

Chapter VI

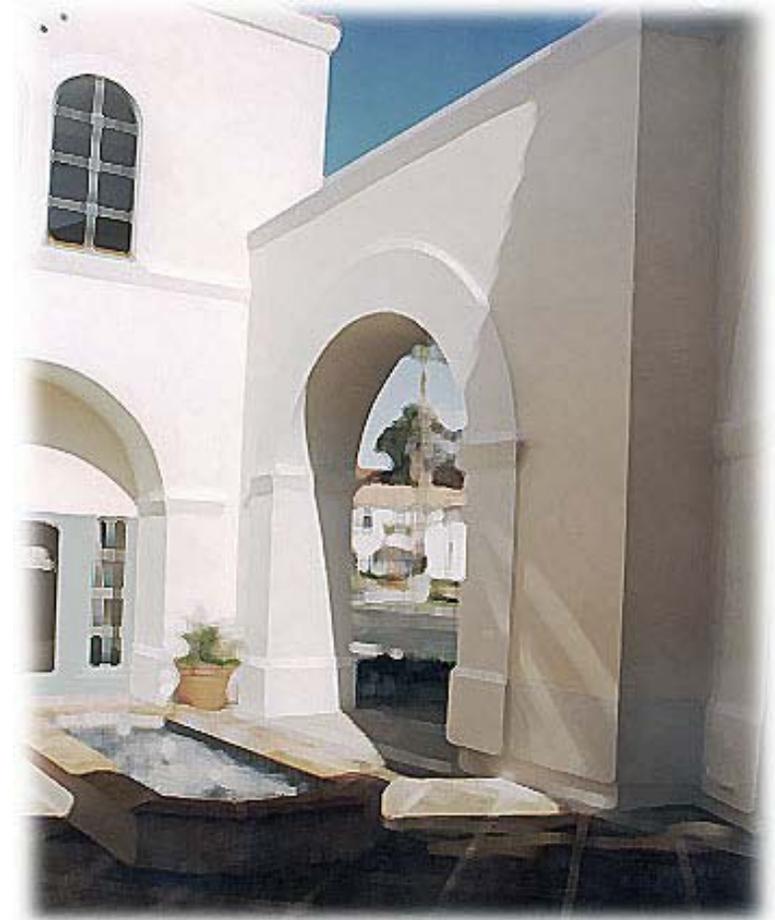
office courtyard

Special Consideration Land Uses

This chapter addresses site organization and building design issues associated with certain land uses which due to their unique functions and design characteristics require special consideration.

These guidelines implement the Design Principles set forth in Chapter 1. Furthermore, they provide supplemental design recommendations to those included in Chapter 4 (General Commercial) and Chapter 5 (Downtown Commercial) for the following development types:

- Office
- Vehicle Dealerships
- Service Stations and Car Washes
- Auto Repair Service
- Hotel and Motels
- Mixed Use Projects
- Cellular and Wireless Communications Facilities



A. Office

1. Description

Office buildings share the following unique design characteristics which distinguish them from other commercial development:

- Extensive use of glazing
- No display windows
- Buildings with multiple 'live' elevations
- Limited number of entrances along a building's perimeter
- Lower intensity of use within a structure of greater scale

2. Site Planning

- a. Office buildings should site the primary entry towards the street, or where appropriate, towards the main courtyard entrance.
- b. Multi-story buildings should not be placed adjacent to residential private open space areas.
- c. Surface parking should not dominate street frontages. Parking should be located towards the rear of the property and or side of the building.

3. Building Design

- a. Building surfaces over two stories high or 40-feet in length should provide vertical and horizontal wall plane offsets.
- b. The primary building entry design should evoke a "sense of arrival" to the user.
- c. The building design should take into consideration the natural illumination needs of interior office spaces. The building elevations should provide a well-balanced use of glazing and solid wall surfaces, appropriate to the selected architectural style.

office building



B. Vehicle Dealerships

1. Description

- a. Vehicle dealerships are regional serving businesses that typically provide sales and vehicle maintenance services.
- b. The design of the subject facilities are characterized by large outdoor vehicle storage and display areas. A relatively small percentage of the site is typically allocated to indoor vehicle showrooms/ office structures, landscaping and customer parking.

