

## 8.0 Block and Street Standards

### 8.10 Purpose

This Section provides the Block and Street Regulating Plan to differentiate the applicability of the Downtown Specific Plan's requirements and establish standards for all property and rights-of-way subject to the Downtown Code.

**Figure 5.8.1 - Regulating Plan of Block and Street Standards.** Figure 5.8.1 establishes the street right-of-way network required to shape the streetscape as intended by the Downtown Specific Plan.

### 8.20 Small Town-Scale, Intended Physical Character, Walkable Blocks, Streetscapes

This Section provides the standards to maintain or generate the walkable blocks, streetscapes and intended small town-scale physical character.

- A. Design Objectives.** Existing blocks are allowed to remain. New or existing blocks to be modified shall be designed and maintained to:
1. Support the small town-scale environment of interconnected blocks and streetscapes.
  2. Support the intended physical character of the zone.
  3. Generate blocks that are not larger than 400 feet on any side and that are circumscribed by the allowed street types identified in Table 5.8B.
- B. Applicability.** The relevant block and street standards apply when any of the following occur on a parcel:
1. An existing block is to be modified in shape or size;
  2. A new block is proposed;
  3. Existing blocks or parcels that do not conform to the requirements of Figure 5.8.1 shall be made to conform upon any of the following:
    - a. Cumulative renovation/expansion of floor area by 20 percent from the date of adoption of the Downtown code; and
    - b. Modification of property access.

- C. Block Standards.** Table 5.8A identifies the requirements for block size. These standards work in combination with intended alignments for existing or new streets as identified in Figure 5.8.1. (See Figure 5.8.2 for illustrative sequence of applying block standards to generate new blocks.)
- D. Street Standards.** Table 5.8B identifies the street types that apply to all property and rights-of-way subject to the Downtown Code. These street types are applied whether or not a particular street is public right-of-way or in private ownership.

### 8.30 Required Criteria

- A.** In order for applications to be approved, each application shall meet the following criteria, as applicable.
1. Generates or maintains an interconnected, hierarchical network of walkable, pedestrian-oriented blocks defined by pedestrian-oriented streets, as envisioned in the Downtown Specific Plan;
  2. Supports public open space corresponding to the intended physical character and role of the zone;
  3. Facilitates pedestrian-oriented building design with building entrances on bordering streets and/or open space;
  4. Provides for vehicular/service access to blocks through alleys or as otherwise allowed to maintain a pedestrian-oriented streetscape while adequately servicing the individual buildings;
  5. Complies with the applicable requirements of Figure 5.8.1;
  6. Generates or maintains a pedestrian-oriented streetscape through the design of streets which are contextually appropriate to the allowed frontage(s); and
  7. Does not present the potential for an incompatible adjacency as defined in Section 10.

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## 8.40 Street Dedications and Improvements Required

- A. **Required dedications and improvements.** In order to implement the Downtown Specific Plan, as projects are required by the City or the Downtown Code, the following dedications and improvements may be deemed necessary by the review authority and may be required as a condition to the approval of any Site Plan and Architectural Review:
- B. **Subdivided parcels.** Whenever a parcel is subdivided, curb, gutter and sidewalks shall be installed on the parcel frontage in compliance with the requirements of Section 8.0, as specified in Section 8.20.B 'Applicability'.
- C. **Types of required dedications and improvements.** When the development is located on a vacant parcel or a new main structure is constructed, or the value of on-site improvements exceeds 33 percent of the value of the existing on-site improvements, and the development borders or is traversed by an existing street, the following dedications and improvements shall be required as applicable:
1. **Minor and local streets.** Dedicate all necessary right(s)-of-way to widen the street to its ultimate width as shown on any adopted plan line, or master or precise plan of streets and highways; install curbs, gutters, drainage, sidewalks, street trees, street signs, streetlights, and required utilities; and grade and improve from curb to existing pavement.
  2. **Major and collector streets.** Dedicate all necessary rights-of-way to widen the street to its ultimate width as established by any precise plan, precise plan of streets and highways, or where the ultimate right-of-way lines are otherwise determinable and the grades have been established or can be determined; install curbs, gutters, drainage facilities, sidewalks, street trees, street signs, required utilities; and grade and improve the shoulder and on traffic lane abutting the development. In no case shall the required improvements or right(s)-of-way dedication apply for distances in excess of 30 feet as measured from the ultimate right-of-way line.
  3. **Major thoroughfares (expressways, freeways, the State highways).** Dedicate all necessary right(s)-of-way to widen the thoroughfare to its ultimate width as established by any adopted plan line, precise plan, or specific plan of streets and highways, or where the ultimate rights-of-way lines are otherwise determinable and the grades have been established or can be determined, except in cases where access does not exist. Setback all facilities the required distance from the ultimate property line as shown on any master or specific plan; install curbs, gutters, drainage, sidewalks, street trees, street signs, street lights, and required utilities. In no case shall the required improvements or right(s)-of-way dedication apply for distances in excess of 30 feet as measured from the ultimate right-of-way line.
- D. **Frontage and other new roads.** All frontage roads or new roads of any class made necessary by the development shall be dedicated and fully graded and improved with curbs, gutters, drainage, sidewalks, street trees, street signs, street lights, required utilities, grading and paving, provided that where the street involved is indicated as an eventual major street or major thoroughfare upon any master or precise plan of streets and highways, the amounts of grading and paving shall not exceed what is currently required under Subparagraph C.1., above. Where a frontage road is provided and improved, the improvements in Subparagraphs C.1. and 2., above, shall not be required.
- E. **Standards.** All improvements shall be per the applicable standards and the applicable requirements of Section 8.0;
- F. **Building Permit.** Before a Building Permit is issued for any structure, the Director shall first determine that:
1. The proposed structure is in compliance with the approved Site Plan and Architectural Review and approved conditions;
  2. All required on-site (outside the City right-of-way) and off-site (within the City right-of-way) improvements shall have either been completed, or if not completed, the permittee has entered into an agreement with the City to complete the work within 180 days following the date of the issuance of the

