STREETSCAPE DESIGN STANDARDS FOR THE GATEWAY CODE

Discussed at the February 23, 2023 Virtual Workshop

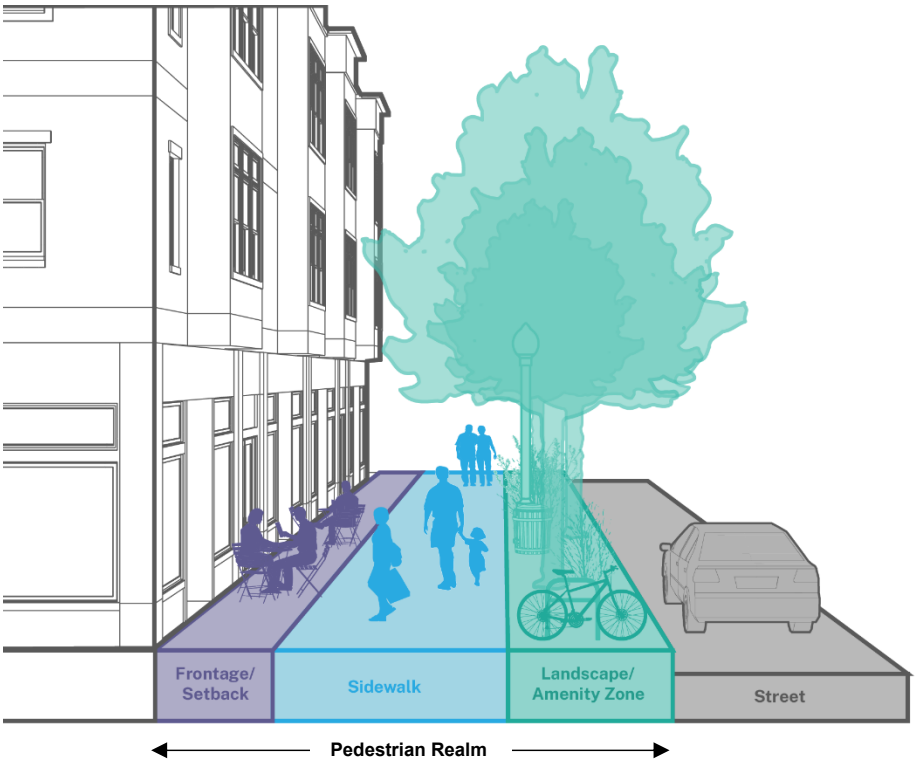
Draft Gateway Plan

Streetscape refers to the design of roadways, sidewalks, and building frontages facing the street. Within the Draft Gateway Plan, Chapter 8 (Streetscape) policies aim to "create high-quality streetscapes that are visually interesting and provide safe and comfortable places for people to walk and gather" and to "provide for a streetscape design that visually unites the Gateway Area and promotes a cohesive sense of place." Draft Gateway Plan policies address specific components of a well-designed streetscape, including sidewalk dining, landscaping, street furniture, lighting, and bike infrastructure.

Recommended Approach

To implement the Gateway Plan, the Gateway Code will define street typologies in the Gateway Area assign a typology to all existing and new streets. The Code will contain unique standards for each typology, which may also be tailored for unique conditions on individual parcels. Standards will address roadway configuration, including travel lanes, bicycle lanes, and on-street parking. The Code will also establish pedestrian realm standards for each typology, including sidewalks, landscaping/amenity zones, and building frontage zones. See Figure 1.

Figure 1: Streetscape Components



Pedestrian realm standards for street typologies will reflect the expected future level of pedestrian activity. Streets anticipated to accommodate the most pedestrian activity will have the widest sidewalks. In most cases the existing 40-foot curb-to-curb roadway width will remain. To accommodate an expanded pedestrian realm, some or all of the new sidewalks will project over the property line into private property. A new street easement for this sidewalk on private property will be required.

New streetscape improvements consistent with the Code will be required only when a property is redeveloped. Improvements will be required only for street frontages abutting the redevelopment site. An existing property that does not redevelop will not be required to install new streetscape improvements or conform with new building placement standards.

Example Street Diagrams

Below are street diagrams to illustrate the recommended approach. Two example street typologies are provided: Town Center Streets and Neighborhood Streets.

