CITY OF WALNUT CREEK

DESIGN REVIEW STANDARDS + GUIDELINES

Non-Residential

OCTOBER 2024

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introduction

1.1 PURPOSE AND INTENT

The City of Walnut Creek Non-Residential Design Review Standards and Guidelines (DRSGs) contained herein are intended to implement the City's Vision for quality projects that maintain and enhance the character of the community. These standards and guidelines establish the criteria for how site, building, landscaping, lighting and other improvements should be designed for non-residential projects. These DRSGs are intended to provide design professionals, property owners, residents, staff, and decision-makers with a clear and common understanding of the City's expectations for the planning, design and review of non-residential development proposals in Walnut Creek.

The purpose of the standards and guidelines contained in this document is to:

- Enhance the community character and create an individual identity for Walnut Creek.
- Promote quality architectural design, site planning, and landscape development.
- Provide a clear set of design criteria to guide development.

1.2 APPLICABILITY

This document applies to the design of private development, and not the public right-of-way (e.g., sidewalks). These standards and guidelines will apply to all new non-residential development within the city that require Design Review, as well as qualifying modifications to existing development, and changes in land use, unless otherwise specified. The standards and guidelines in this book shall not apply to Housing for Homeless/Emergency Shelters, with the exception of the design standards in Chapter 7 (Lighting). References to "new development" shall mean construction of new buildings or structures. Design criteria herein will serve to supplement the development standards in the City's Zoning Ordinance.

1.3 HOW TO USE THIS DOCUMENT

The DRSGs provide direction on the design aspects of any new development. Provisions herein are organized into chapters by design topic. Chapter 7 provides standards and guidelines specific to the following special uses: automobile sales/rental/leasing, auto service stations, eating and drinking establishments with take-out services (drive-up), and shopping centers.

- Chapter 2 - Site Planning
- Chapter 3 – Architecture and Building Design
- Chapter 4 – Parking
- Chapter 5 – Walls and Fences
- Chapter 6 – Lighting
- Chapter 7 – Special Uses

Each design subsection includes the following elements:

- **Applicability:** The applicability sections explain the types of development or projects the subsequent design standards and guidelines apply to.
- **Intent:** The intent statement describes the desired outcome of the DRSGs for that topic.
- **Standards:** Standards are priority design criteria to which projects will be reviewed and evaluated. Standards are typically written with "shall" statements or similar language imposing a requirement.
- **Guidelines:** Guidelines are strongly recommended design criteria, with which projects should comply. There is flexibility in how projects meet each guideline depending on unique or differing project circumstances. Guidelines are typically written with "should" statements.
- **Graphics:** Graphics are provided throughout this document. These diagrams are intended to visually illustrate the standards and guidelines, and are not intended to dictate architectural styles, form, or character.

1.4 HOW STANDARDS AND GUIDELINES ARE APPLIED TO PROJECTS

The standards and guidelines together are utilized during the City's Design Review process to encourage the highest level of design quality, while simultaneously providing the flexibility necessary to encourage creativity and innovation on the part of project designers. All projects are evaluated on the degree to which they comply with the standards and guidelines in this document, while allowing for minor deviations to accommodate unique conditions at each site through a discretionary process, as long as the intent statements are met.

1.5 RELATIONSHIP TO OTHER PLANS AND POLICIES

The DRSGs shall be used in conjunction with other documents adopted by the City that contain goals, development parameters, and more specific development regulations. Development projects must comply with applicable provisions of the City's General Plan and Zoning Ordinance, applicable sections of the Municipal Code, Specific Plans, and any other adopted standards or plans (e.g., street standards, Bicycle Master Plan, etc.), as well as any applicable requirements of outside agencies or service providers (e.g., utility providers). The DRSGs in this document are adopted to implement, as applicable, the intent and visions of the General Plan and Specific Plans, and among other things are intended to further the design plans and elements contained and envisioned by those plan documents.

Where inconsistencies are identified amongst documents, the following shall govern:

1. Design standards in this document take precedence over any design guidelines in an adopted Specific Plan document.
2. Where design standards contained in this document are inconsistent with a Specific Plan design standard, the stricter standard shall govern.
3. Where design standards contained in this document are inconsistent with a General Plan policy or Zoning regulation, the General Plan or Zoning shall govern.
4. For properties zoned under the Broadway Plaza Planned Development District (PD-2122), the Broadway Plaza Design Guidelines govern design review applications. In the event that the Broadway Plaza Design Guidelines are silent on a design issue otherwise governed by the citywide DRSGs, the DRSGs shall govern. In the event of a conflict between the Broadway Plaza Design Guidelines and the citywide DRSGs, the Broadway Plaza Design Guidelines shall govern. Other non-design related applications shall be subject to the provisions of the Municipal Code, PD-2122, and the General Plan.

1.6 DESIGN REVIEW PROCESS

Please refer to the Design Review Process Manual for additional information on the Design Review process, including Staff-level versus Commission-level review and the City's Design Review process web page for additional information.


MAXIMUM HEIGHT 10' 6"

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site planning

2.1 SITE ACCESS + CIRCULATION

INTENT:

- To prioritize pedestrian safety and convenience above other users.
- To consolidate vehicular access points.
- To minimize potential conflicts between automobiles, bicyclists, and pedestrians.
- To promote an efficient circulation system with a range of transportation modes.

Applicability: Unless otherwise specified, these standards apply to new development, changes in use, or major alteration to existing structures, where major alteration is defined as an expansion or building addition that would increase the building floor area by more than 50 percent. This Section does not apply to the Special Uses in Chapter 7 unless referenced in the particular special uses section.

.STANDARDS

S-1 **Pedestrian Pathways.** Pedestrian pathways shall connect to existing and proposed public sidewalks, streets, transit stops, open spaces, bike paths, bicycle parking areas, and automobile parking areas adjacent to the project site.

a. For projects with multiple buildings and/or buildings internal to the site, a pathway(s) through the interior of the site shall connect buildings to each other and to the public sidewalk. A pedestrian pathway or shared-use path (pedestrian and/or bicycle) between buildings or through parking lots from the sidewalk to the interior of the site shall be provided for every 400 feet of a project's frontage.

b. For buildings along the street frontage, a pedestrian pathway shall connect the primary building entry(ies) to the public sidewalk on each street frontage.

c. Pathways shall be provided to connect bicycle parking areas to the building entrance(s) and the sidewalk.

d. **Design and Dimensions.** New internal pedestrian pathways shall be a minimum of five feet wide. Where a pedestrian pathway is parallel and adjacent to an auto travel lane, it must be either a raised sidewalk or an at-grade pathway that is separated by a raised curb, bollard, or other physical barrier (per ADA requirements). Where provided, new shared-use paths through sites shall provide at minimum a 12-foot-wide path, with an eight-foot clear paved path and two-foot shoulder on either side (Note: A public access easement is required if the path runs through the site, connecting two public rights-of-way).

S-2 **Driveway and Curb Cuts.** Applies only to new development.

a. Driveways shall be located a minimum safe distance from an intersection as approved by the City's Traffic Engineer. The driveway should be located as far as possible from an intersection.

b. Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 400 feet of public street frontage, or for parcels less than 400 feet long, one curb cut per street frontage (unless otherwise required for emergency vehicle access).

S-3 **Retail Parking Access.** To facilitate customer access from rear parking areas to retail spaces along the street, new retail buildings with rear parking and frontages over 400 feet in length shall provide rear access or a walk-through/pedestrian breezeway at a minimum of every 250 feet.

S-4 **Pedestrian Circulation Materials.** Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures, and/or colors shall be provided to emphasize the conflict point and improve visibility and safety.

GUIDELINES

G-1 **External Connectivity.** To the extent feasible, streets within any proposed development site should be aligned with existing and planned streets adjacent to the site so as to create a continuous street pattern. All internal pedestrian and bike pathways in any development site should connect to existing and planned public sidewalks, bike paths, and open spaces, outside the proposed development. Any dead-end street longer than 400 feet should be connected to other streets by a pedestrian path.

G-2 **Efficient Circulation.** Circulation should be efficient and maximize the amount of site available for landscaped areas.

G-3 **Pedestrian Routes.** All likely pedestrian routes should be considered in the design phase to eliminate "short cuts" through landscaped areas.

G-4 **Parking Access Hierarchy.** Parking and service area access should be provided from the following, in descending order of preference:

a. From an alley.

b. From a driveway shared with a property abutting the development site.

c. In the absence of an alley or shared driveway, access shall be from the street with the lower classification in the General Plan or from a curb cut/driveway along the primary street frontage, as deemed appropriate for the site and its environs by the City's Traffic Engineer. If a site fronts on two public streets of equal classification, access shall be on the corner side frontage. See additional standards and guidelines in Chapter 4 (Parking and Loading).

G-5 **Parking Areas.** Driveways, garages, and open parking areas should be integrated into the overall design, and should not be dominant features along the street.

2.2 LANDSCAPING

INTENT:

To beautify and enhance the visual quality of the built environment, complement architectural design, establish project identity, provide visual screening, and promote sustainability in landscape design. Landscaping should be incorporated throughout a project to achieve the following objectives:

- Define areas such as building entrances and focal points.
- Soften the appearance of walls and other hard surfaces.
- Screen undesirable views or elements of a project (e.g., utilities).
- Strengthen the pedestrian scale.
- Provide shade in public places.
- Provide a visual buffer between neighboring uses.
- Relieve the visual appearance of large expanses of hard surfaces.

Applicability: Unless otherwise specified, these standards and guidelines apply to all projects requiring Design Review. Existing healthy shrubs and trees may be used to satisfy any requirements herein, provided they meet the minimum size requirements specified in the design standards and guidelines below.

STANDARDS

S-1 **Private Street and Pathway Landscaping.** All publicly-accessible private streets and pathways (excluding breezeways and paseos between buildings) shall provide a combination of trees and other plants in a planting buffer strip. Trees shall be a minimum 24-inch box size and shall be planted at a minimum of one tree for every 30-40 feet of linear street/path (depending on the species and mature canopy width or growth habit). Shrubs and groundcover shall cover at least 30 percent of the planting buffer strip.

S-2 **Location of Trees on Private Property.** Trees planted within five feet of a street, sidewalk, paved trail, parking area, or walkway shall be a deep-rooted species or shall be separated from hardscapes by a root barrier to prevent physical damage to hardscape.

S-3 **Plant Size.** Minimum plant material sizes and planter width are as follows:

a. **Shrub Size.** All proposed shrubs and ground cover planting (with the exception of annuals) shall be a minimum of five gallons in size. The minimum planter width for shrubs is three feet.

b. **Tree Size.** The minimum planting size for trees shall be 15-gallon, with 25 percent of all trees on a project site planted at a minimum 24-inch box size. Minimum planter width for trees shall be five feet.

S-4 **Landscape Screening.** When utilized for screening, landscaping shall meet the following standards:

a. Minimum one tree at least 24-inch box size planted 20-40 feet on center depending on the species and mature canopy width or growth habit. A minimum of 50 percent of the required trees shall be of a fast-growing evergreen variety.

b. Minimum three, five-gallon shrubs for every 20 linear feet.

S-5 **Planter Seat Wall Design.** Planter seat walls shall be equipped with decorative skateboard guards every 18 inches.

S-6 **Skirt Wall Screening.** Skirt walls along the front building elevation and over four feet in height shall be screened with landscaping.

GUIDELINES

G-1 **Spacing.** The location and spacing of trees, shrubs, and ground cover plants should accommodate mature planting size.

G-2 **Visibility.** Landscaping should be located and maintained to allow visibility through a site, avoid creation of hiding places, and ensure adequate circulation and sight distance for motorists and pedestrians entering and exiting a site. Landscaping should not encroach upon traffic or wayfinding signs, or paved areas such as walkways, drives, or parking stalls.

G-3 **Paving Treatments and Materials.** Special paving treatments should be used to accentuate pedestrian pathways and plazas. Preferred materials for hardscape are concrete paving with a high-quality surface treatment and finish, color, and/or scoring, or concrete unit pavers. Stone, quarry tiles, and brick may also be appropriate as an alternative. Permeable paving treatments are encouraged.

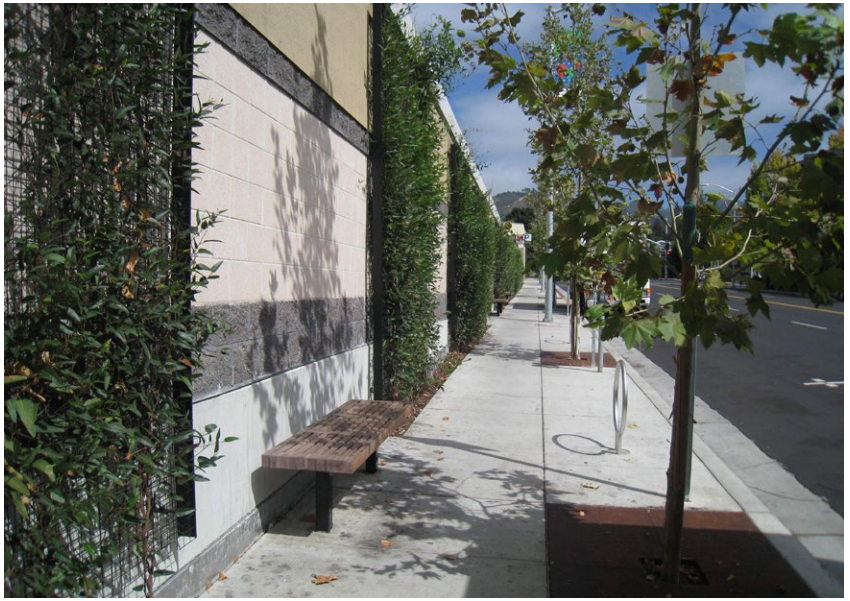
G-4 **Planter Wall Design.** Planter walls constructed along sidewalks or other pedestrian paths or gathering areas should be designed with integrated seating where suitable.