Building Permit;

- a. The Director may extend the completion date for one additional 180-day period upon written request of the permittee upon a showing of good cause therefore.
  - b. The agreement shall be secured either by cash deposited with the City, a cash deposit in an irrevocable escrow approved by the Director, or other financial security approved by the Director as the equivalent thereof.
  - c. The security shall be in the amount of 100 percent of the estimated cost of completion to be determined by the Director.
  - d. In the event the work is not complete within the period provided or any extension thereof, the City shall be authorized to take all necessary actions to enforce the agreement including the use of the security to cause the completion of all required improvements.
  - e. Moneys deposited with the City or an escrow may be partially released to the depositor by the Director during the progress of the work so long as the same ratio of security is maintained on deposit to secure all uncompleted work; and
3. All of the required dedications have been given.

- 2. The Director shall first review the application to confirm whether or not the proposed type is similar to any of the allowed types in Table 8B. If not similar to an allowed type, the application shall continue to be processed.
- 3. The Planning Commission shall review the application in order to make a recommendation for final action to the City Council.
- 4. The City Council shall review the Planning Commission's recommendation and take final action on the application. If the application is approved, the necessary amendments to the Code shall be made.

**TABLE 5.8A. BLOCK STANDARDS**

The following shall be applied to all property subject to the Downtown Code, as relevant:

- A.** New or existing blocks that are to be adjusted shall not exceed 400 feet on any side for a total perimeter 1,600 feet;
- B.** Blocks shall be made only by applying the allowed street types identified in Table 5.8B;
- C.** Street types may be adjusted as specified in Table 5.8B;
- D.** A network of walkable blocks shall be maintained or generated as identified in Figure 5.8.1 and may be modified when consistent with the applicable criteria in Section 8.40;
- E.** Existing and/or intended street alignments identified in Figure 5.8.1 are allowed to be adjusted up to 100 feet in either direction of the alignment in compliance with the applicable findings for the zone.
- F.** For the Railroad Corridor Zone, street types 7,8, and 9 should be used to design streets, subject to design review. Other street types can be added in compliance with Section 8.50.

**8.50 ADDITION OF STREET TYPES**

- A.** Applications that propose to add a street type to the Downtown Core shall comply with the following requirements.
  - 1. The applicant shall provide the following information to the Director:
    - a. A written statement identifying that the proposed type is not similar to any of the allowed types in Table 8B
    - b. A diagram showing the proposed type in plan and section to identify the configuration and key elements

**Key to Figure 5.8.1**



Reference to Block



Existing Street to Remain  
(See Table 5.8B for street requirements; location may be adjusted as allowed by Table 5.8A)



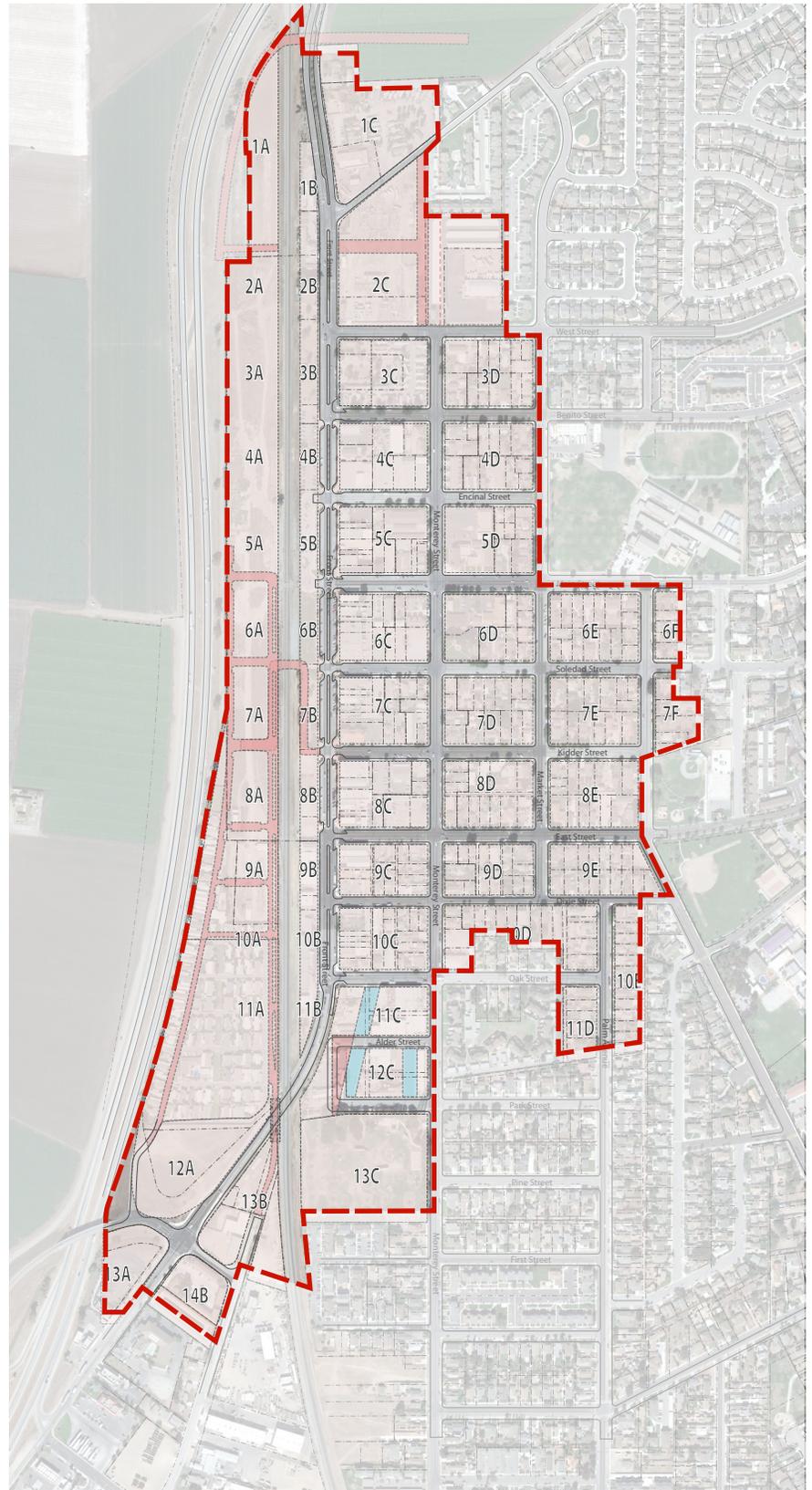
Intended Street Alignment  
(See Table 5.8B for street requirements; location may be adjusted as allowed by Table 5.8A)



