

FIRST STREET CORRIDOR PLAN AND DEVELOPMENT CODE GILROY, CALIFORNIA

**SENIOR PROJECT, 2017
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First Street Corridor Plan and Development Code

*A CONCEPTUAL CORRIDOR PLAN AND DEVELOPMENT CODE
FOR GILROY, CA*

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1. Introduction

1.1 DISCUSSION

The following senior project consists of two parts: a corridor plan and a subsequent development code. The area chosen for the plan is known as the First Street Corridor, and is located in Gilroy, California. The corridor is roughly 1.5 miles in length and connects to Highway 152. Land uses surrounding the corridor have historically been large, low density, commercial developments. Recently, in the process of updating the General Plan, the City has chosen to rezone the corridor from Shopping Center Commercial to Mixed Use (MU).

Upon adoption of the Plan Bay Area plan in 2013, the First Street Corridor was identified as a potential area to receive the Potential Development Area designation (PDA). The Plan Bay Area plan is the Bay Area's current regional transportation plan, charting a course for transportation investment and land-use priorities for the next 25 years. It is the first regional plan to incorporate a state-mandated Sustainable Communities Strategy, and is a cooperative effort between MTC and the Association of Bay Area Governments (ABAG). The Plan Bay Area plan has set aside funds to grant to cities that have areas that are designated PDA. In order to qualify for such a designation however, a city must have a specific plan prepared for the area of interest. Currently, the City of Gilroy has not prepared a specific plan for the First Street Corridor.

The following project has been prepared to meet this requirement. The proposed plan shows potential development options that can be used as a model for further development. The First Street Corridor Plan and Development Code will demonstrate a proficient understanding of City and Regional Planning and the many topics that surround the profession. Such a plan required a knowledge of land use regulation, urban design, zoning, general plan and policy document interpretation, and technical writing.

A form-based land use regulation is proposed in order to implement the plan. This style of regulation has been chosen because it fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as an organizing principle.



1.2 ORGANIZATION

This proposed plan is organized in two main chapters: First Street Corridor Plan and First Street Development Code. A brief summary of each follows:

First Street Corridor Plan

This chapter has been prepared to act as the guiding document for the Plan. A brief introduction to form-based code regulation and its relevance to the Plan starts off the chapter. A short discussion and description of the City of Gilroy and the First Street Corridor planning area follow. Planning principles are also specified in the chapter. These principles apply to the design of the Plan Area's buildings, public spaces, landscape, and infrastructure- marking a new style of place-making development that will shape the urban fabric of the corridor for years to come. This chapter also introduces and discusses the goals, policies, and programs for the Corridor. These are provided to guide future development within and along the Corridor to ensure that City needs and the Plans vision are met. Lastly, this chapter provides three illustrative master plans for three currently vacant lots along the First Street Corridor. This plans incorporate the many regulations that the First Street Development Code specifies and are intended to show the type of urban form that can be created with the Plan.

First Street Development Code

This chapter provides the guidelines and standards to enforce- the First Street Corridor Plan, The Regulating Plan and transect zones are discussed in detail throughout the chapter. All discussions, standards, and guidelines address the urban fabric and built environment in and around the Corridor. Permitted land uses and overlay zones are also established in this chapter. Standards such as frontage type and building types are discussed at length and provide clear examples and guidelines. The chapter closes out by addressing and introducing the new street and block types the Plan will implement. These sections, like other discussed in the chapter, further define how the Corridor shall look and function.

2. First Street Corridor Plan



2.1 FORM-BASED CODES

Why are Form-Based Codes Needed?

The current zoning system is broken: It has produced auto-dependent development patterns that have compromised community character, our nation's health and the environment and have left communities searching for tools to address these issues. T1

Form-Based Codes are an alternative to Euclidian Zoning that focus on the creation, revitalization, and preservation of vibrant, walkable urban places. As Elizabeth Plater-Zyberk states in Form-Based Codes, "as Global Society swings into action to reduce carbon emissions, the data ever more clearly points to the need to reduce dependence on vehicular mobility and to remake the built environment as transit- and pedestrian-friendly places of dense economic and social interaction. Only the Form-Based Code can ensure such an urbanism." Form-Based codes not only produce a more walkable and aesthetically pleasing urban fabric, they also help city planners and developers by creating a more predictable environment. T2

As the market demand for walkable urbanism grows and demographics shift, Form-Based Codes have proven to be an effective tool for breaking down the barriers to developing and revitalizing urban places and ensuring high-quality predictable built results. T3

What is a Form-Based Code?

The Form-Based Code Institute defines Form-Based Codes (FBCs) as follows: T4

Form-based codes foster predictable built results and a high quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning. T5

The most important aspect of this definition in terms of differentiating FBCs from Euclidean zoning is that the intended physical form or desired place replaces use as the organizing principle, or framework, for the overall code. So instead of a zone T6



being labeled “single-family residential,” it might be called “traditional neighborhood,” and instead of a zone being called “commercial”, it might be called “neighborhood main street.” The terms “neighborhood” and “main street” tie back into the intended physical form or place, both of which may include a mix of uses and different building types that create a vibrant walkable urbanism. The urban-to-rural Transect, which categorizes a spectrum of urban to rural contexts in six Transect zones, is a prominent organizing principle within Form-Based Code practice. The second important aspect of this definition is that FBCs replace zoning and are not merely design guidelines.

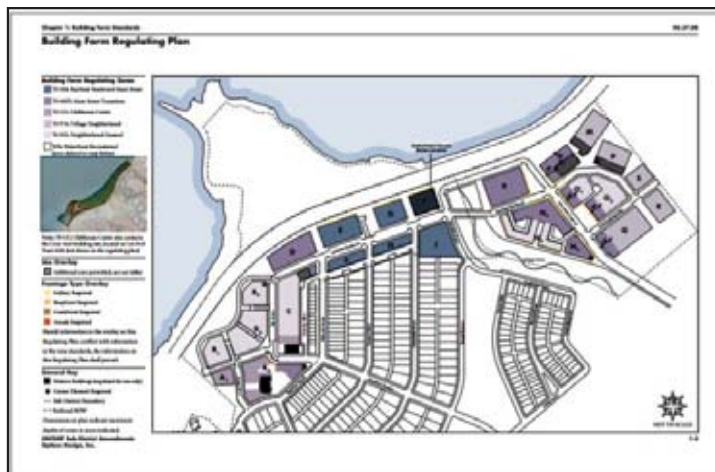
What are the Components of a Form-Based Code?

There is a list of Form-Based Code components that are necessary for an effective FBC: the Regulating Plan (which replaces the zoning map), Building Form Standards, Public Space Standards (which consist of Thoroughfare Standards and Civic Space Standards), Frontage Type Standards, Subdivision Standards, and Administration.

In addition to these components, there are several supplementary ones that help aid in the effectiveness of the code. These components include: Building Type Standards, Architectural Standards, Landscape Standards, Sustainability Standards (such as stormwater, alternative energy, greywater, etc.), and Green Building Standards.

The Regulating Plan

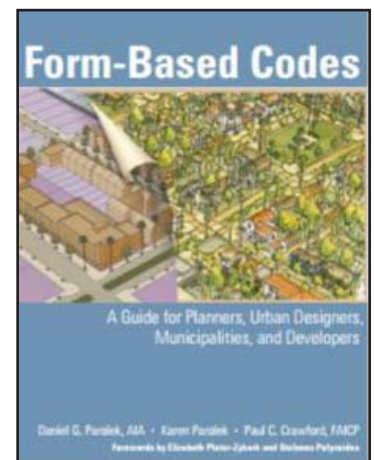
This is the component that most people visualize when they think about a Form-Based Code. This component has the primary role in defining and regulating the intended physical form. Typical elements within this component are building form, building placement, building height, general land use, parking location and requirements, encroachments, and allowed frontage types.



Regulating Plan example from the Hercules Bayfront FBC.



Above: For planners, officials, and citizens seeking the best methods to implement the principles of new urbanism to development in their community. **Below:** For a more detailed description of Form-Based Codes see “Form-Based Codes,” by Parolek or go to the Form-Based Code Institute’s web site at www.formbasedcodes.com



Building Form Standards

This is the component that most people visualize when they think about a Form-Based Code. This component has the primary role in defining and regulating the intended physical form. Typical elements within this component are building form, building placement, building height, general land use, parking location and requirements, encroachments, and allowed frontage types.

Civic Space Standards

This is an important element to ensure that a full menu of civic spaces is included in the Code and that the scale and design approach is calibrated according to where the space resides in the urban to rural continuum.

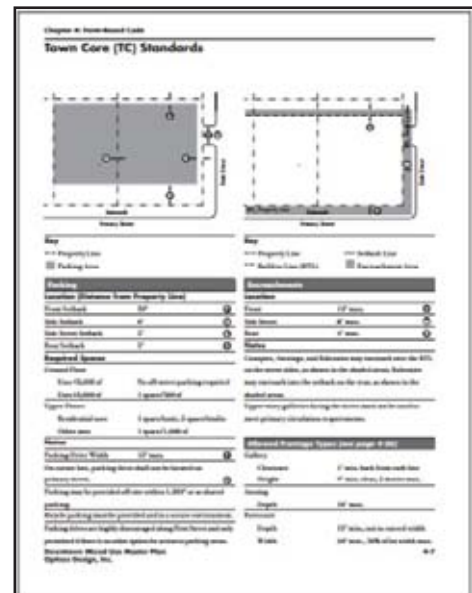
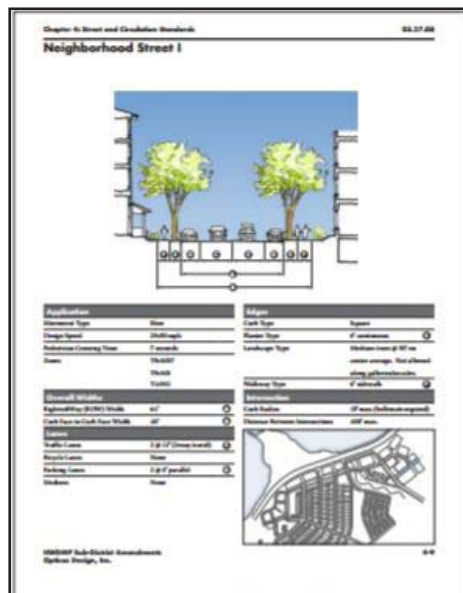
Thoroughfare Standards

In most cities streets comprise nearly 25% of all space and make up a large percentage of provided public space as well. Therefore in creating and reinforcing walkable urban environments it is important to consider thoroughfares as a critical element. Also, details matter tremendously when it comes to thoroughfare design, therefore the exact desired dimensional parameters for the retrofit of existing and creation of new thoroughfares should be included in a Form-Based Code.

Frontage Type Standards

Frontages create an appropriate transition from the private realm (inside of a building) to the public realm (sidewalk or yard), providing a clear threshold for this mental transition to occur. A typical starting point for a menu of frontage types includes porches, terraces, forecourts, stoops, shopfronts, galleries, and arcades. The final menu used within the Form-Based Code should be modified to include any unique frontage types that have occurred historically or that address climatic conditions, and remove any of these typical type that would not be appropriate for the context.

Left: Thoroughfare Standards from Hercules Waterfront District Master Plan.
Right: Building Form Standards from Benicia Downtown Mixed Use Mater Plan.



The Transect

The Transect is an organizing principle that is often used in Form-Based Coding that focuses first on the intended character and type of place and second on the mix of uses within. This flips the typical method used in conventional or Euclidean zoning, in which use is the primary focus and form comes second. Transect zones are used to reinforce existing or to create new walkable mixed-use urban environments.

“The rural-to-urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone.”

-Form-Based Codes

The model Transect for American towns is divided into six Transect zones or T-zones: Natural (T1), Rural (T2), Sub-urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6), together with a Special District (SD) designation for areas with specialized purposes (e.g., heavy industrial, transportation, entertainment, or university districts, among other possibilities). Each T-zone is given a number: higher numbers designate progressively more urban zones, and lower numbers designate more rural zones. That said, some FBC's opt for a name designation rather than a number when naming T-zones.



A typical transect starting with the least dense: Natural (T1), and ending with the most dense: Urban Core (T6).

2.2 INTRODUCTION AND CONTEXT

First Street is a place for shopping, work, and movement. Conveniently located on State Route 152, First Street is a corridor that serves the needs of adjoining neighborhoods, other parts of the the City of Gilroy, and the larger region. Shoppers, residents, workers, and travelers heading East from Watsonville or West from Highway 101 all know First Street as a busy thoroughfare with a mundane and predictable pattern of development. While many of the stores situated along First Street offer convenience and daily necessities, few if any also offer a memorable character or sense of place. While there are many factors that can contribute to this, the most prevalent is that the street itself relates poorly to its surroundings properties. Another is the fact that there are many chain businesses operating in a standard form of development, featuring large front setbacks and vast parking lots. These two issues alone detract from the overall experience while on this vital corridor. As the population in the City of Gilroy and the County of Santa Clara is expected to increase in the coming years, it is essential that this corridor plan is designed to meet the growing demands.

The following Plan calls for a complete reversal of this style of development. This Corridor plan reflects many of the General Plan's Guiding Principles, echoing the City's emphasis on fostering economic growth, expanding transportation options, balancing growth and open space, promoting a healthy built environment, and fostering high-quality and sustainable development. Additionally, this Corridor Plan and Development Code are anchored in a design concept that promotes the creation of urbanism and the implementation of smart growth principles along the entire First Street corridor. These principles include, but are not limited to, walkability, quality architecture and urban design, increased density, and connectivity.

Future development will bring significant transformation, as the City's vision set forth in the City of Gilroy's 2040 General Plan is realized and implemented during the coming years. The 2040 Gilroy General Plan demonstrates the ideals and actions that will guide transformation of the First Street Corridor. The General Plan offers the following vision for the City as a whole.

In 2040 Gilroy is a diverse and culturally-rich community with a small-town feel. Gilroy's economy is thriving, with a healthy business environment and ample job opportunities for residents. Visitors come to Gilroy for its wineries, shopping, festivals, and recreational opportunities. It is well known throughout the region for its excellent schools, agriculture, and downtown.

2.3 SETTING

The 292 acre First Street Corridor planning area extends for approximately 1.5 miles. The corridor was identified as a Focus Area in the 2040 Gilroy General Plan. Focus areas identify places in and around Gilroy where land use may change in the future and were identified by City staff during the General Plan update. According to the City, the First Street commercial corridor is generally designated General Services and Public/Quasi-Public Facility on the General Plan Land Use Diagram except where it intersects with the Downtown Gilroy Specific Plan. This area includes the existing commercial corridor along First Street, east of Santa Teresa Boulevard to its eastern terminus at Monterey Road, north on Monterey Road, and east on Leavesley Road to U.S. Highway 101. While the eastern and western boundaries are clearly demarcated by Santa Teresa Boulevard and Monterey Road, the north and south boundaries are defined more by residential land uses and range from single family residential (R1) to medium family residential (R2 - R3).

This commercial corridor is developed with a range of commercial uses such as shopping centers, strip malls, office buildings, health facilities, financial institutions, educational facilities, hotels, gas stations, and Gavilan Hills Memorial Park cemetery. The corridor area is almost completely developed with a total of 681 parcels, five of which are currently undeveloped. These undeveloped properties have been noted in this Plan as Master Plan areas. Auto-oriented commercial centers are the dominant existing use abutting First Street. Major commercial centers lining the corridor include the Contempo Plaza, Hecker Pass Plaza, The Piazza, Town Place Shopping Center, and The Town Plaza Shopping Center. In addition to the anchor stores, these centers support a wide range of businesses, featuring chain and fast food restaurants along with a range of other retail and service commercial establishments. The City of Gilroy has jurisdiction over almost all properties in the corridor with exception to the Brownell Academy Middle School, operated by the Gilroy Unified School District.



Intersection of Monterey Road and First Street.



Intersection of First Street and Santa Teresa Blvd

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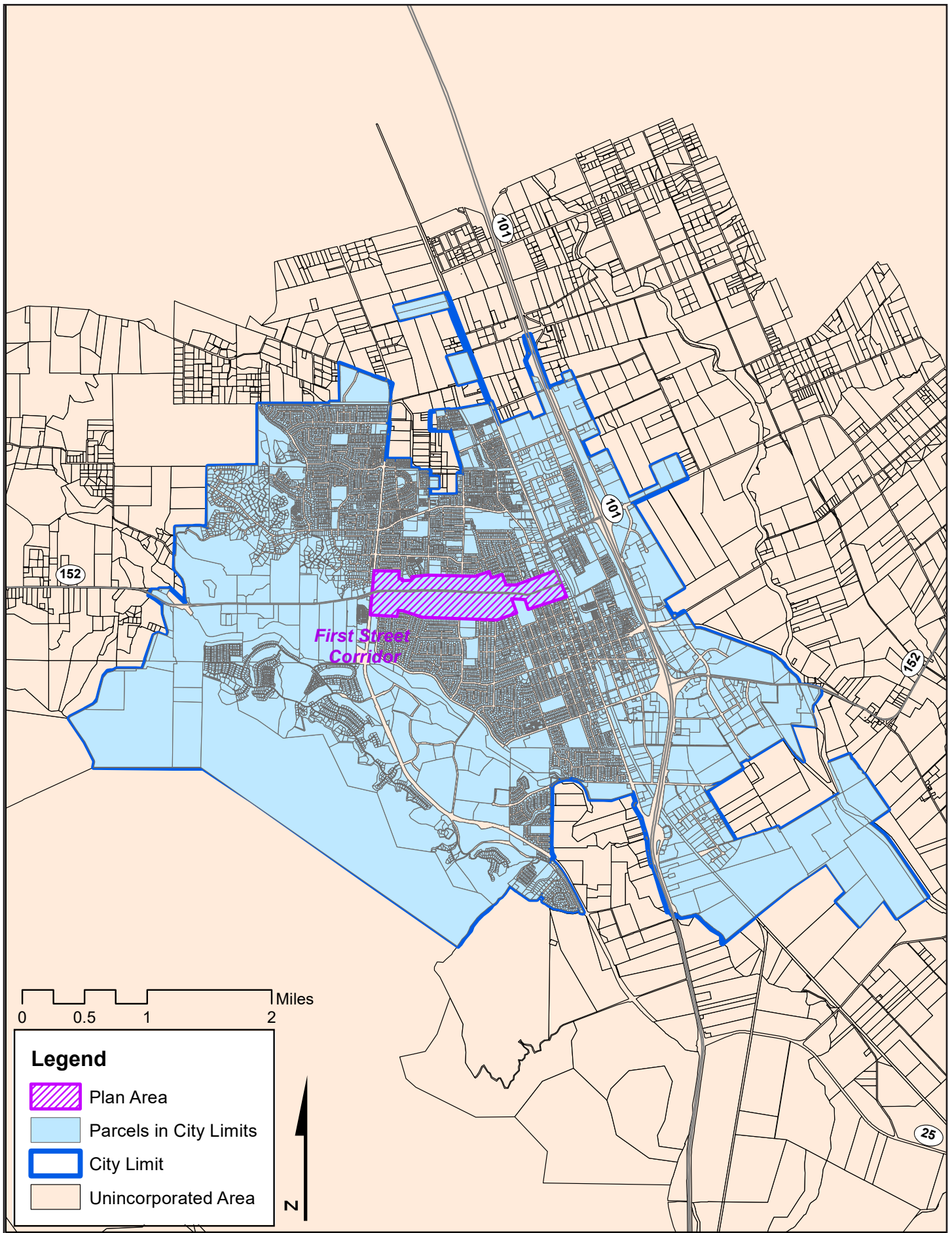


Figure 1-1: Regional Location Map for First Street Corridor

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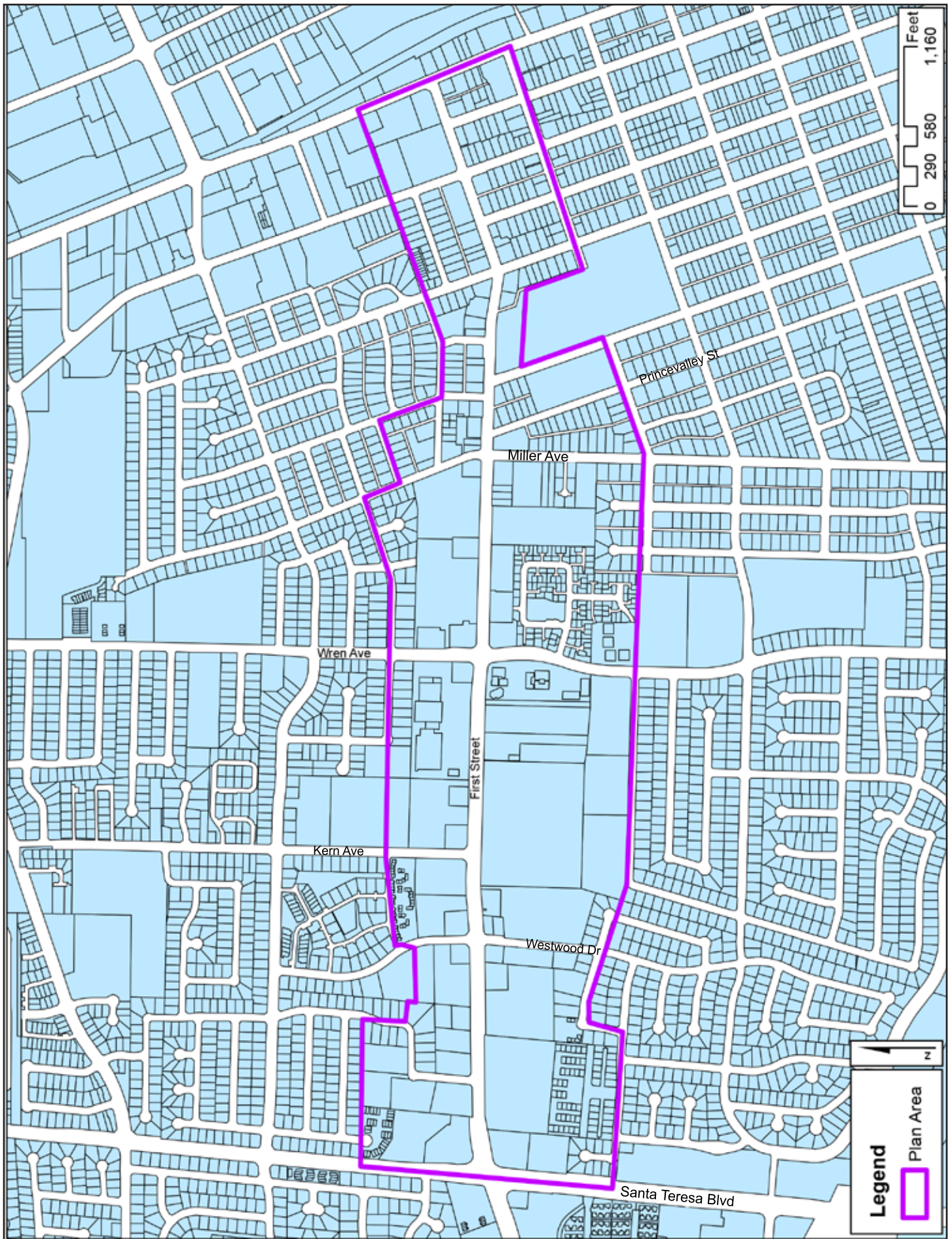


Figure 1-2: First Street Corridor Planning Area

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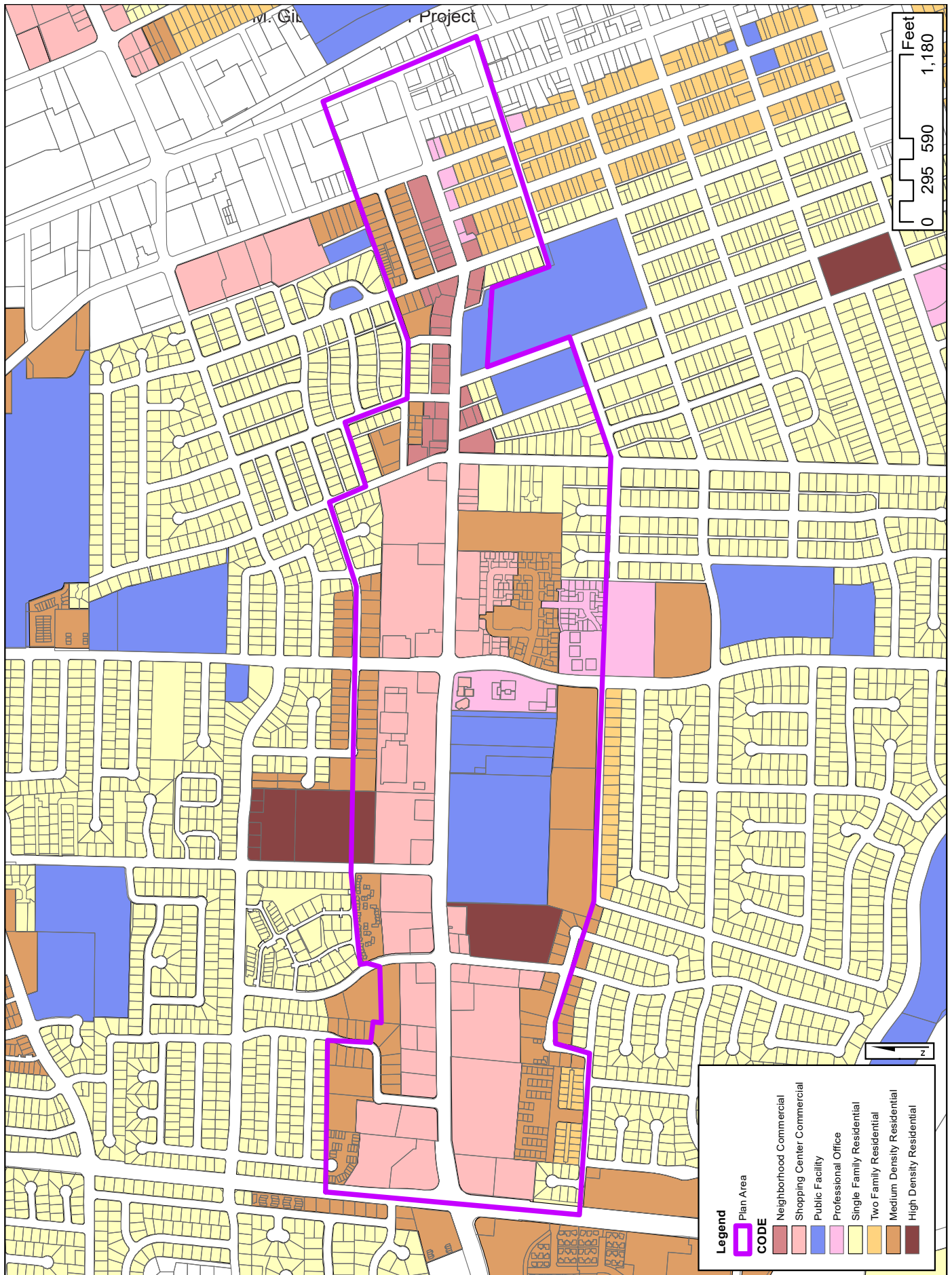


Figure 1-3: First Street Corridor Zoning Designations

2.4 CONVENIENCE AND ACCESSIBILITY



Located in the Town Place Shopping Center, Nob Hill is a popular grocery store among Gilroy residents.

Currently, the First Street Corridor supports a wide range of commercial uses such as restaurants, strip malls, gas stations, shopping centers, office buildings, educational facilities, health facilities, and financial institutions. Located in established shopping centers and office campuses surrounded by generously sized parking lots and visible from First Street, these businesses are easily accessible by automobile. Due to the high volume of traffic the corridor experiences and its lack of walkability, almost all patrons travel by automobile to arrive at their destinations. To maintain the same level of convenience that patrons experience today, this Plan calls for and encourages a mix of retail uses, parking to meet the needs of patrons who travel by automobile, and safety and comfort of pedestrians, bicyclists, and transit riders.



First Street Coffee is a staple of the surrounding community. Patrons make use of the outside furniture while enjoying a beverage.

