

land use & development

2. Site Planning

GENERAL

Objectives

- O.2.1. Commercial spaces are oriented for the pedestrian.**
- O.2.2. The design is sensitive to existing neighboring residences in the New Monterey neighborhood in terms of protecting views and privacy.**

Standards

- S.2.1. Locate all building entries at street level.
- S.2.2. Only roof eaves, balconies, and bay windows (not floor area) are allowed to project over property line.
- S.2.3. Development projects shall consider New Monterey residential views. If there are view impacts, the view should be shared between the properties when feasible.

Guidelines

- G.2.1. Buildings should be built along the sidewalk.
- G.2.2. Portions of the building may be set back behind the back of sidewalk for outdoor seating use. A recessed entry at the sidewalk edge is also encouraged. Locating an entire building front behind the established storefront line is discouraged.

- G.2.3. Consider outdoor seating that encroaches into the public right of way upon granting of an encroachment permit. Such permit will require an adequate unencumbered sidewalk width of approximately 7 feet or greater.
- G.2.4. Incorporate display windows or other architectural features along a public right-of-way that provide interest for the pedestrian.
- G.2.5. Multifamily entrances may be set back from the back of sidewalk to accommodate a front yard or landscaped area.
- G.2.6. On side streets, multifamily entrances may be set back to maintain residential character.
- G.2.7. If the project provides an open space area or outdoor seating and is designed as a pedestrian-friendly area, the project can depart from the established setback pattern.
- G.2.8. Provide buffers or building modulation such as landscaping, parking, sidewalks, and open space where necessary to reduce impacts to adjacent properties.
- G.2.9. Locate high activity areas (where people may gather and generate noise) to minimize noise and privacy impacts to existing residences.

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OPEN SPACE

Objective

O.2.3. The project contributes to the walkability of the neighborhood.

Standard

S.2.4. If the project has a residential component, it shall incorporate open space for pedestrians, including visitors, residents and those who work in the district.

Guidelines

G.2.10. Provide open space areas and outdoor seating that enhance the site as a place for pedestrians.

G.2.11. Provide open space that serves as a focal point for the site.

G.2.12. Design open space areas to provide views onto public activity areas, such as sidewalks, streets and plazas.

G.2.13. Design residential units to take advantage of bay, hillside and open space views where feasible.

G.2.14. Design open space areas to provide safe, convenient, and attractive access to the various functions within a site.

G.2.15. Design open space to connect to primary pedestrian circulation routes and contribute to a network of streets, paseos and alleys.

G.2.16. Cluster buildings to create outdoor public space.

G.2.17. Usable open space may be composed of one or more of the following elements:

- A courtyard
- A patio
- A landscaped yard (except fronting Lighthouse Avenue).
- Balconies
- Roof top gardens/decks

G.2.18. Encourage new development to incorporate public artwork and landscaping elements.

G.2.19. Use open space to connect the entrances of two buildings on a site.

G.2.20. Enhance pedestrian and bicycle connections wherever feasible.

G.2.21. Provide direct pedestrian access from a public sidewalk to the majority of individual uses and spaces on a property. Pedestrian connections include the following:

- Sidewalks
- Internal walkways
- Courtyards and plazas
- Paseos through blocks

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G.2.22. Provide safe pedestrian access.

G.2.23. Locate walkways so that key destination points, such as building entries, are clearly visible.

G.2.24. Site an internal walkway in an area that will remain visible from active public spaces.

G.2.25. Define walkways with landscaping, site furniture and pedestrian-scaled lighting.

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TRASH, SERVICE & EQUIPMENT AREAS

Objective

O.2.4. Trash, service areas, and equipment areas are located to decrease impacts on the streetscape appearance and function.

Standard

- S.2.3. Fire sprinkler risers, back flow preventers, trash areas, and other utilities shall be located inside a building or screened from public view.
- S.2.4. Store trash and recycling within an enclosed area consistent with the City's Waste Enclosure Guidelines.
- S.2.5. Screen equipment from view.