G-5 **Plant Palette and Character.** Plantings should complement building architecture and landscape character of the immediate area. The plant palette for each project should include a variety of colors, textures, and heights. Layered landscaping and a mix of deciduous and evergreen trees is encouraged.

G-6 **Drought-Tolerant Species.** A minimum of 75 percent of non-turf landscaped areas should be planted with native or drought-tolerant planting (as identified in the East Bay MUD Plants and Landscapes For Summer-Dry Climates guide book) to bring interest and beauty to the landscape, support biodiversity, and reduce the need for pesticides and excessive irrigation. (See also City of Walnut Creek Water Efficient Landscaping Ordinance). Fire-safe plant species are encouraged.

G-7 **Vegetated Walls.** Vegetated or landscaped "green" walls or screen elements are encouraged to help integrate building walls with adjacent landscape areas.

G-8 **Fence and Wall Landscaping.** Landscaping should be used as part of the design of fences and walls to soften and screen large expanses of fencing or blank wall surface area.



G-9 **Limit Turf Areas.** Natural turf should be limited to recreational areas. Artificial turf should be limited to accent areas, high foot traffic areas, and recreational areas. Natural and artificial turf should not be used in planting buffer strips or placed within the protected zone of any Highly Protected Tree (as defined in the City of Walnut Creek Tree Preservation Ordinance).

G-10 **Artificial Turf.** Where artificial turf is installed, it should be designed as follows:

a. Artificial turf should be kept a minimum of five feet away from tree root crowns (measured in all directions).

b. Artificial turf used for pet areas should be specifically formulated for that purpose.

2.3 UTILITIES, SERVICE, STORAGE, REFUSE + EQUIPMENT

INTENT:

- To ensure the practical placement of, and access to, necessary services, equipment, and utilities while minimizing potential conflicts and impacts.
- To ensure that projects incorporate the practical placement of necessary building equipment in a manner that is compatible with the design of the overall project.

Applicability: Unless otherwise specified, these standards and guidelines apply to all projects requiring Design Review.

STANDARDS

S-1 **Location and Screening of Utilities, Service, and Storage Areas.** All above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, loading docks and ramps, and outdoor storage areas shall be integrated into building and landscape design and/or located to minimize impact on the pedestrian experience and neighboring properties by following the standards below (except as required by building or fire codes, or the utility provider):

a. Shall be located inside of buildings or along alleys, in parking areas, and/or at the rear or side of building. Utilities and equipment, loading docks and ramps, service, and storage areas shall not be located within the front or corner side yard area, along mid-block pedestrian connections, within the public right-of-way, and/or within 50 feet of a street corner. Loading docks should be internal to the building envelope and equipped with closable doors, where feasible.

b. Shall be screened from public view to the following screening standards (excluding loading):

   i. Screening shall be equal to or higher than the height of the equipment to be screened.

   ii. Screening shall be made of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted (see Section 2.2 (Landscaping)).

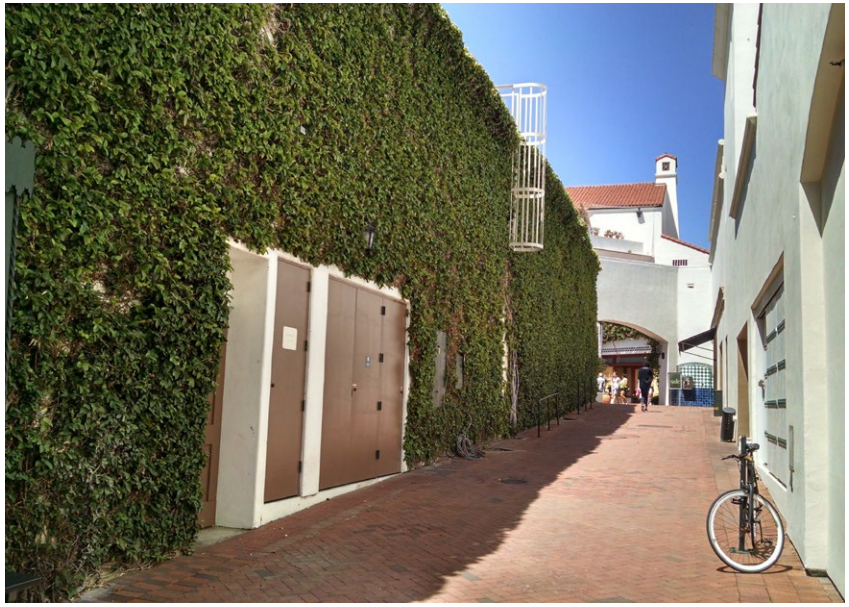
S-2 **Location of Refuse and Recycling Enclosures.** Refuse and recycling collection areas, including compactors, and outdoor storage areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

a. Refuse and recycling collection areas shall be located inside of buildings or inside of covered enclosures located along alleys, in parking areas, or at the rear and side of buildings.

b. Refuse and recycling collection areas shall be prohibited along front or street side frontages, or in any required parking spaces, required landscape areas, and outdoor space areas.

c. For new developments, refuse and recycling collection areas for retail/restaurant uses shall be accessible to building tenants via a service corridor or similar such that tenants need not carry refuse out through a front/street entrance to reach the collection area.

S-3 **Refuse and Recycling Area Size and Dimensions.** A refuse and recycling room or enclosure structure shall be provided that is adequate in capacity, number, distribution, and size to accommodate all waste generation of the site as determined by the solid waste authority. The number, type, and dimensions of containers and collection areas, including vertical clearance, shall be reviewed and approved by the solid waste authority. To determine the appropriate dimensions needed for dumpsters



and waste wheelers, contact the solid waste and recycling management representatives.

S-4 **Refuse and Recycling Enclosure Design.** Exterior refuse and recycling collection areas shall be within an enclosure that meets the following standards.

a. **Access and Circulation.** Service access to new refuse and recycling enclosures shall be approved by the solid waste authority. For new development, access and circulation to the enclosure shall be provided on site. Driveways or travel aisles shall provide unobstructed paved access for collection vehicles and provide a minimum of 15 feet vertical clearance or greater if required by the solid waste authority. Where feasible, enclosures shall be sited with a turnaround area or hammerhead for collection vehicles or separate exit that allows the truck to move forward rather than backward out of the site. Push-pull service shall be allowed only after coordination/approval with/from the solid waste authority; serving of containers shall not depend on a concierge service.

b. **Paving.** All containers shall be on a concrete or asphalt surface and shall be placed in position for the collection vehicle or its driver to service the container.

c. **Minimum Height.** Enclosure walls shall be adequate in height to fully screen containers, with a minimum height of six feet.

d. **Design and Materials.** Enclosures shall be constructed of a primary exterior finish material used on other portions of the building, masonry, or decorative block, and may be accented with metal.

e. **Roofing.** A solid roof treatment shall be provided and shall be designed in a manner to prevent wind-blown refuse from leaving the enclosure and rain from entering the enclosure. To promote architectural compatibility, enclosure roofs shall use the same roof form and/or materials as the primary building(s).

f. **Gates.** Solid metal gates painted to match the enclosure shall be required. All gates shall be post mounted. Gates shall be maintained in working order and shall remain closed except when in use. Enclosure doors shall not swing into any public right-of-way, driveway approaches, or drive aisles. If necessary, sliding doors may be used.

g. **Protection from Bins and Vehicles.** Concrete curbs, decorative bollards, or wheel stops shall be installed or constructed inside the enclosure to prevent bins from damaging the enclosure. Concrete curbs or equivalent shall protect the exterior of enclosures from adjacent vehicle parking and travel ways.

S-5 **Private Electrical Transformers.** Above-ground electrical transformers which are installed as part of a new project and existing transformers located within the front or corner side yard of a site shall be enclosed within the building or architecturally screened from the view of any public right-of-way in compliance with screening standards under Standard 2.3-S1b, unless otherwise prohibited by the utility provider. Transformer installations shall comply with the PG&E Greenbook Manual.

S-6 **Location and Screening of Rooftop Equipment.** In order to minimize visual impact, rooftop elements including roof access, mechanical equipment, and other features needed for the function of the building shall be set back a minimum of 10 feet from the roof edge, or screened with a parapet wall and/or screen wall equal to or greater than the height of the equipment (see Standard 2.3-S1.b. Location and Screening of Utilities, Service, and Storage Areas). Solar panels, wind generators, or green roof features are exempt from this requirement.

GUIDELINES

G-1 **Refuse and Recycling Enclosure Location.** Refuse and recycling enclosures should be placed away from adjacent residential parcels or buildings to minimize noise and odor impacts associated with refuse collection and storage.

G-2 **Noise-Generating Equipment Considerations.** Special consideration should be given to the location and screening of noise-generating equipment, such as loading areas, refrigeration units, air conditioning units, trash compactors, and exhaust fans. Noise-reducing walls, screens, and insulation should be provided if activity or equipment has the potential to create a negative impact on the community.

G-3 **Water Access.** New buildings fronting the street/public sidewalk are encouraged to provide a hose bib/wall hydrant along the building frontage that is located behind a lockable panel/access door.

2.4 STORMWATER MANAGEMENT

INTENT:

- To plan for adequate space to accommodate sustainable stormwater features, such as bioretention areas. To create attractive landscapes that reduce, slow, and treat stormwater run-off.

Applicability: Unless otherwise specified, these standards and guidelines apply to all projects requiring Design Review.

STANDARDS

S-1 **Access to Stormwater Facilities and Irrigation.** Stormwater facilities and irrigation equipment shall be accessible for periodic inspection and maintenance.

S-2 **Bioretention Facilities in Parking Lots.** When bioretention facilities are located parallel to the orientation of parking spaces, an additional two feet of parking space width shall be required such that passengers can load/unload without stepping into the bioretention facility.

GUIDELINES

G-1 **Site Drainage.** Drainage should be designed to direct runoff from impermeable areas such as roofs and pavement to permeable areas such as adjacent landscaping or bioretention basins (if required) and avoid discharge to impervious surfaces, minimizing direct discharge to the storm drain system.

G-2 **Permeable Pavement.** Projects should use permeable pavement materials for pedestrian pathways, plazas, patios, driveways, and parking stalls to minimize the amount of impervious paved areas. Permeable paving includes, but is not limited to, pervious asphalt, open-jointed pavers, and turf blocks.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architecture and building design

3.1 BUILDING MASSING AND DESIGN

INTENT:

- To minimize the scale, massing, and bulk of buildings, reflect a human scale design, and enhance the pedestrian experience through techniques such as building modulation, reductions in mass of upper floors, and facade articulation treatments. Building modulation includes changing the size and extents of floorplates to provide variation in the facade plane.
- To create buildings that are compatible with and enhance the surrounding area.

Applicability: Unless otherwise specified, the standards in this section apply to all projects requiring Design Review, with the exception of the special uses regulated by Chapter 7 (Special Uses).

STANDARDS

S-1 **Building Modulation.** Facades facing streets, pedestrian ways, and/or publicly-accessible outdoor spaces shall provide variation by providing a significant change in facade plane to create visual interest and provide human scale to the building. Buildings shall include ***at least one of the following*** modulation techniques:

a. **Vertical Shifts.** One or more changes in facade plane that protrude (bays) or recess (insets) at minimum two feet from the primary facade plane at intervals of approximately 100 feet in length.

b. **Horizontal shifts.** Changes in floor plates that protrude or recess from the primary facade plane at minimum two feet and extend at minimum 50 percent of the length of the facade (in total).

c. **Upper Floor Stepbacks.** A horizontal step back of the upper floor facade at least five feet in depth for a minimum of 75 percent of the length of the facade.

d. **Ground Floor Stepbacks.** A horizontal shift of the ground floor facade at least six feet in depth for a minimum of 75 percent of the length of the facade.

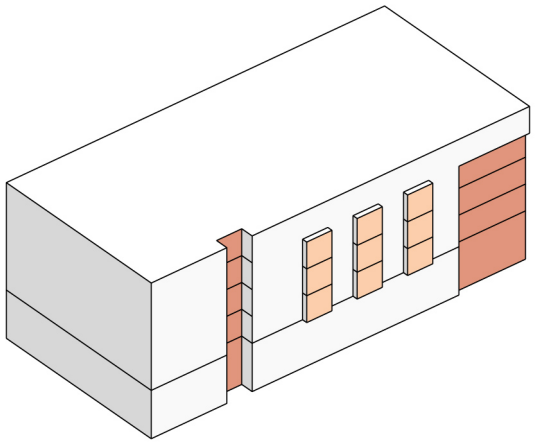
e. **Angular Shifts.** Angular sloped or faceted surfaces along a facade at intervals of approximately 100 feet in length.

f. **Structural Expression.** Expression of the building structure on the building exterior for a minimum of 75 percent of the length of the facade.

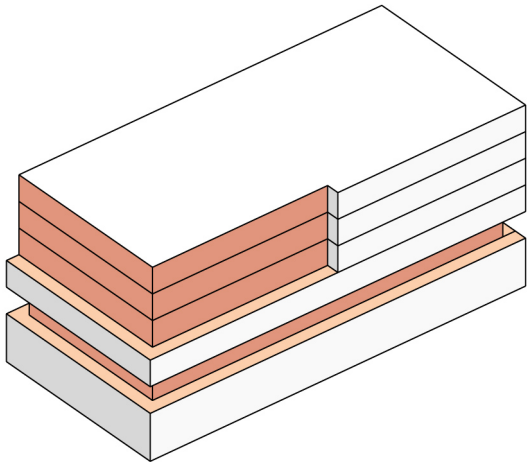
g. **Roof modulation.** Changes in roof shape, form, and/or pitch.

