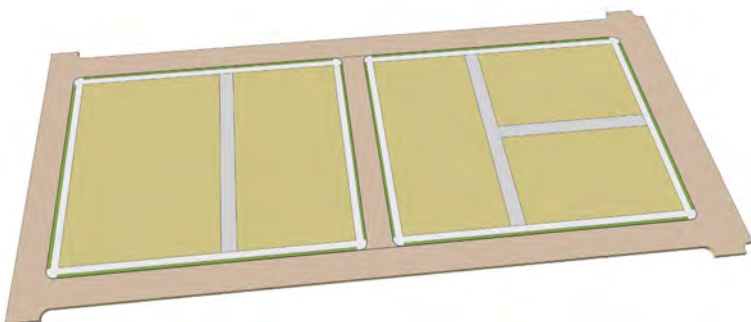


Figure 5.8.2.3 Introduce Alleys

Figure 5.8.2 (continued). Illustrative Sequence of Applying Block Standards to a Site to Generate New Block(s)

STEP 4: ADJUST ZONE BOUNDARIES

Upon applying urban design to the site to generate the block(s) for the proposed development in compliance with Table 5.8A, it may become desirable or necessary to adjust the existing zone boundaries. In such a case, the adjusted zone(s) or new zone(s) are to be applied to the new block(s), as allowed by Table 5.8A.

The example in Figure 5.8.2.4 shows an additional zone being applied to the reconfigured site: an existing zone prior to subdividing the site and a second zone to allow for a different range of intensity and physical character in response to the new block and street configuration.

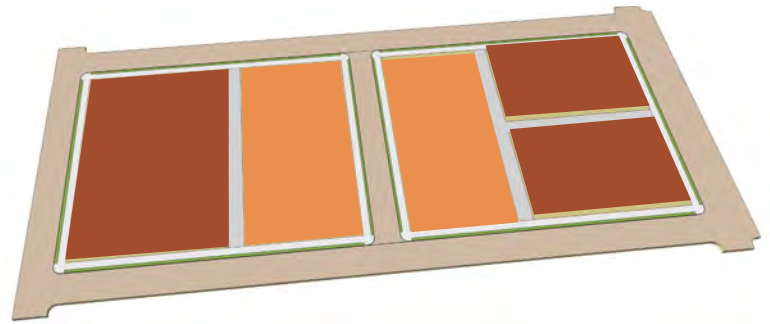


Figure 5.8.2.4 Adjust Zone Boundaries

STEP 5: INTRODUCE BUILDING SITES

Building sites are introduced on each block to correspond with the selected building type(s) allowed by each zone, and their particular requirements in Section 4.0.

Building sites are for the purpose of building-design and reflect the minimum to maximum area needed to effectively design corresponding building types that comply with the intended physical character of the zone.

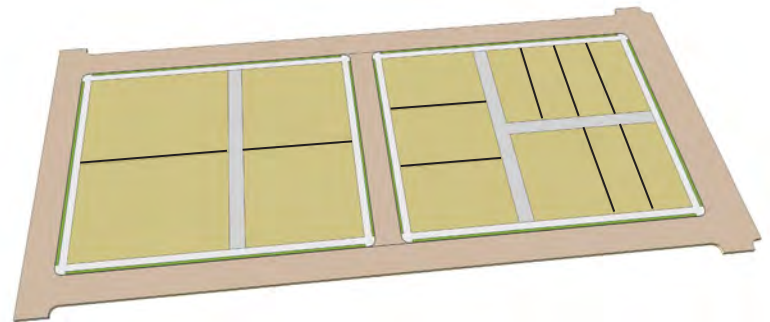


Figure 5.8.2.5 Introduce Building Sites

STEP 6: INTRODUCE PROJECTS

Each building site is to accommodate one main building per the applicable requirements. Courtyard and Bungalow Court building types are considered the main building for their respective building sites. Accessory buildings are allowed as identified in the applicable zone. The main building is then designed per the requirements of Section 4.0 for the zone, along with the allowed frontages to suit the particular organization of buildings desired for the block.



Figure 5.8.2.6 Introduce Projects

9.0 General Standards

9.10 Purpose

This Section provides standards for particular elements of sites and buildings as well as certain operational standards to ensure a consistent and high level of quality in building design, materials, and operations.

9.20 Requirements

The requirements of this Section apply to all rights-of-way and property subject to the Downtown Code unless otherwise specified. The requirements of this Section are organized as follows:

9.20.10 Fencing, Screening, and Landscaping;

9.20.20 Parking;

9.20.30 Requirements for Streetscapes, Frontages, Streets, and Sidewalks;

9.20.40 Requirements for Buildings and Historic Structures.

9.20.10 Fencing, Screening, and Landscaping

- A. Screening elements such as solid walls, hedges or combination of walls and hedges shall be used to screen service areas, storage areas, or garbage areas from public view from the street or pedestrian ways. Such screening elements shall comply with the applicable requirements for frontages in Section 5.0.
- B. Solid walls or hedges up to eight feet tall, are permitted to screen mechanical equipment, garbage receptacles, loading areas and other unsightly areas and provide privacy at the back of lots and along side streets per the requirements for frontages (Section 5.0). When a wall exceeds three feet in height, the wall shall be designed as an extension of the primary building in color and materials.
- C. Site walls and fences shall not be erected where a frontage is required by the zone standards.
- D. Low walls two to three feet tall may be used to divide space, create a variety in landscaping and to define site edges.
- E. All chain link fences are prohibited except for dark vinyl coated chain link fences used in conjunction with landscape buffering and screened with plantings.

- F. Sites shall be landscaped per the following as applicable:
 1. Parking areas, excluding parking garages, shall be improved and maintained at all times with canopy trees that provide at least 40 percent shade coverage at maturity.
 2. Trees in paved areas such as sidewalks or parking areas shall be installed with deep root barriers, metal grates or other designs as approved by the City.
 3. All landscaping shall be installed with automatic irrigation unless alternative irrigation methods are approved by the City.
 4. All landscaping shall be consistent with the requirements for landscaping per the applicable architectural style in Section 7.0.

9.20.20 Parking

A. Parking Spaces.

1. Parking spaces shall be provided as required by the zone standards and as approved by the City. Parking spaces shall be designed per the following size requirements and subject to City review and approval:

PARKING SPACE REQUIREMENTS			
Type of Space	Width (ft)	Depth (ft)	Aisle Width (ft)
Parallel (on-street)	7 min	22	street
Standard	8.5	18	24
Compact (1)	7.5	15	21
Tandem (2)	8.5	33	24
Disabled Access	14	18	24

(1) Compact parking shall only be used for residential parking beyond the first required stall for each dwelling.

(2) Tandem parking shall only be used for residential parking for the same dwelling.

B. Shared Parking

1. The intent of shared parking is to allow for each property to generate building area and land use activity while grouping the parking facilities throughout the code boundaries. This approach makes efficient use of parking facilities and encourages walking between businesses and destinations.
 - a. **Shared Parking Facilities.** As determined and approved by the Director, the applicant may utilize shared parking facilities including on-street parking and off-street parking to meet the parking requirements established in Section 2.0.
 - b. **Use of Shared Parking Facilities.** Individual businesses may choose to provide parking on their individual building site or to share available parking spaces. When individual businesses choose not to use the shared 'park-once' parking facilities, additional parking spaces may be required beyond the amount identified.
 - c. **Residential Development.** Shared parking facilities may be used by residential development per the following:
 - i. That the development leases or purchases the spaces from the City or parking authority to secure the required permanent parking; and
 - ii. That the development be allowed to use no more than the spaces required by the zone standards for each dwelling type.

9.20.30 Requirements for Streetscapes, Streets, Sidewalks

- A. Streets and sidewalks created or modified after the adoption of the Downtown Code shall comply with the requirements of Section 8.0 (Block and Street Standards).
- B. Streetscapes and frontages created or modified after the adoption of the Downtown Code shall comply with the requirements of Section 5.0 (Frontage Standards).
- C. Loading docks and other such service related features are not allowed within 35 feet of the primary frontage line.

D. General Public Right-of-Way Requirements.

1. Street furnishings are subject to the applicable requirements of the Downtown code. Street furnishings are located within the streetscape (public R.O.W. or visible private space along a R.O.W.). Exterior amenities include but are not limited to: tables, chairs, umbrellas, landscape pots, wait stations, valet stations, bicycle racks, planters, benches, bus shelters, kiosks, waste receptacles and similar items that help to define pedestrian use areas.
2. The following street furnishings are prohibited within the right-of-way (street or open space):
 - i. Vending machines
 - ii. Photo booths
 - iii. Automated machines such as, but not limited to, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, or make noise, or have flashing lights.
 - iv. Inanimate figures such as animals, mannequins or any such cartoon or human figure. This Section does not affect public art as defined in the SMC;
3. The following street furnishing materials are allowed within the Downtown Code boundaries.
 - i. Street furnishings shall be made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or solid surfacing material;
 - ii. No advertising shall be allowed on street furnishings; and
 - iii. Street furnishings such as tables and chairs may not be stored in such a way as to be visible from the street.

E. Site Lighting.

1. Site lighting shall be shielded by permanent attachments to light fixtures so that the light sources are not visible from a public way and to prevent off-site glare.

2. Site lighting shall include illumination of parking areas, buildings, pedestrian routes, dining areas, design features and public ways.
3. The bottom of a lamp along a sidewalk or other path being lighted shall not be more than 20 feet above the ground.
4. Street lighting shall be provided along public sidewalks and open spaces through approved luminaires that provide a minimum of one footcandle to a maximum of 10 footcandles mounted on 14 to 20 foot tall poles spaced at intervals of 50 to 60 feet. Such poles shall be at least 18 inches away from the adjacent curb face.

F. Service Areas and Mechanical Equipment.

1. Service areas and mechanical equipment shall be visually unobtrusive and integrated with the design of the site and building.
2. Service entrances, waste disposal areas and other similar uses shall be located away from the primary frontage of the lot, or when present, adjacent to alleys.
3. Utility boxes shall be positioned to not be seen from the primary frontage of the lot by locating them on the sides of buildings and away from pedestrian and vehicular routes or by locating them within interior building corners, at building offsets or other similar locations where the building mass acts as a shield from public view.
4. Openings to a trash enclosure shall not be within 50 feet of the primary frontage line.
5. Air intake and exhaust systems, or other mechanical equipment that generates noise, smoke or odors, shall not be located on or within 10 feet of the primary frontage line or along a paseo or open space.
6. Screening of service entrances shall be compatible with the architecture of the adjacent buildings and comply with the applicable requirements for frontage in Section 5.0.

G. Service Areas and Mechanical Equipment.

1. All business activities shall be conducted and located within an enclosed building, except that the following business activities, as permitted by the zone standards, may be conducted outside of an enclosed building:
 - a. Landscape / plant nurseries
 - b. Newsstands
 - c. Flower stands
 - d. Temporary recreational or entertainment uses
 - e. Dining
 - f. Retail / service kiosks
2. There shall be no manufacturing, processing, compounding, assembling or treatment of any material or product other than that which is clearly incidental to a particular retail enterprise, and where such goods are sold on the premises.
3. Storage of goods and supplies shall be limited to those allowed to be sold at retail on the premises or utilized in the course of business.
4. Any permitted activity shall be conducted in such a manner as not to have a detrimental effect on permitted adjacent uses by reason of refuse matter, noise, light, vibration, or lack of proper maintenance of grounds or buildings.
5. Outdoor storage of materials, products, equipment or vehicles, shall be screened by a streetscreen per subsection 9.20.10. Materials, products or equipment stored outdoors shall not exceed the height of the wall, nor encroach into required parking and landscape areas.
6. All property shall be maintained in a safe, sanitary and attractive condition, including but not limited to structures, landscaping, parking areas, walkways, and trash enclosures.

9.20.40 Requirements for Buildings and Historic Structures

A. Buildings.

1. Buildings created or modified after the adoption of the Downtown Code shall comply with the applicable requirements of the zone.
 2. Buildings created or modified after the adoption of the Downtown Code shall be designed per the applicable architectural style requirements in Section 7.0.
 3. Renovation of all structures of historic significance, as determined by the City, is subject to The Secretary of the Interior's Standards for the Treatment of Historic Properties and associated Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.
 4. Renovation of existing structures is subject to compliance with the following:
 - a. When additions or building renovations could affect a building's exterior appearance, existing design elements including, building proportions, details, materials and fenestration shall be considered and integrated into the design.
 - b. When a building is proposed to be refurbished, original architectural details shall not be eliminated. If at the discretion of the City, enough of the details remain, they shall be restored based on the original building design. If only a few are determined to remain, they shall be incorporated as design features in the new design. The design of any improvements shall be based on and emphasize original building features.
 - c. All existing historic building detailing shall be preserved.
 - d. Building elements which are incompatible with the original facade design, as determined by the City, shall be removed.
 - e. Original storefronts shall be preserved and repaired.
 - f. In cases where some remodelling has occurred and only a portion of the original storefront remains, the storefront shall be repaired.
- Historic details and materials shall be maintained where possible. Details which are extensively deteriorated or missing shall be replaced with new reproductions of the original ones.
- g. Where extensive remodelling has occurred and the original storefront is completely missing, the storefront shall be reconstructed based upon historical, pictorial and other physical documentation. If that is not practical, the design of the new storefront shall be designed to be compatible with the size, scale, and proportions, of the existing structure and per the applicable requirements for the architectural style in Section 7.0.
 - h. The design of any addition(s) shall be generally consistent with and complement the scale, proportions, and massing of the original structure.
 - i. The design of additions shall be "current interpretations" of the existing buildings, per the applicable architectural style requirements in Section 7.0. The main characteristics of the existing structure shall be incorporated into the addition's design. This may include the extension of architectural lines from the existing structure to the addition; repetition of window and entrance spacing; use of harmonious colors and materials; and the inclusion of similar architectural details (i.e., window/door trim, lighting fixtures, tile/brick decoration).
 - j. Additions shall be designed in a manner that could allow for their removal, if desired in the future, without impairing the essential form and integrity of the original structure.
 - k. Seismic retrofitting improvements shall receive the same care and forethought as any other building modification. The design of exterior seismic retrofitting improvements shall be concealed to minimize negative impacts on the building's appearance, to the greatest extent possible.
 - l. When the exact original construction materials are not available for use in repairs or additions to an existing structure, replacement materials shall be used that, in the City's determination, match the original building materials' thick-

ness, color and texture as closely as possible. The use of simulated replacement materials such as artificial stone is allowed only when the application of such material is detailed and applied to simulate the material it is imitating, subject to the City's review and approval.

- m. Original window openings shall be retained whenever possible, as determined by the City.
- n. Ceilings which have been replaced with a dropped ceiling shall be removed for at least 30 feet from original window openings.
- o. Original windows and frames shall be restored, as determined by the City. Missing or severely deteriorated window and frame components shall be replaced.
- p. Altered window opening(s) shall be restored to their original configuration. Blocking of window and door openings on facades not viewable by the public is allowed only when other alternatives do not exist, at the City's determination.
- q. When windows are replaced, the original window size, shape, design details and type shall be considered in their replacement and per the applicable architectural style requirements in Section 7.0.
- r. Original doors and door hardware shall be retained, repaired and refinished unless not possible as determined by the City.
- s. The design of replacement doors shall be compatible with the historical character and design of the structure and in compliance with the applicable architectural style requirements in Section 7.0.
- t. Original awning hardware shall be retained if repairable.

B. Rehabilitation, ordinary repair and maintenance.
Refer to the applicable provisions of the SMC.

C. Building Entrances.

1. The primary entrance shall be distinguished by architectural features such as, but not limited to: an entry portal; change in material or color; change in scale of other openings; addition of columns, lintels or canopies.
2. Secondary entrances shall have architectural features that are smaller in height and width, with fewer or simpler architectural elements than the primary entrance in scale and detail.
3. Entries to parking garages or other enclosed parking facilities shall be integrated into the design of the applicable facade(s) and shall be located per the requirements of the zone and Section 7.0.
4. Entry doors shall not swing out to the sidewalk unless the door when fully open does not encroach into the sidewalk.
5. Entry doors are considered to be part of the main facade and shall be consistent with the applicable architectural style, materials, finishes, materials and colors of the building.
6. Rear building entries viewable by the public shall be consistent with the architectural style for the building.

