

4. The landscaping design must be approved by the City Engineer.

Drive-over curb (4 1/2") and 4' sidewalk shall be installed on **local** street widths in newly developed R-1, R-2, and R-3 zones.

Vertical curb (6") and 4' sidewalk shall be installed in existing in-fill R-1, R-2, and R-3 zones where previous work is vertical curb.

Replacement and Repair - Where existing curb, gutter and sidewalk do not meet the current City Standards and are in need of repairs, it shall be the developer's responsibility to remove and replace necessary curb, gutter and sidewalk. Removal shall be removed to the nearest expansion, weakened plane or construction joint or sawed at the nearest score line.

- B. Private gated communities shall be required to install sidewalks in accordance with ITE standards set forth in Design Appendix H, Table H-1.
- C. Downtown Exposed Aggregate Sidewalk & **Streetscape** - These Standards, as shown in Standard Details #316-321 & #342, shall be mandatory within the area as shown in Standard Detail #321, except that exposed aggregate sidewalks shall not be required on the streets bordering the area.

Any proposed changes to this pattern or substitution of materials shall be considered on a case by case basis. The Downtown Improvement District Board of Directors (D.I.D.) will provide the initial review and recommendation to the City Council. The City Engineer will also make a recommendation for D.I.D. and City Council consideration. The City Council will then approve or deny the proposed change with appropriate modifications.

Minor modifications required by special conditions may be made with approval of the City Engineer.

New, full-width, exposed aggregate sidewalk shall be constructed and shall replace existing sidewalk when the existing sidewalk is less than 50% of the total sidewalk area.

For existing developments in areas requiring full-width sidewalk, fill-in sidewalk, added to provide the full-width, shall be exposed aggregate when the existing sidewalk is less than 50% of the total sidewalk area.

See Modesto Municipal Code, Section 7-1.502, for required locations of full-width sidewalk. Where existing sidewalk is more than 50%, exposed aggregate finish is optional.

The sidewalk area shall be defined as the entire area required to have sidewalk including tree and tree blockout areas, but not including curb ramps or drive approaches.

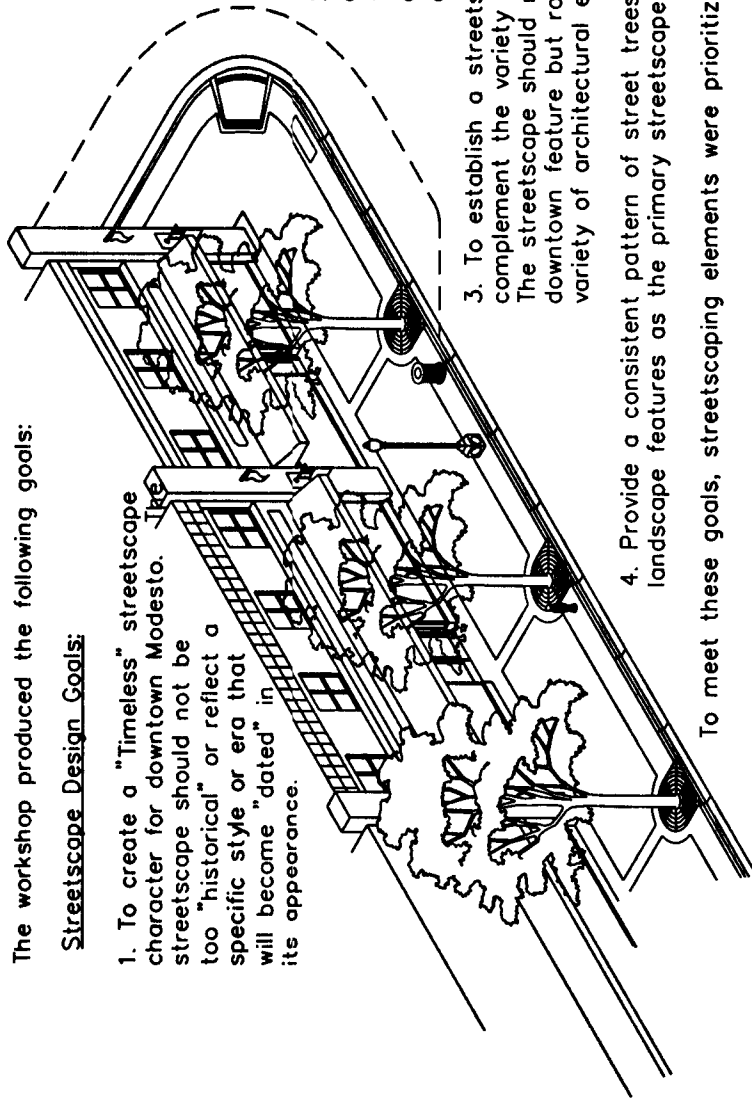
**CITY OF MODESTO STREETSCAPE PROJECT:**

