CITY OF
CHULA VISTA

Design Manual

Originally Adopted by City Council Resolution No. 17647 on September 6, 1994
Updated by City Council Resolution No. 2011-008 on January 18, 2011

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Prepared by the City of Chula Vista Planning Department
Originally Adopted by City Council Resolution No. 17647 on September 6, 1994

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Updated by City Council, Resolution No. 2011-008 on January 18, 2011

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INTRODUCTION

THE DESIGN MANUAL

The Design Manual provides guidelines to assist the city and the development community to achieve a high quality of aesthetic and functional design. The guidelines are applied in conjunction with development standards in implementing the city's design review process. Although these guidelines are expected to be followed, they are general and may be interpreted with some flexibility in order to encourage creativity on the part of project designers.

Design review is intended to achieve orderly and attractive development, to protect and enhance the city's unique character and assets, and to ensure the stability and growth of public and private investment in land and improvements. The purpose of these guidelines is to promote development which respects the physical and environmental characteristics of the community and the site, encourages sustainability and which reflects functional and attractive site planning, and high quality design.

The contents of the Manual are organized into the following seven sections:

- Small-Lot Single Family Residential
- Multiple Family Residential
- Commercial
- Industrial
- Mixed Use
- Conservation
- Signs

THE DESIGN REVIEW PROCESS

Design review involves a comprehensive evaluation of the site plan, architectural and landscape design components of development. Generally, all small-lot single family, multiple-family, commercial, industrial, mixed use and institutional development is subject to design review.

The primary participants in the process are the owner/developer, the project designer, the city design review staff, and the Design Review Board (DRB). The DRB is appointed by the City Council and consists of five city residents with an interest in and sensitivity to design.

For more information refer to the Design Review Application and Procedural Guide which is available from the city Development Services Department.

DEVELOPMENT STANDARDS

The Design Manual must be used in conjunction with the city's development standards. These include building and fire codes, site and facility accessibility requirements for the disabled, zoning and planned community district regulations, grading and subdivision regulations and a separate Landscape Manual, among others. There are also specific and precise plans, redevelopment plans, and project specific design guidelines which may supplement or supersede these guidelines or the otherwise applicable standards and regulations. The Development Services Department may be contacted regarding which if any of these other plans, standards and guidelines may apply to a particular property.

INTRODUCTION

References are included in the text for guidelines which are closely associated with development standards contained in the Chula Vista Municipal Code (CVMC).

DESIGN GUIDELINES

I. SMALL-LOT SINGLE FAMILY

Small-lot single family projects - generally those consisting of lots of less than 5,000 square feet – have in recent years become a significant component of most planned communities. By reducing the amount of improved land per lot, the developer is, among other things, able to offer a single family home at a more affordable price.

Although the lots are smaller, the homes are often as large or larger than those found on traditional single family lots. The resulting loss of open area in relation to building area can tend to result in projects which appear crowded and monotonous, and which offer significantly less yard space and privacy than traditional single family developments.

The guidelines for small-lot single family are intended to:

> Encourage projects which respect the particular natural and manmade character of their sites and surroundings, and which thereby present an attractive and integrated overall appearance when viewed from outside the project boundaries;
>
> Create visual interest and variety, while maintaining a sense of harmony and proportion along interior and adjoining street frontages and other portions of the project exposed to public view;
>
> Provide for adequate usable open space areas and other characteristics such as ample on-street parking and privacy which are traditionally associated with single family development.

The city intends to remain particularly flexible in responding to innovative approaches and alternate solutions for small-lot single family. Project specific standards and guidelines shall take precedence when in conflict with the following guidelines.

SITE PLANNING

Grading

Development should relate to the natural surroundings and minimize grading by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain. Existing landforms may be contoured as necessary to provide a smooth and gradual transition to graded slopes while preserving the site's basic form.

Grading should emphasize and accentuate scenic vistas and natural landforms. Significant natural vegetation and other unique features should be retained and incorporated into the project.

Avoid large manufactured slopes in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily revegetated, and can be used to add visual interest, preserve views, and provide physical buffers where necessary

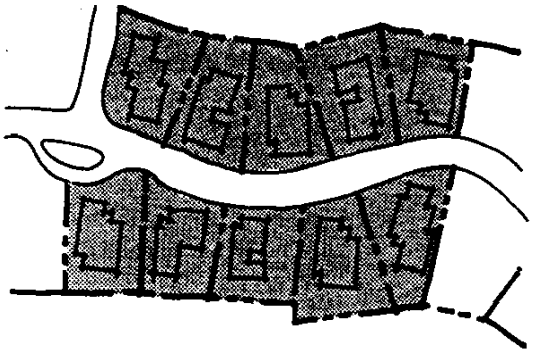
Grading of individual pads must address drainage of rear yard areas and building structures.

Streets

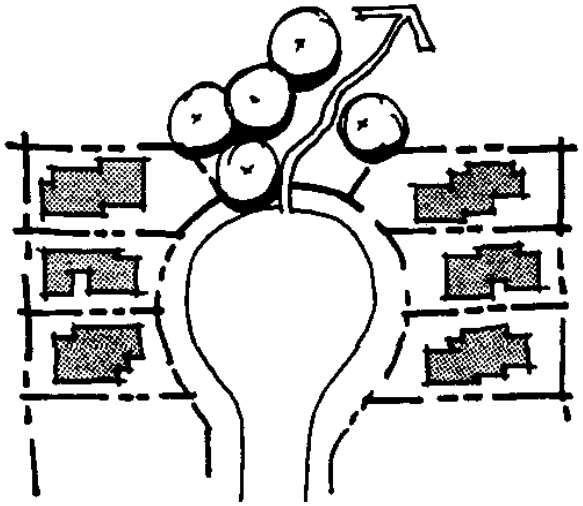
Single family development is generally required to be served by public rather than private streets. Private streets may be considered for smaller and/or self-contained projects where the streets are not required to serve adjacent properties or the general public.

The provision of two separate entry points, as far removed from one another as possible, is encouraged in order to facilitate emergency access. Emergency vehicle access and turnarounds shall be as required by the fm prevention bureau.

Street curves that seem very slight in a bird's-eye view are readily perceived by the driver and interrupt the line of sight. The introduction of curves will also tend to reduce vehicle speeds.



It is often desirable to provide openings at the ends of cul-de-sacs in order to establish pedestrian connections and/or view corridors. The design of the openings should provide security for adjoining residents. The issue of continued maintenance must also be addressed.



Vision clearance shall be provided at street intersections and driveway areas (CVMC 12.12.120 and 12.12.130).

Open space

Open space can meet both a functional and visual need within small-lot projects, and may include common as well as private areas and facilities. The issue of adequate open space is generally addressed at the planning rather than development stage of project review, but it is appropriate to revisit the issue when replanning or resubdividing areas from larger lot or attached development to small-lot single family.

Small-lot single family projects are expected to provide adequate usable outdoor areas for normal family activities, such as areas for children to play off-street, areas for outdoor family gatherings and dining. and areas for landscaping and gardening. If the yard area of the lot is insufficient for these purposes, then supplemental common usable open space should be provided.

Each lot should provide approximately 750 square feet of usable open space for a typical three or four bedroom dwelling, either exclusively in private yards, or in a combination of private yards, landscaped front yards and/or common areas. The private usable fenced yard area should generally total not less than 15 percent of the lot size with no dimension less than 10 feet.

Consideration may be given to provide all or a portion of the common usable open space off-site in conveniently located and easily accessible private parks or public parks with acreage or amenities in excess of that required by code. Such facilities should generally be within 114 mile walking distance of the project and accessible without crossing a four-lane street.

Common usable open space should be provided in large, meaningful areas and not fragmented or consist of "left over" land. It should be centrally located, easily accessible for the majority of units, and buffered but visible from surrounding dwellings. Areas for both passive and active recreation should be provided, to include amenities such as tables and shaded seating areas, barbecues, courts and tot lots.

The need to provide visual open space is dependent upon many factors, including the size and shape of the lots, the size, design and placement of the dwellings, and the width and design of the streets. These factors can best be judged on a project-by-project basis. But generally, the smaller and narrower the lots, the larger and less differentiated the homes, and the narrower the streets and setbacks, the greater is the need to use common open space(s) to provide visual relief within the project.

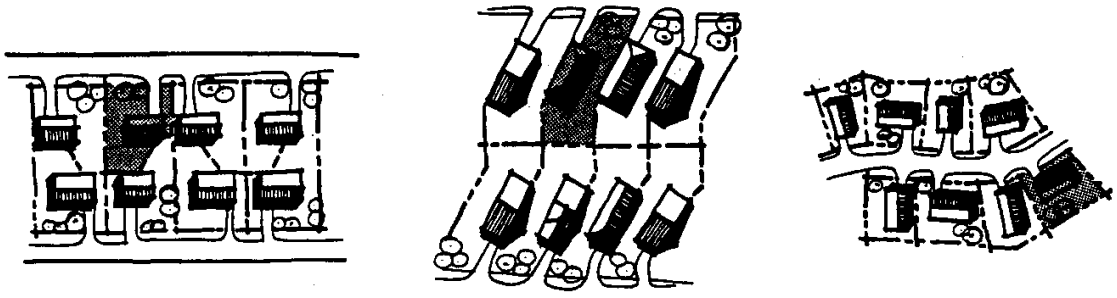
When provided and where feasible, locate common areas adjoining entries or other locations which maximize their visual impact. Major slopes located next to common areas should be transitioned into landscaping and usable areas to maximize the effect of open space.

A water drainage and/or runoff system should be provided for all common outdoor activity areas. Vegetated rather than concrete swales should be used whenever possible. Avoid water runoff across pedestrian walkways. Drainage elements which dissect paving should complement the paving design.

Lots

Making some lots wider than the average can provide different amounts of open area between structures. It also allows placement of different shapes and sizes of homes. On narrow lots, a variation of only a few feet can make a perceptible difference.

Innovative techniques such as "zippered", "z" and wide-shallow lots can significantly enhance the street - scene. The use of such techniques in lieu of standard lot configurations will require flexibility in the application of many of the guidelines contained herein.



Building placement

The siting and design of structures and landscaping should ensure that they blend into the terrain and not dominate the landform as seen from lower elevations. Where feasible, locate buildings to conceal larger graded slopes.

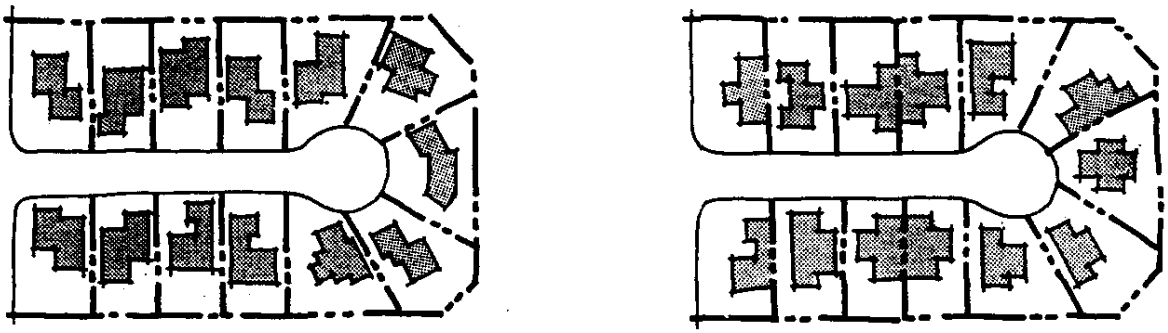
Building placement should consider the potential for tree and plant growth on each lot.

Front and rearyard setbacks for dwellings should generally be 15 feet. A minimum ten foot separation should be provided between homes. Sideyard setbacks should be a minimum of three feet; the exception being zero lot line or attached single family development.

Rearyard and exterior sideyard setbacks for dwellings should be increased a minimum of five feet for lots which back onto or side onto streets.

Front, exterior sideyard and street facing rearyard setbacks should be increased for two-story homes or the second story portion of two-story homes.

Varying the distance of homes from the street and between adjacent homes, or between homes and fences, creates different patterns of visible open space, avoids a repetitive appearance, and results in different types of yards and private patio areas. A variation of only a few feet is perceivable.



VARIABLE FRONT AND SIDE YARD SETBACKS

Attached single family dwellings can emphasize the individuality of units or can look like one large home, depending on how they are treated. Attached dwellings can yield larger open areas between structures.

Zero lot line homes (flush to the side lot line) lend themselves well to the creation of courts and patios.

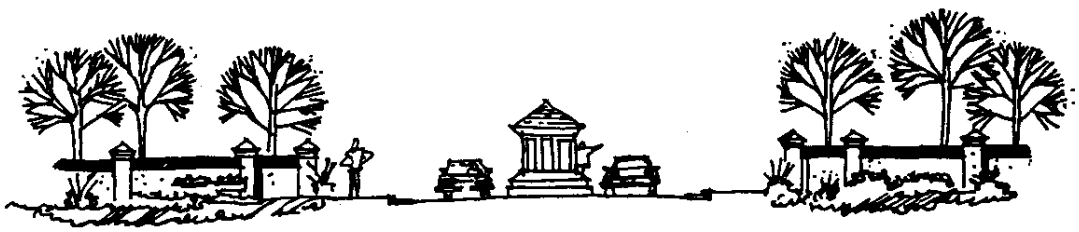
Consideration should be given to the use of both single- and two-story homes. Single-level elements or floor plans will enhance the visual interest of the street scene by providing varying ridgelines and mass elements.

The use of single story homes on comer lots can provide a feeling of openness at intersections. In the case of two-story homes, larger setbacks, setting back the second story or introducing single story elements can achieve a similar result.

TWO-STORY, CORNER LOT TREATMENT

Site entries

Decorative walls and/or enhanced landscaping should be used at public street entries. Where private streets are allowed, enriched paving, raised medians and gateway structures should also be considered. Continued maintenance must be ensured.



Project entries should be punctuated by an open view of green space if possible. Homes across from entry points should be plotted so that landscaping is the predominant view from entry drives.

Privacy

The design, placement and orientation of buildings, yards, fencing, landscaping, floor plans, balconies and windows is expected to promote privacy within the individual dwelling units to the maximum feasible extent.

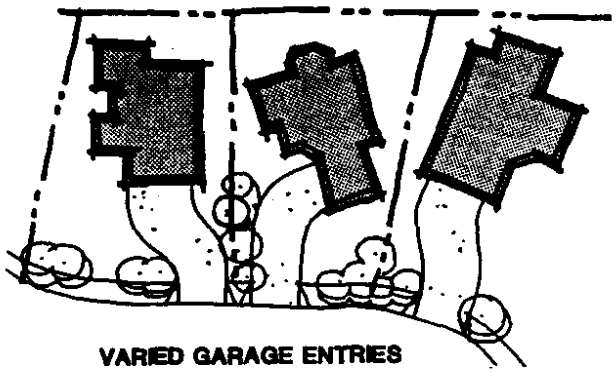
Garages and parking

One-story garage elements soften the impact of dwellings on a residential street scene and help create a feeling of openness and human scale within a neighborhood. Garages should have a single story mass at the front of the structure to provide an architectural transition on two-story homes.

ONE-STORY GARAGE ELEMENT

Garage door setbacks should allow driveway parking that keeps the sidewalk clear of vehicles. If a garage is allowed to be sited less than 19½ feet from the back of sidewalk, an automatic garage door opener should be provided. Sectional roll-up doors should also be considered in these exceptional cases

Angled or side-entry garages can be used to break up the monotony of all garage doors facing the street. Vary driveway locations whenever possible to add variety to the street scene.



VARIED GARAGE ENTRIES

The siting of driveways should maximize on-street parking. At least one on-street space per lot should be considered the minimum. One space per lot should also be considered the minimum in the case of private streets with guest parking bays. Additional on-street/guest parking above the minimum is expected to be provided for any lot which features a shortened driveway.

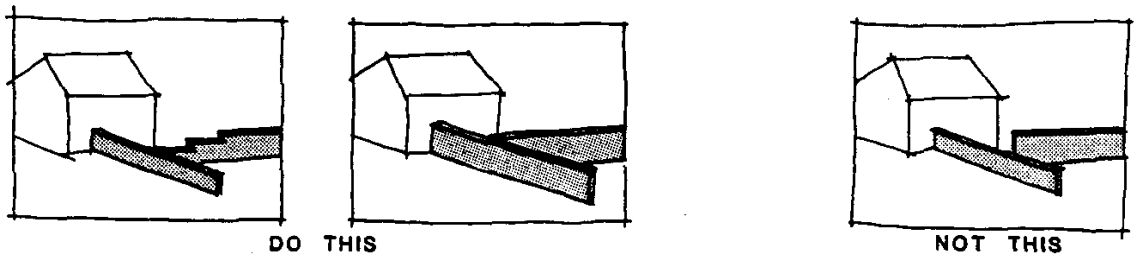
The parking or storage of trailers, campers, motor homes, boats and other recreational vehicles should be prohibited from occurring on the street or within front or exterior sideyard areas as reflected in the CC&R's. The provision of a separate storage area, adequately and attractively screened with a combination of solid walls and landscaping, can be utilized to provide convenient RV storage on-site.

Walls and fences

Small-lot developments should submit a complete wall/fencing program to be included in the project CC&R's. The program should include all community as well as private walls and fences. For projects with no homeowners association, community walls should be located within adjoining open space maintenance districts where applicable.

Decorative masonry should be used for community walls. View fencing of wrought iron or tubular steel is also acceptable, although masonry may be required for noise attenuation. Decorative masonry and/or decorative wood fences may be used for front and exterior side yards. Style, materials and color should complement the project architecture.

Walls or fences which abut community walls should intersect them at or below the cap level of the community wall/pilaster. Sideyard fences should intersect at an equal or lower height than rear and front walls/fences/pilasters.



Open, transparent fencing is encouraged on the face of all rearyard slopes which are exposed to public view.

Walls and/or view walls in the frontyard setback should generally not exceed 3-½ feet in height and should maintain a minimum five-foot setback from back of sidewalk. Depending on the project design, it may be appropriate in some cases to restrict walls from frontyard areas altogether, and in other cases to allow an increase in height to create frontyard patio areas.

Lower walls at exterior sideyards should maintain a minimum five-foot setback from the back of sidewalk; ten feet for walls over 3½ feet in height.

Higher, unrelieved walls and fences are imposing, particularly on smaller lots. Any combination of retaining walls and freestanding walls/fences should not exceed six feet in

height. Parallel retaining walls or a retaining wall and fence should be offset by a minimum three foot wide clear planting space.

Trees, shrubs and vines should be used to soften the appearance of fences and walls. Community walls should be separated from adjacent streets by the required setback or a minimum 10 foot wide landscape buffer from back of sidewalk, whichever is greater.

ARCHITECTURE

Compatibility

There is no preferred architectural "style" for residential structures. The focus should be on the development of a high quality residential environment. The architecture should consider compatibility with surrounding character, including harmonious building style, form, size, color, material, and roofline.

Scale

Dwellings and other improvements should be appropriate in mass and scale to the site on which they are placed. The site and its relationship to other structures, scenic values, climate orientation, and access should be factors in the design and orientation of structures on each site.

Form, proportion and scale should relate to the use of the structure as a single-family residence. The scale of structures should be within a human scale so as not to overwhelm or dominate their surroundings. Second story rooms may be tucked into roof planes to maintain low profiles. Clipping the roofs at the sides and comers of buildings can be used to lower apparent height.

Varied design

Individual dwelling units should relate in terms of mass and bulk but should be distinguishable from one another. A minimum of three housing plans with three alternative front and exposed rear elevations per plan should be provided. A difference in the massing and composition (not just finish materials) of each adjacent house should be accomplished.

ALTERNATIVE ELEVATIONS

The overall street scene should be arranged to convey a sense of ordered variety. One elevation should not be repeated more frequently than each fourth house. Wherever the same unit plan is proposed adjacent or directly across from another unit, "alternate elevations" should be utilized. "Reversed" elevations are not considered alternate elevations.

Facade and roof articulation

The articulation of facades and the massing of structures gives them depth and substance. Uninterrupted exterior walls and monolithic forms should be avoided on all structures. All front, exposed rear and exterior sideyard walls should have relief, offsets, overhangs and recesses in order to create an interesting blend with landscaping, structures, and the casting of shadows. The integration of varied texture, relief, and design accents on building walls softens the architecture.

ARTICULATION

For sloped roofs, both vertical and horizontal articulation is encouraged. Roof lines should be representative of the design and scale of the units under them. Roof articulation may be achieved by changes in plane and/or the use of traditional roof forms such as gables, hips, and dormers. Flat roofs and A-frame type roofs are discouraged unless appropriate to the architectural style. Roof design must prevent water runoff onto adjacent lots.

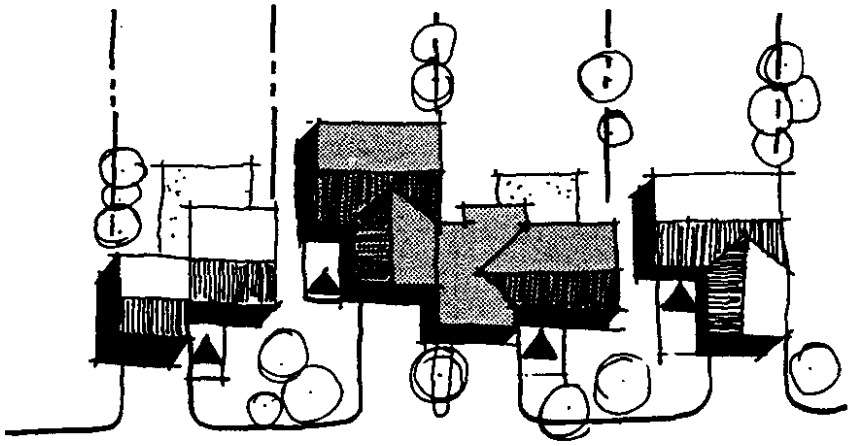
All elevations should be architecturally treated. Building elevations which back or side onto streets, open spaces or tops of slope should be strongly articulated along the visible facade. Elements such as overhangs, projections and recesses of stories, porches, balconies, reveals and awnings are encouraged. Dwelling entries should be articulated through massing treatment and/or should incorporate detailed design elements.

The articulation of two-story elements when visible from the greater community is particularly critical. Wherever possible, one-story masses should be incorporated into visible rear elevations. Where two-story masses do occur on the view edge, one or more of the following measures should be employed to soften the visual impact: incorporation of a variety of hip and gable roofs, introduction of trellises and shade structures, use of second floor balconies, cantilevering of second floor elements, and stepping back plan elements to vary setback and create shadow patterns.

Attached dwellings

Attached single family dwellings should incorporate the same elements as single-family detached housing. One-story elements are preferable on street elevations, end-unit conditions and on highly visible rear elevations. Attached dwelling units should express individuality

through careful massing, front and rear offsets, and clearly identifiable entries and private outdoor spaces.



Garages should have a single-story appearance at the front of the building to allow a stepped-back architectural transition for two-story structures. The visual impact of garage doors can be reduced by varying their orientation, recessing them within the structure, and/or using multiple single doors. Garages must be set back from the street sufficiently to allow driveway parking without overhanging the sidewalk.

