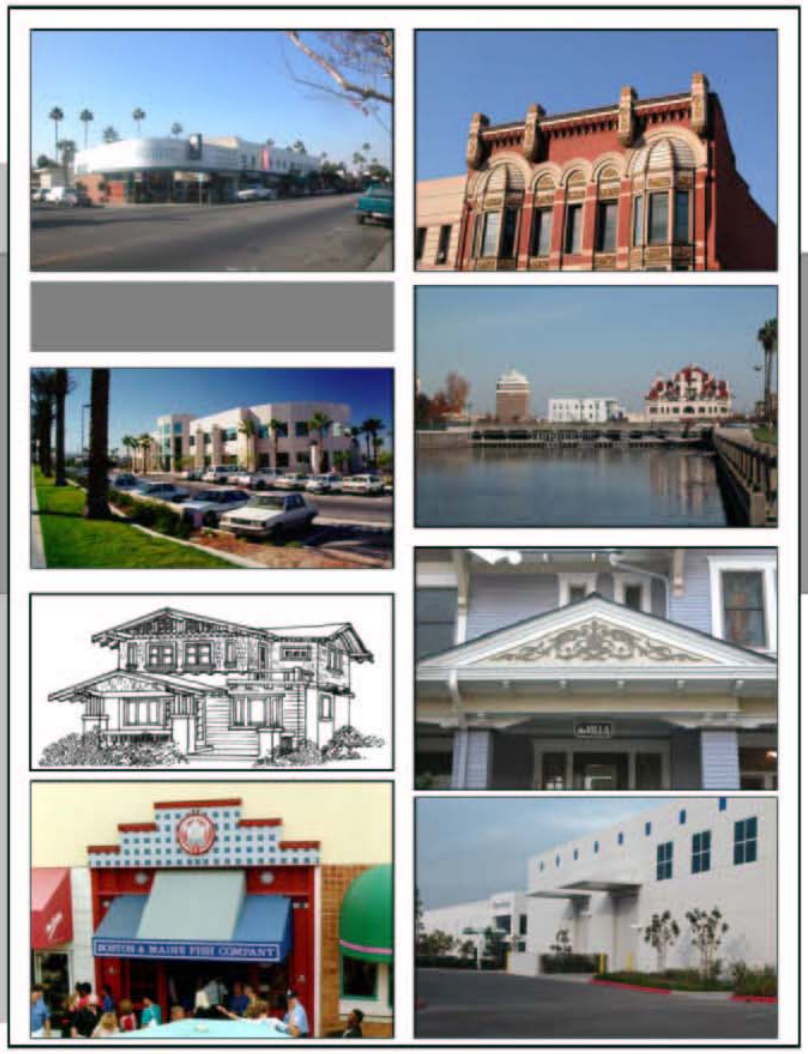
STOCKTON

CITYWIDE DESIGN GUIDELINES



APPROVED BY CITY COUNCIL RESOLUTION 04-0213

MARCH 30, 2004

Resolution No. 04-0213

STOCKTON CITY COUNCIL

RESOLUTION APPROVING THE STOCKTON CITYWIDE DESIGN GUIDELINES

WHEREAS, the City Council of the City of Stockton is concerned about the architectural quality of structures being built in Stockton; and

WHEREAS, the City Council desires to have standards and a process that may be used to improve the design and architectural quality of new construction and major remodels; and

WHEREAS, the Council hired the firms of Jacobson & Wack and RBF to prepare design guidelines for the City of Stockton; and

WHEREAS, the City Council appointed a Design Guidelines Steering Committee to make recommendations to the Council related to design guidelines; and

WHEREAS, The Stockton Citywide Design Guidelines and the enabling ordinance adopting procedures for Design Review (CA1-03) constitute a project that is statutorily exempt from the California Environmental Quality Act (CEQA) under the general rule that CEQA applies only to projects which have the potential for causing significant environmental effects, as specified in Section 15061 (B)(3) of the State CEQA Guidelines; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. That the City Council hereby approves and adopts the Stockton Citywide Design Guidelines, which are on file in the Community Development Department.

CITY ATTY REVIEW GOP

DATE MAR 8 2004

2. That the Stockton Citywide Design Guidelines shall apply to all projects that file an application for a Building Permit in the City of Stockton after the effective date of this resolution.

3. That this resolution shall take effect and be in full force thirty (30) days after its adoption.

PASSED, APPROVED, and ADOPTED MAR 30 2004.

GARY PODESTO, MAYOR
of the City of Stockton

ATTEST:

KATHERINE GONG MEISSE
City Clerk of the City of Stock

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ACKNOWLEDGEMENT

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Michael M. Niblock, Deputy Director, Community Development / Planning Division
Barry O'Regan, Deputy Directory, Public Works / City Engineer
Guy Petzold, Deputy City Attorney
Dianne Keil Smith, Senior Planner, Community Development Department
Tom Truszkowski, Program Manger, City Manager's Office
Kitty Walker, Principal Economic Development Analyst, Housing and Redevelopment Department

CONSULTANTS

RBF Consulting – Ron Pflugrath, AICP
Jacobson and Wack – Bruce Jacobson

HISTORIC DISTRICT PHOTOGRAPHS

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CHAPTER 1

INTRODUCTION

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1.01 - Purpose of Design Guidelines

1.02 - Objectives of the Design Guidelines

1.03 - Relationship of the Design Guidelines to Other City Plans, Policies, and Regulations

SECTION 1.01

PURPOSE OF DESIGN GUIDELINES

The City of Stockton Citywide Design Guidelines have been created to be used by persons involved in the design, construction, and review and approval of development within the City. From the City's standpoint, the guidelines will be used during the development approval process in compliance with its design review procedures contained in Chapter 16 of the Stockton Municipal Code. The guidelines are intended as a reference point for the City's expectations for quality development. While it is difficult to define precisely what is meant by "quality development", these expectations are generally embodied in the objectives of the design guidelines as outlined in Section 2 below and throughout the various chapters of this Design Guidelines Manual. Conformance with these guidelines will ensure that development will enhance and reinforce the City's commitment to high quality development.

These design guidelines present minimum design criteria for the achievement of functional and attractive developments that fit within the context of their surroundings and do not clash with neighboring buildings. In general, the guidelines are intended to ensure that new or modified development preserves or improves the positive characteristics of the City's image while avoiding negative impacts.

Because these are minimum guidelines and each project is different, they do not contain all possible techniques for achieving the quality of development desired by the City. Situations may arise that are not covered by the guidelines; therefore, project designers are encouraged to follow the objectives of the guidelines as provided throughout this Design Guidelines Manual and to use creativity in meeting the City's expectations for quality development as expressed through the objectives.

SECTION 1.02

OBJECTIVES OF THE DESIGN GUIDELINES

In order to ensure that development in Stockton meets or exceeds the City's expectation of high quality, these design guidelines have been created to:

- Promote the orderly development of the City as provided for in the goals, objectives, and policies of the General Plan.
- Preserve and enhance the existing unique character of the City.
- Ensure that new or modified development contributes to the positive image of the City by being aesthetically pleasing and functionally organized.
- Protect and enhance property values by ensuring that development fits properly within the context of its surroundings and does not negatively impact adjacent uses.
- Provide certainty to the development review process by clearly stating the City's expectations, thereby reducing guesswork and reducing development time and costs.
- Encourage individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- Ensure high quality development without causing unnecessarily high development costs.

These objectives form the basis for reviewing projects for compliance with the guidelines. In addition, each of the various chapters and sections dealing with residential, commercial, business park, and industrial development, and signs also contain more specific objectives. Project designers and those reviewing projects on behalf of the City must consider how the proposed project implements the more general objectives stated above as well as the specific Objectives related to different types of development.

SECTION 1.03

RELATIONSHIP OF THE DESIGN GUIDELINES TO OTHER CITY PLANS, POLICIES, AND REGULATIONS

This design guidelines manual is one of several tools available to the City to ensure high quality development. In addition to these design guidelines, all projects are subject to the provisions of the following:

- City of Stockton General Plan
- City of Stockton Municipal Code, in particular Chapter 16, the Development Code
- Redevelopment Plans
- Adopted Master/Development Plans and Specific Plans

CHAPTER 2

OVERVIEW: HOW TO USE THE DESIGN GUIDELINES MANUAL

SECTIONS

2.01 - Where to Start

2.02 - Types of Projects Requiring Design Review

2.03 - Projects Exempt From Design Review

2.04 - The Design Review Process

2.05 - Organization and Use of the Design Guidelines Manual

SECTION 2.01

WHERE TO START

The first thing to consider is whether or not a proposed project is subject to the design review provisions of Chapter 16 of the City of Stockton Municipal Code (Development Code). For ease of reference, this Design Guidelines Manual also contains a list of the types of projects that are subject to design review. The list is provided in Section 2.02. A list of the types of projects that are exempt from the City's design review process is provided in Section 2.03. However, if there is an inconsistency between the list in this manual and the Development Code, the Development Code shall prevail.

If it is determined that a project is subject to the City's design review process, the next step is to identify the appropriate design guidelines in this manual that apply to the project. This is determined by which land use category the development is in (e.g., residential, commercial, industrial, etc.), by the location of the proposed project (e.g., special residential district, downtown, Miracle Mile District, channel area) and the specific type of development proposed (e.g., big box retail, mixed use, shopping center, parking garage, etc.).

In some instances, it will be necessary to consult more than one section of the guidelines. For example, a project in the Miracle Mile District would follow the more specific guidelines in the section related to the Miracle Mile and also the more general commercial design guidelines. If the project is a mixed use development in the Miracle Mile District, the project would follow the guidelines for mixed use development, the Miracle Mile District design guidelines, and the general commercial design guidelines. Section 2.05, describes the organization of the Design Guidelines Manual and use.

The project's design will need to follow all of the appropriate design guidelines as well as all other development policies, plans, and standards of the City in order to be approved.

SECTION 2.02

TYPES OF PROJECTS REQUIRING DESIGN REVIEW

The following list indicates generally the types of projects that are subject to the City's design review process. A similar, more detailed list is also provided in the "applicability" section of each of the sections dealing with specific types of development. A list of projects that are exempt from design review is provided in the next section.

RESIDENTIAL DEVELOPMENT

2.02.010

- New single-family tract development in a subdivision of 5 or more lots.
- New single-family infill projects within special districts
- Additions and exterior remodeling of single-family houses within special districts visible from the public right-of-way.
- New multi-family developments of two units or more.
- Additions and exterior remodeling of existing multi-family projects.
- Accessory structures greater than 120 square feet that are visible from the public right-of-way.

COMMERCIAL DEVELOPMENT

2.02.020

- New commercial development throughout the City, including special commercial districts (e.g., downtown; Miracle Mile, or channel area) and freeway corridors.
- Additions and exterior remodeling of existing commercial development throughout the City that is visible from a public right-of-way or internal circulation route.
- Accessory structures visible from a public right-of-way or internal circulation route.

BUSINESS PARK AND INDUSTRIAL

2.02.030

- New business park and light industrial development throughout the City.
- Additions and exterior remodeling of existing business park and industrial development throughout the City that is visible from a public right-of-way or internal circulation route.
- Accessory structures visible from a public right-of-way or internal circulation route.

SIGNS

2.02.040

- New on-site signs throughout the City.
- New off-site signs throughout the City.

SECTION 2.03

PROJECTS EXEMPT FROM DESIGN REVIEW

The following types of projects are exempt from the design review process and are not required to follow the design guidelines in this manual. However, it is recommended that applicants with exempt projects refer to the guidelines and follow them to the degree feasible to help ensure well-designed projects.

- New single-family homes and additions to or remodeling of existing single-family homes not located in a special district or in a new subdivision of 5 or more parcels. Refer to Subsection C.2 for a list of special districts.
- Additions to or remodeling of existing commercial buildings when improvements are not visible from a public right-of-way or internal circulation route.
- Additions to or remodeling of existing business park and industrial buildings when improvements are not visible from a public right-of-way or internal circulation route
- Accessory structures not visible from a public right-of-way or internal circulation route.
- Interior improvements.
- Temporary structures as defined in Chapter 16 the Stockton Municipal Code.
- Routine maintenance of structures, signs, and landscaping.

SECTION 2.04

THE DESIGN REVIEW PROCESS

The City's design review process is codified in Chapter 16 of the Stockton Municipal Code (Development Code). The procedure to be followed depends on whether discretionary approval is required from the City Planning Commission or City Council.

Building Permit/Permitted Uses. The process for projects that do not require any type of discretionary approval is simple in that project applications are only reviewed by City staff. Following submittal of building plans (including elevations), Community Development Department staff will review the plans for compliance with the design guidelines and/or standards. In reviewing the design of the project, staff will use the design guidelines contained in this manual as a reference and make a recommendation. The applicant will be informed of any inconsistency with the guidelines and provided an opportunity to amend the plans.

Discretionary Permit/Entitlement. For projects that require a discretionary approval (e.g., Use Permit, rezoning, etc), the applicant shall submit elevations of the proposed project at the time the discretionary application is submitted. The project will be routed to the necessary City departments for review with the Community Development Department reviewing the project for compliance with the land use and development regulations contained in the Development Code and the overall design of the project. In reviewing the design of the project, staff will use the design guidelines contained in this manual as a reference and make a recommendation. The project, including the elevations, will then be considered by the appropriate Review Authority as identified in the Development Code.

The decision of the review body may be appealed in compliance with the requirements of the Development Code. The decision of the Community Development Director may be appealed to the Planning Commission and the decision of the Planning Commission may be appealed to the City Council.

SECTION 2.05

ORGANIZATION AND USE OF THE DESIGN GUIDELINES MANUAL

The Design Guidelines Manual is organized into chapters according to the following types or areas of development as follows:

- Residential Design Guidelines (Chapter 3)
  - Single-Family Design Standards for New Tract Development
  - Single-Family Residential Design Guidelines for Special Districts
  - Multi-Family Residential Design Guidelines
- Commercial Design Guidelines (Chapter 4)
  - General Commercial Design Guidelines
  - Special Commercial Use Design Guidelines
  - Downtown Design Guidelines
  - Stockton Channel Area Design Guidelines
  - Miracle Mile Design Guidelines
  - Freeway Corridor Design Guidelines
- Business Park and Industrial (Chapter 5)
  - Business Park Design Guidelines
  - Industrial and Warehouse Design Guidelines
- Sign Design Guidelines (Chapter 6)

Each of the main chapters contains a more detailed breakdown by specific development types or project location. For example, the chapter on residential development contains sections dealing with new residential projects in subdivisions, new infill residential projects in special districts, and new multi-family projects. The chapter on commercial development contains sections dealing with general commercial development, special types of commercial development (e.g., mixed use, auto repair, storage, etc.), and commercial development in special districts (e.g., downtown, Miracle Mile, Channel area).

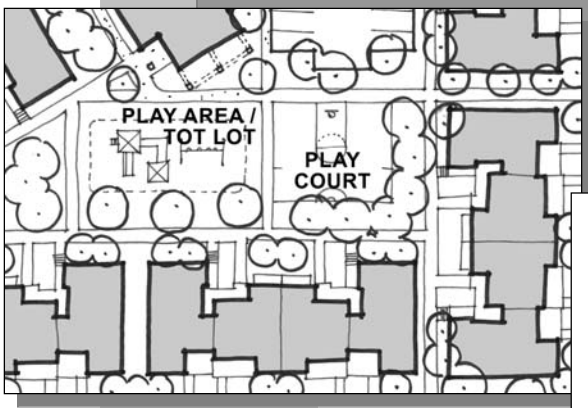
To find out which set of design guidelines apply to a specific project, first determine the type of project (e.g., residential, commercial, industrial,

etc.) and then refer to that chapter. Locate the specific section that applies to the proposed project and carefully review the introductory subsections before going to the design guidelines. The introductory subsections provide a good overview of the City's objectives and expectations for quality development. Next, take time to review all of the applicable design guidelines prior to starting the design of the project. This will save time and money because the potential need for redesign of the project will be eliminated or greatly reduced. Finally, the City encourages creative solutions to solving design issues. These guidelines provide the flexibility to approach design issues in a variety of ways.

Implementation of the design guidelines through the City's design review process provides some discretion and flexibility. It is recognized that not all guidelines may be appropriate to all projects. Additionally, not all guidelines may be equally important to a particular project. Therefore, one guideline may be emphasized over another if doing so would result in a better overall design. The primary intent is to ensure that, overall, projects comply with the intent of the guidelines and their stated objectives—mainly to improve the quality of design in the City of Stockton.

CHAPTER 3

RESIDENTIAL DESIGN GUIDELINES



SECTIONS

3.01 - Single-Family Design Standards for New Tract Development

3.02 - Single-Family Residential Design Guidelines for Special Districts

3.03 - Multi-Family Residential Design Guidelines

SECTION 3.01

SINGLE-FAMILY DESIGN STANDARDS FOR NEW TRACT DEVELOPMENT

INTRODUCTION

3.01.010

The purpose of this section is to provide basic design standards for new single-family houses being developed in subdivisions of 5 or more lots, when such houses back up to and/or side onto an adjacent freeways, highways, or other public streets, schools, parks, or open spaces. Unlike other sections of this manual, the design criteria in this section are provided as "standards" that must be followed in all instances where they apply. The application of the standards in this section is not discretionary. During the City's approval of applicable projects, the proposed project will only be reviewed as to whether or not the proposed design meets the basic design standards provided in this section.

The primary objective of the design standards in this section is to avoid building designs that are dull and monotonous, when viewed from adjacent freeways, highways, and other public streets, schools, parks, and open spaces

APPLICABILITY

3.01.020

The design standards in this section shall apply to new single-family development in subdivisions of 5 or more lots. The standards shall be applied to those elevations of single-family houses that back up to and/or side onto an adjacent freeway, highway, or other public street, school, park, or open space.

To implement the intent of the design standards in this section, the project applicant shall indicate on the tentative tract map those parcels upon which the design standards will apply based on the intent and criteria described in this subsection. The City will review the appropriateness of the parcels indicated and may add or subtract parcels as required per these standards.

The project applicant shall submit enhanced architectural elevations for each different house design. The enhanced elevations shall be those that provide additional architectural details aimed at meeting the

requirements of the design standards provided in subsection d, below. The approval of the enhanced elevations is not discretionary on the part of the City. If the elevations submitted by the project applicant meet the requirements of the design standards they will be approved and no further design review at subsequent phases of the project will be required. The elevations will be reviewed and approved at the time of plan check submittal and such elevations shall conform with the standards in the "Single-Family Design Standards for New Tract Development." Architectural designs in compliance with the Building Division's Subdivision Master Plan shall not require further review.

GENERAL DESIGN OBJECTIVES

3.01.030

1. The design standards in this section seek to address the following objectives.

    a. Create residential neighborhoods that provide interest and are visually pleasing.

    b. Present an image of high quality development adjacent to freeways, highways, arterials, and collector streets and schools, parks, and open space.

DESIGN GUIDELINES AND STANDARDS

3.01.040

The principle means of achieving a visually interesting residential street scene is by providing visually interesting buildings at the street's edge. The following guidelines for front elevations and standards for side and rear elevations provide for more visually interesting and, therefore, more appealing buildings:

A. Front Elevations

1. Front elevations should be well-articulated and detailed to avoid boxy, uninteresting buildings and to create a lively street scene. This shall be accomplished by incorporating one or more of the following techniques:

    a. Offset the second story from the first level for a portion of the second story.

    b. Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.

    c. Create recessed alcoves and/or bump out portions of the building.

    d. Incorporate second story balconies.

2. Emphasis shall be placed on entrances to create a welcoming statement for the dwelling and a friendly street scene. This should be accomplished by creating interesting entries that incorporate features such as porches, large recessed entry alcoves, and projecting and covered entries with columns.

3. Window treatments such as recessed or pop-out windows, window surrounds, shutters, pediments, or similar treatments on each building should be provided.

4. A minimum of two different building materials or colors should be used on the front elevation. Appropriate combinations of materials should include stucco and wood, stucco and masonry, masonry and wood, or other materials approved by the Community Development Director.

5. The roof is one of the most visually prominent components in residential architecture. To avoid visual monotony and to create interesting rooflines, at least one of the following techniques should be incorporated into the design of the roof:

   a. Off set roof planes, eave heights, and ridge line; and/or

   b. Incorporate dormers.

6. Living spaces should be the primary visual emphasis for the dwelling and garages shall be de-emphasized.

7. Provide well-detailed garage doors consistent with the architecture of the dwelling should be provided to reduce the overall visual mass of the garage.

B. Side and Rear Elevations

In addition to front elevations, it is important that sides and/or rear elevations that are visible from adjacent freeways, highways, and other public streets, schools, parks, and open spaces present an enhanced, quality appearance that is balanced and compatible with the front elevation. Enhanced elevations shall be accomplished as provided below.

1. Windows. The window style, and window treatment and surrounds on visible side and/or rear elevations shall be consistent with the same elements on the front elevation. Examples may include:

   - Recessed or pop-out windows
   - Window shutters
   - Window surrounds

2. Roofs. The design of the roof and roof elements on the visible side and/or rear elevations shall incorporate features or be consistent with the features contained on the front elevation, but not necessarily to the same level of detail (i.e. fewer roof plane changes). The design objective is to avoid visual monotony of roof lines among the various facades/sites. Examples may include:

   - Roof overhangs
   - Dormers
   - Extended eaves and exposed rafters
   - Offset roof planes, eave heights, and roof lines

3. Walls. The architectural style, design details, and materials on each visible side or rear elevation shall incorporate features or be consistent with the features contained on the front elevation, but not necessarily to the same level of detail (i.e. use of only one material). Consideration should be given to avoid flat, unarticulated walls and boxy appearances. Examples may include:

   - Offset the second story levels
   - A variation of wall plane (bay windows, porches, integrated patio overhangs, and balconies
   - Recessed alcoves and/or portions of the building

SECTION 3.02

SINGLE-FAMILY RESIDENTIAL DESIGN GUIDELINES FOR SPECIAL DISTRICTS

INTRODUCTION

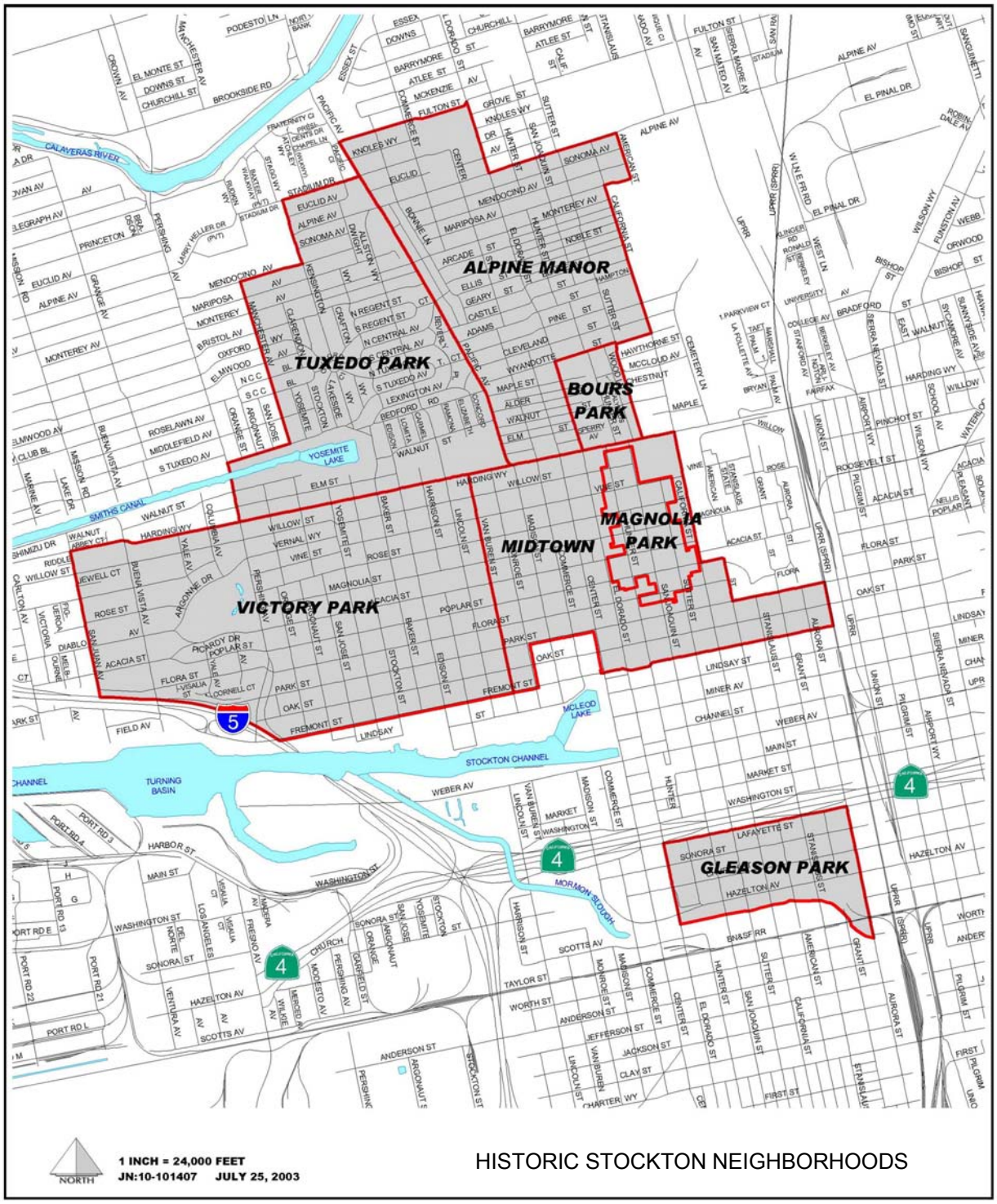
3.02.010

This section provides design guidelines for residential structures located within seven of Stockton's unique (mostly pre WWII) neighborhoods. The subject neighborhoods are characterized by predominantly "stylized" houses dating from the Victorian era (generally 1860-1900) to the 1940s and somewhat into the 1950s. Stylized houses are those that were designed to be "fashionable," incorporating shapes, materials, and design elements in a unified architectural style that was popular or fashionable during a particular building era.

Prior to about 1940, most single-family houses were built one at a time on individual lots. This produced a varied street scene as many different styles of houses were produced within a single block. This pattern of development has created a unique character within the older neighborhoods of the City and is what sets the seven identified neighborhoods apart from the newer (post WWII) areas of the City. Refer to Exhibit 1, District Map, on the following page.

The seven residential neighborhoods include:

- Alpine Manor
- Bours Park
- Gleason Park/Downtown
- Magnolia Historic District
- Midtown
- Tuxedo Park
- Victory Park



HISTORIC STOCKTON NEIGHBORHOODS

Because of the broad based mixture of different house styles in each of the seven neighborhoods, the design guidelines in this section are not categorized by neighborhood but rather by architectural style (e.g., Victorian, Tudor Revival, Craftsman, etc.).

HISTORIC STOCKTON NEIGHBORHOODS

3.02.020

All of the neighborhoods, with the possible exception of the Magnolia Historic District, exhibit a wide variety of architectural styles from Queen Anne Victorian to Art Deco, and many styles in between. The Magnolia Historic District exhibits a more limited variety of styles and is predominately Victorian in character. A description of each neighborhood is provided in this section, and the distinctive architectural styles found in Stockton's special districts are in subsection 3.02.050.

A. ALPINE MANOR

The Alpine Manor neighborhood developed northward from Harding Way, to the east of Pacific Avenue, with housing on Elm, Walnut, Alder and Maple Streets being built earlier than on Wyandotte, Cleveland, Pine, Adams, and Castle Streets northward to Alpine Avenue. There are many examples of single-story Mediterranean style dwellings with terra cotta tile roofs, stucco siding, arched openings, decorative braided pilasters and applied bas relief medallions and shields; even exuberant mouldings over windows and doorways. Many of these date from the 1920s and 1930s. There are examples of California Bungalows and a smattering of English Tudor cottages in this earlier section of the Alpine Manor area.

While there are some examples of housing built prior to World War I along the streets south of Wyandotte, most date from the post World War II era and are reflective of a general movement to the north beyond the Harding Way demarcation. Beginning in the 1910s, this area began to grow and something of a new "Main Street" grew along Pacific Avenue, later to become a retail center for mid-town Stockton, especially after the establishment of the University of the Pacific north of Alpine Avenue in 1924.

Most of the streets in this neighborhood are lined with a mature tree canopy which provides shady respite from the Valley summer heat. These trees are deciduous and are leafless in the winter months. In addition, King Ferronite street lights are present along many of these by-ways and add to the elegance of the streetscape. Corner lots often have houses sited in such a way as to take advantage of the dual frontage afforded by the corner location. The proximity of this neighborhood to the Miracle Mile segment of Pacific Avenue makes living here a pleasant urban experience, with restaurants, shops and services within easy

walking distance. The neighborhood's boundaries are well-defined between Harding Way to the south, Pacific Avenue to the West, Alpine Avenue to the north and California Street to the East.

Pine Street stands out as an exception to the norm in this neighborhood. Many fine, two-story, architect designed custom homes were built along Pine Street, including a large brick home built for Peter L. Sala (a local architect himself) at the southeast corner of Pine and Commerce Streets in 1924. Other large homes appeared on Pine Street during the 1920-1930 time frame, many of brick or stucco construction. Slate roofing may be seen on dwellings in this neighborhood, in addition to shaped, wood shake roofing shingles featured on English Cottage-inspired designs. There are also examples of Mediterranean design with their half-barrel roofing tiles, as well as Italian-inspired structures.

Ellis, Arcade and Sonoma Streets begin to have homes dating from the 1930s through the 1950s, with most examples from the time period immediately after World War II when housing was in great demand. These are small, single-story structures on relatively small lots. One begins to see single car attached garages facing the street. On Bonnie Lane, there are even some Ranch-style homes dating from the later 1950s which are low-slung and have elongated main façades with attached garages.

Photos provided by Leslie Crow, Historian

B. BOURS PARK

Twenty acres of land acquired in the 1860s by Benjamin W. Bours and used as his homestead was developed as a residential development beginning in 1911. Bours, a native of New York State, born in 1823, came to Stockton in the early 1850s. He served as an Alderman and was elected Mayor in 1857. In 1868 he was among a group that organized the San Joaquin Valley Bank, serving as cashier for twelve years. Bours ultimately owned considerable property in Stockton, and was a leading capitalist and investor.

In 1911, the Bours Tract, was subdivided into 110 large lots exclusively for residential development by the Daniels-Doolittle Co. Lots originally sold for $1,000 and $2,500. The Bours Park development was one of the first in town introduced as an “up-scale” residential development described as representing ”the expenditure of much time and effort as well as the sparing of no expense necessary to the proper transforming of an ideal location into Stockton’s finest home section.” Infrastructure improvements included asphalt streets, gutters, curbs and sidewalks, lighting, sewer, water and gas. The development also included design restrictions for construction with design, placement of garages and private barns on each lot governed by the developer.

Other neighborhood amenities included proximity to three streetcar lines, walking distance to the central business district, “desirable [design] restriction, insuring a good and substantial class of homes,” and mature landscaping including stands of old oaks throughout the property.

Entrances to Bours Park on the north side of North Street (Harding Way) was announced by four large sandstone columns twelve feet in height and three and one-half feet square; two at San Joaquin Street and two at Hunter Street. Formal columns such as these at the entrances of a sub-division had never before been employed in Stockton.

Impressively sized homes on larger lots with expanses of green front lawns, splendid boulevards with consistent design features, dust-free streets, mature vegetation, limited to residential development and a convenient location all led to this neighborhood’s desirability and leading citizens of Stockton began to arrange to make Bours Park their address. Custom, architect-designed homes were constructed reflecting the taste of the period.

Design promotes formality, classic design, high-end materials, including slate and tile roofing, brick, decorative stucco and leaded glass. Each building is uniquely designed with massing of two stories predominating. Garages and out-buildings are located at the back of the typical lot, with driveway access from the street or alley behind. Presentation of the dwelling to the street takes precedence to design features which accommodate automobiles. There is little, if any, repetition of design, although there are prevailing architectural vocabularies such as Mediterranean, English Tudor Revival, Spanish Colonial Revival, and California Bungalow.

Photos provided by Leslie Crow, Historian

C. GLEASON PARK

Gleason Park was named in honor of Stockton's first female member of the City Council, Edna Gleason (nee Capurro). Appointed in 1951 to serve out the remaining two year term of a Councilman who had resigned, she was a tireless champion for her district. Mrs. Gleason died on September 25, 1963.

The Gleason Park neighborhood is principally a residential area south of the Central Business District which began to be developed as early as the 1860s. Residences in the Magnolia neighborhood, which developed to the north of the downtown business district at about the same time, were of a more ornate and substantial character. Gleason Park might be considered a working-class neighborhood from its start, providing housing for workers at the near-by Holt Manufacturing Company. Single-family residences of wood frame construction were the first improvements built, with the principal period of significance beginning during the 1890s to the beginning of World War I which is reflected in the Queen Anne Cottages prevalent in the area. The majority of the dwellings have horizontal shiplap or tongue and groove siding; many with elevated basements. Set-backs were minimal and landscaping was basic.

Built by local contractors, these modest homes often were erected in rows of identical designs, particularly notable on the 500 block of South American Street. This brought a continuity of design and materials to entire blocks.

Part of the Gleason Park neighborhood became intensely populated by the City's Asian groups. Little Manila occupied the blocks surrounding the intersection of El Dorado and Lafayette Streets. Numerous Japanese and Chinese businesses and rooming houses were established in this part of town since Asian groups were discouraged from living north of Main Street by local custom and prejudice. A number of multi-family dwellings were built just after World War I and the area was the site for numerous single room occupancy hotels, mainly built of unre-enforced masonry, meant to serve the population of single male laborers predominate the neighborhood, as well as small businesses who served the neighborhood's needs for goods and services. Structures in this neighborhood rarely exceeded three stories.

A couple of notable surviving examples of masonry construction in the Gleason Park neighborhood are the Salvation Army Citadel (today Quan Ying Apts.) built in 1912 and the Woodman of the World Lodge Hall (today Chinese Benevolent Assn.) built in 1914, both designed by local architect Walter L. King.

A subsequent construction boom occurred in the 1920s and 1930s, some using Art Deco and Moderne motifs such as the Rizal Social Club at 138 E. Lafayette Street.

The Gleason Park neighborhood was significantly impacted by the construction of the Crosstown Freeway in the 1970s which literally

established a sort of Mason-Dixon line between Gleason Park and Stockton's downtown. As recently as 2001, the bulk of the Gleason Park area was determined to be eligible for listing on the National Register of Historic Places as a Historic District.

Character defining elements include raised single-story, wood frame construction featuring low-pitched gable roofs, slanted bay windows, decorated gable ends employing shaped, bandsawn shingles, ornate wooden spandrels, pilasters and balustrades on small front porches reached by low flights of wooden stairs. Driveways are later additions to most lots and garages are detached and set back from the street.

Photos provided by Leslie Crow, Historian

D. MAGNOLIA HISTORIC PRESERVATION DISTRICT

The Magnolia Historic Preservation District was formed by action of the Stockton City Council on July 30, 1984. The designation consists of 216 lots, of which 161 were deemed contributory to the character of the District which was determined eligible for the National Register of Historic Places. The boundaries of the district "evolved for the most part from the location of significant buildings." The District's period of significance is strongest between c. 1890-1920, however diversely significant structures spanning the 1860s through the 1930s are also represented.

This neighborhood became established just north of the Central Business District on part of the original city grid as a residential enclave with principal development beginning in the 1870s-80s. Prior to that time, most families lived on farms outside the city limits. As their economic success grew, the desire to move into town to have schools, churches, social and cultural activities at hand caused this area to develop. In addition to the residential development of this neighborhood, there were institutional and commercial properties introduced, providing a mixed use, urban environment for residents. It was also well-served by the streetcar system.

Fine residential structures representing popular architectural styles popular were built. It should be noted that the term "Victorian" refers to the period when England's Queen Victoria reigned from 1837-1901, rather than the name of any particular architectural style.

This neighborhood is represented by large homes of principally wood-frame construction employing shiplap, tongue and groove or shingle siding, on relatively large lots. The buildings are up to 2 ½ stories in height, often built on raised foundations to avoid the annual floods common in Stockton. These homes have large footprints with impressive square footage of living space and many include attics and basements. Front porches with tongue and groove flooring are also common features, reached by a flight of stairs. These dwellings are decorated with ornate woodwork, often including turned elements such as newel posts, and details inspired by fine furniture. Brick chimneys, some ornately decorated in a style influenced by Eastlake design are fairly common. Stained glass was often included in the transom over the main entrance and on the primary elevation's fenestration.

This neighborhood was largely developed before automobiles had been invented. Garages, if present, are usually detached structures at the back of the lot, not readily visible from the street. In several locations, carriage houses are still located behind the dwellings and hitching posts may occasionally be seen. Mature landscaping is also a prominent feature of this neighborhood. Two of the City's original park sites, blocks designated by Captain Weber as perpetual open spaces, serve as amenities to the Magnolia Neighborhood: Eden Park and Fremont Park. Ornate materials such as turned balustrades, spindles, carved or bandsawn bargeboard decorations, dentils, milled architrave mouldings, wrought iron and decorative shingling are common in this neighborhood.

Prevailing architectural styles include Greek Revival cottages, Italianate, Queen Anne, Eastlake, Italian Renaissance, Stick, Shingle, California Bungalow, Spanish Eclectic, Art Deco, Moderne, and Gothic Revival representing the work of local architects such as Edgar B. Brown, Glenn Allen, Ralph P. Morrell, Franklyn Werner and Frank V. Mayo.

Photos provided by Leslie Crow, Historian

E. MIDTOWN NEIGHBORHOOD

The Midtown area was part of the residential development which expanded northward from the Central Business District and was developed in a time frame and under circumstances similar to the Magnolia Historic District neighborhood. Some of the earliest examples of residential development began to be constructed in the 1870s. The area developed north of the Central Business District extending to the City Limits at North Street (now Harding Way). Families were interested in moving into town from their rural farming operations to avail themselves of the urban life that their financial success made possible. One such amenity is the red brick Weber Primary School (Charles Beasley, 1873) at 55 Flora Street opened to serve this neighborhood. It is listed on the National Register of Historic Places.

Other institutional construction represented in this neighborhood include the Grecian-Ionic style First Church of Christ, Scientist (Glenn Allen, 1928), the Byzantine Jewish Community Center (Glenn Allen, 1928), both local landmarks by a prominent local architect. In the Home [Mayfair] Apartments, (Glenn Allen, 1912) and the Eden Square Apartments (Joseph Losekann, 1928) on El Dorado & Acacia Streets we see examples of work from some of Stockton's most notable design professionals from the first quarter of the 20th century. The brick Gothic Revival First Presbyterian Church on El Dorado and Vine (Bertram G. Goodhue, 1923) and the Colonial style Congregational Church at Madison & Willow Streets (W. W. Wurster, 1929) are also excellent examples of impactful custom-design which enhances this part of Stockton.

El Dorado and Center streets were once lined with elaborate homes owned by prominent citizens, nearly all of which have been demolished to make way for what is now a couplet of busy one-way thoroughfares lined with commercial properties from the 1960s-1980s and little remains of the residential grandeur that once graced these streets.

The Swett-Moreing residence at 143 W. Acacia (Samuel & Joseph C. Newsom, 1883), the Henry Aaron residence at 839 N. Commerce Street (1879), and Joseph Swain residence 1045 N. Commerce Street (1892) are but a few of the early examples of residential construction in the Midtown neighborhood.

Many dwellings in this area reflect the California Bungalow, Queen Anne Cottage, Italianate and Greek Revival architectural styles dating from the 1870s through the 1940s. This neighborhood has few garages facing the street, mature trees and an urban assortment of residential, commercial enclaves and institutional sites which have served the community for generations.

This neighborhood is quite diverse in character, with elaborate wood-frame, two-story structures interspersed with smaller structures added as in-fill beginning in the 1920s. The character of this sprawling neighborhood seems to change to the East of California Street and West of the Union Pacific Railroad tracks; north of Fremont Street to Park Street which was once a fairly commercial and industrial section of town

just south of the State Asylum complex. The Monarch Foundry, the Egyptian Revival-style Dawson's Fireproof Storage (Glenn Allen, 1918) at 630 N. California and the Sears Warehouse at 620 N. Aurora Street were located here.

Photos provided by Leslie Crow, Historian

F. TUXEDO PARK

In 1915, Buttrick and Ray, agents for the Tuxedo Park sub-division, advertised in the local newspapers about the advantages of the new neighborhood represented by the first sixteen homes already built or under construction. Located on the West side of the Lincoln Highway, it was touted as "first in line with the fresh air from the bay region." The street design was laid out on soil cultivated by Italian gardeners for many years and Country Club Boulevard ran through the park all the way to the river. Concrete curbs, gutters and sidewalks, storm sewers, sanitary sewers, water, gas and electrical lines had all been installed in an interesting sweep of concentric curvilinear patterns which departed from the grid pattern of streets laid out in the City's center. Street car service was conveniently located along Kensington Avenue and the thousands of trees and flowers planted offered distinctively attractive surroundings. "Sensible" design restrictions promised a reliable continuity within an affordable residential district.

The development of the Tuxedo Park housing complimented the appearance of commercial growth along the Pacific Avenue corridor between North Street (now Harding Way) and Alpine Avenue. Later dubbed the "Miracle Mile," this commercial district boasted grocery stores, clothing stores, restaurants, hardware and paint shops, along with automobile service stations all housed in small-scale structures lining the avenue. Housing in the Tuxedo Park neighborhood was located within easy proximity to the goods and services offered in these establishments.

Affordable housing on a modest scale within the development appealed to working-class families interested in comfortable California Bungalows, Mediterranean, Spanish Colonial Revival, and English Tudor Revival architectural styles. Low-slung dwellings with deeply overhanging porticoes or porches spanning the front of each house invited the occupants to relax in the cooling evening breezes from the Delta and offered great ventilation to them during the hot summer months.

After the end of World War I, beginning about 1917-1918, the pace of construction in the Tuxedo Park neighborhood really took off as servicemen returned home and the demand for new housing stock sky-rocketed. Detached garages were sited at the rear of properties when possible; but not every dwelling included this amenity as the average citizen did not yet own an automobile. Smaller lots with smaller structures represented this neighborhood which soon expanded West to Pershing Avenue. A traffic round-about was installed and remains a unique element of this Stockton neighborhood.

Dwellings were also designed by locally prominent architects for their clients who discerned the unmistakable appeal of this part of Stockton. Certain streets within the neighborhood became the location of larger-scale, custom dwellings, including the Sanderson House at 900 Bristol Avenue designed by William Wurster and the Jefferies residence at 925 Bristol designed by John Upton Clowdsley.

HISTORIC STOCKTON NEIGHBORHOODS

Photos provided by Leslie Crow, Historian

G. VICTORY PARK

The Victory Park neighborhood was developed after the World War I and its streets are named in remembrance of significant locales or persons reflective of battles fought during that conflict. Pershing Avenue, for example, is named for General John "Black Jack" Pershing; Argonne Drive and Picardy Drive named for significant battle sites in France. These streets bound the green space of Victory Park, an amenity that has been embraced by a significant portion of Central Stockton as a poplar place to walk and enjoy well-attended summer musical concerts.

In the center of Victory Park, the Classical Revival Haggin Museum was constructed (Wm. J. Wright, 1930) to house one of the Central Valley's most prestigious art and local history collections. Residential streets emanate from this centrally located park. This neighborhood is characterized by its inviting ambience for pedestrians, with narrow streets, mature street trees and pleasing gardens. Vernal Way, in particular, features an impressive alley of tall palm trees distinctive to California landscape design of the 1910-1920s.

Prevailing architectural character in this neighborhood is principally represented by California Bungalows and Craftsman Bungalows of an astonishing variety largely constructed between1915-1925. These homes are characterized by a low, single-story profile, with front porches, knee brackets at the cornice and elephantine columns providing structural support for the deeply overhanging pediments and pergola structures providing shady bowers when covered by flowering vines. Most are wood frame constructions with narrow shiplap or tongue and groove siding. Some are masonry and still others are of stucco finish. Bungalows are especially suited to the Central Valley climate and their charms are still inviting to modern homeowners and are eagerly sought in the local real estate market.

Yosemite Terrace was designed during the mid-1910s which include landscaped boulevards which are still present. Many examples of California Bungalows predominate, but there are examples of 1930s and 1940s residences represented as well. Yosemite and Acacia Streets features a small scale commercial center for the neighborhood, with several storefronts offering office and retail sites.