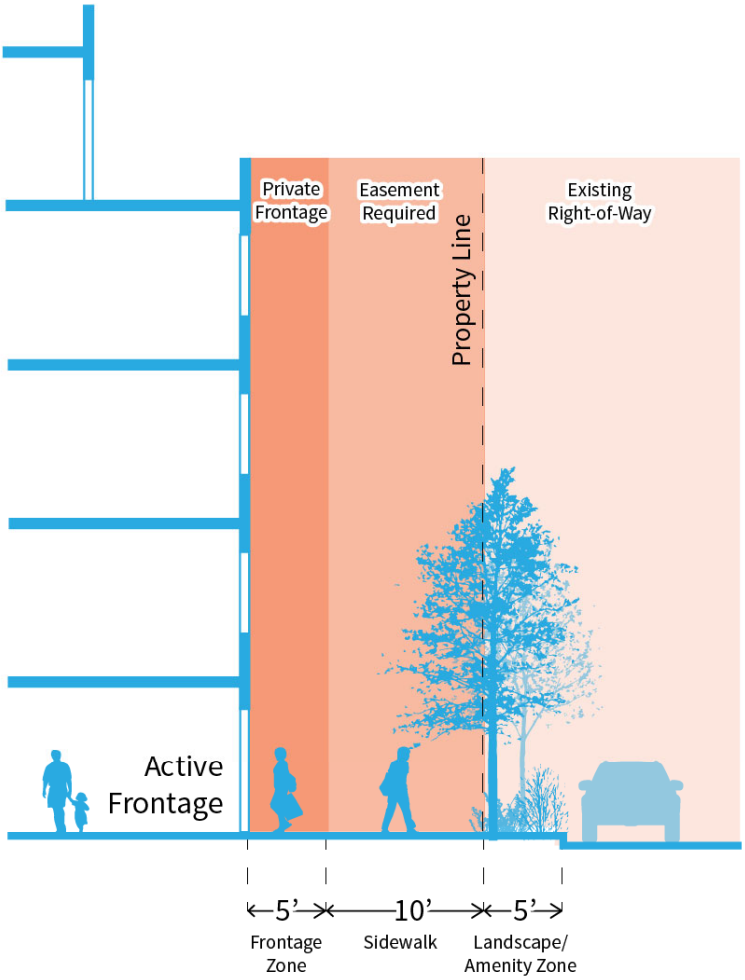
Town Center Street Typology

The Town Center Street typology is intended for areas with a relatively high level of pedestrian activity. This typology may be applied to 8th and 9th Streets and N, K, and L Streets between 8th and 9th Street.

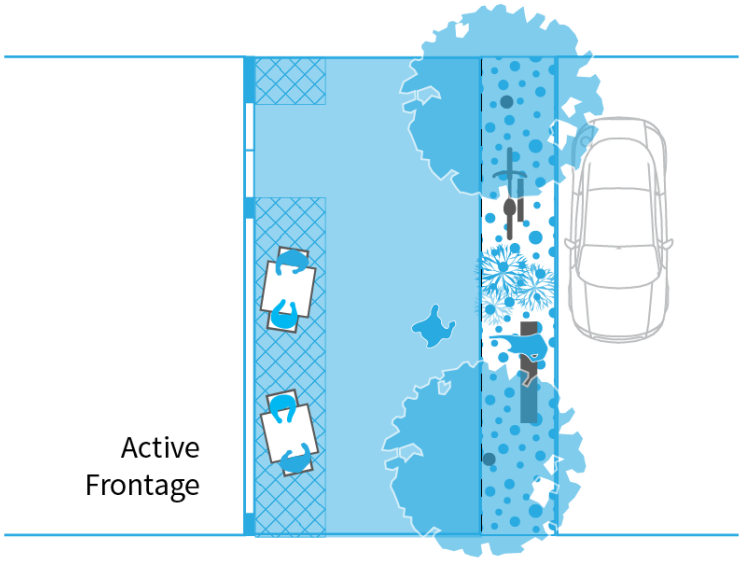
Figure 2 shows proposed pedestrian realm standards for the Town Center street typology with an active building frontage type. Active frontage types are shopfronts, lobbies, commercial courtyards and other building frontages typical for high-traffic areas and commercial uses. Figure 3 shows standards for the Town Center street typology with a non-active building frontage type. Non-active frontage types are stoops, entry patios, porches, office yards, and other frontages where privacy is a greater concern.

Both frontage types would be required to dedicate a 10-foot easement beyond the existing 50-foot right-of way to accommodate a 10-foot sidewalk. This would maintain the existing 40-foot curb-to-curb roadway and provide for a 5-foot landscape/amenity zone and 10-foot sidewalk.