Figure 3.1-1. Building Modulation

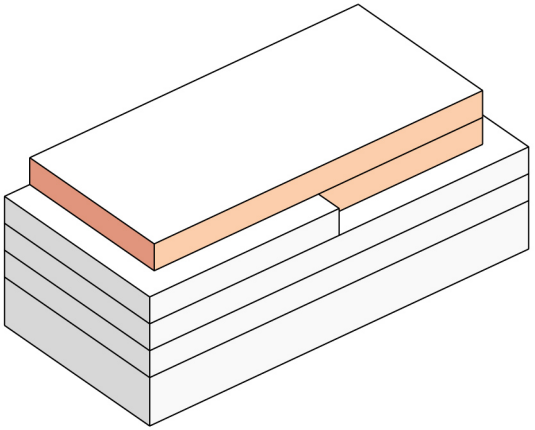
Vertical Shifts



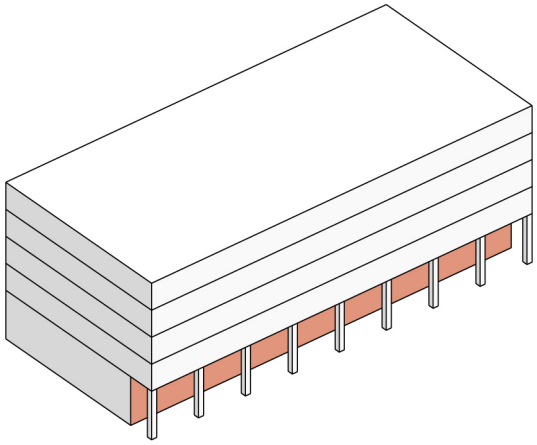
Horizontal Shifts



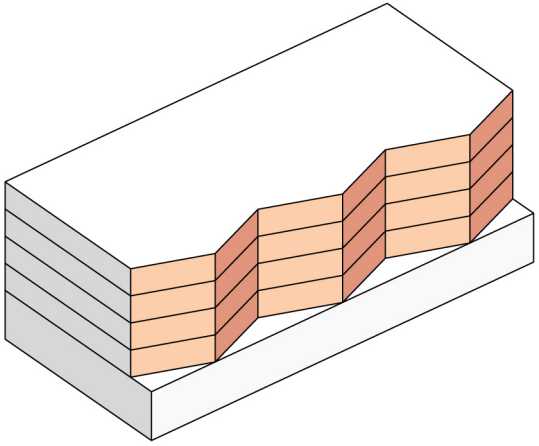
Upper-Floor Stepback



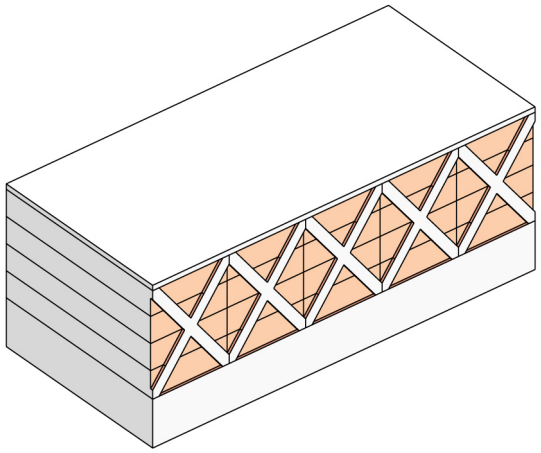
Ground Floor Stepback



Angular Shifts



Structural Expression



S-2 **Facade Articulation.** The design of the building shall distinguish between different components, volumes, or facade planes. This can be accomplished by establishing different planes through surface articulation on a facade. Each of these planes can be further defined by its own group of coordinated facade elements such as balconies, window types, recesses, projections, or color/material. Ways to articulate buildings and give individual identity to each component or facade plane on a building shall include ***at least two of the following***:

a. Varying building heights within a building, varying roof form or roof treatments.

b. Incorporating vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies.

c. Incorporating vertical and horizontal projections such as shading and weather protection devices, decorative architectural details, datum/cornice lines, or similar strategies (see Figure 3.1-2).

d. Varying architectural elements between vertical units/planes (e.g., window color, roof shape, window shape, railing type).

e. Providing screening devices such as lattices, louvers, shading devices, perforated metal screens, or similar strategies (see Figure 3.1-2).

f. Varying color, materials, and/or textures of each individual module/plane within a harmonious palette of colors and materials.

S-3 **Window Recess.** Windows shall be recessed a minimum of four inches from the plane of the surrounding exterior wall, or shall provide a combination of trim and recess with a minimum two-inch recess (see Figure 3.1-3). Glass curtain walls are excluded.

Figure 3.1-2. Facade Articulation Elements

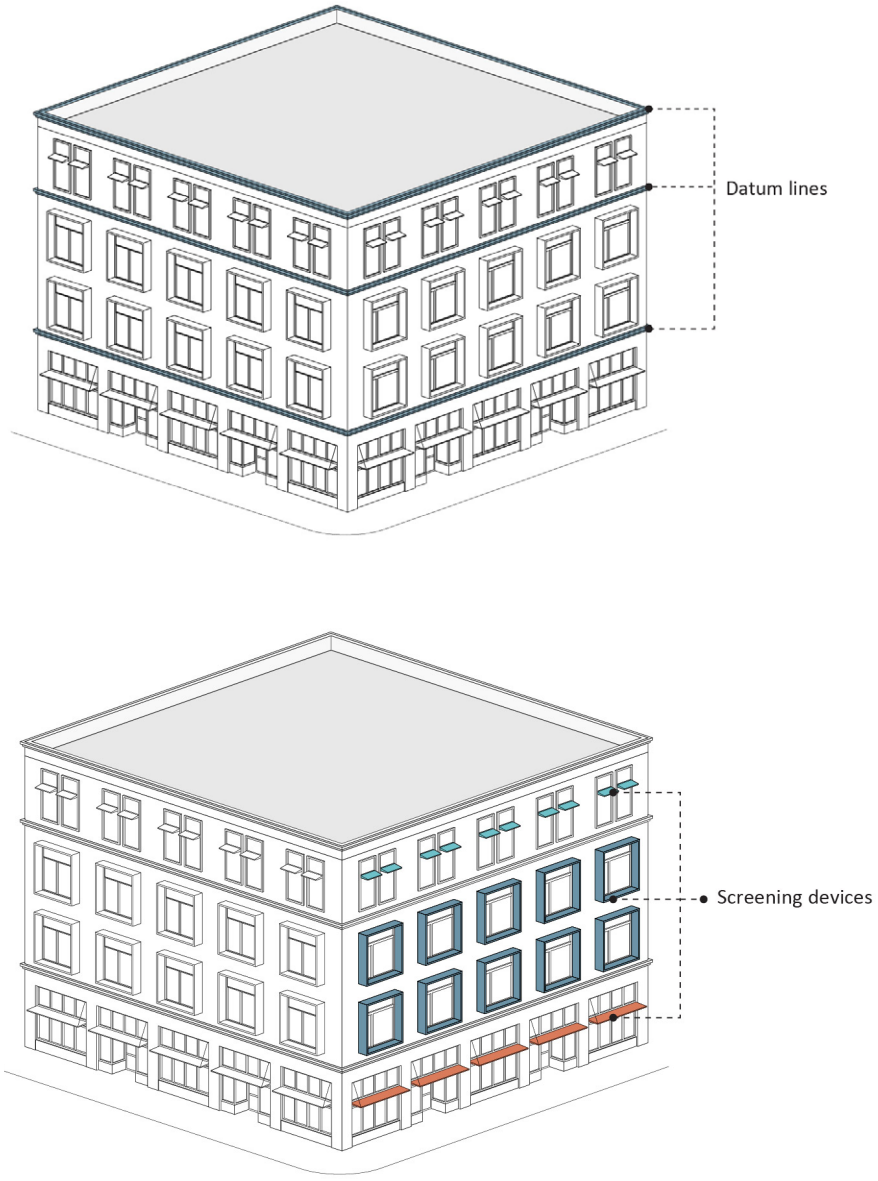


Figure 3.1-3. Window Recess

S-4 **Treatment of Corner Buildings.** Buildings located at street corners shall include ***at least two of the following*** corner treatments within 25 feet in each direction from the intersection corner and directed towards the intersection (see Figure 3.1-4). Corner buildings located at City Gateways (per the General Plan) shall include ***at least two of the following*** corner treatments, with at least one selected from either d, e, or f below.

a. **Build-to Line.** Build to minimum setback along both front and corner side of building.

b. **Change in Fenestration Pattern.** A different fenestration pattern (size, shape, and/or orientation) than the rest of the facade.

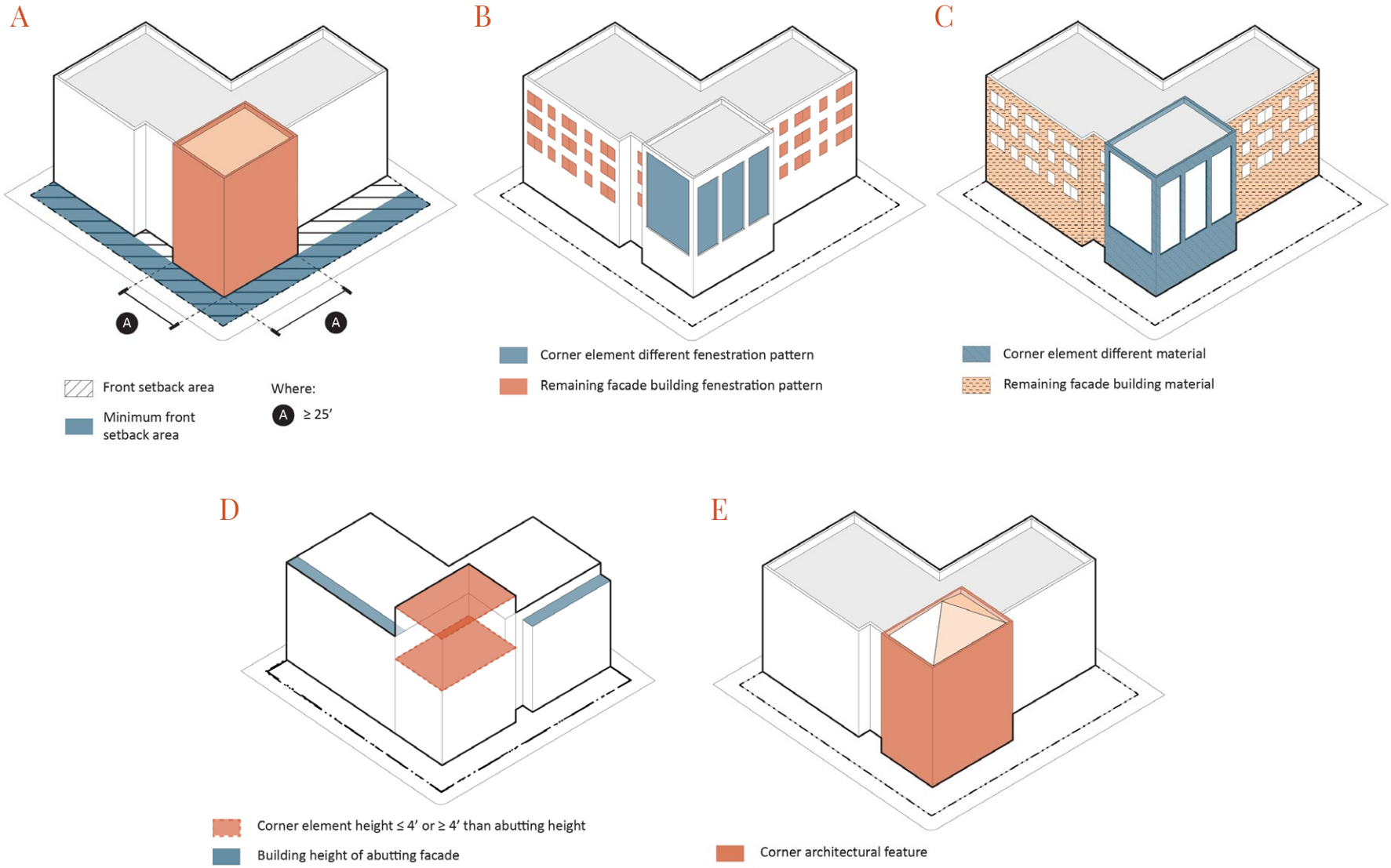
c. **Change in Material.** A different material than the rest of the building/facade.

d. **Change in Height.** A change in total height of at least four feet greater or less than the height of the abutting primary facade.

e. **Special Architectural Feature.** A special architectural feature such as a rounded or cut corner, tower/cupola, or similar.

f. **Public Art.** Install public art that is visible from the intersection and public right-of-way.

Figure 3.1-4. Corner Treatments



GUIDELINES

G-1 **Architectural Styles.** A diversity of architectural designs is encouraged within the City. "Theme" or stylized architecture that mimics a particular historic period or trend is discouraged. References to period architecture should be interpreted in a contemporary manner.

G-2 **Site Compatibility.** Multiple buildings on the same development project or parcel should be designed to create a visual relationship between the buildings through coordinated color, types of materials, number of materials, architectural form, or detailing to achieve harmony and continuity of design.

G-3 **Roof Treatment.** Buildings should include a roofline edge treatment such as a decorative cornice or parapet with a cap and corner detail. Mansard roofs are prohibited on non-residential buildings.

