Chapter 5

INFILL DESIGN GUIDANCE AND DEVELOPMENT CONCEPTS

About this Chapter

This chapter is organized into two sections. The first provides **Design Guidance** that can help create more successful infill development projects. This guidance in the form of design guidelines promote high-quality development, encourage reinvestment and business retention, and enhance and complement existing neighborhoods. These guidelines are not to create another layer of regulatory barrier, but instead help guide design solutions to overcome common issues faced by infill development. The second section identifies infill opportunity sites in each of the cities and viable **Development Concepts** for these sites. The development concepts demonstrate how to deal with specific design challenges along the corridor, illustrate what future development along the Corridor could look like, and illustrate the application of the infill design guidelines discussed in the first section of this chapter.

INFILL DESIGN GUIDANCE

PURPOSE AND INTENT

The purpose of the following Design Guidelines (Guidelines) is to demonstrate how infill development can address specific design challenges (as described in Chapter 2) that exist along the SR 108 Corridor (henceforth: the Corridor). The guidance in this chapter is consistent the policies of each of the cities' General Plans, their development standards, and their design guidelines and focuses on catalyzing future reinvestment and infill development through high-quality development, interesting architectural and landscape details, and appropriately scaled public art/amenities, while also complementing existing adjacent neighborhoods.

Each of the three cities has existing design guidelines for different land uses, such as residential, commercial, and industrial. Table 5-1 lists specific existing documents that should be referenced, as relevant. Existing guidelines establish the general direction for built environment and streetscape that help to establish a "sense of place[1]" and promote the quality of life in the three cities.

Table 5-1
Existing Guidance Related to Site and Building Design

Existing Guidance Documents	Relevant Chapters/Sections for SR 108 Corridor	Link to Document
City of Modesto		
Neighborhood Compatibility Guidelines	Guidelines for Privacy, Scale, Massing, Solar Access, and Architectural Consistency.	http://bit.ly/1oXEMhy (accessed: May 16, 2014)
Multi-family Residential Design Guidelines	Guidelines for Site Planning, Circulation and Parking, Building Design, Landscaping, Miscellaneous Site Elements, and Safety.	http://bit.ly/1lJ9M3X (accessed: May 16, 2014)
Commercial and Industrial Design Guidelines	Chapter 2.4 Guidelines for Stand-Alone/Infill Development; Chapter 2.5 Design Guidelines for Downtown and Other Pedestrian-Oriented Areas; and Chapter 2.6 Guidelines for Specific Commercial Uses.	http://bit.ly/S08SpD (accessed: May 16, 2014)

[1] "Sense of place" is a term coined by modern urbanism to define places that are complex, organic and distinct in nature, compared to much of the post-World War American landscape where every place started looking and feeling the same due to similar architectural and landscape components, such as big-box strip malls fronted by large parking areas that have dominated the auto-centric communities, especially along highways, such as SR 108.

Table 5-1
Existing Guidance Related to Site and Building Design

Existing Guidance Documents	Relevant Chapters/Sections for SR 108 Corridor	Link to Document
City of Riverbank		
Downtown Specific Plan	Chapter 2 Community Vision (Revitalization Strategies); and Chapter 3 Regulating Code.	http://bit.ly/1hRFyrp (accessed: May 16, 2014)
Model Standards and Specifications for Low Impact Development Practices	Chapter 2 Site Assessment; and Chapter 3 Stormwater BMP Design Fact Sheets	http://bit.ly/1lwFVZK (accessed: May 16, 2014)
Economic Development Strategic Plan	Goals and polices guiding the type of redevelopment envisioned for the City.	http://bit.ly/1lwFSgF (accessed: May 16, 2014)
City of Oakdale		
Multiple-Family Residential Design Expectations	Chapter on Infill: Building Placement and Design.	http://bit.ly/QQOfLr (accessed: May 16, 2014)
Single-Family Residential Design Expectations	Chapter on Building Placement and Orientation.	http://bit.ly/1nSkj04 (accessed: May 16, 2014)

Source: AECOM, 2014

The intent of the Guidelines is to offer market-appropriate design solutions to challenges relate to land use interfaces, revitalization of existing neighborhoods, and maximizing development potential that exist along the Corridor. The Guidelines presented in this Plan do not represent an additional layer of regulatory requirements, but strategic recommendations to address common design challenges, while increasing the viability of infill development. With this in mind, the Guidelines below are organized under the following topic areas:

1. Commercial/ Residential Interface
2. Access and Connectivity
3. Loading and Screening
4. Transportation Noise
5. Revitalization of Existing Neighborhoods
6. Drainage Costs Savings
7. Parking and Development Yield

APPLICABILITY

These Guidelines could help to facilitate both new development and renovation projects. The Guidelines apply to developments adjacent to the Corridor, but are developed to complement the right-of-way recommendations addressed in Chapter 4 of this Plan.