Additional designs are reflective of some of the revival architecture popular during the 1920s through the 1940s, including French Provincial cottages, English Tudor Revival, and Spanish Colonial Revival. The latter design features terra cotta roofing tiles and stucco siding, with rounded window and door openings and graceful arches. An elaborate example of this style may be found at 1790 Picardy Drive (Enri Edouard Cavasso, 1928).

Other architects were also commissioned to design custom dwellings in the Victory Park neighborhood, including the George Dohrmann home of concrete and brick construction at 1215 N. Edison Street at Rose (Glenn Allen,1923).

Photos provided by Leslie Crow, Historian

APPLICABILITY

3.02.030

One of the primary goals of the design review and approval process is to ensure the long-term maintenance of the unique character of Stockton's special districts. Projects within any of the seven special residential districts involving new construction, additions, or remodeling shall be required to submit plans for approval in compliance with the design review procedures in the Development Code.

The design guidelines in this section are presented in two main parts. First, the individual architectural styles found within the special districts are described. Applicants should first understand the style of their house and become familiar with its unique, character-defining elements. For new infill construction, this understanding will guide the overall architectural appearance of a house. For applicants proposing additions or remodeling, this knowledge will provide direction for maintaining the existing style of the house.

The second part of the guidelines are general in nature. They identify preferred preservation and rehabilitation techniques for existing houses as well as providing guidance for new infill development. (see subsection e) Desirable design ideas for siting a new house or addition, addressing the appropriate mass and scale of the house or addition, and identifying the proper use of materials/doors/windows and colors are included in this discussion. These general guidelines are required to be followed for all projects regardless of the architectural style or historical significance of the house.

GENERAL DESIGN OBJECTIVES

3.02.040

Stockton's special residential districts contain a wide variety of architectural styles, all of which contribute to the charm and unique character of these neighborhoods. The objectives of the design guidelines provided in the section are as follows:

- **Unique Architectural Character** – Protect the unique character of the special districts by maintaining existing architectural styles.
- **Consistent Site Design** – Continue the existing pattern of development in terms of building setbacks and location of buildings on the site.
- **Architectural Compatibility** – Continue the existing scale of development, especially with regard to compatibility with immediately surrounding development, except where poor quality design exists in the neighborhood.
- **Quality Rehabilitation** – Maintain a high standard of quality in terms of rehabilitation of existing houses, especially in the use of appropriate building materials.

EXISTING ARCHITECTURAL STYLES

3.02.050

Within Stockton's special residential districts there exists a wide variety of architectural styles. It is important to understand the characteristics of these styles and the various design details that help define the particular style. The primary goal, whether building a new house or adding on to or remodeling an existing house, is to maintain the authenticity of the existing architectural style.

Each of the architectural styles listed below is found in varying degrees in Stockton's seven special residential districts. A general description and character defining elements of each of the styles follows the list

1. Italianate (Victorian)
2. Stick (Victorian)
3. Queen Anne (Victorian)
4. Colonial Revival
5. Greek Revival
6. Tudor
7. Mission
8. Spanish Eclectic
9. Monterey
10. Italian Renaissance
11. Prairie
12. Craftsman
13. California Bungalow
14. Moderne (Streamlined Moderne)
15. Art Deco

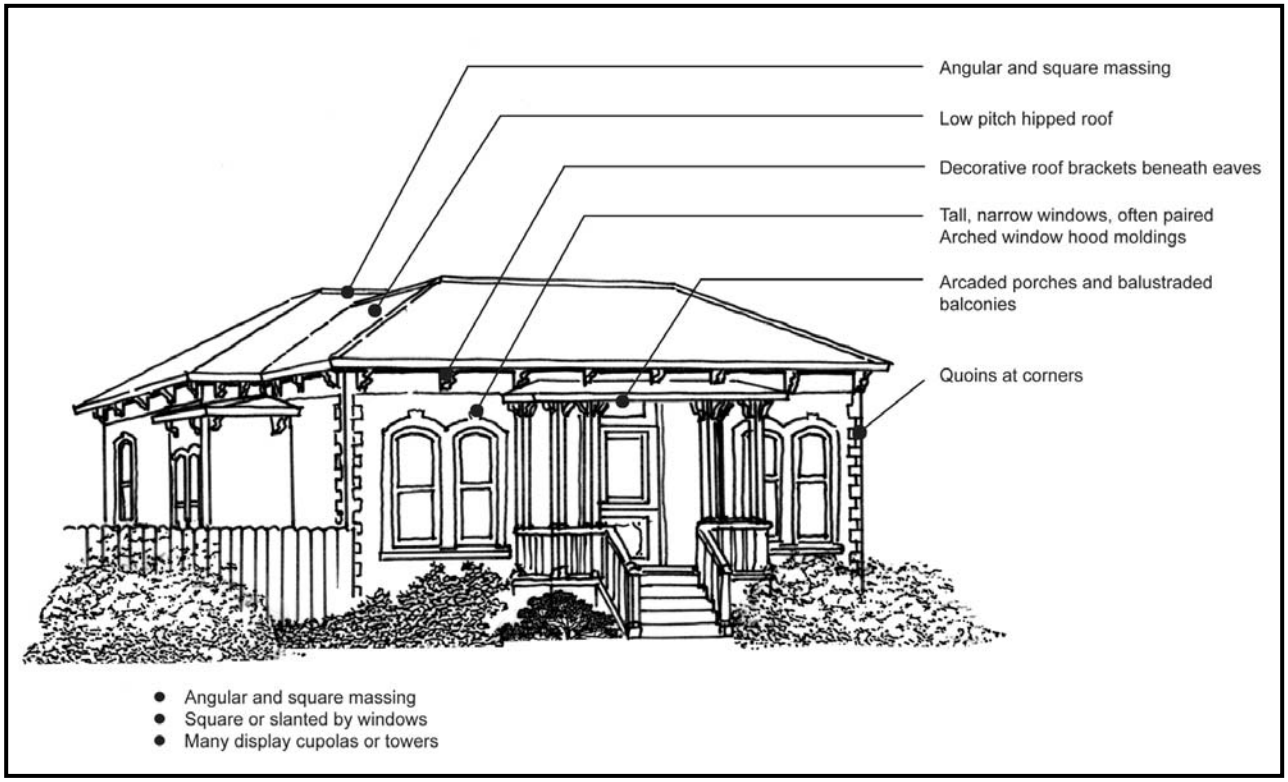
1. Italianate (1875-1890)

The Italianate style is a California adaptation of stone houses built in Italy in the seventeenth century. The quoins at the corners of the buildings are wooden replicas of the original stone reinforcements. Other elements such as column capitals, cornices, brackets, and decorative panels were carved from wood to resemble items that would have been sculpted from stone.

Elegant, tall and formal in style, Italianate houses featured shiplap siding, tall narrow windows placed in vertical courses and 2-story, square projecting bays. Attention was brought to the low profile roofline through the use of enclosed eaves, ornamental brackets, elaborate cornices, and molding trimmed panels. Windows were often paired and trimmed with decorative molding.

Character Defining Features

- *2-3 stories (sometimes 1)*
- *Low pitch hipped roof*
- *Wide flat horizontal siding*
- *Square or slanted bay windows*
- *Decorative roof brackets beneath eaves*
- *Tall, narrow windows often paired*
- *Arched window hood moldings*
- *Enclosed eaves*
- *Turned porch columns*
- *Many display square cupolas or towers*
- *Quoins at corners*



Italianate

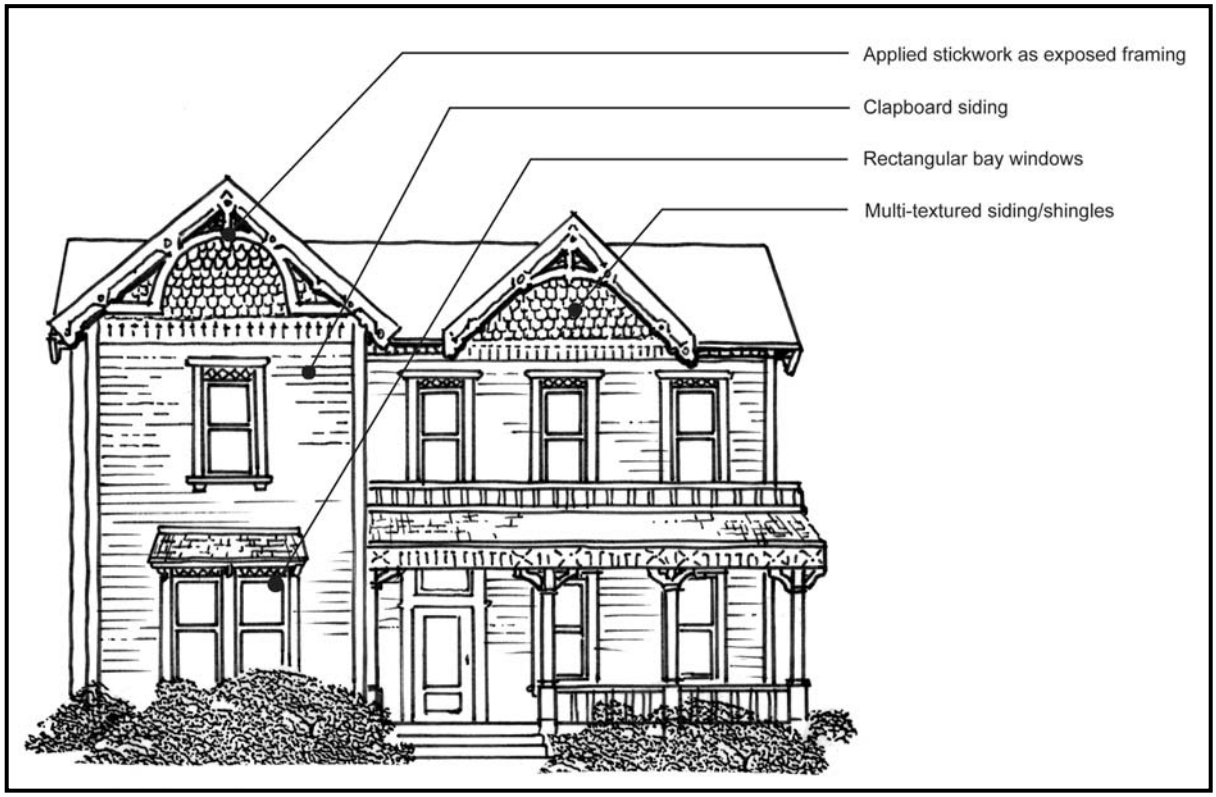
2. Stick (1870-1905)

The Victorian Stick style is defined primarily by decorative detailing. The two dimensional design of the Stick decoration was a product of the scroll saw and jigsaw – tools not wide in use prior to the late 1870's. As a result, builders started to again treat wood as wood instead of trying to imitate stonework as they had with Italianate houses.

Multi-textured wall surfaces, gable trusses that mimic the structural members of Medieval houses, and varied patterns of siding installed in the square or triangular spaces created by the stickwork are all examples of such detailing.

Character Defining Features

- *1 or 2 stories*
- *Tall proportions*
- *Applied stickwork as exposed framing*
- *Clapboard siding*
- *Rectangular bay windows*
- *Multi-textured siding/shingles*
- *Roof projects over front of house*
- *Ornate gables*
- *Gable trusses*



Ornamental porch detail

Stick

Photos by Leslie Crow

3. Queen Anne (1880-1905)

The introduction of the Victorian Queen Anne style in the mid-1880's was a marked departure from the more formal and vertical shapes of the Stick and Italianate styles of the time. The Queen Anne house is much more horizontal in its proportions and combines a wide variety of volumes, shapes, and textures.

Some of the most prominent architectural elements of the style are the steeply-pitched roofs with decorated gables, asymmetrical shape, patterned shingles, slanted bay windows, elaborate porches and towers. Queen Anne buildings possess varied rooflines and facades and are informal in nature.

Character Defining Features

- *Two stories*
- *More horizontal than Stick or Italianate*
- *Asymmetrical shapes*
- *Variety of volumes and texture (asymmetrical appearance)*
- *Clapboard siding*
- *Prominent front porches*
- *Steeply-pitched roofs*
- *Pitched, ornate gables*
- *Slanted bay windows*
- *Recessed upstairs balconies*
- *Towers and turrets*
- *Ornamental brackets and spindles*

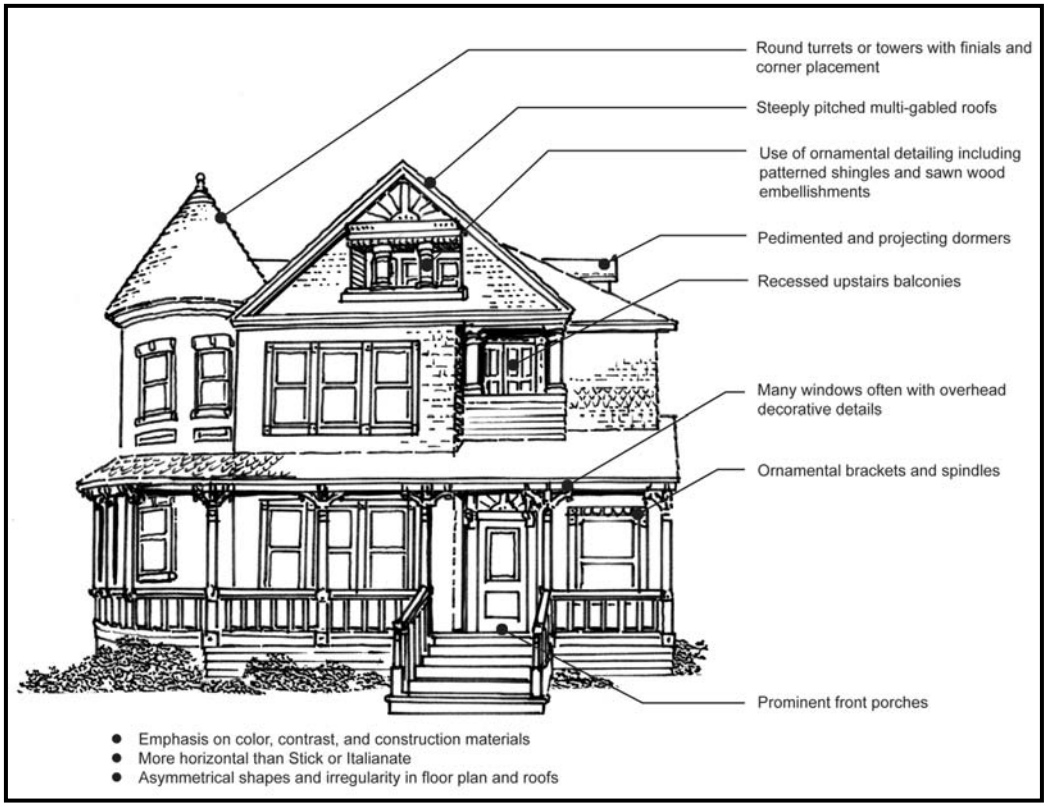


Photo by Leslie Crow

Queen Anne

4. Colonial Revival (1900-1910)

The Colonial Revival style arrived in California soon after the turn of the century. In a rebellion against the excesses of the Queen Anne era, the well-ordered classical form seen in the homes of our New England forefathers, colonial architecture once again became popular. There was the patriotic belief that this was America's own style of architecture. Porticos, slender columns, restrained capitals and classical Greek moldings began to appear. Narrow clapboard siding was almost always used to cover the exteriors. However, the slanted bay window, decorative shingles and wrap-around porches from the Queen Anne era also continued to be used, creating a union of the two styles.

Ch*aracter Defining Features*

- *1 or 2 stories*
- *Gable, gambrel, or hipped roofs*
- *Symmetrical facades*
- *Narrow clapboard siding*
- *Greek and roman architectural details*
- *Wide fascia boards*
- *Hipped dormer (central)*
- *Classical prominent porch*
- *Square or rounded columns with simple capitals*
- *Rectangular windows*

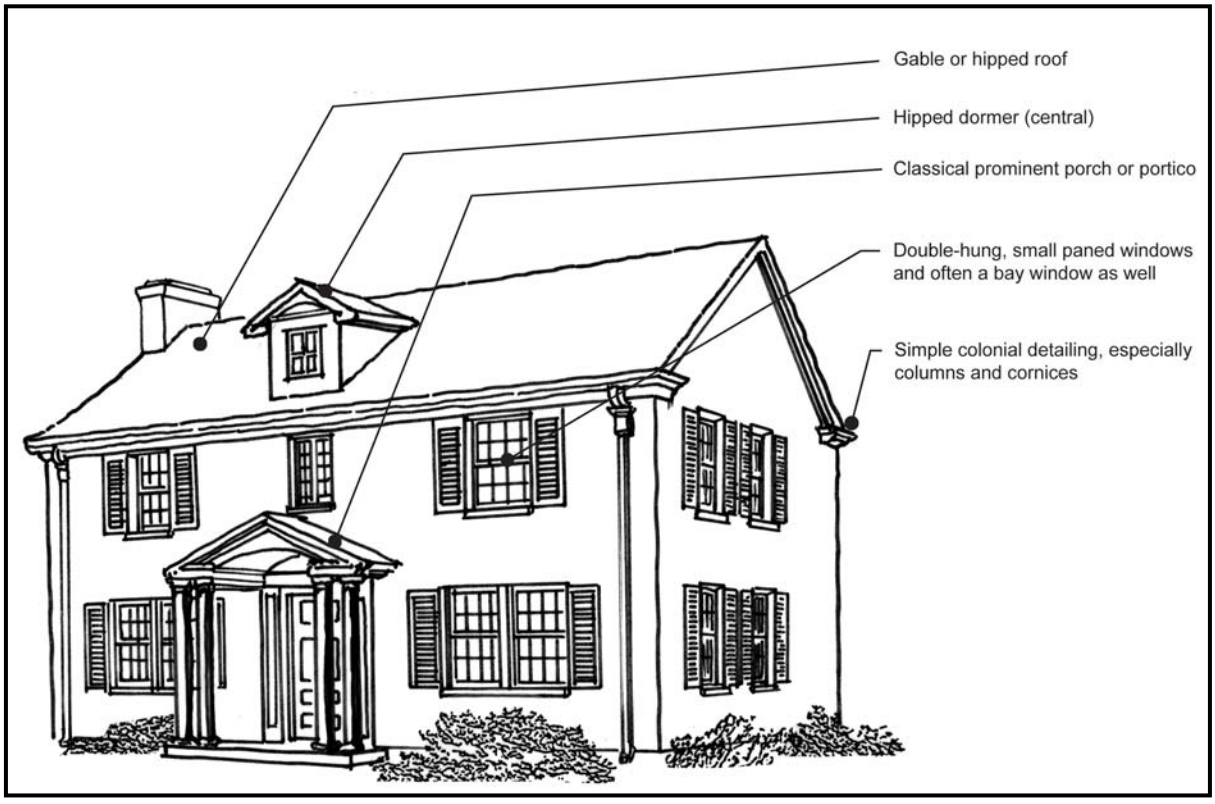


Photo by Leslie Crow

Colonial Revival

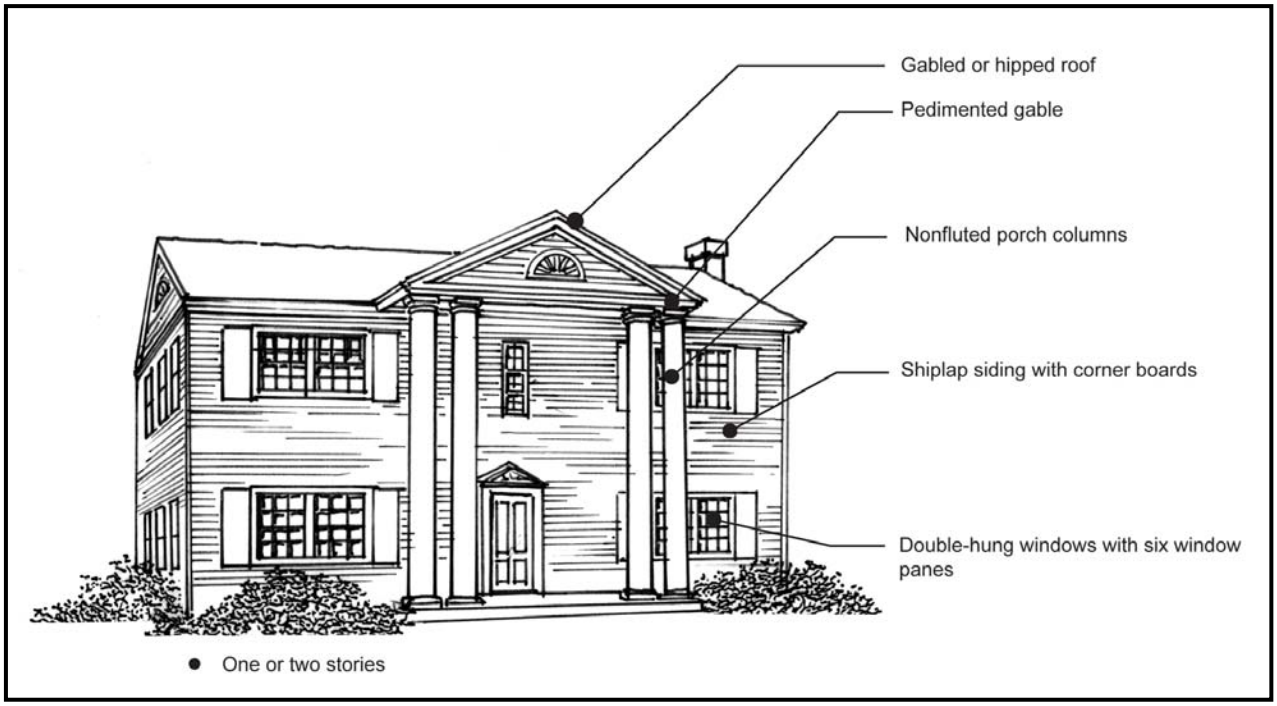
5. Greek Revival (1870-1905)

Greek Revival buildings in other parts of the United States usually pre-date the Victorian era. However, in California, this style of house was in vogue during the early parts of the Victorian period.

The Greek Revival style is typically characterized as low-pitched gable (sometimes hipped) roof, pedimented gable, wood siding with corner boards, porches with non-fluted columns and elongated six-over-six double hung windows.

Character* Defining *Features

- *1 or 2 stories*
- *Gable roof (sometimes hipped)*
- *Pedimented gables*
- *Shiplap siding with corner boards*
- *Non-fluted porch columns*
- *Double-hung windows with 6 windowpanes each*



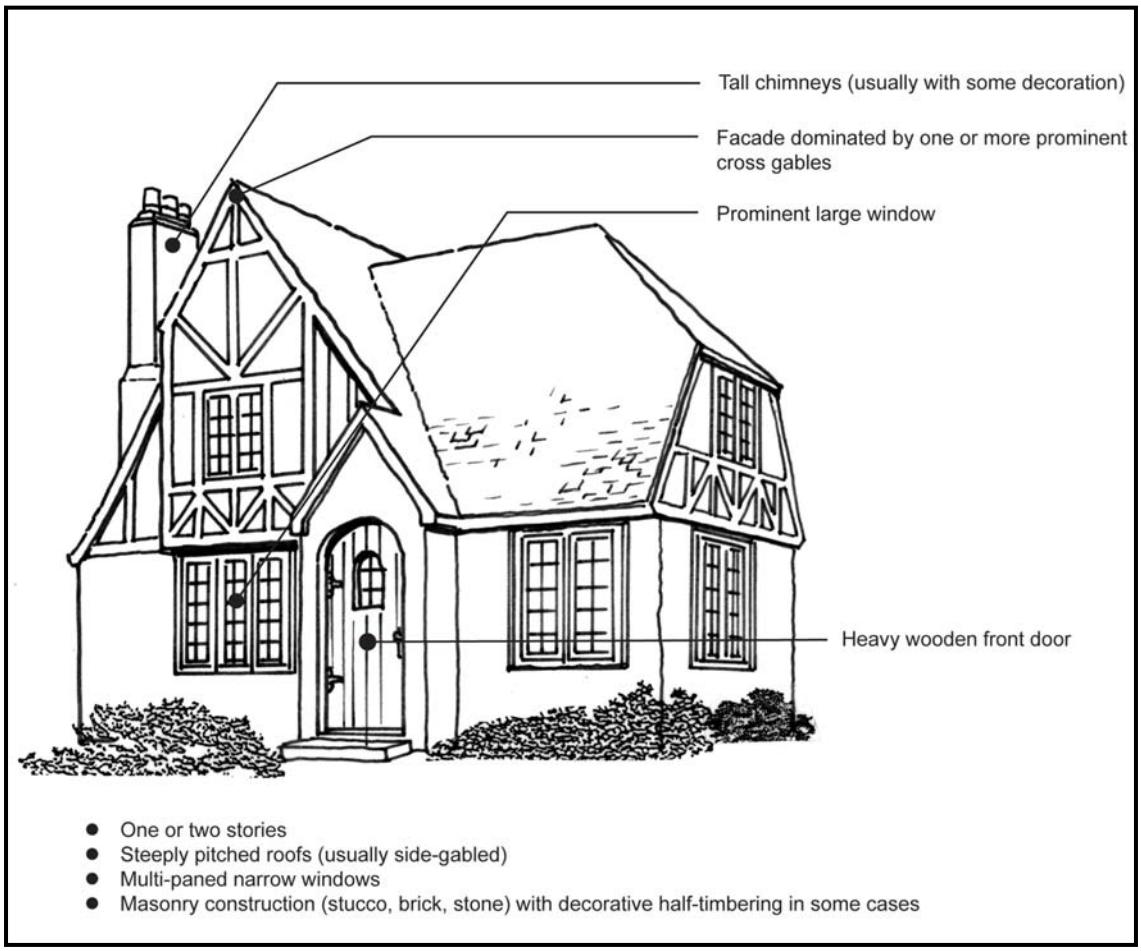
Greek Revival

6. Tudor

The Tudor style house mimics the characteristics of numerous English buildings, ranging from simple folk houses to medieval palaces. This style was used on many American suburban homes in the early 20th century. The Tudor is characterized by steeply pitched roofs that are usually side-gabled and facades that are dominated by cross gables. Generally of masonry construction, many examples exhibit decorative half-timbering, multi-paned narrow windows, and a prominent and elaborate chimney feature.

Character Defining Features

- *1 or 2 stories*
- *steeply pitched end gabled roofs (usually side-gabled)*
- *façade dominated by one or more prominent cross gables*
- *gabled entryway*
- *multi-paned narrow windows (usually in bands of two or three)*
- *tall chimneys (usually with some decoration)*
- *masonry construction (stucco, brick, stone) with decorative half-timbering in some cases*



EXISTING ARCHITECTURAL STYLES

Tudor

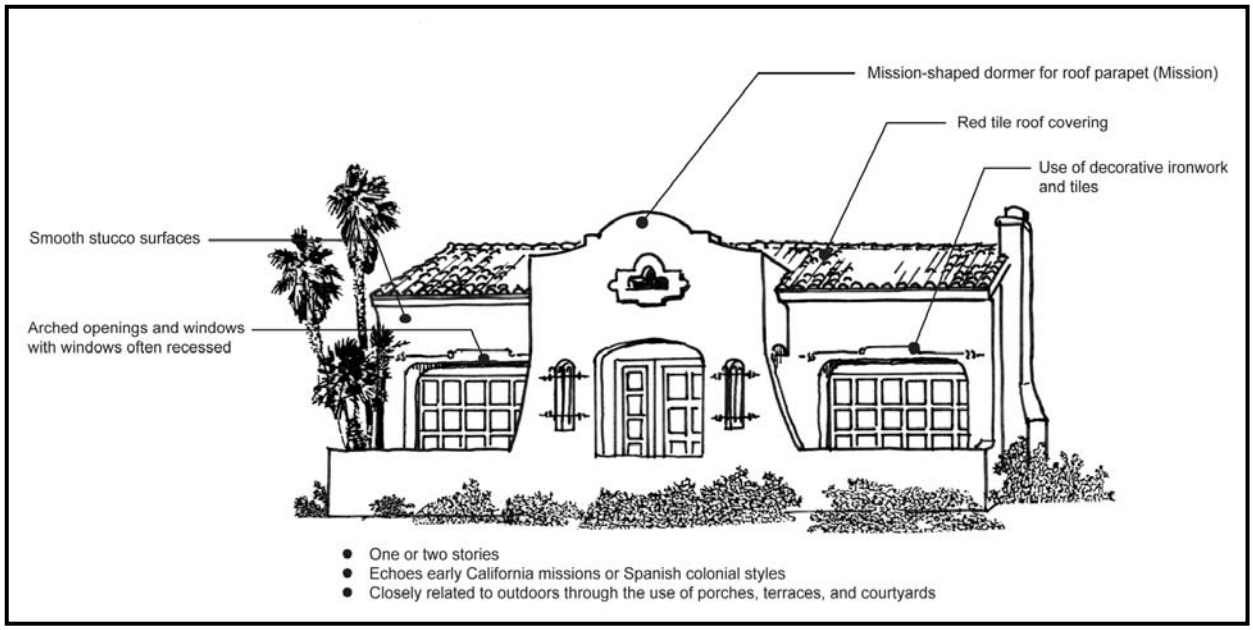
7. Mission (1890-1920)

The Mission style originated in California in the 1890's, with most dating between the years of 1905 and 1920. The Mission-shaped dormer or roof parapet is the most obvious identifying feature of this style. Roofs generally have wide, overhanging eaves and are composed of red tiles. Mission houses are generally of smooth stucco with both symmetrical and asymmetrical facades upon a simple square or rectangular plan. Porches supported by large, square piers are common.

Character Defining Features

- *1 or 2 stories*
- *Mission-shaped dormer for roof parapet*
- *red tile roof covering common*
- *wide, overhanging eaves*
- *porch roofs supported by large, square piers*
- *smooth stucco*

Mission details



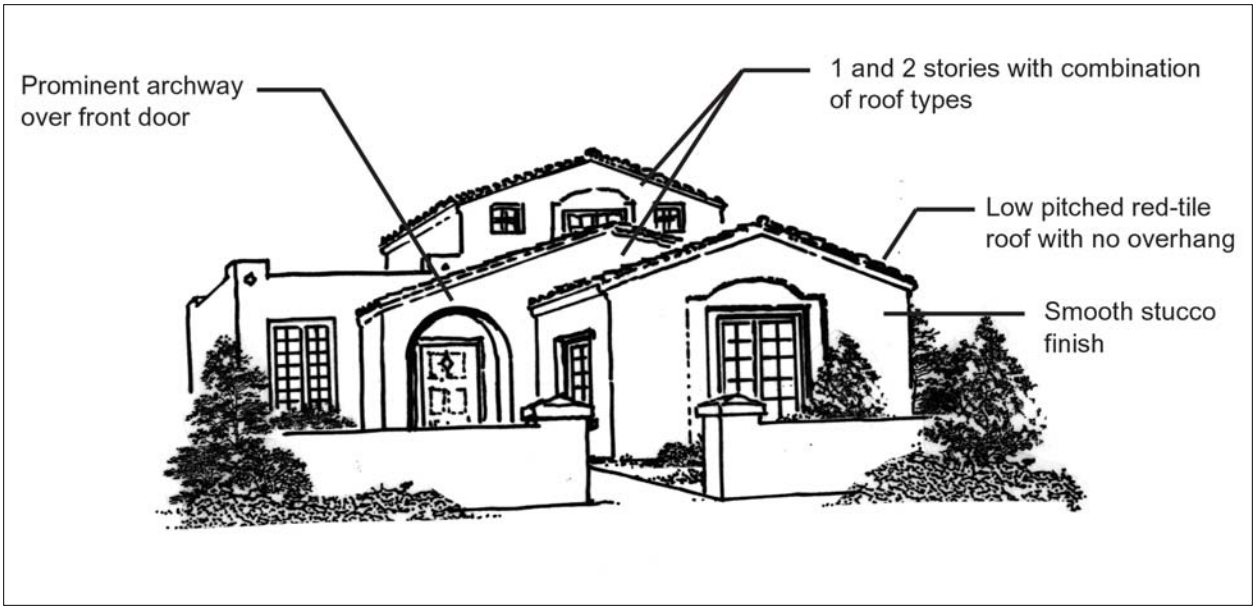
Mission

8. Spanish Eclectic

The Spanish Eclectic style borrows from an array of historical Spanish architectural details. The construction exhibits a number of different low-pitched roof types, including side-gabled, cross-gabled, hipped, and flat. Prominent archways are found over the front door, or main window, or beneath the porch roof on most houses. Most houses have an asymmetrical façade with red tile roofs and stucco finish.

Character Defining Features

- *1 or 2 stories*
- *low-pitched roof, usually with little or no overhang*
- *red tile roof covering*
- *prominent archways over door or main window*
- *stucco*
- *asymmetrical facade*



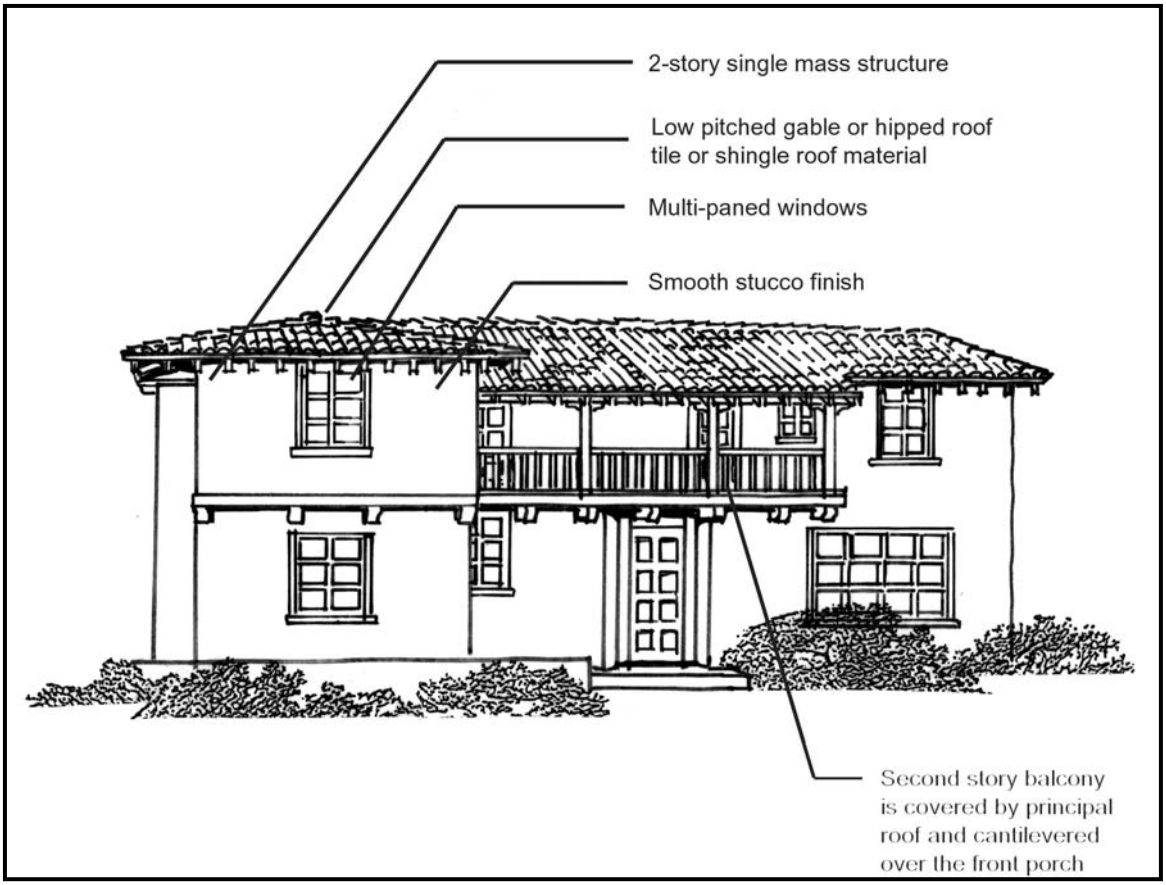
Spanish Eclectic

9. Monterey (1925-1955)

The Monterey style is a revival of the Spanish Colonial houses of northern California, blending adobe construction with English shapes from New England. Monterey style houses always have a second-story balcony that is usually cantilevered and covered by the principal roof. Roofs are usually tiled or shingled and the finish is generally of stucco, occasionally with wood siding as an accent. Multi-paned windows and large-scale chimneys are also often present on Monterey houses.

Character Defining Features

- *2 stories*
- *low pitched gabled roof (occasionally hipped)*
- *second-story balcony and covered by principal roof*
- *tile or shingle roof material*
- *stucco finish, occasionally with wood siding for accent*
- *multi-paned windows, often with false shutters*
- *large, massive chimneys*



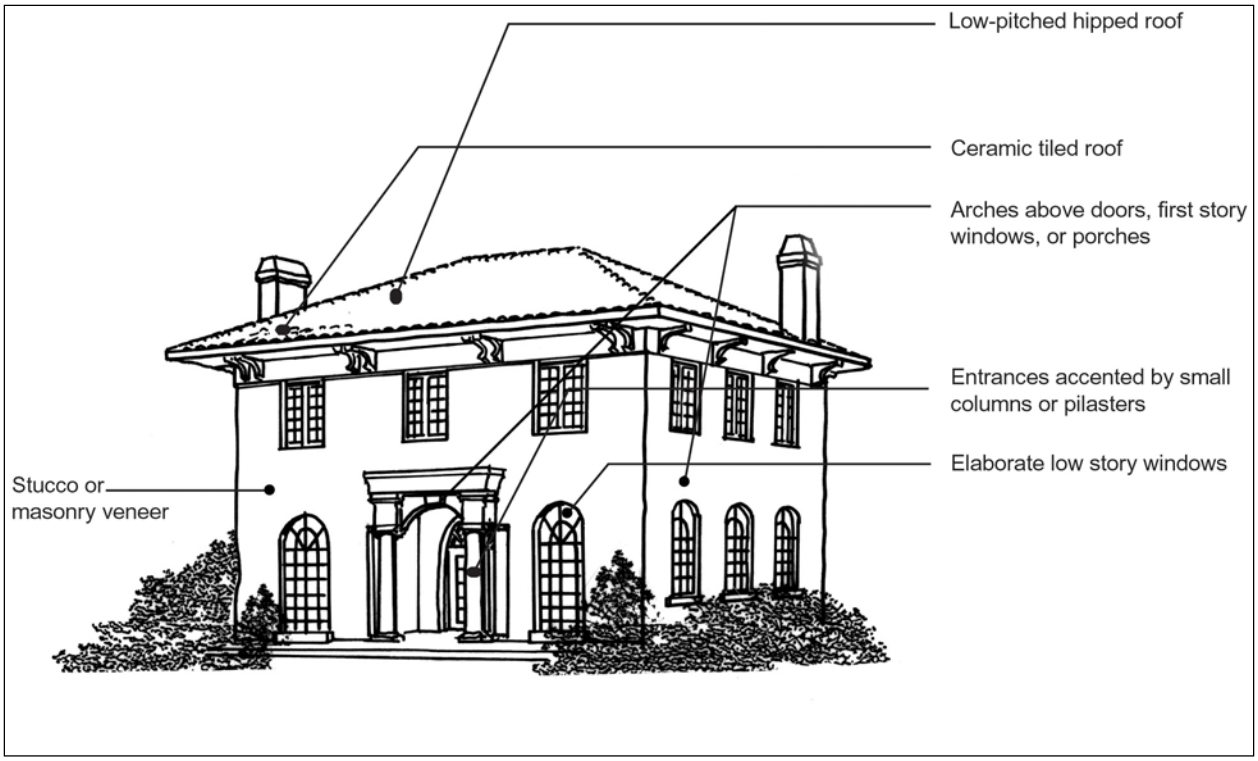
Monterey

10. Italian Renaissance (1890-1935)

Italian Renaissance houses are found in locations throughout the country, but are far less common than other styles of the same era. Originally designed and built as architectural landmarks, vernacular interpretations spread after the perfection of masonry construction. Most Italian Renaissance houses are composed of stucco or another masonry veneer. The houses illustrate recessed front porches with small pilasters or columns and full-story lower windows, often with elaborate arches, directly from Italian originals. Low-pitched hipped roofs of ceramic tiles and decorative overhanging eaves and brackets are common.

Character Defining Features

- *2 stories*
- *low-pitched hipped roof*
- *ceramic tiled roof*
- *elaborate lower story windows*
- *arches above doors, first story windows, or porches*
- *entrances accented by small columns or pilasters*
- *stucco or masonry veneer*



Italian Renaissance

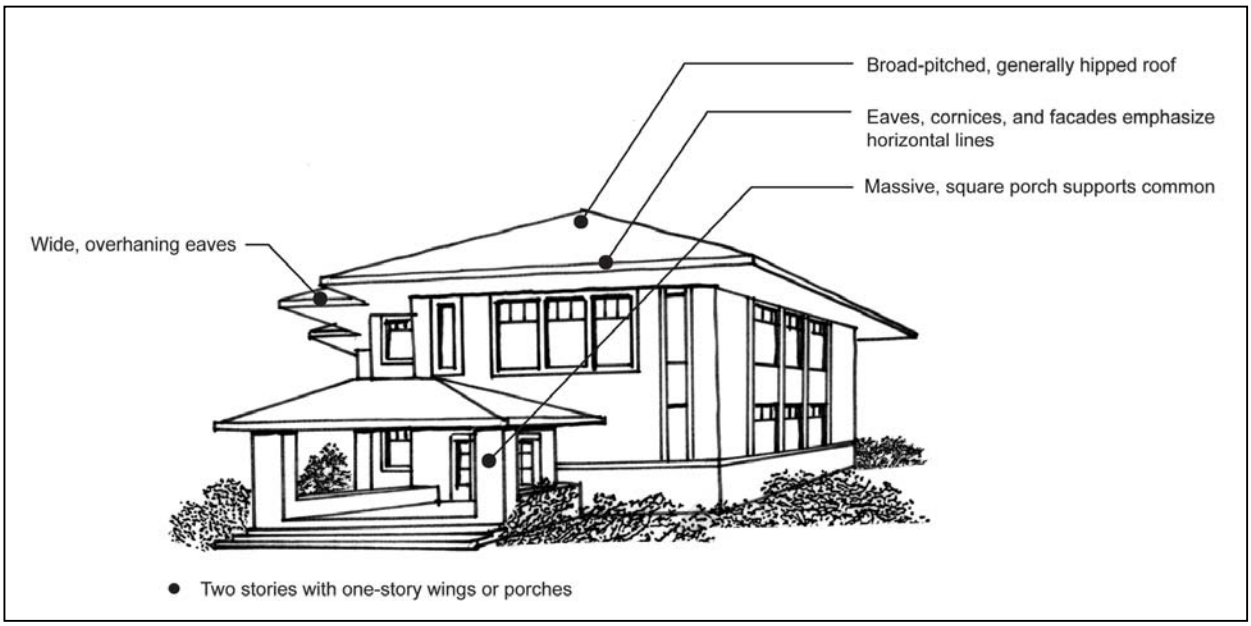
Photo by Leslie Crow

11. Prairie (1900-1920)

The Prairie style, one of the few indigenous American architectural styles, was created by a group of architects in Chicago, Illinois. Vernacular examples spread throughout the country, but began to fade after World War I. One of the most identifying characteristics is the emphasis on horizontal lines and geometry both on the façade and in architectural detailing. The houses are usually two stories with one story wings or porches. Wide overhanging eaves and massive, square porch supports are very common.

