DESIGN GUIDELINES

DECEMBER 8, 2009

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lancaster

it's positively clear

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The Architectural and Design Commission would like to thank these individuals for their dedicated work and input into the creation of these standards.

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Mission Statement:

"To establish standards for ALL DEVELOPMENT by implementing quality design for timeless architecture that enhances the community's image, pride and quality of life."

Purpose:

The design guidelines provide the basis to achieve quality design for all development within the City of Lancaster. The design guidelines are intended for new construction, redevelopment and renovation of existing facilities, unless the construction is under the control of a Specific Plan where site specific standards take precedent. The Guidelines are designed for a variety of user groups including property owners, developers, design professionals, staff, the Architectural Design Planning Commission, and the City Council, to use in evaluating whether development projects meet the design goals of the City of Lancaster.

This document goes beyond architectural design to encompass a comprehensive treatment of the built environment and quality urban design. The Guidelines do not dictate a particular style. However, the intent of these Guidelines is to provide for an attractive and unique image for the community by creating a walkable, sustainable, cohesive and enduring built environment. This is achieved by improving land use compatibility, street and neighborhood character, community form and overall community design. The Guidelines offer implementation methods in site planning, building architecture, and building placement, for consistent designs to create a sense of place and quality design. Each development is intended to contribute to the form and quality of life and to improve the City's visual identity by utilizing design standards for a more sustainable, livable Lancaster.

This document provides clear expectations and implements General Plan Policy 19.1.1, which states: "Develop and apply a comprehensive set of community design standards and guidelines in conformance with the goals, objectives, policies and action programs contained in the Community Design subsection of the Plan for Physical Development." The design guidelines are intrinsically tied to the policies of the General Plan, which is the constitution for physical development. The City reserves the right to amend and revise the document at regular Architectural & Design Commission meeting as determined necessary and with City Council approval.

Content & Organization:

The Guidelines are organized into sections by type of development. ALL DEVELOPMENT is the first and largest in these sections and includes those guidelines that generally apply to all types of development. This is followed by guidelines for more specific development categories such as SINGLE FAMILY RESIDENTIAL, MULTIPLE FAMILY RESIDENTIAL, COMMERCIAL, MIXED-USE and INDUSTRIAL and BUSINESS PARK. Each Section is further divided into two categories, Site Design; Building Architecture Form and Character. Each guideline contains an Intent statement which describes the desired outcome. Graphic illustrations and diagrams have been added to suggest solutions. Included are solutions that respect and enhance our Antelope Valley resources.

Procedures:

A small change in the application process has been added to require a preliminary review step in order to expedite discussion and review of the project design. The application has also been modified to add a design checklist to ensure that development projects meet the design goals of the City of Lancaster. Development applications can be located on the City's webpage at http://www.cityoflancasterca.org. under "Planning Documents."

Introduction
Table of Contents

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ALL DEVELOPMENT

Introduction -

The following ALL DEVELOPMENT section provides a discussion on smart growth and sustainability, as well as general site planning and architectural design guidelines for all projects. Principles of smart growth and sustainability reflect the City's desire to create neighborhoods and communities that are enduring, and that make the most of limited resources. The ALL DEVELOPMENT Site Design section covers topics including open space and common areas, pedestrian and alternative transportation features, buffering and screening, and streetscape design. The ALL DEVELOPMENT - *Building Architecture, Form, And Character* section covers topics including form, scale, massing, signage and lighting.

Guidelines that are in addition to the ALL DEVELOPMENT requirements but are specific to a development type are found under the corresponding development type, such as *Residential, Commercial, Mixed-Use or Industrial*. The City has made a concerted effort to include design guidelines that would commonly apply to all developments under this section and has sought to minimize redundancy of various topics under each development type, thereby providing design guidance in a clear, concise, yet comprehensive manner.

The City of Lancaster understands that each project has a unique set of parameters and therefore has established an application process that requires a preliminary review to assist the developer by identifying the guidelines that will be applicable and required of each project.

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Create a Range of Housing Opportunities






Intent – Provide quality housing for people of all income levels.

Solution – Increase housing choices by encouraging a variety of housing types on newly-developed land and by increasing housing supply in existing neighborhoods and on land served by existing infrastructure.

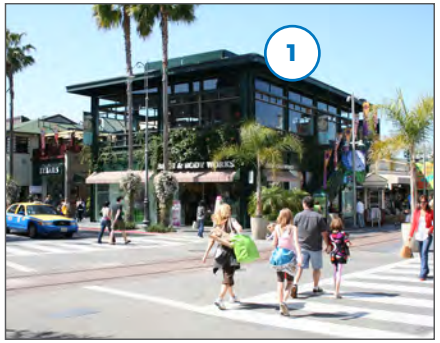
1. Promote a variety of housing types in new housing developments.
2. Add housing units to existing neighborhoods, including small-lot, infill single-family structures, multi-family housing, and accessory units.

Smart Development
Smart Growth Principles

Intent – Create communities that are desirable places to live, work, learn, worship and play.

Solution – Foster walkable communities by adhering to the following:

1. Locate goods and services within a safe and easy walking distance;
2. Expand transportation options, creating a streetscape that serves a wide range of users, including pedestrians, bicyclists, transit riders, and automobiles;
3. Mix land uses and build in a compact form;
4. Ensure safe and inviting pedestrian corridors through CPTED (Crime Prevention Through Environmental Design) principles.



Mix Land Uses

Intent – Support the integration of mixed land uses into communities as an important component of achieving better places to live.

Solution – Promote opportunities for mixed use development.

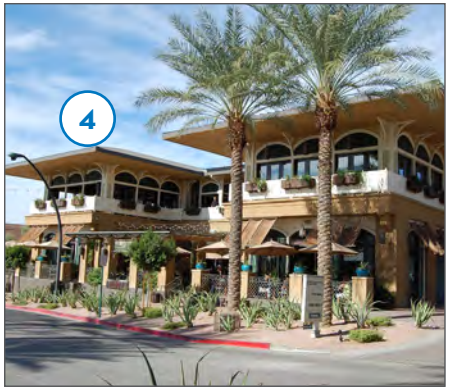
1. Locate uses in close proximity to one another to create viable communities.
2. Ensure pedestrian friendliness and connectivity in and adjacent to mixed use developments.
3. Locate mixed land uses in proximity of public transit and other daily service uses.

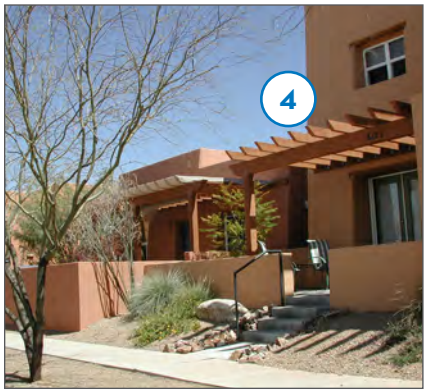
Smart Development
Smart Growth Principles

Intent – Craft a vision and set standards for development and construction that respond to community values of architectural beauty and distinctiveness.

Solution – Create a strong sense of place by fostering distinct, attractive communities.

1. Foster the development of environments that support a more cohesive community fabric.
2. Promote development that uses natural and man-made boundaries and landmarks to create a sense of defined neighborhoods.
3. Encourage the construction and preservation of buildings that prove to be assets to a community over time, not only because of the services provided within, but because of the unique contribution they make on the exterior to the look and feel of a city.
4. Create high-quality developments with architectural and natural elements that reflect the interests of residents.





Preserve Open Space & Critical Environmental Areas





Intent – Preserve open space and critical environmental areas, protect animal and plant habitat, and other places of natural beauty. Similarly, provide other benefits related to this effort, including minimizing air pollution, attenuating noise, mitigating the effects of the wind, providing erosion control, and moderating temperatures.

Solution – Support open space preservation efforts as a means to achieve smart growth goals:

1. Preserve critical environmental areas
2. Guide new growth into existing communities
3. Encourage compact, infill development

Smart Development

Smart Growth Principles

Provide a Variety of Transportation Choices

Intent – Improve transportation options for Lancaster residents.

Solution – Encourage and implement the following approaches to transportation:

1. Improve coordination of land use and transportation;
2. Increase the availability of transit service;
3. Ensure connectivity between pedestrian, bicycle, trails, transit, and road facilities;
4. Integrate multi-modal transportation approaches with supportive development patterns, such as multi-use and innovative development.

Strengthen & Direct Development Towards Existing Communities

Intent – Receive the benefits that result from encouraging development in existing neighborhoods, including closer proximity of a range of jobs and services, a stronger tax base, and municipal fiscal solvency.

Solution – Utilize the infrastructure and resources that existing neighborhoods offer.

1. Reduce development pressure in outlying, rural areas.
2. Conserve open space and irreplaceable natural resources on the urban fringe.
3. Promote compact, infill development in neighborhoods with existing infrastructure and resources.

Smart Development
Smart Growth Principles

Encourage Community & Stakeholder Collaboration

Intent – The developer should engage the community and stakeholders in the City's efforts to encourage smart growth development.

Solution – Involve the community in the planning process.

1. Involve the community early and often in the planning process.
2. Make a concerted effort to reach out to all demographic groups.
3. Use a variety of methods for community outreach, including newspaper, mail, and new technologies, such as Internet-based social networking sites.
4. Ensure that goals and policies reflect the vision of community members.

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Intent – Implementation of Sustainable Design Principles

In order to promote a built environment that will have a positive impact on our community with respect to our natural environment, local economy, and the health and productivity of our residents, it is highly recommended and encouraged that all projects should incorporate, to the greatest extent possible, the sustainable design criteria as established by the Leadership in Energy and Environmental Design (LEED) Program.

The following sections will introduce some of the more commonly applied general design concepts that promote sustainability in all development.

Reference Appendix "A" for additional resource materials regarding the LEED program.




Smart Development
Sustainable Design

Intent – Significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants.

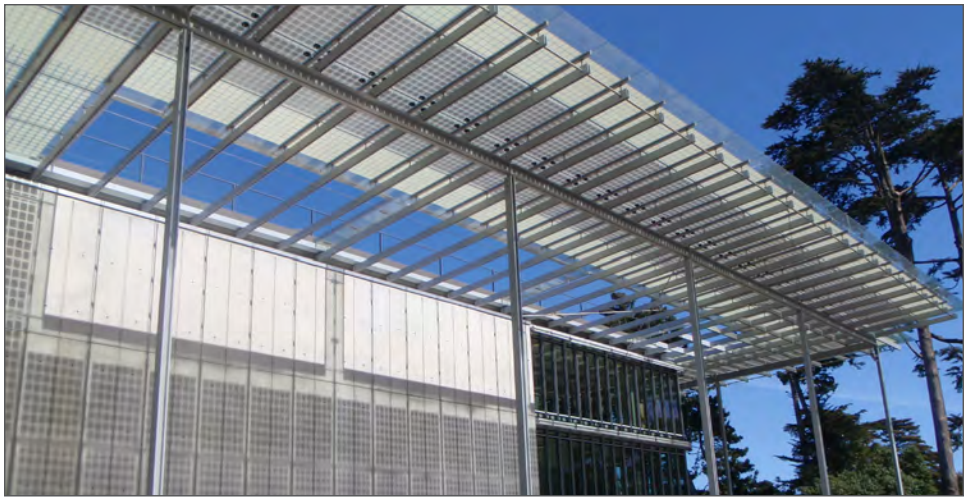
Solution – Encourage the use of essential components of the LEED-ND (Leadership for Energy and Environmental Design for the Neighborhood Development) including:

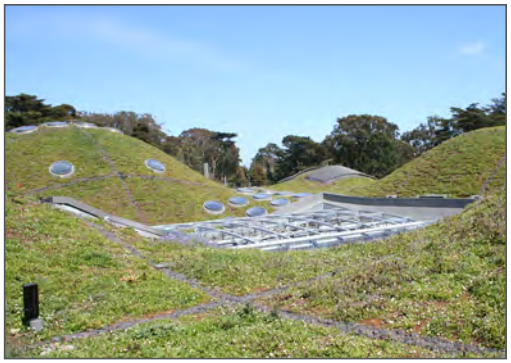
Smart Location & Linkage

1. Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity;
2. Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project;
3. Minimize erosion to protect habitat and reduce stress on natural water systems;
4. Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities.

Neighborhood Pattern & Design

1. Encourage the design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options;
2. Provide direct and safe connections for pedestrians, bicyclists, and drivers to key components of a project, local destination, and neighborhood centers.





Intent – Conserve energy resources through the use of green construction methods and technologies.

Solution – Encourage the design and construction of buildings that utilize green building practices.

1. Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
2. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs).
3. Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies.
4. Use recycled and other environmentally-friendly building materials, wherever possible.
5. Minimize light trespass from site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on the nocturnal environment.

Smart Development
Sustainable Design

Site Preservation Design Concepts

Intent – Design site plans to preserve the natural environment and habitat, reduce environmental impact from the location of a building, preserve or create an increased ratio of open space to built environment, and reduce infrastructure costs.

Solution 1 – Reduce impact on the natural environment through the following methods:

1. Minimize wash crossings;
2. Utilize efficient and compact cluster patterns located on flatter areas of the site to reduce erosion and protect slopes and ridgelines;
3. Maximize use of disturbed land for roads and structures;
4. Locate areas to be developed near, or adjacent to, existing developed areas;
5. Develop land near existing infrastructure first;
6. In the planning and design of residential communities, protect the natural land forms, watercourses and drainage patterns of the site.

Solution 2 – Preserve the most viable natural areas using the following site design techniques:

1. Qualitatively assess vegetated areas before preparing a layout;
2. Cluster developed areas in the lower, flatter areas of a site to preserve slopes, ridges, and natural drainageways;
3. Locate structures on previously disturbed areas;
4. Use functional open space to buffer natural areas from built areas.

Solution 3 – Follow natural contours wherever possible.

1. Design access walks, roads, and driveways to conform as closely as possible to the natural contours of the site.
2. Minimize grade differences between new and existing adjacent development.
3. Limit grading to the building envelope, where possible.
4. Terrace slopes with a number of smaller return walls, rather than one wall, where possible.

Solution 4 – For drainageways, use the least structural approach possible and vegetate as follows:

1. Design moderate side slopes (4:1 maximum);
2. Landscape the top of banks (a 10-foot setback from service/maintenance easements) with drought tolerant trees, shrubs, and groundcover;
3. Use building materials that have a more natural appearance, where possible, e.g. soil-cement;
4. Blend soil-cement/sprayed concrete with the pattern, texture, and color of the surrounding soil.

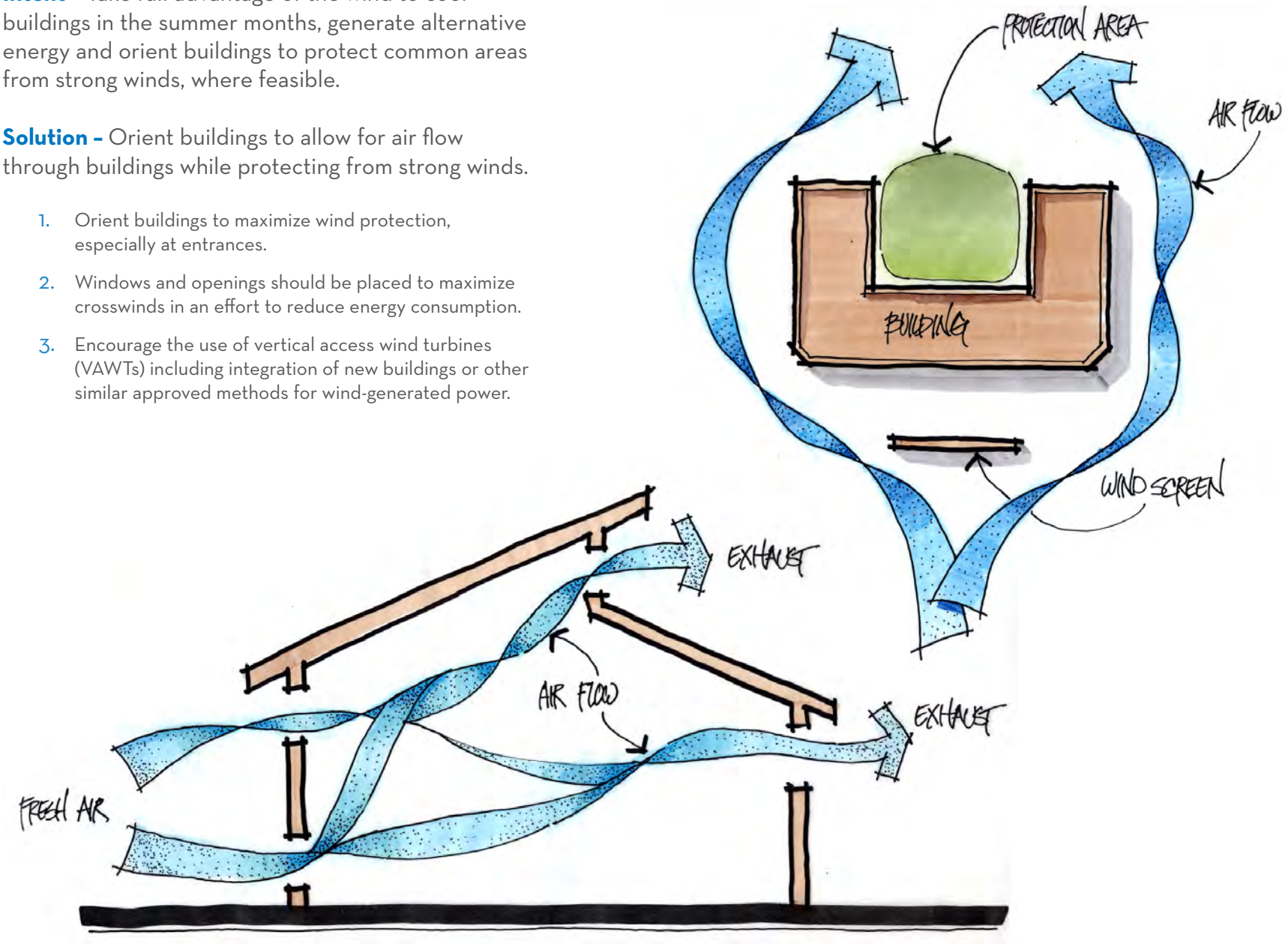
Smart Development
Sustainable Design

General Wind Orientation & Access Concepts

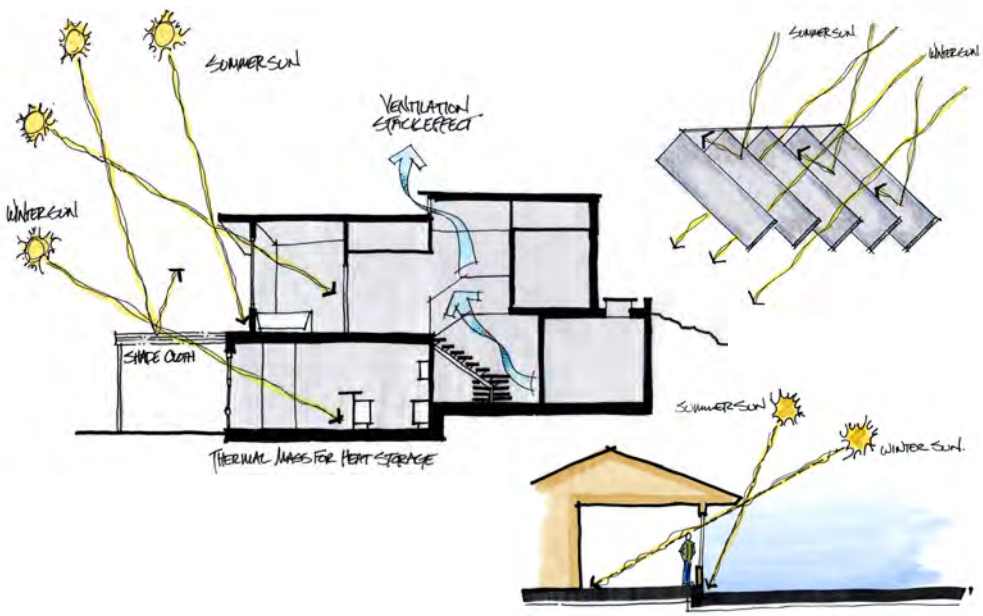
Intent – Take full advantage of the wind to cool buildings in the summer months, generate alternative energy and orient buildings to protect common areas from strong winds, where feasible.

Solution – Orient buildings to allow for air flow through buildings while protecting from strong winds.

1. Orient buildings to maximize wind protection, especially at entrances.
2. Windows and openings should be placed to maximize crosswinds in an effort to reduce energy consumption.
3. Encourage the use of vertical access wind turbines (VAWTs) including integration of new buildings or other similar approved methods for wind-generated power.



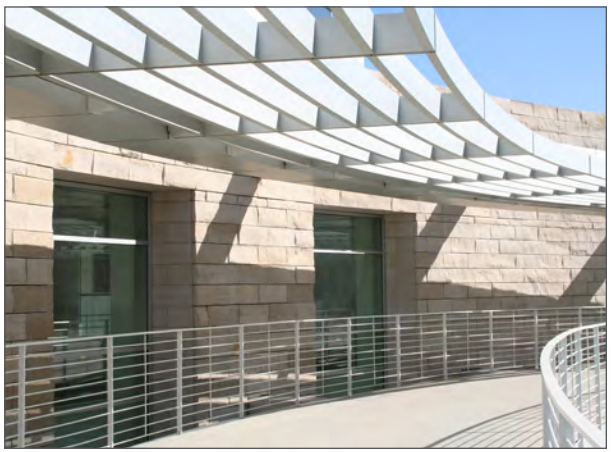
General Solar Access & Orientation Concepts



Intent – Take full advantage of solar heating and solar energy production.

Solution – Orient buildings to take full advantage of solar energy.

1. Orient buildings to take advantage of solar gain, thus allowing the absorption of the sun's heat during colder months, while minimizing the sun's heat during warmer months.
2. Adjust height orientation and setbacks to avoid sun obstruction.
3. Incorporate solar panels into the design of all structures.
4. Encourage long overhangs to screen summer sun and allow for solar gain in the winter.
5. Orient buildings on an east-west axis to minimize western exposure.
6. Incorporate thermal mass to return the sun's warmth during cooler months.



