

Chapter Seven:

Development Standards and Design Guidelines

7 Development Standards and Design Guidelines

This chapter provides development standards and design guidelines for development in the Downtown Village Specific Plan. This chapter is organized as follows:

- 7.1 Objectives of the Standards and Guidelines
- 7.2 Development Standards for the Village Center
- 7.3 Development Standards for the Specific Plan Area Outside of the Village Center
- 7.4 Development Standards Applicable to the Entire Downtown Village Specific Plan Area
- 7.5 Development Standards for Multi-family Residential Projects in Residential or Mixed Use 2 Districts of the Downtown Village Specific Plan
- 7.6 Development Standards for Single-Family Residential Projects in the Downtown Village Specific Plan
- 7.7 Development Standards for Mixed Use Projects in the Downtown Village Specific Plan
- 7.8 Development Standards for Institutional Projects in the Downtown Village Specific Plan
- 7.9 Design Guidelines for the Downtown Village Specific Plan

7.1 Objectives of the Standards and Guidelines

The primary objectives of the development standards and design guidelines in the Downtown Village Specific Plan are to:

- Create a pedestrian-friendly environment.
- Preserve the unique views of the mountains and foothills.
- Maintain and enhance the city's low density character and small town atmosphere.

The standards and guidelines contained here and in the City's *Design Options Manual* (Appendix 2) and *Design Options Manual for Small Projects* are intended to assist the City in achieving these objectives. All projects should be reviewed in the context of these basic design principles. Where differences exist between the *Design Options Manual* (Appendix 2), the *Design Options Manual for Small Projects*, and the Specific Plan, the provisions of the Specific Plan shall govern.

Figure 7.1 on the opposite page illustrates the placement of retail or civic structures at the edges of streets and public parks in the Village Center. This creates a continuously active and pleasant pedestrian experience. Parking areas are also screened from view by the building placements. Other placements of buildings are allowed so long as continuity of pedestrian activity and screening of parking are achieved. Figures 7.2 and 7.3, on the following pages, also illustrate many of the standards and guidelines in the context of these primary objectives. References to these figures are noted where appropriate.

The figures and illustrations in this chapter are used to convey the intent of the Downtown Village Specific Plan. They represent one way of applying the standards and guidelines and are not intended to regulate site design and layout. To illustrate this point, Appendix 1 contains three conceptual site plans for the La Cañada Properties site that differ in overall design, but generally comply with the Design Standards and Guidelines in this Plan.



Walkways behind structures along Foothill Boulevard and the North Road can be as attractive as the streetscapes.



Figure 7.1: Conceptual Illustrative Plan for the Village Center

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7.2 Development Standards for the Village Center

The following development standards shall apply to all development in the Village Center of the Specific Plan area. The Village Center is described and illustrated in Chapter 4, and is defined as the five block long area located between Angeles Crest Highway and Rinetti Lane within the Specific Plan boundaries.

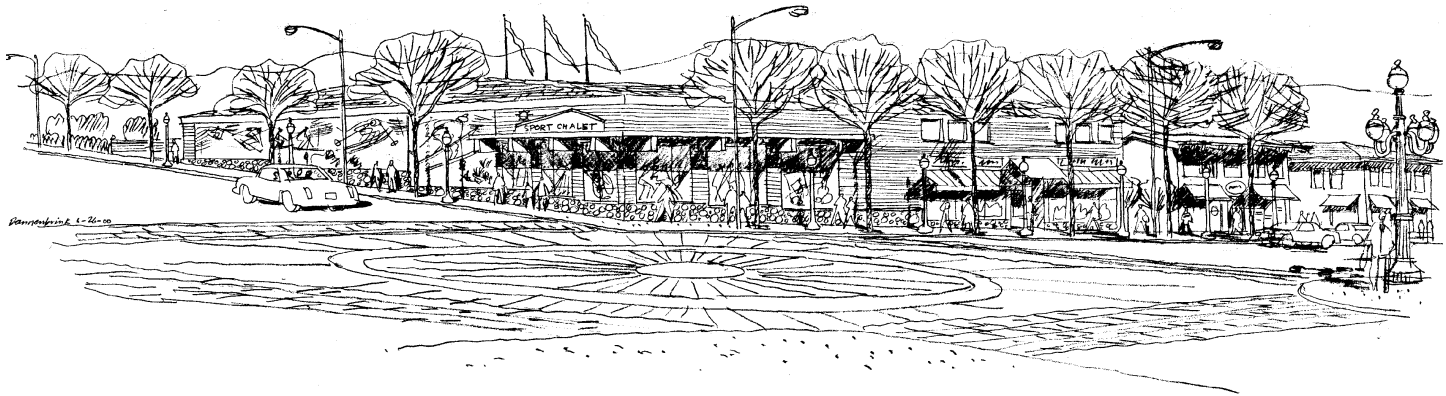
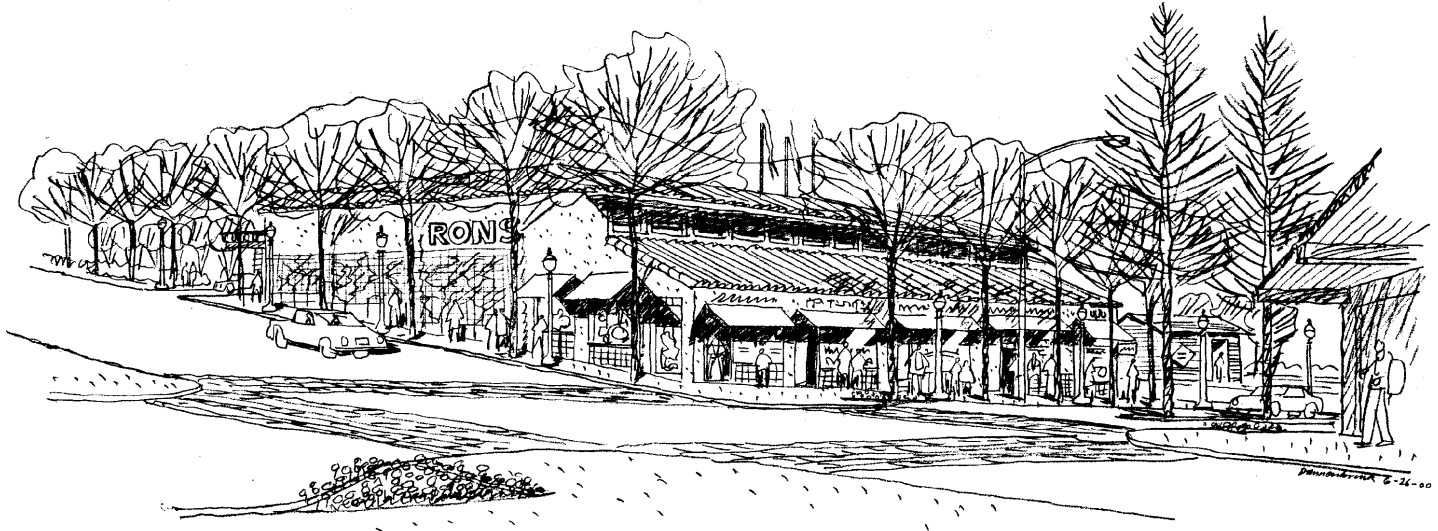
7.2.1 Setbacks for Structures in the Village Center

7.2.1.1 Setbacks for commercial and mixed use structures along Foothill Boulevard and the North Road shall be either contiguous with the front property line or up to an average of 10 feet from the front property line.