Character Defining Features

- *2 stories with one story wings or porches*
- *low-pitched, generally hipped roof*
- *wide, overhanging eaves*
- *eaves, cornices, and facades emphasize horizontal lines*
- *massive, square porch supports common*



Prairie Style

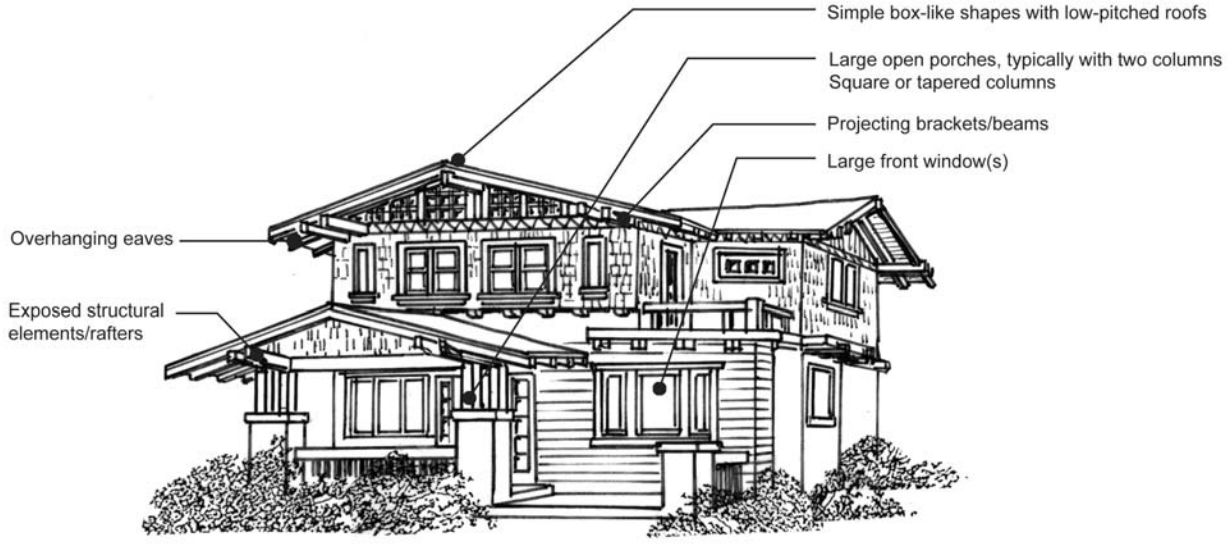
12. Craftsman Bungalow (1910-1925)

The Craftsman Bungalow represented a philosophy of life that featured honesty, integrity and a return to nature. Natural woods, shingles, earth colors, brick, stone, river rock, clinker brick, and heavy structural beams signified a oneness with nature. The rocks and bricks were often used on foundations, chimneys, and railings to set a unifying theme for the house. Oriental, Tudor, and Swiss-influenced bungalows lent a variety of architectural elements to the Craftsman Bungalow.

Character Defining Features

- *1 and 2 story*
- *low-pitched gabled roofs*
- *clapboard or shingle siding*
- *exposed structura elements/rafters*
- *large open porches, typicall with 2 columns*
- *square or tapered columns*
- *overhanging eaves*
- *projecting brackets/beams*
- *large front window(s), usually i 3 parts*
- *front door with sidelights*
- *doors and windows outline with wood molding*

Porch details



- Low to the ground with intimate and informal feel
- Clapboard or shingle siding with brick or stone often used in foundations and chimneys
- Doors and windows outlined with wood moldings

Craftsman Bungalow

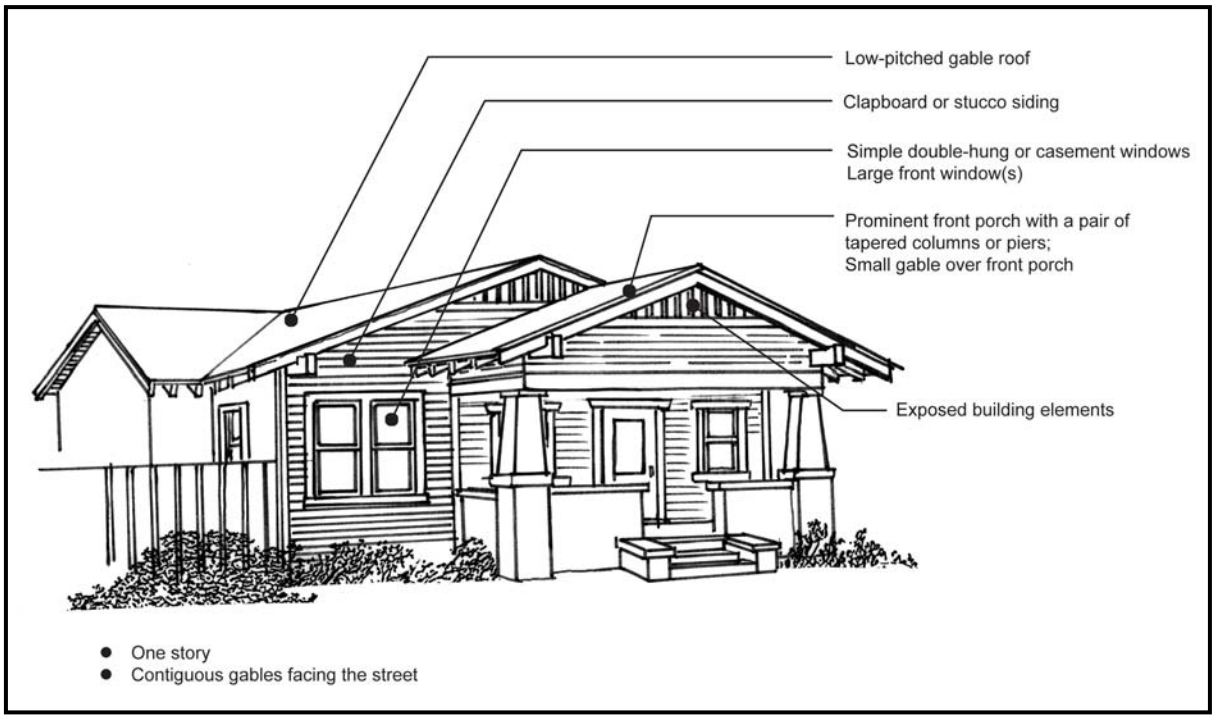
13. California Bungalow (1910-1930)

The California Bungalow is a smaller, more streamlined version of the Craftsman Bungalow. Exterior wall surfaces are covered with clapboard or stucco. Most styles have large porches and utilize wood frame windows either double-hung or casement.

The California Bungalow shares small size and low-pitched roof with the Craftsman Bungalow. The California Bungalow is the builders' interpretation of the more sophisticated features of the architect-designed houses. It offered a solution to the need to build houses quicker and at a more reasonable cost to keep pace with California's rapid population growth.

Character Defining Features

- *1 story*
- *low pitched gable roof*
- *contiguous gables facing street*
- *clapboard or stucco siding*
- *exposed building elements*
- *simple double-hung or casement windows*
- *large front window(s), often in 3 parts*
- *prominent front porch with pair of elephantine tapered columns*
- *small gable over front porch*



California Bungalow

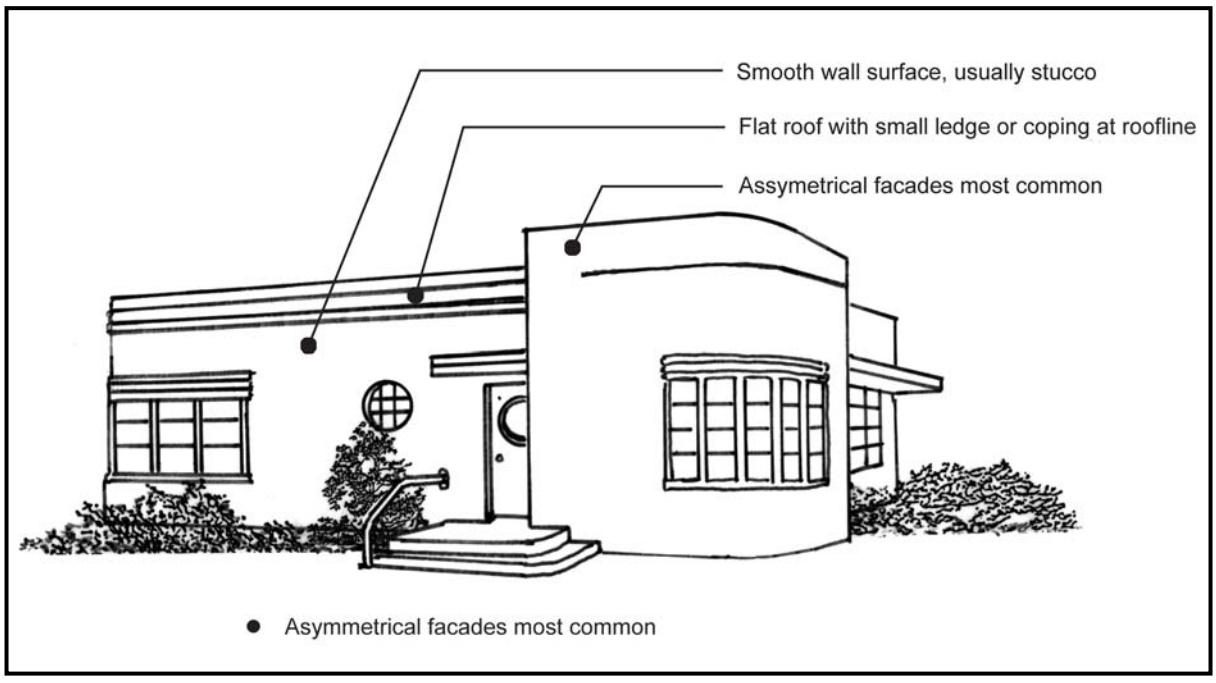
Photo by Leslie Crow

14. Moderne -- Streamlined Moderne (1920-1940)

The Art Moderne style of architecture gained recognition in the early 1920's in conjunction with a worldwide competition to design the Chicago Tribune building. In the Moderne style, one or more corners may be curved and it is common for windows to turn those corners. These houses generally have smooth wall surfaces, flat roofs, and a strong horizontal emphasis through balustrades and detailing. The use of glass block and small round windows is common.

Character Defining Features

- *smooth wall surface, usually stucco*
- *flat roof with small ledge or coping at roofline*
- *horizontal grooves, lines, or balustrades offer horizontal emphasis*
- *asymmetrical facades most common*



Moderne

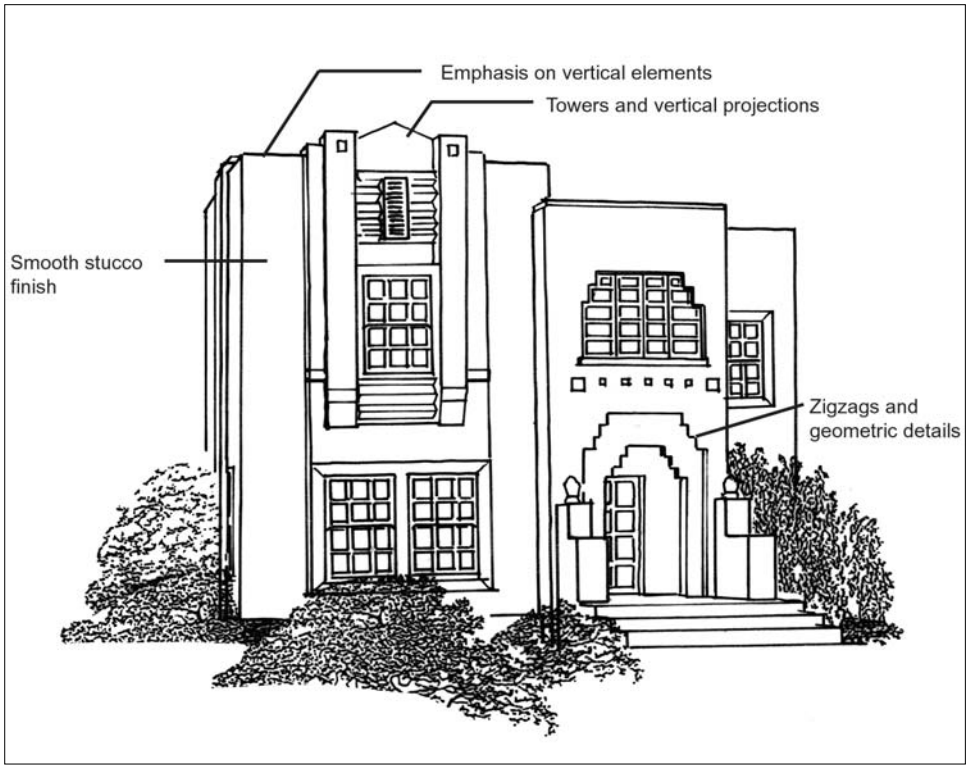
15. Art Deco

Art Deco architecture also gained prominence during the Chicago Tribune competition. It preceded its counterpart, Art Moderne, and differs from it in a number of ways. Art Deco buildings emphasize the vertical through towers and other projections. Façade details include decorative zigzags, chevron and other geometric and stylized motifs.

Character Defining Features

- *smooth wall surface, usually stucco*
- *decorative zigzags, chevrons, and other geometric motifs*
- *towers and other vertical projections give vertical emphasis*

Photo by Leslie Crow



Art Deco

REHABILITATION GUIDELINES

3.02.060

Issue

Preservation and rehabilitation efforts in Stockton's seven special districts should be aimed at protecting the original architectural features of a house that help identify its individual style and thereby contribute to the overall character of the districts. Guidelines are important whenever additions, repairs, or alterations are proposed to the exterior façade of a house in any of the special residential districts.

Objectives Supported

- Unique Architectural Character
- Consistent Site Design
- Architectural Compatibility
- Quality Rehabilitation

A. General Rehabilitation Guidelines

1. Owners should conduct research into the particular style of their house before designs for alterations or rehabilitation are prepared. Research should include determining the appearance of the building at its construction and a physical examination to determine if the significant historic fabric has been altered and is recoverable or restorable or can be reconstructed.

2. When remodeling or adding to buildings in the special districts, property owners, architects, and/or developers should respect the important architectural features of the building to preserve the unique character of the area. Similarly, when a residence is converted to a commercial use, every effort should be taken to preserve the character of the original residential style.

3. Rehabilitation efforts should retain and restore original elements of the house. If damage or deterioration to original elements is too severe, elements might be recreated using materials that match the design, color, texture, and other important design features as close as possible.

4. When an entire piece of a house is missing (e.g. original porch columns), research can be very helpful in understanding the functional and aesthetic ideas behind the original style and form.

5. Rehabilitation efforts should not try to create or add a preconceived concept of history, but should reuse the existing or appropriate features.

6. When repairing or remodeling exterior wall surfaces the original exterior building materials should be retained where possible. Replacement material should match the original materials as closely as possible. Do not use mismatched materials of different types, sizes, shapes, textures or finishes.

7. New additions, exterior alterations, or related new construction should not destroy historic materials that characterize the property. The new work should be differentiated from the old, but still be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its surroundings.

8. New additions and adjacent or related new construction should be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its surroundings would be unimpaired.

B. Wood

1. Wood is an important design feature of many structures in Stockton's special districts. Wood siding and wood shingles should always be retained rather than removed and replaced.

2. Replacing wood siding with aluminum siding, asphalt shingles or masonite, even of the same size and shape as the original siding, is strongly discouraged.

3. The following are **not** recommended when repairing wood siding:

   a. Replacing wood siding with wood of a different size or shape.

   b. Applying paint without proper surface preparation and priming.

   c. Sandblasting wood to remove excess paint.

C. Exterior Plaster

1. Prior to repairing small exterior plaster cracks, thoroughly inspect to rule out more invasive water damage. Large areas of patching or replacing should be handled by an experienced plasterer.

2. Color pigment should be added when patching integral colored stucco. Pigments should be added carefully to match the original color.

3. The following are **not** recommended in the repair of exterior plaster:

   a. Patching plaster without removing all loose pieces and thoroughly cleaning the patch area.

   b. Patching plaster without creating a "locked joint" to form between old and new materials.

D. Brick Masonry

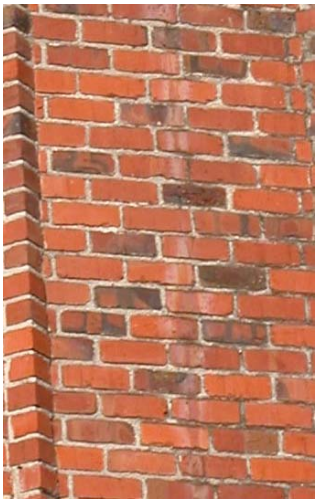
1. Repairing wall cracking and deteriorating mortar joints should be performed by experienced professionals. If improperly done, it can detract from the appearance of the building and may cause physical damage to the bricks themselves.

2. New mortar should be composed of materials which closely match the texture, color, strength, and detailing of the original mortar.

3. The following are **not** recommended in the repair of brick masonry:

   a. Using sandblasting to remove paint or dirt as it will damage the natural fired surface of the brick and cause it to lose its water repellent qualities.

   b. Using mechanical grinders to remove mortar that can damage the brick surrounding a joint.

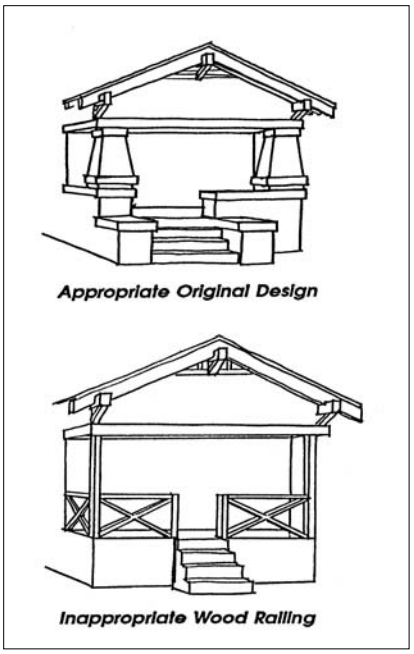


E. Porches and Stairs

1. During rehabilitation efforts, the original design integrity of the porch should not be compromised. Changing details of the original porch design in an attempt to modernize the appearance of the house (i.e. roof overhangs, stairs, handrails, support columns, decorative work, etc.) is discouraged.

2. Enclosing front porches with solid walls and windows is discouraged unless enclosure was part of the original porch design.

3. When rebuilding stairs, they should be rebuilt in accordance with original design, including similar materials, style, and hand rails and balustrade details


Appropriate Original Design

Inappropriate Wood Railing

4. The following are **not** recommended in the repair of porches and stairs:

   a. Using aluminum canopies or incongruous balustrades or handrails.

   b. Changing the original angle of the porch roof (generally porch roofs have the same angle as the roof of the house).

   c. Permanently enclosing porches with darkened glass, solid walls, or permanent screens.

F. Windows

1. The size, shape, and style of windows are an important feature of most architectural styles and should be maintained and repaired whenever possible.

2. When replacing windows is necessary, new windows should match the original windows as closely as possible. In some instances, custom milling may be advised to ensure a close match on highly visible windows.

3. The following are **not** recommended in the repair of windows:

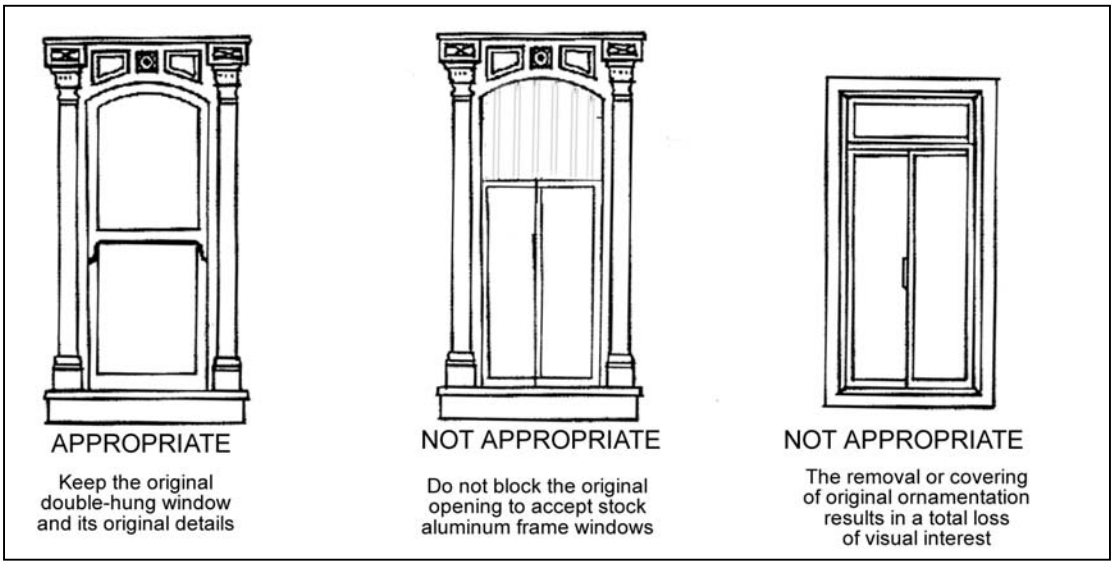
   a. Using reflective glass or films.

   b. Installing aluminum windows in locations that are visible from the public right-of-way.

   c. Using windows that are incompatible with the other windows on the house or with the overall style of the house.

   d. Removing or covering original window ornamentation and details.

4. Aluminum or vinyl windows may be allowed in some cases, provided that the basic size and configuration of the original window is maintained so that it may be properly restored at some point in the future.



G. Doors

1. The size, shape, and style of doors are an important architectural feature and the original should be retained whenever possible.

2. When replacement is necessary, the new door should match the original door as closely as possible, or should at a minimum replicate doors of similar architectural style houses in the neighborhood.

3. The following are **not** recommended in the repair of doors:

   a. Using hollow cored doors for exterior doors.

   b. Using doors that are not compatible with original style of the building when the doors are visible from the public right-of-way.

   c. Using mismatched hardware or materials that are inappropriate to the style of the house.

H. Ornamentation and Trim

1. Authentic decoration and trim on houses lend character and help identify them with particular architectural styles. Great care should be taken in handling house trim and decoration during renovation.

2. The following are **not** recommended in the repair of ornamentation and trim:

   a. Using sandblasting to remove paint.

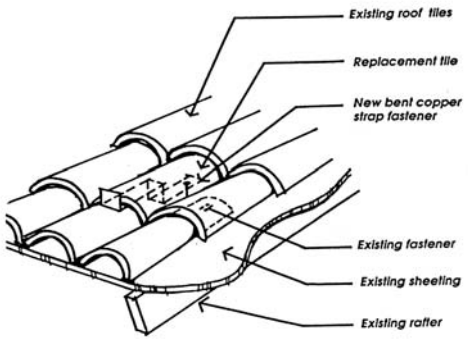
   b. Applying too many coats of paint and obscuring details.

   c. Removing or completely replacing trim when only minor patching or repair is needed.

I. Roofs

1. Roofs are important both functionally and aesthetically and should be repaired and replaced carefully. Whenever possible, repairs and replacement should be done with the original roofing materials.

2. When this is not possible (due to fire resistance, durability and/or cost), materials closely resembling the originals materials should be used. For example, many newer "architectural" styles of asphalt roofing closely emulate wood shingles.



3. The following are **not** recommended in the repair of roofs:

   a. Using materials or colors that are inappropriate to the style of the house.

   b. Patching roofs with materials or colors that do not match the rest of the house.

   c. Patching Spanish tile roofs by "dumping" mortar on cracked tiles.

J. Color

1. Historically, certain color palettes were associated with particular architectural styles so, often the architectural style itself may dictate appropriate colors of a structure. Whenever possible, exterior building colors should reflect the basic colors of the architectural style or period of the building. Historic color palettes based on research, old photographs, and historic records are strongly encouraged.

2. Combinations of colors or tones on a single building or site that clash should be avoided. A building should be treated as consistently as possible. Exterior colors should be coordinated on all elevations and compatible with exposed materials, architectural style, and detailing.

3. Do not paint stained shingles, brick and stone work, chimneys, roofing, or any decorative trim that was not originally painted as part of the building's style.

ADDITIONS/ACCESSORY BUILDINGS

3.02.070

Issue

Modern additions to historically significant houses, including garages, may be necessary to ensure their continued use. Such additions are also the most sensitive and difficult design issues to manage. Guidelines should be utilized when additions, including a second story or accessory structures (e.g. carports, garages, patio covers, etc.), are contemplated to historically significant homes or any home in a special residential district. Modifications, including new entrances and exits should fit within the overall scale of the existing house and be compatible with its architectural style.

Objectives Supported

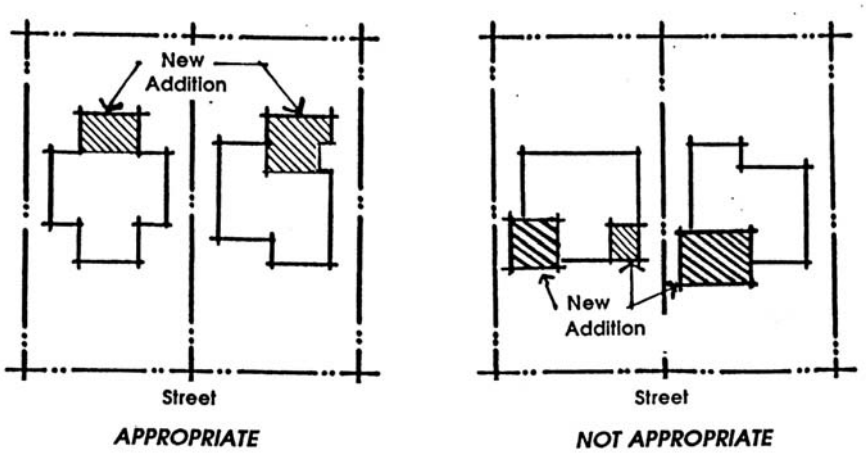
- Unique Architectural Character
- Consistent Site Design
- Architectural Compatibility
- Quality Rehabilitation

A. General Guidelines

1. Preserve significant historic and architectural features, details, and materials of the existing house.
2. Preserve the character and scale of the house by maintaining existing proportions for the new addition.
3. Do not create an artificial historical look if one does not exist.

B. Site Planning Considerations

1. Whenever possible, additions should be placed to the side or rear of the property and should not obstruct the appearance of the house from the street.



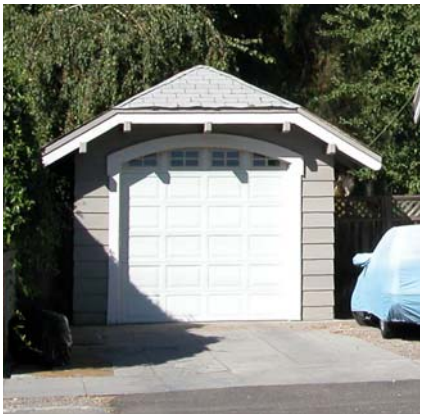
2. The proper placement of garages is an important factor in maintaining the unique character of Stockton's special districts. The placement of new garages should maintain the existing development pattern of the neighborhood. In most cases, this will require placing the garage to the rear of the lot.

3. In situations where it is not appropriate to place the garage to the rear of the lot, the garage should be placed to diminish the visual impact of garage doors along the street frontage. Offsetting the garage behind the front façade of the house, providing a side entry garage, or accessing the garage from the side or rear of the lot is encouraged.

C. Architectural Compatibility

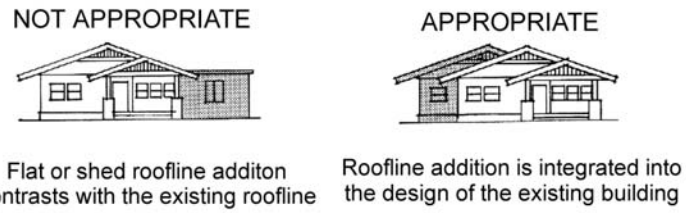
1. Additions to architecturally significant houses should incorporate the distinctive design features of the original house such as:

   a. Window size, shape, and type
   b. Exterior materials
   c. Roof style, pitch and material
   d. Finished floor height
   e. Color
   f. Trim and decoration



Refer to Section 2.02.050 "Architectural Styles" for a discussion of these character defining features specific to each architectural style.

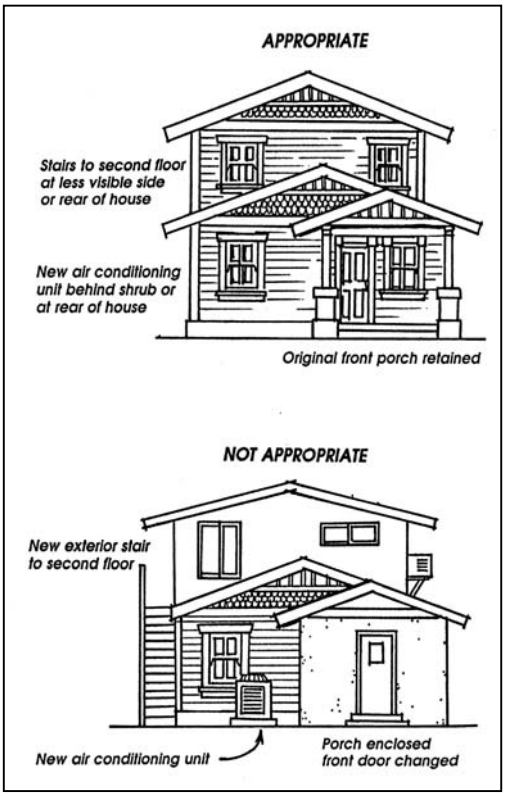
2. Whenever possible, the roof style and pitch should match the original. Roof materials should also match as closely as possible in order to maintain the architectural style of the original house.



3. Second story additions should follow similar two story examples of the particular style. Generally, second story additions should be setback from the front façade to better integrate into the original design.

4. The exterior doors and windows of a historic house are indicative of its architectural style and additions should incorporate new doors and windows that are compatible with the style of house. The general rhythm of the placement and size of windows should be repeated in new additions or accessory units.

5. Garage doors should be simple in design, but modern materials of plain plywood, metal, and plastic/fiberglass doors should be avoided if the doors will be visible from the street.



NEW INFILL HOUSES

3.02.080

Issue

New infill houses should complement the existing character, scale, and pattern of the special residential district in which it is built. Within this context, the single most important issue related to infill development is one of style and scale compatibility. When new houses are developed adjacent to older single-family residences, the height and bulk of the infill houses should not have a negative impact on their surrounding neighbors by appearing out of scale and visually dominating.

Objectives Supported

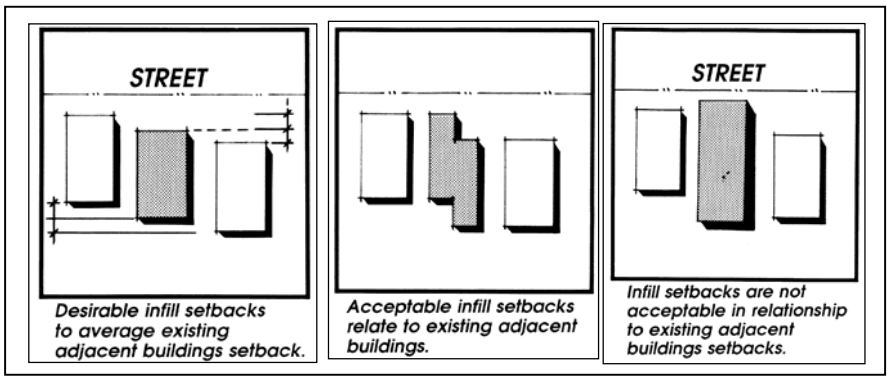
- Unique Architectural Character
- Consistent Site Design
- Architectural Compatibility

A. Site Planning Considerations

1. The siting of new residential buildings should recognize the particular characteristics of the site and should relate to the surrounding built environment.

2. The main dwelling entrance should always be oriented towards the street.

3. Front yard setbacks consistent with the surrounding residential character are encouraged. Setbacks should be consistent with average setback of the other homes on the block.



4. New development should provide side yards and open space areas that are consistent with and respect the existing pattern in the neighborhood.

5. The proper placement of garages is an important design factor in maintaining the unique character of Stockton's special districts. The placement of new garages should maintain the existing development pattern of the neighborhood. In most cases, this will require placing the garage to the rear of the lot.

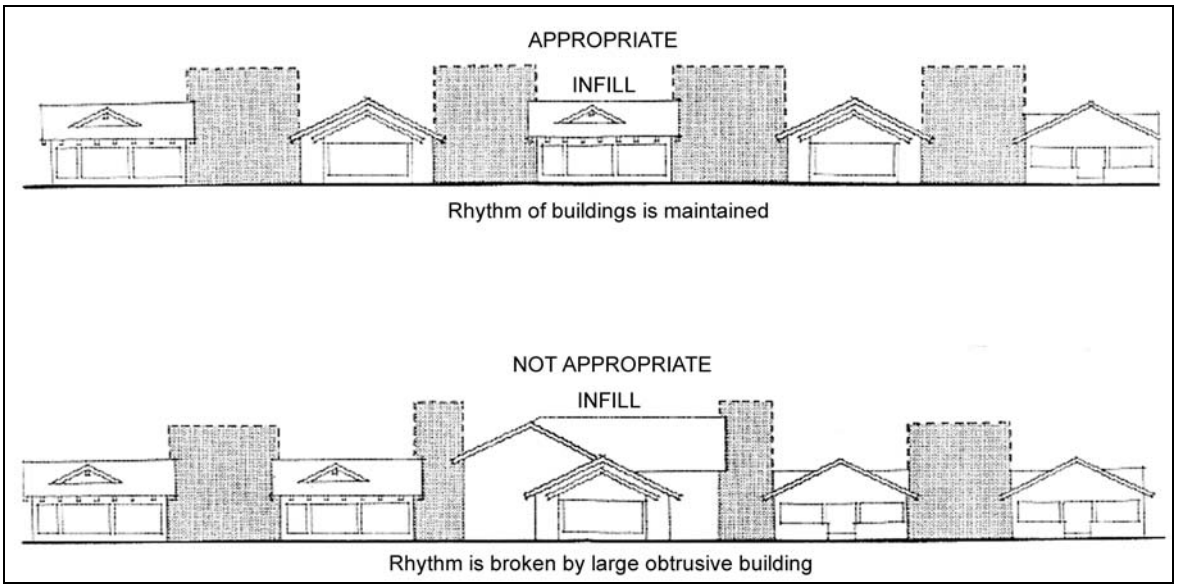
6. In situations where it is not appropriate to place the garage to the rear of the lot, the garage should be placed to diminish the visual impact of garage doors along the street frontage. Offsetting the garage behind the front façade of the house, providing a side entry garage, or accessing the garage from the side or rear of the lot is encouraged.

B. Architectural Considerations

1. Infill housing developers should consider utilizing one of the established architectural styles identified in this Section d. "Architectural Styles." It is recommended that the project applicant spend some time becoming familiar with predominant architectural styles its particular district when selecting a style for an infill home. Along some blocks, it may be important to maintain an existing architectural theme.

2. All building elevations should include architectural details and character-defining elements appropriate to the style of the house as described in Section d. Elevations that do not directly face a street should receive similar architectural treatment to that of the front of the house.

3. The physical proportion of the house should be appropriate in relation to the lot size. The overall design of new houses should be compatible with the scale and mass of surrounding properties and the neighborhood.



4. Buildings with greater height than adjacent buildings should consider setbacks at the second story to reduce impacts on adjacent single story residences. However, if alternating one and two-story homes characterize the existing roofline along the block, setbacks may not be necessary.

5. Quality contemporary designs and materials may be permitted, provided they pass compatibility tests of appropriate massing, scale, color, and setbacks.

C. Use of Character Defining Details

1. It is important that new and infill buildings include design elements and materials that relate to the historic styles and character of the neighborhood.

2. When selecting a specific architectural style for the infill project, it is not necessary to construct an exact replication of that style. Rather, the goal should be to incorporate the most distinctive character defining features of that style. Refer to "Architectural Styles" (Section 2d) or conduct additional research for character defining elements and features of each style.

3. The use of character defining details such as porches, balconies, trim, etc. that add to human scale and break up large front façades are encouraged.

D. Color

1. Building color in established areas should be compatible and blend with surrounding buildings. The color should not imply that the building is trying to attract attention. Color should not, because of its intensity, chroma, or reflectivity, become the most dominant feature of a building site. However, "compatible colors" does not mean that adjacent color schemes should be duplicated.

2. The colors of all elements of a development including walls, accessory structures, fences, and signs should be compatible.

3. Combinations of colors or tones on a single building or site that clash should be avoided. A building should be treated as consistently as possible. Exterior colors should be coordinated on all elevations and compatible with exposed materials, architectural style, and detailing.

4. Paint should not be used to obscure the integrity of natural building materials.

LANDSCAPING

3.02.090

Issue

Homeowners can contribute greatly to overall appearance of their neighborhood by carefully considering the front-yard landscaping of their property. These guidelines are intended to outline the elements to consider when landscaping residential properties in Stockton's special districts.

Objectives Supported

- Unique Architectural Character
- Consistent Site Design

A. General Principles

1. Strive for some semblance of unity in the landscape, rather than disjointed groupings and scattering of features. No one element should stand out; instead, all the parts – plants, gradients, and structures should work together harmoniously.

2. Balance the landscape using mass, color, or form to create equal visual weight on either side of a center of interest. (e.g. creating mirror images of shrubs on each side of a stairway or balancing a large tree on one side of the house with a grouping of smaller trees on the other side).

3. Landscaping should be in scale and proportion with adjacent buildings and other landscaping elements and should be of appropriate size at maturity.

4. Avoid a monotonous landscape by selecting plants in a variety of shapes, shades, and textures.

5. Existing mature, healthy trees should be preserved and incorporated within the overall landscaping plan of the project whenever possible.

B. Landscaping Design Themes

1. Different architectural styles are generally associated with "formal" or "informal" landscape design theme.

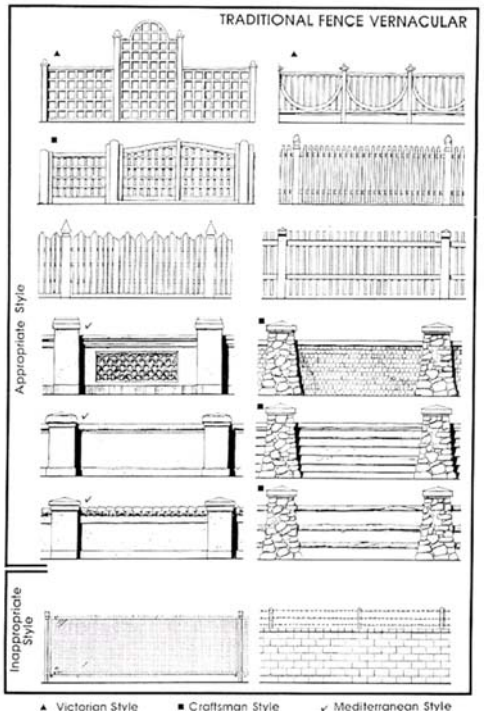
   a. *Formal* designs emphasize a uniform balance of landscape features with a mirror-like symmetry. Landscaped areas are plotted out in geometrical shapes; trees and shrubs may be trimmed into stylized forms. This style may be best suited for Queen Anne, Stick, Italianate, Italian Renaissance, Spanish Eclectic, Mission, Greek Revival, Colonial Revival, Art Moderne, and Art Deco.

   b. The informal landscape theme emphasizes asymmetrical designs, preferring arrangements that appear more natural and free-flowing. The informal design approach is most suited for Prairie, Craftsman, and California Bungalow, which represent a rejection of formality and promote a return to nature.

C. Walls and Fences

1. Fences should be designed to compliment the architectural style and character of the main dwelling and the neighborhood. The architectural style and/or historical research will dictate the most appropriate fence design and materials for a particular home. Generally speaking, the following materials may be appropriate for fences/walls in Stockton special districts:

- stone (i.e. Craftsman and California Bungalows)
- wood (i.e. Italianate, Stick, Queen Anne, Colonial Revival)
- iron (i.e. Mission, Tudor)
- brick (i.e. Colonial Revival, Prairie)
- stucco/textured masonry (i.e. Spanish Eclectic, Moderne, Art Deco)
- combination of these materials



2. **<u>Inappropriate</u>** wall and fence materials for front yard fences include:
   a. Plain concrete block
   b. Poured-in-place concrete
   c. Cyclone, barbwire, razor wire, or other similar materials
3. Fences should be kept as low as possible while still performing their intended security or screening functions.
4. Opacity refers to the degree in which a fence allows light (view) to pass through it. For increased surveillance and personal safety, it is encouraged that fences be kept between 20 percent and 80 percent opacity to allow for visibility through them.

D. Walkways

1. The main entry walkway to the house contributes to the overall character of the house. Property owners may wish to add special paving materials to reinforce the entry. In many cases, the architectural style and/or historical research will dictate the most appropriate walkway design and material for a particular home (e.g. terra cotta tiles for Spanish Eclectic homes, brick for Tudor-style homes, etc.) The materials listed below are generally appropriate for walkways in the special residential districts:

    - Natural gray concrete – textured to expose fine aggregates
    - Brick
    - Stone – random or cut patterns
    - Cobble – gray granite or river rock
    - Decomposed granite
    - Poured-in-place or pre-cast natural gray concrete stepping stones
    - Glazed non-slip ceramic tiles (accent only)
    - Terra cotta tiles and pavers

SECTION 3.03

MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES

INTRODUCTION

3.03.010

By their nature, multi-family developments are large in scale and tend to dominate their surroundings if not properly designed. Additionally, issues of parking, circulation, open space, site amenities, and resident safety need to be addressed.

The purpose of this section is to provide design guidelines that address the particular issues associated with multi-family developments. The guidelines cover attached-type dwellings in general, including apartments, condominiums, and townhouses throughout the multi-family zoning district.

The primary objective of the design guidelines in this section is to ensure quality development that will stand the test of time, be safe and convenient for its residents, and be compatible with the character of the neighborhood.

APPLICABILITY

3.03.020

The design guidelines in this section are applicable to all new multi-family developments throughout the City, including duplexes, triplexes, fourplexes, and other attached multi-family projects whether available for rent or ownership.

GENERAL DESIGN OBJECTIVES

3.03.030

The design guidelines for multi-family developments are based on the following objectives.

- **Neighborhood Compatibility** – Establish multi-family residential architectural designs that complement various neighborhood characteristics and that support high quality development.

- Provide attractive, functional, and convenient site arrangements.
- Identify landscape materials and designs that enhance the appearance of multi-family housing developments and contribute to the overall quality of the community.
- Provide for amenities and passive recreational activities appropriate to the different age groups of multi-family residential developments within the project.
- Apply design principles that enhance safety and security within multi-family residential developments.

SITE PLANNING

3.03.040

A. Neighborhood Context

1. New multi-family residential development should be compatible with other development in the immediate area through the use of complementary building arrangements, buffers, and avoidance of overwhelming building scale and visual obstructions.

2. New multi-family developments are encouraged to use courtyard siting arrangements, where appropriate, to complement similar siting in the area.

Arrange residential units around courtyards and open space.

3. Landscaping should complement existing landscape materials, location, and massing on adjacent developments.

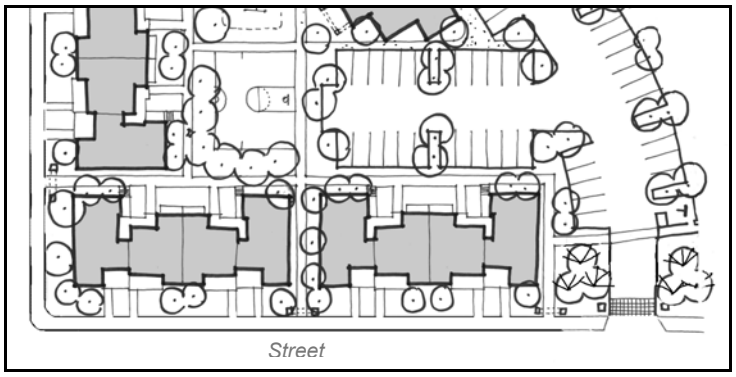
4. Developments should relate directly to the adjacent street, and present an attractive and interesting façade to passersby. Developments that ignore the street and create an isolated enclave are strongly discouraged.

Dwelling units oriented to the street

B. Building and Facilities Location

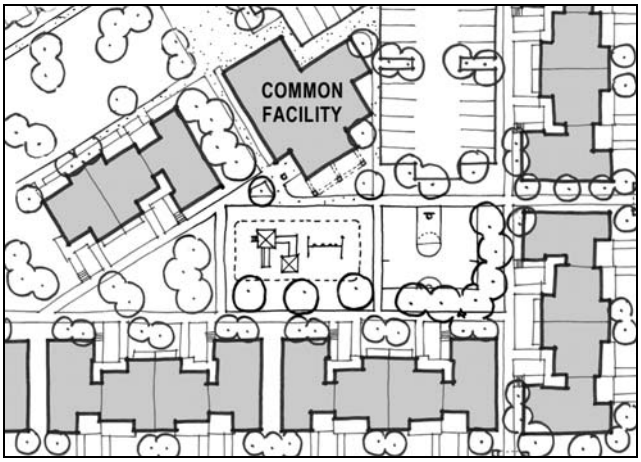
Appropriate building siting can reduce the perceived density of multi-family developments, maximize open space areas, provide "eyes on the street" surveillance, and enhance neighborliness by creating community gathering spaces.