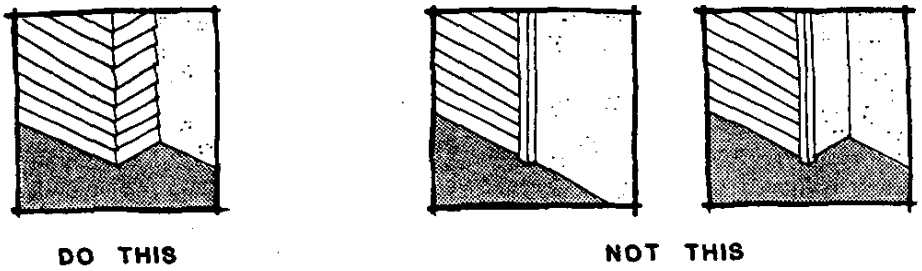
Additions

The allowable extent of and design parameters for patio covers and other additions and alterations should be addressed with the initial project design and incorporated into the project CC&R's. Structural additions or alterations should be integrated into and conform with the form, character, materials, colors, and detailing of the existing dwelling.

Balconies, porches and patios, as well as ancillary structures such as gazebos, cabanas, and storage sheds, should be compatible with the design and materials of the dwelling. No structure should extend not be built over slope areas unless the building design is appropriately integrated into the slope.

Colors and materials

The choice and mix of materials on the facades of structures and garage doors is important in providing an attractive living environment. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.



Colors can be used in combination with design to distinguish one home from another. Walls and other large expanses should generally be light in color, with elements such as doors, window framing, chimneys, trim, railings, awnings and light fixtures in a contrasting color to add interest and variety. Subdued color combinations are encouraged.

Exterior repainting, resurfacing or reroofing of any dwelling or structure should be in compliance with approved standards included in the project CC&R's.

Graffiti deterrence/protection should be considered in the selection of building materials, paints, and other protective coatings (CVMC 9.20.055).

Fenestration

The placement and relationship of windows, doors and other building openings plays a significant role in achieving a unified building composition. Where possible, window sizes should be coordinated vertically as well as horizontally, and window design should be consistent in terms of style and general management on all sides of the building.

The placement and design of windows should consider floor plans, yards and setbacks of adjacent homes to promote interior privacy to the degree possible.

Garage doors

Garage doors are often a major visual element of a home. When they are, they should appear to be set into the walls rather than flush with the exterior wall. The use of two doors on a two-car or three doors on a three-car garage can significantly enhance the street scene and is encouraged.

A number of compatible designs should be used throughout a project to ensure variety. The design of the garage door should relate to the particular architectural style selected, and should reflect a substantial, well-constructed quality.

Gutters, downspouts and vents

Gutters and downspouts should be concealed unless designed as an architectural feature. Exposed gutters and downspouts not used as architectural features should be colored to coordinate with the surface to which they are attached. Roof vents should be colored to coordinate with roofing material.

Equipment screening

Any equipment, whether on the roof, side of a structure, or on the ground, shall be properly screened. The method of screening should be architecturally compatible with the dwelling in terms of materials, color; shape, and size, and should blend with the building design.. Utility meters and equipment may be placed in locations which are not exposed to view from the street in lieu of screening.

INTEGRATED SOLAR PANELS

Solar panels installed on the roof should be parallel to and resting on the roof slope. Frames should be colored to coordinate with roof colors.

LANDSCAPING

Refer to the Landscape Manual for the city's complete landscape planting and irrigation standards.

It may be appropriate in some cases to have front and exterior sideyard landscaping installed by the developer and maintained by the homeowners association. If landscaping is installed by individual homeowners, the CC&R's should require installation of front and exterior sideyard landscaping within six months of occupancy.

Standards for front and exterior sideyard landscaping and relandscaping should be included in the CC&R's. Drought tolerant planting should be emphasized in accordance with the requirements of the city Landscape Manual. The CC&R's should also require that landscaping be permanently maintained in a healthy and thriving condition, free from weeds, trash and debris.

Landscaping in and around entrances and drives must be designed to maintain sight distances (CVMC 12.12.120 and 12.12.130).

II - MULTIPLE FAMILY

Multiple family residential includes apartments, condominiums and townhomes; essentially anything other than single family. These projects, regardless of their form of ownership, are characterized by higher density attached units, and shared facilities such as parking, open space, and recreation. These characteristics present unique design issues.

Multiple family projects involve larger structures, and tend to generate large parking areas and limited private open space. If not properly designed, buildings can dominate their surroundings, parking and circulation areas can dominate the site, and open spaces may be relegated to left over areas, not related to the structures or the people who live there.

The guidelines for multiple family residential are intended to:

> Encourage developments which are sensitive to the character and scale of surrounding development, with particular attention to transition areas wherein multiple family projects and single family dwellings may coexist for years or even decades;
>
> Promote an attractive and functional arrangement of buildings and ample open spaces which are sensitive to the physical characteristics of the site, and which provide a high standard of visual quality and livability for the residents;
>
> Incorporate within the project architecture a sense of harmony and human scale, while providing for visual interest and individual unit identity, as well as privacy and security for each resident and the project as a whole.

Project specific standards and guidelines shall take precedence when in conflict with the following guidelines. All projects must be designed to be accessible for persons with disabilities in accordance with currently applicable requirements.

The Design Manual, amended in 2011, added new mixed use and conservation design guidelines. Because these design guidelines include many sustainable design concepts that are universal to all types of development, they should be referred to in the review of new “single use” projects including multi-family, commercial or industrial developments. To minimize redundancy and promote conservation of resources, a reference to the new sections (Section V and VI) is provided, rather than repeating it in its entirety here.

SITE PLANNING

Grading and drainage

Development should relate to the natural surroundings and minimize grading by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain. Existing landforms may be contoured as necessary to provide a smooth and gradual transition to graded slopes while preserving the site's basic form

Grading should emphasize and accentuate scenic vistas and natural landforms. Significant natural vegetation and other unique features should be retained and incorporated into the project whenever possible.

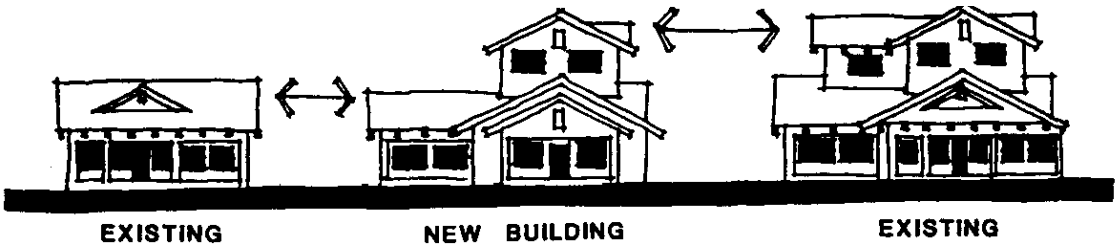
Avoid large manufactured slopes in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily revegetated, and can be used to add visual interest, preserve views, and provide physical buffers where necessary.

Drainage should respond to the natural drainage pattern of each site. Provide a water drainage and runoff system for all outdoor activity areas. Use vegetated rather than concrete swales whenever possible.

Avoid water runoff through planter areas or across pedestrian walkways. Drainage elements which dissect paving should complement the paving design.

Compatibility

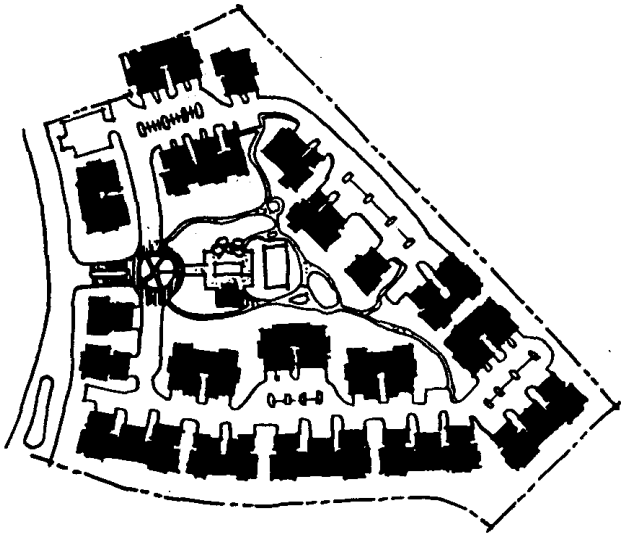
The arrangement of structures, parking and circulation areas, and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.



When an existing single family unit is to remain on the site where new multiple family units are to be constructed, the new units should be designed to be compatible with the existing unit.

Clustering

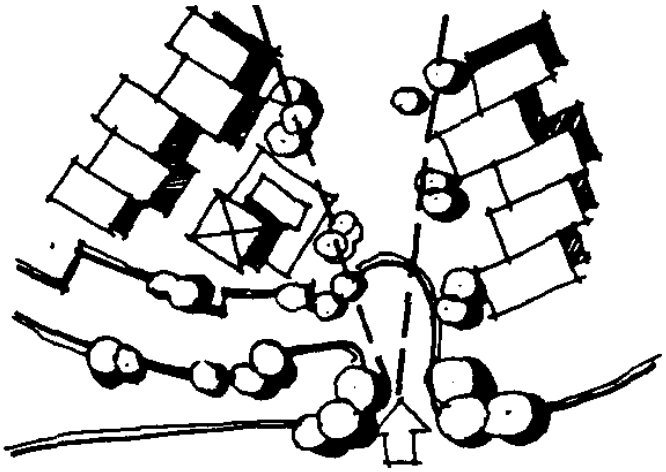
Clustering of multi-family units should be a consistent site planning element. Large projects should be broken up into groups of structures. Combining elements of varying heights in building clusters is encouraged.



The siting and design of structures and landscaping should ensure that they blend into the terrain and not dominate the landform as seen from lower elevations. Where feasible, locate buildings to conceal larger graded slopes.

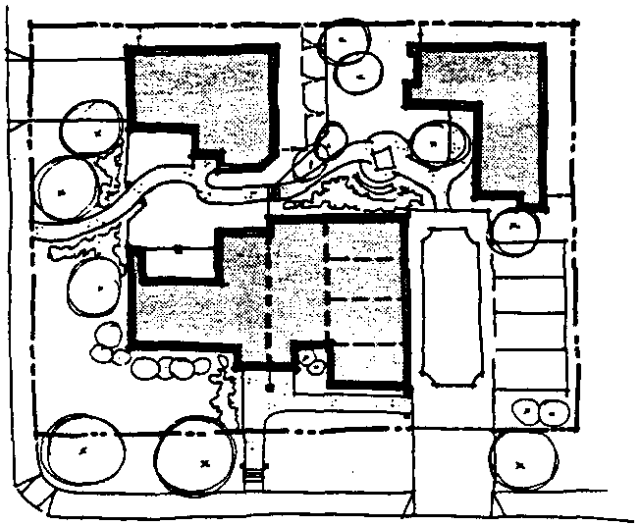
Open space

Common and private usable open space is required for all multiple family projects (CVMC 19.28.090). The design and orientation of these areas should take advantage of available sunlight and be sheltered from the noise and traffic of adjacent streets or other incompatible uses. The visual impact of common areas should be maximized.



Required common open space and recreation areas are expected to be centrally and conveniently 1ocated for all of the residents. Private open spaces should be contiguous to the units they serve and screened from public view. Projects should have secure open spaces and childrens' play areas that are visible from the units.

Common open space should be provided in large, meaningful areas and not fragmented or consist of “left over" land. Large areas can be imaginatively developed and economically maintained. Without sufficient area, common open space cannot serve the purpose for which it is intended. Major slopes located next to recreation areas should be transitioned into landscaping and usable areas to maximize the effect of open space.



Any portion of a lot which is relatively level (maximum five percent grade), developed for recreational or leisure use, and which contains 60 square feet with no dimension less than six feet, is considered open space (CVMC 19.28.090). Roof decks and recreation rooms should generally count for no more than 25 percent of required common open space: Front and exterior sideyard setback areas may constitute up to 50 percent of required common open space, provided they are developed in a usable and attractive manner.

Common open space areas should include both passive and active recreation amenities such as tables, benches, pools, barbecues, courts and tot lots. A focal point should be provided such as a fountain, kiosk, specimen tree or tree grouping, or other sculptural feature. Features and furniture should be well constructed, durable, and complement the overall landscape design.

Play areas for children should be provided whenever possible, and are expected to be incorporated into any larger project with a significant number of two bedroom units. Tot lots should feature a soft ground surface, shaded seating areas, and defining edges and/or open fencing of wrought iron or tubular steel. The tot lot should be well separated and buffered but visible from adjacent dwellings.

Private open space may take the form of patios, balconies or courtyards. Studio, one-bedroom and all other units above the first story should provide 60 square feet of open space. Two- and three-bedroom ground floor units should provide 80 square feet and 100 square feet of open space, respectively.

Patio fencing and balcony screening should be an integral part of the overall building architecture.

Access to balconies and patios which are to be counted toward required private open space should be achieved from common floor space areas such as living or dining rooms, hallways, kitchens, etc. Balconies should be arranged to preserve the privacy of other private areas within the site and adjacent parcels.

Vehicular access and circulation

Continuous circulation should be provided whenever possible. Turnarounds should be provided wherever dead-end driveways or parking aisles cannot be avoided. Emergency vehicle access and turnarounds shall meet the requirements of the city fire prevention bureau.

The number of vehicular access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from one another as possible, in order to facilitate emergency access. The use of common or shared driveways which provide access to more than one site is encouraged.

Primary circulation drives should whenever possible be separate from parking areas and provide no direct access to parking spaces. On larger projects, curvilinear driveways which interrupt the line of site are preferred over long, straight drives.

Site access and internal circulation should promote safety, efficiency, and convenience. Avoid conflicts between vehicles and pedestrians, minimize dead-end driveways, and provide adequate areas for maneuvering, stacking and accommodating emergency vehicles.

Driveway throats adequate to stack at least one vehicle behind the sidewalk should be provided at all access points.

Vision clearance shall be provided at street intersections and driveway areas (CVMC 12.12.120 and 12.12.130).

Site entries

Principal vehicular access into a multiple family project should be through an entry drive rather than a parking aisle.

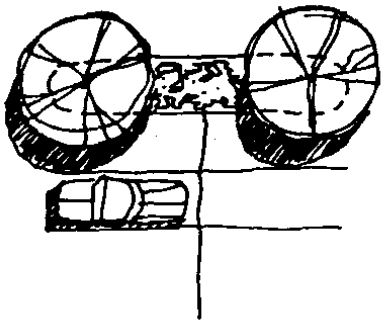
Project entry areas should be enhanced and obvious to the resident and visitor. Landscaped medians, enriched paving, decorative landscaped entry walls and gateway structures are encouraged.

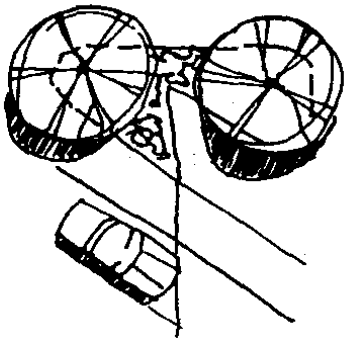
Parking

In multiple family projects, parking is accommodated in individual open parking spaces, parking courts, carports and garages. Parking by whatever means should be located so as to minimize its visual impact.

Parking on circulation drives or in large, undivided parking lots is not desired. When parking cannot be incorporated within residential structures, small dispersed parking courts are the desired alternative.

Parking courts should be treated as "landscape plazas," with attention to hardscape surfaces, softened edges, shade, and articulated pedestrian/vehicular circulation. Parking courts should be separated from one another by structures or significant landscaped buffers. Introduce decorative paving, landscape planters, and canopy trees to add visual interest and soften the appearance of unrelieved paving.





Parking should be located close to and wherever possible visible from the residential units which use them. Convenient, unobstructed and clearly identified pedestrian access which minimizes the need to cross circulation drives, parking aisles and landscaped areas should be provided to building entrances.

Generally, there should be no more than 10 spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Landscaped bulbs, or pedestrian access ways with landscaping and/or architectural elements such as trellis structures can be used to provide this separation.

Parking which is visible from the street or other areas exposed to public view must be screened and softened by landscaping, earth berms, low screen walls, or a combination thereof (CVMC 19.62.080).

Parking areas must be landscaped, receiving interior as well as perimeter treatment in accordance with the city Landscape Manual (CVMC 19.62.090).

Parking incorporated within residential structures should be enclosed behind garage doors. Garages with parking aprons less than 19½ feet in length should be provided with automatic garage door openers. Sectional roll-up doors are encouraged.

Carports may be incorporated into the interior of a project subject to the same dispersal criteria noted above for parking courts. The placement of carports adjacent to streets, elevated slopes or other highly exposed areas is strongly discouraged.

Pedestrian circulation

Pedestrian walkways should be provided to link dwelling units with common open space areas, recreational and support facilities, parking areas, and the street. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. A pedestrian circulation plan is expected to be submitted for each project.

Walkways should be separated from circulation drives to the maximum feasible extent. Curvilinear paths provide a more inviting and interesting experience and are generally preferred over long, straight alignments. Paths which traverse open spaces are strongly encouraged.

A minimum five-foot wide relatively smooth, non-slip walking surface should be provided (add two feet for walkways which also serve as wheel stops). The use of brick, interlocking pavers, enhanced concrete or other similar surface is encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

Walls and fences

Walls and fences are used to define project entries and boundaries, provide security, privacy and noise attenuation, and screen views of parking, storage and equipment areas. They are also an important design component. Materials, style and color are expected to complement the project architecture.

Decorative masonry walls are preferred for areas exposed to public view, such as streets, open space areas and elevated slopes. Pilasters, planting offsets, wrought iron in view circumstances, and other vertical elements should be used to interrupt the horizontal monotony of longer walls and fences.


SOUND / SCREEN WALL


VIEW FENCE


LOW PROFILE DECORATIVE WALL


ENHANCED WOOD FENCE

Trees, shrubs and vines should be used to soften the appearance of fences and walls and to deter graffiti (CVMC 9.20.055). Perimeter walls and fences should be separated from adjoining streets by the required setback or a minimum 10 foot wide landscape buffer from back of sidewalk, whichever is greater.

Except for unusual circumstances, uncapped wood, mesh or chain link fencing, and precision cut concrete block walls are generally considered inappropriate and are strongly discouraged.

Ancillary structures

Ancillary structures such as laundry facilities, recreation buildings and sales/lease offices should be consistent in architectural design and form with the rest of the complex.

Privacy

The design, placement and orientation of buildings, yards, fencing, landscaping, floor plans, balconies and windows is expected to promote privacy within the individual dwelling units to the maximum feasible extent. Consider the use of trees to screen private first floor areas and windows from second story units. Stagger setbacks to adjacent unit entrances.

Security and lighting

Multi-family projects should be designed to provide the maximum amount of security for residents and visitors. Building/unit entries, parking areas, walkways and common areas should be appropriately lit with fixtures to complement project architecture. All exterior lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent properties or streets (CVMC 19.66.100).

Lighting may also be used to deter graffiti (CVMC 9.20.055).

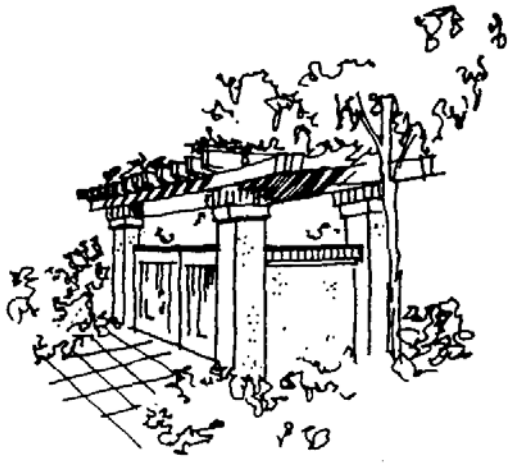
Parking areas should be located so as to be visible from residential units. Landscaping should be planned and maintained to provide views into open space areas, and to avoid creating "hiding places" for possible criminal activity.

Addresses should be clearly visible and readily identifiable in order to facilitate emergency response.

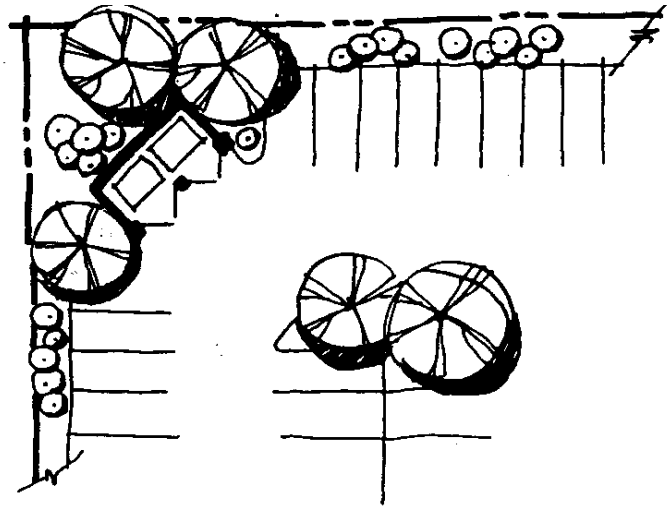
Trash

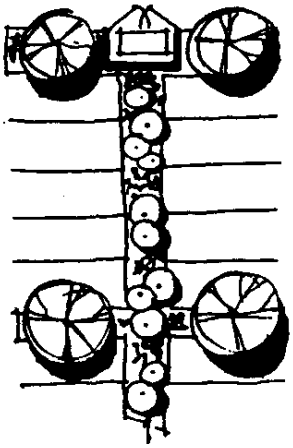
Trash storage must be filly enclosed and incorporated within the main structures or separate freestanding enclosures (CVMC 19.58.340). Where practical, storage at each unit is preferred over common enclosures. Trash storage cannot be placed under stairways.

Small projects of four units or less may group individual containers into common enclosures. Common enclosed storage for projects of five or more units should be provided in enclosed dumpsters at the recommended rate of one standard dumpster for every 12 units or increment thereof.



Enclosures should be located in convenient but unobtrusive areas, well screened with landscaping and positioned so as to protect adjacent uses from noise and odors. Recommended locations include inside parking courts at the end of parking bays. Locations should be conveniently accessible for trash collection but not block circulation drives during loading operations.





Storage for individual containers, either at the unit or in common enclosures, should be provided for two standard 30 gallon containers (2 ft. x 4 ft.) or for one large 90 gallon container (3 ft. x 3 ft.), by 4 ft. high for a common enclosure. Storage within a garage or patio should be in addition to the minimum area required for parking or private open space.

Enclosures should provide a concrete surface and be of steel reinforced masonry construction with frame and face doors of heavy gauge metal finished to complement the project architecture and materials. Dumpster enclosures should provide clear interior dimensions of 6 ft. x 9 ft. by 5 ft. high with metal wheel guides or interior curbing, and fronted by a 12 ft. wide concrete apron of adequate thickness to protect asphalt paving.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

Recycling

Recycling collection and loading areas should be fully enclosed and designed to accept the number and size of containers deemed adequate to serve the project in accordance with the standards of the local recycling collection company.

Whenever feasible, locate recycling areas adjacent to trash collection areas. Use signs to clearly distinguish between recycling and trash containers and the materials which can be placed within them. Enclosures or containers should be designed to protect recyclables from the elements.

Enclosures should be designed to complement the project architecture and materials, and be located in convenient and accessible but unobtrusive areas well screened with landscaping. Protect adjacent uses from noise and odors.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

Mailboxes

Where common mailboxes are provided, they should be located close to the project entry or near recreational facilities. The architectural character should be similar in form, materials, and colors to the surrounding buildings. Mailbox locations must be approved by the U.S. Postal Service.

