Draft April 2023

Housing Typologies

South Airport Way, Little Manila/Gleason Park, and Cabral/East Cabral Station Area

Prepared for: City of Stockton

April 2023

PURPOSE

This memo presents recommended housing typologies for potential development within three areas of Stockton, including recommended development standards for each housing type that have been identified to be appropriate for the built form of the surrounding neighborhoods in each study area.

BACKGROUND

The City of Stockton, with the help of PlaceWorks, is preparing three action plans focused on addressing housing needs and removing barriers to building housing in three study areas: Cabral/East Cabral Station Area, Little Manila/Gleason Park, and South Airport Way. This effort is intended to result in tangible actions for each study area that will support much-needed new housing. The study area boundaries are shown in Figure 1. The recommended housing types described in this report were selected based on their compatibility with "case study" sites in each study area, but the housing types could be used by the City to help inform support the development of new housing citywide.

CRITERIA

Housing types were identified based on typical housing products being built across California today and were screened through several key criteria. The goal of these criteria was to screen typical housing types to identify those appropriate for Stockton based on the city's existing built form, relevant barriers to development, and characteristics of available "case study" sites, including those identified within the three Neighborhood Action Plan study areas shown in Figure 1. The following criteria were used to identify appropriate housing types for Stockton.

Neighborhood Compatibility

The housing types were identified based on compatibility beginning with the Neighborhood Action Plan study areas with a secondary goal of being compatible in other neighborhood contexts citywide. Several key sites in each study area present opportunities to create and provide public spaces and services to contribute to placemaking. These may be areas that are transitioning from nonresidential uses and are in need of community assets to improve livability in the area. Medium- to high-density development types with potential configurations for publicly accessible common space, combined with mixed use, could help foster placemaking. Placemaking is the process of creating quality, public spaces for use by the community and aims to promote connection between people and the built environment. Larger-scale developments allow greater opportunities for the creation of these spaces.

Design and Site Constraints

The housing types were based on common development types throughout California but tailored to the development patterns and built form of Stockton. Site characteristics of Stockton parcels, including typical lot dimensions and sizes, guided the development standards for each typology to ensure the appropriate housing types would be developable across different neighborhood contexts, beginning with the contexts for the "case study" sites of the Neighborhood Action Plan study areas shown in Figure 1.

Proximity to Transit

In response to development opportunities within proximity to transit, several housing types were identified to facilitate high-density development and contribute to walkable environments where vehicular dependency is not prioritized. This includes the mixed-use housing types described later in this report (Housing Type 4 and 5).

