The Redevelopment At Mill Creek

By

Jason Cater & Andrew Craig

Senior Project
City and Regional Planning Department
California Polytechnic State University
San Luis Obispo
2009
EXECUTIVE SUMMARY

The initial redevelopment process began with site analysis. Through this process we were able to identify relevant information in regard to the larger context of the Bakersfield area. This provided a template to work from that ensured consistency with the surrounding area would be maintained, as well as helped to identify pertinent opportunities and constraints presented.

By analyzing relevant case studies throughout California we were able to isolate key successful components and design objectives that are applicable to our vision. The case studies of Santana Row, Del Mar Station, Fruitvale Village, The Crossings and the Historic Re-Use of the Morgan Hill Granary were analyzed and observed first hand in order to establish a personal sense of the identity exuded by these unique successes.

With the collective knowledge obtained through site analysis and the study of relevant projects throughout the state, essential design concepts and objectives could be established.

Design concepts and objectives provided the framework for our final design; through this structure we were able to formulate a comprehensive master plan that best fit our vision. Building on this master plan, the neighborhood designs of the redevelopment at Mill Creek further focus the vision sought.
# Site Analysis

1. **History**
   - 1.1 Bakersfield History
   - 1.2 The Canal
   - 1.3 The Mill
   - 1.4 Historic Buildings
     - 1.4.1 Colonial Apartments
     - 1.4.2 China Alley
     - 1.4.3 The Guild House
     - 1.4.4 The Hayden Building
     - 1.4.5 Spencer House
     - 1.4.6 Standard Oil Building

2. **Natural Environment**
   - 2.1 Local Climate
     - 2.1.1 Temperature
     - 2.1.2 Precipitation
   - 2.2 Macro and Micro Climate: Sun Trajectory and Wind Patterns
     - 2.2.1 Sun Trajectory
     - 2.2.2 Wind Patterns
   - 2.3 Soils and Characteristics

3. **Site Context**
   - 3.1 Existing Uses
     - 3.1.1 Bakersfield Amtrak Station
     - 3.1.2 First Christian Church
     - 3.1.3 Bakersfield Commerce Center
3.1.4  Mexicali.............................................................1.10
3.1.5  Bakersfield Museum of Art..........................1.10
3.1.6  Beale Library...............................................1.10

3.2 Adjacent Utilities.................................................1.12

3.3 Schools..................................................................1.14

3.4 Shopping...............................................................1.15

3.5 Government Buildings............................................1.16

3.5.1 Government Buildings..........................................1.16
3.5.2 Hospital............................................................1.16
3.5.3 Fire Station.........................................................1.16
3.5.4 Police Station.....................................................1.17

3.6 Circulation............................................................1.20

3.6.1 Pedestrian & Bicycle Facilities.........................1.20
3.6.2 Existing Roadway Network...............................1.21
3.6.3 Existing Transit Services...................................1.21

3.7 Aesthetics/Design Context, Architectural Vernacular..................................................................1.22

3.8 View Corridors........................................................1.23

3.8.1 Introduction.........................................................1.23
3.8.2 Creek Towards Central Park............................1.24
3.8.3 Mexicali Towards the Creek..............................1.24
3.8.4 18th Street Towards Central Park......................1.24
3.8.5 View From the Train Station Towards Veteran’s Memorial..................................................1.25
3.8.6 South On Q Street.............................................1.25
3.8.7 North on Q At Truxtun Avenue.........................1.25
3.8.8 Truxtun Avenue Through the Site.....................1.26
4.6 Reflections of the General Plan On-Site........................................................................1.37

4.6.1 Basic Principles for Existing Urban Areas.........................................................................1.37

4.6.2 Front, Side, and Rear Yard.................................................................................................1.38

4.6.3 Floor Area Ratio..................................................................................................................1.38

5 Community Perception..........................................................................................................1.39

5.1 Meeting With Local Planners..............................................................................................1.39

5.2 Community Needs and Demands........................................................................................1.40

5.2.1 Demographics....................................................................................................................1.40

5.2.2 Amtrak Passengers............................................................................................................1.40

5.2.3 Local Residents................................................................................................................1.41

5.2.4 The Convention Center....................................................................................................1.41

6 Site Analysis Conclusion........................................................................................................1.42-1.43
## Case Studies

2.1 The Crossings
   2.1.1 Overview .................................................. 2.2
   2.1.2 History ...................................................... 2.2
   2.1.3 Project Design ............................................. 2.3
   2.1.4 Lessons Learned ......................................... 2.4

2.2 Fruitvale Village
   2.2.1 Overview .................................................. 2.5
   2.2.2 History ...................................................... 2.5
   2.2.3 Project Design ............................................. 2.6
   2.2.4 Lessons Learned ......................................... 2.7

2.3 Santana Row
   2.3.1 Overview .................................................. 2.8

2.4 Del Mar Station
   2.4.1 Overview .................................................. 2.13
   2.4.2 History ...................................................... 2.13
   2.4.3 Project Design ............................................. 2.15
   2.4.4 Lessons Learned ......................................... 2.16

2.5 Adaptive Re-use of Morgan Hill Granary
   2.5.1 History ...................................................... 2.17
   2.5.2 Project Development ..................................... 2.17

2.6 Conclusion ..................................................... 2.19
Concepts and Objectives

3.1 Vision Statement

3.2 Opportunities

3.2.1 The Convention Center

3.2.2 Playgrounds and Children

3.2.3 Pocket Park

3.2.4 Hotel Development

3.2.5 Implement Sustainable Design Not Commonly Used in the City

3.2.6 Develop a TOD

3.2.7 Creek-side opportunities

3.2.7.1 Entertainment

3.2.7.2 Dining

3.2.7.3 Recreation

3.2.7.4 Relaxation

3.2.7.5 Shopping

3.2.7.6 Lodging

3.2.7.7 Historic Education

3.3 Objective One

3.3.1 Concept One

3.3.2 Concept Two

3.3.3 Concept Three

3.4 Objective Two

3.4.1 Concept One

3.4.2 Concept Two

3.5 Concept Diagram Descriptions

3.5.1 Alternative 1

3.5.2 Alternative 2

3.5.3 Master Plan Influence
Master Plan

4.1 Q Street Corridor...............................................................4.11
   4.1.1 Plaza De Soleil Et La Lune........................................4.11
   4.1.2 The Mill Look Hotel..................................................4.11
   4.13 Roundabout.............................................................4.11

4.2 Historic Riverwalk of Mill Creek.....................................4.19
   4.2.1 Orchards/Bakers Mill................................................4.19
   4.2.2 Bed and Breakfast....................................................4.19
   4.2.3 Mill Creek Center.....................................................4.19
   4.2.4 Mill Creek Apartments............................................4.19
   4.2.5 Mill Creek Towers...................................................4.20
   4.2.6 Kern Square..........................................................4.20

4.3 Yokut Station..............................................................4.29
   4.3.1 Amphitheatre.........................................................4.30

5 Conclusion...........................................................................5.1
Figure 1.1: Project Site.................................................................................. 1.2
Figure 1.2: Mill Plaque.................................................................................. 1.2
Figure 1.3: Former Bakersfield Train Station.............................................. 1.2
Figure 1.4: Kern Island.................................................................................. 1.3
Figure 1.5: River Mill on the Canal.............................................................. 1.3
Figure 1.6: Bakersfield Earthquake Damage.............................................. 1.3
Figure 1.7: The Colonial Apartments.......................................................... 1.4
Figure 1.8: Existing China Alley................................................................. 1.4
Figure 1.9: The Guild House...................................................................... 1.4
Figure 1.10: The Hayden Building............................................................. 1.4
Figure 1.11: Spencer House...................................................................... 1.5
Figure 1.12: Standard Oil Building............................................................. 1.5
Figure 1.13: Average Temperature............................................................. 1.6
Figure 1.14: Average Temperature............................................................. 1.6
Figure 1.15: Average Precipitation............................................................. 1.6
Figure 1.16: Solar Exposure...................................................................... 1.7
Figure 1.17: Bakersfield Average Wind Direction & Speed........................ 1.7
Figure 1.18: First Christian Church............................................................ 1.9
Figure 1.19: Facade of the Convention Center............................................ 1.9
Figure 1.20: Front of Mexicali................................................................. 1.10
Figure 1.21: Bakersfield Museum of Art Entrance.................................... 1.10
Figure 1.22: Beale Library from Truxtun................................................... 1.10
Figure 1.23: Downtown Elementary Entrance....................................... 1.14
Figure 1.24: Bakersfield High School....................................................... 1.14
Figure 1.25: Shops along R Street.............................................................. 1.15
Figure 1.26: Shops along 19th Street........................................................ 1.15
Figure 1.27: Offices along 17th Street....................................................... 1.15
Figure 1.28: Bakersfield City Hall Entrance............................................. 1.16
Figure 1.29: Mercy Hospital Southwest.................................................. 1.16
Figure 1.30: Fire Station located on 21st and H........................................ 1.16
Figure 1.31: Bakersfield Police Department Headquarters...................... 1.17
Figure 1.32: Crosswalk and bike lane looking North along Q. Street........ 1.19
Figure 1.33: Crosswalk at the intersection of Truxtun Avenue and Q. Street.. 1.19
Figure 1.34: Bakersfield Transit System.................................................. 1.20
Figure 1.35: Bakersfield Transit System.................................................. 1.20
Figure 1.36: Shops on the corner of R and 19th........................................ 1.22
Figure 1.37: Offices along Truxtun............................................................ 1.22
Figure 1.38: Mexicali sign...................................................................... 1.22
Figure 1.39: South of seventeenth towards Central Park.......................... 1.24
Figure 1.40: View from Mexicali South towards Creek.......................... 1.24
Figure 1.41: View from 18th Street towards Central Park......................... 1.24
Figure 1.42: Veteran’s Memorial with Amtrak Station in the back............ 1.25
Figure 1.43: South on Q. Street.............................................................. 1.25
Figure 1.44: North on Q. at Truxtun Avenue.......................................... 1.25
Figure 1.45: Veteran’s Memorial with Amtrak Station in the back............ 1.26
Figure 1.46: Mill Creek under construction.............................................. 1.28
Figure 1.47: Amtrak Station from Veteran’s Memorial............................ 1.28
Figure 1.48: Veteran’s Memorial.................................................................1.29
Figure 1.49: View of Central Park from 19th Street.................................1.29
Figure 1.50: Uricchio’s on K Street............................................................1.31
Figure 1.51: Mixed-Use located on K Street...............................................1.31
Figure 1.52: Mill Creek concept through our site.....................................1.32
Figure 1.53: Federal Courthouse Conceptual Plan..................................1.32
Figure 1.54: Office Building on Creek......................................................1.33
Figure 1.55: Site plan of South Mill Creek Project..................................1.33
Figure 1.56: View down Truxtun from truxtun and Q St.........................1.36
Figure 1.57: Building Envelope...............................................................1.38
Figure 1.58: Floor area ratio.................................................................1.38
Figure 1.59: Bakersfield Demographic Breakdown............................1.40
Figure 1.60: Population/Demographic Breakdown............................1.40
Figure 1.61: Train in the Station...............................................................1.40
Figure 1.62: Vacant lot on the northwest corner of Truxtun and V........1.41
Figure 1.63: Convention Center and Rabobank Arena.........................1.41
Figure 2.1: Site Location Map...............................................................2.2
Figure 2.2: Former crossings mall........................................................2.2
Figure 2.3: Current crossings site plan................................................2.2
Figure 2.4: Aerial of California Ave. and train...................................2.3
Figure 2.5: Residential street in the crossings......................................2.3
Figure 2.6: Neighborhood park in the crossings................................2.3
Figure 2.7: San Antonio Station at the Crossings...............................2.4
Figure 2.8: San Antonio Station at the Crossings...............................2.5
Figure 2.9: San Antonio Station at the Crossings...............................2.5
Figure 2.10: Fruitvale Village along 12th street..............................2.6
Figure 2.11: Central Plaza of Fruitvale Village.................................2.6
Figure 2.12: Housing units above retail.............................................2.7
Figure 2.13: Santana Row, from the street to the sky.........................2.8
Figure 2.14: European Style Fountain in Santana Row...................2.8
Figure 2.15: Retail strip along Santana Row..................................2.9
Figure 2.16: Outdoor gathering place, and seating........................2.9
Figure 2.17: The Deforest and beyond............................................2.10
Figure 2.18: Residential and associated private community space......2.10
Figure 2.19: Corner chain store; Borders Books..............................2.10
Figure 2.20: Streetscape and facade................................................2.11
Figure 2.21: Streetscape and facade................................................2.11
Figure 2.22: Mixed use view.............................................................2.12
Figure 2.23: Mixed use view.............................................................2.12
Figure 2.24: Gateway to Del Mar Station........................................2.13
Figure 2.25: Del Mar Station Master Plan....................................2.13
Figure 2.26: Housing units above retail........................................2.13
Figure 2.27: Oblique View...............................................................2.14
Figure 2.28: Revitalized original station........................................2.14
Figure 2.29: Pool and residential.....................................................2.15
Figure 2.30: Corner view.................................................................2.15
Figure 2.31: Aerial View.................................................................2.16
FIGURES