ARCHITECTURE

Compatibility

There is no particular architectural "style" proposed for multiple family residential structures. High quality, innovative and imaginative architecture is encouraged.

The focus is expected to be on the development of a high quality residential environment. The architecture should consider compatibility with surrounding character, including harmonious building style, form, size, color, material and roofline. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

EXISTING

INCOMPATIBLE CHARACTER

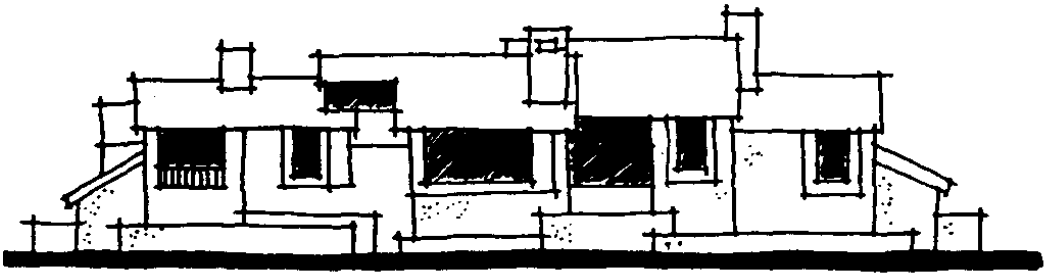
COMPATIBLE CHARACTER

All major and minor structures should share a common architectural theme and design characteristics to provide an architectural unity for the total project. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases, the chosen architectural style should be employed on all building elevations.

Scale

The scale of multiple family projects should be considered within the context of their surroundings. Larger projects should be broken up into groups of smaller structures, and taller structures should provide increased setbacks so as not to dominate and impose on surrounding uses and the character of the neighborhood.

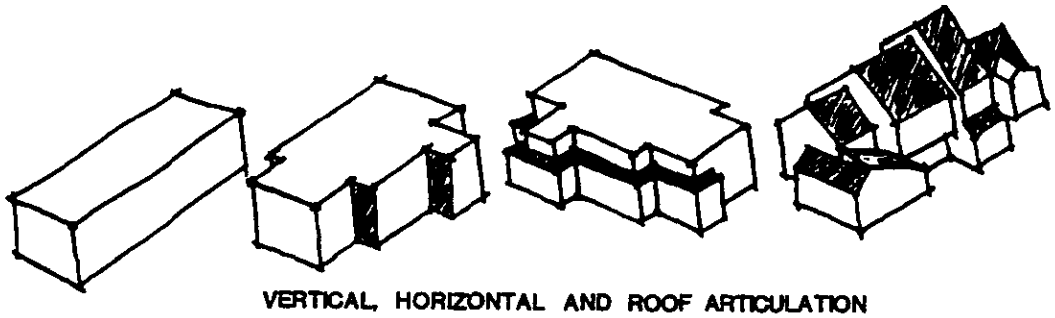
Second story rooms may be tucked into roof planes to maintain low profiles. Clipping the roofs at the sides and comers of buildings can be used to lower apparent height.



Combinations of one, one and one half, and two story massing will create variation and visual interest.

Building, facade and roof articulation

Long, unbroken facades and box-like forms should be avoided. Large, unrelieved expanses of wall can also encourage graffiti (CVMC 9.20.055). Building heights should be varied and building facades should provide relief and offsets to give the appearance of a collection of smaller structures.

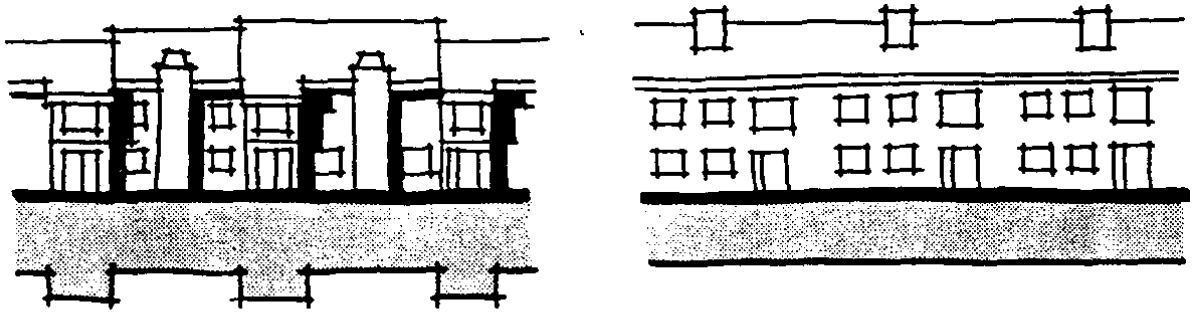


VERTICAL, HORIZONTAL AND ROOF ARTICULATION

To the extent possible, each of the dwelling units should be individually recognizable. This can be accomplished with the use of roof lines, setbacks, projections and balconies which help articulate individual dwelling units or collections of units, and by the pattern and rhythm of windows and doors.

Separations, changes in plane and height, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls and roofs of excessive length.

Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge.



DO THIS

NOT THIS

The following design techniques should be implemented whenever possible: varying front setbacks and heights within the same structure; staggered and jogged unit planes; use of reverse building plans to add variety; maximum of two adjacent units with identical wall and rooflines; and, a variety of orientations to avoid the monotony of garage door corridors.

Materials and colors

Colors and materials should be complementary to the chosen architectural style and compatible with the character of surrounding development. Materials for multiple family projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.

Color is often underestimated as a component of project design. The color palette should be selected carefully. Variations in shade or tone can be used to enhance form and heighten interest.

Graffiti deterrence/protection should be considered in the selection of building materials, paints and other protective coatings (CVMC 9.20.055).

Building entries

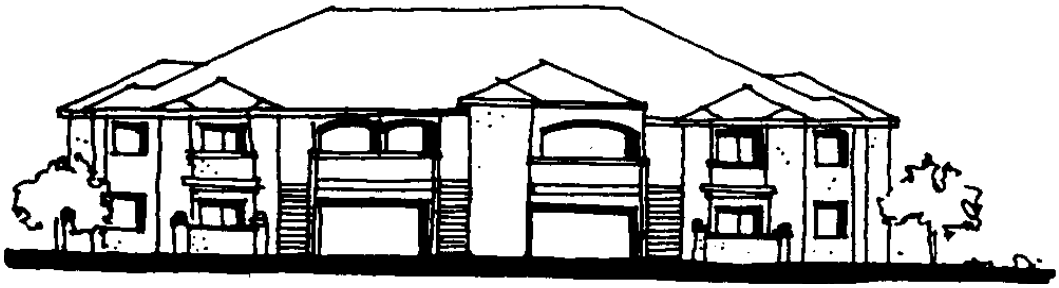
Entrances identify and articulate individual units. Distinctive architectural elements, materials and colors should be used to denote prominent entries. Recessed entries or porches provide articulation as well as protection from the elements and are encouraged.

The entry design should also promote security and privacy. To the extent possible, the entrances to individual units should be plainly visible from nearby parking areas, street frontages, or common open space areas. Privacy can be enhanced by the use of patios or courtyards at individual entries.

Long, monotonous access balconies and corridors which provide access to five or more units should be avoided. Access points should be clustered in groups of four or less. Separate entries for each unit are preferred where possible.

Fenestration

The placement and relationship of windows, doors and other building openings plays a significant role in achieving a unified building composition. Where possible, window sizes should be coordinated vertically as well as horizontally, and window design should be consistent in terms of style and general arrangement on all sides of the building.



Carports, garages and accessory structures

Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of projects. They should be similar in materials, color, and detail to the principal structures of a development. Carport roofs visible from buildings or streets should incorporate roof slope and materials to match adjacent buildings.

Where garages are utilized, doors should appear set into walls rather than flush with the exterior wall. Their design should be simple and unadorned. Attached garages should provide

a massing and architectural transition from the principal structure; partial single story mass projections, architectural details and windows are encouraged in this regard.

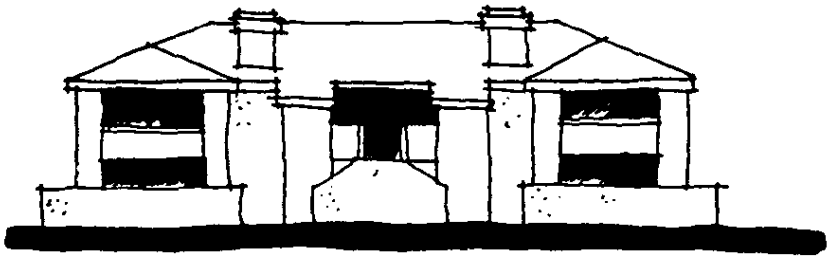
Balconies, porches and patios

The incorporation of balconies, porches, and patios within multi-family structures is strongly encouraged for both practical and aesthetic value. These elements should be integrated into the architecture to break up large wall masses, offset floor setbacks, and add human scale to structures.

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

Stairways

Stairways are expected to be integrated into and complement the architectural massing and form of the structure. Simple, clean, bold projections are encouraged. Thin-looking, open metal, prefabricated stairs are to be avoided. The width of stairways should generally be greater than the minimum required by code.



INTEGRATED STAIRWAY

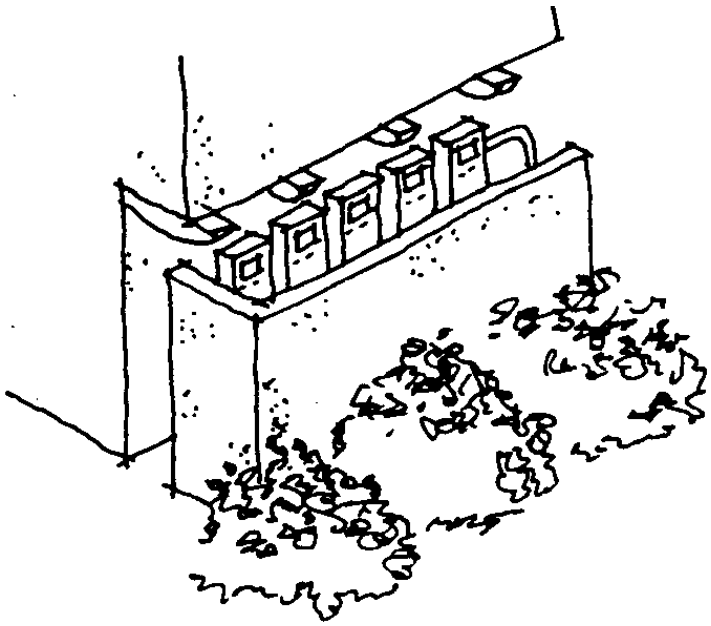
Uncovered stairwells should be precluded from general streetscape view through the use of wing walls, landscaping or other means.

Gutters, downspouts and vents

Gutters and downspouts should be concealed unless designed as an architectural feature. Exposed gutters and downspouts not used as architectural features should be colored to coordinate with the surface to which they are attached. Roof vents should be colored to coordinate with roofing material.

Mechanical and utility equipment

All mechanical equipment whether mounted on the roof, side of a structure, or on the ground shall be screened from view. Utility meters and equipment should be placed in locations which are not exposed to view from the street or be suitably screened. All screening devices are to be compatible with the architecture, material and color of adjacent structures.



All new projects are required to be pre-wired to accommodate cable reception (CVMC 15.32.050). Satellite dish antennas are specifically prohibited on roofs and should be considered early in the design process in terms of location and any required screening (CVMC 19.22.030).

Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

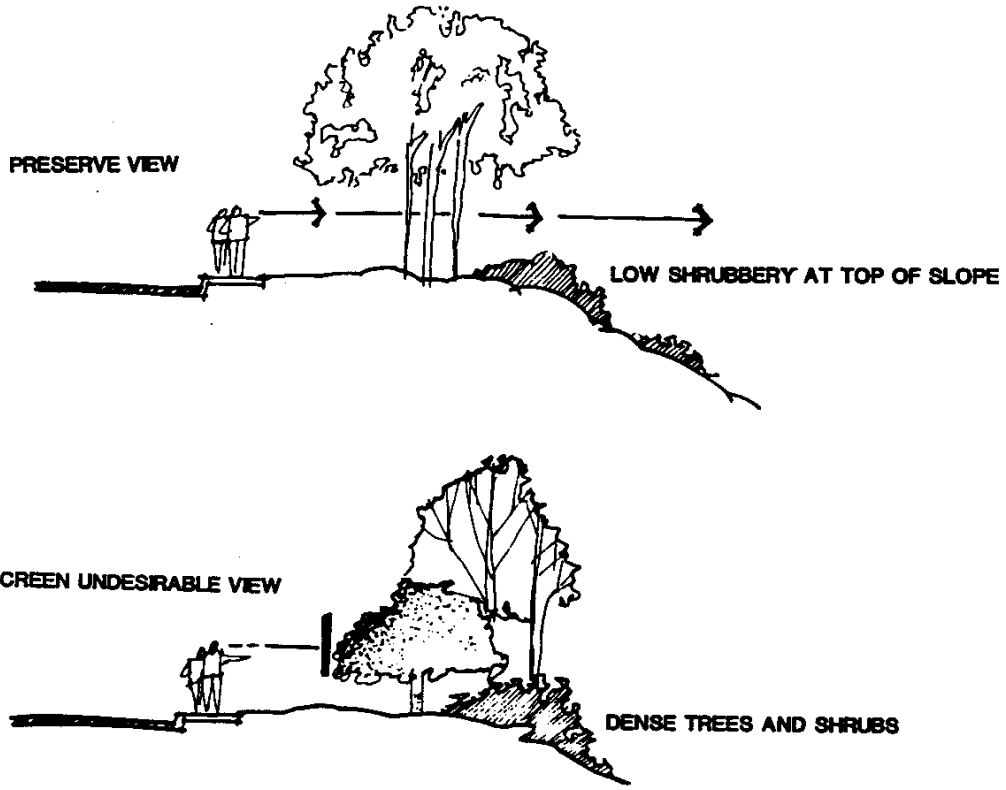
LANDSCAPING

Refer to the Landscape Manual for the city's complete landscape planting and irrigation standards. See also Section VI. (Conservation) of this Manual for additional landscape design guidelines.

All areas not covered by structures, drives, parking or hardscape should be appropriately and professionally landscaped. Landscaping should generally constitute no less than 15 percent of the gross site area, and a minimum of 10 percent of parking areas. Drought tolerant planting should be emphasized in accordance with the requirements of the city Landscape Manual.

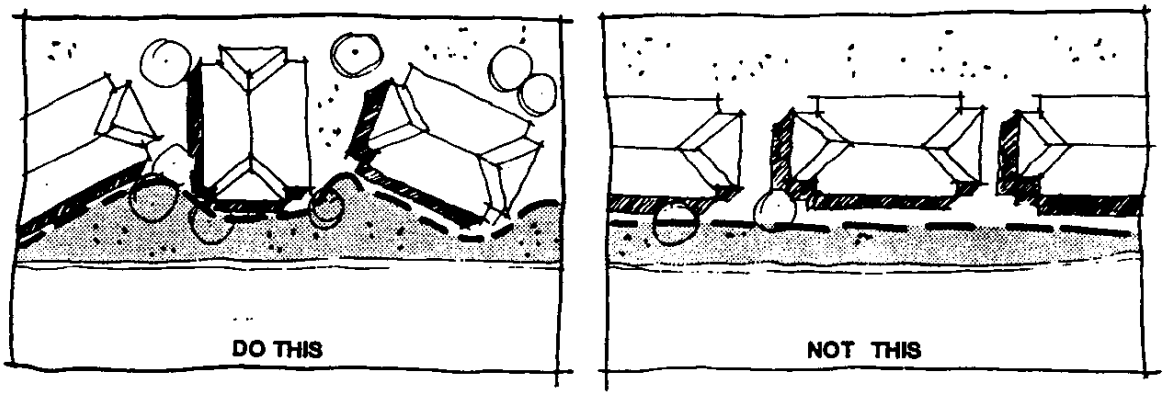
Landscape planting is to be used to frame, soften, and embellish the quality of the environment, to buffer units from noise or undesirable views, to break up large expanses of parking, and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements need vertical dimension. Trees and tall shrubs are

needed in addition to grass and groundcover. Trees can also be used to provide shading and climatic cooling.



Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose. Use larger specimen trees at major entrances, along street frontages and in larger open space areas. Flowering and multi-trunk species arc encouraged.

Variable landscape setbacks should be provided wherever possible.



Landscaping in and around entrances and drives must be designed to maintain sight distances (CVMC 12.12.120 and 12.12.130).

Landscaping around the base of buildings is recommended to soften the edge between pavement and the structure. Entrances should be accented to provide focus. Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

Tree planting should consist of designated species where applicable in accordance with PC district or other regulations, including dominant, accent and shade trees. Consider the use of deciduous trees for open space areas used for passive or active recreation.

Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls can be effective in softening the appearance of structures and in deterring graffiti and are encouraged where appropriate (CVMC 9.20.055).

III - COMMERCIAL

A city's identity is often associated with its commercial districts: an established downtown; its major shopping centers; the stores, shops and offices which line its commercial thoroughfares; and the convenience centers which serve its neighborhoods. These areas are at the most prominent locations in the city and convey its strongest visual image. They affect the way residents and visitors feel about a community, and the attention paid to their development reflects a city's pride in itself and its economic vitality.

Commercial projects are more diverse than any other category of development. They are large and small, located on major thoroughfares and residential collector streets, and they can be intensely active or relatively passive. The particular nature and location of each development will have much to do with specific design solutions. The following guidelines, however, are generally applicable to all categories of commercial development. Although public, quasi-public and institutional projects often present unique design issues which require flexible solutions, they will also generally be evaluated based upon their compliance with these commercial guidelines.

The guidelines for commercial development are intended to:

> Encourage developments which are unique and creative yet respect the scale, proportion and basic character of their surroundings, with particular attention to projects within pedestrian oriented areas, and sites which adjoin residential neighborhoods or other uses which may be particularly sensitive to the scale, design and impacts of commercial development;
>
> Promote an attractive, inviting, imaginative and functional arrangement of buildings and parking areas, and a high quality of architectural and landscape design which provides for proper commercial access, visibility and identity, but which discourages standardized approaches to commercial site planning and design;
>
> Recognize the importance of parking and circulation to the success or failure of commercial enterprises in terms of ingress and egress and potential conflicts with street traffic, on-site circulation and potential conflicts between cars, pedestrians and service vehicles, and the overall configuration, efficiency and appearance of parking areas and circulation drives.

Project specific standards and guidelines shall take precedence when in conflict with the following guidelines. All projects must be designed to be accessible for persons with disabilities in accordance with currently applicable requirements.

The Design Manual, amended in 2011, added new mixed use and conservation design guidelines. Because these design guidelines include many sustainable design concepts that are universal to all types of development, they should be referred to in the review of new “single use” projects including multi-family, commercial or industrial developments. To minimize

redundancy and promote conservation of resources, a reference to the new sections (Section V and VI) is provided, rather than repeating it in its entirety here.

SITE PLANNING

Grading

Development should relate to the natural surroundings and minimize grading by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain. Grading should emphasize and accentuate scenic vistas and natural landforms.

Significant natural vegetation and other unique features should be retained and incorporated into the project whenever possible.

Avoid large manufactured slopes in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily revegetated, and can be used to add visual interest, preserve views, and provide physical buffers where necessary.

Compatibility

The arrangement of structures, parking and circulation areas, and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

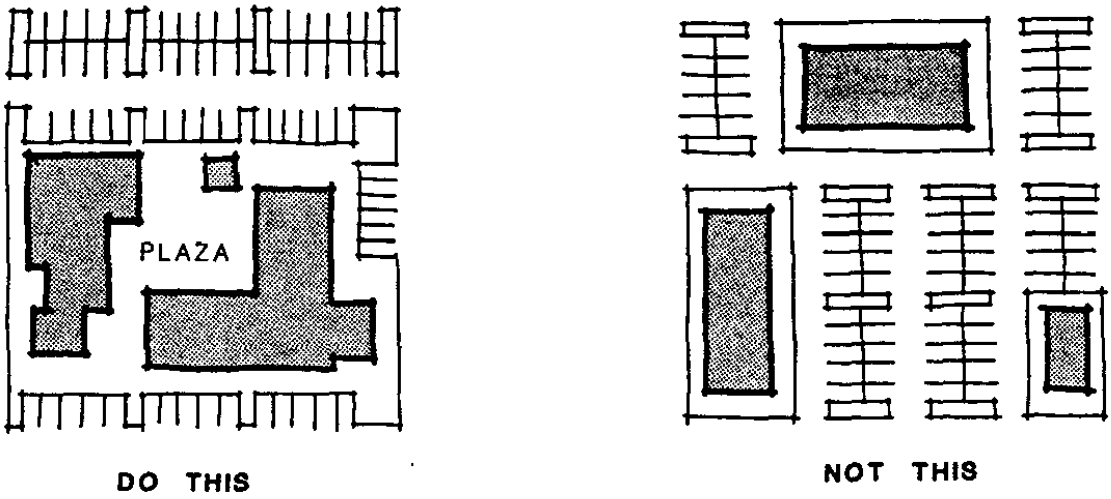
Building placement

Placement of structures should consider the existing built context of the commercial area, the location of incompatible land uses, the location of major traffic generators, as well as an analysis of a site's characteristics and particular influences.

The siting and design of structures and landscaping should ensure that they blend into the terrain and not dominate the landform as seen from lower elevations. Where feasible, locate buildings to conceal larger graded slopes.

Structures should be sited in a manner that will complement adjacent structures. Sites should be developed in a coordinated manner to provide ordered diversity and to avoid jumbled confusion.

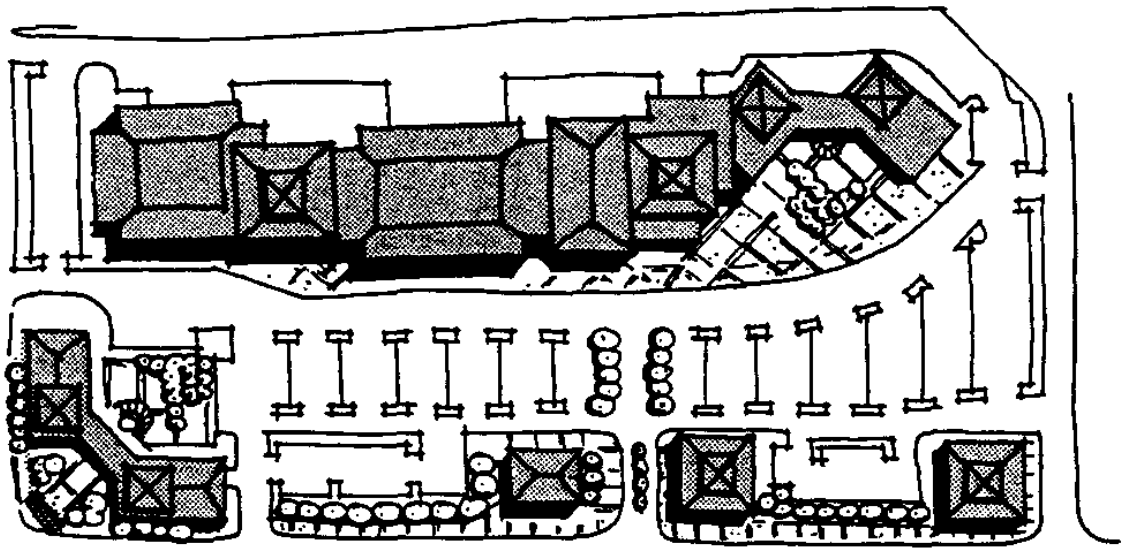
Whenever possible, new structures should be clustered. This creates plazas and pedestrian malls and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure.