Figure 2: Town Center Street Typology - Active Building Frontage Type

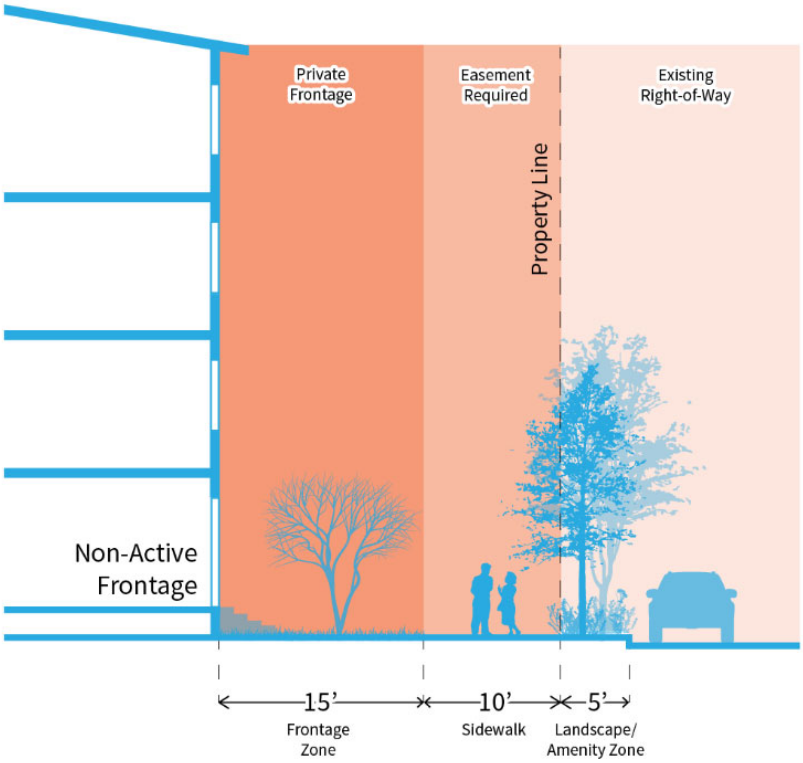


"Section" diagram cut through perpendicular to street.



"Plan view" diagram looking down on street.

Figure 3: Town Center Street Typology – Non-Active Building Frontage Type



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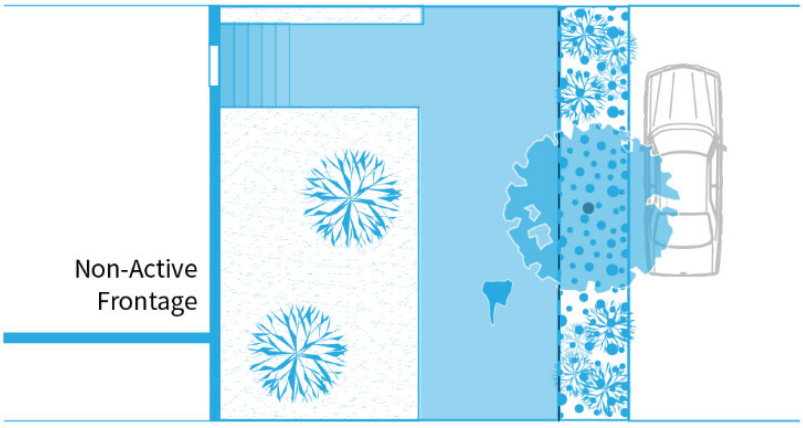


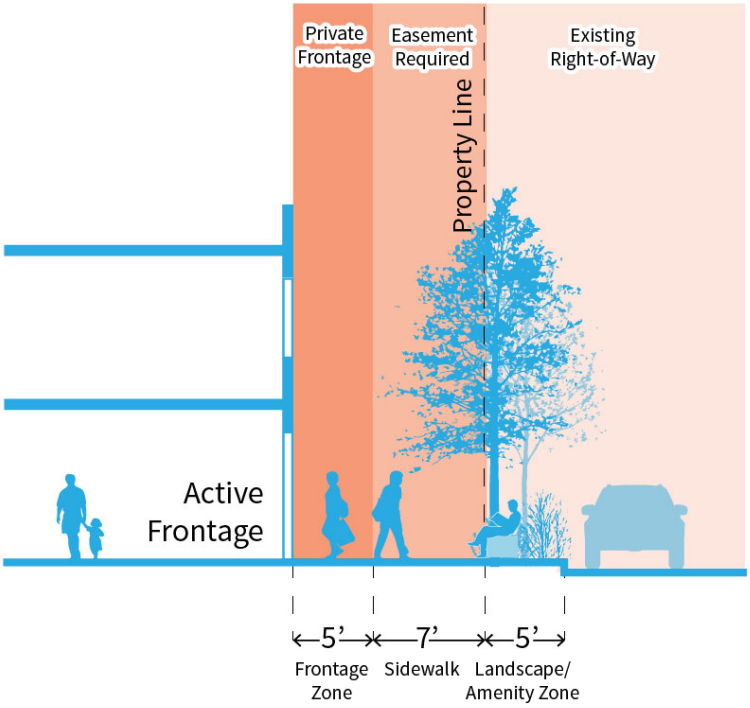
"Plan view" diagram looking down on street.