Figure 2.32: Morgan Hill Station East Entrance ............................................................ 2.17
Figure 2.33: Revitalized Granary ................................................................................. 2.17
Figure 2.34: Morgan Hill Station West Entrance .......................................................... 2.17
Figure 2.35: Mangia La Pizza ......................................................................................... 2.18
Figure 2.36: Park located on the east side of the station ................................................. 2.18
Figure 2.37: Portion of the orchard/revitalization backdrop ......................................... 2.18
Figure 2.38: Weston Miles Architects ............................................................................ 2.18
Figure 2.39: Project site broken down into three components ....................................... 2.19
Figure 3.1: Playground equipment ............................................................................. 3.2
Figure 3.2: Pocket park example no. 1 .......................................................................... 3.2
Figure 3.3: Pocket park example no. 2 .......................................................................... 3.2
Figure 3.4: Mixed-use center ....................................................................................... 3.3
Figure 3.5: Bricktown in Oklahoma City, OK ............................................................... 3.3
Figure 3.6: Riverwalk outdoor patio ............................................................................ 3.3
Figure 3.7: Mixed-use along riverwalk ......................................................................... 3.4
Figure 3.8: Shopping along creek .............................................................................. 3.4
Figure 3.9: Plaza example ............................................................................................ 3.4
Figure 3.10: Mixed-use pedestrian corridor ............................................................... 3.5
Figure 3.11: Low-rise apartments in Arbutus, MD ....................................................... 3.5
Figure 3.12: Redevelopment of a blighted street ......................................................... 3.5
Figure 3.13: Urban Park Corridor ............................................................................... 3.6
Figure 3.14: Pedestrian Street in Calgary, AB ............................................................. 3.6
Figure 3.15: Plaza in New York, NY ............................................................................ 3.6
Figure 4.1: Looking South down Q Street ................................................................. 4.14
Figure 4.2: Looking eastward towards the creek ....................................................... 4.26
Figure 4.3: View from 17th Street bridge down the creek ........................................... 4.26
Figure 4.4: Looking North towards Mill Creek Center .............................................. 4.27
Figure 4.5: Looking North through the orchards ....................................................... 4.27
Figure 4.6: Looking North along the creek ............................................................... 4.28
Figure 4.7: Aerial of the Central Plaza ...................................................................... 4.35
Figure 4.8: Pedestrian view of the plaza .................................................................. 4.35
Figure 4.9: Looking through the mixed-use corridor ................................................ 4.36
Figure 4.10: View from the creek towards the amphitheatre ....................................... 4.36
Figure 4.11: View of the monument ........................................................................... 4.37
Table 4.1: Redevelopment at Mill Creek Program List.................................4.4
Table 4.2: Redevelopment at Mill Creek Program List.................................4.5
Table 4.3: Redevelopment at Mill Creek Program List.................................4.6
Table 4.4: Redevelopment at Mill Creek Program List.................................4.7
Table 4.5: Redevelopment at Mill Creek Program List.................................4.8
Table 4.6: Redevelopment at Mill Creek Parking Requirements.....................4.8
Table 4.7: Redevelopment at Mill Creek Parking Requirements.....................4.9
Table 4.8: Q Street Corridor Program List..................................................4.12
Table 4.9: Q Street Corridor Parking Requirements....................................4.13
Table 4.10: Mill Creek Area Program List..................................................4.20
Table 4.11: Mill Creek Area Program List..................................................4.23
Table 4.12: Mill Creek Area Program List..................................................4.21
Table 4.13: Mill Creek Area Parking Requirements....................................4.21
Table 4.14: Yokut Station program list.......................................................4.33
Table 4.15: Yokut Station program list.......................................................4.34
Table 4.16: Yokut Station parking requirements.........................................4.34
## MAPS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Conditions</td>
<td>1.11</td>
</tr>
<tr>
<td>Adjacent Facilities</td>
<td>1.13</td>
</tr>
<tr>
<td>Government Buildings</td>
<td>1.18</td>
</tr>
<tr>
<td>Circulation</td>
<td>1.21</td>
</tr>
<tr>
<td>View Corridors</td>
<td>1.27</td>
</tr>
<tr>
<td>Unique Visual Features</td>
<td>1.30</td>
</tr>
<tr>
<td>Planned Projects</td>
<td>1.34</td>
</tr>
<tr>
<td>Site Analysis Map</td>
<td>1.44</td>
</tr>
<tr>
<td>Conceptual Diagram Alternative 1</td>
<td>3.9</td>
</tr>
<tr>
<td>Conceptual Diagram Alternative 2</td>
<td>3.11</td>
</tr>
<tr>
<td>Land Use Map</td>
<td>4.2</td>
</tr>
<tr>
<td>Q Street Section</td>
<td>4.18</td>
</tr>
<tr>
<td>Pull-outs</td>
<td></td>
</tr>
<tr>
<td>Master Plan</td>
<td>4.3</td>
</tr>
<tr>
<td>Q Street Corridor</td>
<td>4.12</td>
</tr>
<tr>
<td>The Historic Riverwalk at Mill Creek</td>
<td>4.21</td>
</tr>
<tr>
<td>Yokut Station</td>
<td>4.31</td>
</tr>
<tr>
<td>Truxtun Avenue Cross Section</td>
<td>4.39</td>
</tr>
<tr>
<td>The Redevelopment at Mill Creek</td>
<td>4.41</td>
</tr>
<tr>
<td>Project Phasing</td>
<td>5.4</td>
</tr>
</tbody>
</table>
SITE DESCRIPTION

The 43-acre project site is located in Bakersfield California, within a short proximity of downtown. The site is bordered by the thoroughfares of Q. Street to the west, 19th Street to the North, V. Street to the East and the Bakersfield Amtrak station which composes the southernmost border of the site. The project site is steeped in historical significance, being the original location of Colonial Baker’s field, where the charismatic social butterfly grew and sold alfalfa to travelers and residents alike.

I  HISTORY

1.1 Bakersfield History

The Yokuts Indians were the first to settle in the San Joaquin Valley approximately 8000 years ago. The Yokuts named the area Woy Loo. In the year 1776, following the arrival of the Yokuts, the first European, a Spanish Missionary by the name of Father Francisco Garces, successfully reached the area.

Oil was first discovered in the San Joaquin Valley in 1865.

In 1860, Bakersfield was known as Kern Island as the area existed as a swamp land and the existing downtown area of Bakersfield was prone to flooding due to the frequent breaking of the Kern River Delta. The Pioneers that inhabited “Kern Island” lived in log cabins.

In the year 1863, Colonel Thomas Baker moved form Iowa to Kern Island in order to support reclamation. Baker built and settled in adobe house near the existing Truxtun Avenue and R Street, which lies in the middle of the project site. Baker, a former California State Senator and experienced surveyor, was assigned to survey and plot the layout for Visalia of Tulare County in the late 1850’s. The Colonel held a reputation as being one of the few government officials impervious to the corruption of big business which aided him greatly in establishing himself as a man of respect and hospitality in Kern Island. Baker grew a field of alfalfa near the existing Amtrak station, located in the project site, in order to provide travelers with a location to feed their horses. The alfalfa field soon became a well known destination for travelers passing through the area. “Baker’s field” provided those who paid
a visit with not only alfalfa but the quality company Baker was so happy to provide. As the population grew in the area, Baker subsidized development with his own money; constructing public sawmills which provided others with the necessary infrastructure for surveying and land drainage. After the Kern River flood, Baker was selected to plot out a new town. In 1869, following the founding ceremony of Baker's new land plot, the residents honored Baker by naming the town Bakersfield. In 1872, Baker died of Typhoid.

1.2 The Canal
The Kern Island Canal was constructed in the 1870’s by Horatio P. Livermore and Julius Chester. During this time land development was booming in the Southern San Joaquin Valley. One of the first major canals in California, it was constructed specifically for irrigation to carry water from the Kern River to farmland located at the Kern Lake Bottom. This canal is still utilized specifically for irrigation, providing water to farms south of the City.

1.3 The Mill
The canal was also utilized to power the Kern River Mill (See figure 1.2). This mill was owned by Horatio Livermore and was built in 1872, functioning as a flour mill until 1923, at which point it was converted to a grain processing plant and storage site until 1952. The historical significance of this mill will be a feature of the site as the City plans to redevelop the mill in its original location.

1.4 Historic Buildings
Bakersfield was hit with the devastating affects of the Great Earthquake of July 21, 1952. The earthquake epicenter was near Bear Mountain, and was the second largest earthquake in California history. The earthquake dramatically altered the appearance of Bakersfield which led to the flat, sprawling building style that is so prevalent today. The earthquake destroyed the majority of downtown Bakersfield’s Historic Victorian brick businesses and hotels including the famous Southern Hotel, the Chinatown area that once existed in the project site, as well as turn of the century buildings such as the County Court Building. Due to the devastating results of the earthquake, there exist very few historic buildings today.

Past gone historic buildings as well as existing historic
buildings provide a template from which to draw from for successful contemporary design that follows the historical design context necessary in preserving and enhancing the character of Bakersfield.

1.4.1 Colonial Apartments
1701 “F” Street:
Built around 1916, the building contains twelve units. The building is constructed of face brick and frame stucco and resembles early Colonial Williamsburg style architecture.

1.4.2 China Alley
Alley between 21st and 22nd Streets:
The neighborhood in which China Alley lies was once the center of China town. In the late 1800’s, approximately 3,000 Chinese lived around China Alley during the construction of the railroads. Mail was delivered by the U.S. Post Office to alley businesses and residents well into the 1950’s because letters were addressed to China Alley.

1.4.3 The Guild House
1905 18th Street:
Constructed in 1908, for the C.A. Barlow family, the house has been refurbished throughout the years, but maintains its original character both inside and out. The Guild House is a great example of early Craftsman architecture in Bakersfield. Guild House serves gourmet luncheons each day, Monday through Friday, September through June.

1.4.4 The Hayden Building
1626 19th Street:
A classic example of Second Renaissance Revival architectural styling; the Hayden Building remains almost unchanged since its construction in 1915.
1.4.5  Spencer House
1321 “N” Street:

The best example of Queen Anne/Eastlake architecture in the City of Bakersfield, aside from the Kern County Museum in the City of Bakersfield. Constructed in the 1890’s, the house was previously located on the corner of 14th and Chester until it was bought by Henry Spencer from Ella Stark Stone and moved to its present location in 1928.

1.4.6  Standard Oil Building
1800 19th Street:

The architectural style is late-Second Renaissance Revival. The building is made up of two sections, the main section being constructed in 1917 and the 10,000 square foot “wing” in 1921. Standard Oil Company started operations in Bakersfield in 1902, establishing control of portions of the Kern River fields.
2 NATURAL ENVIRONMENT

2.1 Local Climate

The climate in Bakersfield is characterized by mainly dry, hot temperatures in the summer, with clear sunny conditions. The winter months yield colder temperatures, particularly at night when temperatures easily drop below freezing. Bakersfield has an average of 330 days of sunshine annually. Bakersfield is characterized by low and infrequent rainfall with little topographic change. The predominant native flora and fauna are well adapted to the arid climate. Due to the dry climate, the area contains seemingly limited plant diversity; however, the native vegetation supports an intricate food chain.

2.1.1 Temperature

The City of Bakersfield has a temperate climate. The warmest average temperatures occur between the months of May through September, July being the warmest with an average high of 97 degrees and an average low of 69 degrees. Temperatures begin to cool down beginning in October, continuing through April, December being the coldest with an average high of 56 degrees and an average low of 38 degrees (see figure 1.13/1.14).

2.1.2 Precipitation

The City of Bakersfield has a low rate of precipitation throughout the year, with the majority of rainfall occurring most frequently from January through March. Little to no precipitation occurs from the months of June through September, increasing slightly in October and continuing into the winter months. Bakersfield receives an average of 6.49 inches of rain annually. The Mill Creek Aqueduct is used for agricultural irrigation purposes; the impervious cement surface ensures the limited precipitation is utilized fully for agriculture (see figure 1.15).
2.2 Macro and Micro Climate

2.2.1 Sun Trajectory
Bakersfield maintains a relatively consistent amount of sunlight annually as sun trajectory follows a typical path. During the summer the tilt and the point of the Earths cycle place the area at a closer distance to the Sun. Figure 1.16 illustrates the typical movement of the sun across the site through the day. During the summer there is a longer period of light during the day than there is night. Alternatively there is more nighttime in the winter than there is daylight.

2.2.2 Wind Patterns
The predominant wind direction in Bakersfield and the broader southern San Joaquin Valley is northwest, with a significant southeast wind during the summer months. There exists an upvalley southerly flow and a down-valley northerly flow wind pattern that flows along the Kern River as well. The project site experiences a relatively low amount of wind in comparison with the broader San Joaquin Valley.
2.3 Soils and Characteristics

The entire site sits on Kimberlina – Urban Land-Cajon complex. This type of soil is found on flat slopes in the San Joaquin Valley. The water table is deeper than 80 inches, although, due to underground water pumping in the area there is little water left. Typical characteristics of the soil are that it drains well, is moderately rapid and moderately permeable, and has a medium form of runoff. This soil type allows for denser development.

Kimberlina soil is typically found in arid climates characterized by hot, dry summers and cool winters; this climate receives very little rainfall with an annual mean of 4 to 8 inches. These soils typically form mixed alluvium made up of mostly igneous and/or sedimentary rocks.

This type of soil is not very friendly for vegetation. Although kimberlina has a deep water table the natural climate of this area is not conducive to natural trees. Although once existing in the area, little to no vegetation survives in the area due to a lack of water in the water table, however, this soil can produce, when not irrigated, annual grasses, forbs, and atriplex.

Information comes from the National Cooperative Soil Survey and the USDA.
3 SITE CONTEXT

3.1 Existing Uses (sources of Noise or disturbance)

3.1.1 Bakersfield Amtrak Station
The Amtrak Station is located on the Southern portion of the site and is the main anchor of the site to the South of Truxtun. The station is significant as it exists as a tourist hub, providing the City with revenue opportunities. Trains coming into the station are a source of noise in the area. In addition to the noise generated by the train, the station generates a substantial amount of activity based on the number of people it brings to the area. Residents and visitors alike see the impact from the stations activity mainly in the southern portion of the site.

3.1.2 First Christian Church
First Christian Church is located on the Northeast corner of Truxtun and S Street. Although we don’t know the size of the congregation, the church is large. This use could bring a few impacts to the site; the main concern is parking, particularly on Sunday mornings and Saturday nights. Churches historically served neighborhoods; however, in the past few decades they have become commuter stations as the majority of people drive to service.

3.1.3 Bakersfield Commerce Center
This Bakersfield Commerce Center is located on the corner of S. and Truxtun across from the Amtrak Station in the parking lot. According to Dave Lyman the Commerce Center provides the only real entertainment opportunity for visitors. Because of its location and function, this building generates a large amount of pedestrian and vehicle traffic in the area.
3.1.4 Mexicali
Mexicali is located directly adjacent to the creek between 17th and 18th Street. This restaurant is a favorite for many locals and visitors including George Bush Sr. and his wife Barbara. This spot currently generates a lot of noise because of its activity including traffic as no one walks to the restaurant. Currently it exists as a sort of diamond in the rough, as the surrounding condition of the site lies in blight yet the restaurant continues to thrive. The majority of customers drive causing parking concerns and congestion in the surrounding blocks.

3.1.5 Bakersfield Museum of Art
Located to the North of the site in Central Park, the Bakersfield Museum of Art is currently an underutilized amenity in the community. The City hopes that it will become a popular attraction in the near future. The City plans to host events showcasing local art, art work from sister cities, national work and international art. If the museum reaches its full potential the area will experience an influx in traffic volume, noise, and site visitors.

3.1.6 Beale Library
The Beale library is currently the largest in Kern County, effectively serving to bring activity to the area. Because many of the library’s visitors come from either offices or homes that are not located in walking proximity, therefore the library generates traffic and noise.
3.2 Adjacent Utilities

Adjacent utilities include any necessary services for residents and visitors alike to utilize. Schools, hospitals, and police stations are examples of such services. Because the area is blighted and under redevelopment, new services could be built closer to the site to meet increasing demands.