Recognize the importance of spaces between structures as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade benches and fountains.

Building setbacks should be proportionate to the scale of the structures and considerate of existing development. Larger structures should require more setback area for balance of scale and so as not to impose on neighboring uses.

Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided. Primary structures should not be obscured by secondary or ancillary structures. In the case of commercial centers, pad buildings should generally constitute no more than 25 percent of a project's street frontage.



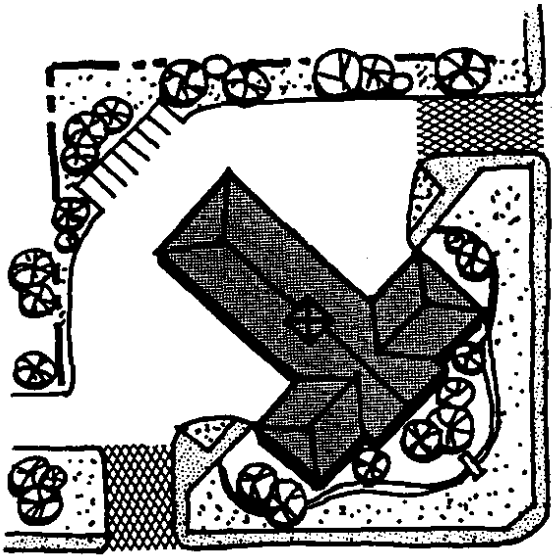
Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Link structures to the public sidewalk where possible with walkways, textured paving, Landscaping, and trellises.

Vehicular access and circulation

Site access and internal circulation should promote safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, minimize dead-end driveways, and provide adequate areas for maneuvering, stacking, truck staging and loading, and accommodating emergency vehicles.

Continuous circulation should be provided whenever possible. Turnarounds should be provided wherever dead-end driveways or parking aisles cannot be avoided. Emergency vehicle access and turnarounds shall meet the requirements of the city fire prevention bureau.

The number of site access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from one another as possible, in order to facilitate emergency access.



The use of common or shared driveways which provide access to more than one site is encouraged and may in some cases be required.

Primary circulation drives should whenever possible be separate from parking areas and provide no direct access to parking spaces.

Loading and service areas should be provided with separate access and circulation whenever possible. On larger projects, curvilinear driveways which interrupt the line of sight are preferred over long, straight drives, provided adequate sight distance is maintained. Decorative paving should be used at pedestrian crossing points.

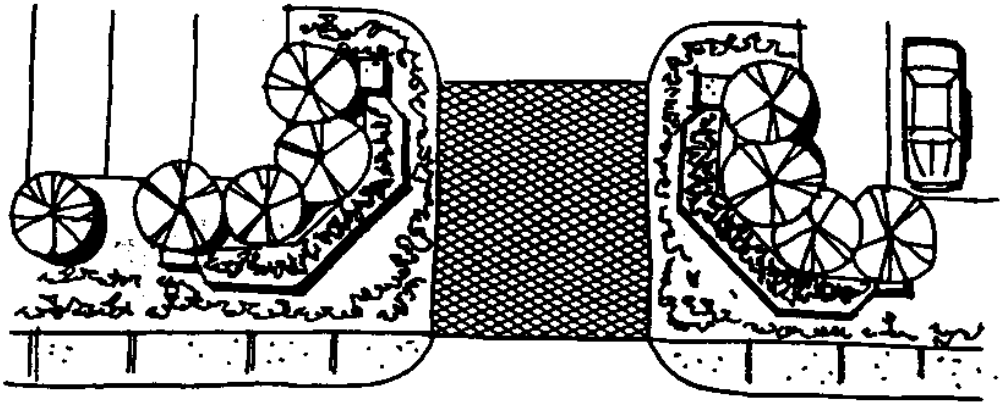
Whenever possible, locate site entries on side streets in order to minimize pedestrian/vehicular conflicts. Avoid designs which encourage the use of public streets for "internal" circulation.

Driveway throats adequate to stack at least one vehicle behind the sidewalk should be provided at all access points. With larger projects and centers, significantly more stacking area may be required.

Vision clearance shall be provided at street intersections and driveway areas (CVMC 12.12.120 and 12.12.130).

Site entries

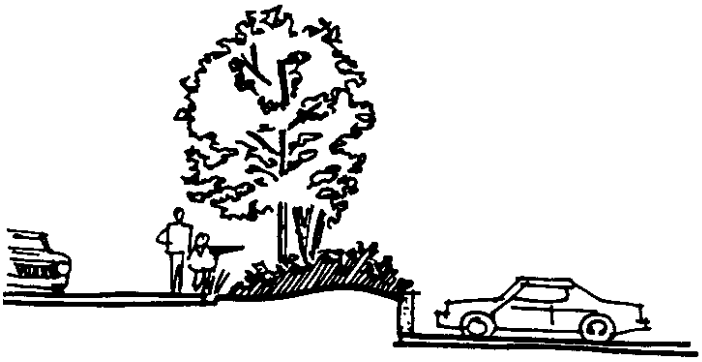
Principal vehicular access into a commercial project should be through an entry drive rather than a parking aisle. Project entry areas should be enhanced and obvious to customers. Landscaped medians, enriched paving, decorative landscaped entry walls and low profile monument signs are encouraged.



Parking

Parking should not be the dominant visual element of the site. Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of large parking areas. Introduce decorative paving and canopy trees to add visual interest.

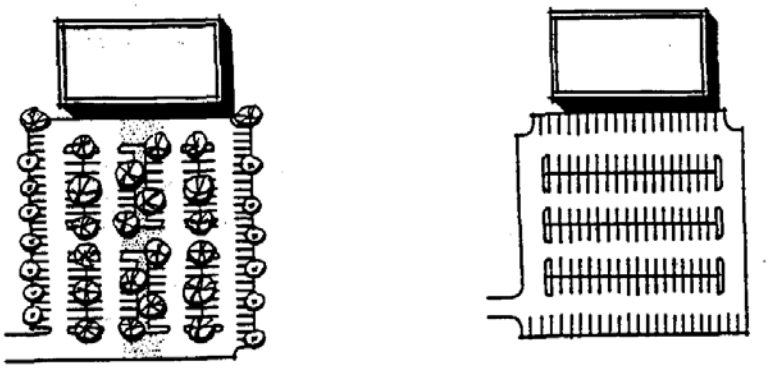
Parking which is visible from the street or other areas exposed to public view must be screened and softened by landscaping, earth berms, low screen walls, or a combination thereof (CVMC 19.62.080).



Vehicular circulation and parking pattern between connected parking areas and within individual parking lots should be coordinated to minimize traffic conflicts.

The parking area should be designed in a manner which links the structures to the street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and special landscaping treatment.

Design parking areas so that pedestrians walk parallel to moving cars. The need for pedestrians to cross parking aisles and landscape areas should be minimized.



Parking areas should be separated from structures by a landscaped strip and raised concrete walkway. Continuous concrete curbs delineating walkways or landscape planters may be used in lieu of wheel stops.

Parking areas must be landscaped, receiving interior as well as perimeter treatment in accordance with the city Landscape Manual (CVMC 19.62.090).

Pedestrian circulation

Separate vehicular and pedestrian circulation systems should be provided whenever possible. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from the street and parking areas in larger commercial developments, such as shopping centers. A pedestrian circulation plan is expected to be submitted for each project.

Use raised pathways, landscape planting and/or bollards to separate pedestrian walkways from vehicle circulation drives and parking aisles to the maximum feasible extent. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Walkways should be well lit.

A minimum five-foot wide relatively smooth, non-slip walking surface should be provided (add two feet for walkways which also serve as wheel stops). The use of brick, interlocking pavers, enhanced concrete or other similar surface is encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

Amenities such as sidewalk cafes, seating areas and shelters should be incorporated into the pedestrian system wherever possible. Allow for visual and physical separation between active

and passive use areas through the use of landscape planters, low wrought iron fences or similar devices.

Screening

Walls should be kept to a minimum and as low as possible while performing their screening and security functions.

Where walls are used at property frontages, or screen walls are used at parking areas or to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Both sides of all perimeter walls or fences should be architecturally treated. Landscaping should be used to soften the appearance of fences and walls and to deter graffiti (CVMC 9.20.055).

When security fencing is required, it should be a combination of solid walls with pilasters and decorative view segments, or short solid wall and wrought iron grill work combinations. Chain link or barbed/razor wire fencing is generally unacceptable. Long expanses of wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided.

Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. The height should be determined by the height of the material or equipment being screened. Chain link fencing with redwood or neutral colored slatting is an acceptable screening material for areas not visible from public view. Exterior storage should be confined to portions of the site least visible to public view.

Any outdoor equipment, whether on a roof, side of a structure, or on the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with adjacent Structures in terms of materials, color, shape and size. Where individual freestanding equipment is provided, a continuous screen is desirable.

Loading

Loading and service areas should be located and designed to minimize visibility, circulation conflicts, and potential adverse noise impacts to the maximum feasible extent. Location at the rear of the site with separate access and circulation is preferred wherever possible.

Screen loading areas with portions of the building, architectural wing walls, freestanding walls and landscape planting. Ensure adequate noise attenuation for adjacent incompatible land uses.

Trash

Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures (CVMC 19.58.340). Locations should be unobtrusive and conveniently accessible for trash collection but not block circulation drives during loading operations. Recommended placement is to the rear of structures within service and loading areas screened from public view and positioned so as to protect adjacent uses from noise and odors.

Enclosures should provide a concrete surface and be of steel reinforced masonry construction with frame and face doors of heavy gauge metal finished to complement the project architecture and materials. Enclosures should provide clear interior dimensions of 6 ft. x 9 A. x 5 ft. high with metal wheel guides or interior curbing, and fronted by a 12 A. wide concrete apron of adequate thickness to protect asphalt paving. All freestanding enclosures visible to the public should be well screened with landscaping.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

Recycling

Recycling collection and loading areas should be fully enclosed and designed to accept the number and size of containers deemed adequate to serve the project in accordance with the standards of the local recycling collection company.

Whenever feasible, locate recycling areas adjacent to trash collection areas. Use signs to clearly distinguish between recycling and trash containers and the materials which can be placed within them. Enclosures or containers should be designed to protect recyclables from the elements.

Enclosures should be designed to complement the project architecture and materials, and be located in convenient and accessible but unobtrusive areas well screened with landscaping. Protect adjacent uses from noise and odors.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

Cart storage

Shopping cart storage, where applicable, should be incorporated into the initial project design. Recommended locations are within the main structures and/or within small, conveniently located enclosures designed and landscaped to complement the balance of the project. Large, freestanding enclosures or unscreened "cart corrals" are generally considered unacceptable.

ARCHITECTURE

Compatibility

There is no particular architectural "style" proposed for commercial structures. High quality, innovative and imaginative architecture is encouraged. The use of standardized "corporate" architectural styles associated with chain-type facilities is acceptable provided the design complies fully with these guidelines. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases, the chosen architectural style should be employed on all building elevations.

The focus is expected to be on the development of a high quality commercial environment. The architecture should consider compatibility with surrounding character, including harmonious building style, form, size, color, material and roofline. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

Scale

The scale of new development is expected to be compatible with that of its surroundings. This applies not only to the relationship between structures, but also to the relationship between structures and open spaces and pedestrian areas such as plazas, courtyards and sidewalks.

At a minimum, the height of new development should "transition" from the height of adjacent development. Also, varying the height of a building so that it appears to be divided into distinct massing elements, and/or articulating the building facade by horizontal and vertical offsets in wall planes can reduce building bulk and is strongly encouraged.

Building scale can also be addressed through the proper use of window patterns, roof overhangs, awnings, trellises, wall materials, colors, moldings, fixtures and other architectural ornamentation, as well as through the use of increased setbacks and landscape planting. Building articulation and architectural detailing are particularly important in creating an inviting and human scale at the ground level of structures.

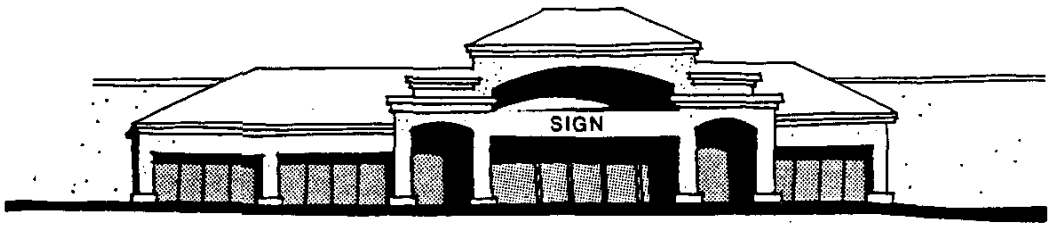
Repetitive and uniform building placement and massing creates an uninteresting and uninviting site plan and street scene. Cluster buildings and vary their orientation in order to create visual interest and inviting spaces. The use of arcades, trellises and other open structures can be introduced to provide a visual and physical link between individual buildings.

In commercial centers, "anchor" or major tenant buildings should be used to create balance rather than overwhelm minor tenant Structures. Use massing, facade articulation and architectural detailing to integrate the scale of all structures within the center. Vertical architectural elements can be used as focal points to identify major tenants.

Building, facade and roof articulation

Heights and setbacks within the same building should be varied, and wall planes should be staggered both horizontally and vertically in order to provide visual relief from monotonous, uninterrupted expanses of wall. Large, unrelieved expanses of wall can also encourage graffiti (CVMC 9.20.055).

Building entries should be readily identifiable. Use recesses, projections, columns and other distinctive architectural elements, as well as materials and colors, to articulate entries.



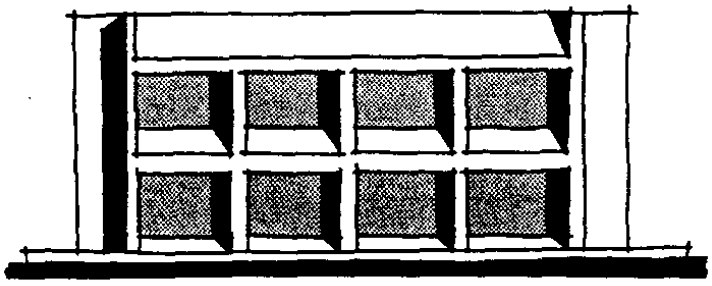
Nearly vertical, mansard or pitched roofs applied at the structure's edge should be avoided. Flat roofs, when combined with sloping roofs, should be integrated into the structural design and should be of a scale and proportion so as not to appear as an afterthought or appendage. Roof materials to be avoided include corrugated metal or highly reflective surfaces.

Fenestration

Building fenestration refers to the arrangement and design of windows, doors and other openings on a building's surface. The size of windows and doors and associated structural detailing should be coordinated and relate to the scale of the elevation on which they appear.

Overheads and awnings

Arcades, canopies, trellises and awnings are recommended for functional as well as aesthetic reasons.



The use of awnings along a row of contiguous structures should be restricted to awnings coordinated with regard to location, form and color. Signs on awnings should be painted on and be limited to the awning's flap (valance) or to the end panels of angled, curved, or box awnings.

Materials and colors

Colors and materials should be consistent with the chosen architectural style and compatible with the character of surrounding development. An exception is where the colors of adjacent structures diverge significantly from these guidelines.

Materials for commercial projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments, and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.

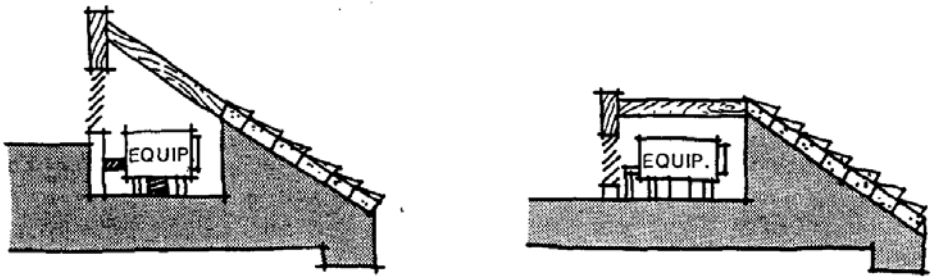
The color palette should be selected carefully. Subdued color combinations consisting of a limited number of colors are encouraged. Large areas of intense white color and vibrant compositions should be avoided. Variations in shade or tone can be used to enhance form and heighten interest.

Colors should be used to articulate entries or other architectural features. The use of color or color combinations to transform the building or any of its elements into a sign, such as "corporate color striping", is strongly discouraged.

Graffiti deterrence/protection should be considered in the selection of building materials, paints and other protective coatings (CVMC 9.20.055).

Mechanical and utility equipment

All mechanical equipment whether mounted on the roof, side of a structure or on the ground shall be screened from view. Utility meters and equipment should be placed in locations which are not exposed to view from the street or be suitably screened. All screening devices should - be compatible with the architecture, material and color of the adjacent structures.



The screening of roof-mounted equipment is expected to be incorporated into the design of the roof. Full parapets, sloping roofs and low parapets with supplemental screens may be used to screen roof equipment provided that roof-mounted screen walls are fully integrated with the buildings architecture; “fence-type” screening is generally considered unacceptable.

Mechanical equipment is expected to be located below the roofline. Equipment visible from the upper floors of adjacent buildings or other elevated locations should be installed in an orderly, compact manner and should be colored to coordinate with the color of the roof surface on which it is placed. Noise attenuation should be considered in the case of adjacent incompatible uses.

Satellite dish antennas are frequently used for commercial communications and should be considered early in the design process in terms of location and required screening (CVMC 19.30.040).

Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

Sloped and racked collectors may be used on flat roof areas if collectors are located in the interior portion of the roof, well away from the perimeter, and the racks are enclosed on the sloping and back sides and colored to coordinate with roof colors.

Gutters, downspouts and vents

Gutters and downspouts should be concealed unless designed as an architectural feature. Exposed gutters and downspouts not used as architectural features should be colored to coordinate with the surface to which they are attached. Roof vents should be colored to coordinate with roofing material.

Lighting

Lighting should be used to provide illumination for the security and safety of on-site areas such as entries, parking, loading, shipping and receiving, pathways and working areas. Lighting can also be used to deter graffiti (CVMC 9.20.055). The design of light fixtures and their structural support should be architecturally compatible with the main structures.

Building illumination and architectural lighting should be indirect and concealed from view. Indirect wall lighting, wall "washing" from concealed fixtures, and landscape lighting is encouraged provided it is subtle and not overly bright.

All exterior lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent properties or streets (CVMC 19.66.100).

Signs

See also the Sign Design Guidelines in this Manual. For allowable sign types and sizes refer to the sign provisions in Chapter 19 of the Municipal Code.

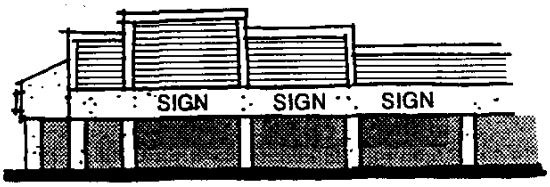
Every structure and commercial complex should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relationship with the site and building, and sign readability are expected to be considered in developing the project design and signing concept. All signing should be highly compatible with the building and site design relative to size, color, material, and placement.

Signs should be characterized by restraint and designed as supportive elements to land use. They are intended to "identify" businesses and not to advertise products or display information not part of the name of the business.

Low-profile monument signs and individually cut (channel) letter signs are the preferred alternative for business identification whenever possible. Freestanding pole and pylon signs are strongly discouraged.

Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

Roof signs or wall signs which extend above the roofline are generally prohibited. Standardized "corporate" signs are acceptable only if they comply with these guidelines. Painted wall signs and exposed sign "cans" which are not incorporated into the structure of the building or a ground monument are generally considered unacceptable.



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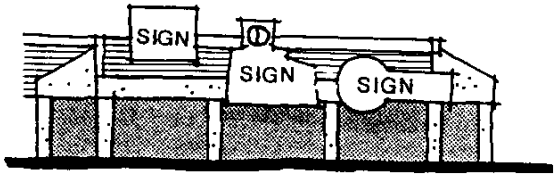

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LANDSCAPING

Refer to the Landscape Manual for the city's complete landscape planting and irrigation standards. See also Section VI. (Conservation) of this Manual for additional landscape design guidelines.

All areas not covered by structures, drives, parking or paving should be appropriately and professionally landscaped. Drought tolerant planting should be emphasized in accordance with the requirements of the Landscape Manual.

Landscaping for commercial uses should be used to define specific areas by helping to focus on entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for parking, loading and equipment areas.

Landscaping should generally constitute no less than 15 percent of the gross site area, and a minimum of 10 percent of parking areas. Use dense formations and layering of plants to achieve immediate effect when planting is used as the primary means to screen parking.

Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose. Use larger specimen trees at major entrances and along street frontages and in larger open space areas. Flowering and multi-trunk species are encouraged.

Landscaping should be used around the base of buildings, walls and fences to soften the edge between pavement and structures. A minimum clear width of five feet is generally required in order to provide an appropriate planting space. This should be enlarged at building entrances to provide focus.

Landscaping in and around entrances and drives must be designed to maintain sight distances (CVMC 12.12.120 and 12.12.130).

Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

Vines and climbing plants integrated upon buildings, trellis, and perimeter garden walls can be effective in softening the appearance of structures and in deterring graffiti and are encouraged where appropriate (CVMC 9.20.055).

Avoid water runoff through planter areas or across pedestrian walkways. Drainage elements which dissect paving should complement the paving design.

Use plants in permanent containers for enhancement of sidewalk shops, plazas, and courtyards.

At maturity, trees should be able to be trimmed 10 feet above ground and shrubs should be maintained at a height of approximately 3% feet to provide adequate visibility. Use specimen trees with unique structural qualities whenever possible.

Landscaping should be planned and maintained to avoid creating "hiding places" for possible criminal activity.

IV - INDUSTRIAL

Very little thought was given in the past to the appearance, or even function, of industrial development. Older industrial areas were most often located "on the other side of the tracks", physically if not visually separated from the balance of the community. The emphasis was on commerce, and the freestanding factories, warehouses and supply yards which made up these areas were generally left alone to function and appear as they chose to. A good example is Chula Vista's early bayfront.

As communities have grown, many of these older industrial areas are no longer on the outskirts, but are the centerpiece of the city. Industry is also generally more compatible, due in no small part to health and environmental regulations, and most new industrial development occurs in preplanned employment centers located close to the homes of the employees who work there. Because of these factors, it is now recognized that industry must be fully integrated with the larger community, both functionally and aesthetically.

The guidelines for industrial development are intended to:

> Encourage projects which respect the character and scale of adjoining development, with particular attention to sites in older, mixed-use areas, and sites which adjoin residential neighborhoods or other uses which may be particularly sensitive to the scale and impacts of industrial development;
>
> Promote a functional and attractive arrangement of buildings, open spaces, parking, circulation and loading areas which are sensitive to the physical characteristics and constraints of the site, and which provide efficient and pleasant places to work;
>
> Create a high quality of architectural and landscape design, with an emphasis on functional needs, reducing the apparent mass of large scale buildings, and screening and buffering loading, storage and working areas from incompatible land uses and from the public view.

Project specific standards and guidelines shall take precedence when in conflict with the following guidelines. All projects must be designed to be accessible for persons with disabilities in accordance with currently applicable requirements.