Neighborhood Street Typology

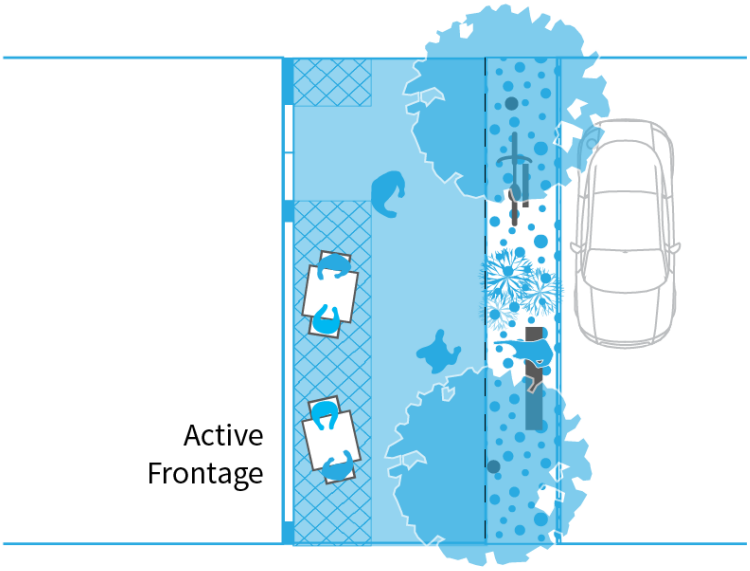
The Neighborhood street typology is intended for areas with less pedestrian activity as compared to the Town Center street typology. The Neighborhood street typology may be applied to 11th Street, 12th Street, and other similar east/west local streets in the Plan area.

Figure 4 shows pedestrian realm standards for the Town Center street typology with an active building frontage type, and Figure 5 shows standards for a non-active building frontage type. A 7-foot easement would be required to accommodate the sidewalk for both frontage types.

Figure 4: Neighborhood Street Typology - Active Building Frontage Type

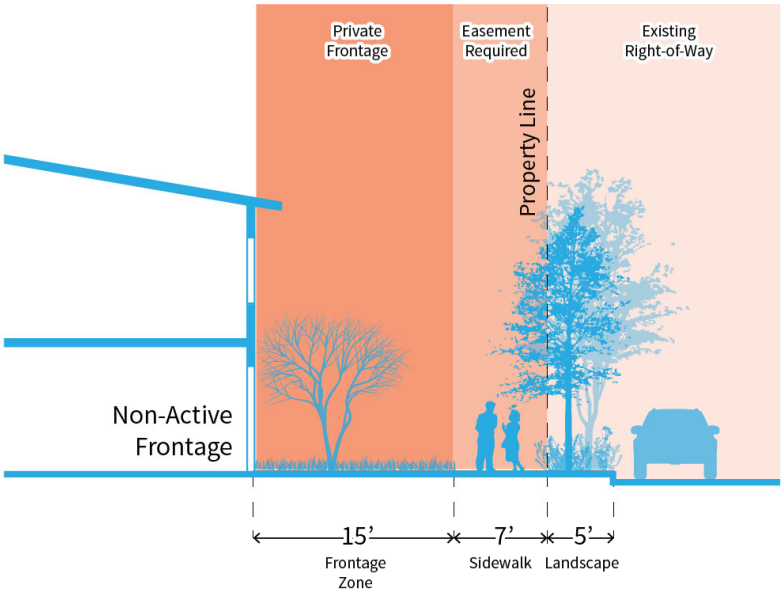


"Section" diagram cut through perpendicular to street.

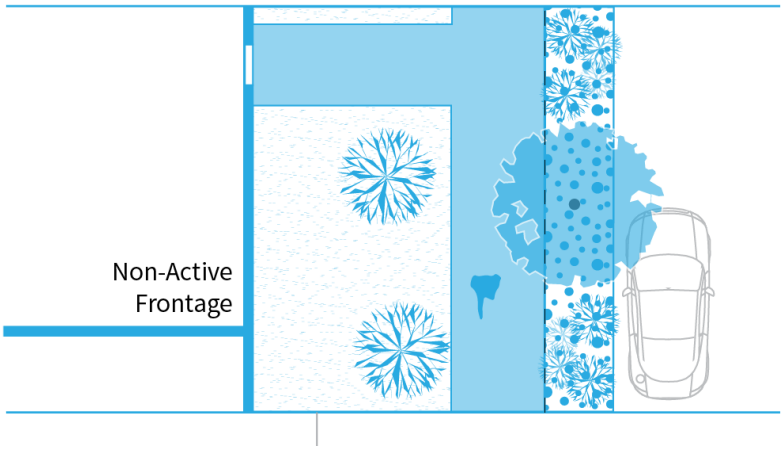


"Plan view" diagram looking down on street.

Figure 5: Neighborhood Street Typology – Non-Active Building Frontage Type



"Section" diagram cut through perpendicular to street.



"Plan view" diagram looking down on street.