Community Input

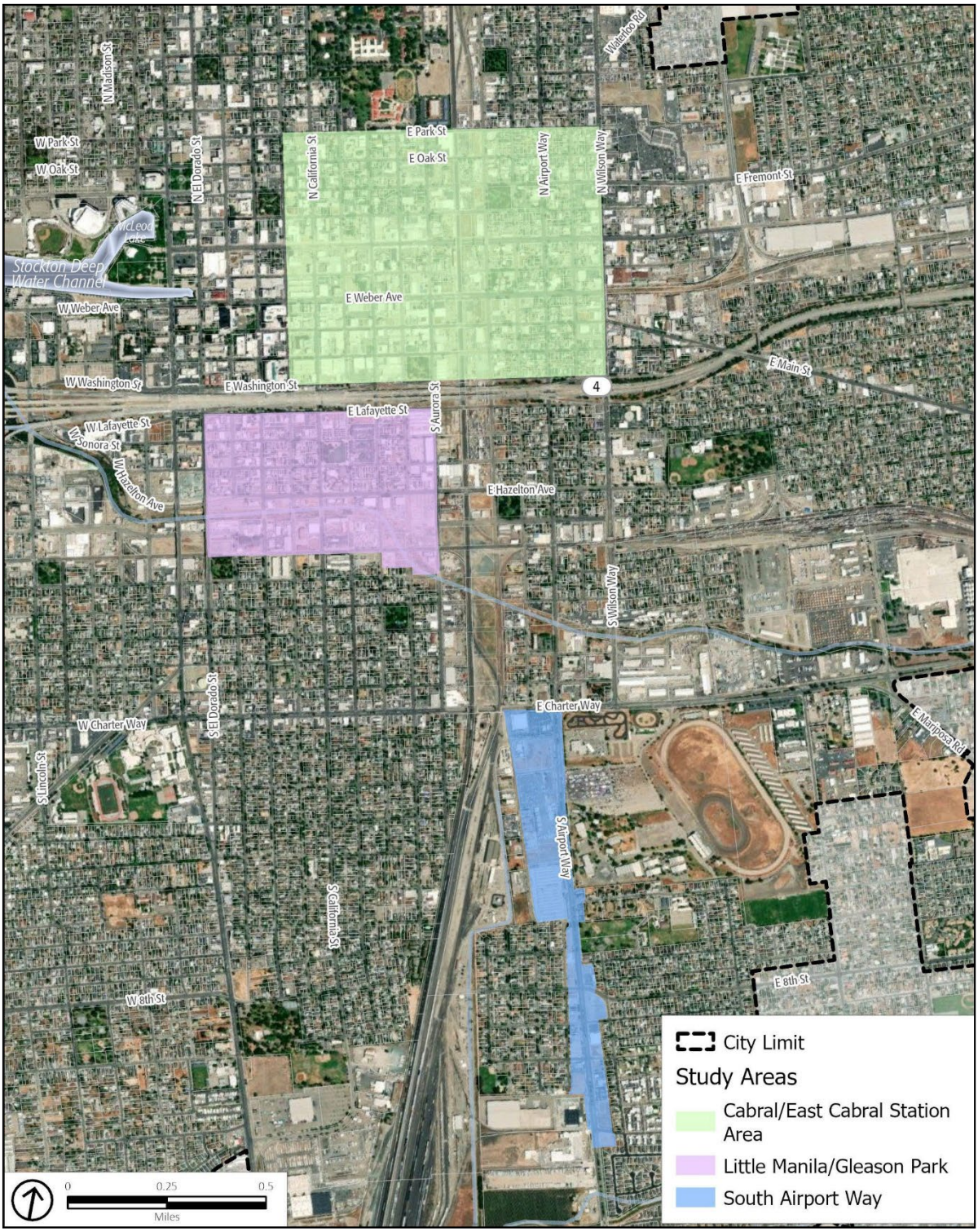
During October and November 2022, the City and PlaceWorks led an outreach effort that included pop-up events, an open house, and surveys to help understand community housing needs in each study area.

Two pop-up events were held in each study area to reach community members that work, play, or live in the South Airport Way, Little Manila/Gleason Park, and Cabral/East Cabral Station Area study areas. While visiting the pop-up stations, people received background information about the project and filled out surveys regarding the type of housing they would like to see built in their neighborhood. A total of 192 surveys were completed during the pop-up events. Twelve people also provided feedback using comment cards.

In November 2022, the City held an in-person open house to gather community comments and feedback about each study area. Only three adults were able to attend the open house, and no public comments were received at this meeting, but the people that attended spoke at length with the project team and asked questions about the project and the current Housing Element update. The project team created an online activity that covered the same content as the open house, including a survey that asked the community what type of housing they would like to see in each study area. The online activity was made available from November 3rd to December 5th, 2022. A total of seven people participated in the online activity.

Key themes related to housing emerging from the pop-ups, surveys, comment cards, and online activity are included in the housing types presented in the memorandum. A separate Community Engagement Summary was prepared that includes detailed information for each event and the feedback received.

