



PART II

CHAPTER

09

NEW BEGINNINGS... THANK YOU TO OUR VETERANS

Development Prototypes

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9.1 Purpose

This chapter establishes development prototypes, objective standards, and available incentives intended to facilitate specific residential and mixed-use development types desired in Downtown.

9.2 Intent

Four development prototypes (prototypes) have been identified as examples of the type and character of development to be encouraged in defined areas of Downtown. Each prototype has been analyzed programmatically to determine the appropriateness of its use(s) and form, infrastructure considerations, and potential to catalyze additional development and activity. The analysis has also determined the anticipated financial feasibility of the prototypes. Measures have been identified to enhance feasibility through changes to development standards and other City requirements.

Proposed projects that are modeled after a prototype, and that are determined to be in substantial compliance with the provisions of this chapter, are eligible for ministerial development review and other incentives as prescribed in Sections 9.4 and 9.6. The intent is to expedite desired development and provide some assurance to project proponents and the community regarding the City's expectations, regulations, and processes.

9.3 Prototypes and Locations

This section describes the four prototypes, and the locations in Downtown where each is eligible for ministerial review.

9.3.1 Approach

The City initially identified vacant and underutilized “shovel-ready” sites in Downtown with the intent of creating specific “preapproved” projects for a few of those sites. After additional analysis, the City determined that maintaining the flexibility to streamline a broader range of development types in an expanded geographic area would provide a greater benefit in attracting new development, redevelopment, and investment to Downtown.

In response, the prototype approach was established. Each prototype embodies a type and character of development that is fundamental to implementing the community’s vision for Downtown. Specifically, each prototype consists of a residential use, or combines residential with ground-floor retail in a mixed-use configuration. The focus on residential and mixed-use development furthers the goals and policies of the DTSP to provide for a broader range of housing choices, including “Missing Middle” and higher density housing, and to target active retail uses along key Downtown street frontages.

The prototypes are not site specific, but rather can be applied to a number of locations in Downtown. In each case, the particular prototype will need to be designed to reflect site-specific conditions and considerations, while exhibiting the intended use, building type, building form, and other characteristics as defined in this chapter.

The key characteristics of each prototype are summarized in Sections 9.3.3 through 9.3.6.

9.3.2 Prototype Locations

Figure 9.3.2-1 shows the Downtown locations where the respective prototypes are eligible for ministerial review. In some cases, the locations overlap and more than one prototype is identified for a given area. These locations are further illustrated on a prototype-specific basis in **Figures 9.3.2-2 through 9.3.2-5**. The prototype locations were selected based on the fit of the given prototype with the character of the surrounding area, the opportunity to catalyze new development opportunities and investments, and the potential to further the vision and goals of the DTSP.

Development that reflects the prototypes is also encouraged outside of the identified prototype locations, as permitted by the corresponding zoning district. When occurring outside of a prototype location, such development is subject to the City’s normally required discretionary review process.