How to Use the Guidelines

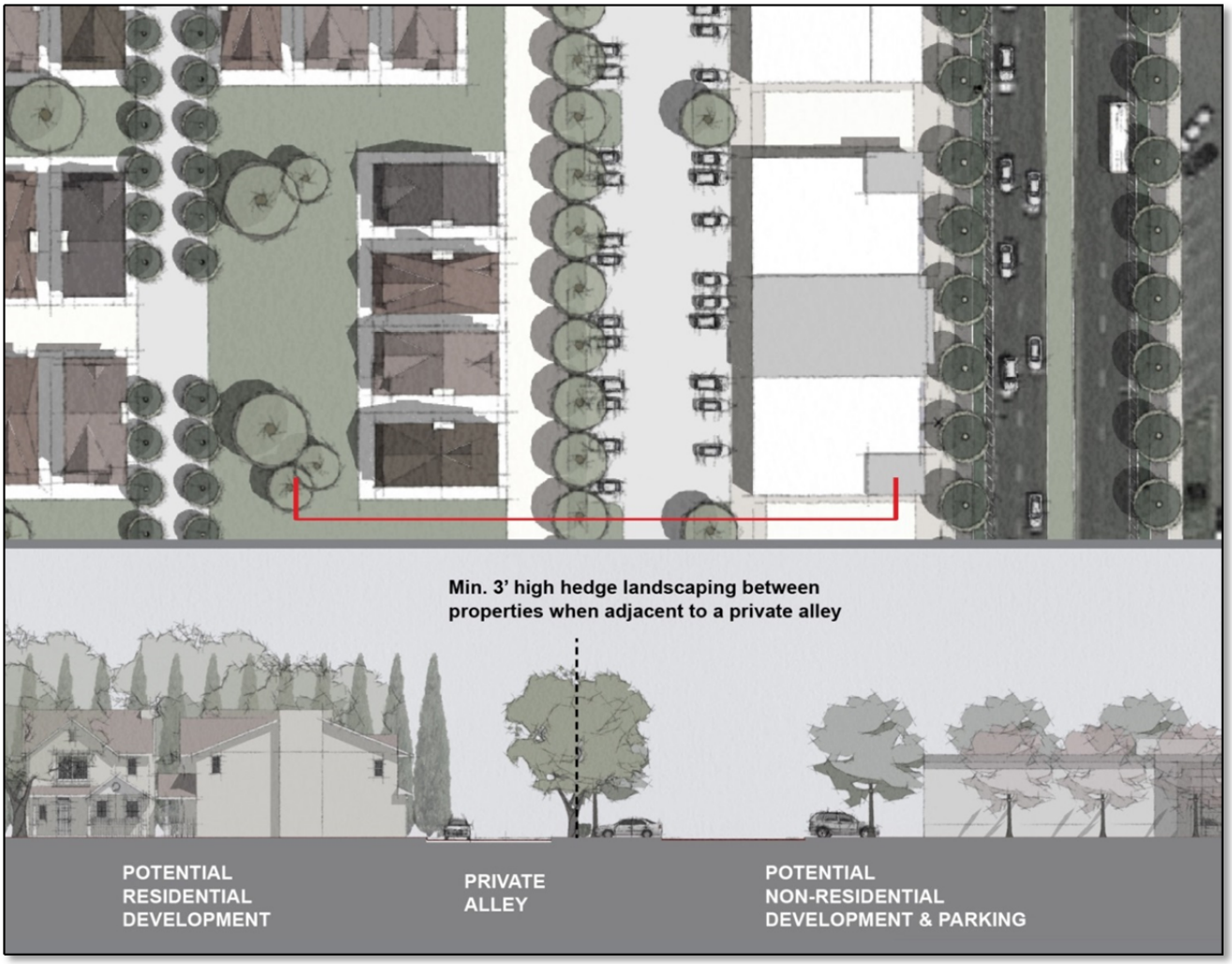
The Guidelines provide desired and highly recommended approaches for new development and major renovation projects (over 5,000 square feet) along the Corridor, while ensuring high-quality community character and living standards, as envisioned by this Plan. The Guidelines are supported with characteristic images of recommended design approaches.

Guidelines

Rationale: Corridor revitalization strategies have broader implications for existing communities. Development of smaller parcels cannot benefit from the economies of scale that larger new developments enjoy. Infill parcels may also be oddly shaped, narrow, or shallow, or have challenging access to roadways, and generally require site plans designed to work within these limitations. Furthermore, open space, parking, and other requirements can add to the cost and reduce the development yield, making infill development even less viable. Therefore, context-sensitive design and reinvestment along key multi-modal corridors, such as SR 108, can help to uplift adjacent existing neighborhoods by bringing in new public amenities and high-quality construction to enhance the overall neighborhood appearance. Also, streetscape enhancements that promote multi-modal transportation also help to increase neighborhood safety.

Commercial/Residential Interface

- Where possible, use high-density or medium-density housing types (such as apartments, townhomes, duplex, and triplex buildings) to help development intensity transition between commercial uses along the Highway and existing single-family residential neighborhoods. See Figure 5-1.



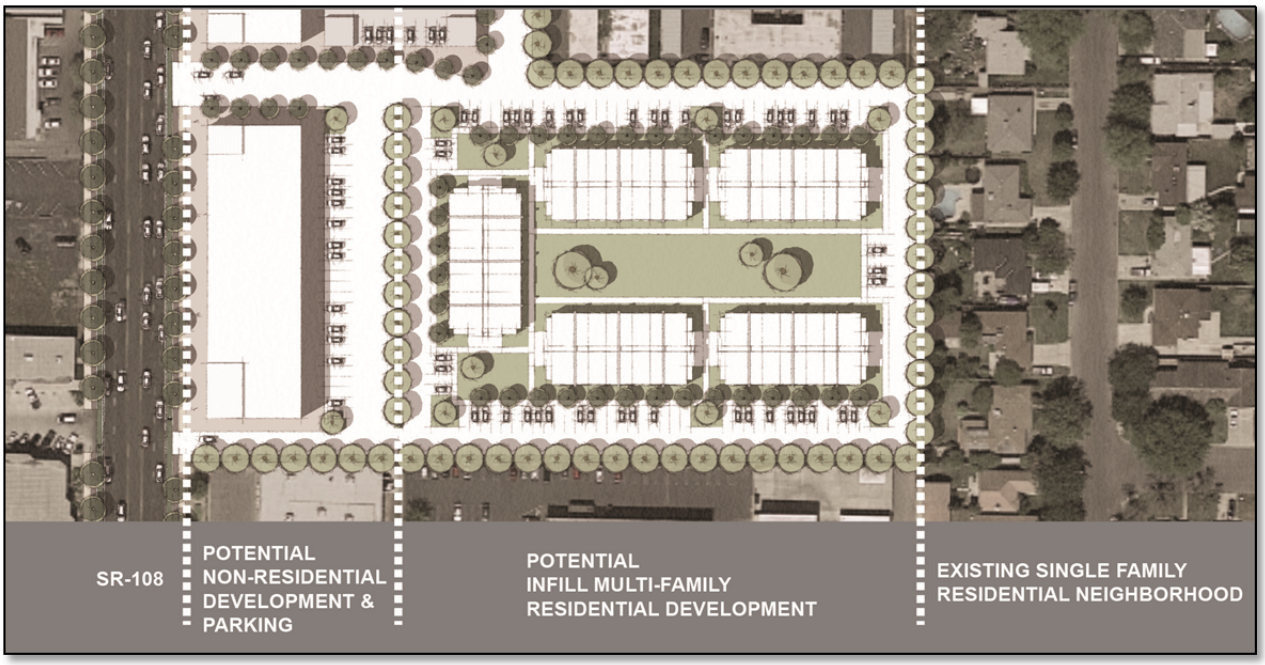


Figure 5-1: Conceptual layout showing how higher density/intensity land use can be carefully designed and sited to complement existing low-density residential neighborhoods.

