

CITY OF LIVINGSTON



DESIGN GUIDE

Adopted: March 16, 2004
Revised: May 1, 2007; November 12, 2008



TO: All Interested Parties

FROM: City of Livingston Planning Department

SUBJECT: City of Livingston 2004 Design Guide Downtown Business Colors

DATE: November 13, 2008

At their regular meeting of November 12, 2008, the Planning Commission approved Resolution 2008-07, Recommending to the City Council an Amendment to the Livingston Design Guidelines Concerning Downtown Commercial Business Paint Colors (Exhibit A). These colors are similar to the earth tone colors carried by the City's graffiti truck and are recommended to aid in graffiti removal.

This amendment would modify paragraph eight (8) of subsection **Architecture** of **SECTION TWO: COMMERCIAL AND DOWNTOWN DEVELOPMENT** of the City of Livingston Design Guide to read as follows:

"Building colors should evoke a sense of richness to compliment and support the overall character of the developed area, emphasizing earth tones, neutral and soft muted colors **in shades similar to Brick Road, Cow Hide, Plymouth Gray, Sands of Time, Suede, and Swiss Coffee.** Bright intense colors should be **strongly** discouraged for use other than as trim."

Please note that this item has not yet been reviewed and approved by City Council.

RESOLUTION 2008-07

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LIVINGSTON
RECOMMENDING TO THE CITY COUNCIL AN AMENDMENT TO THE
LIVINGSTON DESIGN GUIDELINES CONCERNING DOWNTOWN COMMERCIAL
BUSINESS PAINT COLORS**

WHEREAS, the Planning Commission desires to amend Section 2: Commercial and Downtown Development of the Livingston Design Guidelines to encourage the use of soft, neutral, earth tone colors for commercial buildings and discourage bright, intense colors; and

WHEREAS, this amendment would modify paragraph eight (8) of subsection Architecture to read as follows:

“Building colors should evoke a sense of richness to compliment and support the overall character of the developed area, emphasizing earth tones, neutral and soft muted colors in shades similar to Brick Road, Cow Hide, Plymouth Gray, Sands of Time, Suede, and Swiss Coffee. Bright, intense colors should be strongly discouraged for use other than as trim”; and

WHEREAS, Planning staff intends to provide these color samples (Exhibit A) to Business License applicants in the Downtown Commercial (DTC) zoning district; and

WHEREAS, this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15162 (b) Subsequent EIRs and Negative Declarations.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission adopts Resolution 2008-07, recommending to the City Council an amendment to paragraph eight (8) of subsection Architecture of Section 2: Commercial and Downtown Development of the City of Livingston Design Guidelines.

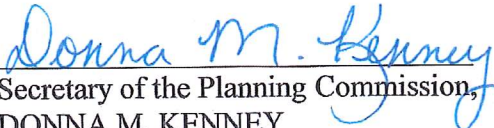
The foregoing resolution was introduced and moved for adoption on November 12, 2008, by Vice-Chair Benafield, and being duly seconded by Commissioner Blevins, was passed by the following vote:

AYES: Chair Avila and Commissioners Benafield and Blevins
NOES: None
ABSENT: Commissioners Alvear and Silva

ATTEST:



Chair, RAMON AVILA

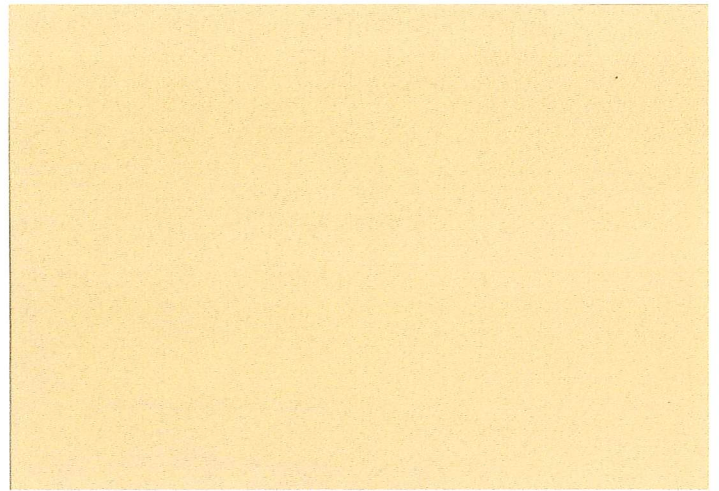


Secretary of the Planning Commission,
DONNA M. KENNEY

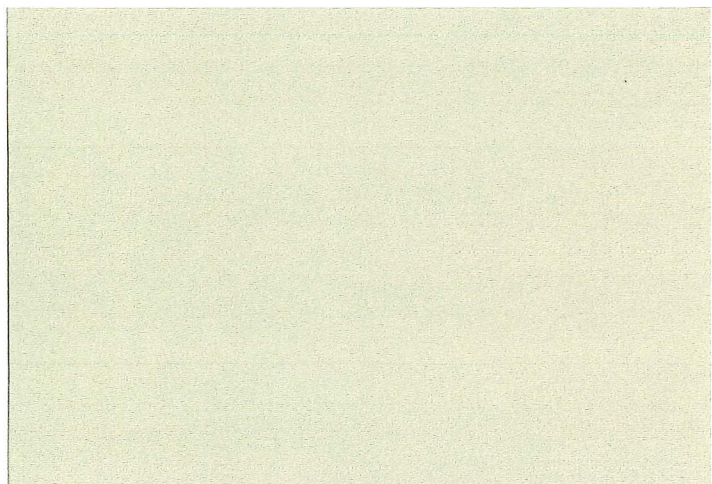
APPROVED DOWNTOWN PAINT COLORS



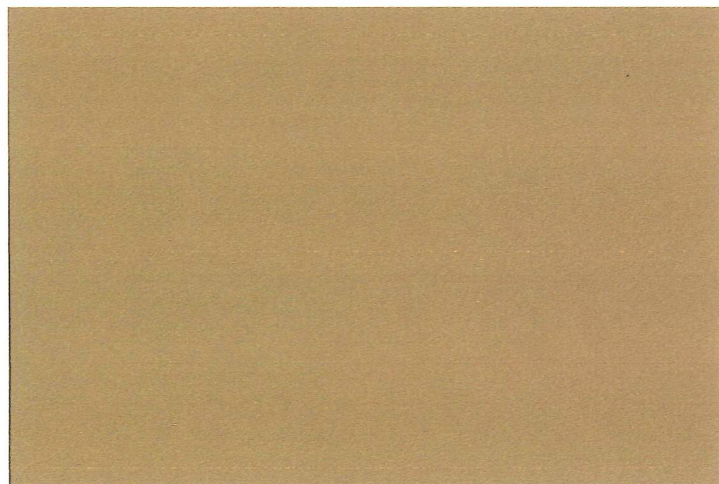
SWISS COFFEE



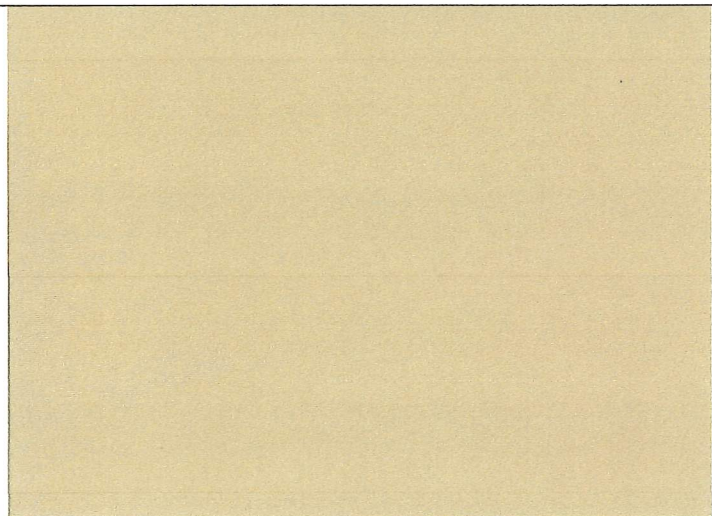
COWHIDE



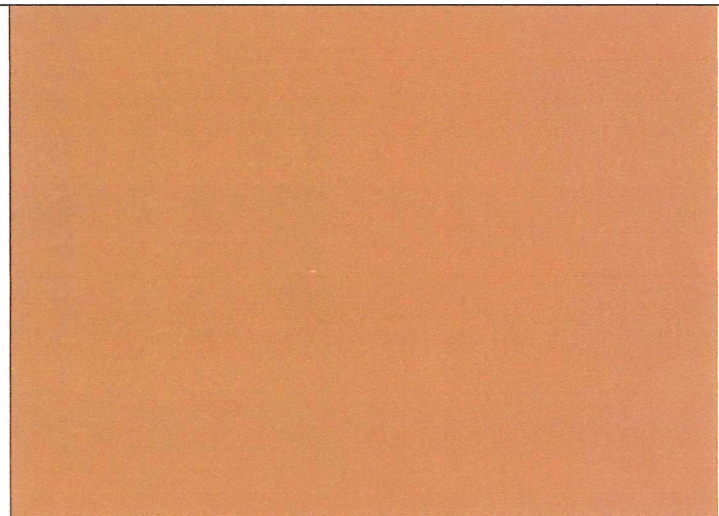
PLYMOUTH GRAY



SUEDE



SANDS OF TIME



BRICK ROAD

RESOLUTION NO. 2007-20

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LIVINGSTON
AMENDING THE CITY OF LIVINGSTON DESIGN GUIDE**

WHEREAS, City Council adopted the City of Livingston Design Guide on March 16, 2004; and

WHEREAS, the Council desires to amend Section One, Residential Development, to allow the installation of rooftop equipment (air conditioning) in the old section of town; and

WHEREAS, the old section of town is defined for this purpose as Prusso Street on the west, Swan Street on the north, 9th Street on the East, and "F" Street on the south; and

WHEREAS, the decision to allow rooftop equipment shall not apply to new residential units within the old section of town, which would continue to have ground mounted equipment required; and

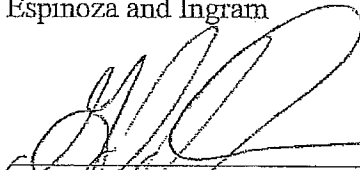
WHEREAS, this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15162.

NOW, THEREFORE, BE IT RESOLVED, the City Council adopts Resolution 2007-20, a Resolution amending the City's Design Guide as follows:

There should be no rooftop installation of equipment, except in the old section of town, defined as Prusso Street on the west, Swan Street on the north, 9th Street on the East, and "F" Street on the south. New residential units within the old section of town are required to have ground mounted equipment.

Passed and adopted this 1st day of May 2007, by the following vote:


AYES: Mayor Samra and Council Members Espinoza and Ingram
NOES: Council Member Vierra
ABSENT: Council Member Soria



Mayor of the City of Livingston

ATTEST:

I, hereby certify that the foregoing resolution was regularly introduced, passed and adopted at a regular meeting of the City Council of the City of Livingston this 1st day of May, 2007.