Figure 1. Neighborhood Action Plans Study Areas



HOUSING TYPOLOGIES

Based on the criteria described above and community input, PlaceWorks recommends ten development housing types for the three study areas, as summarized in the following table:

	Housing Type	Height and Density[1]	Parking Arrangement	Appropriate Neighborhood Action Plan Study Areas
1	High-Rise Apartments *MFR*[2]	7 stories or higher 16 – 108.8 DU/Ac.	Ground-floor or multi-story podium	Cabral/East Cabral Station Area
2	Mid-Rise Apartments *MFR*	4 to 6 stories 16 –108.8 DU/Ac.	Ground-floor podium	Cabral/East Cabral Station Area Little Manila/Gleason Park
3	Low-Rise Apartments *MFR*	2 to 3 stories 13.2 – 72 DU/Ac.	Surface	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way
4	Mixed-Use *Special*	3 stories or higher 13.2 – 108.8 DU/Ac.	Ground-floor podium or surface	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way
5	Cottage Courts *MUR*	1 to 3 stories 13.2 – 72 DU/Ac.	Surface	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way
6	Multiplexes *MUR*	2 to 4 stories 13.2 – 72 DU/Ac.	Tuck under or surface	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way
7	Triplexes and Duplexes	2 to 3 stories 3 units max (triplex) 2 units max (duplex)	Tuck under or surface	Cabral/East Cabral Station Area Little Manila/Gleason Park
8	Townhomes *MUR*	2 to 3 stories 13.2 – 72 DU/Ac.	Tuck under or surface	Cabral/East Cabral Station Area Little Manila/Gleason Park
9	Live-Work *Special*	2 to 3 stories 13.2 – 72 DU/Ac.	Tuck under or surface	Cabral/East Cabral Station Area Little Manila/Gleason Park

Notes:

1. Height does not include underground stories. Density is defined as dwelling unit per gross acre.
2. Housing Action Plan Reference Type: MUR = Multi-Unit Residential, MFR = Multifamily Residential Special = Special Housing Types

Image source: ForRent.com

1. High-Rise Apartments

Description

The high-density apartment housing type is a development type of seven stories or higher, which requires Type I construction. These are intended for large lots in areas where high-density residential is appropriate. Depending on the scale of the development, publicly accessible open spaces could be provided on site.

Criteria Evaluation

- Neighborhood Compatibility and Placemaking: Appropriate within existing medium- to high-density residential neighborhoods; Downtown; near transit stations such as the Robert J. Cabral Station; employment nodes; or areas transitioning out of predominantly non-residential uses. Development on large lots could accommodate publicly accessible open space for residents, contributing to placemaking.
- Design and Site Constraints: Fit for large-size sites where high-density development could be achieved. More difficult to develop on irregularly shaped lots. Identified for large-size sites where high-density development could be achieved. Costliest construction type of those recommended.

- **Proximity to Transit:** Appropriate as either transit-oriented development or vehicularly dependent development.
- **Community Input:** Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

High-Rise Apartments	
Primary Use(s)	Residential
Building Types	Multi-story apartments or condominiums with common entries
Construction Type(s)	Type I construction (concrete or steel)
Recommended Density (gross)	16 min. – 108.8 max. DU/Ac.
Height	7 stories or higher
Typical Lot Size	15,000 square feet or larger
Setbacks (min.)	Front: 0 – 5 feet* Sides: 5 feet* Rear: 15 feet * Larger setbacks allowed if privately-owned public open space is provided in that setback.
Upper-Story Stepbacks (min.)	10 feet above the sixth story
Orientation	Active frontage to be provided along a public street or right of way
Open Space	Common courtyards at ground level, above parking podiums, or at rooftops; private open space in balconies; or, in multi-building projects, interconnected ground-level common open space areas
Parking	Assume 1 space per unit. Parking to be provided in podium, underground, or in separate structure
Appropriate Neighborhood Action Plan Study Area	Cabral/East Cabral Station Area

Image source: PlaceWorks

2. Mid-Rise Apartments

Description

The mid-rise apartment development type is four to six stories high. It is intended for neighborhoods where there is existing medium- or high-density residential and/or where new medium- or high-density development is appropriate. Developments in this housing type may likely be built as a "podium" building, i.e., Type V wood-frame above a Type I concrete base.