1. The siting of buildings should consider the existing neighborhood context. Developments should generally be oriented parallel to the public street or to the development's internal streets, with some setback variation to provide visual interest.



Buildings sited parallel to the public street

2. In addition to a street orientation, the clustering of multi-family units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.



Buildings are configured to form a centralized open space area for children's outdoor play

3. Portions of the development that are not oriented to the street should be well integrated into the project's overall site design. As with the street-oriented area of the development, the same design considerations should be given to siting, appearance, circulation, landscaping, and safety issues.

4. Buildings should be oriented to provide some privacy yet still relate to the street and the existing community. Doors should be visible from the street and windows should allow residents to have "eyes on the street" for natural surveillance.

Doors and windows encourage "eyes on the street"

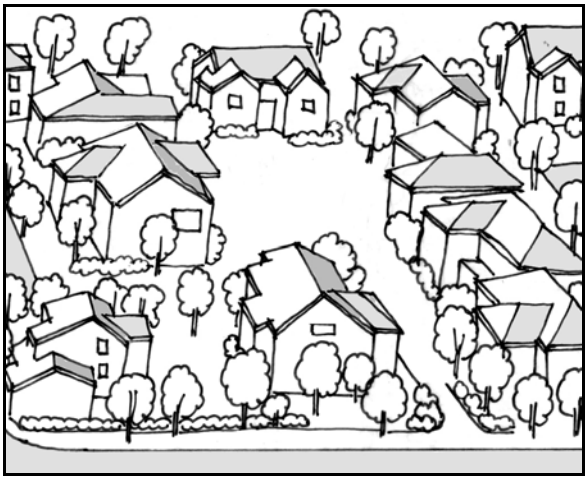
5. Energy efficiency and energy conservation should be considered in building siting. Buildings should be oriented to take advantage of prevailing breezes and solar opportunities whenever possible.

6. Where public transit is located near the development, the site design should consider convenience and comfort factors for residents. These include direct access, widened sidewalks, shaded seating areas, and weather protection provided near public transit stops.

C. Open Space

Common open space provides opportunities for casual social interaction and safe play areas for children, as well as helping to reduce the perceived density of the development. Private open space serves as an outdoor room for residents and as a protected play area for toddlers.

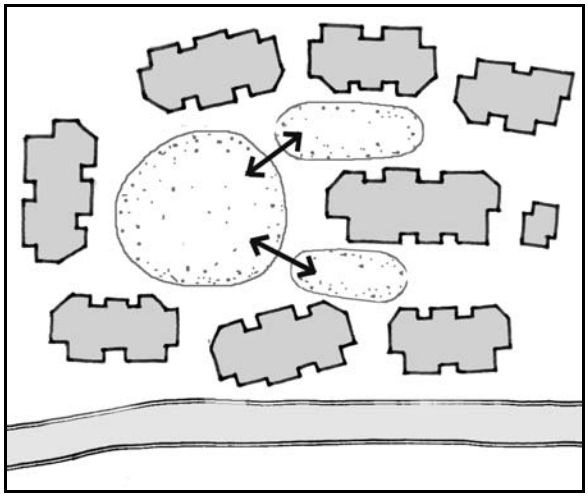
1. Residents should have access to useable open space for recreation and social activities. Open spaces should be conveniently located for the majority of units.



Centralized open space provides convenient access for many units

2. Open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible uses. Open space siting should take advantage of prevailing breezes and sun orientation in order to provide a comfortable environment.

3. A series of connected open space areas of varying shape, appearance and usage are encouraged. Smaller areas may directly relate to a cluster of units, while the larger areas may serve several clusters as common open space.



Large and small open spaces are connected

4. Boundaries between private and common open spaces should be clearly defined by low walls or plant materials.

5. Buildings should be sited and designed so that windows of neighboring units do not overlook private open spaces likely to be used for private activities.

6. Private open space should be provided adjacent to the units it serves and should be immediately adjacent to the public right-of-way or common open space.

7. Shade structures are encouraged to provide shelter from sun and rain.

Private open space adjacent to common open space

D. Outdoor Play Areas

Onsite outdoor play areas can provide children with a safe and interesting environment, and allow parents to easily view play areas

in order to supervise play activities. Children, especially those in the five- to twelve-years old age group, tend to play throughout the entire grounds of a development, not just in designated play areas. Therefore, their needs, as well as maintenance requirements, should be important design considerations.

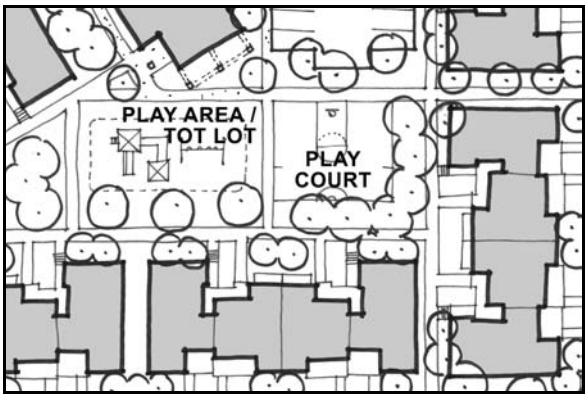
1. Children's play areas should be visible from as many units as possible and from private open space areas. Direct, convenient access from ground level, private open space to the communal play area is encouraged.

Units with views and convenient access to the play area

2. Outdoor play areas should be located adjacent to laundry rooms, community centers, or similar common facilities. Play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping.

3. Hard surface areas for outdoor activities (e.g., bicycle riding, skating, rope jumping, and hopscotch) should be provided. These active play areas should be safely separated from vehicular use areas.

4. In larger developments, separate, but not necessarily segregated, play areas or informal outdoor spaces should be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).



Create separate play areas for the activities of younger and older children

5. Seating areas should be provided where adults can supervise children's play and also where school-age children can sit. Seating location should consider comfort factors, including sun orientation, shade, and wind.

E. Miscellaneous Site Elements

1. Walls and Fences

   a. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. Paint color or stain used on fences should be common colors readily purchased and kept readily available on the development's premises.

   b. If front yard fences are provided, visually penetrable materials (e.g., wrought iron or tubular steel) should be used.

   c. Long fences or walls should consider vertical variation in the design.

Penetrable wrought iron fences allow views

Low retaining walls in the front yard

d. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance. Concrete capstones on stucco walls are encouraged to help prevent water damage from rainfall and moisture.

e. Individual dwelling unit patio and rear yard fences and walls visible from the development's open space should be no higher than 42 inches for security reasons. Outdoor privacy walls between units, however, may be higher. To increase privacy, it is encouraged that the privacy walls be solid.

2. Site Furniture

a. The design, selection and placement of all site furnishings (e.g., tables, benches, bollards, and trash receptacles) should be compatible with the overall site design and architectural character of the development.

b. Seating opportunities should be provided in both sunny and shaded areas. Seating in areas that offer opportunities for social interaction and informal surveillance, (e.g., a bench near the communal mailbox area or benches near tot lot areas and laundry rooms) are strongly encouraged. A variety of sitting area designs, from formal arrangements (benches) to informal arrangements (low walls or steps) are encouraged. In general benches should be located in areas that have some provision for shade.

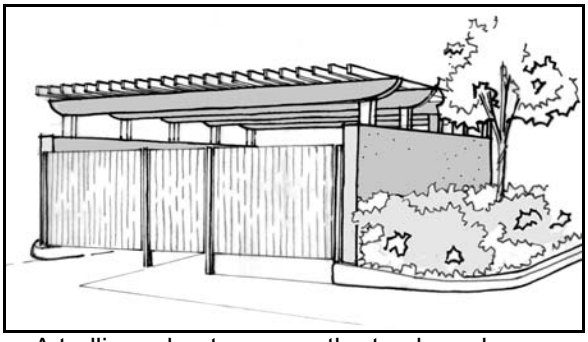
Seating areas in a shaded location

c. A drinking fountain located near each children's play area is encouraged. Drinking fountains should be "high/low" to accommodate various age groups and disabled persons.

d. Onsite trash receptacles and recycling containers should be located in or adjacent to high use areas (e.g., community facilities, play areas, and laundry rooms).

3. Trash enclosure Storage Areas

a. Trash enclosure and recycling storage areas should be located in convenient but not prominent areas, such as inside parking courts, or at the end of parking bays. They should be well screened in compliance with requirements of the Development Code. Screening should be of the same type of material as, or complementary to, the material used on the main building. Landscaping should be provided where possible.



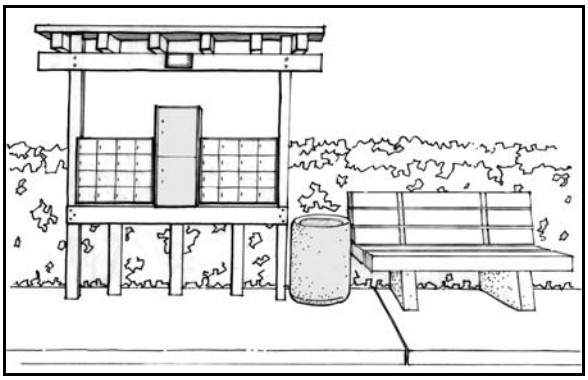
A trellis and gate screen the trash enclosure

b. Trash receptacles should be accessible for trash collection but should not block circulation drives near loading areas or conflict with parking. For security reasons, trash enclosure locations should not create blind spots or hiding areas.

4. Mailboxes

   a. Mailboxes should be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety. A bench or seating area in close proximity to the mailbox location is strongly encouraged. A trash receptacle should be located adjacent to the mailboxes.

   b. Incorporation of design features, such as a built frame consistent with the development's architectural style, is encouraged.



A bench near the mailbox offers an opportunity to socialize

5. Sign

   a. Signs contribute to the development's identity as a unique environment. The Development Code requires a Comprehensive Sign Program for an apartment complex (integrated center). Professionally designed, creative signs are strongly encouraged, especially for internal directions and building identification.

Visible building numbers help visitors to easily locate units

   b. Clear legible entry signs should be provided to identify the development. Internal circulation signs and visitor parking areas should also be clearly indicated. A directory that shows the location of buildings and individual dwelling units within the development is encouraged.

   c. Building numbers and individual unit numbers should be readily visible, in a consistent location, well lit at night, and compatible with the overall design of the development.

ARCHITECTURE

3.03.050

It is not intended that these guidelines designate a particular architectural style or a specific design character. The primary focus should be to construct a high quality residential environment that is compatible with the surrounding community. The architectural guidelines address the overall external appearance of the development, including building forms, details, and proportions. Use of single-family residential design elements (e.g., pitched roofs, porches, individual entries) are recommended to reduce perceived density, give identity to the development and its individual dwelling units, add visual interest, and be compatible with the neighborhood context.

A. Architectural

1. Where the neighborhood or street has a recognizable architectural theme, style, or character (such as location in a special district), it should be incorporated into the development's design.

2. To create a unified appearance, all support buildings in the development, (e.g., laundry facilities, recreation buildings, carports, garages, and the management office) should be compatible in architectural design with the rest of the development.

B. Building Scale and Height

1. Buildings should incorporate smaller-scale architectural forms such as bays, recessed or projecting balconies, and dormers to visually reduce the height and scale of the building and emphasize the definition of individual units. Architectural elements such as bay windows, porches, projecting eaves, awnings, and similar elements that add visual interest to the development are strongly encouraged.

2. In order to "scale down" facades that face the street, common open space, and adjacent residential structures, it may be desirable to set back portions of the upper floors of new multi-family buildings.

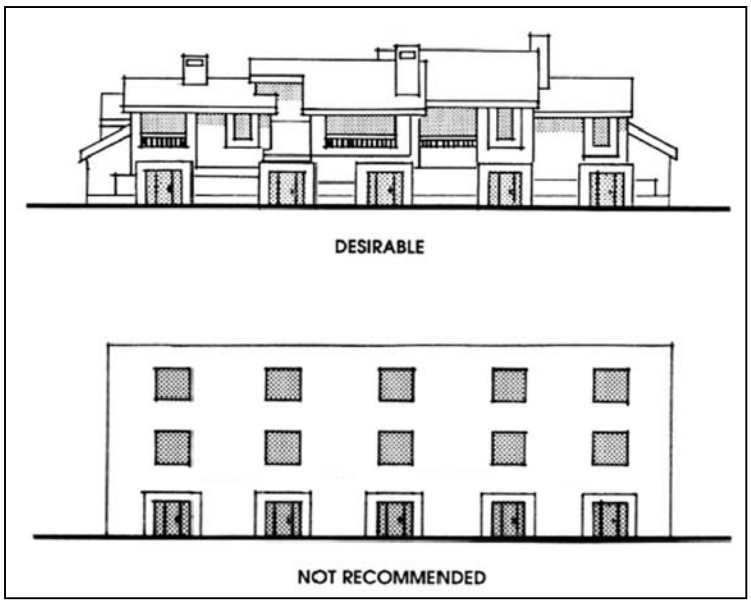
Height transition from existing one-story dwelling to new two-story development

3. Varied building heights are encouraged, both to provide visual interest and give the appearance of a collection of smaller structures. Building heights at the development's edge should be considered within the context of the project's surroundings, the adjacent uses, and the distance from adjacent buildings. The development's building height should create a transition from the heights of adjacent existing residential development, rather than form abrupt height changes.

The use of porches, balconies, and trellises are encouraged

C. Facade Modulation

1. Boxy and monotonous facades that lack human scale dimensions and have large expanses of flat wall planes should be avoided. Architectural treatments, such as recessed windows, moldings, decorative trim, balconies, and wood frames, should be used to add visual interest to the facade.



Façade articulation is important to avoid blank, monotonous walls.

2. Building facades that enclose stairwells should include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts should use architectural treatments to reduce the visual mass.

3. To provide visual interest and avoid an identical appearance, garage doors should incorporate some architectural detailing that is consistent with the overall development's architectural design, such as patterned garage doors or painted trim.

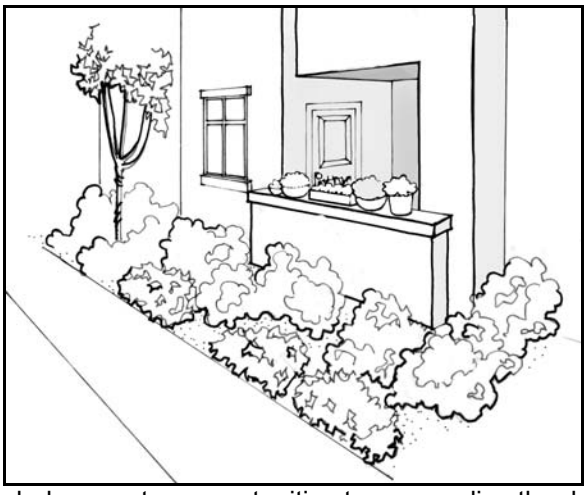
Garage doors with architectural detailing create visual interest

D. Building Entries

1. Courtyard doors or gates used at building entries should be attractively designed as an important architectural feature of the building or development.

2. Individual entries should have a strong relationship with a fronting street, internal walkway, or courtyard, as appropriate to the overall siting concept. A transitional area from the public space or walkway to the private dwelling unit entry, such as a porch, steps, or landscaped walkway, should be provided.

3. Each dwelling unit's entry should be emphasized and differentiated through architectural detailing and elements such as porches, stoops, or roof canopies. Opportunities should be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.



A wide ledge creates opportunities to personalize the dwelling unit

E. Stairs

1. Not more than three second floor dwelling units should be served by a single flight of stairs. Where appropriate for the architectural style, the stairway design should be open to allow views for natural surveillance.

Open stairways allow natural surveillance

2. Where prefabricated metal stairs are used, additional design features such as screen walls, enhanced railings, or accent colors should be used to enhance their appearance. The additional design features should be consistent with the overall building design.

F. Building Materials

1. The development's dwelling units, community facilities, and parking structures should be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, should utilize materials and colors that are compatible with the rest of the development.

2. Building materials should be durable, require low maintenance, and be of comparable quality and image to what is used in the surrounding neighborhood. Frequent changes in building materials should be avoided.

G. Roofs

1. Roof pitches and materials should appear residential in character and should consider the prevailing roof types in the neighborhood, including flat roofs, hipped or gabled roofs, and mansard roofs. The roof pitch for a porch may be slightly lower than the roof pitch of the main building.

2. Roof lines should be broken up and varied within the overall horizontal plane. Combinations of roof heights that create variation and visual interest are encouraged.

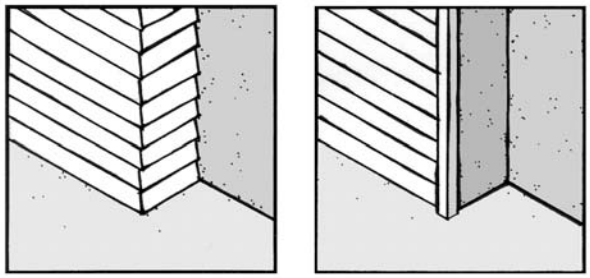
3. Carport roofs visible from buildings or streets should incorporate the roof pitch and materials of the main buildings. Flat carport roofs should be avoided.

H. Color

1. Color should be used as an important design element in the development's appearance. Garish and incompatible colors should be avoided. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements.

2. The color of shadow patterns, relief, decorative trim, and wood frames should be distinctive yet compatible with the overall building color.

3. Materials such as brick, stone, copper, etc. should be left in their natural colors. Such materials should not appear thin and artificial. Veneer should turn corners and avoid exposed edges.



Veneer materials should turn corners and avoid exposed edges

I. Mechanical Equipment and Vents

1. On-site mechanical equipment visible from buildings or a public street should be screened in compliance with the Development Code (Screening and Buffering).

2. Roof flashing and vents exposed to public view should be painted to match adjacent surfaces or concealed in a manner consistent with the building's appearance.

LANDSCAPING

3.03.060

Landscaping serves many functions in a multi-family housing development. Plant materials can create unique identity, visually connect areas, soften the architecture, provide shade, and screen unattractive areas. Landscaping is important to site design and safety/security issues, as it helps to define outdoor space and edges and can be used to discourage graffiti. An attractive, well-maintained landscaped environment contributes to overall resident satisfaction in the development and enhances the appearance of the surrounding neighborhood.

A. Use of Landscaping

1. Landscape design and selection of plant materials are an important component in multi-family developments. The development's budget should provide for quality landscaping design, proper installation, and plant sizes that will "fill in" and beautify the development within a reasonable period of time. Encourage the use of 24" and 36" box trees in landscape design.

2. Use of landscaping is encouraged to define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities.

3. Plant materials should be used to define the territorial edge between public and private space, buffer adjacent uses, when appropriate, and screen service areas.

B. Landscape Design

1. Landscaped areas should generally use a three-tiered planting system consisting of ground cover; shrubs and vines; and trees. Grass is a high-maintenance ground cover that should be used primarily for active recreation areas. Grass should not be used in narrow strip areas; groundcover or shrubs are more appropriate.

Groundcover, shrubs and trees help to create an attractive development

2. Different landscape designs and plant materials should be used in the various courtyards and common open space areas of the development to create an individual identity for each space.

3. Landscape designs that emphasize water-efficient plants are encouraged. Water-intensive landscaping, such as grass, should be concentrated in areas of high visibility and use.

4. Vines and climbing plants on buildings, trellises, perimeter walls, and fences are encouraged, both to provide an attractive appearance and to minimize graffiti.

5. Landscape plantings should be used to help define property lines and distinguish private space from public space by creating a strong edge through a distinct change of plant material, form, height and/or color.

6. Trees and shrubs should be selected based on their mature size and root characteristics. Plants with root systems that uplift hardscape materials should be avoided.

7. Landscape materials should be used to help screen trash enclosures and mechanical equipment so that they are not

exposed to view from the street or major walkways within the development.

8. Trees and shrubs should not be planted so close together that they create maintenance and security problems at maturity. They should not completely obstruct views into the development from the public right-of-way, especially views to dwelling entries and common open space areas.

9. Tree height and spread should consider the location of light standards in order to avoid conflicts and maintenance problems as the tree grows.

10. The following are design concepts that are encouraged in all developments:

    - Use specimen trees (24-36" box trees) and accent plant materials at major focal points, such as the entry to the development or where major walkways intersect with the common open space area.

    - Use landscaping to help define the edges of common open space areas and to distinguish the boundary between private and common open space areas.

    - Use plantings to soften building lines and emphasize the positive features of the site. Use plantings to create shadows and patterns against walls.

    - Use dense landscaping to physically separate children's outdoor play areas from vehicular parking or entry areas.

    - Use trees to create canopy and shade, especially in parking areas and passive open space areas. Trees with open branching structures and less dense foliage should be used to allow "filtered" views to parking lots for security purposes.

    - Hardscape materials should be consistent with the architectural design or style of the development. The use of interlocking pavers, scored concrete, or rough-textured concrete to define site entries is strongly encouraged. Stamped concrete or colored concrete is not recommended due to excessive maintenance and repair costs associated with its use.

PARKING AND CIRCULATION

3.03.070

Safe and efficient parking and circulation arrangements take into consideration the needs of pedestrians, children at play, parking lot appearance, and prevention of car theft or damage.

A. Parking

1. One large parking area where cars would dominate views and increase perceived density should be avoided. Parking areas should be divided into a series of small parking courts with convenient access that relates to adjacent dwelling units. For security reasons, dwelling units should have sight lines out to the parking areas, but these views should be partially filtered through use of appropriate landscaping, such as trees.

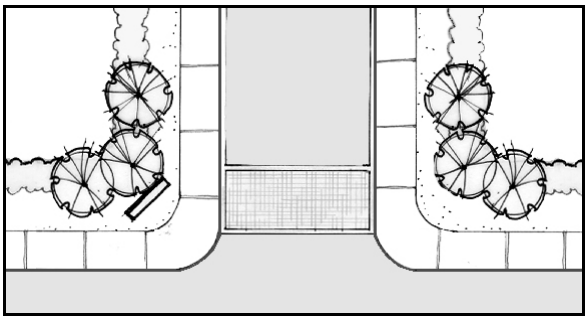
Small parking courts with trees that filter views from dwelling units

2. Parking areas should be located in the development's interior and not along street frontages. Carports and tuck-under parking should not be visible from a public street.

3. Parking structures, such as garages and carports, should be located where they do not obstruct natural surveillance. See subsection g, below.

4. Entry drives should have an adjacent pedestrian entry path.

5. Special accents that define the main entry, create territorial reinforcement, and provide visual interest are strongly encouraged. Examples include entry signage with name of project, specialty lighting, textured paving, and accent plant materials such as specimen trees and flowering plants.



Entry drive with textured paving and border strip

6. Carports, detached garages, and accessory structures should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the main buildings of the development. Flat roofs should be avoided. Prefabricated metal carports should not be used.

7. Parking courts should be well designed, with consideration given to landscaping, lighting, building massing, and pedestrian/vehicular circulation.

8. Visitor and disabled parking should be clearly identified and distributed throughout the development to provide convenient access to groups of dwellings and community facilities.

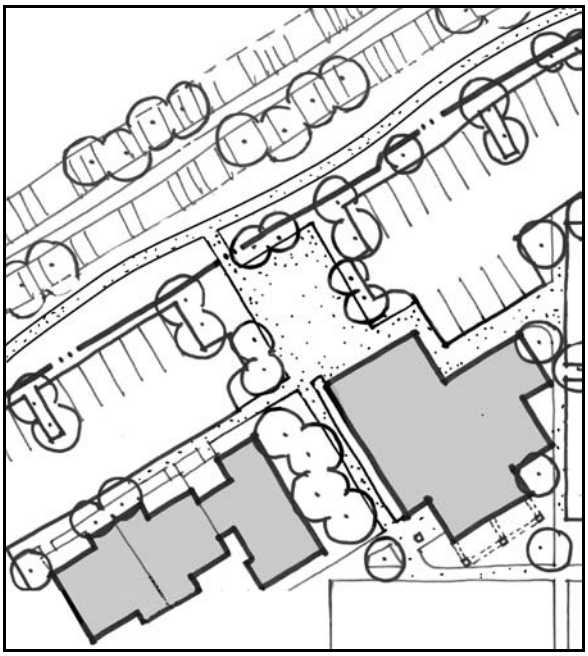
9. For convenience, parking spaces should be assigned, but the parking space numbering system should not identify the dwelling unit that is assigned to the space.

B. Pedestrian Circulation

Pedestrian circulation provides safe, efficient access to facilities and dwelling units for residents, encourages opportunities for casual social encounters, and allows natural surveillance by residents.

1. Convenient pedestrian connections should be provided to adjoining residential developments, commercial projects, and other compatible land uses.

2. Pedestrian access to adjacent existing or planned open space areas and corridors should be provided for the development's residents.



Provide access to adjacent open space corridors

3. Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings.

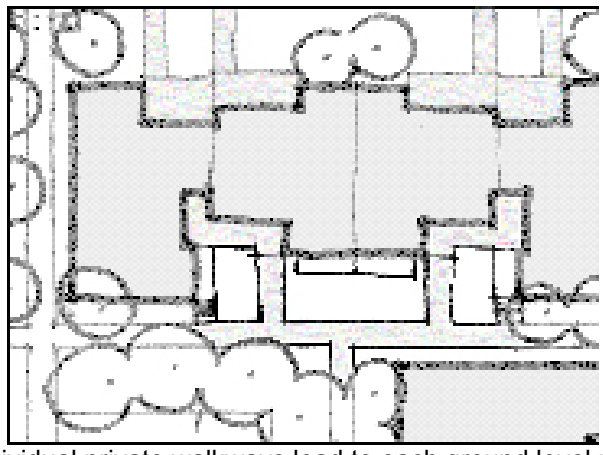
4. Walkways should be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building facades is strongly encouraged.

5. Adequate lighting should be provided along all walkways.

C. Access to Dwellings

Access to dwellings should provide a unique identity for the individual unit, allow opportunities for social interaction and increase natural surveillance.

1. The main entry to each dwelling unit should be clearly visible from the nearest public circulation walkway. A porch, covered stoop, or similar entry feature should be provided at each unit's front entry.



Individual private walkways lead to each ground level unit

2. Stairwells should be centrally located to the units served and should be visible from as many units as possible.

3. Not more than three units should share a common entry or stairway.

4. To minimize the outdoor clutter that can accumulate in private open space areas, private storage space for strollers, bicycles, etc., should be provided for each dwelling unit. Its location should be either inside the unit, or outside and immediately adjacent to the unit.

5. Walkways and access to dwelling units should be designed to facilitate the moving of furniture by considering minimum widths, heights, and turning angles.

PUBLIC SAFETY THROUGH DESIGN

3.03.080

Residents have a basic right to feel safe and secure in their homes. The following guidelines promote the use of site planning, landscaping, community involvement, and physical and psychological barriers to create a safe environment and to prevent crime, vandalism, and graffiti. The principles of Crime Prevention Through Environmental Design (CPTED) are used extensively. The lighting guidelines are less detailed, and recognize that specific illumination levels are dependent on the individual site characteristics.

A. Crime Prevention Through Environmental Design (CPTED)

The following CPTED strategies should be incorporated into the design of multi-family developments, whenever possible.

1. Use the concept of natural surveillance, or "eyes on the street," by promoting features that maximize the visibility of people, parking, and building entrances.

2. Use the concept of territorial reinforcement by promoting features such as landscape plantings, paving designs, and gateway treatments that define property lines and distinguish private space from public space.

3. Use the concept of natural access control by designing streets, walkways, building entrances, and development entries to clearly indicate public routes and to discourage access to private areas.

B. Opportunities for Surveillance

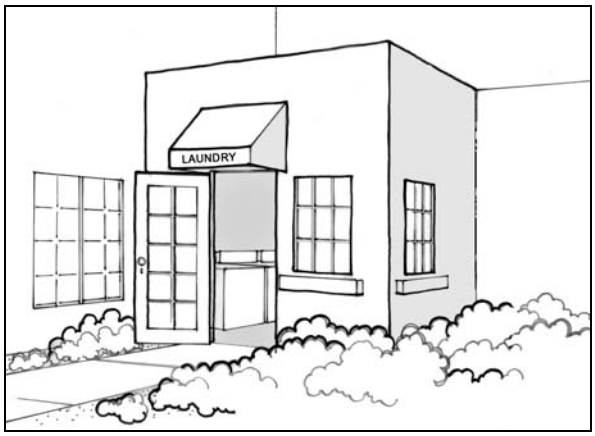
1. Windows and entries should be placed to maximize natural surveillance of the site. Sight lines from dwelling units to the parking area should be provided.

2. Open spaces, courtyards, circulation corridors, and individual dwelling unit entrances should be designed to be visible from as many dwelling units as possible. Enclosure of private open space should not prevent common open space surveillance by residents.

3. The management office should be located in a central, visible location, and community meeting rooms and other amenities should also be located close to other heavily used areas.

Security is enhanced with a management office that is in a highly visible location

4. Laundry rooms should be located adjacent to the children's play area to facilitate supervision. Doors and walls should have windows to allow natural surveillance both into the laundry room and outside to the surrounding area.



A laundry room with windows allows open views out to the surrounding area

C. Hierarchy of Space

1. Development design should use a "hierarchy of space" to define territory for public space (streets), community space (common open space, play areas, communal laundry, community center, etc.), and private space (individual units and private open space.) The use of design elements to define the public/private edge, such as special paving, change in building materials, and grade separations, or physical barriers such as landscaping, fences, walls, screens, or building enclosures, are encouraged.

Grade separation and low retaining walls establish a public/private edge and define territories

2. Building entrances and individual dwelling unit entries should be accentuated by architectural elements, lighting, and/or landscaping to further emphasize their private nature.

3. Where appropriate, handicapped accessibility should be integrated into the design concept.

D. Access

1. Doors to community facilities should contain some transparency and be key-controlled by residents. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

2. All front doors in individual dwelling units should have a peep hole or other feature to allow residents to see who is at the door before opening it. To prevent break-ins, door knobs should be 40 inches from any window pane. Single cylinder dead bolt locks should be installed on the exterior doors of all individual dwelling units. Sliding glass doors should have one permanent door on the outside and the inside moving door should have a locking device and a pin.

3. If security bars are provided, they should be located only on the inside of windows and have proper emergency release mechanisms.

E. Lighting

1. Lighting levels should vary depending on the specific use and conditions, but the overall consideration should be to provide lighting levels sufficient that intruders cannot lurk in shadows, steps and other grade changes are apparent, residents can easily unlock their door or identify visitors on their doorstep, and opportunities for theft and vandalism are eliminated.

2. Street lighting should be installed along the internal circulation streets. Lighting should be designed to shine downward and eliminate skyward glare. Light standards should be residential/pedestrian in scale and be spaced appropriately for the fixture, type of illumination and pole height.

3. Lighting in parking areas should be arranged to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.

4. Pedestrian-scaled lighting should be located along all walkways within the development. Lighting bollards should not be used as they do not illuminate large enough areas and are subject to vandalism. Light standards 12 feet in height are recommended as they allow proper illumination, discourage vandalism, and have a pedestrian scale. Site lighting may be located on buildings to illuminate site areas not covered by individual light standards.

CHAPTER 4

COMMERCIAL DESIGN GUIDELINES

SECTIONS

4.00 - Introduction

4.01 - General Commercial Design Guidelines

4.02 - Special Commercial Use Design Guidelines

4.03 - Downtown Commercial Guidelines

4.04 - Channel Area Design Guidelines

4.05 - Miracle Mile Design Guidelines

4.06 - Freeway Corridor Design Guidelines

INTRODUCTION 4.00

CONTENT OF CHAPTERS

4.00.010

The Commercial Design Guidelines Chapter contains general design criteria for all commercial uses and structures throughout the City. The chapters also contain special design guidelines for specific types of land uses (e.g., big box retail, shopping centers, service stations, etc.) and for special districts of the City, including downtown, Miracle Mile, and the Channel area.

HOW TO USE THIS CHAPTER

4.00.020

Although this chapter is organized to first provide the general design guidelines for all commercial uses and structures throughout the City, the guidelines in the various sections that make up this chapter should be used as follows:

A. Project proponents should first determine whether or not their project is located within one of the City's special commercial districts: downtown, Miracle Mile, or Channel area (refer to Sections 4.03, 4.04, and 4.05).

B. Next, the list of special commercial uses (Section 4.02) should be reviewed to determine if any of the design guidelines for specific commercial uses will apply to the proposed project.

C. Lastly, Section 4.01 contains General Commercial Design Guidelines, which apply to all commercial projects regardless of the type of use or the location of the proposed project.

If the proposed project is not one of the identified specific commercial uses and is not located in one of the special districts, only the General Commercial Design Guidelines (Section 4.01) will apply. If the proposed project is located in one of the special districts or is an identified specific use, then the project will need to conform to both sets of design criteria—the general guidelines and the specific guidelines, based on location and/or type of use. If there is an apparent overlap between the sets of guidelines, the special district or specific use guidelines shall take precedence.

SECTION 4.01

GENERAL COMMERCIAL DESIGN GUIDELINES

INTRODUCTION

4.01.010

This section provides general design guidelines for all types of commercial development projects throughout the City, including retail, office, and service uses. Other sections within this chapter provide more detailed design guidelines for specific uses (e.g., mixed use, big box retail, vehicle repair) or for specific areas (e.g., downtown, channel area, or areas visible from freeways). In these special cases, the section that addresses the specific use or area should be consulted first. The guidelines in this section will address the less specific, more general design aspects of the project. Both sets of guidelines must be followed to the greatest degree possible.

The design guidelines in this section address:

- Site Planning
- Architecture
- Use of Materials and Colors
- Building Accessories
- Additions, Remodeling, and Rehabilitation
- Landscaping
- Parking and Circulation
- Public Safety Through Design

APPLICABILITY

4.01.020

The design guidelines in this section are applicable to all commercial projects throughout the City, including retail, office, and service uses as follows:

- New commercial development throughout the City, including special commercial districts (e.g., downtown, Miracle Mile, or Channel area) and freeway corridors.

- Additions and exterior remodeling of existing commercial development throughout the City.

GENERAL DESIGN OBJECTIVES

4.01.030

The general commercial design guidelines are based on a variety of specific objectives that establish the basis for the guidelines. The design guidelines in this section are intended to implement the following objectives:

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality, durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.
- **Consistent Development Pattern** – Maintain a strong sense of continuity along street frontages to strengthen the visual image of commercial corridors.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties, streets, and freeways.
- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes. Provide high quality and visually interesting roof designs consistent with the overall design of the building and surrounding quality development.
- **Landscape Emphasis** – Encourage the extensive use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures, parking areas, etc.).

- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.

SITE PLANNING

4.01.040

Issues

Site planning considers how the various components of a development (i.e., buildings, circulation, parking, open space, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the development site. The main issues related to site planning include:

- Ensuring the new development has the appropriate relationship to the street given the context of surrounding development.
- Ensuring that new development takes into account its relationship to and interface with surrounding existing development, especially residential uses.
- Ensuring that the arrangement of onsite facilities has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetically pleasing.

Objectives Supported

- Quality development
- Consistent development pattern
- Compatibility with surrounding uses
- Functional site arrangement
- Safety

A. Determining the Appropriate Development Pattern

The relationship between the location of the on-site buildings, parking areas, circulation routes, open spaces, and landscaping is an important design consideration that must be considered early in the design process. In Stockton, as in most communities of its age and size, there are a number of typical site arrangements that have prevailed over time. These are described in text and graphics on the following pages.

Depending on the requirements of the Development Code and the existing development on adjacent parcels, new infill projects will be expected to follow one of the development patterns described in the following examples in conjunction with the appropriate general design guidelines in this section. To determine which development pattern is the appropriate one to follow, the existing development pattern that occurs on both sides of the street within the block where the project is proposed should be closely observed. From this observation it should be determined which of the four development patterns (i.e., Examples A through D) is most common (occurs most frequently). That is the development pattern that should be followed for the new project, except where the existing development pattern is one that is a poor example and is not appropriate for the area.

If several different development patterns exist and it is difficult to determine which example is the appropriate one to use, the example that creates the most pedestrian friendly environment will usually be the one that is preferred, and should be selected. That is, of the available alternatives, select the development pattern that would place the buildings closest to the street. An exception would be if a particular use suggests a different development pattern and the use of the alternative pattern would not have a negative effect on the general character of the surrounding area.

In a situation where there is no surrounding development from which to determine the existing development pattern, use the design guidelines in Section 4.02 for special commercial uses in conjunction with the appropriate general design guidelines in this section and the requirements of the Development Code.

Example A: Street Adjacent Buildings - Pedestrian Orientation

In this example, buildings are located immediately behind the public sidewalk with no parking between the street edge and the building.

Provide corner "cut-offs" for buildings on prominent intersections.

Place ground level front elevation of the building on the front property line and at the sidewalk edge to maintain the continuity of the "street wall."

Avoid setbacks from the sidewalk edge.

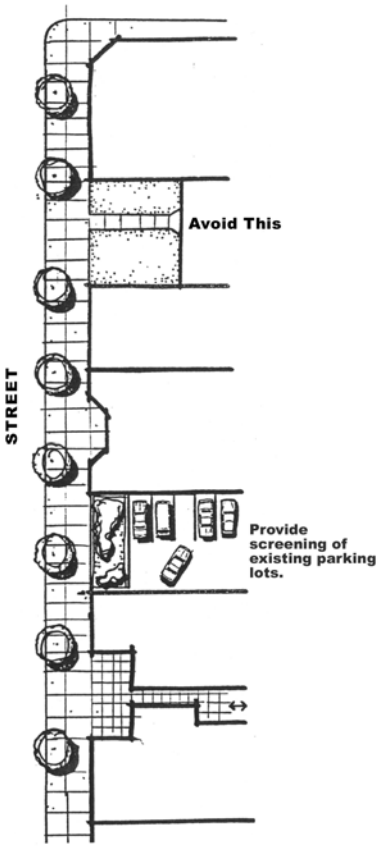
Create continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings.

Avoid parking lots that interrupt a continuous street wall of building frontages.

Avoid blank walls and other "dead" spaces at the ground level.

Create pedestrian paseos to parking lots at the rear of buildings.

Use building indentations to create small pedestrian plazas along the street wall.



Example B: Semi-Street Adjacent Buildings - Landscaped Setback

In this example, buildings are set back from the street with a fully landscaped area between the street edge and the building. The setback area is interrupted only by pedestrian areas. No parking occurs in the setback area. Planting and irrigation techniques that promote water conservation (e.g., drought tolerant landscaping) should be incorporated in all landscaped areas.

The setback area should be fully landscaped, interrupted only by pedestrian areas and sidewalks. No parking should be located within any required front yard setback.

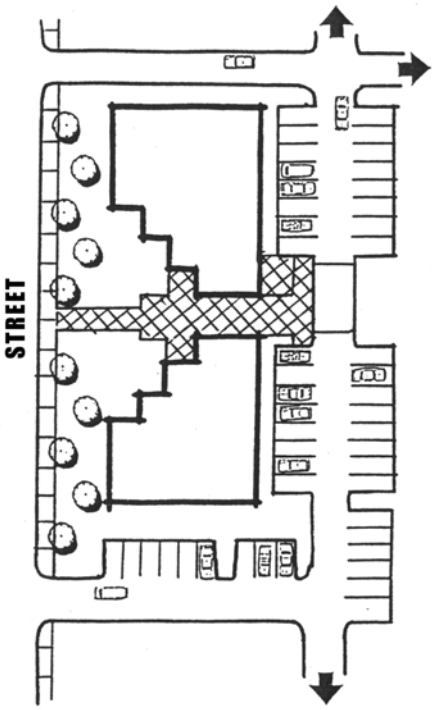
Parking should not to be located in the setback space.

Parking at rear of building is preferred.

If parking lots are located at the sides of buildings or elsewhere on the site where they may be visible from the street, they shall be screened from street view by landscaped berms and/or shrubs in compliance with the Development Code.

Driveways should be kept to a minimal number and width as necessary for safety.

Access should be provided to adjoining parcels whenever possible.



Example C: Buildings Set Back - Limited Parking in Front

In this example, limited parking (usually only two parking rows and an aisle) occurs between the street edge and building. Some buildings may be located with a landscaped setback as in Example B. Planting and irrigation techniques that promote water conservation (e.g., drought tolerant landscaping) should be incorporated in all landscaped areas.

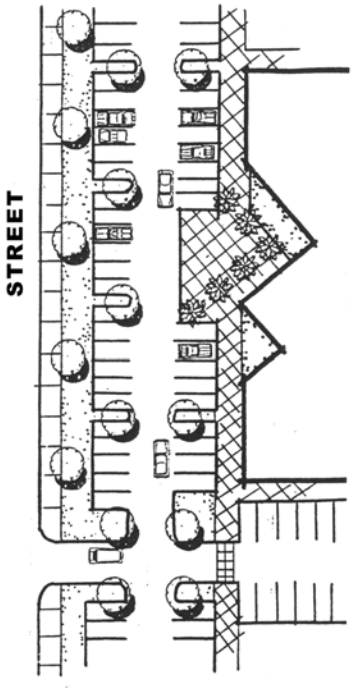
Only one bay of parking (two rows plus aisle) should be provided.

Landscaped pedestrian areas at primary building entrances should be provided.

A combination of trees, shrubs and/or landscaped berms at least 30 inches high should be provided to screen parking areas from view from public rights-of-way.

Accent landscaping and enhanced paving should be provided at project entries.

Vehicular access and pedestrian connections to adjoining parcels should be provided whenever possible.



Example D: Buildings Set Back - Unlimited Parking In Front

In this example, buildings are set back from the street a sufficient distance to provide most of the parking between the street edge and building. Some buildings may be located with a landscaped setback as in Example B. Planting and irrigation techniques that promote water conservation (e.g., drought tolerant landscaping) should be incorporated in all landscaped areas.

Buildings may be setback from street with parking between street and building(s).

Fully landscaped setback at the street edge of all parking areas should be provided in compliance with development regulations.

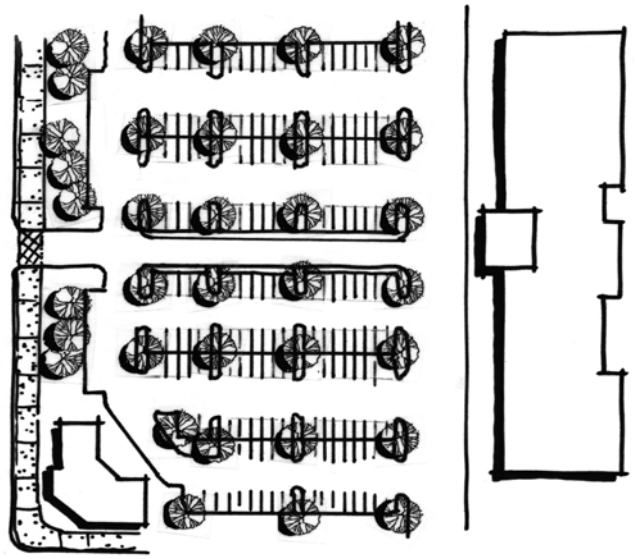
Landscaped pedestrian areas should be provided at primary building entrances.

A combination of trees, shrubs and/or landscaped berms at least 30 inches high should be provided to screen parking areas from public rights-of-way.

Accent landscaping and enhanced paving should be provided at project entries.

Access to adjoining parcels should be provided whenever possible.

Parking bays should be arranged so that pedestrians walk parallel to drive aisles.



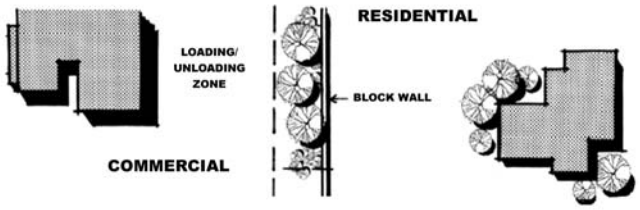
B. Building and Facilities Location

1. The organization of buildings, parking areas, and landscaping should recognize the existing characteristics of the site and should relate to the surrounding development in scale and character.

2. Adjacent residential uses should be buffered from commercial development to the greatest degree possible. Orientation of uses, buildings, and landscaping, and increased setbacks should be used to provide separation between these uses.