- Between commercial and residential properties, maximize use of landscaping treatments (for example, large trees along the property fence) to create a more visually pleasing separation and screening of commercial loading areas and residential uses.

- Site design should provide landscape or other features to screen vehicle headlights from parked cars or loading trucks at the infill property from adjoining residences, resident amenities (such as neighborhood parks, open space) and residential streets.

- Buildings on the infill site should be gradually steeped down to complement existing adjacent residential or commercial buildings. See Figure 5-3.

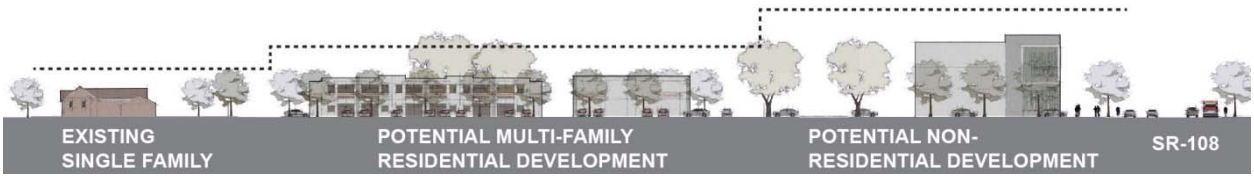


Figure 5-3: Buildings shown gradually stepping down to complement existing neighborhood.

Access and Connectivity

- To maximize the potential for access and connectivity with adjacent properties –
    - Encourage shared parking, where possible.
    - Encourage shared service areas, where possible.
    - Limit curb cuts by using shared vehicular access between with adjacent properties, where feasible. See Figure 5-4.

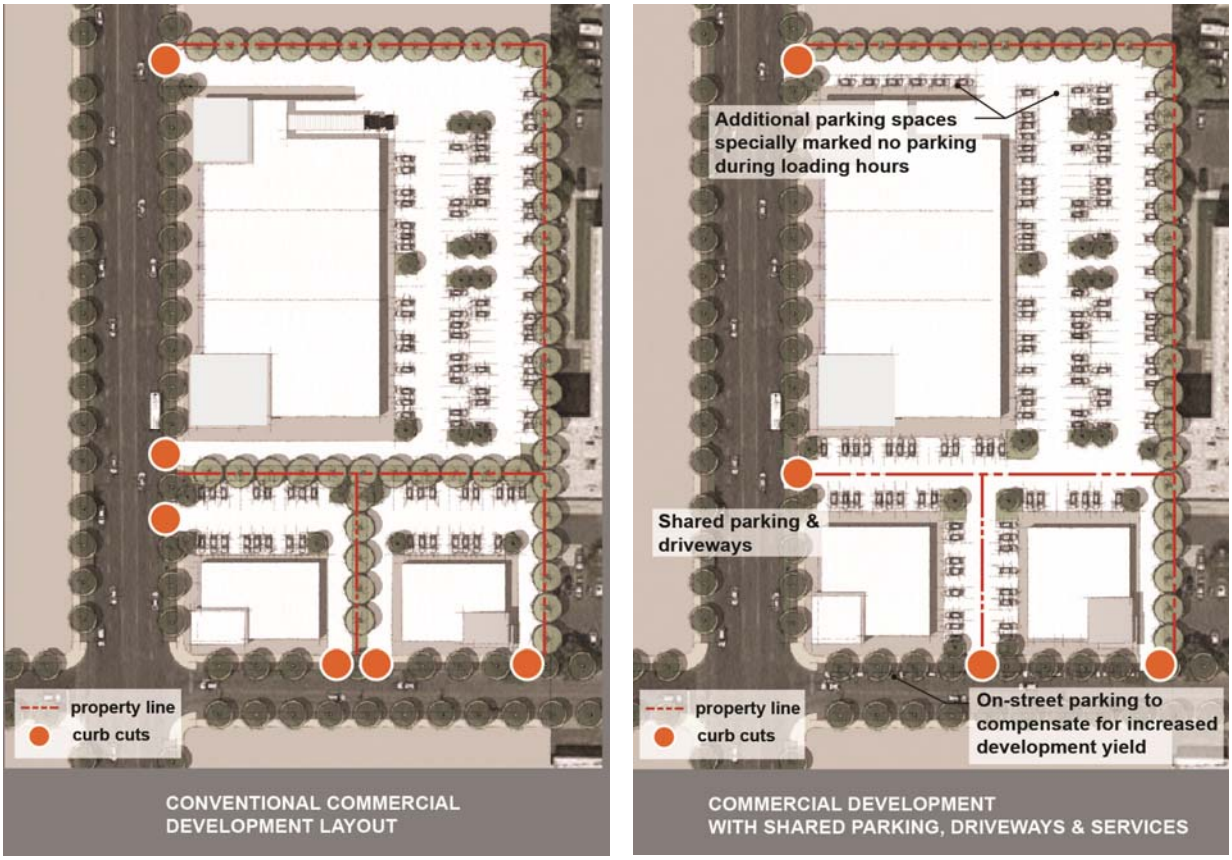


Figure 5-4: Showing how to maximize shared facilities on adjacent sites.

- Limit curb-cuts off SR 108 and provide secondary entry/exits from side streets, whenever possible to reduce ingress/egress conflicts on the Highway. Reductions to access points along the Corridor allows the City to maintain roadway level of service, without expanding the roadway, which could have negative cost, aesthetic, safety, water quality, and pedestrian effects. See Figure 5-5.

