



6TH STREET CORRIDOR

The 6th Street Corridor is important to the community as the primary access to the city, to SDSU, to downtown, and the many businesses along the corridor. It serves both a functional and symbolic role as it represents Brookings as a whole.

- The visual impression that users experience from 6th Street will impact their overall impression and experience.
- The function of the corridor must accommodate customers who travel along 6th Street (often vehicular traffic) in addition to the more localized customer base (pedestrians and bicyclists from the adjacent residential neighborhoods).
- While it serves as a major corridor through the community, it also divides the adjacent neighborhoods in an environment that can be intimidating to pedestrians seeking to cross the road.

6th Street will continue to face significant development pressure from the private sector in addition to residents expecting improvements to the public realm. To date, the investment projects have sought to improve the function of the corridor as the principal arterial and business street through Brookings.

PUBLIC REALM IMPROVEMENTS

- Gateway landscaping, open space preservation, and gateway signage between 20th Avenue and 22nd Avenue. The gateway treatments are exceptional and offer a warm welcome to visitors.
- The open space southwest of 22nd Avenue and 6th Street includes a trail segment that can be expanded in all directions.
- The reconstruction of the interchange and 6th Street west to 22nd Avenue including thematic and streetscape elements in addition to a wide sidewalk along the northside of 6th Street was completed in 2018.



- Enhancements to Hillcrest Park including the installation of landscaping, public art, a pedestrian crossing signal across 6th Street, and improvements to the Hillcrest Aquatic Center.
- A planned sidepath trail on 6th Street near the downtown planned for 2020.

PRIVATE SECTOR INVESTMENTS

- **6th Street Centre (Jimmy John's Mixed Use Project).** At 13th Avenue and 6th Street, the three story building includes front parking, two drive-thru service windows, four businesses, and two floors of residential units.
- **Bank Star.** At 13th Avenue and 6th Street, the single use building includes two stories, a drive through, and parking along both street frontages.
- **Parkhill Lofts (Approved).** At 12th Avenue and 6th Street, the Parkhill Lofts proposal prompted much dialogue about the appropriate scale and design character along the 6th Street Corridor including how to manage parking and other site impacts. The project was approved by the Planning Commission as a four story building (approximate height of 48 feet), with parking beneath and behind the building, and landscaping along the 6th Street frontage.
- Additional private sector improvements have also occurred including reinvestment in existing facilities throughout the district and the acquisition of properties with plans to redevelop.



PUBLIC INPUT AND DEVELOPMENT VISION

Based on the current and future importance of this corridor and the amount of continued development pressure, the city chose to make a closer evaluation of the 6th Street Corridor to explore opportunities to improve its image and function.

In August of 2017, the planning team facilitated a design workshop to explore the opportunities and challenges that exist within this corridor. The workshop was well attended and stakeholders expressed strong opinions about the vision for 6th Street.

Public Priorities:

- Create an attractive and welcoming pedestrian environment along the length of the corridor related to the scale and configuration of development
- Integrate safe and comfortable bicycle and pedestrian crossings at major nodes along 6th Street
- Continue to integrate landscaping and thematic elements into the streetscape
- Promote high quality development and a mix of complementary uses that allow the corridor to function as a cohesive business district rather than a collection of unrelated businesses
- Mitigate impacts to the adjacent historic districts by encouraging a graceful transition between those properties with frontage on 6th Street to those with frontage on 7th and 5th Streets respectively



General Recommendations

- Appropriate redevelopment scale depends on the perception of height from the sidewalk or curb lane.
 - › For low and moderate density residential and commercial uses, the 6th Street frontage should maintain a minimum setback from the sidewalk that is landscaped.
 - › For larger redevelopment projects such as mixed use or high density residential projects, the scale (real and perceived) is important and should be evaluated by the following guidelines:
 - » A maximum height of four-stories is generally appropriate
 - » Parking should be hidden or screened from 6th Street when possible to increase the amount of frontage designed for pedestrians
 - » Actions should be taken to mitigate the perceived scale (height, lot coverage, and setback) should be integrated such as incorporating landscaping, element of visual interest to a pedestrian, or setting back the upper floors
 - » Actions should be taken to address site impacts such as vehicle parking and traffic, stormwater, and screening from adjacent properties and uses
- The diversity of land uses and scales along the corridor require that a block-by-block evaluation be conducted to identify whether a project is appropriate or can be made appropriate. The Urban Strategy Area Policy Map (Figure 8.1) provides a high-level review of where and how development should occur along the corridor.
- Enhanced pedestrian crossings should be integrated throughout the corridor especially at the attention nodes.

THE POLICY MAP

The Urban Strategy Area Policy Map (Figure 8.1) provides guidance on how the corridor should evolve to respect its strengths and character today and to promote new investment that improves the image and function of 6th Street.

