

APPLICABLE GENERAL PLAN POLICY

## 6

## Community Design



The element provides goals, policies, and implementation strategies to address the following design topics:

- General (Section 6.1)
- Traditional Neighborhoods (Section 6.2)
- Commercial Corridors (Section 6.3)
- Districts, Villages, and Neighborhoods (Section 6.4)
- Art in Public Places (Section 6.5)
- Public Works (Section 6.6)
- Design Review (Section 6.7)
- Implementation Measures (Section 6.8)

### Key Terms

No unique terms are used in this chapter.

## 6.1 General

The purpose of the community design element is to establish qualitative urban design goals and policies. The policies are intended to reinforce community-wide concepts depicting a framework of places, districts, corridors, and landmarks. Implementation of the goals and policies support the design review system that encourages unique quality and innovation.

Community design integrates diverse development concepts at an array of levels. From the overall City to neighborhood and districts to streetscape and structure design, the goals and policies presented in this element provide for the visual pattern of land uses and circulation. At the citywide level, these concepts differentiate between the rural outlying areas of the planning area to the central urban core of the Downtown, providing natural transition. Districts and neighborhoods follow, with models for separate, but integrated, areas of the City, each with

its own character. Finally, building and street design standards allow each area of town to insure that its unique appeal is protected.

The policies of the element cover a wide variety of topics from general city design to art. The general policies of the element provide for the overall theme of Stockton as an urban city in the midst of a rural and open space landscape, with emphasis on contrast between the city and outlying areas as well and entry into Stockton. Within the City, policies are utilized that protect the existing traditional neighborhoods, emphasize the design of unique commercial corridors, and encourage public art in both public and private development. In addition, the element focuses on the design of the streets and roadways within the city, seeking to enhance the appearance of Stockton through innovative projects. Lastly, the element provides policies and implementation programs to support design review mechanisms that guide the design concepts, such as guidelines and public review.

### CD-1

To improve the overall visual quality of the urban environment.

#### CD-1.1 Urban Design Plans

The City shall ensure that plans for districts, corridors and villages reflect citywide urban design concepts set out in the General Plan.

#### CD-1.2 Contrast Between Urban and Rural

The citywide design framework shall heighten the contrast between rural, natural, and urban areas as one enters and travels through the community.

**CD-1.3 Travel Experience**

To the extent possible, the City shall ensure that all public and private investments in Stockton's districts and villages contribute positively to the overall travel experience by automobile, rail, pedestrian and bicycle in the community.

**CD-1.4 Transition to Rural Landscapes**

Transitions between urban and rural areas at the edge of the community shall not diminish the visual quality of open space. Soundwalls and utilitarian edges of developments shall not be allowed as an interface between development and rural landscapes.

**CD-1.5 Gateways**

The City shall define a set of distinctive gateway districts that provide a sense of arrival. Gateway districts shall use a combination of streetscape, building orientation and placement, and signage to create memorable community entries.

**CD-1.6 Open Space Features**

The City shall promote community design that incorporates the open space features of Stockton's waterways, wetlands, and parks into the travel experience. This includes visual access to open space features and private and public investment that visually frames and complements natural landscapes and parks.

**CD-1.7 Rail Corridors**

The City shall work with transportation agency partners and private property owners to improve maintenance, code enforcement, screening, and landscaping of view sheds along rail transit corridors in Stockton.

**CD-1.8 Highway 99 Beautification**

The City shall work with Caltrans and private property owners to improve the visual quality of traveling on Highway 99 in Stockton by improving the maintenance of the highway ROW and adjacent properties, code enforcement, reducing the number of billboards, encouraging new investment on visible sites, landscaping, and screening industrial uses.

**6.2 Traditional Neighborhoods**

Goal CD-2 provides the framework for the protection of Stockton's authentic landmarks and rich historical assets. As a new goal to the General Plan, policies stress the importance of Stockton's assets to sustaining the identity and sense of place within existing communities. New development should be compatible with the existing scale and design of surrounding uses with historical features being preserved and incorporated, as appropriate.

**CD-2**

To protect historic and authentic qualities of Stockton's traditional neighborhoods and historic districts.