D. Awnings and Canopies.

1. Awnings and canopies shall be mounted to highlight and not obscure architectural features such as moldings above the storefront.
2. Awnings and canopies shall match the shape of the opening that they are shading.
3. Odd shapes and bubble awnings are prohibited except where a historic photograph shows they have been previously allowed on the building and were not in conflict with an applicable requirement.
4. Awnings and canopies shall not conflict with the buildings' proportions or with the shape of the openings that the awning or canopy covers.
5. Awnings and canopies shall be constructed of metal, wood or commercial grade fabric, subject to the approval of the Director.

6. Lights that illuminate the pedestrian way beneath the awning shall be reviewed by the Director to determine if they are appropriate for their context:
 - a. Lights may illuminate the storefront; and
 - b. Internally illuminated awnings that glow are prohibited.

E. Building Lighting.

1. All flood lamps shall be shielded so that the light sources are not visible from a public way.
2. Lighting (uplighting and downlighting) that is positioned to highlight a building or outdoor artwork shall be aimed at the object to be illuminated.
3. Lighting fixtures shall not distract from, or obscure important architectural features of the building. Lighting fixtures shall be a subordinate feature on the building unless they are incorporated into the over-all design scheme of the building.

F. Attachments.

1. All attachments to buildings such as fire alarms, plaques, grillwork, mailboxes, rain gutters, downspouts, scuppers, light fixtures, flag brackets, and finials that are viewable by the public are subject to City review and approval for the following:
 - a. that the attachment is clear of any necessary pedestrian access;
 - b. that the attachment is consistent with the architectural style of the building to which it will be attached; and
 - c. that the attachment is consistent - to the extent practical - with the materials, finishes and colors of the building to which it will be attached.
2. Attachments such as rain gutters and downspouts may be exposed in compliance with the applicable architectural style provided that such attachments are decorative and integrated into the design of the facade(s) to which they are attached.

9.30 Required Criteria

- A. In order to be approved, the application must be consistent with the following criteria, as applicable.
 1. Is in compliance with the applicable requirements; and
 2. Does not present the potential for an incompatible adjacency as defined in Section 10.

10.0 Definitions

This Section the Downtown Specific Plan and Code provides definitions of terms and phrases used in the Specific Plan and Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this chapter conflict with definitions in the Soledad Municipal Code (SMC), these definitions shall control for all property and rights-of-way subject to the Downtown Code. If a word is not defined in this Section, or in other provisions of the SMC, the Director shall determine the correct definition through a written interpretation per provisions of the SMC.

1. **Terms and phrases.** As used in the Downtown Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.
2. **Land use type classifications.** The land use types listed in each zone shall be defined as provided in the Zoning Ordinance, except for use types that are defined in this Section which are identified as “land use types.”

A

Abandon: to cease or suspend from developing or maintaining a structure or use for a stated period of time.

Accessory Dwelling: an apartment not greater than 500 square feet sharing ownership and utility connections with a principal building. An accessory dwelling may or may not be within an outbuilding.

Accessory Structure: a detached building, part of a building, which is incidental or subordinate to the main building or use on the same parcel, without cooking facilities (e.g., storage shed, garage, gazebo).

Adult Entertainment (land use type): See Soledad Municipal Code.

Agriculture (land use type): the science or practice of farming, including cultivation of the soil for the growing of crops and the rearing of animals to provide food, wool, and other products.

Alcohol Sales (off-site consumption) (land use type): sales activity associated with alcoholic beverages being purchased for off-site consumption such as occurs at a liquor store or grocery store. A liquor store is distinct from a grocery store as the liquor store

primarily sells wine, beer, and/or spirits and may also sell convenience merchandise including food products.

Alcohol Sales (on-site consumption): Sales activity associated with alcoholic beverages being purchased for on-site consumption such as occurs at a restaurant, pub/bar, wine tasting/brew pub.

Allee: a row of trees planted along a Thoroughfare or Pedestrian Walkway.

Alley: a low capacity thoroughfare with one, shared lane and no parking lanes, designed and intended for service and/or secondary access purposes.

Alteration: a change, addition, or modification in construction or occupancy of an existing structure.

Apartment: a dwelling sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Art Gallery / Exhibition (land use type): an establishment focused on the display, exhibition and sale of visual art.

Artisan / Craft Manufacturing (land use type): manufacturing activity associated with artisanal products and crafts such as but not limited to saddles, footwear, and jewelry.

B

Bail Bonds / Check Cashing (land use type): establishments focused on providing bail services or check cashing or pay-day loan services to the general public.

Bakery (wholesale) (land use type): an establishment that produces baked goods for purchase by retailers or to the general public by invitation.

Bicycle Lane: an identified area, usually by white lines, that is part of the vehicular roadway that allows bicycle use.

Bicycle Path: a dedicated area, paved in a variety of materials (e.g., asphalt to decomposed granite) that is non-traversable by vehicles and is often shared with pedestrians.

Block: the aggregate of private lots, passages, common drives and, lanes, circumscribed by thoroughfares.

Block Face: the combined building facades on one side of a block providing the context for establishing architectural harmony.

Broadcasting / Recording Studio (land use type): A facility where information or programming is broadcast or recorded for usage by customers by radio, television, or internet.

Buildable Area: the horizontal area on the parcel that results from identifying the required building setbacks and on-site open space.

Building: a structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, chattels, or property of any kind. Also see "Structure".

Building Access: the manner in which people enter a building of which there are two:

- **Walk-up access ('direct' access):** direct pedestrian access to the entrance of a suite or dwelling from the street, paseo or a shared open space.
- **Point Access ('elevator' or 'lobby' access):** indirect pedestrian access to the entrance of a suite or dwelling from the street, paseo or a shared open space. Depending upon the building, either or both the elevator and lobby access may be present.

Building Dimensions: for the ground floor, the overall length and width of a building horizontally along the foundation. For upper floors, the overall length of individual volumes along the base of each floor.

Building Function: the land use type(s) accommodated by a building and its lot, as allowed by the zone standards.

Building Height: as specified by the zone, the vertical extent of a building measured from the average grade of the adjacent public street or open space to the eave or plate of the highest story, not including a raised basement or a habitable attic. Unless specified otherwise, height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures.

Building Placement: the maximum horizontal envelope available for placing a building on a lot as identified in the zone standards.

Build-to-Layer: the required location of a building facade or facades in the case of a corner lot, as identified in the zone standards.

Building Site: the area identified by the zone and applicable building type necessary to accommodate one building.

Building Size: the specified length, depth, and height of any individual and combined volumes as specified in the zone standards and as further specified by the building type in Section 4.0.

Building Type: the increment of development on individual sites. Each building type is described below in the order that it appears in the Downtown Code:

Lined Building: a combined building that consists of two basic components: an exterior building that conceals an interior, large scale building such as a parking garage, movie theater, or "big box" store. The exterior building is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. The interior building may also be designed for those uses or for a single use.

Flex Building: a building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. Upper floor units may be directly accessed from the street through a stair or through a street level lobby. The building may also be configured for 'work-live' occupancy in which case, the primary use is the non-residential space on the ground floor and the secondary use is the upper story dwelling. Each use has its own entry from the sidewalk with the combination of work space and dwelling typically being owned or leased by the same person(s).

Shed Building: a building designed for occupancy primarily by light manufacturing, workshop, and warehouse uses. Shed buildings may also accommodate residential uses in compliance with Uniform Fire Code requirements and further provided that ground floor residential uses do not exceed 20 percent of the total ground floor area. Shed buildings also accommodate the large loading and/or staging area requirements that light manufacturing and warehouse uses might need as well as support areas and parking to be

located either to the side or the rear of the building in order to ensure that buildings front the sidewalk and street.

Rowhouse 1 Building: a building comprised of five or more attached dwelling units arranged side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The building is located at the front of the property, with the garage at the rear, separated from the primary building by a rear yard.

Rowhouse 2 Building: A building comprised of up to four attached dwelling units arranged side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The building is located at the front of the property, with the garage at the rear, separated from the primary building by a rear yard.

Courtyard Building: a group of attached dwelling units arranged to share one or more common courtyards with pedestrian access to the building's entrances from the courtyard and/or fronting street. The courtyard is intended to be a semi-public outdoor room that is an extension of the public realm. Courtyard buildings may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone.

Bungalow Court Building: a grouping of four or more detached buildings or dwelling units arranged around a shared courtyard with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and parking is placed in the rear of the lot or behind each unit. Bungalow Courts may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone.

Mansion Apartment Building: a building with the appearance of a large house, containing up to eight dwelling units surrounded on all four sides by setbacks. The building has a central lobby that provides access to individual units. On-site open space is provided by a rear yard that serves all the dwellings. The building may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space facing the primary street as allowed by the zone

Duplex/Triplex/Quadplex Building: duplexes, triplexes, and quadplexes are buildings with two, three, or four dwellings, respectively, surrounded on all four sides by setbacks (front yard, side yard, rear yard) and may contain dwelling units and/or commercial uses as allowed by the zone. On-site open space is provided through a rear yard that serves all the dwellings or through individual yards for each dwelling.

House Building: a building that is surrounded on all four sides by setbacks (front yard, side yards, rear yard) and contains no more than one dwelling unit and/or commercial uses as allowed by the zone. On-site open space is provided through a rear yard.

Bulkhead: a low partition located between the sidewalk adjacent to a building and the building's glazed opening(s).

C

Car Wash (land use type): A facility that provides washing service for vehicles. Such facilities may be an independent business on a site or part of the services provided by a Gas Station.

Carriage House (also referred to as 'accessory dwelling'): an attached or detached walk-up access dwelling which provides complete independent living facilities for one or more persons and which is located or established on or adjacent to the garage of the same lot on which a single-family house is located. Such a dwelling may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes 'granny flats'.

Change of use: a discontinuance of a use and the substitution of a different use.

Cinema (land use type): An establishment showing film productions within an enclosed building.

City: the City of Soledad, located in Monterey County, California.

City Engineer: the City Engineer of the City of Soledad, or authorized designee(s).

City Manager: the City Manager of the City of Soledad or authorized designee(s).

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.

Civic Building(s): a structure operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for other such use approved by the City Council.

Civic Space: an open area dedicated for public use, typically for community gatherings, physically defined by the intended use(s), size, landscape and by the buildings that align the space.

Colonnade: a series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Commercial Frontage: the non-residential, ground floor frontage of a building. Non-residential activities subject to City approval, are allowed within this space which must be at least 30 feet in depth as measured from the adjacent public sidewalk or public space.

Commission: the Planning Commission of the City of Soledad, referred to in this Downtown Code as the "Commission".

Communications Tower / Facility (land use type): A facility in support of a tower containing communications equipment such as radio antennae and usually contains an associated building to house equipment serving the tower.

Compatibility: the characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Elements affecting compatibility include: intensity of occupancy, pedestrian or vehicular traffic generated, volume of goods handled, and environmental effects (e.g. air pollution, glare, hazardous materials, noise, vibration, etc.).

Conditional Use Permit (CUP): a type of discretionary use permit that, if approved, would allow a use that requires a special degree of control because of characteristics peculiar to it, or because of size, technological processes or types of equipment, or because of the proposed site location with respect to surroundings, streets and existing improvements or demands upon public facilities, in compliance with the allowed list of uses.

Context: the particular combination of elements that create a specific physical environment. A zone in the Downtown Code is similar to the land-use zones in the Zoning Ordinance, except that in addition to specifying the allowed height, required setbacks and building uses, all the relevant elements and characteristics of

the intended physical environment are identified and integrated into the regulations.

Council: the City Council of the City of Soledad, referred to in this Downtown Code as the "Council".

Curb: the edge of the vehicular pavement detailed as a raised curb or a swale.

D

Day: unless otherwise specified, a calendar day.

Day Care (land use type): A home that regularly provides, as an accessory use of a residentially zoned and occupied property, for the care, protection and supervision of fourteen or fewer children, in the provider's own home, for periods of less than 24 hours/day, while the parents or guardians of the children are away and is either a small family day care home or a large family day care home.

Department: the Community Development Department of the City of Soledad, referred to in this Downtown Code as the "Department".

Design Speed: the velocity at which a street can be comfortably driven without the constraints of signage or enforcement. For the purposes of design speed, there are four general ranges of speed: Very Low: below 20mph, Low: 20-25mph, Moderate: 25-35mph and High: above 35mph. Design speed determines the character and context for a particular segment of the street network.

Developable Area: those areas of a site that are not required as building setbacks, driveway access or open space.

Director: the Community Development Director of the City of Soledad, or authorized designee(s), referred to in this Downtown Code as the "Director".

Downtown Code: the Downtown Code of the City of Soledad, intended to implement the Soledad Downtown Specific Plan.

Drive-Through (land use type): the component of an establishment that caters exclusively to customers while in their vehicles.

Driveway: a vehicular lane within a lot, usually leading to a garage.

Dwelling: a structure or portion of a structure designed for residential purposes, including single-family and multi-family dwellings.

Dwelling, Multi-Family: a building designed for occupancy with two or more dwellings. See 'Building Types' for Duplex/Triplex/Quadplex, Mansion Apartment, Rowhouse 1, Rowhouse 2, and Courtyard Building. Buildings that also include non-residential uses are identified as 'mixed-use' buildings.

Dwelling Unit Types: the individual dwelling configuration(s) within a building:

Flat: A single-story unit.

Loft: A double-story height unit with a mezzanine.

Townhouse: A two to three-story unit.

Apartment: A rental or ownership version of a Flat, Loft, or Townhouse.

E

Elevation (Building): the exterior walls of a building not along a frontage. Also referred to as 'Facade' when the elevation is along a frontage line.

Emergency Shelter (land use type): housing with minimal supportive services for homeless persons limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay (Government Health and Safety Code 50801).

Encroachment Area: the area within a building site where portions of the building such as eaves, balconies, porches, and landings may extend into required building setbacks.

Enfront: the placement of an element such as a building facade.

Entrance (Principal): the principal point of pedestrian access to a building. The principal entrance is typically along the building's primary frontage, a public streetscape or open space. In the case of a paseo which may be private, the principal entry may occur off such a space provided that the space is in compliance with Section 5.0.

Entrance (Secondary): point(s) of pedestrian access to a building in addition to the principal entrance. Such entrances typically occur anywhere along a building's exterior when in compliance with all applicable requirements.

F

Fabric Building: a building which is not civic or is otherwise typical of buildings in the overall context and which contributes to the forming of public space by being contextual to emphasize civic and community buildings.

Facade: the exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations which are not set along frontage lines.

Fence: a structure, solid or otherwise, that is a barrier and used as a boundary or means of protection, confinement, or concealment. Does not include hedges, shrubs, trees, or other natural growth.

Forecourt: see 'Frontage Types'

Forced Podium Hardscape: a built condition which can occur when the "podium" created by the protruding roof of a sub-grade is minimally landscaped and not provided with design elements such as seating areas, fountains and gardens, to soften an otherwise featureless concrete appearance.

Frontage Line (Streetscape): those lot lines that coincide with a right-of-way or a private easement for a street, paseo or open space. One frontage line shall be designated as the Primary Frontage Line. Facades along Frontage Lines define the public streetscape or adjacent open space and are therefore more highly regulated than the elevations that coincide with other lot lines.

Frontage Type: exclusive of style, the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The frontage types used in the Downtown Code are described below in the order that they appear in the Code:

Gallery 2-story: two-story gallery frontages consist of the building facade being aligned on the front property line, and including an attached two-story cantilevered shed or a roof or deck supported by a colonnade overlapping the sidewalk. The upper portion of the Gallery may be used for open loggias or decks. Railing on top of the gallery is only required if the gallery roof is accessible as a deck. Galleries contain ground-floor storefronts, making them ideal for retail use.

Gallery 1-story: one-story gallery frontages consist of the building facade being aligned on the front property line, and including an attached cantilevered shed or a roof or deck supported by a colonnade overlapping the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

Shopfront: the frontage type for buildings with ground floor commercial/retail uses. The frontage is made by insertion of large openings filled with transparent windows at the ground level facades. Depending on the zone, most of all of the facade is located near or at the property line. The building entrance is at the grade of the sidewalk, and provides direct access to the commercial/retail uses on the ground floor.