As per the guiding principles specified in the General Plan (“Foster a Sustainable Community” and “Provide Transportation for All”), the Plan fosters multimodal transportation uses by creating more bus stops and and bike lanes. The Plan also calls specifies the various streetscapes to be included. In short, the Plan will convert First Street’s 5-lane thoroughfare into a complete street, featuring a planted center median, protected sidewalks, bicycle lanes, and street parking. Refer to *Blocks and Street Type* section for a complete list of street typologies.

2.5 ECONOMIC DEVELOPMENT



One of the larger developments along First Street, Hecker Pass Plaza is home to many anchor stores and is well used by patrons.

As it stands, First Street is home to host of well-established commercial and retail business. However, it’s current status as a concentration of significant economic activity could be strengthened through investment establishing the corridors identity as a prestigious business and retail location. To achieve this vision, the Plan expands the permitted uses currently allowed by the City. These new uses include, but are not limited to, recreation, residential, transportation facilities, and light manufacturing and processing. As an urban area located along the highly traveled State Route 152, First Street is an ideal location for new or relocating business that have the potential to provide high wage, high value jobs to the City of Gilroy. In order for the City to keep up with both the increase in population and demand on local services, the Plan will ensure that the First Street Corridor will meet all future needs and mark its place as a prosperous economic center.

2.6 URBANISM

Urbanism is a planning and development concept based on the principles of how cities and towns had been built for the last several centuries: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. Urbanism differs from the current approach to development by focusing on human-scaled urban design. According to the Charter of New Urbanism, Urbanism establishes a multitude of principles. Some of these principles include:

Bring human-scale into development design: Create tools to reform zoning and street design that will develop underutilized building types that contribute to diverse neighborhoods.

Make placemaking and public space a high priority: Accommodate multimodal transportation including walking, bicycling, transit use, and driving in plazas, squares, sidewalks, and cafes.

Design that is holistic: All building types and uses shall be related and connected. A building that is connected to a transit stop will help the region function better, and well-organized region benefits the buildings within it.

A key part of the Plan is its use of a style of land use regulation which is flexible with respect to use, flexible with respect to scale, and strict with respect to urban design and the principles of urbanism. These principles include, but are not limited to, walkability, quality architecture and urban design, increased density, and connectivity. A form-based code style of land use will be integrated into the Plan. A form-based code was chosen because it fosters predictable built results and a high-quality public realm by using physical form, rather than separation of use, as its organizing principle. Form-based codes seek to restore a time-tested form of urbanism which emphasizes the importance of shaping the physical form of communities, in lieu of controlling the the land uses within the community.

The Development Code in this Plan will ensure unity, efficient organization, social vitality, and walkability in the corridor and surrounding uses. The Plan and Subsequent Development Code implements the General Plan guiding principles by transforming First Street's image into a corridor of great diversity by calling for a significant departure from conventional planning and zoning practice that specifies a narrow range of uses on particular properties. The Development Code insists upon walkable blocks, a diverse mixture of land uses, infill development, redevelopment, and quality design to ensure good urbanism.

2.7 PLANNING PRINCIPLES

This Corridor Plan and the accompanying Development Code apply the following nine principles to the design of the Plan Area’s buildings, public spaces, landscape, and infrastructure. These principles mark a new style of place-making development that will shape the urban fabric of the corridor for years to come. The eight guiding principles are:

1. Secure First Street’s identity as a diverse and prestigious business, commercial, and retail corridor.
2. High-quality building types that complement the City identity and activate public realm.
3. Quality of the Public Realm.
4. Create an urban form that consists of connected streets, small blocks, public open spaces, and quality design.
5. A higher level of intensity and density than is currently adjoining neighborhoods.
6. Larger stores successfully integrated along First Street and introduction of new activity nodes.
7. A distinct identity along First Street with boulevard-scale buildings in a mixed use edge lining a re-designed street.
8. Emphasis on linkages between the public and private realms.
9. Illustrative master plans for of opportunity sites along corridor.

The intent of the Corridor Plan and Code is to redesign the public realm so that First Street invites buildings to open directly to public sidewalks. The Corridor Plan echoes the City’s emphasis on fostering economic growth, expanding transportation options, balancing growth and open space, promoting a healthy built environment, and fostering high-quality and sustainable development. Equally important, both are anchored in a design concept that promotes the creation of urbanism and smart growth principles. The Plan emphasizes designing dwellings, shops, offices, parks, and civic facilities that are not only within close proximity, but that also relate to one another. Buildings are not isolated objects. They are neighbors that form the public realm, provide “eyes on the street,” shape the urban fabric, and generate bike, foot, and vehicular traffic. When these uses are related to their surroundings, each new use builds value for surrounding land and buildings, encouraging new development and investment.

These principles form the basis for the Corridor Plan and Development Code as well as the goals, policies, and actions that are described in the Plan. The following are key contributors to the desired urban character of the corridor:

1. Secure First Street's identity as a diverse and prestigious business, commercial, and retail corridor.

Plan for infill and new investment leading to the creation of a business corridor with supporting residential, retail, and service uses in urban format with high-quality architecture and urban design, minimum parking, and building heights of up to four stories. Achieving this goal will require effective use of existing private and public and infrastructure investments. To do so, development will fill in available urban sites to create a more vibrant public realm. More people within walking distance of multiple uses support a more efficient utilization of services and resources, and create more opportunities for entrepreneurship and for shopping, working, and entertainment close to home.

2. High-quality building types that complement the City identity and activate public realm.

A fundamental element of urbanism is the relationship between primary building entrances, the public sidewalk, and the public street. Development in the First Street corridor is exemplified by buildings with entrances from internal parking lots rather than public streets. The vision for the future focuses activities on First Street and new internal streets, with shopfronts, workplaces and housing oriented directly to new streets and walkways, as specified by the Development Code. The result will be lively, active streetscapes that stimulate walking and social interaction along the corridor. Construction of public realm improvements as described in the Development Code is a vital part of creating this new focus on First Street because the change in building orientation needs to be supported by changes in the street environment that emphasize comfort, safety, and distinctive identity, with a strong buffering of First Street uses from the noise and hazard of passing traffic.

3. Quality of the public realm.

The Plan will require appealing and heavily used outdoor spaces between developments and buildings. The Plan will ensure that architecture and landscape is the physical definition of streets, squares and parks that serve as places of movement, and gathering Public open space is designed as a series of outdoor rooms and a landscape that enables interaction, provides a place to enjoy fresh air and exercise, and improves the physical and aesthetic quality of urban neighborhoods.

4. Create an urban form that consists of interconnected streets, small blocks, public open spaces, and quality design.

Interconnected streets reduce congestion by dispersing vehicular traffic rather than concentrating it only on major arteries. They encourage pedestrian activity, provide multiple routes for getting places, and increase the routes emergency personnel can use to reach distressed locations. The foundation for future development of First Street Corridor properties will be a pattern of connected streets and blocks that offer new paths for travel by car, foot, bike, and transit, new opportunities for development, and new connections among corridor properties.

The City of Gilroy will play a pivotal role in ensuring connectivity by approving plans for developments only when they have demonstrated they have proper connections to adjoining properties and with provisions as specified in the Development Code. In addition to the newly formed blocks will be public open spaces that serve corridor and surrounding residents, workers, and visitors. When residential and commercial uses are added to the corridor, the spaces will become essential for social gathering, active recreation, visual quality, and healthy, more active lifestyles.

5. A higher level of intensity and density than is currently adjoining neighborhoods.

Compact development supports urbanism as well as the supporting the City's commitment to the General Plan guiding principles. Accommodating job and population growth, and convenient access to goods and services that residents and workers need, means bringing these activities together and concentrating them so that activity is high and distances between destinations are short.

The Plan embodies the importance of having such intensity in an urban format. The key to success for First Street lies in successful place making that will inevitably distinguish the corridor as a prestigious business, commercial, and retail area that is distinct. For the corridor, development means efficient use of land that is characterized by multi-story buildings with most parking provided by lots that are located behind development and not in view of the public street realm.

6. Larger stores successfully integrated along First Street and introduction of new activity nodes.

A range of retail uses is encouraged in the corridor, so that its role as a convenient center of commerce continues. Interesting and lively streets are created through requirements for shop fronts with frequent entrances and generous windows. Large footprint buildings will incorporate these features through the integration of liner shops, in order to avoid the monotony of blank walls that now characterize

too many retail formats. The effect of these characteristics is vital in the visually. Convenience, accessibility and identity will all be enhanced, leading to a well used and profitable corridor.

7. A distinct identity along First Street with boulevard-scale buildings in a mixed use edge lining a re-designed street.

New development will enrich the quality of existing urban places. New design is a complement to such settings, creating a unique sense of place that reflects history, as well as changing market trends. To achieve this goal there must be a synergistic relationship between a variety of destinations and activities. Transformation of First Street into a functional corridor requires a host of changes to the public right of way and public properties. The result will be the creation of a boulevard where the street, landscape, and buildings together work as single unit to create a distinctive and memorable urban place. Business, commercial, and retail centers along First Street will accommodate a variety of uses in close proximity to one another, utilizing land efficiently, providing the current level of convenience, creating a uniquely urban experience, and encouraging people to come and go throughout the entire day.

Central to this vision is the creation of a mixed-use edge to First Street and a continued departure from the present standard of single story retail buildings will large surface parking lots. The height of buildings fronting the First Street Corridor will contribute to a sense of enclosure centered on the street. It will effectively form a public realm comprising of both building/property frontage and the public right of way. This, combined with ground-floor retail, restaurants, and other active uses located along a re-designed boulevard edge, will create a city boulevard from what is now a standard urban arterial, increasing the value of sites fronting the corridor.

The accompanying Development Code will remove existing restrictions on development and allow and encourage a compatible mix of uses at the neighborhood, development, and corridor scale. Upper-story office and residential uses will provide patrons and visitors to these businesses. For those who live or work on the corridor, the location will offer the benefits of convenience and amenity in a location that is walkable and linked to the larger region. It is important to note that this mixed-use edge will not be established solely through the introduction of mixed-use buildings. Instead, there will be single use properties like office buildings that are located within easy walking distance of surrounding shops and services. This emphasis on proximity combined with the creation of a greatly enhanced pedestrian realm will support investment that attracts more investment to the corridor.

8. Emphasis on linkages between the public and private realms.

Linkages and connections between the public and private realms along First Street is key principle in the Plan and in urbanism. Having easy and convenient connections to new development from currently existing land uses. Additionally, these linkages will act as gradual buffers between the surrounding residential uses by incrementally reducing density. These linkages may consist of an internal street system between developments that foster travel by foot, bicycle, and vehicles. They will provide access to parking and services at the back of building lots, reducing the number of conflicts between pedestrian and vehicles along sidewalks.

9. Illustrative master plans for opportunity sites along corridor.

Illustrative master plans shall be developed for every development and opportunity site along the Corridor. These plans will allow ample public discussion and input based on the proposed development. The Plan illustrates possible future organization of streets, blocks, open spaces, and buildings to achieve the vision for the First Street Corridor and in the General Plan. There are a total of five opportunity sites with the corridor. These properties range from vacant land to poorly developed retail and commercial centers. Each of the master plans describes in text and graphics key aspects of site layout employed to implement the level of urbanism required by the Plan's goals, strategies and development code. The specific layout of street and building locations illustrated in the master plans are not required outcomes, but are presented to show how the Plan's urban design concept can be achieved within the context of selected properties. These plans are one of the required instruments for implementation of developments.

2.8 Goals, Policies, and Programs

This section establishes the goals, policies, and the various programs that enforce them. Additionally, both the Lead Agency and tentative timeframe of each implementation program has been provided. All future development and applicaitons shall comply with this section and shall be enforced by the appraipraite department. The First Street Corridor Plan and Development.

Code Goals are as follows:

- 1. AN ACCESSIBLE CORRIDOR**
- 2. AN INVOLVED CORRIDOR COMMUNITY**
- 3. A PROSPEROUS CORRIDOR**
- 4. A DIVERSE HOUSING CORRIDOR**
- 5. A RESILIENT CORRIDOR**
- 6. A HEALTHY CORRIDOR**
- 7. A WELL PLANNED CORRIDOR**

1. An Accessible Corridor

Policy 1.1: Enhance the experience of people walking, biking, and waiting for transit on both sides of First Street.



Valley Transit Authority is a Santa Clara County wide transportation provider. Consists of rail, bus, and community shuttles.



Bike lockers encourage people to use their bike instead of a personal vehicle. Lockers keep the bikes secure and protected from the elements



Often associated with “walkable” communities, bulb-outs help slow down traffic in heavy pedestrian environment, and provide area for benches and landscaping.

PROGRAM 1.1-1: Collaborate with Valley Transit Authority (VTA) to construct new bus stops and routes along First Street Corridor.

Lead Agency: Community Development and VTA
Timeframe: Mid-term

PROGRAM 1.1-2: Continue to add bicycle infrastructure and amenities; including, but not limited to: bike racks, changing rooms/showers, and bike lockers.

Lead Agency: Public Works Engineering
Timeframe: Ongoing

PROGRAM 1.1-3: Conduct a study along First Street along roads and at intersections to understand where traffic conflicts occur most often.

Lead Agency: Community Development
Timeframe: Short-term

PROGRAM 1.1-4: Use public and private improvements to create a welcoming pedestrian realm along First Street, emphasizing wherever possible the creation of a generously landscaped protected zone for slow-moving cars and curbside parking.

Lead Agency: Public Works Engineering
Timeframe: Ongoing

PROGRAM 1.1-5: In the areas with the highest pedestrian movement, use traffic calming measures to reduce the conflict between pedestrians and vehicles.

Lead Agency: Public Works Engineering
Timeframe: Mid-term

PROGRAM 1.1-6: Detail plans for bicycle mobility in the Corridor through a City Bicycle Master Plan and/or Citywide Mobility Plan.

Lead Agency: Community Development
Timeframe: Mid-term

Policy 1.2: Prioritize First Street Corridor as a destination in the City with the potential for more pedestrian and bicycle activity, and with easy access to transit.

PROGRAM 1.2-1: Develop an active streets master plan for a comprehensive plan to encourage more walking and biking citywide.

Lead Agency: Community Development

Timeframe: Short-term

Policy 1.3: Improve convenience and accessibility in the corridor through mixing land uses, supporting a compact development pattern, and creating a safe and inviting place for walk, bike and transit trips as well as intermodal transfers.

PROGRAM 1.3-1: Require that infill development and redevelopment of the large parcels adjoining First street incorporate an internal street system that is accessible to all members of the community.

Lead Agency: Community Development

Timeframe: Ongoing

PROGRAM 1.3-2: Create a strong visual and physical multimodal connection between other parts of the City and the new development along First Street by implementing wayfinding and long-term changes to land use and urban design.

Lead Agency: Community Development

Timeframe: Ongoing

Policy 1.4: Maintain all streets at their current number of lanes. Allow widening of right-of-way only to facilitate pedestrian and other non-auto oriented mobility efforts.

PROGRAM 1.4-1: Require the construction of public and private frontage improvements when significant structural alterations are proposed on parcels fronting First Street. Public and Private Frontage improvements shall be designed so as to accommodate connectivity between parcel lines.

Lead Agency: Community Development

Timeframe: Ongoing

2. An Involved Corridor Community

Policy 2.1: Public participation and civic action should be made as simple and easy as possible for all residents.

PROGRAM 2.1-1: The creation of a First Street Corridor Commerce Committee that was consist of volunteers from the community. Will act as liaison between City and stake holders.

Lead Agency: Community Services
Timeframe: Short-term

Policy 2.2: Community events shall be widely promoted and advertised.

PROGRAM 2.2-1: Create an “Active Gilroy” citizen task group to promote and advertise community events- especially those held along First Street.

Lead Agency: Community Services
Timeframe: Short-term

3. A Prosperous Corridor

Policy 3.1: Strengthen the First Street Corridor’s identity as a live/work district.

PROGRAM 3.1-1: Restrict activities along Santa Teresa Blvd to residential and supportive uses; designate new master planned area along First Street as commercial activity nodes for services and goods oriented to nearby workers and residents.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 3.2: Support economic growth and the creation of high-value jobs on the Fist Street Corridor.

PROGRAM 3.2-1: Develop an economic strategic plan for the First Street Corridor that includes forming partnerships with local commerce groups and developing marketing strategies to promote business retention, expansion, and formation.

Lead Agency: Community Development
Timeframe: Short-term

PROGRAM 3.2-2: Include First Street Corridor as a priority area for commercial development targeted for office, finance and business services, and retail uses.

Lead Agency: Community Development
Timeframe: Short-term

PROGRAM 3.2-3: Expand eligibility for commercial development and business loans to those looking to locate or develop along First Street.

Lead Agency: Community Development
Timeframe: Short-term

PROGRAM 3.2-4: Amend the Zoning Ordinance to streamline the development review process of permitted uses and provide fee waivers for desired businesses that locate along the Corridor.

Lead Agency: Community Development
Timeframe: Long-term

Policy 4.1: The City shall encourage the development of live/work projects along the Corridor.

PROGRAM 4.1-1: Mandate, incentivize, or subsidize the development of affordable mixed Use.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 4.1-2: Coordinate with developers to balance commercial and residential development within and along the Corridor.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 4.1-3: Promote new and existing housing to be adaptable to meet future population needs.

Lead Agency: Community Development
Timeframe: Ongoing

4. A Diverse Housing Corridor

Policy 4.2: The city shall meet state mandated requirements for low income housing.

PROGRAM 4.2-1: Create methods and determine revenue streams to preserve and maintain existing affordable housing, for example rehabilitating low-income, owner and rental housing.

Lead Agency: Community Development
Timeframe: Mid-term

PROGRAM 4.2-2: Ensure compliance with all state and federal regulations relating to affordable housing opportunities.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 4.2-3: Collaborate housing efforts across all agencies and departments and respond to current and future housing demand and demographics.

Lead Agency: Community Development
Timeframe: Ongoing

5. A Resilient Corridor



Many grasses, such as Deer Grass, are both decorative and drought tolerant.

Policy 5.1: Implementation of drought tolerant vegetation to landscapes.

PROGRAM 5.1-1: All new development shall incorporate drought tolerant landscaping.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 5.2-2: Provide extensive guidelines in city website to assist residents in selecting drought tolerant vegetation and landscaping techniques.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 5.2: Increase the amount of street trees along First Street and other major arterial roadways.

PROGRAM 5.2-1: Create street tree application for business owners and residents that will be reviewed and assessed on whether the tree will promote a more resilient and sustainable Corridor.

Lead Agency: Public Works Engineering
Timeframe: Short-term

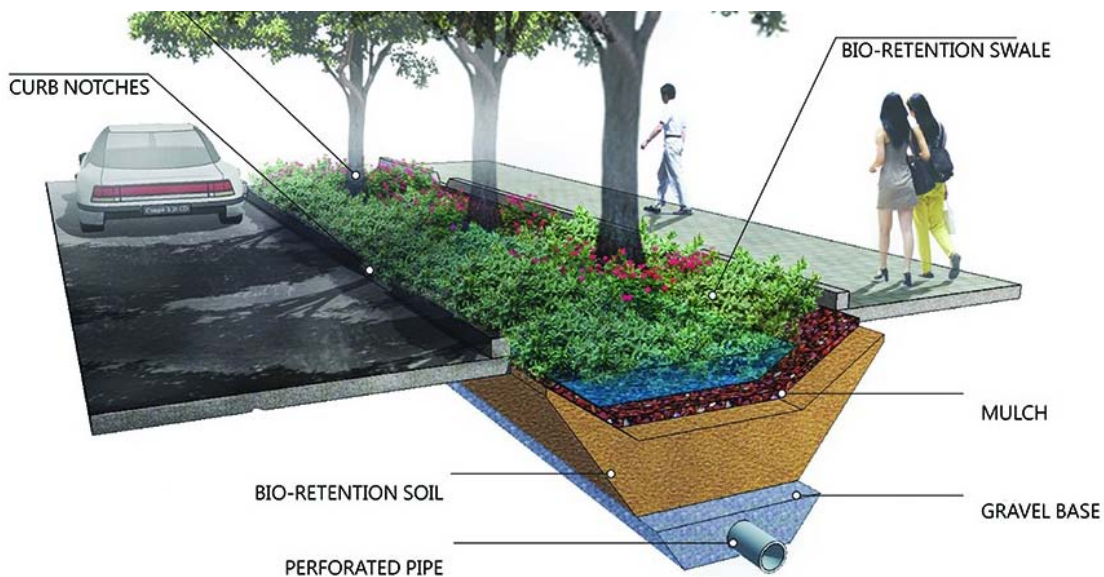
PROGRAM 5.2-2: Increase the number of street trees along First Street with drought resistant species by requiring developers to include vegetation near site if not already considered acceptable.

Lead Agency: Public Works Engineering
Timeframe: Ongoing

Policy 5.3: Decrease the amount of stormwater runoff generated by new development.

PROGRAM 5.3-1: Minimize the amount of impervious surfaces in future developments and install bioswales where applicable.

Lead Agency: Public Works Engineering
Timeframe: Ongoing



A diagram demonstrating the parts of a bioswale, complete with drought resistant plants, bio-retention soil, and curb notches

6. A Healthy Corridor

Policy 6.1: Reduce exposure to secondhand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.

PROGRAM 6.1-1: Prohibit tobacco use or smoking in recreational areas, service areas, dining areas, places of employment, and multi-unit residence common areas except for designated “smoking areas” that meets certain criteria.

Lead Agency: Police Department and Code Enforcement
Timeframe: Short-term

PROGRAM 6.1-2: Require that “No Smoking” signs be posted in prohibited areas.

Lead Agency: Police Department and Code Enforcement
Timeframe: Short-term

PROGRAM 6.1-3: Designate that the ordinance will be enforced by City of Gilroy Police Department or code enforcement. Establish that any violation of smoking illegally to be an infraction with a fixed fine amount of \$100.

Lead Agency: Police Department and Code Enforcement
Timeframe: Short-term

Policy 6.2: Make it a priority to provide a range of health services locations that are easily accessible to community residents.

PROGRAM 6.2-1: The City shall create a resource list of all medical facilities, medical related business, and medical professional located in the City that is available to both residents of the City and the County.

Lead Agency: Community Services and County Health
Timeframe: Short-term

PROGRAM 6.2-2: Locate new clinics with a goal of creating walkable access for a majority of users’ trips (map total clinic visits by neighborhood origin of patients).

Lead Agency: Community Development
Timeframe: Short-term

Policy 6.3: When approving new developments, opportunities for residents and users to walk or bike should be considered.

PROGRAM 6.3-1: Address and actively implement the goals and policies found in Land Use Element and Corridor Plan that improve health outcomes. Improve the physical characteristics of the built environment—the land uses, transportation system, and urban fabric—to make it easier to be physically active and use active modes of transportation.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 6.3-2: Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 6.3-3: Encourage facilities that promote physical activity (e.g., exercise equipment, showers, and bike and personal lockers) for employees of office and retail establishments and for residents of multi-family uses.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 6.4: First Street Corridor public space shall be aesthetically pleasing and well-maintained as well as safe and comfortable for all users.

PROGRAM 6.4-1: Create a plan for the improvement and maintenance of high quality and safe public spaces surrounding First Street.

Lead Agency: Public Works Engineering
Timeframe: Short-term



Highland Oak Park in Miami Dade, FL features work out equipment along a two mile running track.

PROGRAM 6.4-2: Promote the development of public spaces that could serve as a neighborhood square or “common” for the surrounding neighborhood.

Lead Agency: Public Works Engineering
Timeframe: Ongoing

Policy 6.5: Encourage residents to utilize the parks and recreation opportunities that surround the Corridor.

PROGRAM 6.5-1: Provide a comprehensive signage program for pedestrian walkways, bikeways, equestrian trails, and recreation trails.

Lead Agency: Parks and Recreation
Timeframe: Short-term

PROGRAM 6.5-2: Connect existing trails and paths with parks and new development to create a comprehensive network of recreation and green space.

Lead Agency: Parks and Recreation
Timeframe: Ongoing



Christmas Hill Park is one of the largest recreational areas in the City. There are many biking and hiking trails that wind through the park. Baseball fields, picnic areas, and bar-beque pits are also located on site.

7. A Well Planned Corridor

Policy 7.1: Position the corridor to connect with future as well as existing districts and neighborhoods, emphasizing connectivity to areas to the east and west of the corridor between US 101 and State Route 152.

PROGRAM 7.1-1: The Planning Division shall monitor development within the Corridor area to ensure consistency.

Lead Agency: Community Development
Timeframe: Ongoing

PROGRAM 7.1-2: Encourage property owners and tenants to enter into agreements to avoid displacement and loss of residences and businesses during redevelopment. Provisions may include, but are not limited to, the property owner providing minimum noticing requirements, displacement plans, and monetary assistance to tenants for relocation.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 7.2: Buildings along First Street Corridor shall have public and private frontages that are coordinated, connected, and continuous to promote an active urban street with pedestrian activity.

PROGRAM 7.2-1: Use urban design features and frontage improvements to establish the activity between Santa Teresa Blvd and Miller Ave. Prioritize frontage improvements between Santa Teresa Blvd and Miller Ave, where public and private frontage improvements will create a pedestrian realm as a key element of the street's transformation.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 7.3: Recognize that full implementation of the Plan's standards and regulations may take many years.

PROGRAM 7.3-1: Anticipate the need to adjust the Plan's provisions after an initial implementation period of 5-10 years, and conduct an update that reexamines provisions relating to use, code area boundaries and other topics that are judged to be timely when the update is undertaken.

Lead Agency: Community Development
Timeframe: Mid-term

PROGRAM 7.3-2: At the option of the applicant, allow phased development.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 7.4: Transform First Street from a traffic dominated arterial to one that has a greater mix of pedestrian-oriented uses in order to attract high-value, high quality office and retail jobs.

PROGRAM 7.4-1: At the option of the project applicant, allow workplace development along corridor to include workplace-only building on site interiors, and a mix of workplace, residential, and mixed-use buildings on sites abutting First Street.

Lead Agency: Community Development
Timeframe: Ongoing

Policy 7.5: A mix of commercial and residential development shall activate the corridor, support future retail establishments, and provide affordable workforce housing. Along the First Street frontage, non residential development should be provided on lower floors and higher density residential development should be provided behind the frontage buildings or above the second story of frontage buildings.



Live/Work housing example in Sacramento, CA

PROGRAM 7.5-1: Allow a continued mix of housing and live/work environments and providing incentives for property and driveway consolidation to support somewhat higher intensities.