**CD-2.1 Protect and Enhance Cultural Resources**

To the extent possible, the City shall ensure that new public and private investment protects and enhances Stockton's existing cultural resources, traditional neighborhoods, and historic districts.

**CD-2.2 New Infrastructure**

The City shall require that new infrastructure investment respect the image and character of historic neighborhoods and districts. Landscape, original roadways, sidewalks and other public realm features in historic neighborhoods shall be restored or repaired where ever possible.

**CD-2.3 Incorporate Historic Features**

The City shall require new development in districts and villages to incorporate historic and natural features in site and development planning. Rural, agrarian houses and structures of local or historical significance should be preserved and featured in site plans.



**CD-2.4 Respect Historic Neighborhood Patterns**

The City shall ensure that infill development respects existing historic structures, block and lot patterns, and landscapes. Infill development shall be of compatible scale and character.

**6.3 Commercial Corridors**

From its earliest years, Stockton has always enjoyed a definitive advantage due to its accessibility by riverboat, railroad, streetcar, and automobile. Goal CD-3 builds upon this “access advantage” through improvement of Stockton’s overall travel experience. New policies to the General Plan include the promotion and implementation of reinvestment projects within Stockton’s older and underutilized commercial corridors through the use of design objectives, signage, and innovative site planning techniques.

**CD-3** To improve the image of Stockton’s existing strip districts and corridors.

**CD-3.1 Implementation of Design Objectives**

The City shall require that renovated and new development contributes to the implementation of the General Plan’s community design objectives and concepts for commercial corridors and districts.

**CD-3.2 Each Project Contributes**

The City shall require that renovated and new commercial and commercial centers be designed to implement gateways, public spaces and streets, streetscapes, interconnected system of pedestrian ways, or other design features.

**CD-3.3 Site Planning**

The City shall require that renovated and new commercial buildings and centers be planned and designed so that the location and shape of buildings contribute to the corridor’s identity and urban design concepts. This includes the orientation of buildings, composition of roof forms, and architectural treatments.

**CD-3.4 Enhanced Frontage**

The City shall require that the frontage of commercial roadways and connecting side streets be enhanced by the design of commercial buildings and centers. They shall improve pedestrian comfort, streetscape image, and building edge continuity.

**CD-3.5 Parking and Setbacks**

The City shall require that building and parking setbacks be designed as an extension of the urban design concept for the corridor and adjacent neighborhoods. This includes the depth, edge treatment, pedestrian facilities and landscaping of setback areas.

**CD-3.6 Support District Open Space Concepts**

The City shall require that renovated and new projects support urban design concepts with open spaces that create gateways, act as collectors for pedestrian systems, or provide a social focal point for a project and the surrounding community and corridor.

**CD-3.7 Signage**

The City shall require that renovated and new commercial buildings and centers have signage and graphic identity concepts that support both project and commercial corridor design objectives.

**APPLICABLE DESIGN GUIDELINES**

- Additions and exterior remodeling of existing commercial development throughout the City.

## GENERAL DESIGN OBJECTIVES

### 4.01.030

The general commercial design guidelines are based on a variety of specific objectives that establish the basis for the guidelines. The design guidelines in this section are intended to implement the following objectives:

- **Quality Development** – Achieve a high level of quality development by ensuring that development fits within the context of its surroundings, does not negatively impact adjacent uses, provides superior architectural detailing, incorporates appropriate high quality, durable materials, includes significant landscape improvements, and achieves an efficient/aesthetic arrangement of onsite facilities.
- **Consistent Development Pattern** – Maintain a strong sense of continuity along street frontages to strengthen the visual image of commercial corridors.
- **Compatibility With Surrounding Uses** – Ensure that new development (including redevelopment and remodeling) complements surrounding uses and does not create negative impacts for such uses. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties, streets, and freeways.
- **Functional Site Arrangement** – Ensure that the arrangement of onsite facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
- **Safe/Convenient Circulation and Parking** – Provide safe, convenient, and efficient vehicular access, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
- **Architectural Character** – Maintain a high level of architectural design through appropriate detailing, use of quality/durable materials, and the avoidance of blank, uninteresting wall planes. Provide high quality and visually interesting roof designs consistent with the overall design of the building and surrounding quality development.
- **Landscape Emphasis** – Encourage the extensive use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures, parking areas, etc.).