2. Site Planning

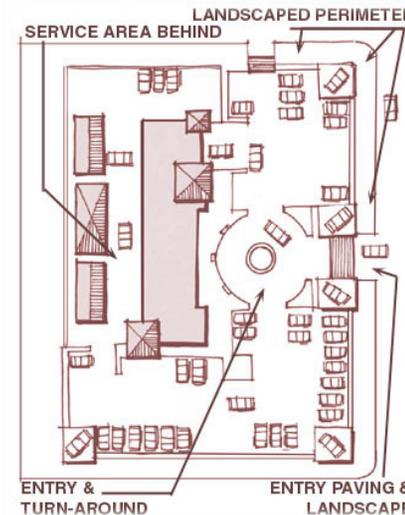
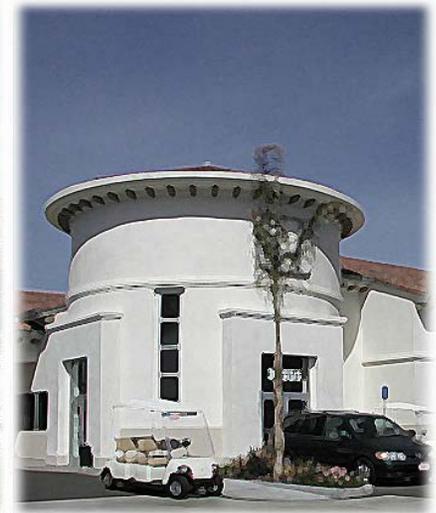
- a. Adverse circulation impacts to adjacent areas should be minimized. Customer and employee parking should be provided on-site.
- b. Vehicle unloading areas and maintenance service drop-off areas should be accommodated on-site.
- c. All outdoor vehicle displays along street frontages should be within permanent, architecturally designed, landscaped display areas.
- d. Adverse visual impacts to adjacent uses shall be minimized. All storage areas should be screened from public view and from any adjacent residential areas. Storage of vehicles within setback areas adjacent to residential areas is discouraged.
- e. Noise generating vehicle maintenance activities, including but not limited to vehicle repair and testing, should be conducted indoors. Automobile cleaning and detailing areas should not be located near or oriented toward residential properties.

vehicle dealership



3. Building Design

- a. Buildings should be well articulated and stylistically consistent on all sides.
- b. Showroom and office structures should be oriented toward the major public streets.
- c. Service bays should be concealed from public view.
- d. All storage areas should be screened from public view and adjoining properties by wall enclosures and landscaping.
- e. Walls and fences should be architecturally compatible with the overall architectural theme.
- f. Landscaping should be provided and maintained in a manner that enhances the street scene while allowing for adequate automobile visibility.



C. Service Stations and Car Washes

1. Description

Service stations and car washes are high-intensity uses that are characterized by large paved areas, excessive signage and minimal landscaping.

2. Site Planning

- a. The site design should convey a strong link to the street frontage.
- b. The site should be designed to accommodate, anticipated circulation patterns and minimize paving.
- c. Driveway cuts should be limited to two per site, unless otherwise allowed by the City Engineer.
- d. The visibility of service bays and car wash openings should be minimized. Orienting service and car wash bays towards residential properties or the public street is discouraged.
- e. The retail market/ office building segment of the facility should be oriented along the street frontage. Gas pump canopies should be screened by the main building structure.

