



CHAPTER 6| DEVELOPMENT STANDARDS + DESIGN GUIDELINES

6.1 Introduction

This chapter establishes the development standards and design guidelines governing proposed development within the Waterfront District Specific Plan (WDSP) Area (Planning Area). When reviewing project plans, the reviewing body (Planning Commission or City Council, as the case may be) shall refer to the WDSP development standards and design guidelines. Where the WDSP is silent on an issue, the City will consult the General Plan and Zoning Code. If there is a conflict between the General Plan and the Zoning Code, the General Plan prevails.

A. Standards

Standards are identified by terms such as “shall,” “must,” “required,” or “prohibited.” Standards are specific and measurable regulations that are applied in the review of projects. Compliance with standards is required through the entitlement review process.

B. Guidelines

Guidelines are design principles which are generally expected to be followed unless the applicant can demonstrate that a deviation would still accomplish the intent of the guidelines to the same degree or better.

Refer to Chapter 7 of the Specific Plan for the administration of the Specific Plan, including the process for Site Plan and Architectural Review, Major and Minor Specific Plan Amendments, Variances, and Exceptions and the regulation of nonconforming uses and structures.

6.1.1 Community Design Approach

The development standards and design guidelines in this chapter ensure compatibility of new construction, alterations, and other exterior improvements with the desired character of the WDSP Area.

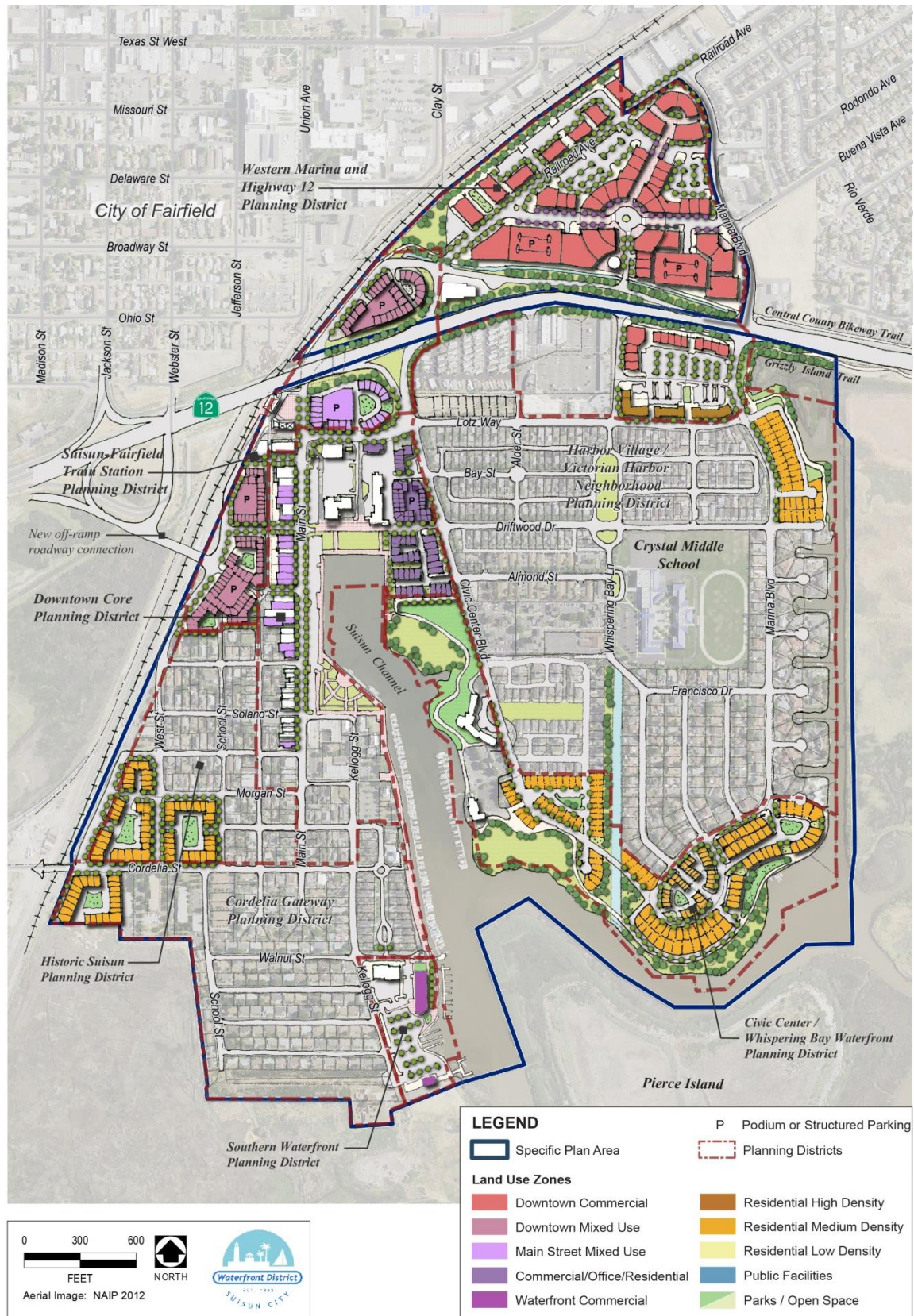
Development standards provide clear direction on the scale and location of new buildings constructed within the Specific Plan Area. Design guidelines emphasize creation of a sense of identity and orientation for pedestrians, residents, and visitors. This is accomplished by a variety of means, including through the scale, orientation, and design of the built environment; orientation and design of public spaces and landscaping; a grid street pattern; a visible hierarchy of streets; development of a comprehensive open space system; and other techniques.

Design guidelines for residential development apply to each of the residential Land Use Zones: Residential Low Density (RLD); Residential Medium Density (RMD); Residential High Density (RHD); and Historic Residential (HR). Please refer to Chapter 3 for a more detailed discussion of the Land Use Zones.

Design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project and also the Planning District within which the subject project site is located. Please see Chapter 2 for a discussion of the Planning Districts (and Figure 2-1).

Most of the Plan Area is built-out. However, there are key opportunity sites, the development of which will be important to achieving the Specific Plan's intent with respect to design. Figure 6-1, "Illustrative Site Concept Plan" shows how opportunity sites within the Specific Plan could be developed, consistent with the intent of this Plan. Figure 6-1 provides illustrative concepts, but neither represents specific requirements or a formal endorsement by the City of the illustrative concepts.

Figure 6-1: Illustrative Site Concept Plan



6.2 Residential Development Standards + Design Guidelines

6.2.1 Intent



Old Town Suisun City has a traditional Downtown character, with small blocks and lots and a gridded street pattern.

Residential development standards and design guidelines focus on developing a traditional downtown setting that fosters community activities, social interaction, and a strong cohesive image for the Downtown Waterfront District. Design guidelines are intended to support a pedestrian-oriented design environment, where the fundamental intent is to reduce the impact of the automobile by encouraging narrower streets, smaller lots accessed by alleys and with opportunities for on-street parking and less off-street parking than allowed under conventional zoning standards. Old Town Suisun City is an inspiration for new residential development in the WDSP, with its smaller blocks and lots, grid pattern of streets, diverse architectural styles, and variety of housing types and sizes.