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Depending on the requirements of the Development Code and the existing development on adjacent parcels, new infill projects will be expected to follow one of the development patterns described in the following examples in conjunction with the appropriate general design guidelines in this section. To determine which development pattern is the appropriate one to follow, the existing development pattern that occurs on both sides of the street within the block where the project is proposed should be closely observed. From this observation it should be determined which of the four development patterns (i.e., Examples A through D) is most common (occurs most frequently). That is the development pattern that should be followed for the new project, except where the existing development pattern is one that is a poor example and is not appropriate for the area.

If several different development patterns exist and it is difficult to determine which example is the appropriate one to use, the example that creates the most pedestrian friendly environment will usually be the one that is preferred, and should be selected. That is, of the available alternatives, select the development pattern that would place the buildings closest to the street. An exception would be if a particular use suggests a different development pattern and the use of the alternative pattern would not have a negative effect on the general character of the surrounding area.

In a situation where there is no surrounding development from which to determine the existing development pattern, use the design guidelines in Section 4.02 for special commercial uses in conjunction with the appropriate general design guidelines in this section and the requirements of the Development Code.



**Example A: Street Adjacent Buildings - Pedestrian Orientation**

In this example, buildings are located immediately behind the public sidewalk with no parking between the street edge and the building.



*Provide corner "cut-offs" for buildings on prominent intersections.*

*Place ground level front elevation of the building on the front property line and at the sidewalk edge to maintain the continuity of the "street wall."*

*Avoid setbacks from the sidewalk edge.*

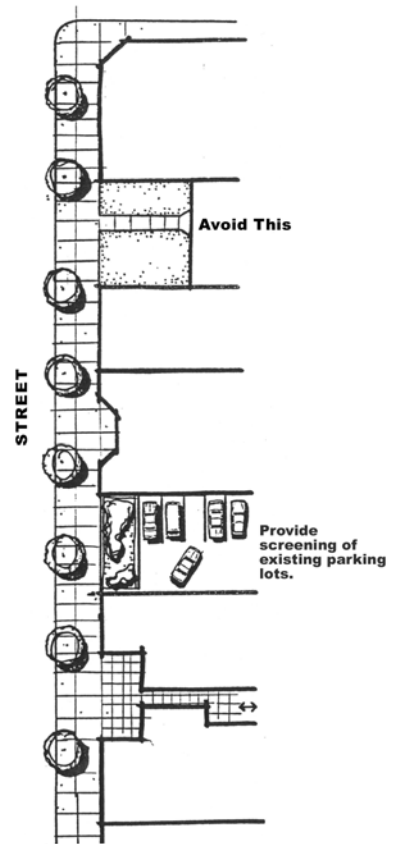
*Create continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings.*

*Avoid parking lots that interrupt a continuous street wall of building frontages.*

*Avoid blank walls and other "dead spaces at the ground level.*

*Create pedestrian paseos to parking lots at the rear of buildings.*

*Use building indentations to create small pedestrian plazas along the street wall.*



7. Trees should be selected for their ability to provide a full canopy cover within five years of planting.
8. When industrial/warehouse uses are located adjacent to less intense uses (e.g., residential or retail commercial), additional landscaping in conjunction with appropriate decorative walls and setbacks should be provided to mitigate potential adverse impacts.



*Landscaping should be used to screen outdoor storage, loading/delivery and equipment areas.*

9. The front, public portions of buildings should be separated from parking areas by landscaping and walkways.

## PARKING AND CIRCULATION

5.02.090

### Issues

Onsite parking and circulation often occupy one-half of the site of a commercial project and are highly visible. Their role in the overall design of the site is critical in the development of a safe, efficient project design. The main issues related to parking and circulation include:

- Ensuring that parking and circulation (including access to the site) is laid out in a straightforward, efficient manner that is safe and easy for motorists to understand.
- Ensuring that parking lots do not visually dominate views of the project site and that they are designed, screened, and landscaped to be as aesthetically pleasing as possible.