The Design Manual, amended in 2011, added new mixed use and conservation design guidelines. Because these design guidelines include many sustainable design concepts that are universal to all types of development, they should be referred to in the review of new “single use” projects including multi-family, commercial or industrial developments. To minimize redundancy and promote conservation of resources, a reference to the new sections (Section V and VI) is provided, rather than repeating it in its entirety here.

SITE PLANNING

Grading

Development should relate to the natural surroundings and minimize grading by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain.

Grading should emphasize and accentuate scenic vistas and natural landforms. Significant natural vegetation and other unique features should be retained and incorporated into the project whenever possible.

Avoid large manufactured slopes in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily revegetated and can be used to add visual interest, preserve views, and provide physical buffers where necessary.

The arrangement of structures, parking and circulation areas, and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

Use techniques such as building placement and orientation, increased setbacks, screen walls and landscaping to buffer incompatible land uses from industrial operations.

Site design elements

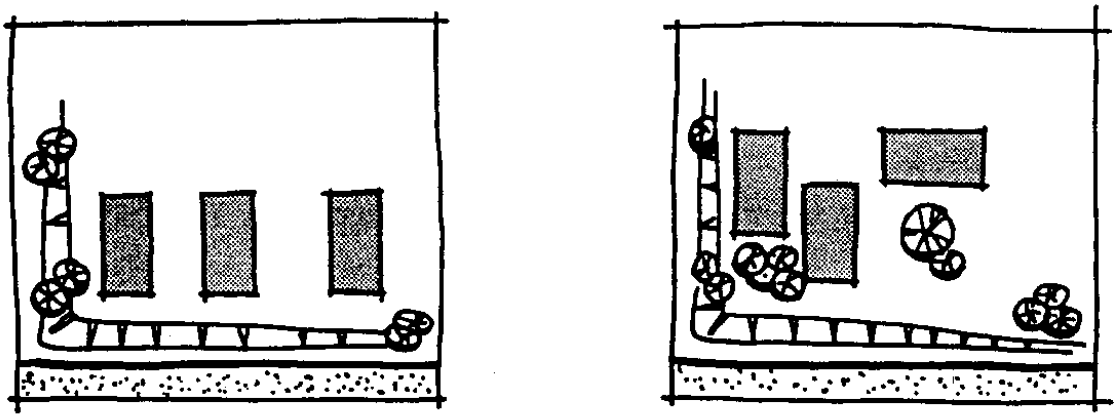
The main elements of sound industrial site design include: controlled site access; service areas located at the sides and rear of buildings; convenient access, visitor parking and on-site circulation; screening of outdoor storage, work areas and equipment; emphasis on the main building entry and landscaping, and; landscaped open space.

Building placement

Placement of structures should consider the existing built context of the industrial area, the location of incompatible land uses, the location of major traffic generators as well as an analysis of a site's characteristics and particular influences.

The siting and design of structures and landscaping should ensure that they blend into the terrain and not dominate the landform as seen from lower elevations. Where feasible, locate buildings to conceal larger graded slopes.

A variety of building and parking setbacks should be provided in order to create diversity and avoid long monotonous building facades.



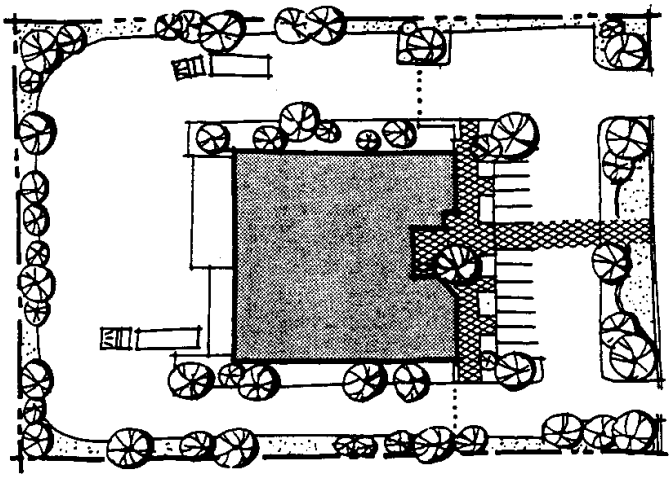
Building setbacks should be proportionate to the scale of the structures and considerate of existing development. Larger structures should require more setback area for balance of scale and so as not to impose on neighboring uses.

The provision of outdoor patio and leisure areas for employees is strongly encouraged. Place structures to create spaces for plazas, courts and gardens. Setback areas can often be used to provide space for patio areas.

Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Link structures to the public sidewalk where possible with walkways, textured paving, landscaping, and trellises.

Vehicular access and circulation

Site access and internal circulation should promote safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, minimize dead-end driveways, and provide adequate areas for maneuvering, stacking, truck staging and loading, and accommodating emergency vehicles.



The number of site access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from one another as possible, in order to facilitate emergency access. The use of common driveways which provide access to more than one site is encouraged and may in some cases be required.

Driveway throats adequate to stack at least one vehicle behind the sidewalk should be provided at all access points. With larger projects or access points which serve truck traffic, significantly more stacking area may be required.

Primary circulation drives should whenever possible be separate from parking areas and provide no direct access to parking spaces. Decorative paving should be used at pedestrian crossing points adjacent to public access areas.

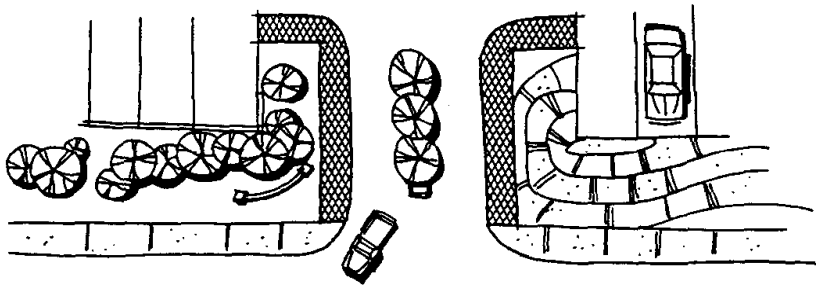
Loading and service areas should be provided with separate access and circulation whenever possible. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.

Continuous circulation should be provided whenever possible. Turnarounds should be provided wherever dead-end driveways or parking aisles cannot be avoided. Emergency vehicle access and turnarounds shall meet the requirements of the city fm prevention bureau.

Vision clearance shall be provided at street intersections and driveway areas (CVMC 12.12.120 and 12.12.130).

Site entries

Principal vehicular access into a industrial project should be through an entry drive rather than a parking aisle. Project entry areas should be enhanced and obvious to the customer. Landscaped medians, enriched paving, decorative landscaped entry walls and low profile monument signs are encouraged.



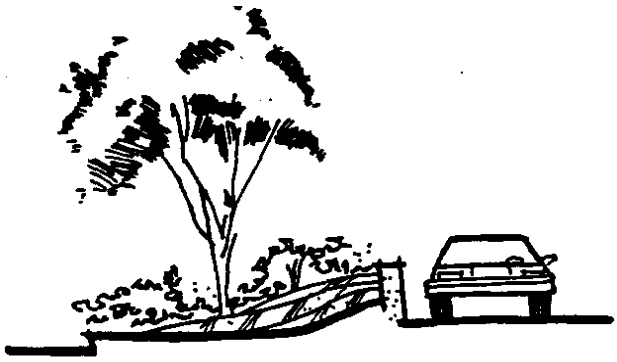
Parking

The industrial site should be a self-contained development capable of accommodating its own automobile and truck parking needs. The use of the public street for parking and staging of trucks is not allowed.

The parking lot and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of

smaller multiple lots separated by landscaping and buildings. Introduce decorative paving and canopy trees to add visual interest.

Parking which is visible from the street or other areas exposed to public view must be screened and softened by landscaping, earth berms, low screen walls, or a combination thereof (CVMC 19.62.080).



Vehicular circulation and parking patterns between connected parking areas and within individual parking lots should be coordinated to minimize traffic conflicts.

The parking area should be designed in a manner which links the structures to the street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and special landscaping treatment. Design parking areas so that pedestrians walk parallel to moving cars. The need for pedestrians to cross parking aisles and landscape areas should be minimized.

Parking areas should be separated from structures by a landscaped strip and raised concrete walkway. Continuous concrete curbs delineating walkways or landscape planters should be used in lieu of wheel stops.

Parking areas shall be landscaped, receiving interior as well as perimeter treatment in accordance with the city Landscape Manual.

Pedestrian circulation

Separate vehicular and pedestrian circulation systems should be provided whenever possible. A pedestrian circulation plan is expected to be submitted for each project.

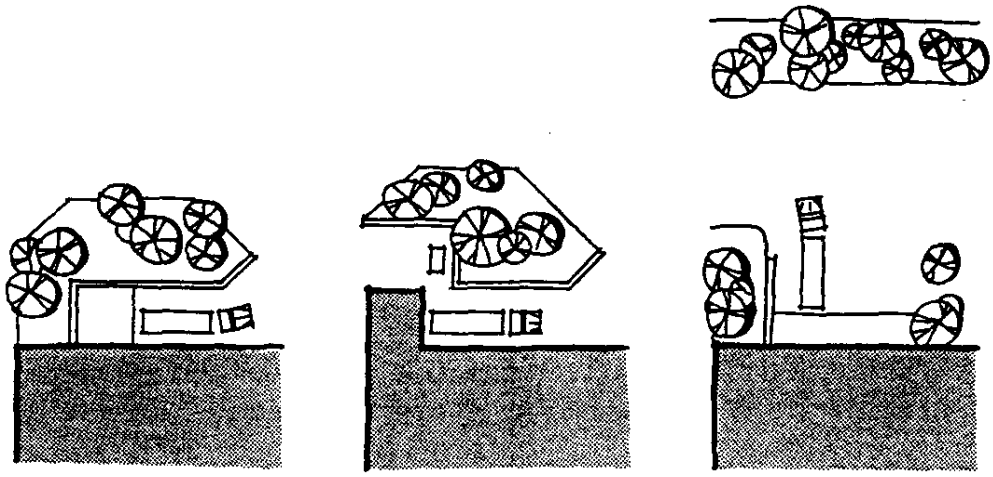
Use raised pathways, landscape planting and/or bollards to separate pedestrian walkways from vehicle circulation drives and parking aisles to the maximum feasible extent. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Walkways should be well lit.

A minimum five-foot wide relatively smooth, non-slip walking surface should be provided (add two feet for walkways which also serve as wheel stops). The use of brick, interlocking pavers, enhanced concrete or other similar surface is encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles adjacent to public access areas

Loading

Loading and service areas should be located and designed to minimize visibility. Placement of loading docks at the front of structures or other highly visible areas is strongly discouraged. Location at the rear of the site with separate access and circulation is preferred wherever possible.

Screen loading areas with portions of the building, architectural wing walls, freestanding walls and landscape planting. Ensure adequate noise attenuation for adjacent incompatible land uses.



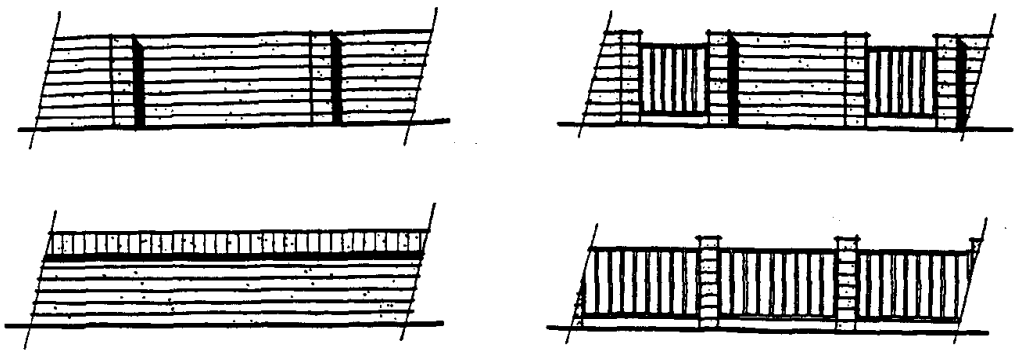
Separate loading activities from automobile parking and public access areas. Backing from the public street onto the site for loading blocks the street and causes unsafe truck maneuvering and should be avoided. Loading facilities should be offset from driveway openings.

Walls and screening

Walls serve a major function in the industrial landscape to provide security, and to screen automobiles, loading and storage areas, and utility structures. However, walls should be kept to a minimum and as low as possible while performing their screening and security functions.

Where walls are used at property frontages, or screenwalls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Both sides of all perimeter walls should be architecturally treated. Landscaping should be used to soften the appearance of walls and to deter graffiti (CVMC 9.20.055).

When security fencing is required, it should be a combination of solid walls with pilasters and decorative view segments, or short solid walls and wrought iron grill work combinations. Chain link or barbed/razor wire fencing should be avoided and is generally unacceptable for any area exposed to public view. Long expanses of wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided.



Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. The height should be determined by the height of the material or equipment being screened. Chain link fencing with redwood or neutral colored slatting may be an acceptable screening material for areas not visible from public view. Exterior storage should be confined to portions of the site least visible to public view.

Any outdoor equipment, whether on a roof, side of a structure, or on the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with adjacent structures in terms of materials, color, shape and size. Where individual freestanding equipment is provided, a continuous screen is desirable.

Trash

Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures (CVMC 19.58.340). Locations should be unobtrusive and conveniently accessible for trash collection but not block circulation drives during loading operations. Recommended placement is to the rear of structures within service and loading areas screened from public view and positioned so as to protect adjacent incompatible uses from noise and odors.

Enclosures should provide a concrete surface and be of steel reinforced masonry construction with frame and face doors of heavy gauge metal finished to complement the project architecture and materials. Enclosures should provide clear interior dimensions of 6 ft. x 9 ft. x 5 ft. high with metal wheel guides or interior curbing, and fronted by a 12 ft. wide concrete apron of adequate thickness to protect asphalt paving. All freestanding enclosures visible to the public should be well screened with landscaping.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

Recycling

Recycling collection and loading areas should be fully enclosed and designed to accept the number and size of containers deemed adequate to serve the project in accordance with the standards of the local recycling collection company.

Whenever feasible, locate recycling areas adjacent to trash collection areas. Use signs to clearly distinguish between recycling and trash containers and the materials which can be placed within them. Enclosures or containers should be designed to protect recyclables from the elements.

Enclosures should be designed to complement the project architecture and materials, and be located in convenient and accessible but unobtrusive areas well screened with landscaping. Protect adjacent uses from noise and odors.

Plans and specifications should be reviewed with the city's Conservation Coordinator in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management requirements.

ARCHITECTURE

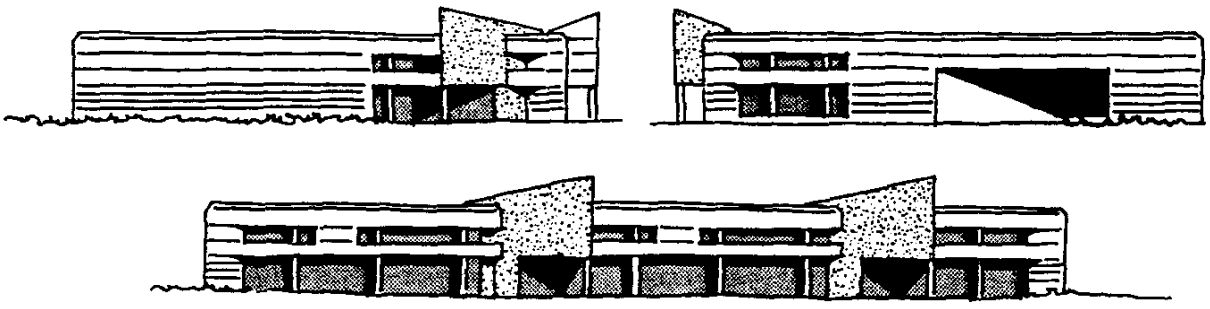
Compatibility

There is no particular architectural "style" proposed for industrial structures. High quality, innovative and imaginative architecture is encouraged. The focus is expected to be on the development of a high quality industrial environment. The architecture should consider compatibility with surrounding character, including harmonious building style, form, size, color, material and roofline. in developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases, the chosen architectural style should be employed on all building elevations.

Scale

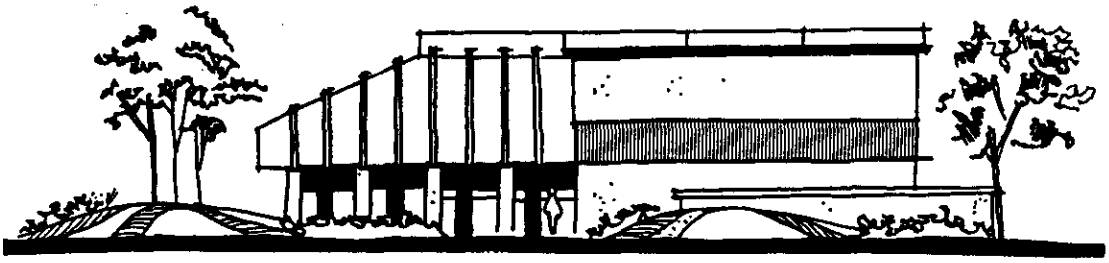
Industrial structures are often by necessity large, rectangular buildings, but need not appear monotonous and unattractive. Listed below and in the following sections are a variety of design techniques to reduce the scale and enhance the appearance of industrial structures.



Repetitive and uniform building placement and massing creates a monotonous and uninviting site plan and street scene. Where possible, cluster buildings and vary their orientation in order to create visual interest and inviting spaces. The use of arcades, trellises and other open structures can be introduced to provide a visual and physical link between individual buildings.

Building, facade and roof articulation

Heights and setbacks within the same building should be varied, and wall planes should be staggered both horizontally and vertically in order to create pockets of light and shadow and provide visual relief from monotonous, uninterrupted expanses of wall. Large, unrelieved expanses of wall can also encourage graffiti (CVMC 9.20.055).



Entries to industrial structures should portray a quality appearance while being architecturally tied into the overall mass and building composition.

Nearly vertical roofs (A-frames) and piecemeal mansard roofs (used on a portion of the building perimeter only) should not be utilized. Mansard roofs should wrap around the entire perimeter of the structure. Roof materials to be avoided include corrugated metal or highly reflective surfaces.

Metal buildings may be used but must be designed to appear as conventionally built structures in accordance with and subject to all of the design guidelines for industrial buildings.

Fenestration

Windows and doors are key elements of any structure's form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety.

Rolling shutter doors located on the inside of the building are the preferred method for providing large loading doors while keeping a clean, uncluttered appearance from the exterior.

Materials and colors

Colors and materials should be consistent with the chosen architectural style and compatible with the character of surrounding development. Sensitive alteration of colors and materials can produce diversity and enhance architectural forms.

Materials for industrial projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.

Avoid highly reflective surfaces, exposed precision block walls, and materials with high maintenance such as stained wood, shingles or metal siding.

The color palette should be selected carefully. Subdued color combinations consisting of a limited number of colors are encouraged. Large areas of intense white color and vibrant compositions should be avoided. Variations in shade or tone can be used to enhance form and heighten interest.

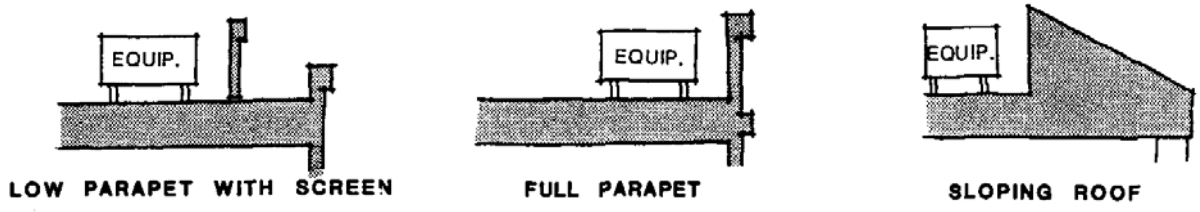
Colors should be used to articulate entries or other architectural features. The use of color or color combinations to transform the building or any of its elements into a sign, such as "corporate color striping", is strongly discouraged.

Graffiti deterrence/protection should be considered in the selection of building materials, paints and other protective coatings (CVMC 9.20.055).

Mechanical and utility equipment

All mechanical equipment whether mounted on the roof, side of a structure, or on the ground shall be screened from view. Utility meters and equipment should be placed in locations which are not exposed to view from the street or be suitably screened. All screening devices should be compatible with the architecture, material and color of the adjacent structures.

The screening of roof-mounted equipment is expected to be incorporated into the design of the roof. Full parapets, sloping roofs and low parapets with supplemental screens may be used to screen roof equipment provided that roof-mounted screen walls are fully integrated with the buildings architecture; "fence-type" screening is generally considered unacceptable.



Mechanical equipment is expected to be located below the roofline. Equipment visible from the upper floors of adjacent buildings or other elevated locations should be installed in an orderly, compact manner and should be colored to coordinate with the color of the roof surface on which it is placed. Noise attenuation should be considered in the case of adjacent incompatible uses.

Satellite dish antennas are frequently used for business communications and should be considered early in the design process in terms of location and required screening (CVMC 19.22.030).

Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

Sloped and racked collectors may be used on flat roof areas if collectors are located in the interior portion of the roof, well away from the perimeter, and the racks are enclosed on the sloping and back sides and colored to coordinate with roof colors.

Lighting

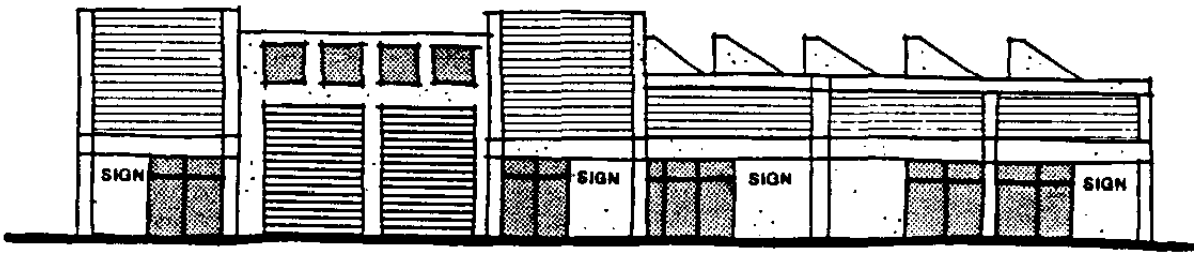
Lighting should be used to provide illumination for the security and safety of on-site areas such as entries, pathways, and parking and working areas. Lighting can also be used to deter graffiti (CVMC 9.20.055). The design of light fixtures and their structural support should be architecturally compatible with the main structures on-site.

Building illumination and architectural lighting should be indirect and concealed from view. Indirect wall lighting, wall "washing" from concealed fixtures and landscape lighting is encouraged provided it is subtle and not overly bright.
All exterior lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent properties or streets (CVMC 19.66.100).

Signs

See also the Sign Design Guidelines in this Manual. For allowable sign types and sizes refer to the sign provisions in Chapter 19 of the Municipal Code.

Every structure and industrial complex should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relationship with the site and building, and sign readability are expected to be considered in developing the project design and signing concept. All signing should be highly compatible with the building and site design relative to size, color, material, and placement.



Sign locations, types, sizes, and style should be identified on the project plans.

Signs should be characterized by restraint and designed as supportive elements to land use. They are intended to "identify" businesses and not to advertise products or display information not part of the name of the business.