6.2.2 Residential Development Standards



Building heights above the first two stories are encouraged to be stepped back to respect the heights of existing adjacent development.

Development standards for residential uses within the Planning Area are summarized in Table 6.1. Existing uses and structures in established residential neighborhoods that are not in compliance with some of the development standards and design guidelines in this chapter shall be allowed to continue, but subject to the standards for nonconforming uses and structures described in Chapter 7.5.

- New residential lots shall be the minimum lot sizes and setbacks indicated in Table 6.1, except porches, stoops, bay windows, balconies, and eaves and overhangs may encroach into setback areas, as indicated in the table below.

ENCROACHMENTS INTO SETBACKS

(i.e., porches, stoops, bay windows, balconies, and overhangs)

1. Front Setback	6' max, where applicable
2. Side Setback	3' max
3. Rear Setback	3' max, where applicable



Secondary dwelling unit attached to the garage of a single-family home.

- Building heights above the first two stories are encouraged to step back to respect the heights of existing adjacent development, particularly along Lotz Way.
- The height of a new development shall be limited to building heights, as measured from grade to the peak of the roof.
- Guesthouses and secondary dwelling units shall be subject to the land use and development standards in Table 6-1 and regulations in Chapter 18.30.17044-150 of the City's Zoning Code.

**Table 6.1: Residential Development Standards**

Land Use District	Residential Low Density (RLD)	Residential Medium Density (RMD)	Residential High Density (RHD)	Historic Residential (HR)
A. LOT / SITE DESIGN				
1. Lot Coverage ¹	70% max	80% max	80% max	70% max
2. Density ²	4-10 du/gross ac (5-12 du/net ac)	10.1-20 du/gross ac (12.1-24 du/net ac)	20.1-45 du/gross ac (24.1-54 du/net ac)	5-15 du/gross ac (6-18 du/net ac)
3. Floor Area Ratio	N/A	N/A	N/A	N/A
4. Lot Area	3,000 sf min	1,500 sf min	N/A	2,500 sf min
5. Lot Width	40' min	25' min	none	40' min
6. Lot Depth	65' min	55' min	none	60' min
B. BUILDING PLACEMENT AND HEIGHT				
Primary Building Setback³				
1. Front Setback	7.5' min-20' max ⁴	5' min-15' max ⁴	0' min-15' max ⁴	10' min-15' max ⁴
2. Side Setback (street)	7.5' min-20' max	5' min-15' max	70% min ⁵	5' min-15' max
3. Side Setback (interior)	5' min (1-2 stories) 15' min (3 stories)	5' min (1-2 stories) for 1 side, 3.5' min for other side in addition to any encroachment; 15' min (3 stories)	0' min-15' max	5' min (1-2 stories) 15' min (3 stories)
4. Rear Setback ⁵	5' min	5' min	5' min (1-2 stories) 15' min (3+ stories)	5' min
5. Height Limit	35' max	35' max	55' max	35' max
Secondary Dwelling Setback				
1. Front Setback	15' min or equal to primary building setback			
2. Side Setback (street)	10' min	10' min	10' min	10' min
3. Side Setback (interior)	0' min	0' min	0' min	0' min
4. Rear Setback	5' min	5' min	5' min	5' min
5. Height Limit ⁶	20' max	20' max	20' max	20' max

Notes:

du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = gross square feet

¹ Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

² Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

³ Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and in the State Model Water Efficient Landscape Ordinance (MWELO), as applicable.

⁴ Front setbacks shall be consistent with the setbacks of adjacent buildings on the street. Garage shall be no closer than 18 feet from the back of the sidewalk.

⁵ Rear garage setback shall be a minimum of 3 feet from the rear property line.

⁶ A secondary dwelling shall not exceed 20 feet in height, except when attached to the primary unit, the maximum height shall be that established for the primary dwelling.



New residential areas or development should reflect elements of historic residential styles in a modern context.



Parks or play areas should be dispersed within the planning area.



Impervious paving surfaces in landscaping should be minimized to the extent feasible.



Deciduous plantings are encouraged to provide maximum winter sun and summer shade.

6.2.3 Residential Site Standards and Design Guidelines

A. Neighborhoods

1. The architectural character of new residential neighborhood areas or development should reflect elements of historic residential styles in a modern context. Each neighborhood should include a variety of styles.
2. New buildings should be designed to respect the privacy of adjacent buildings by restricting views directly into adjoining buildings and private yards.
3. New development should maintain compatibility in building layout, height, scale, and massing with existing residential development.

B. Parks and Open Space

1. A variety of parks and open space are encouraged within the Planning Area, designed and located to help promote public health. Refer to Chapter 5 for park, open space, and public facility concepts.
2. Parks or play areas should be dispersed and located to be easily accessible to each neighborhood area. New multi-family residential development shall be designed with common open space and recreational features unless there is existing parkland within one-quarter mile walking distance.
3. Pocket parks (of one-half acre or less) are encouraged as landscape amenities and as a means to give a distinct identity to residential areas.

C. Landscaping

1. Deciduous plant materials are encouraged to allow maximum winter sun and summer shade.
2. Climate-appropriate landscaping is encouraged.
3. The use of impervious paving surfaces (concrete, asphalt) should be minimized, to the extent feasible. Use of permeable surfaces and paving materials is encouraged.
4. Outdoor lighting on private lots should be designed so that it does not intrude on neighboring uses or shine directly into the street.
5. Shade trees and landscape trees should be of appropriate species, based upon planting area and proximity to homes and sidewalks. Large shade trees need adequate room to grow as they mature.

6. Landscape design must consider water conservation strategies, consistent with the State of California MWELO.

6.2.4 Residential Building Design Guidelines

A. Architectural Details

A “cookie-cutter” appearance shall be avoided by incorporating significant changes in massing and rooflines between elevations of the same floor plan.

1. Architectural elements, such as front and side porches, bay windows, rooflines, front door entrances, massing, and facade detailing are important distinguishing residential design elements and should be incorporated in new development. These features and exterior colors should be varied between units and from house to house along a street.
2. Flat roofs should be avoided on single-family homes and garages.
3. Compatibility of color with the soft browns, blues, and greens that dominate the waterfront should be emphasized.
4. Buildings should be sited so that the first floor rests directly on grade. A minimum lift of ten inches off the pad is encouraged in order to provide the home with a more substantial presence on the street.

B. Residential Garages

1. Garages should be tucked back into the house with limited exposure on the street or placed at the rear of the lot when motor courts or alleys are provided.
2. Garage doors should be recessed for greater articulation and trash and storage areas incorporated within the garage or parking areas, where appropriate.
3. Alley-loaded garages shall be set back a minimum of three (3) feet from each side of the alleyway and provide wall hung light fixtures facing onto the alley.