City Clerk of the City of Livingston

RESOLUTION 2004-07

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF LIVINGSTON

RESOLUTION APPROVING A DESIGN GUIDE
FOR DEVELOPMENT WITHIN THE CITY OF LIVINGSTON

WHEREAS, The City of Livingston Zoning Regulations, Section 5-21, requires site plan and design review of new and existing structures in central commercial, community commercial, and limited industrial districts; and

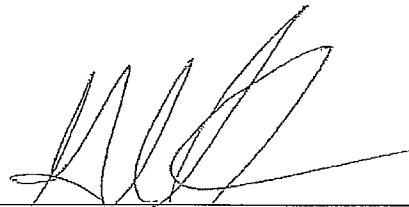
WHEREAS, The City also may require that all new large-scale development projects submit to a design review process through project conditions of approval or similar actions; and

WHEREAS, the City of Livingston Planning Commission recommends adoption of a Design Guide, describing the preferred physical design of development, including site planning, architecture, and use of open spaces, lot configurations, circulation, and other similar issues, to serve as a reference for use by the City Council, Planning Commission, City Staff and the development community during the design review process,

NOW, THEREFORE, BE IT RESOLVED, that the City Council adopts the City of Livingston Design Guide.

Passed and Adopted this 16th day of March 2004, by the following vote:

Ayes: Mayor Samra and Council Members Arroyo, Espinoza, Ingram and Vierra
Noes: None
Absent: None
Abstain: None



Mayor of the City of Livingston

Attest:

I, hereby certify that the foregoing Resolution was regularly introduced, passed, and adopted at a regular meeting of the City Council of the City of Livingston, this 16th day of March 2004.



City Clerk of the City of Livingston

INTRODUCTION

The City of Livingston General Plan, adopted in December 1999, estimated population at 10,490 residents and 2,412 households. The City is currently experiencing high rates of growth, and population levels may exceed 20,000 by the year 2020. Much of this growth has been in response to the housing needs of commuters from job centers outside of Merced County. In addition to residential development, the General Plan recognizes the need to develop and redevelop commercial areas to accommodate this growth.