3. Commercial development should be oriented away from residential streets. At corner locations, if the side street primarily serves a residential neighborhood, development and access should be oriented away from the side street.

4. Buildings on corner parcels should establish a strong tie to both streets and should encourage pedestrian activity at corner locations.



Provide appropriate buffering between incompatible uses

C. Site Access

1. Access to parking lots should be from commercially developed streets. This will help discourage cut through traffic from impacting residential neighborhoods.

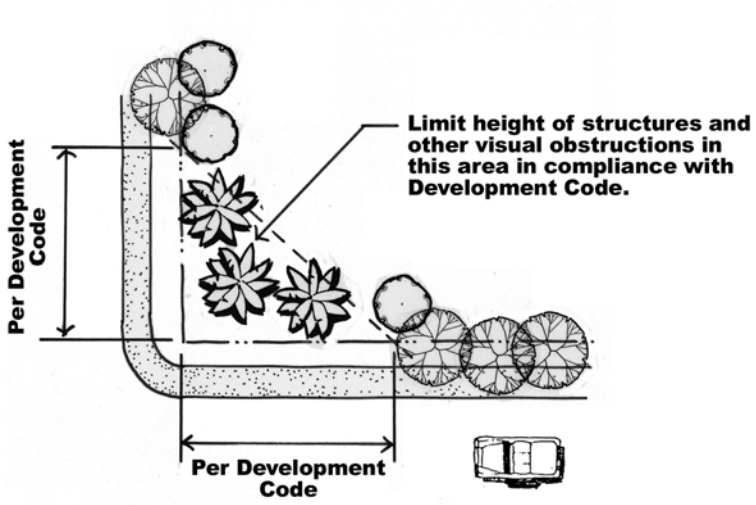
2. Site access should promote safety by providing an adequate stacking distance for vehicles between the back of the sidewalk and the first parking stall or circulation aisle.

3. Conflict between vehicles and pedestrians should be avoided at access driveways by providing a sidewalk on at least one side of the driveway.

4. The number of access driveways should be minimized and located as far as possible from street intersections.

5. Site access locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

6. Unobstructed sight lines at corners and driveways are required in compliance with the Development Code (Traffic Sight Area).



Provide unobstructed lines of sight at corners.

D. Interfaces

1. Adjacent residential and nonresidential uses should be buffered as necessary to maintain a livable residential environment in compliance with requirements of the Development Code (Screening and Buffering). This may be accomplished by the provision of masonry walls, landscaping, berms, building orientation, building height, and limitations on activities adjacent to residential uses.

2. Loading areas, access and circulation driveways, trash enclosure, storage areas, and rooftop equipment should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects.

3. Parking lots for commercial uses should have no vehicle access from or to an otherwise predominantly residential street. Pedestrian access from residential neighborhoods to commercial facilities area encouraged.

4. To protect residential privacy and reduce the visual mass of commercial buildings adjoining a residential use, the commercial building should be set back an additional distance in compliance with the Development Code.

5. The orientation of windows in commercial buildings adjacent to residential uses should preclude a direct line of sight into residential properties. Exceptions would be taller buildings in the downtown area.

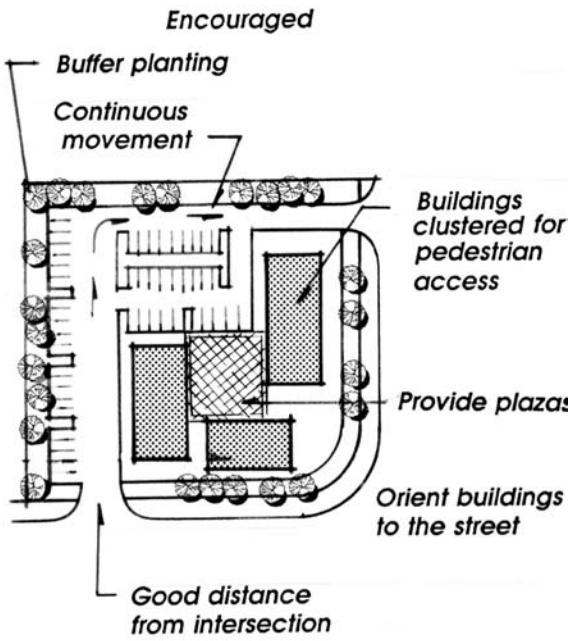
E. Open Space, Courtyards, and Plazas

1. The organization and design of buildings should encourage and facilitate pedestrian activity.

2. Buildings should be organized to create useable open space, courtyards, plazas, and outdoor dining areas.

3. Convenient, well-defined pedestrian access should be provided from commercial uses to open space, courtyards, and plazas.

4. Pedestrian-oriented open space, courtyards and plazas should include a focal element such as a sculpture and/or water feature and sitting areas.



Organize building to create usable open space.

Open plaza areas create opportunities for outdoor dining.

F. Site Elements

1. Exterior lighting fixtures should be consistent with the architectural theme of the building. All lighting fixtures should be from the same family of fixtures with respect to design, and color of light.

2. Lighting sources shall be shielded to avoid glare in compliance with the Development Code (Light and Glare). To minimize the total number of freestanding light standards, wall mounted lights should be utilized whenever possible

3. Walls visible from public rights-of-way should be decorative and complement the design of on-site buildings. The use of untreated concrete block is discouraged.

4. Visibility from adjacent freeways and on/off ramps should be considered in the placement of trash storage areas. Appropriate screening devices should be provided, including roof structures that screen visibility of the trash enclosure area from above if necessary.

5. Trash enclosures should not be located in areas where they interfere with visibility from vehicles.

6. Trash enclosure areas should be located away from residential uses.

7. Landscaping should be used adjacent to walls and fences to screen flat surfaces.

Use dense landscaping to buffer adjacent uses and screen flat wall.

8. Storage areas should be located in the least visible areas of the site and properly screened in compliance with the Development Code (Solid Waste/Recyclable Materials Storage).

Trash enclosure areas should be appropriately screened with architectural elements and landscaping.

ARCHITECTURAL FORM/DETAILING

4.01.050

Issues

The architectural design of a structure must consider many variables from the functional use of the building, to its aesthetic design, to its "fit" within the context of existing development. The main issues related to architectural design include:

- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades, and providing for the proper screening of equipment and trash enclosure areas.

Objectives Supported

- Architectural character
- Quality development
- Consistent development pattern
- Compatibility with surrounding uses

A. Mass and Scale

1. The mass and scale of new infill developments should be compatible with the existing, adjacent structures. This can be accomplished by transitioning from the height of adjacent buildings to the tallest elements of the new (infill) building, stepping back the upper portions of taller buildings, and incorporating human scale elements, such as pedestrian scaled doors, windows, and building materials.

2. Building facades should be detailed in such a way as to make them appear smaller in scale. This can be achieved by articulating the separate floors with horizontal bands or by increasing the level of detail on the building's facade.

3. The size and location of various building elements (e.g., roofs, parapet walls, and wing walls) should not be exaggerated in an attempt to call attention to the building/use or provide additional area or height for signs/advertising.

Without architectural variations buildings appear flat, larger, and "box like".

Use a variety of architectural elements to create visual interest and reinforce pedestrian scale.

B. Building Facades

1. Design details should be continued or repeated upon all elevations of a building. Details on side and rear views of a building should not be forgotten because of their orientation away from the public right-of-way.

2. Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances are encouraged.

3. Long, blank, unarticulated street-facing facades are strongly discouraged. Facades should be "broken" by vertical and horizontal variations in wall and roof planes, building projections, door and window bays, arcades, and similar elements/techniques.

Storefronts should be identified by vertical and horizontal architectural elements.

C. Storefronts

1. Storefronts should be predominantly comprised of transparent surfaces (windows). Storefronts with blank or solid (wall) areas degrade the quality of the pedestrian environment and severely limit visual interest.

2. The use of clear glass (at least 80% light transmission) on the first floor is strongly encouraged. Dark tinted glass and mirror-like films are strongly discouraged.

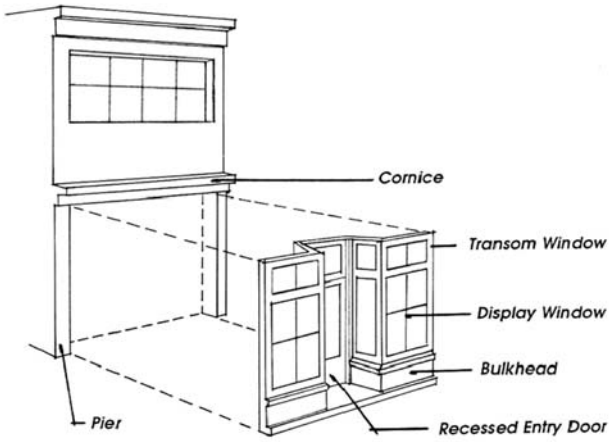
3. Storefront windows should be large and a minimum of 24 inches off the ground (bulkhead height). The maximum bulkhead height should be approximately 40 inches.

4. Storefront entries should promote a sense of entry into the structure as well as provide a sense of shelter by incorporating elements such as overhangs, canopies, awnings, and recesses.

5. The use of scissor-type security grilles is prohibited since they communicate a message of high crime and cannot be integrated visually into the design of a building.

6. If security grilles are necessary, they should be placed inside the building behind the window display area at a minimum distance of 2 feet behind the window. If this is not physically possible, grilles can be recessed into pockets in the storefront that completely conceal the grilles when they are retracted.

7. Product storage racks should not be placed in such a manner as to block views through storefront windows.



Storefront components.

D. Screening

1. Rooftop or ground mounted equipment should be screened from public streets or any neighboring residential property. Screening devices should be compatible with the architecture, materials, and colors of the building in compliance with the Development Code (Screening and Buffering).

2. Trash enclosures should be located away from residential uses to minimize nuisance for the adjacent property owners in compliance with the Development Code (Solid Waste/Recyclable Materials Storage).

3. Trash enclosures that are visible from the upper stories of adjacent structures or elevated freeways should have an opaque or semi-opaque horizontal cover/screen to mitigate unsightly views. The covering structure should be compatible with the architectural theme of buildings on the site.

MATERIALS AND COLORS

4.01.060

Issues

The proper use of finish materials and colors is very important in the development of a high quality project. The main issues related to the use of finish materials and colors include:

- Ensuring that materials are of a high quality and that they are durable and require minimal maintenance.
- Ensuring that materials are used in a consistent, logical manner that relates to the overall design of the building.

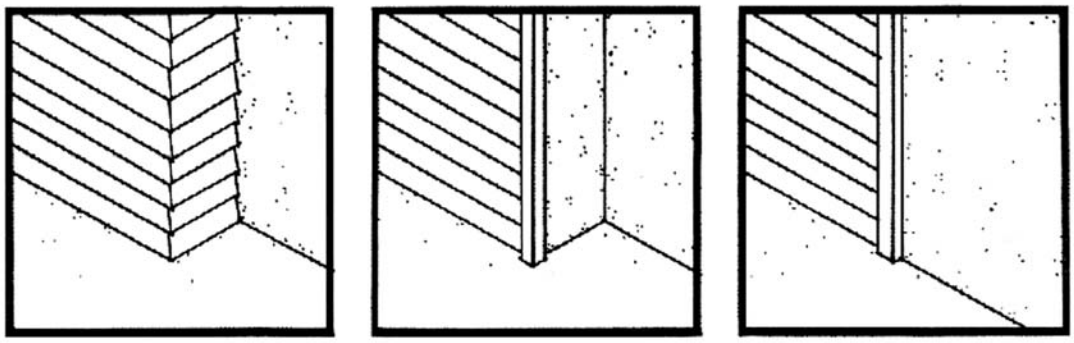
Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Architectural character

A. Finish Materials

1. Exterior finish materials should be appropriate for an architectural style or theme of the building and should contribute towards a high quality image.

2. Changes in materials should occur at inside corners to make building volumes appear substantial. Material changes at the outside corners or in plane give an impression of thinness and artificiality and should be avoided.



Change in plane with change in material Recommended

Material or color change at outside corner Not Recommended

Change of materials on same plane Not Recommended

3. Materials should be varied to provide architectural interest, however, the number of materials should be limited and not exceed what is required for contrast and accent of architectural features.

4. Exterior materials and architectural details should relate to each other in ways that are traditional and logical. For example, heavy materials should appear to support lighter ones.

B. Color Selection

1. In general, building wall colors should be predominately neutral, off-white, cream, tan, or light pastels. Fluorescent, garish colors shall be avoided.

2. The use of a coordinated three-color palette for the base color and major and minor trim accents is encouraged.

BUILDING ACCESSORIES

4.01.070

Issues

Building accessories (e.g., awnings, lighting, signs, etc.) play an important role in finishing a building's overall design and adding visual interest. The main issue related to building accessories is:

- Ensuring that any accessories added to a building relate to the overall design of the building in an aesthetically pleasing way so that they contribute to a cohesive building design and do not detract from it.

Objectives Supported

- Quality development
- Architectural character

A. Awnings

The use of awnings, canopies, and marquees are encouraged. They provide protection for pedestrians, add interest and color to buildings, and allow placement of pedestrian – oriented signs.

1. Awnings at both the ground level and upper floors should be designed to be compatible with the overall façade of the building and the window and door openings they are associated with. The color of the awnings should be compatible with the rest of the color scheme of the building.

2. Where the façade is divided into distinct bays or sections by vertical architectural elements, awnings should be placed within the elements rather than overlapping them. Awning placement should fit with the scale, proportion, and rhythm created by these elements, and should not cover piers, pilasters, clerestory windows, and other architectural features.

Shed awning is consistent with rectilinear window openings.

Dome-shaped awnings are not appropriate with rectilinear window openings.

3. When there are several businesses in one building, all awnings should be the same in terms of color, trim, and form. Awnings may have business names on the valance to differentiate the individual businesses within the building.

4. Stick-on lettering not designed specifically for adherence to fabric is prohibited.

5. Awnings should be of high quality materials (e.g., canvas, acrylic coated canvas, copper, or glass), shall be fire retardant to meet City standards, and be consistent with the overall building design. Aluminum, vinyl, or backlit awnings generally detract from a quality character and shall not be used.

6. The minimum height of awnings should be 8 feet above the sidewalk and should not project more than 6 feet out from the face of the building. A valance portion of the awning may extend down to not less than 7 feet above the sidewalk.

Awnings may double as signs when properly designed and illuminated.

B. Exterior Lighting

Nighttime illumination is important in creating an interesting and safe environment. In addition, it can serve to highlight building design features, add emphasis to prominent entrances and plazas, and to create an ambiance of vitality and security.

1. Exterior lighting should be designed as part of the overall architectural style of the building. It should relate to the design elements of the building and highlight interesting design features.

2. For safety, identification, and convenience, the entrances of buildings should be well illuminated. The average level of illumination for walkways should be one foot-candle and for security areas, such as building entrances, should be 2 foot-candles.

C. Signs

Refer to Section 6.01, Sign Design Guidelines.

ADDITIONS AND REMODELING

4.01.080

Issues

Adding on to and remodeling existing buildings are means of extending a building's useful life. The main issues to consider when altering a building through these processes include:

- Ensuring that the new addition or remodeled component is consistent with the existing design of the building and not in sharp contrast.
- Ensuring that when buildings are remodeled, especially older ones, that significant design details are maintained and restored if they are important to the character of the building.

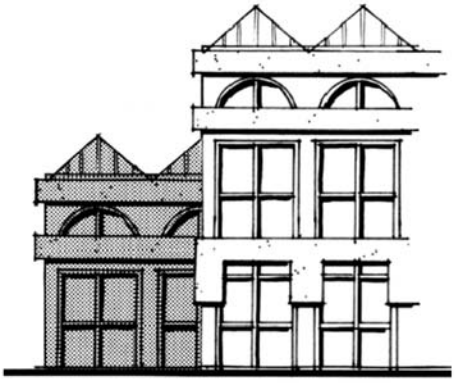
Objectives Supported

- Quality development
- Architectural character
- Compatibility with surrounding uses

A. Additions to Existing Structures

1. Additions to existing structures should be designed to be well integrated with the existing structure. The design of the addition should follow the general scale, proportion, massing, roof line, and detailing of the original structure, and not be in sharp contrast.

2. Additions should be interpretations of the existing buildings wherein the main design elements of the existing building are incorporated. This may include: the extension of architectural lines from the existing structure to the addition; repetition of window spacing; uses of harmonizing colors; and the inclusion of similar architectural details (e.g., window/door trim, lighting fixtures, tile/brick decoration).



New additions should complement the existing structure.

3. Building materials used for the addition should be the same or better quality than the existing building. The primary intent is to blend the addition with the existing building while at the same time using high quality, durable materials.

4. If an addition is being proposed to a historic building, the design of the addition should be in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995, or as amended*.

B. Remodeling and Rehabilitation

1. Buildings are often altered over time in an effort to keep up with changing times or to remake a tired image. These changes often result in a gradual erosion of the original design character of the building. Rehabilitation of buildings that have been inappropriately altered is strongly encouraged.

2. When remodeling is to take place, original materials, details, proportions, as well as patterns of materials and openings should be considered and maintained where appropriate. The use of materials such as cedar shakes, textured plywood/paneling, poor quality fake stone veneer, plastic or corrugated metal paneling, heavy troweled stucco finishes, and similar materials should be avoided.

3. Often in previous remodeling attempts, original decorative details and architectural elements were covered up. In the remodeling process, these forgotten details should be restored and incorporated into the design of the remodeled building

4. Existing building elements and materials that are incompatible with the original design of the building should be removed. These include inappropriate use of exterior embellishments and modernized elements that are in sharp contrast to the building's original design.

5. If remodeling or rehabilitation of a designated historic building is proposed, all work should be performed in compliance with the *Secretary of Interior's Standards for the Treatment of Historic Properties, 1995*.

LANDSCAPING

4.01.090

Issues

Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade, and increasing the overall aesthetic appeal of a project. The main issues related to landscaping include:

- Ensuring that the landscape design scheme (including site furniture and paving) is compatible with the overall design of the project in terms of scale, function, and design theme.
- Ensuring that landscape materials are selected for their ability to adapt to Stockton's climate and for their ease of maintenance.

Objectives Supported

- Landscape emphasis
- Quality development
- Functional site arrangement
- Safety

A. Design Concepts

1. Landscaping should help complete the design of the site and not be added as an afterthought. Landscaping should be considered an important design element in the overall plan for any new or redeveloped commercial site.

2. Landscaped areas should generally incorporate planting utilizing a three tiered system: 1) ground covers (including flowering plants—annuals and perennials), 2) shrubs and vines, and 3) trees.

Example of three tier landscape system.

3. Landscaping should enhance the quality of commercial developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses,and providing shade.

4. Trees located along street frontages should be selected to match or complement existing or proposed street trees in the public right-of-way.

5. A minimum 5-foot net landscape strip should be used along circulation aisles in parking lots, and along building side/rear elevations if a walkway is not used. A landscape strip is encouraged, but not required in nonpublic areas and service areas between pavement and buildings.

6. For office buildings and retail uses, parking should be separated from buildings by landscaped areas and/or raised walkways.

Good example of landscaped setback using a variety of materials.

B. Use of Plant Materials

1. The use of plant material should be well suited to Stockton's climate as required by the Development Code (Landscape Standards).

2. The choice, placement, and scale of plants should relate to the architectural and site design of the project. Plantings should be used to shade and screen, to accent focal points and entries, to complement building design, to break up expanses of paving or walls, and to define on-site circulation.

C. Site Furniture

1. Outdoor furniture and fixtures such as lighting, directional signs, trellises, raised planters, works of art, benches, trash receptacles, phone booths, fencing, etc., should be selected as integral elements of the building and landscape design. These should be included in, and shown on, all site and landscape plans.

2. Outdoor furniture should be of a sturdy construction to withstand daily abuse. Wood should usually be avoided.

3. Outdoor furniture should be located so it will not conflict with the circulation patterns of the site.

4. Outdoor seating should be located so that some will be in shade during the hottest part of summer days and some will be in the sun during the rest of the year.

Benches provide pedestrian comfort and, adjacent trees provide shade.

D. Paving

1. Decorative paving should be incorporated into courtyards, plazas, pedestrian walkways, and crosswalks.

Enhanced paving in pedestrian areas is strongly encouraged.

2. Paving materials should complement the architectural design of the building and landscape design of the development. The use of stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged. The use of slippery materials (e.g., polished marble or granite) is strongly discouraged.

3. The size of areas incorporating decorative paving should be consistent with the function of the area. At driveway entries, the minimum depth from the back of the sidewalk should be 8 feet; however, larger areas may be required.

PARKING AND CIRCULATION

4.01.100

Issues

Onsite parking and circulation often occupy one-half of the site of a commercial project and are highly visible. Their role in the overall design of the site is critical in the development of a safe, efficient project design. The main issues related to parking and circulation include:

- Ensuring that parking and circulation (including access to the site) is laid out in a straightforward, efficient manner that is safe and easy for motorists to understand.
- Ensuring that parking lots do not visually dominate views of the project site and that they are designed, screened, and landscaped to be as aesthetically pleasing as possible.
- Ensuring that loading and delivery areas are integrated into the overall design of the site and located in a manner that does not interfere with other onsite circulation.

Objectives Supported

- Safe/convenient circulation and parking
- Quality development
- Functional site arrangement

A. Vehicle Circulation

1. Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking.

2. Dead-end aisles, even with turnaround areas, are strongly discouraged and should be avoided if possible.

B. Pedestrian Circulation

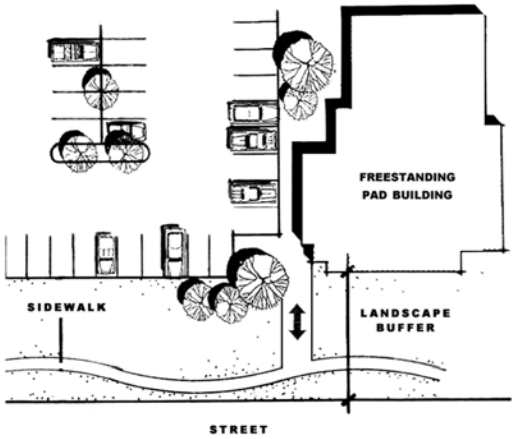
1. Avoid placing primary vehicle access in close proximity to major building entries in order to minimize pedestrian and vehicular conflicts.

2. Clearly defined pedestrian walkways or paths should be provided from parking areas to primary building entrances. Clear and convenient pedestrian access should be provided between the public sidewalk and the pedestrian areas of the project.

3. Raised walkways, decorative paving, landscaping, and bollards should be used to separate pedestrian paths from vehicular circulation areas to the maximum extent possible.

Pedestrian walkways separated from parking lots are encouraged.

4. Parking areas should be designed so that pedestrians walk parallel to moving cars. Pedestrians should not be required to cross parking aisles and landscape islands to reach building entries.



Provide pedestrian connections between public sidewalk and building(s).

C. Loading and Delivery

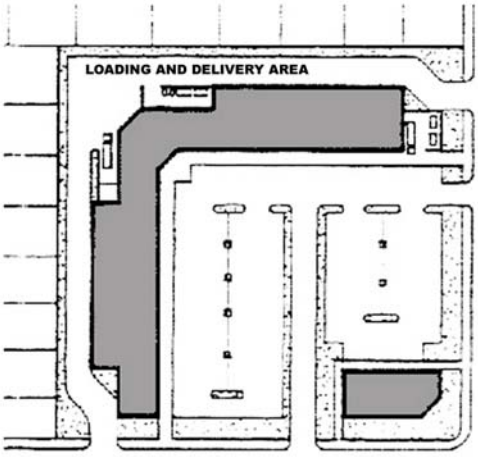
1. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum extent feasible.

2. Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls, and landscape planting.

3. When commercial buildings back to residential properties, loading areas should be located at the side of the building away from residences whenever possible.

4. To reduce the need for added screening and to decrease the impact on adjacent residential uses, loading areas located inside the building are encouraged.

5. Loading areas should be designed to not interfere with circulation or parking, and to permit trucks to fully maneuver on the property without backing from or onto a public street. Adequate turning areas for ingress/egress to the loading zone should be provided on site.



Loading and delivery areas should be located to the rear of buildings to minimize impacts.

PUBLIC SAFETY

4.01.110

Issues

The promotion of public safety and the prevention of crime through effective design techniques are important aspects to consider in the design of any commercial project. The main issue related to project design for safety and the prevention of crime is:

- Ensuring that strategies and design techniques are incorporated into the design of the project that promote natural surveillance, territorial reinforcement, and natural access control.

Objectives Supported

- Safety
- Functional site arrangement
- Safe/convenient circulation and parking

A. As a security measure, all building entrances should be well lighted. The lighting should be designed so that the lighting is an attractive element in its own right, acting as a public amenity.

B. Parking lots should be well lighted with one foot-candle of illumination distributed evenly across the parking lot. Entrances to buildings and loading areas should be provided with a minimum of two foot-candles of illumination at ground level.

C. The design of the outdoor lighting plan should take into consideration the location and potential growth pattern of existing and proposed trees so that appropriate lighting levels are maintained over time.

D. Window signs should be placed to provide a clear and unobstructed view of the interior of the business establishment from the sidewalk or parking lot.

E. Entrances to a site and buildings should be designed to be easily visible from a public street, alleyway, or neighboring property. Windows on rear facades that face onto parking lots are very important for helping to deter crime. The use of closed circuit television and "fake" windows should be considered.

F. Safety behind buildings should be ensured through use of:

- adequate security lighting
- limited access controlled by walls, fences, gates, landscaping
- introduction of activities (e.g., rear entrances for commercial activities) that increase surveillance
- surveillance through windows or with cameras
- ongoing maintenance of storage areas and alleys

SECTION 4.02

SPECIAL COMMERCIAL USE DESIGN GUIDELINES

INTRODUCTION

4.02.010

This section provides design guidelines for specific commercial uses, which because of the nature of the use, their potential impact on surrounding uses, and concerns related to overall design have been identified for special attention and more detailed consideration. For each of the special uses, the focus of the guidelines in this section will be on site organization, compatibility with adjacent uses and rights-of-way, and overall aesthetics. Project proponents should also refer to the Stockton Development Code for development standards related to some of the uses covered in this section.

APPLICABILITY

4.02.020

The design guidelines in this section apply to the following specific types of uses, development types, or development locations.

- Auto Repair Services
- Big Box Retail
- Drive-Through Businesses
- House Conversions
- Mini-Storage Facilities
- Mixed Use Development
- Parking Garages
- Personal Storage Facilities
- Service Stations
- Shopping Centers

In addition to the design guidelines provided for each of the specific uses listed above, each project will be required to follow the applicable guidelines from the General Commercial Design Guidelines in Section

4.01. Also, if the site is located within one of Stockton's special commercial districts, the guidelines in Sections 4.03, 4.04, 4.05, and 4.06 shall also apply. In the case of a conflict with the guidelines in other sections, the guidelines in this section shall take precedence.

GENERAL DESIGN OBJECTIVES

4.02.030

The design guidelines for special commercial uses are intended to implement the following objectives, with an emphasis on ensuring compatibility with surrounding uses and reducing potentially negative visual impacts associated with particular types of uses.

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality/durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of architectural design and onsite facilities.
- **Consistent Development Pattern** – Maintain a strong sense of continuity along street frontages to strengthen the visual image of commercial corridors.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses.
- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes. Provide high quality and visually interesting roof designs consistent with the overall design of the building and surrounding quality development.
- **Landscape Emphasis** – Encourage the extensive use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures, parking areas, etc.).

- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.

AUTO REPAIR SERVICES

4.02.040

Issues

Although many auto repair services are generally considered industrial uses many are commercial uses found in commercial areas. Issues related to auto repair services include noise, parked/stored vehicles, traffic, and negative visual impacts. The intent of the following design guidelines is to ensure that these facilities be more compatible with surrounding uses.

Dense landscaping helps to screen parking areas and work bays.

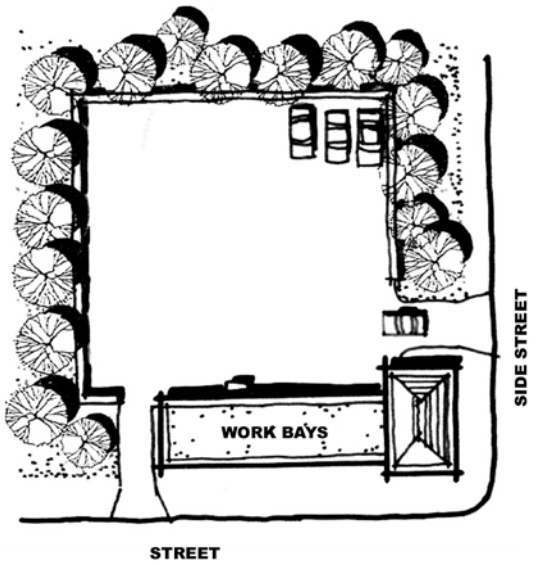
Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character
- Landscape emphasis

A. Site Organization

1. Parking spaces for vehicles left for repair should be located in the least visible areas of the site.

2. Work bays should be oriented so that the interior of the bays are not visible or audible from a public street, adjacent residential buildings, or designated open space. If such an arrangement is not possible because of unique site conditions, dense landscaping and/or screen walls should be used to screen views into the bays.



Work bays should be oriented toward the interior of the property.

B. Building Design

1. Building materials should have the appearance of substance and permanency (e.g., masonry); lightweight metal or other temporary appearing materials (e.g., plywood) are discouraged

2. The design of the building should be clean and simple, and should relate to surrounding buildings through use of similar scale, materials, colors, and/or detailing.

C. Landscaping and Walls

1. Landscaping should be provided on all street frontages, along the building base, adjacent to customer entrances to buildings,

and along property lines visible from offsite or from customer access areas.

2. A 3-foot high, landscaped berm or a dense hedge should be provided along all street frontages where parking is provided.

3. A minimum 6-foot high decorative masonry wall should be provided along side and rear property lines not abutting public streets. A minimum 5-foot wide landscaped planter should be provided adjacent to the wall in areas accessible to the public.

Building designs that are clear and simple are most appropriate for these types of uses.

D. Site Elements

1. Trash storage areas should be designed to accommodate disposal of junk parts as well as packing from parts shipments.

2. All gates, fencing, and walls should remain free of signs or other advertisements.

3. The use of chain-link fencing and security wire is discouraged and is prohibited if visible from a public street.

4. Where security is an issue, fencing should consist of open grille work, and the use of surveillance cameras is encouraged.

BIG BOX RETAIL

4.02.050

Issues

Big box retail outlets are typically housed in large single story structures more reminiscent of warehouse buildings than retail. The primary design issues related to big box retail are the need to accommodate large parking areas and creating architectural interest to an otherwise plain, unadorned "big box" structure. Refer to the Stockton Development Code for standards for shopping centers and large-scale commercial retail uses and to Section 4.01.040 (Site Planning) in this chapter.

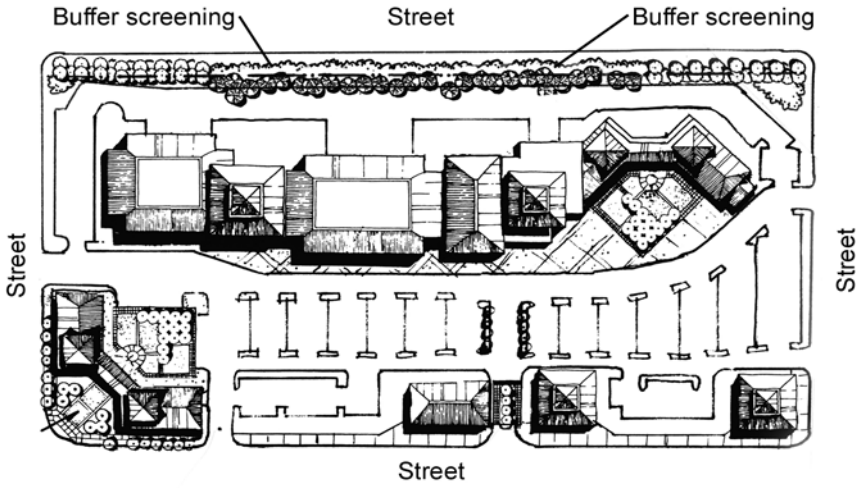
Example of large warehouse-type retail use with appropriate architectural detail.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character

A. Site Organization

1. Large commercial sites should be separated from residentially-zoned properties by public or private streets, landscaped buffers, and decorative masonry walls in compliance with the Development Code.



Large commercial sites should be separated from residentially-zoned properties by public or private streets.

2. To reduce the visual impact of large paved areas, parking lots should be broken up into smaller areas separated by landscaping and drive aisles.

3. Storage areas and loading facilities should be limited in number and should be designed, located, and screened to minimize their visibility from adjacent public areas, surrounding streets, freeways, and freeway on/off ramps. Landscaping should be used to reduce the impact of screen walls.

B. Building Design

1. The building should be designed with an identifiable base, extending 3 to 5 feet up from the finished grade.

2. The base material should be highly resistant to damage, defacing, and general wear and tear. Stucco should not be utilized as a base material. Precast decorative concrete, stone

masonry, brick and commercial grade ceramic tile are examples of acceptable base materials.

3. Distinct and interesting roof lines instead of flat roofed structures are encouraged. A substantial cornice should be used at the top of a parapet wall or roof curb, providing a distinctive cap to the building facade.

4. Big box retail buildings that include shops along the exterior of the building with entrances from the exterior of the building are desirable in order to create a more human scale and pedestrian-oriented character.

5. Building walls should incorporate substantial articulation and changes in plane. Exterior wall treatments such as arcades, portico's, insets, and colonnades should be used to mitigate the flat, windowless appearance of the typical big-box building.

6. Outdoor sales and storage areas should be screened to blend with the architecture of the main building. The height of the screening elements should be tall enough to screen all stored materials.

DRIVE-THROUGH BUSINESSES

4.02.060

Issues

Drive-through businesses are a common element along many commercial corridors in Stockton. The main design issues related to these types of establishments are site plans that promote efficient and well organized vehicular access, onsite circulation, and buffering of adjacent uses. Specific concerns relate to loading/unloading adjacent to residential areas, noise, light and glare, and outdoor storage. Also refer to the Development Code (Drive-In and Drive-Through Facilities) for specific development regulations.

Example of appropriately landscaped and screened drive-through aisle.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character

A. Site Organization

1. The visual character along the street frontage should be the building, not parking lots or the drive-through aisle.

2. Drive-through aisles should be located in the rear of the building away from the street frontage whenever possible. If the drive-through aisle is located between the building and the street, dense landscaping and landscaped berms should be provided to screen the drive-through aisle from view from the street.

3. The main structure should be located to maximize the distance for vehicle queuing while screening the drive-through operations.

4. When adjacent to residential uses, loading/unloading areas and storage areas should be located as far as possible from residential properties.

B. Building Design

1. All building elevations should receive the same level of architectural detailing.

2. Buildings should incorporate roof designs with built-in equipment wells or other built-in screening methods, so that screening devices do not appear added-on.

3. If the drive-through facility is a pad building within a shopping center, the architecture should relate to and be compatible with the design of the center. The only feature that identifies the franchise should be the company's logo and signs.

HOUSE CONVERSIONS

4.02.070

Issues

Several areas of Stockton contain multiple single-family houses that have been converted to nonresidential uses and the potential exists for further conversions to take place. This practice is generally encouraged as a means of maintaining the special small-scale character of the areas in which the potential for multiple conversions occur (e.g., Miracle Mile). The conversion of a single-family house in the midst of non-residential structures is not encouraged.

The conversion of a single-family house to a nonresidential use requires special attention to ensure that the new use will have a logical relationship with the physical improvements on the site and that the converted project remains functionally and aesthetically compatible with adjacent development which should also have a residential character.

This house conversion maintains its residential character.

Objectives Supported

- Quality development
- Functional site arrangement
- Architectural character

A. Site Organization

1. The prevailing residential setbacks should always be maintained. Any additions of building square footage should be placed to the side or rear of the building.

2. Parking should never be located in the front setback area. Parking should be provided at the side or rear of the property and should be set back a minimum of 5 feet from the side and rear property lines.

3. Site access should be maintained in a typical residential manner.

B. Building Design

1. The original architectural character and style of the house should be preserved and/or enhanced when the character of the surrounding area also has a residential quality, or when the house is architecturally significant.

2. Front facades should not be altered to provide commercial storefronts; however, existing windows may be enlarged to provide additional visibility into the business as long as the residential character of the house is maintained.

MINI-STORAGE FACILITIES

4.02.080

Issues

Mini-storage facilities are usually considered purely utilitarian structures with little concern for design details or compatibility with surrounding development. As the demand for these types of personal storage facilities has grown over the years, they have become a more integral part of the City's commercial landscape.

The primary issue with the design of mini-storage facilities is their ability to be successfully integrated with other uses along commercial corridors where most buildings have traditional storefronts. Because mini-storage facilities are essentially warehouses, their exteriors are typically long, flat walls with few or no openings. This situation creates dull, uninteresting facades along the street frontage that are not compatible with the appearance of other buildings and uses that are more visually open.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Architectural character
- Landscape emphasis

A. Site Organization

1. Mini-storage facilities shall be set back from the front property line in compliance with the Development Code (Mini-Storage Facilities in Commercial Zoning Districts). In areas where adjacent buildings are closer to the front property line than the required setback for mini-storage facilities, the front setback for the mini-storage facility should match or be greater than the front setback of adjacent buildings.

2. Offices and customer services areas should be located adjacent to the street frontage to provide convenient access and help visually break up the front façade of the facility.

B. Building Design

1. Long, flat, unarticulated walls should be avoided along street frontages.

2. Building walls and screen walls should incorporate substantial articulation, and changes in plane and height to add visual interest.

Wall of storage facility incorporates changes in plane and height.

3. A minimum of three different building materials should be used on building walls and screen walls adjacent to street frontages (e.g., wood, stucco, brick, stone).

C. Landscaping

1. A dense landscape screen should be provided along all street frontages.

2. Landscaping should consist of flowering plants, shrubs, and trees. Trees should be provided at a rate of one tree for each 20 lineal feet of street frontage.

MIXED USE DEVELOPMENT

4.02.090

Issues

Mixed use projects are developments that combine both commercial and residential uses on the same parcel. There are two basic types of mixed use projects. The first type is vertical mixed use, which is typified by the residential use placed over the commercial use in the same building. The second, referred to as horizontal mixed use, combines residential and commercial uses on the same parcel, but in separate buildings.

The primary design issue related to mixed use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation. Also, refer to the Development Code (Multi-Use Projects) for regulations related to mixed use development.

Example of appropriately designed multi-use project with ground floor retail.

Objectives Supported

- Quality development
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character
- Safety

A. Site Organization

1. Separate site access drives and parking facilities should be provided for the residential and commercial uses.

2. Site access drives should incorporate distinctive architectural elements, landscape features, and signs to help differentiate access to commercial parking areas from residential parking areas.

3. Loading areas and trash enclosure facilities for the commercial use should be located as far as possible from residential units and should be completely screened from view from adjacent residential portions of the project or another adjacent residential uses. The location and design of trash enclosures should mitigate nuisances from odors when residential uses might be impacted.

4. If enclosed parking is provided for the entire mixed use complex, separate areas/levels should be provided for residential and commercial uses with separate building entrances.

5. Residential buildings should be arranged to create opportunities for common open space for the residential use. Common open space areas should be completely separated from other uses on the site and should provide a semi-private gathering place for residents.

6. Common open space areas above the ground level should be landscaped using containerized plant materials that are provided with an automatic irrigation system and provisions for adequate drainage.

B. Building Design

1. The architectural style and use of materials should be consistent throughout the entire mixed use project. However, differences in materials and/or architectural details may occur to differentiate the residential portion of the project from the commercial portion of the project.

2. The design of storefronts should be consistent with the design guidelines for general commercial development in Section 1 of this chapter. The residential portion of a mixed use project should be consistent with the design guidelines for multi-family development in Chapter 3.

3. Projects with three stories or less in height are strongly encouraged to incorporate full, pitched roofs. Buildings with heights greater than three stories should set back upper portions of the structure a minimum of 10 feet for each additional two stories.

4. When residential and commercial uses are provided in the same structure, separate pedestrian entrances should be provided for each use.

5. All roof-mounted equipment should be completely screened from views above. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans.

PARKING GARAGES

4.02.100

Issues

Parking garages once thought of as purely utilitarian structures that simply housed vehicles are now recognized as structures that play vital roles in cities beyond places where vehicles are stored. They contribute

Well-designed parking structure softened by landscaping

to the architectural character of their surroundings and can provide valuable commercial space at the ground floor level.

Typical issues to be addressed in the design of parking garages relate to security for users and the need to integrate the parking garage from an architectural standpoint into its surroundings.

Objectives Supported

- Quality development
- Consistent development pattern
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character
- Landscape emphasis
- Safety

A. Site Organization

1. Where appropriate, parking garages should incorporate ground floor retail adjacent to the public sidewalk.

2. A minimum 5-foot wide landscaped setback should be provided on all sides of the parking structure except where ground floor retail space is provided.

B. Access and Circulation

1. Vehicle stacking areas for entering and exiting traffic should be sufficiently long to minimize the back up of traffic onto surrounding streets or within the garage. A minimum of 2 vehicle

lengths of stacking distance should be provided between the street and the control gate.

2. One inbound lane should be provided for a garage with a capacity of up to 500 vehicles. At least 2 inbound lanes should be provided for garages with a capacity of more than 500 vehicles.

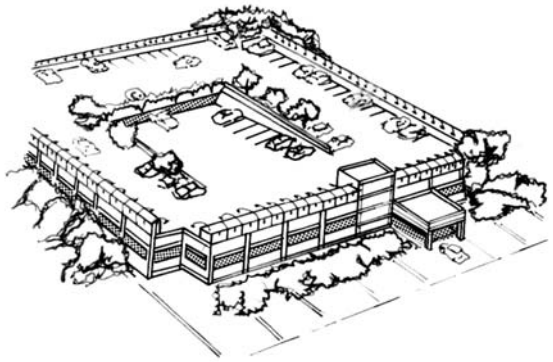
3. Exit lanes should be provided at a ratio of one lane for each 200-250 vehicles.

4. The maximum aisle length should not exceed 400 feet without providing a cross aisle.

5. Ramp grades should not exceed 10 percent and parking areas should not exceed a slope of 4 to 5 percent.

C. Security and Lighting

1. A minimum of 5 foot-candles should be provided inside the structure and a minimum of 3 foot-candles for exterior parking areas. Higher levels are recommended for remote areas subject



Use landscaping to screen parking structure. Entrances should be clearly identified and easily accessible.

to security problems such as stairways, elevators, and other pedestrian access points. Minimum illumination, levels measured at the level of the floor should be:

stairways and exits	5 foot-candles
interior driving aisles centerline	5
interior parking areas at barrier railings	0.5
roof parking areas	0.5

2. Lighting levels should be equally distributed to provide uniform illumination over all parking areas.

3. Light sources should be shielded so that the source of the illumination is not seen from outside the structure.

4. The design of the garage should eliminate possible hiding places and openings that could allow random pedestrian access.

5. During periods when parking activity is substantially less than the garage capacity, as during night operations, there should be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a 24-hour basis the entire facility should be secured from access during hours when the facility is closed.

6. For security reasons, at least one or two sides of the stair tower should include glass running vertically the height of the tower. Elevators should be provided with glass-back cabs and shafts.

7. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view.

8. The use of security cameras is encouraged.

D. Building Design

Parking garages should be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses. The following design guidelines should be implemented to the greatest extent feasible whenever they apply.

1. Conceal view of vehicles in the garage through a combination of screen walls and plantings.

2. Design the garage's exterior elevations to avoid a monolithic appearance. This can be accomplished as follows:

- Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
- Use simple, clean geometric forms, and coordinated massing.
- Step back upper levels of the garage 5 to 10 feet.
- Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses.
- Size openings in the parking garage to resemble large windows as in an office building.
- Use masonry materials that are predominantly light in color, but avoid unpainted concrete.

- Avoid a sloping ramp appearance by providing level and uniform spandrels.
- Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.

This parking garage fits well with adjacent buildings by maintaining openings of similar size and proportion.

SERVICE STATIONS

4.02.110

Issues

Service stations are intensive uses that are characterized by large volumes of traffic and expansive areas of paving that generally allows vehicles to maneuver freely. The main issue is the potential to create significant traffic impacts for adjoining streets and properties. Other issues center around aesthetic concerns related to open work bays, outdoor storage, limited landscaping, glare from lighting, and noise. The following design guidelines are in addition to regulations for service stations contained in the Development Code (Service Stations).