Based on public input, recent proposals, and a detailed study of the corridor - the policy map balances competing realities, perspectives, and the many roles that the corridor plays today to create a vision for tomorrow.

THE DESIGN CONCEPT CALLOUTS

There are several locations throughout the corridor that would benefit from tactical site improvements and reinvestments. While these callouts identify improvements on private properties, these improvements offer significant benefit to the development of the corridor and its role in the community by: enhancing the function of regional assets; by connecting disparate features; and by demonstrating the value of good site design as a model for future projects.

HOW TO USE THE POLICY MAP AND THE DESIGN CONCEPT CALLOUTS:

A Policy Guide. In the same way that the Future Land Use Plan serves as a guide to decision makers, the policy map can be used by policy makers when considering the appropriateness of a land use or development policy. It can also be used by the development community and land owners along the corridor and in adjacent neighborhoods.

A Focus on Design Compatibility. While zoning functions relatively well to avoid compatibility issues, it does not do an especially good job regulating good design or scale. The policy map and this section provides direction to promote quality development and it may be appropriate for the city to craft basic design guidelines to better articulate a vision for appropriate scale, use, and development practices.

POLICY AREA: RESIDENTIAL SCALE PRESERVATION



EXISTING CONDITION:

- The 6th Street Corridor was comprised primarily of single family detached dwellings constructed in the first half of the 20th Century. While sections of the corridor have redeveloped as commercial businesses, the areas identified as “Residential Scale Preservation” have maintained the character and scale of the original residential neighborhoods.

FUTURE:

- Preserve the scale of the original 6th Street residential neighborhoods for housing and commerce.

Form and Scale

- One to two story structures with residential appearance
- Setbacks typically between 25-30 feet
- Prefer parking from the alley
- Limited signage for commercial uses

Transitions and Compatibility

- Landscaping between this and higher intensity uses
- Alleys and rear yards should function as a transition zone to improve compatibility

POLICY AREA: MEDIUM DENSITY RESIDENTIAL



EXISTING CONDITION:

- A mix of single-family homes, converted dwellings, and small multi-family structures

FUTURE ROLE:

- Preserve existing medium density residential neighborhoods and encourage additional density at target locations along the corridor

Form and Scale:

- One to three story structures
- Converted single family homes or townhome configuration
- Prefer parking to be located behind or to the side of the building
- Entrances oriented to the sidewalk and the primary façade to the street
- The setbacks of the development should be consistent with the character of the block
- It is sometimes appropriate to incorporate commercial on the ground floor in addition to residential amenities

Transitions and Compatibility:

- Landscaping the transition between lower and higher intensity uses
- Parking lot lighting should be pointed downward
- When adjacent to low density residential areas, additional measures should be taken to increase the compatibility.
 - › Additional landscaping at the transition between land uses
 - › Additional design attention of the rear façade for greater compatibility with the architectural character of the adjacent neighborhoods
 - › Reduce the height of the project or the perception of height
 - › Screen utilities and waste enclosures using shrubs, trees, fencing, or other landscape treatments

POLICY AREA: HIGH DENSITY RESIDENTIAL



EXISTING CONDITION:

- High density residential policy areas include locations that are currently developed as high density residential or in areas where the properties are owned by a developer with plans to redevelop the site.

FUTURE ROLE:

- Encourage additional density in targeted locations to generate activity at certain segments of the corridor and to reinforce the importance of attention nodes.

Form and Scale:

- Typically a three to four story structure
- To reduce the perceived scale of a structure, the upper floors may be setback from the street
- Parking should be located beneath or behind the building
- Entrances oriented to the sidewalk and the primary façade to the street
- The setbacks of the development should be consistent with the character of the block
- It is often appropriate to incorporate commercial on the ground floor in addition to residential amenities

Transitions and Compatibility:

- Landscaping to transition between lower intensity uses.
- When adjacent to lower intensity uses, additional measures should be taken to increase the compatibility of the uses.
 - › Additional landscaping at the transition point
 - › Additional design attention of the rear façade for greater architectural compatibility with the adjacent character
 - › Reduce the height of the project or the perception of height
 - › Screen utilities and waste enclosures using shrubs, trees, fencing, or other landscape treatments
 - › Parking lot lighting should be pointed downward

Definitions:



Design Concept Area. A design concept area is a priority area identified for its opportunity to create significant public benefits through relatively modest, but targeted, investments to site configurations and redevelopment. These areas are explored later in this section with more detailed design concepts.



Attention Node. Nodes are focal points along a pathway that should be reinforced through targeted investment and actions. These areas are explored later in this section with more detailed recommendations.



No Change Recommended. Many of the uses in the corridor are not recommended for any change or to receive significant reinvestment. These include areas identified as existing uses, office, restaurant, or downtown. While additional investment and improvements are always recommended, these areas do not need to change.