Lead Agency: Community Development
Timeframe: Ongoing

2.9 ILLUSTRATIVE MASTER PLANS

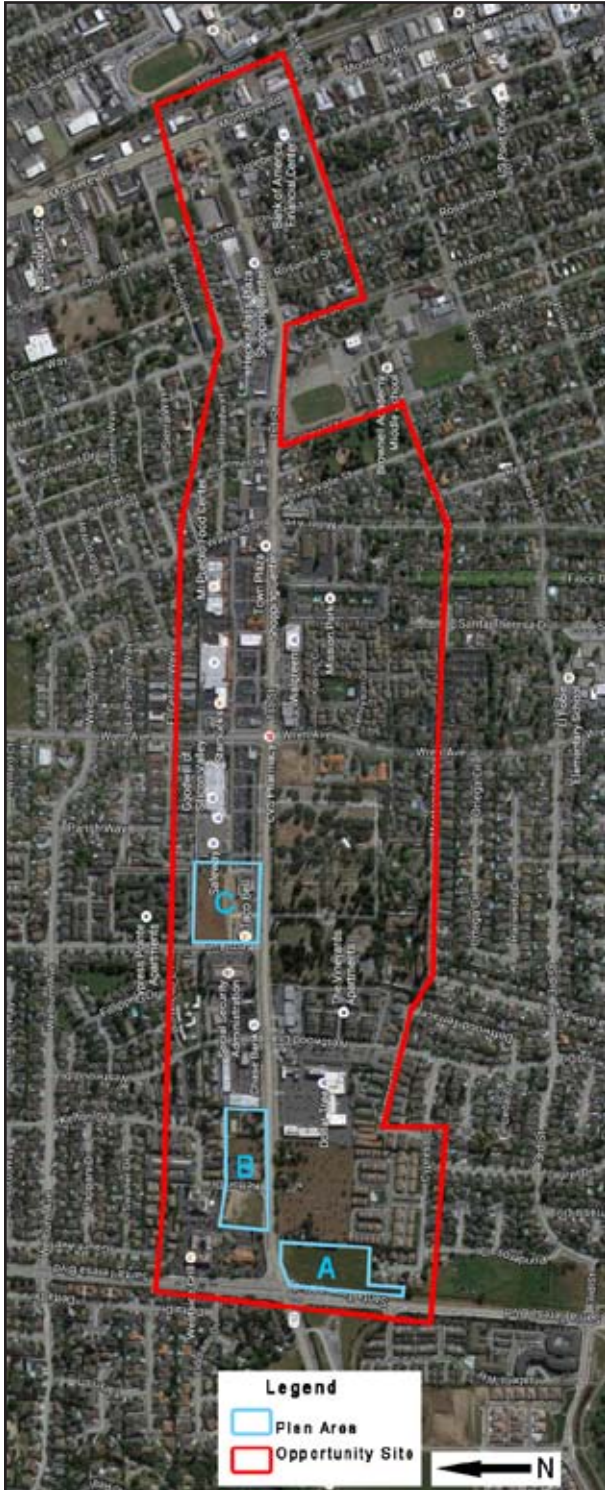
Illustrative master plans for opportunity sites identified along First Street are included in this section. These plans illustrate possible future organization of streets, blocks, open spaces, and buildings to further the vision of the First Street Corridor. The primary goal of these illustrative master plans is to designate areas within the corridor for mixed-use development that combines businesses with housing, and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses and public and private frontages.

Each of the following illustrative master plans describes both in text and graphics certain quintessential aspects of site layout employed to implement the level of urbanism required by the Plan's goals and Development Code. The specific layout of street and building locations illustrated in the master plans are not required, but have been presented in a way to show how the plan's urban design concept can be expressed within the context of selected corridor sites. These plans shall serve as an example of the type of development and building typology that can be achieved with the Plan and the Development Code. When sites do become developed, applicants can use the plans as a model for new design.

The following opportunity sites were selected for the unique urban design context they demonstrate in terms of location, adjacencies, and potential for redevelopment. The parcels shown in the following illustrations are privately owned. In some cases, the illustrative master plans incorporate multiple parcels that are owned by multiple landowners. While it is unlikely that redevelopment of all parcels within a given opportunity site will occur simultaneously, these master plans demonstrate possible 'end-state' conditions as well as possible phasing schemes that put into place urbanism principles as they relate to site layout. These principles include:

- All buildings front directly onto public streets or public spaces to enhance the public realm, offer 'eyes on the street' to increase safety and add interest to the pedestrian experience.
- A mix of land uses to ensure comfortable and stable neighborhoods, workplaces, and nodes of activity.
- A network of streets, blocks, and open spaces that ensure walkability, connectivity between neighborhood parcels, and connectivity to the First Street corridor.
- Infill development along parcels fronting the Corridor that contributes to an attractive and walkable environment.

As with any development, there are certain urbanism principles that cannot be effectively communicated in ‘plan’ view, but are fundamental to the overall design and experience. Many of these are directly related to the experience and articulation of vertical elements and include aspects related to building height and type, step backs and massing, treatment of landscape and open spaces, and architectural style and detail. These principles are covered in detail in the Regulating Plan.



OPPORTUNITY SITE A

Site Description: Existing undeveloped parcel of land currently zoned as Medium Density Residential (R3). Site is approximately 3.53 acres, is adjacent to single family homes, and is located at the intersection of First Street and Santa Teresa Boulevard.

Illustrated Development Scenario: Town Center with Mixed-use frontage along First Street. Offices and infill residential fronting Santa Teresa Boulevard. Walkable interior with public open spaces.

OPPORTUNITY SITE B

Site Description: Planning area currently comprised of multiple parcels. Site is located as the intersection of First Street and Kelton Drive and is approximately 4.02 acres total. Parcel to the West of Kelton Drive is currently undeveloped. Parcels to the East are developed with uses including commercial and office.

Illustrated Development Scenario: Town Center with walkable network of streets and blocks incorporating a cluster of neighborhood serving uses including retail, service, and dining.

OPPORTUNITY SITE C

Site Description: Planning area currently comprised of multiple parcels. Site is located as the intersection of First Street and Kern Drive and is approximately 5.01 acre total. Site has parcels that front First Street, but has a large undeveloped parcel to the north. Current uses within site include commercial.

Illustrated Development Scenario: Neighborhood Center with walkable network of streets and blocks incorporating a cluster of residential and neighborhood serving uses including retail, service, and office.

OPPORTUNITY SITE A

Scenario Key Features

- Neighborhood serving retail center preserves convenience shopping on the site and also as an activity center for employees of nearby workplace district. A market building adds to existing office and retail development and a new mixed use building with active ground floor uses.
- Three story retail and mixed use buildings front First Street and Santa Teresa Boulevard, with building heights stepped down towards the interior.
- A prominent architectural feature “holds the corner” of First Street and Santa Teresa Boulevard.
- Neighborhood green and hardscape plaza add variety to the pedestrian realm.



OPPORTUNITY SITE B

Scenario Key Features

- Emphasis on connectivity and walkability with interconnected streets and pedestrian walkways between structures.
- A prominent architectural feature “holds the corner” of First Street and Kelton Drive when heading west.
- Three story retail and mixed use buildings front First Street and Kelton Drive, with building heights stepped down towards the interior.
- Mixtures of uses ranging from residential, office, and retail.
- Focus on locating parking features within development and hidden away from view on public right of way.



OPPORTUNITY SITE C

Scenario Key Features

- Mixture of uses, with an emphasis on residential and commercial development.
- Development features a parking structure that will range in height from 3-4 stories. The structure will be placed behind development to be shielded from the public ROW.
- Internal connectivity is essential. This is achieved through pedestrian only walking areas and interior streets that connect with First Street.
- Parking lots will be shielded away from the ROW to the best extent possible.



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3. First Street Corridor Development Code



3.1 REGULATING PLAN AND TRANSECT ZONES

Purpose

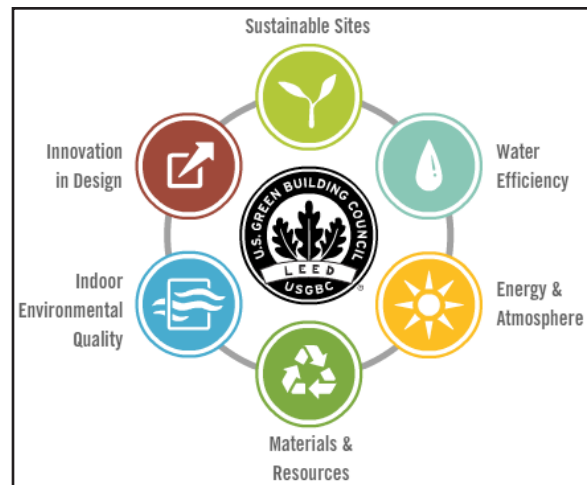
This section establishes the zones applied to properties within the City and the First Street Corridor Plan. The purpose this regulating plan and subsequent transect zones is to establish a dense mixed-use corridor that will serve as an additional civic and cultural heart of the City for generations.

Goals. The goals of the Regulating Plan and Transect Zones are:

1. To create an active pedestrian-oriented corridor, with a built form and materials that are reminiscent of its historic past and looking towards the future.
2. Make the Downtown sustainable through:
 - a. Providing for Integrated mixed use,
 - b. Embodying LEED-ND (Leadership in Energy and Environmental Design – Neighborhood Development) and LEED Building principles, and
 - c. Assuring pedestrian and bicycle friendliness.
3. To provide development and land use flexibility within the framework of a form-based code.
4. To provide a mix of residential, retail, entertainment, office and neighborhood service uses.
5. To encourage high quality development through strict development standards and guidelines.

Left: Example of mixed-use development already existing in Gilroy. Allium Luxury Apartments.

Right: There are many LEED Credit Categories that new development can receive.




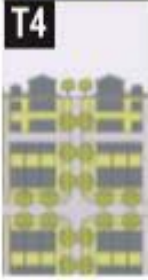
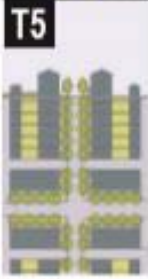
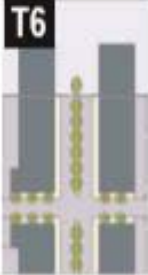


Intent. The intent of the Regulating Plan and Transect Zones is:

1. To provide a comfortable and attractive environment for pedestrians, which include such things as buildings that frame public space, street trees, lighting, street furniture and shading sidewalks, parking areas and drive lanes.
2. To construct buildings close to the sidewalk and street.
3. To construct continuous building frontage along block faces except where it is desirable to provide outdoor public plazas, courtyards and pocket parks.
4. To provide shared parking that will benefit the entire corridor.
5. To encourage the use of public parks and plazas as a focus for mixed use developments and entertainment.
6. To design and build flexible buildings that can accommodate a range of uses over time.
7. To create a multi-modal mixed-use environment

TRANSECT ZONES

Table A: Transect Zone Descriptions. This table provides the standard descriptions of various transect zones.

 <p>T1</p>	<p>T-1 NATURAL T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Natural landscape with some agricultural use Not applicable Not applicable Not applicable Parks, Greenways</p>
 <p>T2</p>	<p>T-2 RURAL T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Primarily agricultural with woodland & wetland and scattered buildings Variable Setbacks Not applicable 1- to 2-Story Parks, Greenways</p>
 <p>T3</p>	<p>T-3 SUB-URBAN T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Large and variable front and side yard Setbacks Porches, fences, naturalistic tree planting 1- to 2-Story with some 3-Story Parks, Greenways</p>
 <p>T4</p>	<p>T-4 GENERAL URBAN T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians Shallow to medium front and side yard Setbacks Porches, fences, Dooryards 2- to 3-Story with a few taller Mixed Use buildings Squares, Greens</p>
 <p>T5</p>	<p>T-5 URBAN CENTER T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Shallow Setbacks or none; buildings oriented to street defining a street wall Stoops, Shopfronts, Galleries 3- to 5-Story with some variation Parks, Plazas and Squares, median landscaping</p>
 <p>T6</p>	<p>T-6 URBAN CORE T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space:</p>	<p>Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity Shallow Setbacks or none; buildings oriented to street, defining a street wall Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades 4-plus Story with a few shorter buildings Parks, Plazas and Squares; median landscaping</p>



Illustrative Photo

GENERAL URBAN ZONE (T4)

The General Urban Zone (T4) allows both residential and neighborhood-serving commercial, but is still relatively urban in character. The streets have sidewalks on both sides, and they have raised curbs. Forming the transition between First Street's activity and surrounding residential neighborhoods, the General Urban Zone mostly consists of single homes, duplexes, townhouses, and accessory units. Small apartment buildings can be accommodated in the zone. Maximum height is two stories for compatibility with adjacent homes.

Some neighborhood-serving businesses may locate in this zone- corner stores and cafes, for instance. Churches, schools, and other civic buildings also may appear here. Open space takes the form of parks and greens. Many houses have porches, and the porches should be allowed to encroach into the setback zone. Lot lengths generally range from 80 to 130 feet. Rear lanes with garages and/or accessory units are common. Sidewalks should be 5-7 feet wide, ideally, to allow two people to walk side by side. Thoroughfares consist mostly of residential streets.

URBAN CENTER ZONE (T5)

A grand avenue edge, "main street" feel, is created along First Street. Multi-story buildings typically mix uses, with shops on the first floor and offices and residential units above, and are usually built to the sidewalk. Most buildings are attached, with their fronts aligned. Full four-way intersections are common, with most buildings reaching a height limit of four stories.

Behind the corridor edge, buildings and frontage types are arranged with their primary façade oriented to streets. The corridor's workplace is supported by a limited mix of multi-story mixed-use, multi-family housing, and retail development. This zone offers easy walks to convenience uses along First Street Ave.

Setbacks are short and sidewalks are wide. Open space in this zones takes the form of squares and plazas. Transit is often available. Housing consists of apartments above retail, stand-alone apartment buildings, and townhouses. Unlike the core, the density allows for surface parking in the center of blocks. Thoroughfares generally consist of main streets and boulevards.



Illustrative Photo

URBAN CORE ZONE (T6)

This is the most urban Transect Zone along First Street, featuring multi-story buildings up to five floors. This Zone calls for a unified, high-intensity, highly walkable mixed use district with ground floor restaurants and shops and a highly amenitized public realm including a public plaza, ornamental street trees, lights, and public art. Along the edge of First Street, active ground floor uses (shops and dining) are required with housing, office, civic, and lodging permitted on upper floors. Shopfront buildings assure frequent entries and a high level of transparency into stores and restaurants

The core is a focal point of activity and energy, benefiting from substantial traffic — both pedestrian and automotive. Good design allows pedestrians and automobiles to share the streets in a human-scale environment. In the core, structured parking is the norm. On-street parking is also used widely. Thoroughfares are typically major commercial streets.



Illustrative Photo

3.2 Zones and Development Standards

Table 2-1: Regulations Summary Table	T4	T5	T6
	Urban Center Zone	General Urban Zone	Urban Core Zone
Building Placement			
Primary Building			
Front Setback (min/max)	0 ft / 20 ft	0 ft / 15 ft	0 ft / 10 ft
Side Street Setback (min/max)	5 ft / 20 ft	5 ft / 15 ft	0 ft / 10 ft
Side Yard Setback	5 ft min	10 ft min	0 ft min
Rear Setback	20 ft min	10 ft min	10 ft min
Alley Setback	5 ft min	5 ft min	5 ft min
Frontage Coverage (min)	n/a	60%	80%
Build-to-Corner	not required	required	required
Height			
Primary Building			
Minimum	n / a	2 floors & 20 feet	3 floors & 30 feet
Maximum	3 floors & 45 feet	6 floors & 70 feet	6 floors & 70 feet
Maximum (in 1-4 story height limit overlay)	n/a	4 floors & 48 feet	n/a
Minimum shopfront floor to floor	n/a	15 feet	15 feet
Bulk Reduction	n/a	20% above 4th floor	10% above 4th floor
Height Limit Adjacent to Homes	not required	required	required
Private Frontage Types			
Common Yard	permitted	---	---
Dooryard	permitted	---	---
Porch & Fence	permitted	---	---
Stoop	permitted	permitted	permitted
Forecourt	permitted	permitted	permitted
Lightcourt	permitted	permitted	---
Shopfront & Awning	permitted	permitted	permitted
Galley	permitted	permitted	permitted
Arcade	---	permitted	permitted
Grand Lobby Entry	---	permitted	permitted
Grand Portico	---	permitted	permitted
Building Types			
Carriage House	permitted	---	---
Front Yard House	permitted	---	---
Side Yard House	permitted	---	---
Multiplex (duplex, triplex, quadplex)	permitted	---	---
Villa	permitted	---	---
Bungalow Court	permitted	MTD Standards apply	---
Rowhouse	permitted	MTD Standards apply	MTD Standards apply
Live / Work	permitted	MTD Standards apply	MTD Standards apply
Side Court Housing	permitted	MTD Standards apply	MTD Standards apply
Courtyard Housing	permitted	MTD Standards apply	MTD Standards apply
Stacked Dwellings	MTD Standards apply	MTD Standards apply	MTD Standards apply
Commercial Block	permitted	permitted	permitted



	T4	T5	T6
	Urban Center Zone	General Urban Zone	Urban Core Zone
Placement			
Street Setback	rear 50% of lot depth	rear 75% of lot depth	rear 75% of lot depth
Side Street Setback	20 ft min	5 ft min	5 ft min
Side Yard Setback	5 ft min	5 ft min	0 ft min
Rear Street Setback	5 ft min	5 ft min	5 ft min
Rear Yard Setback	5 ft min	5 ft min	5 ft min
Alley Setback	5 ft min	5 ft min	5 ft min
Parking Requirments			
Provision	See Transect Zone Urban Standards for parking provision requirements		
Blocks and Streets			
Block Perimeter	1600 max	1600 max	1600 max
New Street Types			
Main Street	permitted	---	permitted
Workplace Avenue and Street	permitted	permitted	permitted
Neighborhood Avenue and Street	permitted	permitted	permitted

--- : not permitted			
permitted: these elements are allowed by right			
required: these are required elements of all new development			
MTD Standards apply: Subject to Mixed Type Development Standards			
n/a : not applicable as indicated			

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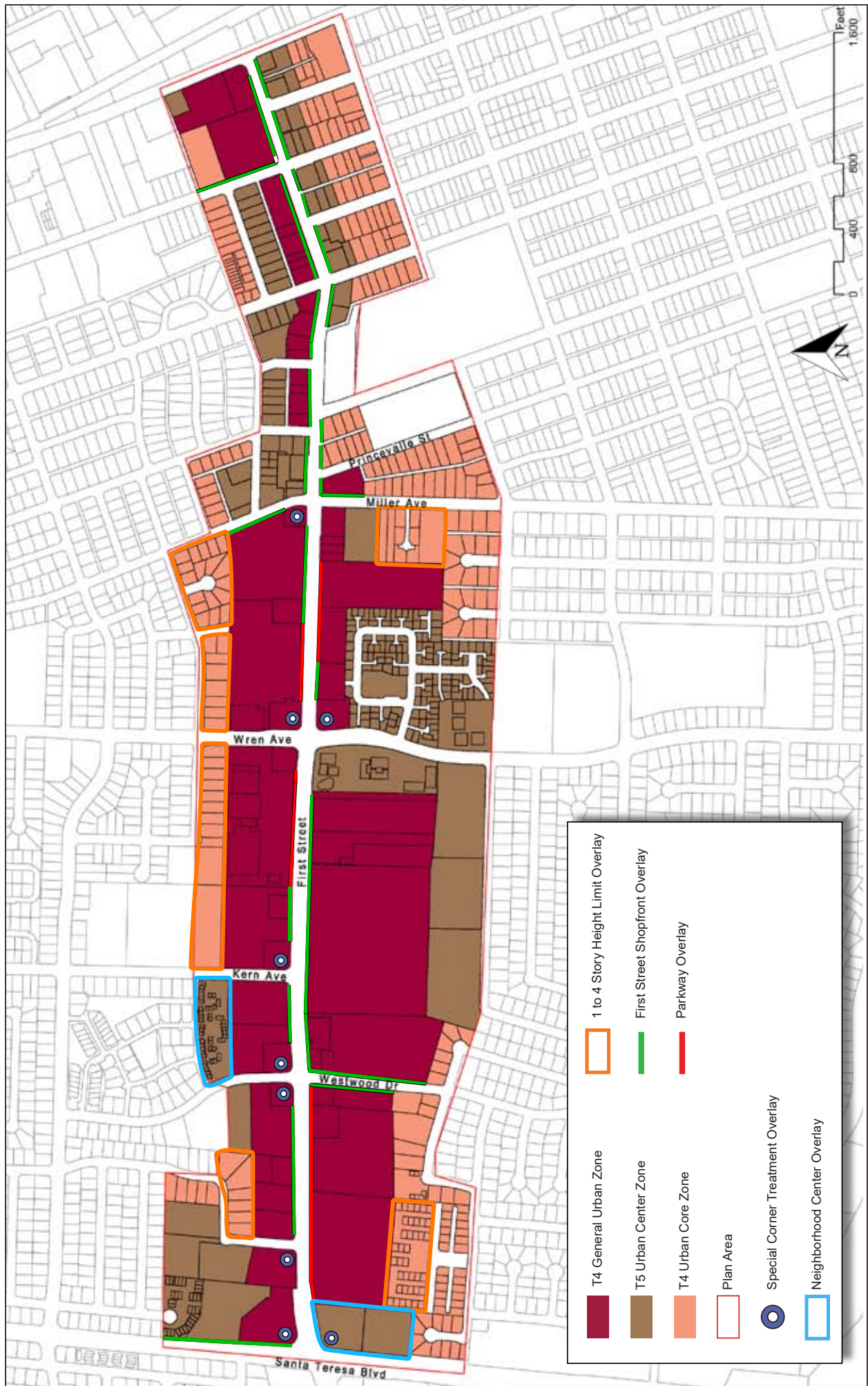


Figure 2.1: First Street Corridor Regulating Plan

GENERAL URBAN ZONE (T4)



Illustrative Photo

Allowed Land Uses

Only a land use identified as permitted or conditional by the Land Use Table shall be established on a lot in the T4 - General Urban zone.

Building Types

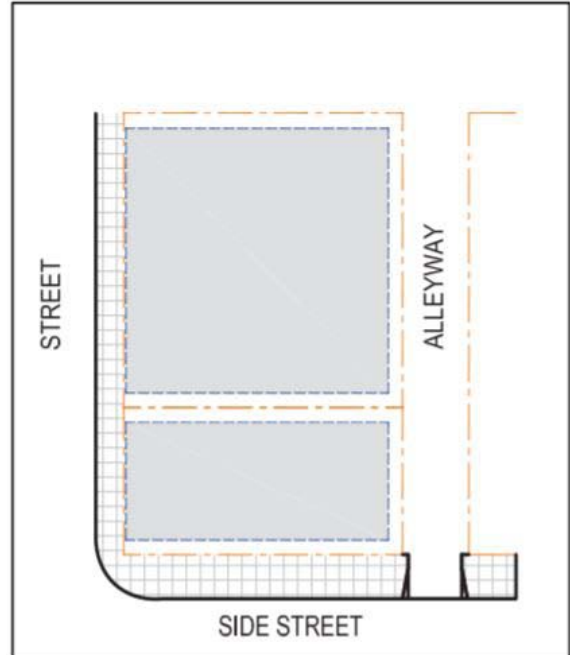
Only the building types shown in the table below are allowed in the T4 General Urban Zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with the Building Types Standards Section.

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Carriage House							
Courtyard Housing							
Detached House: Compact							
Detached House: Medium							
Duplex							
Multi-Plex: Small							
Multi-Plex: Large							
Row House							

Height

Each structure shall comply with the following height limits.

- a. Primary Building Min: Floor to loor 15 ft
 Max: Three (3) floors
- b. Accessory buildings Max: 24 feet to eave



T4 Building Placement Diagram

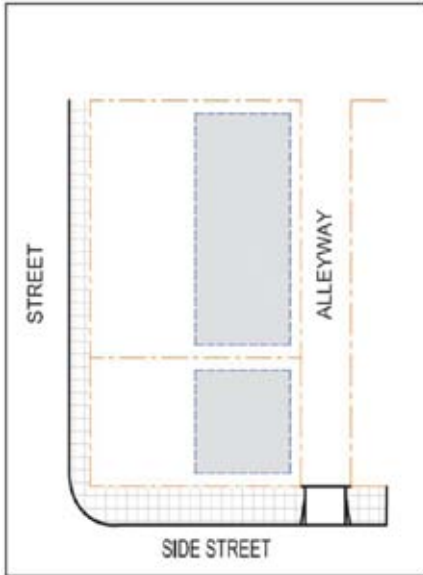
Primary Building Placement

Primary buildings or the main dwelling unit shall be placed on a lot in compliance with the following requirements, within the buildings envelope as dictated in the diagram, unless specified otherwise by the standards for an allowed building type in the Building Type Standards section.

	Min.	Max.
a. Front setback	Per allowed frontage	20 ft
b. Side street setback	Per allowed frontage	
c. Side yard setback	5 ft	
d. Rear setback	1 or 2 stories: 20 ft	
	3 stories: 30 ft	
i. With > 20 ft alley	1 or 2 stories: 5 ft	
	3 stories: 10 ft	
ii. With < 20 ft alley	1 or 2 stories: 5 ft	
	3 stories: 20 ft	

Architectural Encroachments

Uncovered stoops, roof overhangs, patios, and awnings may encroach 8 ft maximum into the required setbacks.



T4 Parking Placement Diagram

Accessory Building Placement

An accessory building shall be placed on a lot in compliance with the following requirements, within the buildings envelope shown in the Parking Placement Diagram.

	Min.
a. Street setback	Within 50% of the rear lot depth
b. Side street setback	5 ft
c. Side yard setback	5 ft
d. Rear setback	1-2 stories: 5 ft 3 stories: See building standards

Parking Requirements

Each site shall be provided off -street parking as follows, designed in compliance with the requirements in Zoning Ordinance and of this Development Code.

a. Residential	
i. 1-2 dwelling units:	2 car garage per unit
ii. Multi-family dwelling:	2.5 spaces per unit
iii. Accessory dwellings:	1 stall per unit
b. Non-residential:	1 parking space per 300 s.f. of gross floor area

Parking and Service Placement

Compliance with the following requirements, within the maximum parking envelope as shown on the Parking Placement Diagram, unless subterranean.

a. Street Setback	Within the rear 50% of lot depth
b. Side Street Setback	5 ft min (with alley), 20 ft min (NO alley)
c. Side yard setback	5 ft min

Allowed Frontage Types

Only the following frontage types are allowed within the T4 zone. The street facing facade of each primary building shall be designed as one of the following frontage types, in compliance with the Frontage Type Standards section.

Frontage Type	Minimum Setback
Common Yard	15 ft
Door Yard	8 ft
Porch: Engaged	12 ft
Porch: Projecting	12 ft
Stoop	10 ft

Other Standards Specific to First Street Corridor Development Code

Due to the First Street Corridor’s unique characteristics and location, additional regulations beyond the T4 General Urban base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

1. Public Frontage Types
 - a. The First Street Parkway overlay applies to parcels fronting First Street
2. Blocks and Streets
 - a. Block Perimeter: 1,600 feet max.
 - b. New Streets
 - i. Workplace Street
 - ii. Shopping Avenue
 - iii. Neighborhood Street

URBAN CENTER ZONE (T5)



Illustrative Photo

Allowed Land Uses

Only a land use identified as permitted or conditional by the Land Use Table shall be established on a lot in the T5 - Urban Center zone.

Building Types

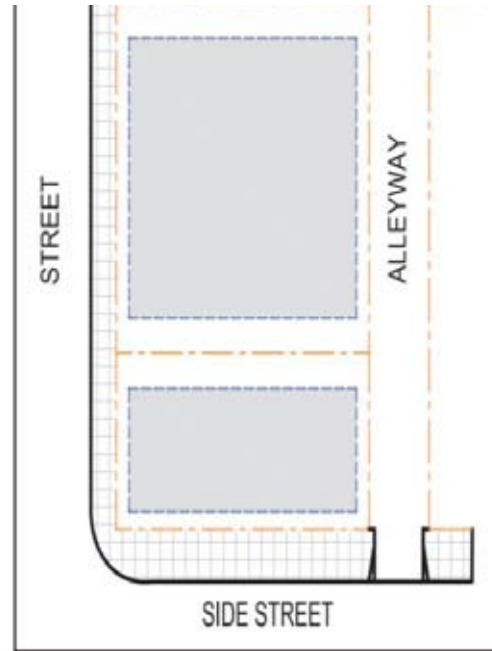
Only the building types shown in the table below are allowed in the T5 Urban Center, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with the Building Types Standards Section.

Building Type	Allowed Lot Widths								
	25'	35'	50'	75'	100'	125'	150'	200'	300'
Row House									
Live/Work									
Courtyard Housing									
Stacked Dwelling									
Commercial Block/Mid-Rise									
Multi-Plex: Small									
Multi-Plex: Large									

Height

Each structure shall comply with the following height limits.

- a. Primary Building Min: 2 floors and 20 ft
 Max: 6 floors and 75 ft
- b. Accessory buildings Min: 12 ft
 Max: 24 ft
- c. Bulk reduction: 20% reduction above
 the 4th floor
- d. Height limit next to homes Required



T5 Building Placement Diagram

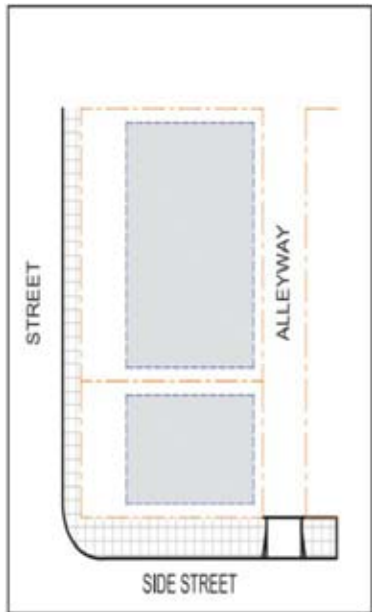
Primary Building Placement

Primary buildings or the main dwelling unit shall be placed on a lot in compliance with the following requirements, within the buildings envelope as dictated in the diagram, unless specified otherwise by the standards for an allowed building type in the Building Type Standards section.