3.2 BUILDING ENTRIES AND GROUND FLOOR DESIGN

INTENT:

- To create cohesive and well-crafted building facades with human-scaled details.
- To create desirable transitions between public sidewalks and private development while enhancing sense of safety.
- To create inviting and interesting ground floor commercial spaces that activate the pedestrian realm.
- To increase visibility into ground floor spaces.
- To provide weather protection.

Applicability: Unless otherwise specified, the standards in this chapter apply to all projects requiring Design Review, with the exception of the special uses regulated by Chapter 7 (Special Uses).

STANDARDS

S-1 **Blank Walls.** Along sidewalks, pedestrian walks, or publicly-accessible outdoor space areas, blank walls along the ground floor shall not exceed 30 feet in length. In the Traditional Downtown, blank walls along the ground floor shall not exceed 20 feet in length to create a sequence of continuous pedestri an activity. Blank walls are defined as facades without doors, windows, landscaping treatments, trellises, decorative tilework, or public art.

S-2 **Primary Entries.** Primary entries shall meet the following standards:

a. Primary building entries shall be at sidewalk grade.

b. Primary building entries and tenant space entries shall face or be directly visible from the public right-of-way or a publicly-accessible path/open space. This may be through a lobby or forecourt (or combination).

The **Core Area** and **Traditional Downtown** are identified in the City's General Plan in Figure 4.3 (Core Area Map).

S-3 Retail/Commercial Ground Floor Design.

a. **Ground Floor Height.** Unless otherwise specified in the Zoning Ordinance, the minimum ground floor height for retail/commercial is 18 feet floor-to-floor, with 15 feet clear height.

b. **Transparency.** Storefronts shall contain clear openings and windows for a minimum of 60 percent of the linear length of the ground floor facades along the primary frontage (see Figure 3.2-1). For buildings at corners, this minimum transparency requirement shall wrap around to the secondary street frontage for a minimum of 25 feet. Otherwise, storefronts along secondary street frontages and publicly-accessible pathways or outdoor spaces are encouraged to provide openings and windows for a minimum of 40 percent of the linear length of the ground floor facade. Dark tinted, reflective, mirror, or opaque glazing is not permitted for any required wall opening along street level retail facades.

c. **Bulkheads and Solid Base Walls.** Retail or commercial storefronts shall provide a bulkhead or solid base wall along the front facade. Bulkheads and solid base walls shall not be less than 12 inches or higher than 30 inches from finished grade. Bulkheads should be constructed of solid, durable materials such as tile or stone.

d. **Weather Protection.** Primary ground floor entrances shall include weather protection that is a minimum six feet wide and four feet deep by recessing the entry, providing an awning/canopy, or using a combination of a recess ***and*** awning/canopy.

e. **Interior Columns.** Interior retail spaces shall be designed to minimize the use of columns that would interrupt space utilization by providing a minimum of 30 feet spacing between columns.

S-4 Office and Public Facility Ground Floor Design.

a. **Ground Floor Height.** Ground floor office space shall have a minimum 14 feet clear height, unless otherwise specified in the Zoning Ordinance.

b. **Transparency.** A minimum of 30 percent of the linear length of first-floor facades facing public rights-of-way, pedestrian pathways, or publicly-accessible outdoor space areas shall include clear openings and windows. Dark tinted, reflective, mirror, or opaque glazing is not permitted for any required wall opening along street level retail facades.

c. **Weather Protection.** Primary entries shall include weather protection that is a minimum eight feet wide and six feet deep by recessing the entry, providing an awning/canopy, or using a combination of a recess ***and*** awning/canopy.

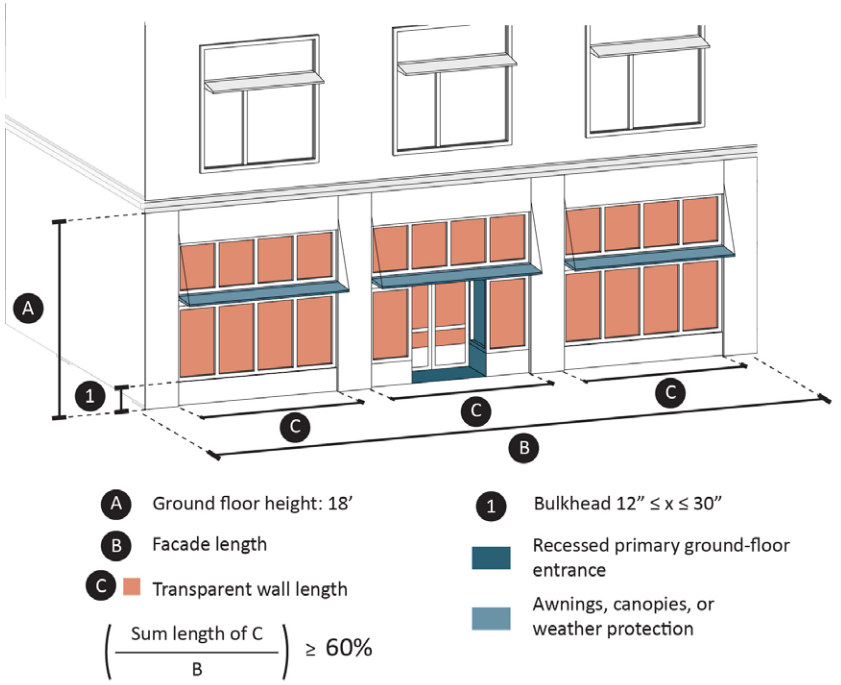
S-5 **Awning Placement.** Awnings, canopies, and weather protection placement shall meet the following standards. An encroachment agreement between the City and the property owner is required for awnings/canopies that project into the public right-of-way.

a. Awnings and canopies shall provide a minimum of eight feet of vertical clearance above ground level.

b. For one story buildings, tops of awnings or canopies shall be at least six inches from the top of the building or parapet. For buildings more than one story, the top of first story awnings or canopies shall be no higher than 18 inches above the floor level of a second story.

c. When transom windows are above display windows, awnings, canopies, and similar weather protection elements shall be installed between the transom windows and display windows to allow for light to enter the storefront through the transom windows (see Figure 3.2-1).

Figure 3.2-1. Retail/Storefront Ground Floor Design



d. Awnings, canopies, and other weather protection elements shall not extend across more than 90 percent of the facade. Instead, individual segments shall be divided into sections to reflect the major vertical divisions of the facade, and shall be installed over each storefront entry or set of storefront windows. Awnings shall not extend across multiple sets of windows, or over columns or structural piers/pilasters.

S-6 **Awning Illumination.** Awnings and canopies shall not be internally illuminated.

S-7 **Awning Construction and Materials.** Awnings may be fixed or retractable. All frames and supports must be made of metal or similar rigid material. Awnings and canopies must be made of high quality, durable, and weather-resistant materials such as canvas, canvas-like material, nylon, metal, wood, and glass. Vinyl and plastic awnings are prohibited.

S-8 **Venting Shafts and Grease Interceptors.** Multi-story buildings with ground floor commercial shall provide grease interceptors and venting shafts for cooktops, ovens, and other food heating equipment for a minimum of 50 percent of the ground floor square footage. This equipment shall meet the requirements of Environmental Health and/or the Sanitary District. Side discharge vents are discouraged.

GUIDELINES

G-1 **Active Retail Frontage.** Retail and restaurant frontage and setback areas are encouraged to incorporate shopfront displays, outdoor seating and dining areas, alcoves, landscaping/planters, etc. that will activate the sidewalk and street.

G-2 **Location of Retail Use.** Ground floor retail in mixed-use developments are encouraged to locate at street corners to maximize visibility.

G-3 **Corner Entries.** For buildings located at street corners, locate an entry to ground floor retail or primary building entrance on the corner or within 25 feet of the corner of the building (see Figure 3.2-2).

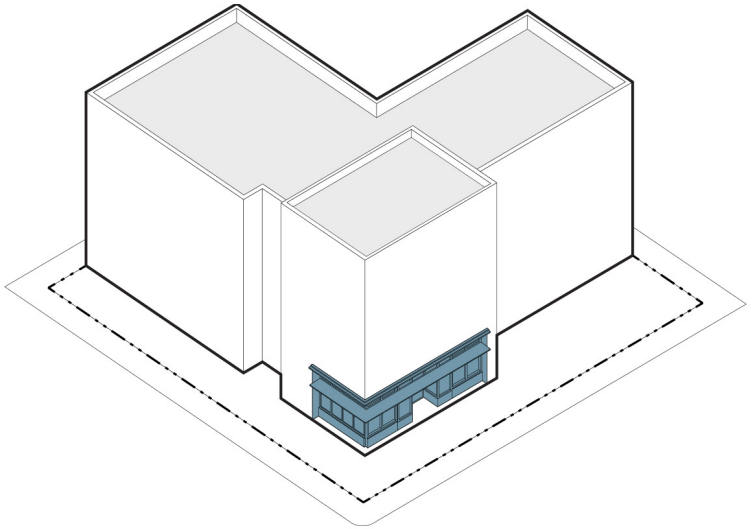
G-4 **Retail Depth.** New retail spaces should be designed to be between 50 to 60 feet deep where feasible.

G-5 **Transom Windows.** Commercial clerestory and transom windows are recommended to provide a continuous horizontal band or row of windows across the upper portion of the storefront.

G-6 **Awning Style.** The style and colors of awnings and canopies should be consistent with the character and design of the building. Awning and canopies with fluorescent, neon, or bright colors, or striped/checkerboard patterns are strongly discouraged.

G-7 **Awning Maintenance.** Awning and canopy material selection should consider durability and ease of maintenance. Awnings and canopies should be maintained in like new condition or replaced in kind.

Figure 3.2-2. Corner Entries



Corner entry to ground floor retail or primary building entrance

G-8 **Accentuated Entries.** Entries should be clearly visible from the street or publicly-accessible paths or outdoor spaces, provide transition from outdoor to indoor space, accentuated from the overall building facade, and provide visual interest. This can be accomplished through design techniques such as the use of differentiated roofs, a canopy or portico, trim details, recessed entries, doors and doorways with design details, variation in material, texture and/or color, decorative lighting, landscaping, or similar as a means of identifying building entries.

G-9 **Outdoor Seating Areas.** Office uses are encouraged to provide outdoor seating areas for guests and employees. Seating areas should be landscaped, provide both shaded and unshaded areas, and be visible from and have access from the interior of the office space.

3.3 OUTDOOR DINING

INTENT:

- To create places for people to gather by encouraging outdoor dining areas, while ensuring proper safety, maintenance, and clearance of the public-right-of-way.

Applicability: Unless otherwise specified, the standards in this section apply to all projects requiring Design Review, with the exception of the special uses regulated by Chapter 7 (Special Uses). Outdoor dining standards and guidelines refer to areas located on private property. See also requirements for outdoor dining per the City's Outdoor Dining Program.

STANDARDS

S-1 **Outdoor Dining Location and Clearance.** Outdoor dining areas shall be located such that:

a. Unobstructed clearance is maintained at building entrances.

b. A minimum of six feet of unobstructed clearance is maintained between the outdoor dining area and any fire hydrants.

c. When located adjacent to a pedestrian path, a minimum six-foot-wide unobstructed pedestrian path or clearance is maintained.

S-2 **Outdoor Dining Surface.** Outdoor dining areas shall be located on stable, firm, and slip-resistant surfaces (concrete, asphalt, pavers, etc.).

S-3 **Outdoor Dining Barriers Required.** When adjacent to sidewalks, streets, drive aisles, alleys, and parking areas, barriers around outdoor dining area (i.e., fences, railings, planters) shall be required.

S-4 **Outdoor Dining Barrier Design.** When barriers (i.e., fences, railings, planters) are used around outdoor dining areas they shall meet the following standards:

a. When facing public view, barriers shall not exceed 42 inches in height (this pertains only to planters, not the plants contained therein). Outdoor dining areas located within side or rear yards may be fenced for security and screened for privacy to the maximum allowed per the Zoning Ordinance.

b. Barriers shall be securely attached to the ground and/or shall be of sufficient weight to ensure that they cannot be easily moved or knocked over.

c. Railings or fencing shall be constructed of durable, high-quality materials such as metal, glass, and wood. Plastic and chain link fencing are prohibited.

S-5 **Outdoor Dining Furniture.** No writing, symbols, advertising, or other forms of signs shall be permitted on outdoor dining furniture.

S-6 **Umbrellas.** Umbrellas must be secured or shall have a base weighing no less than 60 pounds. Umbrellas and canopies shall not encroach into any sidewalk. Umbrellas shall provide a minimum height clearance of seven feet, measured from ground level to the lowest point of the umbrella canopy. No writing, symbols, advertising, or other forms of signs shall be permitted on umbrellas.

S-7 **Patio Weather Enclosures.** Patio enclosures shall be designed such that the space between the top of the patio barrier and the enclosure roof remains open. No permanent transparent barriers (such as plexiglass) are permitted between the top of the barrier and the roof or awning of the enclosure. Temporary roll-up weather protection devices are allowed, provided they are transparent, include weighted edge materials (e.g., canvas edging), and are fully concealed by the structure from which they are attached when not in use. Commercial establishments that desire a fully enclosed outdoor dining patio, shall pursue a building addition that ties into the building architecture.

S-8 **Detached Covered Outdoor Dining Structures.** Detached covered outdoor dining structures built on private property shall meet the following standards:

a. May not occupy or obstruct any ADA parking stalls, ramps, or accessible paths of travel.

b. May not exceed 10 feet in height measured from the dining area flooring.

c. A 10-foot minimum separation is required from any building to a detached covered outdoor dining structure.

d. A five-foot minimum clear distance is required from a property line to the eaves of any outdoor dining structures.