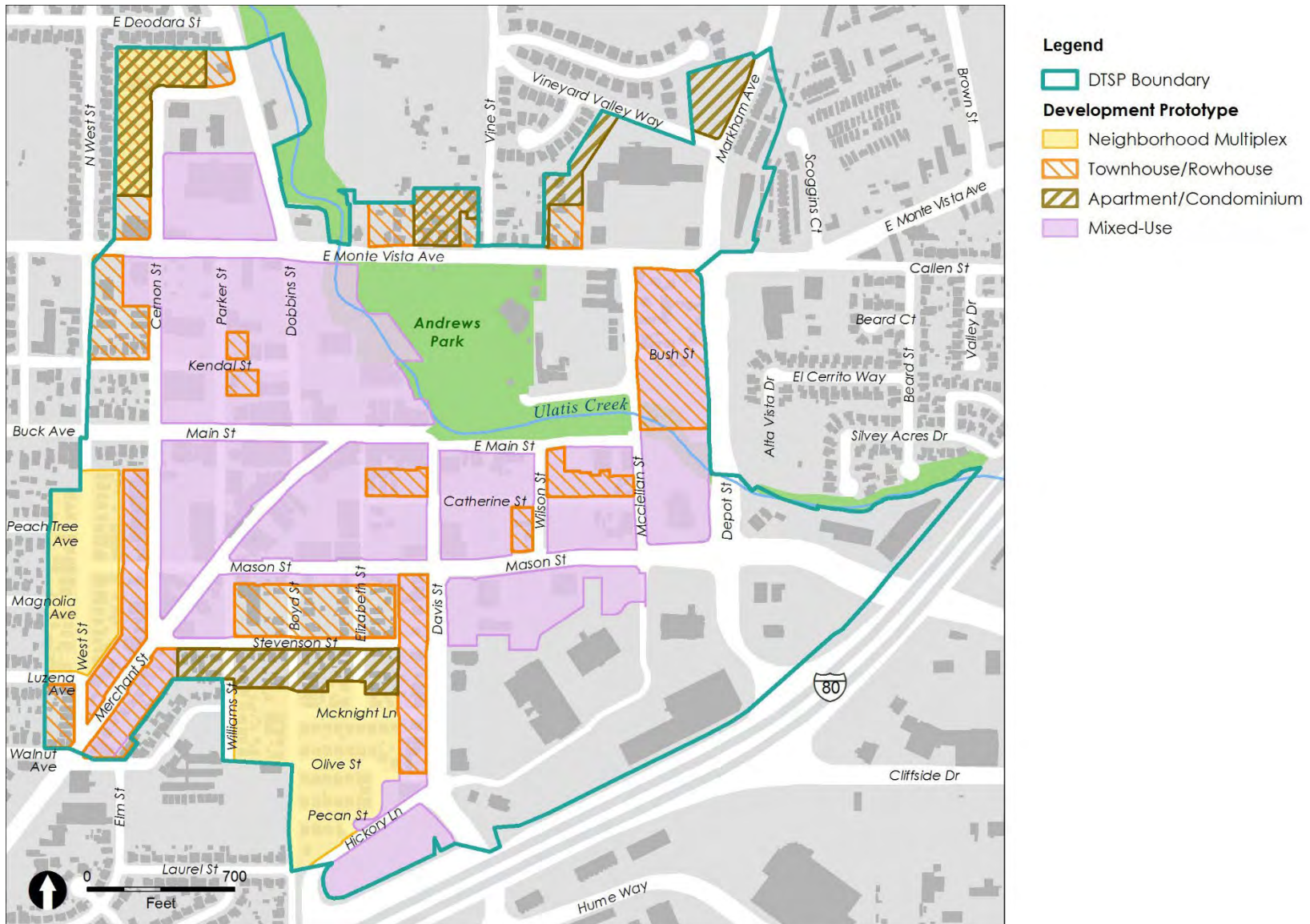


Figure 9.3.2-1: Consolidated Prototype Locations

9.3.3 Neighborhood Multiplex

Primary Use: Residential.

Building Type: Single residential building containing three to six attached dwelling units. The units may be side by side (two to three units) or stacked (two to six units).

Building Form and Character:

- Small- to medium-footprint house-form buildings.
- Shared entry or individual entries along frontages visible from the street.
- Usually set back from the street and sidewalk.

Height: Typically, two to two and one-half stories.

Setting: Scaled to fit within low- to medium-intensity residential neighborhoods and the edge of mixed-use areas.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood Low (DNL), Downtown Neighborhood Medium (DNM), and Downtown Core (DC) districts. See **Figure 9.3.2-2**.

Special Considerations in the DNL District: Within the DNL District, the lot size and building envelope (width, depth, and height) shall be in scale with the surrounding single-family lots and homes.



Neighborhood Multiplex—Sample Images (Sources: ESA, Jacobs)