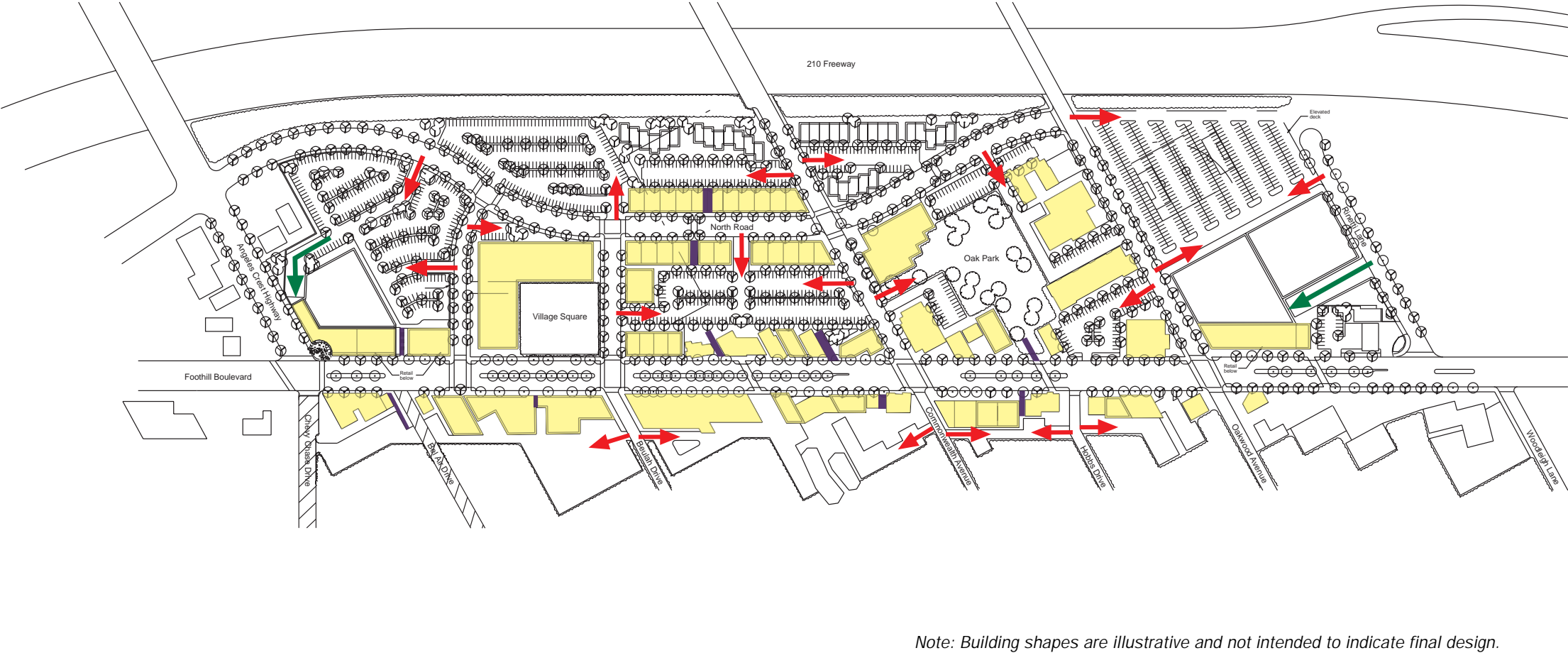
7.2.1.2 Where projects exceed 35,000 square feet in area, a portion of the square footage may be freestanding within the development parcel, provided that there are smaller scale retail structures that provide continuous frontage along Foothill Boulevard pursuant to the setback requirement in subsection 7.2.1.1, for the purpose of screening parking areas.



7.2.1.3 No parking is allowed within the front setbacks. The front setbacks, if provided, shall be designed in such a manner so as not to interfere with immediate pedestrian access for window-shopping or restrict access to outdoor dining areas.




7.2.1.4 At the intersection of Foothill Boulevard, Angeles Crest Highway and the realigned Chevy Chase Drive, corner setbacks of at least 20 feet shall be provided for a distance of at least 30 feet from each corner of that intersection.



The retail edges of larger commercial structures along Foothill Boulevard will maintain the pedestrian vitality of Foothill Boulevard. Also, building forms will be stepped and/or sloped to preserve mountain views.



-  Maintain retail or active public uses on the ground level and locate buildings at, or adjacent to, the sidewalk and/or park edges
-  Encourage mid-block pass-throughs

-  Provide truck loading for major eastern site off Rinetti Lane to minimize conflicts with the pedestrian environment
-  Provide truck loading for major western site off the North Road to minimize conflicts with the pedestrian environment
-  Provide parking access from the north-south streets or the North Road

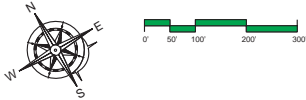


Figure 7.2: Development Standards and Design Guidelines to Create a Pedestrian Friendly Environment

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7.2.1.5 Rear setbacks of a minimum of 15 feet shall be provided for any use adjacent to residential zones on the south side of Foothill Boulevard.

The general design intent of these setback requirements is illustrated in figures 7.2 and 7.3 and the sketches contained in this section of the Specific Plan. See also Appendix 1 for examples of Concept Plans which generally meet these setback requirements and other provisions of this section of the Specific Plan.

7.2.2 Access and Loading in the Village Center

7.2.2.1 In order to provide continuity of pedestrian activity on Foothill Boulevard and the North Road, parking access from the north-south streets or the North Road is encouraged. No driveways or curb cuts shall be allowed along the north side of Foothill Boulevard (see Figure 7.2). Development in the block bounded by Foothill Boulevard, Beulah Drive, Commonwealth Avenue and the new North Road may be temporarily exempt from this requirement until the ultimate street pattern and parking concept for this area is developed. Therefore, it may be necessary in some instances to continue to allow existing access from Foothill Boulevard until such time that the street system and parking structure for this area is constructed. Access to parking areas south of Foothill Boulevard is also encouraged to occur off of the north-south streets. However, it may be necessary in some instances to allow access from Foothill Boulevard for either existing structures or until a parking district is established to facilitate shared access points to shared lots.