The purpose of the Modesto Streetscape Prototype is to provide a consistent standard for The Plaza Project and potentially for all future streetscape improvements in the Downtown Area. Consistent and uniform streetscape improvements will enhance the visual character and the pedestrian environment throughout the Downtown. This prototype has been created through an interactive process which first began with citizen input and manifested itself in a day long design workshop involving members of the Citizen Redevelopment Commission Design Committee and the general public. The goals, ideas and drawings produced during the workshop shaped this streetscape prototype.

The workshop produced the following goals:

**Streetscape Design Goals:**

1. To create a "Timeless" streetscape character for downtown Modesto. The streetscape should not be too "historical" or reflect a specific style or era that will become "dated" in its appearance.



- Handicap Ramps to Meet Existing City Standards
- Pedestrian "Bulb-out" Option on Major Intersections and Mid-Block Locations Subject to Traffic Levels

Street Names Stamped or "Etched" in Concrete Bands at Corner

2. To create a streetscape environment that will be "pedestrian friendly", have a sense of place, and allow for a variety of "street activities".

3. To establish a streetscape prototype that will complement the variety of buildings found in downtown. The streetscape should not become the dominant downtown feature but rather should serve to unify the variety of architectural elements throughout downtown.

4. Provide a consistent pattern of street trees and incorporation of other landscape features as the primary streetscape elements.

To meet these goals, streetscaping elements were prioritized:

**Streetscape Priorities:**

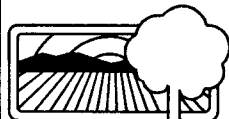
1. Landscaping: street trees and other landscape features
2. Street lighting: new and existing—restore historic lighting standards
3. Paving surfaces: similar to current standard, but improve uniformity of finished product
4. Site furniture: benches, trash receptacles, bike racks, etc.

APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

STREETS  
DOWNTOWN  
STREETSCAPE

ENGINEERING & TRANSPORTATION  
DEPARTMENT

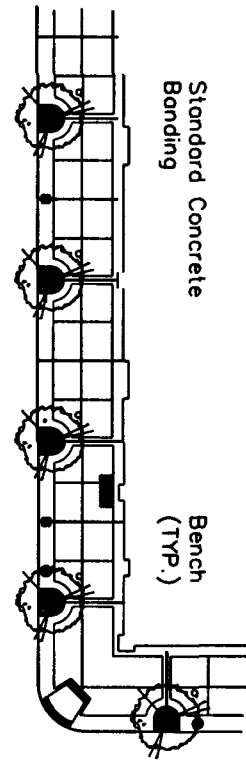


CITY of MODESTO

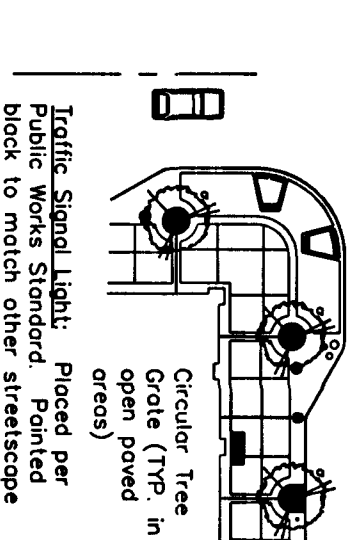
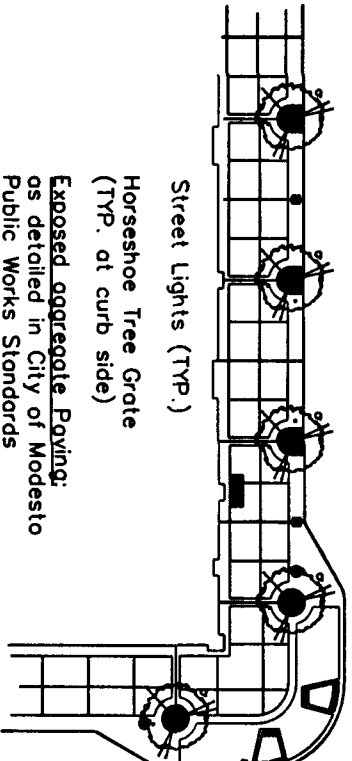
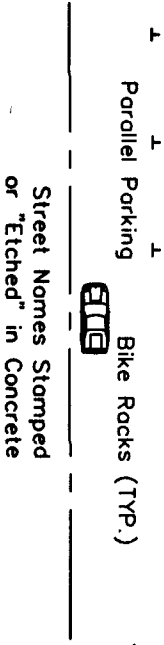
DETAIL NO.  
316