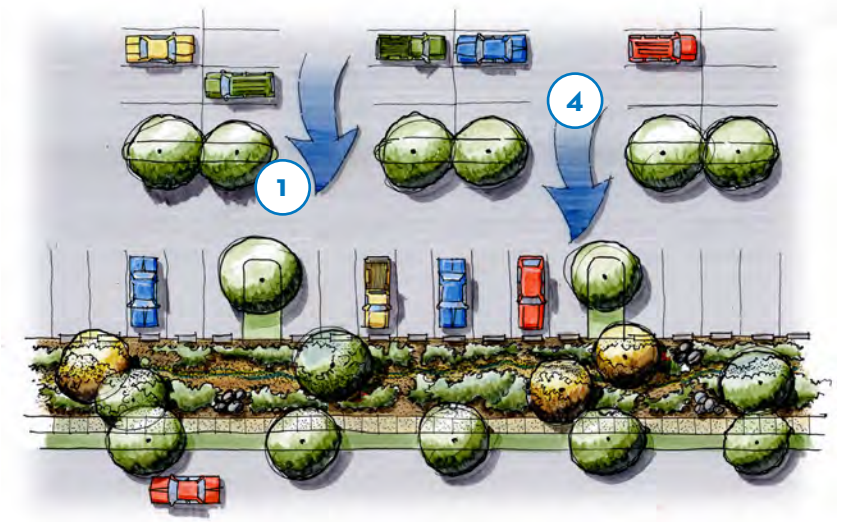
Smart Development
Sustainable Design

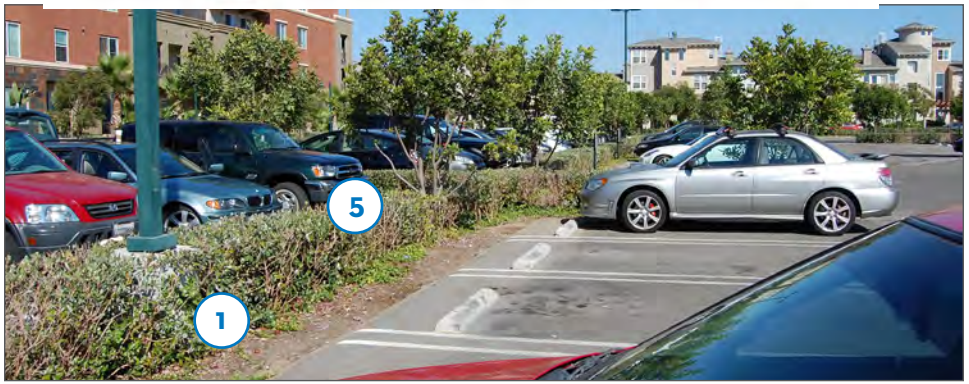
General Storm Water Management Concepts

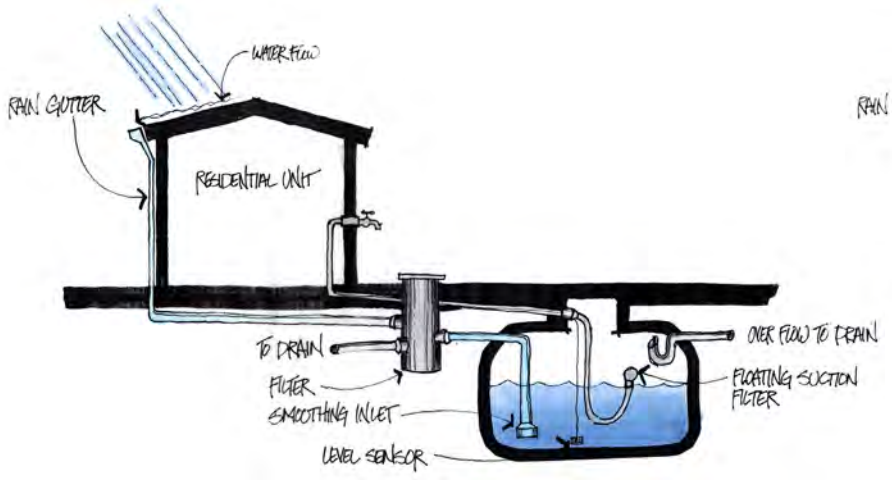
Intent – Conserve water resources and preserve drainage patterns, thereby reducing engineering and irrigation costs.

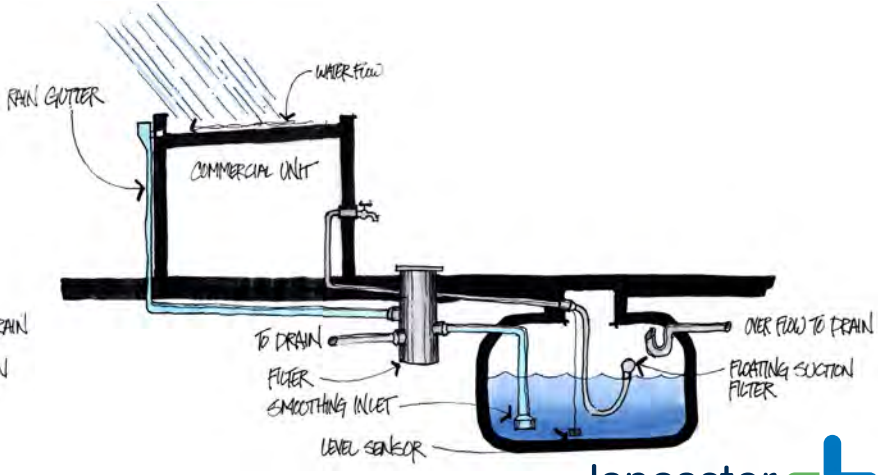
Solution – Design for water-harvesting to direct all excess runoff onto vegetated areas.

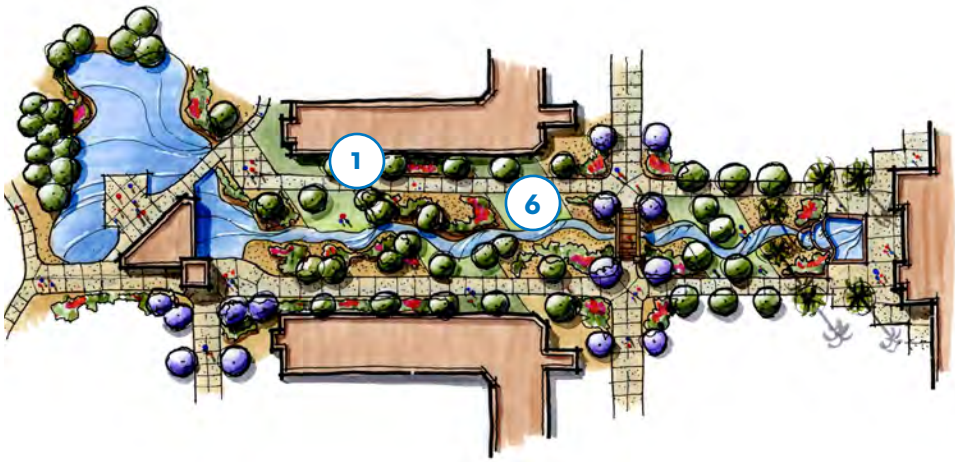
1. Rainwater catchment systems should be used, whenever possible, to minimize runoff.
2. Grey water should be used to augment irrigation.
3. Make "saucers" (tree well/basin) around newly planted trees and shrubs.
4. Harvest runoff using surface grading.
5. Incorporate the use of vegetated swales and similar methodology into the natural drainage patterns/ flow lines to convey runoff towards basins or other collection areas.
6. Incorporate the use of pervious paving materials, open pave blocks and intermittent paving to reduce the amount of runoff, and retain for irrigation.
7. Whenever possible, use captured runoff to augment irrigation systems.

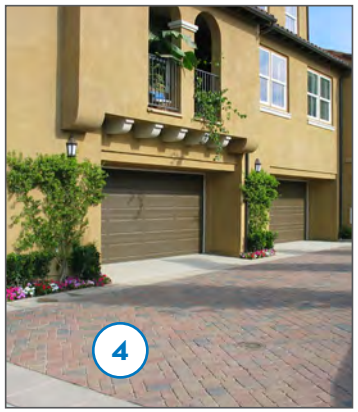












Intent – Enhance water quality through smart landscaping and streetscape design.

Solution – Use smart landscaping and streetscape design for water management, including the reduction of potential urban runoff and the enhancement of water quality.

1. Use landscaped areas including parks, walkways, and trails as swales to assist with bio-filtration and reduction of urban runoff.
2. Utilize native and drought tolerant plants to reduce water demand.
3. Use filter strips along streets and parking lots to reduce urban runoff.
4. Integrate permeable pavement and perforated curbs throughout the project area to allow stormwater to enter planter areas and ultimately help with filtration and runoff.
5. Use best management practices (BMPs) for water quality management in subdivision and site development plans.
6. Incorporate onsite features, such as porous pavement, bio-retention, and wet ponds for capturing and directing stormwater runoff.

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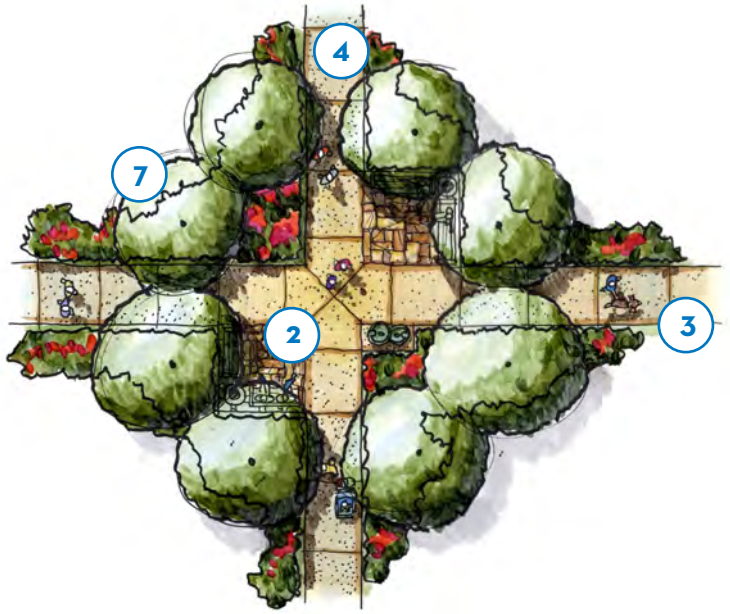
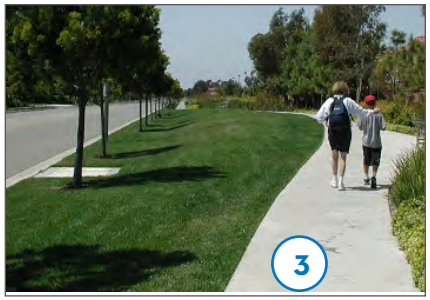
Site Design
Pedestrian & Alternative Transportation Features





Intent – Design pedestrian areas and trails that are safe, attractive, and can be used for informal social gathering.

Solution – Pedestrian areas should provide an environment that is inviting and creates a safe and attractive, informal social area.

1. Include vehicle-free pedestrian areas along local streets, in parking lots, and in common activity areas.
2. Incorporate pedestrian amenity nodes in trail systems at least every 1,000 feet. Include in these areas shaded places to sit for comfort, relaxation and general sight-seeing, including water fountains and trash receptacles.
3. Construct all pedestrian areas and trails, with appropriate high and low level lighting.
4. Provide connections from all pedestrian areas and Class I bike trails to the larger trail network.
5. Highlight pedestrian passages and entries, separated from the street, through the use of attractive paving and landscaping.
6. Use a combination of trees and landscaping for all pedestrian areas, including but not limited to plazas and walkways, for shade and definition. Include amenities such as patios, accent lighting, water features, street furniture, outdoor eating areas, public art and other similar enhancements to encourage use and social gathering.
7. Wayfinding signage and bicycle storage should be strategically located along trails and pedestrian areas.

Site Design

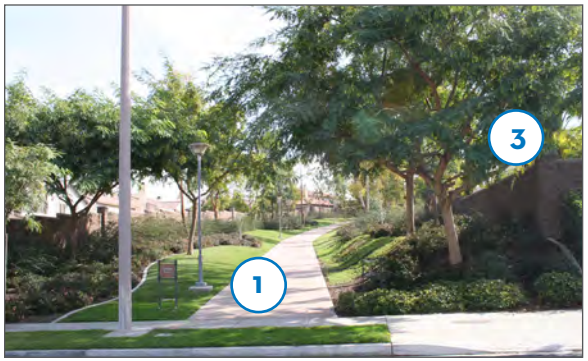
Pedestrian & Alternative Transportation Features

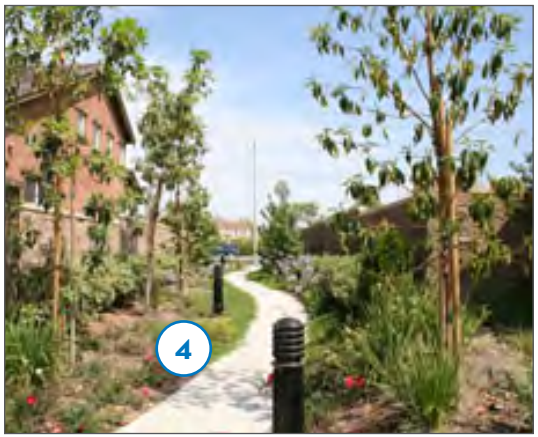
Intent – Provide alternative travel modes to accommodate pedestrians, transit, and bicycles, where appropriate.

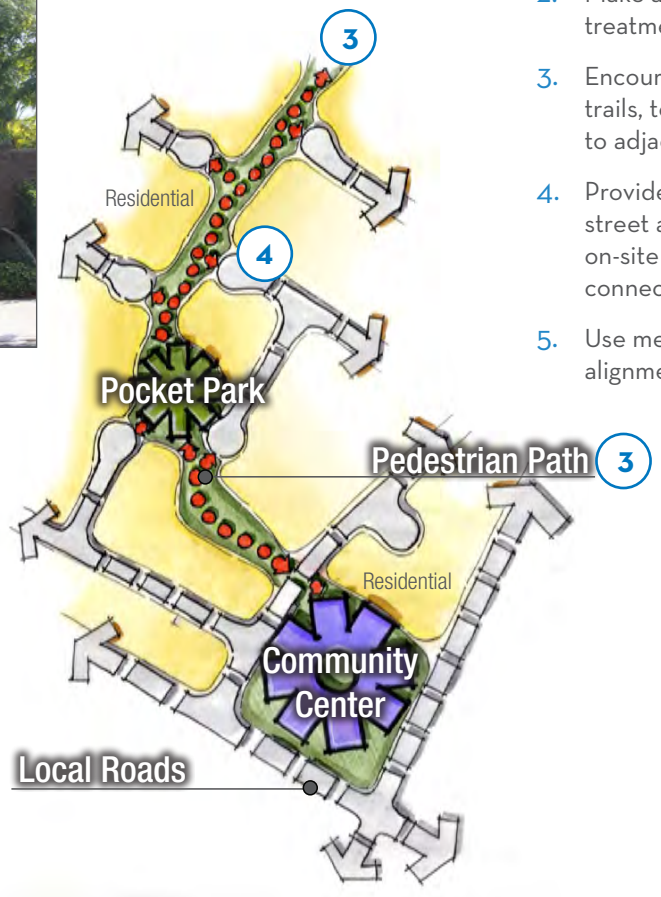
Solution – Enhance alternative travel modes through the following improvements:

1. Reduce the number of vehicle lanes when warranted by traffic counts where the pavement area could be used for additional landscaped pedestrian areas, bicycle lanes, bulbouts, mid-block crossings, additional parking, and on-street bicycle parking;
2. Provide separated/marked bicycle paths, pedestrian walkways, and shaded bus shelters along arterial streets;
3. Provide signal lights or other crossing techniques where major bicycle routes and streets intersect;
4. Provide lighting for safety on major bicycle routes, including the use of landscape accent lighting and low pressure sodium lighting, where appropriate. The use of reliable solar-powered lighting is strongly encouraged;
5. Incorporate paseos, or walk/Class I bike trails, separated from vehicular paths, to create connectivity throughout developments and to adjacent amenities and services;
6. Provide street furniture, landscaping, shade, and water fountains.

Pedestrian Access at Perimeter Walls







Intent – Encourage pedestrian access to developments by providing convenient points of access at the perimeter.

Solution – Provide convenient and inviting pedestrian access from the surrounding neighborhood to new developments.

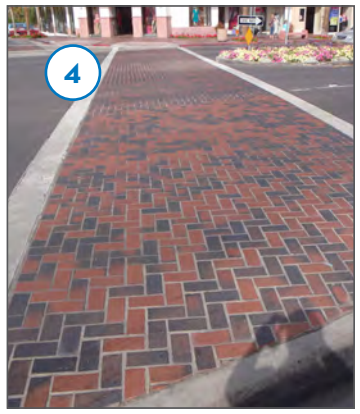
1. Place pedestrian breaks in walls to allow for connectivity.
2. Make access inviting with gateway design, landscape treatment, signage, and security lighting.
3. Encourage development of paseos, or walk/Class I bike trails, to link access points within the development and to adjacencies.
4. Provide easily identifiable pedestrian access from the street and/or sidewalk to key areas within the site. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
5. Use meandering paths instead of long, straight path alignments.

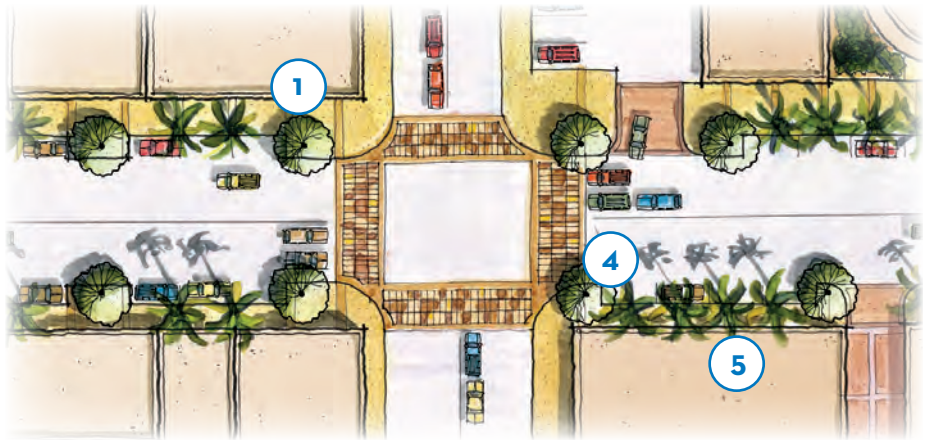
Site Design
Pedestrian & Alternative Transportation Features

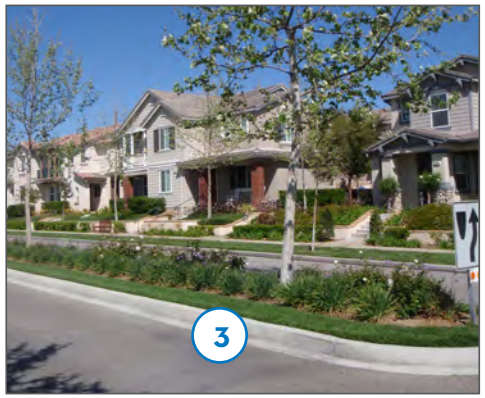
Intent – Provide a safer, more walkable and pedestrian-friendly environment through the reduction of automobile speeds.

Solution – Introduce traffic calming measures to reduce the speed of automobiles, through the following:

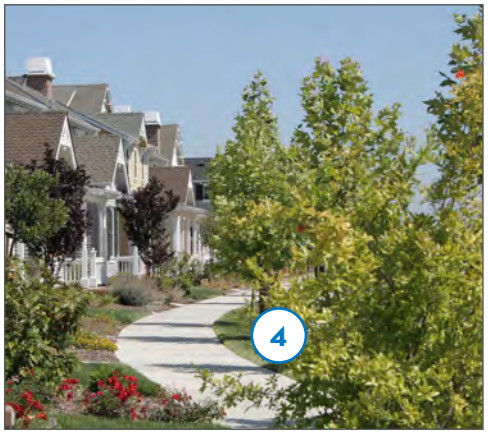
1. Corner bulbouts at intersections;
2. Bulbouts at the mid-point of the street;
3. Landscaped center islands;
4. Enhanced paving at crosswalks;
5. Parkway planters;
6. Where appropriate, implement traffic calming measures on pedestrian concentrated streets by changing pavement materials;
7. Use traffic circles/round-a-bouts as options to reduce speed and traffic within and adjacent to neighborhoods.

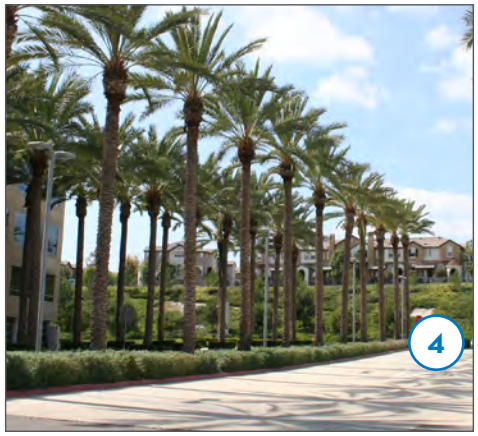


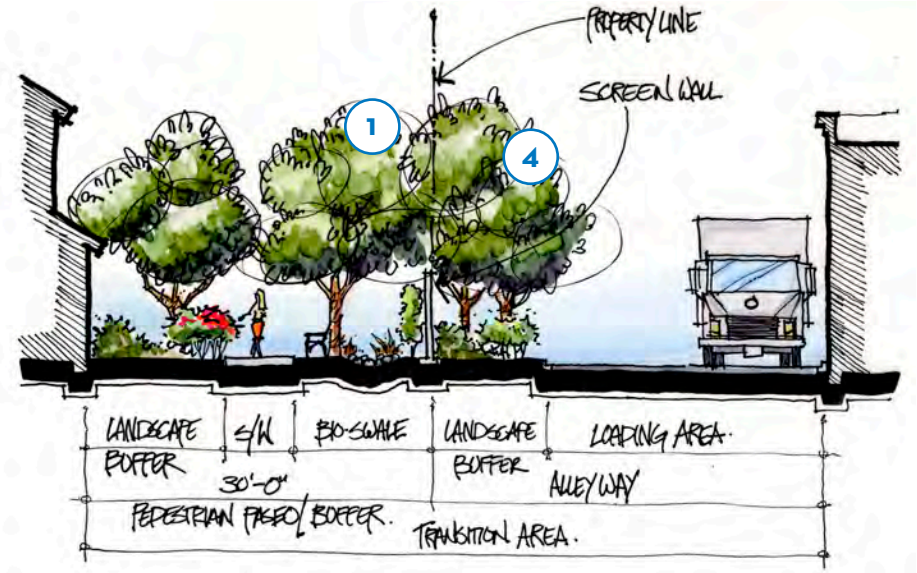


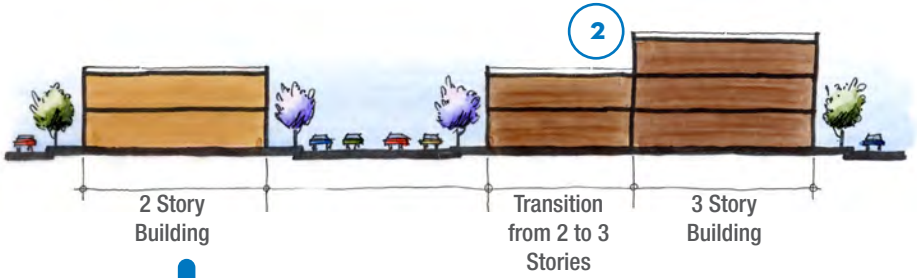


Transition to Adjacent Uses









Intent – Encourage transitions between proposed higher intensity developments and adjacent, less intensive uses to keep disturbance to a minimum.