7.2.2.2 To avoid conflicts between pedestrians and semi-trucks on major streets, the following shall apply:

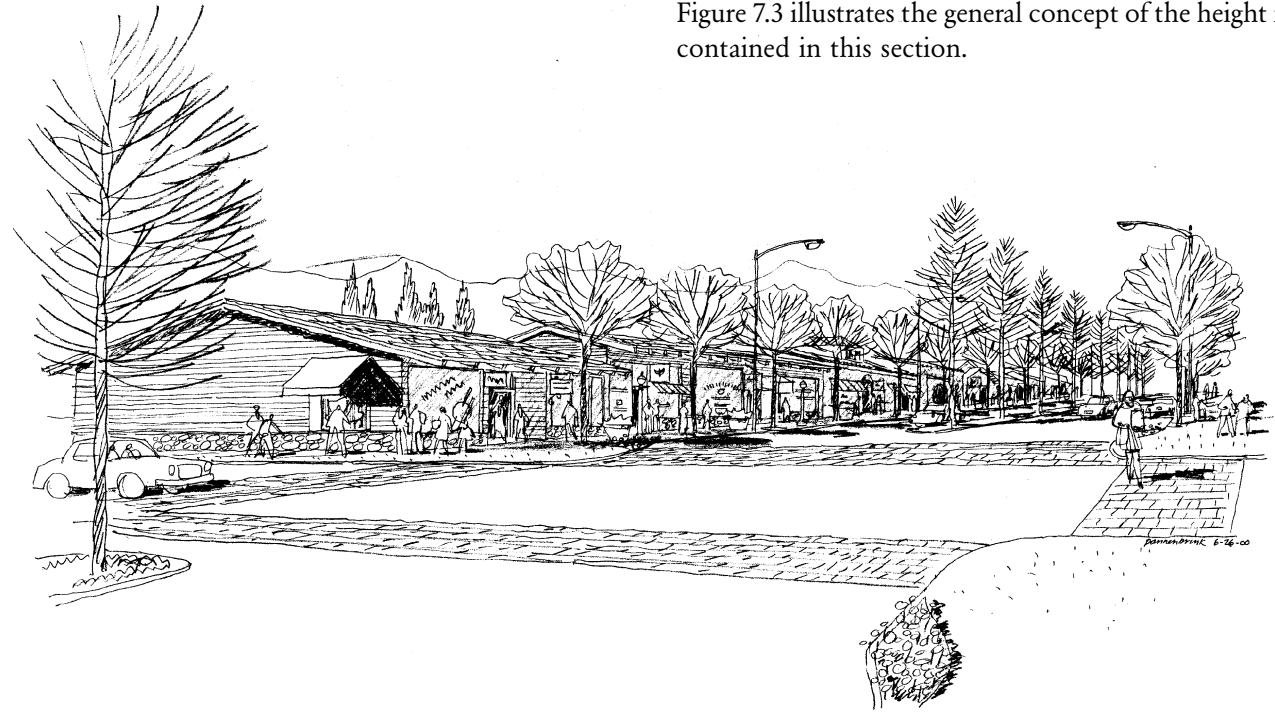
In Subarea 1, (see Figure 7.6) semi-truck loading areas shall be accessed from the North Road or Beulah Drive, and in Subarea 3, semi-truck loading areas shall be accessed from Rinetti Lane, as referenced in Figure 7.2. Truck loading areas shall be screened by architectural and/or landscape elements consistent with the design of the structure.

7.2.3 Building Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

All structures fronting Foothill Boulevard in the Village Center, except institutional structures, are subject to the requirements of 7.2.3.1 and 7.2.3.2 below. These height requirements shall be measured from the existing sidewalk grade along Foothill Boulevard.

Institutional structures fronting Foothill Boulevard in the Village Center are exempt from the requirements of 7.2.3.1 and 7.2.3.2, and shall be subject to the provisions of the Public/Semi-Public zone as defined in the Zoning Code.



Figure 7.3 illustrates the general concept of the height requirements contained in this section.




Development of structures with sloping roofs will maintain views of the mountains and foothills along Foothill Boulevard in the Village Center.



Note: Building shapes are illustrative and not intended to indicate final design.

-  Single or two story buildings with sloped and/or stepped roofs
-  Two story buildings allowed

-  Buildings along Foothill Boulevard over 35,000 square feet in size may be up to 32 feet in height with sloped and/or stepped roofs

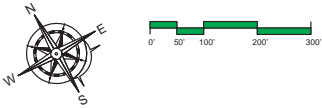


Figure 7.3: Development Standards to Preserve Mountains Views

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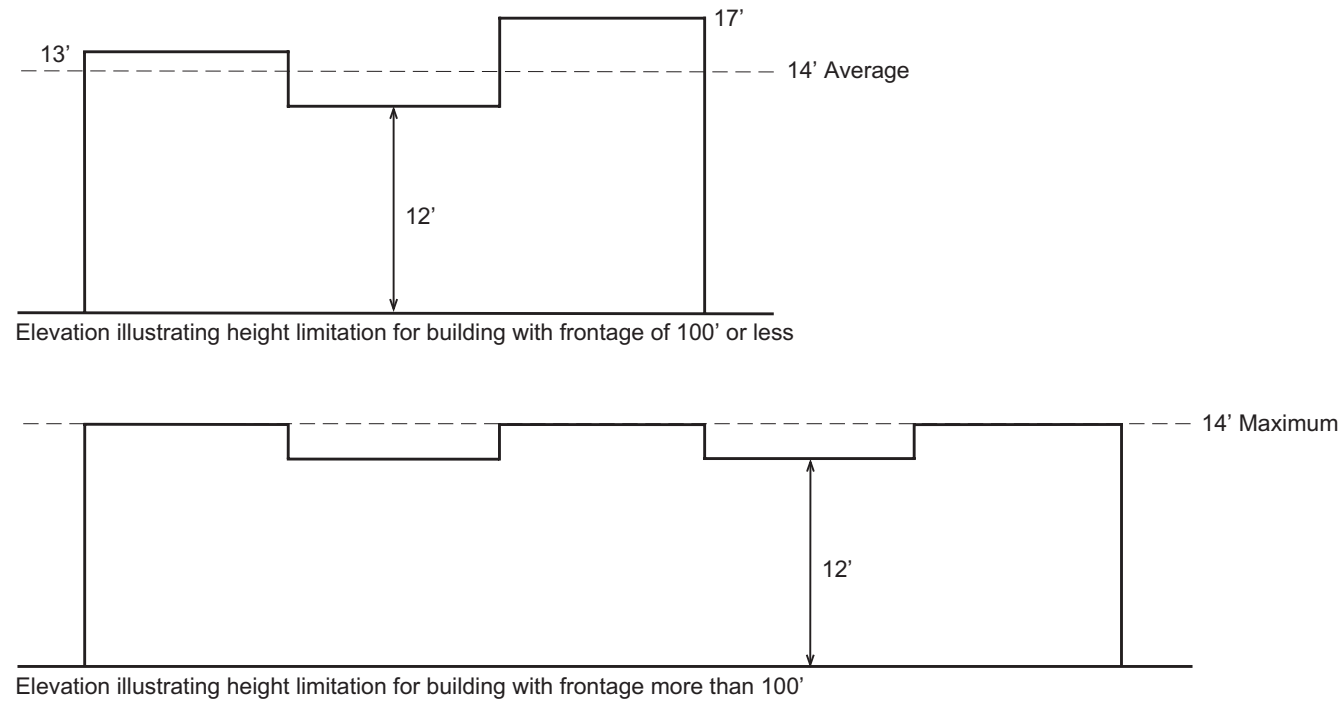