	Min.	Max.
a. Front setback	Per allowed frontage	15 ft
b. Side street setback	Per allowed frontage	15 ft
c. Side yard setback	10 ft	
d. Rear setback (no alley)	10 ft	
i. With > 20 ft alley	1 or 2 stories: 5 ft 3 to 6 stories: 10 ft	
ii. With < 20 ft alley	1 or 2 stories: 5 ft 3 stories: 20 ft	
f. Frontage Coverage	60%	
g. Build-to-Corner	Required	

Architectural Encroachments

Uncovered stoops, roof overhangs, patios, and awnings may encroach 8 ft maximum into the required setbacks.



T5 Parking Placement Diagram

Parking and Service Placement

Compliance with the following requirements, within the maximum parking envelope as shown on the Parking Placement Diagram, unless subterranean.

- a. Street Setback Rear 75% of lot depth
- b. Side Street Setback 5 ft min
- c. Side yard setback 5 ft min
- d. Rear Street Setback 5 ft min
- e. Rear Yard Setback 5 ft min
- f. Alley Setback: 5 ft min

Allowed Frontage Types

Only the following frontage types are allowed within the T5 zone. The street facing facade of each primary building shall be designed as one of the following frontage types, in compliance with the Frontage Type Standards section.

Frontage Type	Minimum Setback
Stoop	10 ft
Forecourt	0 ft
Door Yard	8 ft
Shopfront	0 ft
Terrace	0 ft

Other Standards Specific to First Street Corridor Development Code

Due to the First Street Corridor’s unique characteristics and location, additional regulations beyond the T5 Urban Center base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

1. Public Frontage Types
 - a. The First Street Parkway overlay applies to parcels fronting First Street
2. Blocks and Streets
 - a. Block Perimeter: 1,600 feet max.
 - b. New Streets
 - i. Workplace Street
 - ii. Shopping Avenue
 - iii. Neighborhood Street

Accessory Building Placement

An accessory building shall be placed on a lot in compliance with the following requirements, within the buildings envelope shown in the Parking Placement Diagram.

	Min.
a. Street setback	Within 50% of the rear lot depth
b. Side street setback	5 ft
c. Side yard setback	5 ft
d. Rear setback	1-2 stories: 5 ft 3-6 stories: See building standards

Parking Requirements

Each site shall be provided off -street parking as follows, designed in compliance with the requirements in Zoning Ordinance and of this Development Code.

- a. Residential
 - i. 1-2 dwelling units: 2 car garage per unit
 - ii. Multi-family dwelling: 2.5 spaces per unit
- b. Industrial: 1 parking space per 500 s.f. of gross floor area
- c. Retail, Education: 1 parking space per 300 s.f. of gross floor area

URBAN CORE ZONE (T6)



Illustrative Photo

Allowed Land Uses

Only a land use identified as permitted or conditional by the Land Use Table shall be established on a lot in the T6 - Urban Core zone.

Building Types

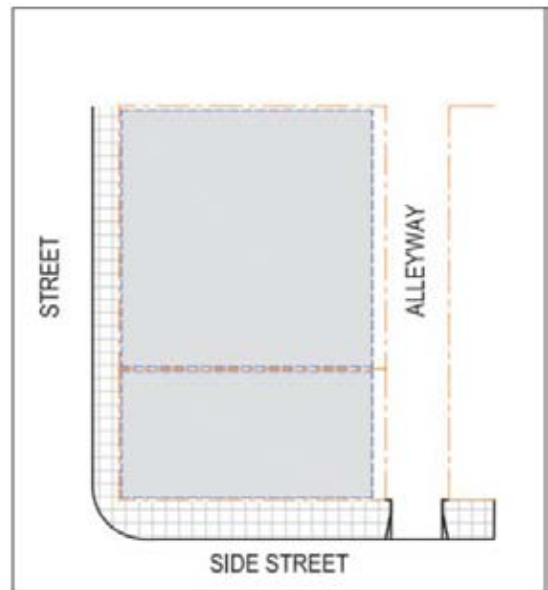
Only the building types shown in the table below are allowed in the T6 Urban Center, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with the Building Types Standards Section.

Building Type	Allowed Lot Widths								
	25'	35'	50'	75'	100'	125'	150'	200'	300'
Row House									
Live/Work									
Courtyard Housing									
Stacked Dwelling									
Commercial Block/Mid-Rise									
Multi-Plex: Small									
Multi-Plex: Large									

Height

Each structure shall comply with the following height limits.

- a. Primary Building Min: 3 floors and 35 ft
 Max: 6 floors and 75 ft
- b. Accessory buildings Min: 12 ft
 Max: 24 ft
- c. Bulk reduction: 10% reduction above
 the 4th floor
- d. Height limit next to homes Required



T6 Building Placement Diagram

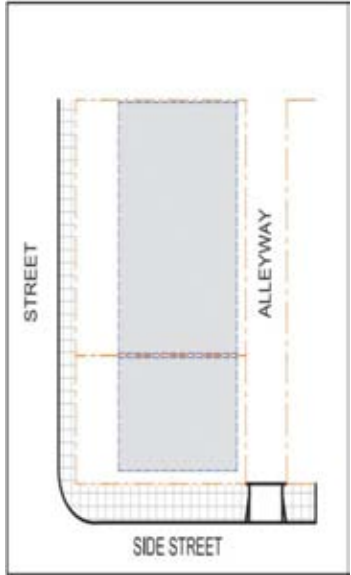
Primary Building Placement

Primary buildings or the main dwelling unit shall be placed on a lot in compliance with the following requirements, within the buildings envelope as dictated in the diagram, unless specified otherwise by the standards for an allowed building type in the Building Type Standards section.

	Min.	Max.
a. Front setback	Per allowed frontage	10 ft
b. Side street setback	Per allowed frontage	10 ft
c. Side yard setback	0 ft	
d. Rear setback (no alley)	10 ft	
i. With > 20 ft alley		
	1 or 2 stories: 5 ft	
	3 to 6 stories: 10 ft	
ii. With < 20 ft alley		
	1 or 2 stories: 5 ft	
	3-6 stories: 10 ft	
f. Frontage Coverage	90%	
g. Build-to-Corner	Required	

Architectural Encroachments

Uncovered stoops, roof overhangs, patios, and awnings may encroach 8 ft maximum into the required setbacks.



T6 Parking Placement Diagram

Parking and Service Placement

Compliance with the following requirements, within the maximum parking envelope as shown on the Parking Placement Diagram, unless subterranean.

- a. Street Setback Rear 75% of lot depth
- b. Side Street Setback 5 ft min
- c. Side yard setback 0 ft min
- d. Rear Street Setback 5 ft min
- e. Rear Yard Setback 5 ft min
- f. Alley Setback: 5 ft min

Allowed Frontage Types

Only the following frontage types are allowed within the T6 zone. The street facing facade of each primary building shall be designed as one of the following frontage types, in compliance with the Frontage Type Standards section.

Frontage Type	Minimum Setback
Stoop	5 ft
Forecourt	0 ft
Shopfront	0 ft
Terrace	0 ft

Other Standards Specific to First Street Corridor Development Code

Due to the First Street Corridor’s unique characteristics and location, additional regulations beyond the T6 Urban Core Zone base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

1. Public Frontage Types
 - a. The First Street Parkway overlay applies to parcels fronting First Street
2. Blocks and Streets
 - a. Block Perimeter: 1,600 feet max.
 - b. New Streets
 - i. Workplace Street
 - ii. Shopping Avenue
 - iii. Neighborhood Street
 - iv. Main Thoroughfare

Accessory Building Placement

An accessory building shall be placed on a lot in compliance with the following requirements, within the buildings envelope shown in the Parking Placement Diagram.

- | | Min. |
|------------------------|--|
| a. Street setback | Within 50% of the rear lot depth |
| b. Side street setback | 5 ft |
| c. Side yard setback | 5 ft |
| d. Rear setback | 1-2 stories: 5 ft
3-6 stories: See building standards |

Parking Requirements

Each site shall be provided off -street parking as follows, designed in compliance with the requirements in Zoning Ordinance and of this Development Code.

- a. Residential
 - i. 1-2 dwelling units: 2 car garage per unit
 - ii. Multi-family dwelling: 2.5 spaces per unit
- b. Industrial: 1 parking space per 500 s.f. of gross floor area
- c. Retail, Education: 1 parking space per 300 s.f. of gross floor area
- d. Lodging: 1 space per guestroom

3.3 Overlay Zones

Purpose

To add a finer level of detail and precision and to clear much of the confusion that might arise if there were numerous sub-zones for each zone, overlay zones have been added. These overlay zones apply to properties within the Plan Area as shown on the Regulating Plan. Overlay Zones modify selected Urban Standards of the underlying Transect Zone while also abiding by the other Urban Standards of that particular zone.

This Section provides regulations for development and new land uses in the overlay zones that are identified in the Regulating Plan. Overlay zones provide standards that apply in addition to those of the primary zone, to address important and localized site, environmental, safety, compatibility, or design issues.

Applicability of Overlay Zones

The provisions of the Section apply to proposed development and land uses in addition to all other applicable requirements of the primary zone. In the event of a conflict between a requirement in this section and the primary zone, the requirements in this Section shall control.

A. Mapping of Overlay Zones

The applicability of an overlay zones to a specific site is shown by the Regulating Plan.

B. Allowed Land Uses and Development Standards

1. Development and new land uses within a overlay zone shall comply with all applicable development standards of the primary zone, and all other applicable provisions of this Development Code; and
2. Any land use normally allowed in the primary zone by this Development Code may be allowed within a overlay zone, subject to any additional requirements of the overlay zone.

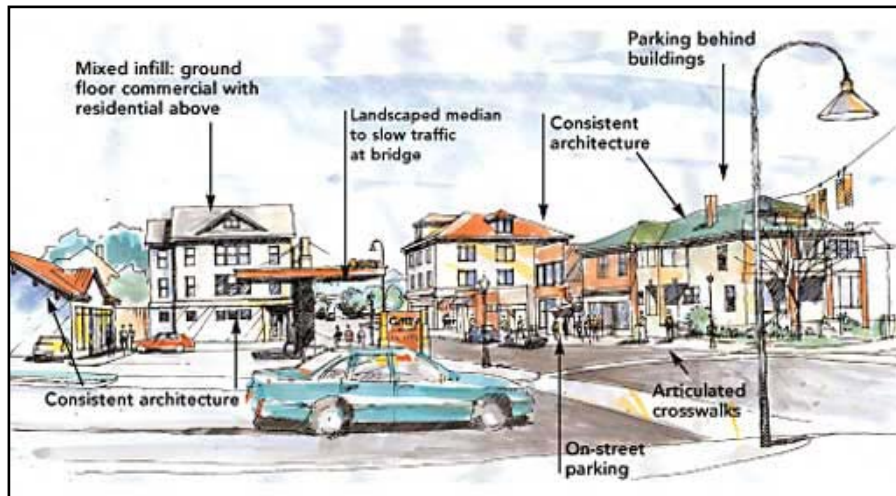
NEIGHBORHOOD CENTER OVERLAY

Purpose

The Neighborhood Center Overlay identifies locations that shall act as a transition between existing single family residential and land uses with higher densities. This overlay zone will incorporate cluster style development that includes neighborhood serving uses.

Development Standards

1. Development proposals for this area must show, for the entire overlay zone, an end state buildout including a minimum of 50,000 square feet of retail, service, and dining uses forming a neighborhood serving retail center.
2. Ground floor uses shall be retail
3. The street-facing façade of each building within the Neighborhood Center Overlay shall incorporate the Shopfront & Awning Frontage Type per the Frontage Type Standards Section.
4. Minimum frontage coverage shall be 90% along First Street.



Illustrative Photo



Illustrative Photo



Illustrative Photo



Illustrative Photo

SPECIAL CORNER TREATMENT OVERLAY

Purpose

This Special Corner Treatment Overlay identifies locations that shall include special building elements to emphasize an intersection or gateway into a district in the locations indicated on the Regulating Plan.

Development Standards

1. The Special Corner Treatment uses a distinctive building element to emphasize the corner of a building in special locations such as gateways and other places of significance to the corridor. This treatment differentiates the corner of the building primarily through vertical massing and articulation with elements such as a corner tower, which is created by articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette.
2. A corner tower mass may encroach into the required setback areas but may not encroach into the public right-of-way. Corner tower features may exceed the permitted height limit by 20 feet.
3. Other elements can be used to create a Special Corner treatment such elements must place a similarly significant emphasis on the corner. Such elements include façade projections/ recessions, balconies, roof articulation, and changing repetitive façade elements such as window type.
4. Corners that have been identified as Special Corners in the First Street Corridor Regulating Plan shall be setback from the corner at a minimum of 15 feet on each side. It should be noted that corners not identified with this designation shall build up to the property line.



Illustrative Photo



Illustrative Photo

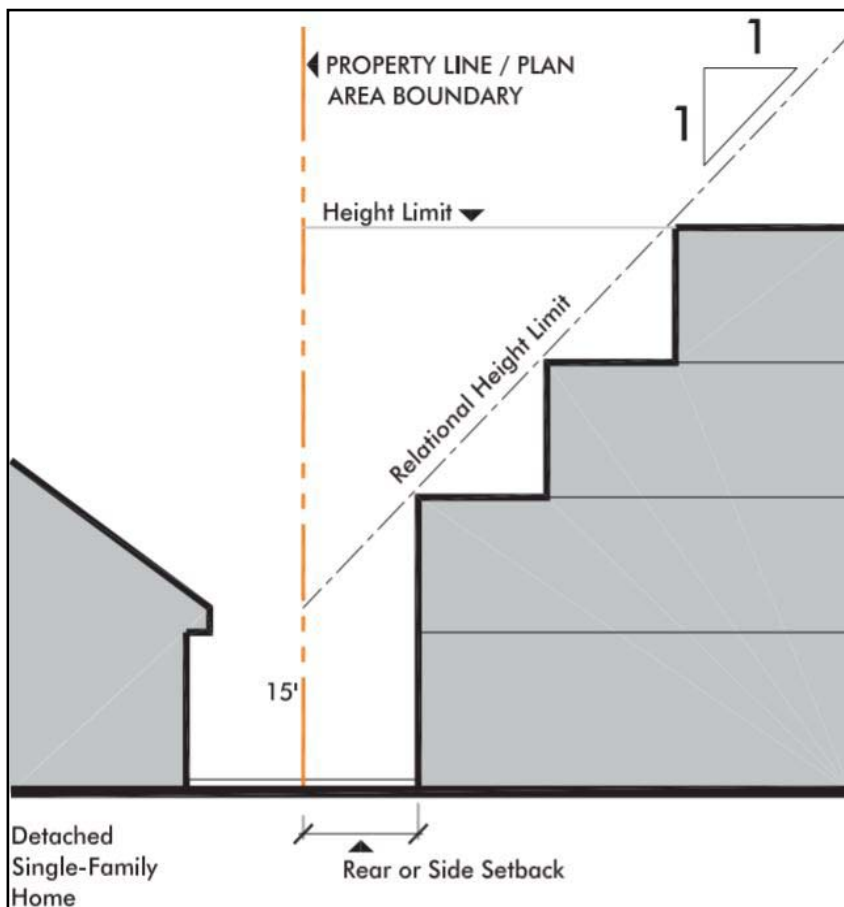
1 TO 4 STORY HEIGHT LIMIT OVERLAY

Purpose

The 1 to 4 Story height limit overlay is intended to limit the allowable scale of new construction to maintain compatibility with pre-existing adjacent development and provide a gradual transition to areas of greater building intensity.

Development Standards

1. No building in the 1 to 4 Story Height Limit Overlay shall exceed a height of 4 stories and 53 feet.
2. Buildings in the 1 to 4 Story Height Limit Overlay may be 1 story with no minimum height limit.
3. All structures within in this overlay zone shall comply with the Relation to Existing Homes Diagram.



Relation to Existing Homes Diagram

FIRST STREET SHOPFRONT OVERLAY

Purpose

The First Street Shopfront Overlay identifies street frontages intended to be areas for retail shops, restaurants, and other pedestrian oriented businesses. Frontage improvements for safe and convenient pedestrian and vehicular access and parking for businesses fronting First Street would occur on private property. The resulting public realm would consist of a landscaped sidewalk separated by a slip road and angled parking.

Development Standards

1. Ground floor uses shall be retail or dining.
2. The First Street-facing facade of each building within the Shopfront Overlay shall incorporate the Shopfront & Awning Frontage Type per Frontage Type Standards Section.
3. Minimum frontage coverage shall be 90% along First Street.
4. The public frontage (the area between the First Street property line and the back of the sidewalk line, including any sidewalk, as shown in Figures 2-2 and 2-3 shall be improved with the following components:
 - a. A 3'-wide unobstructed walkway shall be paved as an extension of the public sidewalk along the existing back of sidewalk. Walkway material shall match public sidewalk materials.
 - b. A 12' minimum single lane, drive lane and 18' angled parking.
 - c. A minimum of a 13'-wide walkway adjacent to proposed buildings.
 - i. 8' of the 13' walkway shall be unobstructed.
 - ii. The remaining 5' shy distance may be improved with landscaping and furnished with outdoor dining amenities, street furniture, merchandise displays, or menu boards.
 - iii. Landscaping in the form of a variety of street trees in tree wells or planters may be required per stormwater management requirements within the shy distance. Drainage shall be directed towards pervious landscaped areas.
5. For purposes of building placement, front setbacks shall be calculated from the back of the shy distance line as opposed to from the public right-of-way.

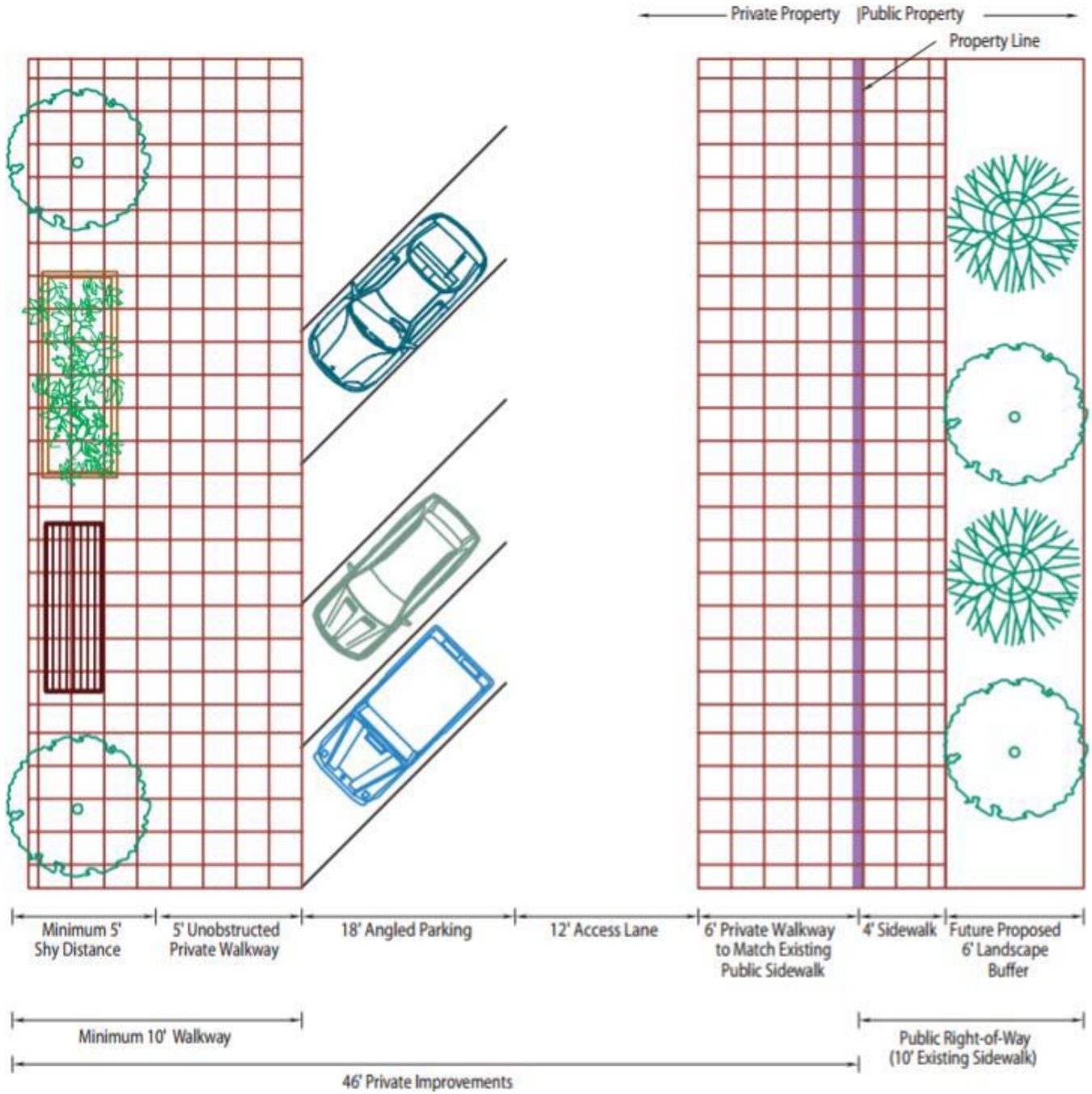


Figure 2-2: Shopfront Overlay Required Frontage Improvements.

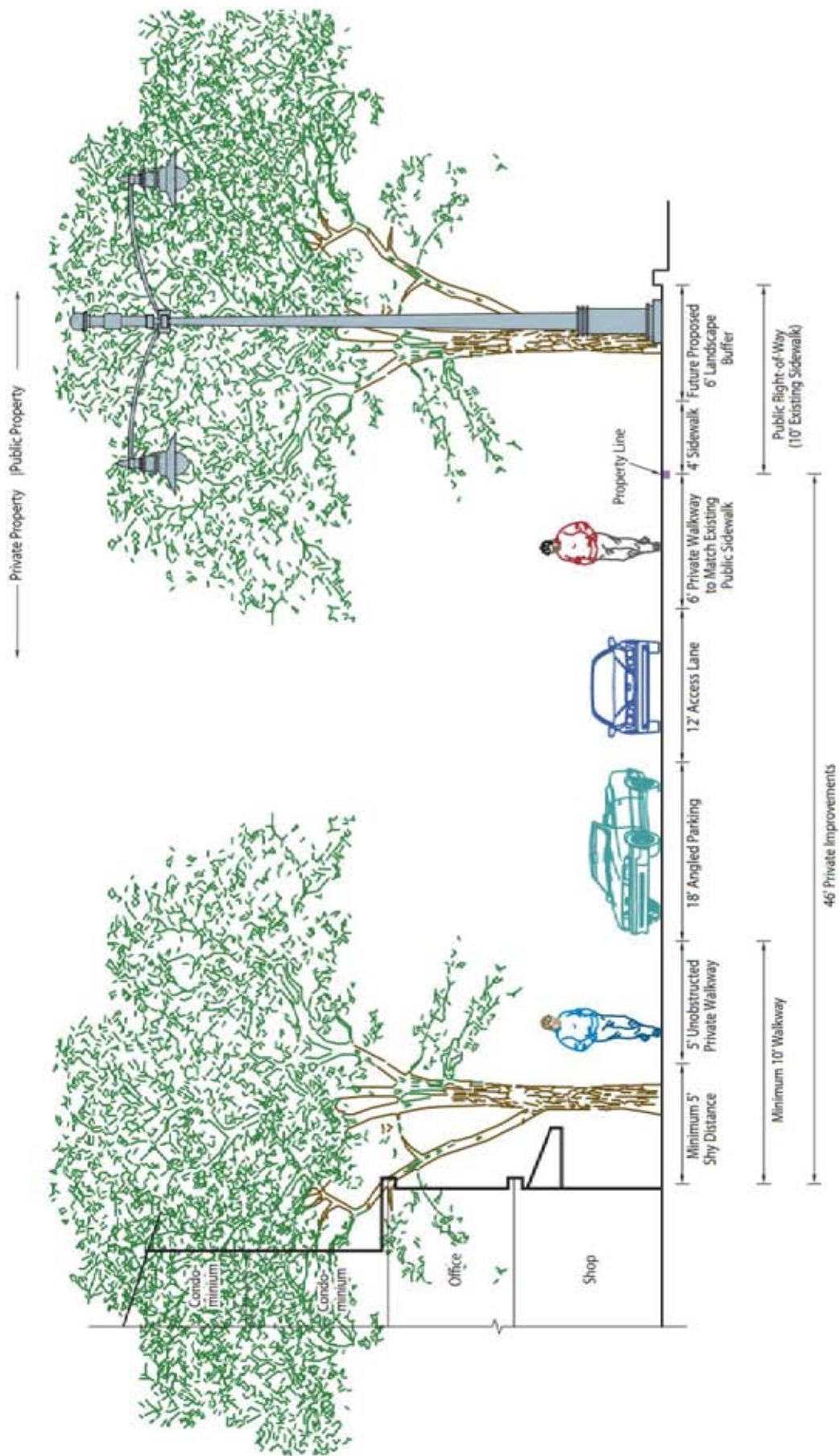


Figure 2-3: Shopfront Overlay Required Frontage Improvements.

PARKWAY OVERLAY

Purpose

The parkway frontage would be required on the majority of parcels fronting First Street, the exceptions being those parcels within the First Street Shopfront Overlay. These Frontage improvements would provide safe, comfortable, and convenient pedestrian access for businesses fronting First Street.

Development Standards

1. A minimum 6' wide walkway shall be paved as extensions of the public sidewalk along the property line and existing back of sidewalk.
 - a. 6' of the walkway frontage shall be unobstructed.
 - b. If walkways are to exceed the 6' wide minimum, street amenities such as landscaping, furniture, menu boards, and/or displays are highly recommended.
 - c. Walkway material shall match public sidewalk materials
2. Landscaping in the form of a variety of street trees in tree wells or planters may be required per stormwater management requirements within the shy distance. Drainage shall be directed towards pervious landscaped areas.
3. For purposes of building placement, front setbacks shall be calculated from the back of the shy distance line as opposed to from the public right-of-way.
4. All structures within in this overlay zone shall comply with the Parkway Overlay Required Frontage Improvements Figure.