*Trash enclosure areas should be appropriately screened with architectural elements and landscaping.*

## **ARCHITECTURAL FORM/DETAILING**

4.01.050

### **Issues**

The architectural design of a structure must consider many variables from the functional use of the building, to its aesthetic design, to its “fit” within the context of existing development. The main issues related to architectural design include:

- Ensuring that the mass and scale of the building fits within the context of surrounding development and does not sharply contrast with or dominate other development in the area.
- Ensuring that the building is well designed by including the appropriate level of design detail on all facades, avoiding blank/uninteresting facades, and providing for the proper screening of equipment and trash enclosure areas.

### **Objectives Supported**

- Architectural character
- Quality development
- Consistent development pattern
- Compatibility with surrounding uses

## Objectives Supported

- Quality development
- Compatibility with surrounding uses
- Functional site arrangement
- Safe/convenient circulation and parking
- Architectural character

### A. Site Organization

1. The visual character along the street frontage should be the building, not parking lots or the drive-through aisle.
2. Drive-through aisles should be located in the rear of the building away from the street frontage whenever possible. If the drive-through aisle is located between the building and the street, dense landscaping and landscaped berms should be provided to screen the drive-through aisle from view from the street.
3. The main structure should be located to maximize the distance for vehicle queuing while screening the drive-through operations.
4. When adjacent to residential uses, loading/unloading areas and storage areas should be located as far as possible from residential properties.

### B. Building Design

1. All building elevations should receive the same level of architectural detailing.
2. Buildings should incorporate roof designs with built-in equipment wells or other built-in screening methods, so that screening devices do not appear added-on.
3. If the drive-through facility is a pad building within a shopping center, the architecture should relate to and be compatible with the design of the center. The only feature that identifies the franchise should be the company's logo and signs.



*Without architectural variations buildings appear flat, larger, and “box like”.*



*Use a variety of architectural elements to create visual interest and reinforce pedestrian scale.*

## B. Building Facades

1. Design details should be continued or repeated upon all elevations of a building. Details on side and rear views of a building should not be forgotten because of their orientation away from the public right-of-way.
2. Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances are encouraged.
3. Long, blank, unarticulated street-facing facades are strongly discouraged. Facades should be "broken" by vertical and horizontal variations in wall and roof planes, building projections, door and window bays, arcades, and similar elements/techniques.



*Storefronts should be identified by vertical and horizontal architectural elements.*

## C. Storefronts

1. Storefronts should be predominantly comprised of transparent surfaces (windows). Storefronts with blank or solid (wall) areas degrade the quality of the pedestrian environment and severely limit visual interest.
2. The use of clear glass (at least 80% light transmission) on the first floor is strongly encouraged. Dark tinted glass and mirror-like films are strongly discouraged.
3. Storefront windows should be large and a minimum of 24 inches off the ground (bulkhead height). The maximum bulkhead height should be approximately 40 inches.
4. Storefront entries should promote a sense of entry into the structure as well as provide a sense of shelter by incorporating elements such as overhangs, canopies, awnings, and recesses.
5. The use of scissor-type security grilles is prohibited since they communicate a message of high crime and cannot be integrated visually into the design of a building.
6. If security grilles are necessary, they should be placed inside the building behind the window display area at a minimum distance of 2 feet behind the window. If this is not physically possible, grilles can be recessed into pockets in the storefront that completely conceal the grilles when they are retracted.

APPLICABLE DEVELOPMENT CODE

## **Chapter 16.120 DESIGN REVIEW**

### **16.120.010 Purpose of chapter.**

The purpose of this chapter is to establish procedures for the discretionary and nondiscretionary design review of development throughout the City in order to encourage development that is compatible and harmonious with the design and use of surrounding properties and with the City in general. In order to ensure that development in Stockton meets or exceeds the City's expectation of high quality, this design review process has been established to:

- A. Promote the orderly development of the City as provided for in the goals, objectives, and policies of the General Plan.
- B. Preserve and enhance the existing unique character of the City.
- C. Ensure that new or modified development contributes to the positive image of the City by being aesthetically pleasing and functionally organized.
- D. Protect and enhance property values by ensuring that development fits properly within the context of its surroundings and does not negatively impact adjacent uses.
- E. Promote the preservation of the character and architecture of existing neighborhoods, particularly through design review districts.
- F. Provide certainty to the development review process by clearly stating the City's expectations, thereby reducing guesswork and reducing development time and costs.
- G. Encourage individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- H. Ensure high quality development without causing unnecessarily high development costs.
- I. Communicate the desired qualities and characteristics of development which are intended to promote quality design that is sensitive to its neighborhood context, compatible with adjacent land uses and structures, and consistent with the General Plan. (Prior code § 16-515.010)

### **16.120.020 Applicability.**

A. **Types of Projects.** The following list identifies the types of projects that are subject to the City's design review process.

