

### 3 COMMUNITY DESIGN ELEMENT

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The Community Design Element addresses the community form and quality of the built environment.

The City of Manteca has developed in a compact urban form around the historic downtown centered on the intersection of Yosemite Avenue and Main Street. Residential development in the past few decades has occurred in relatively compact neighborhoods defined by the established grid of major streets at one-mile intervals. Growth has occurred in a predominately northwest direction away from downtown and has diminished the downtown as the geographical center.

#### 3.1 Compact Community Form

**Goal CD-1.** Retain the compact and cohesive community form of the City.

**Policies:**

CD-P-1: Retain the existing central city core as the geographical center of the City.

CD-P-2: Provide institutional and leisure activity uses in the downtown core to attract residents and visitors.

CD-P-3: Retain a diversity of small businesses in the downtown core.

CD-P-4: Provide adequate parking and circulation within the downtown core area.

CD-P-5: Provide a public transportation hub in the central area.

CD-P-6: Provide public spaces such as small parks and plazas, including a single plaza or City park that is recognized as the City center.

CD-P-7: The City shall implement neighborhood design standards in the Residential districts that contribute to the overall character of the

neighborhood by emphasizing traditional residential features that enhance the sense of community, ensure a safe pedestrian orientation, and minimize the visual prominence of garages.

**Implementation:**

CD-I-1. The City shall implement an urban design plan for the Central Business District (CBD). The plan should be designed to achieve the following objectives:

- Assess the urban design implications of each use of the vacant parcels in the CBD and establish an overall urban design strategy;
- Establish an overall parking strategy for the CBD in order to provide a more unified and aesthetically desirable complex of parking lots, including an overall strategy for landscaping and screening such areas;
- Establish design standards and design review procedures for controlling height, bulk, and design of buildings, and for signs in the CBD;
- Establish a coordinated and unified street tree program for the CBD;
- Establish guidelines for street furniture in the CBD, such as benches, trash containers, street lights, and street signs. Determine strategies for enhancing the recently installed trellis/street/sign/bench structures;
- Assess the potential for developing public and private open spaces in the CBD, particularly with an eye toward tempering the hot summer microclimate with aesthetically pleasing, shaded exterior spaces;

- Explore the potential for creating a landmark (e.g., sculpture, town clock, and fountain) at the intersection of Main Street and Yosemite Avenue.

CD-I-2. Approve development projects within new growth areas that support the downtown area as the geographical center of the city.

CD-I-3. Approve and apply neighborhood design standards.

### 3.2 City Identity

**Goal CD-2.** Maintain a memorable City identity characterized by distinctive, high quality buildings and streetscapes.

**Goal CD-3.** Establish distinct, attractive identities for neighborhoods, gateways and commercial areas.

**Goal CD-4.** Promote the upgrading and aesthetic improvement of the downtown.

**Goal CD-5.** Strengthen the aesthetic and functional links between the Central Business District (CBD) and the Civic Center.

**Goal CD-6.** Promote the aesthetic development of Main Street and Yosemite Avenue.

**Goal CD-7.** Develop attractive and memorable entries to Manteca.

**Goal CD-8.** Upgrade and enhance the visual quality of Manteca’s arterial and collector streets.

**Policies:**

CD-P-8: The CBD should be visually linked to adjacent parks and open spaces through the use of street trees, groundcover in parking strips, and sidewalk treatment. The CBD should be visually linked to the Civic Center area through street trees, groundcover in parking strips, sidewalk treatment, and street lights along both Yosemite Avenue and Center Street. The City shall develop design standards for the area

bounded by Yosemite, Center, Union, and Main to strengthening the relationship between the CBD and the Civic Center. The emphasis in these design standards should be on providing/maintaining unifying elements and preserving the built landscape character of the area.