All land use decisions within the City of Livingston are based on the goals and policies outlined in the General Plan. However, the City of Livingston additionally requires that all development projects submit to both development standards and a design review process. The development standards include zoning requirements and conditions of approval must be met prior to project acceptance by the City. However, the City's design review process to date has not followed established and approved design guidelines. The City did adopt Downtown Livingston Design Guidelines in 1985, but these were intended to address redevelopment in the downtown area only and are not sufficient to address the breadth of design issues the City faces today.

The following Design Guide addresses the physical design of development for residential and commercial uses, including site planning, architecture, use of open spaces, lot configurations, circulation, and other similar issues. Once adopted by City Council Resolution, the Design Guide will serve as a reference for use by the City Council, Planning Commission, City Staff and the development community during the design review process.

The Design Guide is not meant to discourage particular designs; rather, it should serve as a basis upon which the City can make design-related decisions, as well as a consistent measure by which all development within the City of Livingston can be considered. It is also intended for use by developers who are in the initial planning stages of their projects.

BACKGROUND

Development is a necessary outcome of increasing population levels. Without attention to patterns of development, however, there is potential for development to occur in an undesirable fashion. Examples of undesirable development include clustered housing subdivisions, shopping malls, and business parks that are segregated by walls and wide collector streets. This type of design leads to increased dependence on automobiles for shopping, family and recreational trips, which in turn increases traffic congestion and inhibits a sense of community. Additionally, inattention to development can result in undesirable architecture, leading to designs that neglect a sense of style and invitation. Examples include homes that emphasize function at a cost to style, box-like commercial buildings surrounded by vast parking lots, and similar development that does not contribute to a sense of community pride and place.

The goals of the City of Livingston Design Guide are as follows:

- To implement the 1999 General Plan objectives and policies with respect to the desired character of the City of Livingston. These objectives and policies include:
 - General Plan Objective 7.1.A. Improve the appearance of City streets and reduce visual clutter along the City's main thoroughfares/corridors.
 - General Plan Objective 7.2.B. Promote high quality new residential neighborhoods.

- General Plan Objective 7.3.A. Ensure that all commercial development is attractive, of high-quality design, and enhances the image of the City.
- General Plan Policy 7.4.1. Design the community so that there is interaction between neighborhoods and a strong emphasis on neighborhood conservation.
- To encourage high quality in land planning.
- To improve the compatibility between different, adjoining land uses.
- To ensure proper site planning and architectural design.
- To bring focus to the review of concept development plans and to the issuance of building permits.

SECTION ONE: RESIDENTIAL DEVELOPMENT

The goal of adopting a Design Guide for residential development is to offer an attractive quality of life for the citizens of Livingston. This includes a scale and pattern of development that emphasizes "livability." Characteristics of a livable community include visual interest, safety, resource efficiency, sense of place, neighborhood pride and ownership, and connectivity.

The following design recommendations meet six objectives:

- Increase housing diversity (including sizes, types, and densities) within the City of Livingston.
- Achieve quality of design and construction.
- Emphasize visual appearance of living space while minimizing visual emphasis on garage space.
- Create pedestrian-friendly neighborhoods.
- Improve connectivity of areas and neighborhoods.
- Provide open space for access and activity.

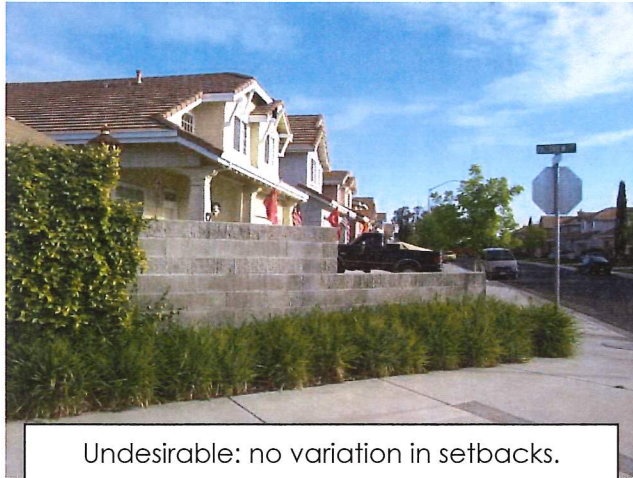
SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