Guidelines

- G.2.26. Service areas should be on site and away from public sidewalks when feasible.
- G.2.27. Equipment screening devices may include building parapets, landscape elements, and architectural features.
- G.2.28. Paint rooftop equipment and vents to match the color of the roof.
- G.2.29. Use low-profile mechanical units on rooftops when feasible.
- G.2.30. Locate utility meters out of public view when feasible.

- G.2.31. Provide setbacks to telephone poles, traffic lights, utility boxes, street trees, etc.
- G.2.32. Trash enclosures made with durable materials that complement the building design of the main structure are encouraged.

PARKING

Objective

- O.2.5. Projects provide adequate parking or obtain a parking adjustment.**
- O.2.6. Projects must comply with American with Disabilities Act parking requirements.**
- O.2.7. Parking facilities are conveniently located and designed to be attractive, compatible additions that have pedestrian-friendly facades, minimize driveway cuts off Lighthouse Avenue, and do not cause negative impacts to adjacent residences.**

Standards

- S.2.6. Parking lots shall be screened from the public right-of-way.
- S.2.7. Parking garages shall have active storefronts, ground floor uses or pedestrian-friendly edge (public art, landscaping, etc.)
- S.2.8. Parking Requirements:
 - Commercial: two spaces per 1,000 GSF

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- Residential: one space per unit
- Parking may be shared between:
 - ~ different uses within a single mixed-use building,
 - ~ residential buildings and an off-site parking facility, provided that the off-site facility is within 500 feet of the building entrance; and
 - ~ non-residential buildings and an off-site parking facility, provided that the off-site facility is within 1,250 feet of the building entrance.
- Off-site shared parking located further than 1,250 feet of the building entrance should be considered at the discretion of staff, so long as there is documentation that reasonable provision has been made to allow off-site parkers to access the principal use (e.g. a shuttle bus, valet parking service, free transit passes, etc.)

S.2.9. New development proposals shall provide a resident and employee parking plan.

S.2.10. Projects may be eligible for a parking adjustment on smaller lots, lots where it is infeasible to construct onsite parking due to lot size or configuration, or where conflicts will arise due to mid-block driveways. Money collected shall be spent in accordance with the Municipal Code. Alternative transportation is supported.

S.2.11. No additional parking is required when the use of an existing building changes and /or intensifies.

Guidelines

G.2.32. Locate a surface lot to the side or rear of the structure.

G.2.33. Minimize visual impact of parking between buildings along a street.

G.2.34. Encourage access from shared driveways or easements when feasible.

G.2.35. Share driveways when feasible to reduce the number of curb cuts.

G.2.36. Minimize air space between buildings.

G.2.37. Locate curb cuts away from intersections to minimize conflicts with pedestrian and traffic movement.

G.2.38. Develop the street elevation of a parking structure with a retail/commercial building wrap on Lighthouse Avenue.

G.2.39. Incorporate one or more of the following into the Lighthouse Avenue elevation of a parking structure:

- Retail/commercial wrap
- Murals or public art
- Decorative architectural features
- Display cases
- Landscaping
- Public amenities (street furnishings)

G.2.40. Design structures or surface lots to minimize light and noise impacts to adjacent

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residences.

G.2.41. Use Crime Prevention Through Environmental (CPTED) standards to maximize safety and crime prevention.

G.2.42. Provide access to rear parking areas through side street access or mid-block driveways, where feasible. Where access from side streets or mid-block driveways is not feasible, minimize driveway entrances off Lighthouse Avenue through the following methods or, other effective means:

- Create a central driveway and tie the front building facade together with an archway that allows clearance for delivery trucks.
- Create a joint use side yard driveway that straddles adjacent properties and that has adequate turnaround area on-site to prevent cars from backing out of driveways.

G.2.43. Screen surface parking lots that are adjacent to public sidewalks with low masonry walls, low fencing, landscaping, or a combination of these. Avoid parking layouts that face parked cars toward the roadway.