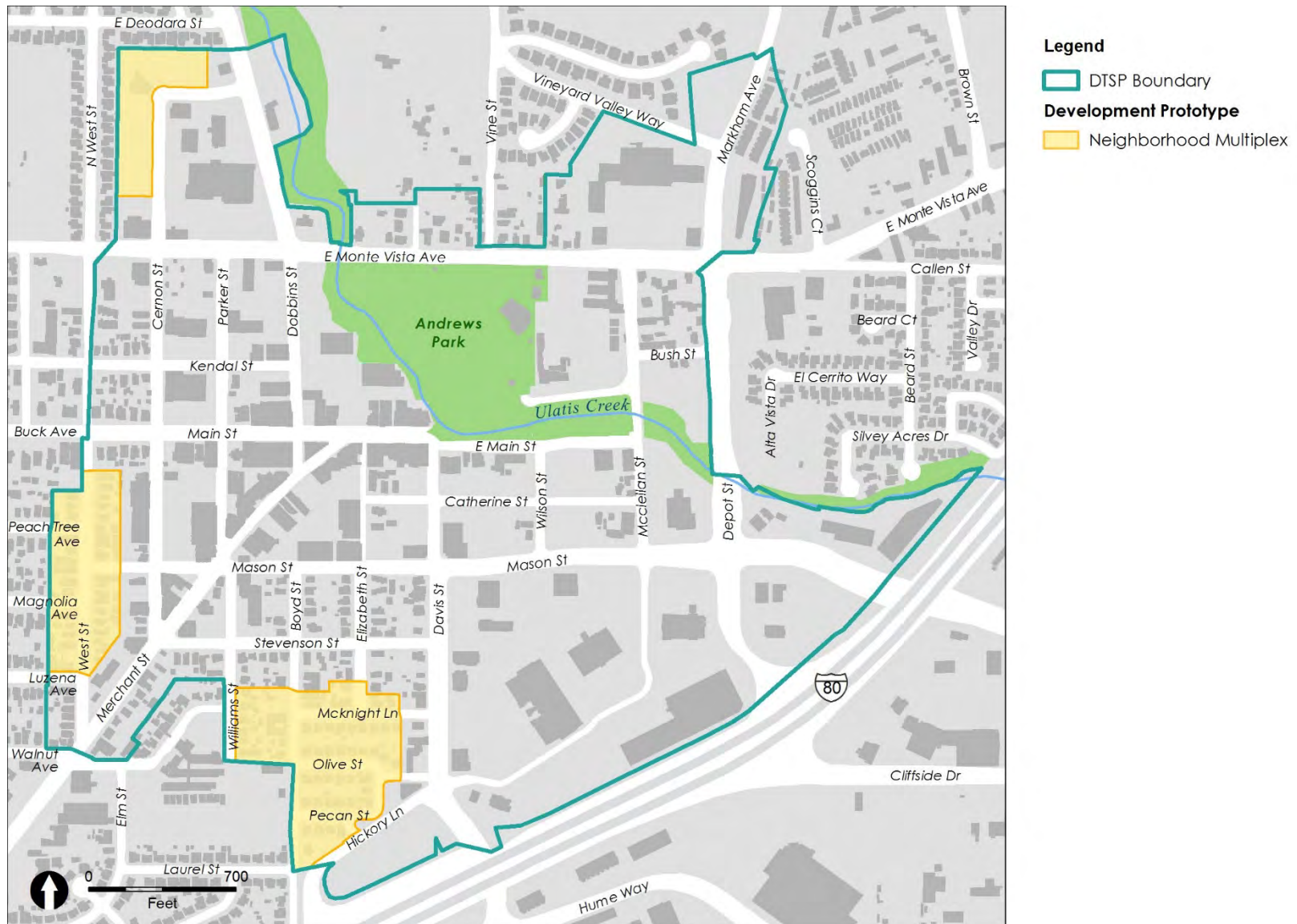


Figure 9.3.2-2: Neighborhood Multiplex Prototype Locations

9.3.4 Townhouse/Rowhouse

Primary Use: Residential.

Building Type: A series of attached or detached dwelling units placed side by side with either shared walls or minimal side setbacks.

Building Form and Character:

- Medium-footprint buildings most commonly attached and resembling a series of small homes.
- Individual entries along frontages or common open space/courtyards.
- No garages on the front of buildings.
- Typically including a small rear yard.
- Usually set back a short distance from the sidewalk.

Height: Typically, two to three stories.

Setting: Scaled to fit within medium- to high-density residential neighborhoods and mixed-use areas. Often a transitional form between lower and higher density settings.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood Medium (DNM), Downtown Neighborhood High (DNH), and Downtown Core (DC) districts. See **Figure 9.3.2-3**.



Townhouse/Rowhouses—Sample Images (Sources: ESA, Jacobs)

9.3.5 Apartment/Condominium

Primary Use: Residential.

Building Type: A building or group of buildings containing multiple attached dwellings in a stacked configuration.

Building Form and Character:

- Medium- to large-footprint attached buildings, often with a continuous or semi-continuous façade along the frontage.
- Complexes that may include multiple buildings and common open space.
- Individual entries along frontages or common open space/paseos/courtyards.
- No garages on the front of buildings.
- Usually set back a short distance from the sidewalk.

Height: Typically, two to five stories.

Setting: High-intensity residential neighborhoods and urban mixed-use areas most commonly along the edges of the Downtown Core.

Zoning Districts: Prototype locations identified in select portions of the Downtown Neighborhood High (DNH), Downtown Core (DC), and Downtown General Commercial (DGC) districts. See **Figure 9.3.2-4**.



Apartment/Condominium—Sample Images (Sources: ESA, Jacobs)