#### **1. Residential Development.**

- a. New single-family tract development in a subdivision of five (5) or more parcels. (These projects are subject to the design standards located in Section 3.01 (Single-Family Design Standards for New Tract Development) of the Citywide Design Guidelines Manual.)
- b. New single-family infill projects located within special districts. (See Section 3.02 of the Citywide Design Guidelines Manual (Single-Family Residential Design Guidelines for Special Districts) for a list of, and a map illustrating, the special districts.)
- c. Additions and exterior remodeling of single-family dwellings located within special districts visible from the public right-of-way.
- d. New multifamily developments containing two (2) or more dwelling units.



- e. Additions and exterior remodeling of existing multifamily projects.
  - f. Accessory structures in special districts or as part of a multifamily project greater than 120 square feet that are visible from the public right-of-way.
2. **Commercial Development.**
- a. New commercial development throughout the City, including special commercial districts (e.g., Downtown; Miracle Mile, or Channel area) and freeway corridors.
  - b. Additions and exterior remodeling of existing commercial development throughout the City that is visible from a public right-of-way or an internal circulation route.
  - c. Accessory structures visible from a public right-of-way or an internal circulation route.
3. **Business Park and Industrial Development.**
- a. New business park and light industrial development throughout the City.
  - b. Additions and exterior remodeling of existing business park and industrial development throughout the City that is visible from a public right-of-way or an internal circulation route.
  - c. Accessory structures visible from a public right-of-way or an internal circulation route.
4. **Signs.**
- a. New on-site signs throughout the City.
  - b. New off-site signs throughout the City.

**B. Use of Design Guidelines.**

1. **Adopted Design Guidelines.** The Review Authority shall refer to the City of Stockton Citywide Design Guidelines (Guidelines) and other design guidelines that have been adopted by the Council in order to provide guidance to applicants seeking to comply with the requirements of this chapter.
2. **To Be Used by Property Owners and Design Professionals.** The design guidelines are to be used by property owners, architects, designers, developers, and landscape architects in the planning and design of projects in the City.
3. **To Be Used as Review Criteria.** The design guidelines are to be used by City staff, the Director, Architectural Review Committee (“ARC”), Cultural Heritage Board, Redevelopment Commission, Commission, and Council as adopted criteria for the review of development proposals subject to the requirements of this chapter. (Ord. 002-06 C.S. § 1; prior code § 16-515.020)

**16.120.030 Exemptions.**

The following types of projects are exempt from the design review process and are not required to comply with the design guidelines. However, it is strongly recommended that applicants with exempt projects

refer to the design guidelines and follow them to the degree feasible to help ensure well-designed projects.

- A. New single-family dwellings and additions to or remodeling of existing single-family dwellings not located within a special district or in a new subdivision of five (5) or more parcels.
- B. Additions to or remodeling of existing commercial structures when the improvements are not visible from a public right-of-way or an internal circulation route.
- C. Additions to or remodeling of existing business park and industrial structures when the improvements are not visible from a public right-of-way or an internal circulation route.
- D. Accessory structures not visible from a public right-of-way or an internal circulation route.
- E. Interior improvements.
- F. Temporary structures as defined in Division 8 (Glossary).
- G. Routine maintenance of landscaping, signs, and structures. (Prior code § 16-515.030)

#### **16.120.040 Applicable Review Authority.**

A. **Nondiscretionary Projects.** The Director shall be the applicable Review Authority for all nondiscretionary projects, based on the recommendation of the ARC.