Mixed Use (MU). This notation is added to MDR and HDR policy areas that council benefit from additional life and activity along the corridor.



Residential Scale Preservation. Described previously

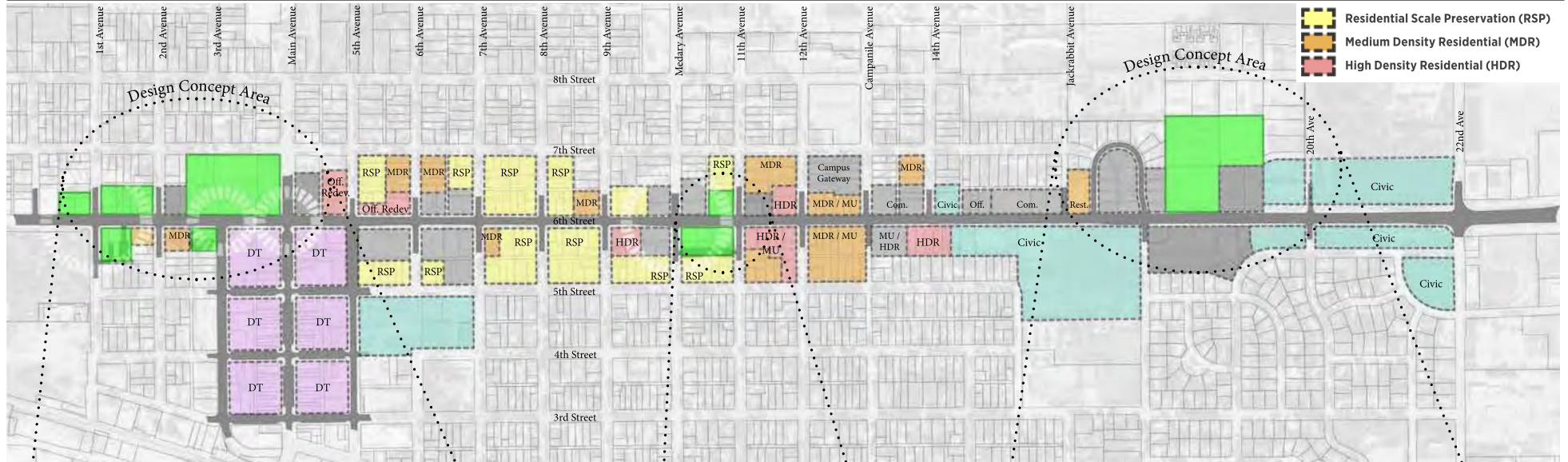


Medium Density Residential. Described previously



High Density Residential. Described previously

FIGURE 8.1: Urban Strategy Areas - Policy Areas and Design Concept Callouts



CITY CENTER PLAZA ENHANCEMENT



more detail on page 156

MIXED USE SCALE
PROTOTYPE



more detail on page 157

VILLAGE SQUARE ENHANCEMENT



more detail on page 158



ATTENTION NODES

"Attention nodes" can be thought about as a focal point that is, or should be, noteworthy to a user of the corridor. These can include major intersections, locations of public interest such as public art, or concentrations of development. When evaluating the 6th Street Corridor, several attention nodes emerged as being especially important for its future.

1st Avenue

The 1st Avenue node is the western most focal point along the corridor. Building on the strategic importance of Pioneer Park which serves as a destination and valuable greenspace, the intersection of 1st Avenue and 6th Street is a strategic opportunity. The Policy Map and the Design Concept Callouts identify this node as being prime for reinvestment. Focusing attention at this location would eliminate blight conditions, would leverage and connect Pioneer Park with the corridor, and would allow for infill redevelopment that would contribute to the health of the downtown and City Plaza Mall.

Appropriate interventions may include:

- Target the segments of the intersection opposite of Pioneer Park for high density residential and urban scale commercial redevelopment
- Improved pedestrian crossings (example treatments: crosswalks, pedestrian crossing signs or beacons, and a pedestrian refuge median).
- Streetscape enhancements to continue the landscaping and thematic treatments throughout the corridor.

3rd Avenue

The 3rd Avenue node is presently the least visible node along the corridor but, with the reconfiguration of the City Plaza site, 3rd Avenue could easily be repositioned as a primary connection between the downtown district and the City Plaza Mall. The enhancement of this node would unite the downtown district and the City Plaza site as complementary and connected destinations.

Appropriate interventions may include:

- Streetscape enhancements to continue the landscaping and thematic treatments throughout the corridor and to make the node more welcoming to pedestrians.
- Site improvements to the City Plaza site to provide a more direct and intentional access through the site for vehicles and pedestrians
- Improved pedestrian crossings (example treatments: crosswalks, pedestrian crossing signs or beacons, and a pedestrian refuge median)