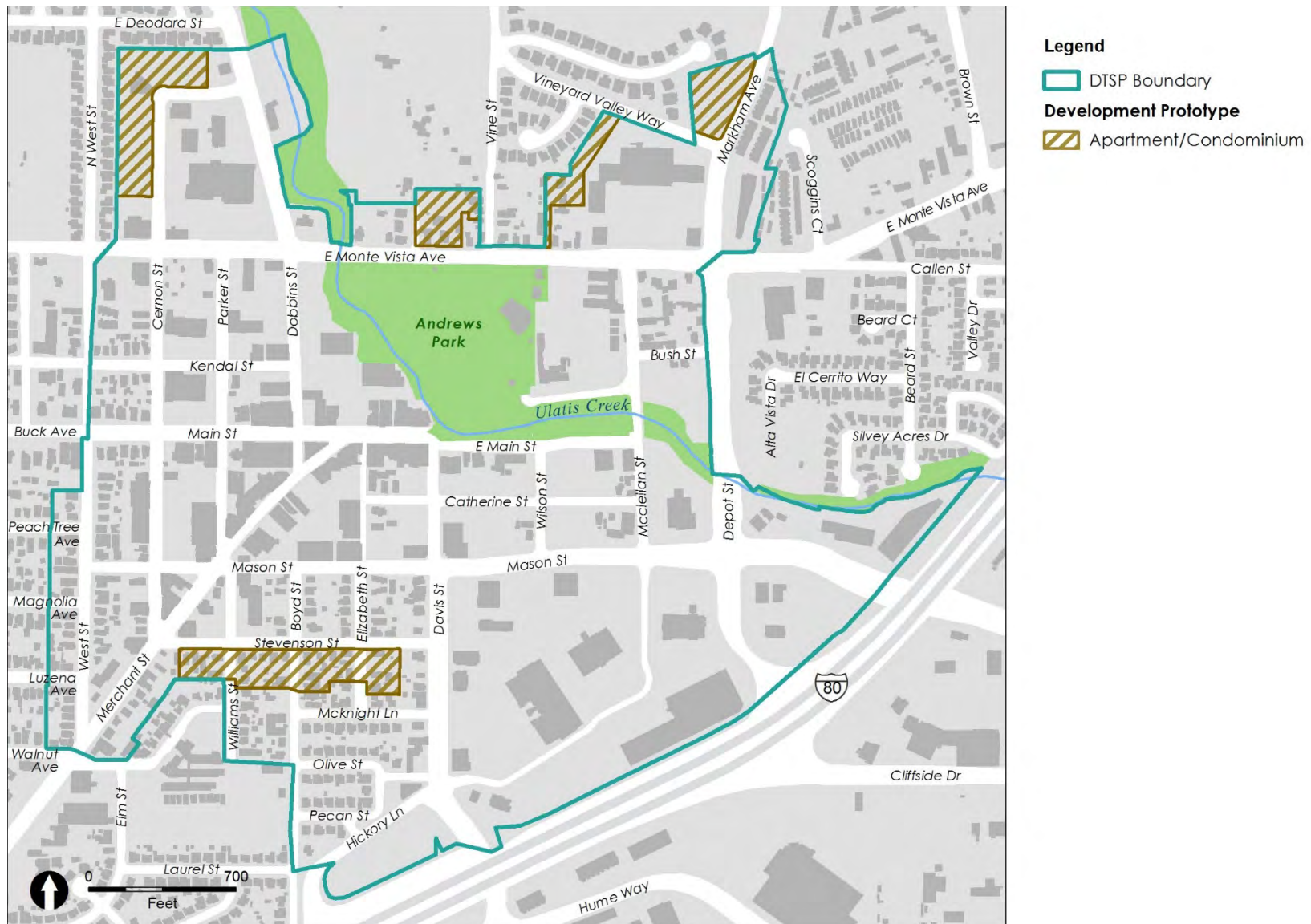


Figure 9.3.2-4: Apartment/Condominium Prototype Locations

9.3.6 Mixed-Use

Primary Use: Retail with residential above.

Building Type: A single building providing a vertical mix of uses with ground-floor commercial storefronts accommodating active retail uses, and upper floors providing for complementary residential uses. Residential use typically constitutes a minimum of 50 percent of the total gross building square footage.

Building Form and Character:

- Medium- to large-footprint attached block-form buildings resembling that of a Main Street environment with a continuous façade along the block.
- Street façade typically with a high level of transparency, using massing breaks to maintain the proportions and spacing of openings on the block.
- Usually minimal to no setback from the sidewalk.

Height: Typically, two to five stories.

Setting: Select high-intensity urban mixed-use areas. A key component of the Downtown Core fostering street-level engagement and contributing to a vibrant and walkable destination.

Zoning Districts: Select portions of the Downtown Mixed Use (DMU) and Downtown Core (DC) districts. See **Figure 9.3.2-5**.



Mixed-Use—Sample Images (Sources: ESA, Jacobs)