Intended Street Vacation  
(Existing R.O.W. may remain until any of the thresholds in Section 8.20B occur)

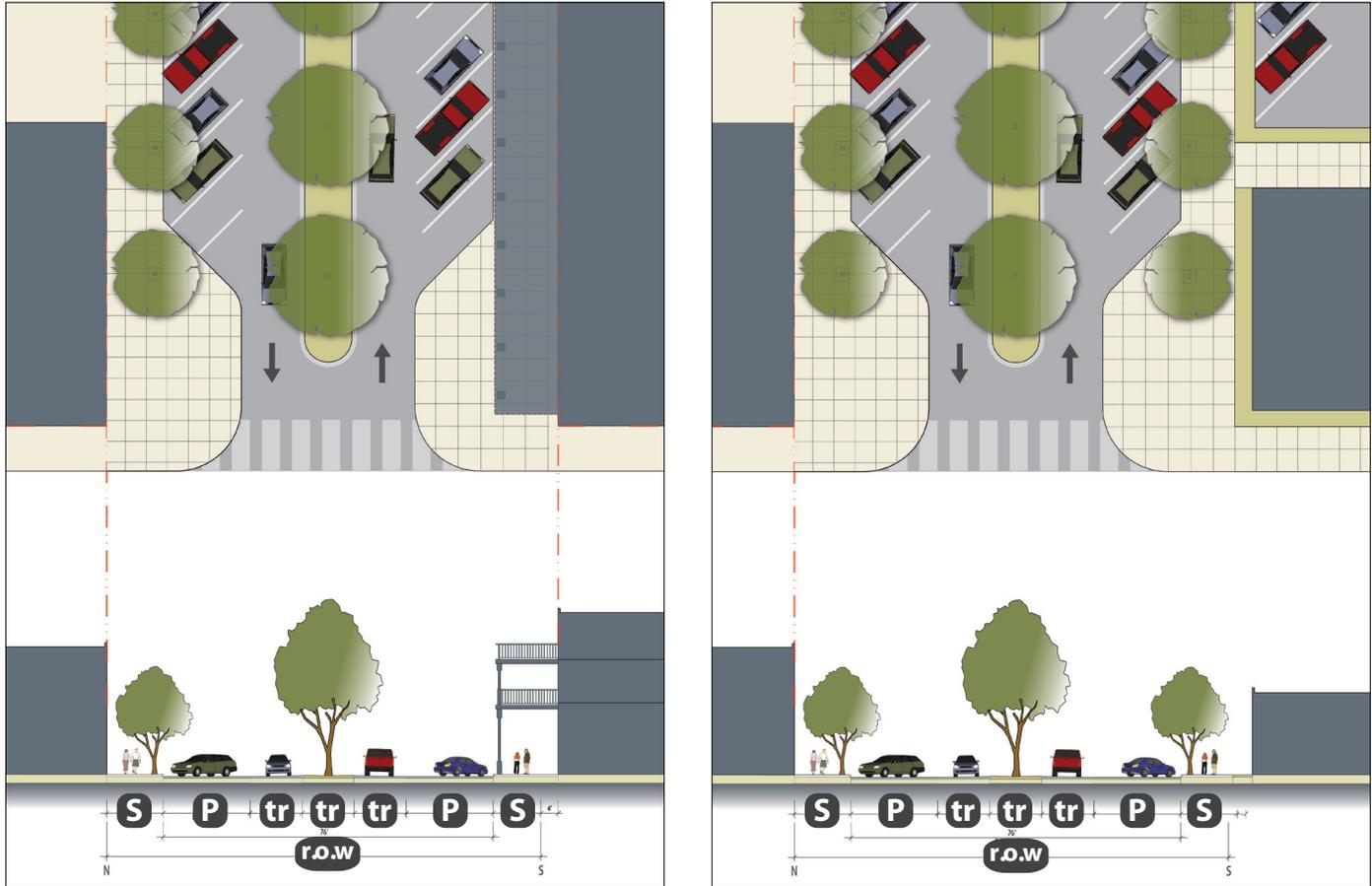
Refer to Tables 5.8A and 5.8B for standards.