Figure 7.4: Front Façade Height Requirements for Structures Fronting Foothill Boulevard in the Village Center



7.2.3.1 Front Façade Height Requirement

- Buildings fronting on Foothill Boulevard with a linear frontage of 100 feet or less in length shall have a maximum average height of 14 feet at the front façade elevation of the building. The 14-foot average is to be calculated on the linear frontage excluding the area allocated to architectural elements as described in 7.2.5.1.
- Buildings fronting Foothill Boulevard with a linear frontage greater than 100 feet in length shall have a maximum height of 14 feet at the front façade elevation of the building.

Figure 7.4 illustrates the front façade height requirement set forth in Section 7.2.3.1

7.2.3.2 Roof Height Requirement

- For buildings fronting Foothill Boulevard with a gross floor area of 35,000 square feet or less, the building roof may slope, or the building may step, up to a maximum height of 24 feet (or 2 stories, whichever is less in height) at a distance 25 feet or more from the front property line.
- For buildings fronting Foothill Boulevard with a gross floor area greater than 35,000 square feet, the building roof may slope, or the building may step, up to a maximum height of 24 feet (or 2 stories, whichever is less in height) at a distance 25 feet or more from the front property line, and to a maximum height of 32 feet at a distance 60 feet or more from the front property line.

Figure 7.5 illustrates the roof height requirement set forth in Section 7.2.3.1

7.2.4 Building Heights Requirements for Structures in the Village Center That Do Not Front on Foothill Boulevard

7.2.4.1 The height of structures in the Village Center that are not fronting Foothill Boulevard shall not exceed 24 feet for walls and 32 feet to the highest point of the roof.

7.2.5 Architectural Elements to Add Variety and Functionality to the Rooflines in the Village Center

7.2.5.1 Within the general context of the height limits set forth in Section 7.2.3 and Section 7.2.4, taller architectural elements, such as building towers, may occupy up to 20 percent of the street-facing elevation of commercial projects with a linear frontage of less than 100 feet in length. The height of the architectural elements shall be a maximum of 28 feet and the wall height at the property line of the street façade shall not exceed 24 feet.

7.2.5.2 Within the general context of the height limits set forth in Section 7.2.3 and Section 7.2.4, taller architectural elements, such as building towers, may occupy up to 40 percent of the street-facing elevation of commercial projects with a linear frontage of 100 feet or more. The height of the architectural element shall be a maximum of 28 feet and the wall height at the property line of the street façade shall not exceed 24 feet.

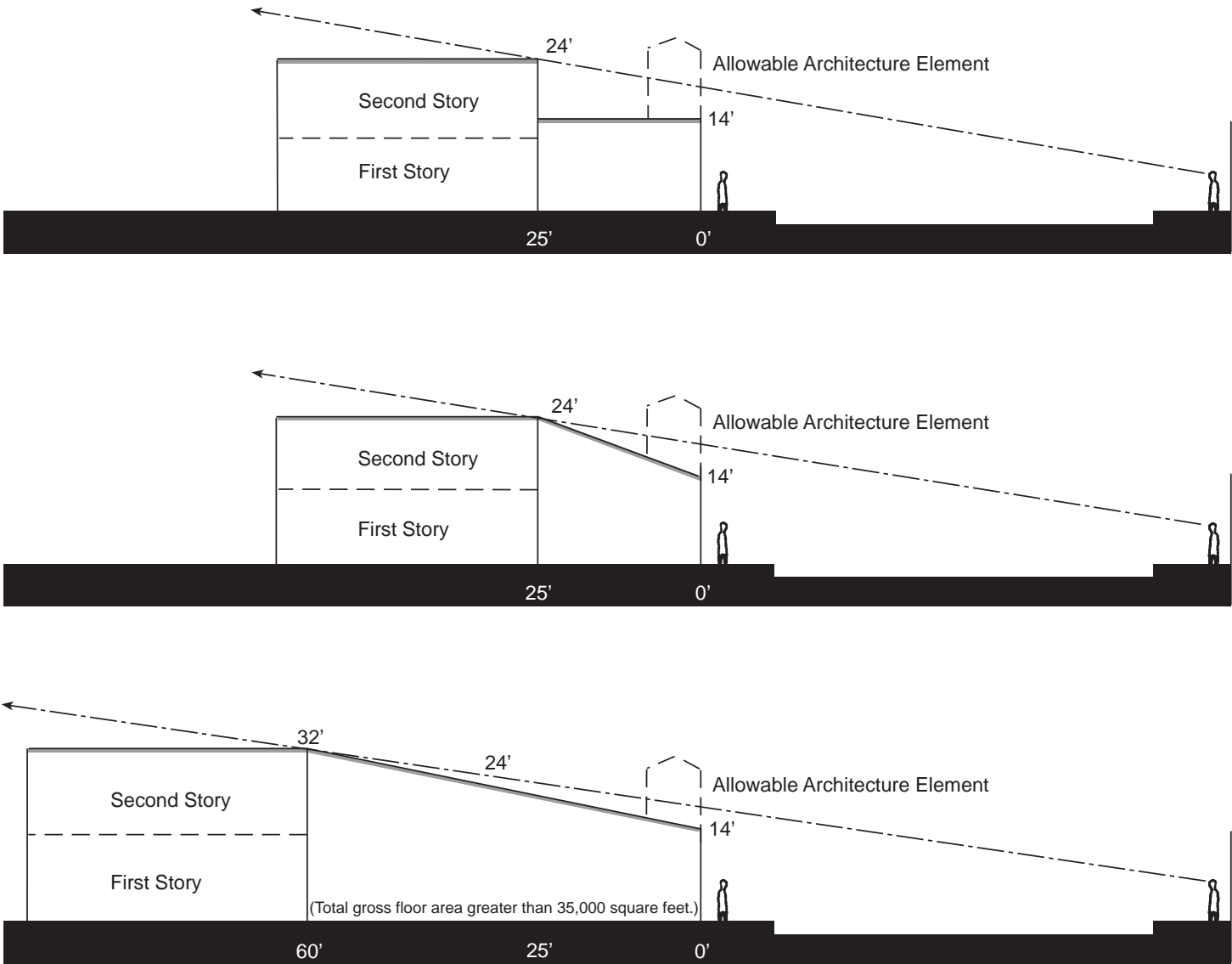


Figure 7.5: Roof Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

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7.2.6 Building Size Limitation Overlay

In addition to all other requirements, building size in the Village Center shall be limited as set forth in the following Subareas (see Figure 7.6).