<table>
<thead>
<tr>
<th>Number</th>
<th>Type of Facility</th>
<th>Name of Facility</th>
<th>Distance from site</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Parks</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td>Central Park</td>
<td>.25 mile</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Martin Luther King Park</td>
<td>1.25 miles</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Beale Park</td>
<td>1.75 miles</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>Weill Park</td>
<td>.75 mile</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Bakersfield Recreation Center</td>
<td>1.75 miles</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Kern River Parkway</td>
<td>2 miles</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Lowell Park</td>
<td>1 mile</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Schools</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Bakersfield High School</td>
<td>1.25 miles</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Emerson Middle School</td>
<td>1.25 miles</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>Downtown Elementary School</td>
<td>.5 mile</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>Penn (William ) Elementary School</td>
<td>1.75 miles</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>Johnson (Rafer) Elementary School</td>
<td>.75 mile</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fire Stations</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td>Station no. 1</td>
<td>1 mile</td>
</tr>
<tr>
<td>14</td>
<td></td>
<td>Station no. 2</td>
<td>1 mile</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>Station no. 4</td>
<td>1.5 miles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hospitals</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td>Mercy Hospitals of Bakersfield</td>
<td>1 mile</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td>San Joaquin Community Hospital</td>
<td>1.25 miles</td>
</tr>
</tbody>
</table>
SITE ANALYSIS

ADJACENT UTILITIES MAP

1" = 900 feet

California Avenue
Truxtun Avenue
Highway 178
Union Avenue
Project Site
Chester Avenue

1" = 900 feet
3.3 Schools

Downtown Elementary School

- Enrollment: approximately 300
- Distance: approximately 1/2 mile
- Location: The block between 20th and 21st and L and M
- District: Bakersfield City School District

Emerson Middle School

- Enrollment: approximately 856
- Distance: approximately 3/4 mile
- Location: Southeast corner of 4th and P
- District: Bakersfield City School District

Bakersfield High School

- Enrollment: approximately 2,776
- Distance: approximately a mile
- Location: Northwest corner of California Ave. and H. St
- District: Kern High School District
3.4 Shopping

The current lack of retail stores in this section of Downtown leads to very little activity. The blocks to the East of the creek hold many small businesses which provide certain amenities for the community. Some of the businesses in this district include Dentist offices, Doctors offices, law firms and art stores. However the area lacks many services necessary for life such as a grocery store. Residents have to travel a ¼ mile to the closest grocery store, this generates resident vehicle trips.

On the western side of the creek there exist a number of small shops. Restaurants such as Mexicali and Too Fat Sandwiches are located between 17th and 19th Street, as well as a number of small stores including an antique shop and a toy store.
3.5 Government Buildings

3.5.1 Government buildings
The Kern County Administration Services Building is located approximately \( \frac{1}{4} \) mile to the West of the site along Truxtun Avenue. The City of Bakersfield Government Center is located \( \frac{1}{2} \) mile down the same road. This portion of Truxtun is composed of a few city blocks that include the police department, public works, development services, city hall, hall of records, and the economic development department.

3.5.2 Hospital
Approximately a mile west from the project site along Truxtun Avenue is one of the largest hospitals in Kern County, Mercy Hospital. The Mercy group has two hospitals located in the Bakersfield area; the main branch downtown and another facility in the Southwest. The main branch opened in 1912 and exists in the same location. Between the two hospitals there are 260 licensed beds, 1200 employees including 542 physicians. The hospital is very active receiving an annual approximation of 118,643 patients.

3.5.3 Fire Station
Fire Station no. 1 is the closest station to the site; existing approximately \( \frac{1}{2} \) mile northwest on the corner of 21st and H. Originally this fire station was located on 20th and K.; however a fire in 1904 burned down the structure. The fire station was rebuilt in 1939 as the City’s Central Fire Station.
3.5.4 Police Station

The City’s Police Headquarters is located approximately a quarter mile down Truxtun Avenue in the government district. The main office is divided up into three separate subgroups: internal affairs, the public information office, and the criminal intelligence office.

The closest substation is located on E. 11 Street located approximately 1.5 miles to the east of the site.
3.6 Circulation

3.6.1 Pedestrian & Bicycle Facilities

Pedestrian facilities include sidewalks, crosswalks, and off-street paths. Bicycle facilities include paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails separated from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only.

- Sidewalks exist along both the east and west sides of Q Street. A class II bicycle lane runs along the East stretch of Q, composing the only bike lane in the project site.
- Sidewalks run the entire north and south sections of Truxtun Avenue; there exists no bike lanes along either side of Truxtun.
- Sidewalks exist along both the north and south sides of 19th Street; there are no bike lanes.
- Sidewalks run along the entire length of both the north and south sections of 18th Street; no bike lanes exist.
- Sidewalks run the entire length of 17th Street along both the north and south sides; no bike lanes exist.
- Along R. Street, a sidewalk runs the entire length of the east stretch. Along the west stretch of R, the sidewalk ends abruptly, approximately 50 yards from the cross street of 18th extending to the north west corner of 18th and R. Sidewalk runs along the remaining portion of the west stretch of R. No bike lanes exist along R.
- Sidewalk extends along both the east and west section of S. Street; no bike lane exists.
- Sidewalk extends along the entire west section of U. Street. The sidewalk along the east section of U. ends at the beginning of the basketball gym located at the southern end of U. Street.
- Sidewalk extends along the entire section of both the east and west corridor of V. Street, ending briefly, segmenting when reaching commercial loading zones along the northern stretch of V.
- Crosswalks are provided on all sides of all signalized study intersections. Pedestrians are prohibited from crossing the street at the intersection of V. Street and Truxtun Avenue. Crosswalks do not exist at the intersections of 19th and V., 18th and V., 17th and V., 19th & R., 18th & R. & 17th & R.
3.6.2 Existing Roadway Network

- Regional access to the project site is provided by U.S. 99. Local access to the site is provided by Truxtun Avenue, 19th Street, V. Street, as well as Q. Street.

- Truxtun Avenue is a west-east 4 lane arterial roadway that runs through the heart of Downtown Bakersfield.

- Q. Street is a north-south, 2 lane arterial that provides the linkage from the airport to Downtown Bakersfield and the project site, connecting with 19th, 18th, 17th and Truxtun Avenue as well as providing linkage to the U.S. 99 via Goldenstate Avenue. Q. Street makes up the western border of the project site.

- 19th Street is a 2 lane arterial roadway that runs west-east, connecting Q. Street and V. Street. 19th Street serves as the northern border of the project site.

- V. Street is a north-south, 2 lane arterial roadway that connects with 19th, 18th, 17th, and Truxtun Avenue. V. Street serves as the eastern border of the project site.

3.6.3 Existing Transit Services

Route 9, Foothill and Half Moon provides linkage to Kern City, West High School, Mervyn’s, Bakersfield High School, City Hall, the Downtown Transit Center, Camelot Park, Kern County Courthouse, Kern County Administration Office, the Federal Building, the Rabobank Convention Center, Beale Library, Vista High School, McMurtrey Aquatic Center, Emerson Jr. High, Bakersfield Senior Center, the Golden Empire Transit District (GET) operates daily in the City of Bakersfield, providing ridership to approximately 24,000 citizens daily. GET owns and operates 81 buses that are entirely fueled by compressed natural gas.
3.7  **Aesthetics/Design Context, Architectural Vernacular**

Currently the project site holds no consistent aesthetic architectural style.

Suburban homes exist throughout the site, stretching from the southeast portion towards the northeast section along V. Street. Suburban homes continue west a block along the northern portion of Truxtun Avenue, along both sides of 17th Street and along both sides of 18th Street.

Commercial and retail buildings encompass the majority of the rest of the project site and hold no consistent architectural style. Commercial and retail buildings can be found along the southern half of 19th Street facing Central Park, stretching south along R. Street and Q. Street, along the western halves of 18th Street, 17th Street and Truxtun Avenue.
3.8 View Corridors

3.8.1 Introduction
It is important for the site design to utilize the view opportunities it currently holds. Protecting certain view corridors will enhance visitors and residents experience while on the site. Our team has identified eight view corridors which we believe will need to be preserved as well as enhanced by the sites design. Heavy landscaping and high-quality architecture are two possible ways in which the design of the site will help the pedestrian feel like they are in a unique environment.

🌟 Viewshed Selection Criteria
- They help draw people to the site
- They enhance the visitors experience
- Draw on the site’s unique features
- Create pristine experiences for the visitor
3.8.2 Creek towards Central Park
Maintaining the ability to see Central Park while walking North along the creek is important as this provides pedestrians with a unique visual feature to walk towards. The opportunity to walk along a natural water element towards a main open space connects the lifestyle center with nature creating a unique visual and environmental experience for the individual.

3.8.3 Mexicali towards the Creek
One of the greatest opportunities presented by the existing structures in the area is the local favorite Mexicali. This Mexican restaurant is capitalizing on its location by converting a large portion, which fronts the creek, into an outdoor patio. Outdoor seating provides site visitors with an opportunity to experience fine dining while enjoying the natural creek element of the site (See figure 1.40). By protecting the view shed of this outdoor patio, this restaurant can maintain and potentially increase its popularity.

3.8.4 18th Street towards Central Park
18th street is the only street running from east-to-west through the site that crosses over the creek as such it is important to connect people driving on this road with the site; one way to ensure this is to provide a clear view down the creek towards the park which will draw the driver to the creek.
3.8.5 View from Train Station towards Veteran’s Memorial

A good portion of the clientele entering the site will be composed of Amtrak passengers. This portion of the site will be a transit oriented development focused around serving passengers who come to the area via Amtrak and, in time, the bullet train. To draw people towards the site we plan to develop the existing parking lot into a service area focused on drawing people towards a variety of locally owned businesses and cafes. However at the center of the site located near the intersection of Truxtun and S. is the Kern County Veterans Memorial. This existing unique feature has the potential to become a tourist attraction for local residents and visitors to the area alike.

3.8.6 South on Q Street

Q. Street is the site’s western border. This street is a very important arterial in the City’s infrastructure. Not only does the site provide local commuters and residents with a major arterial, it is used by visitors to access the entire City. The majority of travelers who fly into Bakersfield’s Meadows Field Airport (approximately five miles northwest of the site) use either the GET Bus or a taxi to access downtown. Q. Street composes the major artery access point from the airport. Currently there exists nothing along Q. Street which seeks to draws people to the site or the downtown area for that matter.

3.8.7 North on Q at Truxtun Avenue

The intersection of Truxtun Avenue and Q. Street is the most congested intersection on our site. The intersection will be the main way people access the site from the rest of Bakersfield. South of the site, Q. Street connects with California Avenue and Brundage Lane (Stockdale Highway). Both of these roads are heavily relied upon by commuters coming from Bakersfield’s prominent southwest to Downtown.
3.8.8 Truxtun Avenue through the site

Truxtun Avenue is the major connection between the project site and the already existing Downtown area. The government sector of the City is located west of the site along Truxtun, the convention center, and the City’s central business district. Apart from connecting downtown to the site, Truxtun Avenue also serves as a major cross-town arterial bringing a lot of people through the site.

Figure 1.45: Veteran’s Memorial with Amtrak Station in the back
SITE ANALYSIS

View down South Q Street

Heading West on Truxtun Avenue

East on Truxtun Avenue from Downtown

North on Q Street

West on Truxtun Avenue

VIEW CORRIDORS MAP
3.9 Visual Features

3.9.1 Introduction
These buildings were chosen because they meet one or more of the following criteria: they are historically significant to the area, function as major activity centers on the site, or they possess aesthetically pleasing architecture. Currently there are four buildings on the site which meet these qualifications.

3.9.2 Mill Creek
The center of the site is the Mill Creek. Currently this feature is being renovated from a canal to a more natural flowing waterway. The City is giving the creek a more natural flow while adding elements such as ground rocks to the creek bed (See figure 1.46). Once completed the creek will be a unique natural element in the heart of Downtown Bakersfield.

3.9.3 Amtrak Station
The Amtrak station is the gateway into the site for a number of visitors to the area (See figure 1.47). The station already contains a lot of unique features including a park utilized by the local neighbors, a large bus stop, and a rotating globe. This station is a major center of activity in the area because it serves the local residents while functioning as a transit hub for visitors in the area.
3.9.4 Veterans Memorial

This memorial is dedicated to the men of Kern County who gave their lives to defend this country. Currently the veteran’s memorial is the only structure of its kind in the area. Although relatively new to the area it quickly became a popular attraction bringing local residents to the site.

3.9.5 Central Park & Bakersfield Museum of Art

At the northern end of the site is Central Park. This gem continues to be preserved in the ever-changing landscape of Downtown Bakersfield and contains a variety of amenities which draw members of the community to the area. The two biggest amenities are the Bakersfield Museum of Art and the soon to be federal courthouse. Currently the park mainly functions as a neighborhood center.
SITE ANALYSIS

UNIQUE VISUAL FEATURES MAP

Bakersfield Museum of Art
Mill Creek
Central Park
Kern County Veterans Memorial
Amtrak Station

1" = 225 feet
4 INSTITUTIONAL FRAMEWORK

4.1 Planned Projects

4.1.1 Introduction
Currently there are four proposed projects in the surrounding area, each bringing a large amount of activity. Each project is unique bringing a different clientele. Our project site is located in between these developments allowing us to bridge each end of Mill Creek together.

4.1.2 Mill Creek
Currently the only project under construction is the redevelopment of the friant-kern canal by adding walking paths and vegetation along the creek to give it a more natural feel. This project is significant because it is the focal point of the redevelopment in the area, hoping to bring people back into this blighted neighborhood. The picture to the right shows the preliminary design of the creek (Figure 1.50). The design puts a lot of emphasis on allowing people to experience the creek in a natural environment in the heart of Downtown Bakersfield. Amenities included in the project are a replica of the mill owned by the former developers of the canal, increased vegetation in the area, high-quality fencing and lighting fixtures around the creek, and natural elements in the creek.

4.1.3 Federal Courthouse
One of the most recent controversies in Bakersfield was the location of the new federal courthouse. After heated debates among city officials and citizen groups its location was finalized in Central Park. Figure 1.51 is a preliminary concept for the spatial relation of the creek and the courthouse. This proposal is very big for the area because it will bring a lot of jobs and travelers to the neighborhood creating a large market demand for offices, retailers, and lodging.
4.1.4 Office tower 19th Street
This six story office tower is currently being proposed to front the East side of the creek between 18th and 19th Street. The plan has three major components: retailers on the bottom floor, offices on the upper floor, and a senior housing complex behind the tower. The site plan below shows the spatial relation of the project.

4.1.5 South Mill Creek
Currently the largest area suited for development is the southern portion of the creek. The site plan below shows the enormous amount of development coming with this project. This site is a mixed-use center consisting of affordable housing units, offices, and retail spaces. Its compact neighborhood design turns the area into a place where people can live a pedestrian lifestyle. In total the site is composed of 239 housing units and 97,400 square feet of commercial space.

4.1.6 Village Park Senior North
Located on the northwest portion of the creek this affordable housing complex will bring 60 new units to the area; these units will be apart of an existing senior housing project. As seen in the rendering below this complex promotes social interaction amongst its residents.
4.2 General Plan: Land Use Designation

The entire project area land use designation is Mixed-Use Commercial (MUC). In accordance with the Metropolitan of Bakersfield General Plan this designation allows for “Major commercial centers combining professional office, major retail and commercial support services. This designation would be warranted for intensive development characteristic of a commercial center within the city. It also provides the opportunity for integration of medium and high density residential uses in conjunction with commercial activities in order to create an active street life, enhance personal safety by ensuring the presence of people in the streets at different times, and promote the vitality of businesses” (City of Bakersfield 2007).

The entire sites zoning is Commercial Center (C-C). This zoning allows for a lot of opportunities. Additionally this zone allows for dense development at 3.0 FAR and buildings can reach a height of 180 feet (a variance from the City of Bakersfield is required to build any higher).

4.3 Redevelopment Areas

Currently the site falls into the Old Kern Redevelopment District. This district gives developers incentives such as fee waivers for developing in the area. However no density bonuses or specialty zoning exist in this district.