Good example of service station with full, pitched roof.

Objectives Supported

- Quality development
- Consistent development pattern
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character

A. Site Organization

1. Buildings containing service or car wash bays should not face toward a public street nor toward residential property if the building is within 200 feet of property zoned for residential use.

2. Where commercial development abuts the service station, two-way vehicular access integrated with the adjacent commercial development should be provided where feasible.

3. The site design for projects located at street corners should provide a strong design element at the corner to help frame the public right-of-way and anchor the corner. This can be accomplished by using a reverse building placement wherein the main building is placed at the corner or by using a prominent landscape feature.

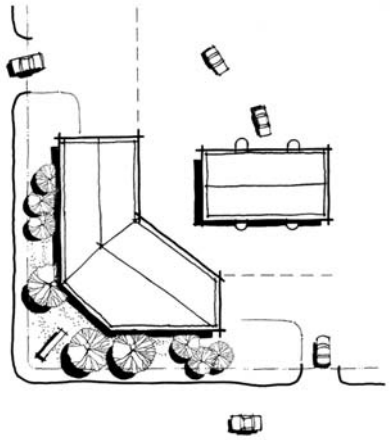
4. The site should be designed to accommodate anticipated circulation patterns and those patterns should be defined by reduced areas of paving and well-placed landscaped areas.

Driveway cuts should be limited to two per site, unless otherwise allowed by the City Engineer.

5. In areas developed with buildings adjacent to the sidewalk, service stations should also be oriented to the sidewalk, placing any service bay door and car wash openings on the rear of the structure.

6. Each pump island should include a vehicle stacking area for at least two vehicles (38-feet), on at least one end of the pump island.

7. A gasoline tanker truck unloading zone should be provided and should not obstruct vehicle circulation and parking areas.



Reverse building placement is encouraged.

B. Building Design

1. Building elevations facing public streets and residential uses should be architecturally detailed to provide interest and the appearance of quality development.

2. Service station buildings should be designed to complement and be compatible with the predominant architectural theme and scale of the area. If located within a multi-use center, the architectural design should be compatible with the design of the center.

3. Site specific architectural design is strongly encouraged. Rather than adapting a standard design, floor plans and elevations that are unique to the community and are not a corporate or franchise design are strongly encouraged.

4. The roof design of service stations, including pump island canopies, should incorporate full, pitched roof treatments with a low to moderate slope. Flat roofs and mansard roof applications are strongly discouraged.

SHOPPING CENTERS

4.02.120

Issues

Shopping centers typically include grocery store/ drug store anchor(s) with a series of smaller "in-line" shops. They may also have one or more freestanding (satellite) building sites. Because they are often located adjacent to residential areas, one major design issue is the interface between the center's service activities (storage and loading areas) and adjacent residences. Other issues relate to pedestrian/vehicle interfaces, parking lot screening, and site access and circulation. Also, refer to the Development Code (Shopping Centers and Large-Scale Commercial Retail Uses) for development regulations related to shopping centers and large-scale commercial retail uses.

Objectives Supported

- Quality development
- Consistent development pattern
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character
- Landscape emphasis

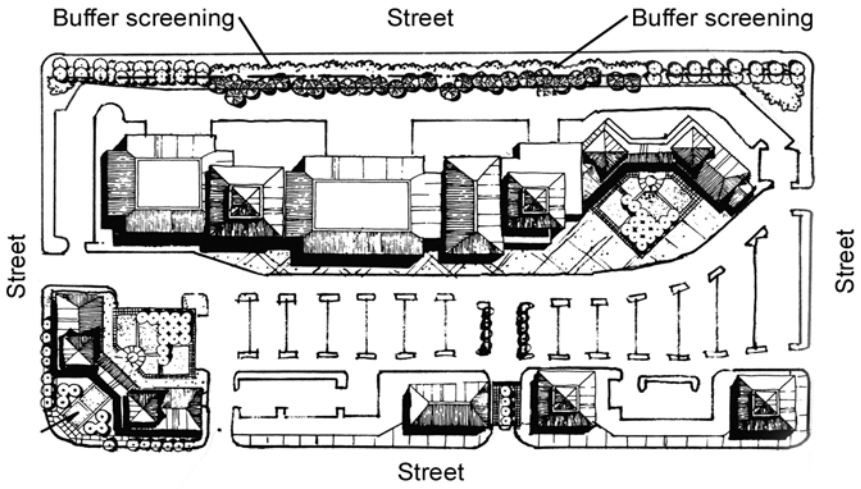
A. Site Organization

1. Portions of primary buildings and/or freestanding satellite buildings should be located at the street setback lines to enclose the site and help frame the street. This is especially important at corner locations where open parking lots would be highly visible and inappropriate.

2. Buildings within the center should have a logical spatial and functional relationship to each other and should provide for convenient pedestrian circulation throughout the center.

3. Parking should be provided within convenient walking distances of all tenants. Walking paths to buildings from the public street should be provided.

4. Large commercial sites should be separated from residentially-zoned properties by public or private streets, landscaped buffers, and decorative masonry walls in compliance with the Development Code.



Large commercial sites should be separated from residentially-zoned properties by public or private streets.

5. To reduce the visual impact of large paved areas, parking lots should be broken up into smaller areas separated by landscaping and drive aisles.

6. Storage areas and loading facilities should be limited in number and should be designed, located, and screened to minimize their visibility from outside public areas, surrounding streets, freeways, and freeway on/off ramps. Landscaping should be used to reduce the impact of screen walls.

B. Building Design

1. Where a shopping center is adjacent to residential uses, the scale of the shopping center should be reduced to be compatible with the adjoining use by:

   - Keeping buildings as small as possible, particularly in height;
   - Reducing scale through building wall articulation, added detailing and avoiding large scale design elements;

- Developing the project as a complex of smaller buildings connected by pedestrian-oriented open spaces; and
- Setting the buildings further away and providing increased landscape screening.

Example of well-articulated storefronts with individual identity.

2. Long, linear buildings should be avoided. Where such buildings are unavoidable, their length should be mitigated by changes in building height, wall plane, and spatial volumes and by varied use of window areas, arcades, roof elements, and building materials.

3. Side and rear elevations of commercial buildings that are visible from residential properties or public rights-of-way should be architecturally consistent with the front, public elevations of the building to reduce the visual impact of large flat walls.

4. Blank walls adjacent to main pedestrian areas should be avoided.

Avoid blank, uninteresting walls by providing appropriate architectural details.

5. Flat roofs, mansard roofs, and veneer parapets are strongly discouraged in favor of full, pitched roof treatments. In large centers, a combination of flat roofs with decorative cornices and full, pitched roofs may be acceptable if the design presents a balanced appearance.

6. All roof-top and ground-mounted equipment shall be screened from view in compliance with the Development Code (Screening and Buffering).

SECTION 4.03

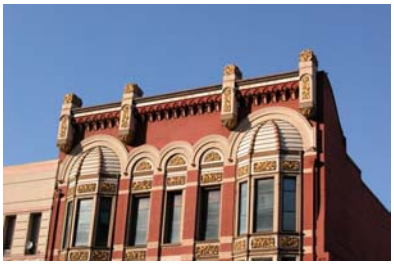
DOWNTOWN COMMERCIAL GUIDELINES

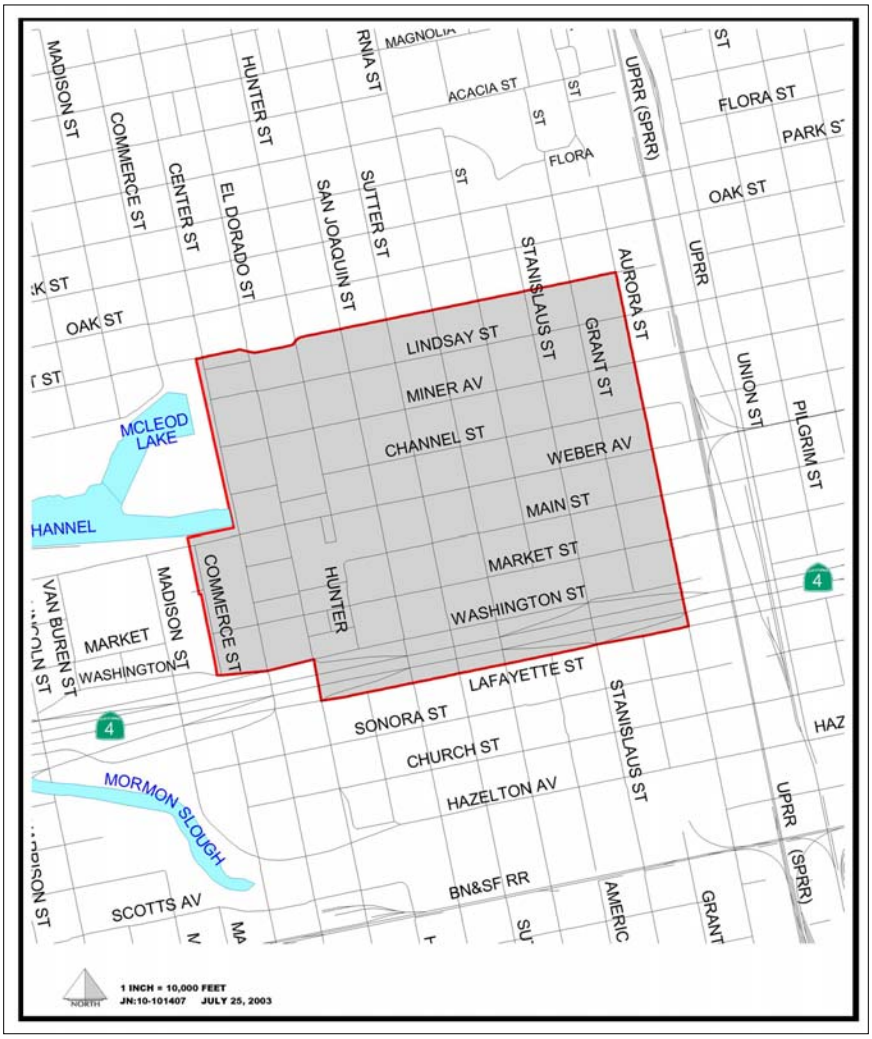
INTRODUCTION

4.03.010

This section provides design guidelines for Stockton's Downtown Commercial District as shown on the map below.

Photo by Leslie Crow





The guidelines are intended to promote quality new development and renovation of existing buildings that will strengthen the unique urban and historic character of Stockton's downtown, enhance pedestrian activities, and encourage continued economic growth and investment through the promotion of well-designed projects.

APPLICABILITY

4.03.020

The design guidelines in this section are applicable within Stockton's Downtown Commercial District as shown on the map above. The guidelines apply to the following types of projects:

- Development of new buildings
- Additions to existing buildings
- Exterior remodeling/rehabilitation of existing buildings
- Parking lots
- New signs and awnings and refurbishing of existing signs and awnings
- Other on-site improvements

In addition to the design guidelines in this section, guidelines in Section 4.01, General Commercial Design Guidelines, and Section 4.02, Special Commercial Use Design Guidelines, should also be reviewed and implemented whenever they apply to the proposed project.

GENERAL DESIGN OBJECTIVES

4.03.030

Photo by Leslie Crow

The design guidelines for Stockton Downtown Commercial District are based on a variety of objectives that when taken together are aimed at revitalizing the downtown as the City's cultural and economic heart. The following objectives constitute the foundation for the design guidelines provided in this section.

- **Sense of History** – Maintain downtown's unique, historic character by encouraging design concepts that reinforce Stockton's history without repeating it.
- **Unique Character**—Encourage development that recognizes and reinforces downtown's unique physical attributes, such as views to the Channel and to buildings with unique architecture (e.g., Hotel Stockton). Encourage development that is supportive of cultural uniqueness and avoid designs that are uniform and lack individual identity.
- **Authenticity** – Preserve existing historic elements in an authentic manner. Do not encourage designs that lead to the creation of buildings with a false historic look.

Photo by Leslie Crow

- **Human Scale/Comfort** – Provide a physically comfortable environment by maintaining a scale of development that people can relate to and feel comfortable in. Encourage building materials and elements that are appropriately scaled. Emphasize the use of gathering places, pedestrian amenities, open space, and landscaping.
- **Pedestrian Orientation** – Encourage a strong pedestrian-orientation for all development in the downtown. Provide pedestrian-oriented storefronts and avoid blank walls in pedestrian areas. Provide street level activities and connections that encourage pedestrian circulation.
- **Quality Development** – Maintain a sense of quality development through the use of superior materials and architectural detailing. Materials should be highly durable and low maintenance.
- **Safety** – Maintain a high level of public safety through the appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.
- **Art and Culture** – Promote community, values, and culture through the provision of works of art in public places. Reinforce cultural identity through the encouragement of architectural designs that promote local cultural heritage.

SITE PLANNING AND PARKING

4.03.040

Issues

Site planning and parking considers how the various components of a development (i.e., buildings, circulation, parking, open space, landscaping, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the development site. The main issues related to site planning include:

- Ensuring that new development has the appropriate relationship to the street given the context of surrounding development.
- Ensuring that new development takes into account its relationship to and interface with surrounding existing development.
- Ensuring that the arrangement of onsite facilities has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetic.

Objectives Supported

- Sense of History
- Unique character
- Authenticity

- Human scale/comfort
- Pedestrian orientation
- Quality development
- Safety
- Art and culture

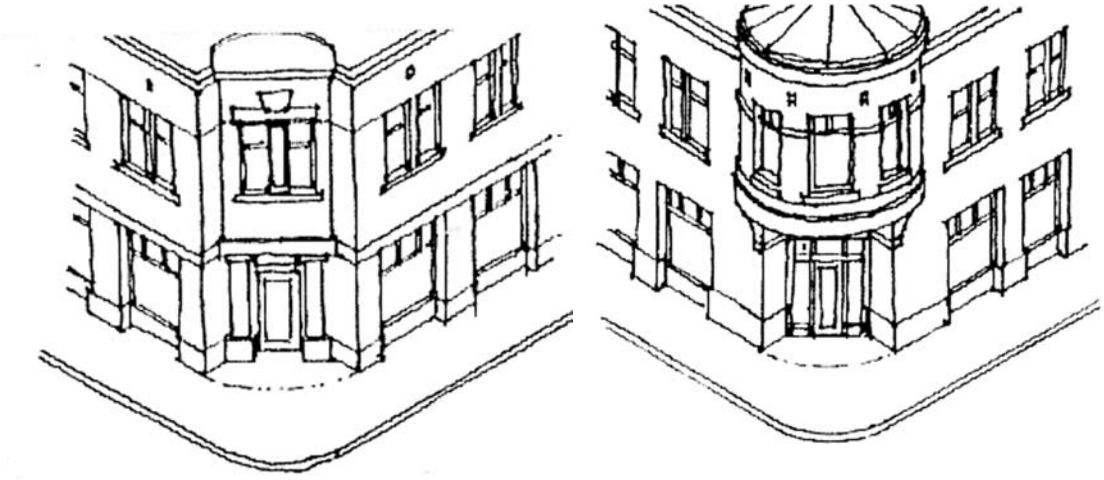
A. Setbacks

Building setbacks have a distinct impact on the quality and scale of urban spaces. Minimizing setbacks along streets and between buildings helps to create a sense of enclosure and maintains the continuity of storefronts and display windows.

1. New buildings in the Downtown Commercial District should be built to the front and side property lines to form a continuous line of active building fronts along the street with the exceptions described below.

2. Portions of a building's façade may be set back to provide areas for plazas, pedestrian areas, outdoor eating spaces, and small landscaped areas. Such areas should be provided with outdoor furniture and amenities appropriate for the space.

3. The provision of corner setbacks and cutoffs is strongly encouraged to facilitate pedestrian movement, provide better visibility for drivers, and accentuate corner buildings.



Setback the corners of buildings at intersections to provide better visibility and add visual interest.

Open areas at corners provide downtown spaces for gathering.

B. Street Level Activity Areas

Ground floor frontages should provide for active retail space and pedestrian-orientation.

Street Frontage Requiring Ground Floor Retail with no Surface Parking/Curb Cuts: In order to retain and promote pedestrian activity, selected streets in downtown Stockton are required to have retail use on ground floor street frontages (e.g., shop windows and pedestrian entrances) and no surface onsite parking adjacent to the street. These include: Main Street, Weber Street, and Miner Street between Stanislaus and Center. On these street frontages, surface parking and curb cuts are not allowed.

C. Integration of Parking and Pedestrian Movement

The provision of safe, convenient pedestrian links between parking areas and businesses is an important element in enhancing the vitality of downtown. Parking areas should be linked directly to public sidewalks, pedestrian walkways, or open space areas.

D. Open Space

Open space in the form of landscaped plazas and courtyards will enhance the downtown environment for the benefit of the public and employees. Areas of green will provide relief from the otherwise hard-edge urban environment consisting primarily of buildings and pavement. The provision of open space and landscaping is strongly encouraged throughout the downtown area as a means of enhancing the pedestrian environment and providing diversity, contrast, and color to the street scene.

1. The provision of usable pedestrian-oriented open space is strongly encouraged, especially for new projects on sites of 10,000 square feet or larger. The following types of open space should be considered:

   - Plazas and courtyards
   - Outdoor dining
   - Corner cut-off areas with enhanced amenities

The provision of usable open space in the downtown is strongly encouraged.

2. Plazas should directly abut the public sidewalk and be physically and visually accessible.

3. A minimum of 10 percent of a plaza's area should be landscaped with a combination of ground cover, shrubs, and shade trees.

4. A minimum of one sitting place for each 100 square foot of plaza area should be provided in addition to any seating for outdoor dining.

5. Plazas or other pedestrian areas should not double as vehicle access, parking, or loading areas.

6. At least 50 percent of plaza areas should have access to direct sunlight for the duration of daylight hours. General open space provided primarily for visual relief and landscaping need not comply with this guideline.

7. Plazas and other public open space should be well lighted at night. The minimum light level at the surface should be one foot-candle. Entries to buildings and semi-enclosed areas should have a minimum illumination of two foot-candles.

Small outdoor areas abutting the public sidewalk provide human scale and places to gather.

E. Landscaping

1. Landscaping should be used to soften the hard elements of the built environment and to introduce a humanizing element amid the large-scale buildings.

Landscaping should be used to provide human scale and comfort in the downtown.

2. Landscaping should be provided to enhance architecture and public open spaces, buffer incompatible uses, and visually screen areas of negative visual impact.

Dense landscaping provides screening for parking structure.

3. Landscaping should be used to relieve the negative appearance of solid, windowless elevations where these cannot be avoided.

4. Where appropriate, landscaping on private property should relate to and be compatible with landscaped areas in the public right-of-way.

5. Plant materials should be highly tolerant of urban conditions such as heat gain from surrounding pavement.

6. Landscaped areas should be provided in a three-tier design consisting of low, medium, and tall plant materials. These should generally be arranged with lower plants in the foreground and taller plants in the background.

7. The use of crushed rock, pebbles, small stepping stones, and similar materials are not appropriate in landscaped areas in an urban environment and are strongly discouraged. The use of bark chips and mulch are appropriate materials within planting beds and containers for moisture retention and to control dust.

F. Street Furniture and Hardscape

1. Street furniture elements (e.g., benches, trash receptacles, light standards, etc.) included within private developments should complement the street furniture planned for public rights-of-way.

2. The relative sizes and design of private street furniture should be compatible with the architectural style of building to which it relates, while also complementing street furniture in the public right-of-way.

3. Street furniture should be constructed of durable, easily maintained materials that will not fade, rust, or otherwise quickly deteriorate.

4. The use of decorative paving at building entrances, plazas, and courtyards is strongly encouraged.

5. In places where private and public paved areas join (e.g., plazas, outdoor cafes, and gallerias), the surfaces of each should be compatible in terms of color, material, texture, and pattern. In the case of a plain concrete sidewalk, compatibility is not an issue.

Well-designed, durable street furniture complements the architectural style of the building.

ARCHITECTURAL FORM AND DETAILING

4.03.050

Issues

Photo by Leslie Crow

The physical aspects of a building that define its appearance include numerous elements such as height, shape, scale, proportion, design details, materials, and finishes. The well-designed project considers all of these elements carefully and develop a cohesive design that fits within the context of surrounding development. The main issues related to architectural form and detailing in the downtown area include:

- Ensuring a harmonious relationship between new and remodeled buildings, the immediate visual environment, and downtown's overall design framework.
- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area, especially as related to older and historic buildings.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades and avoiding blank/uninteresting facades, especially adjacent to pedestrian areas.
- Ensuring that buildings maintain a pedestrian scale and orientation at the ground floor level.

Objectives Supported

- Sense of History
- Unique character
- Authenticity
- Human scale/comfort
- Pedestrian orientation
- Quality development
- Safety
- Art and culture

Photo by Leslie Crow

A. Building Mass and Organization

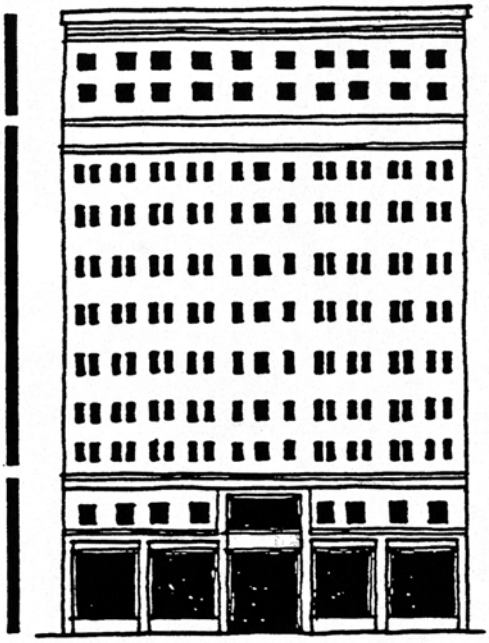
Appropriate building massing, the overall volumetric organization of major building elements, contributes significantly to overall building appearance and scale. How these elements are assembled will largely define the relationship of the building to its immediate environment. New buildings should take their inspiration from the earlier buildings adjacent to them and the following guidelines.

Photo by Leslie Crow

1. Each building should be designed with a well-defined base, a mid-section or body, and a top story or roofline.

   - Building Base - The design of the building base should differentiate it from the upper portions of the building. This may be a projection of the lower wall surface and/or a different material or color. It may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.
   - Mid Section - The preferred architectural character of the mid-section is to treat it as a solid wall with recessed windows or groupings of windows. Long or large wall surfaces with flush-mounted windows or no windows should be avoided.
   - Roofs and Rooflines - The design of roofs and rooflines should provide visual interest from the streets below and should complement the overall façade composition. Roofs of historic commercial buildings should be used as an inspiration for new designs. Flat roofs are acceptable if a strong, attractively detailed cornice and/or parapet wall is provided.

TOP	**Roof** **Cornice** **Capital Story** **Distinctive top: e.g., Dome, Cupula**
MID SECTION	**Fascia** **Transom** **Mezzanine** **Floors above Street Level**
BASE	**Base Story** **Store Front** **Pedestal**



2. Buildings should be composed of elements and details representative of Stockton's architectural heritage. This may be expressed through the use of columns, pilasters, cornices, window and door treatments, and storefront details. Designers should familiarize themselves with the design elements and details used on older buildings in the Downtown Commercial District and should incorporate contemporary versions of these older designs.

3. Roofs and rooflines should provide visual interest and develop a strong relationship to the overall composition of the building.

    - Decorative roof lines are strongly encouraged
    - Flat roofs are acceptable if a strong, detailed cornice or parapet wall is provided

B. Façade Composition

Buildings should have a well-defined base, a clear pattern of openings, structural bays, and a prominent entrance at the street level. Side and rear façades should also receive appropriate design attention whenever pedestrian activity is present. Windowless blank walls should be avoided.

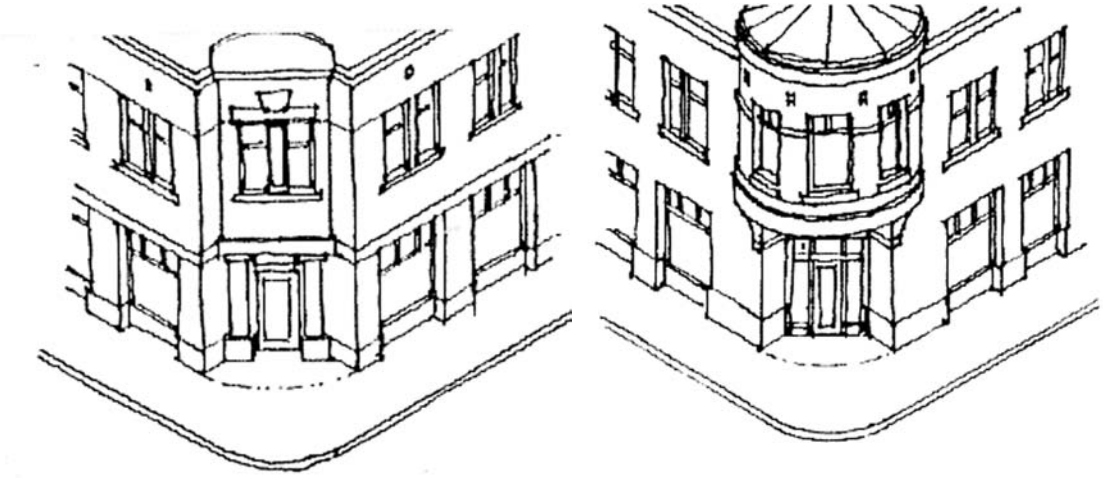
1. To create a pedestrian-scaled environment at the street level, buildings should provide a well-defined and articulated base. This can be a projection of the wall surface and/or a different material or color. It may be created by a heavier or thicker design treatment of the entire ground floor or floors, or by a setback of the upper floors.

2. The pattern of windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from Stockton's prevailing module of ground level building features. Generally, storefronts and building bays should be approximately 30 feet in width. Features based on this module should be carried across windowless walls to relieve blank facades.

Example of typical building bay widths.

Storefront widths should be based on a consistent module of approximately 30 feet.

3. Special architectural features such as gables, towers, turrets, or similar elements should be used to accent buildings at street corners, at the terminus of a street corridor, alley, or pedestrian way.



Use of architectural features is encouraged to accent building entrances at street corners.

4. Main building entrances should be easily identifiable and distinguishable from first floor storefronts. At least two of the following treatments should be incorporated:

   - Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;
   - Located in the center of the façade, as part of a symmetrical overall composition;

Well-defined entrance to a Stockton building.

- Accented by architectural elements, such as columns, overhanging roofs, canopies, or awnings;
- Marked or accented by a change in the roofline or change in the roof type.

Storefront entries should be identified by unique architectural details.

5. Corner buildings should provide prominent corner entrances.

6. Side and rear building facades should have a level of design detail and finish compatible with the front façade, particularly if they are visible from streets, adjacent parking areas, or residential uses.

Architectural element at corner adds interest / identification.

7. Blank windowless walls are strongly discouraged and are usually only appropriate on interior side property lines where they are generally not visible from public view. If blank windowless walls are proposed, appropriate wall articulation should be incorporated into the design to be compatible with the more prominent facades of the building.

8. Windows are an important element of a building's overall composition. The manner in which they are designed is a strong indicator of a building's quality.

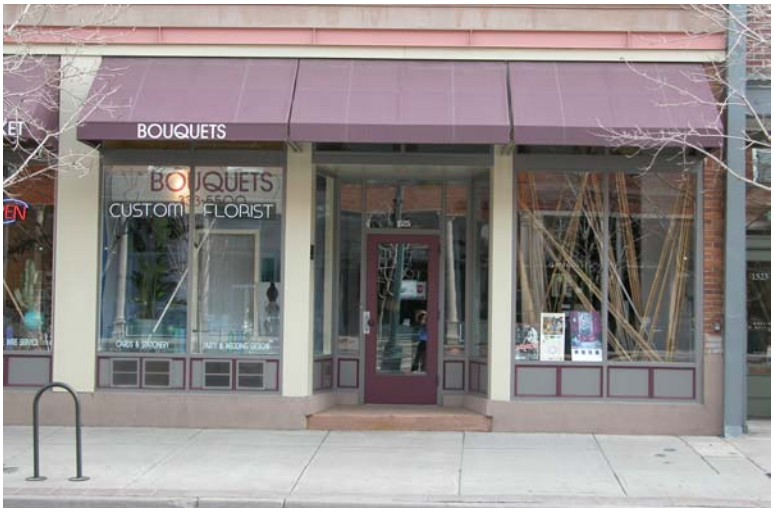
   - In general, upper stories should have a window to wall area proportion (typically 30% – 50%) that is smaller than that of ground floor storefronts.
   - Window proportions should be vertical or square in shape.
   - Glass should be inset a minimum of 3 inches from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.
   - Clear glazing is strongly recommended. Reflective glazing is discouraged. If tinted glazing is used, the tint should be kept as light as possible.

- Shaped frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed; (e.g., a larger window should have thicker framing members).

C. Storefronts

Each storefront should be treated like a small building with its own base, roofline, and door and window pattern.

1. Large display windows should encompass a minimum of 60 percent of the storefront surface area. A lesser percentage may be allowed for office–type uses, but blank, windowless walls are strongly discouraged.



Well-designed storefront with good proportions.

2. Windows in office buildings should also be as large as possible. Interior privacy may be accomplished through the use of frosted or etched glass, blinds, or curtains. However, windows should not be eliminated in an attempt to create privacy.

3. The base panel (bulkhead) below the display window should have a minimum height of 24 inches and a maximum height of 40 inches. Materials in this area should be visually heavier or the same as adjacent walls. The use of materials such as tile, granite, marble, and similar materials found on existing buildings in the downtown is strongly encouraged.

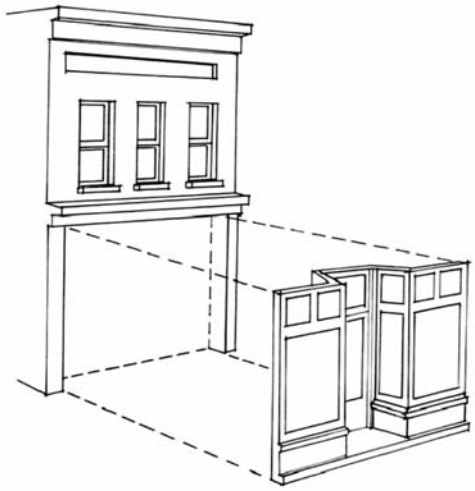
4. Recessed entries are strongly encouraged. Recommended treatments include:

   - Special paving materials such as ceramic tile

- Ornamental ceilings
- Decorative light fixtures

5. Doors should be substantial and well detailed. They should match the materials, design, and character of the display window framing.

6. Cornices should be provided at the second floor to differentiate the storefront from upper levels of the building and to add visual interest. This also allows the storefront to function as the base for the rest of the building.



New storefront should maintain same proportions as the original.

USE OF MATERIALS AND COLOR

4.03.060

Issues

The proper use of finish materials and colors is very important in the development of a high quality project. In the downtown area, the main issues related to the use of finish materials and colors include:

- Ensuring that materials and colors are simple, unobtrusive, and are compatible with surrounding development while conveying a timeless quality.

- Ensuring that materials are of a high quality and that they are durable and require minimal maintenance.
- Ensuring that materials and colors are used in a consistent, logical manner that relates to the overall design of the building and surrounding buildings.

Objectives Supported

- Sense of History
- Unique character
- Human scale/comfort
- Quality development

A. Building Materials

1. If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable. If the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g., bricks or blocks, ornamental relief). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

2. The palette of wall materials should be of high quality and consistent with the overall design concept for the building. Using the same or similar high quality wall materials as adjacent or nearby buildings will help maintain and strengthen the downtown's character.

3. Building materials should be highly durable and require only minimal maintenance.

4. Full size brick veneer is preferable to brick tile. Brick veneers should be mortared to give the appearance of structural brick. If brick tile applications are used, they should incorporate wrap-around corner and bullnose pieces to minimize a veneer appearance.

B. Color

Color can dramatically affect the visual appearance of buildings and should be carefully considered in relation to the overall design of the building. Much of the existing color in downtown derives from the primary building finish materials, such as brick, stone, and terra cotta. This should be maintained and strengthened in the development of new and remodeled buildings.

1. The dominant color of buildings should relate to the inherent color of the building's primary finish materials.
2. Colors should visually relate building elements to each other, and also individual facades to each other. The colors chosen for a building façade should relate to neighboring façades.
3. No more than three colors should be used on any given façade. This includes any “natural” colors such as unpainted brick or stone. The three colors constitute the:
   - Primary base color
   - Secondary color
   - Minor trim color
4. A secondary color can be used to give additional emphasis to architectural features such as building bases (like a wainscot), pilasters, cornices, capitals, and bands.
5. If the minor trim is a third color, it should strengthen the color scheme already established by the base and secondary colors. In most cases, when two colors are used on trim, the minor trim color should be a darker shade of the major trim color.
6. Large areas of white color are strongly discouraged. White is the brightest of colors and should be used with careful consideration because of its glare and effect on surrounding buildings.

BUILDING ACCESSORIES

4.03.070

Issues

Building accessories (e.g., awnings, lighting, signs, etc.) play an important role in finishing a building’s overall design and adding visual interest. If they are not properly coordinated with the overall design of the building, they can severely detract from an otherwise well-designed building. The main issue related to building accessories is:

- Ensuring that any accessories added to a building are well integrated with the overall design of the building in an aesthetically pleasing way so that they contribute to a cohesive building design and do not detract from it.

Objectives Supported

- Sense of History
- Human scale/comfort
- Pedestrian orientation
- Quality development

A. Awnings

The use of awnings is encouraged. They provide protection for pedestrians, add interest and color to buildings, and allow placement of pedestrian – oriented signs.

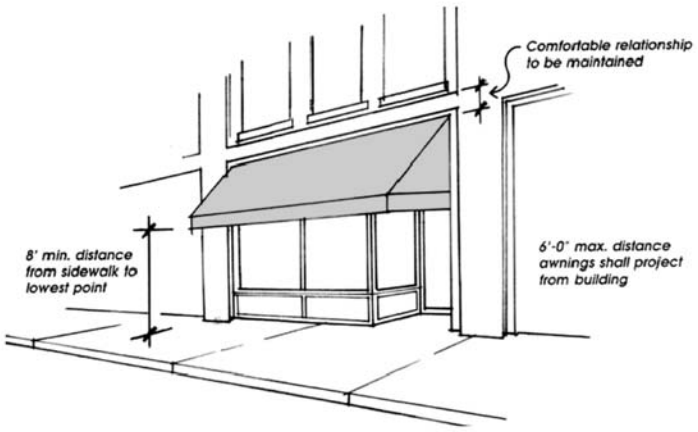
Use awnings to add interest, color, and protection from the elements. These awnings fit well within the building's window and door openings.

1. The design and placement of awnings should be sensitive to the overall façade of the building. Where the façade is divided into distinct bays or sections, awnings should be placed within the elements rather than overlapping them. Awning placement should respond to the scale, proportion, and rhythm created by these elements, and should not cover piers, pilasters, clerestory windows, and other architectural features.

2. When there are several businesses in one building, all awnings should be the same in terms of color, trim, and form. Awnings may have simple signs on the valance to differentiate the individual businesses within the building.

3. Awnings should be of high quality materials (e.g., canvas, acrylic coated canvas, copper, or glass), shall be fire retardant to meet City standards, and be consistent with the overall building design. Aluminum, vinyl, or backlit awnings will generally detract from the quality desired for downtown and are not allowed.

4. The minimum height of awnings should be 8 feet above the sidewalk and should not project more than 6 feet out from the face of the building.



Appropriate awning placement.

B. Lighting

Nighttime illumination is important in creating an interesting and safe downtown environment. In addition, it can serve to highlight building design features, add emphasis to prominent entrances and plazas, and to create an ambiance of vitality and security.

1. Exterior lighting should be designed as part of the overall architectural style of the building. It should relate to the design elements of the building and highlight interesting design features.

2. For safety, identification, and convenience, the entrances of buildings should be well illuminated. The average level of illumination for entryways, arcades, and similar enclosed areas, should be 2 foot-candles.

3. Energy conservation should be an important consideration in lighting plans. Plans should be developed consistent with the latest technical and operational energy conservation concepts.

C. Security grilles

1. The use of scissor-type security grilles on the exterior of a building is prohibited. They communicate a message of high crime and cannot be integrated visually into the design of the building's facade.

2. If security grilles are necessary, they should be placed inside the building behind the window display area at a minimum distance of 2 feet behind the window. If this is not physically possible, grilles can be recessed into pockets in the storefront that completely conceal the grilles when they are retracted.

Avoid the use of security grilles on the exterior of the building.

D. Signs

Refer to Section 6.01, Sign Design Guidelines.

ADDITIONS AND RENOVATIONS

4.03.080

Issues

Adding on to, remodeling, or renovating existing buildings are means of extending a building's useful life. The main issues to consider when altering a building through these processes include:

- Ensuring that the new addition or remodeled/renovated component is consistent with the existing design of the building and not a sharp contrast.
- Ensuring that when buildings are remodeled/renovated, especially older buildings and historically significant buildings, that contributing design details are properly maintained and restored.

Objectives Supported

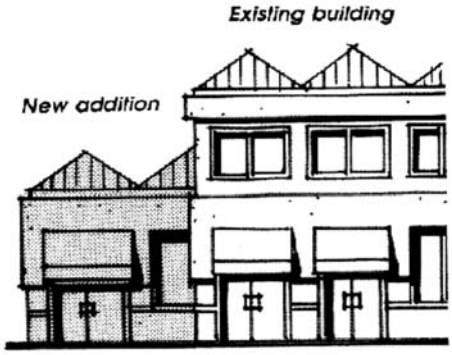
- Sense of History
- Unique character
- Authenticity
- Human scale/comfort
- Pedestrian orientation
- Quality development
- Art and culture

A. Additions to Existing Buildings

1. Additions to existing buildings should be designed to be integrated with the existing structure. The design of a proposed addition should follow the general scale, proportion, massing, and detailing of the original structure, and be harmonious, not a stark contrast.

2. New additions should be interpretations of the existing buildings wherein the main characteristics of the existing building are incorporated using modern construction methods. This may include: the extension of architectural lines from the existing building to the addition; repetition of window and entrance spacing; use of harmonizing colors and materials; and the inclusion of similar architectural details (i.e., window/door trim, lighting fixtures, tile/brick decoration).

3. New additions should be designed so that if the addition were to be removed in the future, the essential form and integrity of the original structure would be unimpaired.



Encouraged addition.

Discouraged addition.

B. Facade Renovation

Buildings are often altered over time in an effort to keep up with changing architectural styles or to remake a tired image. Unfortunately, such changes tend to produce a gradual erosion of the original character of the downtown. Restoration of buildings that have been substantially or carelessly altered is strongly encouraged and should follow the guidelines below. Historically significant buildings should follow *The Secretary of the Interior's Standards for Rehabilitation Guidelines for Rehabilitating Historic Buildings,* published by the U.S. Department of the Interior, National Park Service (see page 3.02 - 36), or as amended.

Example of restored cornice detail.

1. **Respect the Original Design.** Buildings should be recognized as products of their own time and should not incorporate alternations that create an appearance unrelated to the original design of the building. Building design represents the philosophy and technology of a specific time. Rehabilitating a building should not strive to create a preconceived concept of a historic style but should reuse the existing materials and design to the greatest extent possible.

2. **Retain and Restore Significant Elements.** Distinctive stylistic features that exemplify the style should be uncovered, retained and restored. If restoration is not possible or feasible due to damage or deterioration, original elements of design that define the style should be recreated. In the event that previous renovations have covered these elements, they should be uncovered and repaired as necessary.

The significant design elements and materials on this building have been retained.

3. **Replace Damaged or Lost Features.** Damaged architectural features should be repaired rather than replaced whenever possible. Patching and splicing should be performed when possible rather than replacement. If replacement is necessary, the new materials should match the original material being replaced in terms of color, texture, and other important design features. Replacement of historic elements should be made with the original material when possible, but when necessary, substitution may be made if the substitute materials convey the visual appearance of the original feature.

   When an entire feature is missing, it should be replaced by researching historic plans or photographs. If accurate data is not available, a new design that is compatible with the remaining features of the building may be used. This newly created element should be designed to work with the size, scale, and material of the entire building.

4. **Minimize Alterations.** When alterations to an older building are necessary to ensure its continued use, these changes should not alter, obscure, or destroy significant architectural features, design details, or materials. Façade changes should be considered only after closely evaluating alternate means of achieving the same end.

5. **Removal of Elements Inconsistent with Original Façade**. Existing building elements incompatible with the original façade should be removed. These include: security grilles, overdone exterior embellishments, and modernized façades using such elements as metal canopies and bright aluminum doors and windows. The façade should then be restored to reflect its original appearance. The remodeling/restoration should stress the conservation of the stylistic features of the original building.

6. **Repair and Cleaning.** Surface cleaning of original building materials should be undertaken with the gentlest means possible. Sandblasting and other harsh cleaning methods that may damage building materials should not be undertaken. Waterproofing and graffiti proofing sealers should be applied after cleaning and repair.

C. Seismic Retrofitting

1. Where structural improvements for seismic retrofitting affect a building's exterior, such improvements should be done with care and consideration for the impact on appearance of the building. Where possible, such work should be concealed. Where this is not possible, the improvements should be planned to carefully integrate into the existing building design.

2. Seismic structural upgrading should be conducted at the interior of the building if possible unless the structural elements blend into the architecture of the façade.

3. Shear walls should not be introduced into the storefront where display areas currently exist.

SECTION 4.04

STOCKTON CHANNEL AREA DESIGN GUIDELINES

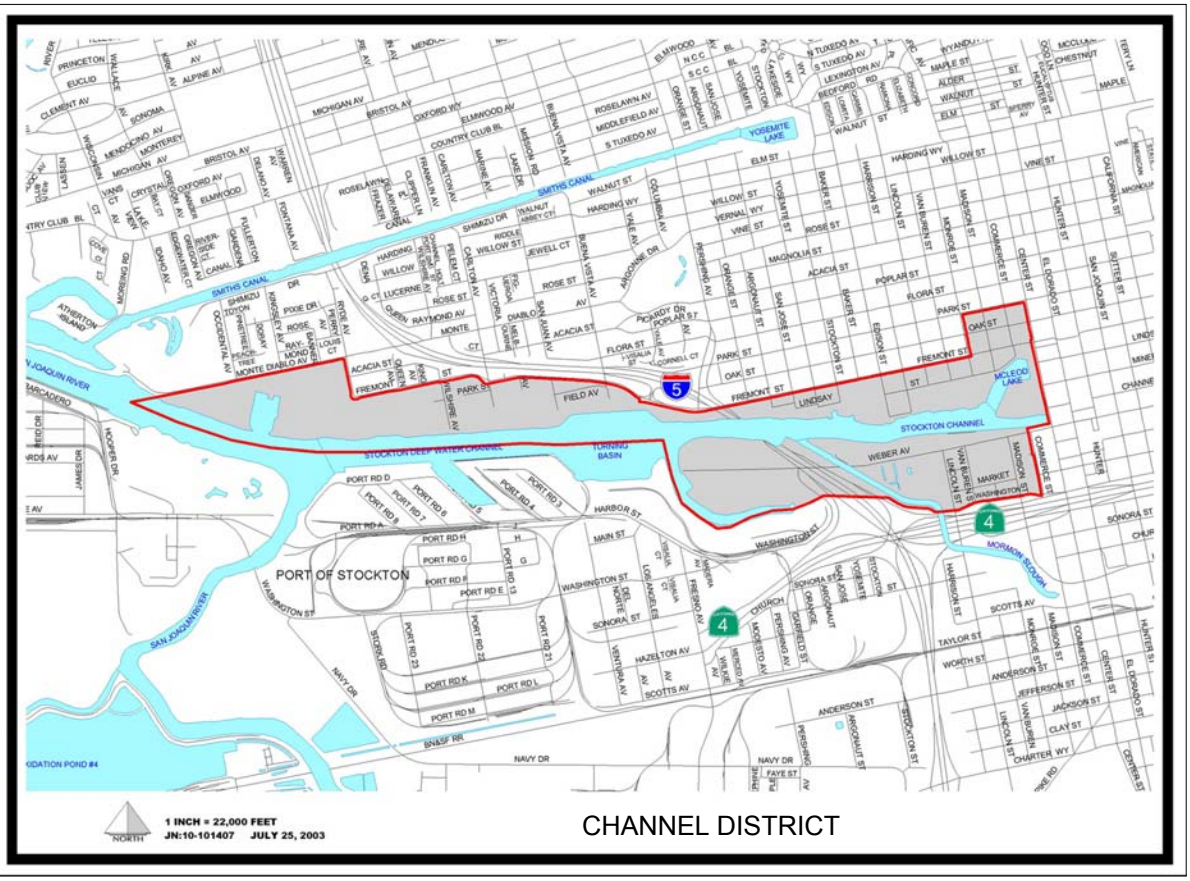
INTRODUCTION

4.04.010

The Channel area is generally defined as the section of the City surrounding the Stockton Channel (see map on following page). A variety of efforts have been undertaken over the years to develop plans for the area, including the *Development Plan for the Stockton Channel* (1974), the *Stockton Waterfront Revival Task Force* (1996), and the *Waterfront Promenade and Marina Development Project* (2001). Many of the recommendations in these plans have been successfully implemented, such as the Weber Point Events Center, Dean DiCarli Waterfront Square, and Waterfront Warehouse retail project.