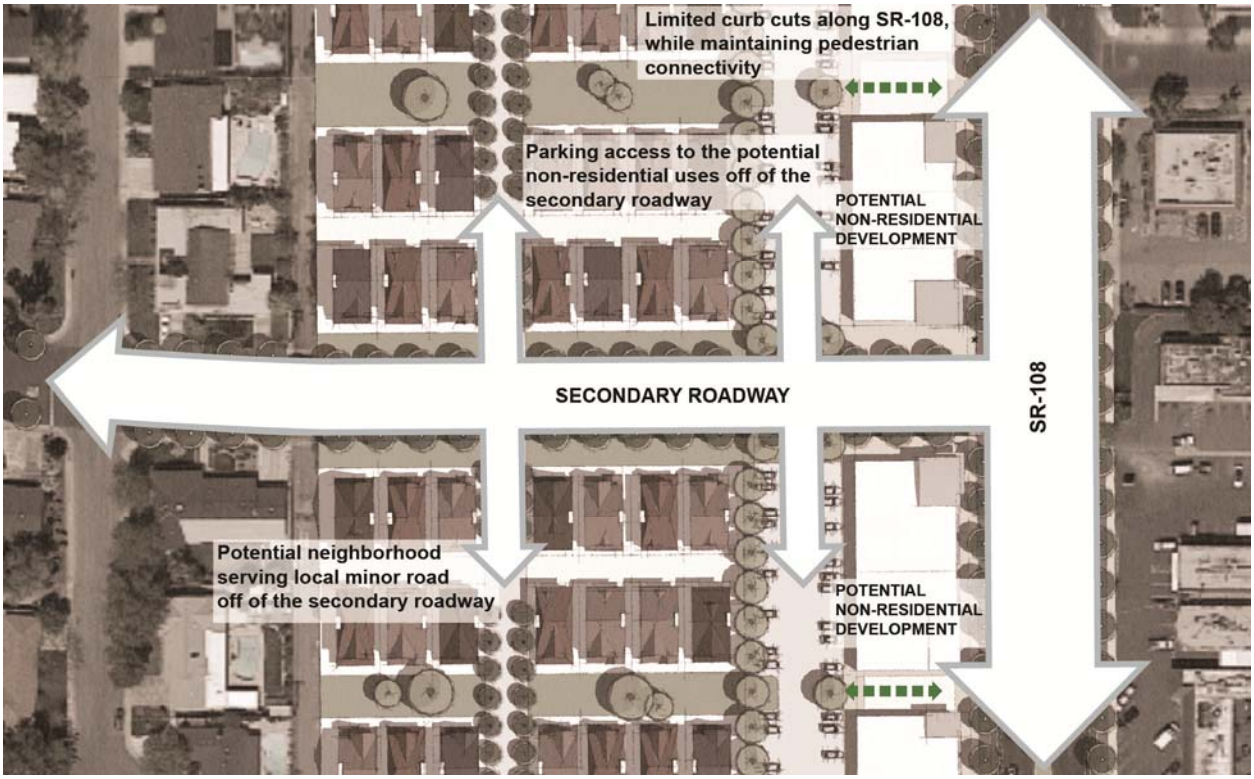


Figure 5-5: Limiting driveway cuts from Highway and maximizing vehicular and loading access from side streets to avoid ingress/egress conflicts on Highway and maximizing uninterrupted pedestrian and bicycle movement along the Corridor.

- When siting a new retail, office and/or civic building, consider providing alternate pedestrian and bicycle entries to the site from the side streets other than the Highway, especially if adjacent to residential neighborhoods.

Loading and Screening

- Where feasible, to screen loading and parking areas use the following strategies:
    - Plant hedges.
    - Wood fencing with residential character as a backdrop for plantings.
- Maximize loading area accesses from side streets to avoid conflict between high traffic volumes on the Highway being interrupted by ingress/egress of loading trucks into and from the development sites.

Service/loading area is effectively screened using decorative walls and vegetation.

- Consider use of enclosed loading areas, which can also double-up as parking spaces during non-loading periods to maximize site utilization, while screening loading areas effectively from adjacent uses.

Transportation Noise

- Buildings placed toward the front property line (along the Corridor) also shield noise from more noise-sensitive outdoor spaces. For example, buildings can be placed closer to the front property line, with shielded outdoor seating areas, courtyards, and other amenities located behind the building/s.

- In vertical mixed-use buildings, placing residential units on the upper floors will help to abate noise from the Highway.

- While orienting building functions, consider putting noise-compatible functions of the building facing the Highway. For example, in a mixed-use building with residential uses next to the Highway, placing living areas, kitchen towards the Highway will help to shield noise towards bedrooms and other rooms which require quieter functions. Another example is to avoid placing balconies for rooms with quieter functions (for example, bedrooms, workspace/den etc) facing the street-side, as the roof of balconies will reflect noise into the adjacent interior room.

- Acoustical treatment of building facades can be used to reduce interior noise. Reducing relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes). Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double or staggered stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters.

Building mass parallel to Highway will help to buffer traffic noise from internal private areas.

Internal courtyard for residents shielded from traffic noise by the building mass surrounding it

Use appropriate material specifications, such as concrete blocks, double or triple-pane windows help to reduce noise level from Highway into the interiors of the buildings

- Vegetation is often thought to provide noise attenuation although 100 feet of dense foliage is required for substantial noise reduction. Vegetation can be used to acoustically "soften" intervening ground between a noise source and a receiver, increasing ground absorption of sound. Planting trees and shrubs also offers aesthetic and psychological value in relation to noise.

Revitalization of Existing Neighborhoods

- Architectural design and quality of construction materials should be chosen carefully to ensure that the resulting buildings are compatible in style and scale to existing neighborhoods, but also help to maintain and enhance property values of the surrounding buildings.

- Whenever possible, provide publicly accessible areas, amenities and art into infill projects to create value for existing neighborhoods and help promote community acceptance.

- Consider involving immediate existing neighbors of the project in the various stages of design to solicit and respond to community priorities and feedback.

Drainage Costs Savings

- Integrate on-site drainage features in or along the public rights-of-way to decrease needs for underground piping and drainage improvements required to serve infill developments (and associated costs), while maximizing development yield. Consider integrating Low Impact Design (LID) technique which best suits the site and/or the street to manage stormwater runoff from the site, such as underground infiltration, bioretention area, filter strip or vegetated swale or basin. See Table 5-2, to see which BMPs are best integrated within which type of sites and uses.

Publicly accessible plazas offer outdoor gathering spaces for building users, as well as create a positive image and value for the existing community.

Consider ways to integrate various on-site LID design techniques, such as green roofs, stormwater retention areas and swales to reduce drainage costs.

- Provide regular curb cuts to allow stormwater flow into a bioretention area or rain garden, to promote above ground drainage solutions instead of high cost underground piping infrastructure.
- Use climate-appropriate plant materials that are able to withstand periodic inundation and soggy soil conditions in bioretention planters. Planters should be able to be irrigated in dry months to maintain a well-cared for appearance. For example, drought-tolerant native species such as spike rush grass work well in infiltration areas.
- Integrating LID techniques enables water conservation in landscape areas and reduces utility costs. This is more evident water meter installation is complete in the communities.