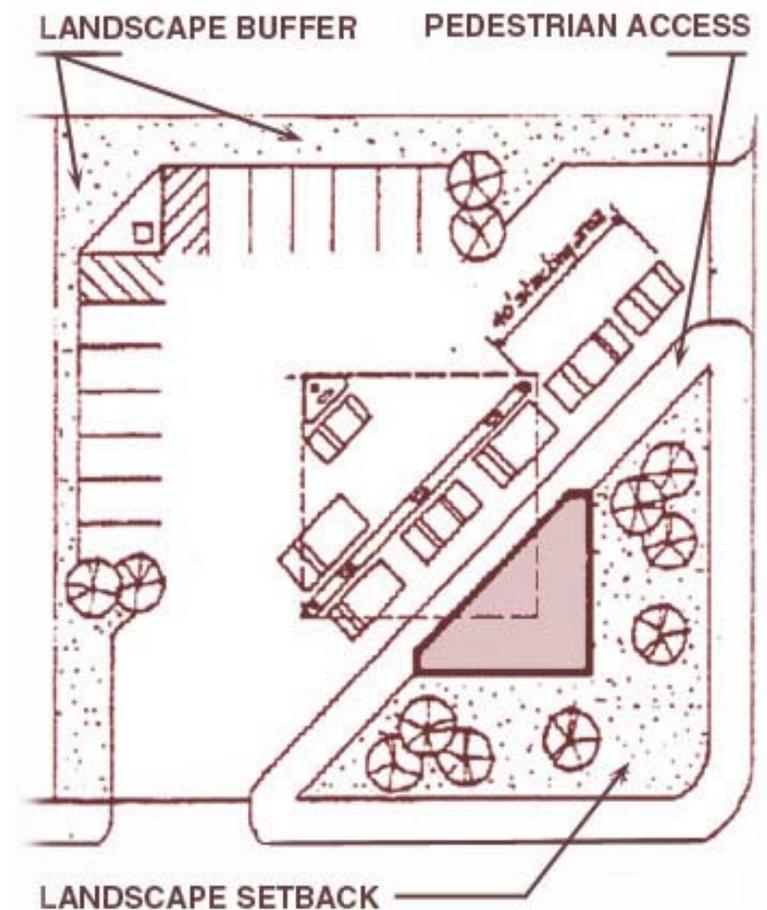
3. Building Design

- a. Site-specific design solutions are recommended. "Corporate prototype" building architecture and site arrangements are strongly discouraged.
- b. The design of all structures on the site, including but not limited to kiosks, car wash buildings and gas pump canopies, should be architecturally consistent with the overall architectural theme.
- c. All building elevations visible to the public and/ or adjacent residential areas should be architecturally enhanced.

service station



- d. Use of high quality building materials is required. Use of reflective, glossy, and fluorescent surfaces is discouraged.
- e. All building elevations should be architecturally enhanced.
- f. Roof design treatments that incorporate a low to moderate pitch are recommended for all buildings and canopy structures. Flat and mansard roofs are discouraged, unless they are consistent with and authentic to the selected architectural style.
- g. Gas pump spandrels and canopies should not be internally illuminated. Canopy light fixtures should be recessed into the canopy. Use of neon lighting is discouraged.
- h. Each gas pump island side should accommodate on-site stacking for at least two vehicles (40-feet).



D. Auto Repair Service

1. Description

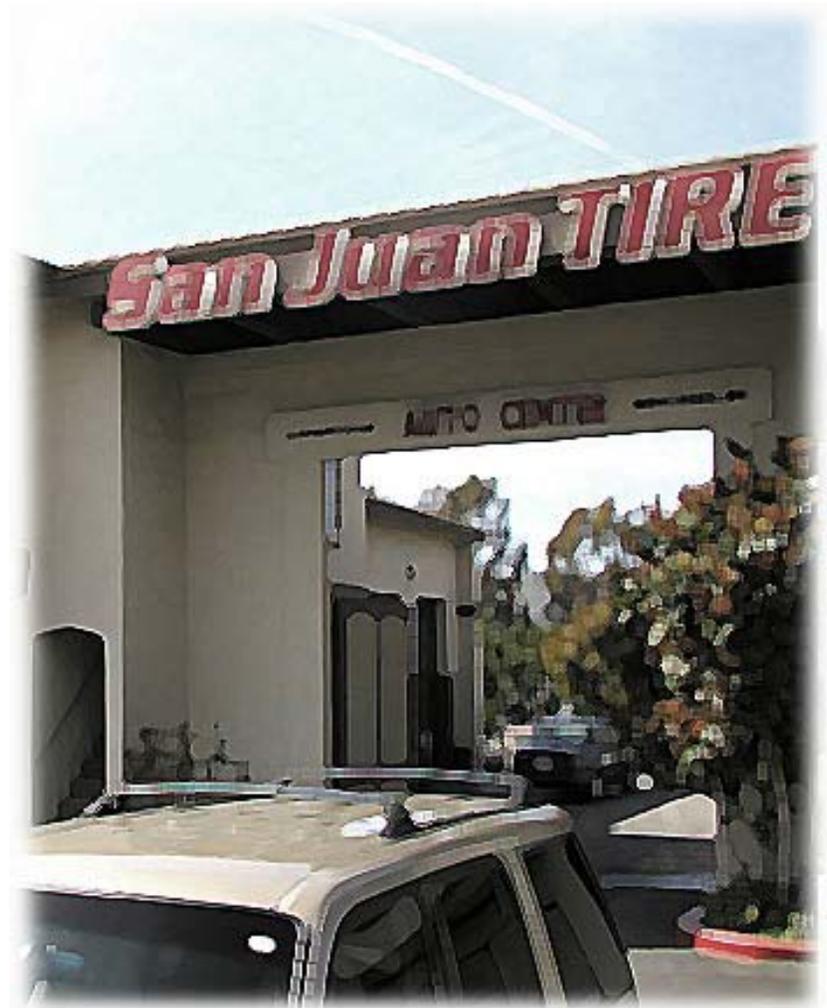
Auto repair service facilities are typically located within either freestanding buildings or in-line tenant suites of mixed-use commercial and industrial developments. In some cases auto repair uses adjoin residential properties.