Community Layout

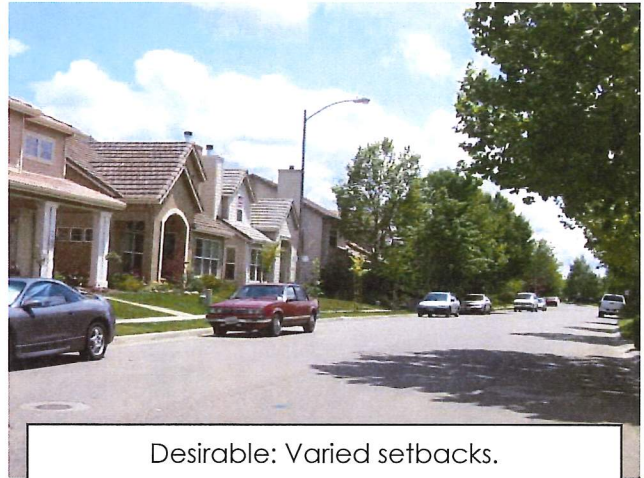
Allow variation in lot sizes (consistent with the underlying General Plan Land Use designation) to create a more interesting street environment and to allow for variety in home size and layout, densities, and architecture.

Encourage variety in house placement on each lot to promote interesting character and avoid uniformity in appearance, especially for production homes.

Vary setbacks to allow front yard landscaping to contribute to a more interesting streetscape.



Undesirable: no variation in setbacks.



Desirable: Varied setbacks.

Cluster units and parking areas to provide increased opportunities for community open space.

Encourage site grading that is continuous with adjacent topography to limit the visual distinction between graded areas and adjacent features.

Provide opportunities for customized development standards that achieve City design objectives while encouraging creativity in development planning.

Lot Layout

Create visual connections to open spaces through site planning that orients structures in reference to such amenities.

De-emphasize parking by designing site layout to allow for parking/garage areas that are not the visual focus of the home frontage. Options include setting garages back from the front of the house, encouraging rear detached garages, or turning garage entries away from the street.

Minimize the impacts of driveways to improve the visual character of the site, as well as to decrease heat absorption and storm water runoff. Alternatives include limiting paved driveway width, use of paving materials other than plain concrete or asphalt (including



Undesirable: emphasis on garage



Desirable: on-street parking and de-emphasis on garages

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porous concrete), use of single-car garages in tandem with street parking, or using rear alleys for garage access.

Architecture

Maintain variety in home styles within a subdivision, to avoid “cookie-cutter” symmetry within a neighborhood.

Maintain consistency among building components, to reflect a common vocabulary of forms and to establish a neighborhood’s design character, including:

- Siding materials
- Roof materials
- Roof lines and roof slopes
- Window styles and frame materials
- Window sizes and proportions
- Trim styles, materials, and dimensions
- Color choices
- Decorative features
- Garage location

Maintain visual interest in side, rear and second-story portions of structures, including second-story setbacks, to reduce the impression of larger-scale units on visual character.

Include three-dimensional features along larger walls and roof planes, such as chimneys, balconies, and dormers.



Design accessory elements as an integral part of the architecture, such as heating and air conditioning units, stairways, and trash enclosures, to minimize visual impacts on adjacent residences. There should be no rooftop installation of equipment, except in the old section of town, defined as Prusso Street on the west, Swan Street on the north, 9th Street on the east, and "F" Street on the south. New residential units within the old section of town are required to have ground mounted equipment. (per CC Reso. 2007-20, Adopted 5-1-07)

Enhance facades on corner-lot homes such that both exposed sides enhance the streetscape.

Encourage the use of front porches or verandas that are large enough to accommodate seating to contribute to a sense of place and activity and encourage interaction with neighbors.

Include larger, front-facing windows, in active rooms of the home (kitchen, living room), to encourage neighborhood safety and activity.

Encourage the use of green building materials that conserve energy and material resources.

Consider passive solar design concepts, such as south-facing sides with windows and overhangs to shade the windows in the summer and allow sun to penetrate the house in the winter.

Design outdoor lighting with respect to adjacent use, such that it does not shine on adjacent properties and is shielded from off-site view.

Landscaping

Include landscaped entry features into communities to define a sense of place and add visual interest.

Use consistent plant palettes and sizes, including drought-tolerant landscaping, to establish visual character and conserve water resources.

Include the use of street trees on all lots to provide shade for houses, sidewalks, and streets.

Minimize the use of turf or other heavy water-using landscaping.

Include landscaped strips between sidewalks and curbs to enhance the pedestrian environment and promote traffic-calming. (per 1999 General Plan Policy 7.2.B.3)



Desirable: well-landscaped entry areas.

Encourage lawn treatments on corner-lot homes such that both exposed sides enhance the streetscape.