- CD-P-9: The City shall develop a set of design standards for Yosemite Avenue and Main Street as a means of visually upgrading the commercial development along these streets. Such standards shall include provisions for setbacks, signs, landscaping, and parking.
- CD-P-10: Establish City gateway features at intersections where gateway features can be established, such as Lathrop Road/SR 99, Austin Road/SR 99, Main Street/SR 120, Union Road/SR 120, McKinley Road/SR 120, Airport Way/SR 120, and Yosemite Avenue/SR 99.
- CD-P-11: Establish a landscape program and design standards that will provide an attractive view of Manteca along SR 99 and SR 120. This would include trees, shrubs, wildflowers, and other landscape appropriate to the Manteca climate along the highway right-of-way and within the interchanges.
- CD-P-12: Limit uses that require soundwalls adjacent to the highways.
- CD-P-13: Allow recreation uses adjacent to the highways, where practical, that are attractive and provide a high level of day and evening activity.
- CD-P-14: Establish design guidelines for non-residential uses within 200 feet of SR 99 and SR 120. The guidelines should address the following concepts.
- New office and commercial land use shall provide attractive landscaping, lighting, and signage adjacent to all buildings oriented to SR 99 or SR 120.

- Encourage buildings that include attractive focal elements, such as a tower or articulated roofline in each non-residential development adjacent to SR 99 or SR 120 to serve as visual landmarks.
- New non-residential buildings oriented to SR 99 or SR 120 shall provide an attractive facade similar in articulation, and using the same materials and colors, as the primary facade of the building.
- Truck loading and refuse collection areas adjacent to SR 99 and SR 120 shall be screened from view.
- The landscape along SR 120 and SR 99 will reflect the natural character of the region in the selection of trees and groundcover.

CD-P-15: Major arterial streets shall include a common landscape theme that includes primary street trees, groundcover, sidewalks, bus shelters where required, and lighting applied throughout the City.

CD-P-16: The City shall develop special design standards for the perimeter road system comprising Lathrop Road, Austin Road, Woodward Avenue, and Airport Way to ensure their development as divided roadways.

CD-P-17: Opportunities for public art should be incorporated in the public walkways and parking areas.

CD-P-18: The City shall encourage the use of murals and similar public art on buildings.

CD-P-19: The City will identify a program of local improvements such as street tree planting, annual clean-up days, sidewalk installation and repair, and similar local activities to enhance the visual quality of the city.

CD-P-20: The City will establish an inventory of dilapidated properties as candidates for restoration or removal and establish an on-going program of community participation in fix-up and clean-up of dilapidated properties.

- CD-P-21: Provide parks and schools as distinct centers for neighborhoods.
- CD-P-22: Provide features that distinguish one neighborhood from another, such as natural features, entry gateways, street lighting, or signage.
- CD-P-23: Provide pedestrian systems that connect the center of adjacent neighborhoods.
- CD-P-24: The City shall ensure through design guidelines that the walls surrounding residential area neighborhoods are attractive and well designed.
- CD-P-25: The City shall encourage mixed land uses but provide physical separation or design buffers between incompatible land uses.
- CD-P-26: Residential neighborhoods shall be designed to provide access from the neighborhood streets to these open space corridors.
- CD-P-27: The City shall encourage designs for new construction and renovation in in-fill neighborhoods that are compatible with the adjacent buildings and the existing residential scale and character of the neighborhood.
- CD-P-28: The City shall establish residential design guidelines and standards.
- CD-P-29: The City shall establish a street tree program for residential neighborhoods.
- CD-P-30: Neighborhoods in new growth areas shall incorporate the following characteristics:
- The edges of the neighborhood shall be identifiable by use of landscaped areas along major streets or natural features, such as permanent open space. Primary arterial streets may be used to define the boundaries of neighborhoods. The street system shall be designed to discourage high volume and high speed traffic through the neighborhood.

- Neighborhoods shall be not more than one mile in length or width.
- Each neighborhood shall include a distinct center, such as an elementary school, neighborhood park(s), and/or a mixed-use commercial area within a reasonable walking distance of the homes, approximately one-half mile.
- Each neighborhood shall include an extensive pedestrian and bikeway system comprised of sidewalks and bike lanes along streets and dedicated trails.

CD-P-31: The pedestrian and bikeway system shall be linked to other pedestrian and bikeways in adjacent neighborhoods and, ultimately, to the City-wide Pedestrian and Bikeway Trail System to provide a continuous interconnected system.