Figure 5.8.1. Regulating Plan - Blocks and Streets



**TABLE 5.8B. STREET STANDARDS**

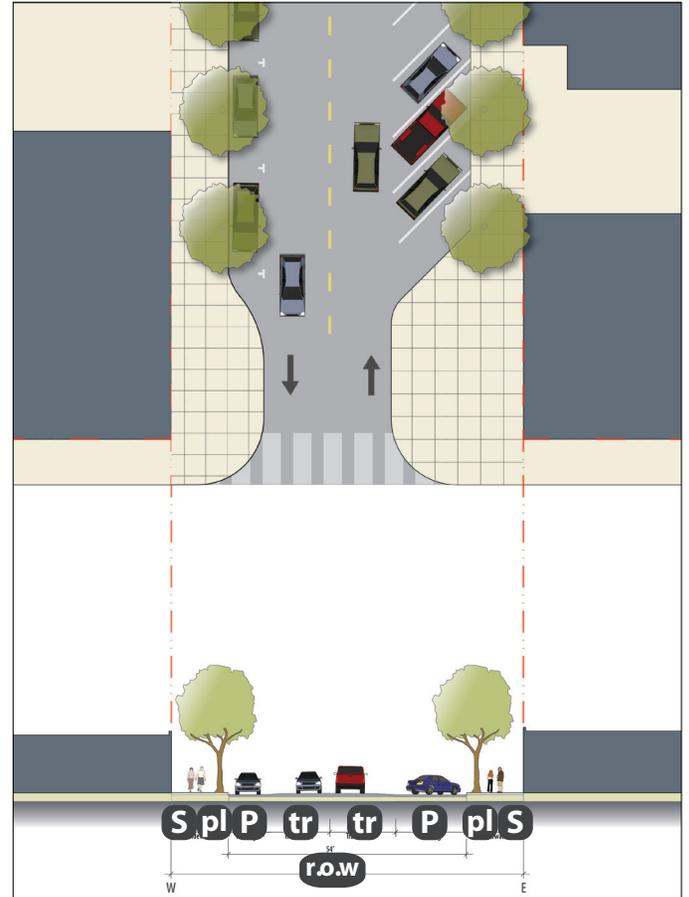
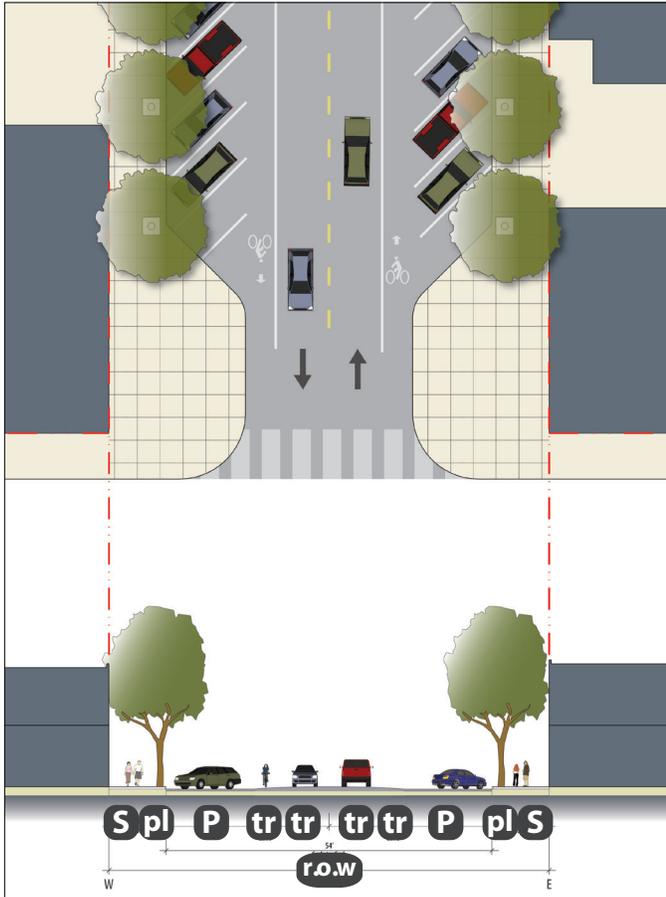
Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



1. Front Street (Downtown) Option A		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	14' north side; 10' south side
<b>pl</b>	Planter	4'x4' tree wells at 30' spacing btwn parking spaces on north side
<b>P</b>	Parking	Diagonal each side max. 9' wide; 20' depth perpendicular to curb
<b>tr</b>	Travel lanes	2, one each direction; 12' wide with 12' median btwn lanes
<b>p.w</b>	Paved width	76'
<b>r.o.w</b>	Right-of-Way	100'

2. Front Street (Downtown) Option B		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	14' north side; 13' south side
<b>pl</b>	Planter	4'x4' tree wells at 30' spacing btwn parking spaces
<b>P</b>	Parking	Diagonal each side max. 9' wide; 20' depth perpendicular to curb
<b>tr</b>	Travel lanes	2, one each direction; 12' wide with 12' median btwn lanes
<b>p.w</b>	Paved width	76'
<b>r.o.w</b>	Right-of-Way	100'