- 7.2.6.1 Subarea 1 shall be the area north and south of Foothill Boulevard, east of Angeles Crest Highway and west of Beulah Drive (as it would extend to the I-210 Freeway). In Subarea 1, a maximum of one building greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 1 shall be less than 35,000 square feet. Municipal buildings shall be exempt from this building size limitation.
- 7.2.6.2 Subarea 2 shall be the area north of Foothill Boulevard, east of Commonwealth Avenue and west of Oakwood Avenue. In Subarea 2, a maximum of one building greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 2 shall be less than 35,000 square feet. Municipal buildings shall be exempt from this building size limitation.
- 7.2.6.3 Subarea 3 shall be the area north of Foothill Boulevard, east of Oakwood Avenue and west of Rinetti Lane. In Subarea 3, a maximum of two buildings greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 3 shall be less than 35,000 square feet.

Figure 7.6 illustrates the Subareas set forth in this section.

7.2.7 Elements of Retail Continuity along Foothill Boulevard and the North Road in the Village Center

The following standards shall apply to all retail or mixed use structures facing either Foothill Boulevard between Angeles Crest Highway and Rinetti Lane, or the North Road between Civic Center Drive and Oakwood Avenue.

- 7.2.7.1 Storefronts shall contain substantially the same elements as illustrated in Figure 7.7. Real architectural elements, doors, windows, etc. related to usable interior spaces shall be provided. “Stage set” facades created by painted images or applying detail to blank walls are prohibited.

7.3 Development Standards for the Specific Plan Area Outside of the Village Center

The Specific Plan area that is located outside the Village Center includes the area in the Specific Plan boundary that is west of Angeles Crest Highway and east of Rinetti Lane. For development in this area, setbacks and building height requirements shall be as defined in the Community Planned Development (CPD) zone of the Zoning Code, except where specifically defined in Sections 7.5 - 7.8 of this Plan for residential, mixed use and institutional projects.

7.4 Development Standards Applicable to the Entire Downtown Village Specific Plan Area

The following development standards shall apply to all development in the Downtown Village Specific Plan. The Specific Plan area is illustrated and described in Chapter 2.

7.4.1 Parking

When a Parking District is established in the Village Center at a future time by the City, applicants may subsequently purchase “in lieu” parking spaces outside of their properties as a substitute or supplement to the provision of onsite spaces.

The pedestrian environment being created through the Specific Plan will create more multiple-purpose trips and walking, as opposed to driving, between some of the destinations resulting in reduced parking requirements for Commercial, Office and Restaurant Uses. If the Village Center Parking District is established, then the following parking ratios shall apply. If the Village Center Parking District is not established, then the current parking provisions of the Zoning Code shall apply.

- 7.4.1.1 General Commercial (retail sales and service): 3.75 spaces per 1,000 square feet of gross building area.
- 7.4.1.2 Professional or Business Office: 3.0 spaces per 1,000 square feet of gross building area.
- 7.4.1.3 Multi-family Residential: one parking space per bedroom unit, with no less than 2 parking spaces per dwelling unit.
- 7.4.1.4 Restaurants or entertainment establishments or trade schools:
- Where seats are not fixed, one parking space per 60 square feet of floor area available to customers.
 - Where seats are fixed, one parking space per each 2.25 seats or 40.5 inches of a fixed bench.
 - PLUS, one parking space per 30 square feet of floor area available to customers for carry-out service or customer waiting area.



Note: Building shapes are illustrative and not intended to indicate final design.

Subarea 1

Subarea 2

Subarea 3



Figure 7.6: Subareas in the Village Center

- PLUS, one parking space per 2 employees of the largest shifts.

abutting a wall, curb, fence or similar obstruction, shall be a minimum of 11 feet in width.

Columns between each set of aisles and double loaded parking stalls are allowed.

7.4.1.5 School and Churches:

- Every building used in whole or in part for an elementary school, public or private, having no grade above the eighth, shall have within 500 feet thereof, one parking space for each classroom.
- Every building used in whole or part for a school for grades nine through twelve shall have one parking space for each classroom, plus one additional space for each 50 pupils.
- Every building used in whole or part for the gathering of persons for deliberation or worship; or used as a school auditorium of a school in which any pupil is in a grade higher than eight, shall have within 500 feet thereof one parking space for each 5 fixed seats and one space for each 35 square feet of the usable floor area of such auditorium where seats are not fixed, in the largest auditorium used for public assembly. (Eighteen inches of bench seating shall equate to one fixed seat.)

7.4.1.6 Parking for conditional uses and uses not specified: For any conditionally permitted use, or where parking requirements for any use are not specified, parking shall be provided in an amount which the Director of Community Development finds adequate to prevent traffic congestion and excessive on-street parking. Wherever practical, such determination shall be based upon the requirements of the most comparable use specified in this section.

7.4.1.7 Parking spaces shall not be less than 9 feet in width and 20 feet in depth, except that parking spaces with sides

7.4.1.8 Parking Lot Site Plans: Ninety-degree parking is encouraged throughout the Downtown Village Specific Plan area.

7.4.1.9 Drive-through service lanes: Drive-through service lanes are not permitted in the Downtown Village Specific Plan area.

7.4.2 Standards for Parking Structures

Three potential parking structure locations in the Downtown Village Specific Plan are identified in Figure 5.1, Specific Plan Circulation System. Each structure's potential approximate location is identified with a triangle. The following development standards shall apply to parking structure(s) in the Downtown Village Specific Plan:

7.4.2.1 Parking structures shall have a maximum height of 14 feet above the lowest grade level on which the structure is developed. Subterranean parking structures are encouraged.

7.4.2.2 Parking structures shall be located at least 100 feet away from Foothill Boulevard unless below grade. If below grade parking is provided in a structure adjacent to Foothill Boulevard, then retail shall be provided above the structure to maintain a continuity of retail activity along Foothill Boulevard.

7.4.2.3 To maximize ease of use and security, the parking structures shall be constructed with "clear spans" related to each circulation aisle and related double-loaded set of parking stalls, i.e. columns between parking spaces are not allowed.

7.4.2.4 The interior of any parking structure shall be painted with bright, light-reflective color and artificial illumination shall be provided to create a minimum foot-candle level of 5-foot candles on the parking deck.