C. Fences

1. Backyard fences are encouraged along motor courts and alleys. The height of side and rear yard fences shall not exceed six (6) feet. Side yard fences should be terminated three feet behind the front façade. Side yard fence setbacks on corner lots shall be a minimum of five (5) feet from the back of the sidewalk.
2. The setback area in front of fences shall be landscaped.

Fence setbacks along major streets (Lotz Way, Civic Center Boulevard, and Marina Boulevard) shall be at least fifteen (15) feet from the back of the sidewalk.



Architectural elements, façade details, and exterior colors should be varied between units and house to house



Basic building colors should use neutral colors, compatible with the waterfront.



Garages are encouraged at the rear of the lot and accessed by an alley or motorcourt.



Front yard fences are encouraged to be set back, landscaped, and designed to be visually open above the first 3 feet.

2.3. Front yard fences, where provided, are encouraged to be a maximum height of three (3) feet and may consist of wood or steel posts with wood pickets, rails, or decorative wrought iron that allows for eyes on the street. Front yard fences shall not exceed six (6) feet in height and where provided, above three (3) feet, fences shall be designed to be visually open and placed at the back of the sidewalk or set back and landscaped.

6.3 Commercial Development Standards + Design Guidelines

The following development standards and guidelines apply to the commercial and mixed use zones within the Planning Area. The guidelines and standards set forth basic design principles, including building height, form and composition, storefront design, landscaping, and signage.



Downtown Suisun City has a historic character and small town charm that should be preserved and enhanced.

As noted previously, design guidelines for commercial and mixed-use (residential and non-residential) development apply both based on the Land Use Zone of the proposed project and also the Planning District within which the subject project site is located.

6.3.1 Intent

The City's intent is to preserve the historic character and small-town flavor of the Specific Plan Area, while encouraging new development and greater vibrancy, consistent with the goals, objectives, and standards of this Plan.



6.3.2 Commercial and Mixed Use Development Standards

Development standards for commercial and mixed use zones are summarized in Table 6.2.

Table 6.2: Commercial and Mixed Use Development Standards¹

Land Use District	Downtown Commercial (DC)	Downtown Mixed Use (DMU)	Main Street Mixed Use (MSMU)	Historic Limited Commercial (HLC)	Waterfront Commercial (WC)
C. LOT / SITE DESIGN					
1. Lot Coverage ²	80% max	80% max	100% max	70% max	50% max
2. Density ³	N/A	N/A	N/A	N/A	N/A
3. Floor Area Ratio	0.25-2.0	0.30-3.0	0.30-2.0	0.25-1.0	0.25-1.0
4. Lot Area	4,000 sf min	3,000 sf min	2,500 sf min	2,500 sf min	2,500 sf min
5. Lot Width	50' min	50' min	40' min	40' min	40' min
6. Lot Depth	70' min	60' min	60' min	60' min	60' min
D. BUILDING PLACEMENT AND HEIGHT					
Primary Building Setback⁴					
1. Front Setback	0' min-20' max	0' min-15' max	0' min-15' max ⁴	5' min-15' max ⁵	5' min-15' max
2. Side Setback (street)	0' min-15' max	0' min-15' max	0' min-15' max	5' min-15' max	10' min-20' max
3. Side Setback (interior)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	0' min (nonresid.) 15' min (resid.)	5' min (1-2 stories); 15' min (3+ stories)	0' min (nonresid.) 15' min (resid.)
4. Rear Setback ⁶	15' min	15' min	0' min (nonresid.) 15' min (resid.)	5' min	0' min (nonresid.) 15' min (resid.)
5. Height Limit	60' max	60' max ⁷	16' min; 50' max ⁷	35' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet; nonresid. = nonresidential; resid. = residential

¹ Residential development within a commercial or mixed use zone shall be subject to the development standards for the Residential High Density Zone (RHD), identified in Table 6.1, except for residential development within the C/O/R Zone, which may use development standards for the RMD or RHD Zones.

² Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

³ Density bonuses or increases may be allowed for the provision of affordable housing and project amenities, such as day care facilities and additional open space, as addressed in the Suisun City Zoning Code, Chapter 18.47 for residential density bonuses.

⁴ Yards and setback areas shall be landscaped in accordance with water-efficient landscaping standards, addressed in Title 20 of the Suisun City Zoning Code and the State Model Water Efficient Landscape Ordinance.

⁵ Front setbacks shall be consistent with the setbacks of adjacent buildings on the street.

⁶ Rear garage setback for a detached garage shall be a minimum of 3 feet from the rear property line. Rear setbacks for an attached garage shall be the same as that required for the primary structure.

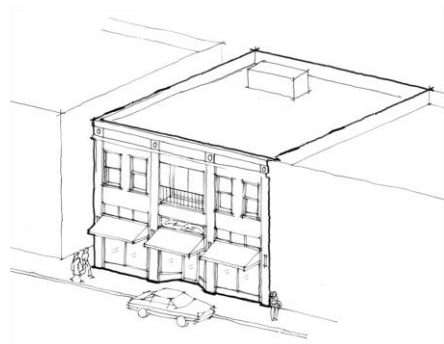
⁷ Building heights in the Downtown Core planning district shall not exceed a maximum height of 50 feet. Building heights shall be stepped to respect the heights of existing adjacent development.



Downtown commercial structures are typically rectilinear and built to the edge of the sidewalk.



Where building heights differ between adjacent properties, the height of adjacent major façade elements shall be related.



The scale of new infill construction shall be harmonious with that of adjacent buildings of historic interest.

6.3.3 Main Street Mixed Use and Downtown Mixed Use Zones in the Downtown Core

The following design guidelines apply to the Main Street Mixed Use and Downtown Mixed Use Zones, particularly within the Downtown Core Planning District. This District consists primarily of commercial buildings typically built up to the sidewalk edge, rectilinear in form, with large storefronts on the ground floor facade. Where residential structures exist on the west side of Main Street, the residential standards and guidelines in Section 6.1 shall govern. Refer to Chapter 4 for street and streetscape design guidelines for Main Street and other Downtown commercial and residential areas.

A. Building Height, Placement, and Setbacks

1. The height of new street-facing facades should be greater than sixteen (16) feet but no more than fifty (50) feet, as measured from the sidewalk to the top of the cornice.
2. Along Main Street, building facades shall be a minimum of 16 feet in height and appear as a two (2) story building, if not two (2) stories or greater in height.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines and strong horizontal features, such as belt courses and cornices shall be related.
4. Buildings and facades shall be constructed to the back of the sidewalk of the adjacent street(s). Only entries and flanking display windows may be recessed from the property line. Doorways should be designed to focus on the street to create more activity along the sidewalk.

B. Building Form and Style

1. Like the historic buildings on Main Street, building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings. Oblique, polygonal, and circular-shaped buildings are prohibited.
2. Unique architectural features of buildings shall be maintained and respected in any renovation or remodeling work.
3. The scale of new construction should be harmonious with that of adjacent buildings. The scale of various design and construction elements should be consistent with adjacent buildings of historic interest.
4. When a new building is proposed to replace a historic structure, key architectural elements of the original building should be used in the construction of the new building.
5. The architectural character of new construction and rehabilitation shall reflect the traditional building forms of

historic Suisun City by containing design elements that produce a similar visual image. Highly contemporary and articulated building forms are not permitted. “Wild West” themes typified by false front architecture, embellished with gingerbread-style detail, board- and- batten siding, and bright colors are not an appropriate or acceptable building motif.