(Currently we are waiting for information from the City on the RDA’s)
4.4 Opportunities

4.4.1 The Beale Library
One of the largest libraries in the County is located on the site. Currently the library attracts a variety of visitors from the community. Businessman, students, and poor families occupy the facility on a daily basis.

4.4.2 Amtrak
One of the busiest Amtrak stations in California provides one of the largest opportunities for activity on the site. Many travelers are delayed at this station while waiting to switch lines because it is the last stop on the line through the valley. Currently there is nothing for people waiting to switch over to do while at the station.

4.4.3 Veterans Memorial
The only existing landmark on the site is the Veteran’s Memorial. Located on the corner of Truxtun and S Street this landmark brings people to the area to pay their respects to the County’s Veterans.

4.4.4 Mexicali
This restaurant has a prime location in conjunction with the creek. The opportunity has already been ceased by the City and negotiations are stemming over the possibility of opening an outdoor patio. The restaurant currently has two underutilized parking lots adjacent to the creek which seem large enough to provide additional units.

4.4.5 First Christian Church
This church is located on the Northwest corner of the intersection of Truxtun Avenue and S Street. This church has a large congregation and hosts a lot of events such as weddings. In addition with its weekly services this church brings a large clientele to the area.

4.4.6 Close Proximity To Central Park; Northern Access Point
The site connects to the largest park in Downtown
Bakersfield by walking paths along the creek. The popularity of the park gives us the opportunity to provide services to visitors and residents in the area.

4.4.7 Centrally Located, Within a Close Proximity of Downtown
The site is located in the heart of a redeveloping neighborhood which historically has been important to the area. Additionally the site is located within walking distance of the business district, the convention center, and the sporting venue Rabobank Arena. Thirdly the site is the centerpiece of the 1.5 mile long creek.

4.4.8 Mixed Use; Retail/Commercial/Residential
With the convention center to the west, housing projects on the southern and northern parts of mill creek, the train station and library to the south, and the existing residential neighborhoods the site potential to include a mixture of uses which will meet neighborhood demands is vast. Community needs such as entertainment venues, open spaces, residences, lodging, office space, and retailers are all missing in the area.

4.5 Constraints

4.5.1 Space Division in Site
Mill Creek’s one and a half mile body is disconnected in two very pivotal places: Truxtun Avenue and The railroad track. This does not take away from the opportunities of our site but rather prevents the entire mill creek development from being connected. Currently the only connection between both sides is a vegetated path along Q Street which is separated from the road.

4.5.2 Truxtun Avenue
Truxtun Avenue is six lanes wide and is one of the busiest roads in the City, often used for cross-town travel. Our initial desire is to control speeds through the site, however the opportunity to do this seems scarce because of the roads function. Eventually a cross-town freeway is planned to go near the site alleviating the traffic burden on this street. However this freeway will not be built for decades leaving Truxtun to be a very important connection through
4.6 Reflections of the General Plan

4.6.1 Basic Principles for Existing Urban Areas

The plan provides for (a) preservation and conservation of existing residential neighborhoods whose identity is characterized by the quality and maintenance of existing construction, stability, and reputation as a “special” place in the community, (b) infill of vacant parcels at prevailing densities, (c) recycling and intensification of areas which are physically or economically depressed, and (d) open space linkages where feasible to the Kern River and foothill areas. -Bakersfield General Plan; Land Use Element

The project site falls under the C-C (commercial center) zone category. The C-C zone is intended for areas in the City that are planned for large scale mixed-use development centers consisting of commercial and high density residential uses. -Bakersfield Municipal Code - Title 17, Zoning Ordinance

The Bakersfield “centers” concept provides for a land use pattern consisting of several concentrated mixed-use commercial and high density residential centers surrounded by medium density residential uses. Centers may be differentiated by functional activity, density/intensity, and physical character. Single-family residential uses are located between these mixed-use commercial/residential centers primarily. This concept encourages people to live and work in the same area and, thus, serves to minimize sprawl and reduce traffic, travel time, infrastructure costs, and air pollution.

Encompassing the project site are the boundary lines of Q Street, comprising the western border, 19th Street, the northern, V Street makes up the eastern border, and the Amtrak Station completes the boundary as the southern border. There exists 137 parcels on the site, 130...
of these are small lot properties while only 7 are large lot properties.

4.6.2 Front, Side and Rear Yard
There shall be no minimum front, side or rear yard in a C-C zone; however, where a lot abuts any R, E, MH zone, or PUD project of a single family nature, there shall be a minimum setback from any side or rear property line of 20 feet.-Bakersfield Municipal Code - Title 17, Zoning Ordinance

4.6.3 Floor Area Ratio
The maximum floor area ratio (F.A.R.) in a C-C zone shall be 3.0; however, additional floor area may be permitted by the approval of public benefit features pursuant to Section 17.25.090. -Bakersfield Municipal Code - Title 17, Zoning Ordinance
5 COMMUNITY PERCEPTION

5.1 Meetings with Local Planners

*Karl Davisson:* GIS technician for the planning department, City of Bakersfield: Mr. Davisson met with us in person twice and exchanged many phone conversations; many pertaining to the GIS data we received from him. His knowledge helped us to understand certain issues we found in the City’s data. Additionally he provided us with certain shape files and aerials which are not available for public use.

*Jameson Saberon, Associate Planner, City of Bakersfield:* Mr. Saberon served as our contact person with the City of Bakersfield. Through him we were able to make the right connections and get in contact with the City officials we needed to meet with. Also he gave us a copy of the Mill Creek master plan which provided us with information on the creeks upgrades as well as historical information about the site.

*Dave Lyman, Planner for Economic Development Department, City of Bakersfield:* Mr. Lyman met with us to discuss the current conditions of the local neighborhood around Mill Creek and the Amtrak Station. In this meeting we learned about currently proposed projects along the creek and also received information on what some of the needs were for Downtown Bakersfield.
5.2 Community Needs and Demands

5.2.1 Demographics

The total population of people residing in Bakersfield (figure 1.59, 1.60) is 312,478, with 152,628 or 48.8 percent being male and 159,850 or 51.2 percent being female. A total of approximately 175,818 white residents reside in Bakersfield accounting for 56.3 percent of the total population. There exist approximately 25,533 Black or African Americans, accounting for 8.2 percent of the total population. There are approximately 2,546 American Indian and Alaskan Natives in Bakersfield, accounting for 0.8 percent of the total population. There exist approximately 17,051 Asian Americans, accounting for 5.5 percent of the total population. There are approximately 343 Native Hawaiians and other Pacific Islanders, accounting for 0.1 percent of the population. Some other race accounts for 25.1 percent of the total population with an approximate population size of 78,299. There exist 12,888 residents who are made up of two or more ethnicities, these residents account for 4.1 percent of the total population. Finally, the total population of Hispanics and Latinos is approximately 127,531, accounting for 40.8 percent of the total population.

5.2.2 Amtrak Passengers

As mentioned earlier the Amtrak Station is one of the busiest in California. Also it is the last stop on in the San Joaquin. One of the biggest concerns for people coming into the Station, according to Mr. Lyman, is layover time at the train station, which can last for as long as two or three hours. Currently there are no cafes, restaurants, or shops located on the Amtrak property leaving passengers little to do while they wait for their next train or bus.
5.2.3 Local Residents
The City intends to bring a lot of people back into the Downtown area by creating a series of housing developments around the creek. There are currently five projects proposed adjacent to the creek which bring a substantial number of housing units. This means a few things for our site. First, the city wants to see people living in Downtown. Second, these people will need basic amenities in the area to encourage a pedestrian lifestyle around the creek. Services such as a local grocery store, dry cleaners, etc. will be needed in the area. Currently the closest grocery store to the creek is located approximately ¼ mile away on 19th and Union Avenue. Also this store is not big enough to support groceries for the number of people who will be living on the site.

5.2.4 The Convention Center
One of the biggest draws for people coming to the Downtown area is the Convention Center. This amenity brings a lot of visitors to the area for conventions, concerts, performances, etc. However the City’s failed to meet this demand by not providing an adequate supply of two services in the area. First, downtown lacks adequate lodging to hold large conventions and events. Second, there are not enough commercial services such as restaurants and shops in the area. The Convention Center attracts a lot of visitors to the City, however currently there is a lack of services being provided in the area.
The site is bordered by the Amtrak Rail to the south, 19th street to the north, and Q street and V street to the west and east respectively, it holds a lot of opportunity for redevelopment while preserving the areas existing character. Covering 43 acres of prime Downtown Bakersfield land the area is surrounded by an urban fabric which allows for the possibility to create a dense, walkable community. Currently there exists a variety of uses including restaurants, open space, community facilities, a major transit hub, and a variety of housing types.

Bakersfield currently does not incorporate its rich history into its built environment. With the 1952 earthquake the last remnants of the community’s historic development was destroyed and replaced with modern buildings. The only place in the area where people can see its history is in the Kern History Museum, located approximately 1.5 miles northeast of the site. The site’s rich history and need for redevelopment provides us with an incentive to create an area unlike any other in the City. The Kern Mill was an historic icon representing the City’s transition into a land prime for agricultural development through the use of canals such as Mill Creek. Wrapping our development in the historic fabric of Bakersfield will provide us with the opportunity to create an area which combines the City’s past with its future.

Downtown Bakersfield currently functions as a commercial center for the area, attracting many commuters and out of town businessman to the area. Additionally there are a number of different ethnic groups in the community. The playground at the Amtrak station is a hub for the areas Chinese American population who mostly live in the sites borders. And while the area on-site is blighted there are a few gems which we could capitalize on. Mexicali is a local favorite which right now backs up to mill creek. Also to the North of the site is Central Park. Although this park is underutilized it is currently being redeveloped to include a lake and an iconic bridge.

The areas mass transit system is well-developed in the Downtown Bakersfield area. Route nine of the GET bus system runs directly through downtown and connects it with high activity areas in the region. The current Amtrak Station brings a large clientele to the area. However the community lacks a complete, connected system. Truxtun Avenue and Q Street are two major roads which pass
through the site.

The properties surrounding the site are set to experience tremendous growth and development; this will completely renovate the area. The planned projects in the area will bring a new and larger clientele to the Downtown area. Additionally the mill creek redevelopment plan will act as a magnet for new projects. With increases in density the opportunity to create a dense, urban core which encourages walking will arise. Additionally, with the passing of proposition 1a, the California High Speed Rail is getting closer to becoming a reality; Bakersfield is slated for holding a stop in the center of the line. The States prosperity will help turn Bakersfield into a major regional center. Currently the City plans to build its new station near the existing station turning Downtown into a major point of interest for users across the State.
CASE STUDIES
2.1 THE CROSSINGS
MOUNTAIN VIEW, CA

2.1.1 OVERVIEW

The Crossings is located in Mountain View, CA approximately thirty miles south of San Francisco. The mixed-use project includes a variety of housing types, offices, small retailers, and open spaces. In total, this transit-oriented development covers eighteen acres of land between the cross-streets of California Street, San Antonio Road, and Showers Drive. The projects location was selected due to the proximity of the San Antonio Bart Station located on the northeast portion of the site.

2.1.2 History

Once an auto-oriented mall, the Crossings was transformed in the 1990’s into a transit-oriented development. Originally built in the 1960’s, the site is the location of three former shopping malls, a health center, and a movie theater. Like most development of its time the San Antonio Avenue area was built around the automobile. Eventually the malls closed and were ultimately demolished because of a lack of clientele. After being destroyed, the City set out to replace the large site with a project promoting a dense, walkable neighborhood. The City rejected the first proposal, a low-density mixed-use project, because it believed a denser, compact residential development would best suite the site. To design this high-density residential project the City turned to Calthorpe Associates. From here Calthorpe connected with the community through workshops and other events about the project. Calthorpe’s goal was to educate the public on the benefits of high-density developments and their relationship with regional transportation systems. From here the project became a mixed-use development with commercial services geared towards serving the residents and site visitors and a variety of housing types. The design was completed and construction began in 1994. In 1999 construction was finished. Residential units were sold at market rate, yet the compact development resulted in affordable units compared with the rest of Silicon Valley (Scott Kaiser).
2.1.3 Project Design

The Crossing is a transit-oriented development and includes a mix of uses including housing, retail, offices, and a number of park spaces. The project includes a variety of housing types and is very dense and compact. The site includes a train stop located along the caltrans commuter rail. The overall design of the site focuses on a few principles. First the site is geared towards promoting the use of alternative transportation. The sites compact nature encourages pedestrian activity for local trips and its location near the rail station encourages regional trips by rail. Secondly, the sites road infrastructure mitigates high speeds, effectively slowing down traffic and promoting pedestrian activity.

There are three entrances into the site; two off of Shower Street and a main entrance off California Street. There are two main roads through the site; Pacchetti Way and Sondgroth Way. The main intersection of the site is a round about which mitigates speed through the site. The sites layout encourages sociability between residents. The residential units are centered around pocket parks throughout the development. These parks function as meeting places for neighbors. Houses in the development do not have large yards discouraging people from using these spaces for social interaction and bringing the units closer together in a compact form. The single-family detached units are on smaller lots allowing for more density and encourage walking. There are no cul-de-sacs in the development increasing social interaction amongst site residents and creating an effective transportation network throughout the development. The sites retail spaces are located along showers dr., across the street from the station. It is important for retail to be located along major streets because for retail to survive it needs to be visible and conveniently located for people to access it. Secondly, the sites layout demonstrates a clear hierarchy of densities. Along Pacchetti Way, the main road through the site, there are dense townhomes. The sites apartment complex is located along San Antonio Road, directly across the street from the train station. The sites overall layout encourages alternative forms of transportation to automobiles for trips within and outside the site.
2.1.4 Lessons Learned

The Crossings is a shining example of the relationship between compact development and transit hubs. During the site visit, it was clear the stations ridership was high, although it was not peak hour, the station was filled nonetheless. The general population at the time were students. Station placement and function are important to ensure ridership is high. This requires the station line to go to places people need to go and the station be surrounded by uses in which it is convenient to use the station. Although the station was located on one side of the track the developers provided a walking path underneath the station allowing people to access the train from both sides.

Another important lesson learned from the crossings is the hierarchy of densities and their relationship with transportation. The Crossings located its most dense components along major transit corridors. Compact residential components, such as apartment complexes and dense townhomes, need to be located along these corridors in places where alternative forms of transportation are convenient to use. Also retail and offices must be readily accessible and conveniently located so people can access them while residences such as single-family detached homes do not need to be located directly on major roads.
2.2 Fruitvale Village
Oakland, CA

2.2.1 Overview

Fruitvale village is a transit-oriented development located on the Western side of East 12th Street in Oakland, CA. The site was chosen for redevelopment because it is next to an existing Bay Area Rapid Transit (BART) hub. The site sits on 4.0 aces of land found in the heart of the Fruitvale neighborhood in Oakland. The development encompasses 257,000 square feet of mixed-uses built on two former BART parking lots. This mixed-use village contains affordable housing units, commercial offices and retailers, civic uses, and a transit hub. This project is the centerpiece of a 19-acre area slated for redevelopment around the station. The site’s services serve not only the residents but also those of the surrounding community. In total the site contains 47 affordable housing units, office space, 20 retail stores, a senior center, a public library, health clinic, and a child development center.