Criteria Evaluation

- Neighborhood Compatibility and Placemaking: Appropriate within existing medium- to high-density residential neighborhoods; Downtown; employment nodes; or areas transitioning out of predominantly non-residential uses. Development on large lots could accommodate publicly accessible open space for residents, contributing to placemaking.
- Design and Site Constraints: Fit for large-size sites where medium- to high-density development could be achieved. Irregularly shaped lots may present some design challenges for high-density mid-rise developments.
- Proximity to Transit: Appropriate as either transit-oriented development or vehicularly dependent development.

- **Community Input:** Apartments were the second highest housing choice in the survey and online activity for Little Manila/Gleason Park. Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

Mid-Rise Apartments	
Primary Use(s)	Residential
Building Types	Multi-story apartments or condominiums with common entries
Construction Type(s)	Type V construction with option of Type I construction at base (wood-frame over concrete podium)
Recommended Density (gross)	16 min. – 108.8 max. DU/Ac.
Height	4 to 6 stories
Typical Lot Size	10,000 – 90,000 square feet
Setbacks (min.)	Front: 0-5 feet* Sides: 5 feet* Rear: 20 feet ** Larger setbacks allowed if privately-owned public open space is provided in that setback*
Upper-Story Stepbacks (min.)	8 feet above the third story for four-story buildings 8 feet above the fourth story for five-story and six-story buildings
Orientation	Common entries oriented towards public street or right-of way, often with associated active common ground floor uses such as amenity spaces, lobbies, or ground floor units
Open Space	Common courtyards at ground floor, above parking podiums, or at roof tops; private open space in balconies; or, in multi-building projects, common open space areas interconnected at ground level
Parking	Assume 1 space per unit. Parking to be provided in surface lot, parking podium, underground, or in separate structure surrounded by residential units.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park

Image source: PlaceWorks

3. Low-Rise Apartments

Description

The low-rise apartment development type is two to three stories high. It is intended for neighborhoods of low- to medium-density residential and/or where new medium-density development is appropriate. Developments in this typology are wood construction with units arranged as stacked flats. Parking is provided on-site as a surface lot.

Criteria

- Neighborhood Compatibility and Placemaking: Appropriate within existing low- to medium-density residential neighborhoods; Downtown; employment nodes; or areas transitioning out of predominantly non-residential uses. Development on larger lots could accommodate publicly accessible open space for residents, contributing to placemaking.
- Design and Site Constraints: Fit for a variety of lot types and recommended for medium- to large-sized lots.
- Proximity to Transit: Appropriate as either transit-oriented development or vehicularly dependent development.
- Community Input: Apartments were the second highest housing choice in the survey and online activity for South Airport Way and Little Manila/Gleason Park. Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

Low-Rise Apartments	
Primary Use(s)	Residential
Building Types	Multi-story apartments or condominiums with common entries
Construction Type(s)	Type V construction
Recommended Density (gross)	13.2 min. – 72 max. DU/Ac.
Height	2 to 3 stories
Typical Lot Size	10,000 – 45,000 square feet
Setbacks (min.)	Front: 0-5 feet* Sides: 5 feet* Rear: 15 feet ** Larger setbacks allowed if privately-owned public open space is provided in that setback*
Upper-Story Stepbacks (min.)	None
Orientation	Common entries oriented towards public street or right-of way, often with associated active common ground floor uses such as amenity spaces, lobbies, or ground floor units
Open Space	Common courtyards at ground floor or at roof tops; private open space in balconies; or, in multi-building projects, common open space areas interconnected at ground level
Parking	Assume 1 space per unit. Parking to be provided in surface lot located interior or rear of lot.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way

Image source: PlaceWorks

4. Mixed-Use

Description

The mixed-use development type arranges residential uses in combination with retail and/or office spaces either vertically or horizontally. This is a flexible development type that is intended for a wide range of lot sizes, aiming to provide activity and services to an area as well as dense residential development.