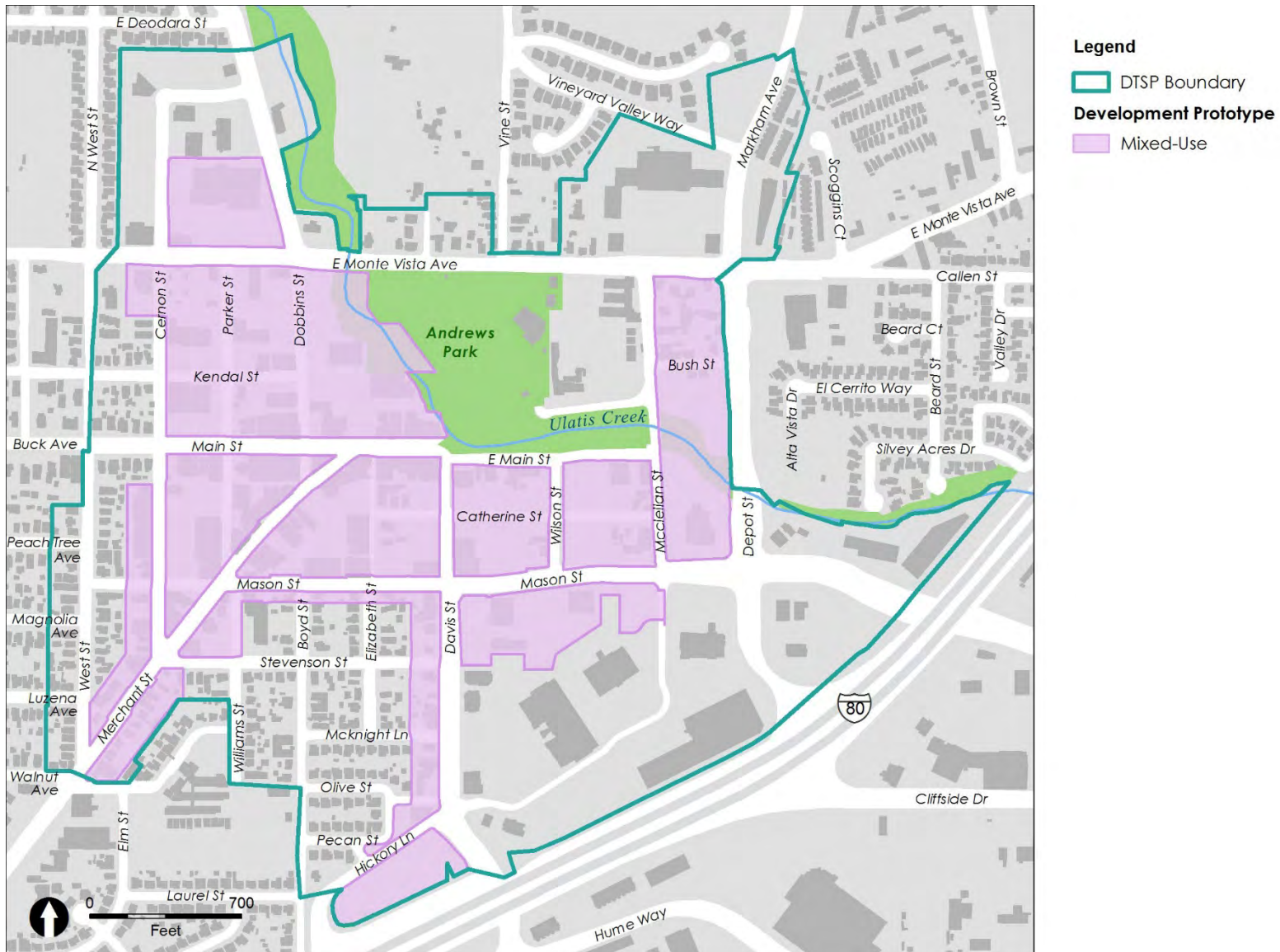


Figure 9.3.2-5: Mixed-Use Prototype Locations

9.4 Approval Process

9.4.1 Process

A flowchart graphic has been prepared to provide an overview of the development approval process, see **Figure 9.4.1-1**, Prototype Approval Process. Prototype projects shall be approved by the Community Development Director when determined to be in compliance with the provisions of this chapter, and as follows:

- A. All prototype projects are subject to Design Review in accordance with Chapter 14.09.290, "Design Review," of the City's Land Use and Development Code.
- B. Residential prototype projects of 10 units or less, and mixed-use prototype projects of 25,000 square feet or less, are subject to Minor Design Review and shall be approved by the Community Development Director as a ministerial action.
- C. Residential prototype projects of more than 10 units, and mixed-use prototype projects larger than 25,000 square feet, are subject to Major Design Review and may be approved by the Community Development Director as an administrative action.
- D. The Community Development Director shall approve a prototype application when found consistent with all of the required findings in Section 9.4.2. Additional information may be requested by the Community Development Director to demonstrate that the request conforms to the required findings.
- E. Decisions of the Community Development Director may be appealed to the Planning Commission in accordance with Section 14.09.030.120, "Appeals," of the City's Land Use and Development Code.

9.4.2 Required Findings

- A. The proposed project embodies the intended use, building type, building form, and other characteristics as set forth in Section 9.3.
- B. If the proposed project is a mixed-use project, residential use constitutes a minimum of 50 percent of the total gross building square footage.
- C. The proposed project is within the corresponding prototype location as defined in Section 9.3.
- D. The proposed project complies with all applicable objective design standards as set forth in Section 9.5.

9.4.3 CEQA Exemption

The development prototypes fall within the overall envelope of development analyzed as part of the DTSP planning and environmental review processes. A Minor Design Review permit for a prototype project is a nondiscretionary process, and thus is not subject to public hearings or the California Environmental Quality Act (CEQA). If a project is consistent with the provisions of this chapter, it is approved. A Major Design Review for a prototype project is a discretionary action, but the decision must be limited to design issues such as scale, orientation, bulk, mass, materials, and colors.

9.4.4 Monitoring

The City shall monitor development approvals and infrastructure capacity over time as projects are implemented to ensure that the capacity is adequate to accommodate development.