The success of the waterfront development projects combined with the location appeal of the properties within the Channel area and the significant public investment in a future waterfront promenade system, present a unique opportunity for the integration of public and private uses. The City views the Channel area as one of its greatest assets; as such, it warrants the special design and development consideration found in this section.

The focus of the channel area design guidelines is the primarily underdeveloped North and South Shores of the Channel. The North Shore area separates the active waterfront from the residential/mixed use neighborhood to the north and is visually connected to both Weber Point and the South Shore. The North Shore is envisioned as a mixed use neighborhood that could accommodate multi-family residential, live-work units, multi-use arena, ballpark, hotel, retail shops, restaurants, offices, and recreational uses. The South Shore offers opportunities for mixed use redevelopment and infill projects at the edge of the Channel. The area just to the south of this area is envisioned as a combination of housing, cultural, and recreational uses, and open space.



CHANNEL DISTRICT

APPLICABILITY

4.04.020

The special design guidelines in this section apply to new development, redevelopment, and remodeling – commercial, industrial, mixed use, residential, and public facilities – in the North and South Shore areas of the Stockton waterfront. Applicants should also refer to other sections in this manual for basic design guidance not addressed in this special section (e.g. a proposed commercial development should also refer to Section 4.01: General Commercial Design Guidelines, a proposed new multi-family building should also refer to Section 3.03: Multi-Family Residential Developments). The Channel Area is also covered by the Channel Area (-CHA) Overlay District in the Stockton Development Code. Refer to Article 2 for regulations and Article 8 for definitions. The boundaries of the Channel area are shown on the map above.

GENERAL DESIGN OBJECTIVES

4.04.030

The Channel area possesses great potential to serve as a vibrant residential and commercial district in the City of Stockton. To help achieve this goal, the design guidelines provided in the section are based on the following objectives.

- **Waterfront Character** – Maintain a character of development consistent with that of an active waterfront environment. Ensure that new development and redevelopment of existing structures preserves and enhances the maritime character of the Channel area and honors its waterfront heritage. Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes.
- **Preserve Significant Structures** – Preserve and enhance historical and other existing structures that contribute to and strengthen the Channel's maritime character, specifically the Stockton Ironworks, Waterfront Warehouse, Sperry Building, Colberg Boat Works, and Stockton Wheel.
- **Waterfront Orientation** – Encourage proposed uses to develop a strong orientation to the waterfront. View the waterfront as the Channel area's "front yard" and place active outdoor pedestrian areas adjacent to the waterfront while also maintaining active, public frontages along adjacent streets.
- **Pedestrian Orientation and Scale** – Establish effective pedestrian linkages between all uses and the waterfront promenade. Limit the height and bulk of buildings adjacent to the waterfront to maintain a sense of pedestrian scale.
- **Protect Views to the Channel** – Enhance visual connections to the waterfront through the provision of view corridors.
- **Mix of Uses** – Encourage a vital mix of residential, retail, entertainment, recreational, cultural, office, and light industrial uses within the Channel area.
- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of the Channel Area, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality, durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) relate to the waterfront, and complements surrounding uses through appropriate site planning, architectural design, and pedestrian linkages. Ensure that new development is architecturally compatible with the design theme of the Channel Area and is aesthetically pleasing when

viewed from adjacent properties, streets, freeways, and especially the Channel.

- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout oriented to the waterfront.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.

SITE PLANNING

4.04.040

Issues

Site planning for the Channel area considers how the various components of a development (i.e., buildings, circulation, parking, open space, etc.) relate to the waterfront, adjacent streets, and existing development. It also considers how the various components of the project relate to each other within the overall development site. The main issues related to site planning include:

- Ensuring that new development has the appropriate relationship to the waterfront, pedestrian promenade, and street taking into consideration the context of existing surrounding development.
- Ensuring that the arrangement of onsite facilities has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetic, and promotes a strong pedestrian orientation.
- Ensuring that views to the Channel and waterfront are preserved and enhanced as new development occurs.

Objectives Supported

- Waterfront orientation
- Pedestrian orientation and scale
- Protect views to the Channel
- Quality development
- Compatibility with surrounding uses
- Functional site arrangement

- Safe/convenient circulation and parking

A. Building Orientation

1. Buildings should be oriented toward the waterfront and public rights-of-way (i.e., streets and promenades) and placed close to pedestrian movement areas.

2. Buildings should be oriented to make optimal use and views of the waterfront setting. However, facades that face the street should not be ignored and should receive appropriate architectural design detail.

3. Service and storage areas should not be placed adjacent to the street where they may be difficult to screen. Interesting street facades should be maintained.

The provision of outdoor dining areas is strongly encouraged.

4. Site design that includes pedestrian plazas and courtyards between buildings and between the promenade and buildings are encouraged.

5. Pedestrian connections should be created between the street and water's edge and between the water's edge and parking areas.

B. Parking and Circulation

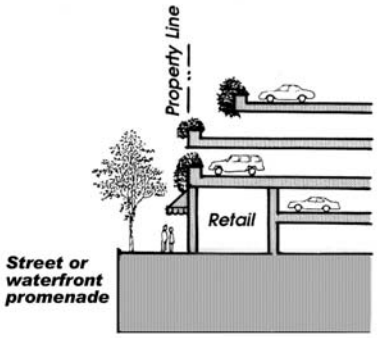
1. Parking lots and/or parking structures should not front on the water's edge. The waterfront environment should be preserved and enhanced for the enjoyment of the public.

2. Large parking lots or parking structures that block access of the waterfront are strongly discouraged.

3. Parking lots should be designed to complement their surroundings, from both street level and elevated vantage points (e.g., buildings and freeways) with significant landscaping located throughout the parking lot area.

4. Parking structures should be designed with materials, colors, and architectural articulation that provides compatibility with adjacent buildings and Channel environment.

5. Active, pedestrian-oriented uses at the ground level are encouraged adjacent to streets and waterfront promenade. Ground level parking should not front on these areas. Refer to Section 4.02.090 for additional guidelines regarding parking structures.



Incorporate retail or other compatible uses on ground floor whenever possible.

C. Landscaping and Amenities

1. Landscaped open spaces should be provided around all buildings on parcels abutting the waterfront edge to provide opportunities for social activities and views of the waterfront.

2. Landscaped buffers should be provided between residential neighborhoods and more intense commercial and light industrial uses.

3. Pedestrian-scaled lighting, benches, fountains, trees, trash receptacles, and other amenities are encouraged and should conform or be compatible with designs approved by the City for the Stockton Waterfront Promenade.

ARCHITECTURE

4.04.050

Issues

The architectural design of buildings in the Channel area must consider many variables from the functional use of the building, to its "fit" within the context of existing development, to its relationship to the waterfront. The main issues related to architectural design in the Channel area include:

- Ensuring that the architectural design of new and renovated buildings promotes a maritime theme.
- Ensuring that existing buildings, which contribute to the Channel's maritime character, are preserved and enhanced.
- Ensuring that the mass and scale of new buildings fit within the context of surrounding development, does not sharply contrast with or dominate other development in the area, and does not block significant views to the Channel.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades, and providing for the proper screening of equipment and refuse areas, especially adjacent to the waterfront and nearby streets.

Objectives Supported

- Waterfront character
- Waterfront orientation
- Pedestrian orientation and scale
- Protect views to the Channel
- Quality development
- Compatibility with surrounding uses

A. Existing Architectural Character

The architectural character of the Channel area is a mix of both industrial and maritime building styles, including materials and design details of brick, corrugated metal, wood, and heavy timbers. New construction and redevelopment should refer to and reinforce the importance of the waterfront along the Channel.

B. Building Scale, Massing, and Articulation

Maintaining the appropriate building scale, massing, and attention to simple details are important to creating a rich and vibrant waterfront environment. This can be accomplished as follows:

1. Incorporate simple modulation of building elevations and roofscapes

Desired waterfront architectural character.

2. Sloped or shed roofs are encouraged where appropriate

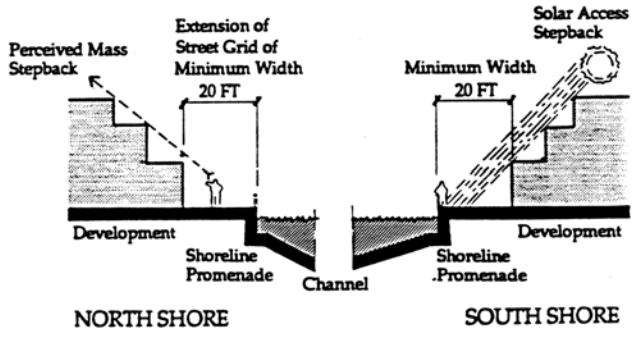
3. Architectural treatment should be consistent on all sides visible from the street, pedestrian ways, and the waterfront. There should be no blank walls facing any of these areas.

4. Multiple buildings on a single site should be designed to create strong visual relationships. Waterfront development should take into account the relationship of adjacent buildings in terms of height, materials, scale, and architecture.

5. The size and character of proposed projects should relate to the functions of adjacent streets and pedestrian linkages. Upper stories of buildings should step back from pedestrian areas.

6. New construction should respect the prominence of downtown and downtown structures. New buildings should begin to step down at points immediately adjacent to downtown. Taller, larger-scale buildings may again be appropriate at the western end of the Channel.

7. Height limits should be controlled to allow solar access to existing or proposed parks or open space features. The two locations are south of the Channel Promenade and the sites south of the plaza on the north side of Weber between Center and El Dorado. Solar access is defined as providing sunlight to 50 percent of public open space including the Shoreline Promenade and sidewalk surrounding the park or plaza between 12:00 noon and 1:00 p.m. on the equinoxes.



C. Building Materials

Building materials that are consistent with the waterfront character of the Channel area are preferred. These include:

- Brick
- Wood
- Masonry
- Metal

D. Design Details

Encourage design details consistent with a waterfront and conducive to pedestrian activity, such as the following:

1. Use of special materials and unique details (canvas awnings, metal brow canopies, and lights attached to buildings) should be encouraged at a height that defines the first floor.

2. Details reminiscent of waterfront buildings should be encouraged (double-hung wood doors and windows, multi-paned windows, heavy timbers, ghost signs painted directly on building surfaces, external iron staircases, etc.)

3. Roof-mounted equipment should be screened from view from adjacent streets, properties and pedestrian areas. Special attention should be given to buildings whose roofs are viewed from higher elevations. Integrate roof-mounted equipment into the design of the roof.

Appropriate waterfront design details

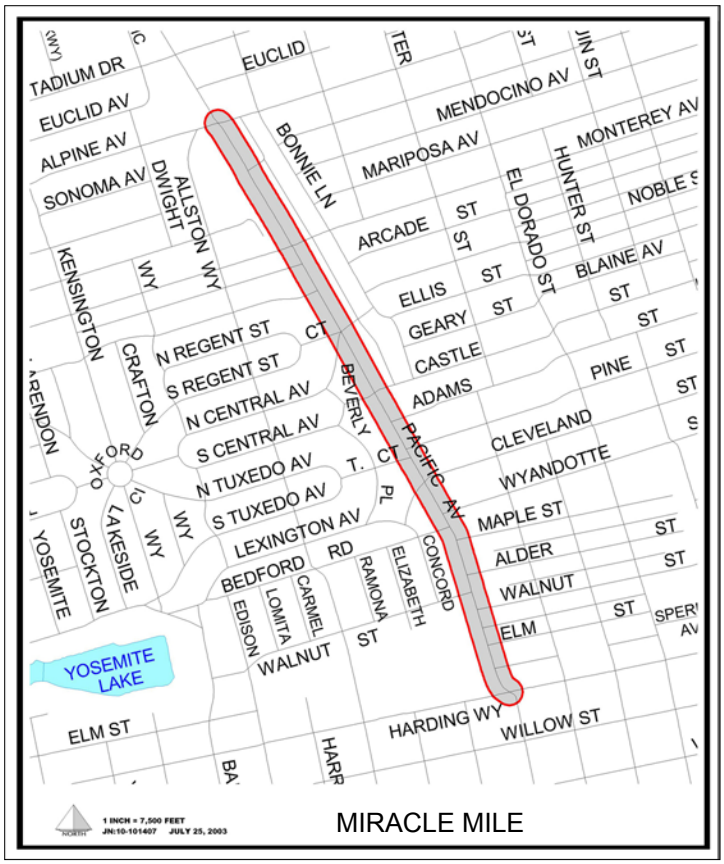
SECTION 4.05

MIRACLE MILE DESIGN GUIDELINES

INTRODUCTION

4.05.010

This section provides design guidelines for Stockton's Miracle Mile commercial district as shown in the map below. The Miracle Mile is a unique commercial district that functions very much as a small downtown. The main street, Pacific Avenue, is lined with buildings that are oriented to the sidewalk, which promotes a very pedestrian-friendly character to the district. Buildings are one and two-story which also helps to maintain the desired pedestrian scale of the street. The intent of the design guidelines in this section is to maintain the small town, pedestrian-oriented character of the Miracle Mile District by ensuring that new and remodeled projects contribute to and are compatible with the existing pattern of development.



APPLICABILITY

4.05.020

The design guidelines in this section are applicable to projects within the Miracle Mile District as shown in the map above. The boundaries of the district are formed by the rear and side property lines of commercially zoned properties fronting on Pacific Avenue and intervening side streets between Alpine Avenue to the north and Harding Way to the south.

The guidelines apply to the following types of projects:

- Development of new buildings
- Additions to existing buildings
- Exterior remodeling/rehabilitation of existing buildings
- New signs and awnings

HOW TO USE THIS SECTION

4.05.030

The design guidelines in this section pertain specifically to the Miracle Mile District and are to be used in conjunction with the more general design guidelines in Section 4.01 of this chapter, General Commercial Design Guidelines and Section 4.02 (Special Commercial Use Design Guidelines). Proponents of projects located in the Miracle Mile District should first consult the guidelines in this section to establish the basic framework of the project in terms of building orientation, parking location, and building mass and scale. The general design guidelines in Section 4.01 will be helpful in shaping the design of different site elements such as landscaping, lighting, parking, screening, and public safety. The design guidelines in Section 4.02 will provide guidance for the design of specific types of uses, including the conversion of houses to nonresidential uses. In the case of a conflict, the guidelines in this section shall apply.

GENERAL DESIGN OBJECTIVES

4.05.040

The design guidelines for the Miracle Mile District are formulated to help achieve the following key objectives.

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high

quality/durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.

- **Small Town Character** – Preserve the existing small-scale character of the Miracle Mile and a strong sense of visual continuity along street frontages. Maintain a scale of development that people can relate to and feel comfortable in through the appropriate use of design details and human-scaled materials.

- **Pedestrian Orientation** – Maintain and enhance the pedestrian character of the Miracle Mile. Provide pedestrian-scaled storefronts and avoid blank walls in pedestrian areas.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties and streets.
- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes. Provide high quality and visually interesting roof designs consistent with the overall design of the building and surrounding quality development.
- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.

SITE ORGANIZATION AND PARKING

4.05.050

Issues

Site planning and parking issues are concerned with how the various components of a development (i.e., buildings, circulation, parking, open space, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the development site. The main issues related to site planning and parking include:

- Ensuring the new development has the appropriate relationship to the street given the existing pedestrian orientation of the Miracle Mile.
- Ensuring that new development takes into account its relationship to and interface with surrounding existing development, especially residential uses.
- Ensuring that the arrangement of onsite facilities has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetically pleasing.

Objectives Supported

- Quality development
- Small town character
- Pedestrian orientation
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation

A. Building and Facilities Location

1. New buildings in the Miracle Mile District should be built to the property lines adjoining streets to form a continuous line of active building fronts. The exception to this guideline is house conversions

2. Portions of a building's façade may be set back to provide areas for plazas, pedestrian areas, outdoor eating spaces, and landscaped areas. Such areas should be provided with outdoor furniture and amenities appropriate for the space. Parking is not allowed between any buildings and public sidewalk.

Setting back a building's front façade provides outdoor space for dining.

3. The provision of corner setbacks and cutoffs is strongly encouraged to facilitate pedestrian movement, provide better visibility for drivers and accent corner buildings. The use of angled or sculpted building corners and the provision of plaza areas at street corners is encouraged.

4. The main pedestrian entrance should be located on the front of the building facing the street. Secondary entrances that face a parking lot, side street, or alley are encouraged.

5. Parking lots should be located to the rear of buildings on Pacific Avenue and to the rear or side of buildings on other streets whenever possible.

6. Parking lots are required to incorporate landscaped screening at their street periphery in compliance with the Development Code (Development Standards for Off-Street Parking). Parking lots should be screened from view at their periphery utilizing non-deciduous (evergreen) trees at one tree per 30 lineal feet at a minimum 15 gallon container size and one of the following alternatives:

   a. Utilize a maximum 30-inch high dense evergreen hedge; or

   b. Utilize a maximum 30-inch high decorative masonry wall with landscaped berm.

7. Screen walls or landscaping should not be located where they block the sight lines of drivers entering or leaving the site.

8. Driveways should be shared with adjacent uses whenever possible and the number of driveways along Pacific Avenue should be limited. Preferred access is from side streets provided that such access is not adjacent to or opposite from residential uses.

The Miracle Mile maintains a very strong pedestrian orientation and scale.

B. Interfaces

1. Adjacent residential and nonresidential uses should be buffered as necessary to maintain a livable residential environment in compliance with requirements of the Development Code (Screening and Buffering). This may be accomplished by the provision of masonry walls, dense landscaping, building orientation, and limitations on activities adjacent to residential uses.

2. Loading areas, access and circulation driveways, trash enclosures, storage areas, and rooftop equipment should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects.

3. Parking lots for commercial uses should not take access from a predominantly residential street unless no other alternative is available.

4. To protect residential privacy and reduce the visual mass of commercial buildings adjoining a residential use, the commercial building should be set back an additional distance in compliance with the Development Code.

5. The orientation of windows in buildings adjacent to residential uses should preclude a direct line of sight into residential properties.

ARCHITECTURAL FORM AND DETAILING

4.05.060

Issues

The architectural design of a structure must consider many variables from the functional use of the building, to its aesthetic design, to its "fit" within the context of existing development. The main issues related to architectural design in the Miracle Mile area include:

Typical scale of Miracle Mile buildings.

- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades, and providing for the proper screening of equipment and trash enclosures areas.
- Ensuring a harmonious relationship between new and remodeled buildings and the Miracle Mile's overall design framework.
- Ensuring that buildings maintain a "small town" pedestrian scale and orientation at the ground floor level.

Objectives Supported

- Quality development
- Small town character
- Pedestrian orientation
- Compatibility with surrounding uses
- Architectural character

All elements of a building should relate logically to each other, as well as to surrounding buildings. This is critical in the Miracle Mile District because of its small-scale development and pedestrian orientation.

A. In general, buildings are encouraged to contain the three traditional parts: a base, a mid section, and a top. However, for small scale, low rise buildings, as encouraged in the Miracle Mile District, the different parts may be expressed through detailing at the base and cornice line or parapet.

B. New and remodeled buildings in the Miracle Mile District should reflect the predominant scale and volumes of existing buildings in the area. For larger buildings this can be accomplished by repeating the storefront modules and bay widths of existing buildings.

The apparent width of new buildings should replicate the existing pattern of the area (i.e., approximately 20 to 30 feet).

C. Transitions between existing and new buildings should be gradual. The height and mass of new buildings should not create abrupt changes from those of existing buildings.

D. Because of the Miracle Mile District's existing small-scale development, consistency of scale, proportion, and details is very important. The scale of new buildings should be compatible with adjacent buildings. Care should be taken to achieve compatibility next to small-scale buildings using techniques such as limited size, building articulation, storefront detailing, and shadow patterns.

E. Because of the Miracle Mile District's unique character, franchise architecture is discouraged. New buildings should be designed to relate to the pedestrian sidewalk with building elevations consistent with the character of the District as a whole. Architectural gimmicks, such as roof lights, distinctive roof shapes, etc., that sacrifice the integrity of a streetscape to promote a single structure should be avoided.

F. Buildings should be designed with windows or other openings along street frontages to permit views into active spaces or display spaces. Blank walls adjacent to the public sidewalk are strongly discouraged.

G. Clear glass, rather than tinted glass, should be used for windows on the ground floor to allow increased visibility of the interior.

H. The height of the wall portion below the display window (bulkhead) should not exceed about 40 inches, and lower heights are encouraged.

USE OF MATERIAL AND COLOR

4.05.070

Refer to Section 4.03, Downtown Commercial Guidelines.

BUILDING ACCESSORIES

4.05.080

Refer to Section 4.03, Downtown Commercial Guidelines.

ADDITIONS AND RENOVATION

4.05.090

Refer to Section 4.03, Downtown Commercial Guidelines.

LANDSCAPING

4.05.100

Issues

Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade, and increasing the overall aesthetic appeal of an area. Since the Miracle Mile has only limited opportunities for landscaping, the main issues related to landscaping include:

- Ensuring that landscaping (including site furniture and paving) is considered in the overall project design scheme and that landscaping is provided whenever feasible.
- Ensuring that landscape materials are selected for their ability to adapt to Stockton's climate and for their ease of maintenance.

Objectives Supported

- Quality development
- Small town character
- Pedestrian orientation

The Miracle Mile District has limited opportunities for large landscaped areas because buildings are usually built to the property lines, thus covering most of the site. However, when opportunities do exist, landscaping is strongly encouraged.

A. The following are some options for existing buildings:

1. Planters under display windows and around outdoor dining areas
2. Window boxes
3. Potted plants near entries
4. Hanging baskets and sconces

Good examples of small planters adjacent to sidewalk.

B. For new buildings, small landscaped areas or movable planters/containers are encouraged in front of the building adjacent to the sidewalk and near the main entrance.

C. Buildings at corner locations should consider cutting back the corner of the building to provide outdoor plazas and landscaped open space.

SECTION 4.06

FREEWAY CORRIDOR DESIGN GUIDELINES

INTRODUCTION

4.06.010

Stockton is bisected by two major north/south freeways (I-5 and SR-99) and the Crosstown Freeway. The I-5 and SR-99 freeways serve as major entry points to the City and provide visitors and residents alike with a good overview of City due to their elevated heights, especially I-5 and the Crosstown Freeway.

From their elevated vantage point, motorists are afforded views of the City that help frame their overall understanding and impression of the area. To many people their first, and perhaps last, visual image of the City is created by these first impressions. It is important to the City that its main regional entry points and view corridors present a good overall visual impression. The corridors and the land uses and structures along them should be well designed and should include features that help eliminate or substantially reduce any negative visual impacts.

This section provides general design guidelines for land uses adjacent to freeways and their associated interchanges and on/off ramps with the intent of creating a positive visual environment within these important image-making corridors.

APPLICABILITY

4.06.020

The design guidelines in this section are applicable to all projects throughout the City that are visible from any of the City's three freeways and their associated interchange and on/off ramps.

GENERAL DESIGN OBJECTIVES

4.06.030

The design guidelines for freeway corridors are based on the following objectives.

- **Freeways as City Gateways** – Ensure that Stockton's regional entry points provide motorists with pleasing vistas of the City, especially at its key gateways. Encourage "landmark" architectural statements along freeway entries to the City.
- **Protect Significant Views** – Protect views of the channel area and downtown from adjacent freeways.
- **Enhance Views** – Eliminate or substantially reduce any potentially negative visual impacts of development adjacent to freeways through appropriate mitigation measures.
- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality/durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes. Provide high quality and visually interesting roof designs consistent with the overall design of the building and surrounding quality development.

DESIGN GUIDELINES

4.06.040

Issues

The elevated portions of freeways, interchanges, and on/off ramps afford motorists many views of the City. Some are inspiring, such as views of the Channel area and downtown's tall, prestigious buildings, while other views, such as disorganized storage and equipment areas, and dilapidated structures offer a less appealing view of the City. The main issues related to views from the City's freeway corridors include:

- Ensuring that potentially negative visual impacts are mitigated through appropriate design techniques.
- Ensuring that development adjacent to freeways, including on/off ramps is of the highest quality.
- Ensuring that views to the Channel area and downtown are protected and enhanced where possible.
- Ensuring that developments along freeways at regional entry gateways to the City achieve exemplary design quality.

Objectives Supported

- Freeways as gateways
- Protect significant views
- Enhance views
- Quality development
- Architectural character

A. City Gateways

Stockton's two major freeways (I-5 and SR-99) serve as regional entry points to the City. As visitors enter the City, their first impressions of what lies ahead are often formed at these important gateways. The City considers the visual impressions created by the physical appearance of these gateway areas to be very important in providing an appropriate positive image for Stockton. For this reason, the City's expectations for its gateway areas are one of high quality design and for buildings that create landmark architectural statements.

The City's freeway corridor gateways are considered to be those areas within one-quarter mile of the following intersections:

- I-5 and Eight Mile Road
- SR99 and Eight Mile Road
- I-5 and French Camp Road
- SR99 and Arch Road

Additionally, the intersections of I-5 and SR99 with SR4 are also considered gateways to the City.

Within these areas, the City encourages and expects superior quality architectural design that establishes a strong entry statement and a positive image for the City.

- Developments within gateway areas should exhibit the following characteristics:

- Well-articulated buildings with a high degree of architectural detail on the freeway frontage. Buildings should not turn their backs to the freeways
- Vertical elements (e.g., clock tower) that create points of visual interest when viewed from the freeways
- Roof designs that are visually interesting and designed to completely screen all roof-top equipment from freeway views
- Use of high quality materials

- Extensive use of landscaping and open space
- Well-designed site layouts that place uses with potentially negative visual impacts away from the freeway frontage

B. Site Organization and Screening

1. The overall site design of a project should consider the project's visibility from nearby freeways, including on/off ramps, and should arrange areas with potentially negative visual impacts, such as outside storage and service or loading areas so that they are screened from view by buildings.

2. In areas where outdoor storage is allowed, including residential areas, the storage of materials should be organized in a neat, orderly manner and screened from view to the greatest extent feasible.

3. When it is necessary to turn the backs of buildings toward an adjacent freeway or on/off ramp, areas provided for storage, trash enclosures storage, utilities, and loading should be adequately screened with walls, overhead structures, and significant landscaping to screen their view from the freeway or on/off ramp.

4. Outdoor sales/storage areas such as those associated with warehouse-type commercial businesses should be screened from view from adjacent freeways and ramps.

5. Roof mounted equipment is required to be screened from public view in compliance with requirements of the Development Code (Screening and Buffering). In cases where buildings are located near elevated freeways and roof mounted equipment may, therefore, be more visible, such equipment should be relocated or provided with appropriate screening so that it is not visible from the freeway. The design of screening devises should consider the following:

    a. Architectural screens should be an extension of the development's architectural character.

    b. Screen walls should be constructed of low maintenance and durable materials, which are consistent with the main building's materials.

C. Building Design

When buildings back up to and are visible from freeways or on/off ramps, extra care should be taken to provide wall and roofline articulation and architectural detailing so that all sides of the building create visual interest.

D. Landscaping

Extensive landscaping should be provided at the perimeter of the project, adjacent to the freeway or on/off ramps to effectively screen nonpublic portions of the project. The use of tall, evergreen trees is encouraged.

E. Blockage of Significant Views

Stockton's elevated freeways afford motorists significant views of the Channel Area, port, and downtown. When new buildings are proposed that may potentially impact these views, consideration should be given to alternative ways of developing the project that will protect or enhance existing views.

This may be accomplished by:

- Reducing the height of buildings;
- Dividing a project into multiple, smaller buildings; and/or
- Providing view corridors through the project.

CHAPTER 5

BUSINESS PARK AND INDUSTRIAL

SECTIONS

5.00 - Introduction

5.01 - Business Park Design Guidelines

5.02 - Industrial and Warehouse Design Guidelines

INTRODUCTION 5.00

CONTENT OF CHAPTERS

5.00.010

The Business Park and Industrial Design Guidelines Chapter contains general design criteria for all business park and industrial-type uses and structures throughout the City. This Chapter is divided into two sections.

Section 1 – Business Park – contains design criteria for projects that are developed with multiple buildings in a comprehensively designed, well-landscaped setting. Uses in business parks typically range from purely office, with a small amount of accessory storage to light manufacturing, assembly, and warehousing facilities with a relatively small amount of associated office space.

Section 2 – Industrial and Warehouse – contains design criteria for more purely industrial manufacturing uses and also includes large warehouse and shipping uses.

HOW TO USE THIS CHAPTER

5.00.020

Project proponents should first determine which of the above project types (i.e., Business Park or Industrial and Warehouse) best describes their proposed project. Following that determination, all that is required is to follow the design guidelines provided in the appropriate section, as well as other related sections (e.g., signs).

SECTION 5.01

BUSINESS PARK DESIGN GUIDELINES

INTRODUCTION

5.01.010

This section provides design guidelines for projects containing multiple buildings in a comprehensively planned, park-like setting, as well as individual buildings of office and light industrial use. The guidelines seek to achieve well-planned, quality designed office and light industrial development; ensure compatibility between new industrial development and the existing built environment; and create business parks with minimal negative impacts on surrounding land uses, especially residential.

APPLICABILITY

5.01.020

The design guidelines in this section are applicable to all new business park developments as well as additions to and exterior remodeling of existing business park buildings that are visible from a public right-of-way.

GENERAL DESIGN OBJECTIVES

5.01.030

The design guidelines for business parks are based on a variety of specific objectives that establish the basis for the guidelines. The design guidelines in this section are intended to implement the following objectives

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality, durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of on-site facilities.
- **Coherent Development** – Ensure that the overall design of the business park results in a coherent development with a uniformity in

the arrangement of building sites, circulation routes, and the provision of common design elements throughout the park.

- **Functional Site Arrangement** – Ensure that the arrangement of on-site facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses, especially residential uses. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties, streets, and freeways.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes along street frontages.
- **Landscape Emphasis** – Encourage the extensive use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, use water efficiently, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash storage enclosures, parking areas, etc.).
- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking lots, landscaping, and lighting.

SITE PLANNING

5.01.040

Issue

Site planning considers how the various components of a development (e.g., buildings, circulation, parking, open space, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the business park development site. The main issues related to site planning include:

- Ensuring that the arrangement of on-site facilities (e.g., buildings, circulation, parking, open space, etc.) has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetically pleasing.

- Ensuring that new development has the appropriate relationship to the street given the context of surrounding development.
- Ensuring that new development takes into account its interface with surrounding existing development, especially residential uses and does not negatively impact such uses.
- Ensuring that new development has an aesthetically pleasing appearance when viewed from adjacent streets and freeways.

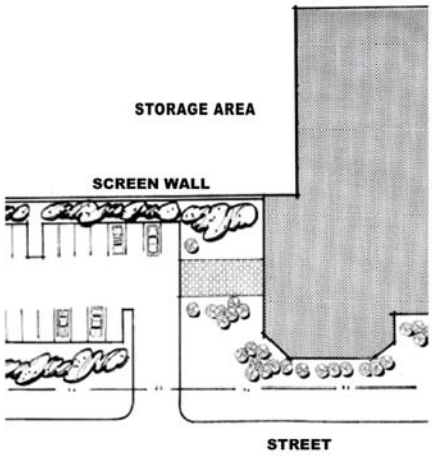
Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safety

A. Building and Facilities Location

1. The arrangement of buildings, circulation, parking, and open space should reflect a well-organized character that emphasizes pedestrian connections and landscaped open space in a campus, park-like setting.

2. Outdoor storage/work areas and loading areas should be located to the rear or side of the building and screened from view from adjacent rights-of-way, including freeways.



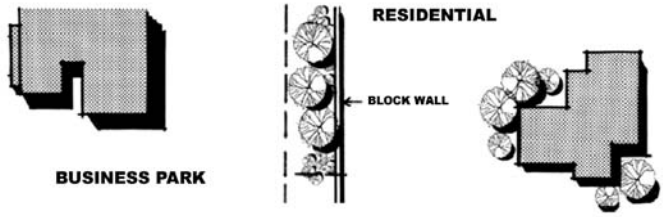
Locate outdoor storage areas to the rear of the site and provide appropriate screening.

Landscaping and wing-wall screen loading area.

3. Screening should consist of dense landscape materials and/or decorative masonry walls that are compatible with the architectural design and color of the on-site buildings.

4. Limited short-term parking may be provided at the front of the building to accommodate visitors; however, the majority of the on-site parking should be located to the side and/or rear of the building(s).

5. Residential uses should be buffered from business park development in compliance with requirements of the Development Code (Screening and Buffering). Intensified landscaping, increased setbacks, decreased building heights, and appropriate building location should be utilized as a means of providing adequate separation between potentially incompatible land uses.



Provide increased landscaped setbacks to buffer potentially incompatible uses.

B. Site Access

1. Access to each development site should be clearly visible to pedestrians and motorists. Entry drives should be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs).

Provide boulevard-style entrances with significant landscape improvements at main business park entries.

2. Access to adjacent streets should be reduced through the use of frontage roads and shared driveways in order to minimize the points of potential vehicle conflict.

3. Pedestrian site access should be incorporated into the overall design of the project. Safe and convenient pedestrian access should be provided between building entrances, parking areas, and public sidewalks.

4. Pedestrian paths should be designed to invite strolling and walking in addition to providing basic access.

Pedestrian walkways should be safe, convenient, and visually attractive to encourage walking.

C. Open Space and Amenities

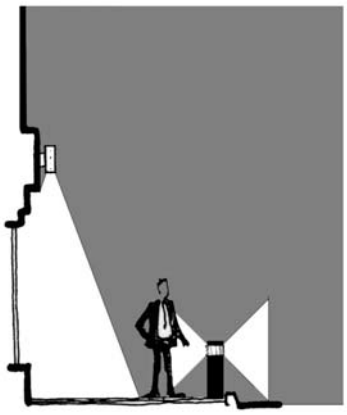
1. Buildings should be arranged to create opportunities for open space amenities such as plazas, courtyards, outdoor eating areas, and recreation areas.

2. Business park developments are encouraged to provide recreational facilities such as jogging trails, bicycle paths, game courts, (e.g., tennis, volleyball) gymnasiums, etc. If a regional or sub-regional trail/path system is nearby, jogging and bicycle paths within the business park should be interconnected.

The provision of useable outdoor space is encouraged.

D. Site Elements

1. Lighting



Provide appropriate lighting for security and safety

a. The design and location of lighting fixtures should preclude direct glare onto adjoining property and streets in compliance with the Development Code (Light and Glare). Illumination devices should be installed, directed, and shielded to confine light rays within the property.

b. Lighting (e.g., illumination level, height, location, number) should be designed to enhance security. Site and building entries and walkways should be well-illuminated to increase visibility.

2. Walls and Fences

   a. The colors, materials, and appearance of walls and fences, including walls for screening purposes, should be compatible with the overall design character/style of the development.

   b. Landscaping should be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.

   c. Adjacent to streets, security fencing should consist of wrought iron, tubular steel, or similar material supported by masonry piers. The use of chain-link fence material is not allowed.

Use vines on walls to deter graffiti.

3. Trash Enclosure

   a. Trash enclosure areas should be located at the rear of the development and screened from public view in compliance with the Development Code. (Solid Waste/Recyclable Materials Storage).

Locate trash storage areas at rear of the development where additional screening may not be necessary.

When trash storage areas are visible to the general public, they should be screened with decorative masonry walls, roof structures, and landscaping.

   b. If trash storage areas cannot be located out of public view, the design of trash storage areas should incorporate architectural screening elements and landscaping

compatible with the design of buildings and landscaping on the site.

ARCHITECTURAL FORM AND DETAILING

5.01.050

Issues

The architectural design of a structure must consider many variables from the functional use of the building, to its aesthetic design, to its "fit" within the context of existing development. The main issues related to architectural design include:

- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades along street frontages, and providing for the proper screening of outdoor equipment, outdoor work/storage areas, and trash storage areas.

Objectives Supported

- Architectural character
- Quality development
- Consistent development pattern
- Compatibility with surrounding uses

A. Mass and Scale

1. The mass and scale of business park buildings should respect the visual and physical relationship of adjacent buildings. Taller buildings should be placed toward the center of the development, away from shorter buildings on adjacent sites and any adjacent residential use.

2. Building walls should be appropriately articulated with consistently designed architectural elements and details designed to add interest and reduce the apparent mass of the building. Significant vertical and horizontal offsets should be provided to reduce the visual bulk of the building.

Varying building massing and height, wall offsets, and multiple windows help to reduce the visual mass of buildings.

B. Building Facades

1. Building facades should incorporate architectural elements and details to create visual interest. The consistent placement of multiple windows, even if they are not all functional, is an effective way to break up a building's mass.

2. Primary building entries should be easily identified through the use of prominent architectural elements. The use of architectural projections, columns, vertical elements, and other design features that help emphasize a building's entry is strongly encouraged.

The building's entry should be defined by a strong architectural statement.

3. Architectural detailing should be consistent on all elevations of the building that are visible from a public right-of-way, especially freeways. Side and rear elevations should not be minimized because they are oriented away from public view.

4. Roofs should be designed as an integral part of the building. Proposed parapets should be integrated into the roof design and their function as screening devices for roof-mounted equipment should be considered early in the design process to avoid the need to add additional screening later.

C. Screening

1. Trash storage enclosures and outdoor mechanical equipment are required to be screened from view in compliance with the Development Code (Screening and Buffering). Developments adjacent to freeways, especially elevated freeways, require special efforts to properly screen outdoor equipment. This may be accomplished through appropriate building orientation, screen walls, and landscaping.

2. All roof-mounted equipment shall be screened from view in compliance with the Development Code (Screening and Buffering). Special consideration shall be given the screening of roof-mounted equipment on buildings where their rooftops are visible from an elevated freeway.

MATERIALS AND COLORS

5.01.060

Issues

The proper use of finish materials and colors is very important in the development of a high quality project. The main issues related to the use of finish materials and colors include:

- Ensuring that materials are of a high quality and that they are durable and require minimal maintenance.
- Ensuring that materials are used in a consistent, logical manner that relates to the overall design of the building.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Architectural character

A. Appropriate Use of Materials

Avoid large reflective glass areas.

1. The use of exterior materials should be simple and should be consistently applied. Frequent changes in materials and embellishments that appear as inconsistent add-ons should be avoided.

2. Building materials should be durable and able to withstand long-term exposure to the elements. Materials that require high maintenance, such as stained wood, clapboard, shingles, etc. should be avoided.

3. Large expanses of smooth material (e.g., concrete) should be broken up with expansion joints, reveals, or changes in texture and color.

4. Large expanses of highly reflective surfaces and mirror glass exterior walls are strongly discouraged as the glare from such surfaces can create hazards for motorists and airport aviation.

B. Color Selection

1. Light, neutral colors should be used in a variety of ways to help reduce the perceived mass and bulk of business park buildings. Contrasting trim and color bands and other applications can help enhance and articulate the building's façade.

Use color to add visual interest and break the building into smaller parts to reduce the bulk of the building.

LANDSCAPING

5.01.070

Issues

Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade, and increasing the overall aesthetic appeal of a project. The main issues related to landscaping include:

- Ensuring that the landscape design scheme (including site furniture and paving) is compatible with the overall design of the project in terms of scale, function, and design theme.
- Ensuring that landscape materials are selected for their efficient use of water, their ability to adapt to Stockton's climate, and for their ease of maintenance.

Objectives Supported

- Landscape emphasis
- Quality development
- Functional site arrangement

A. Design Concepts

1. All unused portions of the site shall be landscaped in compliance with the Development Code (Landscaping Standards).
2. Landscaped areas should incorporate a three tiered planting system: 1) grasses, ground covers, and flowers, 2) shrubs and vines, and 3) trees.

Provide trees, shrubs, and ground covers in landscaped areas.

3. Landscaping should be used adjacent to buildings to help mitigate the appearance of large buildings and flat wall planes.

Tall trees help reduce the scale of large buildings.

4. The use of water efficient landscape materials and irrigation systems is strongly encouraged.

5. The use of trees in groupings and rows at major focal points, such as project entries and pedestrian gathering areas is strongly encouraged.

6. The use of trees to create canopy and shade, especially for walkways, pedestrian open spaces, and parking areas is strongly encouraged.

7. Trees should be selected for their ability to provide a full canopy cover within five years of planting.

8. The use of vines on walls to soften the appearance of buildings and screen walls, and to help deter graffiti is strongly encouraged.

PARKING AND CIRCULATION

5.01.080

Issues

Onsite parking and circulation often occupy up to one-half of the site of a business park project and are highly visible. Their role in the overall design of the site is critical in the development of a safe, efficient project design. The main issues related to parking and circulation include:

- Ensuring that parking and circulation (including access to the site) is laid out in a straightforward, efficient manner that is safe and easy for motorists to understand.
- Ensuring that parking lots do not visually dominate views of the project site and that they are designed, screened, and landscaped to be as aesthetically pleasing as possible.
- Ensuring that loading and delivery areas are integrated into the overall design of the site and located in a manner that does not interfere with other onsite circulation.

Objectives Supported

- Safe/convenient circulation and parking
- Quality development
- Functional site arrangement
- Safety

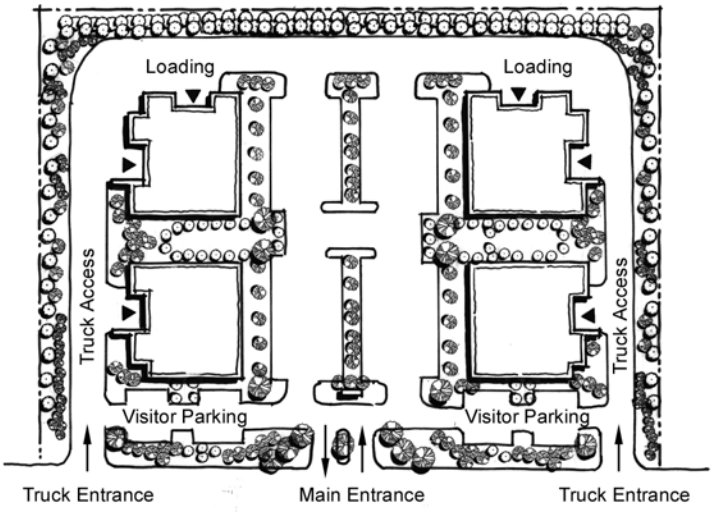
A. General Guidelines

1. Parking lots should be designed with a clear hierarchy of circulation. Major access drives (including truck access) with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces.

2. Parking lots adjacent to and visible from public streets shall be screened from view in compliance with the Development Code (Off-Street Parking and Loading Standards).

B. Parking location

1. Parking lots should not be the dominant visual element on the site. Since parking areas in business parks are primarily for employees and not customers, it is not necessary to provide the majority of the parking space at the front of the building. Minimal short-term parking may be provided adjacent to the street for visitors, while the majority of the parking should be located to the side and/or rear of the building(s).



Multiple building site with separate truck access.

2. Large parking areas (usually over 100 spaces) should be divided into smaller multiple lots and provided with canopy trees located throughout the parking area to reduce the effects of heat gain and the visual impacts of large parking areas.

C. Vehicle circulation

1. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, provide adequate truck access and on-site maneuvering areas, provide stacking areas for vehicles entering the site, and consideration for emergency vehicle access.

2. Separate truck access should be designed to adequately accommodate vehicles contemplated to service the business without obstructing the flow of traffic on public streets. On-site maneuvering areas should be provided so that trucks enter the street in a forward direction.