Low-profile monument signs and individually cut (channel) letter signs are the preferred alternative for business identification whenever possible. Freestanding pole and pylon signs are strongly discouraged. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

Roof signs or wall signs which extend above the roofline are strongly discouraged. Standardized "corporate" signs are acceptable only if they comply with these guidelines. Painted wall signs and exposed sign "cans" which are not incorporated into the structure of the building or a ground monument are generally considered unacceptable.

The industrial site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.

LANDSCAPING

Refer to the Landscape Manual for the city's complete landscape planting and irrigation standards. . See also Section VI. (Conservation) of this Manual for additional landscape design guidelines.

All areas not covered by structures, drives, parking or paving should be appropriately and professionally landscaped. Drought tolerant planting should be emphasized in accordance with the requirements of the city Landscape Manual.

For industrial uses, landscaping should be used to define areas by helping to focus on entrances to buildings, parking lots, loading areas, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for parking, outdoor storage, loading, and equipment areas.

Landscaping should generally constitute no less than 15 percent of the gross site area, and a minimum of 10 percent of parking areas. Use dense formations and layering of plants to achieve immediate effect when planting is used as the primary means to screen parking.

Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Use larger specimen trees at major entrances, along street frontages and in larger open space areas. Flowering and multi-trunk species are encouraged.

Use of vines on walls can be effective in softening the appearance of structures and in deterring graffiti in industrial areas because such walls often tend to be large and blank (CVMC 9.20.055).

Landscaping should be used around the base of buildings, walls and fences to soften the edge between pavement and structures. A minimum clear width of five feet is generally required in order to provide an appropriate planting space. This should be enlarged at building entrances to provide focus.

Landscaping in and around entrances and drives must be designed to maintain sight distances (CVMC 12.12.120 and 12.12.130).

Berming in conjunction with landscaping can be used at the building edge to reduce structure mass and height along facades.

Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

Avoid water runoff through planter areas or across pedestrian walkways. Drainage elements which dissect paving should complement the paving design.

Landscaping should be planned and maintained to avoid creating "hiding places" for possible criminal activity.

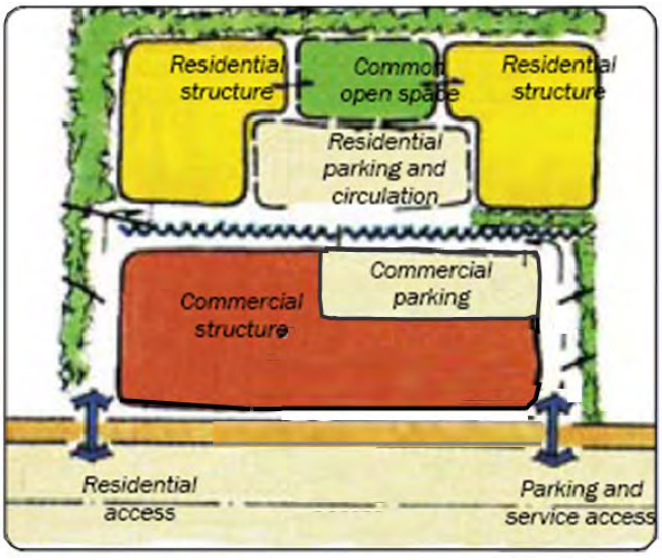
V – MIXED-USE

Mixed-use includes the placement of complementary land uses such as housing, retail, office, services, and public facilities on a single lot or as components of a single development as allowed per the Zoning Ordinance. The primary design issues related to mixed-use projects are 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.

Because the mixed use design guidelines include many sustainable design concepts that are universal to all types of development, they should be referred to in the review of new "single use" projects such as multi-family or commercial developments as well. To minimize redundancy and promote conservation of resources, a reference to this section has been provided in the other land use type sections of the Design Manual, rather than repeating it in its entirety.

There are two basic types of mixed-use projects:

The first type is vertical mixed use, such as residential above a commercial uses in the same building.



The second, called horizontal mixed use, combines a variety of uses such as residential and commercial uses on the same site but in separate buildings.

The guidelines for mixed-use are intended to:

Encourage development, which are sensitive to the character and scale of surrounding development, with particular attention to transition areas wherein multiple family projects and commercial projects may coexist for years or even decades;

Promote an attractive and functional arrangement of buildings and ample open spaces which are sensitive to the physical characteristics of the site, and which provide a high standard of visual quality and livability for the residents;

Incorporate within the project architecture a sense of harmony and human scale, while providing for visual interest and individual unit identity, as well as privacy and security for each resident and the project as a whole.

Project specific standards and guidelines should take precedence when in conflict with the following guidelines. All projects must be designed to be accessible for persons with disabilities in accordance with currently applicable requirements.

Neighborhood Context

Many areas within the City contain opportunities for development on vacant or underutilized sites. The design of infill development must be sensitive to the existing neighborhood context and positively contribute to the public realm. Placement of structures should consider topography of the site and the location of adjacent incompatible land uses.

Compatibility

The compatibility of new development with existing development is especially important when new development includes new uses or higher densities. Good site design must carefully balance the need to respond to the existing context with the need to introduce new development that can improve the character and the scale of the surrounding area.

The location between the commercial and residential uses on the site also needs to be carefully considered to ensure the compatibility of the two uses on the same site, location of major traffic generators and air quality pollutants, as well as an analysis of a site's characteristics and particular influences. Design should strive to minimize the effects of any exterior noise, odors, glare, vehicular and pedestrian traffic, and other potentially significant impacts of the commercial use.

Design buildings to have similar heights, massing, and design characteristics that are compatible with the surrounding buildings. Structures should be sited in a manner that compliments adjacent structures.

Incorporate the area's typical landscape treatments into the site design to connect new development to the existing context. For example, match existing adjacent parkway tree planting theme in the new development.

Access/Linkage

Link compatible residential and nonresidential uses by utilizing access roads, walkways, common landscape areas, building orientation, and unfenced property lines within the site. Pedestrian connections between commercial and residential developments should be active and friendly. Large blank walls within these areas should be avoided.

Avoid public access to the rear of commercial structures when adjacent to potentially incompatible uses or in close proximity to residential use in a horizontal mixed-use design.

Coordination with Adjacent Properties

Coordination between multiple sites can help to develop a consistent community character. New projects need to consider adjacent sites to identify potential opportunities for the coordination of building programs, site amenities and functional operations.

Coordinate site designs and location of structures with existing development on adjoining properties to avoid creating excessive noise or intrusions on privacy, particularly when development is adjacent to sensitive uses such as residential development. Building orientation should minimize a direct line of sight into adjacent residential private open space. Residential entries, balconies, patios, or windows should avoid having a direct line of sight into a window or rear door of a commercial use. This can be accomplished by providing additional area or setback between the commercial and residential use and/or relocating or eliminating the windows and moving rear entries.

Develop shared facilities such as driveways, parking areas, plazas and walkways in order to increase pedestrian access and land availability. On larger sites with multiple buildings, design parking areas and open spaces so they can be shared by several buildings.

When commercial buildings back up to common open spaces or residential projects, the rear setback area should be landscaped and should appear to be functionally and/or visually shared open space. Employ landscaping to screen parking lots from adjacent residential uses and streets.

Public Views

A public view of a beautiful or striking landscape feature is a valuable community asset and further enhances the pedestrian environment. A view can function as a way-finding tool, as well as influence the identity of a community. New development should capitalize on site-specific opportunities by maintaining existing public views and framing new public views.

Place buildings to frame significant views by ensuring that gaps between buildings provide a view of a significant feature from a publicly-accessible vantage point. Create an interesting focal point on sites that are the terminus of a major visual axis, such as at the terminus of a street, trail or multi-use path.

Site Design/Siting and Orientation

Buildings must be located where they can connect to the public realm, but they must also be arranged within the site so that appropriate space is provided for parking, outdoor seating and other activities.

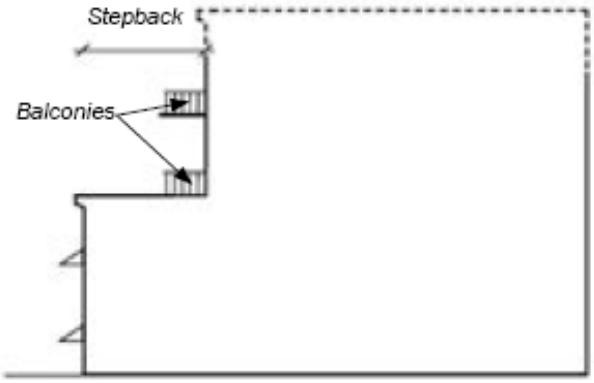
Orientation to the Street

Buildings should be highly visible and readily accessible from the sidewalk, encouraging people to walk from place to place.

Orient building towards the street, so that they frame the pedestrian environment. Place entrance doors and windows for retail uses fronting directly onto the street at ground level. Provide a high percentage of windows on the ground floor facades of commercial buildings to

facilitate greater visual transparency, which can help stimulate businesses and provide eyes on the street.

Create continuous pedestrian activity along public sidewalks in an uninterrupted sequence by minimizing gaps between buildings, where allowed.



For multiple-story buildings, step the building back from the street edge at upper levels to allow sunlight into the street. Horizontal building stepbacks are encouraged to provide building articulation, terrace space and other elements to soften building facades.

Setbacks

The front setback of a building sets the amount of space, if any, that lies between a building and the sidewalk or street. It defines the transition between the private development and the public realm.

Site buildings at the back of the sidewalk to provide a strong definition of the public realm, where allowed. Larger structures should require more setback area for balance of scale and so as not to impose on neighboring uses. Additional setback areas are encouraged when commercial and residential areas are adjacent to each other.

If setbacks are to be observed, consider setting portions of a building back from the street to create usable outdoor space within the building setback. To ensure that the setback area does not result in an excessive void along the street, use fences, walls, planters or landscaped areas to define the edge of the outdoor space. Where mature trees are present on a site, set back portions of buildings to preserve the trees. Similar additional space should be provided to accommodate large trees if such tree species are proposed. Use paving materials that differentiate the setback area from the sidewalk.

Site Access

Site access needs to consider all modes of accessibility. Vehicle access should not dominate a site, even where vehicle access must be accommodated for parking or loading areas. Pedestrian and bicycle access should be given equal consideration.

Vehicle Access

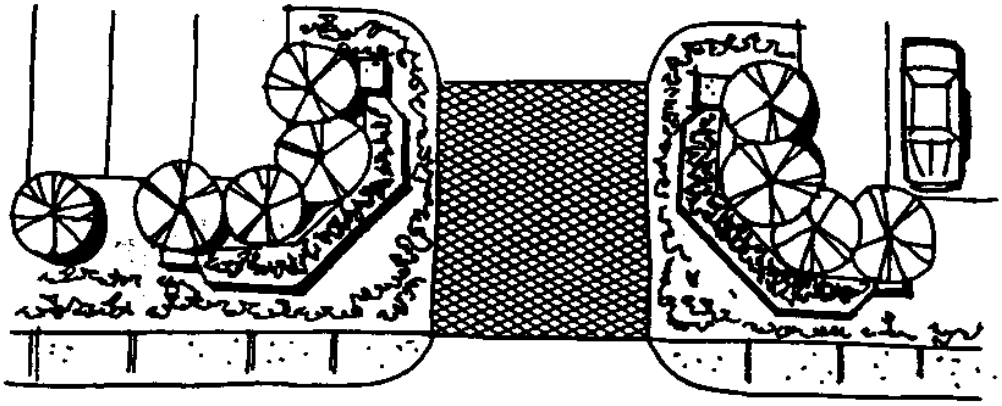
While it is often important to allow vehicles to access a site, each access point should be designed to minimize conflicts with pedestrians and bicyclists.

Site access and internal circulation should promote safety, efficiency and convenience. Minimize dead-end driveways, and provide adequate areas for maneuvering, stacking, truck staging and loading, and accommodating emergency vehicles.

The number of site access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from one another as possible. Separate site access drive and parking facilities should be provided for residential uses and commercial uses.

Site access drives should incorporate distinctive architectural elements and landscape features that help to differentiate access to commercial parking areas from residential areas. Principal access roads into new mixed-use development areas should be of similar scale as streets in adjacent residential neighborhoods. Private drives should be designed as pedestrian-friendly streets that are a natural extension of the surrounding neighborhood.

Whenever possible, locate site entries on side streets in order to minimize pedestrian/vehicular conflicts. Avoid designs which encourage the use of public streets for "internal" circulation. Security gates should be considered for access to residential uses and residential parking areas, as well as to securing commercial parking areas when businesses are closed, except when a shared parking arrangement is in effect.



Project entry areas should be enhanced and obvious to customers with special design treatments, such as entry signage or distinctive landscaping. Enhanced entries must maintain clear visibility where sight lines exist. Entries should consist of landscaped medians, enhanced paving, decorative landscaped entry walls and low profile monument signs. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

Where possible, use alleys or side streets for access to parking areas. The use of alleys for parking access must be balanced with other common uses of alleys, including service, utilities, and loading and unloading areas.

Pedestrian and Bicycle Access

This concept encourages the placement of circulation routes to emphasize pedestrian and bicycle access without excluding autos. All sites must provide clear, safe points of access for pedestrians and bicyclists, not just vehicles. New development should be designed for the use and enjoyment of all community members regardless of their physical ability.

Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Link pedestrian paths within a site with walkways, textured paving, landscaping, and trellises. Avoid excessive steps or level changes in primary circulation networks. Include elements such as special paving materials, pedestrian-scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use. Provide shade and landscaping along walkways.

Connect all commercial buildings to the public sidewalk via a publicly accessible path or walkway.

Utilize materials with flat, smooth surfaces that do not create tripping hazards along pedestrian walkways to and from buildings and parking areas.

Avoid placing fences where they would limit pedestrian circulation.

Pedestrian walkways should be provided to link dwelling units with common open space areas, recreational and support facilities, parking areas, and the street. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Include pedestrian and bicycle connections that link the site to nearby businesses, offices and civic buildings. Provide illumination along walkways that lead to parking areas as well as in the parking areas themselves.

Walkways should be separated from circulation drives to the maximum feasible extent. Curvilinear paths provide a more inviting and interesting experience and are generally preferred over long, straight alignments. Paths which traverse open spaces are strongly encouraged

Include bicycle parking in all parking lots and parking structures consistent with CVMC 15.12.

Locate bicycle parking, pedestrian seating, and similar amenities near building entrances.

Provision of a clear and safe path is encouraged between the site entrance and the bicycle parking areas.

Links to Transit

Enhance the pedestrian connection to transit by the installation of walkways and crossings between bus stops and surrounding land uses. Transit stops should be easy to identify and locate, comfortable and accessible. This can be achieved through site design that incorporates the transit facility into public spaces that are adjacent to compatible uses, such as markets, cafés and other services that meet the needs of transit patrons.

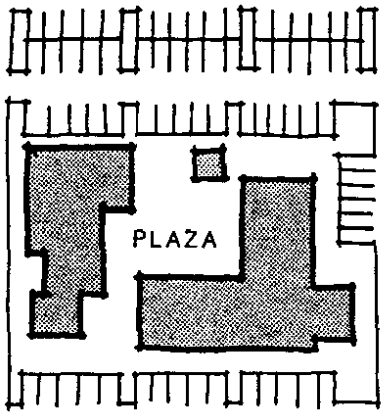
Place building and site entrances close to adjacent transit stops, and orient buildings to face the transit stop. Within clusters of buildings, the site design should provide for an identifiable and dominant entrance to the cluster that is clearly visible from the nearest transit facility.

Place transit information kiosks in locations central to all buildings within a cluster as to further inform the pedestrian of alterative modes of transportation immediately adjacent to the site.

Where possible, buildings should be arranged to reduce walking distance between each of the buildings and the nearest transit facility by placing parking in the rear of buildings so that access from public transportation or between buildings does not require walking through large parking lots to reach building entrances.

Building Mass

A site design must determine how each building's mass—its three-dimensional form—will fit within the site as a whole. The site design must strike a balance that provides a built edge to define the public realm, while not presenting an overwhelming face to the street. The building's mass should also respond to the surrounding development. Where necessary, provide a transition that relates to adjacent buildings.



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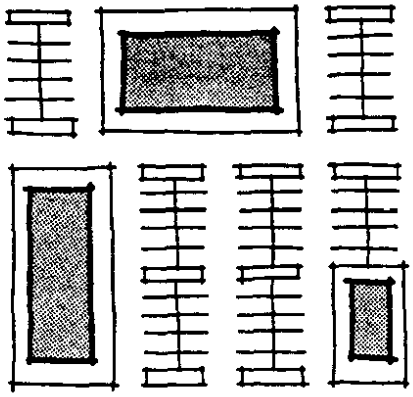


NOT THIS

For a vertical mixed-use project, new structures should be clustered to create plazas and pedestrian malls and avoid long "barracks-like" rows of structures. Develop a complex of buildings rather than a single large structure. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure and by pavement and landscape treatments.

Ensure that the spaces created between buildings can function as pedestrian plazas, courtyards and other outdoor gathering areas.

Landscaping should consider the scale and mass of a building and its relationship to the scale of the street and neighboring properties.

Corner Sites

Sites gain prominence when they are located at the intersection of two streets. More people pass by corner sites, and the buildings on these sites are more visible. The design of corner sites should acknowledge and celebrate this prominence, and it should help to define the edges of the street intersection. Buildings situated at a corner should provide a prominent corner angled entrance to street level shops or lobby space.

The main entry to buildings should be emphasized through flanked columns, decorative fixtures, a recessed entryway within a larger arched or cased decorative opening, or a portico (formal porch), rounded or angled facet on a corner building entrance or an embedded corner tower, taller building elements or architectural detail.

Additional corner treatments might include a corner buildings may have a strong tie to the front setback lines of each street and continue storefronts elements on side streets.

Corner buildings may also feature a public plaza with direct access to the building. Buildings should be highly visible and readily accessible from the sidewalk, encouraging people to walk from place to place.

Plazas and Open Space

A thoughtfully designed site can include small plazas, piazzas, courtyards and other outdoor spaces. These spaces can create a visual connection to the public realm as well as a physical transition zone between the building and the street. They provide important spaces for formal and informal community gatherings, and their design should be coordinated with new development. While these areas should be large enough to accommodate everyone who wants to use them, they should also be small enough to create an active, lively feel when they are occupied.

Commercial Open Space

Design plazas and building forecourts to maximize circulation opportunities between adjacent uses. Ensure that outdoor areas are visible from public streets and accessible from buildings, as well as streets and pedestrian and bicycle networks.

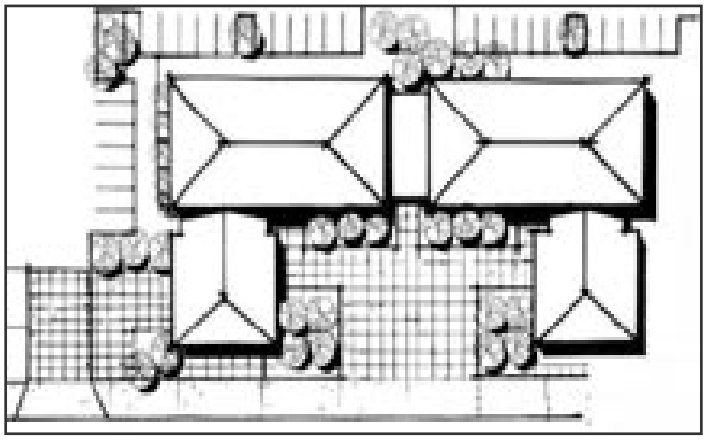
Account for climatic factors such as sun orientation and prevailing winds when locating all open space areas. A majority of the gross area of the plaza should have access to sunlight for the duration of daylight hours. Shade trees or other elements providing relief from the sun should be incorporated within plazas.

Coordinate outdoor furniture with the design of the building. Place outdoor furniture, such as low seating walls, trash receptacles, bike racks and other elements, in outdoor pedestrian spaces, to define the edge of the outdoor space.

Provide shade benches, fountains, landscaping, seating and outdoor dining to support pedestrian activity. Encourage sidewalk cafes. Refer to the Third Avenue Village Outdoor Dining Guidelines for recommended barrier design and location, and furniture and fixtures.

For larger projects, develop a comprehensive open space network that includes plazas and other open space elements to connect different uses. Integrate adjacent land uses on a site into the open space areas and the paths that link them. Site buildings to define open space areas.

For smaller projects, small open space areas should be grouped into larger, prominent public spaces. Hardscape and vegetation should be combined to create plazas that people can use for rest, congregating, recreation, and dining.



Provide a focal point for pedestrian gathering in the center of the piazza or plaza such as a fountain or sculpture. Use drought-tolerant plant materials that are consistent with the architectural design of the building and the Chula Vista Landscape Water Conservation Ordinance, Chapter 20.12 of the Chula Vista Municipal Code. Entries to the plaza and storefront entries within the plaza should be well lighted. Where a plaza is adjacent to a parking area, provide landscaping for screening purposes.

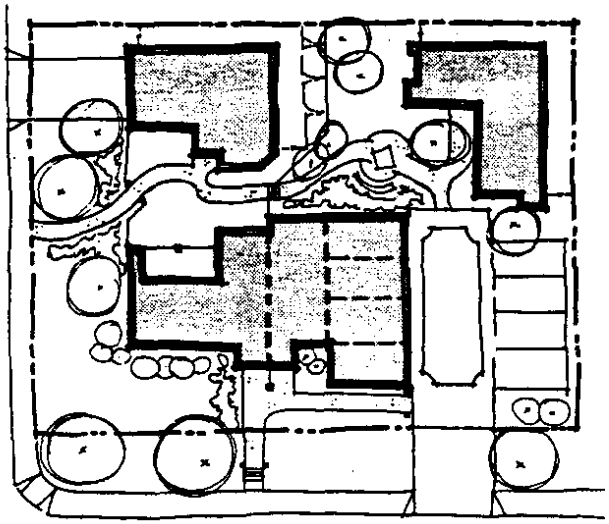
Provide clear transitions between plazas and streets.

Architecture, landscaping elements, and public art should be incorporated into the plaza design.

Common open space should be provided in large, meaningful areas and not fragmented or consist of “left over" land. Large areas can be imaginatively developed and economically maintained.

Provide paseos between buildings to promote pedestrian activity, if possible. If possible, ample seating in both shaded and sunny locations should be provided in the paseo area.

Residential Open Space



Any portion of a lot which is relatively level (maximum five percent grade), developed for recreational or leisure use, and which contains 60 square feet with no dimension less than six feet, is considered open space.

Roof decks and recreation rooms should generally count for no more than 25 percent of required common open space. Front and exterior sideyard setback areas may constitute up to 50 percent of required common open space, provided they are developed in a usable and attractive manner.

Common open space areas should include both passive and active recreation amenities such as tables, benches, pools, barbecues, courts and tot lots. A focal point should be provided such as a fountain, kiosk, specimen tree or tree grouping, or other sculptural feature. Features and furniture should be well constructed, durable, and complement the overall landscape design.

Play areas for children should be provided whenever possible, and are expected to be incorporated into any larger project with a significant number of two bedroom units. Tot lots should feature a soft ground surface, shaded seating areas, and defining edges and/or open fencing of wrought iron or tubular steel. The tot lot should be well separated and buffered but visible from adjacent dwellings. Tot lot design and installation should comply with all current safety regulations.