7.4.2.5 Ingress and egress to parking structures shall be from the North Road and/or north-south streets - not Foothill Boulevard.

7.4.3 Parking Lot Landscaping

7.4.3.1 One planter shall be provided at each end of each parking aisle.

7.4.3.2 One additional planter shall be provided for every 10 parking spaces. Except as required for vehicular movement, planter lengths shall equal the length of the adjacent parking spaces. Each planter shall be a minimum of 5 feet in inside width.

7.4.3.3 At least one tree shall be provided per each prescribed planter. At least 25% of the trees shall be 48-inch box size or greater at planting, and an additional 25% of the trees shall be 24-inch box size or greater at planting. All other trees shall be 15-gallon size or greater at planting. Preserve mature trees on the site to the greatest extent possible.

7.4.3.4 Clustering of planters and trees is encouraged throughout parking lots to create a natural appearance and is required in parking lots with 40 or more parking stalls. A cluster is

defined as three or more trees. The areas provided or required for clustered plantings shall meet or exceed the planter area required in Section 7.4.3.2.

7.4.3.5 At least 75% of the required trees shall be of species having a mature canopy index of at least 500. (The canopy index is the product of the mature canopy width multiplied by the mature tree height in feet.)

7.4.3.6 Tree Shading: Trees shall be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50 percent of the parking area will be shaded. Shading should be calculated by using the diameter of the tree crown at 15 years.

a. Applicable Area: Except as provided below, all surfacing on which a vehicle can drive is subject to shade calculation, including all parking stalls; all drives within the property, regardless of length, and including drive-through lanes; and all maneuvering area, regardless of depth. The following surfaced areas are exempt from this shade requirement: i) truck loading area in front of overhead doors; ii) truck maneuvering and parking areas unconnected to and exclusive of any vehicle parking; iii) surfaced areas not to be used for vehicle parking, driving or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards or fencing; and iv) Play areas associated with institutional uses.

b. Planting Criteria: Each planting area shall be of adequate size for the landscaping approved and shall have adequate irrigation for that landscaping. All landscaping (trees, shrubs, and turf) in these planting areas shall be properly maintained. The Design Commission shall

establish a list of species appropriate for providing shade in parking lots, and shall review site plans of each parking lot to determine whether or not the lot complies with this Section. Trees planted in order to comply with the regulations of the Section shall be selected from the list prepared by the Design Commission. The Design Commission shall have the discretion to modify tree shading requirements under power lines and other obstructions which prohibit strict compliance with shading requirements, and to give shading credit for photovoltaic arrays, off-site trees and structures, sidewalk canopies, and other structures, where appropriate.

7.4.4 Bicycle Parking Development Standards

7.4.4.1 Multi-family Residences: Every residential use of 4 or more dwelling units shall provide at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

7.4.4.2 Schools: Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces should be sheltered under an eave, overhang, independent structure or similar cover.

7.4.4.3 Commercial: Commercial development greater than one acre in size shall provide one bicycle parking space for every 20 vehicle parking spaces. There shall be a minimum of 10 bicycle parking spaces.

7.4.4. Exemptions: These standards do not apply to single family dwelling units.

7.4.4.5 Location and Design: Bicycle parking shall be located conveniently to both the street right-of-way and at least one building entrance. It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.

7.4.4.6 Visibility and Security: Bicycle parking shall be visible to cyclists from streets, and from sidewalks or building entrances so that it provides sufficient security.

7.4.4.7 Options for Storage: Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks or other secure storage space inside or outside of the buildings.

7.4.4.8 Lighting: Bicycle parking shall be at least as well lit as automobile parking for security.

7.4.4.9 Bicycle Path Connections: New development providing bicycle parking north of Foothill Boulevard in the Village Center shall provide on-site bicycle connections from the designated bicycle parking facilities on the site to the dedicated public bicycle path along the North Road.

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7.4.5 Lighting

- 7.4.5.1 Exterior lighting for parking and pedestrian walkways shall provide for safety and security without excess lighting and glare. Lighting shall be energy efficient and shall provide warm illumination spectrums to create a more comfortable pedestrian environment.
- 7.4.5.2 Light fixtures on parking lot lights within 100 feet of any residential structure shall include cutoff shields to prevent glare to adjacent residential structures.
- 7.4.5.3 Exterior lighting mounted upon a building shall be subject to design review, and be of minimal intensity, except where oriented toward outdoor areas as security lighting.
- 7.4.5.4 High intensity lighting, such as neon perimeter strips, is not allowed.

7.4.6 Freestanding Walls

- 7.4.6.1 The use of freestanding walls within the Downtown Village Specific Plan area is not encouraged. Where walls are required for screening purposes, they should be faced with the same material as the primary material of the structure to which the wall is related.
- 7.4.6.2 If walls are required between residential and commercial projects in a mixed use district, the wall shall be 6 feet in height and shall be constructed of solid concrete, brick, stone, plaster over concrete block – whichever materials are harmonious with the residential and commercial projects being separated. In addition, there shall be a

5-foot landscaped buffer between the freestanding wall and the commercial use.

- 7.4.6.3 Retaining walls shall be of the same materials noted above with same materials facing visible portions of walls.

7.4.7 Equipment and Utilities

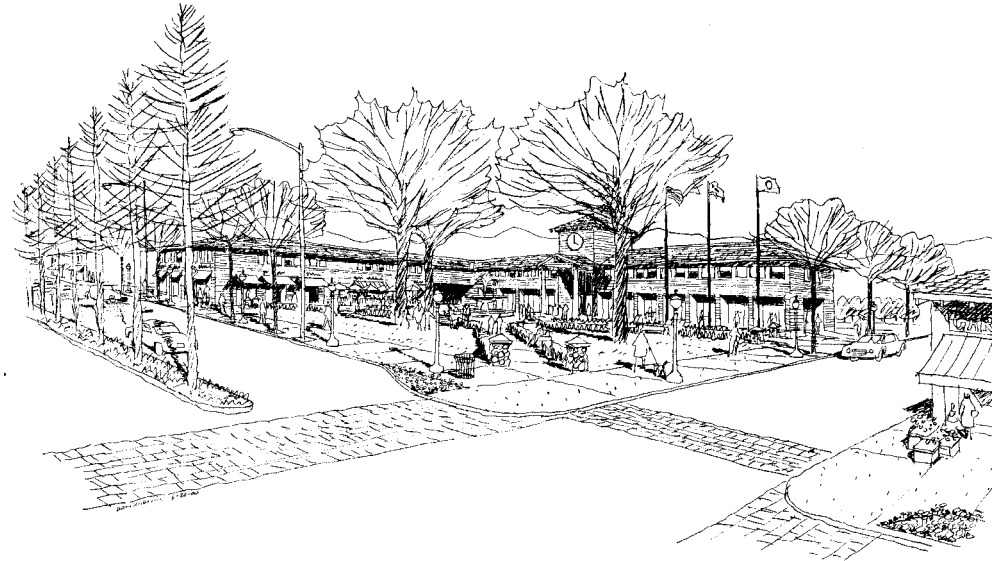
- 7.4.7.1 Freestanding building service equipment shall not be visible from the public streets, shall be located for easily accessible service, and shall be screened to minimize noise impact on neighboring properties.
- 7.4.7.2 Roof-mounted equipment shall be screened from public view from the public streets by integration into the roofs

and/or parapet components, and shall be properly located and screened to minimize noise.