The basic architectural elements comprising the storefront are large windows, doors with glass, clerestory glass, and a solid base (bulkhead). Optional elements include awnings, cantilevered shed roof or canopy, signage, lighting, and cornices. As allowed by the zone, awnings, shed roofs, or canopies may encroach into the public right-of-way and cover the sidewalk within a few feet of the curb.

Forecourt: a frontage with open or semi-enclosed areas adjacent to the sidewalk made by setting back a portion of the building facade from the front property line. Typically the setback portion is the middle section, which creates a small entry court.

Door Yard: a frontage in which the primary building facade is set back from the front property line, and the setback contains an elevated garden or terrace. Door Yards are enclosed by a low wall at or near the property line with a stair or ramp from the sidewalk up onto the terrace.

Walled Yard: Walled Yard frontages consist of decorative and thematic walls at or near the frontage line for the purpose of enclosing an open space near the frontage or for enclosing service areas along the rear of a lot near a frontage. Typically, a building or entry associated with this frontage is joined with the wall to visually extend the architecture of the building and to demarcate the property boundary while positively shaping the adjacent streetscape.

Stoop: exterior stairs with landings which provide access to buildings located near or at their front property lines. The ground floor of the building is raised to provide some privacy for the rooms facing the public street and passersby. This frontage is ideal for ground floor housing that is near the street.

Porch: Porches are a frontage that consists of a building with a front set back from the property line, and a porch attached to it, and an optional low fence or wall at or near the property line. This frontage is a non-enclosed area of the building that encroaches into the front setback and accommodates residential as well as non-residential land uses as allowed.

Front Yard: Front Yard frontages consist of the building facade being set back from the front property line in a dimension large enough to create a front yard which is visually continuous with neighboring yards. These yards are typically unfenced and thus create a visually continuous landscape.

Parking Court: Parking court frontages consist of the primary building facade being set back from the front property line with a small parking lot within the setback. The parking lot is enclosed by a low wall or hedge at or near the property line for visual compatibility with the adjacent streetscape. The wall or hedge includes pedestrian entrances from the sidewalk and vehicular driveways from either the primary or secondary street(s).

Front(s) and Back(s): a term referring to the requirement for a building to have a clearly identifiable front facade along the lot's primary frontage, containing the primary pedestrian entrance and a clearly identifiable back facade in relation to the lot's rear property line. This term is also used to identify situations where it is not acceptable to have the front of a building adjacent to the back of another building.

Funeral Home (land use type): an establishment where the dead are prepared for burial or cremation.

G

Gallery: see 'Frontage Types'

Garage: a structure or portion of a structure, completely enclosed by walls or doors on all sides, that is designed or used to shelter one or more parking spaces. Does not include a carport.

Gas Station (commercial vehicles) (land use type):

A facility selling gasoline to the general public for vehicles such as trucks, buses and heavy equipment which may include an on-site store selling a variety of food-related items and beverages.

Gas Station (non-commercial vehicles) (land use type): a facility selling gasoline to the general public for motorcycles, passenger vehicles, and recreational vehicles which often includes an on-site store selling a variety of food-related items and beverages.

Government (land use type): office activity that is in direct support of government agencies such as the City of Soledad, the County, the State or the Federal Government.

Grade, finished: the surface of the ground or pavement at a stated location as it exists after completion of a project.

Grade, natural: the unaltered natural surface of the ground at a stated location.

Grading: excavating, filling, or smoothing earth.

Ground Floor (land use type): dwelling(s) located on the first floor of a building's street-facing façade(s).

Ground Floor / Footprint: the horizontal area resulting from the application of building placement requirements and as further articulated by particular building design.

Ground Floor Height: the vertical distance from the adjacent sidewalk to the top plate of the ground floor.

Ground Floor Level: the building storey associated with the building entry which is accessed directly from the sidewalk.

Group Home (land use type): any building, facility, premises, house, structure, dwelling unit, multiple dwelling, apartment house, or portion thereof, at which persons reside in a group occupancy setting, but not including a hotel, motel, fraternity, sorority, rooming and/or boarding house, rest home or family. This facility is generally characterized by the provision of a pre-arranged or organized household structure or program. Residents of a facility may also receive medical treatment in addition to any non-medical supportive services in a residential or congregate care setting, as opposed to a hospital.

H

Health Fitness (land use type): A land use that provides health training and equipment that may include on-site shower facilities, food and beverages.

Height: the vertical distance from the finished grade to the highest point of a structure.

Hotel / Motel (land use type): a lodging establishment providing individual rooms to be rented for no less than a day.

House-Form: the form, massing and size of buildings which is compatible with the size of typical houses. This size ranges from as little as 25 feet up to 80 feet.

I

Improvement: any building, structure, bridge, work of art, area, parking facility, public facility, fence, gate, wall landscaping, or other object constituting a physical addition to real property, or any part of the addition.

Incompatible Adjacency: at the City's determination, the result when a land use, site, building, or portion of a building exceeds or may exceed the physical or operational limits that reduce compatibility with neighboring properties.

Indoor / Outdoor Recreation (land use type): an establishment providing indoor amusement and entertainment services for a fee or admission charge, including any of the following as primary uses:

- bowling alleys
- card rooms
- coin-operated amusement arcades
- dance halls, clubs and ballrooms
- electronic game arcades (video games, pinball, etc.)
- ice skating and roller skating
- pool and billiard rooms

Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are not considered a land use separate from the primary use of the site. This use does not include adult businesses which are regulated under the provisions of the SMC.

Infill Development: a site developed within the existing small town-scale fabric, balancing or completing the surrounding areas with the intended physical character and land use activity.

Inn (Bed and Breakfast) (land use type): A lodging establishment of no more than 25 rooms providing individual rooms to be rented for no less than a day and that includes breakfast service.

Internet Café (land use type): An establishment that provides computers with internet access to the general public that may or may not include food and beverages.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the curb radius is an important variable in the fostering of a pedestrian-friendly environment.

J (reserved)

K

Kitchen: any room or space within a structure, all or part of which is designed or used for cooking, preparation, refrigeration and storage of food and which includes any of the following: stove, oven, range top, dishwasher, kitchen sink, microwave oven, and refrigerator/freezer.

L

Land Use: the purpose for which land or a structure is designed, arranged, intended, occupied, or maintained.

Laundromat (land use type): an establishment with coin-operated washing machines and dryers for public use.

Library (land use type): an establishment containing collections of books, periodicals, including films and recorded music for people to read, borrow, or refer to.

Live / Amplified Music (land use type): a land use focused primarily on live music performances which may or may not include the use of amplifiers.

Lot (parcel): a separately platted subdivision of land held privately, usually intended for the purposes of building. Within a lot and depending on the size of the lot, one or more building sites may occur. Each building site results in an identifiable area of land that accommodates a building(s) as allowed by the zone.

For example, a lot may be of such size that multiple building sites may be required in order to comply with the Building Standards in Section 4.0. Using the example of a lot that measures 200 feet in width, that lot may be developed with four buildings on building sites of 50 feet in width. The site could still remain as one lot (parcel) or it could be divided for sale into four parcels. In either case, the objective of maintaining/generating small town-scaled buildings was achieved.

Lot Line ('parcel' line): the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a Tract Map or project site plan.

Lot Width: the frontage of a parcel which is used to identify the parcel for street address purposes, and the physical dimension necessary for an allowed building.

Lot Depth: the parcel's dimension as measured along the interior lot lines and the physical dimension necessary for an allowed building.

M

Manufacturing (perishable) (land use type): the making of products intended for purchase and use in the short term such as food and condiments using machinery.

Manufacturing (non-perishable) (land use type): the making of products that are non-perishable using machinery.

Medical Services (land use type): A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. These facilities may also include incidental medical laboratories.

Meeting Facility (place of public assembly, place of religious worship, club, lodge) (land use type): a facility that is available for public assembly such as a conference hall, club hall or lodge, or for religious worship such as a church, temple or mosque.

Minor Use Permit (MUP): a type of administrative discretionary permit that, if approved, would allow a use that requires a special degree of control because of characteristics peculiar to it, or because of size, technological processes or type of equipment, or because of the proposed site location with respect to

surroundings, streets and existing improvements or demands upon public facilities, in compliance with the allowed list of uses.

Minor Variance: an administrative discretionary entitlement that, if approved, would allow the relaxation of specified, but very limited, development standards of this Downtown Code.

Mobile Home Park (land use type): an area containing house trailers that are parked in one particular place and used as a permanent living accommodation.

Motor Vehicle Sales (land use type): activity focused on the sale of new or used motor vehicles that involves the display of inventory.

Motor Vehicle Rentals (land use type): activity focused on the rental of motor vehicles with the inventory being readily available either on-site or in a remote site.

Multi-Family (land use type): a building occupied by multiple households in multiple dwellings.

Municipal Code: the Municipal Code of the City of Soledad, as amended.

N

Nightclub (land use type): A land use associated with an establishment focused primarily on dancing, that may or may not include alcoholic beverages and typically is open later than most restaurants.

Nonconforming parcel: a parcel that was legally created before the effective date of the Downtown Specific Plan or amendment, and does not comply with the minimum area, depth, width, or other applicable requirements of the Downtown Specific Plan.

Nonconforming site improvements: a site improvement (e.g., fences, landscaping, parking, walls, etc.) that conformed to the requirements of the previous Zoning Ordinance that lawfully existed before the effective date of the Downtown Specific Plan or amendment, and does not conform to the present requirements of the zone in which it is located.

Nonconforming structure: a structure that lawfully existed before the effective date of the Downtown Specific Plan or amendment, and does not conform to the present requirements of the zone in which it is located.

Nonconforming use: a use of land and/or a structure (either conforming or nonconforming) that lawfully existed before the effective date of the Downtown Specific Plan or amendment, but which is no longer allowed in the zone in which it is located.

O

Off-Site: located outside the lot or parcel lines of the principal use.

Office or Civic, General (land use type): Business and professional services as well as civic activities such as museums or visitor centers. Examples of these uses include accounting services, insurance agent offices, real estate offices, travel agencies, counseling services, news services, telemarketing, museums, utility company offices, elected official satellite offices, etc.

On-Site: located within the lot or parcel lines of the principal use.

Open Space: within a parcel, land that is exclusive of required front and side building setbacks. Within a block, land that is not within a building site, typically in the form of a plaza or park.

Ordinary Maintenance and Repair: work for which a Building Permit is not required, the purpose and effect of which is to correct deterioration of, or damage to a structure, and to restore the structure to its condition before the deterioration or damage.

Outbuilding: an ancillary building (e.g., garage, storage area, crafts space, etc.), usually located towards the rear of the same lot as the principal building. It is sometimes connected to the principal building and sometimes occurs as a separate building (also known as an 'Accessory Structure').

P

"Park-Once" ('Shared Parking'): an approach to parking for non-residential parking needs that establishes the maximum needs for an identifiable area and then strategically distributes shared parking lots and parking garages and as much on-street parking as possible, for the convenience of customers and to relieve individual properties of providing potentially duplicative parking. This approach is based on an accounting for parking spaces that are available to more than one function that varies according to multiple functions in close proximity unlikely to require the spaces at the same time.

Park or Plaza (land use type): Open space for a variety of activities that range from less urban to more urban depending upon their location and role in the Downtown. See 'Parks'.

Paseo (also referred to as 'passage', 'promenade'): a public or private path designed for walking typically connecting a parking area with the public streetscape.

Pedestrian First: the practice of addressing the needs of people, once out of their automobiles, through a series of interdependent urban design and streetscape principles such as traffic-calming, wide sidewalks, street trees and shade, on-street parking, outdoor dining, inviting storefronts, the feeling of being in an 'outdoor room', short crosswalk distances, interconnected and short blocks.

Performing Arts (land use type): activity focused on live performances of dance, music, and other similar artistic activity that is performed live before an audience.

Personal Services (land use type): Establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

- barber and beauty shops
- clothing rental
- dry cleaning pick-up stores with limited equipment
- home electronics and small appliance repair
- locksmiths
- pet grooming with no boarding
- hair and beauty salons
- shoe repair shops
- tailors

These uses may also include accessory retail sales of products related to the services provided.

Personal Services, Restricted (land use type): Personal services that may tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include:

- fortune tellers, psychics, and palm and card readers

- massage (licensed, therapeutic, non-sexual)
- pawnshops
- spas and hot tubs for hourly rental
- tattoo and body piercing services
- tanning salons

Planter (on-site): an at-grade or raised container or area which accommodates landscaping.

Planter (streetscape): the portion of the streetscape which accommodates street trees. Planters may be continuous or individual according to the particular thoroughfare and location.

Podium Garage: an at-grade parking facility that is completely within a structure that supports an upper floor(s) of a building.

Police Chief: the Police Chief of the City of Soledad, or authorized designee(s).

Porch: see 'Frontage Types'

Power / Electrical Substation (land use type): A facility providing electrical power and distribution to customers. Such facilities include high voltage equipment and supporting infrastructure.

Principal Building: the main building on a lot, always located within the required 'build-to-layer' for the zone.

Printing / Photocopying (land use type): The printing and photocopying of materials such as letters, documents, and posters for the general public which usually includes on-site printing and photocopying equipment for use by the general public.

Private Frontage: the privately held layer between the frontage line and the principal building facade which includes the depth of the setback and the combination of architectural elements such as front yards, fences, stoops, porches, forecourts, shopfronts and galleries.

Property Line: one of multiple boundaries which define the property ownership of a parcel.

Pub / Bar (land use type): An establishment focused on alcoholic beverage sales that includes food and may include dancing but does not include a night club.

Public Frontage (also referred to as 'streetscape'): the area between the frontage line and the edge of the

curb of the vehicular lanes, a public open space or paseo. The public frontage includes the type and dimension of curbs, walks, planters, street trees and streetlights.

Public Parking ("park-once" facility): a parking lot, parking garage or on-street parking which is part of a shared system to provides the public with parking spaces for commercial, service and office uses.

Public Realm ('streetscape'): the combination of building facades, public and private frontages, signage, landscape, trees, sidewalks, streets and the activity within these areas that generates the physical character as viewed within the public right-of-way.

Public View: along a public street, alley or open space, all that is visible as viewed by a pedestrian or motorist.

Q (reserved)

R

Recess Line: a horizontal line, the full width of a facade, above which the facade sets back a specified distance from the facade below.

Recycling Center (land use type): A facility that receives and processes a wide variety of materials to be recycled such as batteries, tires, metal, paper, cans, glass, and plastic. Such facilities usually have large areas within a building or outside to temporarily store materials while they are processed or shipped off-site.

Repair (motor vehicles) (land use type): Activity focused on the repair and maintenance of motor vehicles that is performed on a site allowed to have such activity.

Repair (non-vehicular) (land use type): activity focused on the repair and maintenance of non-vehicular items such as vacuum cleaners, clocks, and other hardware with the repair activity usually occurring on-site.

Residential: premises available for dwelling.

Restaurant (land use type): an establishment focused on food sales that may or may not include alcoholic beverages as well as dancing but does not include a night club.

Retail: premises available for the sale of merchandise and food service.

Retail (land use type): the sale of general merchandise to the public such as but not limited to bakery items, food catering, dry cleaning, hardware, pet supplies and pharmaceutical items. Examples of these stores and lines of merchandise include:

- art galleries, retail
- art supplies, including framing services
- bicycles
- books, magazines, and newspapers
- cameras and photographic supplies
- clothing, shoes, and accessories
- department stores
- drug stores and pharmacies
- dry goods
- fabrics and sewing supplies
- florists and houseplant stores (indoor sales only outdoor sales are "Building and Landscape Materials Sales")
- hobby materials
- groceries
- jewelry
- luggage and leather goods
- musical instruments, parts and accessories
- orthopedic supplies
- small wares, specialty shops
- sporting goods and equipment
- stationery
- toys and games
- variety stores
- videos, DVDs, records, CDs, including rental stores

Reverse Vending Machine (land use type): A vending machine that dispenses cash in exchange for items such as cans to be recycled.

S

School, Private (land use type): an establishment that provides educational courses and training to the general public. Includes dance, music, and trade schools, as well as community college campuses.

Secondhand Store (land use type): a retail store principally selling previously owned items (e.g., clothing) as distinct from an antique or collectible store which sells antiques, curios, gifts and souvenirs, and collectible items including sports cards and comic books.