2.2.2 History

The history of BART dates back to 1946 when civic and business leaders in the bay area were facing mounting problems dealing with automobile traffic. The postwar boom created a large burden on the existing infrastructure. A joint army-navy review board concluded to help meet this need with the construction of an underwater high-speed electric train rail, however, the growth of the area caused concern over creating an effective transit system for travel throughout the region. In 1957 the San Francisco Bay Area Rapid Transit Commission established a final plan for a transit system and in 1967 the Association of Bay Area Governments adopted it. With large support from the citizens and representatives of the five counties, the formation of the 16 member Board of Directors was accomplished and engineers began to look into developing commuter lines for the project. Officially, construction began on BART on June 19, 1964 and the first line of service was open in 1972.

The site was originally composed of parking lots for the BART station. In the early 1990’s the Unity Council set out to redevelop these lots into a community center. The
council wanted to develop a project which would provide services and affordable housing for the local community. The first phase of the Fruitvale Village redevelopment plan was built by the Fruitvale Development Corporation. The earliest phases of the development were designed to offer a range of offices and retail spaces to help stimulate the local economy. The overall success of this part of the project was prevalent and over the next decade the neighborhood was transformed by its presence. The second phase of the project brought a whole new dynamic to the site by providing affordable housing units on-site, transforming the site from a commercial center to a 24 hour a day activity site.

### 2.2.3 Project Design

Fruitvale Village is a great project because it combines dense, infill development with alternative modes of transportation. The site consists of two large buildings, phase one and two of the projects development. Both of these buildings are mixed-use with offices and retail on the bottom floors and affordable housing units on top. The projects location allows residents and visitors alike to access the site conveniently without the use of an automobile.

The overall layout of the two buildings is focused on creating a sense of place and dense development while maintaining a pedestrian-friendly scale. Both buildings front 12th street with ground level retail and office spaces. The portion of 12th street between Fruitvale Village and the Fruitvale market is connected with a lighted crosswalk and different pavement controlling speed by the site. This makes pedestrian activity between the village and the market convenient and safe. The site contains two large parking lots which are hidden in the center of the two buildings. This alleviates the aesthetic deterioration of these structures and creates an enjoyable place for pedestrians to walk.

The main center of activity on the site is an open space plaza located in the between the two buildings. This plaza is the place where visitors and residents interact. This plaza is surrounded by restaurants, shops, and offices and provides a lot of outdoor seating. On the top floors housing units have viewing balconies looking out towards the plaza. This plaza also connects the bart station to the fruitvale market giving residents and train commuters the opportunity to use the site for pedestrian traffic, causing minimal interaction with
automobile traffic.

The affordable housing units make up the top three floors of the site. Although the main design of the site promotes social interaction in the center of the site, both of the buildings residential components are centered around smaller plazas which are strictly for residents. The residences facades face the plaza creating a sense of community in the complex. Amenities for these areas include planters, a central green lawn, and park tables encouraging resident interaction. The overall design of sites residential component exemplifies a sense of community encouraging social interaction amongst site residents.

2.2.4 Lessons Learned

Fruitvale Village exemplifies the opportunities associated with infill development, especially with regards to connecting existing rail stations with the surrounding neighborhood. The sites overall design promotes social interaction amongst site residents and visitors. The central plaza is a great example of how to maximize a spaces potential by connecting two major sources of activity together while creating an environment for people to interact. The sites overall design is focused on promoting dense development and pedestrian activity.

http://casestudies.uli.org/
http://www.bart.gov/about/history/index.aspx
2.3 SANTANA ROW
SAN JOSE, CA

2.3.1 Overview

Santana Row is a mixed-use redevelopment that is located in San Jose, California. Santana Row sits along a major vehicular corridor, Stevens Creek Boulevard. Developed by Federal Realty Investment Trust, Santana Row incorporates retail and residential uses, combining shopping, entertainment and dining within a close proximity to housing. Santana Row sits on a 42-acre parcel that was formerly occupied by single story commercial and retail uses amidst a sea of parking lots. In its 18-block area, Santana Row houses 1,201 residential units, 680,000 square feet of retail and restaurant uses, including two hotels and seven parks.

2.3.2 HISTORY

Prior to redevelopment, the site housed a 1960’s-era single story shopping center composed of ten buildings, expansive parking lots, and a high-density multi-story mixed-use development.

Federal Realty Investment Trust (REIT) was established in 1962 in Rockville, Maryland. REIT established the vision for Santana Row in accordance with a prior mixed-use success, Bethesda Row, Maryland.

The Silicon Valley exists as one of the major powers in the lucrative high-tech industry. As the success of the Silicon Valley blossomed so too did the demand for housing and retail expansion. With the combination of increasing demand and a lack of supply, the necessity for intelligent solutions only increased the importance of the success of the redevelopment endeavor to be made by REIT. REIT began the process with the purchase of the 42-acre parcel in April of 1997.

REIT assumed 100 percent of the financial responsibility involved in the development. Delivered in four phases, REIT hoped this approach would generate momentum. The first phase delivered the majority of retail, residential and restaurant products, in doing so REIT solidified future renters, retailers and shoppers. Nine blocks were delivered
on time through the success of phase 1.

Santana Rows location is an ideal filter for use as it is located within close proximity to the major vehicular arteries of interstate 880, 280 and highway 17. In addition to the Row’s half-mile connection to these major routes, Valley Fair Mall-Westfield Shoppingtown lies directly across Stevens Creek Boulevard. Winchester Boulevard, home to the famous tourist attraction the Winchester Mystery House as well as a wide range of commercial uses, is located along the western boundary of Santana Row.

A few office buildings and an assisted living facility compose the southern boundary. Residences exist along the eastern edge. Commercial and residential uses exist to the northeast. The origin of the developments name can be found to the southeast of the site where Santana Park lies.

The development of Santana Row was not void of catastrophe by any means, and between 2001 and 2002, REIT suffered some potentially devastating blows. In 2001, the Silicon Valley was struck with a major economic downturn. As the high-tech industry began to suffer and as jobs were terminated, many were forced to move elsewhere.

Santana Row was struck with a devastating fire a mere month prior to its scheduled November 2002 grand opening. At a cost of $100 million, the largest structure accounting for six-acres, Santana Heights burned to the ground. Thirty-six retail shops and 242 flats and town-homes were lost.

REIT’s insurance covered the damages and construction began in a timely manor.

The sites evolution from suburban development to high-density urban development reflects an expanding trend of intelligent growth, and by creating a successful development, REIT helps aid the future of development and acceptance of high density pedestrian oriented development that is so vital in preserving our future as a healthy, conscientious part of the earths system and not merely a plague on earth. The Only criticism is the Row’s market target group, which is of the high-end nature. Santana Row’s provision of diversity as far as affordable shopping and residential uses is non-existent, effectively excluding a large proportion of the population from utilizing the services of the Row.
2.3.3 PROJECT DESIGN

The concept of Santana Row was developed by examining the workings of European development, infusing this with the historical context, existing development and cultural trends as well as economic trends of the area. REIT envisioned a “lively, pedestrian-oriented atmosphere offering a sense of discovery and adventure in a comfortable and safe environment” (Santana Row vision statement).

REIT set about development by first conducting traffic studies to identify existing traffic circulation patterns and by doing so, designated maximum densities and floor area ratios. A grid network design for streets and accompanying development was also determined at the onset of the project.

The main streets on site, Santana Row and Olin Avenue, are lined with retail uses, plenty of outdoor seating, a large variety of plants and assorted water features as well as interactive social areas. Residential units sit atop retail uses throughout the site. Serrano and Santana Heights sit atop and set back form the edge of retail uses along Santana Row. The Villa Cornet, the DeForest and the Margo reside atop high-end retail uses. The Hotel Valencia is one of Santana Row’s most prominent uses. With 213 rooms, the boutique hotel serves to generate substantial revenue along the Row and serves as a gateway to the Plaza di Valencia that offers a water feature and retail surroundings.

REIT insured a proper flow through the streetscape with the designation of buildings, building form and density, as well as proper placement of individual uses. Anchor stores, hotels and entertainment venues placed in prominent visual locations that were within close proximity to parking and pedestrian circulation routes. The most high-end retail shops reside along the main street, while smaller independent shops can be found along Olsen Drive and Olin Avenue.

Residential uses were placed in locations that would have a close relationship with street life. Loft units were located at the most urban parts of the Row. The Villa Cornet is the most high-end of all residential in Santana Row is located at the center of the development across from the hotel Valencia. Townhouses are located along the perimeter of the development.
development in quieter, more secluded locations.

Santana Row holds four different residential types, lofts, townhouses, villas and flats. The price tag on these plays to the upper-middle class and the wealthy. To add to the privacy of these publicly located residences, parking is separate from visitor parking, keycard access is required and bedrooms are located away from street uses. Private elevated residential open spaces including pools, parks and patios were created to emphasize a true neighborhood feel.

The majority of outdoor seating and restaurants can be found around Santana Park and the Plaza di Valencia, which are the two most utilized outdoor spaces on-site. Other restaurants can be found throughout the development to stimulate activity and are mostly excluded from areas where the most high-end retailers exist.

REIT designed each building to conceal parking and promote pedestrian use. Most of the parking on the site is located in parking garages that are surrounded by retail uses. Underground parking as well as elevated parking can be found throughout the site. Residential parking is accessed through less utilized streets. Visitor parking can be accessed easily from major circulation routes. Parallel parking is provided along all streets. Service areas are located along side streets so that traffic issues do not arise.

By keeping architectural design guidelines loose but compliant, creative design could flow while remaining contextual.

Santana Row is filled with a wide variety of design elements, and aesthetic details that effectively invoke that sense of place sought. Planted medians with a wide variety of plant change, different paving alternatives, a life size chess board and a tequila bar and restaurant with a native California oak as a center piece, and this is just to name a few, the experience found along the Row is undoubtedly a unique and memorable one.

### 2.3.4 LESSONS LEARNED

- Use retail spaces to give the streets a sense of rhythm.
- Residential uses add life to streets.
- Use parks and restaurants as gathering places.
• Parking critical to successful design.
• Design aesthetic details of buildings to maximize pedestrian experience.
• Maintain contextual relationships of all uses throughout the process.
• Design shopping streets with a wide variety of uses to retain vitality.
2.4 DEL MAR STATION
PASADENA, CA

2.4.1 Overview

Del Mar Station is a 3.4-acre, 500,000-sq.-ft. Transit Oriented Development (TOD) located in Pasadena California. The award winning TOD provides Metro Rail connection from the southern border of Pasadena to Los Angeles. The TOD boasts 347 apartment units with approximately 20,000 square feet of retail. The mixed-use development holds street level retail and restaurants, offices on the second floor and the inclusion of 38 apartment lofts on the third and fourth floors. Rent ranges from $1,900 for a studio to $3,000 for a two-bedroom unit. The project total peaked at $77 million dollars.

The entire mixed-use TOD holds efficient connectivity, providing linkage through a series of paseos, public plazas and private courtyards. Del Mar sits atop a 1,200-car, 600-transit space multi-level underground parking garage. Del Mar’s mixed density development contains 100 units per acre. The station holds consistent context with surrounding development and transportation, with Old Town Pasadena just a few blocks away.

Del Mar Station is bisected by the 13-stop Gold Line light rail system, providing linkage between Pasadena’s eastern boundary and downtown Los Angeles. With the redevelopment of the nostalgic site, a legacy that has existed for more than a half century has been continued with the development of the first fully integrated, TOD mixed-use development in Los Angeles County featuring an on-site metro station.

2.4.2 HISTORY

The Pasadena Santa Fe Depot & Amtrak Station has experienced a tumultuous existence; opened in 1887, the second district line was eventually deserted, effectively halting the Santa Fe rail line that connected San Bernardino and Los Angeles. The traditionally styled station opened in 1925 and ran passenger trains for 69 years until, in 1994, the line was abandoned once again and traffic was routed to the Third District.
The Second District line traditionally served manufacturing as well as agricultural facilities located in the San Gabriel Valley. The source of initial abandonment was the difficulty trains had ascending and descending the 2.2% Arroyo Seco grade at the mid-way point between Pasadena and Los Angeles. To avoid the necessity of locomotive aid to navigate the grade, long-distance freight traffic began to use the Third District line opened just a year following the Second District line in 1888.

The Second District line and the Pasadena Depot once served as many as 26 passenger trains. Celebrities frequented the Pasadena Depot often as a means to avoid the bombardment of fans and press in Los Angeles, this added to the already popular station and lines reputation. This allure faded over time, and following Amtrak’s control of passenger rail operations in 1971, the station served a miniscule 4 trains. Prior to abandonment, the line served only one train, the Southwest Chief.

In 1993, the Metropolitan Transportation Authority (MTA) bought the Second District and Harbor line. The Harbor line provided access to Long Beach, and is used today to transport cargo from ships at the Long Beach Port, transporting them to Los Angeles. The Second District line was deserted west of Arcadia. The portion to the east of Arcadia was left in good condition, and remains this way, maintained by Metrolink for it’s popular connection between Montclair and San Bernardino.

Prior to Redevelopment, the Pasadena Santa Fe Depot existed as a dilapidated relic of the past glamour it once radiated. The depot building stood in good condition, with the original PASADENA sign above the arched entry preserved, the original tracks non-existent aside from remnants along the former grade crossings.

The once abandoned portion of the line is now utilized as an extension of MTA’s Blue Line. Beginning at Los Angeles’ Union Station, the line passes through Chinatown, Highland Park and South Pasadena and finally, to the existing Del Mar Station. The Santa Fe Depot composes the centerpiece of the site, and has been rehabilitated to the Secretary of Interior’s Standards for the Treatment of Historic Properties. In the proposed future, the line will extend east to Arcadia, connecting trains with the high functioning San Bernardino line.
L.A. County Metropolitan Transportation Authority selected Urban Partners LLC in 2000 out of 11 bidders to develop the 3.4-acre site; working with the architectural firm Moule & Polyzoides, the City of Pasadena, the Gold Line Construction Authority and the MTA, Urban Partners was able to create the successful “courtyard housing” concept for the site.

Moule & Polyzoides, Architects and Urbanists, and the genius of Pasadena architect Stefanos Polyzoides very successfully designed the developments architecture. In December of 2004, in the middle of construction, Urban Partners sold the development to the Denver-based real estate investment trust Archstone.

2.4.3 PROJECT DESIGN

With the collaborative efforts of Moule & Polyzoides, the City of Pasadena, the Gold Line Construction Authority and the MTA, Urban Partners developed the “courtyard housing” concept for the site. Del Mar Station can be considered a New Urbanist project as it incorporates retail, commercial and residential uses. This dense urban setting allows residents to access community amenities on site as well as off without relying on the use of private automobiles. Within a short walk of Old Town Pasadena, on-site light rail access to L.A. and a wealth of on-site amenities, Del Mar Station truly reduces automobile trips. Some on-site community amenities include a resort-style roof-top pool with sundeck and a pergola outdoor fireplace lounge, a 24-hour state-of-the-art fitness center, a yoga studio, a subterranean parking garage, conference room, billiards room, business center, pet-friendly environment, convenient on-site retail shopping and a grand public plaza.