Development Approval Process

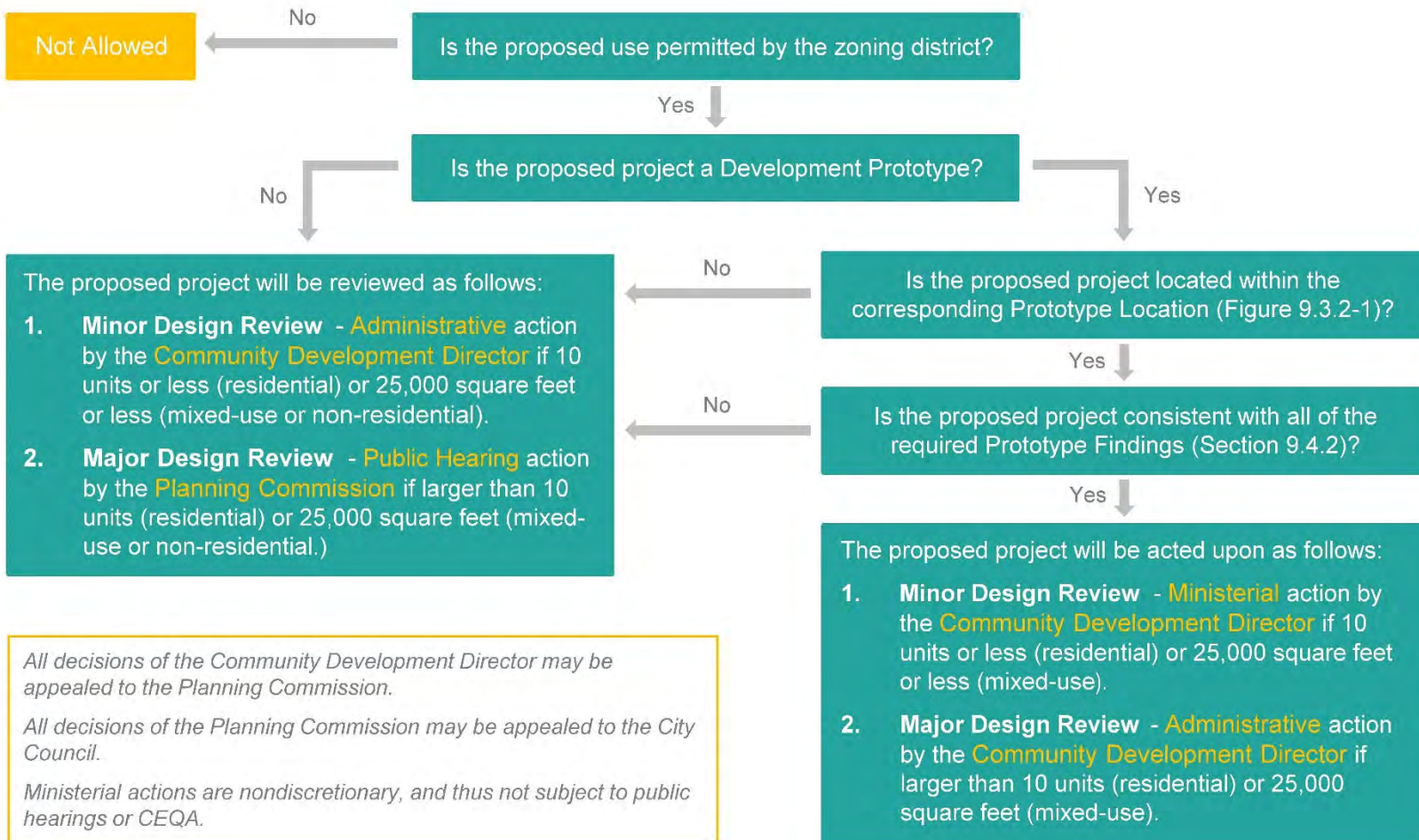


Figure 9.4.1-1: Prototype Approval Process

9.5 Objective Design Standards Checklist

The following design standards checklist is to be applied in the review of development proposals that qualify for ministerial processing in accordance with Section 9.4. The objective standards were developed to provide for clarity and predictability in project requirements; to facilitate superior project design consistent with the purpose and intent of the DDSG; and to expedite project approval by focusing review on compliance with the standards. The provisions of this section build from and incorporate the intent of DTSP Part II, Chapter 12, “Design Regulations and Guidelines for Private Development.”

Development proposals shall be found to be in compliance with the applicable objective design standards in the checklist. Applicants may request exceptions and modifications to the checklist through the City’s discretionary Design Review process.

9.5.1 Site Design

Building Orientation and Siting

OS-1 The orientation of buildings follows the traditional and historic development patterns of Downtown, with building fronts parallel to lot lines and the directly adjacent street(s) and sidewalk(s).

Treatments along Streets

- OS-2 Buildings are in compliance with the building placement requirements specified in DTSP Part II, Chapter 11, “Development Regulations.”
- OS-3 If located within the Downtown Historic Preservation District Overlay, the project is in compliance with the applicable requirements of DTSP Part II, Chapter 13, “Historic District Standards and Guidelines.”
- OS-4 Multi-unit developments of more than two buildings are designed with setbacks that are offset by at least 2 feet between units.
- OS-5 Vertical mixed-use buildings are designed with commercial storefronts on the ground floor and residential units above.
- OS-6 Along all priority pedestrian frontages, buildings are sited toward the front and street-side property line and behind the sidewalk. A minimum of 70 percent of the front façade of each building is located up to the front setback to establish a pedestrian-friendly, continuous street wall.
- OS-7 Façades that front onto a public street are designed with primary entrances parallel to the public right-of-way.
- OS-8 Buildings at street corners are designed to activate both street fronts with windows and doors.