Setback (building): the area of a lot measured from a lot line to a building facade that must be maintained clear of permanent structures excepting frontages that align with the first floor level which are permitted to encroach into the required setback.

- **Front:** the area along the primary frontage of a parcel between the sidewalk and the front of the building in which frontage and streetscape occur.
- **Rear:** the area along the property boundary directly opposite the front of the property between the rear of the building and the adjacent property or alley.
- **Side:** the area along an interior property boundary between the side of a building and the adjacent property.
- **Side Street:** the area along the secondary frontage for a parcel between the sidewalk and the secondary facade of the building in which frontage and streetscape occur.

Setback (parking): the area of a lot measured from a lot line to parking facilities and/or spaces that must be maintained clear of parking facilities and/or spaces.

Sidewalk: the paved portion of the streetscape dedicated exclusively to pedestrian activity.

Sidewalk Dining (land use type): Restaurant activity (breakfast, lunch, dinner) associated with a restaurant that occurs outside of the building typically along the street-facing façade of the building and within the public right-of-way on the sidewalk.

Signage Type: a method and/or structure defined by the combination of configuration, placement and function along the frontage of buildings. The signage types relevant to the Downtown Code are described

below in the order that they appear in this code:

- **Wall:** a sign painted or applied directly to the wall, typically above the storefront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters and/or logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.
- **Window:** a sign painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters that may include a logo with allowances for some contrasting background. This type of sign is intended for viewing from across the street and at close range.
- **Sidewalk:** a two-sided, non-illuminated, portable sign placed outside of the storefront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities
- **Projecting:** a two-sided sign that projects over a public right-of-way such as a sidewalk, public open space or private street. This type of sign is intended for viewing at close range.
- **Awning/Canopy:** a sign integral to the awning or canopy above a storefront. This type of sign can be located on the valence face, on the main panel, or in the case of a canopy, on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.
- **Yard/Porch:** a two-sided sign located on a post within frontages where the building is setback from the sidewalk to be viewed along the sidewalk at close range. Porch - A sign that is hung from the porch entry to the building to be viewed from the sidewalk at close range.
- **Monument:** a sign located within frontages where the building or a portion of the building is setback from the sidewalk and the sign is to be viewed from a distance along the street. This type of sign typically occurs as part of site-defining landscape, in the form of a low wall that encloses outdoor dining or open space areas. This type of sign may occur as a freestanding sign for fueling stations subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.

- **Roof:** a sign located on the roof intended to help emphasize the identity and presence of the downtown as a whole and therefore, the signage is allowed to be more inventive.
- **Marquee:** a large, vertically-oriented two-sided sign that projects from the facade over a private street, sidewalk, or public right-of-way and may project above the building's parapet to be viewable along the sidewalk and down the street from the adjacent block.
- **Pole:** a vertically-oriented two-sided sign that is detached from the main building, located along the primary frontage, consisting of a single structural support with the sign mounted at the top. This type of sign is intended for viewing from a distance to identify a business set back and not readily visible from the street.

Single-Family (land use type): a building occupied by no more than one household for a total of one dwelling.

Single-Room Occupancy (SRO) (land use type): A multiple tenant building that houses one or two people in individual rooms. Tenants usually share bathrooms and/or kitchens, while some SRO rooms may include kitchenettes, bathrooms, or half-baths.

Site Plan: a drawing of a lot, drawn to scale, showing the actual measurements, the size and location of existing structures or structures to be erected, the location of the lot in relation to abutting streets, and other information.

Site Plan and Design Review: a type of discretionary permit that provides a process for the appropriate review of development projects (i.e., site layout and structural development).

Small Collection Facility (land use type): A facility open to the general public that receives and processes limited materials to be recycled such as paper, cans, glass, and plastic. Such facilities range from self-contained processing units that are temporarily located in a parking lot up to permanent facilities with area within a building or outside to temporarily store materials while they are processed or shipped off-site.

Small Town-Scale Standards: the standards of the Downtown Code are directed for the purpose of implementing the small town-scale environment envisioned in the Downtown Soledad Specific Plan. In the context of Downtown Soledad, Small Town scale and character" shall mean:

1. Buildings placed near to, facing and defining Downtown Soledad's streets as identified in Figure 5.2.1;
2. Buildings fronting the streets with visually balanced and detailed facades, and entries, frontages and signage that are oriented to the pedestrian;
3. Buildings that are composed of volumes similar in scale to the railroad-era, wood and brick buildings of Soledad characterized as;
 - a. Buildings that are larger than houses and intended for non-neighborhood types of environments. These buildings shall be identified as 'block-form' buildings;
 - b. Buildings that are the size of houses ranging from an individual house to buildings that are attached or detached dwellings the size of large houses; and
 - c. Buildings that are generally two stories in height, with some one and three story buildings – or portions of buildings – which are varied in their massing; and
 - d. On house-form buildings, upper story building masses that are no more than 80 feet wide – along the street frontage – nor more than 65 feet in depth perpendicular to the street frontage, except as otherwise allowed for public buildings.

Stoop: see 'Frontage Types'

Story: a habitable level within a building from finished floor to finished ceiling. Raised basements and unoccupied attics are not considered a story for the purposes of determining building height. Occupied attics are considered a half-story which are expressed in this code as a fractional portion of a story such as '.5'. This definition does not include mansard roofs.

Street: a vehicular way incorporating moving lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way or private easement.

Street Types: the variety of types of streets that comprise an interconnected, varied and hierarchical network, as specified in Section 8.0.

Streetscape: the combination of building facades, building frontage(s), signage, street furnishings and equipment, sidewalk, and landscape. Streetscapes vary in response to their intended physical character and context.

Streetwall: a term referring to the vertical mass of an individual building or the combination of several buildings that shape the streetscape. The streetwall varies in its height and continuity according to the intended physical character of the zone.

Streetscreen: as allowed by the zone, a hedge or an opaque, freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot or service area from public view. Streetscreens are constructed of materials matching the adjacent building facade. Streetscreens may have openings no larger than necessary to allow automobile and pedestrian access.

Structure: anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

T

Temporary Use (land use type): short-term activities that are not allowed on a permanent basis but because of their temporary, non-permanent or seasonal nature, are acceptable. Such uses include but are not limited to farmer's markets, festivals, parades, and construction activity.

Terminated Vista: an important view at the end of a street / paseo or across an open space that provides additional visual interest. A terminated vista can be as simple as an enhanced area of the building facade at an intersection, a view down a streetscape of surrounding hillsides, or as complex as modulated building heights and detailing in response to the vista being terminated.

Traffic-Calming: a set of techniques which serves to reduce the speed of traffic such as lane-narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, mid-block deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

Transit Station (land use type): a facility that provides the general public the opportunity to board transit ranging from taxi cabs and shuttles to buses and trains.

Transit-Oriented Development: mixed-use nodes limited in extent by walking distance to the transit stop and characterized by building types that offer a variety of housing choices that are not based on the conventional vehicular needs of suburban housing choices.

Transition Line: a horizontal line, the full width of a facade expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Type (Thoroughfare/Street, Building, Frontage, Sign): a form determined by function and its configuration.

U

Upper Floors (land use type): dwelling(s) located on floors above the ground floor of a building.

Upper Story Height: the vertical distance from the top plate of the story being measured.

Urban: the most intense of the three general types of human settlement (rural, suburban, urban) of which there is an overall range of urbanity as evidenced by Soledad's historic downtown which is at the lower end of urban intensity. Within Soledad, the Downtown is the most intense of urban places.

Use: the purpose for which land or a structure is arranged, designed, or intended, or for which either land or structure is or may be occupied or maintained.

Accessory Use: a use incidental to, and customarily associated with, a specific principal use, located on the same parcel.

Allowed Use: a use that may be located, maintained, or operated subject to a planning permit as a requirement in Section 1.0.

Permitted Use: a use allowed in a zone without the need of a discretionary use permit. The use is subject to any development standards applicable to that zone.

Principal Use: the primary or predominant use of an parcel or structure.

V

Variance: a discretionary entitlement that, if approved, allows the waiver or relaxation of specified development standards of this Downtown Code.

Veterinary Clinic / Animal Boarding and Day Care (land use type): A medical establishment for animals with on-site staff and facilities that serves animal patients with a variety of medical services ranging from diagnoses to surgery and includes boarding.

Vernacular: the common language of a region, particularly in reference to architectural tectonics. Through time and use, the vernacular has intrinsically resolved the architectural response to climate, construction technique, and to some extent, social mores.

W

Walkable: a term referring to the pedestrian-orientation of the block and street network and the frequency of intersections where people can cross a street, favoring shorter blocks over longer blocks to allow for shorter routes to be used by pedestrians and motorists and, to balance the needs of pedestrians with those of motorists.

Wine Tasting / Brew Pub (land use type): An establishment focused on the production and sale of alcoholic beverage sales that includes food and may include dancing but does not include a night club.

X (reserved)

Y

Yard: open space other than a courtyard or paseo on a lot, unoccupied and unobstructed from the ground upward.

Yard, Front: an area extending across the full width of the lot and lying between the front lot line and a line parallel thereto, and having a distance between them equal to the required front yard depth. This definition is in addition to and support of the Front Yard frontage type in Section 5.0.

Z

Zaguan: a pedestrian passage of one to two rooms in depth and one story in height between a public street / open space and a courtyard or other open space.

APPENDIX A. GENERAL PLAN CONSISTENCY

Government Code Section 65454 requires that a Specific Plan be substantively consistent with the General Plan and that it contain a statement regarding its relationship to the General Plan. The Soledad General Plan was updated in 2005 and did not anticipate the dramatic shift in the economic climate and the significant downturn in development activity. Thus, while the Specific Plan is consistent with many General Plan goals and policies, this Appendix identifies General Plan components that may benefit from amendments to better reflect realistic growth potential in Soledad within the timeframe of the Specific Plan and to focus City resources on infill and downtown development.

LAND USE DESIGNATION AND MAP

As shown in Figure A.1, the Specific Plan Area encompasses areas designated for the following General Plan Land Uses: Downtown Commercial; General Commercial; Service Commercial; Single-Family Residential; Medium Density Residential; and Public Facility.

It is the goal of the Downtown Specific Plan to develop a mixed-use area generally consistent with the Downtown Commercial General Plan Land Use. However, to accommodate the targeted development standards outlined in *Chapter 5. Development Code*, the land use designation for the Plan Area should be amended to “Downtown Specific Plan”. This will provide for appropriate flexibility in land uses and building types and eliminate inconsistencies related to development intensity among the General Plan and Specific Plan. This recommendation is included as Action 12.4 in *Chapter 4. Implementation*.

RELEVANT GENERAL PLAN POLICIES

Table A.2 describes the Specific Plan’s consistency with relevant policies in the City’s General Plan. The table notes whether or not the Specific Plan is consistent with the policy as written and whether changes are recommended to bring the General Plan into alignment with the Specific Plan. Where changes are recommended, specific suggested changes are provided in the “Notes” column.

Figure A.1 General Plan Land Uses within the Specific Plan Boundary



Land Use Designations

- Single Family Residential
- Neighborhood Commercial
- Medium Density Residential
- General Commercial
- High Density Residential
- Public Facility
- Downtown Commercial
- Industrial
- Service Commercial

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
LAND USE				
L-5	New development shall not be allowed unless adequate public services are available to serve such new development, or that can be provided at the time of development.	Y	N	
L-9	To help maintain the beauty of the City, property owners shall be encouraged to maintain their property in a neat and orderly manner. The City will continue to enforce the property maintenance standards of the Soledad Municipal Code.	Y	N	
L-18	The infill of existing residential lots shall be encouraged.	Y	N	
L-19	In general, higher densities of residential development shall be located in areas served by the widest range of urban services, and shall be preferred along collector and arterial streets, within walking distance of schools, City parks, and transit stops.	Y	N	
L-21	New commercial development shall be encouraged in Soledad near the freeway interchanges with Highway 101. Limited new neighborhood commercial development will be allowed within areas designated Expansion Area, and/or at specified nodes to provide for the everyday needs of the surrounding residential neighborhoods.	N	Y	Consider revising to state that new commercial development should be encouraged in the downtown; commercial development near the Highway interchanges should be limited to highway services or strategic big box retail.
L-22	The City will ensure that adequate commercial land is designated to meet the present and future needs of residents of the City and maintain economic vitality.	Y	N	
L-23	In general, new retail commercial development should provide a wider range of shopping opportunities for the community.	Y	N	
L-24	New commercial development shall be designed to encourage safe and efficient pedestrian circulation within and between commercial sites and nearby residential neighborhoods.	Y	N	
L-25	New commercial development shall be designed to minimize the visibility of parking areas from public roadways.	Y	N	
L-26	The visitor-serving sector of the local economy shall be maintained and expanded. New motels/hotels shall especially be encouraged in areas within walking distance of the downtown. Visitors to the nearby Pinnacles National Monument offers another potential market for visitor-serving land uses.	Y	Y	Consider revising to encourage new hotels/motels both within the downtown and/or within walking distance of the downtown.
L-27	Residences shall be allowed in conjunction with compatible commercial development on land designated Downtown Commercial.	Y	Y	Change "Downtown Commercial" to "Downtown Specific Plan."