Gateway Code Parking and Mobility Standards
Discussed at the February 23, 2023 Virtual Workshop

Topics:

- Number of Off-Street Parking Spaces Required
- Transportation Demand Management
- Unbundled Parking
- Carpools and Carsharing
- Parking Location and Design
- Bicycle Facilities

For each topic, the following sections present relevant Draft Gateway Area Plan policies and the proposed Gateway Code standard that would implement the policies.

A. Number of Off-Street Parking Spaces Required

Gateway Area Plan Policies:

- **GA-7l. Parking Standards**. Disconnect parking minimums from land use and only require off-street parking as a development standard in limited cases (e.g. hotels and other regional draws, employment centers). Discourage large volumes of off-street parking and instead support more valuable land uses and streetscapes that prioritizes human activity and movement. Encourage and incentivize clustered parking and un-bundling parking from rents, as well as the dedication of parcel frontage on block-long development projects that can be dedicated to additional on-street parking.

Proposed Standards:

1. **Number of Spaces.** All land uses established after the Gateway Plan is adopted must comply with the minimum and maximum number of off-street parking space standards in Table 1.

Table 1: Required Number of Off-Street Parking Space

Land Use	Minimum	Maximum			
	All districts	G-B	G-H	G-C	G-N
Residential uses					
Units 1,000 sf and less	None	0.75 per unit	0.25 per unit	0.25 per unit	0.5 per unit
Units more than 1,000 sf	None	1 per unit	0.5 per unit	0.5 per unit	1 per unit
Commercial uses, including retail, restaurants, and personal services	None	1 per 500 sf	1 per 1,000 sf	1 per 1,000 sf	1 per 1,000 sf
Employment uses, including professional offices and R&D	1 per 1,000 sf	1 per 500 sf	1 per 500 sf	1 per 500 sf	1 per 500 sf
Hotels, motels, and inns	0.5 per guest room	1 per guest room	1 per guest room	1 per guest room	1 per guest room
All other land uses	None	1 per 1,000 sf	1 per 1,000 sf	1 per 1,000 sf	1 per 1,000 sf

B. Transportation Demand Management (TDM)

Gateway Area Plan Policies:

- **GA-7a. Plan the Circulation System to Accommodate Planned Growth**. In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes – vehicles, trucks, transit, bicycles, and pedestrians, bicycles, and other non-motorized or shared transit options, then vehicles, and trucks, in an effort to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with Citywide Circulation Element policies (see also, GA-8a).

Proposed Standards:

1. **Non-Residential TDM Standards.** All new office, R&D and other defined employment uses over 10,000 square feet must prepare a TDM plan with the following programs and measures (at a minimum) to reduce vehicle trips:
    - Priority parking for carpools and vanpools.
    - Bicycle parking and storage as required by the Gateway Code.
    - Bicycle commuter amenities including shower and changing facilities.
    - Maximum parking as required by the Gateway Code
    - Carshare parking as required by the Gateway Code
    - Parking cashout option where employees are given the option to receive a cash payment in lieu of a parking space
    - Monetary incentives for alternative modes, such as subsidized transit passes, bike-share or carpools.
    - An on-site TDM coordinator to provide information on non-automobile travel options and coordinate TDM programs

For residential uses and non-residential uses less than 10,000 square feet, the Gateway Code will incentivize TDM measures through the community benefit program. Measure may include:

- Subsidized transit passes
- Bicycle commuter amenities such as showers and lockers,
- Carshare parking beyond minimum requirements,
- Bicycle parking beyond minimum requirements,
- A shared common workspace as a residential amenity,
- Secure storage space for grocery and package delivery,
- Access to shared bicycles,
- Full cost of parking unbundled from cost of commercial space,
- Parking pricing that encourages use of alternative modes,
- Parking chashout option for employees

C. Unbundled Parking

"Unbundled" parking means separating the cost of parking from the rent, lease, or sale of housing or commercial space by creating a separate parking charge. Unbundled parking promotes alternative transportation by making the cost of parking clear to tenants and buyers and makes housing more affordable for tenants or buyers who do not have a vehicle.

Gateway Area Plan Policies:

- See GA-7l (above).

Proposed Standards

1. **Unbundled Commercial Parking Spaces.** All commercial parking spaces must be unbundled from the cost of a leased commercial space, and the cost of the parking space shall be included as a separate line item in the commercial space lease.
2. **Unbundled Residential Parking Spaces.** Payment for residential parking spaces must be unbundled from the cost of rent or purchase. The cost of the parking space must be included as a separate line item in the unit sale price or rental agreement.

D. Carpools and Carsharing

Gateway Area Plan Policies:

- **GA-7c. Balanced Transportation System.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity, incentives, and facilities to divert trips from automobiles to other modes. Provide negative incentives, such as parking meters, permit parking, time limited parking, carpool incentives, and other targeted parking measures that encourage alternative modes utilizing "induced demand" strategies.
- **GA-7ha. Ride Share.** Support ride share in various modes (car, bike, etc.) through public and private infrastructure, ensuring complete systems designed to accommodate access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships, such as zip-car and Tandem Mobility bike share, and private facilities or programs, such as project-based car share.
- See also GA-7l (above).