Stefanos Polyzoides, the lead architect of the project, designed four buildings that range from two to seven stories. These designs reflect the aesthetics of Spanish Revival architecture, Art Deco, Craftsman and Industrial Modern.

The Santa Fe Depot itself has been converted into a fine dining restaurant. The retaining and conversion of the historic Depot required the removal of the old station, this was accomplished by moving the station on rubber tires across the street to Central Park while four buildings were constructed.
Del Mar station seeks to establish a permanent, lasting change by incorporating many uses which fights against single-family uses that necessitate the use of private the private automobile. This development steps towards the positive and permanent trend of walkable communities. By creating compact, mixed use communities the impact of resources is dramatically reduced in comparison to single-family homes. The energy generated by single-family homes increases 50 % due to the necessity of private automobile use

2.4.4 LESSONS LEARNED

- Use retail spaces to create a lively atmosphere that attracts use and revitalizes an existing transit line.
- Residential uses add life to streets.
- Use restaurants and small nodes as gathering places.
- Parking critical to successful design.
- Design aesthetic details of buildings to maximize pedestrian experience.
- Maintain contextual relationships of all uses throughout the process
- Promote intelligent life style choices with the provision of housing around a transit line which facilitates higher usage of alternative transportation and less dependence on personal automobile usage.
2.5 Adaptive Re-Use of Morgan Hills Historic Granary

Morgan Hill, CA

2.5.1 HISTORY

Historically, Morgan Hill existed primarily as an agricultural town. The Depot Street Granary composed the central export hub of the dried fruit and grain market Morgan Hill and the broader Santa Clara Valley thrived upon. The rail spur the Granary resides along provided the means by which these goods were shipped, and did so efficiently and effectively from the late 1920’s to the 1970’s.

Over time the economic reliance of the industry faded and the Granary followed suit. The dilapidation affect stemming from the end of necessity took its toll on the Granary. The structure became more and more a burden on the community, and the dilapidated state only worsened. Residing in extremely close proximity to the Caltrain Station, the aesthetic condition loomed as a beacon of a malnourished community, one that demanded necessary alteration or destruction. On the market for seven years, the Granary’s time had met its seeming demise.

2.5.2 PROJECT DEVELOPMENT

In 2000, the City of Morgan Hill began the process of redeveloping the North-West portion of Downtown, which contained the Granary. The Granary was identified as holding significant potential due to its location as a gateway to the City along the Caltrain line and its close proximity to Downtown.

In 2003, Weston Miles Architect purchased the Granary along with the adjacent property to the south, which held the Caltrain Station; the potential investment initially totaling $1.1 million. Renovation of the Granary consumed a total of 2 years and $1 million dollars.

This process was made financially feasible through a loan of $1.2 million made by South Valley Bank as well as a loan of $350,000 contributed by the city’s redevelopment agency. Weston Miles Architects collected $200,000 dollars with the sale of the former office, and Charles Weston and Leslie Miles, along with their parents, refinanced their homes to fill
Redevelopment of the Granary without question has retained the valuable historic context Weston and Miles as well as the redevelopment agency were striving to retain. Weston Miles Architects now calls the Granary home, which also provides space for several other small businesses. The Granary directly implements the economic base for which the original structure was initially established by the planting of 48 heritage fruit trees including French prunes and apricots. The fruit is harvested and turned into preserves, which are then given to community members. The space also holds a 60 seat, wood-fired pizza place entitled Mangia La Pizza.

The Granary now conserves more than 50 percent of the energy a building of equivalent size would consume. High-efficiency fixtures and the irrigation system reduce total water consumption by approximately 36%. The building is almost entirely carbon-neutral due to the implementation of photovoltaic panels, increased HVAC efficiency and modern lighting equipment. Almost all the materials that were removed from the original structure were recycled, and the “new” materials that compose the interior were constructed using reclaimed materials.

The silos of the Granary currently are empty, but future plans potentially include conversion to live-work units.

Upon rebirth, the Granary earned LEED Gold certification from the U.S. Green Building Council, as well as an Award of Excellence from the California Redevelopment Association.
2.6 CONCLUSION

These five case studies are prime examples of how to create lively, dense communities. Similar to our project these were redevelopments of existing areas, many of them blighted. Four of them were developed around transit hubs with the goal of creating a mixed-use, transit-oriented development. Our goal is to emulate the design concepts exemplified in these projects in our redevelopment of Downtown Bakersfield.

The Mill Creek Redevelopment Area is subdivided into three main areas (see figure 3.29). Our goal is to use principles found in these case studies and apply them to our sites design.

The Q Street corridor contains a major thoroughfare and two city blocks currently are under developed. The buildings occupying these spaces are local businesses. Currently Q Street is used as a main connection point between the airport and Downtown.

After reviewing our case studies we would like to redevelop this area using principles learned from Santana Row. Currently there are no existing buildings along Q Street which face the street itself. We would like to recreate the area into a dense urban corridor by adding either four or five story mixed-use buildings along the eastern portion of the road. Buildings will not be setback from the sidewalk in order to create an environment that facilitates window-shopping. Additionally outdoor patios and storefront vegetation will be encouraged to create a vibrant activity area.

Santana Row’s use of a variety of architectural styles and its street scales create a unique sense of place. Similarly we would like to transform Q Street into a vibrant corridor which provides an experience unlike anything else in the Central Valley.

The re-adaptive use of the City of Morgan Hills Historic Granary is set around an historic icon to create an area for people to work, play and eventually live. This project exemplifies the opportunity that exists in communities to use historic structures for redevelopment. The Historic Riverwalk at Mill Creek will turn an old canal into a focal point of entertainment and activity in the Downtown
Bakersfield area. An historic mill once existed along the creek which is being explored as a potential component of the areas redevelopment. Additionally, the redevelopment of the Granary employs the historic nature of the original granary in the form of surrounding fruit trees, which are harvested and made into preserves. Similarly, Bakersfield holds a rich agricultural history, and as such, an orchard and organic farm will be proposed for the initial entry into the Mill Creek Corridor; the harvest will be sold at an adjacent open air market and petting zoo. The orchard will surround the redeveloped historic mill.

Del Mar Station, The Crossings, and Fruitvale Village are three prime examples of how to connect a regional transit line with a community by redeveloping the area around the train station. While these developments focus on giving people the opportunity to travel around the region without using an automobile they also provide services and entertainment for people on-site alleviating the need for an automobile in everyday life, effectively reducing environmental distress associated with greenhouse gas emissions. Each of these projects provides a mixture of uses all within walking distance.

The most important thing keeping these developments functioning is the mixture of site residences and site visitors. Their high-density nature creates an area that promotes social interaction. Fruitvale Village’s design of the main pedestrian corridor is unique because it serves two purposes: it is a major thoroughfare for site visitors and it is the main plaza for the site. It connects the Fruitvale BART Station with the Fruitvale Market creating a route which funnels people from the site towards the market and vice versa. And while this development focuses on bringing all site users together residents are given their own private spaces on the top of both buildings. These areas are fenced off and serve residents only.

All of our case studies handled their parking in different manners but with similar principles in mind. With the exception of the crossings, which relies solely on-street parking, these projects used parking structures in order to minimize the amount of space needed for parking. Though necessary, parking structures deteriorate the aesthetic quality of a community. These projects hid parking altogether from major corridors. The redevelopment of the mill creek area will bring a large amount of activity to
the area which will necessitate an influx in parking space. However to preserve the aesthetic quality of the area we will need to keep it hidden from any areas of activity.

By examining the design principles behind these projects we can emulate them in the redevelopment of Downtown Bakersfield. The concepts taken from these developments will lay the foundation for our design. While they will guide us in our design, the Redevelopment of Downtown Bakersfield will create its own unique form.
PROJECT DEVELOPMENT
3.1 **VISION STATEMENT**
The Yokut Station and Mill Creek Corridor Redevelopment will redefine the existing environment with a synergetic and sustainable mix of different uses, public places, and a lively atmosphere. It will facilitate the engagement of a community of users and residences and instill an unforgettable experience and lasting impression.

3.2 **DEVELOPMENT CONCEPTS**

3.2.1 **The Convention Center**
Currently there are little to no hotel rooms in the downtown area and whatever is there cannot meet the demand for the clientele brought in by the center. Between the Marriott and the Best Western there are only 349 rooms which are in walking distance of the center. Large conventions often end up either relocating to the Ramada at the intersection of Highway 99 and Rosedale hwy. or a majority of the events participants stay there for the conference. This demand gives us the opportunity to provide hotels on the site. Additionally we can create a pedestrian environment by providing entertainment, retail, and dining all within walking distance of the convention center and the hotels.

3.2.2 **Playgrounds for children**
Current local neighbors are taking their kids to play at the Amtrak station park. However most of these residents live to the East of the creek from 18th Street and heading north. This is culturally representative of the Chinese neighborhood which exists near the site and has no closer park with playground equipment. We have the opportunity to renovate part of the neighborhood by placing a park geared towards family in this neighborhood.

3.2.3 **Pocket Parks**
Pocket park typically do not include playground equipment or other amenities typically associated with parks. However their typically is to take a small intimate space a place a green space for businessmen and other people using the site to go relax and take care of such tasks as taking a nap, eating lunch, reading the paper, talking with friends, etc. If we decide to include residential and office-commercial in our site these parks will definitely become popular attractions on the site.
3.2.4 Hotel development:
The area is currently serving a large clientele of visitors; however there is a serious lack of lodging in the area. With the Convention Center bringing thousands of people to downtown as different times of the year and bringing a lot of visitors for concerts, people being laid-over from the Amtrak, and businessman going into the existing downtown for business there is large demand for local lodging. However there are only two hotels currently serve these groups with a total of 349 rooms. Visitors to the area often stay miles away from their destination. However with such close proximity to the Convention Center and these other areas our site can meet these needs by providing lodging for all these clientele groups.

3.2.5 Implement Sustainable Design not commonly used in the City
This project is a symbol of advancement in the City of Bakersfield. Currently most development in the area is still set in the principles of urban sprawl. Our site will get the opportunity to provide a dense, mixed-use area which will promote sustainability. The success of this site could change development patterns in the city.

3.2.6 Develop a TOD
The Amtrak Station, soon to be the high speed rail station, provides the opportunity to develop a transit-oriented development in the heart of Downtown Bakersfield. This kind of development is unique to the City of Bakersfield because it focuses transit to and from the site around alternative modes of transportation and principles of mixed-use and high density on the site.

3.2.7 Creek-side opportunities
Mill Creek is undisputably provides the most opportunity for our team to create a site which attracts people to the area. The remainder of this section is dedicated to the various elements provided by the creeks redevelopment.

3.2.7.1 Entertainment
The creek holds a lot of opportunities for providing nightlife and entertainment venues drawing local residents and visitors from outside the City to the site. The Bakersfield Museum of Art already plans to host events such as an art exhibit of Bakersfield’s sister cities which will attract a lot of visitors. Art exhibits, live music, and street fairs are a few of
3.2.7.2 Dining
Apart from Mexicali the potential for other restaurants to come to the area and thrive is an opportunity we would like to capitalize on. The sites zoning allow for outdoor seating and patios which are ideal in a setting such as the lots next to the creek. People eating outdoors along the creek is a great opportunity we see the site providing which will be a unique experience in Bakersfield.

3.2.7.3 Recreation
The opportunity to provide not only entertainment but recreation such as playground equipment, sporting fields, and other forms of physical are very good opportunities to attract people to the site. The opportunity for playground equipment as well as neighborhood sports facilities will help turn the site into a lifestyle center for people in the surrounding community.

3.2.7.4 Relaxation
The creek provides a natural water element in the heart of the concrete jungle in Bakersfield. This amenity can provide a relaxing, comfortable environment for people visiting the site.

3.2.7.5 Shopping
One thing which is a necessity for an area which attracts a lot of visitors, tourists, and services a lot of residents are retail. The creek provides a nice setting for shoppers to enjoy their surroundings while engaging in one of their favorite activities.

3.2.7.6 Lodging
As mentioned the site has the potential to capitalize on the areas need for hotel rooms which has been met by the current number of hotels. However lodging along the creek could potentially be a popular amenity which would give visitors direct access to the creek and all the activity it services.

3.2.7.7 Historic education
The site holds some of the most important places in the history of the City. However most of the historical fabric of the area is lost. Our site should bring back some of this history by providing amenities which educate the public on the areas history.
3.3 Objective one: Create a dense, urban core

3.3.1 Concept one: Provide a variety of uses all within walking distance of one another

3.3.2 Concept two: Increase building height and decrease building setbacks along major corridors

3.3.3 Concept three: Promote infill development in blighted neighborhoods
3.4 Objective Two: Create an active, healthy community in the heart of Downtown Bakersfield

3.4.1 Concept One: Provide a network of parks and open spaces for residents and visitors to enjoy

3.4.2 Concept Two: Encourage walking in the community

3.4.3 Concept Three: Create urban centers for increase socialization and activity amongst residents
3.5 Concept Diagram Descriptions

In order to select the best design choice, it is pertinent to create a number of design alternatives. Variety of design allows one to diverge from a particular line of thought in order to develop alternatives that could yield a more appropriate land use for a particular area of a project site; this is not so easily apparent when focusing on one design.

3.5.1 Alternative 1

The first alternative designates the southern portion of the site as a transit oriented development. This plan remains consistent between both alternatives as the applicability of a TOD in this area makes sense as it borders the existing Amtrak Rail Station.

We have proposed to alter the existing parking facility that exists directly adjacent to the Amtrak Station into an open park space amenity.

The vacant lot that exits on the corner of V. Street and Truxtun Avenue has been proposed to house low income housing associated with the TOD.

Retainments of existing facilities in the southern portion of the site include the Beale Library as well as the Greek Orthodox Church, the Veterans War Memorial and the adjacent information kiosk.

A major pedestrian corridor that will provide linkage from the TOD to Mill Creek has been proposed to cross Truxtun Avenue at a key point, this will ensure efficient flow into the redeveloped Mill Creek Corridor.

Along the eastern Mill Creek Corridor, mixed-use commercial/retail/residential has been proposed that will seek to create a vibrant destination for locals and visitors alike as well as provide the means for local business development that will exist in an amenity full area.

Along the western portion of Mill Creek, the existing Mexi-Cali restaurant will be retained. Directly north of Mexi-Cali exist two retail buildings that will be retained and refurbished.
The Q. Street Corridor will be home to a string of mixed use retail/residential uses. Apartments will exist atop attractive retail.

Parking garages have been proposed behind the mixed-use portion of Q. Street between 18th and 17th Streets, and open space has been proposed to exist between these and R. Street. Linkage between these uses from downtown, the Q. Street redevelopment and Mill Creek will be provided through pedestrian corridors that pass through the uses along Q. Street as well as 17th Street, 18th Street and 19th Street.