3. To ensure visibility for vehicles entering and exiting the site, unobstructed sight lines at intersections and driveways shall be provided in compliance with the Development Code (Traffic Sight Area).

D. Pedestrian circulation

1. Safe and convenient pedestrian walkways should be provided between building entrances, the public sidewalk, and on-site parking areas. Where possible, pedestrian connections to adjacent sites should be provided.

2. Pedestrian circulation should be clearly delineated and separate from motor vehicle circulation. The use of landscaping, walkways, and decorative paving to delineate pedestrian circulation is strongly encouraged.

The special treatment of pedestrian walkways with decorative paving is encouraged.

E. Loading and Delivery

1. Loading and delivery areas should be located away from parking areas to minimize potential conflicts. This may include separating truck access from other motor vehicle access.

Loading doors should be located at the rear of the building.

2. Since loading areas can be unsightly, they should be located and screened to minimize their visibility from the public right-of-way, including any adjacent freeways.

Recess loading docks into buildings and use wing-walls to screen loading areas.

PUBLIC SAFETY THROUGH DESIGN

5.01.090

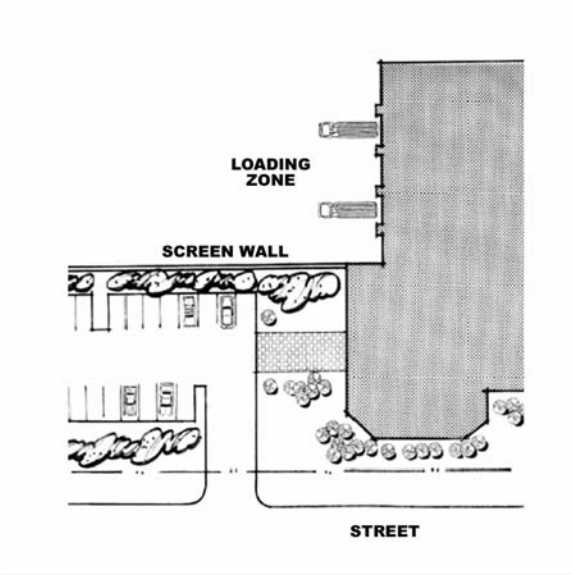
Issues

The promotion of public safety and the prevention of crime through effective design techniques are important aspects to consider in the design of any business park project. The main issue related to project design for safety and the prevention of crime is:

- Ensuring that strategies and design techniques are incorporated into the design of the project that promote natural surveillance, territorial reinforcement, and natural access control.

Objectives Supported

- Safety
- Functional site arrangement
- Safe/convenient circulation and parking



Visibility of loading and delivery areas that are not located at the rear of the building should be reduced through proper building orientation and appropriate screening.

A. Safety behind buildings should be ensured through:

- adequate security lighting for building entrances, parking areas, and pedestrian walkways
- limited access (site and building access)
- introduction of activities that increases surveillance, and
- surveillance through windows or with cameras.

B. Lighting should be designed to satisfy functional and decorative needs. Building lighting should provide illumination of building facades and entrances while providing sufficient visibility for pedestrians.

C. The design of the outdoor lighting plan should take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that adequate lighting levels are maintained over time.

D. Landscaping should be maintained to allow visibility into and around the site, and to eliminate secluded, hidden areas where potential criminal activity might take place.

E. Public and private areas within the site should be delineated with physical barriers such as landscaping, decorative walls, fences, etc.

SECTION 5.02

INDUSTRIAL AND WAREHOUSE DESIGN GUIDELINES

INTRODUCTION

5.02.010

This section will focus on general site planning and architectural guidelines for heavier industrial, warehouse, and shipping uses in Stockton. The guidelines are intended to encourage the highest level of design quality and creativity.

APPLICABILITY

5.02.020

The design guidelines in this section are applicable to new industrial and warehouse developments as well as additions to and exterior remodeling of existing buildings where the improvements are visible from a public right-of-way.

GENERAL DESIGN OBJECTIVES

5.02.030

The design guidelines for industrial and warehouse uses are based on a variety of specific objectives that establish the basis for the guidelines. The design guidelines in this section are intended to implement the following objectives

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides quality architectural detailing, incorporates appropriate high quality, durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.
- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.

- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses, especially residential uses. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties, streets, and freeways.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular assess, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes along street frontages.
- **Landscape Emphasis** – Encourage the extensive use of landscaping in order to achieve visually pleasing development, provide a unified development scheme, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures storage enclosures, loading docks, outdoor storage areas, etc.).
- **Safety** – Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking/loading areas, landscaping, and lighting.

SITE PLANNING

5.02.040

Site planning considers how the various components of a development (e.g., buildings, circulation, parking, open space, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the development site. The main issues related to site planning include:

- Ensuring that the arrangement of onsite facilities (e.g., buildings, circulation, parking, open space, outdoor storage, etc.) has been planned in a comprehensive manner and that the layout of the various site components is efficient, convenient, safe, and aesthetically pleasing.
- Ensuring that new development has the appropriate relationship to the street given the context of surrounding development.
- Ensuring that new development takes into account its interface with surrounding existing development and does not negatively impact such uses.
- Ensuring that new development has an aesthetically pleasing appearance when viewed from adjacent streets and freeways.

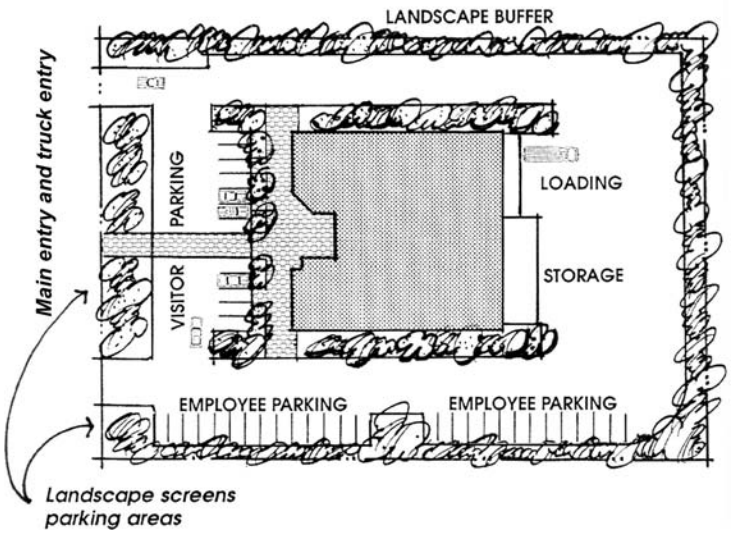
Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safety

A. Building and Facilities Location

1. The main elements of a well-designed industrial site should include:

   - emphasis on a well-designed main building entry and landscaping;
   - employee parking and service areas located at the sides and/or rear of buildings;
   - visitor parking located at the front of the building;
   - storage and work areas located at rear of site.



Example of appropriate site layout.

2. Site elements such as buildings, parking, driveways, and outdoor activities should be arranged to emphasize the more aesthetically pleasing components of the site (e.g., landscaping and superior architectural features) and disguise less attractive elements (e.g., service facilities, outside storage, equipment areas, and trash enclosures enclosures) through proper placement and design of buildings, screen walls, and landscaping.

3. Industrial and warehouse development shall be screened and buffered from any adjacent incompatible uses in compliance with the Development Code (Screening and Buffering). Intensified landscaping, increased setbacks, and appropriate building location should be utilized as a means of providing adequate separation between potentially incompatible land uses.

4. Noise generating functions should be located as far as possible from adjacent properties, especially residential uses. Sound attenuation walls should be used where appropriate to mitigate/reduce noise.

B. Site Access

1. The number of site access points should be minimized and located as far as possible from street intersections in order to minimize points of potential vehicle conflict, especially between automobiles and trucks.

2. Primary entry drives for automobiles, especially visitors, should be enhanced with ornamental landscaping, low-level decorative walls, monument-type signs, and decorative paving to emphasize site access locations.

3. Site access should promote safety, efficiency, and convenience. Conflicts between vehicles and delivery trucks should be avoided by providing separate truck access where necessary. Adequate area for truck maneuvering should be provided on site so that trucks enter the street in a forward direction.

4. Uses such as distribution centers where large truck volumes are anticipated, shall be planned with separate entry/exit drives for truck use only. Entry drives should be separated from exit drives a minimum of 100 feet when appropriate to accommodate safe truck maneuvering.

C. Site Elements

1. Outdoor Lighting

   a. The design and location of outdoor lighting fixtures shall preclude direct glare onto adjoining property and streets in

compliance with the Development Code (Light and Glare). Illumination devices shall be installed, directed, and shielded to confine light rays within the property.

b. Outdoor lighting (e.g., location, height, and number) should be designed to foster security. Site and building entries should have enhanced illumination to increase visibility and safety.

2. Walls and Fences

a. The colors, materials, and appearance of walls and fences, including walls for screening purposes should be compatible with the overall design character/style of the development.

b. Masonry walls and solid fences should be treated with a graffiti resistant coating.

c. Landscaping should be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.

Use landscaping adjacent to wall to soften blank surfaces and deter graffiti.

d. When security fencing is required adjacent to streets, it should consist of wrought iron, tubular steel, or similar material supported by masonry piers. The use of chain-link fence material is strongly discouraged.

3. Refuge Storage

a. Trash enclosures storage areas should be located at the rear of the development and screened from public view in compliance with the Development Code. (Solid Waste/Recyclable Materials Storage).

b. If trash enclosures storage areas cannot be located out of public view, the design of trash enclosures storage areas should incorporate architectural screening elements and landscaping compatible with the design of buildings and landscaping on the site.

Locate trash enclosures storage and loading areas at rear of the development where additional screening may not be necessary.

ARCHITECTURAL FORM/DETAIL

5.02.050

Issues

The architectural design of a structure must consider many variables, from the functional use of the building, to its aesthetic design, to its "fit" within the context of existing development. The main issues related to architectural design include:

- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades, and providing for the proper screening of equipment and trash enclosures areas.

Objectives Supported

- Architectural character

- Quality development
- Consistent development pattern
- Compatibility with surrounding uses

A. Mass and Scale

1. The mass and scale of large, box-like industrial buildings should be reduced through the incorporation of varying building heights and setbacks along the front and street side building façades.

2. If adjacent to a residential zoning district, additional building setbacks should be provided adjacent to the residential use to reduce the visual impact of the large-scale industrial buildings.

B. Building Facades

1. Front and street side facades of large buildings visible from a public street should include architectural features such as reveals, windows and openings, changes in color, texture, and material to add interest to the building elevation and reduce its visual mass.

2. Primary building entries should be readily identifiable and well defined through the use of projections, recesses, columns, roof structures, or other design elements.

3. Service and loading doors should not be located on front or street side facades adjacent to a public right-of-way.

Varying building massing and setbacks to reduce building mass and bulk is strongly encouraged.

Building entries should be well-defined so that they are easily identifiable.

C. Roofs

1. Roofs should be designed as an integral part of the building. Proposed parapets should be integrated into the roof design and their function as screening devices for roof-mounted equipment should be considered early in the design process to avoid the need to add additional screening later.

2. All roof-mounted equipment shall be screened from view in compliance with the Development Code (Screening and Buffering). Special consideration shall be given to the screening of roof-mounted equipment on buildings where their rooftops are visible from an elevated freeway.

MATERIALS AND COLORS

5.02.060

Issues

The proper use of finish materials and colors is very important in the development of a high quality project. The main issues related to the use of finish materials and colors include:

- Ensuring that materials are of a high quality and that they are durable, require minimal maintenance, and deter graffitti.
- Ensuring that materials are used in a consistent, logical manner that relates to the overall design of the building.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Architectural character

A. Appropriate Use of Materials and Colors

1. A comprehensive material and color scheme should be developed for each site. Material and color variations in multi-building complexes should be complementary and compatible among buildings.

2. Large expanses of smooth material (e.g., concrete) should be broken up with expansion joints, reveals, or changes in texture and color.

3. Large expanses of highly reflective surfaces and mirror glass exterior walls are strongly discouraged as the glare from such surfaces can create hazards for motorists and airport aviation.

Avoid the use of large reflective glass areas.

4. Bright, contrasting colors should be used for small areas of building accents only.
5. The color and material of building additions should be coordinated with those of the main buildings.
6. Materials and colors of wall and monument signs should be compatible with the main buildings on the site.
7. Building walls that may be prone to graffiti should be treated with a graffiti resistant coating.

ACCESSORY BUILDINGS

5.02.070

Issues

The use of accessory buildings is one measure businesses can apply to extend the usefulness of their property. However, there are two main issues to keep in mind when pursuing the use of accessory buildings, including:

- Ensuring that the design of the accessory building is compatible with that of the main buildings on the site.
- Ensuring that the accessory building is properly located so as not to interfere with other activities/elements (e.g., circulation, parking, landscaping, views, etc.) that are important to the site.

Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement

A. Use of Accessory Buildings

1. The design of accessory buildings (e.g., security kiosks, maintenance buildings, and out-door equipment enclosures) should be incorporated into and be compatible with the overall design of the project and the main buildings on the site.

2. With the exception of security kiosks, accessory buildings should be located as far back from the front and street side setback area as possible.

3. Temporary buildings (e.g., portable modular units) should not be located where they will be visible from adjoining public streets. Modular buildings should be skirted with material and color that is compatible with the modular unit and the main buildings on the site.

4. The use of sea/train-type metal containers is discouraged. However, if used, such containers should be located to the rear of the site and completely screened from public view, especially from freeways.

LANDSCAPING

5.02.080

Issues

Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade, and increasing the overall aesthetic appeal of a project. The main issues related to landscaping include:

- Ensuring that the landscape design scheme (including site furniture and paving) is compatible with the overall design of the project in terms of scale, function, and design theme.
- Ensuring that landscape materials are selected for their ability to adapt to Stockton's climate, their ability to fulfill functional requirements (e.g., provide canopy, shade, screening, etc.), and for their ease of maintenance.

Objectives Supported

- Landscape emphasis
- Quality development
- Functional site arrangement

A. Design Concepts

1. Landscape design should follow an overall concept and should link various site components together.

2. Landscaped areas should incorporate a three tiered planting system: 1) grasses, ground covers, and flowers 2) shrubs and vines, and 3) trees.

3. The use of water efficient landscape materials and irrigation systems is strongly encouraged.

4. More intense landscaping and special landscape features should be provided at major focal points, such as project entries and pedestrian gathering areas.

5. The use of vines on walls to soften the appearance of buildings and walls and to deter graffiti is strongly encouraged.

Landscaping should be used to soften and shade parking areas.

6. The use of trees to create canopy and shade, especially in parking areas and pedestrian open space areas is strongly encouraged.

7. Trees should be selected for their ability to provide a full canopy cover within five years of planting.

8. When industrial/warehouse uses are located adjacent to less intense uses (e.g., residential or retail commercial), additional landscaping in conjunction with appropriate decorative walls and setbacks should be provided to mitigate potential adverse impacts.

Landscaping should be used to screen outdoor storage, loading/delivery and equipment areas.

9. The front, public portions of buildings should be separated from parking areas by landscaping and walkways.

PARKING AND CIRCULATION

5.02.090

Issues

Onsite parking and circulation often occupy one-half of the site of a commercial project and are highly visible. Their role in the overall design of the site is critical in the development of a safe, efficient project design. The main issues related to parking and circulation include:

- Ensuring that parking and circulation (including access to the site) is laid out in a straightforward, efficient manner that is safe and easy for motorists to understand.
- Ensuring that parking lots do not visually dominate views of the project site and that they are designed, screened, and landscaped to be as aesthetically pleasing as possible.

- Ensuring that loading and delivery areas are integrated into the overall design of the site and located in a manner that does not interfere with other onsite circulation.

Objectives Supported

- Safe/convenient circulation and parking
- Quality development
- Functional site arrangement
- Safety

A. General Guidelines

1. Parking lots adjacent to and visible from public streets should be screened from view in compliance with the Development Code (Off-Street Parking and Loading Standards).

2. Site access and internal circulation should promote safety, efficiency, convenience, and minimize conflict between vehicles and large trucks. Appropriate maneuvering and stacking areas for trucks should be a primary consideration in the overall design of the circulation system.

3. To ensure visibility for vehicles entering and exiting the site, unobstructed sight lines at intersections and driveways shall be provided in compliance with the Development Code (Traffic Sight Area).

Loading/delivery areas should be provided with separate access and circulation whenever possible.

B. Parking Location

1. Parking lots should not be the dominant visual element at the front of the site. Large expansive paved areas located between the street and the building should be avoided.

2. Parking spaces should be located to produce the shortest route of travel from a building entrance.

3. Large parking areas (usually over 100 spaces), should be divided into smaller multiple lots and provided with canopy trees located throughout the parking area to reduce the effects of heat gain and the visual impacts of large parking areas.

C. Pedestrian Circulation

1. Pedestrian walkways should provide safe, convenient, and well-defined access between parking areas and the public sidewalk and the main public access to the building.

2. Pedestrian circulation should be clearly delineated and separate from vehicle circulation. The use of landscaping, walkways, and decorative paving to delineate pedestrian circulation should be used to the greatest extent feasible.

Pedestrian walkways should be well-defined and landscaped with decorative paving.

D. Loading and Delivery

1. The design and location of loading areas and dock facilities should minimize the interaction between trucks and visitor's

automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.

2. The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading position at docks or in stalls and driveways.

PUBLIC SAFETY

5.02.100

Issues

The promotion of public safety and the prevention of crime through effective design techniques are important aspects to consider in the design of any industrial project. The main issue related to project design for safety and the prevention of crime is:

- Ensuring that strategies and design techniques are incorporated into the design of the project that promote natural surveillance, territorial reinforcement, and natural access control.

Objectives Supported

- Safety
- Functional site arrangement
- Safe/convenient circulation and parking

A. Safety at the rear of industrial/warehouse buildings should be ensured through the following:

   - adequate security lighting for parking areas and pedestrian walkways,
   - limited access (walls, fences, landscaping);
   - directional signs;
   - introduction of activities that increases surveillance; and
   - surveillance through windows or with cameras.

B. Outdoor lighting should be designed to satisfy functional and decorative needs. Building lighting should provide illumination of building facades and entrances while providing sufficient visibility for pedestrians.

C. The design of the outdoor lighting plan should take into consideration the location and potential growth pattern of nearby trees (existing

and planned) so that appropriate lighting levels are maintained over time.

D. Landscaping should be placed and maintained to allow visibility into and around the site and to eliminate areas where potential criminal activity might take place.

E. The separation between public and private spaces should be delineated with physical barriers such as landscaped areas, planters, decorative walls and fences, etc.

CHAPTER 6

SIGN GUIDELINES

SECTION

6.01 - Sign Design Guidelines

SECTION 6.01

SIGN DESIGN GUIDELINES

INTRODUCTION

6.01.010

Signs are one of the most noticeable visual elements along Stockton's commercial streets, and freeways. Not only do signs communicate something about the goods or services being offered at a particular establishment, they also communicate something about the quality of the businesses and the image of the community in general. Taken together with other visual elements in the City's environment, signs play a major role in how people perceive Stockton's image. Well-designed signs that communicate their message clearly, without attempting to compete for attention will help create a more pleasing visual environment along Stockton's streets and freeways.

A good quality sign enhances the overall appearance of a business.

The purpose of the sign design guidelines is four fold. First, is to further implement the intent and purpose of the Stockton Development Code related to signs. Second, it is intended that the design guidelines will assist businesses and sign designers to better understand the City's expectations for well-designed, high quality signs. Third, the guidelines are intended to assist those with the responsibility of reviewing sign permit applications by having established criteria with which to judge the appropriateness of a sign's design. Fourth, the guidelines are intended to help improve tha overall quality of signs throughout Stockton.

APPLICABILITY

6.01.020

The sign design guidelines in this section apply to all new signs and the modification or reconstruction of existing signs throughout the City whenever a sign permit is required in compliance with the Development Code (Sign Permits). The sign design guidelines will be utilized during the City's review of sign permit applications or through the review of other permit applications when signs are a part of a larger project. Signs will be reviewed for their "consistency" with the guidelines and the standards for signs contained in the Development Code (Sign Standards).

GENERAL DESIGN OBJECTIVES

6.01.030

The sign design guidelines in this section are intended to help ensure quality signs that communicate their message in a clear fashion. The guidelines are based on the following objectives:

- **High Quality Signs** – Ensure high quality signs through appropriate design of lettering styles, color and contrast, use of durable materials, and careful illumination.
- **Proper Sign Placement** – Provide for the proper placement of signs by ensuring that signs are well-integrated with and harmonious with the structures on which they are located and the overall design of the site.
- **Effective Illumination** – Ensure that when signs are illuminated, they do not create negative impacts (e.g., glare, light spill) and that the illumination of the sign enhances the structure on which the sign is placed.
- **Color and Materials** – Create signs that are aesthetically pleasing while incorporating durable materials that can withstand the elements.

GENERAL SIGN DESIGN GUIDELINES

6.01.040

Issues

The primary issues related to the design of effective, quality signs in Stockton include:

- Ensuring that signs are well designed and make a positive contribution to the City's visual environment as opposed to simply attempting to attract attention of passersby.
- Ensuring that signs are easy to read and do not present a cluttered appearance
- Ensuring that signs are properly located and in proportion with their surroundings (e.g., buildings, street frontage, adjacent uses).
- Ensuring that signs do not create negative impacts for surrounding uses through proper design, illumination, and placement.

Objectives Supported

- High Quality Signs
- Proper Sign Placement
- Effective Illumination
- Colors and Materials

A. Sign Legibility

1. **Use a brief message.** The fewer the words, the more effective the sign's message. A sign with a brief, succinct message is simpler and faster to read, looks cleaner, and is generally more attractive. Each word should be evaluated carefully, and if it does not contribute directly to the sign's message, it should probably be eliminated. Businesses with long names are encouraged to use a generic identification (e.g., "CLEANERS") rather than force too many words into the allowed sign area.

2. **Ensure legibility.** An effective sign should do more than attract attention; it should communicate its message clearly. Usually, this is a question of the readability of words and phrases. The most significant influence on legibility is lettering style and spacing. The following guidelines should be used to help ensure that signs are easy to read.

Use easy to read lettering styles.

- **Avoid hard-to-read, intricate typefaces**. Typefaces that are difficult to read reduce the sign's ability to communicate.

Avoid typefaces that are hard to read at a glance.

- **Avoid spacing letters and words too close together**. Crowding of letters, words, or lines will make any sign more difficult to read. Conversely, over-spacing these elements causes the viewer to read each item individually, again obscuring the message. Lettering should not occupy more than 75 percent of the sign face.
- **Limit the number of lettering styles in order to increase legibility.** A general rule to follow is to limit the number of different letter types to no more than two for small signs (generally up to 10 square feet) and three for larger signs.
- **Avoid faddish and bizarre typefaces**. These typefaces may look good today, but may soon go out of style. The image conveyed may quickly become that of a dated and unfashionable business.

3. **Use significant contrast.** If there is little contrast between the brightness or hue of the message of a sign and its background, it

will be difficult to read. Generally, light colored letters and a darker, contrasting background presents the most visible and best-looking image.

4. **Avoid signs with strange shapes.** Signs that are unnecessarily narrow or oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic, it will probably be confusing.

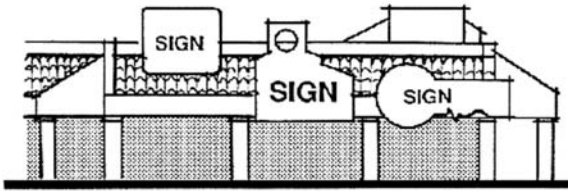
5. **Use symbols and logos.** Pictographic images will usually register more quickly in the viewer's mind than a written message. If the nature of the business suggests a particular symbol or logo to identify the business, this should be incorporated into the sign.

B. Location

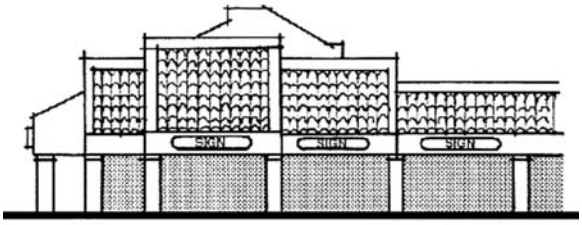
1. Signs should be designed to relate to the architectural features of the building on which they are located and create visual continuity with other storefronts in the same building and adjacent buildings.

2. Signs should be placed at or near the public entrance to a building or main parking area to indicate the most direct access to the business.

3. Signs should be placed consistent with the proportions of the building's facade. For example, a particular sign may fit well on an upper, more plain wall, but would overpower and obstruct the finer detail of a lower storefront area. A sign appropriate near the building's entry may look tiny and out of place above the ground level.



Don't do this. Inconsistent sign patterns create confusion.



Do this. Employ a consistent sign pattern.

4. Signs should not be located so that they cover or interrupt the architectural details or ornamentation of a building's facade.

5. Signs shall not project above the edge of the rooflines and should not obstruct, windows and/or doorways in compliance with the Development Code (Wall Signs).

C. Color

1. Too many colors overwhelm the basic function of communication. The colors compete with the sign's content for the viewer's attention. Limited use of the accent colors can increase legibility, while large areas of competing colors tend to confuse and disturb.

2. Contrast is an important influence on the legibility of signs. The most aesthetic and effective graphics are produced when light colored letters and images are placed on a dark contrasting colored background.

Good example of light colored letters on a darker background.

3. Bright day-glo (fluorescent) colors should be avoided as they are distracting and do not blend well with other background colors.

4. Sign colors should relate to and complement the materials or color scheme of the buildings, including accent and trim colors.

D. Illumination

1. If the sign can be illuminated by an indirect source of light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures supported in front of the sign cast light on the sign and generally a portion of the building as well. Indirect lighting emphasizes the continuity of the building's surface and signs become an integral part of the facade. Conversely, internally illuminated cabinet signs where only the sign face is illuminated tend to stand out and not appear integrated with the building's facade.

Internally illuminated signs are discouraged.

Signs illuminated by a direct shielded light source are encouraged.

2. Individually illuminated letters, either internally illuminated or back-lighted solid letters (reverse channel), are a preferred alternative to internally illuminated plastic-faced cabinet signs. Signs comprised of individual letters will be better integrated with the building because they use the building's façade as their background.

Good example of a backlit sign that is easy to read at night.

Backlit letter signs are encouraged.

3. The use of backlit, individually cut letter signs is strongly encouraged for all types of business and signs, including monument-type signs.

4. If internally illuminated cabinet signs are used, their sign panels should be opaque so that when illuminated only the lettering, not the background, is illuminated. The background or field should have a nongloss, nonreflective finish.

5. Whenever indirect lighting fixtures are used, care shall be taken to properly shield the light source in compliance with the Development Code (Illumination of Signs).

E. Materials

1. Sign materials should be selected with consideration for the architectural design of the building's façade. Sign materials should complement materials used on the building and should also contribute to the legibility of the sign. For example, the glossy finishes used on most cabinet signs are often difficult to read because of glare and reflections.

2. Sign materials should be very durable. Paper and cloth signs are not suitable for exterior use because they deteriorate quickly. If wood is used, it should be properly sealed to keep moisture from soaking into the wood and causing the sign's lettering to deteriorate.

F. Electrical raceways and conduits

1. Electrical transformer boxes and raceways should be concealed from public view. If a raceway cannot be mounted internally behind the finished exterior wall, the exposed metal surfaces of the raceway should be finished to match the background wall, or integrated into the overall design of the sign.

2. If raceways are necessary, they should be as thin and narrow as possible and should never extend in width or height beyond the area of the sign's lettering or graphics.

3. All exposed conduit and junction boxes should be appropriately concealed from public view.

DESIGN GUIDELINES FOR SPECIFIC SIGN TYPES

6.01.050

Issues

Each of the various types of signs that are available for use consistent with the Development Code (Sign Standards) present particular issues that need to be considered. For each of the sign types in this section, the guidelines address the following issues:

- Ensuring quality design
- Ensuring proper sign placement
- Ensuring that signs do not negatively impact surrounding uses

Objectives Supported

- High Quality Signs
- Proper Sign Placement

A. Wall and Building Signs

1. A wall sign should be located where the architectural features or details of the building suggest a location, size, or shape for the sign. The best location for a wall sign is generally a band or blank area between the first and second floors of a building.

Place signs where architectural features suggest a logical location.

2. New wall signs for individual businesses in a shopping center should be placed consistent with the location of signs for other businesses in the center. This will establish visual continuity among storefronts and create a unified appearance for the center.

3. For new and remodeled shopping centers, a comprehensive sign program for all signs in the center is required in compliance with the Development Code (Signs).

4. Wall signs should not project from the surface upon which they are attached more than that required for construction purposes and in no case more than 12 inches.

5. Internally-illuminated cabinet-type signs are discouraged. Internally-illuminated, individually-cut channel letters are strongly encouraged.

6. When signs that are attached to a wall are removed, holes and other disfigurations of the wall's surface should be patched and painted to match surrounding areas.

B. Projecting Signs

1. The use of small, pedestrian-oriented projecting signs is strongly encouraged.

2. Projecting signs should be used for ground floor uses only.

3. Sign supports and brackets should be compatible with the design and scale of the sign and the architectural design of the building.

4. Internal illumination of projecting signs is not allowed.

5. Projecting signs should be hung at a 90-degree angle from the face of the building and should have a minimum clearance of eight feet between the bottom of the sign and the sidewalk.

Pedestrian-oriented projecting signs are encouraged.

C. Awning Signs

1. Signs on awnings should generally be limited to ground floor and second floor uses only.

2. The text of the sign should be located only on the valance portion of the awning. Letter height should not exceed eight inches. Letter color should be compatible with the awning and the building color scheme.

Lettering should be placed on the awning valance only.

3. The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings should be consistent with all other awnings.

4. The use of temporary signs/letters on awnings is not allowed. Only permanent signs that are an integral part of the awning or canopy should be used.

5. The use of adhesive/press on lettering is not allowed. Awning signs should be painted directly on the canvas awning.

6. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in to a building, the use of replaceable valances should be considered.

D. Freestanding Monument Signs

1. Freestanding monument-type signs (on ground) are strongly encouraged over signs mounted on poles.

2. Monument signs may be internally illuminated, however, the sign copy should be the only portion of the sign face that is illuminated. The sign background or field should be opaque with a nongloss, nonreflective finish. Signs with individual back-lit letters, or stenciled panels with three-dimensional push-through graphics are encouraged.

Incorporate street address in monument signs.

3. The sign area and height of the sign should be in proportion to the site and surrounding buildings. Signs should not be overly large so as to be a dominant feature of the site.

4. Between 5 to 10 percent of the sign area should be dedicated to identification of the street address, but not the street name.

5. Monument signs should be placed perpendicular or parallel to the street.

6. Monument signs should be placed so that sight lines at entry driveways and circulation aisles are not blocked.

7. Monument signs should be designed to create visual interest and compliment their surroundings. Monument signs should incorporate architectural elements, details, and articulation as follows:

   - Provide a solid architectural base that supports the sign. The base should be a minimum of one-foot in height.
   - Provide architectural elements on the sides and top to frame the sign pane(s). Use columns, pilaster, cornices, and similar details to provide design interest.
   - Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the development the sign serves so it does not appear out of scale with its adjacent building(s).
   - Keep the overall size of the sign in proportion with the development it serves so it does not appear out of scale with its adjacent building(s).

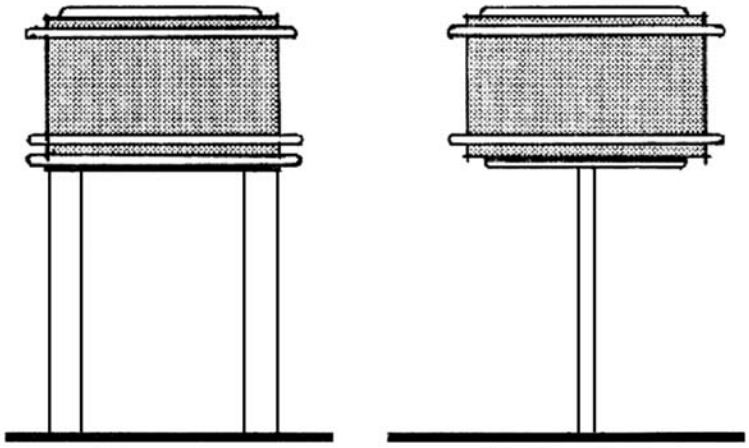
Example of well-designed monument signs incorporating architectural elements and landing.

8. Monument signs shall incorporate landscaping at their base in compliance with the Development Code (Signs).

E. Freeway-Oriented Signs

1. Freestanding freeway-oriented signs should be of a pylon-type design, supported by two or more appropriately dimensioned columns. Pole signs are not allowed.

Examples of well-designed monument signs incorporating architectural elements and landscaping.



2. Signs should incorporate architectural design elements into the sign copy portion of the sign as well as the supporting structure. The overall design theme should be compatible with the associated development.

Example of pylon-type sign with architectural features.

3. Materials and colors used on the sign and supporting structure should be compatible with those of the development the sign serves.

4. Signs may be internally illuminated, however, the sign copy should be the only portion of the sign face that is illuminated.

5. Signs should incorporate a significant landscaped area at the base of the sign (e.g., equal to two times the size of the sign face).

CHAPTER 7

APPENDIX A - SECRETARY OF THE INTERIOR GUIDELINES

SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

THE FOLLOWING REHABILITATION CRITERIA WERE ORIGINALLY ESTABLISHED BY THE SECRETARY OF THE INTERIOR TO DETERMINE THE APPROPRIATENESS OF WORK TO BE DONE ON PROPERTIES QUALIFYING FOR THE FEDERAL HISTORIC PRESERVATION FUND GRANT PROGRAM. SUBSEQUENTLY, THE STANDARDS HAVE BEEN ADOPTED BY MANY STATE AND LOCAL GOVERNMENTS FOR THE REVIEW OF HISTORIC PRESERVATION PROJECTS WITHIN LOCALLY DESIGNATED HISTORIC DISTRICTS. THE SECRETARY OF INTERIOR STANDARDS ARE NOT MANDATORY. THEY WERE CREATED TO PROVIDE DESIGN GUIDANCE FOR THE APPROPRIATE PRESERVATION/RESTORATION OF HISTORICALLY SIGNIFICANT STRUCTURES.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces should be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings should not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities, and, where possible, materials. Replacement of missing features should be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures shall be undertaken using the gentlest means possible.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

CHAPTER 7
APPENDIX B – GLOSSARY OF TERMS

Glossary of Terms

The following terms are used within this citywide design guidelines manual. For terms not defined in this glossary, please refer to the City of Stockton Development Code.

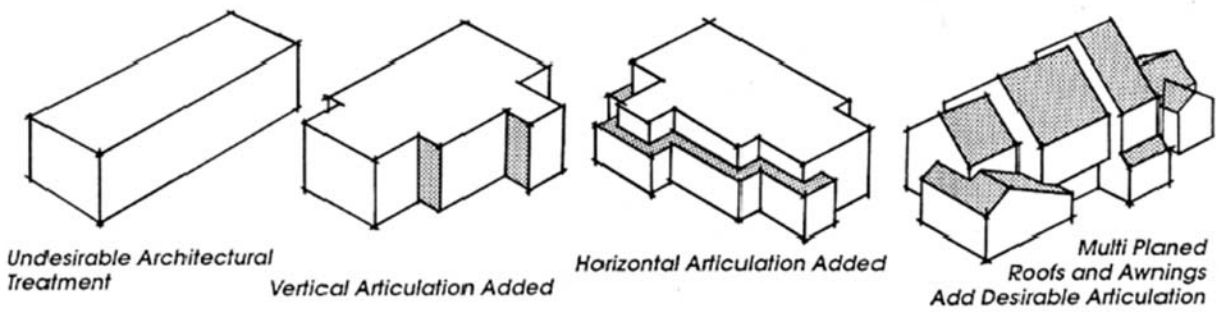
Aesthetics % The science and philosophy of beauty. If something is aesthetic, it is of beauty or artistic.

Alignment (Architectural) % The placement of architectural elements (e.g., windows, cornice elements, soffits, awnings, etc. or structures) in order to promote continuity along a street or within a structure.

Arcade % An arched roof or covered passageway.

Arch % A curved structure supporting its weight over an open space such as a door or window.

Articulation % The degree or manner in which a building wall or roofline is made up of distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors or textures.



Awning % A fixed cover, typically comprised of cloth over a metal frame, that is placed over windows or building openings as protection from the sun and rain.

Balcony % A platform that projects from the wall of a building, typically above the first level, and is surrounded by a rail balustrade or parapet.

Baluster % The upright portion of the row of supports for a porch railing.

Balustrade % A series of balusters surmounted by a rail.

Bay (Structural) % A regularly repeated spatial element in a building defined by beams or ribs and their supports.

Bay Window - A window that projects out from an exterior wall.

Blockface - The properties abutting on one side of a street and lying between the two nearest intersecting or intercepting streets.

Building – A structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, or property.

Bulkhead % The space located between the pavement/sidewalk and the bottom of a traditional storefront window.

Canopy % A projection over a niche or doorway; often decorative or decorated.

Casement Window % Window with hinges to the side and a vertical opening either on the side or in the center.

Colonnade % A row of columns supporting a roof structure.

Column % A vertical support, usually cylindrical, consisting of a base, shaft and capital, either monolithic or built-up of drums the full diameter of the shaft.

Compatible – The ability to exist together in harmony without glaring differences in overall design, scale, proportion, and massing.

Cornice % The horizontal projection at the top of a wall; the top course or molding of a wall when it serves as a crowning member.

Corridor - Provides the principal, occasional, or potential means of vehicle and pedestrian movement, interconnecting land uses, or areas of activity.

Defensible Space - A term referring to a space (e.g., a courtyard, parking lot, or street frontage) that is designed in a way that crime is discouraged. Elements that contribute to defensible space are entryways and windows that open toward the space, unobstructed views to the space, lighting, and active use of the space.

Development Code – The City of Stockton Development Code that contains the City's land use and development regulations.

Eaves % The overhang at the lower edge of the roof which usually projects out over the walls.

Facade % The exterior face of a building that is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details or by structural elements.

Fascia % The outside horizontal board on a cornice or eave.

Fenestration % The arrangement and design of windows in a building.

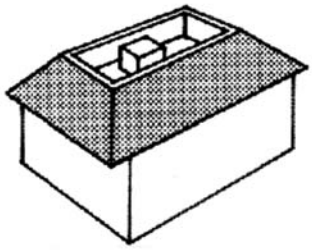
Focal Point % A building, object, or natural element in a streetscene that stands out and serves as a point of focus, catching and holding the viewer's attention.

Infill % Improvements within an existing developed area.

Intensity - The degree to which land is used. Intensity is typically used to refer to the levels of concentration or activity of land uses.

Lintel % A horizontal support member that supports a load over an opening, as a window or door opening, usually made of wood, stone or steel; may be exposed or obscured by wall coverings.

Mansard % Traditionally, a roof with two slopes on each side, the lower slope being much steeper. In contemporary commercial development, the second portion of the roof is replaced with a flat roof or an equipment well.



Full mansard roof

Masonry % Construction using block, brick, granite, marble, stone, tile, and similar materials.

Mass % Mass describes three dimensional forms, the simplest of which are cubes, boxes (or "rectangular solids"), cylinders, pyramids**,** and cones. Buildings are rarely one of these simple forms, but generally are composites of varying forms. This composition is generally described as the "massing" of forms in a building.

During the design process, massing is one of many aspects of form considered by an architect or designer and can be the result of both exterior and interior design concepts. Exterior massing can identify an entry, denote a stairway, or simply create a desirable form. Interior spaces (or lack of mass) can be designed to create an intimate or monumental space.

Mass and massing are inevitably affected by their opposite, open space. The lack of mass, or creation of perceived open space, can significantly affect the character of a building.

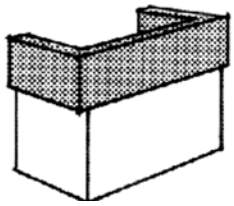
Landscape architects also use massing in design through the grouping of plants with different sizes and shapes. These areas are intended to be perceived as a whole rather than as individual trees or shrubs. Plant masses can be used to fill a space, define the boundary of an open area, or extend the perceived form of an architectural element.

Monolithic % A single large flat surface (facade) without relief. A massive unarticulated structure.

Node - A significant focal point in an urban environment (e.g., city or district entry, public square, or street intersection) that is a center or junction of movement and activity.

Ornamentation % Details added to a structure solely for decorative reasons (e.g., to add shape, texture, or color to an architectural composition).

Parapet % A low wall generally running around the outside of a flat roof.



Pattern % The use of materials to add texture, character, scale, and balance to a building.

Pier % A stout column or pillar.

Pilaster % A column attached to a wall or pier.

Pop out – The projection of a wall plane or other surface from adjacent surfaces.

Pitch % The slope of a roof expressed in terms of ratio of height to span.

Porch - An opened or covered platform, usually having a separate roof, at an entrance to a dwelling, or an open or enclosed gallery or room, which is not heated or cooled, that is attached to the outside of a building.

Proportion % The ratio between different building elements. Proportion can describe height to height ratios, width to width ratios, width to height ratios, as well as ratios of massing.

Recess % A hollow place, as in a wall. A wall plane that is pushed back from adjacent surfaces.

Reconstruction % The construction of a building or facility based upon archeological, historical, documentary, and physical evidence.

Recycling, Adaptive Reuse % The reuse of older structures that would have otherwise been demolished, often involving extensive restoration or rehabilitation of the interior and/or exterior to accommodate the new use.

Rehabilitation, Renovation % The modification of or changes to an existing building in order to extend its useful life or utility through repairs or alterations, while preserving the features of the building that contribute to its architectural, cultural, or historical character.

Remodeling - The upgrade of the interior or exterior faces of a structure without altering its structural integrity.

Relief % A surface or carving raised above a background plane, as in base relief.

Restoration % The careful and meticulous return of a building to its appearance at a particular time period by removal of later work and/or replacement of missing earlier work.

Rhythm (Horizontal, Vertical) % The regular and harmonious recurrence of lines, shapes, forms, elements, or colors, usually within a proportional system.

Ridge % The highest line of a roof; where the sloping planes intersect.

Scale (Human) %The relationship of a building, or portions of a building, to a human being. The spectrum of relationships to human scale ranges from intimate to monumental. Intimate scale refers to small spaces or details that the human perception of space can relate to, usually areas around eight to ten feet in size. These spaces feel intimate because of the relationship of a human being to the space. The distance of eight to ten feet is about the limit of sensory perception of communication between people including voice inclination and facial expression. This distance is also about the limit of an up-stretched arm reach for human beings which is another measure of human scale. The components of a building with an intimate scale are often small and include details that break the building's components into smaller units.

Conversely, monumental scale is used to present a feeling of grandeur, security, timelessness, or spiritual well-being. Building types that commonly use the monumental scale to express these feelings are banks, places of worship, and civic buildings. The components of this scale also reflect this grandness, with oversized double door entries, 18-foot glass storefronts or two-story columns.

Siding % The finish covering on the exterior of a frame building (with the exception of masonry). The term cladding is often used to describe any exterior wall covering, including masonry.

Sill % The framing member that forms the lower side of an opening, (e.g., a doorsill). A windowsill forms the lower, usually projecting, lip on the outside face of a window.

Site - A lot, or group of contiguous lots not divided by an alley, street, other right-of-way, that is proposed for development.

Storefront % The traditional commercial building facade bounded by a structural pier on either side and dominated by display windows.

Story -The portion of a building included between the surface of any floor and the surface of the floor or finished undersurface of the roof directly above it.

Street Wall % The edges created by buildings and landscaping that enclose the street and create space.

Stucco % An exterior finish, usually textured, composed of portland cement, lime and sand, which are mixed with water.

Structure - Anything constructed or erected that requires a location on the ground, excluding swimming pools, patios, walks, access drive, or similar paved areas.

Transom % The horizontal division or cross-bar in a window. A window opening above a door.

Texture % Texture refers to variations in the exterior facade and may be described in terms of roughness of the surface material, the patterns inherent in the material or the patterns in which the material is placed. Texture and lack of texture influence the mass, scale and rhythm of a building. Texture can add intimate scale to large buildings by the use of small detailed patterns (e.g. brick masonry or tile patterns).

Trim % The decorative finish around a door or window; the architrave or decorative casing used around a door or window frame.