Table 5-2
Best Siting Opportunities to Integrate LID Strategies

Underground Infiltration	**Bioretention Area**	**Vegetated Swale**
• Mixed-use and commercial • Roads and parking lots • Parks and open spaces • Single and multi-family residential	• Residential yards • Office and commercial storefronts • Roadway medians, bulb-outs, and traffic circles • Parking lots islands, cul-de-sacs • Parks and other landscaped areas	• Road shoulders and medians • Parking lot islands • Commercial, industrial, and residential developments • Open space and parks
Filter Strip	**Vegetated Basin**	**Constructed Wetland**
• Roads and highway shoulders • Small parking lots • Residential, commercial, or institutional landscaping • Pretreatment component for subsequent BMP	• Parks, open spaces, and golf courses • Commercial, industrial, or residential developments • Regional detention & treatment	• Parks, open spaces, and golf courses • Commercial, industrial, or residential developments • Regional detention & treatment
Permeable Pavement	**Rainwater Harvesting**	**Green Roof**
• Parking lots or parallel parking strips • Driveways and low traffic roads • Sidewalks and pathways • Golf cart paths • Park hardscape • Plazas, patios, or terraces	• Collect rooftop runoff • Golf courses and parks • Any type of land use, provided adequate end use of water	• Commercial, industrial, and large residential buildings • Urban areas with limited space and/or minimal vegetation

Source: Adapted from Model Standards & Specifications for Low Impact Development Practices, City of Riverbank, 2013.

Parking and Development Yield

- Consider availability of on-street parking spaces to reduce parking required on-site and devote area towards development instead. Ensure that on-street parking at the periphery of the site is clearly marked with paint and signage, so drivers are comfortable in using on-street parking.

- When locating project adjacent compatible use, consider shared parking strategies to reduce the number of required parking spaces on individual sites (see Figure 5-6). The *Victoria Transport Policy Institute* identifies shared parking between sites with compatible uses can result in reducing off-street parking needs by almost 40-60%. This is based on the fact that different uses have different peak time demands. An example of compatible adjacent land uses with varying peak parking demands that may work well together for shared parking strategies are shown in Table 5-3.

Figure 5-6: Site layout showing shared-parking between residential and non-residential uses on adjacent sites.

Table 5-3 Peak Parking Demand		
Weekday Peaks	**Evening Peaks**	**Weekend Peaks**
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Meeting halls	Shops and malls
Factories	Restaurants	
Medical clinics	Theaters	
Offices		
Professional services		

Source: Adapted from http://www.vtpi.org/tdm/tdm89.htm

- Promote parking areas for alternatives to single-occupancy vehicles, such as motorcycle parking, bicycle parking, and carpool parking to accommodate maximum users while reducing the overall footprint of parking areas.
- Where feasible, consider accommodating structured parking areas to reduce surface parking area footprint and open up land to increase development intensity.
- To maximize site yield, consider other innovative approaches to loading areas, such as alternative timing for loading functions to avoid peak commute times or times for peak use of primary functions on the site. For example, when designing a mixed-use building with retail below and office on the upper-level, consider loading activities for the retail shops during later evenings and early mornings, so that trucks can use portions of parking spaces before/after the majority of office employees are on site. This would help double-functions for parking spaces, while maximizing development yield on the site (see Figure 5-4).

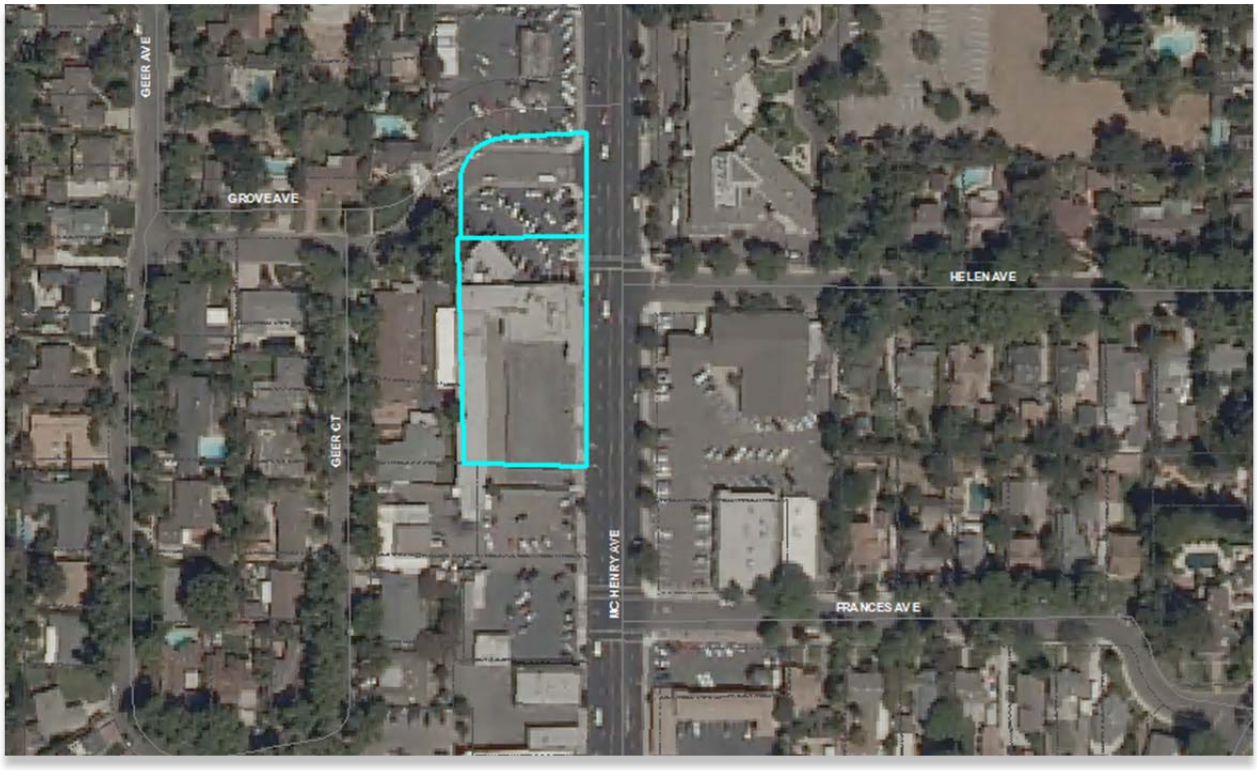
DEVELOPMENT CONCEPTS

Opportunity sites were studied in each of the cities, as potential future development areas along the Corridor. Each opportunity site was analyzed on the basis of existing land uses and then potential design concepts were tested by applying the infill design guidelines described earlier in this chapter. A total of 7 infill opportunity sites were reviewed along the Corridor – 3 in Modesto, 2 in Oakdale, and 1 in Riverbank. These site development concepts could represent viable development schemes for various parcels throughout the Corridor.