**Streetscape Amenities:**

1. Pedestrian "bulb-outs" on sidewalks should be used at key intersections and at mid-block crosswalks when appropriate to encourage pedestrian connections.
2. Discourage the use of bollards. Round landscaped planters may be used in lieu of bollards especially at "bulb-outs" or other special use areas for pedestrian safety.
3. Shop owners/merchants should be allowed and encouraged to place additional site furnishings (including benches, tables, and planters) in front of their storefronts. Maintenance of the same will be the responsibility of individual property owners/merchants.



4. With any new streetscape construction, provisions should be made for installation of automatic irrigation systems for the street trees and other landscape features. In addition, electrical outlets/junction boxes should be placed at regular intervals in tree wells to help facilitate any street fairs or other public activities and accent lighting of the streetscape.

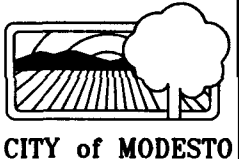


APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

**STREETS  
DOWNTOWN  
STREETSCAPE**

**ENGINEERING & TRANSPORTATION  
DEPARTMENT**



DETAIL NO.  
**317**

**Signage:**

1. Guidelines should be created and implemented for storefront awnings and signage. Awnings should be encouraged if kept consistent with the streetscape character. Storefront signage should be provided at the pedestrian level (i.e. signs hanging perpendicular to sidewalks). Allow for variety, but unsightly colors and fonts should be strongly discouraged.
2. Storefront signage should be limited to a maximum of two identification signs per business – one to be located horizontally on the building face, the other to be located perpendicular to the building face, projecting from the building. Horizontal signage may occur directly above or below the awning or on the outer awning edge. Perpendicular signage should not exceed six square feet and should be located below the awning, with a minimum clearance from sidewalk of 8 feet.
3. Public domain signage (i.e., "parking", directional, kiosks, etc.) should remain consistent in color and style to the chosen streetscape furniture and the streetscape character as a whole. The city should develop a detailed Public Domain Signage Program addressing specific size, color and style. Signs should identify key project features with names and arrows including but not limited to: parks, public features, Civic Center, neighborhoods, shopping areas, etc.
4. Street tree selection (species, type, size, etc.) should take into account the visibility of storefront signage with the goal to minimize obstruction of visibility from the street.

**Streetlights:**

Streetlights (Visco VI-X-1-OF or comparable) will be placed 60' O.C., beginning 25' from the corner property line of each block. Existing lighting should be retrofitted with matching luminaries to minimize amount of new lighting being installed. All lighting, including existing and future lights and poles, shall be painted black to match other site furnishings.

1 Street: Twin luminaries shall be utilized along 1 Street and other selected prominent circulation routes. Light standards shall match the style throughout downtown and be placed as noted above.

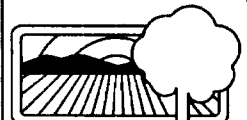
APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

STREETS

DOWNTOWN  
STREETSCAPE

ENGINEERING & TRANSPORTATION  
DEPARTMENT



CITY of MODESTO

DETAIL NO.

318

Bike Racks:

Bike racks (TimberForm CycLoops 2172) should be placed maximum four per block side, within the three foot band running parallel with the street. They should be painted black to match all other site furniture.

Trash Receptacles:

Trash cans (DuMor, Inc. Model 86) shall be placed toward each intersection, with a maximum of one per street frontage at corners. They should be placed within the three foot band that runs next to the street opposite the locations of benches. The style matches that of the specified bench. They should also be painted black to match all other site furniture.

Benches:

Sidewalk benches should be placed two per block side, located toward each corner. The exact location will be determined by the configuration of the adjacent building façade. The specific bench type to be used is Model 93 by DuMor, Inc. and shall be painted black to match other site furnishings.

Signage:

Public domain signage (i.e., "parking", directional signage, kiosks, etc.) should be placed at key intersections and plaza areas. This prototype is intended to suggest character and not a specific design. All signage should be kept consistent in style and color with the "timeless" character of the chosen streetscape furnishings.