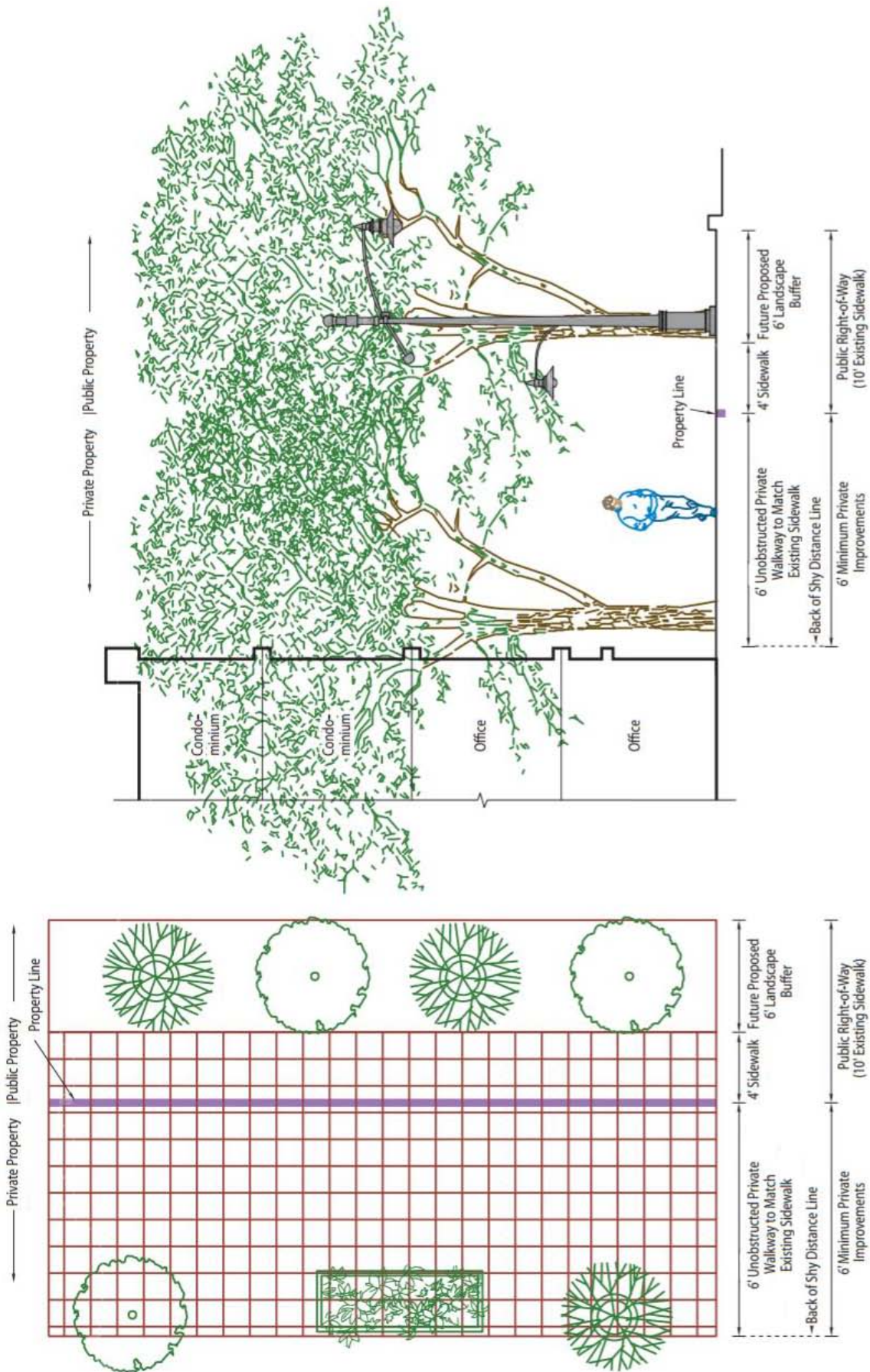


Figure 2-4: Parkway Overlay Required Frontage Improvements

3.4 Allowed Land Uses

Purpose

This Section identifies the land use types allowed in each zone by the Regulating Plan and determines the type of City approval required for each use.

Applicability

A lot or building shall be occupied by only the land uses allowed by Table 2-2 within the zone applied to the site by the Regulating Plan.

Land Use Table

A. Allowed Land Uses

- a. Similar and compatible use may be allowed. Staff may determine that a proposed use not listed in Table 2-2 is allowable.
- b. Permit requirements and development standards. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this Development Code apply.

B. Permit Requirements

- a. Permitted subject to compliance with all applicable provisions of this Development Code. These are shown as “P” uses in the table;
- b. Allowed subject to the approval of a Use Permit, and shown as “UP” uses in the table; and
- c. Not allowed in particular zones, and shown as a “---” in the table

Table 2-2: Allowable Land Uses Table

	T3	T4	T5
	General Urban Zone	Urban Center Zone	Urban Core Zone
INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING			
Laboratory - medical & analytical	---	UP	UP (2)
Printing & Publishing	---	UP	UP (2)
Research & Development	---	UP	UP (2)
Recreation, Education, Public Safety			
Adult-Oriented Business	---	---	---
Community Meeting	UP	P	P
Health/fitness facility of 10,000 sq. ft. or greater	P	P	P
Health/fitness facility <10,000 sq. ft.	---	---	P
Libraries, Museums	P	P	P
School, public or private	UP	UP	UP
Studio - Art, dance, martial arts, music, etc	P	P	P
Safety Services	UP	P	P
RESIDENTIAL			
Dwelling: Multi-family	P	P	P
Dwelling - Second Unit/Carriage House	P	---	---
Dwelling: Single-family	P	---	---
Home Occupation	P	P	P
Live/Work	UP	P	P
Residential Accessory Use or Structure	P	P	P
RETAIL			
Bars, Taverns & Night Clubs	---	UP	P
General Retail - except with following features	P	P	P
Alcoholic beverage sales	UP	UP	UP
Auto- or motor vehicle related sales or services	---	---	---
Drive-through facility	---	---	---
Gross floor area over 20,000 s.f.	---	P	P
Gross floor area over 100,000 s.f.	---	UP	UP
Operating btw. 11pm & 7am	UP	P	P
Restaurant	UP	P	P
SERVICES - GENERAL			
Gas Stations	---	UP	---
Hotel	---	P	P
Personal Services	P	P	P
Mortuary, Funeral Home	---	UP	---
Property Maintenance Services	---	---	---
SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL			
Banking & Financial Services	P	P	P
Business Support Services	---	P	P
Medical/Dental	P	P	P (2)
Office	P	P	P

	T3	T4	T5
	General Urban Zone	Urban Center Zone	Urban Core Zone
TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE			
Parking facility, public or commercial	---	P	P
Wireless telecommunications facility	UP	UP	UP
Transit Facilities, Terminals & Stations	UP	UP	UP
P: Permitted			
UP: Use Permit			
---: Not Allowed			
(2): Allowed on the 2-nd floor or above			
Prohibited in all T Zones			
Adult oriented businesses			
Auto- or motor vehicle related sales or services			
Drive-through facility			
Property maintenance services			

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3.5 Frontage Type Standards

Purpose

This Section identifies the frontage types allowed within the First Street Corridor Area, and provides design standards for the configuration of a building's primary entrance, the treatment of its front and side setback zones, and the type of features permitted to encroach into the required setback.

Applicability

Private frontage includes both:

1. Portions of a property between the back-of-sidewalk line and the primary building façade along any Street.
2. All primary building facades up to the top of the first or second floor, including building entrances, located along and oriented toward streets as shown in Figure 2-5: Private Frontage.
3. Each proposed building shall be designed to incorporate a Private Frontage Type designed in compliance with this regulation. A property's permitted and/or required Private Frontage Types shall be limited to those specified by Transect Zone. Private frontage regulations apply along the full length of the property frontage, even where there is no building façade. Public and institutional buildings are not required to comply with Private Frontage Type regulations, but it is highly recommended that new buildings embody the feel and aesthetics as specified in this document.

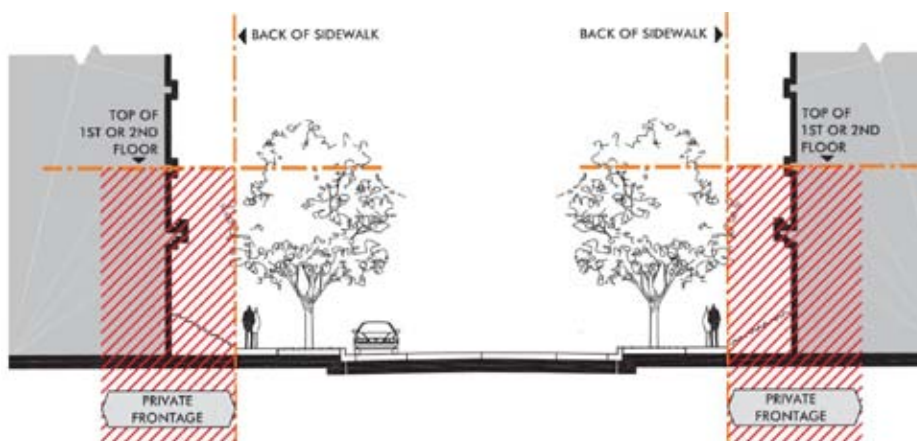


Figure 2-5: Private Frontage

Access

1. Front setback areas shall provide pedestrian access connecting the public sidewalk to the front door and to any parking areas.
2. Private Frontage Types that incorporate stairs shall meet access and visibility requirements of the Americans with Disabilities Act by means of providing alternate entrance(s) with level or ramped connections to the sidewalk, or by adding an ADA-compliant ramp to the design of the required Private Frontage Type.

Corner Parcels

1. Corner Parcels must locate an entrance(s) along Front Streets. Entrances are permitted, but not required along Secondary Streets.
2. Where a corner parcel has frontage along either First Street or a new Main Street, First Street or the Main Street shall be defined as the Front Street.
3. Along all other streets, front streets may be determined by the developer
4. Private Frontage treatments shall apply to corner parcels as shown in Figure 2-6: Private Frontage - Corner Parcel. Corner lots that are not identified as Special Corners shall build up to the property line. See Special Corner regulations in chapter 3.3 Overlay Zones for further information.

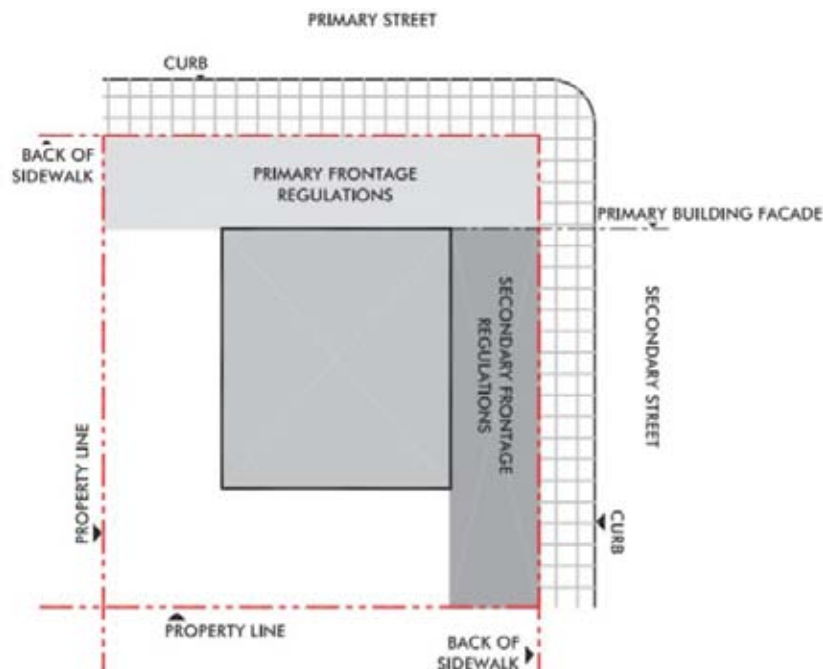
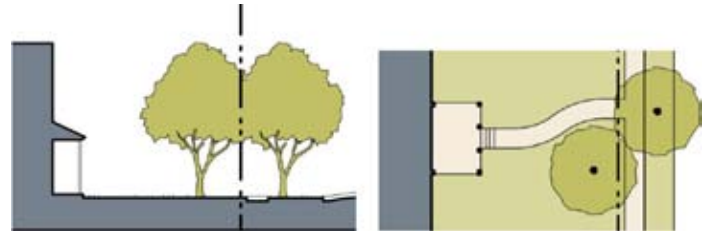


Figure 2-6: Private Frontage - Corner Parcel

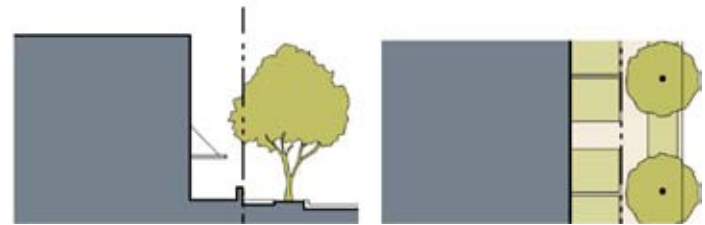
Frontage Type Summaries

SECTION		PLAN	
LOT/ PRIVATE FRONTAGE	R.O.W.	LOT/ PRIVATE FRONTAGE	R.O.W.

Common Yard. The main facade of the building has a large planted setback from the frontage line providing a buffer from the higher-speed thoroughfares. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages.



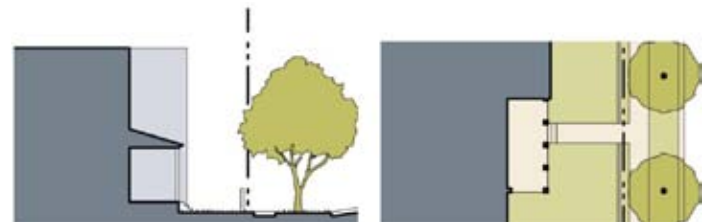
Dooryard. The main facade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential.



Forecourt. The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail and service areas.



Porch: Engaged. The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.



Porch: Projecting. The main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.



SECTION		PLAN	
LOT/ PRIVATE FRONTAGE	R.O.W.	LOT/ PRIVATE FRONTAGE	R.O.W.

Shopfront. The main facade of the building is at or near the frontage line with an at-grade entrance along the public way. This type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types.



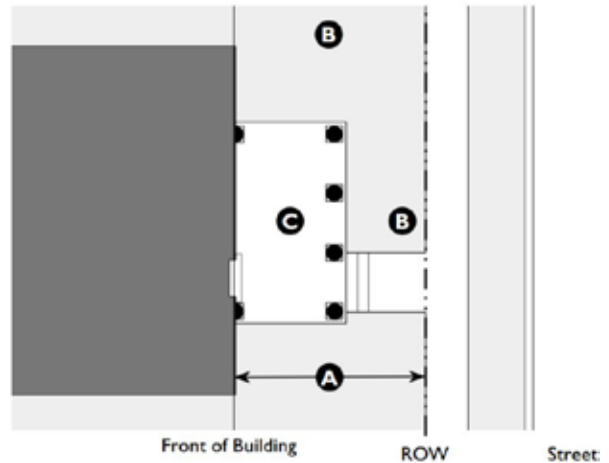
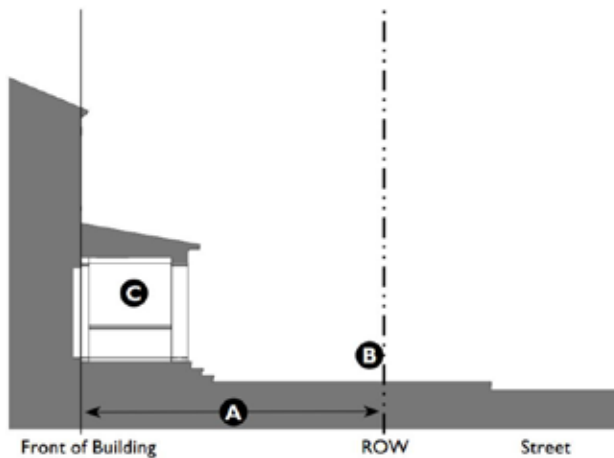
Stoop. The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-loaded. This type is appropriate for residential uses with small setbacks.



Terrace. The main facade of the building is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic historic loading docks.



COMMON YARD



Key

--- ROW / Lot Line — Front of Building

Description

A frontage wherein the facade is set back substantially from the property line/frontage line. The front yard created remains unfenced and is visually continuous with neighboring yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares. A common yard features a residence's main entrance with a deep setback, creating a gracious open space along the property frontage. Yards shall be free of obstructing visual impediments such as walls and fences. This frontage type is appropriate for residential use only.

Size

A Depth: 15' min.

Miscellaneous

- B** Fences between front yards or between the sidewalk and front yard are not allowed.
- C** Common Yards shall be used in conjunction with another allowed frontage type, such as the Porch frontage type.

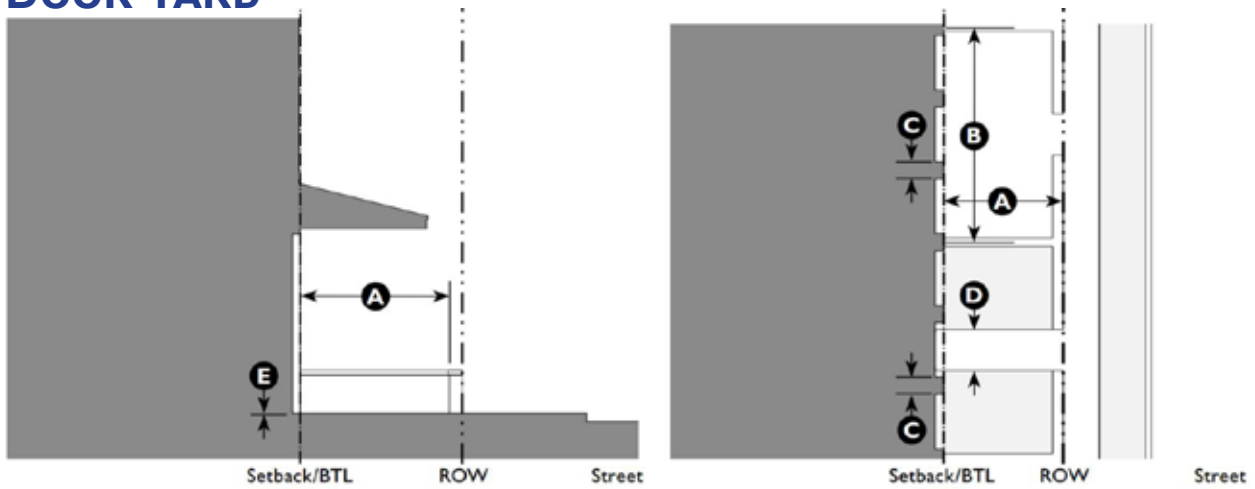


Front yards of houses form a continuous yard



Example of common yards in Houston, TX

DOOR YARD



Key

--- ROW / Lot Line - - - - Setback Line/BTL

Description

Door yards are elevated gardens or terraces that are set back from the frontage line. This type can buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby.

Size

- A** Depth: 8' min.
- B** Length: 50' max.
- C** Distance between glazing: 4' max.
Depth of recessed entries: 5' max.
- D** Path of travel: 3' wide min.
- E** Level above sidewalk: 3' 6" max.

Miscellaneous

Shall not be used for circulation for more than one ground-floor entry.

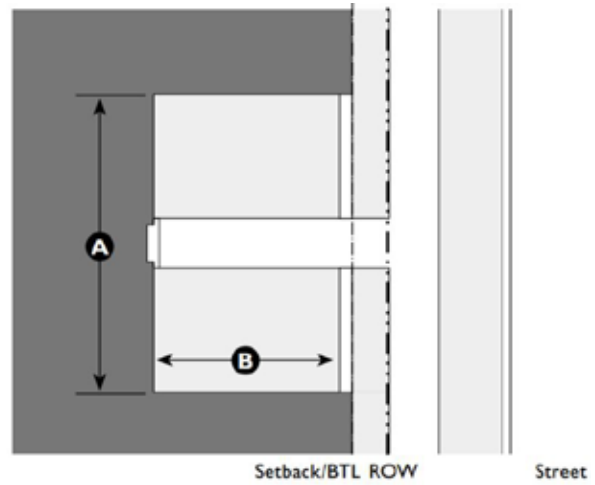
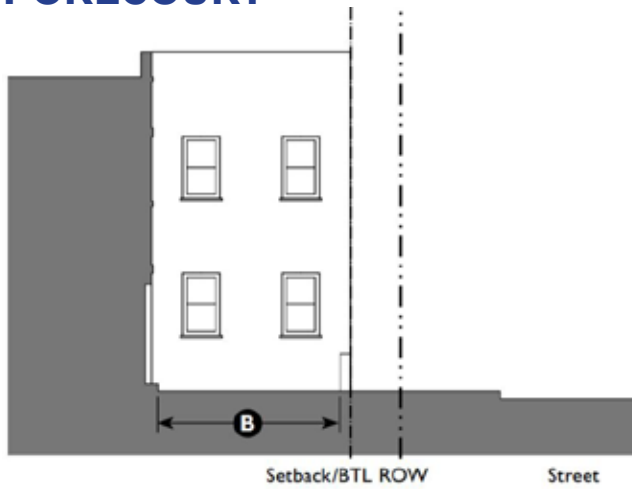


Door Yards can be seen in Gilroy, CA on Lewis St.



Landscaped door yards add to overall aesthetics.

FORECOURT



Key

---- ROW / Lot Line - - - - Setback Line/BTL

Description

A forecourt is a façade aligned close to the frontage property line with a portion(s) setback for variety and visual interest. This type suits gardens and courtyards, which may be semi-private or public in nature, as well as small scale vehicular access for disabled parking or unloading areas. This typology should be used in conjunction with stoops and shop fronts where possible

Size

- A** Width: 12' min.
- B** Depth: 12' min.
- C** Ratio, Height to Width: 2:1 max.

Miscellaneous

The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort.

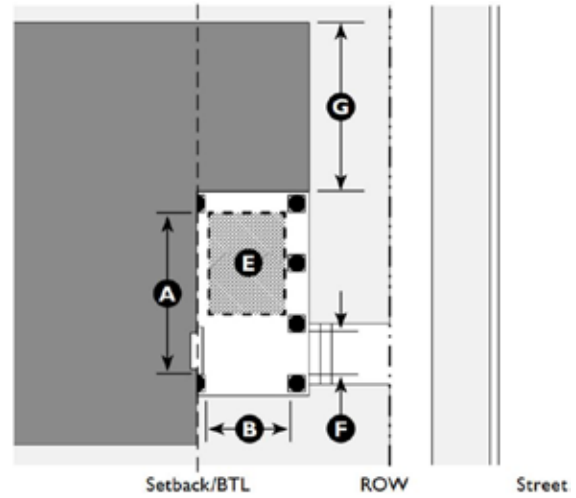
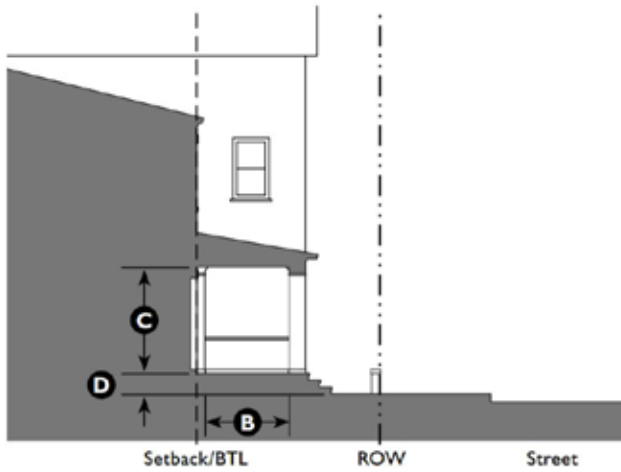


Granada Hotel and Bistro in San Luis Obispo, CA.



Space can be used for gardens or outdoor seating.

PORCH: ENGAGED



Key

---- ROW / Lot Line - - - - - Setback Line/BTL

Description

In the Porch: Engaged frontage type, the main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.

Size

- A** Width: 8' min.
- B** Depth: 6' min.
- C** Height: 8' min.
- D** Level above sidewalk: 18" min.
- E** Furniture area: 4' x 6' min.
- F** Path of travel: 3' wide min.

Miscellaneous

- G** Up to 2/5 of the building facade may project beyond the setback line into the encroachment area for this frontage type.

Engaged porches must be open on two sides and have a roof

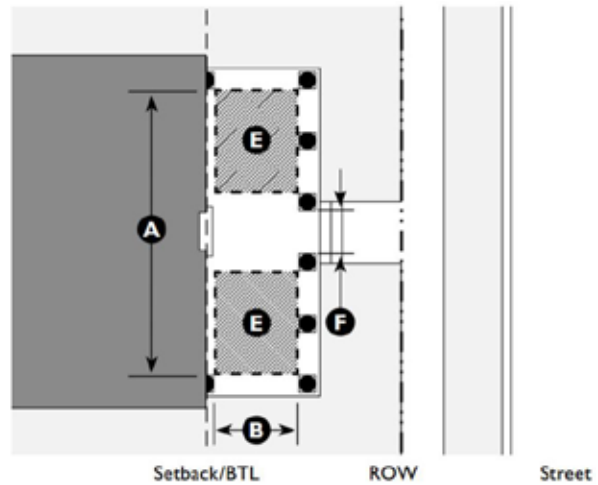
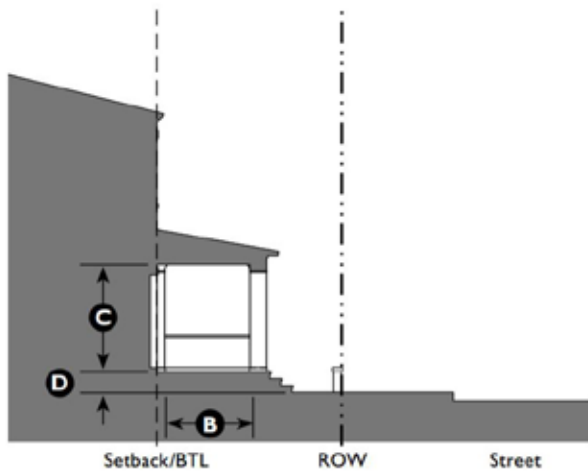


Engaged porche with side entrance.



Example of a engaged porch.

PORCH: PROJECTING



Key

---- ROW / Lot Line

----- Setback Line/BTL

Description

In the Porch: Projecting frontage type, the main facade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.

Size

- A** Width: 8' min.
- B** Depth: 6' min.
- C** Height: 8' min.
- D** Level above sidewalk: 18" min.
- E** Furniture area: 4' x 6' min.
- F** Path of travel: 3' wide min.

Miscellaneous

Projecting porches must be open on three sides and have a roof.

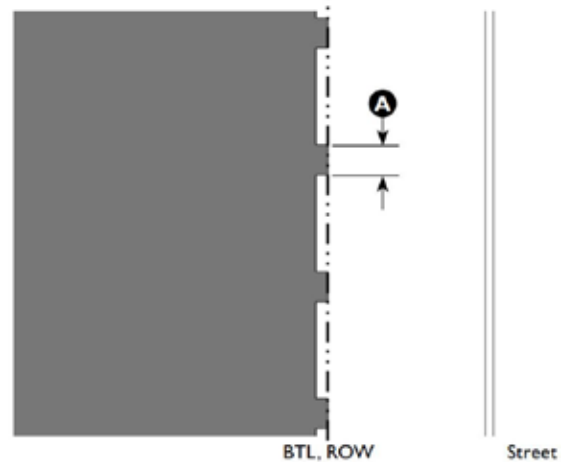
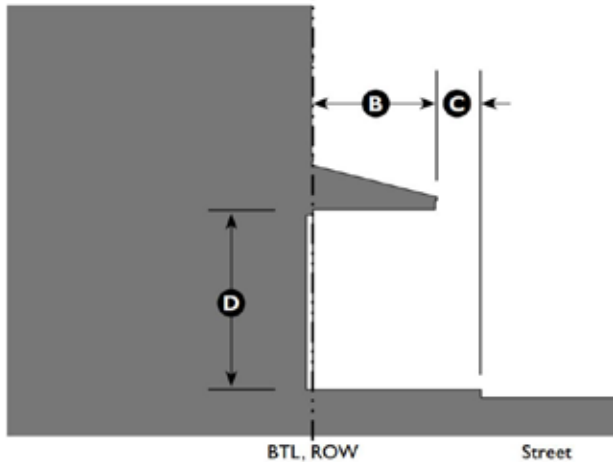


A wrap around projection porch.



Projection porch extends the length of the facade.

SHOPFRONT



Key

--- ROW / Lot Line - - - - - Setback Line/BTL

Description

A shopfront is a façade with doors and windows to the street to attract passing pedestrians. This frontage type is placed at or close to the frontage property line, with the entrance at sidewalk grade. Shopfronts are designed specifically for retail, commercial, and dining uses. Awnings and or similar shading devices are allowed to encroach over the public sidewalk.

Size

- A** Distance between glazing: 2' max
Ground floor transparency: 75%
Depth of recessed entries: 5' max.

Awning

- B** Depth: 4' min.
- C** Setback from curb: 2' min.
- D** Height: 5' max.

Miscellaneous

Open-ended awnings are encouraged.

Doors may be recessed if facade is in right of way.

Residential windows shall not be used.