S-9 **Refuse and Recycling.** Outdoor dining areas for takeout service shall include receptacles for refuse and recycling.

GUIDELINES

G-1 **Core Area Outdoor Dining.** Outdoor dining areas that face onto the street and public spaces are strongly encouraged in the Core Area.

G-2 **Outdoor Dining Furniture and Shade.** Umbrellas, trellises, and shade structures are encouraged in outdoor dining areas. Wherever utilized, these structures should incorporate durable, high quality materials. Outdoor dining furniture, including umbrella overhangs, cannot encroach into the public right-of-way.

G-3 **Outdoor Heating Equipment.** Any outdoor heating equipment proposed to be attached to the exterior of a building should either be architecturally incorporated into the building facade or visually screened/concealed by an overhang or similar method, and shall comply with California Fire Code.

G-4 **Planters.** Railings or fencing fronting the street should incorporate landscaped planters along the linear frontage of the dining area. Plantings should be native and/or drought tolerant.

3.4 SUSTAINABLE BUILDING DESIGN

INTENT:

- To promote energy efficient building design and access to natural light.

Applicability: Unless otherwise specified, the standards in this chapter apply to all projects requiring Design Review, with the exception of the special uses regulated by Chapter 7 (Special Uses).

GUIDELINES:

G-1 **Energy Generation.** Sustainable design features such as rooftop photo-voltaic generation, solar reflective roofing, and passive solar water heating are encouraged.

G-2 **Green Roofs.** Green roofs and rooftop gardens are encouraged to add landscaping, decrease the heat island effect of large expanses of flat roofs, treat stormwater, and reduce heating and cooling energy demands. Irrigation may be required to establish and/or maintain selected plants. Additionally, local fire codes may require irrigation systems to prevent a fire hazard or for emergency fire suppression.

G-3 **Solar Parking Canopies.** Parking lot shade structures are encouraged to include a solar energy system.

G-4 **Siting, Tree Shading, and Energy Conservation.** Climatic factors such as prevailing winds, shade trees, window and door orientation, and the positioning of buildings on the site should be coordinated to maximize energy conservation. Natural climate control features such as roofs with larger overhangs and trellises or deciduous trees over south-facing windows are encouraged to reduce energy demand.

G-5 **Office Building Light and Ventilation.** Office buildings should be designed to maximize natural light and air in workspaces whenever feasible. Operable windows are encouraged.

3.5 MATERIALS AND COLORS

INTENT:

- To encourage the use of high-quality, durable exterior materials and colors that create visual interest and that are compatible with the materials and colors of nearby structures.
- To achieve harmony and continuity of design by ensuring that exterior building design and details on all elevations are coordinated with regard to color, types of materials, number of materials, architectural form, and detailing.

Applicability: Unless otherwise specified, the standards in this chapter apply to all projects requiring Design Review, with the exception of the special uses regulated by Chapter 7 (Special Uses).

STANDARDS

S-1 **Variation in Materials.** At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20 percent of the building frontage, excluding windows, railings, base bulkheads, and trim (see Figure 3.5-1).

S-2 **Variation in Colors.** A minimum of two colors shall be used on any building facade as follows:

a. The primary or predominant color shall be used on the majority of the building surface (more than 50%).

b. Secondary color(s) shall be used to accentuate facade elements and/or on the base to distinguish between upper and lower floors.

c. Additional accent colors are permitted sparingly to highlight moldings, trims, and/or bulkheads.

S-3 **Material Changes at Corners.** A change in material shall be offset by a minimum of two inches in depth. Materials shall continue around corners to the next change in wall plane, or for a minimum distance of four feet (see Figure 3.5-2).

Figure 3.5-1. Variation in Materials

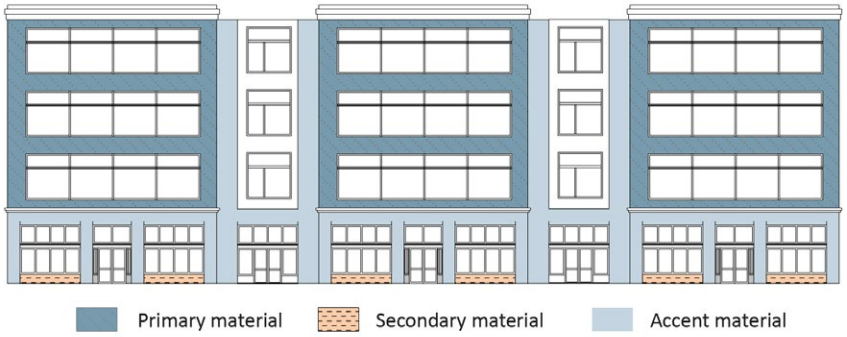
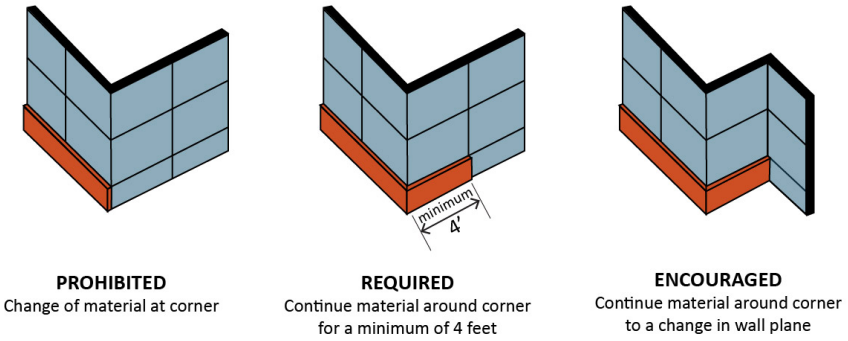


Figure 3.5-2. Material Changes at Corners




STARBUCKS COFFEE
veggiegrill


MAGGIANO'S LITTLE ITALY

S-4 **Durable Materials.** Buildings shall incorporate durable finish and/or accent materials, which include masonry, tile, stone, stucco, architectural grade wood, brick, glass, and finished metal.

S-5 **Prohibited Materials.** Plain untextured block, plywood, vinyl, plastic (and plastic laminate), mill-finish (non-colored) aluminum metal windows or door frames and fiberglass are prohibited as materials.

S-6 **Building Component Colors.** All vents, flashing, and electrical conduits shall be painted to match the color of the adjacent surface. Gutters and downspouts shall be painted to match the color of the adjacent surface or may be a decorative material as approved by the CDD Director.

GUIDELINES

G-1 **Distinctive Ground Floor Materials.** Ground floor retail/commercial frontages are encouraged to use a different primary material than the upper stories of a mixed-use building.

G-2 **Primary Building Colors.** The primary building color should complement the surrounding building colors. Muted and lighter colors are encouraged as the primary building color with brighter or darker colors limited to secondary accent colors. Neon and fluorescent colors are discouraged.


PARKING
CLEARANCE 8'2"
CLEARANCE 8'2"
AVAILABLE SPACES
EMPLOYEES
BROADWAY PLAZA

4

parking

4.1 GENERAL

INTENT:

- To accommodate expected parking demand, while minimizing the visual impact and presence of vehicles and fostering a pedestrian-oriented and multi-modal environment through appropriate parking design and location.

Applicability: Unless otherwise specified, these standards apply to new development, changes in use, or major alteration to existing structures, where major alteration is defined as an expansion or building addition that would increase the building floor area by more than 50 percent. This chapter does not apply to the Special Uses in Chapter 7 (Special Uses) unless referenced in the particular special uses section.

STANDARDS

S-1 **Parking Location and Frontage.** New building(s) and/or renovations to existing structures that increase overall building square footage by 50 percent or more shall meet the following parking standards.

a. Off-street parking shall be located in surface lots or garages to the rear or side of buildings, or within a parking structure (see Section 4.3 (Parking Structures) for additional standards).

b. **Traditional Downtown Area.** Within the Traditional Downtown, any new off-street surface parking, loading, and vehicular circulation areas are prohibited between the primary street and the nearest line of the main building. Driveways and required ADA spaces are exempt from this requirement.

c. **Outside the Traditional Downtown Area.** No more than 30 percent of the linear primary street frontage or 50 linear feet, whichever is greater, shall be devoted to a combination of parking garage openings, carports, surface parking, and/or driveways (see Figure 4.1-1). If a site has more than one frontage, parking shall not be located along the primary frontage. This limitation does not apply to frontages along alleys.

d. **Exceptions.** Parking areas may be considered in the front of the site for certain uniquely configured sites and specific uses such as neighborhood shopping centers.

S-2 **Parking Access.** See Standard 2.1-S3 (Parking Access Hierarchy) in Chapter 2.

S-3 **Pedestrian Routes through Parking Areas.** Separate vehicular and pedestrian circulation systems shall be provided as follows:

a. **Connection to Public Sidewalk.** An on-site pathway shall connect parking areas to building entries and to the public sidewalk.

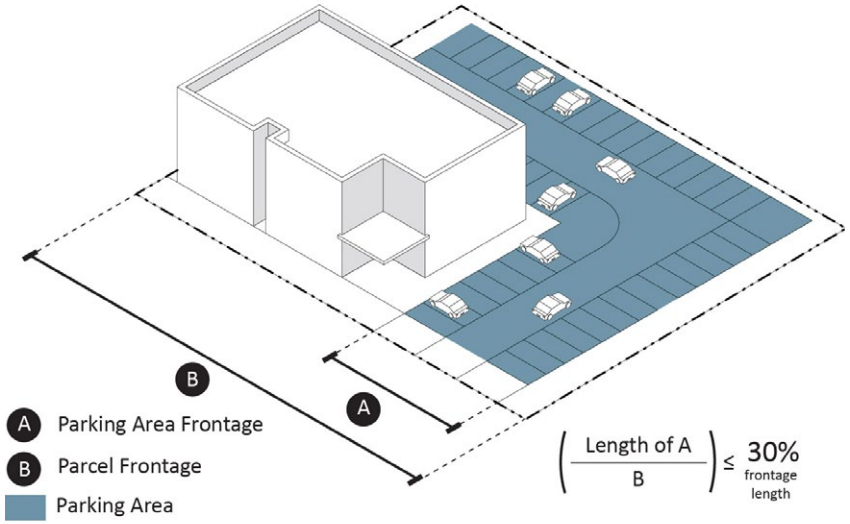
b. **Separation from On-site Buildings.** Parking areas designed to accommodate five or more vehicles shall be separated from the exterior walls of on-site buildings by pathways, or landscaping a minimum of four feet in width.

c. **Frequency of Routes through Parking Areas.** Pathways running parallel to the parking rows shall be provided for every four rows.

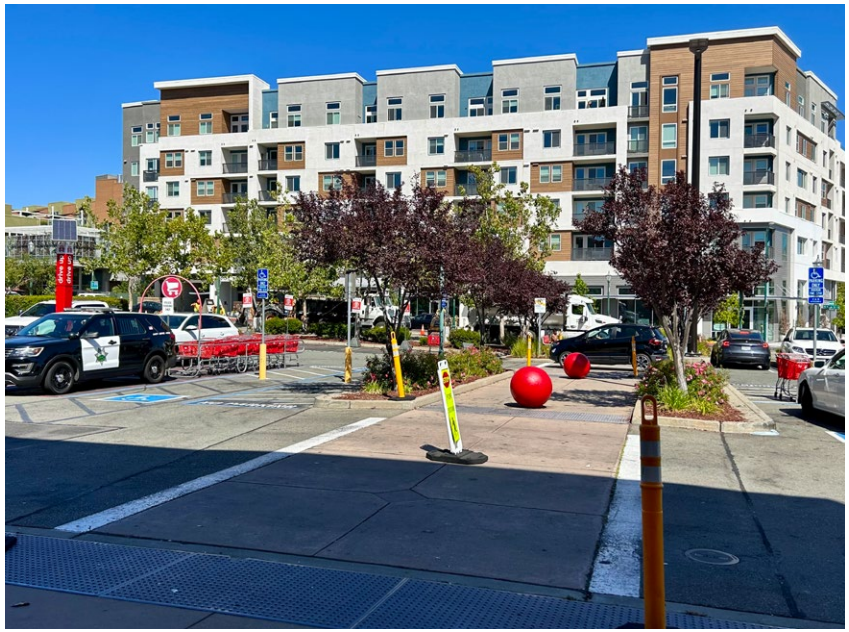
d. **Materials and Width.** Pathways shall be at least four feet wide and be hard-surfaced.

e. **Signage.** Parking entrances and exits shall be clearly marked with signage.

Figure 4.1-1. MAXIMUM PARKING FRONTAGE ALONG A PRIMARY STREET



f. **Separation and Distinction.** Pedestrian pathways through parking areas shall be clearly delineated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, landscaping, bollards, arches, trellises, and/or other design elements to alert drivers to potential conflicts with pedestrians. Where a pedestrian pathway is parallel and adjacent to an auto travel lane, it must be either a raised sidewalk or an at-grade pathway that is separated by a raised curb, bollard, or other physical barrier (per ADA requirements). Where the pathway crosses the auto lane, the pathway shall be clearly delineated by a contrasting color, pavement material, or pattern, and may be raised slightly to form a speed table.