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
L-28	Offices and medical facilities may be located in areas designated for office development and within the Downtown.	Y	N	
L-30	The Downtown shall be developed in accordance with the design standards contained in the Downtown Specific Plan/Front Street Improvement Plan.	Y	N	
L-31	The Downtown area along Front Street shall be developed into the physical and social center of Soledad in accordance with the vision captured by the Downtown Specific Plan/Front Street Improvement Plan. As outlying areas develop with commercial businesses, the role of the downtown should be the focus of community events and gatherings, entertainment, and dining. Pedestrian and bicycle access to the downtown shall be improved.	Y	Y	Consider revising to state that the downtown will be developed into the commercial center of Soledad (in addition to the social center).
L-32	The City shall designate adequate, appropriately located land for the development of City and County facilities and offices, schools, medical facilities, water facilities, and public safety facilities.	Y	N	
L-33	The expansion of government offices shall be encouraged on land near the present City Hall and in the Downtown. The post office should be retained in the downtown.	Y	N	
L-35	The City shall promote the clustering of public and quasi-public uses such as schools and parks, libraries, child care facilities, and community activity centers. Joint use of public facilities shall be promoted, and agreements for sharing costs and operational responsibilities among public service providers shall be encouraged.	Y	N	
L-42	The City shall use Community Design Guidelines as a decision-making tool to ensure that new development incorporates the qualities and character desired by Soledad residents.	Y	N	
L-44	The City shall require that all new development be designed to complement the scale and character of existing development. Views of the surrounding hills and mountains shall be preserved through such means as design review, sign control, undergrounding of utilities, grading, and tree removal standards.	Y	N	
L-45	The City shall require all new development to be planned and designed in a manner which employs design, construction, and maintenance techniques that: a) Avoids locating structures along ridgelines and steep slopes, b) Incorporates design and screening measures to minimize the visibility of structures and graded areas, and c) Maintains the character and visual quality of the area.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
L-48	The entrances to Soledad from the north and south by way of Highway 101 are the community's "gateways". New public and private development in these locations shall include elements such as signage, landscaping and landscaped center medians and appropriate architectural detailing that announce one has arrived in Soledad.	Y	N	
L-50	Multi-family development shall include usable open space for each dwelling and shall be designed to be integrated with the surrounding neighborhood.	N	Y	Revise this Policy so that it applies to areas outside of the Specific Plan. While some onsite common space is encouraged for multi-family residential development in the Plan Area, the downtown will rely on public parks and a high quality public realm to address this amenity.
L-52	Historically or architecturally significant buildings shall not be demolished or substantially changed in outward appearance in a way that diminishes the historical character, unless doing so is necessary to remove a threat to health and safety and other means to avoid the threat are infeasible.	Y	N	
ECONOMIC DEVELOPMENT				
E-1	<p>The City will work with local business groups, such as the Soledad Chamber of Commerce and the Old Town Merchants Association to promote Soledad businesses and to explore new business opportunities. Among the possibilities warranting additional study include:</p> <ul style="list-style-type: none"> • More visitor-serving uses catering to visitors to Pinnacles National Monument; • Community shopping center including major chain grocery and drug stores; • A wine tasting boutique showcasing local wineries; • A train depot and train services; • Restoration of the Los Coches (Richardson) Adobe and development of a hotel and restaurant at the property; and • Recruitment of agricultural processing and support industries. 	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
E-3	The City shall encourage efforts to attract and retain commercial and office tenants to Soledad. Efforts shall focus on those sectors that are presently undersupplied in the community and for which there may be local demand, and on regional markets that may be attracted to Soledad by locations near Highway 101.	Y	N	
E-4	The City shall coordinate with the Chamber of Commerce to promote tourism. The City will consider using a portion of the Transit Occupancy Tax and Redevelopment monies for this purpose.	Y	N	
E-5	The City shall investigate the feasibility of adding new attractions to the community such as, but not limited to, new cultural facilities, special events or special educational facilities. All such efforts shall be coordinated with the business community. One priority is to recruit a small to mid-size movie theater.	Y	N	
E-6	The City and its Redevelopment Agency shall continue to upgrade the image of Soledad through the Downtown Specific Plan and the provision of incremental improvements to the streetscapes and park system.	Y	N	
E-7	The City shall consider incentives for new development that provide a substantial fiscal benefit to the community, such as retail sales taxes, transient occupancy taxes, or higher-paying jobs.	Y	N	
E-11	The City shall explore ways to assist the school district and other regional educational institutions in providing effective adult education and training to improve the skill level of the City's residents.	Y	N	
HOUSING				
1.2	The City of Soledad shall ensure adequate vacant land suitably zoned and prepared for residential development and/or redevelopment is available to continue to meet the City's housing need as identified by AMBAG, both within the existing city boundaries and in newly annexed areas proposed for development.	Y	N	
1.3	In determining appropriate locations and zoning land for future housing, including market-rate housing as well as price-restricted affordable housing, the City will encourage proposed projects that are accessible to employment centers and services, including child care, public transit, schools, and local commercial uses, as well as in terms of meeting its housing needs allocation.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
2.1	<p>The City of Soledad shall require new residential subdivisions and developments in its Expansion or Specific Plan areas to provide for an integrated mix of housing types and affordability levels that closely approximate the City's 2007–2014 “fair share” housing allocation as follows:</p> <ul style="list-style-type: none"> • 39 percent of units affordable to households of lower income (very low- and low-income), • 19 percent of units affordable to households with moderate incomes, • 42 percent of units affordable to households with above moderate incomes. <p>The City will achieve its housing allocation by requiring that a range of housing choices be provided to accommodate varied household needs (e.g., families, seniors).</p>	Y	N	
4.1	To the extent permitted by available funding, the City of Soledad will continue to assist qualified income households whose housing units are in need of rehabilitation.	Y	N	
5.1	The City of Soledad shall ensure that City site improvement standards, development review procedures, and development fees do not unreasonably constrain the development, conservation, and rehabilitation of housing.	Y	N	
CIRCULATION				
C-1	Level of Service “D” or better shall generally be maintained on all streets and intersections. Lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed. To identify potential impacts of new development on traffic services levels, the City shall require the preparation of traffic impact analyses generally at the sole expense of the developer for developments determined to be large enough to have potentially significant traffic impacts.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
C-2	Streets shall be dedicated, widened, extended and constructed in accordance with City standards. Dedication and improvements of full rights-of-way shall not be required in existing developed areas where the City determines such improvements are infeasible or undesirable. New development shall be responsible for improving a minimum one-half street along the outer boundaries of each subdivision along subdivision property where street extensions are identified. Other deviations from these standards shall be permitted upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.	Y	N	
C-3	The City shall require that roadway rights-of-way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes, as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations.	Y	N	
C-4	On arterial roadways, intersection spacing shall be maximized. New driveways along collector and arterial roadways shall be minimized or prohibited completely.	Y	N	While the Specific Plan does not recommend maximizing intersection spacing, the grid street pattern is established in the Plan Area. No change needed.
C-5	The street system in residential neighborhoods shall provide safe and logical connections to the existing street pattern, and connectivity to the range of complementary land uses within neighborhoods (housing, schools, parks, neighborhood shopping, etc.). The use of multiple collector streets shall be favored over the use of arterials in new residential subdivisions.	Y	N	
C-6	The City shall not approve new commercial or industrial development that encourages customers, employees, or deliveries to use residential streets. The circulation system shall be designed so that non-residential traffic (especially truck traffic) is confined to non-residential areas.	Y	N	
C-7	Development on commercial land west of the railroad tracks shall be chosen to minimize the volume of traffic utilizing at-grade vehicular railroad crossings.	Y	N	Consider changing or deleting. While the Specific Plan focuses long term development on this land, Union Pacific Railroad will not allow an at grade crossing.

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
C-8	The City shall manage the street network so that the standards presented in policies C-1 and C-12 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.	Y	N	
C-9	New local streets shall be developed consistent with the goals, policies and programs of the Land Use Element of the General Plan.	Y	N	
C-10	Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.	Y	N	
C-11	The City will continue to support the policies and programs of the Monterey County Congestion Management Plan.	Y	N	The Monterey County Congestion Management Plan may no longer be relevant.
C-16	Roundabouts will be considered as an alternative to traditional intersection controls.	Y	N	
C-17	The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically evaluated.	Y	N	While this Policy focuses on suburban development, it is not in direct conflict with the Specific Plan. See Chapter 3.3 of the Specific Plan for parking recommendations. This Policy could be revised to say, "adequate off-street or shared Parking..." or include a statement that it does not apply to the Plan Area.
C-20	The City shall establish a safe and convenient network of identified bicycle routes connecting residential areas by the shortest possible routes with recreation, shopping, employment areas and schools. The City shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bicycle system.	Y	N	
C-21	Bicycle routes shall emphasize paths separate from vehicle traffic to the maximum extent feasible, but shall also include bicycle lanes within public streets.	Y	N	
C-22	Bike lanes and paths shall be designed and maintained to improve bicycling safety and convenience, and encourage people to use bicycles to commute to work or school.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
C-23	Bike lanes and paths shall be established when: <ul style="list-style-type: none"> a. The street section is re-paved, re-striped, or changes are made to its cross-sectional design. b. The street section is being changed as part of a development project. c. The construction of bike lanes or paths is called for by the City's Capital Improvement Plan. 	Y	N	
C-24	Stop signs shall be minimized along Class I bicycle paths so long as safety for bicyclists, pedestrians and motorists is maintained.	Y	Y	
C-27	The City shall complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into City and county open space areas.	Y	N	
C-28	New commercial development and development in Specific Plan areas shall provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.	Y	N	
C-29	Pedestrian crossings at heavily traveled intersections shall be made as safe as possible, utilizing neckdowns/bulb-outs where feasible. Crossing controls shall be installed when traffic levels warrant.	Y	N	
C-31	The City shall work with transit providers to plan and implement additional transit services within and to the City that are timely, cost-effective, and responsive to growth patterns and existing and future demand.	Y	N	
C-33	The City will work with the appropriate agencies to establish a train station in Soledad.	Y	N	
C-38	Truck circulation routes shall be as described by Figure V-3.	N	Y	Consider revising this Policy/ Figure to eliminate the proposed 146 reroute or postpone until a master plan for the south east commercial/ industrial area is completed. See p. 3-1 and Action 19 for more information.
PARKS AND RECREATION				
PR-5	The City will encourage the development of private recreation facilities, including a Boys and Girl's Club or similar youth-oriented facility.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
PR-10	The City should provide a pedestrian network within the City limits. The system should: a. Accommodate pedestrians and bicycles. b. Connect residential neighborhoods with: 1) Soledad's downtown, 2) schools, 3) City park and recreation facilities, and 4) regional trails.	Y	N	
PR-22	The City will protect parkland and individual recreation sites by designating public park and recreation areas in the City's General Plan and on zoning maps.	Y	N	
PR-23	Public or private development adjacent to existing or proposed park and recreation sites shall be required to locate such development consistent with the Element unless there is no practicable alternative.	Y	N	
CONSERVATION AND OPEN SPACE				
C/OS-3	The City shall ensure that new development and public infrastructure projects do not encourage expansion of urban uses outside the General Plan area into areas designated Agriculture by the Monterey County General Plan.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
C/OS-7	<p>The City shall require new public and private development to protect scenic resources by:</p> <ul style="list-style-type: none"> a. Prohibiting structures along ridgelines, steep slopes (above 400 foot elevation contour), or in other highly visible locations unless no practical alternative is available, or such a location is necessary to protect public health and safety; b. Utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes; c. Requiring landscaping which provides a landscape transition between developed areas and adjacent open space or undeveloped areas, and is compatible with the scenic resources being protected; d. Incorporating sound Soil Conservation Service practices and minimizing land alternatives. Land alterations shall be minimized by keeping cuts and fills to a minimum, limiting grading to the smallest practical area of land, limiting land exposure to the shortest practical amount of time, replanting graded areas to insure establishment of plant cover before the next rainy season, and creating grading contours that blend with the natural contours on site or look like contours that would naturally occur; e. Designing roads, parking, and utilities to minimize visual impacts. If possible, utilities shall be underground. Roadways and parking shall fit the natural terrain; and f. Designing projects to fit the site's scale and character. Structures shall be designed and located so they do not silhouette against ridgelines or hill tops, roof lines and vertical architectural features blend with and do not detract from the natural background or ridge outline, residential density and massing is decreased with increased elevation where it would mar the scenic quality of the scenic resources, they fit the natural terrain, and the utilize building materials, colors, and textures that blend with the natural landscape and avoid the creation of high-contrast situations. 	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
C/OS-12	The City shall require developers to use native and compatible non-native species, especially drought-tolerant species, to the extent possible in fulfilling landscaping requirements imposed as conditions of project approvals or project mitigations.	Y	N	
C/OS-13	The City will encourage the improvement of air quality in Soledad and in the region by implementing the measures described in the Monterey County Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycles, and walking.	Y	N	
C/OS-16	The City shall promote and encourage the use of alternate modes of transportation by incorporating public transit, bicycle, and pedestrian modes in the City transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities.	Y	N	
C/OS-18	The City shall institute and promote a vigorous program of tree planting in new development areas and in older portions of the City to increase the number and density of tree cover.	Y	N	
C/OS-21	Landscaping plans for new development incorporate water conservation methods and shall employ native varieties of plants that are drought tolerant.	Y	N	
PUBLIC SERVICES AND FACILITIES				
S-1	<p>The City shall ensure through the development review process that adequate public facilities and services are available to serve new development. New development shall not be allowed until adequate public services and facilities to serve such development are provided. Where existing facilities are inadequate, new development may only be approved when the following conditions are met:</p> <p>a. The developer and/or City can demonstrate that all necessary public facilities will be adequately financed and installed in time (through fees or other means); and</p> <p>b. The facilities improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant.</p>	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY

POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
S-8	The City shall promote the efficient use of water and reduced water demand by: <ul style="list-style-type: none"> a. Requiring water-conserving design and equipment in new construction; b. Encouraging water-conserving landscaping and other conservation measures; and c. Encouraging the retrofitting of existing fixtures with water-conserving fixtures. 	Y	N	
S-9	The City will explore the potential for use of reclaimed water for landscape irrigation or other appropriate use.	Y	N	
S-10	The City will manage the increase in water demand from new development to help insure groundwater resources are not overdrafted. The City will work with Monterey County and public and private water entities to plan for the efficient, long term management of groundwater resources.	Y	N	
S-12	The City shall encourage the use of natural drainage systems where feasible to preserve and enhance natural features.	Y	N	
S-14	The City shall strive to improve the quality of urban stormwater runoff and quality of groundwater recharge through the use of appropriate mitigation measures including, but not limited to, infiltration/ sedimentation basins, oil/ grit separators, and other management practices, including storm water retention.	Y	N	
S-16	The City shall encourage project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural site drainage conditions. Drainage onto adjacent properties shall be restricted to pre-project levels minus any runoff from the area to be developed.	Y	N	
S-30	The City shall strive to achieve and maintain emergency response time to a maximum of five minutes for police emergencies.	Y	N	
S-33	The City shall consider public safety issues in all aspects of commercial and residential project design, including crime prevention through design.	Y	N	

TABLE A.2 GENERAL PLAN CONSISTENCY				
POLICY #	POLICY LANGUAGE	CONSISTENT?	RECOMMENDED CHANGE?	NOTES
SAFETY				
HZ-1	The City shall promote flood control measures that maintain the drainage courses in their natural conditions within the 100-year floodplain.	Y	N	
NOISE				
N-1	The City shall not allow development of new noise-sensitive land uses where existing or ambient noise levels exceed those shown on Figure X-1, as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards set by Figure X-1.	Y	N	

APPENDIX B. COMMUNITY PARTICIPATION



Figure B.1 Photos from the design charrette and City Council/Planning Commission meeting.

Community input is an essential building block for an effective plan. The Vision Program and Specific Plan were shaped by suggestions and recommendations gathered through individual stakeholder interviews and a three day intensive design charrette in May 2011. The following section summarizes the interview and charrette results.

B.1 STAKEHOLDER INTERVIEWS

The Consultant Team, which included Lisa Wise Consulting, Sargent Town Planning, and transportation planning firm Nelson Nygaard, conducted personal interviews with 25 community members on March 1, 2011. Each interview ranged from 30 to 45 minutes. The interviews were comprised of general, open-ended questions intended to gather specific data as well as invite conversation, enabling the Consultant Team to gather more extensive responses than may have otherwise been captured.

Interviewees included public officials, downtown property owners, and representatives of business organizations. Interviewees were invited to participate based on the recommendations of the Community and Economic Development Department.

The input received from the interviews is organized by: strengths, weaknesses, missing services and amenities, circulation issues, vision, and obstacles. While most of the comments focus on downtown, some are applicable Citywide or in other areas of the City.

STRENGTHS

The most frequently mentioned strength of Downtown Soledad was the Front Street landscaping improvements, which were mentioned by over half of the interviewees. Respondents noted that the recent streetscape improvements have enhanced the appeal of the downtown. Respondents also mentioned the historic small-town feel, existing businesses, Christmas parade and lights, accessibility and visibility from U.S. Highway 101, and safety as strengths of downtown.

WEAKNESSES

The most commonly mentioned weakness of downtown was the appearance of downtown businesses and buildings. Particular concerns included the color scheme (thought to be drab), unattractive business shopfronts, and the lack of upkeep of the buildings. Interviewees suggested that facades could benefit from historic retrofits, more uniformity, and awnings. Additional weaknesses include

Figure B.2 Photos of cities mentioned by stakeholders as ideal downtowns. From left to right, Arroyo Grande, San Luis Obispo, and Paso Robles.



lighting, lack of a compelling town center, lack of amenities and attractions, lack of stakeholder coordination, and poor signage.

MISSING SERVICES AND AMENITIES

Missing services mentioned during the interviews can be grouped into the following categories: restaurants, retail, entertainment and activities, and parks and sports fields. The majority of interviewees expressed an interest in a better variety of restaurants in downtown including the need for a coffee shop, deli, and sports bar. Interviewees noted a wide range of retail desires including big-box chain retail such as Walmart, specialty stores, grocery stores, antique shops, and a book store. Interviewees cited an overall lack of entertainment and activities and specifically noted a desire for a movie theater, performing arts center, and miniature golf course. Several interviewees suggested a need for smaller parks in the downtown area as well as sports fields suitable for tournaments and soccer games.

CIRCULATION ISSUES

Parking was consistently mentioned as a circulation issue during the interviews. Interviewees offered mixed comments regarding diagonal parking. Some felt it was dangerous and others felt it was working well. Some respondents mentioned handicapped spaces and the eventual need for a parking structure. Other circulation issues include conflicted views on stop signs and stoplights, a need for mass transit, and a need for wider sidewalks.

The northern Highway interchange, San Vicente, Metz Street, and the Mission Plaza Shopping Center were streets and intersections in need of attention.

VISION FOR SOLEDAD

Interviewees were specifically asked about their vision for downtown. Their answers were organized into the following categories:

Example Cities

Interviewees most frequently named Paso Robles as an example of the type of downtown they would like to see Soledad become. They liked the style and scale of buildings, the location of the civic buildings on the square, and the cohesive work of the downtown association. Other cities included San Luis Obispo, Salinas, Gilroy, Walnut Creek, Arroyo Grande, Sacramento, Messilla (New Mexico), and Solvang.