Proposed Standards

1. **Parking for Carpools and Vanpools**. Professional offices, R&D, and other employment uses shall provide designated carpool/vanpool spaces as shown in Table 2. These spaces shall be located closest to the main entrance of the project (exclusive of spaces designated for handicapped) and shall be included in the maximum allowable parking.
2. **Required Parking for Carsharing Programs.** If a carshare provider is present in Arcata, new multi-family residential and office and R&D developments shall provide parking for carsharing spaces per

the requirements in Table 3. Carshare spaces shall be in a highly-visible location accessible to both building users and the general public

Table 2: Parking for Carpools and Vanpools

Floor Area of Employment Use	Number of Required Carpool/Vanpool Spaces
Less than 40,000 sq. ft.	0
40,000 sq. ft. or more	1

Table 3: Carshare Parking Standards

Land Use	Carshare Vehicle Requirement
Multifamily Residential	
Less than 50 units	No requirement
50 units or more	1 carshare space
Employment uses, including professional offices and R&D	
Less than 40,000 sq. ft.	No requirement
40,000 sq. ft. or more	1 carshare space

E. Parking Location and Design

Gateway Area Plan Policies:

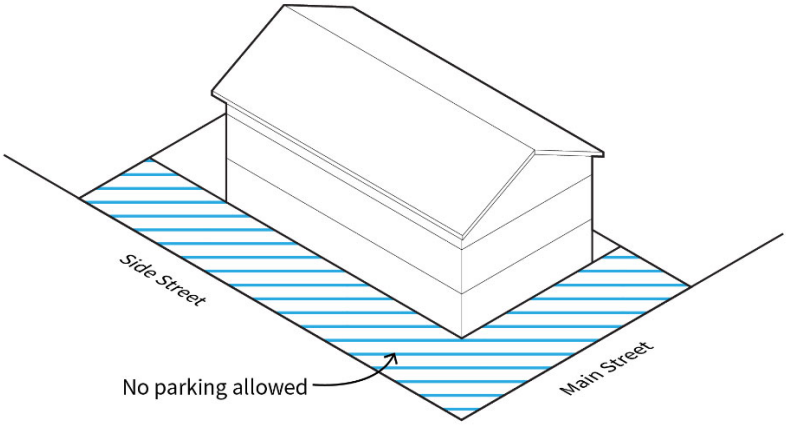
- **GA-7m. Parking Lot Locations.** Disallow the placement of parking lots along street frontages in the interest of maintaining continuous building frontages along the primary commercial streets and improving walkability. Parking lots and structures must be located behind buildings, or otherwise located subordinate and obscured by design features.

Proposed Standards:

In addition to the proposed standards below, garage door and entrance design is also addressed in the building façade design standards.

1. **Alley Access.** For lots served by an alley, access to parking must be from the alley.
2. **Curb Cut Frequency.** A maximum of two curb cuts for one-way traffic and one curb cut for two-way traffic are permitted per street frontage per 250 feet of lineal street frontage.
3. **Curb Cut and Access Drive Dimensions.** The maximum width of a new access drive crossing a public sidewalk is 12 feet for a one-way access drive and 20 feet for a two-way access drive.
4. **Parking Placement.** Surface parking spaces may not be located in the area between the front and street side property line and a line extended horizontally from the exterior building walls to the edges of the lot. See Figure 1.

Figure 1: Parking Placement



5. **Screening.** The perimeter of a surface parking lot facing a street shall be screened with a minimum 3-foot-high evergreen hedge, fence or wall. Fences must be at 75 percent opaque.

F. Bicycle Facilities

Gateway Area Plan Policies:

- **GA-7j. Incentivize Active and Alternative Transportation as a Community Amenity.** Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide on-site active and alternative transportation amenities, such as car share/bike share, free electric vehicle charging stations, employee showers, on-site covered and secure indoor bike parking, bus passes for residents and/or employees, dedication of parcel frontage to transportation uses, charging stations for e-bikes, shared parking, and related amenities that stimulate non-motorized and zero-carbon transportation options above and beyond current requirements of state law.

<u>Proposed Standards</u>

1. **Bicycle Parking Space.** Bicycle parking must be provided as shown in Table 4. Bicycle parking shall be designed and located consistent with Land Use Code Section 9.36.060.B.