Solution – Provide transitions to adjacent, less intensive uses.

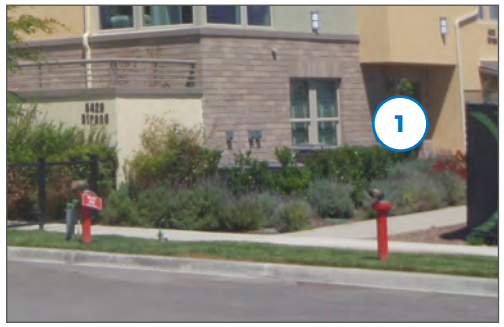
1. Carefully examine the placement of buffers, buildings and parking, where more intense uses are adjacent to sensitive uses, such as residential development. At the same time, remember to provide access between uses.
2. Step down heights of structures at the edge of developments to match those in adjacent projects. For example, transitioning from three-story to two-story, where the adjacent development is single-story.
3. Vary setbacks to soften the edge of the development.
4. Enhance buffers with additional width or increased landscaping.
5. Avoid siting elements that may cause conflict with neighboring residential properties.
6. Locate unsightly and noise-generating elements away from adjacent residential (existing or designated) property. This applies to:
   - Service lanes (drive-through) and loading zones;
   - Trash enclosures and outdoor storage;
   - Guard dogs, loudspeakers, and other noise-generating uses.
7. Incorporate buffers between development and sensitive environmental areas, significant habitats, and important riparian habitats.
8. Create a transition between development and adjacent open space and sensitive lands to help preserve the character of the community. Transitions may include larger lots, buffer areas, and landscaping to blend development with the surrounding open area.

Site Design
Buffering & Screening

Intent – Reduce the impact and increase the visual appeal of freestanding walls over 75 feet in length and over 3 feet tall.

Solution – Promote wall and fence variations in scale, reflective surface, texture, and pattern.

1. Vary wall alignments (jog, curve, notch, setback, etc.).
2. Plant trees and shrubs in voids created by wall variations, at an appropriate scale/massing.
3. Use enhanced landscaping to soften the visual appearance of walls.
4. Locate trees every 30 feet (reference the City's street tree ordinance).
5. Use two (2) or more complementary wall materials and/or incorporate a visually interesting design on the wall surface.
6. Articulate walls with detailed finishes, such as decorative features or tile, stone, or brick.
7. Use pilasters or vertical landscaping to break up wall massing every 50 feet.
8. Use caps and corner detail for all walls and fences.
9. Design gates to be decorative and complimentary to the overall architectural style/theme of the project and project area.
10. Use block gate returns and opaque gates to screen trash enclosures from the front yard for residential homes.



Intent – Carefully design, locate and integrate utilitarian aspects.

Solution – Where screening is required, use a combination of elements, including solid masonry walls, berms, and landscaping as follows:

1. Screen all utilities from public view by incorporating it into the overall architecture. Development must comply with all utility company requirements for access, service, and ownership.
2. Provide roof access from the interior of the building. Exterior roof access ladders are not appropriate;
3. Locate mailboxes in alcoves away from streetscape for Commercial, Industrial and Multiple Family uses;
4. Provide decorative gutters on the exterior of the building, and integrate the gutters, overflow scuppers and downspouts with the design of the building façade. Conceal downspouts within the structure, where practical;
5. Design trash enclosures with similar finishes, materials and details of the primary building;
6. Separate trash enclosures from adjacent parking with a 6-foot wide minimum planter;
7. Locate enclosures away from view, from primary entrance drives or streets;
8. Design enclosures with a non-combustible, overhanging trellis or roof cover;
9. Locate unsightly and noise generating elements such as drive-thrus, loading zones, service bay doors, and trash enclosures, so they can be screened from public right-of-way and adjacent properties;
10. Design consolidated newspaper racks into a single unit to reduce visual clutter;
11. Prohibit exterior vending machines or create alcoves for their placement.

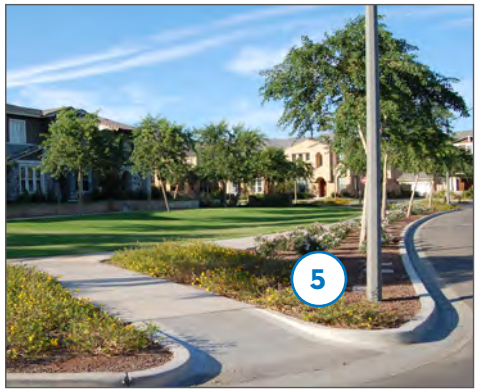
Site Design
Buffering & Screening

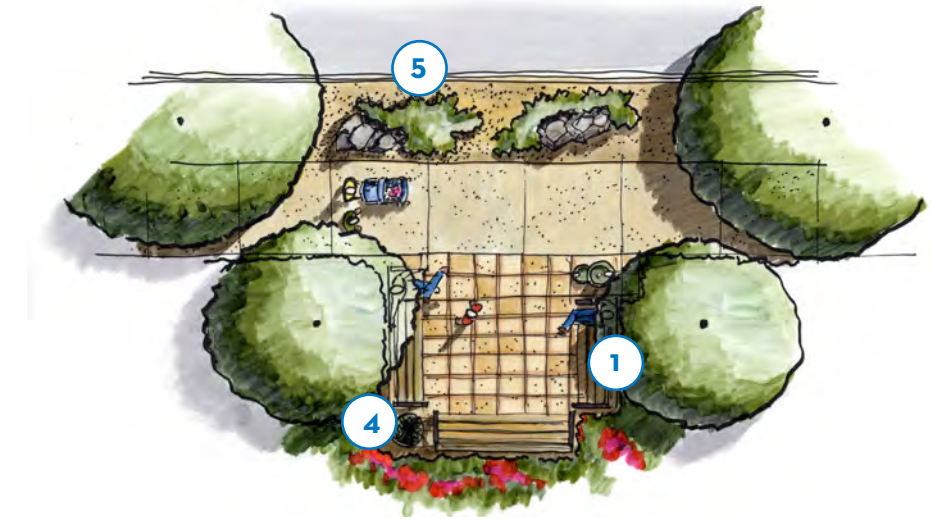
Plant Visibility and Security/CPTED

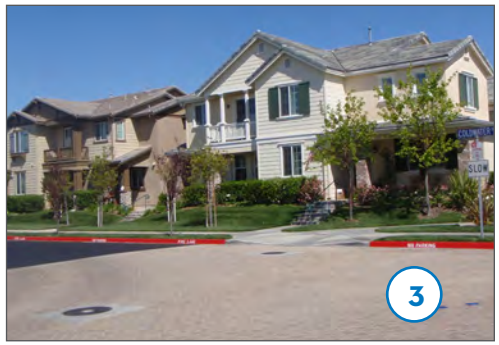
Intent – Select and position plant materials to aid surveillance and minimize crime.

Solution – Utilize Crime Prevention through Environmental Design (CPTED) techniques.

1. Maintain visibility of doors and windows from the street and from within the development.
2. Lift canopies of trees near buildings to 6 feet from the base of the trunk. Plant larger specimens in order to maintain visibility of doors and windows.
3. Ensure that shrub/groundcover height near buildings is less than 30 inches. Choose low-growing varieties.
4. Site spiny or thorny plants near ground floor windows to discourage unwanted access.







Intent – Design streetscapes and landscaping to promote a pedestrian-friendly environment that is both safe and attractive.

Solution – Streetscapes and landscaping should be designed to promote a pedestrian-friendly environment that is both safe and attractive.

1. Use a unique street tree and plant palette for each major street to help define the character of the street.
2. Plant trees along streets to provide adequate shade and a protective buffer for pedestrians utilizing sidewalks.
3. Enhance intersections to offer both visual relief and to serve as an indicator for traffic calming.
4. Provide appropriate lighting, signage, and street furniture.
5. Create landscape parkways, at least 4 to 6 feet between curb and sidewalk, to separate cars from pedestrians.
6. Set sidewalks back at least 4 to 6 feet from the street.
7. Select trees for parkways that minimize root problems and maintenance issues.

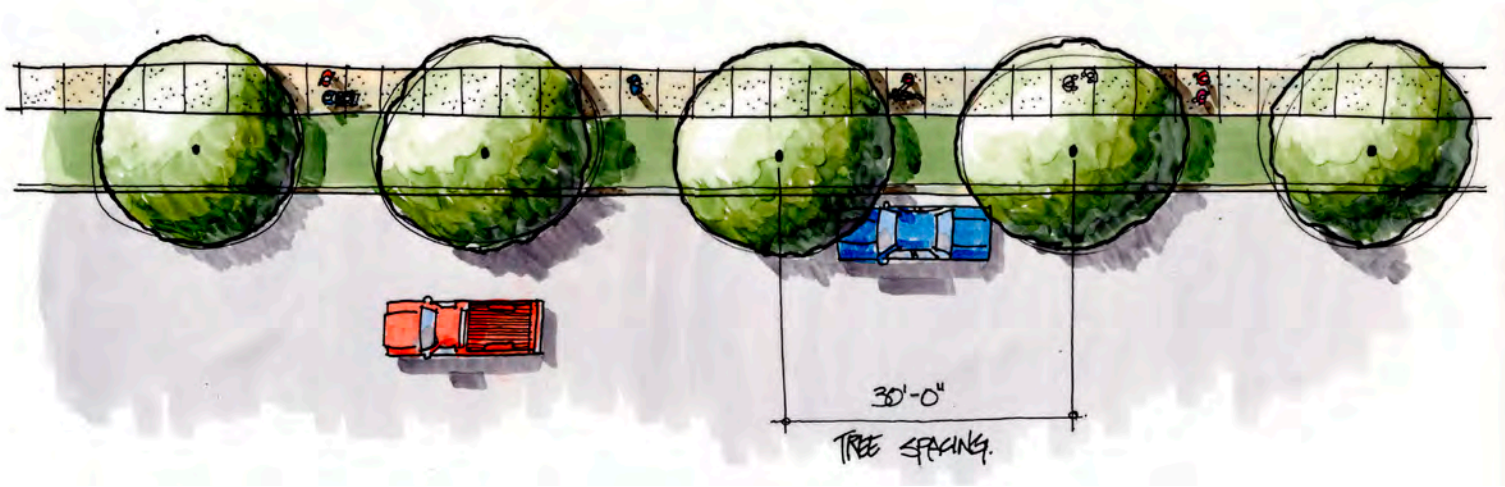
Site Design
Streetscape Design

Placement of Trees

Intent – Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of developments.

Solution – Carefully locate trees to provide shade to pedestrians, wherever possible.

1. Place trees no further than 30 feet apart, particularly along walkways and streets.
2. Cluster trees at plaza areas or other public gathering places.
3. Use trees, where possible, to help shade hardscape for drives, parking, and walking areas.



Intent – Provide a landscape design of appropriate character using minimal irrigation

Solution – Choose the right mix of trees, shrubs, and groundcover.

1. Use irrigation systems that utilize water conserving methods and incorporates water efficient technologies, such as drip emitters, sub-grade capillary action irrigation for turf areas, evapotranspiration controllers, and moisture sensors.
2. Use the right mix of trees, shrubs, and groundcover, including the following:
   - Drought tolerant trees (reference the City's drought tolerant plant list [Landscape Design Standards www.cityoflancasterca.org) located under Forms and Fees;
   - Plants similar, in form and scale, to existing vegetation in the area;
   - Accent plants at entryways, changes of direction, intersections of roads, etc.;
   - Vegetation that displays a variety of leaf size, texture, color, and, if possible, flowers for all seasons.

Site Design
Streetscape Design

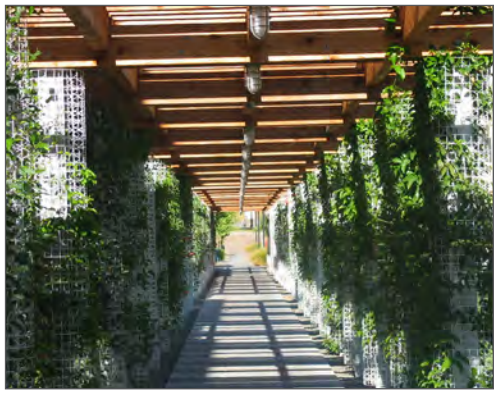
Intent – Use landscape, grading, and walls to screen less visually attractive uses.

Solution 1 – Screen trash enclosure areas, outside storage, utility, water pumping stations, and other free-standing equipment by integrating them with the design and materials of the principal structure. Use a minimum 6-foot tall masonry wall and two (2) or more of the following:

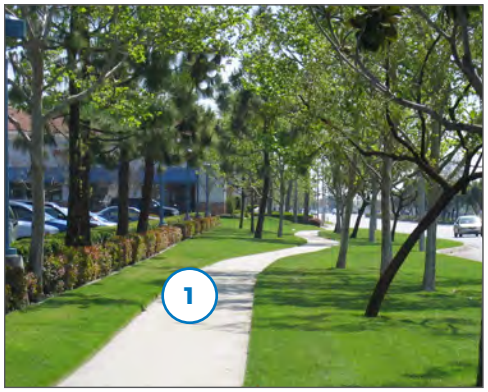
1. Sound absorbent/sound scattering wall facing material, such as tile, stone, or brick;
2. Vegetated earth berms;
3. "Green screens";
4. Dense planting up to 6 feet tall.

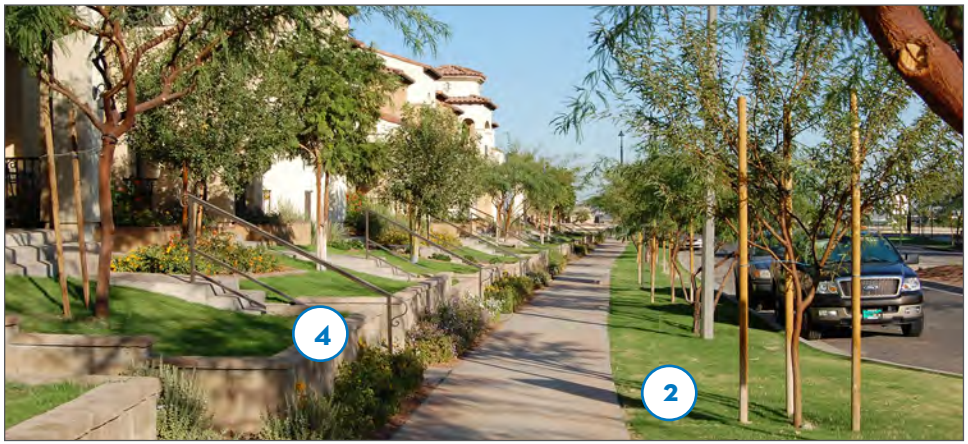
Solution 2 – Screen head-in parking from street view through the use of a combination of the following:

1. Low or varied height masonry walls with sound absorbent/sound scattering wall facing materials such as stone, tile or brick;
2. Vegetated earth berms;
3. "Green screens";
4. Dense planting up to 4 feet tall.



Landscape Buffers to Arterial Streets





Intent – Use landscaped parkway planters to separate pedestrians from vehicles on major streets.

Solution – Provide a landscaped parkway planter behind the curb line, which would include all of the following:

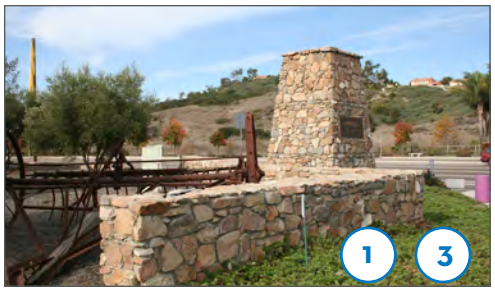
1. Provide a parkway system. Meander parkways or place planters adjacent to the street;
2. Set sidewalk back at least 4 to 6 feet from the back of the curb;
3. Drought tolerant street trees that complement existing streetscape vegetation;
4. Masonry walls, "green screens", and vegetated berms.

Site Design
Streetscape Design

Intent – Reinforce the positive visual impact of major intersections and their landmark potential for the community. Provide for pedestrian ease of access and safety.

Solution – Create visually significant major intersections through the following:

1. Increase the landmark qualities by using public monumentation;
2. Create themes and opportunities for public signage and art;
3. Provide visual themes at all four corners with paving, wall forms, and landscape materials;
4. Encourage developments on each corner to incorporate their landscape and material designs into the intersection area;
5. Incorporate special architectural elements on buildings at key intersections, such as articulated display windows and entrances, or a taller, more prominent roof form or element;
6. Do not place parking lots at corner sites;
7. Provide clear and open pedestrian links to the corners;
8. Develop similar themes for the ends of medians at intersections.



Intent – Visually enhance key intersections to help establish corridor continuity and to contribute to the positive image of Lancaster.

Solution – Require that intersection design for newly installed or modified intersections (e.g. where intersection widening occurs) incorporate several of the following:

1. Include sufficient space adjacent to the right-of-way to accommodate landscaping enhancements;
2. Develop a landscape palette for corridors that provide a distinctive appearance and continuity within the designated area;
3. Ensure that a corner cut-off space is provided, which gives a minimum visual clear zone of at least 20 feet along each face of the intersection;
4. Provide pedestrian amenities, such as a shaded plaza area and generous walkways, to create a sense of place.
5. Create themes and opportunities for public art.

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Roof & Parapet Design

Intent – Encourage a high quality and visually interesting roof horizon to lessen the mass of the building and to add visual appeal.

Solution 1 – Provide a variety of roof lines and plane lines, especially where building heights exceed 20 feet.

1. Vary roof forms, using multi-form roofs, gable roofs, and shed roof combinations to create visual interest.
2. Vary roof lines of large buildings to reduce apparent scale and mass.
3. Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof.
4. Encourage deep roof overhangs, articulated eaves, and parapets to create pedestrian arcades and verandas.

Solution 2 – Consider the appearance of the rooftop (the "fifth elevation"). Remove or screen unsightly structures from all lines of sight and vantages.

1. For all non-residential uses, include parapets to conceal rooftop equipment, chimneys, cooling towers, and solar panels. Encourage use of "equipment wells" on rooftops to screen equipment.
2. Design roof features and parapets to complement the character of adjoining neighborhoods.
3. Consider placing equipment in an enclosure on the ground, in lieu of rooftop.

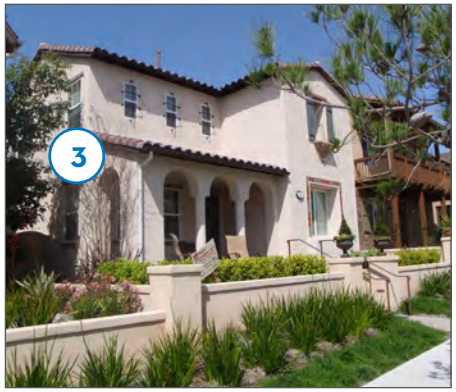
Building Architecture, Form & Character

Form, Scale & Massing

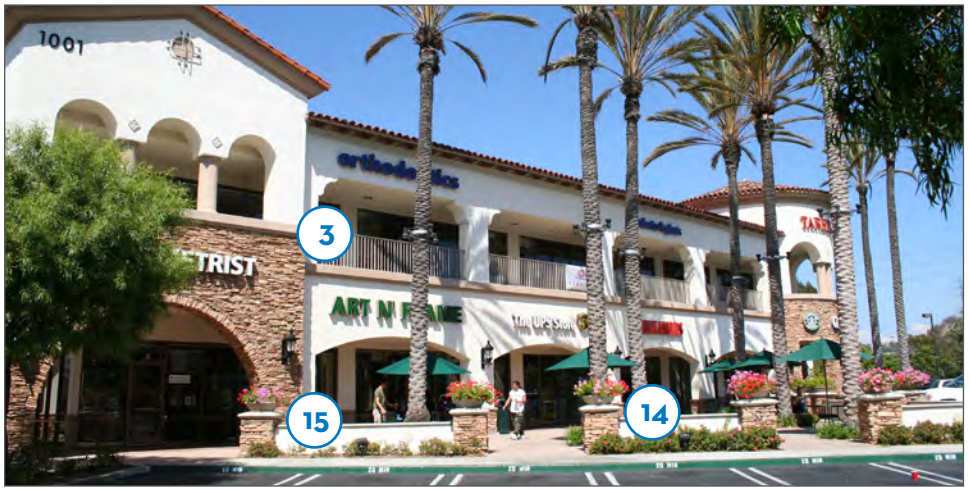
Intent – Provide articulation of all building façades, and include variation in massing, roof form and wall planes to reinforce the concept of 360° architecture. Provide high quality façades at the rear and sides of new buildings through careful design and detailing, in keeping with the architectural design and/or themed style of the main/front façade.

Solution – Design all building façades, including side and rear, with attention to architectural character and detail.

1. Avoid blank walls.
2. Provide the highest level of articulation on the front façade and all other façades visible from the street.
3. Articulate walls using details such as insets, canopies, wing walls, trellis features, arcades, and colonnades.
4. Incorporate similar and complementary massing materials and details into side and rear yards.
5. Place murals, espaliers/trellises and vines on large wall expanses.
6. Use lighting and fixtures that are complimentary to the intended style/theme for the project.
7. Use materials, colors, fenestration, scale and massing consistent with the intended architectural style or theme for the project or project area.
8. Use materials in a manner that carry through to all façades, consistent with the architectural style of the project. Avoid creating the impression of thinness, artificiality, and false front.



Building Façades (continued)



9. Break down building wall mass into smaller massings of colonnades to provide a more intimate, human-scaled environment.

10. Create shadow lines in massing section and fenestration.

11. For façades greater than 100 feet in length, incorporate wall plane projections/recess having a depth variation of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade. No uninterrupted length of any façade should exceed 100 horizontal feet.

12. An expression of architectural or structural bays through a change in plane no less than twelve (12) inches in width, such as an offset, reveal or projecting rib.

13. Disperse project amenities between certain units or cluster of units and signpost them.

14. Create virtual boundaries by a change of level, material, texture, and color.

    - Use multiple color changes, through varying materials, textures, colors, and applied finishes to help break up massing;
    - Texture change;
    - Material module change;
    - Colors;
    - Colonades;
    - Window treatments and awnings;
    - Roofs and mansard designs;

15. To create visual interest in building façades use a combination of the following design elements:

16. Create a contextual fit-strong massing, horizontal division (base, middle, top)

Building Architecture, Form & Character

Form, Scale & Massing

Intent – To create a visually appealing built environment.