C. Exterior Walls

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted).
2. Except in limited amounts and in locations other than along Main Street, exterior wall materials not normally permitted include concrete, concrete block, stone veneer, stucco, granite, modern metal applications, large expanses of glass, tile, or plastic.
3. New storefronts along Main Street should approximate the rectangular shape, proportions, and character of adjacent buildings of historic character. Storefronts with recessed entries are encouraged and should be divided into three bands with a base, middle, and top, including a transom band, a band of display windows, and a small spandrel or paneled band under the display windows. One-story buildings should have a solid wall space above the storefront and a cornice, with or without a parapet. Two story buildings should usually have a horizontal band and a second floor with windows and cornice. All of the above bands should align with those of adjacent buildings to the extent possible.



Exterior walls should be designed with brick, wood, and painted or anodized finish metal.



New storefronts along Main Street should approximate the rectangular form, proportions, and character of adjacent buildings of historic interest.



Storefronts along Main Street should be designed as three bands that include a base, middle, and top.



Canvas awnings attached above street level storefronts and windows are encouraged.



Traditional design features, such as wooden balconies, canopies, and porches are encouraged.

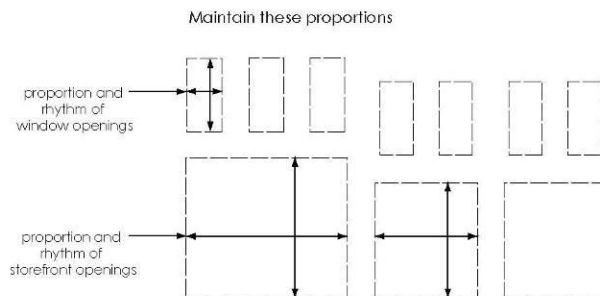


Buildings at key intersections, such as Main Street and Driftwood Drive should be designed to mark the corner.

4. If provided, awnings should be regularly cleaned and maintained. Awnings shall go through design review. Metal and glass awnings are discouraged. ~~Awnings shall go through design review~~ Mansard, free form, and geometric form awnings or other sidewalk covers are discouraged. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of adjacent structures. Awnings or canopies that obscure transom windows or that are used primarily for signage rather than cover are not permitted.
5. Wooden balconies, canopies, and porches are traditional to some types of buildings and are encouraged, where appropriate. The creation of such elements should be carefully considered to ensure compatibility with the style of historic structures along Main Street. Other important architectural features should not be obscured or destroyed in the building of these features.
6. Retail continuity along Main Street's west side is essential. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.
7. Buildings at key intersections (such as Main Street and Driftwood Drive) should be designed to "mark the corner" with such architectural features as a tower or a cupola. Such features may be erected to a greater height than fifty (50) feet, provided the design is in keeping with the overall character of the structure and surroundings.
8. The backs and sides of buildings that are visible from public streets should incorporate window and door openings, where possible. For new construction, backs and sides should be as carefully designed as front facades. On existing buildings, original openings should be restored or compatible new ones provided where feasible. Interesting details, awnings, painting, and landscaping should also be used to add visual interest to these areas.



Windows should be organized vertically, in multiple bays, although several vertical elements may be combined to form a horizontal opening.





D. Windows and Doors

1. Except on narrow building fronts, windows should be organized in multiple bays, in coordination with ground-level storefronts. The directional expression of windows and doors should be vertical, although several vertical elements may be combined to form a horizontal opening.
2. Fenestration should be heavy wood rectilinear assemblies. Metal window assemblies or metal window frames are discouraged. Fenestration should be well proportioned and compatible with the dimensions of a given wall.
3. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.
4. Upper floor facades should be composed as solid surfaces with punched openings for individual windows or discrete sets of windows. The openings may be highlighted with special treatment at the head, sill, and/or sides, such as special brick coursing, arched heads, or other accents.
5. Large areas of blank wall with few openings or enriching details should be avoided on street facades. New and substantially rehabilitated buildings should have wall to window area ratios and proportions that are similar to the traditional Downtown buildings. For minor rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
6. Original or existing storefront areas and window openings should not be filled in or covered up from either the interior or exterior of the building. Where buildings with retail storefront display areas have been converted to non-retail uses, such as offices, the storefront glazing should not be covered over or permanently obscured. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.



Upper floor facades should be composed of solid surfaces with punched openings for individual or sets of windows.



False fronts or parapet walls should conceal pitched or flat roofs.

E. Roofs

1. Building roofs should reflect the historic styles in the Downtown Core and should be either gable, gambrel, hip, or shed. False fronts or parapet walls should conceal pitched or flat roofs from view along Main Street. Mansard, free form, and geometric roof shapes are discouraged. Flashings should be unobtrusive.
2. Pitched roofs should usually be dark asphalt shingles. Roofing materials not normally allowed include weathered wood shingles, concrete, plastic tile, or fabric.



Exterior colors should complement the color of neighboring buildings or storefronts and the overall Downtown landscape character.



Complementary colors should be selected for signs and awnings of individual shops within the same building.

F. Color

1. Choice for building exteriors may express individual taste, but should always contribute to the historical character of the area. Exterior colors should harmonize with other colors on the same building and on the streetscape.
2. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
3. Where brick has been painted, repainting is appropriate. Where brick was unpainted and remains unpainted, use of paint on the exterior is prohibited.
4. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.
5. The use of different colors to mark individual shops within a building can be visually disruptive and obscure the overall composition of the facade. Where existing buildings have been painted in this manner, they should be repainted complementing colors when rehabilitation or change in tenancy occurs.
6. A range of complimentary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated wherever possible. Patterned or multi-colored awnings should be used with care and in consideration of the color(s) of adjacent awnings.



Additions to existing structures shall be a height and scale that does not overwhelm the original building.

6.3.4 Historic Limited Commercial Zone

The Historic Limited Commercial Land Use Zone occurs in both the Downtown Core Planning District and Historic Suisun Planning District.

The buildings that front on Main Street between Morgan Street and Cordelia Street and the areas within the HLC zone are predominantly residential in design and character. These structures are expected to convert to retail or limited commercial uses over time. The following sections address these “transitional” buildings and provide standards and guidelines for their renovation for commercial use. These guidelines also apply to the design of new commercial structures so that residential elements are incorporated and are compatible with the existing structures in which they adjoin.

A. Building Height, Placement, and Setbacks

1. The maximum height of any new building or addition to an existing building shall be thirty-five (35) feet. The maximum height limitation matches that specified for the adjacent residential district. It will allow for an appropriate transition in scale between commercial and residential zones.