TABLE 5.8B. STREET STANDARDS

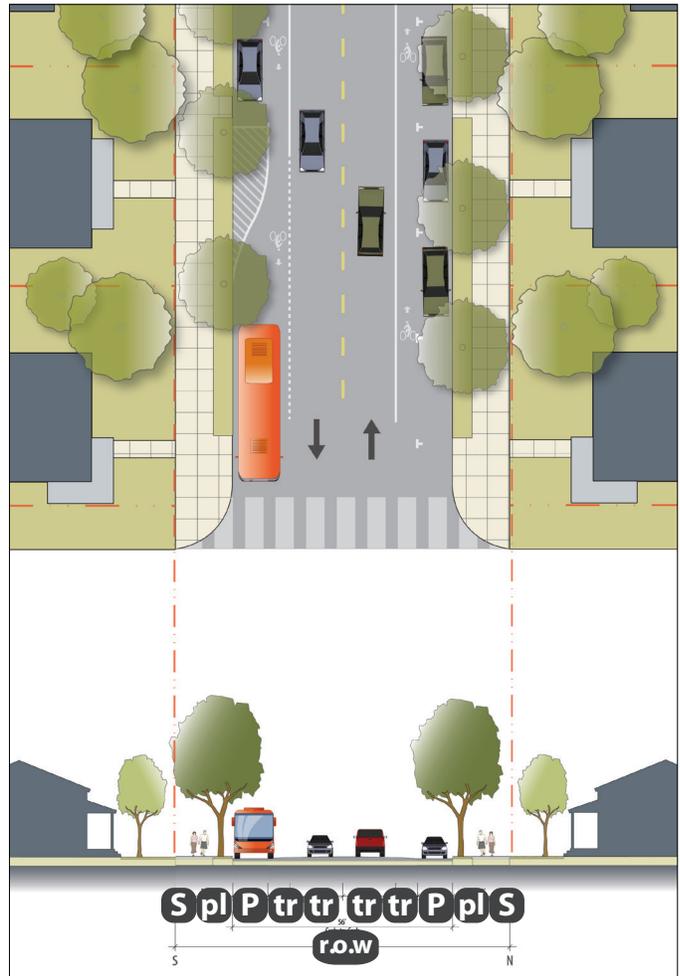
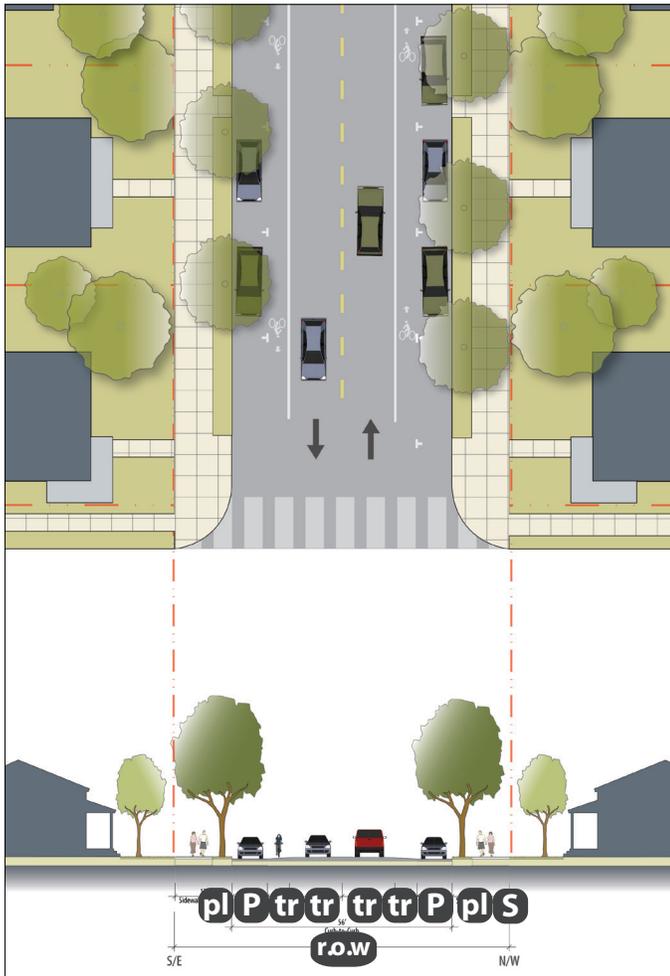


3. South Main Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	13' each side
<b>pl</b>	Planter	4' x 4' tree wells at 30' spacing btwn parking spaces
<b>P</b>	Parking	Diagonal each side max 9' wide; 20' depth perpendicular to curb
<b>tr</b>	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 5' wide
<b>p.w</b>	Paved width	74'
<b>r.o.w</b>	Right-of-Way	100'

4. Soledad, Kidder, Oak Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	13' each side
<b>pl</b>	Planter	4' x 4' tree wells at 30' spacing, and trees in planters btwn diagonal parking spaces
<b>P</b>	Parking	Parallel on west side max 8' wide; diagonal on east side 16' depth perpendicular to curb
<b>tr</b>	Travel lanes	2, one each direction, 15' wide
<b>p.w</b>	Paved width	54'
<b>r.o.w</b>	Right-of-Way	80'