Solution – Use visually appealing materials and colors to enhance building architecture, form and character.

1. Use colors and materials that complement surrounding natural earth tones for primary building surfaces, with more intense colors limited to accents.
2. Implement glazing and openings into buildings to provide sun control.
3. Use non-reflective colors and materials to minimize glare.
4. Use materials that complement the form and style of the overall design and which are responsive to the contextual environment of the developments. are responsive to the contextual environment of the development.



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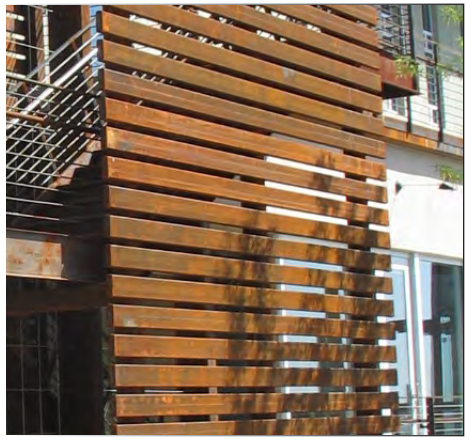



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Intent – Improve aesthetic appearance by establishing continuity and consistency in the design and location of signage.

Solution – Provide guidance for establishing continuity and consistency in the design and location of signage.

1. Design clearly visible and consistently sited signs, allowing readers to easily locate information.
2. Integrate signs into its surroundings in such a way that the message is clear, but does not dominate other architectural features.
3. Properly install and maintain signs on quality mountings so that the intended alignment and orientation are sustained.
4. Avoid unnecessary and unsightly clutter of multiple signs that result in information confusion.

Building Architecture, Form & Character

Signage & Lighting

Positioning of Signage

Intent – Integrate signs and information systems into the overall design of developments to improve overall aesthetic appeal and promote ease of use of the development.

Solution – Locate signs in a coordinated and sensitive manner.

1. Design signs using appropriate scale, height, and color that integrate consistently with the development.
2. Position signs so as not to obstruct or obscure views of oncoming traffic for motorists entering and exiting the premises.
3. Coordinate signage with other street furniture.










Intent – Design the placement of lighting and utilities on buildings and the project site in a manner that promotes safety and an overall positive effect on appearance and use.

Solution – Carefully locate lighting and utilities to contribute to the safety, quality and character of the development.

1. Provide attractive lighting consistent with building style, materials, finishes and colors.
2. Incorporate ground-level, overhead, and building-mounted lighting throughout the project area.
3. Use up-lighting (under trees), diffused lighting, and low-level walkway lights within landscaped areas.
4. Utilize accent lighting to highlight key features in the community.
5. Screen and place utility boxes out of public view.

Building Architecture, Form & Character

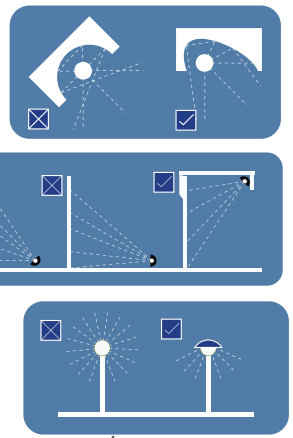
Signage & Lighting

Illumination Levels

Intent – Choose lighting sources and light levels to provide optimum illumination and to reduce light pollution. Only light areas required for safety and comfort.

Solution – Provide sufficient lighting for safety and use. Prevent over-illumination, light spillage trespass and glare, and avoid insufficient or uneven illumination, especially in areas where pedestrian and vehicular movements coincide.

1. Use down-shielded or low-pressure sodium lighting as close to the ground as possible, in some situations, such as residential transitions to commercial uses.
2. Use metal-halide sources in pedestrian areas, streets and parking areas, for the visual comfort of pedestrians.
3. Overlap light sources at about 7 feet to give even coverage and visual recognition of pedestrians in areas and crosswalks where pedestrian and vehicular movements coincide.
4. Highly encourage compliance with Leadership in Energy and Environmental Design (LEED) site performance standards.



Correct and incorrect lighting angles to consider in designing for reduced glare and sky glow.

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Building Architecture, Form & Character

Design Context & Neighborhood Design

Intent – Create a sense of place with a consistent style or theme throughout the neighborhood.

Solution – Design buildings to be consistent with the overriding style or theme of the neighborhood.

1. Specify a minimum of six (6) architectural complementary styles for each neighborhood.
2. Provide at least three (3) different color schemes, consistent with each selected architectural style, for each elevation.
3. Complement landscaping with specified architectural styles.
4. Implement architectural styles throughout development amenities, including trash enclosures, mail boxes, lighting fixtures, monumentation, and focal point structures.
5. Ensure a consistent look and/or design for community elements, including roadways, parks, trails, entryways/ monumentation, and all community facilities to help establish a clear and meaningful community identity.
6. Use consistent materials, including brick, stone and wood, along with a consistent landscape pallet to further establish community identity.





babystyle









Albertsons

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RESIDENTIAL DEVELOPMENT

Introduction-

The information in this section is intended to be complimentary with and in addition to the guidelines already set forth and required for all projects by the ALL DEVELOPMENT section. All users of these guidelines should first review and familiarize themselves with the requirements of the ALL DEVELOPMENT section prior to proceeding with review of this section.

The RESIDENTIAL DEVELOPMENT guidelines provide direction that residential developers, homeowners and their architects should reference in the preparation of building and landscaping plans. The goal of this chapter is to facilitate residential projects which exhibit excellence in design and provide a variety of housing opportunities. Each neighborhood shall provide diversity in design through considerate attention to architectural character and floor plan livability. Each neighborhood should have a distinctive architectural product type and/or style associated with it. This will ensure that residential development within Lancaster will have a strong, coherent identity resulting in an aesthetically pleasing community. These guidelines take into consideration the interrelationship of individual houses with the neighborhood, the relationship of one neighborhood to another, and the way each of these components affects the environment. These guidelines balance the immediate wishes and rights of a homeowner/builder with long-term responsibilities to the community and environment.

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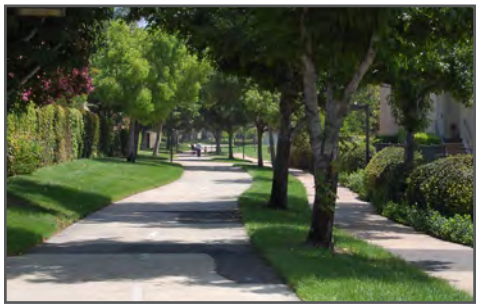
Innovative Subdivision Design



Intent – Develop innovative designs for new subdivisions that promote a positive quality of life, enhance the sense of place, encourage neighborhood interaction, and provide pedestrian opportunities.

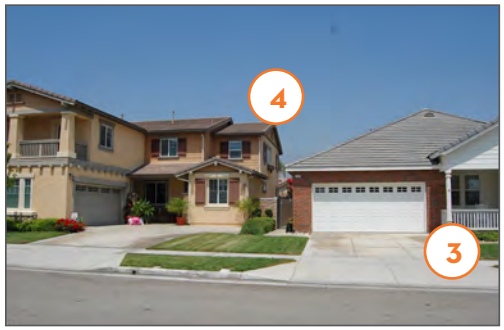
Solution – Develop innovative designs by utilizing the following:

1. Research reasonable walking times and distances to social activities or commercial services and develop site and circulation plans with pedestrian destinations in mind;
2. Develop plans with strategically placed open space to accommodate visual and pedestrian linkages throughout the development;
3. Design subdivisions with highly visible elevations that encourage the placement of front porches, shaded walkways, landscape parkways between the curb and sidewalk, and other features that help orient the house to the street;
4. Design neighborhoods with a varied mixture of single and two-story homes to add visual interest and promote the community character of the development;
5. Design subdivisions with a combination of varying lot widths and setbacks in order to create different size yards, patio areas, and open space between structures. This variation will allow placement of different shapes and sizes of homes. Varied front yard setbacks help to create a visually interesting streetscape;
6. Include open-ended cul-de-sacs that provide pedestrian and bicycle access to open space, parks, and other neighborhoods, but restricts through automobile traffic;

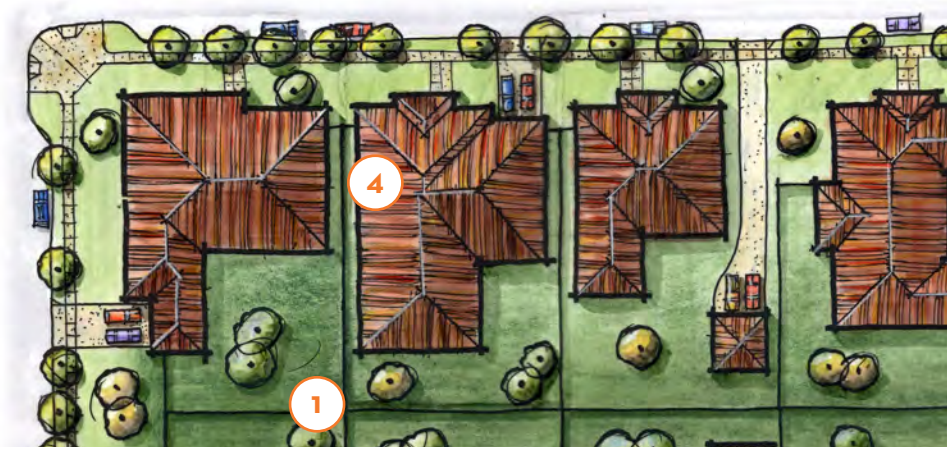
Site Design
Site Planning

Innovative Subdivision Design (continued)

7. Interconnect local streets to improve circulation in new neighborhoods and subdivisions;
8. Interconnect local street to provide direct connections between residential and commercial uses;
9. Provide neighborhood linkages and walkways to community centers and commercial centers;
10. Encourage mixed-uses for convenience;
11. Use traffic calming techniques to provide visually pleasing streetscapes through a modified grid pattern.



Innovative Lot Design



Intent – Develop innovative designs for residential lot layouts that promote a positive quality of life, enhance the sense of place, encourage neighborhood interaction, and provide pedestrian opportunities.

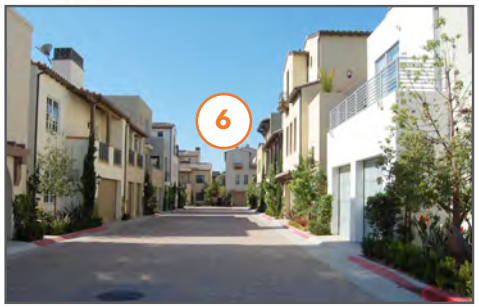
Solution – Develop innovative lot layout designs by incorporating the following methodologies:

1. Design corner lots to have a greater width than interior lots;
2. Minimize the use of reverse corner lots;
3. Encourage lot layouts and design techniques that reduce noise:
   - Increased setbacks
   - Significant landscape buffer
   - Sound insulation in the building construction
   - Placements of air conditioning units in rear yards
4. Use the following design layout techniques in new developments to provide individuals maximum privacy within and outside the homes:
   - Offset windows from one another between units
   - Alternate outdoor patio areas between units
   - Consider fence height in relation to grade changes
   - Provide 5-foot variation in front setback
5. No more than 50% of front yard may be paved with concrete;
6. At least every 5th home should employ a minimum 5-foot variation in lot width and side yard setback;
7. Include a minimum 10-foot side yard setback on the same side as the garage to provide for RV/vehicular access;

Site Design
Site Planning

8. Provide side yard screening for three (3) 90-gallon trash containers for garbage, recycling, and green waste;
9. Install "Hollywood" style driveways, where the tracks for the car are separated by strips of green lawn, xeriscape plantings, or pervious paving systems will help to reduce runoff;
10. Taper three to four garage driveways to standard width at street level to allow for additional landscaping;
11. Encourage setbacks of garages 12 feet from the front of the dwelling to create a more traditional street scene and to diminish appearance of the garage door;
12. Alternate garage orientation every 4th house;
13. Recess garage a minimum of 4 inches within the wall plane to add shadow and visual interest.

"Safety by Design" Concepts - Multi Family Housing



Intent – Create safe dwelling places through limited access to properties, effective surveillance, and a sense of ownership and responsibility.

Solution – Adhere to the following "Safety by Design" concepts:

1. Orient buildings so that the windows, doors, and garages of one unit are visible from those of other units to increase surveillance opportunities;
2. Make open space and recreation areas visible from residential windows and doors, providing improved surveillance for those areas;
3. Use walkways and landscaping to provide access control, directing visitors to proper entrances and away from private areas;
4. Provide improved security and surveillance through exterior doors that are well-lit and visible to the street and neighbors;
5. Provide amenities that allow for a variety of activities that can be viewed by neighboring residents;
6. Avoid dead-end alleys.

Site Design
Site Planning

"Safety by Design" Concepts - Residential Subdivisions

Intent – Designing security features into residential neighborhoods can reduce opportunities for criminal behavior and help to create a sense of community.

Solution – Adhere to the following "Safety by Design" concepts:

1. Move the houses closer to the street and use front porches and balconies to encourage more neighbor interaction, and to provide increased surveillance of public spaces;
2. Use front porches or stoops to create a transitional area between the street and the house, emphasizing territorial control of the property owner;
3. Install windows on all sides of the house with full views of the property and recreation areas to increase surveillance;
4. Define private areas with fences or landscaping, contributing to territorial control;
5. Use walkways and landscaping to provide access control, directing visitors to proper entrances and away from private areas;
6. Use internally-lit addresses to make it easier for emergency services to find the location;
7. Use paving treatments, plantings and design features, such as raised planters or monuments bearing the community name, to define the boundaries of the neighborhood and establish a sense of control of the area by the residents.

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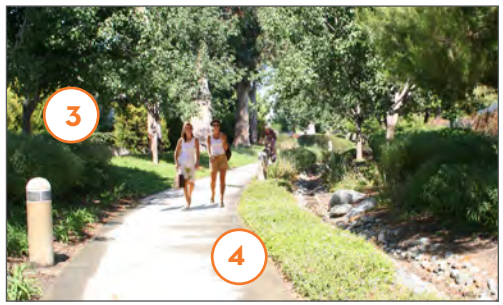
Neighborhood Orientation



Intent – Achieve livable neighborhoods through the careful consideration of neighborhood residential structure orientation.

Solution – Orient buildings to create defined open spaces and pedestrian-friendly environments.

1. Orient individual neighborhoods around neighborhood parks.
2. Orient homes to the street and place entries in a prominent manner.
3. Address sensitivity to privacy issues through building orientation and the implementation of proper setbacks and landscaped buffers.
4. Connect neighborhoods to centrally located schools through safe and attractive pedestrian sidewalk and trail systems.
5. Provide pedestrian connections from neighborhoods to the community-wide trail system.

Site Design
Site Planning

Neighborhood Entryways

Intent – Design neighborhoods to have distinct entryway features that help define neighborhood character and provide a sense of arrival.

Solution – Define the neighborhood entryway to reflect overall architectural identity with enhanced paving, landscaping, and monumenting:

1. A combination of accent features into the project entryway.
    - Ornamental landscaping
    - Landscape medians
    - Architectural monuments
    - Decorative walls
    - Enhanced paving
2. Orient buildings to enhance the neighborhood entryway.
3. For neighborhood entryways, include enhanced paving (stamped concrete, pavers or something similar) and focal point monuments (archway over the street, a statue either in the median or corners), using quality materials that complement the architectural style of the neighborhood.
4. Provide enhanced landscaping at neighborhood entryways to reinforce the sense of arrival and character of the neighborhood.

Focal Points

Intent – Provide recognizable focal points through community landmarks that provide a sense of identity, civic pride and sense of place.

Solution – Create recognizable focal points by using community amenities in public open spaces and other commonly used community spaces:

1. Include open space areas that include elements such as water features, monuments, public art, or landscaping as focal points.
2. Include focal point structures that are a minimum of 2 feet in height, but not at a height that obstructs vehicular line-of-sight.
3. Use focal point/iconic buildings to emphasize the entryway.

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Parks - General Requirements

Intent – To provide a higher quality of life through social interaction and active living.

Solution – Provide sufficient open space and park amenities to serve the neighborhood and community.

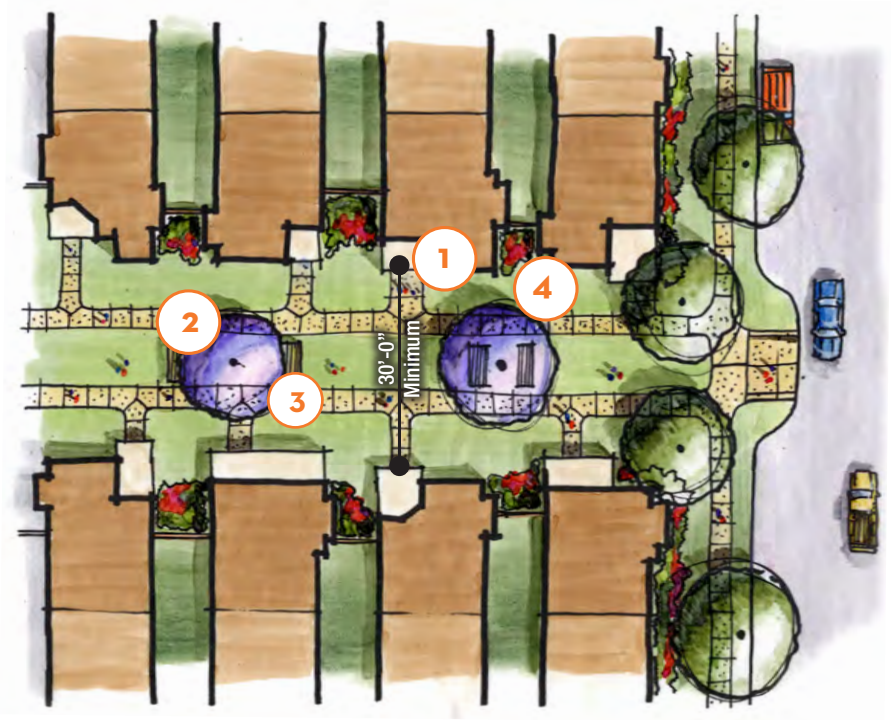
1. Include amenities, such as pocket parks, squares, village greens, community pools, community gardens, community gyms, and clubhouses etc.
2. Provide seating areas, benches, patios, accent lighting, water features, public art and other enhancements to encourage social gathering and interaction.
3. Design community amenities to reflect the specified architectural style of the development and construct amenities using high quality material, creating a unified project appearance.
4. Centrally locate community amenities to be easily accessible by pedestrian, bicycle, and vehicular traffic.
5. Connect pathways between open space, parks, and activity centers.
6. Use a combination of trees and landscaping for shade and definition for all pedestrian areas, open spaces, and walkways.
7. Create pocket parks or single residential lot-sized parks that are:
   - Properly located within the development to ensure safety and accessibility for all residents;
   - Maintained in perpetuity by an established home owners association or other maintenance mechanism.

Site Design
Open Space & Common Areas

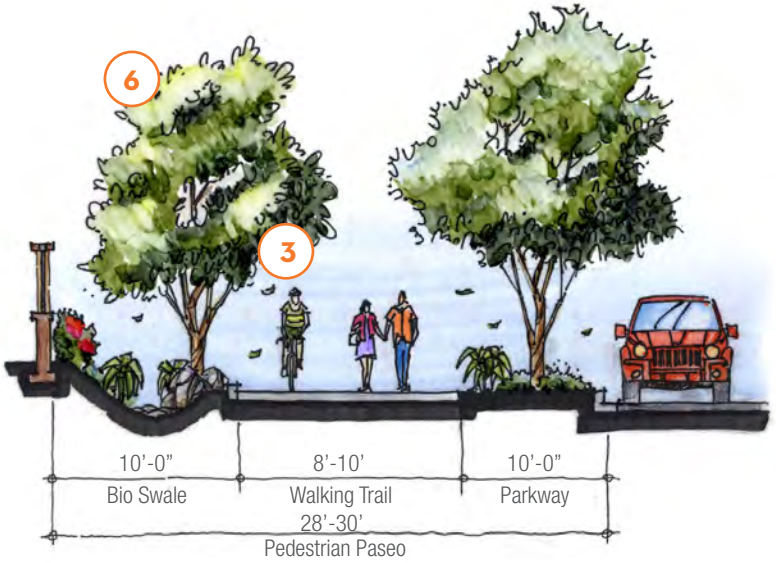
Intent – Create common public spaces to promote social and community interaction.

Solution – Orient buildings and use landscaping to create intimate courtyards and other common public spaces.

1. Configure buildings and juxtapose structures to create courtyards and other common areas. Maintain a minimum 30-foot distance between buildings.
2. Provide landscaping in all common areas.
3. Provide amenities such as benches and shade structures/trees.
4. Incorporate focal point elements such as fountains, seating areas, fire pits, etc. in courtyards.



Site Design
Pedestrian & Alternative Transportation Modes



Intent – Create direct pedestrian connections between commercial and residential uses, schools, parks, bus stops, and other public facilities.

Solution – Reinforce direct and convenient pedestrian walkways by the following methods:

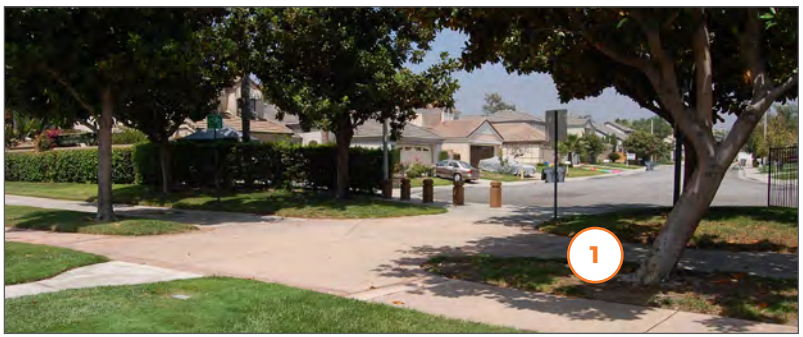
1. Locate pedestrian walkways to link neighborhoods to other commercial and daily service uses;
2. Provide easily identifiable pedestrian access points from the street and/or sidewalk, connecting to other key areas within the site. Directly connect the on-site pedestrian circulation system to off-site public sidewalks;
3. Extend pedestrian and bicycle routes to create additional links and shortcuts, where cul-de-sacs cannot be avoided;
4. Encourage the design of pedestrian connections as paseos, or walk/Class I bike trails;
5. Meander paseos to provide changing vistas;
6. Use canopy trees to provide shade along walkways and paseos;
7. Use decomposed granite or other permeable materials that allow for storm water percolation, and help to create a more park-like environment;
8. Maintain continuity of sidewalks across driveways and curb cuts.

