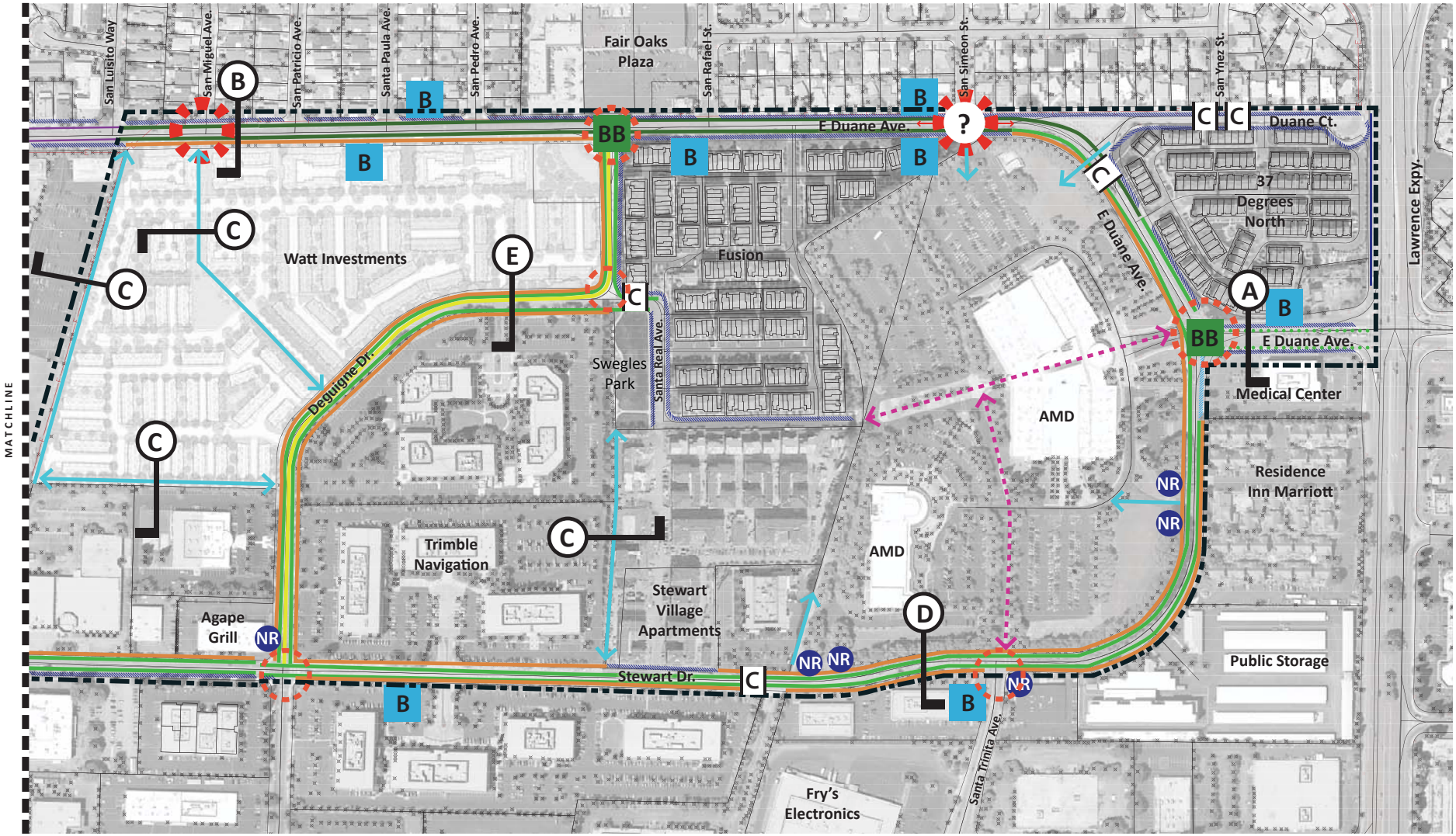

Figure 18: Circulation Plan

Street Life Strategies

- Create a sense-of-place for the area through design that establishes quality, comfortable social spaces with a unique identity.
- Provide visual information and pathfinder cues that inform people how to find transit facilities and access pedestrian connections. Provide neighborhood monument signs to enhance the area's character as well as act as kiosks for transportation related information and maps.
- Create public, semi-private and private realms (spaces) within the street frontage of residential units.
- Encourage street interaction with porches, front yards, widened sidewalk spaces with seating, and high visibility seating areas for stopping and socializing.
- Create a comfortable street environment by providing shade from the hot sun, pedestrian scale lighting that illuminates the sidewalk, and a landscape buffer between the sidewalk and roadway.
- Encourage the addition of neighborhood-serving destinations to encourage short, non-vehicular trips within the neighborhood.
- Decrease the scale of block sizes to a walkable maximum distance of 400' (ie. eliminate 'superblocks.'
- Encourage developments that have an external orientation towards the public streets, rather than ones that look inward or are walled off from the larger neighborhood.
- Provide sense of place improvements (e.g. entry elements, street furniture, signage) to define neighborhood characters.