2. Additions to existing structures shall be of a height and scale which does not overwhelm that of the original building.
3. Building setbacks should be provided from all property lines. The front yard and side setback from the street should approximate that of adjacent residential buildings on the block. Rear and side setbacks should be similar to those provided for existing residential buildings, with greater setbacks provided for new structures or additions of significantly greater height or scale.

Building setbacks from the street will help to maintain a consistent street wall and signal the transition from the commercial area to the adjacent residential area. Side and rear setbacks can provide buffer zones to protect the privacy of adjacent residential areas.

4. Setback areas shall be adequately landscaped to provide a residential character to the street and to form green buffers between buildings. The presence of trees and planting around buildings is typical of residential areas and will provide an appropriate transition between them and the commercial area.

B. Building Form and Composition

1. Unique architectural features and the overall residential quality and appearance of a structure should be maintained and respected. Major form-giving elements to be retained include pitched rooflines, projecting or recessed entry porches, dormers and bay windows. Important features and details may include multi-paned windows set in wood frames, overhanging eaves, decorative brackets and balustrades and substantially designed porch bases and steps.

The conversion of a residential structure to commercial use should not destroy the residential character of the building. Where modifications are necessary to improve access, they should be done in a manner that is least disruptive of the original building fabric. Closing or filling porches or window openings destroys the building's character and is inappropriate.

2. New construction and additions to existing buildings should utilize the major residential form-giving elements described above.
3. Roof forms should be expressed rather than concealed behind parapets or false fronts. Appropriate forms are those typically used for residential development in and adjacent to the area. These include hip, gable and shed forms with projecting eaves. Roof forms for building additions should be consistent with those of the original structures.
4. Building massing should relate to the scale of surrounding residential structures. Where a new building will be significantly larger than surrounding structures, it should be composed of



Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.



Unique architectural features and the residential quality and appearance of structures should be maintained.



Conversion of a residential structure to a commercial use should not destroy the character of the building.



New larger buildings should use smaller-scaled elements that approximate the scale or form of adjacent residential development.

smaller elements that approximate the scale or form of the existing residential structures.

In order to avoid changes in scale that would overwhelm adjoining residential structures, new buildings should use smaller-scaled elements as building blocks. Devices, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.

C. Material Finishes and Colors



Exterior wall materials should use traditional residential building materials, such as wood siding, stone, and brick.

1. Exterior wall materials should be limited to those commonly used for residential buildings, including wood siding, and brick.
2. Additions to existing buildings should be finished in the same material as the original structure. Complementary materials, such as wood shakes with wood siding or brick with stucco may be used for architectural accents or special details.
3. Existing window openings and multi-paned windows should be retained. Large expanses of glass should be avoided in building additions and new construction in favor of individual window openings with multi-paned windows or multiple window units.
4. Window frames shall be of painted wood, metal, dark anodized aluminum, or in the case of a renovation, a material and finish which matches the existing original window frames.
5. Metal window grilles or other exterior devices, which imply security problems, are discouraged.

Visible security devices detract from the area's image. Security problems should be addressed in less visible ways, such as internal alarm systems, which will not detract from the visual image of the area.



Use of fabric awnings is encouraged, where appropriate to the building design.

6. Appropriate paint colors for building wall surfaces include white or light, neutral pastels similar to those called for in other commercial zones, medium toned natural finishes for brick. Where wood siding or shakes are used, darker stains or painted finishes may also be appropriate. Trim elements and details may be painted to match the building wall or in a contrasting color.
7. The use of fabric awnings is encouraged where appropriate to the design of the building. Awnings should be placed to avoid obscuring architectural features or overwhelming the scale of the building. Awnings may be placed over windows or entries but must be attached directly to the building and be self-supporting. Extended sidewalk canopies are inappropriate.

6.3.5 Commercial/Office/Residential and Waterfront Commercial Land Zones

The Commercial/Office/Residential and Waterfront Commercial Land Use Zones occur within both the Downtown Core and the Southern



Waterfront Planning Districts. These areas adjacent to the waterfront are related to the historic Downtown, yet have very different characteristics. Proposed uses within these parcels are intended to build upon and enhance the character and function begun on these sites. The following design guidelines address the unique character of these two distinct opportunity areas.

A. C/O/R Zone Design Guidelines

1. All commercial buildings should have facades built to the back of the sidewalk, in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
2. Residential setbacks, where applicable, should be consistent with residential development in the Victorian Harbor neighborhood.
3. In keeping with the historic character, the linear frontage of new buildings along Main Street south of Driftwood Drive should not exceed fifty (50) feet. Commercial or mixed-use development north of Driftwood Drive may be larger. The design of the building should still emphasize the vertical appearance of smaller increments of building frontage that preserves the pedestrian quality present along Main Street.
4. New development and buildings should be designed to maximize waterfront views and access from common area spaces, as well as front onto the major surrounding streets, including Main Street, Lotz Way, and Civic Center Boulevard.
5. Flexibility in the application of these design guidelines can be attained through the PUD process.



Existing office and hotel uses in the Commercial/Office/Residential zone north of the former Sheldon Oil site.

B. Waterfront Commercial Zone Design Guidelines

New development in this area shall be guided by the design guidelines in Section 6.3.4, addressing the Historic Limited Commercial zone, and the following additional guidelines.

The area located north of the City boat ramp is intended primarily to accommodate the service retail needs of boaters and marine-related industries. Design of these buildings shall be reflective of traditional maritime architecture; that is, buildings with high ceilings, and large floor areas, but which reflect the character of the Waterfront and do not obscure it from view. This area is the subject of a recent planning study, “the South Waterfront Design Report.” The South Waterfront Design Report should be referenced for the development of the area, referenced in Figure 6-1 as Opportunity Area I.

The following design guidelines should be observed within the Waterfront Commercial zone.

1. Roofs should be pitched, without parapet facades. Flat roofs are inappropriate.



New waterfront development should be consistent with the scale and character of existing waterfront commercial development.



Setback areas shall be adequately landscaped to provide a residential character and green buffer to the street.



Building massing should be broken to smaller massing, approximating the scale or form of existing adjacent structures.



Contemporary design and reuse of industrial structures are encouraged.

2. Extensive areas of glazing or storefronts shall be utilized where the building faces a public street, common area, or the waterfront.
3. Maximum building height is thirty-five (35) feet.

6.3.6 Downtown Mixed Use Zone in the Suisun-Fairfield Train Depot Planning District

A. Building Height, Placement, and Setbacks

1. The height of new buildings should be multi-story, but no more than fifty (50) feet, as measured from the sidewalk to the top of the roof line.
2. Where building heights differ with adjacent properties in the Downtown Commercial Core, building heights shall be stepped to respect the scale of existing, adjacent development.
3. Where building heights differ between adjacent properties, the adjacent heights of major facade elements, such as storefronts, ground floors, upper floors, sill lines, and horizontal features, such as belt courses and cornices shall be related.
4. Building facades and openings should be designed to front onto Main Street or Downtown side streets rather than facing the railroad tracks.
5. Setback areas shall be adequately landscaped to provide an appropriate transition between the commercial development on Main Street, the residential development south of the district, and streets and parking areas.
6. Public open space should be internally located and buffered from rail or freight traffic.