#### **B. Discretionary Projects.**

1. **Council.** The Council shall be the applicable Review Authority for all discretionary projects authorized by this Development Code for review by the Council, or appealed to the Council in compliance with Chapter 16.100 (Appeals).
2. **Commission.** The Commission shall be the applicable Review Authority for all discretionary projects authorized by this Development Code for review by the Commission, or appealed to the Commission in compliance with Chapter 16.100 (Appeals).
3. **Redevelopment Commission/Agency.**
  - a. The Redevelopment Commission shall be the applicable Review Authority for all discretionary projects authorized by the Municipal Code for review by the Redevelopment Commission.
  - b. The Redevelopment Agency shall be the applicable Review Authority for all discretionary projects authorized by the Municipal Code for review by the Redevelopment Agency.
4. **Director.** The Director, based on the recommendation of the ARC, shall be the applicable Design Review Authority for:
  - a. All certificates of appropriateness authorized by the Development Code, based on the recommendation of the Cultural Heritage Board; and
  - b. All discretionary projects authorized by this Development Code for review by the Director.

(Ord. 015-09 C.S., eff. 12-3-09; Ord. 023-07 C.S. § 108; Ord. 002-06 C.S. § 1; prior code § 16-515.040)

**16.120.050 Application filing, processing, and review procedures.**

**A. Optional Preliminary Design Review.** The option of a preliminary design review is strongly encouraged and may be requested by applicants before the formal submittal of an application. This is an informal review by the Director or ARC in order to provide direction/guidance to project proponents before preparation of detailed designs/plans for formal application submittal.

**B. Application.** The application shall be prepared in compliance with the Department handout for design review, filed with the Department, and accompanied by the fee required by the Council's fee resolution.

**C. Initial Review.** Each application shall be reviewed by the Director to ensure that the application is consistent with this Development Code, the City of Stockton Citywide Design Guidelines (Guidelines), other design guidelines that may be adopted by the City, and the purpose and intent of this chapter.

**D. Procedures.****1. Review.**

a. **Nondiscretionary Permits (Building Permit/Allowed Uses).** For projects that do not require any type of discretionary approval, the applicant shall submit design review plans before building permit submittal. The ARC shall review the submitted plans for compliance with the Guidelines, other design guidelines that may be adopted by the City, and/or applicable Development Code standards, and make recommendations and supporting findings in compliance with subsection (D)(2). Following the ARC's review of the plans, the Director shall prepare and transmit a list of the ARC's findings and recommendations to the applicant in a timely manner, noting that a request for reconsideration may be submitted, where applicable.

b. **Discretionary Permit/Entitlement.** For projects that require a discretionary approval of a development application (e.g., use permit, variance, land development permit, planned development permit, etc.), the applicant shall submit design review plans for the proposed project at the same time as the discretionary application is submitted to the Department. The Director shall review the project for compliance with the land use and development regulations contained in this Development Code. The ARC shall review the overall design of the project for compliance with the Guidelines and other design guidelines that may be adopted by the City. In reviewing the design of the project, the ARC shall use the guidelines as a reference, and make recommendations and supporting findings in compliance with subsection (D)(2). Following the ARC's review of the plans, the Director shall prepare and transmit a list of the ARC's findings and recommendations to the applicant in a timely manner, noting that a request for reconsideration may be submitted and/or that the Planning Commission is the final Design Review Authority, where applicable.

**2. List of Recommendations.**

a. The list of findings and recommendations shall be forwarded:

i. To the applicant within 30 working days from the date the application is deemed complete by the Director.

- ii. To the applicable Review Authority for consideration simultaneously with any accompanying discretionary permit/entitlement application.
  - b. Where the recommendations would substantially alter a proposed development, the applicant may submit revised plans with a request for reconsideration by the ARC.
3. **Resubmittals.** Following a redesign of, or changes to, a project, the applicant shall resubmit an application for review and recommendation by the ARC. If a recommendation has not been reached by the ARC after two (2) reviews, the project shall be referred directly to the Director for a decision.
4. **Determination.** Following submittal of the list of recommendations to the applicant and the submittal of any revisions and request for reconsideration, if applicable, the Review Authority shall review the design of the project in compliance with the list of recommendations in subsection (D)(2), and:
- a. **Nondiscretionary Permits.** Make a consistency determination.
  - b. **Discretionary Permit/Entitlement.**
    - i. **Director.** If the final Design Review Authority is the Director, the Director shall make a consistency determination.
    - ii. **Other Review Authorities.** If the Director is not the final Design Review Authority, the Director shall make a written recommendation to the Review Authority and the Design Review plans shall be considered with the application(s) by the applicable Review Authority identified in Table 4-1 (Review Authority). Following review of the design review plans, the Review Authority shall make a consistency determination.
- E. **On-Site Review.** The review may include on-site inspection of the subject parcel, if deemed necessary by the ARC or the Director. (Ord. 015-09 C.S., eff. 12-3-09; Ord. 002-06 C.S. § 1; prior code § 16-515.050)