**TABLE 5.8B. STREET STANDARDS**

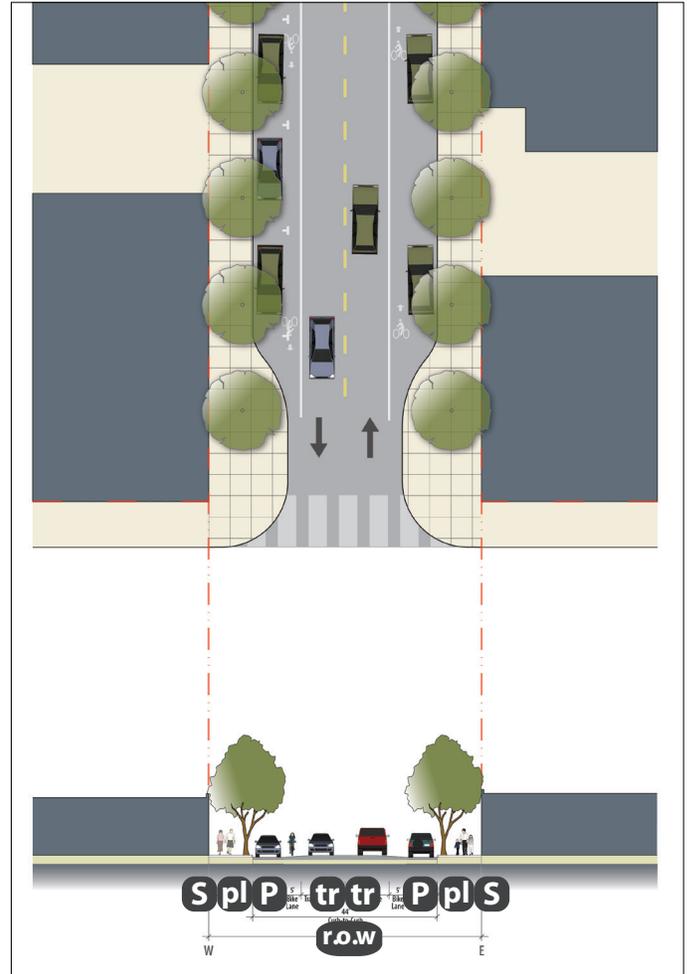
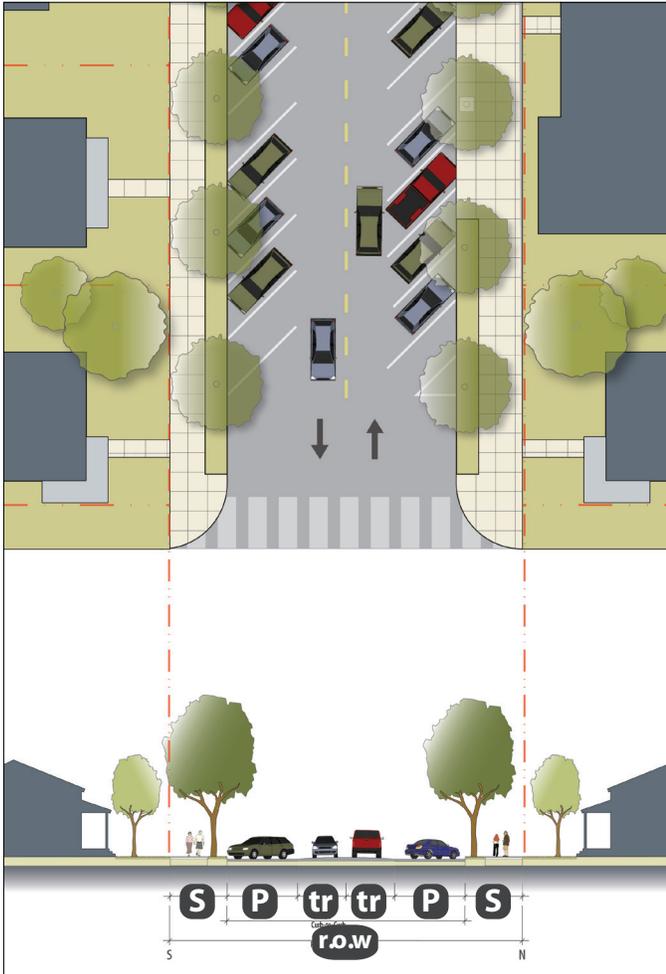
Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



5. Typical Residential Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	12' (includes existing planters)
<b>pl</b>	Planter	Trees in planter at 30' spacing
<b>P</b>	Parking	Parallel each side 9.5' wide
<b>tr</b>	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 6.5' wide
<b>p.w</b>	Paved width	56'
<b>r.o.w</b>	Right-of-Way	80'

6. Monterey Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	12' (includes existing planters)
<b>pl</b>	Planter	Trees in planter at 30' spacing
<b>P</b>	Parking	Parallel each side, 9.5' wide on south side, 10' wide on north side
<b>tr</b>	Travel lanes	2, one each direction, 12' wide; 2 bike lanes, one each direction, 6.5' wide on south side, 6' on north side
<b>p.w</b>	Paved width	56'
<b>r.o.w</b>	Right-of-Way	80'