On-Site Open Space

- OS-9 Open space accessible to the general public or customers (e.g., plazas, seating areas, outdoor dining) is highly visible from the public right-of-way.
- OS-10 Private common-use open space available only to residents and employees is centrally located and easily accessible to all persons it is expected to serve.
- OS-11 Multi-unit projects of more than 10 units include delineated private common-use open space. For projects of more than 150 dwelling units, at least 1,000 square feet of common-use open space is provided.
- OS-12 Public- and private-use open spaces are designed at a reasonable size to provide for their intended function and to create a comfortable outdoor living environment.
- OS-13 Windows and entries in adjacent buildings are designed and located to provide visual surveillance of public- and private-use open spaces for the safety and security of residents and users.

Pedestrian and Bicycle Access

- OS-14 A system of pedestrian walkways connects all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- OS-15 Regular connections between on-site pedestrian walkways and the public sidewalk and other planned or existing pedestrian routes or trails are provided. An on-site walkway connects the primary building entry or entries to a public sidewalk on each street frontage.
- OS-16 Pedestrian paths of travel are a minimum of 4 feet wide and ADA compliant.
- OS-17 Pedestrian walkways adjacent to parking areas and driveways have a minimum grade separation of 6 inches.



Sidewalk facility provided in Plan Area neighborhoods (Source: ESA)

Vehicular Access and Parking

- OS-18 Projects are in compliance with the parking lot location and space requirements specified in DTSP Part II, Chapter 11, “Development Regulations,” and the requirements of Chapter 14.09.230, “Parking and Loading,” of the City’s Land Use and Development Code.
- OS-19 Large surface parking lots of more than 50 spaces have been avoided in favor of several smaller parking lots, structured parking, and on-street parking. Parking lots interconnected by drive aisles are separated by landscaped medians not less than 10 feet in width and planted with trees and landscaping.
- OS-20 Surface parking lots and structured parking are located to the rear of buildings and not adjacent to public roadways. Where parking behind the building is not possible, parking is located in an interior lot.
- OS-21 Parking lots include signage, locations for ingress and egress, and clearly defined pedestrian paths and/or routes.
- OS-22 Parking lots, driveways, and walkways are consolidated with adjacent sites to minimize the number of curb cuts and reduce conflicts with pedestrian and automobile circulation.

Mechanical, Service Areas, and Utilities

- OS-23 Service areas, loading docks, storage areas, trash and recycling bins, and rooftop and ground-mounted mechanical equipment are fully screened from view from adjoining properties and public rights-of-way.
- OS-24 Screening materials are substantial and durable, and match the architectural character of the parcel. Screening plant materials are evergreen to provide an effective year-round screen.
- OS-25 Utility equipment such as boxes, meters, transformers, and panels are installed on secondary building façades instead of primary building façades.
- OS-26 All development that does not provide trash disposal within an indoor common disposal area, or where each unit or tenant does not have their own receptacle, is in compliance with the provisions of Section 14.07.060(l), “Trash Enclosures and Recycling Areas,” of the City’s Land Use and Development Code.

9.5.2 Building Design

Building Materials, Finishes, Textures, and Colors

- OS-27 Exterior finish materials consist of stucco, wood siding, dimensional profile metal architectural siding, fiber cement products, stone, and/or brick. Vinyl, synthetic wood, grooved plywood, exposed concrete block, glazing with mirror finishes, sprayed-on/textured stucco and raw, raised grain, or rough sawn wood is not included.
- OS-28 A combination of building materials is used with a minimum of two materials on any building frontage, in addition to glazing and railings.
- OS-29 Fluorescent, neon, and Day-Glo colors are not used.



Variation in façade color and texture on the Opera House building in Downtown Vacaville (Source: ESA)

Architectural Elements

- OS-30 All elevations visible from the public right-of-way have been designed as building “fronts” with similar building materials, colors, and architectural treatments.
- OS-31 No blank walls (façades without doors, windows, or landscaping treatments) of more than 30 feet in length and fronting on a public street or a public open space are included.
- OS-32 Buildings fronting on a public street have massing breaks that maintain the proportions and spacing of openings on the block, typically every 20–50 feet. Massing breaks include the use of varying setbacks, building entries and recesses, windows, courtyards, or structural bays. Such breaks are a minimum of 18 inches deep and 4 feet wide.
- OS-33 Horizontal and vertical elements are used to articulate mixed-use building façades and create a top, middle, and base to give definition to the building and break its elements down to a more human scale. Building proportions used in new construction or additions are consistent and compatible with the proportions of buildings in the surrounding block.
- OS-34 Doors, windows, floor heights, cornice lines, signage, porches, posts or columns, dormers, gable roof elements, wainscoting, shutters, window boxes, awnings, or similar elements are used along elevations fronting on a public street to reduce the mass of buildings, create visual interest, and enhance the pedestrian experience.

OS-35 Vertical mixed-use building façades facing a public street are lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Such entries and openings consist of at least 60 percent of the building façade and are located between 2½ and 10 feet above the level of the sidewalk.

OS-36 Attainable units and market-rate units in the same development are constructed of the same or similar exterior materials and details such that the units are not distinguishable.

Roofs and Parapets

OS-37 Rooflines are vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof heights and/or forms.