**Implementation:**

- CD-I-4. Work with Caltrans to include gateway features in the future design of the designated arterial street and highway interchanges.
- CD-I-5. Work with Caltrans to include landscape improvements and maintenance utilizing recycled wastewater within the highway right-of-way and highway interchanges.
- CD-I-6. Adopt design guidelines for non-residential uses.
- CD-I-7. Amend the zoning ordinance as appropriate to allow for murals and similar public art on buildings.
- CD-I-8. The City should attempt to negotiate an easement along a section of the railroad right-of-way- between South Main Street and North Street and upgrade the area by planting into lawn.
- CD-I-9. The City should provide landscaping to screen views of the electrical substation (located at the intersection of North Street and Elm Avenue) from Center Street.

### 3.3 Resource Efficient Buildings

**Goal CD-9.** Establish a durable sustainable community that utilizes resources efficiently.

**Policies:**

CD-P-32: New buildings shall be designed to be responsive to the local climate in a manner that provides shelter from sun and rain for pedestrians.

CD-P-33: Passive solar design features are encouraged whenever possible. Design of buildings should consider energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

CD-P-34: Solar collectors, if used, shall be oriented away from public view or designed as an integral element of the roof structure.

CD-P-35: Architectural elements that contribute to a building's character, aid in climate control, and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.

CD-P-36: Encourage the creation of an urban forest comprised of street trees, residential lot trees, and trees in non-residential parking lots and other public open space.

### 3.4 Pedestrians and Bicycles

**Goal CD-10.** Establish a pedestrian and bicycle friendly environment in neighborhoods and commercial and office land use areas.

**Policies:**

CD-P-37: Commercial centers should provide for convenient, attractive pedestrian access from street fronts and from adjacent commercial, office, and residential land uses.

- CD-P-38: Commercial centers should provide for convenient, attractive pedestrian access within the center with dedicated pedestrian ways between all buildings and pedestrian spaces such as plazas, courtyards, and terraces at natural gathering areas within the site.
- CD-P-39: Integrating the pedestrian elements (walkways, plazas, and terraces) with the buildings will enhance the pedestrian experience. The pedestrian relationship to buildings should be comfortable, convenient, and protected from extremes of sun and wind.
- CD-P-40: Outdoor plazas or other common areas that provide space for special landscaping, public art, food service, outdoor retail sales, or seating areas for patrons are encouraged in retail settings appropriate to such pedestrian activity. The plaza or other common area shall be appropriately scaled to the retail use and shall be directly connected to the primary walkway.
- CD-P-41: Buildings adjoining public spaces, including pedestrian ways shall be designed to allow the sun to reach sidewalks and plazas in the winter.
- CD-P-42: Building configurations that provide “outdoor rooms,” courtyards, paseos, and promenades are encouraged.
- CD-P-43: Where practical, and in compliance with ADA standards, common areas that provide seating should be separated from the primary walkway by informal barriers, such as planters, bollards, fountains, low fences and/or changes in elevation.

### **3.5 Agricultural Heritage**

- Goal CD-11.** To the extent possible, new development shall retain or incorporate visual reminders of the agricultural heritage of the community.

**Policies:**

- CD-P-44: Provide minimal levels of street, parking, building, site and public area lighting to meet safety standards and provide direction.
- CD-P-45: Provide directional shielding for all exterior lighting to minimize the annoyance of direct or indirect glare.
- CD-P-46: Provide automatic shutoff or motion sensors for lighting features in newly developed areas.
- CD-P-47: The City shall adopt light and glare standards that minimize the creation of new light source and the annoyance of direct and indirect glare.
- CD-P-48: Allow pockets of agricultural activity to remain within the urban areas of the city where such uses are compatible with the surrounding urban use.
- CD-P-49: Allow use of small under-utilized parcels or undeveloped portions of parcels for temporary, seasonal agricultural activity, such as truck farms, strawberries, and small orchards.
- CD-P-50: In order to retain a visual reminder of the agricultural heritage, the City will permit the use of non-fruiting species, such as flowering pear and plum, as secondary accent trees in landscape corridors along major streets. The primary street tree shall provide a shade canopy over the street and sidewalk.