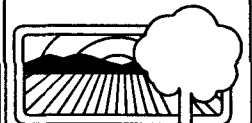
APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

STREETS

DOWNTOWN  
STREETSCAPE

ENGINEERING & TRANSPORTATION  
DEPARTMENT



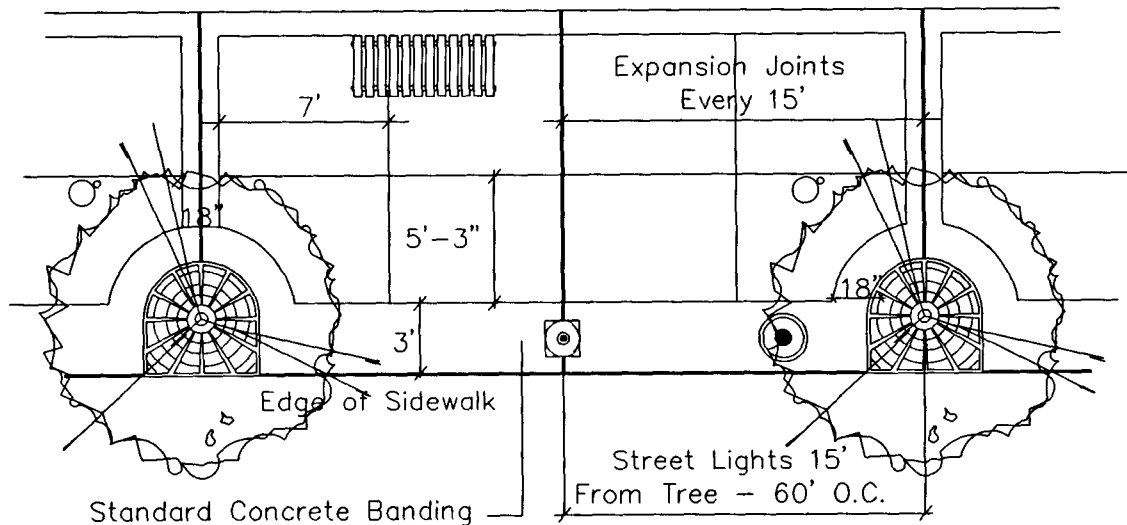
CITY of MODESTO

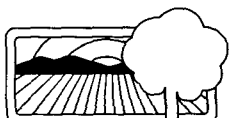
DETAIL NO.

319

Street Trees:

Street trees should be placed at 30' on center, beginning 10' in from the corner of the property lines. Specimen trees should be placed at the corners to highlight key intersections. A horseshoe tree grate (combination Round/Square tree grate - Neenah R-8713-A and R-8838) shall be used against the curb and a full circle tree grate (Neenah R-8838) will be used in open paved areas. See signage guideline number four (4) for further characteristics.



|  |  |  |
|--|--|--|
| <p>APPROVED BY CITY COUNCIL<br/>RESOLUTION NO. 2001-560</p>                        | <p><b>STREETS</b></p>                  |  <p>CITY of MODESTO</p> |
| <p>ORIGINAL APPROVED BY THE<br/>DIRECTOR OF ENGINEERING<br/>AND TRANSPORTATION</p> | <p><b>DOWNTOWN<br/>STREETSCAPE</b></p> |  |
| <p>ENGINEERING &amp; TRANSPORTATION<br/>DEPARTMENT</p>                             |  | <p>DETAIL NO.<br/><b>320</b></p>   |

THESE STANDARDS SHALL BE MANDATORY WITHIN THE AREA AS SHOWN IN FIGURE 1, EXCEPT THAT EXPOSED AGGREGATE SIDEWALKS SHALL NOT BE REQUIRED ON THE STREETS BORDERING THE AREA.

EXPOSED AGGREGATE SIDEWALK AREA BOUNDARY



FIGURE 1

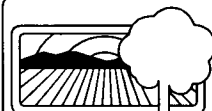
APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