OS-38 Roof-mounted equipment is fully screened from adjoining properties and public rights-of-way and/or integrated into the roof design.

Doorways and Entrances

OS-39 The main entrances of buildings along a street-edge façade open directly toward a publicly accessible walkway that connects directly into the adjacent street sidewalks.

OS-40 At mixed-use buildings, entrances to residential, office, or other upper-story uses are clearly distinguishable in form and location from retail entrances.

OS-41 A mixed-use building street frontage greater than 150 feet in length has multiple pedestrian entrances to access the businesses or residences in the building. The maximum distance between building entrances along the same frontage is no more than 75 feet.



Building entrance that fronts onto the sidewalk in Downtown Vacaville (Source: ESA)

9.5.3 Landscaping

Shrubs and Ground Cover

- OS-42 All unpaved areas are proposed to be planted with irrigated plant materials.
- OS-43 All utility lines, vaults, overhead lines, fire hydrants, and streetlights are indicated on landscape plans to avoid potential conflicts.
- OS-44 The landscape design provides for 3-foot clear spaces (shrub and ground cover plantings) around the circumference of fire hydrants and at the access side of utility boxes.

Sight Distance Triangle

- OS-45 At the intersection of roadways or vehicular access points, no plant material with a mature height greater than 3 feet from the pavement surface is planned within the sight triangle in accordance with Section 14.02.030.140, "Measuring Intersection and Driveway Site Distance Visibility," of the City's Land Use and Development Code. Reference City standard drawings 3-04A and 3-04B on the City's website.

Landscape Design

- OS-46 Deciduous shade trees are proposed around the east, west, and south sides of residences to help reduce cooling loads during the summer and allow solar gain during the winter.
- OS-47 Landscape plans incorporate CPTED design principles.

Parking Lot Shading

- OS-48 Parking lot shading is in compliance with Section 14.09.230.080 (F), "Heat Island Reduction," of the City's Land Use and Development Code.

Sustainable Landscapes

- OS-49 Plant species are suitable for the Vacaville climate. All new landscaping complies with Division 14.27, "Water Efficient Landscaping," of the City's Land Use and Development Code.
- OS-50 Masonry walls, retaining walls, or solid fences 50 feet in length or longer, and 4 feet in height or taller, are designed to minimize visual monotony through changes in plane, height, material, texture, or significant landscape massing.
- OS-51 Fencing is of an acceptable material including decorative metal, cast concrete, natural stone, brick, textured concrete block, or weathered or painted steel. Chain-link fencing is not proposed within the Downtown Historic Preservation District.

9.5.4 Lighting

- OS-52 Lighting is in conformance with Section 14.09.240.110, “Light and Glare,” of the City’s Land Use and Development Code.
- OS-53 Parking areas and entry drives are lighted to facilitate pedestrian movement and safety meeting CPTED standards, in accordance with Chapter 14.09.240, “Performance Standards,” of the City’s Land Use and Development Code.
- OS-54 Lighting is shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties. A photometrics plan may be required to demonstrate light containment on-site.

9.5.5 Signage

- OS-55 All proposed signage is in compliance with Chapter 14.09.260, “Signs,” of the City’s Land Use and Development Code.



Lighting fixture in Downtown Vacaville (Source: ESA)

9.6 Potential Incentives

The DDSG incorporate various regulatory incentives including increased density and intensity standards, raised building heights, decreased setbacks, and reduced parking criteria, all beyond the development conditions previously allowed in Downtown. DTSP Part II, Chapter 11, “Development Regulations,” has built in additional regulatory incentives that allow for exceptions to the following:

- A. Maximum density and FAR standards in accordance with Section 11.4(3)(a).
- B. Building heights in accordance with Section 11.4(5).
- C. Minimum setbacks in accordance with Section 11.4(8).
- D. Minimum parking requirements in accordance with Chapter 14.09.230, “Parking and Loading,” of the City’s Land Use and Development Code.

A project applicant may submit a request for an additional regulatory exception as part of the application submittal package for a prototype project as specified in Section 9.4.1. The Community Development Director shall approve the regulatory exception concurrently as part of the prototype approval process. In approving an additional regulatory incentive, the Community Development Director shall find that:

- A. The exception will result in an identifiable benefit to the feasibility of the proposed project;
- B. The exception meets all of the corresponding provisions of DTSP Part II, Chapter 11, and of the City’s Land Use and Development Code; and

- C. With the exception, the proposed project meets all of the required approval findings specified in DTSP Part II, Chapter 9, Section 9.4.2.

Additional information may be requested by the Community Development Director to demonstrate that the request conforms to the above findings.

Development prototypes may also be eligible for financial incentives, including but not limited to deferred fee payments, fee reductions, and/or certain fee waivers. Such financial incentives shall be considered by the City on a case-by-case basis, shall be reviewed in consideration of any adopted policy and/or criteria, are dependent upon the availability of financial resources, and shall be documented in an agreement or other form as specified by the City. The City will require the applicant to provide substantial facts, such as a development pro-forma or other analysis that the financial incentives will result in identifiable and actual economic benefit to the feasibility of the proposed project.

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