S-4 **Surface Parking Screening.** All surface parking areas with five or more vehicle spaces that are located along street frontages shall be screened to the following standards. This standard applies to new building(s) and/or renovations to existing structures that increase overall building square footage by 50 percent or more. Alley frontages are exempt from this standard.

a. **Height.** Surface parking lots along street frontages and publicly-accessible paths/outdoors spaces shall be screened by a fence, wall, or plantings no taller than three feet in height.

b. **Materials.** Screening may consist of one or any combination of the methods listed below.

i. **Walls.** Low-profile walls consisting of brick, stone, stucco, or other quality durable material approved by the CDD Director. Plain concrete blocks are not allowed as a screening wall material unless capped and finished with stucco or other material approved by the CDD Director.

ii. **Fences.** An open fence of wood, wrought iron, or similar material combined with plant materials to form an opaque screen.

iii. **Planting.** Plant materials shall consist of shrubs a minimum 15-gallon size that form an opaque screen at maturity.

GUIDELINES

G-1 **Passenger/Delivery Loading.** The provision of designated off-street passenger or delivery drop-off and pick-up zones should be considered near transit stops, areas of high pedestrian activity, and at major destinations. Passenger/delivery loading areas should be designed with special paving, bollards, and/or signage to distinguish them from the street or sidewalk.

G-2 **Designated Spaces.** Parking areas should include designated spots for clean-air vehicles, such as electric vehicles, car share and car pools, and motorcycles.

4.2 PARKING LOT LANDSCAPING

INTENT:

- To encourage landscaped surface parking lots, including the planting of trees, which will break up and visually soften large expanses of paved area, provide shade, and minimize the heat island effect.

Applicability: Unless otherwise specified, these standards apply to surface parking lots with more than 10 spaces associated with new development, changes in use, or major alterations, where major alteration is defined as an expansion or building addition that would increase the building floor area by more than 50 percent. This section does not apply to the Special Uses in Chapter 7 (Special Uses), with the exception of Shopping Centers.

STANDARDS

S-1 **Minimum Parking Lot Landscaping.** A minimum of 10 percent of the gross area of the parking lot shall be landscaped with trees, shrubs, and ground cover. The parking area shall be computed by adding the areas used for access drive aisles, stalls, loading, maneuvering, and landscaping within that portion of the premises that is devoted to vehicular parking and circulation. Landscaped areas shall be provided in any combination of:

a. Landscaped planting strips between rows of parking stalls.

b. Landscaped planting strips between parking areas and adjacent buildings or internal pedestrian pathways.

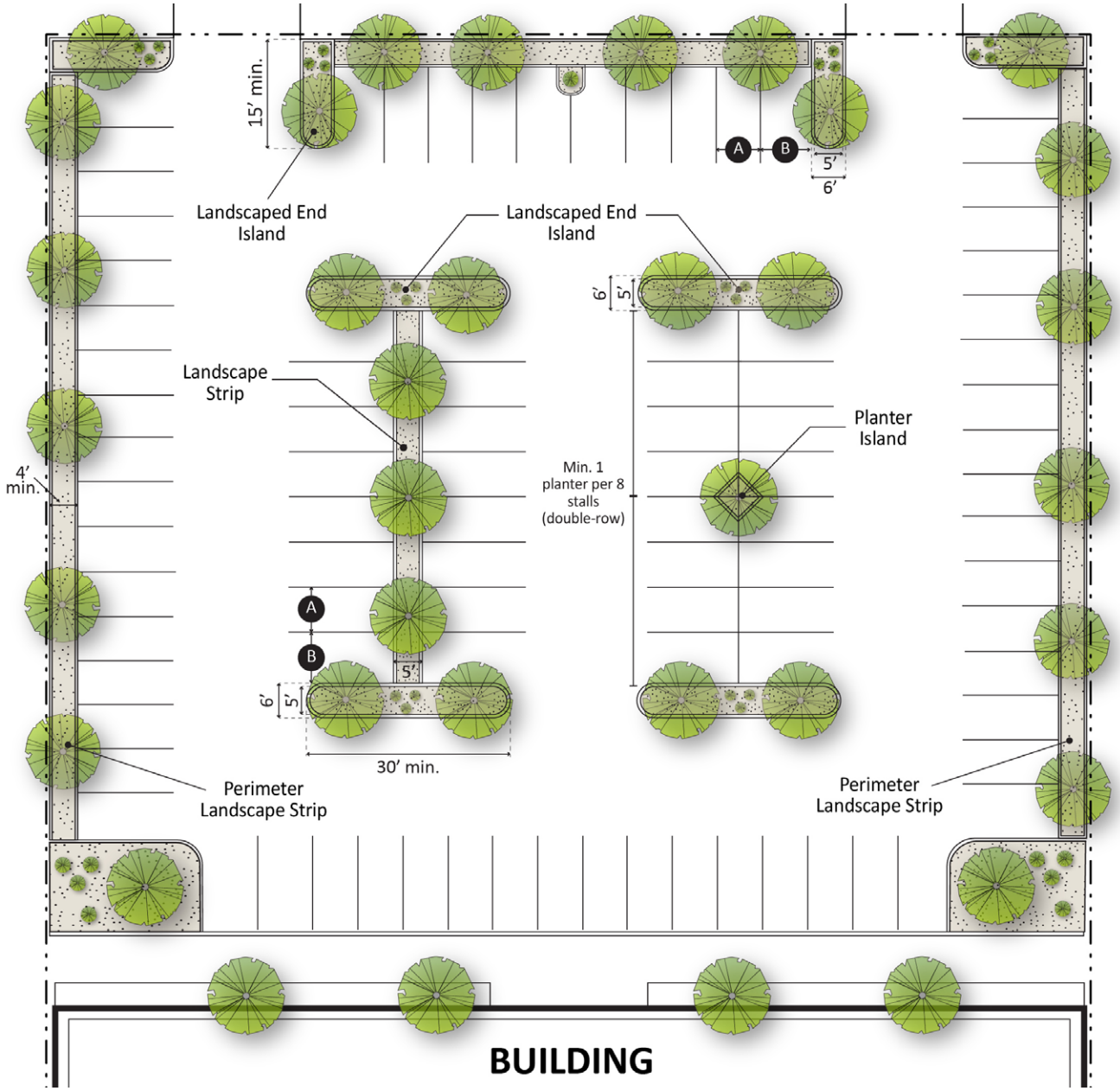
c. Landscaped islands located between parking stalls or at the ends of rows of parking stalls.

d. On-site landscaping at the parking lot perimeter.

S-2 **Minimum Planter Dimensions and Design.** Any landscape planter that is to be counted toward the required landscape area shall be no smaller than 25 square feet in area, or five feet in any horizontal dimension (excluding curbing). Landscaping shall be bounded by a concrete curb at least six inches wide and six inches high. Curbs separating stormwater treatment areas from parking areas shall be designed to allow stormwater runoff to pass through.

S-3 **Required Landscaped End Islands.** A landscaped end island shall be provided at the end of each interior row of parking stalls (see Figure 4.2-1). No more than 30 contiguous parking spaces for a single aisle, or 60 spaces for a double aisle may be located between end islands. Landscaped end islands shall be at least six feet wide by 15 feet for a single aisle, or 30 feet for a double aisle (including the curb). A parking space directly adjacent to a landscaped end island shall have an additional one and a half feet of width (see Figure 4.2-1.). A minimum of one tree and three shrubs shall be planted within each landscaped end island.

Figure 4.2-1. PARKING LOT LANDSCAPING



A Parking Stall Width

B Parking Stall Width + 1.5'

S-4 **Required Landscape Strip or Planters.** In addition to the landscaped end islands, the following shall be provided between landscape end islands:

a. A continuous planting strip; or

b. A minimum of one planter island between every four parking spaces (or eight parking stalls when two rows of four share a common frontage) (see Figure 4.2-1).

S-5 **Perimeter Landscaping.** All surface parking lots adjacent to a public plaza, outdoor space, or public or private street (with the exception of alleys), or where the facility adjoins a side or rear property line shall provide a perimeter landscape strip at least four feet wide with continuous landscape screening. The perimeter landscaped strip may include any landscaped yard or landscaped area otherwise required and shall be continuous, except for required access to the site or parking facility. The perimeter landscape strip shall be planted with groundcover and shrubs, and a minimum of one tree for every 30 linear feet of landscaped area (see Standard 2.2-S2 (Plant Size) in Chapter 2). Areas within the sight distance triangle shall include plantings that do not exceed three feet.

S-6 **Trees.**

a. **Number Required.** The total tree count shall be no less than one tree per eight parking stalls. Trees which are installed in perimeter landscaping may count toward the 1:8 ratio. The following exceptions shall apply:

i. Where this ratio cannot be achieved due to the installation of solar facilities, trees shall be provided along the perimeter of the parking lot.

ii. An existing tree may fulfill this requirement, so long as the existing tree is a minimum of four inches in diameter at 48 inches in height.

b. **Size.** Parking lot trees shall be a minimum of 24-inch box size.

4.3 PARKING STRUCTURES

INTENT:

- To ensure that parking structures are designed to provide safe egress/ingress for pedestrians and motorists while adding visual interest to the streetscape.

Applicability: Unless otherwise specified, these standards apply to new development, changes in use, or major alteration to existing structures, where major alteration is defined as an expansion or building addition that would increase the building floor area by more than 50 percent. This section does not apply to the Special Uses in Chapter 7 (Special Uses), with the exception of Shopping Centers.

STANDARDS

S-1 **Garages and Carports.** Garages and carports shall be designed to match a minimum of ***two of the following*** features from the main building(s): the same materials, detailing, roof form, roof materials, and/or colors.

S-2 **Pedestrian Designated Entrances.** A clearly delineated pedestrian entrance shall be provided that is physically separated from the vehicle entrance. Pedestrian entrances shall be clearly defined by using projecting elements, awnings, signs, or other architectural details. (See also Standard 4.1-S3. Pedestrian Routes through Parking Areas)

S-3 **Parking Structure Design and Screening.** New parking structures shall be designed to meet the following standards:

a. **Ground Level.** Except for garage entrances (vehicular and/or pedestrian), any ground floor parking level facing a public right-of-way, publicly-accessible outdoor space or path, or designated outdoor space (including partially subgrade parking visible above grade) shall:

i. Be lined/wrapped with commercial or public facility uses (where allowed by zoning). Parking structures in the Pedestrian Retail zone located at a street corner shall be lined with commercial uses on the ground floor for a minimum length of 30 feet along each building frontage, as measured from the back of sidewalk; or,

ii. Be designed and treated with the same level of detail, material quality, and facade articulation as other facade areas and/or screened with landscape screening (e.g., shrubs, landscaped trellises) and/or unique design features such as crafted ornamental metal screens, public art, murals, or other architectural treatments.

b. **Upper Levels.** Parking levels above the ground level may extend to the building facade but shall be designed and treated with the same level of detail, material quality, and facade articulation as other facade areas (e.g., Facade articulation and modulation, use of real windows with glazing or false windows defined by frames, lintels, or sills) and/or incorporate screening devices or design features such as public art, murals, or other architectural treatments. The parking structure shall be designed such that the facade conceals parking decks, ramps, and parked vehicles.

S-4 **Parking Structure Light Screening.** Screening shall be designed to minimize light trespass from parking structures on adjacent public rights-of-way, outdoor spaces, and buildings:

a. **Vehicle Headlight Screening.** Solid screening and/or building walls shall extend a minimum of three feet in height, measured from top of parking slab, so vehicle headlights do not trespass beyond the building facade.

b. **Interior Lighting Screening.** Interior parking structure lighting shall be screened, shielded, and/or directed downward to reduce light trespass and glare.

GUIDELINES

G-1 **Integrated Garage Entries.** New parking structures should integrate garage entries into building facades using architectural techniques such as matching facade and/or material treatments, and/or by partially recessing the entries into the building. Door, ceiling, and lighting treatments and details should be designed in accordance with the building's predominant architectural character.

5

walls and fences

5.1 WALL AND FENCE DESIGN

5.1 WALL AND FENCE DESIGN

INTENT:

- To ensure that fences and walls are made of high-quality materials, add visual interest, are compatible with the character of surrounding development, and help community members differentiate between public and private property.

Applicability: Unless otherwise specified, these standards and guidelines apply to all projects requiring Design Review. These standards do not apply to sound walls, unless otherwise specified.

STANDARDS

S-1 **Wall and Fence Design.** All new walls and fences, including sound walls, or combination thereof that face a public right-of-way, publicly-accessible path, publicly accessible outdoor space or open space, and that are 50 feet in length or longer and four feet in height or taller shall be designed to minimize visual monotony through ***at least one of the following***:

a. **Changes in plane.** An offset a minimum of two feet deep for every 50 feet to 75 feet in length of wall.

b. **Changes in height.** Wall inserts and/or decorative columns or pilasters that extend above the primary fence line at a minimum of every 20 feet in length to provide articulation and relief.

c. **Variation in material.** Variation in material and/or material texture.

d. **Landscaping.** Landscape along a minimum of 75 percent of the linear length of the public-facing side of the fence/wall. Landscape planter width shall be a minimum of two feet in depth.

S-2 Fence and Wall Materials.

a. **Walls.** Walls shall be constructed of finished concrete, paver/wall block, split faced or stucco-finished CMU block, or shall match the exterior material of the building. Sound walls shall be constructed of concrete or split-faced or finished CMU.

b. **Fences.** Fencing shall be constructed of wood, iron, or steel. Barbed wire, razor wire, and electric fencing shall not be allowed. Chain link fencing is not allowed where visible from public areas.

c. **Durability and Maintenance.** Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand the local climatic variations.

d. **Exceptions.** New, innovative, or alternative materials may be allowed with CDD Director approval.

S-3 **Retaining Wall Materials.** Retaining walls over two feet high shall be constructed of brick, finished concrete, paver/wall block, split faced or stucco- finished CMU block, or similar material as approved by the CDD Director. Unfinished CMU block is not allowed.