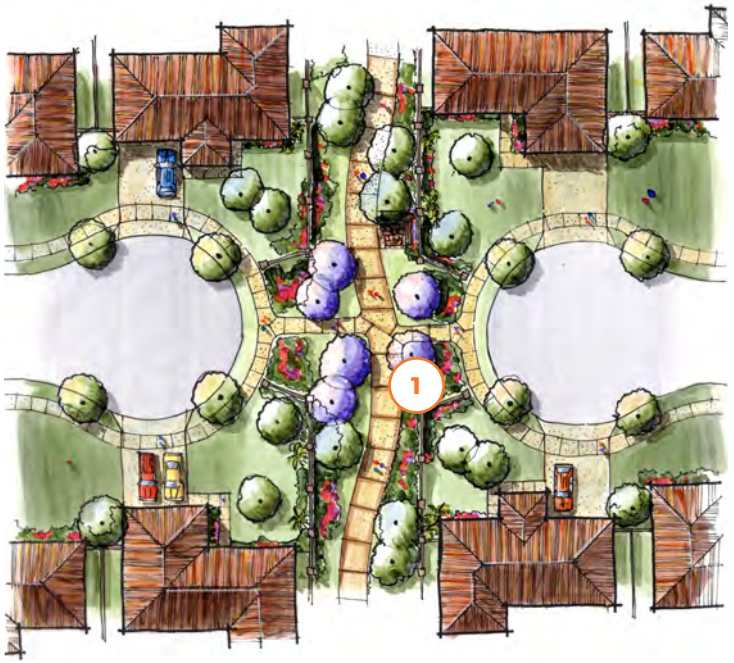
Site Design
Pedestrian & Alternative Transportation Modes

Intent – Accommodate safe pedestrian movement and increase connectivity between adjacent neighborhoods, parks, schools and other activity areas.

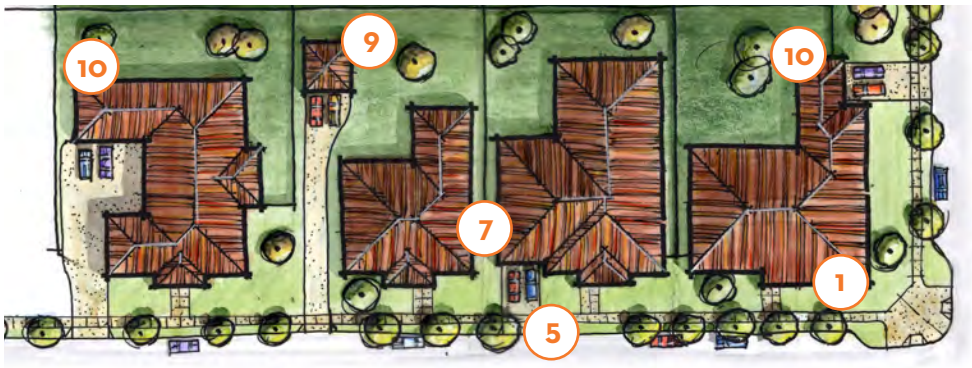
Solution – Cul-de-sacs open up to the street, paseo, or open space to allow for better pedestrian and bicycle circulation.

1. Cul-de-Sacs should open into the paseo to accommodate pedestrians movement between the closed street system.
2. Development should include open-ended cul-de-sacs that provide pedestrian and bicycle access to open space, parks, and other neighborhoods while restricting vehicular through traffic.





Front Yard Elements



Intent – Create an attractive, human-scaled residential streetscape that enhances aesthetic quality in a neighborhood and promotes pride of ownership.

Solution – Design the front yard area to emphasize attractive residential elements, by orienting entries, windows, porches and balconies toward the street. De-emphasize garages and accessory buildings.

1. Include front porches, front windows, and balconies to put “eyes on the street”.
2. Provide distinct entries and window treatments.
3. Reduce paved areas for driveways and areas fronting the street. Hard surface areas should not be more than 50 percent of the front yard.
4. Encourage use of varied paving materials, open paver blocks, colors, etc. to reduce the negative visual impact that the hardscape may have on curb appeal.
5. Taper wider driveways to a standard 2 car width at street to allow for landscaping.
6. Use shared driveways among clustered units.
7. Avoid repetitious placement of garages by varying garage placement every 4th house.
8. Integrate garages and accessory buildings into the overall architectural design.
9. Locate detached garages at the rear of the lot.
10. Use side or rear garage access.

Site Design
Streetscape

Intent – Add visual interest and character to the streetscape and increase the overall appeal of the development by varying the building types and orientation.

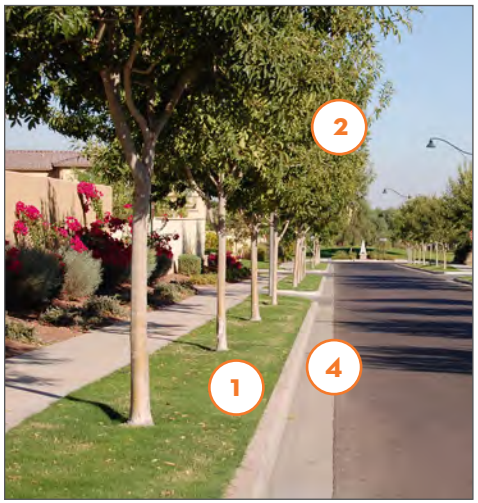
Solution – Vary the massing and character of the buildings to enhance the neighborhood.

1. Vary the following to add character and interest to create a sense of uniqueness for residential
   - Lot size;
   - Building footprint;
   - Building orientation;
   - Setbacks;
   - Location of garages and porches.

   streetscape:

2. Avoid façade repetition. Provide a varied selection of façades for each model home of similar theme and design quality. Separate homes with similar façades by a minimum of six (6) lots when occurring along the same side of the street and offset homes of similar façade when occurring on the opposite side of the street by at least four (4) lots.

Landscaping



Intent – Design streetscapes and landscaping to promote a pedestrian-friendly environment that is both safe and attractive.

Solution – Adhere to the following for sidewalks and landscaping:

1. Landscape all parkways to separate vehicular and pedestrian traffic;
2. Plant trees within parkways along streets to offer adequate shade and to provide a protective buffer for pedestrians;
3. Meander parkway planters along major streets;
4. Set local residential sidewalks back 4-6 feet from street curb;
5. Use a unique street tree and plant palette for each major street, to help define the character of the street.

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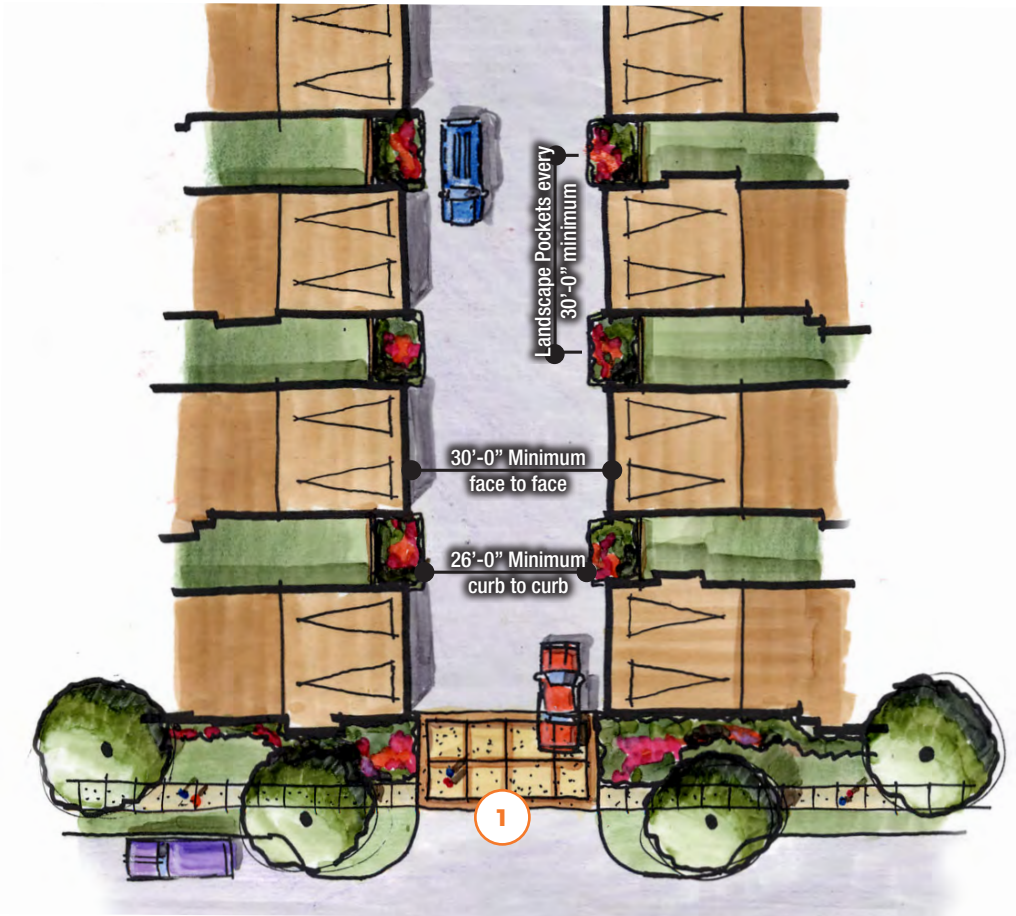
Residential Alleyways



Intent – Enhance alleyways with architectural articulation, landscaping, and enhanced paving.

Solution – Articulate alleyways in the following manner:

1. Use enhanced paving (stamped concrete, pavers or something similar) as a decorative feature;
2. Design alleys with the same attention and level of detail as streets and courtyards;
3. Design alleys with a minimum 30-foot, face-to-face width between buildings (face of building is measured from the front-most projection);
4. Place 3-foot landscape pockets into the alley on either side, with a minimum 26-foot alley width between landscape pockets;
5. Provide landscaping at least every 30 feet or between garages and at the end of the alley;
6. If the alley is less than 500 feet in length and the structures adjacent to the alley are two (2) stories or less, the width must be 26-foot clear (unobstructed);
7. If the alley is greater than 150 feet in length and the structures adjacent to the alley are three (3) stories or more, the width must be 28-foot clear (unobstructed);
8. Provide adequate and decorative lighting;
9. Where possible, install utilities underground;
10. Incorporate mechanical equipment into the building and out of alleyways.

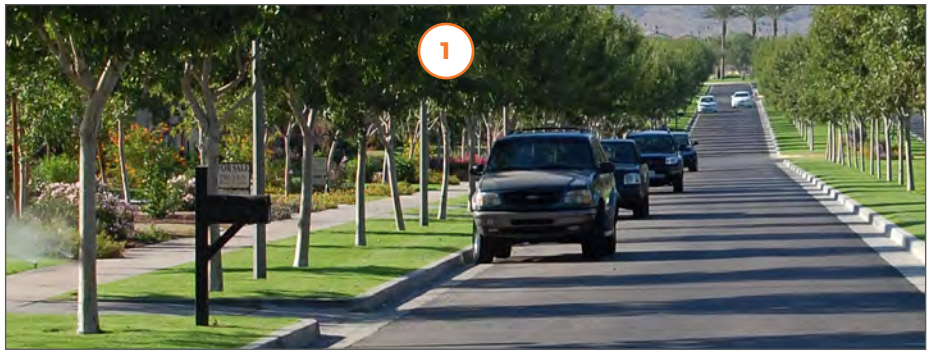
Site Design
Vehicular Circulation & Parking

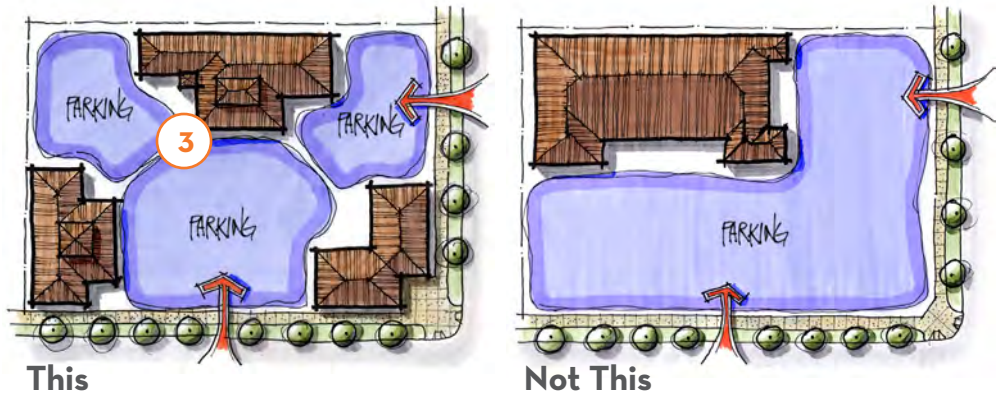
Intent – Provide adequate pedestrian access through the parking areas to separate pedestrian and vehicular traffic.

Solution – Decorate and define parking areas with landscape buffers, perimeter plantings, light fixtures, and textured paving.

1. Adequately landscape parking areas with large shade trees and/or other amenities.
2. Provide a minimum 8-foot wide pedestrian walkway that is separated from vehicles with a 6-inch raised curb and landscape buffers on either side of the walkway.
3. Locate parking areas away from the street and behind buildings.
4. Break up parking areas into a series of smaller connected parking areas to create visual interest and reduce "heat island" effects.
5. Provide designated parking spaces for bicycles and motorcycles within parking lot areas.
6. Single family and multi-family residences must meet or exceed all parking requirements per dwelling unit as described in the city of Lancaster Zoning Ordinance.

Note: Multi-family development parking lots should adhere to parking lot guidelines described in the Commercial section of the Design Guidelines.





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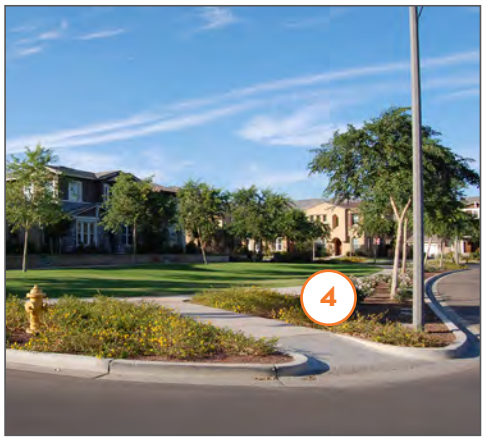
Streets in New Subdivisions



Intent – Promote the most direct and efficient vehicular, bicycle, and pedestrian circulation within a residential development, with multiple routes and connections to the larger community.

Solution – Achieve direct and efficient circulation in subdivisions using the following techniques:

1. Utilize grid or modified grid patterns to create direct and efficient routes within a development;
2. Minimize the length of residential blocks for connectivity and pedestrian walkability;
3. Minimize residential street width appropriate for neighborhood traffic;
4. Use traffic-calming techniques, such as corner bulbouts and mid-block bumpouts, traffic circles and tree plantings to influence the reduction of vehicular speed;
5. Include open-ended cul-de-sacs that provide pedestrian and bicycle access to open space, parks, and other neighborhoods while restricting vehicular through traffic;
6. Include pedestrian and bicycle access points to open space, parks and other neighborhoods, while restricting vehicular through traffic;
7. Where possible, use alleys to provide access to detached or recessed garages located at the rear of residential lots.
8. Provide direct street connections between new residential projects and existing residential development.

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Intent – Create a defined point of entry for residences, enhancing overall streetscape in the neighborhood.

Solution – Define the entry to the residential unit using architecture articulation, landscaping, and lighting.

1. Locate building entries so that they are visible from other buildings, apartments, and houses.
2. Design entries to provide residents with a view from their home into the corridor that serves them.
3. Define each unit by its own distinctive entry, defined with architectural elements consistent with the architectural style of the development as a whole.
4. Provide decorative lighting at entries.
5. Design an area of responsibility that extends beyond the entries (porch, etc.) for each residential unit.
6. If exterior staircases are used they should be incorporated into the overall architecture massing of the building.
7. The use of open metal staircases is discouraged.

Building Architecture, Form & Character

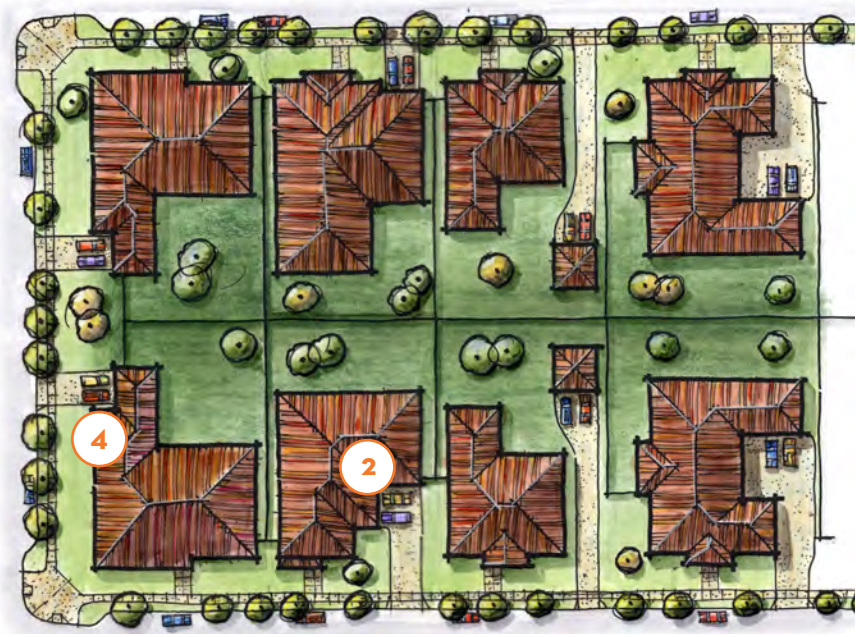
Form, Scale & Massing

Variety, Articulation, Massing & Roofs

Intent – Ensure that residential buildings will enhance the visual experience for residents and pedestrians.

Solution – Create variation by articulating façades, massing, roofs, and setbacks.

1. Articulate all elevations within public view similar to the level of the front elevation.
2. Create visually stimulating façades by using variable setbacks in elevations.
3. Add architectural elements that distinguish individual dwelling units from another.
4. Use high quality and long-lasting materials that are harmonious with the environment.
5. Accented or highly articulated windows should be used on all sides.
6. Vary roof lines according to different living elements of the house.
7. Design roof styles that are consistent with the overall architectural style.
8. Roof ridges should change direction and height to add variety. Provide at least two (2) different rooflines and two (2) different pitches throughout the project.
9. Design eave overhangs to be at least 30 inches to take advantage of solar gain and natural cooling.
10. Roof mounted equipment is not allowed, with the exception of solar and wind generation systems.



Intent – Create aesthetically pleasing and cohesive residential developments by minimizing dominance of garages in residential neighborhoods.

Solution – Adhere to the following for garages:

1. Design residential homes with distinct entries and windows that face the street, instead of a design where the garage dominates the front of the house;
2. Design residences with a maximum of two (2) garage bays that front the street;
3. Design the house so the garage is less than 50 percent of the facade;
4. Set back garages that face the front of the street a minimum of 12 feet behind the leading edge of the house. Recess the garage to create a shadow effect;
5. Residential developments should include a variety of garage types, including a combination of side-loading, detached and rear-loading garages;
6. Design garage doors with a color that matches the main house color or the main trim color;
7. Incorporate windows and panels into garage doors to articulate the large plane;
8. Construct garages and carports using the same materials as the principal structure, for example avoid metal canopy carports.

Building Architecture, Form & Character

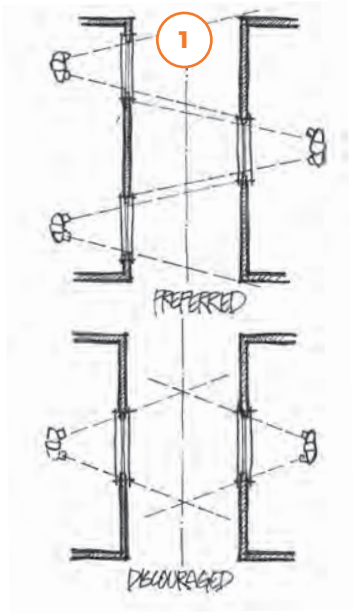
Form, Scale & Massing

House-to-House Orientation

Intent - Orient residential structures in a manner that protects privacy where necessary, provides screening, and creates pleasant views.

Solution – Orient residential structures so that the front faces either the side or the front of the adjacent building. The rear of the building should face either the side or the rear of the adjacent building.

1. Orient residential structures so that the front faces either the side or the front of the adjacent building. The rear of the building should face either the side or the rear of the adjacent building.
2. Place windows to avoid direct views into a home, between adjacent homes.
3. Allow for increased setbacks for second and third stories to minimize views to neighboring properties.
4. Design residences that front either the street, open space, or the front of another building.








Intent – Incorporate well-located and well-designed accessory structures and utilities into the fabric of the neighborhood.

Solution – Build accessory structures, such as trash enclosures and collective mailboxes, to match the architectural style of the neighborhood, and screen utilities from public view.

1. Conveniently locate accessory structures throughout the development.
2. Screen utilities and trash enclosures from public view through the use of walls/fencing and landscaping.
3. Design trash enclosures with a decorative covering that matches the development.
4. Design trash enclosures to include recycling and garbage bins.
5. Design accessory structures consistent with the overall architectural style of the neighborhood.
6. Use high quality materials and finishes for accessory structures.
7. Place mailboxes within enclosures, with a design that compliments the architecture of the project.

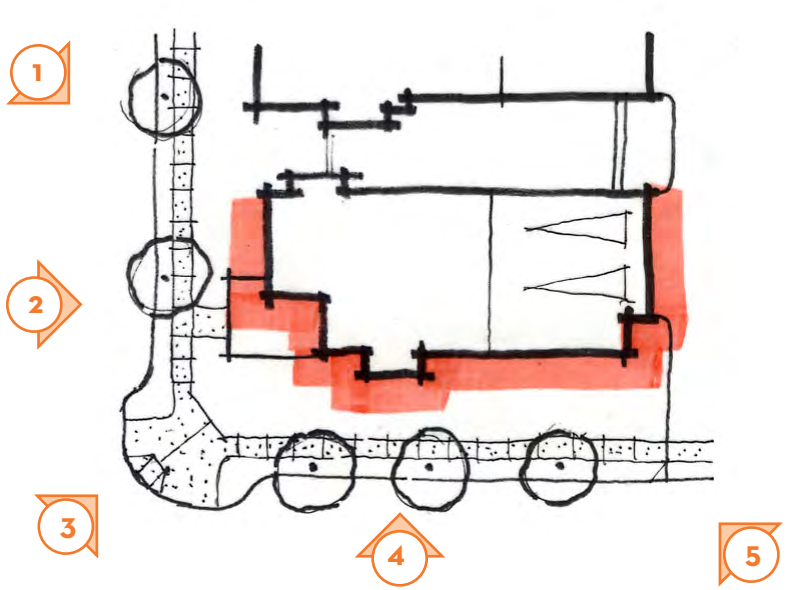
Building Architecture, Form & Character

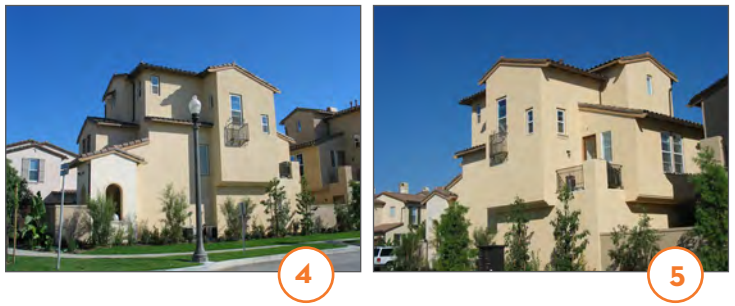
Form, Scale & Massing

Intent – Incorporate 360° architecture, which is the full articulation of all building façades, including variation in massing, roof forms and wall planes to create high quality neighborhoods.