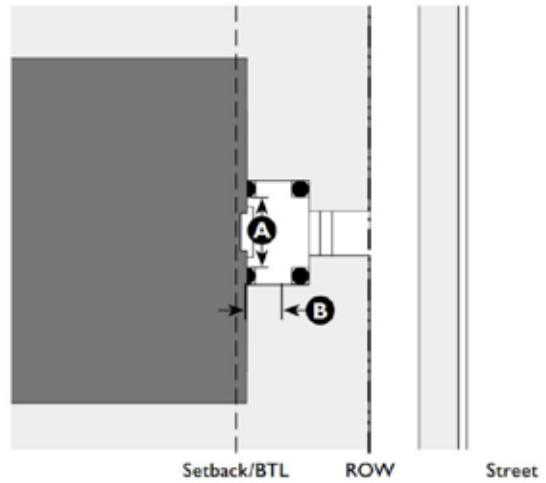
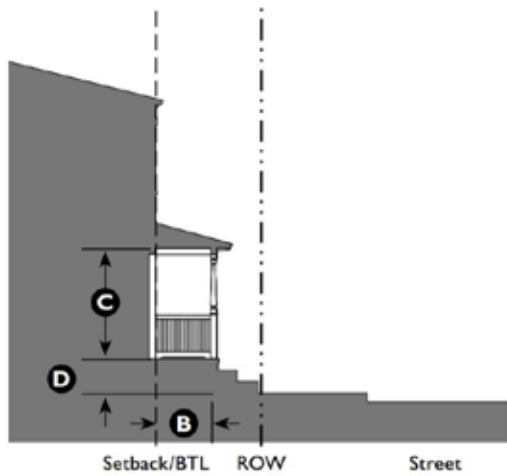


Shopfront with recessed doorway.



Example of shopfront frontage.

STOOP



Key

---- ROW / Lot Line

----- Setback Line/BTL

Description

A stoop is placed close to the frontage property line with the ground story elevated from the sidewalk, ensuring a degree of privacy for the windows. This type is well suited for ground floor residential uses with short to no setbacks. A porch may be allowed to cover the stoop and provide an outdoor living space.

Size

A Width: 5' min.; 8' max.

B Depth: 5' min.; 8' max.

C Height: 8' min.

Depth of recessed entries: 6' max.

Level above sidewalk: 18" min.

Miscellaneous

Stairs may be perpendicular or parallel to the building facade.

The entry doors are encouraged to be covered or recessed to provide shelter from the elements.

Gates are not permitted.

All doors must face the street

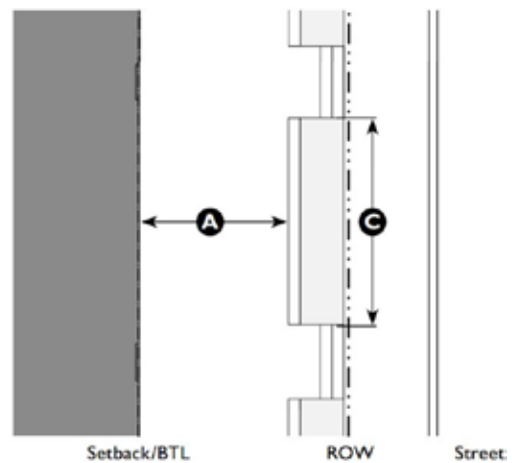
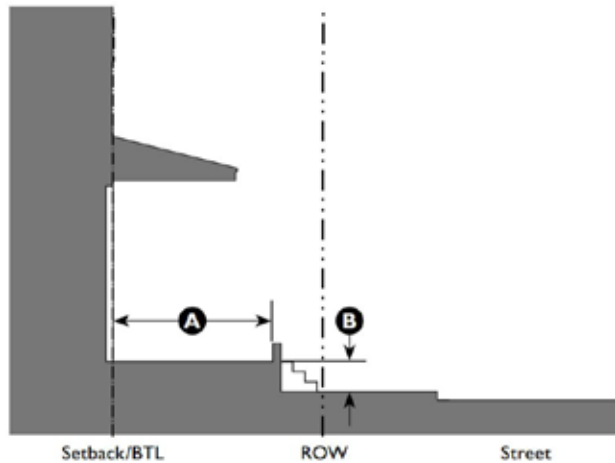


Example of stoop with side door entrance



Example of stoop located in front facade.

TERRACE



Key

--- ROW / Lot Line

..... Setback Line/BTL

Description

In the Terrace frontage type, the main facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic historic loading docks.

Size

- A** Depth: 8' min.
- B** Level above sidewalk: 3' 6" max.
- Length of terrace: 150' max.
- C** Distance between stairs: 50' max.

Miscellaneous

These standards are to be used in conjunction with those for the Shopfront frontage type. In case of conflict between them, the Terrace frontage type standards shall prevail.

Low walls used as seating are encouraged.



Low walls create areas for pedestrians to sit.



Example of terraced business front.

3.6 Building Type Standards

Purpose

The following section identifies the Building Types allowed within the First Street Corridor Area and provides design standards for each type to ensure that new development is consistent with the City's goals for building form, character, and quality.

Applicability

1. Each proposed building shall be designed in compliance with the standards of this Section. The only exception to this Section is for public and institutional buildings.
2. Each building type has an accompanying illustration that act as a visual aid and does not represent a specific required design or configuration. It shall be noted that the photos used in each section are for illustrative purposes only to show both design, layout, and massing.
3. A property's permitted Building Types shall be limited to those specified by each Transect Zone's Standards.

Building Orientation

1. Dwellings shall be designed so that living areas, rather than sleeping areas and service rooms, shall be oriented toward courtyards and fronting streets. All other rooms shall be oriented to side yards and service yards.
2. The orientation of primary roof ridges of a new building should align with those of existing homes on the facing and same-side block. This will ensure architectural consistency.
3. On corner lots, unit entrances to dwellings should be provided on both street frontages where possible.

Building Type Summaries

Building Type

Transect Zones



Carriage House. This building type is an accessory structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use that may be above a garage or at ground level. This type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.

T4



Courtyard Housing. A group of dwelling units arranged to share one or more common courtyards where the individual units are townhouses, flats, townhouses over flats, and flats over flats. These units are arrayed next each other on one or more courts or passageways that are partly or entirely opened to the street.

T4
T5
T6



Detached House: Compact. This building type is a small detached structure on a small lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

T4





Detached House: Medium. This building type is a medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.

T4



Duplex. This building type is a small to medium sized structure that consists of two side-by-side or stacked dwelling units. This type has the appearance of a medium to large single-family home and fits well within primarily single family neighborhoods or medium-density neighborhoods. It encourages scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

T4

Building Type	Transect Zones	
	<p>Live-Work. This building type is a small to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a floor space that can be used for residential, service, or retail uses. This type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a neighborhood main street. It is especially appropriate for encouraging neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands.</p>	<p>T5 T6</p>
	<p>Commercial Block-Mid Rise. This building type is a medium-to large-sized structure, 4–6 stories tall, built on a large lot that typically incorporates structured parking. It can be used to provide a vertical mix of uses with ground-floor retail, or service uses and upper-floor service, or residential uses; or may be a single-use building, typically service or residential, where ground floor retail is not appropriate. This type is a primary component of the T6 Urban Core Zone.</p>	<p>T5 T6</p>
	<p>Multi-Plex: Large. This building type is a medium-to large-sized structure that consists of 5–10 side-by-side and/or stacked dwelling units, typically with one shared entry. This type is appropriately scaled to fit in within medium-density neighborhoods or sparingly within large lot predominantly single-family neighborhoods. This type encourages appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p>	<p>T4 T5 T6</p>
	<p>Multi-Plex: Small. This building type is a medium structure that consists of 3–4 side-by-side and/or stacked dwelling units typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p>	<p>T4 T5 T6</p>
	<p>Rowhouse-Townhouse. This building type is a small to medium sized structure that consists of 2-8 units that are side by side. This type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p>	<p>T4 T5 T6</p>

CARRIAGE HOUSE



Illustrative Photo

Description

A Carriage House is a detached residence above a garage that provides complete independent living facilities for living, sleeping, cooking, and sanitation. Carriage Houses are located towards the rear of a same lot on which a single family residence is located, and must be located along and accessed from an alley. Carriage Houses may also be referred to as ‘second dwellings’ or ‘granny flats’, and are fall under the category of an “Accessory Building” in this document.

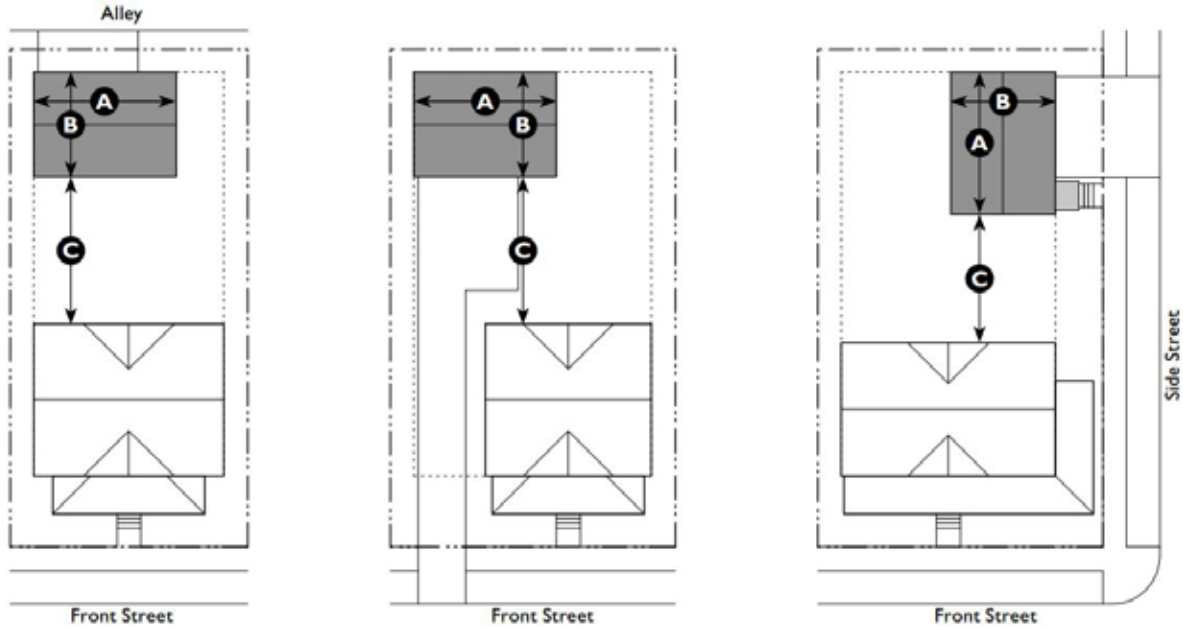
Allowed Zone(s): T4 General Urban Zone

Access Standards

1. Entrance stairs shall be located on the side or rear yard of the building.
2. The main entrance to the dwelling unit shall be accessed from the side yard setback, side street setback, or rear yard setback.
3. Where an alley is present, parking and services shall be accessed through the alley.



Illustrative Photo



Key

- ROW / Lot Line
- Setback Line
- Building
- Frontage

Parking Standards

- Required parking for one car shall be within a garage. The remainder of required parking may be provided in a garage, carport or as open.

- Parking may be accessed from the alley, side street or front street.

Open Space Standards

Side Yard: 15' min.

One outdoor space, separate from the primary yard, of at least 100 square feet, shall be provided. This private yard space may be provided at grade or in the form of a balcony, patio, or loggia oriented towards either the alley or the larger of the two side yard setbacks.

Allowed Frontage Types

Carriage houses are not required to have a set frontage type.

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- A** Width: 36' max.
- B** Depth: 30' max.
- C** Building Separation: 10' min.



Illustrative Photo

COURTYARD HOUSING



Illustrative Photo

Description

The Courtyard Housing building type consists of a series of small, detached structures, providing multiple units arranged around a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear and becomes an important community-enhancing element of this type. This type is scaled to fit within single-family or medium-density neighborhoods. It allows scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

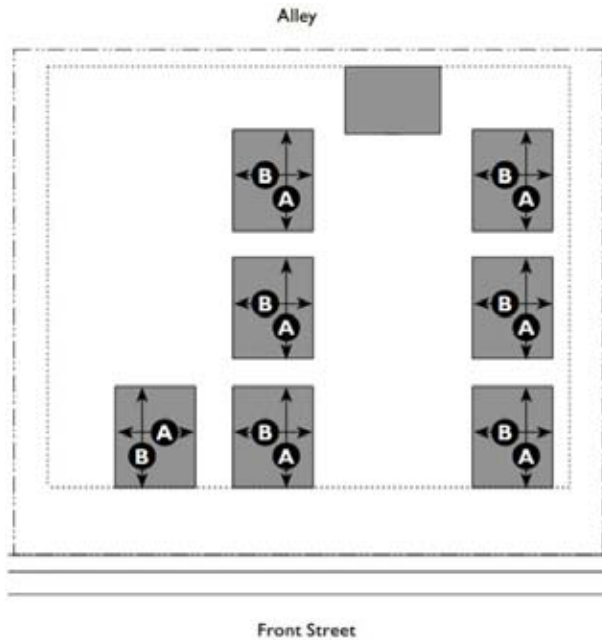
Allowed Zone(s): T4 General Urban Zone
 T5 Urban Center Zone
 T6 Urban Core Zone



Illustrative Photo

Access Standards

C Main Entrance: Front Street



Parking Standards

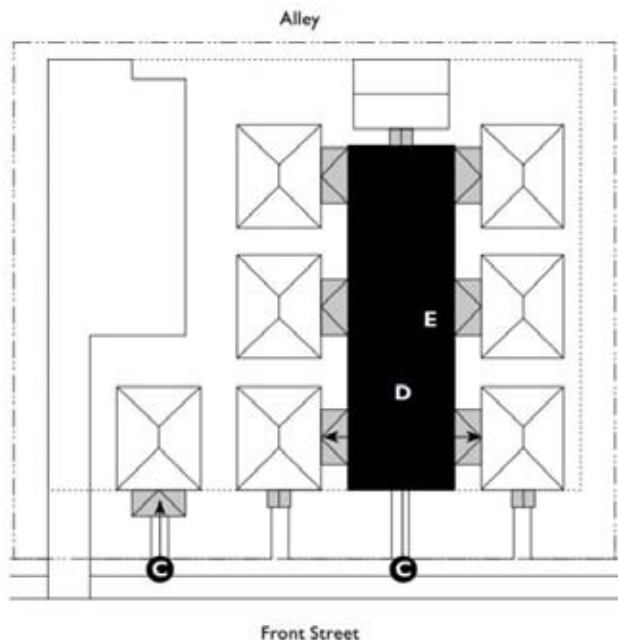
- One (1) space per unit.
- Dwellings may have direct or indirect access to their parking stalls.
- Parking shall be shielded from view from the primary street or ROW to the maximum extant possible.

Open Space Standards

- D** Width: 15' min.
- E** Depth: 20' min.
- Area: 400 sf per unit, min.

Allowed Frontage Types

- Common Yard
- Porch: Engaged
- Porch: Projecting



Building Size and Massing

HEIGHT

- Height: 2 stories min.
- See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- A** Width: 32' max.
- B** Depth: 24' max.

SECONDARY WINGS

- Width: 24' max.
- Depth: 12' max.



Illustrative Photo

DETACHED HOUSING: COMPACT



Illustrative Photo

Description

The Detached House: Compact building type is a small, detached structure on a small lot that incorporates one unit. It is typically located within a primarily single-family neighborhood in a walkable urban setting, potentially near a neighborhood main street. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

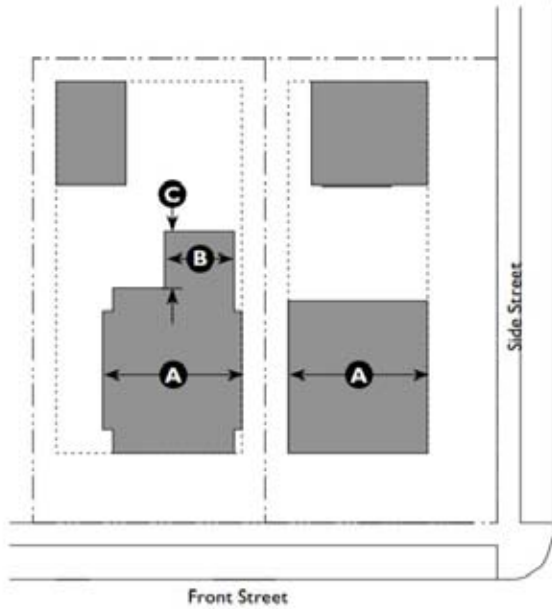
Allowed Zone(s): T4 General Urban Zone

Access Standards

D Main Entrance: Front Street



Illustrative Photo



Key

- ROW / Lot Line
- Setback Line
- Building

Parking Standards

- Required parking for one (1) car shall be within a garage. The remainder of required parking may be provided in a garage, carport or as open.

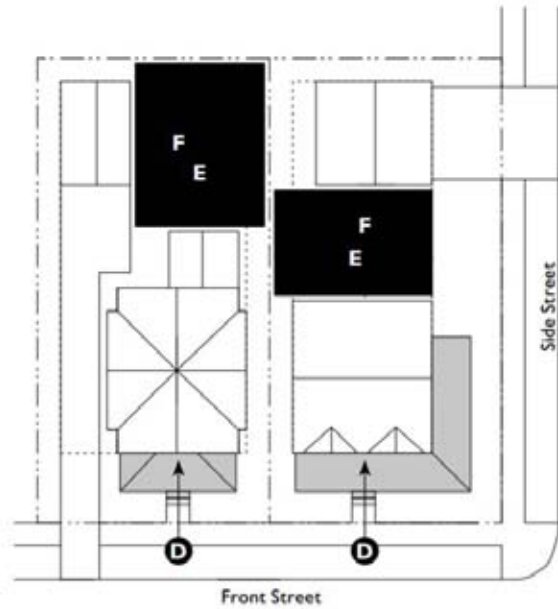
- Parking facing a side street shall be accommodated in a two-car garage with a garage.

Open Space Standards

- E** Width: 15' min.
- F** Depth: 15' min.
- Area: 300 sf min.

Allowed Frontage Types

- Common Yard
- Porch: Engaged
- Porch: Projecting
- Stoop



Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section.

MAIN BODY

- A** Width: 36' max.

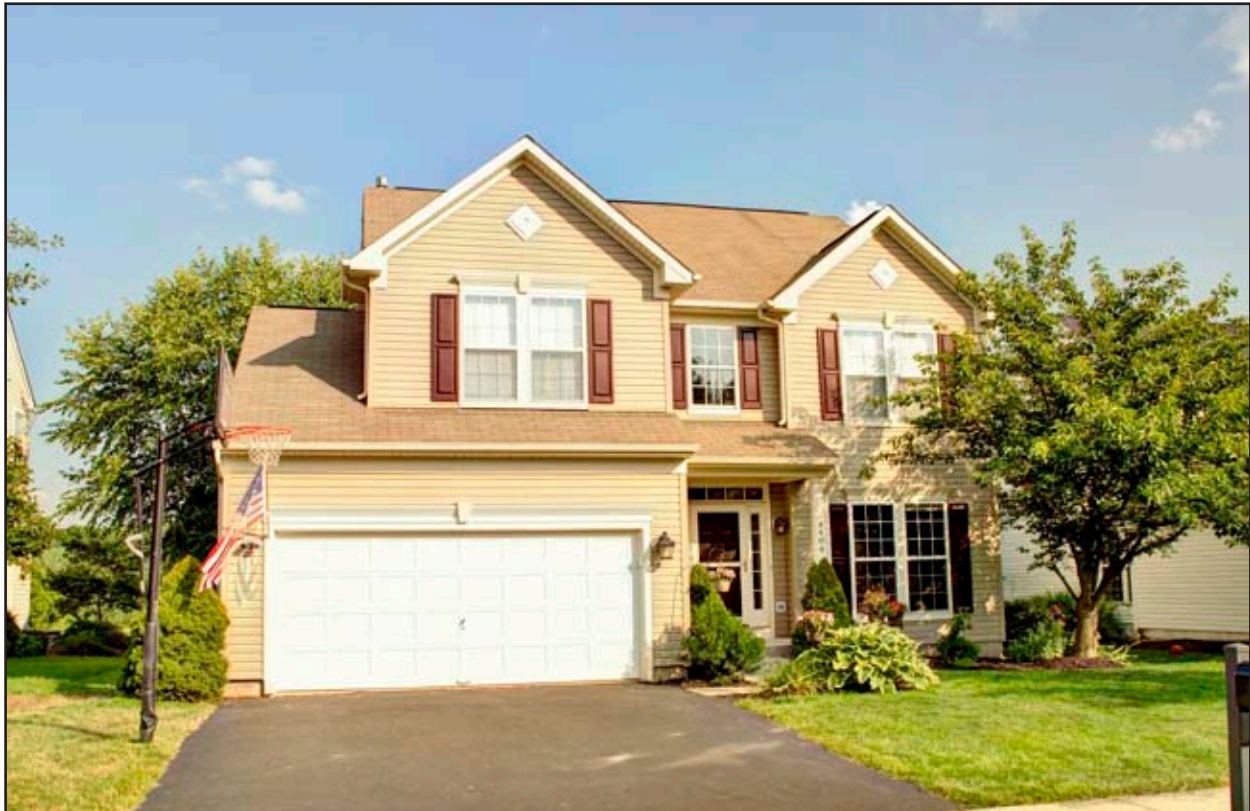
SECONDARY WINGS

- B** Width: 20' max.
- C** Depth: 30' max.



Illustrative Photo

DETACHED HOUSING: MEDIUM



Illustrative Photo

Description

The Detached House: Medium building type is a medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.

Allowed Zone(s): T4 General Urban Zone

Access Standards

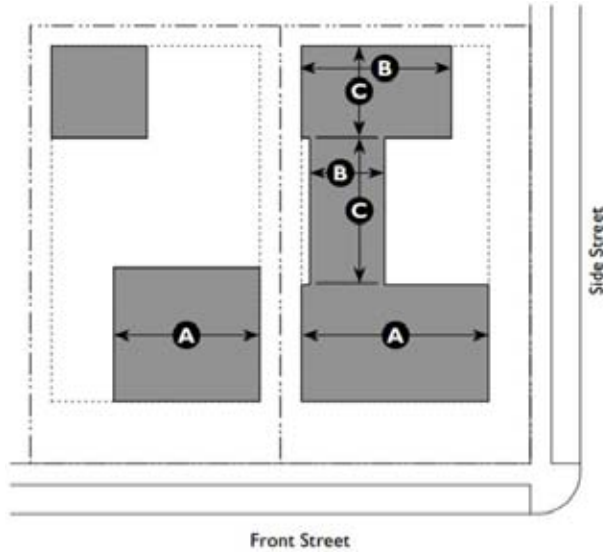
D Main Entrance: Front Street



Building Type Diagram



Illustrative Photo



Key
 ---- ROW / Lot Line ■ Building
 Setback Line

Parking Standards

- Required parking for one (1) car shall be within a garage. The remainder of required parking may be provided in a garage, carport or as open.

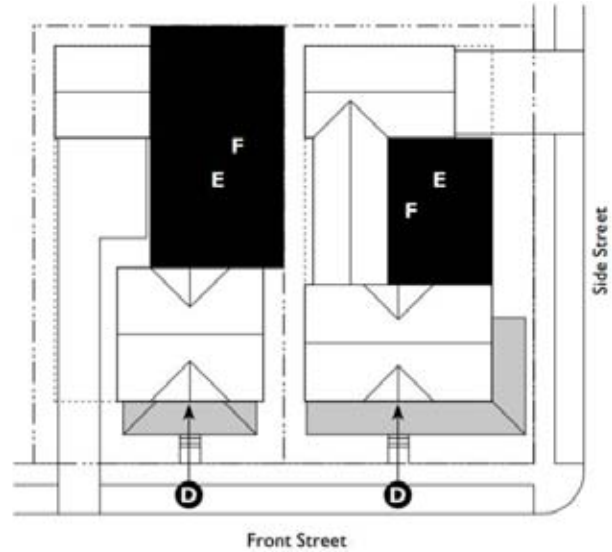
- Parking facing a side street shall be accommodated in a two-car garage with a garage.

Open Space Standards

- E** Width: 20' min.
- F** Depth: 20' min.
- Area: 500 sf min.

Allowed Frontage Types

- Common Yard
- Porch: Engaged
- Porch: Projecting



Key
 ---- ROW / Lot Line ■ Frontage
 Setback Line □ Private Open Space

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section.

MAIN BODY

- A** Width: 48' max.

SECONDARY WINGS

- B** Width: 20' max.
- C** Depth: 30' max.



Illustrative Photo

DUPLEX



Illustrative Photo

Description

The Duplex building type is a small- to medium-sized structure that consists of two side-by-side or stacked dwelling units. This type has the appearance of a medium to large single-family home and is scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. It allows for well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

Allowed Zone(s): T4 General Urban Zone

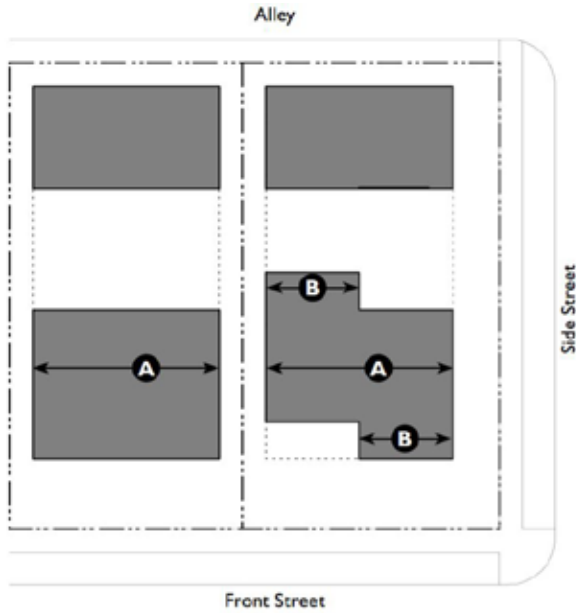
Access Standards

C Main Entrance: Front Street

Each unit shall have an individual entry facing the street on or no more than 10' behind the front facade.



Illustrative Photo



Key

- ROW / Lot Line
- Setback Line
- Building

Parking Standards

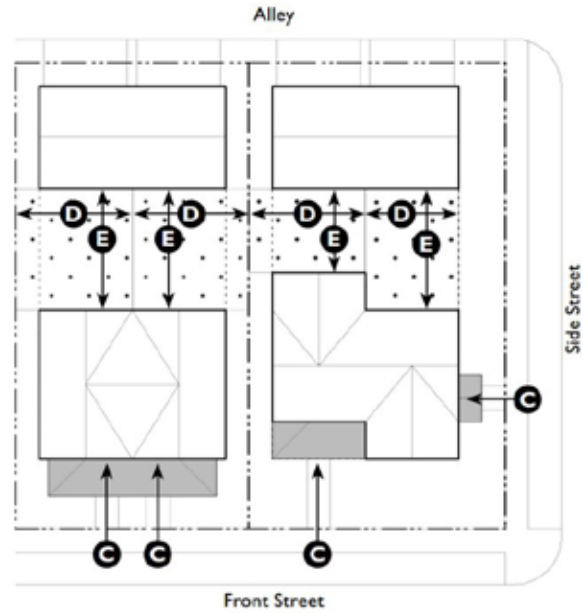
- One (1) off street parking space per unit.
- Required parking spaces shall be accommodated within garages
- Garages may accommodate up to four (4) Cars
- Parking shall be shielded from view from the primary street to the maximum extent feasible.

Open Space Standards

- D** Width: 15' per unit, min.
- E** Depth: 15' per unit, min.
- Area: 300 sf per unit, min.

Allowed Frontage Types

- Dooryard
- Porch: Engaged
- Porch: Projecting
- Stoop



Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

A Width: 48' max.

SECONDARY WINGS

B Width: 30' max.



Illustrative Photo

LIVE - WORK



Illustrative Photo

Description

An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity at the ground floor. Nonresidential uses are identified in the Allowed Land Uses Section of the applicable zone.