Outdoor Seating

By incorporating outdoor seating, a well-designed site can encourage foot traffic and provide places where people are encouraged to stop and linger. Some outdoor seating areas can be

located within the interior of a site, for the enjoyment of people who live or work there. Depending on the site, there may also be opportunities to place outdoor seating closer to the public realm, especially if the site faces a scenic view.

Outdoor dining, kiosks, benches, and other street furniture are encouraged to enhance street activity and interest.

Design public and private outdoor spaces to provide sunny and shaded areas. Trees can provide needed shade for outdoor seating.

Use movable seating where practical so that people can accommodate their own preferences and respond to the weather or time of day.

Incorporate seating into well-trafficked outdoor areas, to maximize opportunities for people to interact. Include formal seating, such as benches and chairs, along with informal seating, such as low walls and stairs, in all outdoor seating areas. Place seating to take advantage of scenic views towards cityscapes, parks, and open space. Provide lighting to ensure that outdoor seating areas are safe places at night. Refer to the Third Avenue Village Outdoor Dining Guidelines for recommended barrier design and location, and furniture and fixtures.

Provide landscaping and high-quality paving materials, such as stone or tile within the outdoor seating area. Potted plants can enhance a streetscape with an outdoor seating area. Size, shape, color, and texture should complement the overall design theme. Entries that face onto an outdoor dining opportunity are encouraged.

If the outdoor area would be adjacent to a major street or highway, proper buffers, such as trees or shrubs, to reduce adjacency effects such as car noise and exhaust.

Walls and Fences

Walls and fences are used to define project entries and boundaries, provide security, privacy and noise attenuation, and screen views of parking, storage and equipment areas. They are also an important design component. Materials, style and color are expected to complement the project architecture.

Walls and fences should be kept as low as possible while performing their functional purpose to avoid the appearance of being a “fortress”. All fences and walls required for screening purposes should be of solid material. Walls and fences should be designed with materials and finishes that complement project architecture, should be architecturally treated on both sides, and should be planted with vines, shrubs and trees.

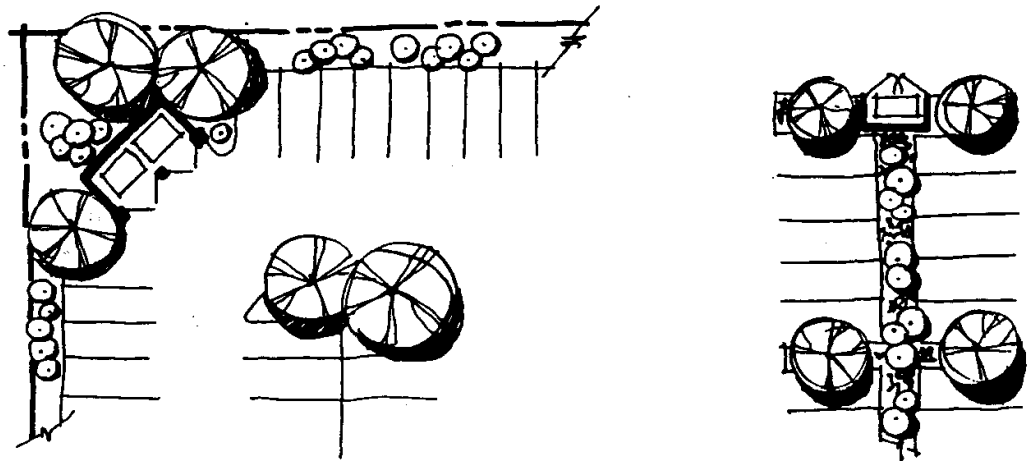
Decorative masonry walls are preferred for areas exposed to public view, such as streets, open space areas and elevated slopes. Pilasters, planting offsets, wrought iron in view circumstances, and other vertical elements should be used to interrupt the horizontal monotony of longer walls and fences.

Except for unusual circumstances, uncapped wood, mesh or chain link fencing, and precision cut concrete block walls are generally considered inappropriate and are strongly discouraged.

Trees, shrubs and vines should be used to soften the appearance of fences and walls and to deter graffiti. Perimeter walls and fences should be separated from adjoining streets by the required setback or a minimum 10 foot wide landscape buffer from back of sidewalk, whichever is greater.

Refuse, Storage, and Equipment Areas

Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures. Where practical, storage at each unit is preferred over common enclosures for the residential uses if there are four or less units. Trash storage cannot be placed under stairways.



Common enclosed storage for projects of five or more residential units should be provided. Enclosures should be located in convenient but unobtrusive areas, well screened with landscaping and positioned so as to protect adjacent uses from noise and odors. Recommended locations include inside parking courts at the end of parking bays. Locations should be conveniently accessible for trash collection but not block circulation drives during loading operations.

Separate trash enclosures should be provided for the residential use versus the commercial use. Trash enclosures should allow convenient access for commercial tenants. Siting service areas in a consolidated and controlled environment is encouraged.

Consistent with the City's Stormwater Management requirements, a solid cover is required be provided over the trash enclosure.

The screening should be compatible with the design of adjacent development. A solid masonry walls with wood or metal doors, landscaping and a trellis feature with a solid layer above or underneath the trellis should be provided.

Plans and specifications should be reviewed with the City's Environmental Services Manager in order to ensure compatibility with current refuse and recycling collection practices and to ensure compliance with applicable waste management

Loading and Delivery

Commercial loading and service areas should be located and designed to minimize visibility, circulation conflicts, and potential adverse noise impacts to the maximum feasible extent. Location at the rear of the site with separate access and circulation is preferred wherever possible. The loading area should be located as far as possible from residential units on or adjacent to the site and completely screened from view

Loading and service areas should be designed to integrate into the surrounding development and provide adequate space for maneuvering into and out of a loading position.

Screen loading areas with portions of the building, architectural wing walls, freestanding walls and landscape planting. Ensure adequate noise attenuation for adjacent incompatible land uses.

Outdoor Storage

All uses are required to be conducted wholly within a completely enclosed building, except for outdoor restaurants, off-street parking and loading facilities, and other open uses as specified in the Zoning regulations.

Building Design

Quality building design ensures that individual development projects contribute to the overall character of a community, particularly the public realm. Buildings should be designed to facilitate pedestrian activity, and should include architectural features that reflect the local vernacular and are appropriate to the local climate.

Building Rhythm

All major and minor structures should share a common architectural theme and design characteristics to provide an architectural unity for the total project. The designer is expected to employ variations in form, building details and siting in order to create visual interest. Differences in materials and/or architectural details should only occur where the intent is to

differentiate between scale and character of commercial and residential areas. Building heights and setbacks should vary from adjacent or adjoining buildings to ensure diversity in building type.

Design features should be consistent on all elevations of a structure. The rear and side elevations should incorporate some of the architectural features of the main facade.

Walls should be offset every 50 feet and architecturally designed to reduce monotony. Landscape pockets along the wall should be provided at regular intervals. Landscaping should be used to soften otherwise blank wall surfaces and to help reduce graffiti.

Roofs should be given design considerations and treatment equal to that of the rest of the building exteriors.

Roofs and rooflines elements should be continuous in design throughout a commercial development. Full roofs are strongly encouraged due to proximity to residential areas.

No roofline ridge should run unbroken for more than 75 feet. Vertical or horizontal articulation is required. Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge.

Multiple-Tenant Spaces

Where multiple-tenant spaces are incorporated into a building, individual tenant spaces should be characterized by a building’s bays, or other structural elements to further enhance the pedestrian environment.

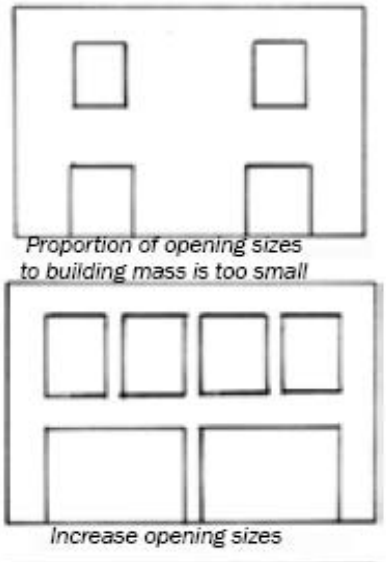
Vary the building facade by recessing the storefront entrance or creating a niche for the interior use to expand onto the sidewalk. Awnings and overhangs should be used in conjunction with street trees to provide shade for pedestrians. Use columns, piers or pilasters to differentiate the

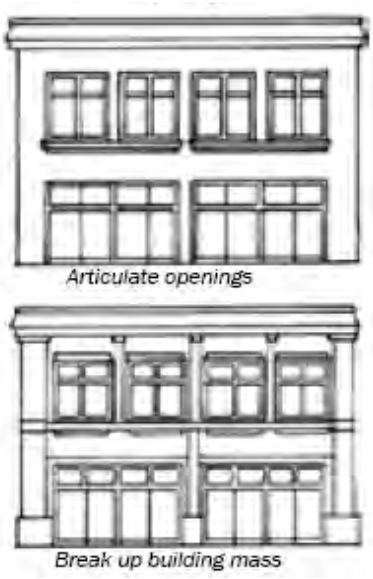
facade's horizontal elements. Columns should be square, rectangular or round, and appear massive in thickness. Incorporate vertical slots or recesses between horizontal facade elements.

Mass and Proportion

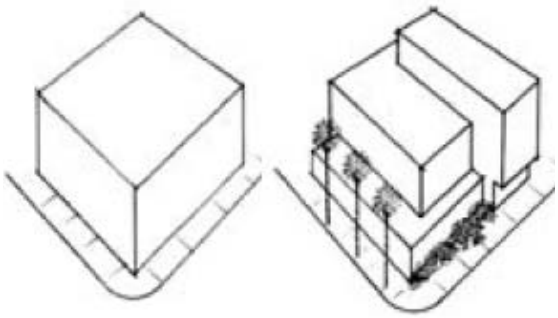
Desirable building massing has both horizontal and vertical articulation. Combinations of multiple story massing will create variation and visual interest. Long, unbroken facades and box-like forms should be avoided. Large, unrelieved expanses of wall can also encourage graffiti. Building heights should be varied and building facades should provide relief and offsets to give the appearance of a collection of smaller structures.

The physical design of buildings facades should vary. This can be achieved through such techniques as: division into multiple buildings, break or articulation of the facade, significant change in facade design, placement of window and door openings, or position of awnings and canopies.





Smaller architectural elements, such as building pop-outs, awning, roof overhangs, recessed doorway, or other architectural features on large buildings add to the pedestrian scale. Awning and overhangs should be used in conjunction with street trees to provide shade for pedestrians



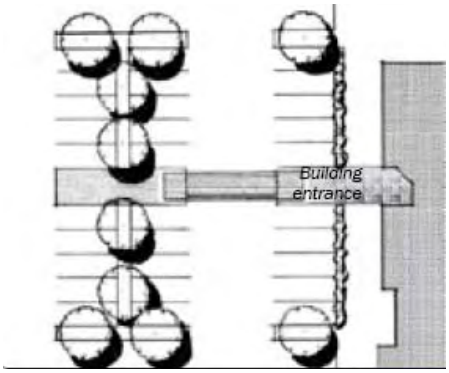
Building Entries

Entrances to buildings are the transition area between the public and private realms; they are highly active places.

Decorative walls and/or enhanced landscaping should be used at main entrances. Special paving, raised medians and gateway structures should also be considered.

When entrances to retail businesses are placed where they are visible and inviting to people on foot, they add to the visual interest of the public realm. Any building with more than 75 feet of street frontage should have at least one primary building entry.

Easily identifiable pedestrian connections should be provided from the parking area to key areas within or adjacent to the site, such as the building entrance.



The entry design should also promote security and privacy. To the extent possible, the entrances to individual units should be plainly visible from nearby parking areas, street frontages, or common open space areas.

Access points should be clustered in groups of four or less. Separate entries for each unit are preferred where possible. Privacy can be enhanced by the use of patios or courtyards at individual entries.

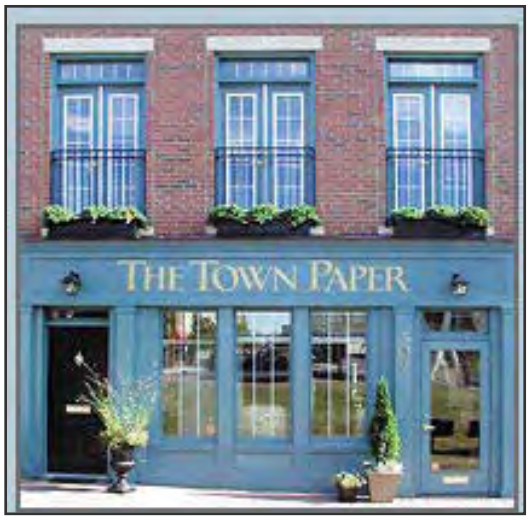
Primary business and residential entrances should also have a building entrance oriented to the street, if appropriate.

Primary building entries should be easily identified and provide a prominent sense of entry. The use of projections, columns, towers, change in roofline, entry lobbies, or other design elements are strongly encouraged.

Building Facades

A building's facade, and the level of detail to which it is designed, plays a significant role in shaping the public realm and encouraging pedestrians to use the sidewalk. The physical design of facades should utilize such techniques as: break or articulation of the facade; vertical and horizontal offsets to minimize large blank walls and reduce building bulk; significant change in facade design; placement of window and door openings; and position of awnings, canopies, balconies, porches, arcades, and other design features.

The storefront is only one of the architectural components of the commercial facade, but it is the most important visual element for a building. It traditionally experiences the greatest degree of change during a building's lifetime and further holds the greatest potential for creative or poor alterations affecting both the character of the building and the streetscape. Traditional storefronts are comprised of a few decorative elements other than simple details that repeat across the face of the building (e.g., structural bays containing window and door openings, continuous cornice line, transoms, bulkheads) and integrate the storefront into the entire building façade



Buildings with a vertical mix of uses, should generally reserve the ground floor for activity-generating retail storefronts, however office use may also be located on the first floor, if deemed appropriate. Locate residential uses on upper floors.

Establish depth and shadow by incorporating features that project from the building face, such as window bays and pilasters. Building vertical focal elements are encouraged. Towers, spires, or domes become landmarks and serve as focal/orientation points for the community.

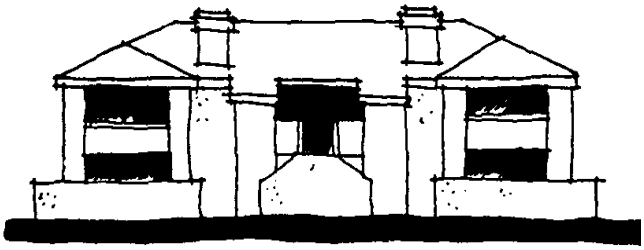
Arcades can provide a dramatic architectural element to a building. Arches should be semi-circular and relate to the scale of the building. Design arcades to provide at least ten feet of clear space between the building facade and the edge of the arcade, so that there is adequate space to walk along the arcade as people enter and exit buildings.

Residential Facades

For horizontal mixed-use projects, to the extent possible, each of the dwelling units should be individually recognizable. This can be accomplished with the use of roof lines, setbacks, projections and balconies which help articulate individual dwelling units or collections of units, and by the pattern and rhythm of windows and doors.

Design facade details that are integral to the architectural and structural design of the building and not tacked onto the surface. Design the facade to have a distinct base, middle and top.

Stairways are expected to be integrated into and complement the architectural massing and form of the structure. Simple, clean, bold projections are encouraged. Thin-looking, open metal, prefabricated stairs are to be avoided. The width of stairways should generally be greater than the minimum required by code.



INTEGRATED STAIRWAY

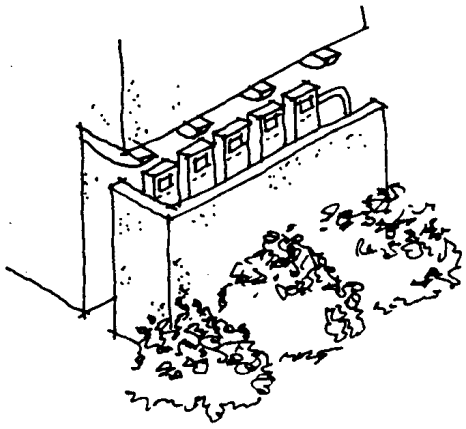
Uncovered stairwells should be precluded from general streetscape view through the use of wing walls, landscaping or other means.

However, if uncovered stairwells can not be incorporated into the design of the building, exterior stairways should be architecturally integrated into the design of the building. Prefabricated stairs or railings are discouraged.

Gutters and downspouts should be concealed unless designed as an architectural feature. Exposed gutters and downspouts not used as architectural features should be colored to coordinate with the surface to which they are attached. Roof vents should be colored to coordinate with roofing material.

All roof-mounted equipment should be screened. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.

All mechanical equipment whether mounted on the roof, side of a structure, or on the ground shall be screened from view. Utility meters and equipment should be placed in locations which are not exposed to view from the street or be suitably screened. All screening devices are to be compatible with the architecture, material and color of adjacent structures.



Windows

Windows can enliven the pedestrian environment and provide opportunities for ground floor businesses to be seen by passersby. Use clear glass in ground floor windows and doors of all commercial businesses to promote visibility into the ground floor space. Utilize a larger window proportion than for upper floor windows. Enhance upper story windows with architectural details such as sills, molded surrounds and lintels.

The predominant difference between upper story openings and street level storefront openings (windows and doors) should be maintained. Typically, there is a much greater window area (70%) at the storefront level for pedestrians to have a better view of the merchandise displayed. In contrast, upper stories have smaller window openings (approximately 40%).

Storefronts with clear, transparent glass are encouraged to not only enhance the pedestrian environment but also to provide a sense of safety for pedestrians since they sense that employees and patrons are monitoring the sidewalk. In contrast, storefronts with blank or solid opaque walls degrade the quality of the pedestrian experience.

In buildings containing retail, commercial, community-serving or other active uses, position windows for visibility by both pedestrians and motorists at street level.

The placement and relationship of windows, doors and other building openings plays a significant role in achieving a unified building composition. Where possible, window sizes should be coordinated vertically as well as horizontally, and window design should be consistent in terms of style and general arrangement on all sides of the building.

Building Color and Materials

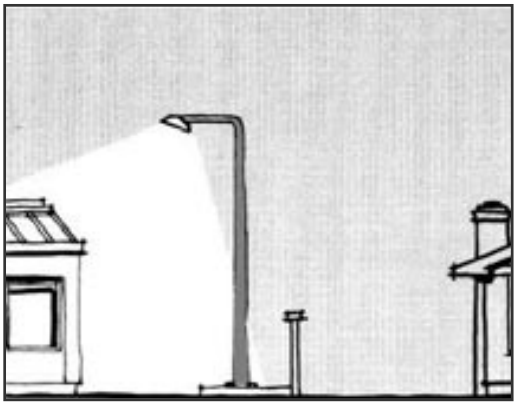
Colors and materials should be complementary to the chosen architectural style and compatible with the character of surrounding development. Variations in shade or tone can be used to enhance form and heighten interest. The orientation of a building (north, east, south, west) affects the appearance of colors. Colors on south and west facades appear warmer than if placed on north or east sides.

Materials should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in plane.

Finish material with “natural” colors such as brick, stone, copper, etc., should be used where practicable. Accent materials should be used to highlight building features and provide visual interest. Materials such as wood provide visual appeal.

Lighting

Light fixtures and structural supports should be architecturally compatible with the theme of the development. Wall mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards. Wall mounted lighting should not extend above the height of the wall or parapet to which they are mounted.



The type and location of lighting should minimize direct glare onto adjoining properties. Lighting should be shielded to confine all direct rays within the property.

Lighting, particularly at all building entrances, should be adequate but not exceedingly bright. Light fixtures should serve as an attractive element in isolation. Accent lighting should compliment exterior color and materials.

Lighting should be designed to satisfy both functional and decorative needs. All security lighting should be designed as part of an overall lighting plan rather than as single stand-alone elements.

Light fixtures should have pedestrian scale. Pedestrian-scaled lighting for sidewalk and street illumination is encouraged. Lighting should be used to accent on-site public art, specimen trees, and architectural features.

Good connectivity within a site allows people to easily move to and from the public realm. Site planning should increase connectivity by implementing design solutions that maximize access and optimize pedestrian use of new development.

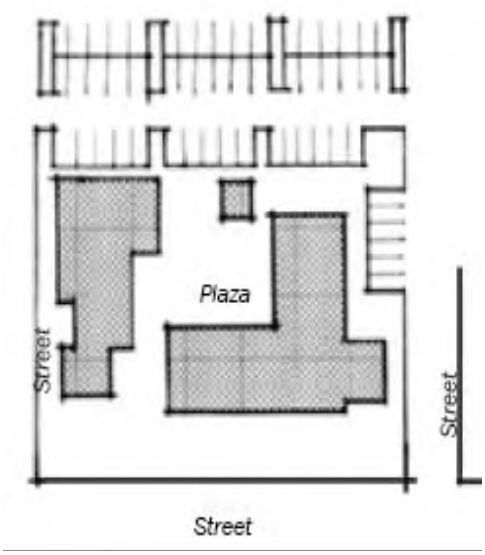
Parking

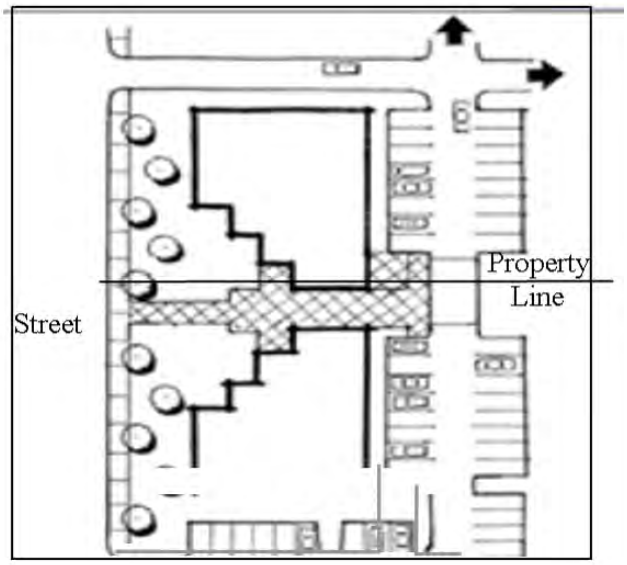
A primary goal of smart growth is to enable people to modify their travel behavior by using alternate modes of travel, reducing trip length and combining trips. As a result, communities that reflect the principles of smart growth will have a reduced number of vehicle trips and vehicle miles traveled. This also goes a long way to reduce "heat islands" or pavement surface temperatures and the overall Vehicle Miles Traveled (VMT) and its associated impacts. However, not all vehicle trips will be replaced by transit, walking or bicycling trips. A well-designed place must accommodate all modes of travel, including the automobile. The

challenge for designers is to provide a parking supply that is slightly constrained but does not deter customers, frustrate tenants or create problems for nearby residents. It is also essential to accommodate parking while still creating walkable, pedestrian-oriented streets.

Surface Parking

Parking needs should be met with creative designs that prioritize the pedestrian and are incorporated into sites without dominating the public realm. Surface parking lots should gradually be replaced by other forms of parking that make more efficient use of the land, including shared parking garages, podium parking, and below-grade parking.





Parking areas should not be located at the corner of a corner site or in front of an interior lot. Instead, parking lots should be located to the rear of the building, subterranean, or in parking structures. When off-street parking in the rear is not possible, parking should be screened from view by a variety of landscape features such as plantings and/or low walls.