Train Stop and Station

Many interviewees stated that a train stop and station are an important part of their vision for Soledad. They felt that the train could serve as an important travel link and bring visitors to the City. The station could serve as a hub for train and bus travel.

Wine and Agriculture

Wine tours, wine tasting, and local agriculture were thought to be important local assets. Interviewees suggested that businesses centered around wine and agriculture could be beneficial to the downtown area.

Tourism

Interviewees would like to see the City capitalize on tourism by promoting regional attractions including Pinnacles National Monument, the Soledad Mission, Paraiso Hot Springs, and local wineries. Some felt it would be beneficial to establish a theme or angle to better define the downtown. Suggestions included a focus on making Soledad an antiques destination, an information center, wine tasting, creating a Steinbeck “village”, and an emphasis on music.

Cultural Venue and Events

Several interviewees would like to see more family-oriented events in the downtown. A performing arts center was recommended to bring regular visitors to the downtown.

Improved Look, Retained Historic Style

Interviewees suggested retaining the old-town feel but building upon the existing historic look and feel with an updated color palette, fresh details such as awnings, and a more modern look to storefronts.



Figure B.3 Design charrette noticing poster, placed outside the Small Business Development Center

Increased Collaboration and Coordination

Interviewees noted that they hope to see improved communication and collaboration between the City, the Chamber of Commerce, merchants, and developers.

Further Improvements to the Pedestrian Realm

While interviewees were pleased with improvements to Front Street, their vision included further improvements to extend along the downtown side streets and better connect the downtown with the rest of the City.

Hartnell College Branch

Several interviewees suggested that locating a branch of Hartnell College in the downtown, particularly in the Lum Building, would be beneficial.

OBSTACLES

Interviewees mentioned a number of obstacles that could hinder implementation of the Vision Plan including a general lack of support and collaboration; conflicting politics and city initiatives; problems with permits, policies, and procedures; excessive parking standards; existing structures and land uses; excessive fees; a lack of public understanding and support; and a generally poor economic environment.

B.2 DESIGN CHARRETTE

As part of the planning process, a three-day (May 2, 2011 to May 4, 2011) design charrette was held at the Small Business Development Center in the Lum Building on 749 Front Street to enable the community to direct the long-term visioning process.

The charrette kicked off with a brown bag lunch presentation on Monday regarding urban design and circulation. The studio was held open Monday and Tuesday evenings for the public to view preliminary drawings and discuss ideas and concerns with the Consultant Team.

The Team gave another lunchtime presentation on Tuesday to discuss economic development strategies for downtown. The Consultant Team also had the opportunity to meet with a number of City Staff members during the charrette including the City Manager, Director of Public Works, Fire Chief, as well as the Mayor and several downtown property and business owners.

The charrette culminated in a presentation at a joint Planning Commission and City Council workshop at City Hall on Wednesday. The Consultant Team summarized ideas generated throughout the visioning process and presented a concept for the future of Downtown Soledad.

APPENDIX C. ECONOMIC CONDITIONS

This Appendix provides an overview of economic trends and conditions in Soledad, including an analysis of taxable sales trends (Section 1), an overview of economic development resources (Section 2), a review of plans market studies (Section 3), and results from a survey of downtown businesses (Section 4).

C.1 TAXABLE SALES TRENDS

While taxable sales in Soledad increased at an annual average of 3.4 percent between 2000 to 2009, there was a great deal of fluctuation from year to year. The most dramatic increase occurred in 2005 when taxable sales increased just over 25 percent from the previous year. The increase can be attributed to the opening of Soledad Mission Shopping Center. As of April 2011, the Mission Shopping Center included Foods Co. grocery store, CVS, Starbucks, and a variety of shops, restaurants, and service establishments. As shown in Figure C.2, there was a corresponding increase in the number of licensed retailers in the same year, from 79 in 2004 to 101 in 2005.

Taxable sales decreased in 2008 and 2009, dropping almost eight percent from 2007 to 2008 and an additional 4.2 percent from 2008 to 2009. Figure C.1 illustrates trends in taxable sales.

Retail sales dropped six percent from 2005 to 2009 in Soledad and nearly 17 percent in Monterey County. In 2009, retail sales accounted for 92 percent of total taxable sales in Soledad (see Figure C.1 and Table C.1).

C.2 ECONOMIC DEVELOPMENT RESOURCES AND PROGRAMS

This Section provides an overview of existing economic development resources and programs in Soledad. Resources include organizations such as the Old Town Soledad Beautification Association, Small Business Development Center, and Chamber of Commerce as well as financial resources including the Business Facade Program, Micro-Enterprise Assistance Program, and Salinas Valley Enterprise Zone.

ORGANIZATIONS

Old Town Soledad Beautification Association

The Old Town Soledad Beautification Association (OSBA) holds regular monthly meetings to coordinate the improvement and marketing of downtown businesses. Since 2007, the OSBA has coordinated the seasonal (approximately May through October) downtown Farmer's Market to promote local products and attract resident and visitors to Downtown Soledad.

Small Business Development Center

The California State University, Monterey Bay Small Business Development Center (SBDC) was established to meet the specialized needs of the small business community in eastern Monterey, San Benito, and southern Santa Clara counties. On July 7, 2010 the Soledad SBDC office was opened to assist individuals and businesses in improving income. SBDC offers workshops, training, consulting, business and financial assessments, research resources, loan packaging, and networking opportunities.

Location: 749 Front Street, Soledad (located in the Lum Building).

Website: <http://sbdc.csumb.edu/sbdc-home>

Soledad Mission Chamber of Commerce

The Soledad Mission Chamber of Commerce is a membership-based organization that works closely with the City to improve the economic climate in Soledad. The Chamber provides networking and marketing opportunities, and special programs and events.

Location: 641 Front Street, Soledad

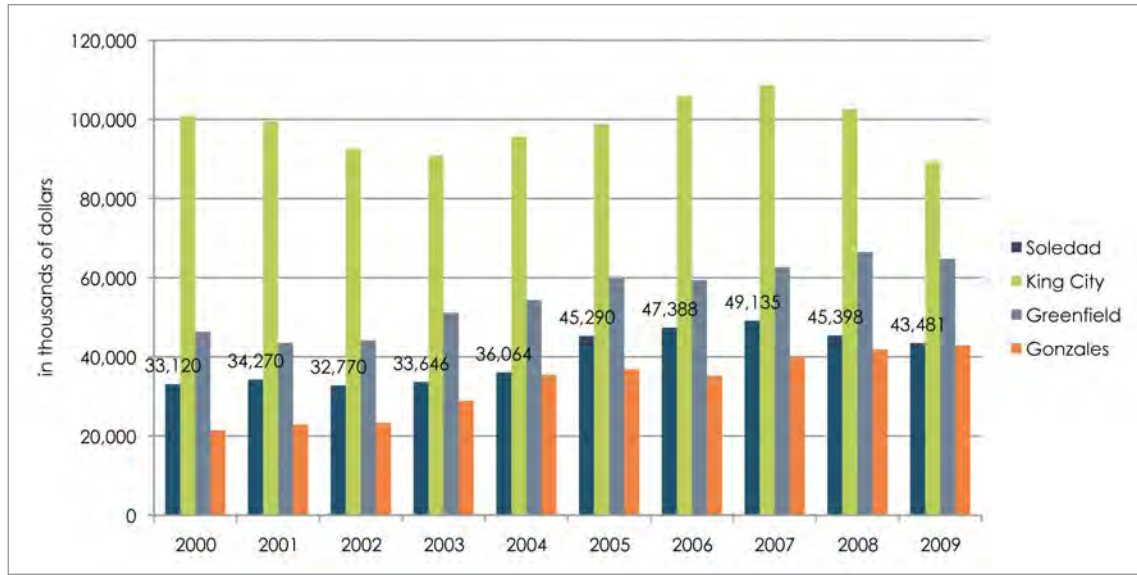
Website: <http://www.soledadchamber.com/index.html>

FINANCIAL PROGRAMS

Business Facade Program

When funding is available, the Soledad Business Façade Program provides grants and loans to retail and commercial businesses. Eligible improvements include paint, window replacement, window treatments and other cosmetic improvements, awnings, security equipment, and historical renovations.

Figure C.1 Total Taxable Sales



Source: California State Board of Equalization

Figure C.2 Trends in Retail Store Permits



Source: California State Board of Equalization

TABLE C.1 TRENDS IN RETAIL SALES

	2005	2006	2007	2008	2009	PERCENT CHANGE
CITY OF SOLEDAD	\$42,506	\$44,593	\$45,213	\$42,639	\$39,952	-6.0%
MONTEREY COUNTY	\$3,907,608	\$4,001,619	\$4,021,150	\$3,714,682	\$3,255,804	-16.7%
PERCENT OF COUNTY IN SOLEDAD	1.1%	1.1%	1.1%	1.1%	1.2%	

Source: California State Board of Equalization

Micro-Enterprise Assistance Program

Using funds from a CDBG grant, the City established the Micro-Enterprise Assistance Program in 2006. The Program provides low-interest loans of up to \$50,000 to lower income persons to start a new business or expand operations. To be eligible, the business must have five or fewer employees and the applicant must attend at least one or more business workshops at the SBDC. Loan funds may be used for a variety of business development / improvement activities including operating capital for payroll, purchase of supplies and materials, space rehabilitation, and marketing and advertising. The program is subject to funding availability.

Salinas Valley Enterprise Zone

Soledad is located within the boundaries of the Salinas Valley. The Enterprise Zone provides tax incentives to encourage economic activity, such as employee hiring tax credit, a sales tax credit, accelerated expense deductions, a net operating loss carry-forward, and preference points on State contracts.

C.3 PLANS AND MARKET STUDIES

This Section reviews key findings from economic plans and market studies conducted for the City; they include:

- Soledad Economic Development Strategy, 2011
- Downtown Site Market Analysis and Feasibility Study, completed by Economic Research Associates (ERA) in 2008
- Cinema Market Study, completed by PMC in 2010
- Residential Mixed-Use Analysis, completed by Laurin Associates in 2007

Information and recommendations from these studies will inform the development of the Vision Program and implementation strategies for the updated Downtown Specific Plan.

SOLEDAD ECONOMIC DEVELOPMENT STRATEGY, 2011

The City of Soledad adopted the Economic Development Strategy in September 2011. The Strategy acknowledges current economic issues including the nationwide economic slowdown and California legislative issues that have or will impact the City's budget, and provides a five-year framework for business development goals and actions.

Issues

The Strategy outlines the following issues that are impacting the City's financial health and the fiscal stability of the Soledad business community:

1. Existing businesses are severely impacted by the lingering recession;
2. Residents travel outside Soledad for retail, entertainment, and dining variety;
3. Downtown commercial area appears vacant and underutilized;
4. South Commercial area appears fragmented and unorganized;
5. Lack of local coordination with area business, attractions, wine industry, and tourism; and
6. Property tax and sales tax is suffering.

Goals and Actions

To address the identified issues, the Strategy provides goals and actions for three geographical target areas: downtown, south commercial, and Los Coches Adobe. Business improvement goals are to:

1. Improve the financial performance of existing businesses;
2. Plan and market for retail, entertainment, and dining variety;
3. Increase Citywide commercial building occupancy and downtown activity;
4. Facilitate infill development with public improvements that communicate investment and stability;
5. Improve local business synergy; and
6. Increase the value of commercial properties and taxable sales.

DOWNTOWN SITE MARKET ANALYSIS AND FEASIBILITY STUDY, 2008

Economic Research Associates (ERA) conducted a market analysis and feasibility study in June 2008 to examine the potential development of a one-acre downtown site owned by the Soledad Redevelopment Agency. The site is located at the northwest corner of Monterey Street and Soledad Street and is undeveloped, with the exception of a 1,200 square foot building. Since the time of the analysis, the building has been designated for use as an historic museum

and is currently undergoing renovation. The rest of the site remains vacant as of the writing of this report.

The study assessed market potential based on demographic data including population, income, and household trends, as well as economic characteristics, development trends, and potential public sector investments. Data sources included the U.S. Census, California Department of Finance, Association of Monterey Bay Area Governments, and interviews with local real estate professionals.

At the time of the analysis, the City was contemplating approval for two major highway-oriented commercial center projects including Soledad Village Center and Soledad Plaza Shopping Center. Soledad Village Center was proposed to be located on Nestles Road east of the existing Soledad Mission Center and include an 84-room Holiday Inn Express, a ten-screen movie theater, and office space. Soledad Plaza Shopping Center, proposed to be located on the north side of the City on an agricultural parcel, was to include 420,000 square feet of retail space including a Super Walmart. The assumption that these projects would be completed by 2020 greatly impacted estimated demand for retail and office space in the downtown area. This assumption should be re-examined when considering economic and land use alternatives in the downtown area.

Development Potential

The Study found that the most appropriate development mix for the site at Montgomery and Soledad Streets would be residential space and flexible commercial space that could accommodate retail, office, or educational tenants. ERA developed the following two scenarios for the site, but, determined that neither is feasible in the near-term as the projects generate negative residual land value.

Scenario A: A single-story retail commercial building, parking, and a three-story mixed-use building with ground floor retail and two levels of residential - 10,300 square feet of retail space, 12 units of two and three bedroom residential units, 30 residential parking spaces, and 52 commercial spaces.

Scenario B: A single-story retail building, parking, and a two-story residential building - 5,000 square feet of retail space, ten two and three bedroom residential units, 25 residential parking spaces, and 25 commercial parking spaces.

The development scenarios were created with an understanding that there may be a demand for satellite educational facilities for Hartnell College in Soledad. While Hartnell was uncertain of the likelihood of adding classroom space in Soledad, they noted that they may

consider a small storefront-style space that would be used as a classroom for evening courses.

Market Conditions and Limitations

RETAIL

The ERA Study found that the City has historically had trouble attracting national-level chain retailers. These businesses tend to locate in Salinas as a bigger and more reliable market. ERA estimated that the downtown can support approximately 55,400 square feet of retail space through 2020 based on population estimates and the assumed new highway commercial centers.

The Study notes that the development of a large-scale discount retailer would likely have negative impacts on the economic viability of retail businesses in the downtown. ERA also noted concerns regarding the potential development of a pedestrian-only paseo in the downtown, citing that the paseo would likely dilute pedestrian activity on the Front Street retail corridor. The Study suggests that a paseo would be unpopular with existing and potential retailers due to a lack of exposure to automobile traffic and frontage parking. The layout may also cause logistical problems for deliveries, garbage removal, employee parking, and other activities that currently take place in the alley.

The ERA Study went on to conclude that a downtown train stop and station would have a positive impact, strengthening the image of the downtown as a hub of economic activity. The station and stop would also enhance Soledad's regional presence and create a connection to major population and employment centers.

Research revealed that downtown retail spaces rent at modest prices, typically \$0.50 to \$0.75 per square foot gross. Newer buildings are leasing at approximately \$1 per square foot - this is thought to be the highest price the market will support. Rents within the Soledad Mission Shopping Center are significantly higher. Spaces ranging in size from 1,000 to 2,000 square feet typically rent for \$1.75 to \$2.00 per square foot.

OFFICE

The market for office space in Soledad is limited. Many Soledad residents who work in professional offices travel to Salinas. ERA estimated a total downtown office space demand of approximately 9,000 square feet through 2020. If the train stop and station are completed, this number could increase significantly. There may also be additional demand for office space in the downtown if it is priced well.

RESIDENTIAL

Residential rents were estimated at \$1.00 to \$1.20 per square foot for medium-quality single-family homes and high quality apartment homes. The study noted that these rents are likely achievable in downtown Soledad if the offerings are of high quality.

Recommendations

The Study suggested mixed-use development in the downtown would likely be more feasible if the City adopted the following policy changes:

- Eliminate retail commercial parking requirements in the mixed-use district and move to a system of on-street and off-street public parking;
- Reduce the residential parking requirement from 2.5 spaces per unit to 1.5 to 1.8 spaces per unit; and
- Eliminate maximum density requirements in the downtown, such as the requirement of one unit per 3,500 square feet.

The study further recommends that over the long-term, the City should consolidate private parking into strategically located public facilities in order to increase the viability of pedestrian-scale development in the downtown area.