A hotel has been proposed for the Southern portion of Q. Street that will exist behind the mixed use retail/residential.
CONCEPTUAL DIAGRAM ALTERNATIVE 1

Legend
- Red: Road
- Orange: Transit Oriented Development
- Blue: Existing
- Green: Open Space
- Purple: Mixed Use
- Magenta: Commercial
- Lilac: Parking
- Asterisk: Major Pedestrian crossings

Major Pedestrian crossings

Amtrak Rail

19th Street

18th Street

17th Street

Truxtun Avenue

Q Street

N Street

Mill Creek

Road

Transit Oriented Development

Existing

Open Space

Mixed Use

Commercial

Parking

Major Pedestrian crossings
3.5.2 Alternative 2

The second alternative designates the southern portion of the site as a transit oriented development, as mentioned in the first alternative, however, we have altered the usage a bit, cutting development shorter, extending the park space further.

The vacant lot that exists on the corner of V. Street and Truxtun Avenue has now been proposed to house community open space.

Along the eastern Mill Creek Corridor, moving from 17th Street to Mill Creek, additional open space has been proposed.

The Parking garages in alternative 2 reflect that of alternative 1, however, commercial space has been proposed to exist between these and R. Street.
3.5.3 Master Plan Influence

A hybrid choice was decided upon for inclusion in the final master plan. We will eliminate the provision of isolated parking garages and instead incorporate the mixed-use retail residential uses. This will effectively extend the retail chain, helping to filter pedestrian traffic into Mill Creek.

The additional open space around the TOD proposed in conceptual diagram 2 will provide an attractive park atmosphere where people can enjoy live music, play and relax.

The commercial space proposed for the initial entry into Mill Creek will not be included and this space will be utilized as an historic museum with the recreation of the Kern Mill. An orchard will encompass the mill.

The use selected for the corner of Truxtun Avenue and V. Street was a low-income housing development rather than additional park space. This location's close proximity to the train station and associated amenities create a perfect opportunity for low-income residents to utilize local as well as long-distance transportation as well as to access necessary resources.

All other elements remain consistent between the two alternatives.
# Redevelopment at Mill Creek

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td>42 units/660 square feet</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>134 units/880 square feet</td>
<td>295</td>
</tr>
<tr>
<td>Office Space</td>
<td></td>
<td>12 units/1500 square feet</td>
<td>90</td>
</tr>
<tr>
<td>Retail Units</td>
<td></td>
<td>35 units/2000 square feet</td>
<td>350</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12 units/1500 square feet</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35 units/2000 square feet</td>
<td>235</td>
</tr>
<tr>
<td>Plaza Space</td>
<td></td>
<td>2800- square feet</td>
<td></td>
</tr>
<tr>
<td>Mexicali</td>
<td></td>
<td>9530 square feet</td>
<td>28</td>
</tr>
<tr>
<td>Mill Creek Bed and Breakfast</td>
<td></td>
<td>26 rooms/600 square feet</td>
<td>26</td>
</tr>
<tr>
<td>Mill Creek Hotel</td>
<td></td>
<td>40 rooms/675 square feet</td>
<td>40</td>
</tr>
</tbody>
</table>
## Redevelopment at Mill Creek

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Commercial Building</td>
<td></td>
<td></td>
<td>47</td>
</tr>
<tr>
<td>Outdoor Restaurant</td>
<td></td>
<td>1200 square feet</td>
<td>16</td>
</tr>
<tr>
<td>retailer</td>
<td></td>
<td>1 unit/3000 square feet</td>
<td>15</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>4 units/2250 square feet</td>
<td>45</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>9 units/2000 square feet</td>
<td>90</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>2 units/1250 square feet</td>
<td>13</td>
</tr>
<tr>
<td>Mill Creek Center</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>5 units/1440 sq. ft. &amp; 6 units/900 sq. ft.</td>
<td>42</td>
</tr>
<tr>
<td>office space</td>
<td></td>
<td>12,600 square feet</td>
<td>63</td>
</tr>
<tr>
<td>residential units</td>
<td></td>
<td>20 units/675 sq. ft. &amp; 24 units/400 sq. ft.</td>
<td>73</td>
</tr>
</tbody>
</table>
## Redevelopment at Mill Creek

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kern River Mill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Museum</td>
<td>7,700 square feet</td>
<td>16</td>
</tr>
<tr>
<td>Mill Creek Towers</td>
<td>retail units</td>
<td>8 units/1,500 square feet</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>office space</td>
<td>78000 square feet</td>
<td>327</td>
</tr>
<tr>
<td>Kern Mill Hotel</td>
<td>retailers</td>
<td>40 rooms/750 square feet</td>
<td>40</td>
</tr>
<tr>
<td>Mill Creek Back</td>
<td>residential</td>
<td>12 units/450 sq. ft. &amp; 6 units/900 square feet</td>
<td>25</td>
</tr>
<tr>
<td>Tower</td>
<td>retail</td>
<td>6 units/900 sq. ft. &amp; 5 units/1200 sq. ft.</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>office space</td>
<td>11,400 square feet</td>
<td>57</td>
</tr>
</tbody>
</table>
### Redevelopment at Mill Creek

<table>
<thead>
<tr>
<th>Land Use sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beale Library</td>
<td>127,000 square feet</td>
<td>200</td>
</tr>
<tr>
<td>Amtrak Station</td>
<td>12500 square feet</td>
<td>214</td>
</tr>
<tr>
<td>Bakersfield Commerce Center</td>
<td>4500 square feet</td>
<td>23</td>
</tr>
<tr>
<td><strong>TOD mixed-use living centers</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>retail units</td>
<td>12 units/1200 sq. ft. &amp; 8 units/1600 sq. ft.</td>
<td>91</td>
</tr>
<tr>
<td>residential units</td>
<td>72 units/525 sq. ft. &amp; 48 units/700 sq. ft.</td>
<td>211</td>
</tr>
<tr>
<td><strong>Commercial Center Buildings</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>retail units</td>
<td>45,154 square feet</td>
<td>151</td>
</tr>
<tr>
<td>office space</td>
<td>45,154 square feet</td>
<td>226</td>
</tr>
<tr>
<td>Yokut Hotel</td>
<td>126 rooms/600 sq. ft. &amp; 60 rms./750 sq. ft.</td>
<td>186</td>
</tr>
</tbody>
</table>
### Redevelopment at Mill Creek

<table>
<thead>
<tr>
<th>Land Use sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Housing Center</td>
<td>retail units: 32 units/1000 sq. ft. &amp; 24 units/450 sq. ft.</td>
<td>106</td>
</tr>
<tr>
<td></td>
<td>residential units: 4 units/2250 sq. ft. &amp; 3 units/1000 sq. ft.</td>
<td>40</td>
</tr>
</tbody>
</table>

### Parking Requirements

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th>parking needed</th>
<th>parking provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>on-street</td>
<td>538 (50% reduction)</td>
<td>98 (retail based)</td>
</tr>
<tr>
<td>parking structure 1</td>
<td></td>
<td>220</td>
</tr>
<tr>
<td>parking structure 2</td>
<td></td>
<td>220</td>
</tr>
</tbody>
</table>
Table 4.7: Redvelopment at Mill Creek parking requirements

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th>parking needed</th>
<th>parking provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>on-street</td>
<td></td>
<td>507 (50% reduction)</td>
</tr>
<tr>
<td>q street hotel</td>
<td></td>
<td>204</td>
</tr>
<tr>
<td>bed and breakfast</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>office park parking structure</td>
<td></td>
<td>344</td>
</tr>
<tr>
<td>q street parking garage</td>
<td></td>
<td>724 (50% reduction)</td>
</tr>
<tr>
<td>hotel parking garage</td>
<td></td>
<td>410</td>
</tr>
<tr>
<td>tod living center underground parking</td>
<td></td>
<td>244</td>
</tr>
<tr>
<td></td>
<td></td>
<td>350</td>
</tr>
</tbody>
</table>
4.1 Q. STREET CORRIDOR

Encompassed by the blocks of 19th Street, Q. Street, R. Street and Truxtun Avenue, the Q. Street Corridor provides yet another lively mixed use environment offering apartment space set atop a vibrant retail center. This European style experience will take users out of the norm of everyday life with the provision of yet another array of shopping and dining experiences. Pedestrian linkage to the Mill Creek Center is easily accessible through pedestrian corridors flowing from downtown to Q. Street, continuing beneath open archways that yield two diverse centers. Solar panels will exist atop all structures residing along Q. Street.

The Archway located between 19th and 18th opens up to a recreational center including a children’s playground, bocce ball courts and a basketball court and additional open park space to play and relax in. This recreational center provides direct linkage to Kern Square.

4.1.1 PLAZA DE SOLEIL ET LA LUNE

Passing beneath the archway between 18th and 17th yields the Plaza de Soleil et la Lune (the plaza of the sun and the moon). The Plaza de Soleil et la Lune offers an intriguing space highlighted by dancing fountains, an array of drought tolerant landscaping, open forum artist space and plenty of seating where users can relax and dine.

4.1.2 THE MILL LOOK HOTEL

The Mill Look Hotel will exist along Mill Creek, accessed by 17th Street. This artistic getaway will provide a lively getaway for travelers, featuring an outdoor pool, full-bar, and live entertainment deck and close proximity to the many amenities of the area.

A parking structure will exist between the retail/residential of Q. Street and 17th and the Mill Look Hotel, providing parking facility for residents, guests and visitors alike, and featuring a rooftop garden and potable reuse filter atop.

4.1.3 ROUNDABOUT

Roundabouts offer a gateway effect that can enhance the urban fabric by showcasing art, landscaping and other open space amenities. Roundabouts are less expensive than the installation of traffic signals. Roundabouts are less hazardous then traffic signals and stop signs and maintain the consistent flow of traffic with efficient circular flow. The roundabout proposed for the intersection of 18th Street and R. Street will ensure efficient vehicular circulation. A Yokut Indian monument will be erected in the center of the roundabout in the form of a dancing Yokut mother and son.
THE CORRIDOR at O. STREET

MASTER PLAN

Legend

- Image View
- 4.1 Image in section
- A Building references (See Program List)
- --- Section line

See enlarged image on page 4 - 18
**Q Street Corridor**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td>42 units/660 square feet</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>134 units/880 square feet</td>
<td>295</td>
</tr>
<tr>
<td>Office Space</td>
<td></td>
<td>12 units/ 1500 square feet</td>
<td>90</td>
</tr>
<tr>
<td>Retail Units</td>
<td></td>
<td>35 units/2000 square feet</td>
<td>350</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12 units/1500 square feet</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35 units/2000 square feet</td>
<td>235</td>
</tr>
<tr>
<td>Plaza Space</td>
<td></td>
<td>2800- square feet</td>
<td></td>
</tr>
</tbody>
</table>
Table 4.9: Q Street Corridor parking requirements

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th>parking needed</th>
<th>parking provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>on-street</td>
<td>538 (50% reduction)</td>
<td>98 (retail based)</td>
</tr>
<tr>
<td>parking structure 1</td>
<td></td>
<td>220</td>
</tr>
<tr>
<td>parking structure 2</td>
<td></td>
<td>220</td>
</tr>
</tbody>
</table>
Q Street will be revitalized with high-density mixed-use and a pedestrian-friendly scale. Half the buildings have solar panels on their roofs and the streets' median will capture water runoff for storage and reuse.
*Q·STREET*

Scale 1/10 = 1/2'
Looking North
4.2  HISTORIC RIVERWALK OF MILL CREEK

4.2.1 ORCHARD/BAKERS MILL

Starting at Truxtun Avenue, one will begin their journey along the Mill Creek corridor by first entering the historic Bakers Mill orchard. A recreation of the original Bakers Mill sits in its original location amidst an orchard growing prevalent fruits and nuts of the area. The recreation of Baker’s Mill History Museum will provide a historic look into Bakersfield’s past.

As users continue meandering along the Mill Creek path aside the orchard and creek, the option to continue or cross the Mill Creek Bridge to the Q. Street corridor will be presented. By continuing along the Mill Creek path, users will find a community garden and the Bakersfield Barn. The Bakersfield Barn will sell produce grown in the gardens and orchard as well as provide a petting zoo for children, offering the perfect family experience and organic shoppers market alike.

4.2.2 BED AND BREAKFAST

A bed and breakfast designed in the Queen Anne/Eastlake architecture modeled after the historic Spencer house style will exist along the corner of Truxtun Avenue and S. Street. This bed and breakfast will provide a unique getaway for travelers that will exist amidst a historic setting filled with activities.

The Bed and Breakfast will features amenities including a pool and spa and a restaurant and lounge.

4.2.3 MILL CREEK CENTER

Mill Creek Center integrates an array of shopping, dining and living uses to create an attractive, diverse setting. The central plaza is set off by a long fountain that is engulfed by surrounding lattice work adorned in grape vines. Two pathways parallel the fountain, leading users into the central arcade. The symmetric nature of the paralleling paths correspond to the double sided retail arcade which all but surrounds the interior courtyard, only open at the mouth to beckon users in. The arcade is not limited to one entry, and rather can be accessed from all points of the plaza. The arcade is covered by an overhanging roof that is propped by a series of columns. Additional grape wreathed lattice extends from the roofs edge out towards the center of the plaza. Additional drought tolerant trees and landscaping surround the interior courtyard. Pervious pavers compose the central plaza base; here users can find a serene environment to socialize, dine and relax.

4.2.4 MILL CREEK APARTMENTS

The Mill Creek Center Apartments exist above the main arcade, providing residents with enticing views and first class access to the major amenities of the site of Mill Creek.

The Mill Creek Center Colonial Apartments will exist above and setback from the main arcade, which will serve to maintain privacy. Modeled after the historic colonial
apartments, the architectural design will be pure Williamsburg, constructed of face brick and frame stucco. Residents will have access to a private rooftop recreation space which will house a pool for hot days and garden space so that residents can grow their own crops. Residents will hold private parking access, isolated from the public that will maintain a tight community structure.

4.2.5 MILL CREEK TOWERS

Heading north along the corridor from the Mill Creek Center and after crossing 18th Street, one will find the Mill Creek Towers business park. The two business towers will provide 70,000 square feet of commercial space and 8 retail units. Employees will hold access to all amenities within a tight proximity including central park which lies directly north across 19th as well as the Mill Creek Center and the Q. Street Corridor. Outdoor relaxation exists in the form of a circular fountain and associated seating which lies between the two buildings that will seek to provide a break point facilitates healthy, head clearing interaction. Rooftop gardens exist on both towers, providing another break point for employees where they can enjoy the surrounding views.