Street Life Design Guidelines

See Figure 19 on page 34 and 35.

1. Provide informal seating areas fronting onto and accessible from public streets and residential areas. These small areas may be tucked between residential buildings with widened sidewalk areas that serve as pause points and access nodes. Seating areas provide places to socialize and build community. Placing them on public streets help with security

Entry Monument

Seating Area

Access Node

Wayfinding Signage

Mixed-use Building with Residential over retail

and make streets more dynamic. These areas may be combined with play areas for young children.

2. Add in-fill street trees in parkways to complement existing trees. Provide street-scaled, large deciduous trees to improve the tree canopy for the pedestrian experience and the thermal comfort of sidewalks. A goal would be to have street trees that have significant canopies that shade sidewalks and large portions of a street's vehicular roadway. Suggested tree species are:

- E. Duane Avenue: Raywood ash, African sumac
- Stewart Drive: London plane
- De Guigne Drive: Coast live oak

Street trees shall repeat and enhance the existing, established tree species unless disease, aggressive roots, or other reason prevents their use. New trees must be 24" box minimum size and placed 30 to 40 feet apart and staked per City standards in all cases and will be reviewed during the development review process. (Detail variation on detail DT 1). Deviations may be allowed to accommodate existing trees to be retained.

3. Allow opportunities for neighborhood-serving retail such as grocery stores, dry-cleaners, cafes, restaurants, pharmacies, and banks, within a walkable distance of residential neighborhoods.

4. Provide block sizes that are a walkable scale for new developments on large parcels of land. Blocks should not longer than 400 feet in any dimension, and a publically accessible circulation network should be available to improve walkability and access. Circulation paths should provide choices for access, be comprehended intuitively, and be publically accessible. Pathways which are for pedestrians and bicycles, as well as larger streets for all forms of transportation, including cars and buses, should be visually obvious through changes of materials, directional signage, and other means to reinforce public access and clear way-finding.

5. Establish new rights-of-way along shared property lines to create new pedestrian and bicycle pathways, and in some cases, new multi-model streets within the existing development in the neighborhoods of the area. The intent of this guideline is to foster more walkable neighborhoods and to make accessibility easier for short trips without using an automobile.

6. Provide community-based amenities and destinations, which are within walking distance and publically accessible from residential neighborhoods. Amenities can include a community center, library, pool, open space, trails, pathways, and other recreational activities. The amenities can be combined with schools and other public facilities.

7. Encourage developments that face, or front, public streets and have an external orientation. A way to achieve this guideline includes placing building lobbies so that they face a public street, rather than facing interior private parking. Other methods include creating residential entrance stoops and porches that face a public street, and residential paseos with clear sight lines through the development that allow and encourage non-residents to use them.

8. Design the primary entrances and facades of residential buildings, including individual dwellings and larger apartment buildings to face public areas (streets or parks), rather than have their sides, backs, or vehicle garages facing the public right-of-way.

9. Provide pedestrian-scale street lights to illuminate sidewalks to improve safety and security of the pedestrian experience. Lights provide an opportunity to reinforce (with trees) the street rhythm and the aesthetic character of a neighborhood. Pedestrian scale street lighting shall be placed towards the face of curb. The lights shall be placed 40 feet apart (based on a tree spacing of 40 feet). Refer to the Downtown Streetscape Standard Details and Specifications, Detail DT 1 and DT 11.

10. Locate street furniture as noted on the plan and so they do not conflict with pedestrian routes and ADA clearance. Utilize accent lighting to announce and reinforce publically accesible paths within private developments.

Residential stoops front street

Accent Lighting

11. Design private streets and driveways within developments for pedestrian use with walkways allowing direct access from the site's interior to the public right of way.

12. Design and locate a project's internal pedestrian circulation pattern for maximum ease of use by pedestrians; this may be achieved by providing walkways along pedestrian desired lines. Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access, as well as provide public paths along property limits that connect with public streets and transit stop locations.

13. Lay out residential developments so that the street frontage is dominated by a residential appearance with units facing the street. Below grade parking facilities are encouraged, on larger lots, as a method to provide a residential front to the project.

14. Use quality paving materials such as architecturally enhanced concrete and natural materials to highlight key pedestrian crossings or to delineate boundaries between public and private development.

15. Ensure adequate visibility for pedestrians and motorists at driveway entrances.

16. Include new public street right-of-ways through the redeveloped AMD site. Provide a new public park at the site and allow for on-site connections outside to schools, parks, and other trails.

17. Design development to incorporate pleasant views as experienced from inside a vehicle.

LEGEND

- Project Limit
- Electric Line
- M — Access/Point of Connection
- Gateway Monument
- D — Directional Sign / Accent Lighting
- S — Seating Area
- Pedestrian Scale Light Corridor

0 50' 100' 200'

Figure 19: Street Life Plan