TABLE 5.8B. STREET STANDARDS

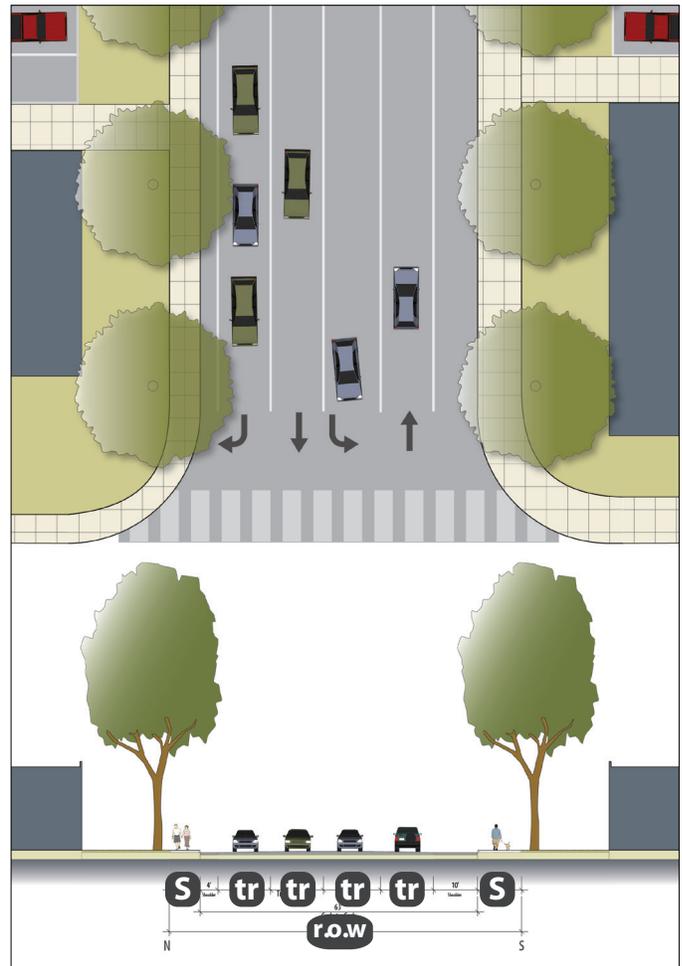
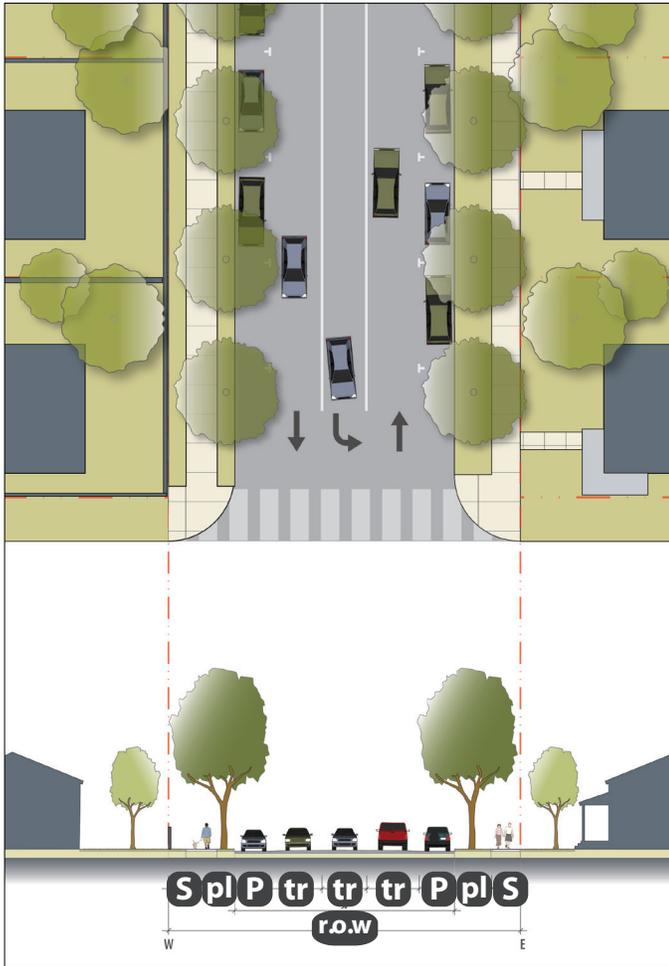


7. Market Street, Diagonal Alternative		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	12' (includes existing planters)
<b>pl</b>	Planter	Trees in planter at 30' spacing
<b>P</b>	Parking	Diagonal each side max 9' wide; 16' depth perpendicular to curb
<b>tr</b>	Travel lanes	2, one each direction, 12' wide
<b>p.w</b>	Paved width	56'
<b>r.o.w</b>	Right-of-Way	80'

8. Dixie Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	8' each side
<b>pl</b>	Planter	4'x4' tree wells at 30' spacing
<b>P</b>	Parking	Parallel both sides, 7' wide
<b>tr</b>	Travel lanes	2, one each direction, 10' wide; bike lanes each direction, 5' wide
<b>p.w</b>	Paved width	44'
<b>r.o.w</b>	Right-of-Way	60'

**TABLE 5.8B. STREET STANDARDS**

Table 5.8B identifies the allowed street types within the code boundaries and the requirements for each street type. A component of a street type identified in Table 5.8B may be adjusted by up to 20 percent per the applicable findings in Section 8.40 and the intent and purpose of the zone(s). Improvements to and activity within streetscapes, streets, and sidewalks shall be in compliance with the requirements of Section 9.20.30.



5. West Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	15' (includes existing planters), 7' sidewalks
<b>pl</b>	Planter	Trees in planter at 30' spacing
<b>P</b>	Parking	Parallel each side, 8' wide
<b>tr</b>	Travel lanes	2, one each direction, 12' wide; Striped 10' median/turn lane
<b>p.w</b>	Paved width	50'
<b>r.o.w</b>	Right-of-Way	80'

6. South Front Street		
COMPONENT		REQUIREMENT
<b>S</b>	Sidewalk	Each side; 7' north side, 10' south side
<b>pl</b>	Planter	none (trees and planting exist on private property)
<b>P</b>	Parking	none
<b>tr</b>	Travel lanes	2, one each direction, 12' wide; Striped 10' median/turn lane
<b>p.w</b>	Paved width	60'
<b>r.o.w</b>	Right-of-Way	80'

Figure 5.8.2. Illustrative Sequence of Applying Block Standards to a Site to Generate New Block(s)

### Applying Block Standards to a Site to Generate New Block(s)

#### STEP 1: EXISTING SITE

When any of the thresholds identified in Section 8.20.B occur, the site shall be subdivided further to create additional blocks per the requirements of Table 5.8A.

The example in Figure 5.8.2.1 shows one zone applying to the site to be subdivided. As the site is subdivided to generate additional blocks, the zones may need to be adjusted to exclude rights-of-way and correspond to the reconfigured block(s). Refer to Figure 5.2.1 for applicable zoning.

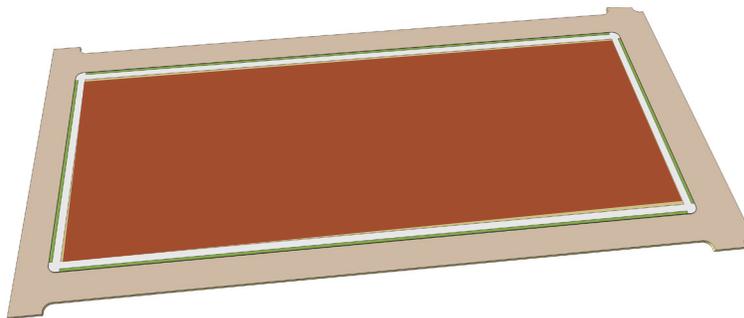


Figure 5.8.2.1 Existing Site

#### STEP 2: INTRODUCE STREETS

Sites being subdivided into additional blocks shall introduce streets as identified in Figure 5.8.1 and comply with the applicable block-size requirements of Table 5.8A. Adjustments to the street network are allowed as identified in Table 5.8A.