OPPORTUNITY SITES: MODESTO

SITE 1: TWO PARCELS AT HELEN AVENUE, 1.2 ACRES.

Existing Land Uses: These parcels are currently developed with tire and auto sales. This could be a good area to demonstrate reuse of a shallow site and addressing design challenges associated with nearby adjacent existing residential development.



Potential Development Concept: The site could accommodate approximately 24 residential units above 10,740 square feet of commercial development at the street level. This development prototype anticipates 24 single-story units (Note, as an alternative, the footprint may also consider 12 two-story residential dwellings). Shared courtyards are provided on the second story, tucked behind the residential units to buffer noise from the Highway.

Sufficient parking is provided to meet typical parking demands. Parking is provided in parallel spots within the McHenry Avenue right-of-way, in a surface lot on the northern portion of the site, along the western property boundary, in the southern portion of the site, and tucked under the proposed building. Grove Avenue is interrupted in this location and this site plan anticipates that the road would remain closed (or the City will abandon this portion of the public right-of-way). If the City decides to remove the barrier across Grove Avenue to provide public access, approximately the same number of parking spaces could be provided in a diagonal arrangement.

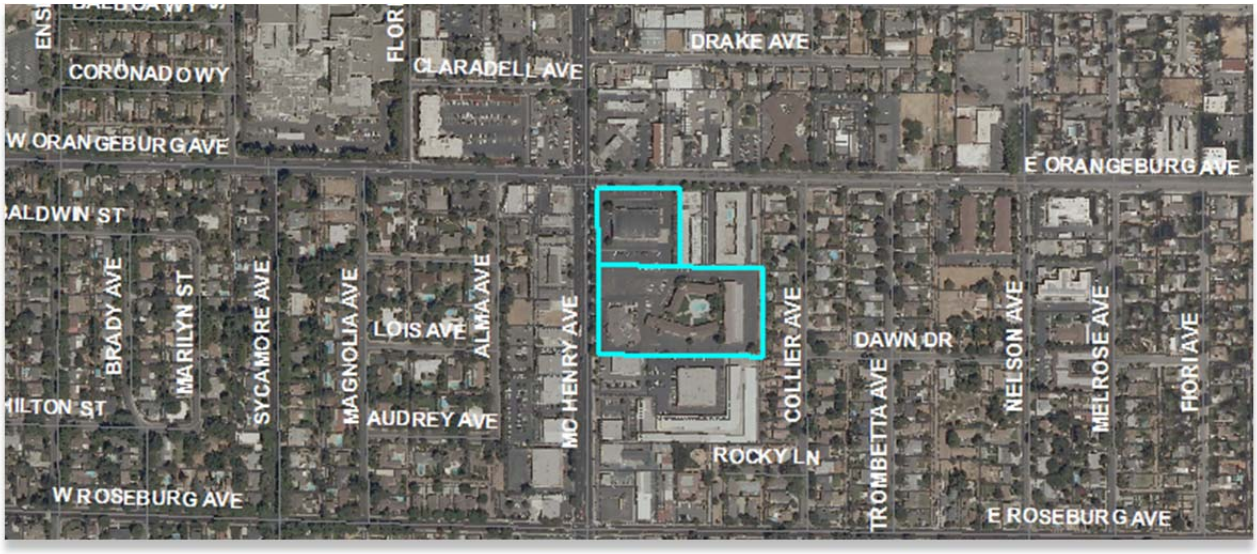
Potential streetscape enhancements for SR 108 and development street façade for Opportunity Site 1, Modesto.

Application of Infill Design Guidance:

a. Mature landscape buffer treatment between residential and commercial properties.
b. Building height compatibility between the mixed use building and existing surrounding buildings.
c. Shared access for on-site residential and retail uses.
d. Resident courtyards (upper level) placed internal to the building screened from the Highway noise.
e. Publicly accessible areas, amenities, and art to create value for existing neighborhoods.
f. Cost savings through LID techniques such as infiltration areas, vegetated swales, permeable pavement, rain barrels, and vegetated roofs.
g. Use on-street parking spaces to reduce the on-site parking demand.

SITE 2: SOUTH OF ORANGEBURG AVENUE, 6.7 ACRES.

Existing Land Uses: There is an existing auto service use, a hotel, and restaurant in an area with transit access near Doctor's Medical Center. This site could accommodate a range of possibilities, including mixing of commercial and higher-density residential uses.



Potential Development Concept (A): The site could accommodate 80 multifamily units, distributed in five 2-story apartment buildings, adjacent to existing residences along Collier Avenue. A central community green space including above-ground drainage functions is shown internal to the apartment buildings. Generous landscape buffers are provided between the site and existing commercial buildings to the north and single family residences to the west of the opportunity site.

Along McHenry Avenue two 3-story office buildings could be accommodated, which could house medical or medical-related uses in proximity to the Doctors Medical Center. Considering the typical parking needs of office uses, this site could also accommodate a shared two-story parking garage and a surface parking lot. A total of 120,000 square feet of office space could be located here, along with 215 parking spaces distributed within the garage and surface parking spots. This parking would be based on a reduced parking requirement for infill sites. Two access points from McHenry Avenue can be accommodated. One access point into the parking garage from Orangeburg Avenue and another access point east of this access could be accommodated. It does not appear that connectivity in this area could be enhanced through access from this site to the east, but a connection could potentially be provided to the south.