- 7.4.7.3 Exterior, wall-mounted equipment shall not be located facing the public streets and shall be designed as an integral part of the building facades facing onto the rear parking areas. Utility conduits shall be integrated within the walls of new structures and meters shall be visible only to the extent required for meter readings by the utility companies.

- 7.4.7.4 No storage area shall be located within 3 feet of windows unless it is screened.

- 7.4.7.5 Utility service lines shall comply with the Underground Utilities Ordinance.



*The Village Square and Civic Center located between Foothill Boulevard and the North Road.
The Village Square will be a new community gathering place with restaurants,
shops and a major entrance to the Civic Center at its edges.*

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7.4.8 Refuse Areas

- 7.4.8.1 At least one screened refuse area shall be provided per development. Refuse areas shall be at least 10 square feet in area per 1,000 square feet of building, or compactors shall be utilized which can compress trash equivalently to the above requirement. Where compactors are utilized, they shall be completely enclosed within walls and a roof.
- 7.4.8.2 Compactor enclosures shall include roof ventilation and shall have drainage lines connecting to the sewer and water spigots for hosing down of compactor enclosures.
- 7.4.8.3 All refuse storage areas shall be accessible for pickup. They shall be located away from public streets at the rear or

side of buildings and screened from public view to the extent possible. Where refuse or compactor enclosures must be visible, they shall be thoughtfully designed as an integral part of the rear building façade.

- 7.4.8.4 For new structures, refuse or compactor enclosures shall be integrated within the rear building façade as opposed to projecting.

- 7.4.8.5 For rehabilitated structures, trash or compactors shall be integrated into the rear building façade if reasonably possible. If it can be demonstrated that integration of the structure within the façade is not possible, then exterior enclosures shall be attached to the building with careful design of the enclosure as an integral part of the appearance

of the rear façade. The materials facing the enclosure shall be the same as the primary material of the rest of the façade.

- 7.4.8.6 Each storage area and the access to it shall be smooth, level concrete and provided with a water line, drain and self-closing gate.

- 7.4.8.7 Recycling: All projects within the Specific Plan area shall comply with the City's Source Reduction and Recycling Element.

7.4.9 Outdoor Merchandise Display

- 7.4.9.1 Outdoor merchandise displays are subject to approval by the Director of Community Development based on a written description of the proposed display, a site plan and a schedule. Displays shall retain a clear, unobstructed adjacent sidewalk area of at least 6 feet in width. Outdoor merchandise displays shall be removed at close of business daily. No permanent display structures are allowed.

7.4.10 Signage

- 7.4.10.1 Building signage shall comply with the Zoning Code. See also the City's *Design Options Manual* for additional information regarding signage principles as interpreted from the aforementioned ordinances.

7.4.11 Irrigation and Maintenance

- 7.4.11.1 Automated underground irrigation shall be provided for all landscaped areas.



Residential and/or office uses will be located above commercial uses along the North Road.

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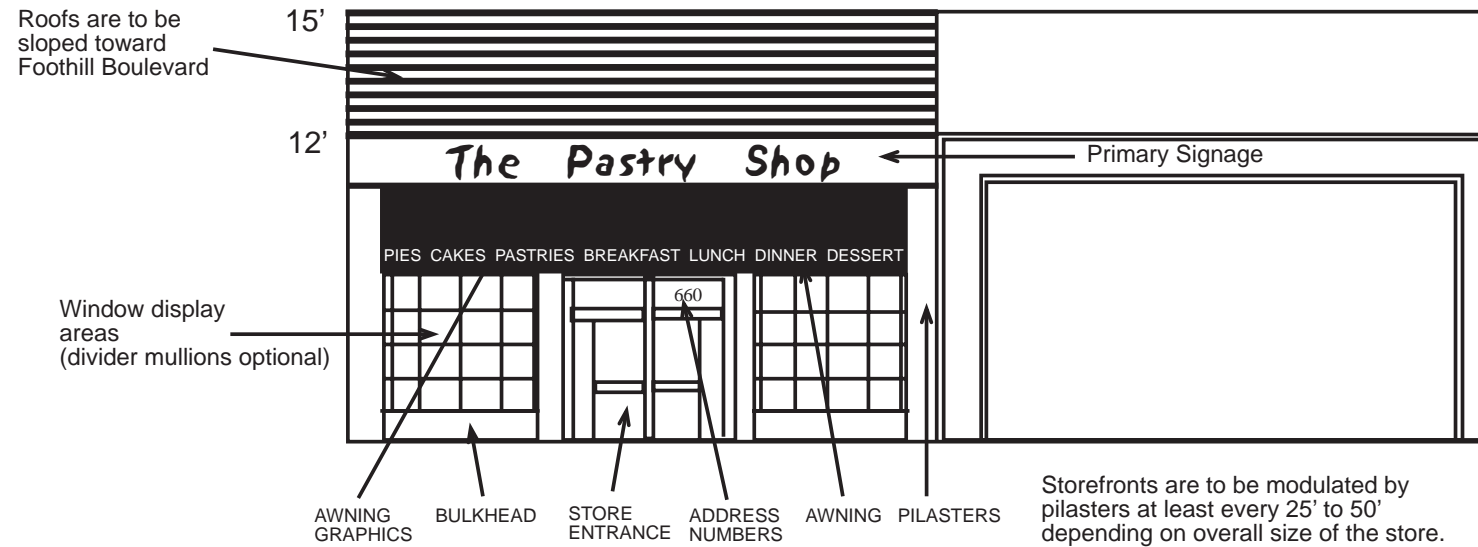


Figure 7.7: Façade Design - Storefront Elements, Modulation and Signage Locations



Blade signage can assist pedestrians and drivers in finding stores while adding interest to the streetscape.



A well designed storefront incorporating many of the elements noted in Figure 7.7.



Rear facades can also have attractive displays and signage.

7.4.11.2 All planters shall be permanently maintained with proper care, including weeding, pruning, irrigation and plant replacement as needed to comply with approved landscaping plans.