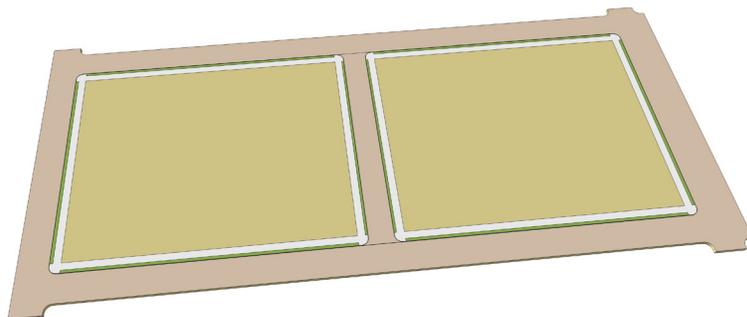


Figure 5.8.2.2 Introduce Streets

#### STEP 3: INTRODUCE ALLEYS

Access to new blocks and their individual building sites is allowed primarily by alley or, side street, with certain building sites allowed to be accessed via the primary street. The intent of limiting access to the rear or side of building sites is to maintain the continuity of the streetscape without interruptions such as driveway access. Therefore, unless the building site(s) takes access via a side street or if front access is allowed in the zone, the introduction of rear service alleys is required.

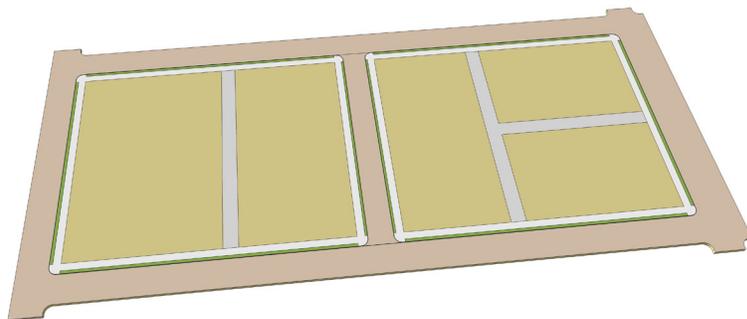


Figure 5.8.2.3 Introduce Alleys

Figure 5.8.2 (continued). Illustrative Sequence of Applying Block Standards to a Site to Generate New Block(s)

STEP 4: ADJUST ZONE BOUNDARIES

Upon applying urban design to the site to generate the block(s) for the proposed development in compliance with Table 5.8A, it may become desirable or necessary to adjust the existing zone boundaries. In such a case, the adjusted zone(s) or new zone(s) are to be applied to the new block(s), as allowed by Table 5.8A.

The example in Figure 5.8.2.4 shows an additional zone being applied to the reconfigured site: an existing zone prior to subdividing the site and a second zone to allow for a different range of intensity and physical character in response to the new block and street configuration.

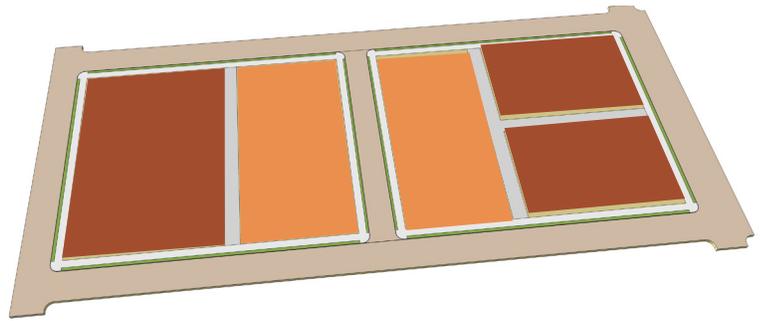


Figure 5.8.2.4 Adjust Zone Boundaries

STEP 5: INTRODUCE BUILDING SITES

Building sites are introduced on each block to correspond with the selected building type(s) allowed by each zone, and their particular requirements in Section 4.0.

Building sites are for the purpose of building-design and reflect the minimum to maximum area needed to effectively design corresponding building types that comply with the intended physical character of the zone.

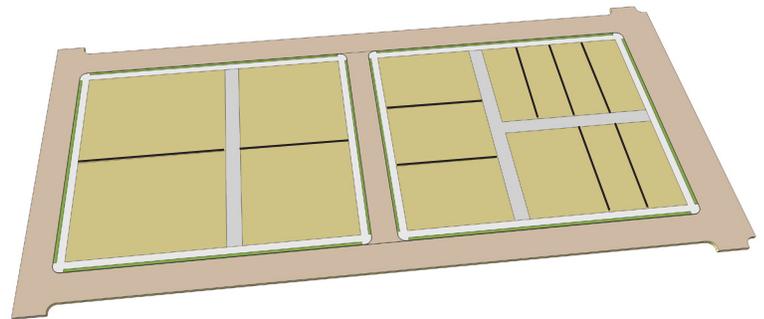


Figure 5.8.2.5 Introduce Building Sites

STEP 6: INTRODUCE PROJECTS

Each building site is to accommodate one main building per the applicable requirements. Courtyard and Bungalow Court building types are considered the main building for their respective building sites. Accessory buildings are allowed as identified in the applicable zone. The main building is then designed per the requirements of Section 4.0 for the zone, along with the allowed frontages to suit the particular organization of buildings desired for the block.



Figure 5.8.2.6 Introduce Projects