Potential Development Concept (B): Alternatively, the site could accommodate 28 single family compact-lots adjacent to existing residences along Collier Avenue. Central community green spaces including above-ground drainage functions are shown in the residential area. Generous landscape buffers are provided between the site and existing apartment building to the south and

commercial buildings to the north on adjacent properties. This alternative envisions office uses along McHenry with parking garage, similar to Concept A, described earlier.

Potential streetscape enhancements for SR 108 and development street facade for Opportunity Site 2, Modesto.

Application of Infill Design Guidance:

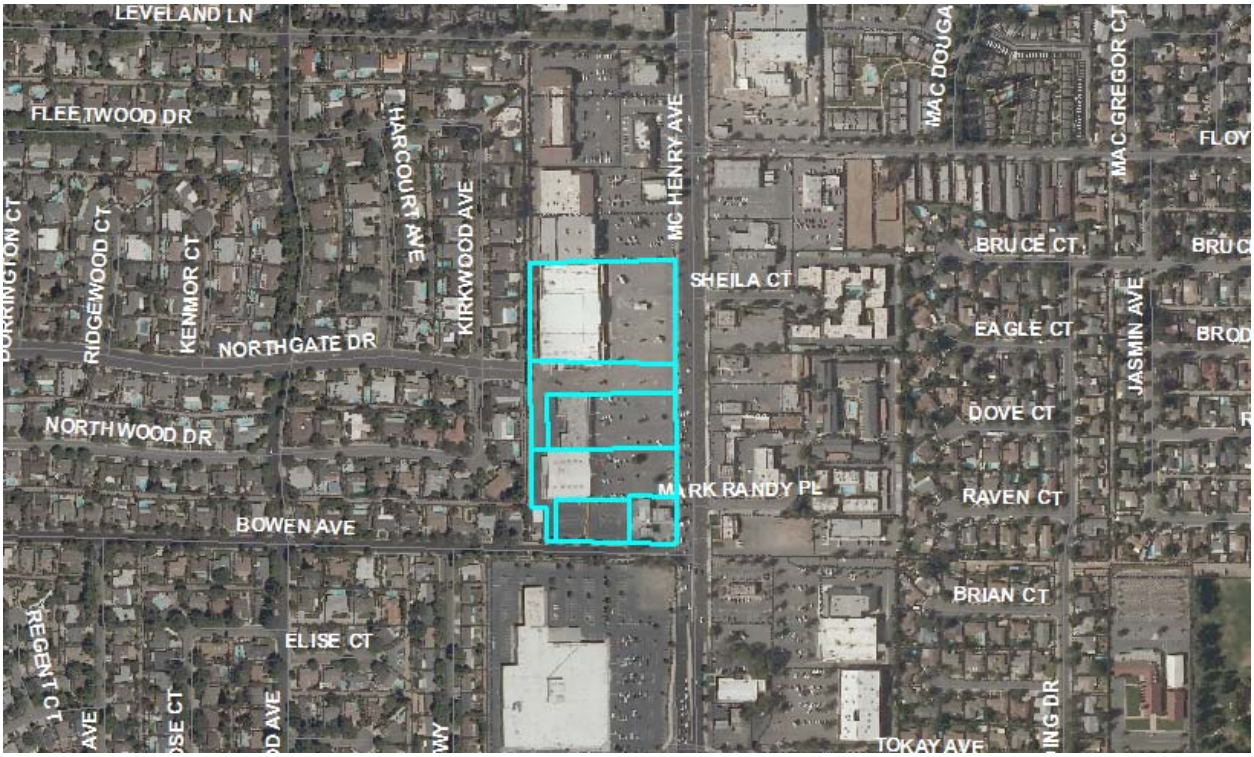
a. Compact residential to transition between office uses along the Highway and existing single-family residential neighborhoods;
b. Compact residential location helps to better support existing and planned future transit along the Corridor, decrease household transportation costs, and locate additional consumers to support existing and future commercial development along the Corridor;
c. New compact residential to be compatible in scale with existing apartment on adjacent property;
d. Shared publicly accessible landscaped areas to create value for new employees, residents and existing neighborhoods;
e. Drainage infrastructure cost savings through implementation of LID techniques such as infiltration areas, vegetated swales; and
f. Structured parking to reduce surface parking area and increase development intensity.

Application of Infill Design Guidance:

a. Compact single-family housing as a transition between commercial uses along the Highway and existing lower-density single-family residential neighborhoods;
b. Alternate pedestrian/bicycle entries from the side streets other than the Highway;
c. Single family residential uses located farthest from the Highway, with non-residential uses and parking areas as land use buffers;
d. Publicly accessible areas, amenities, and art to create value for existing neighborhoods;
e. Drainage infrastructure cost savings through implementation of LID techniques; and
f. Structured parking to reduce surface parking area and increase development intensity.

SITE 3: NORTH OF BOWEN AVENUE, 10 ACRES.

Existing Land Use: This site is home to a variety of large-scale retail uses with residential development directly adjacent to the west. This site offers opportunity for siting residential and non-residential development together.



Potential Development Concept (A): Residential uses could be focused on the western portion of the property in order to create compatibility with the adjacent residential neighborhoods. The proposed residential neighborhood could accommodate 101 small-lot single-family residences, including some duplex units near the parks. Two pocket parks are provided to serve the residential neighborhood.

This option focuses commercial/office uses in the northeastern corner of the site with approximately 15,870 square feet distributed among 2 buildings. A surface parking lot with 50 parking spaces is provided adjacent to the two office/commercial buildings.

Three points of access are shown from McHenry Avenue. This diagram shows two right-in/right-out streets and a potential extension of the existing Northgate Drive. Access points are also provided along the southern edge of the site along Bowen Avenue.

Alternative A: Potential streetscape enhancements for SR 108 and development street facade for Opportunity Site 3, Modesto.

Application of Infill Design Guidance:

h. Compact housing to fill needed market niche and transition between commercial uses along the Highway and existing single-family residential in adjacent neighborhoods.
i. Mature landscape buffer treatment between residential and commercial properties
j. Building height compatibility between commercial and residential buildings.
k. Shared parking and access between residential and office uses.
l. Alternate pedestrian/bicycle entries from the side streets other than the Highway.
m. Cost savings through LID techniques such as infiltration areas, vegetated swales, rain barrels, and vegetated roofs.