Allowed Zone(s): T4 General Urban Zone
T5 Urban Center Zone
T6 Urban Core Zone

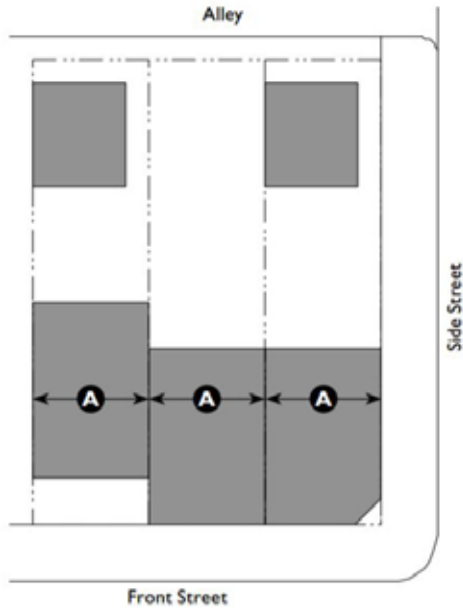
Access Standards

B Main Entrance: Front Street

Ground floor space and upper unit shall have separate entries.



Illustrative Photo



Key

- ROW / Lot Line
- Setback Line
- Building

Parking Standards

- Required parking for one car shall be in a garage, which may be attached to, or detached from, the dwelling.

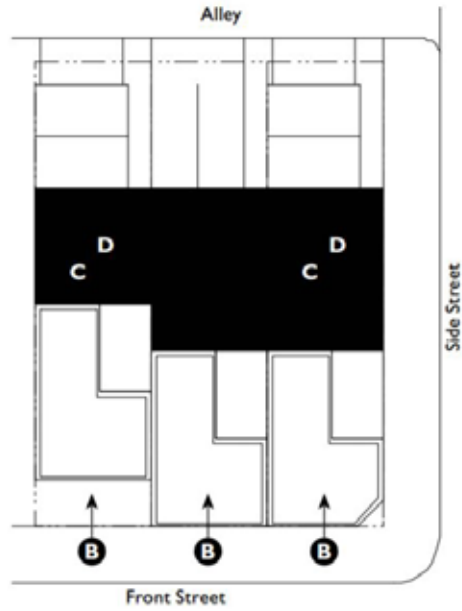
- Remaining required parking spaces may be within a garage, carport, or as open.

Open Space Standards

- Ⓒ Width: 20" min.
- Ⓓ Depth: 20' min.
- Area: 20% of lot area, min.

Allowed Frontage Types

- Forecourt
- Dooryard
- Shopfront
- Terrace



Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

Building Size and Massing

HEIGHT

Height: 2 stories min.
4 stories max.

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- Ⓐ Width: 18' min.
36' max.



Illustrative Photo

COMMERCIAL BLOCK - MID RISE



Illustrative Photo

Description

Commercial/Mixed Use Block building types are designed for occupancy by a variety of uses in one building. Typically, the ground floor is designed for retail, commercial, or office uses, with the upper floor configured for those uses as well or for residences. These residences are typically in the form of flats or lofts.

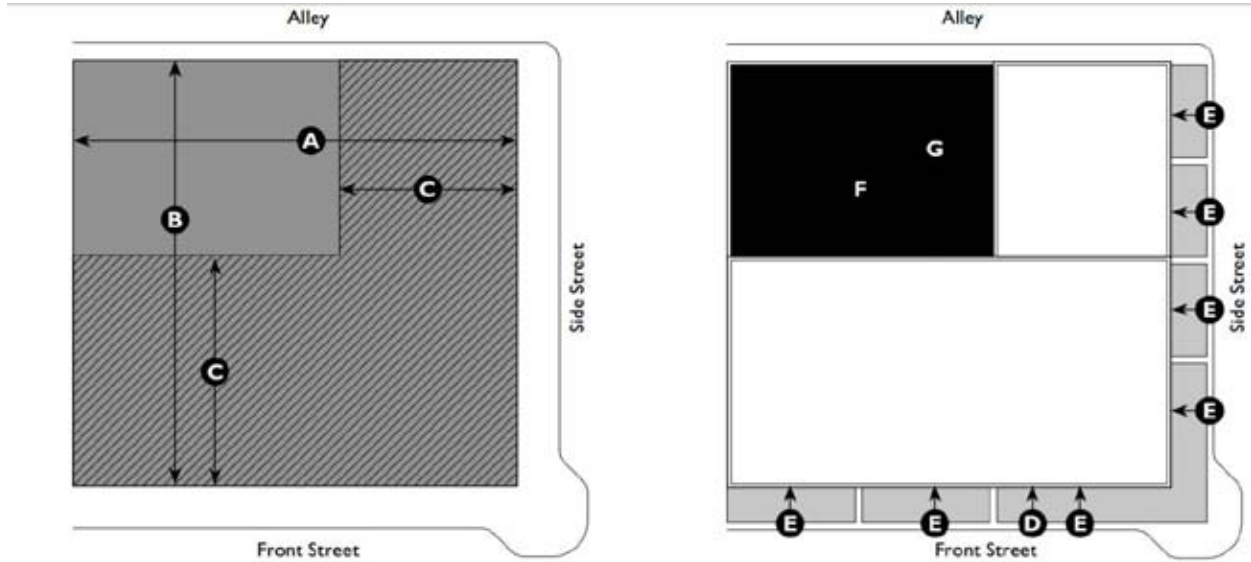
Allowed Zone(s): T5 Urban Center Zone
T6 Urban Core Zone

Access Standards

- D** Upper floors shall be access by a common entry along the front street.
- E** Ground floor units may have individual entries along the front street or side street.



Illustrative Photo



Key

----	ROW / Lot Line	■	Building
----	Setback Line	■	Floors 3+

Parking Standards

- Commercial/Office: 3 spaces per 1,000 sf
- Residential: 1 space per unit
- Required marking may be accommodated in an underground garage, surface parking, or off-site/ shared parking lots.
- Parking areas, to the maximum extent feasible, should not be visible from the primary frontage street.

Open Space Standards

Open space shall be provided on roof tops whenever feasible.

Allowed Frontage Types

- Dooryard
- Shopfront
- Terrace

Key

----	ROW / Lot Line	■	Frontage
----	Setback Line	□	Open Space

Building Size and Massing

HEIGHT

- Height: 3 stories min.
6 stories max.

FOOTPRINT

Floors 1-2

- A** Width: 150' max.
- B** Depth: 150' max.
- Lot Coverage: 90% max.

Floors 3+

- C** Depth: 65' max.

Courtyard Standards

Courtyards where provided shall comply with the following standards:

- F** Width: 20' min.
50' max.
- G** Depth: 20' min.
150' max.

MULTI-PLEX: LARGE



Illustrative Photo

Description

The Multi-plex: Large building type is a medium to large sized structure that consists of 5–10 side-by-side and/or stacked dwelling units, typically with one shared entry. This type is appropriately scaled to fit within medium-density neighborhoods or within large lot predominantly single-family neighborhoods.

Allowed Zone(s): T4 General Urban Zone
T5 Urban Center Zone
T6 Urban Corr Zone

Access Standards

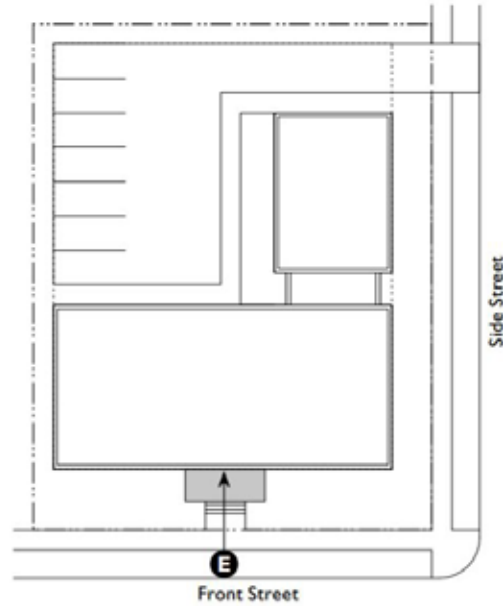
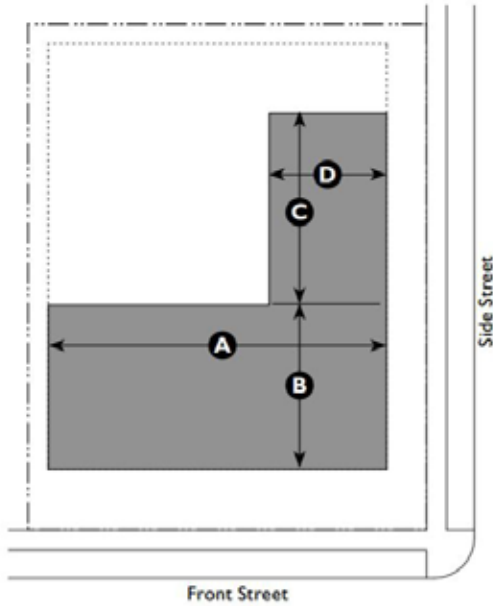
E Main Entrance: Front Street

Units that are located in the main body shall be accessed by a common entry along the front street.

On corner lots, units in a secondary wing may enter from a side street.



Illustrative Photo



Key

- ROW / Lot Line
- Setback Line
- Building

Parking Standards

- One (1) off street parking space per unit.
- Required parking spaces shall be provided for within garages.
- Garages may accomodate up to four (4) cars
- Parking shall be shielded from view from the primary street to the maximum extent possible.

Open Space Standards

No private open space required.

Allowed Frontage Types

- Dooryard
- Porch: Projecting
- Stoop

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- A** Width: 80' max.
- B** Depth: 75' max.

SECONDARY

- C** Width: 48' max.
- D** Depth: 35' max.



Illustrative Photo

MULTI-PLEX: SMALL



Illustrative Photo

Description

The Multi-plex: Small building type is a medium structure that consists of 3–4 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods or into medium-density neighborhoods.

Allowed Zone(s): T4 General Urban Zone
 T5 Urban Center Zone
 T6 Urban Core Zone

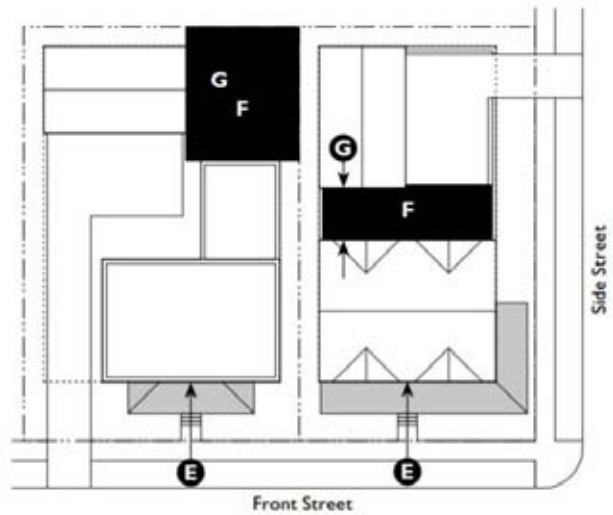
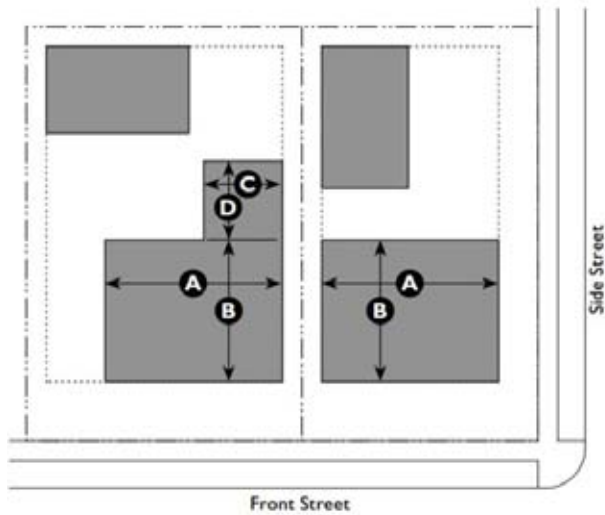
Access Standards

E Main Entrance: Front Street

Each Unit shall have an individual entry



Illustrative Photo



Key
 --- ROW / Lot Line ■ Building
 - - - - - Setback Line

Key
 --- ROW / Lot Line ■ Frontage
 - - - - - Setback Line □ Private Open Space

Parking Standards

- One (1) off street parking space per unit.
- Required parking spaces shall be provided for within garages.
- Garages may accommodate up to four (4) cars
- Parking shall be shielded from view from the primary street to the maximum extent possible.

Open Space Standards

- F** Width: 8' per unit, min.
- G** Depth: 8' per unit, min.
- Area: 100 sf per unit, min.

Allowed Frontage Types

- Porch: Engaged
- Porch: Projecting
- Stoop

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- A** Width: 48' max.
- B** Depth: 48' max.

SECONDARY

- C** Width: 30' max.
- D** Depth: 30' max.



Illustrative Photo

ROWHOUSE - TOWNHOUSE



Illustrative Photo

Description

A building comprised of two or more attached two or three story dwelling units. The elevation and massing of each Rowhouse building must delineate between each individual unit. Rowhouses may be built on adjoining individually owned lots, or may be built on one large single lot.

Allowed Zone(s): T4 General Urban Zone
T5 Urban Center Zone
T6 Urban Core Zone

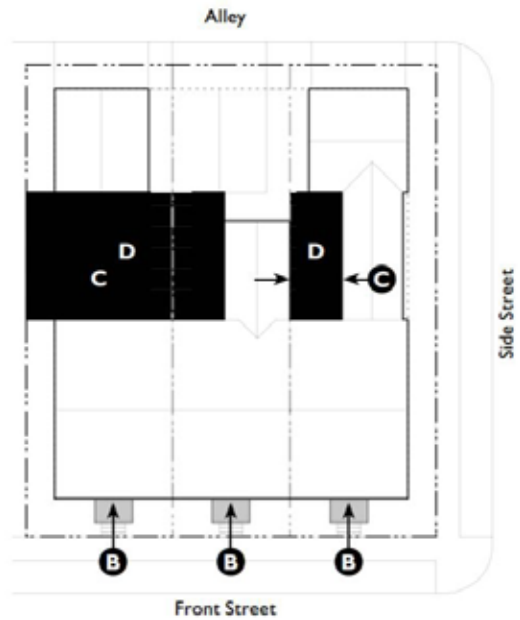
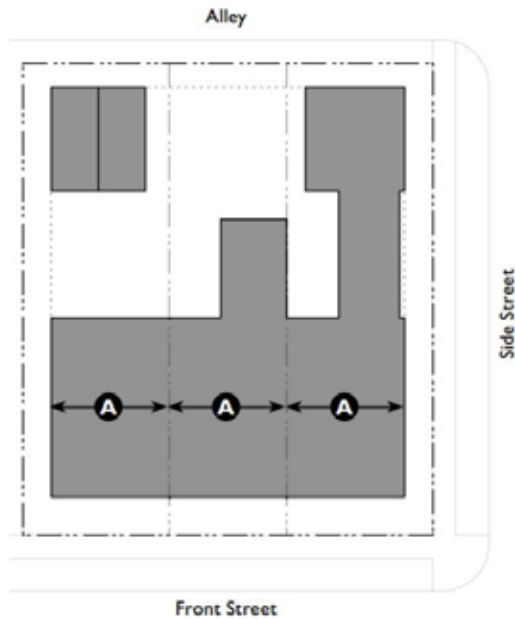
Access Standards

B Main Entrance: Front Street

Each unit shall have an individual entry facing the street.



Illustrative Photo



Key

- ROW / Lot Line
- Shared Lot Line
- Setback Line
- Building

Key

- ROW / Lot Line
- Setback Line
- Frontage
- Private Open Space

Parking Standards

- One (1) off street parking space per unit.
- All required parking spaces shall be provided for within garages.
- Garages may accommodate up to two cars.

Open Space Standards

- ⓐ Width: 8' per unit, min.
- ⓑ Depth: 8' per unit, min.
- Area: 100 sf min.

Allowed Frontage Types

- Dooryard
- Porch: Engaged
- Porch: Projecting
- Stoop

Building Size and Massing

HEIGHT

See applicable transect zone in the Zones and Development Standards Section

MAIN BODY

- ⓐ Width per house: 18' min. 36' max.

The footprint area of an accessory structure may not exceed the footprint area of the main body of the building.



Illustrative Photo

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3.7 Standard Design Guidelines

Purpose

These Standard Design Guidelines are intended to ensure that new development embody architectural characteristics that maintain desired human scale, context, and urban characteristic. In addition to prescribing architectural styles, this section will provide general standards that all development shall prescribe to.

The Standard Design Guidelines are organized as follows:

3.7.1 CONTEXT AND ARCHITECTURAL CHARACTER

3.7.2 BUILDING MASSING AND ARTICULATION

3.7.3 BUILDING WALLS

3.7.4 ROOFS

3.7.5 MISCELLANEOUS BUILDING ELEMENTS

3.7.6 GREEN DESIGN

3.7.7 ARCHITECTURAL STYLES

3.7.1 CONTEXT AND ARCHITECTURAL CHARACTER

All proposed developments and structures should relate and complement to the architectural characteristics and style of surrounding neighborhoods and structures. This is not to mean that proposed buildings shall aim to replicate or emulate existing buildings, but instead to allow for a range of architectural styles that complement the existing urban fabric. Special consideration of the following should be taken when designing new developments along the First Street Corridor:

1. Building orientation;
2. Horizontal and vertical building articulation;
3. Architectural style;
4. Building scale and proportion;
5. Roof line and form;
6. Architectural detailing;
7. Exterior finish materials and colors; and
8. Lighting and landscape patterns.

Even where there is no consistent architectural character or pattern found in the surrounding area, building design and massing shall be used to complement architectural characteristics of neighboring buildings. When an undesirable or poorly established architectural style is existing, a development may establish a new style and characteristic that encourages and cues similar development. Establishing this new style will be handled on a case by case basis with the City and be held to specific standards and designs as specified by City Staff.

3.7.2 BUILDING MASSING AND ARTICULATION

Each building should have a distinctive: horizontal base, middle, eave, cornice, and/or parapet line that complement and balance one another. Horizontal articulations can be produced by material changes or facade elements.

Each building should have a clear and harmonious vertical facade. Vertical features including entries, windows, and other exposed vertical supports can add to this distinctness. Vertical elements can be produced by variations in rooflines, window groupings, piers or pilasters, bay windows and balconies; entrance stoops and porches; and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements are essential in breaking up long, monolithic building facades along the street.

Building Base:

This may be as simple as a small 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 for a building of two or more floors, or by a setback of the upper floors.



Building Entrances to Upper Floor:

Should be directly visible from the street and easy to identify.



Patterns of Features:

Windows, wall panels, pilasters, building bays, and storefronts should be based on structures abutting structure in question. Horizontal lines, stories, style of architecture, and overall design should be consistent to form a harmonious block type that adds to urban fabric.



T4 General Urban Zone

The following standards shall be applied to all structures located in the T4 General Urban Zone:

- A. Buildings should generally be designed to the scale and form of single-family houses.
- B. A clear entry sequence should lead from the sidewalk to the front door. The following elements are recommended:



Illustrative photo of enclosed stairway.



Illustrative photo of open porch.



Illustrative photo of trellis entrance.

1. Low Hedges, Fences and/or Entry Gates - to define the edge between the public street and private property.
2. Stairs, Stoops, and Open Porches - are recommended to create attractive semi-public spaces.
 - i) Stairs - All stairs should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or “floating” exterior stairs should not be used.
 - ii) Open porches - should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.
3. Ornamental Lighting - for porches and walks to add attractiveness, safety, and security.
4. Free standing Landscape Elements - such as trellises, arbors, and special landscape materials that add character to yard spaces and / or accent the entry sequence.
5. Pedestrian Access to Subsurface Parking Garages - should be provided along the building frontages to increase streetside pedestrian activity. Accessways could link directly to the main entrance stoop/porch, or be provided in a separate location. They should be designed as a prominent, visible element in the overall facade composition.

The following standards shall be applied to all structures located in the T5 Urban Center Zone and T6 Urban Core Zone:

T5 Urban Center Zone

A. Main building entrances - should be easily identifiable and distinguishable from first floor storefronts. At least one of the following treatments is recommended:

1. Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;
2. Located in the center of the facade, as part of a symmetrical overall composition;
3. Marked or accented by a change in the roofline or change in the roof type.

T6 Urban Core Zone

- i) Along First Street - entries to shops or lobbies should be spaced a maximum of fifty (50) feet apart.
- ii) Corner buildings - should provide prominent corner entrances for shops and other activity-generating uses.



Illustrative photo of main entrance that is distinguished by a tower and change in building form.



Illustrative photo of corner lot with prominent entrance.

3.7.3 BUILDING WALLS

Configuration

1. Two or more wall materials may be combined on one façade only with one above the other (e.g. wood above stucco or masonry, or stucco above masonry).



2. All building elements that project from the building wall by more than one ft 6 in (1' 6"), including decks, balconies, porch roofs, and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beams that are sized proportionally to the structure above.



Wall Surface Material

If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g. stucco). If the building volume and the pattern of wall openings are simple, additional wall texture and should be implemented (e.g. bricks or blocks, rusticated stucco, ornamental reliefs).



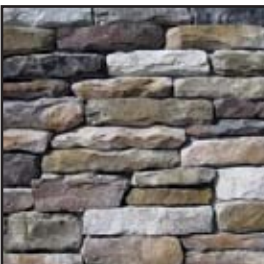







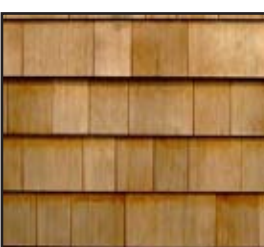

Color

In general, earth tones should be used. Building walls should contrast trim colors; for example, neutral or light walls with dark colors and saturated hues for accent and ornamental colors; white or light window and door trim on a medium or dark building wall. Colors of adjacent buildings should be taken into consideration.

- Secondary Color: Can be used can be used to give additional emphasis to architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.
- Bright Colors: should be used sparingly. Typical applications are fabric awnings and banners. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

Wall Material Palette

Should be kept to a minimum, preferably two (e.g. stucco and tile, brick and stone) or less. Using the same wall materials as adjacent or nearby buildings is encouraged to help strengthen district character and create visual continuity.

Material	Sample	
<p>Brick: Brick veneers should be mortared to give the appearance of structural brick</p>		
<p>Stone and Stone Veneers: These materials are appropriate as a basic building material or as special material for wall panels or sills in combination with other materials, such as brick or concrete.</p>		
<p>Poured-in-Place Concrete: When used, include accents such as ceramic tile or stone for decorative effect.</p>		
<p>Fiber-Cement or Cementitious Siding: These are exterior sidings composed of cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave.</p>		
<p>Stucco: and/or painted stucco may be used in order to reduce maintenance and increase wear. All stucco surfaces should be smooth to prevent the collection of dirt and surface pollutants, and the deterioration of painted surfaces.</p>		
<p>Wood Shingles and Shake: This style shall only be implemented on residential structures where the architectural style calls for such a material to be used.</p>		

3.7.4 ROOFS

Roof forms should complement the building mass and match the principal building in terms of style, detailing and materials. Double-pitched roofs (such as gable, hip, pyramid), dormer windows, and chimneys are recommended to add variety and visual interest when viewed from downtown streets below and hillside areas above. Roofs of historic buildings in Gilroy and neighboring cities 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. Single-pitched - or “shed” roofs should not be used for the principal building.

Roof Type	Example
<p>Gable: Also known as pitched or peaked roof, gable roofs are some of the most popular roofs in the US. They are easily recognized by their triangular shape.</p>	
<p>Hip: A hip roof has slopes on all four sides. The sides are all equal length and come together at the top to form a ridge.</p>	
<p>Mansard: A mansard roof, also known as a French roof, is a four-sided roof with a double slope on each side that meet forming a low-pitched roof. The lower slope is much steeper than the upper. The sides can either be flat or curved, depending on the style.</p>	
<p>Gambrel: A gambrel, or barn roof, is much like mansard in a sense that it has two different slopes. The difference between the two is that the gambrel only has two sides, while the mansard has four.</p>	

Roof Type**Example**

Flat: As the name suggests, flat roofs appear to be completely flat with no pitch. However, they do have a slight pitch to allow for water run-off and drainage. These roofs are generally used on industrial or commercial buildings. However, they can also be installed on residential houses.



Skillion: Skillion is also referred to as a shed roof or lean-to. It is a single, sloping roof, usually attached to a taller wall. It can be thought of as half of a pitched roof, or as a more angled flat roof. Skillion roofs are mostly used for home additions, sheds and porches.



Sawtooth: A sawtooth roof is two or more parallel pitched roofs in which the sloped and vertical surfaces alternate. The roof resembles the side view of a saw blade. Sawtooth roofs were once only used in industrial buildings. However, now they are also used in modern home design.



Curved: A curved roof is much like the Skillion, or Shed roof, but the planes are curved. It is very modern and provides a unique, creative roof design. The amount of curve can vary from slightly curved up to an arch shape.



Pyramid: A pyramid roof is a type of hip roof. All four sides come to a point at the top of the roof. There are no vertical sides or gables. These roofs are mostly used for smaller buildings, such as bungalows and cabins. They are also used for auxiliary structures, such as pool houses, garages and storage buildings.



Roof Type	Example
-----------	---------

Combination: A combination roof incorporates a design using various roofs on the same structure for aesthetic and practical reasons. For example, a structure may have a hip roof with a gable roof over dormers and a skillion over the porch.



Parapet walls: are recommended; they should have a distinct shape or profile, e.g. a gable, arc, or raised center.



Materials

Clay, Ceramic or Concrete Tile - Colorful glazed ceramic tiles are recommended for decorative roof shapes, such as parapets, domes, and turrets.

Tar and gravel, composition, or elastomeric roofs (at flat roof locations): Light, reflective colors are recommended to minimize heat gain within the buildings. Roof surfaces utilizing these materials should be screened from view from adjacent buildings and sites by parapet walls.

Metal Seam Roofing - should be anodized, fluoro-coated or painted. Copper and lead roofs should be natural or oxidized.



3.7.5 MISCELLANEOUS BUILDING ELEMENTS

Awnings are recommended. They should be a colorful fabric mounted over a metal structure that is framed and attractive in design. Fabric awnings are generally preferable to permanent canopies. Backlit awnings are strongly discouraged.

Trellises and Canopies Materials, color, and form should be derived from the building architecture

Height and Projection - trellises, canopies and awnings should be a minimum of seven (7) feet above the sidewalk, and project no more than seven (7) feet out from the building wall.

Placement - of trellises, canopies and awnings should be above the display windows and below the storefront cornice or sign panel. They should not cover piers, pilasters, clerestory windows or other architectural features. An individual awning or canopy for each storefront or building bay complements the building more effectively than one continuous awning does.

3.7.6 GREEN DESIGN

Green design seeks to increase the efficiency with which buildings use energy, water, and materials, while reducing building's impacts on the environment and human health through better siting, design, construction, operation, and maintenance.

Passive Design Strategies

Roofs: Roof surface should be light colored and reflective roof surface to minimize heat gain.

Overhangs: Roof and window overhangs on the south side can be sized to provide shade in the summer, while allowing sunlight and warmth in the building during the winter.

Windows: All windows should be sealed, flashed, and properly installed to reduce air and moisture infiltration. The size and number of windows on the heat intensive west side should be reduced. Larger windows for greater ventilation and daylighting on the north and east sides.

Landscaping

Slow-growing, drought-tolerant plants that require less water and maintenance, significantly reducing water consumption should be planted. Native California plants and well-adapted non-native plants can be combined in wildlife-friendly and visually attractive landscapes suited to urban conditions.

3.7.7 ARCHITECTURAL STYLES

The following section describes the architectural styles allowed in the T4 General Urban Zone, T5 Urban Center Zone, and T6 Urban Core Zone. The accompanying photos that are provided for each style are for illustrative purposes only.