CINEMA MARKET STUDY, 2010

PMC prepared a study for the City to examine the market potential for a 10-screen multiplex cinema in Soledad on two sites in Soledad - within the Downtown Specific Plan area and near Highway 101 at Nestles Road. The study, initially conducted in 2007 and updated in 2010, examined a market study area within a 10-mile radius of Soledad, incorporating Soledad, Greenfield, and Gonzales. The study data included demographics, spending patterns, national theater admissions and receipts, interviews with cinema owners/operators, and a telephone survey of 300 residents of Soledad and surrounding communities.

Market Segments

The Cinema Market Study uses market segment classifications developed by ESRI to describe spending patterns and preferences among households within the market area. Nearly half of the households within the market area were classified as "Las Casas". This group is primarily Hispanic and is characterized by large household sizes, lower incomes, and limited discretionary income. They typically have modest lifestyles but are willing to spend money on an outing to the movies.

The second largest group within the market area (approximately 47 percent) is classified as “Urban Villages”. This group is typically composed of young families who prioritize family and home life. Leisure time is typically family-oriented and includes attending movies, eating at fast-food or chain establishments, and renting DVDs.

Spending Patterns

The study notes that residents within the market area are very close to the national average regarding expenditures for movie tickets and other entertainment tickets. As of 2010, the average annual expenditure on admissions to movies and performances was \$154.91 per household. The study counted a total of 9,069 households within the study area, thus resulting in a total annual expenditure of \$1,404,875 on movie theater and performance tickets.

Exhibitor Interviews

The Study included interviews with four owner/operators of movie theaters in California. All interviewees noted they were not currently considering expanding their theater holdings, but several saw potential in smaller underserved markets. Two interviewees noted the importance of adequate parking and one cited Merced as a well-implemented downtown project with proper circulation and complementary businesses.

Survey Data

The Cinema Market Study found that the most important aspects determining movie attendance were the availability of free parking and the type of movies. The availability

of transit, stadium seating, and restaurants were of less importance, however, the study found some support for public transit to and from a theater. The analysis concluded that a significant portion of residents would attend a movie theater based in Soledad and attendees would be drawn by the proximity of retail shopping and a focus on family entertainment.

Cinema Study Recommendations

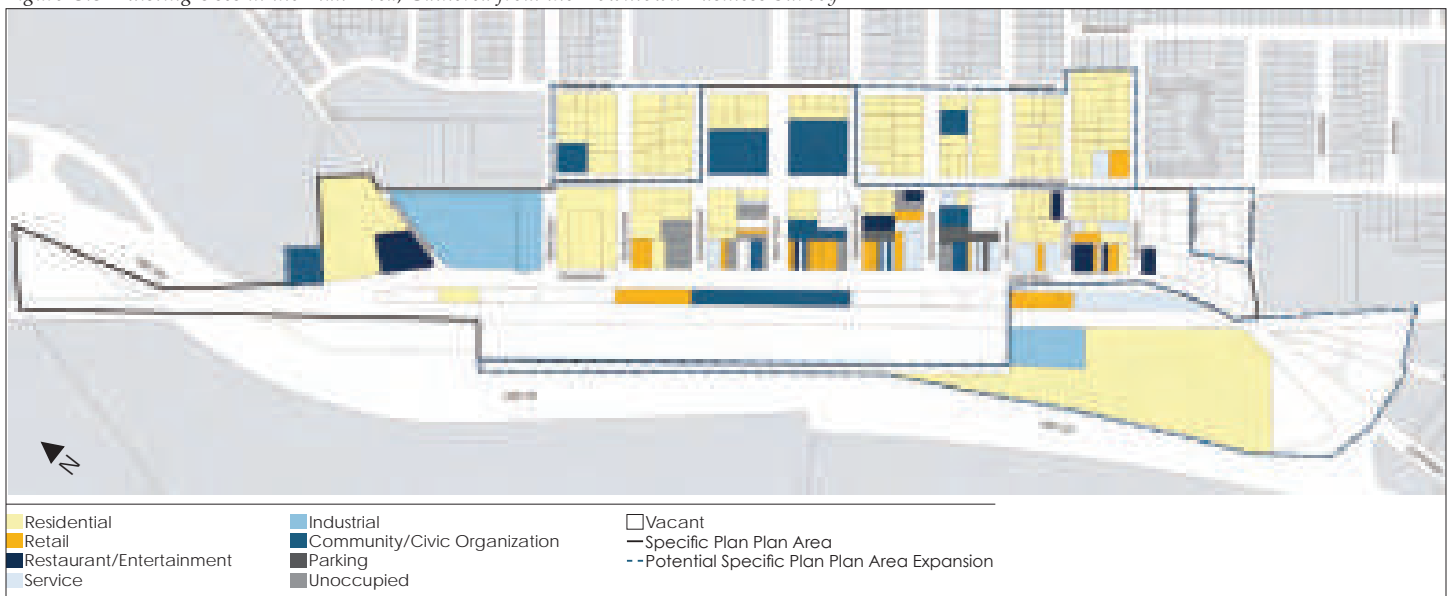
1. A downtown theater would be most successful if it was part of a larger scale redevelopment effort that created a destination area with shopping and restaurants.
2. Adapt the physical structure and character to suit the downtown.
3. The Highway oriented site at Nestles Road is viable, but less attractive than the downtown area for cinema development.

RESIDENTIAL MIXED-USE ANALYSIS, 2007

Laurin Associates completed a study for the City in May 2007 analyzing the potential for residential mixed-use development in the downtown. The Study includes a review of demographics, special housing needs, infill housing potential, an analysis of mixed-use regulations, and recommendations for an updated mixed-use program. The downtown study area included 117 parcels located in the area bounded by West Street, Monterey Street, Park Street, and Front Street.

The Mixed-Use Analysis found the parcels within the

Figure C.3 Existing Uses in the Plan Area, Gathered from the Downtown Business Survey



Source: Lisa Wise Consulting, Inc., 2011



Discount stores are the second most common type of retail in the Plan Area, and discount and automotive stores are the most common business types on Front Street.

study area contained a mix of uses including single-family residential, multi-family residential, commercial, retail, municipal, a mobile home park, parking lots, and vacant sites (no improvements). Of the parcels surveyed, a total of 41 (35 percent) showed a moderate to high potential for residential mixed-use development, based on existing zoning and the current land use. The study estimates a total potential for 193 to 284 residential units in commercial-mixed use developments and an additional 50 to 70 units in residential-only developments.

The study notes that only the C-R, Commercial Residential, designation allows for residential and commercial mixed-use development. Mixed-use projects must meet a number of criteria for the residential units including the proximity of designated parking, the provision of a balcony or open space, design integration, a mix of unit sizes, and a minimum 20 percent set aside for lower income residents. Within the study area, 21 parcels were designated C-R. The C-R parcels total 4.01 acres and the majority (16 parcels) contained single-family homes.

The study recommended the adoption of a mixed-use

zoning district ordinance to establish a new mixed-use zone. The zone would allow a variety of uses by right, including live/work units, small lodging facilities, small entertainment venues, cultural institutions, public services, restaurants, and others. In addition to uses, final recommendations included a number of potential regulations including building height, density, and floor area ratio.

C.4 BUSINESS SURVEY

In April 2011, the Consultant Team conducted a walking survey of the Plan Area and adjacent highway commercial area to record the location and quality of existing uses and vacant and unoccupied buildings. Buildings were categorized as:

- Retail
- Service
- Restaurant/Entertainment

Figure C.4 Existing Uses in the Plan Area, Front Street and Highway Service Area

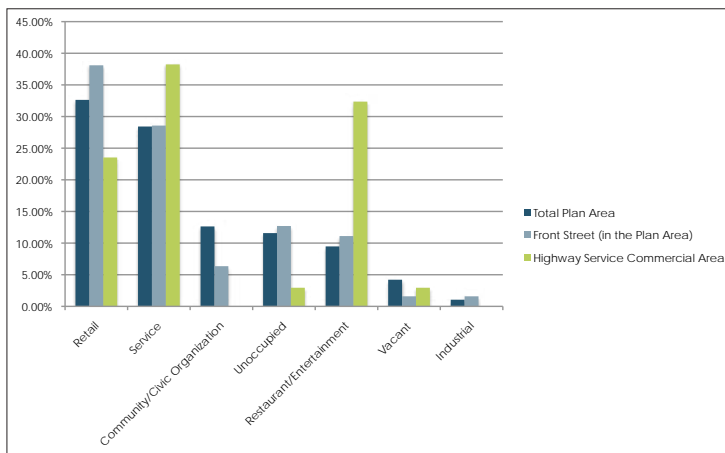


Figure C.5 Unoccupied Commercial Spaces in the Plan Area, Front Street and Highway Service Area

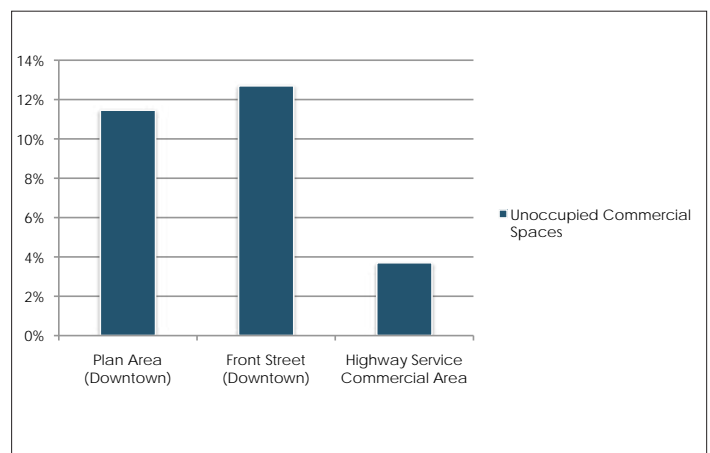


Figure C.6 Retail Types in the Plan Area

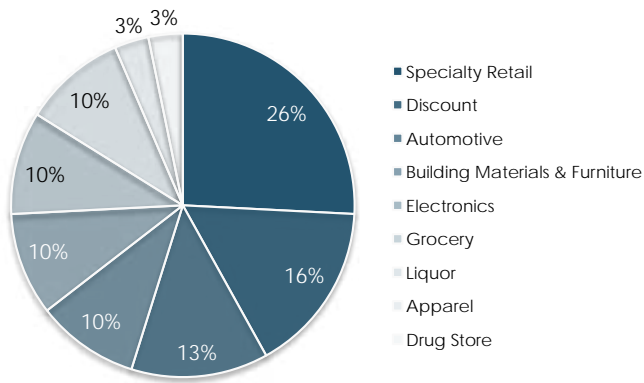
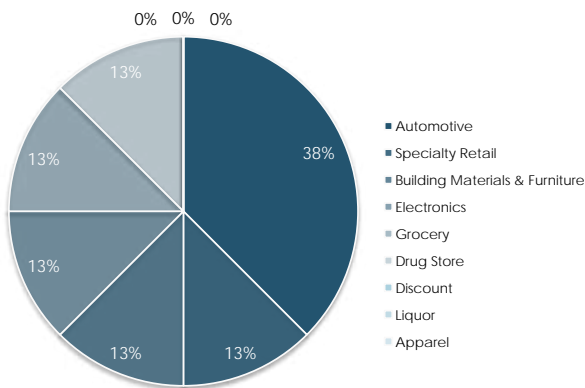


Figure C.7 Retail Types in the Highway Service Area



- Community/Civic Organization
- Industrial
- Unoccupied
- Vacant
- Residential

The findings generated from this survey are organized into the following sections: retail market, entertainment and restaurant market, professional office market, and residential market. Results are intended to inform decision-making throughout the creation of the Vision Program and Specific Plan Update.

EXISTING USES

Figure C.3 maps existing uses within the Plan Area and Figure C.4 compares uses in the Plan Area to those on Front Street and in the highway commercial area. The survey area included 129 spaces. Ninety-five (74 percent) of these spaces were located in the Plan Area, and 34 (26 percent) were located in the highway commercial area. Sixty-six percent of the commercial spaces surveyed in the Plan Area

were located on Front Street. Figure C.3 shows the location and distribution of uses in the Plan Area.

COMMERCIAL OCCUPANCY

Figure C.5 shows the distribution of unoccupied spaces in the Plan Area compared to the highway commercial area. The highest percentage of unoccupied commercial spaces in the Plan Area is in buildings along Front Street in the downtown. Twelve percent of commercial spaces in the Plan Area are unoccupied (eleven spaces), and seventy-two percent (eight spaces) of these spaces are on Front Street. The majority of unoccupied uses on Front Street are clustered to the west of Soledad Street. In contrast, there is only one unoccupied commercial space in the highway service commercial area.

Unoccupied spaces in the Plan Area vary from those in larger commercial buildings to large single-use storefronts, with single-use storefronts representing the majority.

RETAIL MARKET

Retail is the predominant commercial offering in the Plan Area, making up 32 percent (31 businesses) of the total businesses surveyed (see Figure C.4). Figure C.6 shows the distribution of retail types in the Plan Area. Twenty five percent of retail uses in the Plan Area are specialty retail, which includes florists, gift shops, a party supply store, a jeweler, and a music store. There are five discount stores (15 percent), four of which are located on Front Street. Discount stores are the second most common types of retail in the Plan Area, and discount and automotive stores are the most common types of retail on Front Street.

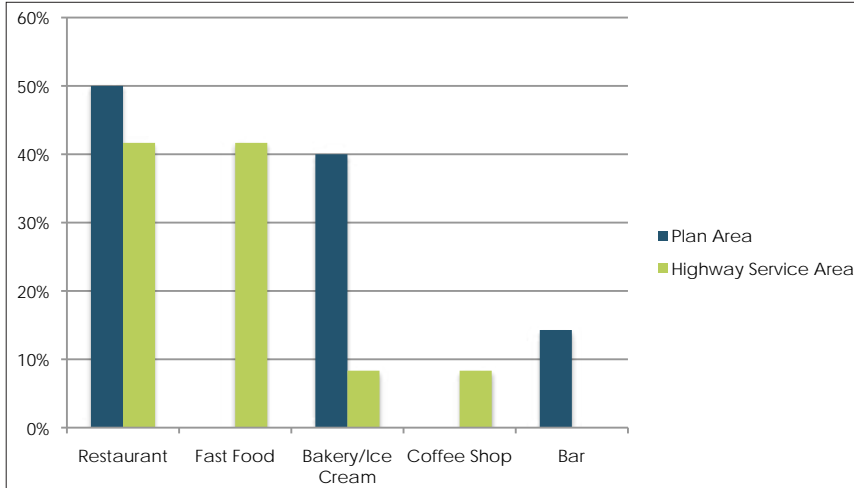
There are two apparel stores in the Plan Area, a women’s clothing store and a western wear store, although clothing items are sold at a number of the discount stores. There are three grocery stores/markets and three liquor stores, all three of which are located on Front Street.

In comparison, 24 percent of commercial services in the Highway Service Area are retail (see Figure C.4). Figure C.7 shows the breakdown of retail types in the highway service area. The majority of retail (38 percent) businesses are auto parts stores and gasoline stations. There is a chain grocery store and chain drug store, as well as a furniture store, a smoke shop and a Verizon cell phone store.

ENTERTAINMENT AND RESTAURANT MARKET

Restaurants and entertainment are one of the least common commercial offerings in the Plan Area, making up less than 10 percent of total commercial uses. There are 10 eateries, including four restaurants, three bakeries, and

Figure C.8 Types of Eateries in the Plan Area and Highway Service Area



one ice cream shop. Seven of the 10 eateries are located on Front Street, and four of the five restaurants serve Mexican food. There is one deli downtown that is part of Pachero Market. The downtown bar is a card saloon. Frankie’s Grill, located at the corner of Kidder and Monterey, draws locals for lunch, and has an outdoor patio and inviting façade. The Grill is the only restaurant in the Plan Area serving an alternative to Mexican food. Figure C.8 compares eatery options in highway service area with eatery options in the Plan Area.

The highway service area has 13 eateries (34 percent of commercial uses in the area), only two of which serve Mexican food. Forty-two percent of eateries in the highway service area are fast food restaurants. Highway service area eateries include a Starbucks, Subway, donut shop, Round Table Pizza, and five fast food restaurants. The Harvest Inn and Restaurant is located on Front Street, between the Mission Center and downtown.