B. Building Form and Style

1. Building massing should relate to the scale of surrounding Downtown structures. Where a new building will be larger than surrounding structures, it should be broken down into smaller elements and massing which approximate the scale or form of the existing adjacent structures.

Design strategies, such as partial or full setback upper floors, building projections or recesses, and changing or articulated roof forms help to reduce the apparent mass of a building.

2. New construction and renovation of existing buildings shall respect the waterfront design themes and historic character in the Planning Area and should maintain the distinct character of the Downtown Waterfront District.
3. More contemporary building designs and reuse of industrial structures are encouraged in this district, while respecting the

traditional design elements of Main Street and the adjacent residential neighborhoods in Old Town.

C. Exterior Walls

1. Exterior walls should usually be designed with brick, wood, painted or architectural metal (such as cast iron and pressed metal with anodized finish or painted), consistent with materials encouraged for commercial development along Main Street.
2. Balconies, canopies, and porches are encouraged and should be designed to be compatible with the appearance of adjacent structures.
3. The back and side of buildings, visible from public streets, should incorporate window and door openings, where possible. In new construction, backs and sides should be carefully designed as front facades. On existing buildings or building renovations, original openings should be restored or compatible new ones provided, where feasible. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.



Exterior walls should be designed with brick, wood, and painted or architectural metal.

D. Windows and Doors

1. Except on narrow building fronts, windows should be organized in multiple bays.
2. Glass in windows, doors, and transoms should primarily be kept clear. Plastic materials should not be used in place of glass.
3. For rehabilitated buildings, existing window openings, which have been boarded up, stuccoed, or painted over should be restored and reglazed.
4. Removable interior window coverings may be used to provide some degree of privacy, but visual contact with the street should be maintained to the maximum extent feasible.



Windows should be organized into multiple bays.

E. Color and Material Finishes

1. Choice for building exteriors may express individual taste, but should contribute to the character of the Waterfront District.
2. Exterior colors should harmonize with landscape themes in the district and Downtown waterfront themes.
3. The use of different colors to mark individual shops or residential units within a mixed-use building should be avoided. However, accent colors applied to highlight architectural features and trim elements and details painted in a contrasting color, compatible with the building wall are encouraged.
4. Window frames shall be of painted wood, metal, dark anodized aluminum.



Exterior colors should be chosen to complement the architectural and landscape themes in the district.



Public spaces should be provided to enhance commercial vitality and activity in the district.



Street furnishings and landscaping can help support a pleasant, urban retail experience.



Commercial building facades should front onto the sidewalk to maintain an active edge for shoppers and pedestrians.



Buildings are encouraged to be clustered to support a pedestrian-friendly shopping experience.

5. A range of complementary colors may be selected for signs and awnings of individual shops within the same building. The sign and awning color of individual businesses should be coordinated, wherever possible.

6.3.7 Downtown Commercial and Downtown Mixed Use within the Western Marina and Highway 12 Planning District

A. Public Space and Pedestrian Amenities

1. Public spaces, such as plazas, courtyards, and outdoor dining spaces should be designed to enhance the vitality of the district and support commercial patronage.
2. Public spaces, plazas, and courtyards should be designed as outdoor living rooms, enhanced with seating and other pedestrian furniture, street lights, shade, and landscaping.
3. Street furnishings and landscaping, including planters or tree grates and potted plants, should be provided along walkways, to support a pleasant urban retail experience.
4. Public art should be considered for focal points or gateway entrances into the commercial district.
5. Textured or colored pavement should be used to clearly define pedestrian access ways or intersection crossings, articulate different sidewalks activity zones, and highlight special areas within the district.

B. Building Height, Placement, and Setbacks

1. The height of new buildings are encouraged to be multi-story to establish a pedestrian-friendly character, consistent with the Downtown Waterfront District, but should be no more than sixty (60) feet, as measured from the sidewalk to the top of the building roof line.
2. Commercial buildings should have facades built to the edge of the sidewalk in order to maintain an active and interesting edge for window shoppers, strollers, and passersby.
3. To nurture a pedestrian-focused community, buildings should be designed to front onto the commercial main street or internal common space. Setbacks should be landscaped and buildings should be oriented to activate common spaces and public rights-of-way, with courtyards, plazas, seating, and other public amenities.

C. Building Form and Style

1. Building forms shall be primarily rectilinear and parallel to existing nearby streets or buildings.



2. Commercial buildings are encouraged to be clustered to support a pedestrian-friendly shopping environment.
3. Buildings at key intersections should be designed to "mark the corner" with architectural features, such as towers.

D. Exterior Walls

1. Large areas of blank wall with few openings or enriching details should be avoided on street facades. The backs and sides of buildings, which are visible from public streets, should incorporate window and door openings, where possible. Building backs and sides should be as carefully designed as front facades. Interesting details, awnings, painting, and landscaping should be used to add visual interest to these areas.
2. Exterior walls are encouraged to be designed with traditional building materials, such as brick, wood, painted or architectural metal (such as cast iron and pressed metal, with anodized finish or painted).
3. Doors, windows, cornice lines, floor lines, signage, and overhangs should be incorporated into the building design to support interesting building façades.
4. Individual tenants in a multi-tenant structure should be easily distinguished, using architectural features, including:
 1. columns, piers, or pilasters placed between building bays;
 2. building setback variations for recessed entrances, niches for landscaping, outdoor seating or dining, or other pedestrian amenities;
 3. arcades and roof overhangs; and
 4. changes in building or roof heights between adjacent tenants.
5. Canvas awnings, attached above street-level storefronts and over individual windows, are encouraged. If provided, awnings should be regularly cleaned and maintained. Care should be taken in choosing the size, type, location, configuration, and color of awnings to ensure compatibility with the building's architecture and the character of the district.



Architectural details, such as doors, windows, building lines, signage, and overhangs should be used to articulate the building façade.



Color and different architectural treatments should be used to distinguish individual tenants in multitenant buildings.

E. Windows and Doors

1. Commercial storefronts and ground floor common areas should provide a transparent façade along the street, consisting of storefronts, entries, and windows.
2. Storefronts should be varied in design and character, but continuous where possible along each block. Storefronts should wrap around corners to create a sense of transparency and activity at intersections.



Commercial storefronts and ground floor common areas should provide a transparent façade along the street.

3. Doorways should be designed to focus on the street to create more activity along the sidewalk.

F. Color and Material Finishes



Color should be selected to coordinate with the streetscape and landscape themes of the district.

1. Choice for building exteriors may express individual taste, but should contribute to the waterfront themes of the Downtown Waterfront District. Exterior colors should complement the colors of neighboring buildings or storefronts and should be selected to be mutually supportive and beneficial to the overall character of the streetscape.
2. Colors for building walls and storefronts should be uniform for a shop, which occupy multiple storefront buildings.
3. The sign and awning color of individual businesses should be coordinated, wherever possible.