Criteria Evaluation

- Neighborhood Compatibility and Placemaking: Appropriate within neighborhoods of all densities; Downtown; employment nodes; neighborhood commercial corridors; near transit stations such as the Robert J. Cabral Station; or areas transitioning out of predominantly non-residential uses. Ground floor commercial or office uses can add services and retail opportunities to the neighborhood. Development on large lots could accommodate mixture of retail, services, and publicly accessible open space for residents, contributing to placemaking.
- Design and Site Constraints: Fit for a variety of lot types.
- Proximity to Transit: Appropriate as both transit-oriented development or vehicular-dependent development.
- Community Input: Mixed-use housing was the fourth highest housing choice in the survey and online activity for South Airport Way. This housing type was also identified as a housing need in the Little Manila/Gleason Park study area. Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

Mid-Rise Mixed-Use	
Primary Use(s)	Residential with commercial or office
Building Types	Residential units arranged vertically or horizontally with ground floor commercial or office spaces facing a public street or right-of-way
Construction Type(s)	Type V construction for residential and Type I construction for non-residential
Recommended Density (gross)	13.2 min. – 108.8 max. DU/Ac.
Height	3 stories or higher
Typical Lot Size	10,000 – 50,000 square feet
Setbacks (min.)	Front: 0 feet* Sides: 0-5 feet* Rear: 15 feet ** Larger setbacks allowed if privately-owned public open space is provided in that setback*
Upper-Story Stepbacks (min.)	8 feet above the third story for four-story buildings 8 feet above the fourth story for five-story and six-story buildings 10 feet above the fifth story for seven stories or higher
Orientation	Active common ground floor uses such as amenity spaces, lobbies, or ground floor units oriented towards street or side street. Residential common entries oriented towards public street or right-of way. Separate commercial and office frontages and entries oriented towards public street or right-of-way. For horizontal mixed-use arrangements, residential entrances may be accessed through interior or side lanes.
Open Space	Common courtyards at ground floor, above parking podiums, or at roof tops; private open space in balconies; or, in multi-building projects, common open space areas interconnected at ground level
Parking	Assume 1 space per unit. Parking to be provided in surface lot, parking podium, underground, or in separate structure surrounded by residential units, with potential to use shared or street parking.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way

Image source: PlaceWorks

5. Cottage Courts

Description

The cottage court is a development arranging small detached residential units surrounding a common courtyard. Entrances to each unit are accessed off this central court. This housing type can introduce medium- to high-density residential without the appearance of mid- to high-rise apartment structures. Parking is typically located to the rear or side of the development.

Criteria Evaluation

- Neighborhood Compatibility and Placemaking: Appropriate within existing low- to medium-density residential neighborhoods and areas transitioning out of non-residential uses, including the Little Manila/Gleason Park, Cabral/East Cabral Station Area, and South Airport Way study areas.
- Design and Site Constraints: Fit for variety of lot types and recommended for medium- to large-size lots.
- Proximity to Transit: Appropriate for residential neighborhoods of any density, as transit-oriented development, though effective for providing density of housing in existing auto-oriented residential neighborhoods that have medium-size lots.
- Community Input: Apartments were the second highest housing choice in the survey and online activity for South Airport Way and Little Manila/Gleason Park. Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

Cottage Courts	
Primary Use(s)	Residential
Building Types	Residential units attached arranged around a common open space court
Construction Type(s)	Type V construction
Recommended Density (gross)	13.2 min. – 72 max. DU/Ac.
Units (min.)	5 units
Height	1 to 3 stories
Typical Lot Size	15,000 – 45,000 square feet
Setbacks (min.)	Front: 5 feet Sides: 5 feet Rear: 10 feet
Upper-Story Stepbacks (min.)	None
Orientation	Entrances to residential units oriented towards a common open space courtyard, which is accessed from the public street or right- of way
Open Space	Common ground-floor courtyard
Parking	Assume 1 space per unit. Parking, other than accessible or disabled spaces, provided in surface parking lots to the side or behind development.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way

Image source: “Garden-Style Apartment” by Fidelity Management

6. Multiplexes

Description

The multiplex is a flexible multifamily development type that could provide a wide range of units depending on the lot size. This housing type can introduce medium- to high-density residential without the appearance of mid- to high-rise apartment structures. Units can be arranged in a single structure or in multiple structures on site. This can create opportunities for common courtyards and/or shared parking configurations.