Due to the fact that repair facilities are intense noise and traffic generators and their operation is associated with the presence of hazardous materials their site and building design warrants special attention to ensure land use compatibility with adjacent uses.

2. Site Planning

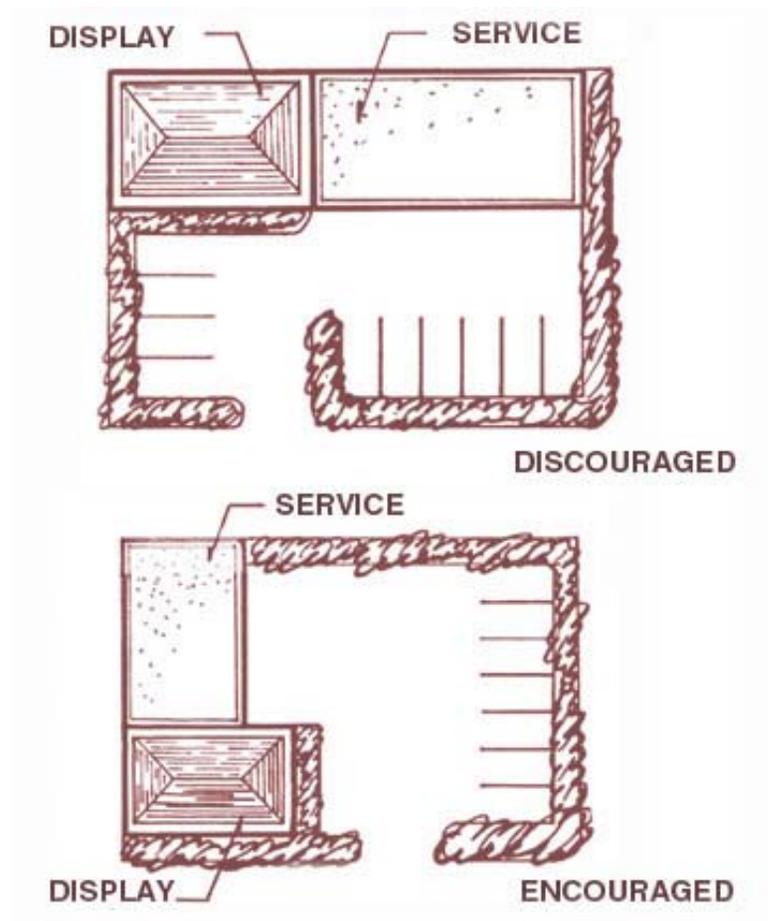
- a. The site should be designed to accommodate, anticipated circulation patterns and minimize paving.
- b. Driveway cuts should be limited to two per site, unless otherwise permitted by the City Engineer for a valid circulation reason.
- c. Customer and employee parking as well as vehicle drop-off areas should be accommodated on-site.
- d. Work bays should be concealed from public view, adjacent residential buildings or open space areas.

tire shop



3. Building Design

- a. The selected building design should enhance the site and architectural context in terms of scale, materials and colors.
- b. High quality building materials should be utilized in all cases. Freestanding metal or other type of temporary structures and use of materials that lack substance and permanency are discouraged.



F. Hotels and Motels

1. Description

Hotels and motels are typically located along commercial corridors and recreation areas and provide temporary residential accommodations for business and vacation travelers.

2. Site Planning

- a. Parking area visibility should be minimized. The building(s) and site landscaping should establish the image and character for the development along street frontages.
- b. Guest drop-off and short-term parking should be provided in proximity to office/ check-in areas.
- c. Service areas including but not limited to delivery and loading areas, should be sited to minimize adverse visual and noise impacts to adjacent uses.
- d. Recreational facilities should be designed to offer privacy to facility users.

3. Building Design

- a. The massing, proportion and scale of buildings should complement surrounding development.
- b. Building typology elements such as stairway and balcony railings should be designed to be stylistically consistent with the overall architectural design.
- c. Structures over two stories should incorporate interior access to guestrooms.
- d. Room entrances directly adjacent to parking lots or exterior walkways are discouraged.

hotel indistinguishable from residential development



G. Mixed Use Projects

1. Description

Mixed-use developments could combine commercial, office, retail and/ or residential uses as components of a single project. The uses may be arranged vertically or horizontally within the same structure, or distributed in different areas/structure on the site.