Table 4: Bicycle Parking Spaces Required

Land Use	Number of Required Bicycle Parking Spaces
Neighborhood-serving commercial uses (e.g., restaurants, retail, personal services)	1 per 500 sq. ft. for first 5,000 sq. ft, then 1 per 1,000 square feet
Professional Office, R&D and other employment uses	1 per 500 sq. ft. for first 5,000 sq. ft, then 1 per 1,000 square feet
Other nonresidential uses	1 per 1,0000 sq. ft. for first 5,000 sq. ft, then 1 per 2,000 square feet
Multifamily Residential	1 per unit

In addition to minimum requirements in Table 2, projects may provide additional bicycle facilities as part of the community benefits program. Eligible facilities may include:

- Long-term bicycle storage that is fully enclosed to protect bicycles from weather, such as indoor bicycle rooms, bike cages, attended indoor bicycle facilities, and bike lockers.
- Commuter showers for non-residential uses (1 shower per 400-00 square feet)
- Personal lockers for 75 percent of longer term bicycle parking spaces

Privately Owned Publicly Accessible Open Space Standards
Discussed at the February 23, 2023 Virtual Workshop

Gateway Area Plan Policies

The proposed standards implement the following Draft Gateway Area Plan policies:

- **GA-6e. Privately-owned Publicly Accessible Open Spaces**. Establish a series of privately-owned publicly accessible open spaces in the central area shown in Figure 7 [of the Gateway Area Plan]. Ensure that these spaces are:
    a. Linked together by safe and convenient bike/pedestrian facilities;
    b. Visible, accessible, and activated by ground floor uses including retail stores and restaurants; and
    c. Coordinated so that a variety of spaces are provided (courtyards, tot lot, a sculpture garden).
    d. Adequately maintained for public access and safety.
- **GA-6m. Incentivize Privately-Owned Open Spaces as a Community Amenity**. Utilize the community benefit program to incentivize the creation of new privately-owned, publicly-accessible open spaces in the Plan Area.

Proposed Standards

1. **Amount of Open Space Required.**
    a. Within the "private open space" area shown in Gateway Area Plan Figure 7, a project participating in the community benefits program must either:
        (1) Provide publicly accessible open space in the amount shown in Table 1; or
        (2) Pay in-lieu fees to be used by the City to construct off-site public open space.

Table 1: Publicly Accessible Open Space Requirement

	Open Space Required (percent of site area)				
Site Area	**Base – 4 stories**	**Tier 1 – 5 stories**	**Tier 2 – 6 stories**	**Tier 3 – 7 stories**	**Tier 4 – 8 stories**
Less than 30,000 sq. ft.	None	None	10%	12.5%	15%
30,000 sq. ft. or more	None	7.5%	12.5%	15%	17.5%

    b. Outside of the "private open space" area shown in Gateway Area Plan Figure 7, providing publicly accessible open space is optional for a project participating in the community benefits program. To receive credit through the program, a project must provide publicly accessible open space in the amount shown in Table 1.