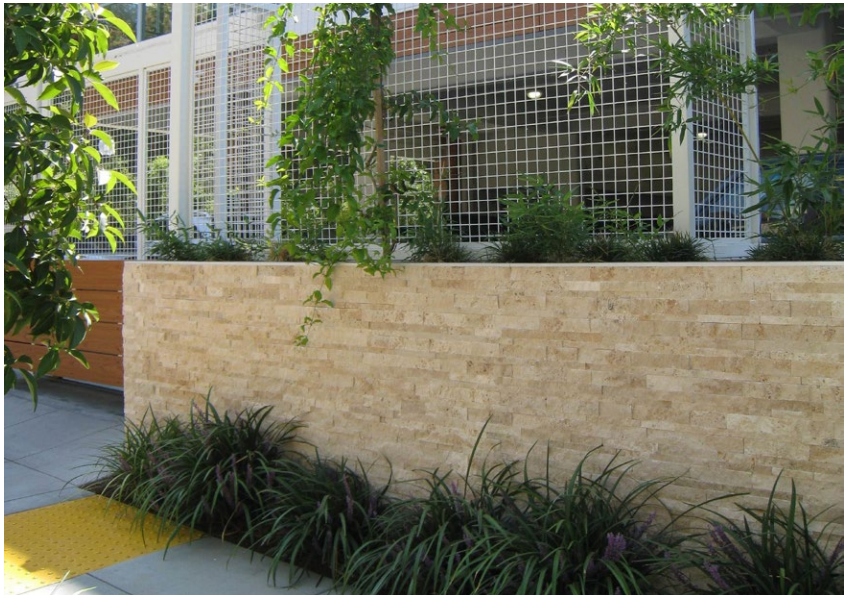
GUIDELINES

G-1 **Fencing Alternatives.** Landscape materials and earth berms can be utilized in place of fences or walls, where feasible.

G-2 **Fence and Wall Design.** Perimeter and security fencing, walls, and gates should be compatible with and complementary to building architecture and the surrounding setting by using similar styles, colors, and materials. When adjacent to residential zones or uses, both sides should be architecturally treated.

G-3 **Fence and Wall Transparency.** Outdoor fencing, walls, and other physical barriers along public or publicly-accessible pathways should be partially transparent so as to create clear lines of sight. The use of rail, grid, or wire type of fencing is encouraged.

G-4 **Retaining Wall Design.** The height and length of retaining walls should be minimized and screened with appropriate landscaping. Retaining walls should reflect and be compatible with the overall identity, character, or natural features of the project or development. Innovative wall designs are encouraged.

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6

lighting

6.1 LIGHTING DESIGN

6.1 LIGHTING DESIGN

INTENT:

- To provide functional site and accent lighting that contributes to public safety and convenience, complements the building architecture and site features, and minimizes light pollution.

Applicability: Unless otherwise specified, these standards and guidelines apply to all projects requiring Design Review.

STANDARDS

S-1 **Pedestrian-Scale Lighting.** Pedestrian-scale lighting (maximum 16 feet in height) shall be placed along internal pedestrian paths, multi-use paths, paths through parking lots, and other walkways at minimum intervals of every 40 feet to improve pedestrian comfort, security, and safety.

S-2 **Design of Fixtures.**

a. **Light Trespass.** All outdoor lighting shall be designed, located, installed, oriented, directed downward, and shielded to prevent light trespass or glare onto adjacent properties.

b. **Attachment.** Fixtures on buildings shall be attached only to walls or eaves, and the top of the fixture shall not exceed the height of the parapet, roof, or eave of the roof.

c. **Accent Lighting.** Architectural and landscape features may be illuminated by uplighting, provided that the lamps are low intensity and directed towards the building or landscape feature. Ground mounted accent lighting shall be fully shielded such that no glare or light trespass is produced.

S-3 **Timing Controls.** All outdoor lighting in non-residential zones shall be on a time clock or photo-sensor system and turned off during daylight hours or during hours when the building(s) is not in use and the lighting is not required for security and safety.

GUIDELINES

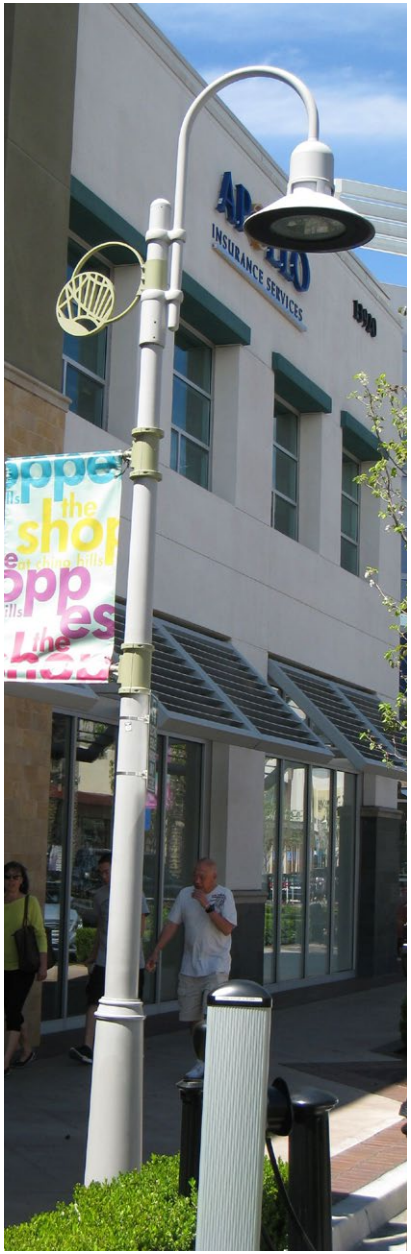
G-1 **Architectural Compatibility.** Exterior lighting fixtures should be architecturally integrated with the building style, materials, and colors.

G-2 **Bollard Lighting.** Use of low, bollard-type fixtures, three to four feet in height are encouraged as pedestrian area lighting. Bollard illumination should be shielded or kept at a sufficiently low level when near to residential units and/or passing motorists.

G-3 **Building Entrance Lighting.** Building entrances should be well-lit and distinguishable from the street to enhance public safety and visual navigation.

G-4 **Light Pole Bases.** Raised light pole bases should be attractively designed and well-detailed to be compatible with the overall project. The use of concrete form pole bases is discouraged.

G-5 **Strip Lighting.** Strip lighting and neon tubing are discouraged.

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special uses

7.1 AUTOMOBILE SALES/RENTAL/LEASING

INTENT:

- To encourage high-quality design of structures, display areas, service areas, circulation, landscaping, and lighting for auto dealers and ensure they are compatible with surrounding development.

Applicability: Unless otherwise specified, the standards and guidelines in this chapter apply to all auto sales/rental/leasing, projects requiring Design Review.

Definitions. *Retail-Format Urban Showroom.* A showroom that is located in an inline retail tenant space (where tenants are placed contiguous to neighboring tenants, under a single roof), or is part of a mixed-use building.

Standalone Traditional Auto Dealership: A single-use auto dealership building or group of buildings, situated on its own parcel and not abutting any neighboring properties. It typically features a large interior showroom, service bays, and ample outdoor display and customer parking.

STANDARDS

S-1 **Outdoor Automobile Display.** Outdoor automobile displays and storage shall be limited to no more than 50 percent of the length of the project frontage along the sidewalk or public right-of-way, otherwise the perimeter landscaping along the frontage shall be increased from five feet to eight feet in depth (see Standard 7.1-S8 (Perimeter Landscaping)).

S-2 **Showroom Ceiling Height.** Retail-format urban showrooms shall have a minimum ground-floor height per Standard 3.2-S3.a (Ground Floor Height). The ground floor of all other auto showrooms shall have a minimum of 14 feet clear height.

S-3 Service Areas.

a. **Service Screening.** The service area and/or service bay openings shall be screened or sited so they are not clearly visible from the primary street frontage (e.g., service bay openings face the side or rear of the property).

b. **Queuing.** Service areas shall provide adequate queuing space for service drop-offs so as not to impede vehicle circulation through the site or result in vehicles stacking into the public right-of-way.

S-4 **Driveways.** Driveways shall be located a minimum safe distance from an intersection as approved by the City's Traffic Engineer. The driveway should be located as far as possible from an intersection.

S-5 **Pedestrian Pathways.** A clearly delineated pedestrian pathway shall be provided from both customer parking areas and a public sidewalk adjacent to the project site to the primary building entry(ies). Pathways that are raised or buffered are strongly encouraged.

S-6 **Directional Signage.** Directional signage shall be provided to customer parking areas and service areas (where provided).

S-7 **Perimeter Wall and Fence Materials.**

a. **Walls.** Walls shall be constructed of masonry, finished concrete, paver/wall block, split faced or stucco-finished CMU block, or shall match the exterior material of the building.

b. **Fences.** Fencing shall be constructed of wood or finished metal. Barbed wire, razor wire, and electric fencing shall not be allowed. Chain link fencing is not allowed where visible from the public right-of-way or publicly-accessible outdoor spaces.

c. **Durability and Maintenance.** Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand the local climatic variations.

d. **Exceptions.** New, innovative, or alternative materials may be allowed with CDD Director approval.

S-8 **Perimeter Landscaping.** A landscape buffer strip shall be provided as a buffer between any parking or outdoor display areas and the adjacent public sidewalk, except for openings required for vehicular and pedestrian circulation or drainage. Perimeter landscaping shall be at least five feet wide with continuous plantings of groundcover and shrubs. This landscaping can count towards the minimum required landscaping of the entire site area and stormwater management requirements.

S-9 **Landscaping.** See Chapter 2, Section 2.2 (Landscaping) for general landscaping design standards and guidelines.

S-10 **Utilities, Service, Storage, Refuse and Equipment.** See Chapter 2,Section 2.3 (Utilities, Service, Storage, Refuse and Equipment) for design standards and guidelines.

S-11 **Stormwater Management.** See Chapter 2, Section 2.4 (Stormwater Management) for stormwater management design standards and guidelines.

S-12 **Parking Structure Design and Screening.** New structured parking shall be designed to meet the following standards. Where parking structures are provided for inventory and customer parking, the customer parking should be located on the ground level.

a. **Ground-Level.** Except for garage entrances, any ground floor parking level facing a public right-of-way, publicly-accessible outdoor space or path, or designated outdoor space (including partially subgrade parking visible above grade) shall be designed and treated with the same level of detail, material quality, and facade articulation as other facade areas and/or screened with landscape screening (e.g., shrubs, landscaped trellises) and/or unique design features such as crafted ornamental metal screens, public art, murals, or other architectural treatments.

b. **Upper Levels.** Parking levels above the ground level may extend to the building facade but shall be designed and treated with the same level of detail, material quality, and facade articulation as other facade areas (e.g., display windows, facade articulation and modulation, use of real windows with glazing or false windows defined by frames, lintels, or sills) and/or incorporate screening devices or unique design features such as public art, murals, or other architectural treatments to the extend feasible. The parking structure shall be designed such that the facade conceals parking decks, ramps, and parked vehicles.

S-13 **Lighting.** See Chapter 6 (Lighting) for lighting design standards and guidelines.

GUIDELINES

G-1 **Retail-Format Urban Showrooms.** Auto dealership buildings are encouraged to provide indoor, retail-format urban showrooms with large display windows and architectural detailing instead of outdoor automobile display areas. If there is outdoor display, it should be designed in conjunction with an indoor showroom and should be covered with an integrated building element, such as an outdoor arcade, gallery, extended roof, or similar structure.

G-2 **Showroom Orientation.** Automobile sales showrooms should be oriented to face the public right-of-way, with large display windows.

G-3 **Urban Showroom Design.** Retail-format urban showroom facades should incorporate a variety of massing, forms, and articulation through various treatments such as recesses and projections, different roof forms and treatments, accentuated building entries, awnings/canopies, and variations in material, texture, and/or color.

G-4 **Car Washes.** If provided, a car wash should be well integrated into the design. The car wash opening(s) should be sited so that it is not directly visible as the primary view from the public right-of-way into the project site. The site design should also address the issues of off-site noise exposure (e.g. through sound baffling design measures), provision of adequate on-site underground drainage systems to keep water off public streets and improvements, and circulation/vehicle stacking such that they do not spill over into public right-of-way.

G-5 **Outdoor Customer Seating.** Outdoor customer seating areas with amenities such as shade trees, landscaping, and benches are encouraged to provide areas for employees and for visitors to wait while their cars are being serviced.

7.2 AUTO SERVICE STATIONS/CONVENIENCE MARKETS WITH GASOLINE SALES

INTENT:

- To ensure that Service Stations provide efficient on-site circulation, reduce the visual impacts of equipment and service areas, and include design elements that create a cohesive project.

Applicability: Unless otherwise specified, the standards and guidelines in this section apply to all auto service stations and convenience markets with gasoline sales requiring Design Review. See Section 10-2.3.122 (Service Stations; Convenience Markets with Gasoline Sales) of the Zoning Ordinance for site development standards for auto service stations. In addition, the following standards and guidelines shall apply.

STANDARDS

S-1 **Driveway.** Driveways shall be located a minimum safe distance from an intersection as approved by the City's Traffic Engineer. The driveway should be located as far as possible from an intersection.

S-2 **Perimeter Wall and Fence Materials.**

a. **Walls.** Walls shall be constructed of masonry, finished concrete, paver/wall block, or split faced or stucco-finished CMU block, or shall match the exterior material of the building.

b. **Fences.** Fencing shall be constructed of wood, iron, or steel. Barbed wire, razor wire, electric fencing shall not be allowed. Chain link fencing is not allowed where visible from public areas.

c. **Durability and Maintenance.** Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand the local climatic variations.

d. **Exceptions.** New, innovative, or alternative materials may be allowed with CDD Director approval.