4.2.6 KERN SQUARE

Kern Square will compose the existing buildings located between 19th Street, R. Street, 18th Street and Mill Creek. Following renovation, Kern Square will house various retailers, including dining options. Creek Skate Skatepark will reside in Kern Square along Mill Creek providing healthy recreation for youths and enthusiastic adults alike. Below Creek Skate, users will find Kern Square Park, providing further recreation and relaxation. Solar panels will exist atop both renovated structures.
THE HISTORIC RIVERWALK at MILLCREEK

Legend

View Direction

4.1 Chapter image
A Building references
(See Program List)
## Historic Riverwalk at Mill Creek

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mexicali</td>
<td></td>
<td>9530 square feet</td>
<td>28</td>
</tr>
<tr>
<td>Mill Creek Bed and Breakfast</td>
<td></td>
<td>26 rooms/600 square feet</td>
<td>26</td>
</tr>
<tr>
<td>Mill Creek Hotel</td>
<td></td>
<td>40 rooms/675 square feet</td>
<td>40</td>
</tr>
<tr>
<td>Existing Commercial Building</td>
<td></td>
<td></td>
<td>47</td>
</tr>
<tr>
<td>Outdoor Restaurant</td>
<td></td>
<td>1200 square feet</td>
<td>16</td>
</tr>
<tr>
<td>retailer</td>
<td></td>
<td>1 unit/3000 square feet</td>
<td>15</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>4 units/2250 square feet</td>
<td>45</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>9 units/2000 square feet</td>
<td>90</td>
</tr>
<tr>
<td>retailers</td>
<td></td>
<td>2 units/1250 square feet</td>
<td>13</td>
</tr>
<tr>
<td>Mill Creek Center</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Historic Riverwalk at Mill Creek

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>retailers</td>
<td>5 units/1440 sq. ft. &amp; 6 units/900 sq. ft.</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>office space</td>
<td>12,600 square feet</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>residential units</td>
<td>20 units/675 sq. ft. &amp; 24 units/400 sq. ft.</td>
<td>73</td>
</tr>
<tr>
<td>Kern River Mill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Museum</td>
<td>7,700 square feet</td>
<td>16</td>
</tr>
<tr>
<td>Mill Creek Towers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>retail units</td>
<td>8 units/1,500 square feet</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>office space</td>
<td>78000 square feet</td>
<td>327</td>
</tr>
<tr>
<td>Kern Mill Hotel</td>
<td>retailers</td>
<td>40 rooms/750 square feet</td>
<td>40</td>
</tr>
<tr>
<td>Mill Creek Back</td>
<td>Tower</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Historic Riverwalk at Mill Creek

<table>
<thead>
<tr>
<th>Land Use sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>residential</td>
<td>12 units/450 sq. ft. &amp; 6 units/900 square feet</td>
<td>25</td>
</tr>
<tr>
<td>retail</td>
<td>6 units/900 sq. ft. &amp; 5 units/1200 sq. ft.</td>
<td>38</td>
</tr>
<tr>
<td>office space</td>
<td>11,400 square feet</td>
<td>57</td>
</tr>
</tbody>
</table>

### Mill Creek Parking Requirements

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th>parking needed</th>
<th>parking provided</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>507 (50% reduction)</td>
<td></td>
</tr>
<tr>
<td>on-street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>q street hotel</td>
<td></td>
<td>204</td>
</tr>
<tr>
<td>bed and breakfast</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>office park parking structure</td>
<td></td>
<td>344</td>
</tr>
</tbody>
</table>
Coming towards the creek from Q Street there is a mix of retail spaces and the site's skate park. In the background is the commercial center of the site, the Mill Creek Towers.

View looking North down Mill Creek from the 17th Street pedestrian bridge. Key features of the site include Mexicali's outdoor patio, and the Mill Creek Office Park.
Along the east side of the creek is the Mill Creek Center. This courtyard is surrounded by a neoclassical mixed-use building and features a split-level water fountain and plenty of green space for people to interact.

The southeast portion of the mill creek area is dedicated to the history of Bakersfield. This block includes a replica of the Kern River Mill and a variety of crops which represent the agricultural wealth of the community.
The East side of the creek provides a mixture of uses with a variety of open spaces. Such amenities include a jumping water fountain, a central plaza, and a variety of architectural styles.
4.3 YOKUT STATION

Yokut Station seeks to enhance the character and sustainability of Bakersfield by locating retail and residential uses around an existing transit line. As one navigates beneath the Bakers arch gateway, an enticing retail corridor is found. The initial corridor entry circulates pedestrian traffic past an array of retail uses and outdoor rest areas, eventually filtering into the main plaza of Yokut Station.

The Yokut Station Plaza seeks to provide an attractive and lively gathering point for users that will facilitate interaction, instilling a sense of place in visitors and locals alike that will leave a lasting impression. The radial nature of the plaza provides natural ease of flow to major collection points, and alternately, provides an exciting destination for all pedestrian feeders. At the center of the plaza, the Yokut Falls fountain will showcase historical information regarding the Yokut Indians role in the area, and a statue of a young Yokut Indian boy dipping his hands to get a drink will also breathe life into the central focal point. Surrounding the fountain, circular lattice adorned in grape vines spawn from green space where oak trees rest adding a vibrant compliment to the radial plaza.

The Truxtun Corridor will filter pedestrian traffic to and from retail uses existing along Truxtun Avenue directly to the central plaza. Low income lofts will be provided atop these retail uses. Solar panels and rooftop gardens will sit atop these uses, as well as a sky diner, offering an alternate experience from the plaza below.

Bordering the north end of the plaza, which filters people to and from the Veterans Memorial, will exist a series of archways that compose the Yokut Indian memorial. Along this wall, a memorial plaque will read:

In 1853, Peter Burnett, the first governor of California issued a decree for the extermination of the Yokut Indians. Over the years, the bounty on Indian scalps was increased from just 25 cents each to five dollars each. Yokut men, women and children were hunted like animals. A combination of habitat desecration at the hand of settlers and the Yokut bounty decreased the Yokut population from 20,000 to 600 by 1880.

As one continues east through the plaza, the Yokut corridor continues, offering further dining and shopping options. An alternate central corridor provides users with a natural continuation of flow as they navigate through the Yokut Garden. The Yokut Garden Trail spearheads an eatery nestled in the greenery, providing a relaxing dining option.

The corridor eventually crosses U. Street, to the Hotel Yokut. A residential hotel, the Hotel Yokut, provides visitors with a comfortable getaway that exists within an urban village setting that offers attractive dining and shopping options. Residents of the Hotel
Yokut will be treated to all its available amenities including laundry service, in-house dining, in-room cleaning, fitness center and pool access.

A parking structure shielded from view behind the Hotel Yokut will provide parking for residents and visitors alike. The U. Street Park serves to filter users from the parking structure into Yokut Station.

Underground residential parking will exist beneath all mixed uses in Yokut Station specifically providing parking for employees and residents.

An additional parking structure exists at the southwest corner of the site behind the Beale Library that will provide parking for daily visitors and long term parking for travelers.

Residents and visitors alike will thrive in an environment that provides users with all the amenities necessary for life located within an easy walking distance, as well as major transit route options that serve to provide inner-city access as well as long distance destinations via Amtrak bus and train lines.

4.3.1 AMPHITHEATRE

While the Rabobank arena is just a short stroll away, an amphitheatre would provide an outdoor forum for a number of uses including live music, theatre and community events. An indoor arena is limiting and less sustainable as typically events are held at night, requiring large amounts of energy. The nature of an outdoor entertainment center provides an appropriate, lively setting to hold festival events that facilitate community interaction. Yokut Park, which would exist above the arena, provides the perfect complement to the venue. Pedestrian circulation flows naturally around the perimeter of the amphitheatre, feeding into the major pedestrian corridor of Mill Creek. This provides linkage to the Yokut corridor, creating a pedestrian circulation system that flows seamlessly.
### Table 4.14: Yokut Station program list

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beale Library</td>
<td>127,000 square feet</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Amtrak Station</td>
<td>12500 square feet</td>
<td>214</td>
<td></td>
</tr>
<tr>
<td>Bakersfield Commerce Center</td>
<td>4500 square feet</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>TOD mixed-use living centers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>retail units</td>
<td>12 units/1200 sq. ft. &amp; 8 units/1600 sq. ft.</td>
<td>91</td>
<td></td>
</tr>
<tr>
<td>residential units</td>
<td>72 units/525 sq. ft. &amp; 48 units/700 sq. ft.</td>
<td>211</td>
<td></td>
</tr>
<tr>
<td>Commercial Center Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>retail units</td>
<td>45,154 square feet</td>
<td>151</td>
<td></td>
</tr>
<tr>
<td>office space</td>
<td>45,154 square feet</td>
<td>226</td>
<td></td>
</tr>
<tr>
<td>Yokut Hotel</td>
<td>126 rooms/600 sq. ft. &amp; 60 rms./750 sq. ft.</td>
<td>186</td>
<td></td>
</tr>
</tbody>
</table>
## Transit-Oriented Development

<table>
<thead>
<tr>
<th>Land Use</th>
<th>sub-category</th>
<th>number of units</th>
<th>parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Housing Center</td>
<td>retail units</td>
<td>32 units/1000 sq. ft. &amp; 24 units/450 sq. ft.</td>
<td>106</td>
</tr>
<tr>
<td></td>
<td>residential units</td>
<td>4 units/2250 sq. ft. &amp; 3 units/1000 sq. ft.</td>
<td>40</td>
</tr>
</tbody>
</table>

## Parking Requirements

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th>parking needed</th>
<th>parking provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>q street parking garage</td>
<td>724 (50% reduction)</td>
<td></td>
</tr>
<tr>
<td>hotel parking garage</td>
<td></td>
<td>410</td>
</tr>
<tr>
<td>tod living center underground parking</td>
<td></td>
<td>244</td>
</tr>
<tr>
<td></td>
<td></td>
<td>350</td>
</tr>
</tbody>
</table>
The central plaza connects the Amtrak station (future high speed rail) and the mixed-use elements of the site. It features a fountain surrounded by two tree lines and two trellises. This space will promote high social interaction.
This corridor connects the central plaza with the large park in the transit-oriented development. The two buildings lining the pedestrian path are mixed-used; composed of apartments on the top two floors, offices on the second floor, and ground floor retail. The buildings densities mixed with the streetscape create a friendly-pedestrian environment for people to work, shop, and play.

Figure 4.10: View from the creek towards the amphitheatre

View along mill creek near the Truxtun Avenue underpass. The amphitheatre provides a venue for live, outdoor entertainment in downtown Bakersfield.
The center of the site is the gateway to the Yokut Station. The building is centrally located in the site, connecting the main pedestrian corridors.
*TRUXTUN AVE.*

**MASTER PLAN**

**SCALE 1/10 = 1/2'**

**LOOKING EAST**
CONCLUSION
The Redevelopment at Mill Creek will bring a vibrant community to the heart of Downtown Bakersfield. The intent of this project is to become part of a revival of the area which is already occurring. With this development Downtown will no longer function solely as a commuter hub. Instead it will function 24-7 by providing affordable housing, lively entertainment, a thriving business district, and a tourism area attracting people from across the State. Since the project is a large undertaking it will be completed in phases.

The first phase of the projects development will focus on taking the existing areas along the creek and reviving them. Using the existing structures this phase will focus on façade improvements to existing storefronts. Landscaping improvements will include the addition of tree planters along mill creek and tree planters through R Street, 18th and 19th street. These blocks are commercial retail areas. A new amenity to the existing Mexicali restaurant will be the addition of an outdoor patio which will front mill creek. This phase will bring an entertainment element to the area.

The second phase of the projects development is the additions of the Mill Creek Tower, the revitalization of the Q Street Corridor, and the Mill Creek Office Park. This part of the development expands the existing retail district in the area while bringing residents and businesses to the area. All three of these parts will be mixed-use, high-density developments. Two outside influences spurring these developments are the location of the new federal courthouse, and the City’s desire improvements along Q Street. Located adjacent to Central Park, the federal courthouse was recently contracted out for design to a group in San Diego. Once completed, the courthouse will attract a new clientele to the area. Retail and office spaces will occupy the mill creek office park and tower. Apartments will make up the top floor of the Mill Creek Tower.

The Q Street Corridor will emulate the street design of Santana Row creating a lively activity center along a desolate yet very important arterial in Downtown. The bottom floors of these buildings will be retail spaces and restaurants. Restaurants will be encouraged to provide amenities such as outdoor seating and curbside art. The second floor will be devoted to office space with the third and fourth floors being apartments. Residents and visitors will enjoy a variety of outdoor recreational activities in the plaza spaces.
The Redevelopment at Mill Creek will bring a vibrant community to the heart of Downtown Bakersfield. The intent of this project is to become part of a revival of the area which is already occurring. With this development Downtown will no longer function solely as a commuter hub. Instead it will function 24-7 by providing affordable housing, lively entertainment, a thriving business district, and a tourism area attracting people from across the State. Since the project is a large undertaking it will be completed in phases.

The first phase of the projects development will focus on taking the existing areas along the creek and reviving them. Using the existing structures this phase will focus on façade improvements to existing storefronts. Landscaping improvements will include the addition of tree planters along mill creek and tree planters through R Street, 18th and 19th street. These blocks are commercial retail areas. A new amenity to the existing Mexicali restaurant will be the addition of an outdoor patio which will front mill creek. This phase will bring an entertainment element to the area.

The second phase of the projects development is the additions of the Mill Creek Tower, the revitalization of the Q Street Corridor, and the Mill Creek Office Park. This part of the development expands the existing retail district in the area while bringing residents and businesses to the area. All three of these parts will be mixed-use, high-density developments. Two outside influences spurring these developments are the location of the new federal courthouse, and the City’s desire improvements along Q Street. Located adjacent to Central Park, the federal courthouse was recently contracted out for design to a group in San Diego. Once completed, the courthouse will attract a new clientele to the area. Retail and office spaces will occupy the mill creek office park and tower. Apartments will make up the top floor of the Mill Creek Tower.

The Q Street Corridor will emulate the street design of Santana Row creating a lively activity center along a desolate yet very important arterial in Downtown. The bottom floors of these buildings will be retail spaces and restaurants. Restaurants will be encouraged to provide amenities such as outdoor seating and curbside art. The second floor will be devoted to office space with the third and fourth floors being apartments. Residents and visitors will enjoy a variety of outdoor recreational activities in the plaza spaces.
located in the middle of the buildings. Below these plaza spaces parking structures will be provided for residents and workers.

The third phase of the sites development brings an historic element to the area while providing hotel services to the area. Currently the Downtown area does not have a sufficient amount of hotel rooms to serve its need. Additionally there are no remnants or structures dedicated to Bakersfield’s history. The existing Hill House Best Western will be replaced with a replica mill of the Kern River Mill. This structure will be a museum dedicated to the areas past. Just North of it will be orchards representing the diverse agricultural production in Kern County. The rest of the area will be replaced with two hotels, the Mill Look Hotel and the Mill Creek Bed and Breakfast. In total these two hotels will bring 80 rooms to the area.

The final phase of this project is the transit-oriented development. The southern end of the site will be a mixed-use development around the future high speed rail station. This area will bring every element of a community to the current parking lots and surrounding lots around the station. The Beale library, the Amtrak station, the Veterans Memorial, the Greek-Orthodox Church, and the Bakersfield Commerce Center will be preserved. The parking lot located between the Amtrak station and the Beale Library will be a large open space. The majority of this park will be part of the amphitheatre holding live, outdoor entertainment. The center of the site is a monument dedicated to the original inhabitants of the area, the Yokut Indian. Other elements on-site include affordable housing, a variety of shops and office spaces, lofts, and a hotel.
PROJECT PHASING MAP

Legend

Phase 1
Phase 2
Phase 3
Phase 4
Works Cited


City of Bakersfield. (2009). City of Bakersfield. www.ci.bakersfield.ca.us


Works Cited


Kern County Library. (2009). Welcome to the Kern County Library. www.kerncountylibrary.org


Works Cited


List of Interviews:

D. Lyman, personal communication, January 15, 2009.