Solution – Adhere to the following architectural standards and guidelines:

1. Articulate side and rear façades in the same manner as the front façade, especially areas that are visible from a street or important viewshed.
2. Vary the form or footprint (by changing the wall plane) a minimum of 20 percent of the entire horizontal length of any building elevation by introducing architectural elements and/or projections and recesses.
3. Break up wall planes that run in one continuous direction for more than 50 feet without a significant offset.
4. Clearly identify primary entries with architectural elements such as porches and arcades.
5. Surface detailing should not serve as a substitute for well-integrated and dynamic massing and quality architectural design.
6. Distinguish dwelling units from one another by breaking
   - Vary front setbacks within same structure;
   - Stagger and jog unit planes;
   - Vary building orientations.





360° Architecture (Cont.)






up building massing through the following methods:

7. Provide accented or highly articulated windows on all sides consistent with architectural style and as suggested below:
   - Bay windows projected at least 2 feet;
   - Windows recessed at least 1 foot;
   - Window awnings projected 2 feet.
8. Vary roof lines through the use of dormers, stepped roofs, gables, towers and other roof elements consistent with architectural style. Change height and direction of roof ridges to provide variation to roof.
9. Design usable porches and balconies with a minimum width of 6 feet.

Building Architecture, Form & Character

Form, Scale & Massing

Materials & Finishes

Intent – Enhance the community by using high quality materials and finishes to create visual interest in building façades and to reduce monotonous appearance in residential tract homes.

Solution – Use high quality and long-lasting materials and finishes that complement the surrounding environment in all residential developments.

1. Use materials and finishes that reflect the high desert environment. (i.e. use earth tones, and avoid using dark, heat-absorbing colors).
2. Use materials and finishes consistently, and appropriate to the intended architectural style of the house.
3. Use contrasting colors for trims, windows, doors and other key architectural elements.
4. Use high quality, long-lasting materials for exterior window sills and trims which are consistent with the overall architectural style of the house.
5. Finish materials should terminate only at changes in the wall plane and not on the same plane.
6. At a minimum, design faux shutters proportionately to create the appearance of real and functional shutters.

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COMMERCIAL DEVELOPMENT

Introduction-

The information in this section is intended to be complimentary with and in addition to the guidelines already set forth and required for all projects by the ALL DEVELOPMENT section. All users of these guidelines should first review and familiarize themselves with the requirements of the ALL DEVELOPMENT section prior to proceeding with review of this section.

The COMMERCIAL DEVELOPMENT guidelines are intended to ensure project designs are attractive and safe for customers, yield a variety of retail and business opportunities, and contribute to creating active gathering places for the community. COMMERCIAL DEVELOPMENT areas shall be sited at the most convenient locations and be accessible to public transit, also to pedestrians and cyclists via pedestrian trails connecting the residential areas to commercial uses. The COMMERCIAL DEVELOPMENT focus on mitigating the negative visual impacts arising from the scale, bulk, and mass inherent to large commercial buildings and centers.

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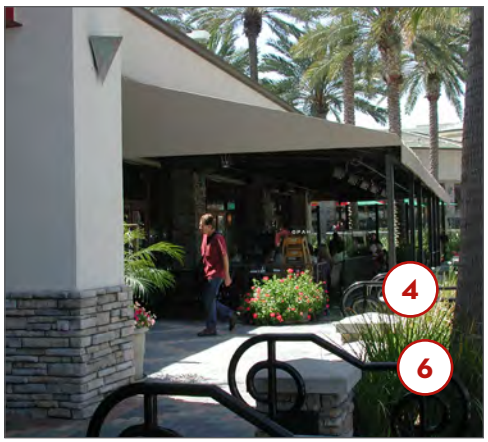


Site planning refers to the arrangement of buildings, plazas, parking, pedestrian connections and landscaping and their interrelationship on the site. Site design should include outdoor spaces that are comfortable, and pedestrian-scaled. Building articulation should consider the elements of massing, scale, and architecture, with interest at the pedestrian level.

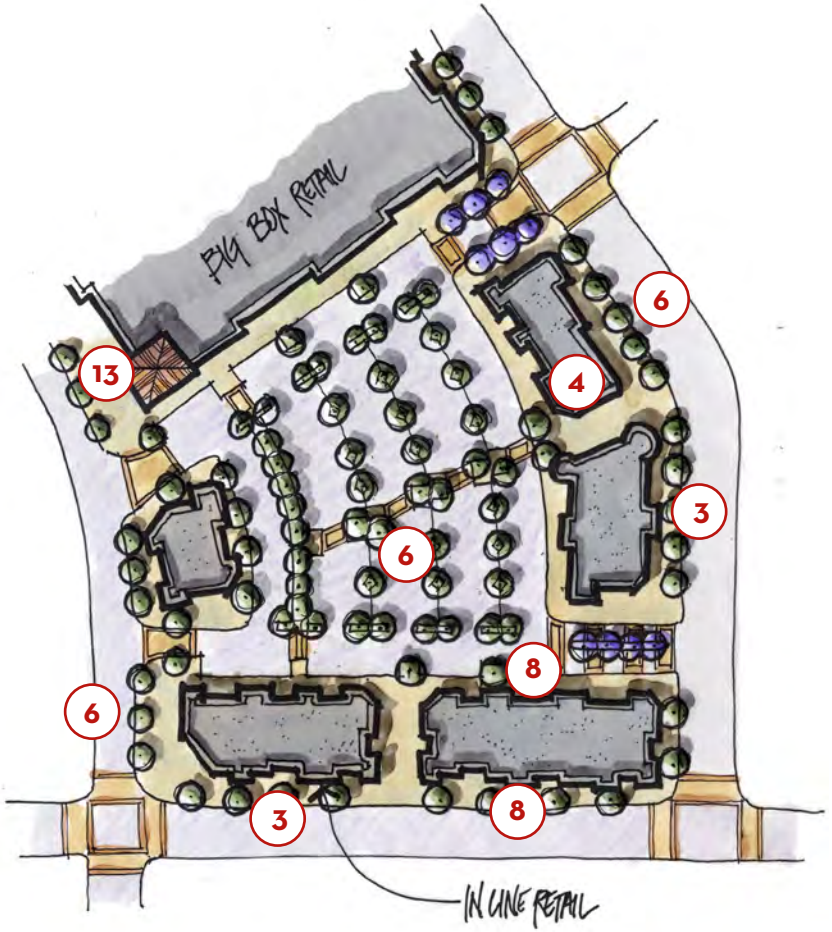
Intent – Develop commercial projects that enhance the sense of place and reflect a commitment to functional efficiency, quality of appearance, and neighborhood context.

Solution – Create quality commercial developments by adhering to the following:

1. Plan the site as a whole, even if only one phase is to be built immediately;
2. Integrate site features through shared driveways, internal circulation, cross access and overall design with regard to scale, materials, colors and details;
3. Place buildings parallel and close to street frontage with aesthetically pleasing storefront entrances and windows to enhance streetscape;
4. Cluster smaller buildings at the street edge with parking at the rear of buildings;
5. Avoid dated "L" shaped suburban shopping center design;
6. Provide landscaping between the street and/or edge of sidewalk and design buildings that soften the massing and are pedestrian in scale;
7. Avoid blank walls on all sides of any building.

Site Design
Site Planning

8. Articulate all façades that face the street;
9. Establish a unified streetscape treatment using trees, sign design, location, and lighting system;
10. Establish uniform design and materials throughout the development;
11. Provide pedestrian connections from the street and throughout the project;
12. Reinforce the positive visual impact from major intersections and on corner lots by creating focal points;
13. Create strong architectural elements at storefronts or at the end of colonnades to create visual landmarks;
14. Design projects to minimize disturbance to existing, or designated, adjacent residential developments and sensitive uses with additional setbacks and combination of landscaping and walls;
15. Design loading and service areas away from street frontage;
16. Use "Safe by Design" criteria for visibility, lighting, and access control.



Project Entryways & Monumenting

Intent – Project entryways should be well defined, easily identifiable, aesthetically pleasing, and designed to complement the style of the project.

Solution – Project entryways should include the following:

1. A combination of the following accent features:
   - Ornamental plantings;
   - Water features;
   - Architectural monuments;
   - Decorative walls;
   - Enhanced paving (colored, textured, and permeable);
   - Accent lighting;
   - Ornamental signage.
2. Overall architectural identity or character that is consistent with the development;
3. Driveway entries that align with existing or planned median openings and adjacent driveways;
4. Entries to large parking areas that include:
   - A minimum stacking distance of 40 feet between the edge of the travel lane and the first parking space;
   - A minimum sidewalk width of 4 feet on at least one side of the drive aisle;
   - Two 10-foot wide planted parkways flanking both sides of the entry drive;
   - Minimum 7-foot planted medians.

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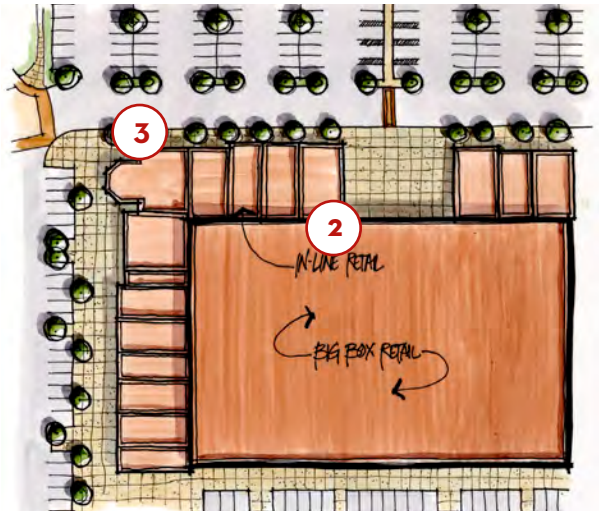
Big Box & In-Line Retail



Intent – Develop high quality, aesthetically pleasing, and pedestrian-scaled big box and in-line retail.

Solution – Adhere to the following design guidelines:

1. Provide strong architectural elements at the end of long colonnades or storefront areas to create a visual landmark;
2. Emphasize public building entries with readily visible and special architectural features;
3. Use enhanced building material at the pedestrian level to decrease building scale;
4. Enhance the character of commercial buildings and minimize the mass of large buildings by designing roof lines with varied levels;
5. Exterior colors should create contrast to provide visual interest;
6. Vary the planes of the exterior walls in depth and/or direction. Avoid wall planes that run in one continuous direction for more than 100 feet without an offset;
7. Orient in-line shops and retail space in front of big boxes to decrease building scale;
8. Enhanced paving should be used to define building entries and pedestrian crossings;
9. Incorporate towers or other architectural features on "ends" of buildings.

Site Design
Site Planning by Development Type

Intent – Develop high quality and aesthetically pleasing gas stations.

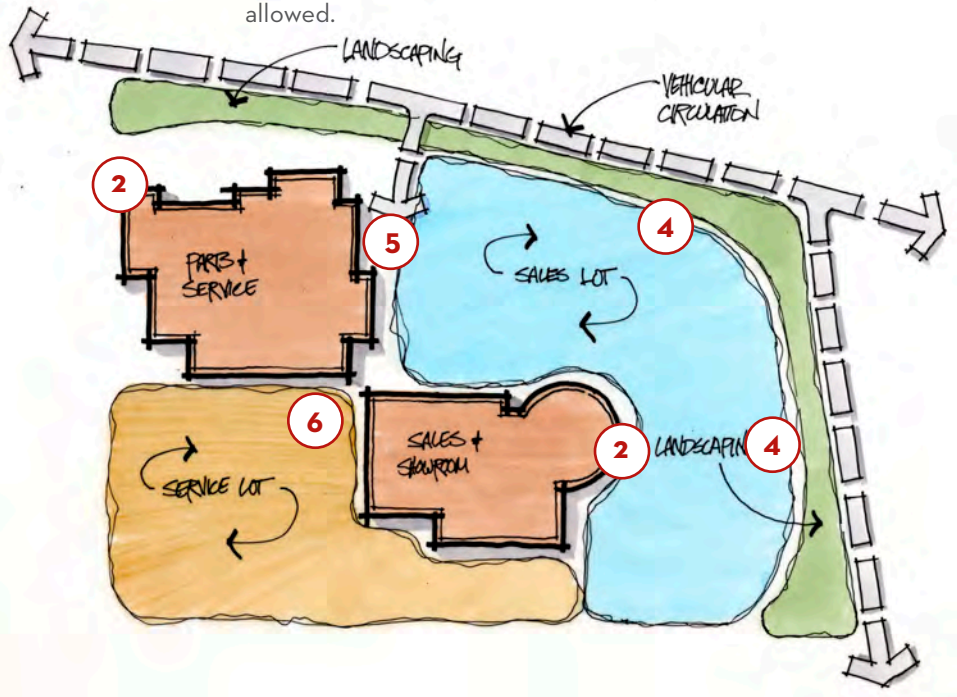
Solution – Adhere to the following design guidelines:

1. Site building at corner or street edge for screening purposes;
2. Design gas stations to be architecturally consistent with the project site, or surrounding contextual environment;
3. Articulate all façades;
4. Use quality long-lasting materials for gas station amenities;
5. Screen gas pumps from public ways by placing buildings/landscaping adjacent to street.

Intent – Develop high quality and aesthetically pleasing car dealerships.

Solution – Adhere to the following design guidelines:

1. Design all structures to be architecturally consistent with the project site and contextual environment;
2. Articulate all façades;
3. Use quality, long-lasting materials;
4. Allow special display platforms only if proper screening (landscaping) is provided. However, parking directly on landscaped areas is not allowed;
5. Design well-defined site entryways;
6. Hide service area from public view through landscaping or building orientation;
7. Banners, balloons, jumpers and pennants are not allowed.



Site Design
Site Planning by Development Type

Intent – Improve the appearance and safety of drive-thru facilities, such as fast food restaurants, pharmacies, and banks, with special attention to drive-thru windows and access lanes.

Solution – Create aesthetically pleasing drive-thru facilities by adhering to the following:

1. Avoid locating these uses at the intersection of major streets (place at a minimum of 250 feet from the centerline of intersection streets);
2. Orient drive-thru window, menu boards, and associated equipment away from the street frontage and adjacent residential areas;
3. Orient drive-thru lanes to avoid conflict with pedestrian circulation;
4. Allow for adequate stacking length for drive-thru facilities so that they do not interfere with the movement of vehicular and pedestrian traffic;
5. Provide landscaping and other screening sufficient to soften the visual impact of vehicle stacking areas for drive-thru windows from off-site and public ways;
6. Consider drive-thru windows that incorporate an architectural covering consistent with design theme of the building. Coverings over drive-thrus can improve the appearance of the building and provide added comfort for users;
7. Avoid large, featureless walls, especially toward the street frontage.

Site Design
Open Space, Plazas & Common Areas

Intent – Encourage opportunities for the creation of public outdoor spaces to enhance quality of life and the quality of the experience for the patrons and end-users.

Solution – Incorporate specialized and defined public outdoor spaces into overall building and project design.

1. Arrange and orient structures on project site to create well-defined and pedestrian-friendly common plaza spaces.
2. Add strong architectural elements at the end of long colonnades or storefront areas to create a visual landmark.
3. Create common plaza spaces for social gathering to accommodate various social activities (dining, conversing, resting, etc.). Use fountains, water features, or public art to add visual interest to plaza areas.
4. Design outdoor spaces for activity and interaction. Seating should be provided with deciduous trees that offer shade from summer sun and access to winter sunlight.
5. Design raised landscape planters to allow seating but designed so as to discourage undesirable activities, such as skateboarding and other stunts.
6. Include pedestrian amenities (i.e. site furnishings, shading devices, picnic tables, etc.) that are integrated into the overall unified design.
7. Incorporate enhanced paving within plazas and outdoor spaces, consistent with the project site.
8. Provide clearly visible pedestrian connections enhanced with decorative paving, landscaping, decorative trellises, and arbor features.
9. Landscaping should be used to enhance and define the various uses of the plaza.
10. Incorporate ornamental and functional lighting along all sidewalks.
11. Prohibit placement of utility transformer boxes within yard areas adjacent to a street and/or in the public right of way.

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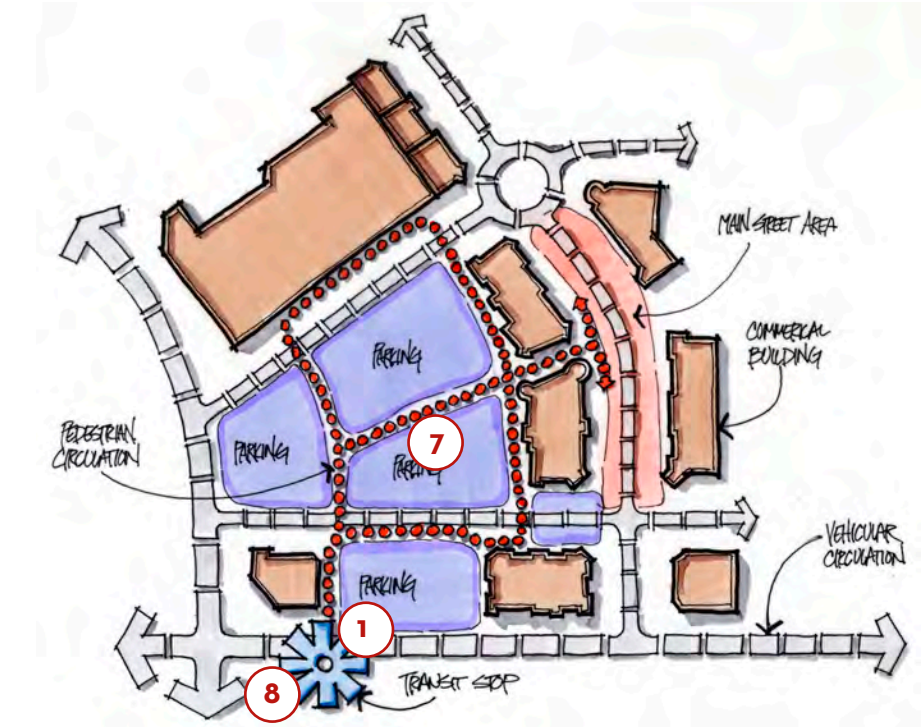
Pedestrian Access



Intent – Provide safe pedestrian access by separating pedestrian and vehicle movement whenever possible. Provide pedestrian connectivity throughout commercial developments.

Solution – Provide pedestrian connectivity through commercial developments by implementing the following:

1. Directly connect the on-site pedestrian circulation system to off-site public sidewalks;
2. Provide pedestrian scaled gateway as a focal point into commercial developments;
3. Delineate pedestrian crossings with special or decorative paving;
4. Use landscape buffers to separate vehicles and pedestrians from parking spaces and driveways that directly abut pedestrian walkways;
5. Use planter islands and pedestrian walkways to connect parking areas to building entries;
6. Separate parking areas from structures by raised concrete walkways and planters of not less than 10 feet in width;
7. Minimize pedestrian traffic across parking aisles;
8. Clearly define access between transit stops and building entries;
9. Design transit stops to provide shade, protection and seating.

Site Design

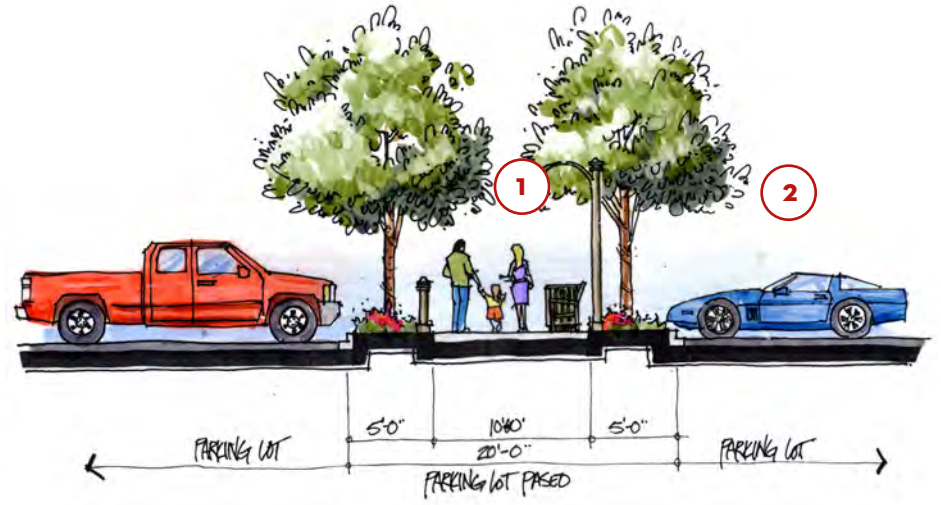
Pedestrian & Alternative Transportation Features

Pedestrian Linkages Near Pad Buildings

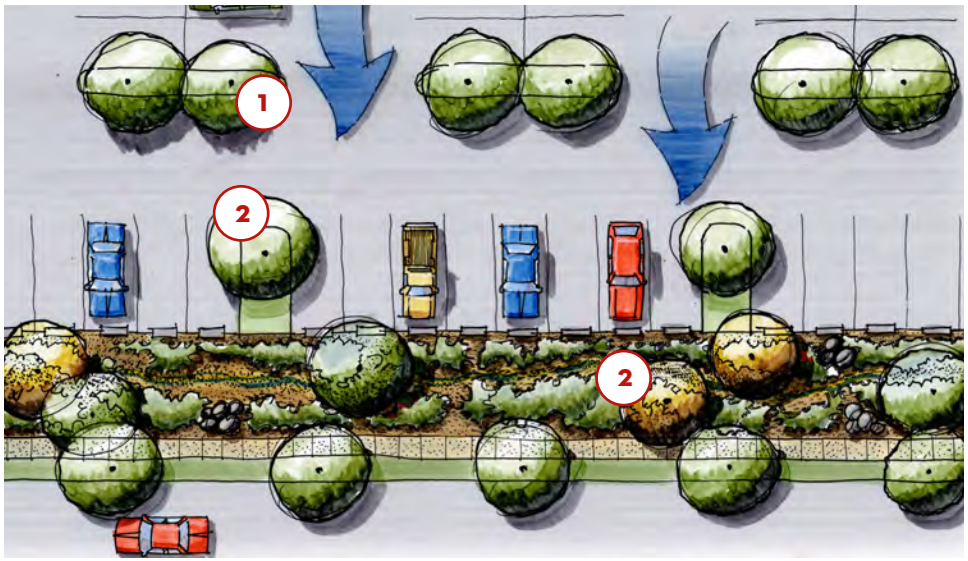
Intent – Encourage pedestrian access to commercial developments by providing convenient points of access at the perimeter.