The architectural styles permitted in these zones are as follows:

AMERICAN CRAFTSMAN
AMERICAN FOURSQUARE
CALIFORNIA CONTEMPORARY
CALIFORNIA FARMHOUSE
COTTAGE
ITALIANTE
MEDITERRANEAN REVIVAL
MODERN INDUSTRIAL
MONTEREY REVIVAL
RANCH HOUSE
SPANISH/MISSION REVIVAL
TUDOR

AMERICAN CRAFTSMAN

Definition

This style is also known as the Arts and Crafts style. The style incorporates elements from English and American Arts and Crafts movements during the late 19th and early 20th century. Style includes a high quality of craftsmanship, attention to detail, and a focus on simplicity and connections to nature. The style was exceptionally popular in California from the late 1890s through the latter half of the 1920s, and is the primary architectural style of the “California Bungalow”.

Required Design Elements

Required design elements of the Craftsman style are as follows:

- Large, single, low pitched roofs
- Broad eaves
- Large front porches with wide stairs
- Low slung massing (exceptions of multistoried variants)
- Exposed rafter tails and porch columns with articulated woodwork
- Horizontal cladding with siding and shingles
- Stone, concrete, or brick base

Building Types

The American Craftsman style is allowed in the following Building Types:

- Carriage House
- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex
- Multi-plex: Small
- Rowhouse-Townhouse



AMERICAN FOURSQUARE

Definition

The American Foursquare style was popular from the late 19th century to the mid-20th century across the United States. This style is often plain, incorporating woodwork and simple details. The style incorporates elements of the Prairie School, Craftsman styles, and Victorian. Structures are often square, have a boxy design, two-and-one-half stories high, usually with four large, boxy rooms to a floor, a center dormer, and a large front porch with wide stairs.

Required Design Elements

Required design elements of American Foursquare structures are as follows:

- Relatively basic, square design
- 1.5 to 2 stories high
- Central dormer
- Large front porch with wide stairs
- Clapboard, brick, stucco, or shingle siding

Building Types

The American Foursquare style is allowed in the following Building Types:

- Carriage House
- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex



CALIFORNIA CONTEMPORARY

Definition

This contemporary style of architecture is a new take on the modernist tradition of simplicity and streamlined designed. The style emphasizes massing and raw structural elements over articulation and detailing. Additionally, the style places a focus on outdoor living spaces and an integration between the outdoors and indoor living spaces. Massing, large openings, mixture of materials, and clean lines are key elements of this design. If this style is used, it shall be implemented in a way that adds to its surroundings as much as possible



Required Design Elements

Required design elements of the California Contemporary style are as follows:

- Interlocking volumes of differing heights and widths
- Clean, consistent forms and shapes
- Flat, sloped, or barrel roofs. Slopes and barreled roofs should be clad with metal.
- Use of cladding materials in single plane expanses, such as corrugated metal, wood, cast concrete, or plaster.
- Large, glass windows where possible
- Uniquely sloped and angled roofs are encouraged
- Balconies on some or all of the upper floors



Building Types

The California Contemporary style is allowed in the following Building Types:

- Duplex
- Live-Work
- Commercial Block-Mid Rise
- Multi-Plex: Large
- Rowhouse-Townhouse



CALIFORNIA FARMHOUSE

Definition

The California Farmhouse style, also known as the “Modern Farmhouse” style, evolved from the traditional farmhouse styles, which highlighted the simplicity of rural living and grew from classic elements of American architecture, as well as elements of English and French country homes. The California Farmhouse style is a more modern. Attention to detail and a mixture of materials and vertical elements defines this style.

Required Design Elements

Required design elements of the California Farmhouse style are as follows:

- Use of natural materials, such as wood, stone, and shingles
- Features such as gabled roofs, dormers, and large “barn style” doors and windows
- Porches or verandas, and in the absence of these, large patios
- Incorporation of modern elements such as metal and other accent materials
- Light walls
- Large Openings

Building Types

The California Farmhouse style is allowed in the following Building Types:

- Carriage House
- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex,
- Multi-plex: Small
- Rowhouse-Townhouse
- Live-Work



COTTAGE

Definition

This style is typically rather small and is associated with old and old-fashioned architecture. In modern usage, a cottage is usually a modest, often cosy dwelling, typically in a rural or semi-rural location. Cottage structures are modest and implement design elements that can be found in California Farmhouse, American Craftsman, and American Foursquare architectural styles.

Required Design Elements

Required design elements of the Cottage style are as follows:

- 1 to 2 stories in height
- Use of natural materials, such as wood, stone, and shingles
- Projecting or integrated porches
- Relatively basic, square design
- Features such as gabled roofs

Building Types

The Cottage style is allowed in the following Building Types

- Carriage House
- Detached House: Compact
- Detached House: Medium
- Courtyard Housing



ITALIANATE



Definition

The Italianate style provided square towers, asymmetrical plans, and large verandas and porches, making it highly adaptable, either as a single family house or a rowhouse. This design style is modeled from 16th century Italian Renaissance architecture and emerged during the Victorian from the mid-1830s to the late 1890s, during which it became an increasingly popular style in California.

Required Design Elements

Required design elements of the Italianate style are as follows:

- Low pitched, hipped or gable ended roofs
- Broad eaves
- Wide eaves supported by decorative wood brackets
- Tall, vertically oriented proportions for windows and doors
- Highly detailed window and door trim
- Cladding of brick, clapboard, stucco, or stone
- Highly detailed, classically proportioned front porches



Building Types

The Italianate style is allowed in the following Building Types:

- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex
- Rowhouse-Townhouse



MEDITERRANEAN REVIVAL

Definition

Although similar to the Mission/Spanish Revival style, the Mediterranean Revival draws more influence from European traditions than the New World Colonial leanings of Mission/Spanish Revival. The style incorporates elements from the Spanish Renaissance, Italian Renaissance, and Beaux Arts movements. This style features a simple earth tone color palette, simple roof types, iron accents, and usually incorporated a courtyard.

Required Design Elements

Required design elements of the Mediterranean Revival style are as follows:

- Curved and arched entrances
- Simple earth tone stucco exterior and walls
- Painted tile to provide subtle detail and a color
- Terracotta or earth tone tile roofs
- Tower-like chimneys
- Architectural details including ornamental iron work

Building Types

The Mediterranean Revival style is allowed in the following Building Types:

- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex
- Multi-plex: Small
- Multi-Plex: Large
- Commercial Block-Mid Rise





MODERN INDUSTRIAL

Definition

The Modern Industrial style incorporates elements of industrial architecture with modern, contemporary architectural themes. This style works by creating a unique hybrid style that reflects the history and heritage of Gilroy. The City has long been known for its processing of produce- hence the industrial design. The elements, materials, and forms seen in this architectural style are rooted in industrial buildings, but are repurposed to serve not only industrial uses, ranging from residential to retail.

Required Design Elements

Required design elements of the Modern Industrial style are as follows:

- Interlocking volumes of differing heights and widths
- Angled and sloped roofs are encouraged
- Use of “industrial” materials such as metal, corrugated metal, steel, brick and concrete for decoration and structural purposes
- Large glass windows where possible
- Flat, sloped, or barrel roofs. Slopes and barreled roofs should be clad with metal

Building Types

The Modern Industrial style is allowed in the following Building Types:

- Courtyard Housing
- Duplex
- Multi-plex: Small
- Multi-Plex: Large
- Live/Work
- Rowhouse-Townhouse
- Commercial Block-Mid Rise

MONTEREY REVIVAL

Definition

The Monterey Revival style originates from an architectural style developed in California during the Spanish colonial era. The style was popular in adobes and presidios across California during this era. The style is characterized by two stories, continuous surrounding porches on both levels, a hip roof, and adobe walls. Revivals of the style have been popular in the 20th century, substituting wood framing or brick for adobe. Other common variations use gable-end roofs and second-story-only covered porches.



Required Design Elements

Required design elements of the Monterey Revival style are as follows:

- 2 stories high
- Hip or gable ended roofs
- Walls made of stucco, plaster, wood, or brick
- Second story covered porches that run the length of at least 75% of the front façade, with exposed wood columns
- Shingled or tiled roof
- Traditional colonial architectural elements, such as lighting fixtures and railings



Building Types

The Monterey Revival style is allowed in the following Building Types:

- Detached House: Compact
- Detached House: Medium
- Duplex



RANCH HOUSE



Definition

Ranch house, also known as American ranch, California ranch, Rambler or rancher, is a domestic architectural style originating in the United States. The house style fused modernist ideas and styles with notions of the American Western period of wide open spaces to create a very informal and casual living style. The ranch house is noted for its long, close-to-the-ground profile, and wide open layout. This is one of the most common types of structures in the City and in the Nation.

Required Design Elements

Required design elements of the Ranch House style are as follows:

- Large front yards with modest setback from the ROW
- Typically single story, but up to 2 stories is permitted depending on zone
- Simple roof design
- Attached garage
- Well landscaped yard
- Exterior consisting of stucco, brick, and wood
- Large overhanging areas



Building Types

The Ranch House style is allowed in the following Building Types:

- Detached House: Compact
- Detached House: Medium

SPANISH/MISSION REVIVAL

Definition

Often mistaken for Mediterranean Revival architecture. The Mission/Spanish Revival style has its roots in the style of the missions of California, which built during the Spanish colonization of California. The style is defined by flat stucco or plaster wall surfaces, recessed openings for doors and windows, minimal trim, courtyards and patios, and tile roofs. The style is an integral part of the urban fabric of California cities. Key elements of this style can be seen in Monterey Revival and Mediterranean Revival types.



Required Design Elements

Required design elements of the Spanish/Mission Revival style are as follows:

- Low pitched roofs with red clay tile
- Asymmetrical massing composition, articulated by towers, chimneys, and balconies
- Covered patios, porches, and or loggias, often defined by semi-enclosed or fully enclosed courtyards
- Stucco or plaster wall surfaces
- Mediterranean color palettes, with creams, whites, and other earth tones



Building Types

The Spanish/Mission Revival style is allowed in the following Building Types:

- Courtyard Housing
- Detached House: Compact
- Detached House: Medium
- Duplex
- Commercial Block-Mid Rise
- Multi-Plex: Large
- Multi-Plex: Small



TUDOR



Definition

This style can be found across the City as well as the Country. The Tudor style homes began appearing in the U.S. in the late 1880s and peaked in the late 1920s and early 1930s. New interpretations still faithfully reproduce the style, and even suburban tracts occasionally mimic it. Tudor homes are known for being warm, inviting, and charming. Infinite variations of these forms and materials allow an unusually complex mixture of elements under one style umbrella, as you'll see in this tour of examples from around the U.S.

Required Design Elements

Required design elements of the Tudor style are as follows:

- Steep gable roofs
- Tall and narrow casement or double-hung multi-pane windows
- Leaded or stained glass
- Parapet gables
- Prominent brick chimneys and elaborately patterned brick veneer



Building Types

The Tudor style is allowed in the following Building Types:

- Carriage House
- Detached House: Compact
- Detached House: Medium
- Duplex



3.8 Street Types

Purpose

The following Block and Street Regulations set the requirements for the configuration and design of new streets. Each of the street and block types have been developed to create safe and aesthetically pleasing streetscapes, enhance the connectivity of street networks, and to encourage walking and biking within the First Street Corridor.

New streets includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas. Streets may be located on private or public land. In order to maintain or increase the accessibility provided by the block structure of the Corridor districts, existing public streets or alleyways may not be closed permanently unless the closure is part of a plan that will provide new streets in equal or greater numbers.

Applicability

1. Any development that wishes to exceed the specified maximum block perimeter of 1,600 ft must construct new public streets in locations that create new blocks. These new streets shall comply with current engineering regulations, emulate the look and feel of the development, and be one of the four new street types.
2. All new streets required by this sections shall have a connection to First Street and other existing streets.
3. Blocks shall be designed in such a way to allow unobstructed bicycle access for Class I and Class II bikeways.
4. When possible, new streets shall: align with existing streets intersections, be aligned to allow for future direct connections to other streets, and be located along existing parcel boundaries.

Blocks and Street Type Goals

The Street Types are intended to guide the development of new streets to accomplish the following Street Design Goals:

- GOAL 1:** Establish a visible hierarchy of connected streets that are appropriately designed and scaled to complement current and planned development.
- GOAL 2:** Provide the City's residents and visitors with multiple route and modal options for travel within and between City districts.
- GOAL 3:** Provide safe and attractive streetscape environments to provide vehicular capacity while ensuring a safe and welcoming environment for pedestrian, bicyclists and transit riders.
- GOAL 4:** Create inviting pedestrian environments to encourage walking to and within the Corridor. Provide significant plantings of deciduous trees within planting strips and medians to create a lush and attractive neighborhood setting as well as safety for pedestrians.
- GOAL 5:** Allow shared bicycle and vehicle use of travel lanes on relatively low volume streets

MAIN THOROUGHFARE

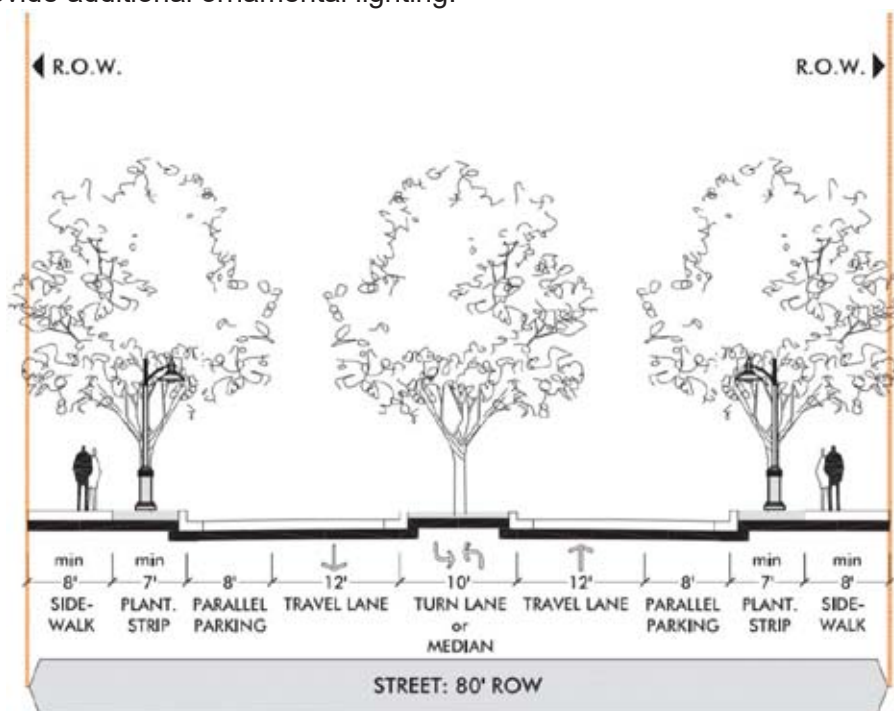
Purpose

Provide an attractive primary corridor for vehicular and pedestrian traffic along First Street. The goal of the type is to organize the primary public realm to create an environment suitable for shopping and strolling along active retail and entertainment uses. Main street sidewalks should be wide and unobstructed to provide ample room for walking, and to encourage activities. The on-street parking feature of this type is crucial. Not only does parking provide a decrease in the amount of off-street parking required by new developments, it also provides a natural buffer for pedestrians from fast moving traffic. This type shall only be used in the T5 Urban Core Zone.

Required Design Components

Required design components for the Main Thoroughfare street type are as follows:

- On-street parking that is oriented parallel or at a 45 degree angle to the curb.
- Planting strips and medians shall consist of low lying, drought tolerant ground covers and shrubs.
- Trees shall be located in tree grates that are flush mounted at the back of curb, or may be located in islands within the parking lanes.
- Trees shall be planted at a maximum spacing of 40 feet on-center along the back of sidewalk, or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
- Pedestrian-scale decorative street lighting shall be provided at a maximum spacing of 40 feet on center. The light source should be located 12-14 feet above finished grade.
- Up-lights at the base of trees and at the base of building pilasters may be used to provide additional ornamental lighting.



Main Thoroughfare Diagram

WORKPLACE STREET

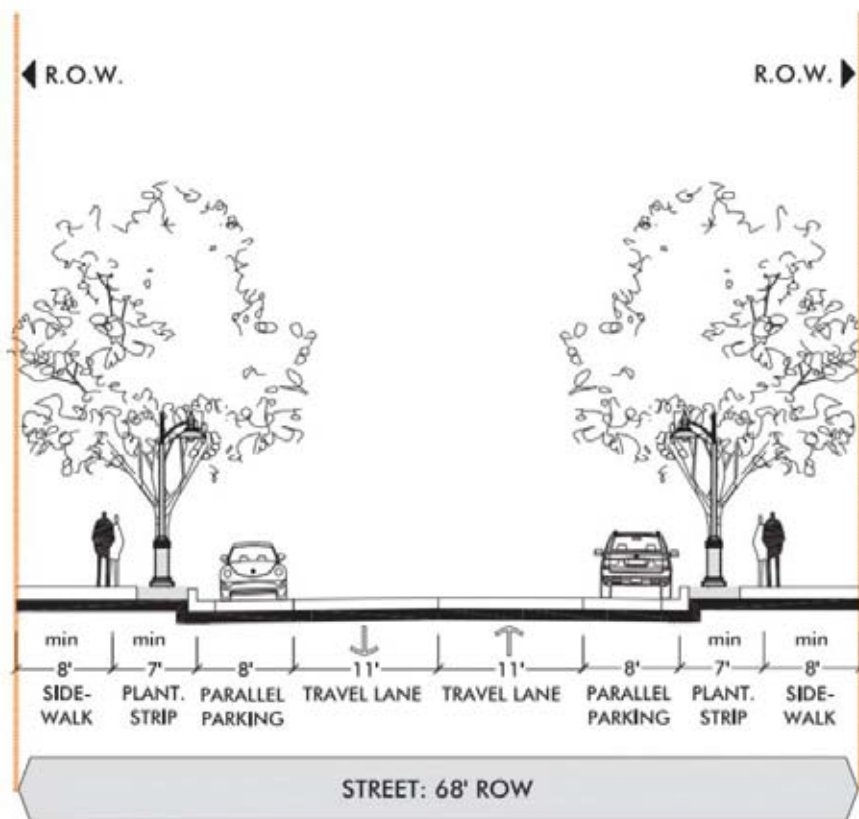
Purpose

This type provides a secondary street within new developments to accommodate pedestrian movement, bicycle, and vehicular circulation. This street type will link directly to First Street of other Shopping Avenue street and block types. This street type shall only be used in the T3 General Urban Zone and T4 Urban Center Zone.

Required Design Components

Required design components for the Workplace Street type are as follows:

- Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
- A continuous planting strip along the back or curb.
- Each block shall have a single species of large, open-habit or upright deciduous or evergreen trees located in the planting strip.
- Street lighting located within the planting strip shall illuminate both the thoroughfare and sidewalk environment at a maximum spacing shall be 80 feet on-center.
- Trees shall be planted at a maximum spacing of 40 feet on-center.



Workplace Street Diagram

SHOPPING AVENUE

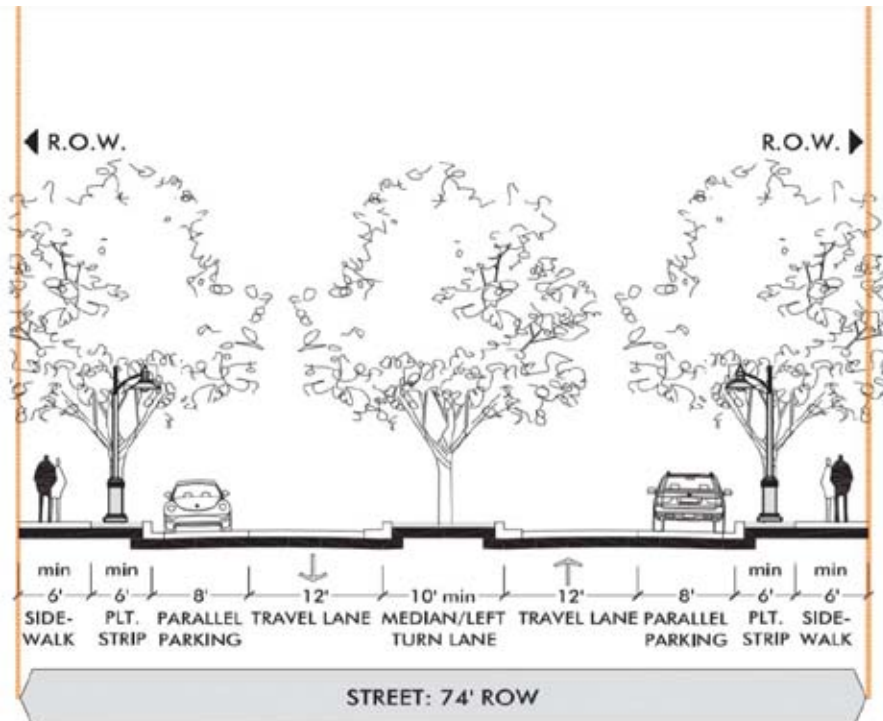
Purpose

Provide an attractive street to serve as a primary travel corridor within and between neighborhood districts. The Avenue is intended first and foremost to serve commercial and mixed-use development and should provide a desirable setting for such. Applicants are encouraged to include a generously planted central median. This type will connect directly to First Street and to Workplace Street types. This street type shall only be used in the T3 General Urban Zone and T4 Urban Center Zone.

Required Design Components

Required design components for the Shopping Avenue street type are as follows:

- A continuous planting strip along the back or curb.
- Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
- Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the avenue.
- A planted center median shall be provided with minimum width of 10 feet. The median can be narrowed to accommodate a left-turn lane at major intersections as needed.
- Trees shall be planted at a maximum spacing of 40 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
- Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 80 feet on-center.



Shopping Avenue Diagram

NEIGHBORHOOD STREET

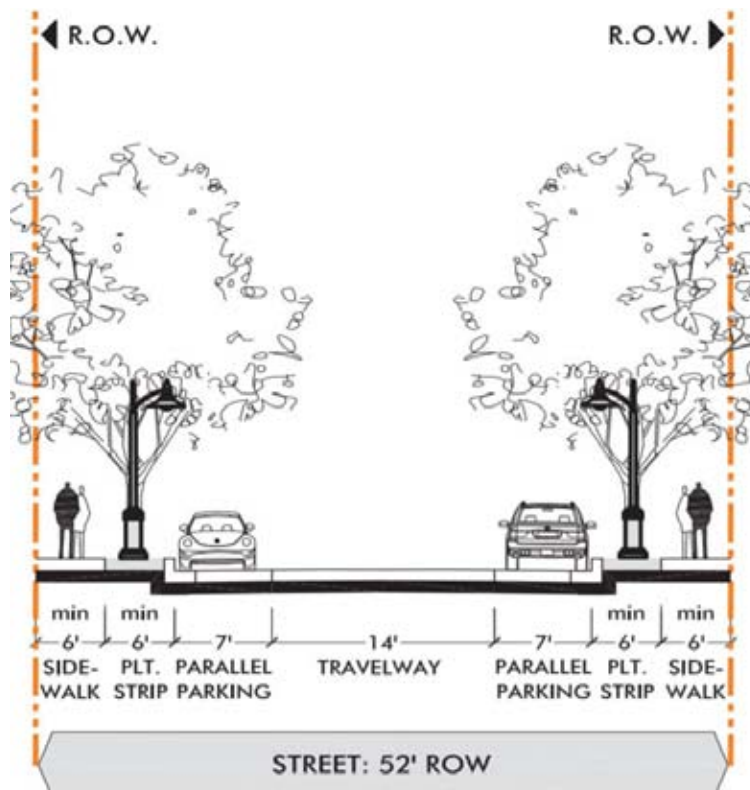
Purpose

Provide an attractive street to serve residential development. The Neighborhood Street is intended as a narrow yield street to ensure slow moving vehicular traffic. On- street parking is permitted in this type. Bicycles will share the travelway with motorists.

Required Design Components

Required design components for the Neighborhood Street type are as follows:

- Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
- A continuous planting strip along the back or curb.
- Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
- Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the street.
- Trees shall be planted at a maximum spacing of 30 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
- Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 90 feet on-center. The light source should be located 12-14 feet above finished grade.



Neighborhood Street Diagram

3.9 Parking and Services

Purpose

The section contains the guidelines and regulations that ensure parking and services throughout the First Street Corridor Plan Area is convenient and accessible, accommodates all land uses, and supports the Plan's intended outcomes.

Placement

The location of off-street parking and services shall be limited to the portions of a lot that are identified on the Parking Placement Diagram for each zone in the Zones and Development Standards section.

Requirements

1. The required minimum number of parking spaces required is specified in "parking requirement standards" for each zone located in the Zones and Development Standards section.
2. New on-street parking spaces that are adjacent to new developments may be counted toward the minimum parking requirements for that particular development.
3. Minimum parking requirements may be reduced in developments where it can be demonstrated that shared parking facilities will meet parking demand without providing separate facilities for each use. Developments that contain a mix of workplace and non workplace uses may reduce non-residential parking requirements by 8%.

Access

1. Access to parking facilities shall be provided from alleyways wherever possible. Along all streets, the maximum number of curb cuts associated with a single building is 1 two-lane curb cut or 2 one-lane curb cuts.



Bio-swale and curb cut example.



Permeable paver parking area.



Wheel stop and bio-swale example.

2. The maximum width of driveways/curb cuts is 12 ft. for a one lane and 24 ft. for a two-lane driveway.
3. Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited. Alleys may be dead-end if they allow for future connection to adjacent parcels. Garage doors shall face alleys or driveways.
4. Exterior driveway surfaces should be paved with non slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.
5. Driveways shall be setback a minimum of 5 ft. from side property lines, and a minimum of 3 ft. from adjacent buildings.
6. whenever possible, access/egress to parking lots and structures should be from/to secondary streets, avoiding the most trafficked thoroughfares.

Lots

1. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 6 ft. width and be separated from vehicular areas by curbing and trees.
2. Parking lots shall be illuminated to provide clear views both to and within the site.
3. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.
4. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.
5. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.
6. Trees shall be planted in curbed landscape islands with inlets to allow infiltration of surface water runoff or in flush tree wells with tree guards.

7. In order to provide shade, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.
8. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.
9. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
10. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.

Structures

1. Parking Structures shall be located and designed to minimize their visual impact on public streets and public spaces.
2. All structures should be located in the rear of developments and shall be shielded from the ROW to the best possible extent.
3. Parking structures shall not exceed more than 4 stories in height.

4. Conclusion

4.1 DISCUSSION

This senior project was prepared to meet the senior project requirements set forth by the City and Regional Planning Department. The creation of the First Street Corridor Plan and Development Code took two quarters to complete (Fall 2016 and Winter 2017), and will meet all requirements specified by CRP 461 and 462.

Information for the Plan was obtained from a multitude of sources. Sources include, City staff, City of Gilroy General Plan, Zoning Ordinance, specific plans, corridor plans, and example development codes. The City offered advice and some guiding principles in the process of developing the current plan. The examples of corridor plans and development codes that were analyzed, share similar characteristics (size, demographics, existing land uses, etc.).

4.2 LIMITATIONS

Due to the time and resource constraints set forth by the Regional Planning Department, some sections of this Plan may not totally pertain to the City. Unlike other projects of this nature, no public outreach was conducted as part of the plan preparation process. The plan was

Currently, the City of Gilroy uses a Zoning Map and Zoning Code to enforce zones and standards. The First Street Corridor Plan and Development Code contributes to the City's planning process by presenting an alternative to regulate and direct development in a more predictable community-oriented manner. It is the hope of the author that the City utilizes this report as a platform for discussions and stakeholder involvements.

4.3 OUTCOME

The First Street Corridor planning area was selected due to its prominent location along State Route 152 and the MTC Plan Bay Area plans interest in the location. The Plan Bay Area plan has set aside funds to grant to cities that have areas that are designated Potential Development Areas (PDA). In order to qualify for such a designation however, a city must have a specific plan prepared for the area of interest. Currently, the City of Gilroy has not prepared a specific plan for the First Street Corridor. The intent of this Plan is to prepare a document that could serve as a model for the City or a guiding document or included in a grant proposal that the City could use to receive the PDA designation.

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