**STREETS**

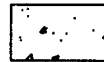
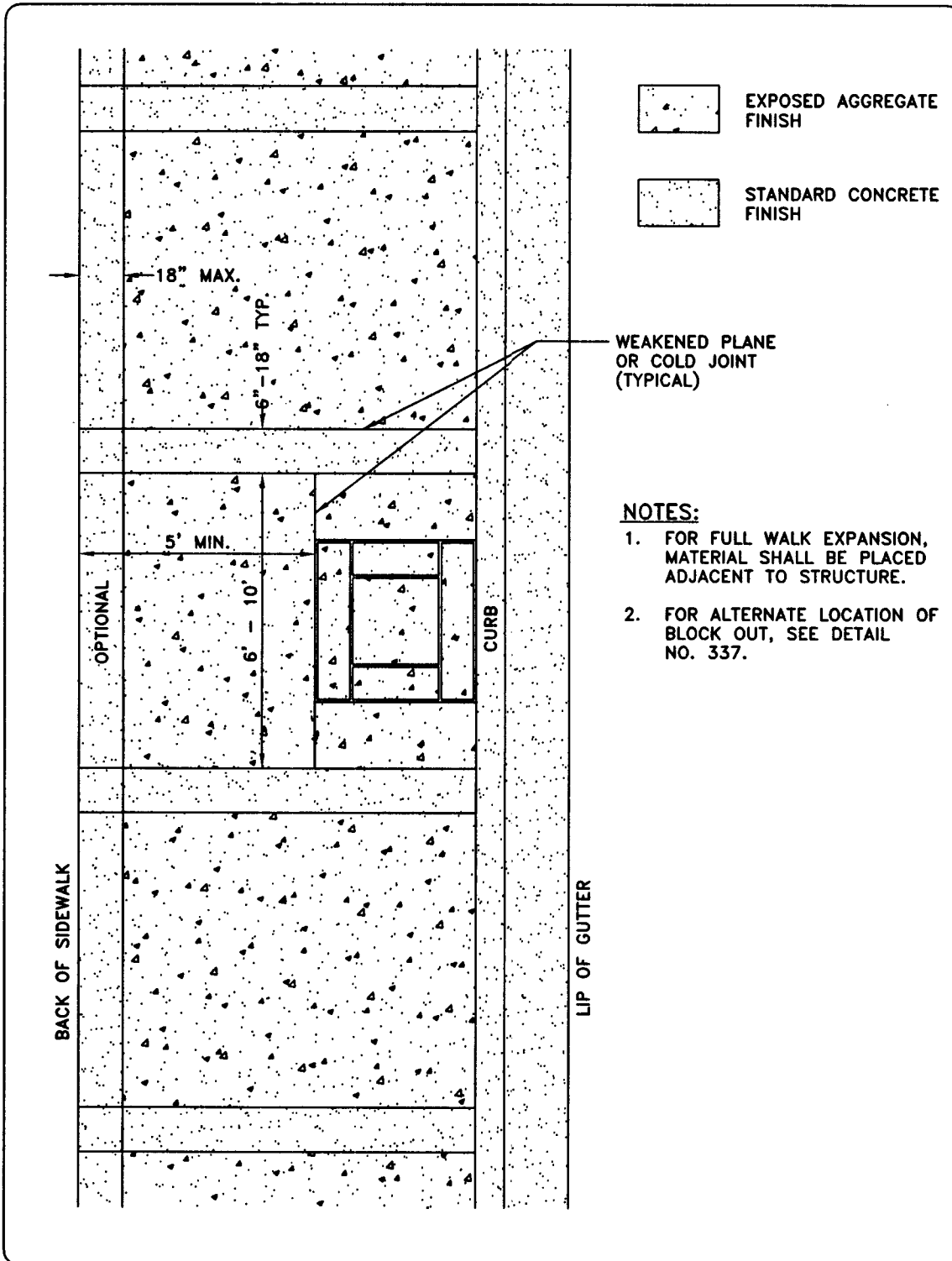
**DOWNTOWN EXPOSED  
AGGREGATE SIDEWALK**

**ENGINEERING & TRANSPORTATION  
DEPARTMENT**



CITY of MODESTO

DETAIL NO.  
**321**



EXPOSED AGGREGATE  
FINISH



STANDARD CONCRETE  
FINISH

WEAKENED PLANE  
OR COLD JOINT  
(TYPICAL)

**NOTES:**

1. FOR FULL WALK EXPANSION,  
MATERIAL SHALL BE PLACED  
ADJACENT TO STRUCTURE.
2. FOR ALTERNATE LOCATION OF  
BLOCK OUT, SEE DETAIL  
NO. 337.


APPROVED BY CITY COUNCIL  
RESOLUTION NO. 2001-560

ORIGINAL APPROVED BY THE  
DIRECTOR OF ENGINEERING  
AND TRANSPORTATION

**STREETS**

**CONCRETE AND  
AGGREGATE SIDEWALK**

**ENGINEERING & TRANSPORTATION  
DEPARTMENT**



CITY of MODESTO

DETAIL NO.  
**342**