Criteria Evaluation

- Neighborhood Compatibility and Placemaking: Appropriate within existing low- to medium-density residential neighborhoods or Downtown. Depending on the arrangement of the development, common courtyards can be accommodated on site.
- Design and Site Constraints: Fit for medium- to large-size lots.
- Proximity to Transit: Appropriate for transit-oriented development, though effective for providing density of housing in existing auto-oriented residential neighborhoods that have small lots.
- Community Input: Apartments were the second highest housing choice in the survey and online activity for South Airport Way and Little Manila/Gleason Park. Apartments and mixed-use housing were tied for third place in Cabral/East Cabral Station Area, which indicates an overall desire for new multi-family housing in this study area.

Recommended Development Standards

Multiplexes	
Primary Use(s)	Residential
Building Types	Residential units attached arranged in one or more buildings
Construction Type(s)	Type V construction
Recommended Density (gross)	13.2 min. – 72 DU/Ac.
Units (min.)	4 units total with minimum of 2 units per building if multiple buildings
Height	2 to 4 stories
Typical Lot Size	9,000 – 30,000 square feet
Setbacks (min.)	Front: 5 feet Sides: 5 feet Rear: 10 feet
Upper-Story Stepbacks (min.)	None
Orientation	Entrances oriented towards a public street or right-of way. For developments featuring a common courtyard or tuck-under parking, entrances of internal units may be oriented towards private courtyards or passages.
Open Space	Upper floor terraces and balconies; ground-level courtyards; or, in multi-building projects, interconnected landscape areas
Parking	Assume 1 space per unit. Parking, other than accessible or disabled spaces, provided in surface parking lots behind development; in individual garages to the side of or underneath units; underneath the residences in both open and closed configurations; or underground.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park South Airport Way

Image source: “Missing Middle Housing” by Opticos Design

7. Triplexes and Duplexes

Description

The triplex and duplex are flexible development types that can increase efficiency of housing output on small lots. The units are attached and can be arranged vertically or horizontally. Each unit would have its own entrance. Parking could be shared in an exterior surface or within individual garages.

Criteria Evaluation

- **Neighborhood Compatibility and Placemaking:** Appropriate within existing low- to medium-density residential neighborhoods or on small lots with proximity to services.
- **Design and Site Constraints:** Fit for small- to medium-sized lots.
- **Proximity to Transit:** Appropriate for transit-oriented development, though effective for providing density of housing in existing auto-oriented residential neighborhoods that have small lots.
- **Community Input:** Triplexes and duplexes were the top third housing choice in the survey and online activity for Little Manila/Gleason Park. These housing types were the top second housing choice in Cabral/East Cabral Station Area.

Recommended Development Standards

Triplexes and Duplexes	
Primary Use(s)	Residential
Building Types	Residential units attached
Construction Type(s)	Type V construction
Units (total)	3 units (triplex) 2 units (duplex)
Height	2 to 3 stories
Typical Lot Size	4,000 – 15,000 square feet
Setbacks (min.)	Front: 3 feet Sides: 3 feet Rear: 15 feet
Upper-Story Stepbacks (min.)	None
Orientation	Entrances oriented towards a public street or right-of way. For developments featuring a common courtyard or tuck-under parking, entrances of internal units may be oriented towards private courtyards or passages.
Open Space	Upper floor terraces and balconies; ground-level courtyards; or, in multi-building projects, interconnected landscape areas
Parking	Assume 1 space per unit. Parking, other than accessible or disabled spaces, provided in surface parking lots behind development; in individual garages to the side; or underneath residences in both open and closed configurations.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park

Image source: PlaceWorks

8. Townhomes

Description

Townhomes are residential units attached in a horizontal configuration, each with a standalone entrance. Parking may be in the form of individual garages accessed in front or at the rear of the building. This housing type could provide a dense housing configuration that is visually compatible with low-density residential contexts, such as single-family neighborhoods.