6.4 Public Facilities and Open Space Standards + Design Guidelines

6.4.1 Public Facility and Open Space Standards

Table 6.3: Public Facility and Open Space Development Standards

Land Use District	Public Facilities (PF)	Park or Open Space (P/OS)
A. LOT / SITE DESIGN		
1. Lot Coverage ¹	80% of the lot	20% of the lot
2. Density	N/A	N/A
3. Floor Area Ratio	N/A	N/A
4. Lot Area	N/A	N/A
5. Lot Width	N/A	N/A
6. Lot Depth	N/A	N/A
B. BUILDING PLACEMENT AND HEIGHT		
Primary Building Setback³		
1. Front Setback	0' min	20' min
2. Side Setback (street)	0' min	20' min
3. Side Setback (interior)	0' min	10' min
4. Rear Setback ⁴	0' min	15' min
5. Height Limit ⁵	50' max	35' max

Notes:

du/ac = dwelling units per acre; min = minimum; max = maximum; sf = square feet;
nonresid. = nonresidential; resid. = residential

¹ Lot coverage includes primary buildings, accessory buildings, covered parking, and covered patios.

² Setback areas shall be landscaped as addressed by the Suisun City Zoning Code.

³ Front setback shall be consistent with setbacks of adjacent buildings on the street. Garage shall be no closer than 15 feet from the front property line.

⁴ Rear garage setback shall be a minimum of 3 feet from the rear property line.

⁵ Building heights shall be stepped to respect the heights of existing adjacent development.

6.5 General Development Standards

6.5.1 General Requirements

A. Buildings

Where originally constructed building facades remain, their appearance should not be altered. Such facades should be repaired and preserved. Where facades have been altered, as much original material and details shall be retained in the rehabilitation as possible.

Existing windows and door openings that have been boarded up or painted over shall be restored and reglazed. Replacement windows and doors shall meet all of the requirements of Section 6.3.3.D. Awnings, where provided, shall be regularly cleaned and maintained.

B. Landscaping

Landscaped front yards, especially lawns, are an important transitional feature, which should be maintained and improved.

- Landscaping around the perimeter of buildings and parking areas provides a visual extension of the front landscaping and a green buffer between building and land uses. Landscaping shall be provided in front yard areas and in setback areas around the perimeter of buildings and parking areas.
- Landscaping shall be provided within parking areas where needed to break up large expanses of parking and/or to provide additional shade, as required by the City's Zoning Code.

C. Mechanical Equipment and Service Areas

All mechanical equipment, whether on rooftops or at ground level and service areas shall be adequately screened from view.²

- Mechanical equipment, conduit, utility equipment, HVAC units and trash disposal areas, visible from a public right-of-way or common area, shall be screened from view.
- Where conduit or equipment cannot be screened without disrupting or covering other important features of the building, these shall be painted to match the adjacent surface to reduce their visibility as much as possible.
- Trash areas, storage, and service areas shall be screened from public view with a wall or fence and landscaping. Trash enclosure shall be designed and located, so as not to be visible from adjacent streets or properties.



D. Use of Public Right-of-Way

Merchandise, whether for sale or rent, shall not be placed on display upon the public right-of-way except by special permit and approval of the City Council.

6.5.2 Sign Standards

The following standards address the number, location, size, and types of allowable signs applicable to all uses throughout the Planning Area, except within the C/O/R zone. Within the C/O/R zone, the PUD process may establish a specific signage program unique to the area. Additional signage standards, included in Chapter 18.4454 of the Suisun City Zoning Code also apply, except where in conflict with the more restrictive standards of this Specific Plan. Where this section is silent, the standards of the Zoning Code shall apply.

A. Type and Placement

1. Signage should be designed to directly relate to the exterior design of the building. Signage should not cover important features or cross transitions between features. Signage should be at the first floor level, should not project above the cornice or fascia line, and should be primarily oriented to the pedestrian. However, painted lettering on second story windows, to identify separate uses located there, is appropriate.
2. Signs should generally be flush with the facade and not protrude more than eight (8) inches from the wall. Projecting signs may be considered when the sign does not conflict with the building's exterior design.
3. Under canopy signs and signage painted on canvas awnings are permitted. Symbolic three-dimensional signs, such as barber poles, are encouraged. Moving and rotating signs are permitted.
4. Freestanding signs are not allowed, except to identify a specific development, district, or multiple-business complex. One permanent directory or freestanding master identification sign, not to exceed twenty-five (25) square feet per sign face, is allowed at each main entrance to a public street.
5. A projecting sign or shingle sign may be permitted to be placed on a building frontage only if all of the following Standards are met:
 - a. The sign is historically accurate or appropriate for the building.
 - b. The sign does not impair the visibility of adjacent signs.
 - c. The size, location, and materials of the sign are compatible with the building and conform to the requirements of this section.

6. The height of the sign does not extend above the cornice line of a one story building or the sill of a second floor window.
7. A permanent sign is limited to the name and graphic logo of the business, the type of service rendered, the principal brand names or classification of merchandise for sale, and street address. Brand names may occupy not more than twenty-five percent (25%) of the allowable sign area, except for storefront window signs.
8. Neon signs are permitted only when all of the following Standards are met.
 - a. The sign does not impair the visibility of adjacent signs.
 - b. The sign, location, and materials of the sign are compatible with the building and conform to the other requirements of this Chapter.
 - c. The sign is more appropriate than an otherwise illuminated sign.

B. Sign Area

1. A maximum area of one (1) square foot of signing may be permitted for each linear foot of a business on a primary frontage (facing a public street, public parking lot, or public space) not to exceed forty (40) square feet on any one frontage. A maximum of one-half (1/2) square foot of signing may be permitted for each linear foot of a business on a secondary frontage (facing an alley, private driveway, an adjacent building, private parking or service area) not to exceed twenty (20) square feet on any one frontage.
2. The maximum area of signing noted above shall apply to all wall, window, and projecting signs and signs painted on awnings. Further, projecting signs shall not exceed twenty (20) square feet per sign face and shall not project more than four (4) feet from the wall.
3. Each business with first floor frontage or direct sidewalk access may have a pedestrian-oriented sign attached below a canopy not exceeding three (3) square feet per sign face and with a minimum clearance of eight (8) feet above the sidewalk. Such a sign will not count as part of the maximum business sign allowance.
4. Multiple business directories may be permitted when not exceeding two (2) square feet per tenant and twenty (20) square feet total per sign face. Such a sign will not count as part of the maximum business sign allowance.

C. Materials

1. Signs should be painted and/or carved wood, wrought iron, cut out, non-reflective metal lettering such as brass, or glass



(including stained glass). Signs painted directly on plain surfaces, windows and canvas awnings are generally appropriate. Metal "can" signs are not permitted. Decorative neon identification signs may be used as an accent or design feature, but shall not dominate the general appearance of the facade.