S-3 **Auto Repair Service Screening.** The repair service bays shall be completely screened or sited so they are not visible from the primary street frontage.

S-4 **Landscaping.** See Chapter 2, Section 2.2 (Landscaping) for general landscaping design standards and guidelines.

S-5 **Utilities, Service, Storage, Refuse and Equipment.** See Chapter 2,Section 2.3 (Utilities, Service, Storage, Refuse and Equipment) for design standards and guidelines.

S-6 **Stormwater Management.** See Chapter 2, Section 2.4 (Stormwater Management) for stormwater management design standards and guidelines.

S-7 **Lighting.** See Chapter 6 (Lighting) for lighting design standards and guidelines.

GUIDELINES

G-1 **Building Design and Articulation.** High-quality materials should be used to help accent the building massing and design theme of the buildings. Facades should be provided with articulation and glazing to minimize long uninterrupted blank walls.

G-2 **Cohesive Design.** All architectural details should be related to an overall architectural theme. Separate structures (canopy, car wash, cashiers booth, convenience store, etc.) on the site should have consistent architectural detail and design elements to ensure cohesive project design. Using the same paint color on all structures as the only consistent element does not meet the intent of this guideline.

G-3 **Pedestrian Pathways.** An on-site pathway should connect building entries to the public sidewalk.

G-4 **Reciprocal Access.** Shared access drives between adjacent commercial parcels are encouraged to minimize the number of curb cuts.

G-5 **Car Wash.** If provided, a car wash should be well integrated into the overall facility design. The car wash opening should be sited so that it is not directly visible as the primary view from the public right-of-way into the project site. The site design should also address the issues of off-site noise exposure, provision of adequate on-site underground drainage systems to keep water off public streets and improvements, and circulation/vehicle stacking such that vehicles do not spill over into public right-of-way.

G-6 **Outdoor Customer Seating.** Outdoor customer seating areas with amenities such as shade trees, landscaping, and benches are encouraged for auto service stations with incidental vehicle repair to provide areas for customers to wait while their cars are being serviced.

7.3 EATING AND DRINKING ESTABLISHMENTS WITH DRIVE-THROUGH SERVICE WINDOWS

INTENT:

- To encourage the high-quality design and layout of fast food restaurants, including safe and efficient circulation for drive-up elements.

Applicability: Unless otherwise specified, the standards and guidelines in this section apply to all eating and drinking establishments with drive-through services windows requiring Design Review. See Section 10-2.3.126 (Eating and Drinking Establishments with Take-out Services (Drive-Up)) of the Zoning Ordinance for site development standards. In addition, the following standards and guidelines shall apply.

STANDARDS

S-1 **Driveway.** Driveways shall be located a minimum safe distance from an intersection as approved by the City's Traffic Engineer. The driveway should be located as far as possible from an intersection. Applies only to new development.

S-2 **Perimeter Landscaping.** A landscape buffer strip shall be provided where parking abuts a sidewalk or public street, except for openings required for vehicular and pedestrian circulation or drainage. Perimeter landscaping shall be at least five feet wide with continuous plantings of groundcover and shrubs. This landscaping can count towards the minimum required landscaping of the entire site area and stormwater management requirements.

S-3 **Drive-Up Aisle Landscaping.** A minimum three-foot wide curbed landscape area shall be provided on at least one side of the drive-up aisle. Landscaping at mature height shall be a maximum of three feet in height to maintain visibility

S-4 **Parking Lot Shade Trees.** Trees shall be installed at a minimum ratio of one tree per ten parking stalls. Trees installed in perimeter landscaping and outdoor dining areas count toward the 1:10 ratio. Existing trees may fulfill this requirement, so long as the existing tree is a minimum of four inches diameter at breast height.

S-5 **Windows.** Restaurant windows shall be kept clear and visible, free of any frosting or window treatments that obstruct visibility into the business. Dark tinted, reflective, mirrored, or opaque glazing is not permitted for any required wall openings (windows and doors) along restaurant facades.

S-6 **Menu Board.** The ordering board speaker for the drive-up shall not be located along the primary frontage, and shall be oriented and directed away from adjacent residential uses.

S-7 **Landscaping.** See Chapter 2, Section 2.2 (Landscaping) for general landscaping design standards and guidelines.

S-8 **Utilities, Service, Storage, Refuse and Equipment**. See Chapter 2,Section 2.3 (Utilities, Service, Storage, Refuse and Equipment) for design standards and guidelines.

S-9 **Stormwater Management.** See Chapter 2, Section 2.4 (Stormwater Management) for stormwater management design standards and guidelines.

S-10 **Outdoor Dining.** When provided, outdoor dining areas shall be designed as an integral part of the project and shall comply with the standards in Section 3.3 (Outdoor Dining).

S-11 **Parking Design.** See Chapter 4, Section 4.1 (General Parking Design) for general parking design standards and guidelines.

S-12 **Fences and Walls.** See Chapter 5 (Fences and Walls) for fence and wall design standards and guidelines.

S-13 **Lighting.** See Chapter 6 (Lighting) for lighting design standards and guidelines.

GUIDELINES

G-1 **Four-Sided Architecture.** Free-standing restaurant buildings with drive-up service should be designed and detailed consistently on all sides, including the rear and side elevations. Consistent windows, architectural details, colors, and materials should be used along all street frontages.

G-2 **Corporate Architecture.** A new free-standing restaurant building should be sited and designed to be compatible with the character of the surrounding neighborhood. If the restaurant will occupy a pad within a shopping center, the building should be designed to be consistent with the "theme" or design of the center (See Section 7.4 (Shopping Centers)). Franchise or corporate style architecture and/or highly contrasting color schemes are discouraged.

G-3 **Building Entries.** Building entries should be oriented toward the street and accessed directly off the public sidewalk to define the street frontage.

G-4 **Outdoor Area Design.** Outdoor seating areas and perimeter fencing should be compatible with the main building architecture through the use of similar colors, materials, and/or architectural style/elements.

G-5 **Walk-Up Windows.**

a. Walk-up windows should be located near outdoor dining areas or other pedestrian areas to encourage accessibility and limit vehicle and pedestrian conflicts.

b. Walk-up windows should be emphasized through architectural details and weather protection such as an awning or roof overhang.

G-6 **Drive-Up Aisle Location.** Drive-up aisles located along the primary frontage between the front property line and front of the building are strongly discouraged.

G-7 **Curb Cuts.** Each development project site should be limited to one curb cut, including driveways and private/service streets, per 400 feet of public street frontage, or for parcels less than 400 feet long, one curb cut per street frontage (unless otherwise required for emergency vehicle access).

G-8 **Reciprocal Access.** Shared access drives between adjacent commercial parcels are encouraged to minimize the number of curb cuts.

G-9 **Pedestrian Circulation Design.** Pedestrian and bicycle paths through the site should be separated from vehicular parking, driveways, drive-up aisles, and stacking lanes. Pedestrian and bicycle paths through the site should not cross driveways or drive aisles/stacking lanes to get to the building's entrance. If pedestrian circulation does cross vehicular routes or drive-up aisles/stacking lanes it should be accentuated through a change in grade, materials, textures, and/or colors.

7.4 SHOPPING CENTERS

INTENT:

- To encourage the cohesive design and layout of shopping centers, including unified, high-quality architectural design and safe and efficient circulation.

Applicability: Unless otherwise specified, the standards and guidelines in this section apply to all new shopping center projects and expansion of existing shopping centers, where the project increases the overall square footage by 50 percent or more of the existing shopping center square footage.

STANDARDS

S-1 **Building Design and Articulation.** The design of shopping centers shall incorporate a variety of massing, forms, and articulation to add variety at the ground level and roofline of the project.

a. Roof height, pitch, ridgelines, and roof materials shall be varied to create visual interest and avoid repetition.

b. Roof form and treatment shall be complimentary to the architectural style of the building.

c. All walls that face a street, parking area, or publicly-accessible path or outdoor space shall extend no more than 50 feet without incorporating an offset in the wall plane (minimum one foot deep) and shall incorporate design elements or architectural features that aesthetically enhance the walls such as columns, arcades, colonnades, recessed entrances, window details, overhangs, cornices, trellises, projections, awnings, insets, and variations in material, texture, and/or color.

d. Walls that do not face a street, parking area, or publicly-accessible path or outdoor space shall incorporate design elements and/or treatments that are similar and complementary to the massing and materials applied to public-facing facades.

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S-2 **Publicly-Accessible Private Outdoor Space (PAPOS).** The following standards apply to development sites five acres and larger.

a. **Provision of PAPOS.** A minimum of five percent of the total lot area shall be reserved for publicly-accessible outdoor spaces, including outdoor seating areas, plazas/gathering spaces, play areas, and pedestrian malls. PAPOS may be provided in one large outdoor space or several smaller outdoor spaces.

b. **Dimensions.** For each PAPOS area, minimum 20-foot dimension in at least one direction with a minimum of at least 15 feet in any other direction, and a minimum total area of 300 feet.

c. **Landscaping.** A minimum of 10 percent of the outdoor space area shall be planted with trees, ground cover, and/or shrubs. A minimum of one tree shall be planted per 600 square feet of the outdoor space area (aggregated across all outdoor space areas).

d. **Amenities.** Outdoor areas shall include amenities that encourage their use by including the following, at a minimum:

   i. Seating areas, including outdoor tables and chairs for dining.

   ii. Shaded areas, provided via awnings, trellises, umbrellas or similar. Trees provided beyond the minimum requirement above may count towards this requirement.

   iii. Pedestrian-scaled lighting, no more than 16 feet in height.

   iv. *At least one of the following amenities*:

      a). Water feature.

      b). Public art.

      c). Play structure.

      d). Similar feature as approved by the CDD Director.

S-3 **Pedestrian Pathways.** Pedestrian pathways shall connect to existing and proposed sidewalks, streets, transit stops, open spaces, bike paths, bicycle parking areas, and automobile parking areas within and adjacent to the project site.

a. For projects with buildings internal to the site, a pathway(s) through the interior of the site shall connect buildings to each other and to the public sidewalk. A pedestrian pathway or multi-use path (pedestrian and/or bicycle) between/through buildings or through parking lots from the sidewalk to the interior of the site shall be provided for every 400 feet of a project's frontage.

b. For buildings along the street frontage, a pedestrian pathway shall connect the primary building entry(ies) to the public sidewalk on each street frontage.

c. Pathways shall be provided to connect bicycle parking areas to the building entrance(s) and the sidewalk.

d. **Design and dimensions.** New internal pedestrian pathways shall be a minimum of five feet wide. Where a pedestrian pathway is parallel and adjacent to an auto travel lane, it must be either a raised sidewalk or an at-grade pathway that is separated by a raised curb, bollard, or other physical barrier (per ADA requirements). Where provided, shared-use paths through sites shall provide at minimum a 12-foot-wide path, with an eight-foot clear path and two-foot shoulder on either side (Note: A public access easement is required if the path runs through the site, connecting two public rights-of-way).

S-4 **Pedestrian Circulation Materials.** Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures, or colors shall be provided to emphasize the conflict point and improve visibility and safety.

S-5 **Driveway and Curb Cuts.** Applies only to new development.

a. Driveways shall be located a minimum safe distance from an intersection as approved by the City's Traffic Engineer. The driveway should be located as far as possible from an intersection.

b. Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 400 feet of public street frontage, or for parcels less than 400 feet long, one curb cut per street frontage (unless otherwise required for emergency vehicle access).

S-6 **Shopping Cart Storage.** Shopping cart storage areas shall be provided, either incorporated into the building design to provide visual screening of carts from the parking area and provided in parking lots. Shopping carts storage areas in parking lots shall be physically separated from parking spaces.

S-7 **Landscaping.** See Chapter 2, Section 2.2 (Landscaping) and Chapter 4, Section 4.2 (Parking Lot Landscaping).

S-8 **Utilities, Service, Storage, Refuse and Equipment.** See Chapter 2,Section 2.3 (Utilities, Service, Storage, Refuse and Equipment) for design standards and guidelines.

S-9 **Stormwater Management.** See Chapter 2, Section 2.4 (Stormwater Management) for stormwater management design standards and guidelines.

S-10 **Outdoor Dining.** When provided, outdoor dining areas shall be designed as an integral part of the project and shall comply with the standards in Section 3.3 (Outdoor Dining).

S-11 **Parking Design.** See Chapter 4 (Parking and Loading) for parking standards and guidelines.

S-12 **Fences and Walls.** See Chapter 5 (Fences and Walls) for fence and wall design standards and guidelines.

S-13 **Lighting.** See Chapter 6 (Lighting) for lighting design standards and guidelines.

GUIDELINES

G-1 **Commercial Streetscape.** Buildings should be located along the public street frontage, and particularly at corner locations.

G-2 **Entry Features.** Use of special paving, lighting, and/or special landscape treatments to define site entries is encouraged.

G-3 **Parking and Service Access Hierarchy.** Parking and service area access should be provided from the following, in descending order of preference:

a. From an alley.

b. From a driveway shared with a property abutting the development site.

c. In the absence of an alley or shared driveway, access should be from the street with the lower classification in the General Plan or from a curb cut/driveway along the primary street frontage, as deemed appropriate for the site and its environs by the City's Traffic Engineer. If a site fronts on two public streets of equal classification, access shall be on the corner side frontage. See additional standards and guidelines in Chapter 4 (Parking and Loading).

G-4 **Shared Access.** Shared access drives between adjacent commercial parcels are encouraged to minimize the number of curb cuts.

G-5 **Service and Delivery Circulation.** Truck delivery and circulation routes should be provided on-site and separated from customer circulation through the site (see also Section 2.3 (Utilities, Service, Storage, Refuse and Equipment)).

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