### 16.120.060 Findings.

The Review Authority shall determine whether a project adequately meets adopted City standards and the Guidelines, based upon consistency with the following findings:

- A. The proposed development is consistent with all applicable provisions of this Development Code and other applicable City ordinances;
- B. The general design considerations, including the character, quality, and scale of design are consistent with the purpose/intent of this chapter and the Guidelines and other design guidelines that may be adopted by the City;
- C. The architectural design of structures and their materials and colors are visually compatible with surrounding development. Design elements (e.g., awnings, exterior lighting, screening of equipment, signs, etc.) have been incorporated into the project to further ensure its compatibility with the character and uses of adjacent development, and/or between the different types of uses in a mixed use development;

D. The location and configuration of structures are compatible with their sites and with surrounding sites and structures and do not unnecessarily block views from other structures or dominate their surroundings;

E. The general landscape design, including the color, coverage, location, size, texture, and type of plant materials, provisions for irrigation, planned maintenance, and protection of landscape elements have been considered to ensure visual relief, to complement structures, and to provide an attractive environment;

F. The design and layout of the proposed project will not interfere with the use and enjoyment of neighboring existing or future development and will not result in vehicular or pedestrian hazards;

G. The building design and related site plans, including on-site parking and loading, has been designed and integrated to ensure the intended use will best serve the potential users or patrons of the site; and

H. Special requirements or standards have been adequately incorporated, when applicable, into the building and/or site design (e.g., American Disabilities Act regulations, historic preservation, mitigation measures, open space, utilities, etc.). (Prior code § 16-515.060)

#### **16.120.070 Conformance to plans.**

All work performed under a building permit for which drawings and plans have been approved under the procedures and requirements of this chapter shall conform to the approved drawings and plans. The signed and/or stamped plans shall be submitted before, or at the same time as, the building permit application. (Prior code § 16-515.070)

#### **16.120.080 Post issuance procedures.**

Unless otherwise stated below, the requirements for use of property; owner responsibility; issuance of a business license, building permit, or certificate of occupancy; maintenance; and performance guarantees of the project following issuance of a design review approval shall be in compliance with Chapter 16.92 (Implementation Procedures, Conditions, and Requirements). In addition, the following procedures shall apply, as applicable, after issuance of a design review:

**A. Appeal.** The decision of the Review Authority may be appealed in compliance with Chapter 16.100 (Appeals). The decision of the ARC may be appealed to the Commission, following a request for reconsideration, and the decision of the Commission may be appealed to the Council.

**B. Effective Date.** A design review approval shall be effective on the date the signed and/or stamped plans are issued by the Director.