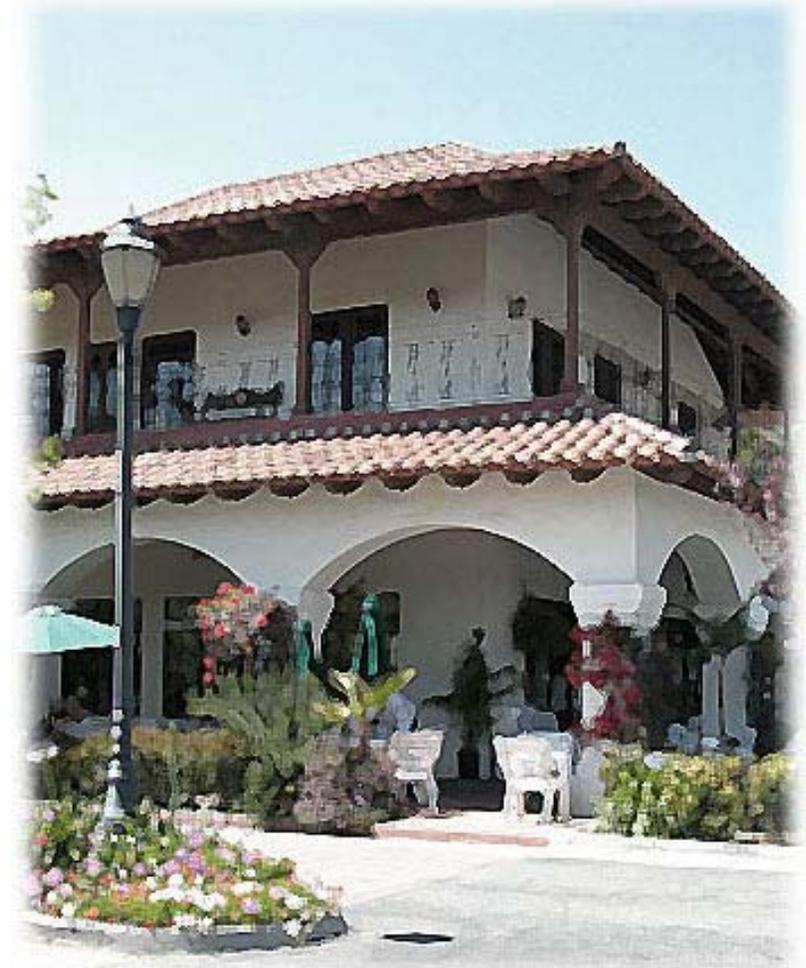
2. Site Planning

- a. Separate site access drive and parking facilities should be provided for residential uses and commercial uses.
- b. Provide controlled access to residential common open space areas.
- c. Parking lot and security lighting should be appropriately shielded to prevent glare into the residential component of the project and adjacent uses.

3. Building Design

- a. The selected architectural style and colors/ materials palette should complement the overall project design. Use of building details should be consistent and harmonious. Use of diverse architectural details may be considered on a case-by-case basis.
- b. The design of retail and office storefronts should be consistent with the guidelines for commercial and office development. The residential portion of a mixed-use structure should be consistent with the design guidelines for multifamily residential development.
- c. Full-roof design treatment should be provided on at least 50% of the roof area.
- d. Restrained and architecturally integrated use of signage is recommended.

mixed use: office space over retail and restaurant shops



H. Cellular and Wireless Communications Facilities

1. Description

The passage of the 1996 Telecommunications Act made it easier for cellular and wireless communication providers to enter the market and as a result cellular and wireless communications facilities have become more prolific and permanent fixtures of our townscape. These facilities, due to their utilitarian design and required height, could negatively impact the visual quality and character of urbanized and open space areas.

In recent years innovative design solutions have been improvised that minimize adverse visual impacts of cellular and wireless communications facilities.

2. Site Planning

- a. The siting of wireless and cellular facilities should mitigate their visual effects to the greatest extent possible. Facilities should not be discernible from public right-of-ways or open space areas.
- b. Use of “mono-pines” or “mono-palms” for screening purposes should be explored where existing landscaping could provide a realistic transition (“background” or “foreground”) and additional screening for the simulated tree or palm.
- c. Cellular and wireless facilities should be screened by structures and or landscaping.
- d. Clustering and co-location of wireless and cellular facilities is encouraged.

3. Building Design

- a. Wireless communication antennas should be integrated within the overall building and/ or landscape design. Fully enclosing arrays and antennas within structural elements (e.g. ancillary structures, monument signs) is encouraged.