Criteria Evaluation

- **Neighborhood Compatibility and Placemaking:** Appropriate within residential neighborhoods of any density.
- **Design and Site Constraints:** Fit for all types of lots of any size.
- **Proximity to Transit:** Appropriate for transit-oriented development, though effective for providing density of housing in existing auto-oriented residential neighborhoods that have medium-sized infill sites.
- **Community Input:** Townhomes were the top fifth housing choice in the survey and online activity for Little Manila/Gleason Park. This type of housing was identified as a housing choice in Cabral/East Cabral Station Area.

Recommended Development Standards

Townhomes	
Primary Use(s)	Residential
Building Types	Residential units attached horizontally with a recommended minimum total of three units on site
Construction Type(s)	Type V construction
Recommended Density (gross)	13.2 min. – 72 max. DU/Ac.
Height	2 to 3 stories
Typical Lot Size	7,500 – 90,000 square feet
Setbacks (min.)	Front: 3 feet Sides: 5 feet Rear: 10 feet
Upper-Story Stepbacks (min.)	None
Orientation	Entrances oriented towards a public street or right-of way. For developments featuring a common courtyard or tuck-under parking, entrances of internal units may be oriented towards private courtyards or passages.
Open Space	Front or rear yards; upper floor terraces and balconies; ground-level courtyards; or, in multi-building projects, interconnected landscape areas
Parking	Assume 1 space per unit. Parking, other than accessible or disabled spaces, provided in surface parking lots behind development; in individual garages to the side of or underneath units; underneath the residences in both open and closed configurations; or underground.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park

Image source: PlaceWorks

9. Live-Work

Description

The live-work type provides a residential development with flexible ground-floor space that could be used as an employment use or additional residential space. It provides a flexible approach for providing a building with multiple uses as an alternative to mixed use. Typical arrangement for live-work development is to have residential uses above employment uses, though this could be arranged horizontally as well.

Criteria Evaluation

- **Neighborhood Compatibility and Placemaking:** Appropriate within residential neighborhoods of any density; neighborhood commercial corridors; or Downtown. Ground-floor employment spaces could provide activity along streets and services to an area.
- **Design and Site Constraints:** Fit for all types of lots of any size.
- **Proximity to Transit:** Appropriate for transit-oriented development, though effective for providing density of housing in existing auto-oriented residential neighborhoods that have medium-sized infill sites.
- **Community Input:** Live-work units were the top fourth housing choice in the survey and online activity for Little Manila/Gleason Park. This type of housing was identified as a housing choice in Cabral/East Cabral Station Area.

Recommended Development Standards

Live-Work	
Primary Use(s)	Residential with employment
Building Types	Residential units attached horizontally each with a commercial or office space on the ground floor with a minimum total of two units on site
Construction Type(s)	Type V construction
Recommended Density (gross)	13.2 min. – 72 max. DU/Ac.
Height	2 to 3 stories
Typical Lot Size	4,000 – 50,000 square feet
Setbacks (min.)	Front: 0 – 3 feet Sides: 5 feet Rear: 10 feet
Upper-Story Stepbacks (min.)	None
Orientation	Entrances oriented towards a public street or right-of way. For developments featuring a common courtyard or tuck-under parking, entrances of internal units may be oriented towards private courtyards or passages.
Open Space	Front or rear yards; upper floor terraces and balconies; ground-level courtyards; or, in multi-building projects, interconnected landscape areas
Parking	Assume 1 space per unit. Parking, other than accessible or disabled spaces, provided in surface parking lots behind development; in individual garages to the side of or underneath units; underneath the residences in both open and closed configurations; or underground.
Appropriate Neighborhood Action Plan Study Area(s)	Cabral/East Cabral Station Area Little Manila/Gleason Park