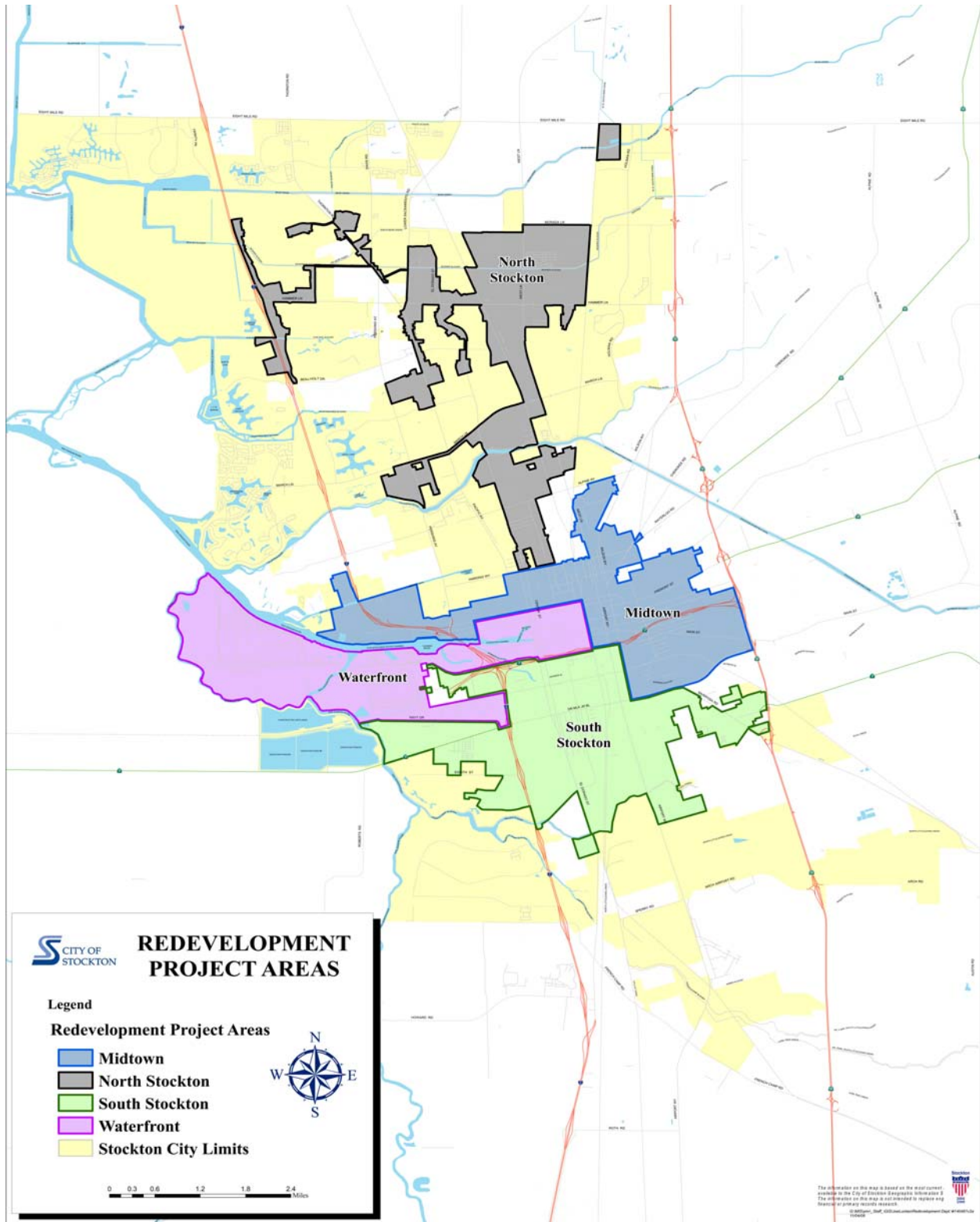
**C. Changes to a Design Review Approval.** Changes to the project shall be in compliance with Chapter 16.104 (Changes to an Approved Project).

**D. Expiration/Extension.** The design review approval shall become void unless the required building permit is submitted within 12 months of the design review being issued. An extension may be requested; however, any extension shall be in compliance with the requirements of this

APPLICABLE  
WATERFRONT MERGER REDEVELOPMENT PLAN

**STOCKTON REDEVELOPMENT AGENCY  
DRAFT IMPELEMENTATION PLAN FOR THE MIDTOWN MERGED PROJECT AREA**

**APPENDIX B-2: STOCKTON REDEVELOPMENT AGENCY  
PROJECT AREAS MAP**



## REDEVELOPMENT PLAN GOALS

5. The promotion of pedestrian-oriented uses and spaces, and the improvement of safe and convenient pedestrian circulation.
6. The development of a harmonious unified streetscape in commercial areas, including lighting, signage, street trees and furniture, and other design elements, consistent with the applicable design guidelines and standards.
8. The improvement of pedestrian and bicycle circulation between neighborhoods and commercial districts.
17. The enhancement of viable commercial districts, including the attraction and retention of neighborhood serving commercial facilities (such as grocery stores and convenience goods and services stores).