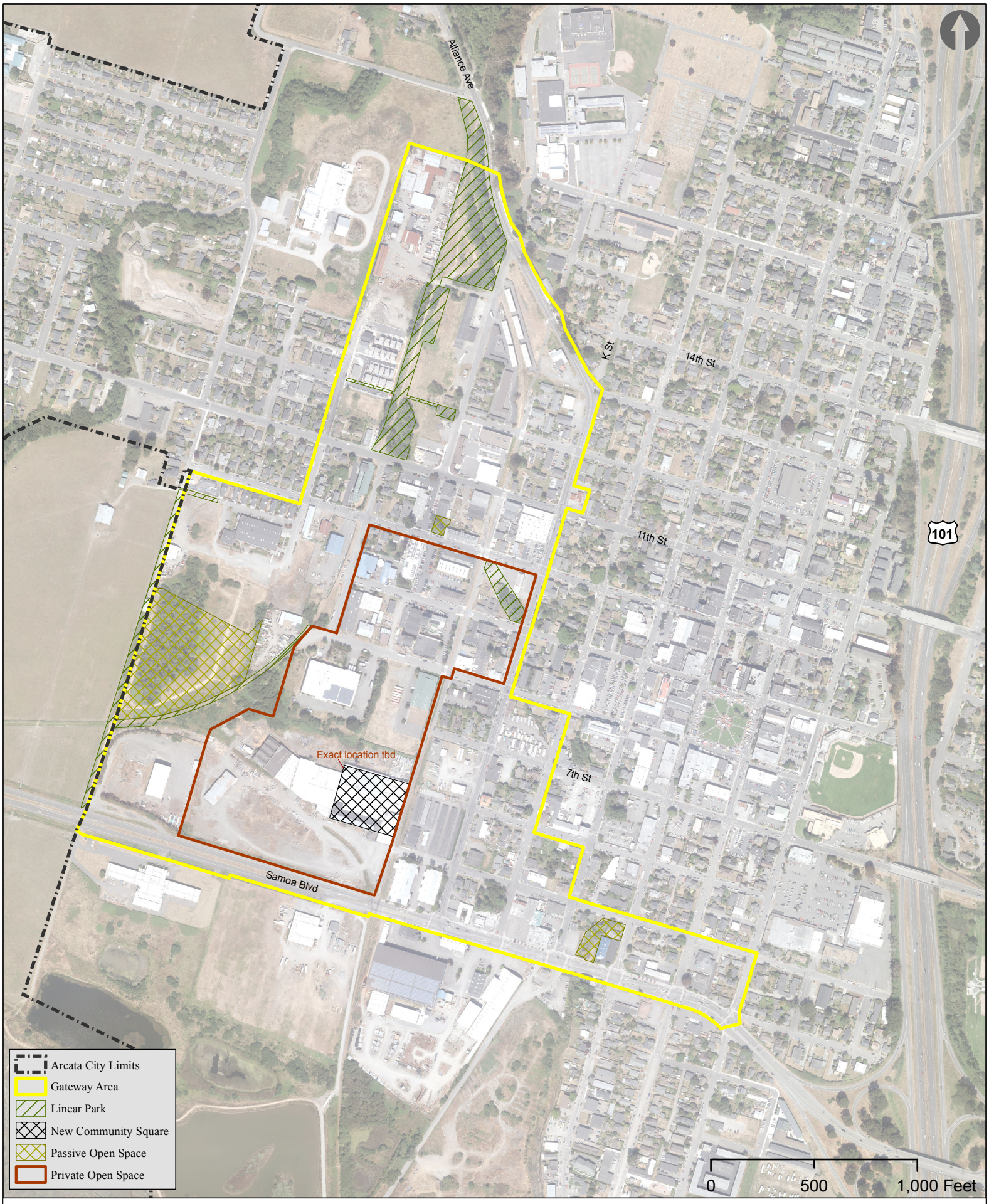


Figure 7: Conceptual Open Space Plan

Created by Planwest Partners
Map Date: 11/12/2021

2. **Minimum dimensions.** Open space shall have a minimum average dimension of 30 ft. in two opposing directions.

3. **Accessibility and Visibility.** Open space shall be directly accessible and visible from a public right-of-way, shall be at ground level and open to the sky, except as permitted in Paragraph 9 (Awnings and Other Coverings).

4. **Lighting.** Illumination levels in open spaces are required to maintain one horizontal foot candle across all walkable and seating areas in the open space, and along sidewalks adjacent to the open space.

5. **Connection with the Sidewalk.** Where open spaces front onto a street, they shall connect to the sidewalk at grade level. Minor changes of elevation of no more than 2 feet are permitted within the first 15 feet back from the edge of sidewalk. Changes of elevation of no more than 4 feet are permitted, provided that the elevated area is located at least 15 feet from the sidewalk. Sunken plazas shall be no more than 18 inches below the street level. All must meet federal ADA guidelines.

6. **Placement of Elements Along Sidewalk Frontage.** At least 50 percent of the linear sidewalk frontage of the open space must be unobstructed by fixed elements, including walls or planters higher than 36 inches, fixed trash receptacles or elements that are permitted elsewhere in the open space. This zone of unobstructed open space shall extend back from the property line a minimum of 15 feet. Seating, including fixed seating, is permitted in this zone.

7. **Active Uses.** In order to activate and enliven open space areas, the following shall be required.

    a. No less than 50 percent of building frontages adjacent to the open space shall be composed of active uses, as measured in a linear direction along the perimeter.

    b. Active uses, open spaces and entries shall be oriented to the open space.

    c. Active uses are permitted to spill out into open space if they provide seating and shading.

8. **Open Space Furniture and Other Elements.** Open space furniture and other elements are permitted to occupy up to a maximum of 40 percent of the area of a plaza or open space. Allowable features include such items fixed or movable seating, plantings, lights, signage and trash receptacles.

9. **Awnings and other Coverings.** Permanent coverings associated with buildings, including awnings and bridges, and/or freestanding canopies, such as band shells, shall not cover more than 50 percent of the square footage of the open space, and shall have a minimum clearance of 8 feet. If overhanging a fire access lane, minimum clearance for coverings shall be established by the Building Code.

10. **Prohibited Elements:** The following shall not be permitted in or directly adjacent to open space.

    a. Building mechanical systems shall not be exhausted within or at the perimeter of open spaces. Mechanical intakes on adjacent building walls shall be installed at a minimum height of 15 feet above the open space grade.

    b. Garage entrances, driveways, parking spaces and loading docks.

c. Trash or other solid waste storage facilities.

11. **Residential Entries.** Entries to individual residential units are permitted in open spaces, if they are recessed by at least 5 feet from public or publicly-accessible private walkways and sidewalks.
12. **Ground floor Windows.** Glazing on the ground floor shall be transparent and non-reflective.
13. **Fences, Walls and Hedges.** Fences, walls and hedges within open spaces are permitted with a maximum height of 36 inches.