In multiple family projects, parking is accommodated in individual open parking spaces, parking courts, carports, and garages. Parking by whatever means should be located so as to minimize its visual impact. Place parking lots behind buildings wherever possible, so that pedestrians can access buildings more easily and to ensure that buildings have a visual presence on the street.

Rear parking lots should be designed and located contiguously so vehicles can travel from one private parking lot to the other without having to enter the street. This may be achieved with reciprocal access.

Do not constrain pedestrian circulation between the parking area and other neighborhood amenities that can be reached on foot. Avoid placing fences which limit pedestrian circulation.

Incorporate fully accessible pedestrian circulation paths within parking ar¬eas and between adjoining residential, retail and office developments.

Where possible, use alleys or side streets for access to parking areas. This must be balanced with other common uses of alleys, including service, utilities, and loading and unloading areas

Divide all surface parking areas into smaller units to decrease visual impacts associated with large expanses of pavement and vehicles. This can be achieved through the use of landscaped walkways, tree rows or other landscape solutions.

Generally, landscaping should be a minimum of 10% of parking areas and there should be no more than 6 spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Landscaped bulbs sufficiently large to accommodate tree growth, or pedestrian access ways with landscaping and/or architectural elements such as trellis structures can be used to provide this separation

Parking incorporated within residential structures should be enclosed behind garage doors. Garages with parking aprons less than 19½ feet in length should be provided with automatic garage door openers. Sectional roll-up doors are encouraged.

Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of the principal structures. The placement of carports adjacent to streets, elevated slopes or other highly exposed areas is strongly discouraged; however when necessary they should incorporate roof slope and materials to match adjacent buildings.

Where garages are utilized, doors should appear set into walls rather than flush with the exterior wall. Their design should be simple and unadorned. Attached garages should provide a massing and architectural transition from the principal structure; partial single story mass projections, architectural details and windows are encouraged in this regard.

MIXED-USE

Parking Garages

Parking garages must be designed so that they are well integrated with their surroundings. Careful attention to architectural detail can conceal the special-purpose nature of parking garages, allowing them to fit the context of nearby buildings.

Reinforce the pedestrian realm by wrapping the parking garage with retail or office uses. Parking lots adjacent to a public side street should be landscaped to soften the visual impact of parked vehicles from the public right-of-way.

Entrance and exit areas, areas that are the central focus of the parking lot design, major axis and areas that act as forecourts for entrances may be suitable locations for special paving materials such as brick or stamped concrete

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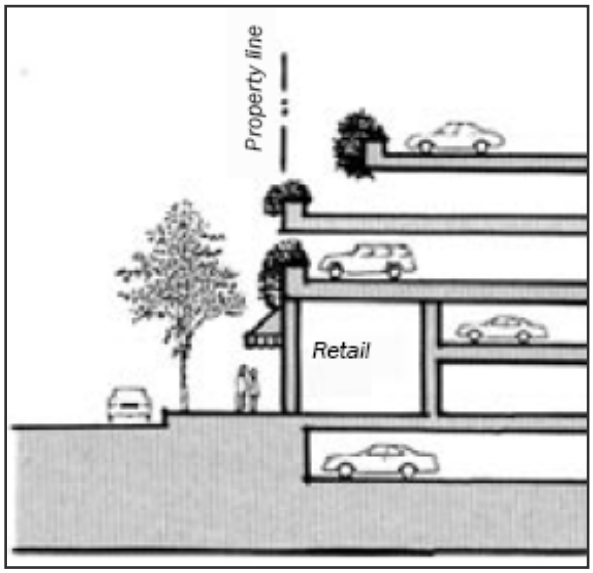
Entrance and exit areas, areas that are the central focus of the parking lot design, major axis and areas that act as forecourts for entrances may be suitable locations for special paving materials such as brick or stamped concrete



Provide openings on each floor of the garage that adequately screen vehicles while creating a sense of transparency.

Limit the height and bulk of parking structures so that they are reasonably consistent with adjacent buildings.

If enclosed parking is provided for the entire complex, separate levels should be provided for residential and commercial uses with separate building entrances.

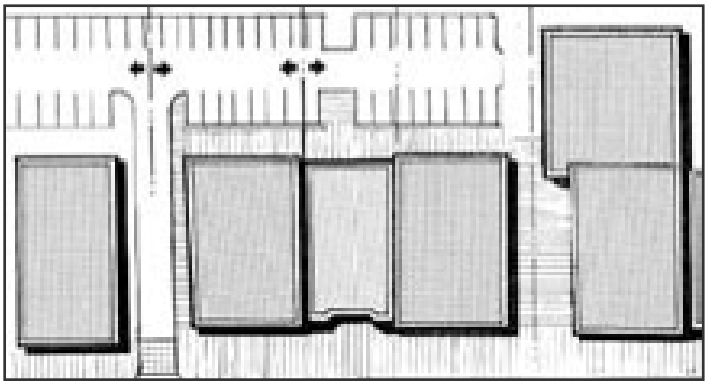
Break up the building's facade with vertical elements, such as projecting columns and offset wall planes, as well as variations in color, texture and materials. Use horizontal lines on exterior facades to separate each floor, rather than reproducing the sloping condition of the interior structure. Use projecting elements, awnings or other architectural details to highlight pedestrian entrances to the garage.

Shared Parking

Developers can take advantage of sharing parking lots with adjacent properties, as allowed per code, to free up land for other uses. Shared parking should be utilized when businesses are located close to one another that people can park once and walk between them to reduce the total amount of parking provided.

Parking lots should be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.

When possible, non-residential parking lots should be designed and located contiguous to each other so that vehicles can travel from one private parking lot to the other (reciprocal access) without having to enter major streets.



Shared parking between adjacent businesses and/or developments is strongly encouraged.

Parking areas that accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

VI – CONSERVATION

Measures that result in the conservation of resources are a critical component in designing for sustainable development. Well-planned sites can take advantage of potential energy conservation opportunities by providing landscaping on the site, orienting buildings to take advantage of the region's climate and environmental influences, such as wind and sun, incorporating energy-generating technologies, such as solar panels and turbines that capture sea breezes and the seasonal Santa Ana winds. Landscaping can also have a significant effect on the appearance and comfort of the accompanying space and help reduce the heat island effect.

Other sustainable design solutions such as "adaptive reuse" conserve by reusing entire buildings, important structural or architectural features, and/or construction materials in the development of a new uses. The result is less air pollution during construction, a reduction in landfill waste, and energy cost of new materials. Conservation of water and improving water quality is also key in the design of new sustainable development. These early design measures will assist in the implementation of the City's storm water regulations and landscape regulations which require the landscape design, installation, and maintenance to be water efficient. The following design guidelines should be considered, as applicable, to all types of new developments, including residential, commercial, industrial or mixed use.

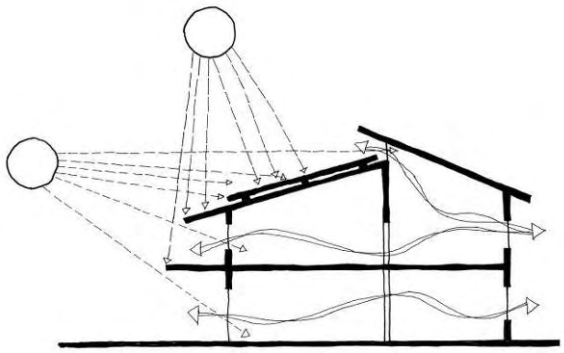
Energy Conservation and Landscaping

Landscaping is an integral part of a site's design. It has a significant effect on the appearance and comfort of the accompanying space. Incorporating sustainable design practices into the design of a site's landscaping can help to reduce the consumption of resources, create a more comfortable and livable environment and provide significant savings in maintenance costs. In addition, buildings can be placed within the site to take advantage of the region's climate.

Environmental Influences

Much of the San Diego region has a semi-arid Mediterranean climate, with ample sun and little rain. Well-planned sites can take advantage of this climate by orienting buildings so that they can be lit during the day by sunlight, rather than artificial light. Sites can also incorporate energy-generating technologies, such as solar panels and turbines that capture sea breezes and the seasonal Santa Ana winds. Shaded areas should also be available for the comfort of people sitting outdoors.

Orient buildings to the sun to provide natural heating and daylighting and maximize energy efficiency.



Take advantage of natural winds to help ventilate and reduce air conditioning demand by placing buildings so that door and window openings are oriented to the prevailing wind direction. Use operable windows to take advantage of breezes and reduce energy costs

Incorporate renewable energy systems such as solar photovoltaic systems, solar hot water, and/or wind turbines into sites and buildings where practical.

Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

A parking lot can not only provide shading with solar panels but also provide energy for the buildings on the site. Where possible, incorporate photovoltaic panels into parking design (e.g. carport roof).

Maximize the number and size of north-facing and south-facing windows. Use smaller and fewer windows on the east and west sides of the building. Minimize direct sunlight by incorporating strategically placed overhangs, louvers or similar shade-producing features.

Building heights should enhance public views and provide adjacent sites with maximum sun and ventilation and protection from prevailing winds.

Landscape Design

A site's landscape design is an integral part of the overall site design and should be used to integrate development into its setting, rather than to camouflage it. The function of landscape materials should be considered before they are incorporated into a site design to ensure that the chosen materials create an aesthetically pleasing and comfortable environment. Use a hierarchy of planting sizes and materials to mark the transition between the horizontal ground plane at the sidewalk or parking area and the vertical frontages of buildings.

Use landscaping to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, add visual interest and provide shade.

Landscaping in and around entrances and drives must be designed to maintain sight distances.

Large planters may also be incorporated into seating areas. Such planters should be open to the earth below and be provided with a permanent irrigation system.

Planters should complement the overall site architecture.

Minimize the amount of turf area to reduce water consumption. Preserve or incorporate the existing landscape element into the proposed design when feasible.

Landscaping around the base of buildings is recommended to soften the edge between pavement and the structure.

Landscaping should be protected from vehicular and pedestrian encroachment by the use of curbs with curb cuts to allow drainage into depressed landscaped areas. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

Entrances should be accented to provide focus. Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls can be effective in softening the appearance of structures and in deterring graffiti and are encouraged where appropriate.

Landscape planting is to be used to frame, soften, and embellish the quality of the environment, to buffer units from noise or undesirable views, to break up large expanses of parking, and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements need vertical dimension. Trees and tall shrubs are needed in addition to grass and groundcover. Plant shade trees where they can provide natural shading and cooling for buildings.

Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose. Use larger specimen trees at major entrances, along street frontages and in larger open space areas. Flowering and multi-trunk species arc encouraged.

Tree grates should occur along the edges of internal streets and in plazas where a continuous walking surface is needed.

Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow, painted in a similar color, and relate to other site furnishings. Tree guards should be attached to the tree grate and welds should not be visible.

Planters and pots should be located where pedestrian flow will not be obstructed. Consider placing pots in locations where deep building recesses exist, where access is discouraged, to provide definition to spaces, and adjacent to blank walls.

Landscaping provides visual relief within parking facilities.

Planting should achieve over 50% shading of paved areas within five years from time of installation.

Maximize distribution of landscaping.

Heat Island Effect

The foliage provided by trees and shrubs helps to reduce the heat island effect, a condition in which air and surface temperatures are higher in a localized area than in adjacent areas. This difference in temperature is due to a number of factors, including a reduction in the amount of shade, an increase in the amount of heat-absorbing surfaces and the accumulation of waste heat from cars and energy consumption. Appropriate landscape coverage can reduce the heat island effect. Plants also contribute to cooling the air through the evaporation of water from their leaves, resulting in a more comfortable pedestrian environment and decreased energy consumption.

Provide street trees to reduce air pollution from vehicle emissions and to provide shade to reduce pavement surface temperatures.

Plant trees and vegetation, preferably low water use that will provide significant amounts of shade in areas with large heat-absorbing surfaces, such as parking lots. Use trees and shade structures, such as trellises, to shade plazas, sidewalks, parking areas and buildings in order to reduce heat gain and create a more pleasant pedestrian environment. Choose trees with a broad, leafy canopy to provide adequate shade for sidewalks and buildings.

In paved areas, use materials with high solar reflectance, such as light-colored concrete, that reflect solar energy rather than absorbing and re-radiating it.

For roof structures, use materials with high solar reflectance, where feasible, to help offset building energy demand.

Resource Conservation

Design solutions should incorporate strategies to conserve resources during both construction and operation of the building.

Adaptive Reuse

Adaptive reuse is the practice of reusing existing buildings for new uses while preserving some or all of the building's structural elements or architectural features. Adaptive reuse helps to conserve natural resources by partially eliminating the need to use new materials for construction. In addition, adaptive reuse of historic structures provides an opportunity to preserve history and reinforce neighborhood character and identity. This helps to reduce air pollution during construction, reduction in landfill waste, and energy cost of new materials.

Where feasible, reduce waste and minimize use of new resources by renovating or adding to existing buildings rather than building new structures. Use locally manufactured building products to reduce transportation impacts and costs and support local industry.

Determine the best possible new uses for existing buildings with respect to their contribution to neighborhood character, economic feasibility, economic revitalization and interior conversion potential.

Any modifications to historical resources should refer to the Secretary of Interior's Standards for Treatment of Historical Resources.

Water Conservation

Water Conservation and Storm Water Quality

Like Energy and Resource Conservation, Water Conservation has become an increasingly important element in the design of new development. With limited water resources and new regulations mandating water conservation and updated water quality standards for Chula Vista and the region at large, design measures to reduce water related impacts are critical. Low Impact Development, once a trend, is now the standard.

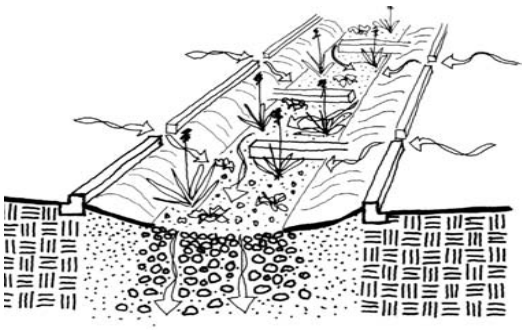
The following design guidelines are provided and should be considered at the earliest stage of project design to avoid the need to redesign at a later stage when compliance is verified and design changes are not cost effective. For a more comprehensive overview of the City's regulations please refer to CVMC 20.12 (Landscape Water Conservation) and the Chula Vista Development Storm Water Manual available at:

http://www/chulavistaca.gov/clean/stormwater/developandconst.asp

Decreasing a project's impervious footprint can substantially reduce its impacts to water quality and hydrologic conditions. Cluster buildings and construct walkways, trails, patios, overflow parking lots, alleys, and other pedestrian or low-traffic areas with permeable surfaces.

Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided public safety and walkable environment for pedestrians are not compromised. Such practices will minimize the need for treating runoff.

Minimize soil compaction in landscaped areas to facilitate rainwater infiltration.



Minimize direct discharges from impervious areas to underground drainage pipes by incorporating landscaped or natural drainage elements into the site's drainage system. Allow roof runoff to disperse over landscaped areas before entering underground drainage pipes. Pitch impervious driveways, sidewalks, trails, and patios toward adjacent landscaping.

Provide canopy interception by preserving existing trees and shrubs, and planting additional native drought tolerant trees and large shrubs.

Incorporate landscaped buffer areas between sidewalks and streets, or between the project and sensitive areas, where such areas exist within the proximity of the project.

Conserve natural areas, soils, vegetation, and drainage systems where feasible and strategically position landscaped areas and natural drainage systems throughout the site to fulfill both landscape and runoff treatment requirements.

Conserve and re-use rainwater for landscape irrigation where feasible. This practice is also known as rain harvesting.

VII – SIGNS

The following design guidelines should be consulted prior to developing signs for any project or occupancy. See also the sign guidelines contained in the Commercial and Industrial sections of this Manual. For allowable sign types and sizes refer to the sign provisions in Chapter 19 of the Municipal Code.

No other aspect of design can have a more dramatic and immediate impact on the appearance and character of a city than signs. Restrained and tasteful signage conveys an orderly and quality image which complements project design and which enhances the overall impression of the community. Such signs are also far superior in accomplishing their primary task of identifying the suppliers of goods and services to their prospective customers.

An excessive number of signs, or signs which contain too much information, degrade the visual quality of the environment and convey a disorderly and inferior image regardless of the care taken with site planning and architecture. Also, as businesses compete for the viewer's attention with an ever increasing number of large, ostentatious signs, the customer's ability to sort through all of the visual information and identify any particular business decreases proportionately.

The guidelines for signs are intended to:

> Encourage signs which are used primarily to "identify" businesses and provide directional information rather than advertise products, and which manifest restraint. order and taste in the selection of size, shape, materials, copy, color and placement;
>
> Limit the number of signs to only those necessary to properly identify the business, and which are legible in the circumstances in which they are seen;
>
> Promote signs which are compatible with the nature, character and design of the area in which they are located, and which are appropriate to the type of activity to which they pertain.

Project specific standards and guidelines shall take precedence when in conflict with the following guidelines.

Sign concept

Every commercial, industrial or institutional structure or complex should be designed with a precise concept for adequate signing.

Provisions for sign placement, sign scale in relationship with the site and building, and sign readability are expected to be considered in developing the project design and sign concept.

Sign locations, types, sizes and style are expected to be identified on the project plans. All signs must be in compliance with State and Federal accessibility requirements.

Compatibility

The sign concept should consider the character of other uses and signs existing within the area, and create harmonious and nonconflicting designs, and avoid competing or obstructing sign arrangements.

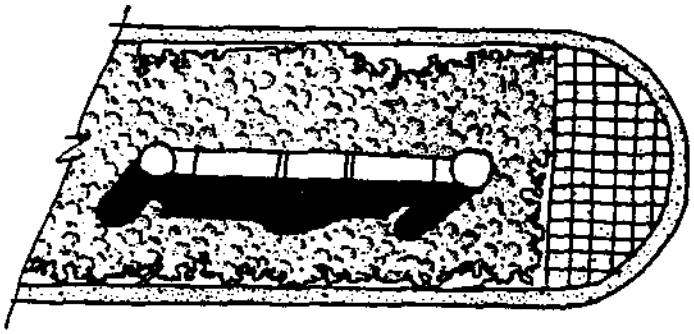
It would be incompatible, for instance, to introduce an internally-illuminated cabinet sign into an area of professional offices identified by understated brass cut-out letter type signs. Individual signs should relate to the site and building upon which they are placed in terms of scale, proportion, colors, materials, and the other design elements set forth below.

Building wall and fascia signs should be compatible with the predominant visual elements of the building.

Where there is more than one sign, all signs should be complementary to one another in terms of construction materials (copy, background, support), letter size and type, method of support (wall or ground base), size and configuration of sign area, and related components.

Placement

Freestanding signs should be placed within a landscaped area, perpendicular to approaching traffic and positioned so as not to obstruct vision or create a traffic hazard to the satisfaction of the City Traffic Engineer (CVMC 12.12.120 and 12.12.130). A location at or near the main entry will facilitate circulation. Refer to the Landscape Manual for the minimum size and dimension for planted areas at the base of freestanding signs.



SIGN WITHIN DRIVEWAY ENTRY MEDIAN

Place wall signs to indicate building entries, consistent with the proportions and scale of building elements within the facade. Buildings that have a monolithic or plain facade can use signs to establish or continue appropriate design rhythm, scale and proportion. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign which is appropriate near the building entry may look tiny and out of place above the ground level.

Signs which designate parking spaces for the disabled should whenever possible be placed upon walls rather than on freestanding poles or monuments.

Size and shape

Signs should not dominate the site frontage, building architecture or individual storefront design.

The use of sign shapes or graphics consistent with the nature of the business to be identified is encouraged, i.e., hammer symbol for hardware store or a mortar and pestle for a drug store. However, care must be taken that narrow or oddly shaped signs do not impair the legibility of the message.

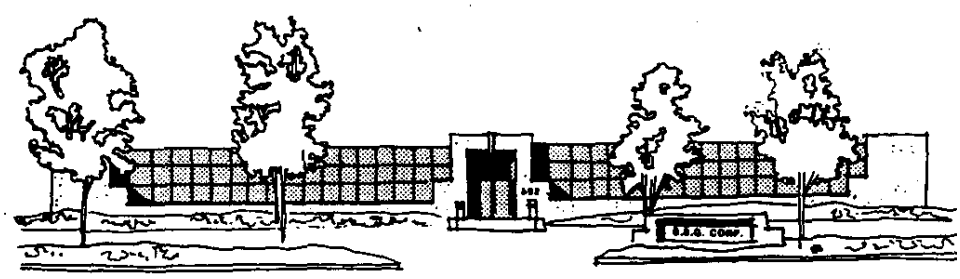
The closer a sign's viewing distance, the smaller that sign need be. Make signs smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a short distance; the vehicle-oriented sign is viewed from a much greater distance and is dependent on vehicle speed.

Copy

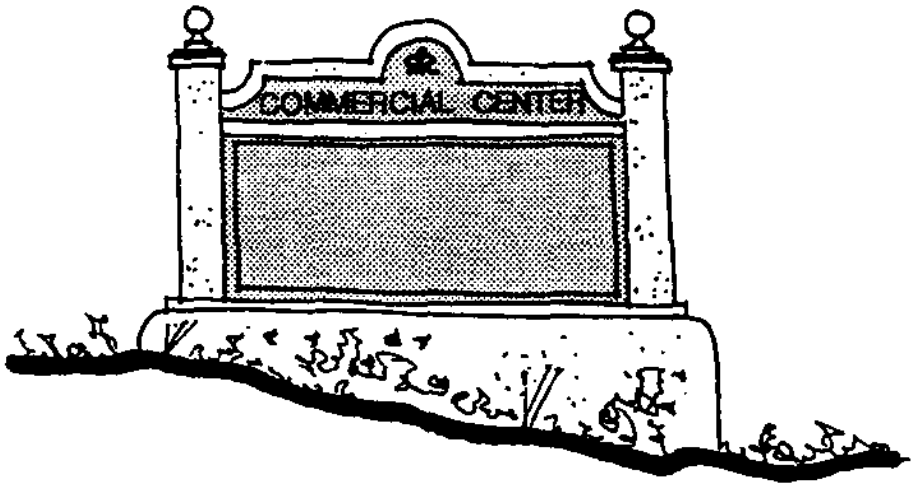
A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive. Overly intricate typefaces which are difficult to read should be avoided as they reduce the signs ability to communicate. Where practicable, combine words with logos, symbols and artistic graphics. A simple, recognizable graphic can communicate much more effectively than words.

The copy area of signs, including logos, symbols and graphics, should not exceed 50 percent of the background area on which it is applied. If copy takes up too much of the background area, the sign is harder to read.

Very often the numbers which identify individual properties and buildings cannot be read from the street or are missing altogether. The identification of each building or store address in legible numbers over the main entry doorway or within 10 feet of the main entry is encouraged.



Freestanding signs are intended to provide street addresses, and identification for the freestanding building or complex as a whole and for up to four tenants. All tenant signs should be limited in size to the width of the architectural features of the sign and shall be uniform in size as well as color.



Freestanding signs for multi-tenant buildings or centers should identify the center or building by address and name. Strip developments or multi-building complexes should display the range of addresses for that development on their freestanding signs.

Colors and materials

Sign colors and materials should be selected to contribute to legibility and design integrity. Use significant contrast between the background and letter or symbol colors. Avoid too many different colors on a sign. Too many colors compete with the content for the viewer's attention.

Lighting

Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright, and light and glare is confirmed within the site.