Solution – Provide convenient pedestrian access from the surrounding neighborhood to commercial developments.

1. Encourage development of paseos, or walk/bike trails, to link access points within the development and to adjacencies.
2. Provide easily identifiable pedestrian access from the street and/or sidewalk to key areas within the site. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
3. Place pedestrian breaks in walls greater than 75 feet in length.
4. Meandering paths are generally preferred over long straight path alignments.



Parking Lot Area Planting



Intent – Use landscaping, plants, and features to enhance parking lot area and reduce heat island effect.

Solution – Provide special consideration to landscape design within parking lots through the following:

1. A minimum of a 9-foot wide landscape finger planter at the end of each parking aisle.
2. One tree for every 4 parking spaces (minimum tree well size of 5'x 5'), and one finger planter for every 12 parking spaces (size of 9'x 18');
3. Allow a minimum of 2 feet in the planted area for vehicle overhang. This area may be counted as part of the length of the parking stall, but, not as part of required planter area.
4. Use canopy trees in parking areas to provide shade. These trees should have a 30- to 40-foot canopy potential and be sized at 24-inch box at the time of installation.
5. Plant all corner and end row planters with 36- or 48-inch box trees.
6. Utilize enhanced landscaping and specimen trees at parking lot entrances.
7. Locate trees no closer than 10 feet to street lights and no closer than 5 feet to utilities.
8. Plant trees every 30 feet along street edge.
9. Install lineal root barriers with irrigation at each tree well.
10. Use only native and low water use plants when developing the landscape palette.

Building Architecture, Form & Character

Vehicle Circulation & Parking

Location of Parking Areas

Intent – Design parking lots for functional vehicular access and circulation, with enhanced pedestrian connections that are aesthetically pleasing and shaded.

Solution – Break up the parking area to allow for better vehicular access and safer pedestrian connections.

1. Avoid or eliminate unnecessary driveway entrances.
2. Use reciprocal access drives to link with adjacent properties.
3. Locate parking access as far as possible from street intersections to allow for adequate access.
4. Design a main driveways aisle serving a parking area to be a maximum width of 48 feet; two 20-foot wide driveway aisles with an 8-foot median with the
   - Minimum 4-foot wide sidewalks on at least one side of the drive aisle to connect to the sidewalk;
   - Two 10-foot wide landscaped parkways flanking both sides of the entry drive.

   following.:

   - A minimum stacking distance of 40 feet between the edge of the travel lane and the first parking space;
   - Parking aisle for direct access to parking spaces;
   - Colored, textured, and permeable pavement treatments at entry driveways.
5. Large parking areas that service over 100 cars should be designed as follows:
6. Screen vehicles and traffic from the street by locating parking lots in areas behind buildings and away from the street.

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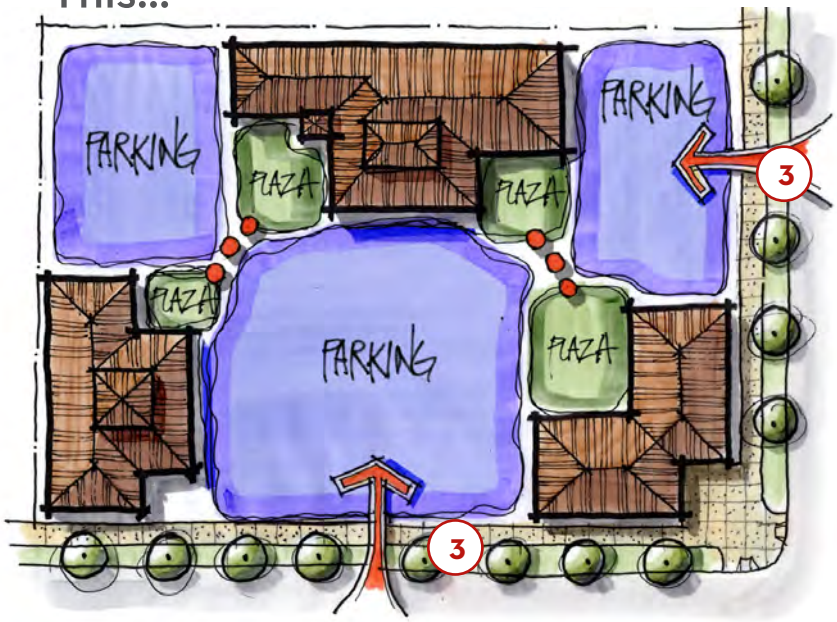

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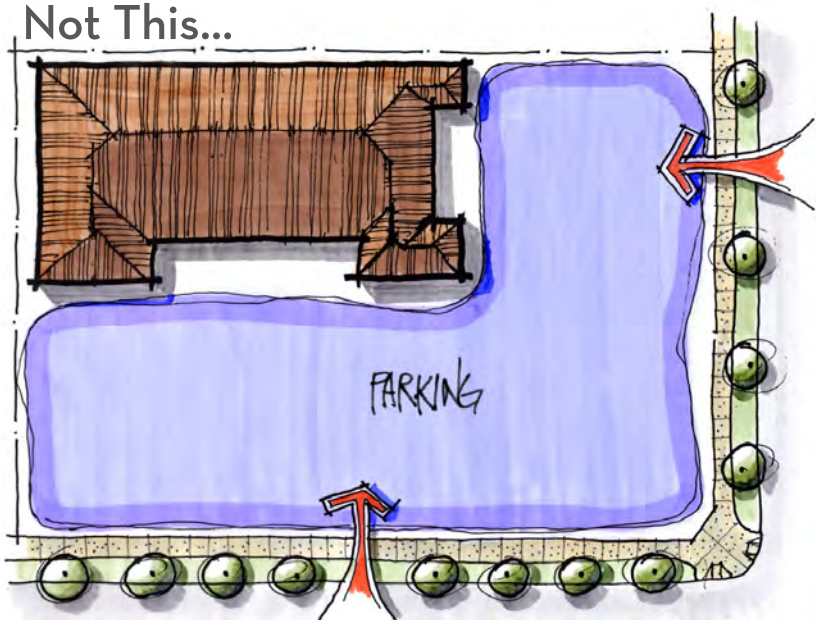

Location of Parking Areas (continued)

7. Design on-site circulation system to minimize pedestrian and vehicle conflicts.
8. Design parking lots by dividing a large parking lot into a series of smaller connected lots to reduce "heat island" effect.
9. Avoid dead end drive aisles and intersections where possible.
10. Provide a 5-foot wide recessed area in the landscape area for parking at the end of dead end drive aisles.
11. Orient walkways toward the building entrance.
12. Design walkways wide enough for multiple people to pass (approximately 8 feet in width).
13. Provide textured paving at crosswalks within the project as opposed to a painted stripe designation provided it does not conflict with ADA requirements.
14. Design sidewalks at building entrances to be a minimum of 10 feet wide when adjacent to head-in parking, to allow for car bumper overhang, and 8 feet wide adjacent to a landscape planter or drive aisles.
15. Provide motorcycle parking spaces.
16. Provide bicycle racks near building entrances.
17. Use paving materials varied in texture and color where pedestrian and vehicular areas overlap to minimize the negative impact of large expanses of asphalt. The use of stamped concrete, stone, brick, or granite pavers, exposed aggregate, or colored concrete is preferred.

Building Architecture, Form & Character

Vehicle Circulation & Parking

Intent – Integrate parking structures into the overall complex, contextual with the surrounding environment.

Solution – Parking structure should be consistent with the design of the project.

1. Integrate parking structures into the surrounding buildings architecture.
2. Screen cars and headlights.
3. Allow for natural ventilation.
4. Locate parking garages below, behind, or between buildings.
5. Include ground-level retail pads along a portion of the public façades to create a pedestrian friendly streetscape.
6. Use architectural details on parking structures to reduce the massing.
7. Use landscaping to provide visual relief.

Cart Return, Loading & Delivery

Intent – Provide functional, but aesthetically pleasing, cart return areas that are architecturally integrated with the building and site.

Solution – Design and locate service and loading areas for convenient access by tenants, easy access by service vehicles, and minimized circulation conflicts with other site uses.

1. Design cart return facilities to be consistent with the design of the project and building architecture. Use the same or similar materials on the return facilities as the building.
2. Integrate cart return areas adjacent to the building into the building design.
3. Carefully integrate, design, and locate service, utility, and loading areas into the site plan. These elements should not detract from the public view-shed area or create nuisance for adjacent property owners.
4. Locate loading areas to the rear of the site. Screen these areas with walls of mature vegetation.

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Building Architecture, Form, & Character

Form, Scale & Massing

Intent – Design building with enhanced, articulated façades on all sides.

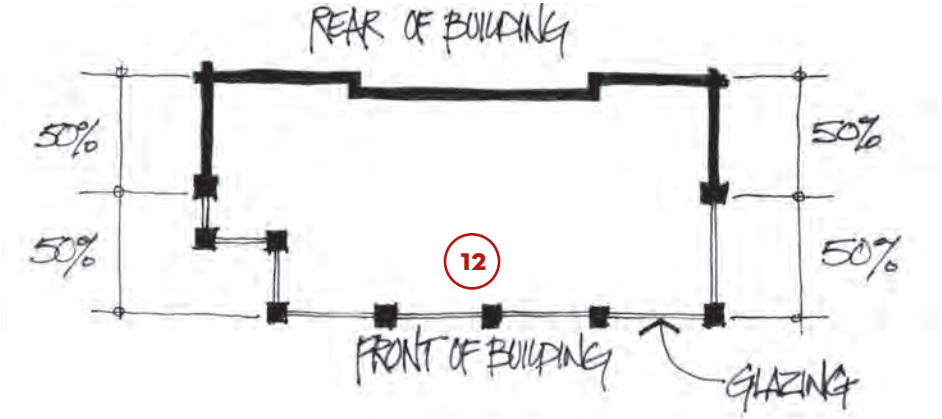
Solution – Articulate all building façades, and include variation in massing, roof form, and wall planes to reinforce the concept of 360 ° architecture. Provide high-quality façades at the rear and sides of buildings through careful design and detailing. Design and detailing should be consistent with the architectural design and/or themed style of the main/front façade.

1. Avoid blank walls.
2. Provide the highest level of articulation on the front façade and façades visible from the street.
3. Include significant wall articulation features, such as insets, canopies, wing walls, trellis features, arcades, and colonnades.
4. Incorporate similar and complementary massing materials and details into side and rear yards.
5. Place murals, espaliers/trellises and vines on large wall expanses.
6. Include architecturally compatible lighting and fixtures that are complimentary to the intended style/theme.

Building Architecture, Form & Character

Form, Scale & Massing

7. Design materials, colors, fenestration, scale and massing to be consistent with the intended architectural style or theme for the project and project area.
8. Apply materials in a consistent manner to all façades of the project.
9. Break building façades into smaller massings of colonnades to create a more intimate human scale.
10. Articulate building mass and form.
11. Use four (4) different colors or materials on each building.
12. To provide interest at the corner, wrap window glazing around 50 percent of the building.



Arcades, Porches & Covered Walkways






Intent – To create a more comfortable pedestrian environment sensitive to the human scale factor in commercial developments.

Solution – Incorporate arcades, porches, and walkways in the design of commercial developments to provide a comfortable pedestrian environment.

1. Provide covered walkways at building street frontages, between buildings, from buildings to parking lots, and within a parking lot.
2. Design all freestanding walkways or covered walkways within a single project to have a consistent design and similar materials. Suggested materials include finished metal framing combined with decorative screens as the "canopy" or wood framing with landscape materials.
3. Use archways and columns to accent store and courtyard entries or as corner elements at key intersections. Materials used should complement the building(s) with which the archway or column is associated.
4. Articulate walkways that are "enclosed" by buildings. These may include pedestrian scale wall treatments such as murals, alcoves, or vines.

Building Architecture, Form & Character

Form, Scale & Massing

Intent – To create a unique building identity, and enhance the experience of the users through improved aesthetics of the building entry, doors and windows.

Solution – Design entries, doors, and windows to enhance overall building architecture and experience of users.

1. Use well-designed storefronts, including windows, doors, wall composition, colors and materials to create a sense of entry at a pedestrian scale.
2. Distinctly design upper floor and secondary entries, yet complement the main building entry.
3. Incorporate one or more of the following in entrance design:
   - Placement of art or decorative detailing at the entry;
   - A projecting element above the entrance;
   - A change in material or detailing;
   - Implementation of architectural elements such as flanked columns or decorative fixtures;
   - Recessed doors, archways, or cased openings;
   - A portico or formal porch projecting from or set into the surface;
   - Changes in the roof line, a tower, or a break in the surface to the subject wall.
4. Locate windows at a pedestrian scale at the street level.
5. Locate windows to maximize day lighting and views.
6. Design storefront windows and doors within a single façade to have the same style and height, and in scale with the building elevation.
7. Design windows and doors as accent elements with details such as shutters, moldings, and divided lights.

Intent – To enhance the aesthetic appearance of building facades and provide sun control for the store frontage and pedestrians.

Solution – Design awnings to enhance overall building architecture.

1. Use awnings or signage to help clearly define building entries and help orient pedestrians.
2. Do not wrap awnings around building in continuous bands. Place awnings on top of doors, windows, and other openings appropriate for proper sun control.
3. Design awnings within a project with consistent colors, patterns, or shapes.
4. Design awnings not to dominate the façade, but be in scale with the rest of the building.
5. Use cloth materials for awnings and umbrellas, instead of plastic or vinyl. These should be placed high enough to not create an obstruction for pedestrians or create an attractive nuisance.
6. Provide awnings, landscaping, spectrally selective glass, and controllable blinds to reduce heat gain through windows.
7. If lit, provide awnings with direct, architecturally interesting, and appropriate lighting fixtures such as goosenecks.

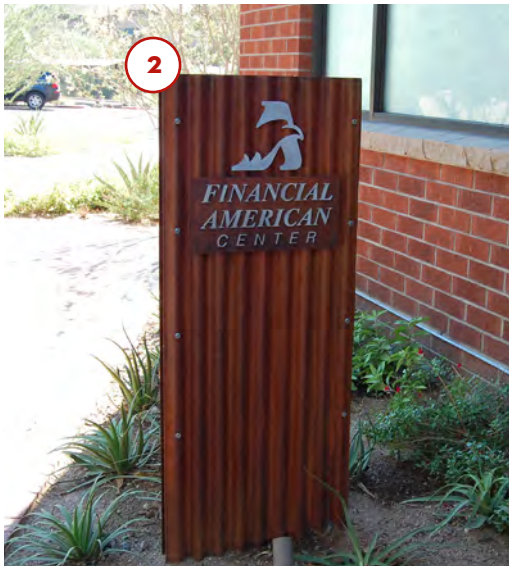
Building Architecture, Form & Character

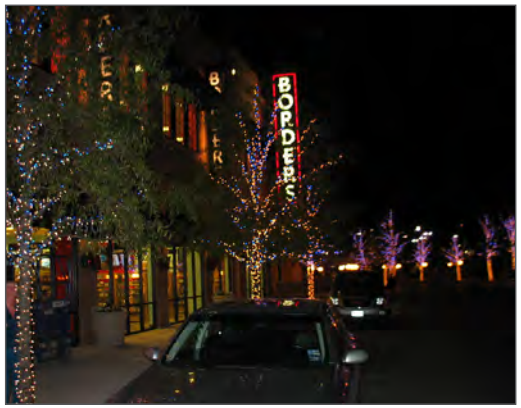
Signage & Lighting

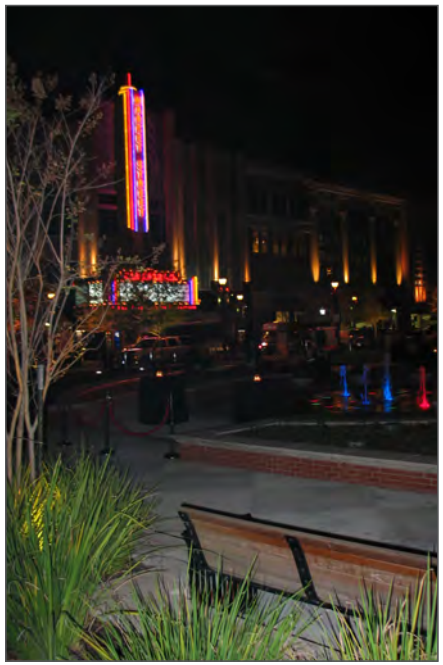
Intent – Building signage should be designed to compliment the overall style of the development and should enhance the building façade and/or project area.

Solution – Design signage as an integral part of the development.

1. A single development with more than five users should provide a unifying sign theme through a sign program. All signs should be consistent with each other in the following ways:
   - Type of construction materials (channel letters, sign copy, supports, etc.);
   - Letter size;
   - Method of sign support;
   - Configuration of sign area;
   - Shape of total sign and related components.
2. Signs should coordinate with the building design, materials, color, size, and placement;
3. Signs that reflect the type of business through the design, shape, or graphic form are encouraged;
4. Signs should not cover up windows or important architectural features;
5. Flush mounted signs should be positioned within architectural features and should align with other signs in the block to maintain an existing pattern;
6. To conserve energy, there should be a standard shut-off time for illuminated signs for businesses that do not operate at night.







Intent – Enhance the nighttime appearance of the building façade and/or project area through appropriate lighting design strategies.

Solution – Design or install lighting that provide for a safe environment. Lighting should also enhance the building façade and/or project area.

1. Design or select light fixtures that are architecturally compatible with the main structure or theme of the building.
2. Shield spotlighting or glare from any site lighting from adjacent properties, and direct lighting at a specific object or target area.
3. Do not use exposed bulbs. Cut-off lighting is preferred. Avoid light pollution from the project site. Compliance with LEED lighting design criteria is strongly suggested.
4. Use low voltage lighting to conserve energy in landscaping, whenever possible.
5. Design the height of a light pole to be appropriate in scale for the building or complex and the surrounding area.
6. Use landscape lighting in accent walkways and entries and/or seating areas and specimen plants and trees.
7. Incorporate timers and sensors to avoid unnecessary lighting.
8. Light walkways and paseos at an intensity that ensures safe nighttime conditions.

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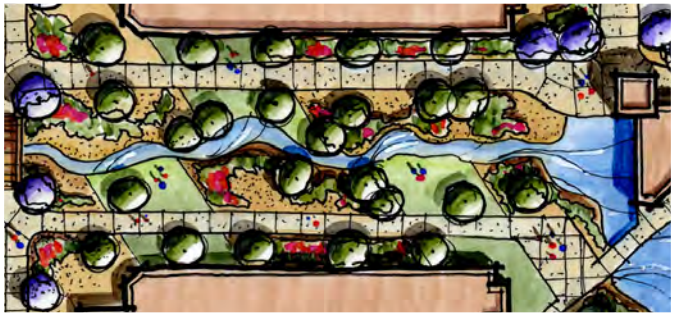
MIXED-USE DEVELOPMENT



Introduction-

The information in this section is intended to be complimentary with and in addition to the guidelines already set forth and required for all projects by the ALL DEVELOPMENT section. All users of these guidelines should first review and familiarize themselves with the requirements of the ALL DEVELOPMENT section prior to proceeding with review of this section.

The MIXED-USE DEVELOPMENT guideline section is intended to combine residential uses with one or more of the following uses: office, retail, entertainment, and restaurant or community facilities. Generally, developers are encouraged to implement a vertical mixed-use typology, such as multi-family residential use above a retail use. However, some general guidelines are also provided for the design of parcels on which the mix of uses is developed horizontally, such as an apartment complex adjacent to a retail center. MIXED-USE DEVELOPMENT plays a vital role in creating neighborhoods where people can walk between home, work, shopping, and recreation. The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation. Urban design and the continuity of shop-fronts are to be developed in accordance with 'main street' design principles, characterized by continuous building frontages adjacent to, and with awnings over, the footpath. MIXED-USE DEVELOPMENT should result in the formation of a focal point for retail, office, entertainment, recreational, and community related activities for the immediate area.

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Intent – Provide quality mixed-use developments.

Solution – Consider overarching key elements in the overall design of mixed-use developments.

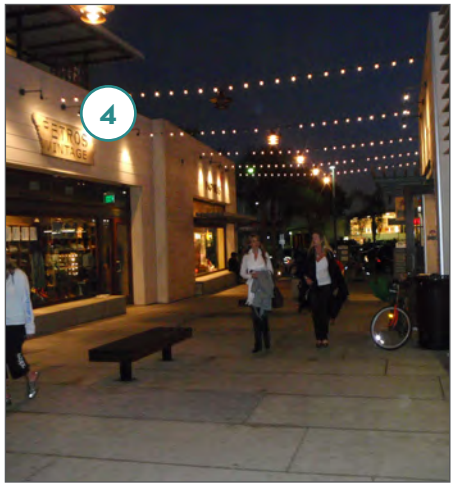
1. Allow both vertical and horizontal integration of uses in mixed-use development, with an emphasis on tying the uses together with appropriate pedestrian linkages.
2. Design into the project adequate open space amenities to create a pedestrian-scaled environment.
3. Incorporate elements of building scale and architectural massing for reasonable transitions to adjacent developments.
4. Utilize consistent form for the entire mixed-use development.
5. Break up building façades with a high level of articulation, including window features, recessed elements, transparent storefronts, awnings, and entrance canopies, especially at the ground level.
6. For developments over two stories high, recess portions of the upper stories from the front façade to reduce the overall massing of the building.
7. In general, build mixed-use and commercial buildings to property lines or other publicly accessible areas, to define the street frontage and pedestrian areas.