PROFESSIONAL OFFICE MARKET

Professional office space in the Plan Area is occupied by five banking and financial institutions, three real estate and property management businesses and four medial offices. Additional services in the Plan Area include a number of automotive repair businesses, six barbershops and hair salons, and two laundromats.

Professional office space represents the majority of commercial uses in the highway service area. Services include banking and financial institutions, an animal clinic, a health and dental care office, a mini storage facility and two hotels.

RESIDENTIAL MARKET

Of the approximately 250 parcels in the Plan Area surveyed for this analysis, 139 are residential (55 percent). Residential uses in the Plan Area vary from mobile home parks, a motel converted into apartments, single family homes, and multi-family apartment buildings. The conditions of these uses vary.

There are three single-family residential parcels in the highway service area, north of the commercial development.

APPENDIX D. REVIEW OF EXISTING PLANS

D.1 CAL POLY STUDENT PLANS

The City and Regional Planning Department at Cal Poly, San Luis Obispo was approached by the City of Soledad Community Development Department in the Summer of 2009 to develop urban design alternatives for downtown Soledad. In Spring 2010, twenty undergraduate students participated in CRP 203 (Urban Design Studio). The studio was a ten week course that mirrored professional planning practices including the collection of background research and existing conditions, the design and execution of public outreach, and the formation of urban design proposals.

The students hosted several public workshops in the City. At the first community workshop on April 14th, 2010, the students used various data collection tools to gather a wide variety of information about the community. In particular, the students learned that residents want the downtown to:

- Have more recreational and youth activities;
- Capture passing traffic on U.S. Highway 101 (maintain the view of the downtown from the highway);
- Provide services for residents in nearby towns;
- Preserve scenic vistas to surrounding mountain ranges;
- Preserve and highlight multicultural aspects of the Salinas Valley; and
- Help retain residents (many people leave Soledad after school and return when they are elderly).

Using data collected from the public outreach process, the students crafted design concepts for downtown, including:

- A paseo behind Front Street that connects proposed plazas and amenities.
- A mid-block street between Monterey and Front Street, which would provide an additional area where commercial buildings could be located. The participants did not want the mid-block street to take away from the business and the use of Front Street; therefore the planning team proposed that it would only be present along the block located between Benito and Encinal. This mid-block street would provide access to a proposed hotel and to the year round

- Farmers Market that the participants strongly wanted.
- A community plaza with facilities for outdoor concerts and events.
- A movie theater and parking on the lot between the railroad tracks and U.S. Highway 101.

D.2 DOWNTOWN SPECIFIC PLAN

The Downtown Specific Plan and Front Street Rehabilitation Plan was adopted in 1996 as an update to the first Downtown Soledad Specific Plan, which was adopted in 1981. The Plan was intended to implement the General Plan and Redevelopment Plan. Primary goals include improving the downtown appearance, replacing and upgrading public infrastructure, making the pedestrian and retail environment more desirable, preserving and enhancing the character of Front Street, and promoting economic stability.

The Plan provides an overview of existing conditions, analysis and policies regarding land use, circulation, and design, and recommendations for implementation. Design concepts are outlined in a conceptual plan and detailed in guidelines and standards for new development. The Plan envisions improvements in four sub-areas as described below:

NORTH GATEWAY

The area covers properties along both sides of Front Street north of West Street. Design principles include:

- Renovations to Front Street to provide a more inviting entrance to the City;
- Landscape improvements and screens for the PG&E property;
- Underground utility lines along Front Street; and
- Redevelop the property to the immediate south of the Exxon service station.

STREETSCAPE IMPROVEMENTS

The Plan suggests the following principles to guide streetscape improvements to Front Street:

- Improve streetscapes only within existing rights-of-way whenever possible;
- Accommodate the traffic volumes expected at General Plan buildout;
- Minimize new curb cuts along Front Street; and
- Encourage off-site and rear parking for infill development along Front Street.

THE RAILROAD PROPERTY

The Railroad Property is an approximately eight-acre site located between U.S. Highway 101 and the railroad tracks.

Design principles include:

- Plan for the site as an expansion of the Front Street corridor in the long-term;
- New commercial development on the site should complement the existing downtown character; and
- Heavy commercial uses may be appropriate on the site.

THE PASEO

The Plan envisions a paseo in the alleys on the blocks between Encinal and Kidders Streets. The paseo would include public plazas, retail, and restaurants. Design principles include:

- Utilize the parking areas and underutilized parcels at the rear of building facing Front Street to create a paseo that could serve as a downtown attraction; and
- Prioritize pedestrian use over parking and delivery uses in this area.

The Plan utilizes 2005 General Plan land use designations and development standards from the following zones:

- C-1, Retail Central Business
- C-2 General Commercial
- C-R Commercial Residential
- H-C Highway Commercial
- M Industrial
- PF Public Facilities
- R-2 Duplex Residential
- R-3 High Density Multiple Residential

D.3 GENERAL PLAN

The City of Soledad General Plan was updated in 2005 and includes the following elements: Land Use, Economic Development, Housing (updated in 2009), Circulation, Parks and Recreation, Public Services and Facilities, Conservation and Open Space, Safety, and Noise. For each element, the Plan provides a summary of existing conditions, analysis of the impacts of projected growth, and goals, policies, and programs to direct future development and improvements.

The General Plan focuses on accommodating growth estimates through annexation and expansion. See Table C.1 for key anticipated numbers at buildout within the General Plan area. Growth areas are designated to accommodate additional housing as well as regional commercial centers.

The General Plan also includes policies for residential and commercial development consistent with Smart Growth.

Policies include:

- Designing commercial development to encourage safe and efficient pedestrian circulation;
- Minimizing the visibility of parking areas from public roadways;
- Allowing residential units in conjunction with compatible commercial development;
- Maintaining and expanding the visitor-serving sector by encouraging new motels within walking distance to downtown; and
- Allowing higher density residential development located in areas served by the widest range of urban services.

D.4 COMMUNITY DESIGN GUIDELINES AND STANDARDS

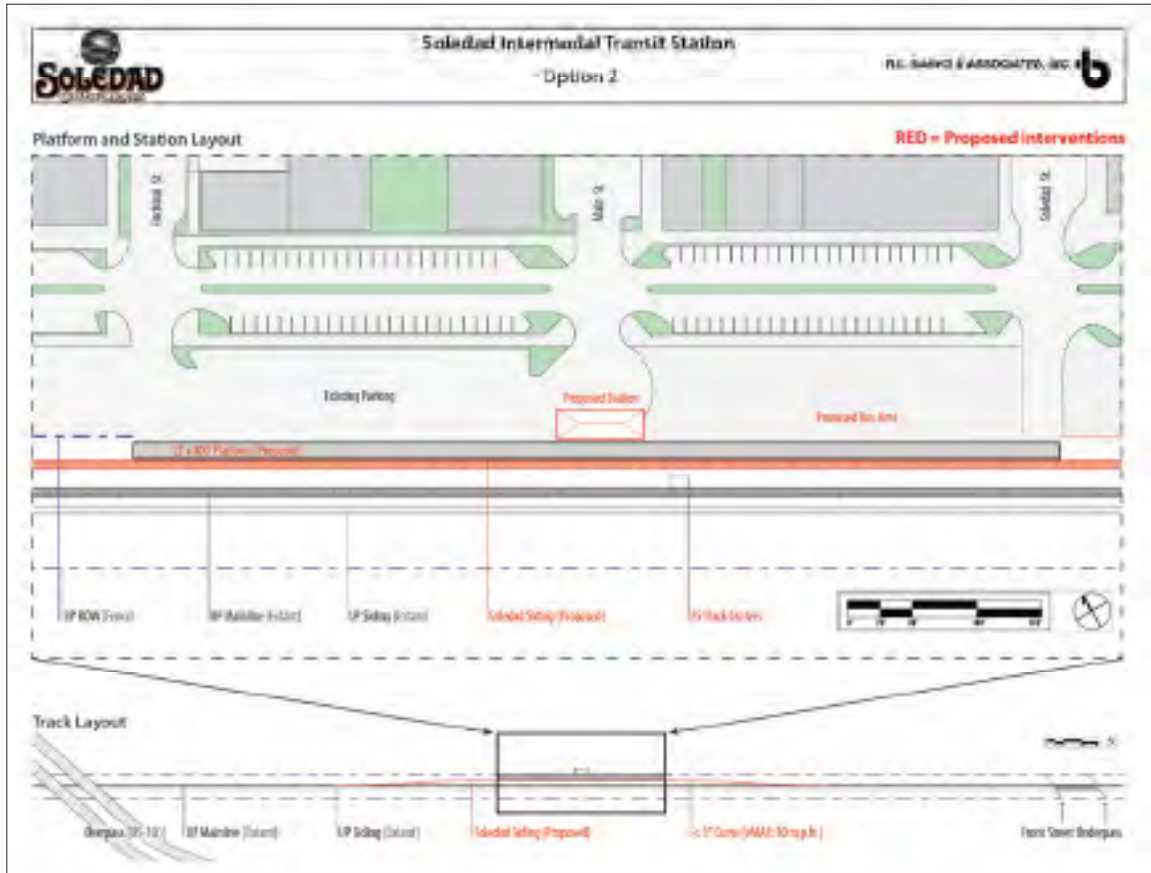
The City of Soledad Community Design Guidelines and Standards were adopted in October 2010 to implement the goals, policies, and programs of the 2005 General Plan and Redevelopment Agency Implementation Plan. Development standards and design guidelines are intended to maintain the character and enhance the quality of the City's built environment. The Guidelines direct development patterns and architectural styles that are in keeping with a traditional, pedestrian-oriented town centered upon an historic "main street". The Guidelines supplement the standards outlined in the City Zoning Ordinance and are utilized as the primary basis for design review by City Staff, the Architectural Review Committee, the Planning Commission, and the City

Council. Chapters of the Guidelines correspond directly to City zoning districts.

Development standards are organized into six sections - community design, community commercial, traditional commercial, single-family detached residential, multi-family residential, and office and industrial. The community design section provides historic precedents and direction regarding neighborhood design, circulation, and open space. Guidelines for each of the other sections include standards for site planning, architecture, and landscaping. The sections describe the intent of the guidelines and provide detailed direction as well as illustrations and examples to clarify expectations and desired outcomes.

TABLE D.1 BUILD-OUT ESTIMATES FROM THE 2009 GENERAL PLAN	
BUILD-OUT NUMBERS	
Population	53,500 - 61,000 (excluding prison inmates) (estimated 27,000 by 2020)
Potential dwelling units ¹	9,680 - 11,600
Potential commercial floor area ¹	2,800,000 s.f.
Potential industrial floor area ¹	9,200,000 s.f.
FLOOR AREA RATIOS	
Commercial	0.4
Industrial	0.6
Public/institutional	0.4
Residential, single-family	6 units/acre
Residential, multi-family	20 units/acre

¹ 80% of maximum allowed
Source: City of Soledad General Plan, 2005



APPENDIX F. IMPACT FEE ESTIMATE

Note: This table reflects estimated fees as of April 2012. Applicants need to contact the City for project specific information.

DEVELOPMENT TYPE	FEE	FEE UNIT	PROPOSED UNITS/ SQUARE FEET	TOTAL REVENUE
POLICE				
Residential	\$1,644.00	dwelling unit	570	\$936,460.92
Commercial	191.00	thousand sq. ft.	280,801	53,632.90
Office	273.00	thousand sq. ft.	196,565	53,662.31
Industrial	191.00	thousand sq. ft.	41,749	7,973.97
Subtotal				1,051,730.10
FIRE PROTECTION				
Residential	975.00	dwelling unit	570	555,382.85
Commercial	325.00	thousand sq. ft.	280,801	91,260.16
Office	466.00	thousand sq. ft.	196,565	91,599.41
Industrial	325.00	thousand sq. ft.	41,749	13,568.28
Subtotal				751,810.70
GENERAL GOVERNMENT				
Residential	3,958.00	dwelling unit	570	2,254,569.54
Commercial	460.00	thousand sq. ft.	280,801	129,168.23
Office	658.00	thousand sq. ft.	196,565	129,339.94
Industrial	460.00	thousand sq. ft.	41,749	19,204.33
Subtotal				2,532,282.04
TRAFFIC				
Single-family	5,554.00	dwelling unit	11	63,273.77
Multifamily	4,443.00	dwelling unit	558	2,480,220.17
Commercial	4,776.00	thousand sq. ft.	280,801	1,341,103.21
Office	2,444.00	thousand sq. ft.	196,565	480,405.48
Industrial	1,777.00	thousand sq. ft.	31,224	55,484.47
Subtotal				4,420,487.10
STORM DRAIN				
Single-family	1,530.00	dwelling unit	11	17,340.48
Multifamily	872.00	dwelling unit	558	486,777.40
Commercial	1,499.00	thousand sq. ft.	280,801	420,919.96
Office	1,040.00	thousand sq. ft.	196,565	204,427.86
Industrial	1,255.00	thousand sq. ft.	31,224	52,394.42
Subtotal				1,181,950.12
WASTEWATER				
Single-family	7,740.00	dwelling unit	11	88,177.71
Multifamily	5,530.00	dwelling unit	558	3,087,017.23
Commercial	352.00	fixture unit after 22	TBD	-
Subtotal				3,175,194.94

DEVELOPMENT TYPE	FEE	FEE UNIT	PROPOSED UNITS/ SQUARE FEET	TOTAL REVENUE
WATER				
Single-family	3,274.00	dwelling unit	11	37,298.94
Multifamily	2,239.42	dwelling unit	558	1,250,113.58
Retail commercial	0.52	square foot	261,962	136,220.21
Highway commercial	1.96	square foot	18,839	36,923.56
Office/research	0.65	square foot	196,565	127,767.42
Motel	1,047.68	room	84	88,005.12
Light industrial	0.79	square foot	41,749	32,981.35
Public facility	0.65	square foot	10,570	6,870.46
Subtotal				1,716,180.65
SCHOOLS				
Residential	3.65	square foot	680,662	2,484,415.86
PARKS				
Residential	2,821.00	dwelling unit	570	1,606,907.70
TOTAL				18,920,959.20

Source: City of Soledad, Lisa Wise Consulting, Inc.

APPENDIX G. REFERENCES

- Association of Monterey Bay Area Governments, Monterey Bay Area 2008 Regional Forecast, 2008.
- California Department of Corrections and Rehabilitation, Monthly Population Report, January 1990 – January 2010.
- City of Soledad 2010 Urban Water Management Plan, Schaaf and Wheeler Consulting Civil Engineers, 2010.
- City of Soledad Cinema Market Study 2010 Update, PMC, 2011.
- City of Soledad Community Design Guidelines & Standards, 2010.
- City of Soledad Downtown Site Market Analysis and Feasibility Study, Economics Research Associates, 2008.
- City of Soledad Downtown Specific Plan and Front Street Rehabilitation Plan, Crawford Multari & Clark Associates, 1994.
- City of Soledad Economic Development Report and Strategy, Applied Development Economics, 2002.
- City of Soledad Fire Department, <http://ca-soledad.civicplus.com/index.aspx?nid=169>, 2011.
- City of Soledad General Plan, Crawford Multari & Clark Associates, 2005.
- City of Soledad Historical Resources Inventory, 2010.
- City of Soledad Housing Element, 2009.
- City of Soledad Municipal Code.
- City of Soledad Parks and Recreation Master Plan, Royston Hanamoto Alley & Abey, 2009.
- City of Soledad Police Department, <http://ca-soledad.civicplus.com/index.aspx?nid=193>, 2011.
- City of Soledad Solid Waste Operations, <http://www.ci.soledad.ca.us/index.aspx?nid=243>, 2011.
- City of Soledad Utility Billing Services, <http://www.ci.soledad.ca.us/index.aspx?nid=165>, 2011.
- Downtown Soledad Urban Design Plans, California Polytechnic State University, City and Regional Planning Urban Design Studio (CRP 203), 2010.
- Soledad Downtown Development Plan, Applied Development Economics, 2002.
- Soledad Downtown Rail Corridor Commercial Assessment, Applied Development Economics, 2003.
- Soledad Mixed-Use Analysis, Laurin Associates, 2007.
- Soledad Plaza Shopping Center Draft EIR, EMC Planning Group, 2007.
- State of California Department of Finance E-5 Report, 2010.
- United States Census Bureau, 1990 and 2010.