Potential Development Concept (B): This option illustrates a mix of residences not currently available in the marketplace and focused on the western portion of the property for compatibility. The proposed residential prototypes include 59 traditional single-family lots (approximately 2,500 square feet each). Open space and plazas are integrated throughout the site to create outdoor recreational areas for both residents and employees. The residential portion of the site is also served by three pocket parks located within easy pedestrian access by nearby residents. Backyards on the western portion of the site are deeper to create a comfortable transition between this site and existing adjacent residential development.

Along the Highway, the site includes 5 buildings with a total of 48,080 square feet of commercial/office space and a surface parking lot (150 spaces) adjacent to these buildings.

Two points of access are provided from McHenry Avenue with one 30-feet right in/right out street and 40-foot right-of-way extension of existing Northgate Drive. Access points are also provided on the southern edge of the site along Bowen Avenue.

Alternative B: Potential streetscape enhancements for SR 108 and development street facade for Opportunity Site 3, Modesto.

Application of Infill Design Guidance:

a. Residential uses buffered from the Corridor.
b. Limit curb-cuts off SR-108 and provide access/egress from secondary streets.
c. Alternate pedestrian/bicycle entries from the side streets other than the Highway.
d. Publicly accessible plazas and central landscaped park, amenities, and art to create value for existing neighborhoods.
e. Infrastructure cost savings through LID techniques such as bioretention areas, vegetated swales, and rain barrels.
f. Potential for shared parking between residential and office, especially for resident/visitors parking (after office hours).

OPPORTUNITY SITE: RIVERBANK

SITE 1: EAST OF THIRD STREET, 2.2 ACRES.

Existing Conditions: This site is developed with a range of uses, although some of the buildings are currently vacant. The site includes parcels both north and south of Atchison Street (SR 108) at the intersection with Third Street. This site is part of the downtown core of the City, and is surrounded by a mix of commercial, service, office, and residential uses. While it may be preferable to adaptively reuse the existing "Del Rio" building on the southeastern corner of the intersection of Atchison and Third Street, this concept envisions a redeveloped site.

Potential Development Concept: This site could accommodate two buildings facing Third Street of two stories each, with some on-street parking along Third Street and Atchison Street, and surface parking lots behind the buildings. Vehicular access to the surface parking lots could be provided from Atchison Street and Topeka Street (via an existing alley). Approximately 49,000 square feet building space is divided among the two buildings with 99 on-site parking spaces provided among the surface parking lots and on-street spaces. The buildings could accommodate office, retail, or commercial service use, as future demand dictates.

The Third Street right-of-way design approach is extended north of SR 108 to accommodate 26 diagonal parking spaces and 34 parallel parking spots are designated within the Atchison Street right-of-way. Low impact development (LID) techniques could be integrated into surface parking lots to reduce stormwater runoff from the site (consistent with the City's Model Standards & Specifications for Low Impact Development Practices). The building footprint is setback at intervals to create articulation and break monotonous wall surfaces along Third Street. Building corner treatments should be enhanced with architectural articulation and details. Pedestrian activity nodes at the street level are created along Third Street, to avoid noise from SR 108, and build on the newly retrofitted Third Street landscaping.

Newly retrofitted streetscape enhancements on Third Street and development street facade for Opportunity Site 1, Riverbank.

Application of Infill Design Guidance:

a. Mature landscape buffer treatment between residential and commercial properties
b. Building height compatibility between commercial and residential buildings
c. Alternate pedestrian/bicycle entries from the side streets other than the Highway
d. Publicly accessible areas, amenities, and art to create value for existing neighborhoods
e. Cost savings through LID techniques such as bioretention areas, vegetated swales, rain barrels, and vegetated roofs.
f. Use on-street parking spaces to reduce the on-site parking demand.

OPPORTUNITY SITES: OAKDALE

SITE 1: TWO PARCELS WEST OF WILLOWOOD DRIVE, 4.8 ACRES.

Existing Land Use: These two parcels west of Willow Drive are mostly vacant today, although there are residential uses and ancillary structures on the southwestern portion of this site. The site is surrounded by a diverse mix of residential densities and is a transition area between more developed areas within the City to the east and less developed or undeveloped properties west of the City.

Potential Development Concept: The site could accommodate 20 rear-loaded single-family lots and 15 front loaded single-family lots of approximately 2,400 to 2,500 square feet each. A pocket park is provided at the northern end of the site for the residents.

A relatively deep setback from West F Street is envisioned, potentially with some type of landscape berm, are provided along SR 108 to shield the living areas of residences facing the Highway from traffic noise. These landscaped areas also provide opportunity for creating signage/enhanced entryways into the residential community, as well as creating a small public area along the Corridor.

Access is enhanced in the area by providing a connection to Ponderosa Drive and an extension to future development to the west.

Potential streetscape enhancements for SR 108 and development street facade for Opportunity Site 1, Oakdale.

SITE 2: TWO PARCELS EAST OF ASH AVENUE, 3.2 ACRES.

Existing Conditions: These two parcels are vacant today. Commercial uses are located to the east and south of the site (across West F Street) and residential uses are located to the north and west.

Potential Development Concept: A senior housing project is illustrated for this site to address a local need in Oakdale and promote compatibility with existing residential development surrounding this site. Future residents of this site would enjoy convenient pedestrian access to adjacent commercial developments. The site could accommodate 5 two-story buildings with 80 units and 70 tuck-under parking spaces. Outdoor gathering spaces are provided to the interior of the site and set back from West F Street, in order to avoid impacts related to transportation noise.

A point of access is provided from West F Street with a potential future connection to the adjacent property on the west. A wide landscaped setback area is provided along the eastern edge of the site to buffer from the existing commercial loading area.

Potential streetscape enhancements for SR 108 and development street facade for Opportunity Site 2, Oakdale.

Application of Infill Design Guidance:

a. Landscape features to screen vehicular headlights from parked cars to adjoining residences.
b. Wide landscape setback from adjoin commercial loading areas.
c. Building height and density compatibility with surrounding existing uses
d. Tucked under parking spaces with some on street visitor spaces to reduce surface parking footprint.
e. Internally placed courtyards to buffer from traffic noise on Highway.
f. Easy pedestrian and bike access through the site to adjoining commercial development to encourage integration of new development with existing development.
g. Cost savings through LID techniques such as bioretention areas, vegetated swales, rain barrels, and vegetated roofs.

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