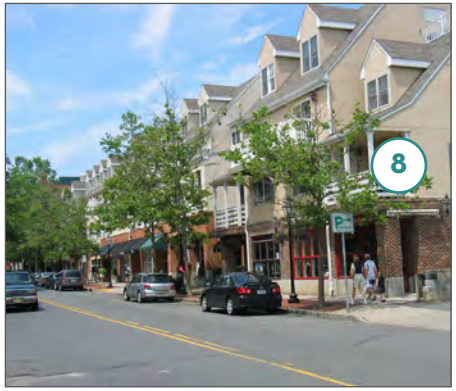
Site Design
Site Planning

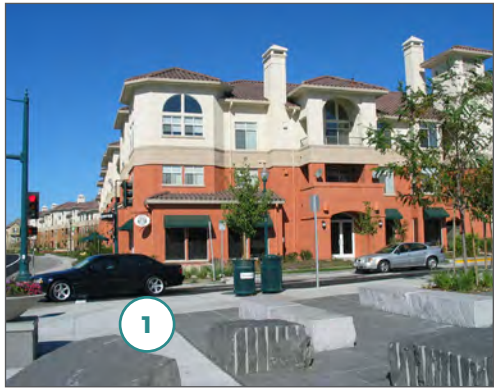
Intent – Within a mixed-use area, provide appropriate transitions and buffers between mixed uses.

Solution – Ensure compatibility between mixed-uses.

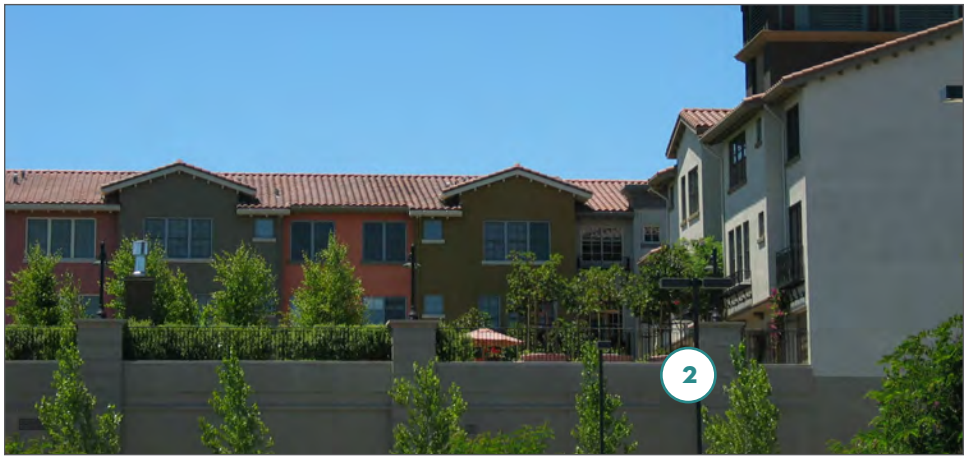
1. Distinguish between residential and non-residential vehicular and pedestrian access with paving material, color, landscaping buffers, etc.
2. Orient uses to ensure proper transitions to surrounding uses.
3. Create separation within the site through vertical differences (e.g., grading, massing, roof heights)
4. Focus lighting, including reflected light, so that residential areas receive minimum glare.
5. Use landscape features to highlight individual uses.
6. Provide distinctive signage for identification and guidance, appropriate to each use.
7. Provide noise-attenuating protection for noise-sensitive uses and provide privacy for residential areas.
8. Use building materials and textures to define each use as part of an overall design palette.
9. Strategically locate accessory structures so that they contribute to a visual and functional separation.

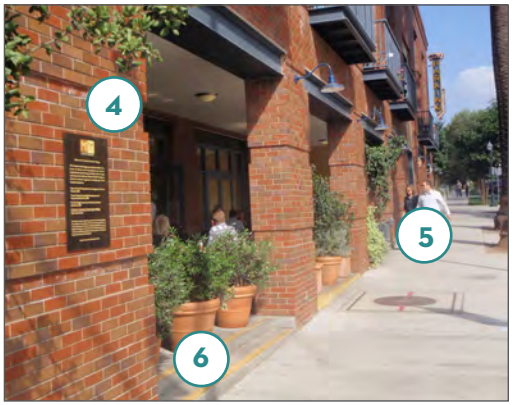






Separation of Public & Private Spaces





Intent – Provide public spaces that are accessible to the passing public and provide private spaces that are available only to the residents of the site.

Solution – Provide public and private common areas that are easily distinguishable.

1. Design public and private spaces to be clearly recognizable as "public" (e.g., a plaza within view of a street or other public space) and publicly accessible and private spaces to be clearly recognizable as "private" through the use of security gates and signage.
2. Screen private areas from public view through the use of landscaping, walls and fences, and changes in elevation.
3. Provide areas for informal meetings and social interaction with other people for active and passive uses.
4. Design or locate spaces to ensure that they are usable year-round by providing areas that have awnings, wind breaks, sun shades, and/or landscaping that can provide shelter from the elements.
5. Provide an overall theme and visual connection between spaces and uses within the development.
6. Provide pedestrian linkages throughout the development and adjacent land uses.
7. Create a pleasant pedestrian environment.
8. Energize commercial retail activity.

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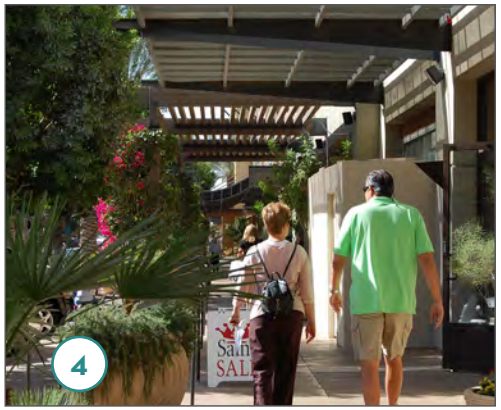

Intent – Maintain a balance between privacy and a sense of community by using appropriate pedestrian/vehicular circulation systems.

Solution – Ensure a balance between community access and residential privacy through the following:

1. Separate, and make distinct points of vehicular access to commercial and residential areas;
2. Design major pedestrian linkages throughout the mixed-use area to ensure the privacy of individual residences;
3. Cluster buildings on the site to create interconnected pedestrian promenades that promote linked trips;
4. Provide internal and/or public pedestrian connections that are direct, convenient, and that incorporate appropriate amenities that will create a pleasant experience.
5. Provide a pedestrian-friendly environment; vehicles should be accommodated but not given priority.
6. Streets should be interpreted as well defined space, outdoor, living areas (amenable to outdoor activity and use).

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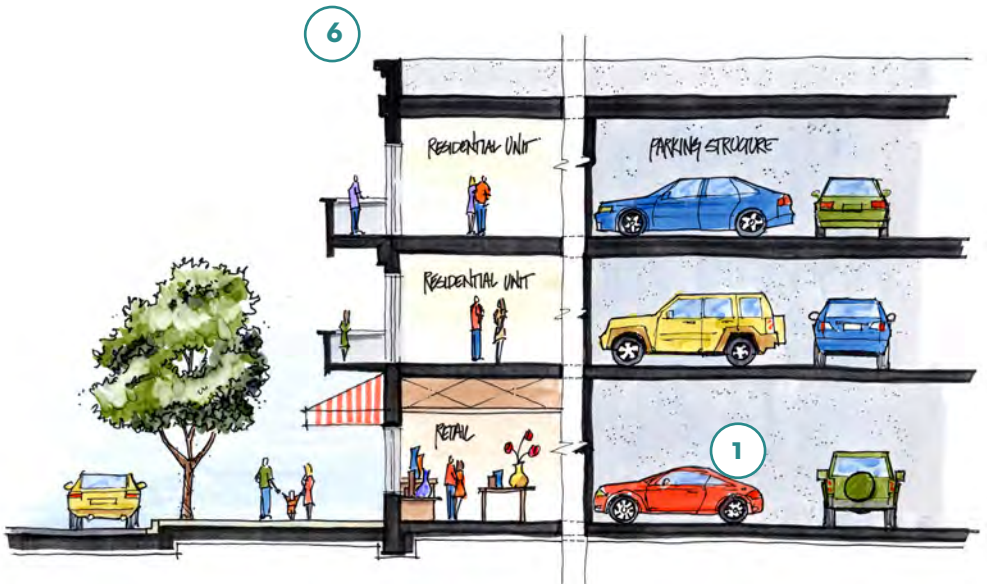

Intent – Balance the needs of adequate parking and vehicular access with aesthetic appeal.

Solution – Site plans should adhere to the following:

1. Share parking for different uses, where parking demands peak during different times;
2. Where possible, provide clearly marked and separated driveways and parking areas for each proposed use;
3. Separate residential and retail or office parking areas, wherever possible;
4. Locate parking and vehicle drives away from building entrances;
5. Do not locate surface parking on commercial street frontages;
6. Use commercial/office structures to shield parking lot and security lighting to avoid impacts on the surrounding residential areas.

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INDUSTRIAL DEVELOPMENT

Introduction-

The information in this section is intended to be complimentary with and in addition to the guidelines already set forth and required for all projects by the ALL DEVELOPMENT section. All users of these guidelines should first review and familiarize themselves with the requirements of the ALL DEVELOPMENT section prior to proceeding with review of this section.

The INDUSTRIAL DEVELOPMENT guidelines provide design elements required to benefit businesses by establishing a quality industrial environment, which will provide the long-term benefits of a well-planned and controlled Industrial and Business Park development. The Guidelines are not meant to overburden prospective purchasers with significant additional building and landscaping costs, but to set out a consistent standard of architectural and site design to ensure the long-term compatibility of business and industrial facilities within the City of Lancaster's Industrial zones. The INDUSTRIAL DEVELOPMENT guidelines emphasize environmental compatibility, aesthetics, and cost-effective architectural building design and site layout. Additionally, any addition, remodeling, relocation, or construction of an existing "industrial" development requiring a building permit should adhere to these guidelines.

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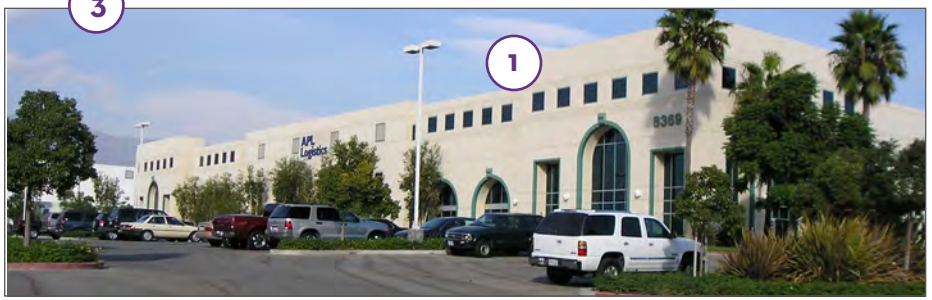

Intent – Develop Industrial and Business Park projects to reflect a commitment to functional efficiency and quality of appearance.

Solution – Implement high quality Industrial and Business Park development.

1. Place buildings close to the street edge or property side, with parking at the rear, with the intent to provide an aesthetically pleasing street view.
2. Organize the site layout to create outdoor plazas and functional gathering places to include amenities such as shaded coverings, structures, and benches, that could be located between or in front of the buildings.
3. Articulate building façades that face the street.
4. Emphasize the main building entrance and landscaping at the front of the project site.
5. Establish uniform design and materials throughout the development for buildings, signage, walls, and landscaping treatments.
6. Provide weather and sun protection, such as overhangs and awnings to mitigate climate and solar conditions.
7. Design loading areas, outdoor storage equipment, service areas, and work areas to be screened with walls and landscaping. Screening shall be designed as a integral part of the building design and site layout.
8. Separate public/visitor areas from truck delivery and maneuvering areas.
9. Create internal pedestrian walkways and circulation systems throughout the project, that are located between buildings, and that connect to external walkways that access the development and shaded transit stops with benches.
10. Integrate auxiliary structures such as trash enclosures,

phone booths, vending machines, loading, and storage areas into the overall design of the building.

11. Establish a unified streetscape treatment using trees, sign design, location, and lighting system.

12. Design streetscape to include parkway planters between sidewalk and curb as part of the overall site design; with the maintenance to be under the responsibility of the center management.

13. Provide appropriate buffering techniques, such as setbacks, screening, and landscaping to mitigate any negative effect of the industrial operation.

Entryways

Intent – Design entrances that are well-defined, clearly identifiable and unique.

Solution – Design attractive, well defined and easily identifiable entrances through the following:

1. Design entry features as a significant aspect of the building's overall composition;
2. Design entrances to be easily identifiable and accessible;
3. Design entrances to reflect the overall architectural identity or character of the development;
4. Use elements such as overhangs, enhanced landscaping, vertical architectural features, and special building materials;
5. Use accent features such as water features, architectural monuments, decorative walls and enhanced paving (colored, textured, and permeable);
6. Portray a quality office appearance for entries, and tie the entry into the overall mass and building composition. Entries should not appear as an "add-on" or afterthought.

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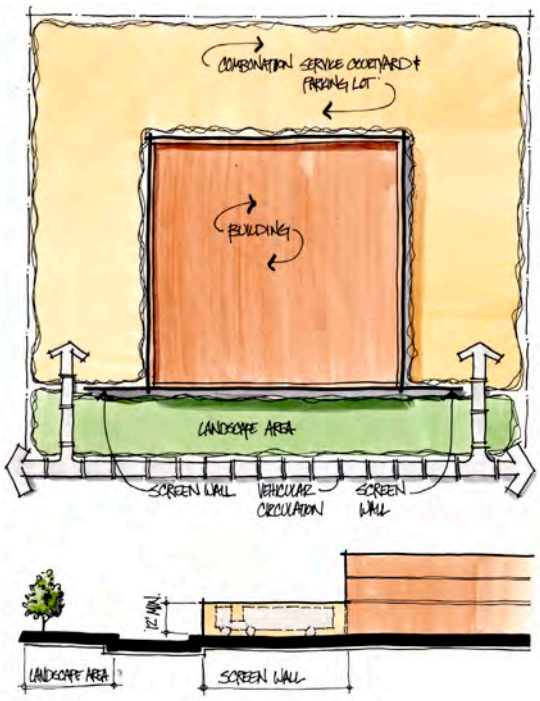
Intent – Provide an aesthetically pleasing parking lot for Industrial and Business Park developments.

Solution – Provide screening at the periphery of all parking lots and loading areas.

Note: Use the parking lots guidelines described under Commercial for Industrial and Business Park uses, but also adhere to the following screening guidelines:

1. Screen parking lots adjacent to and visible from public streets using a combination of architectural wing walls, portions of the building, decorative screen walls, and a landscape buffer;
2. Use rolling earth berms (36- to 42- inches tall) and landscaping, aesthetically pleasing masonry low walls, elevation changes or any combination to screen parking lots from view;
3. Use plants for screening that are a minimum of 3 feet tall at time of installation.

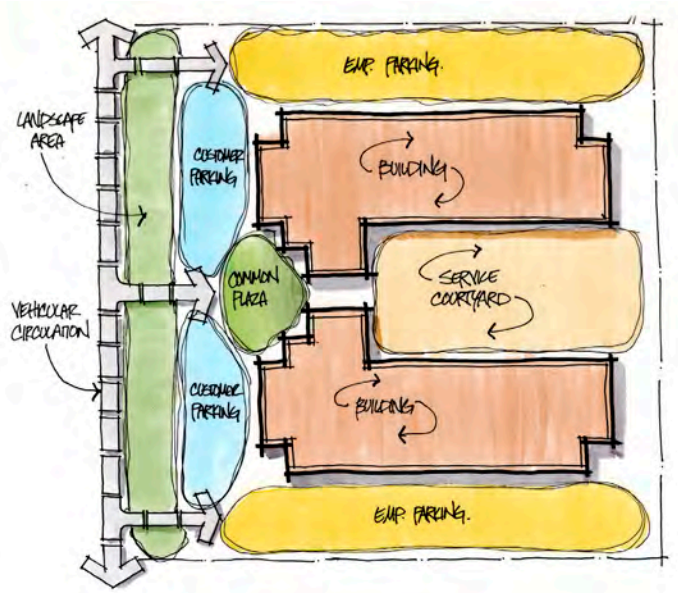


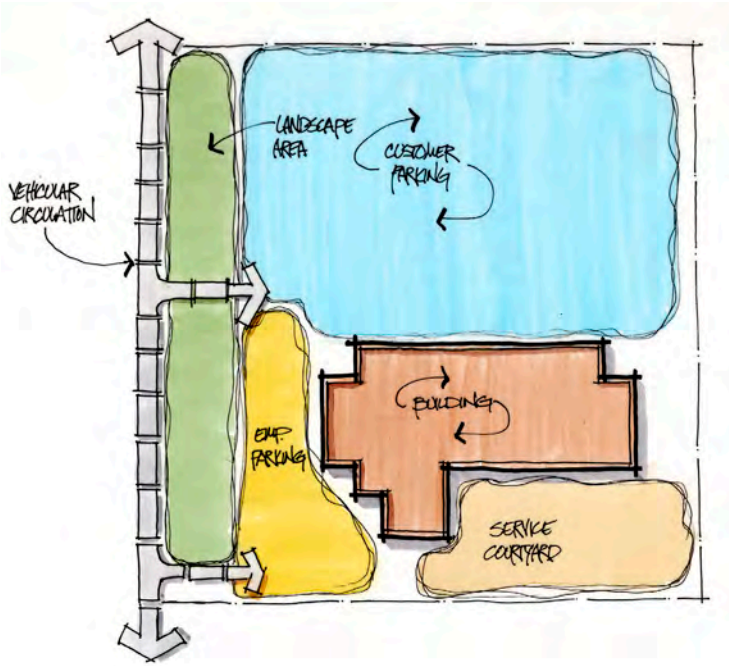
Site Design
Buffering & Screening

Intent – Carefully design service and loading areas.

Solution – Alleviate the unsightly appearance of industrial loading docks through the following:

1. Do not locate loading facilities at the front of buildings, where it is difficult to adequately screen from public street view;
2. Screen service areas with portions of the building, architectural wing walls, and landscaping;
3. Clearly mark loading and delivery areas with directional signage;
4. Design loading areas with enough space to maneuver without encroaching onto an adjoining street.
5. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.





Building Architecture, Form & Character
Form, Scale & Massing

Intent – Provide articulation of all building façades, including variation and massing, roof form, and wall planes to reinforce the concept of 360° architecture. Provide high-quality façades at the rear and sides of buildings through careful designs and detailing. The design and detailing should be consistent with the architectural design and/or themed style of the main/front façade.

Solution – Design side and rear building façades with attention to architectural character and detail comparable to the front façade, particularly if rear and side façades are visible from streets or adjacent properties.

1. Blank walls should be avoided.
2. Highest level of articulation will occur on the front façade and façades visible from the street.
3. Significant wall articulation (insets, canopies, wing walls, trellis features, arcades, colonnades).
4. Similar and complimentary massing materials and details should be incorporated into rear and side yards.
5. Murals, espaliers/trellises and vines should be placed on large wall expanses.
6. Use of architecturally compatible lighting and fixtures that are complimentary to the intended style or theme.
7. Materials, colors, fenestration, scale, and massing should be consistent with the intended architectural style or theme of the project and project area.

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Industrial Specific Signage

Intent – Building signage should be developed in conjunction with the development and should enhance the building façade and/or development.

Solution – All industrial developments should be designed with consideration to the overall signage concept by adhering to the following:

1. Signs should coordinate with the building design, materials, color, size and placement;
2. Signs that reflect the type of business through the design, shape, or graphic form are encouraged;
3. Signs should not cover up windows or significant architectural elements;
4. Flush mounted signs should be positioned within architectural features and should align with other signs on the block to maintain an existing pattern;
5. A single development with multiple users should provide a unifying sign theme;
6. The industrial site should be appropriately signed to give directions to loading and receiving, visitor parking and other special uses;
7. To conserve energy, there should be a standard shutoff time for illuminated signs for businesses that do not operate at night.

Appendix A
Sustainable Design

To the greatest extent possible, the City of Lancaster highly encourages all development to incorporate the criteria for sustainable design and operation of all projects as established by the Leadership in Energy and Environmental Design (LEED) Program. The major areas of focus are as follows:

Sustainable Sites

- Construction Activity Pollution Prevention
- Site Selection
- Development Density & Community Connectivity
- Brownfield Redevelopment
- Alternative Transportation : Public Transportation Access
- Alternative Transportation : Bicycle Storage and Changing Rooms
- Alternative Transportation : Low Emitting & Fuel Efficient Vehicles
- Alternative Transportation : Parking Capacity
- Site Development: Protect and Restore Habitat
- Site Development: Maximize Open Space
- Storm Water Design: Quantity Control
- Stormwater Design: Quality Control
- Heat Island Effect: Non-Roof
- Heat Island Effect: Roof
- Light Pollution Reduction

Water Efficiency

- Water Efficient Landscaping: Reduce by 50%
- Water Efficient Landscaping: No Potable Water Use or No Irrigation
- Innovative Wastewater Technologies
- Water Use Reduction: 20% Reduction
- Water Use Reduction: 30% Reduction

Energy & Atmosphere

- Fundamental Commissioning of the Building Energy Systems
- Minimum Energy Performance
- Fundamental Refrigerant Management
- Optimize Energy Performance
- On-Site Renewable Energy
- Enhanced Commissioning
- Enhance Refrigerant Management
- Measurement & Verification
- Green Power

Materials & Resources

- Storage & Collection of Recyclables
- Building Reuse: Maintain 75% of Existing Walls, Floors & Roof
- Building Reuse: Maintain 50% of Interior Non-Structural Elements
- Construction Waste Management: Divert 50% from Disposal
- Construction Waste Management: Divert 75% from Disposal
- Materials Reuse: 5%
- Materials Reuse: 10%
- Recycled Content: 10% (post-consumer + · pre-consumer)
- Recycled Content: 20% (post-consumer + · pre-consumer)
- Regional Materials: 10% Extracted, Processed & Manufactured Regionally
- Regional Materials: 20% Extracted, Processed & Manufactured Regionally
- Rapidly Renewable Materials
- Certified Wood

Indoor Environmental Quality

- Minimum IAQ Performance
- Environmental Tobacco Smoke (ETS) Control
- Outdoor Air Delivery Monitoring
- Increased Ventilation
- Construction IAQ Management Plan: During Construction
- Construction IAQ Management Plan: Before Occupancy
- Low-Emitting Materials: Adhesives & Sealants
- Low-Emitting Materials: Paints & Coatings
- Low-Emitting Materials: Carpet Systems
- Low-Emitting Materials: Composite Wood & Agrifiber Products
- Indoor Chemical & Pollutant Source Control
- Controllability of Systems: Lighting
- Controllability of Systems: Thermal Comfort
- Thermal Comfort: Design
- Thermal Comfort: Verification
- Daylight & Views: Daylight 75% of Spaces
- Daylight & Views: Views for 90% of Spaces

Innovation in Design

- Innovation in Design
- LEED Accredited Professional

Sustainable Design Resources

U.S. Green Building Council (USGBC)

1800 Massachusetts Ave.
NW, Suite 300
Washington, DC 20036
T: 202 828-7422
F: 202 828-5110

www.usgbc.org