7.4.12 Tree Preservation

7.4.12.1 Trees on private or public property shall be preserved in accordance with the Municipal Code.

7.4.13 Façade Design

7.4.13.1 Storefronts shall be articulated within the primary rhythm of 15 to 25-foot modules.

7.4.13.2 Window displays should be provided in the modulated storefronts.

7.4.14 Architectural Styles

7.4.14.1 Building designs for all structures 35,000 square feet in area or larger shall be influenced in terms of materials, colors, forms and details by the following architectural styles: Spanish, Mission, Spanish Colonial Revival and Italian Renaissance.

7.4.14.2 Building designs for all structures less than 35,000 square feet in area shall be influenced in terms of materials, colors, forms and details by the following architectural styles: Spanish, Mission, Spanish Colonial Revival, Italian Renaissance and Craftsman and Monterey.

7.4.14.3 Examples of typical Craftsman palettes include: wood, stained in warm earth-tone colors; plaster, colored in warm tan or light brown colors; wood shingles, real wood, fire resistance treated and stained a dark brown or composite shingles simulating the appearance of wooden shingles; brick or stone.

Examples of typical Spanish Revival material and color palettes include: plaster wall surfaces with whites or light pastel tones such as a warm cream; red tiled roofs; trim around windows or doors in either subdued colors or brighter accent colors such as blues or green.

7.5 Development Standards for Multi-Family Residential Projects in Residential or Mixed Use 2 Districts of the Downtown Village Specific Plan

The following development standards shall apply to all multi-family residential development in the Residential and Mixed Use 2 Districts of the Downtown Village Specific Plan.

7.5.1 Minimum Lot Size: The minimum lot size for multi-family residential development shall be one acre.

7.5.2 Setbacks: There shall be a minimum rear yard setback of 15 feet for multi-family residential units. Although there is no required front or side yard setback, the actual front and side yard setbacks required for a multi-family residential development shall be subject to CUP review and approval of the Planning Commission. In determining the front and side yard setbacks, the Planning Commission shall consider the impact, if any, of the development to the adjacent uses.

7.5.3 Height: Residential structures shall not exceed two stories, or 24 feet in wall height and 32 feet to the highest point of the roof. Residential structures fronting on Foothill Boulevard in the Village Center shall comply with the height provisions set forth in the Section 7.2.3.

7.5.4 Open Space: There shall be a minimum outdoor open space (including patios, walkways and planting areas) of 400 square feet per unit. There shall be an average outdoor open space (including patios, walkways and planting areas) of 600 square feet per unit.

7.6 Development Standards for Single-Family Residential Projects in the Downtown Village Specific Plan

The following development standards shall apply to all single-family residential development in the Downtown Village Specific Plan.

7.6.1 Minimum Lot Size: The minimum lot size for single-family residential development shall be 5,000 square feet.

7.6.2 All other development standards shall be as provided for in the Single-family (R-1) Zone of the Zoning Code.

7.7 Development Standards for Mixed Use Projects in the Downtown Village Specific Plan

In addition to the standards in Sections 7.2 - 7.4, the following development standards shall apply to all mixed-use development (commercial with residential or commercial with office uses in the same structure) in the Downtown Village Specific Plan.

7 Development Standards and Design Guidelines

- 7.7.1 Height: The overall height of mixed use structures shall not exceed 24 feet for walls and 32 feet to the top of the roof. Structures fronting Foothill Boulevard in the Village Center are subject to the height requirements of Section 7.2.3.



Outdoor dining can use a combination of sidewalk space and/or open air setbacks within buildings.

- 7.7.2 Noise and Vibration: Residential uses shall be located only above commercial uses that do not generate substantial amounts of noise or vibration in their operation. Examples of such uses include specialty retail shops and small restaurants. Hours of operation shall be considered by the Planning Commission during the review process for the commercial use.

- 7.7.3 Residential or office uses over commercial uses on the North Road shall be designed such that noise and vibration transmissions between vertically and horizontally separated uses is minimized by appropriate construction techniques, including density of separation materials, isolation of structural and/or mechanical elements, and other appropriate building code measures.

The following development standards shall apply to all residential development in the Mixed Use 1 District wherein residential units are located above ground floor commercial uses:

- 7.7.4 Unit Footprints: Upper level residential units shall not project beyond the ground level, commercial building footprint except for balconies or bay windows.
- 7.7.5 Balconies and Bay Windows: Balconies and Bay Windows may project up to 4 feet beyond the ground floor commercial building and over the public sidewalks along the North Road.

7.8 Development Standards for Institutional Projects in the Downtown Village Specific Plan

The following development standards shall apply to Institutional Projects in the Downtown Village Specific Plan.



Midblock pass-throughs can occur either between or within buildings. They facilitate ease of pedestrian access between parking and shops.



Development Standards and Design Guidelines

7.8.1 The Civic Center shall be located north of Foothill Boulevard and south of the North Road, contiguous with and visually and functionally related to the Village Park. The Civic Center shall be located north of the Village Park so as to minimize impacts on views of the mountains to the north.

7.8.2 Other Institutional Uses: All other institutional uses shall comply with the provisions of the Public/Semi-Public Zone of the Zoning Code.

7.9 Design Guidelines for the Downtown Village Specific Plan

The following design guidelines are suggested to supplement the requirements of the development standards.

7.9.1 **Store entries** from both Foothill Boulevard and the parking areas behind the stores along Foothill Boulevard are encouraged.

7.9.2 **Infill** of small, one-story structures along Foothill Boulevard is encouraged to enhance the continuity of the pedestrian experience. (Buildings shown with double outline in Figure 7.1)

7.9.3 **Outdoor dining** is encouraged along the sidewalks of Foothill Boulevard, the North Road and at the edge of the Village Square. A minimum of five feet passage shall be maintained for pedestrians at all times. Outdoor dining may occupy up to fifty (50) percent of the sidewalk right-of-way. The exact layout for outdoor dining shall be subject to Design Review and shall take into consideration the location of street trees and street furniture to ensure that

pedestrian flow is not impeded. Planning Commission review is required for outdoor speakers.

7.9.4 **Open air setbacks** in commercial structures are permitted. Interior entrances to ground floor retail may be set back to allow for outdoor use. Examples include outdoor dining, display, or entry forecourts. Elements defining the wall plane at the sidewalk line are required for such setback.

7.9.5 **Mid-block pass-throughs**, either within structures or exterior, are encouraged to provide ease of access to parking areas and add interest to the pedestrian experience.

7.9.6 **Shared compactor areas** within blocks are encouraged.

7.9.7 **Lighting of building facades and landscaping** is encouraged.



7.9.8 **Design review of multi-family residential developments** in the Downtown Village shall include factors intended to achieve high quality, up-scale residential development including:

- An appropriate number of units per building to avoid a massive appearance to the project.
- Consideration of the immediate edges of residential projects according to the variety of edge conditions including Foothill Boulevard, the North Road, the freeway, adjacent non-residential uses and edges with existing single family residential areas south of Foothill Boulevard.
- Larger unit sizes with generous patios.



Outdoor dining can be completely within the public right-of-way.