D. Graphics

1. Graphics should be simple and bold. Lettering styles should be in keeping with the area's historic character.

E. Illumination

1. Illumination should generally be indirect such as that provided by "goose necked" light fixtures. In some instances, signs may be floodlighted or may utilize exposed incandescent light bulbs.
2. No interior - illuminated signs are permitted. Fluorescent, flashing, and intermittent illumination is not permitted.

F. Temporary Signs

1. Temporary signs pertaining to special store events or sales lasting no more than thirty (30) days may be painted or affixed to display windows provided that their total area shall not exceed twenty-five percent (25%) of the window area.
2. Banners or other promotional signs may be displayed for up to thirty (30) days; provided that the total area of all temporary signage displayed (including window signage) shall not exceed the allowed area of the permanent signage.
3. All such temporary signage shall be displayed for no more than thirty (30) days. The same or similar signage shall not be replaced within thirty (30) days after removal.

G. Illegal Construction

If the Administrator finds that any sign has been constructed or erected in violation of the provisions in effect at the time of such construction, he/she shall give written notice of such conditions to the owner of the property upon which the sign is located to remove or alter the sign so as to comply with this Chapter. Thirty (30) days after such notice, such signs may be removed or altered to comply with legal standards by the Administrator at the expense of the permittee or the owner of the property upon which the sign is located.

6.5.3 Parking Standards

Parking regulations are established to ensure adequate parking facilities are provided in order to meet the parking demand anticipated for development.

A. Minimum Parking Requirements

The minimum number of off-street parking space shall be provided for each land use, as summarized in Table 6-4. For uses not listed in the table, refer to the City Zoning Code. The parking standards in Table 6-4 apply to any new building or use, except as follows:

- For existing structures, only those off-street parking spaces required at the time of construction, addition, or substantial modification of the structure, or are present on the site at the time of adoption of this Specific Plan, are required to be maintained as off-street parking spaces. Any additional floor area to an existing structure or construction of new structures made subsequent to the effective date of this Plan shall require the provision of off-street parking as provided in Table 6.4.
- At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.

Table 6.4: Off-Street Parking Requirements

Land Use*	Minimum Number of Parking Spaces Required*
RESIDENTIAL LAND USES	
Single-Family Residential	1 covered space and 1 uncovered space per unit
Multi-family Residential**	
Studio	1 space per unit
One-Bedroom	1 space per unit
Two+ Bedrooms	1.5 space per unit (1 space should be covered)
Guest spaces	1 space per 5 units, except that on-street parking may be substituted for visitor parking where sufficient on-street parking space is provided on the street adjacent to the development.
NON-RESIDENTIAL LAND USES	
Hotel/Motel	1 space per room
Commercial or Public Use	Refer to parking requirement in the City Zoning Code, except that the minimum off-street parking spaces shall not be greater than 1 space per 300 gross square feet.

Notes:

- * At the discretion of the City, parking within the one-quarter mile radius of the Suisun City train depot may be waived.
- ** For developments containing five or more units, up to thirty-five percent (35%) of the required uncovered spaces may be compact car spaces.
- *** On-street parking spaces adjacent to the property street frontage may be used to satisfy required off-street parking requirements.



B. Parking in Commercial and Mixed Use Zones

Generally, parking required for existing and proposed new uses within most of the commercial and mixed use zones will be met by a combination of public and private on- and off-street public parking facilities, associated with specific uses and properties. Public parking is provided on Main Street, in and around the marina and Harbor Plaza. Because of the variety of uses envisioned in the Planning Area, peak demand periods will vary, allowing opportunities for shared facilities by more than one use or property.

- Required parking for all uses in existence at the date of adoption of this Specific Plan can be satisfied by existing private on site facilities and public parking on Main Street and Harbor Plaza.
- New uses established after the adoption of this Specific Plan shall be required to meet parking standards by first providing as much of the requirement on-site as possible, while still keeping with the desired character of development. Off-site parking spaces may also address this requirement, where it is demonstrated that such spaces are available during the peak demand periods for the particular use in question (see requirements for shared parking below).

C. Fees In-Lieu of Required Parking

Where a use cannot satisfy its parking requirement through either on-site or available shared parking, when available, the remaining requirement may be satisfied by payment of a fee in lieu of actual development of the required parking. Said fee is to be set by resolution of the City Council and shall be equal to the estimated cost of land acquisition and development of one off-street surface parking space. This fee will be charged for each of the required parking spaces, which cannot otherwise be provided for the proposed use.

D. Reduced Parking Requirement

An exception reducing the required parking spaces to less than the above standards may be approved by the Administrator or the Planning Commission, as the case may be, provided the following findings are made:

1. The actual parking demand for the use in question will be less than the above standards.
2. The proposed use will not generate additional long term parking -demand without expansion of the building area occupied.
3. If a new building or structure, the probable long-term occupancy, based on its design will not generate additional parking demand.

The applicant will be responsible for the collection and submittal of survey or other data sufficient for the above findings to be made. Refer to Section 7.6.5 of the Specific Plan for the procedures for exceptions.

E. Shared Parking Requirements

Parking spaces may be shared by more than one use when operations are not normally conducted during the same hours or when hours of peak use vary. Requests for the use of shared parking may be considered within the project review process as a strategy to meet required off-street parking requirements and must meet the following conditions:

1. The applicant must satisfactorily demonstrate that substantial conflict shall not exist in the principal hours or periods of peak demand for the uses for which shared spaces are proposed.
2. Parking spaces designated for shared use shall not be located further than eight hundred (800) feet from any structure or use served, unless otherwise approved.
3. A written Agreement shall be drawn to the satisfaction of the City attorney and executed by all parties concerned ensuring the continued availability of the number of stalls designated for shared use.
4. The number of existing parking stalls which may be credited against the requirements for proposed structures or uses shall not exceed the number of stalls reasonably anticipated to be available during differing hours of peak demand.
5. In determining the availability of parking spaces for shared use; peak and off-peak demand shall be calculated using the standards and methods described in the City's Zoning Code, Section 18.42.09052.040 or other approach approved by the City.
6. Total required on-site parking spaces for mixed-use developments shall be determined by computing the parking requirements for each of the above time periods. The largest total demand for the four periods shall be the required number of spaces to be provided.

F. Parking in Residential Front Yards

No portion of any front yard other than a paved driveway shall be utilized for parking or storing of any motor vehicle, recreational vehicle, boat, trailer, or camper.

G. Parking Design

Dimensions, geometrics, and landscaping of parking areas shall be as specified by the City's Zoning Code, unless otherwise specified in this section.



1. Where on-site parking is utilized it shall be provided in a location, which is least visually disruptive. The preferred location of parking lots is at the rear of the property or screened from view by the building. An alternative location would be at the side of the building. Parking shall not be sited in the setback area between the street and the building line, where such setback exists. Parking located in front of buildings, adjacent to the public right-of-way, should be screened with vegetation and/or fencing. Access drives should be located besides the building or at the rear of the building on corner lots.
2. Parking lots should be adequately landscaped within and at the perimeter, adjacent to abutting streets and buildings. Parking areas, which abut residential uses or zones, should be screened with a dense hedge and/or a fence. Lighting should be directed away from residences.

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