Provide maintenance for landscaping within shared open spaces to enhance variety in habitats and encourage ecological diversity.

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Screen unattractive uses such as utility boxes with landscaping for aesthetic appeal. Where feasible, utilities should be installed underground or away from street frontages.

Walls, Fencing, and Medians

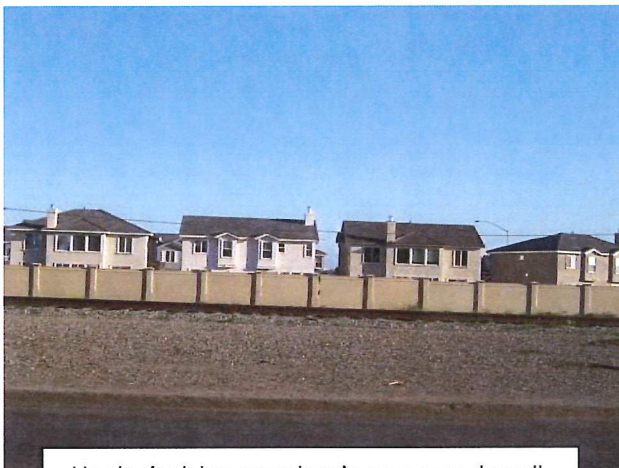
Create visually interesting and landscaped medians along entry and collector streets to provide a sense of arrival and identity for a community.

Encourage the use of masonry walls and wood fencing, where walls are required, to promote visually appealing boundary lines.

Ensure block wall design is consistent around the perimeter of a project, avoiding piecemeal design.

Reduce lot fencing along community open spaces to promote interaction and neighborhood safety.

Preserve the visual integrity of sound walls through the use of detailed sound wall designs, variety of materials, trim caps, and combining with expansive landscaping and ample street setbacks.



Undesirable: emphasis on sound wall.



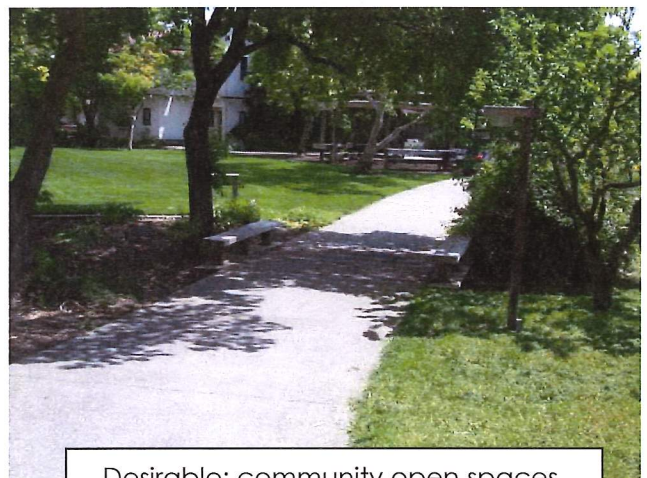
Desirable: well-designed landscaping and wall.

Open Spaces

Create incentives for the provision of community open spaces within larger subdivisions to provide such space within reasonable distance of new homes.

Design open spaces as continuations of residential lot open spaces, with the front or side of homes to the space to provide a sense of shared resources and promote safety.

Consider smaller open spaces within small clusters of homes, to promote community by providing common areas adjacent to every



Desirable: community open spaces.

home and opportunity to use larger community space while adjacent to the home. Provisions for maintenance of the common areas shall be identified within each project.

Ensure the use of creative approaches to landscaping open spaces, including multiple uses such as drainage courses, to encourage innovative design and add environmental value.

Provide ample and shaded seating and gathering areas, including benches, in open areas to promote walking and community gathering.

Consider improvements to open spaces such as shade structures, playground areas, and community gardens, to encourage public use.

Access and Circulation

Consider curvilinear or angled streets which allow and encourage variety in setbacks.

Use traffic-calming elements, including alternately-paved crosswalks, on-street parking, narrow street widths, and landscaped medians.

Space curb cuts to preserve the maximum number of curb parking spaces and promote traffic-calming through on-street parking.

Plan multiple ingress/egress points to allow for a more even dispersal of traffic through a neighborhood and improve emergency vehicle access.



Desirable: curvilinear and narrow streets.

Use interconnected street systems to provide multiple routes, disperse traffic, and encourage alternative transportation by shortening routes.

Design intersections with appropriate turning radii to require low traffic speeds while permitting access by infrequent but larger vehicles such as fire trucks, solid waste and recycling trucks, and delivery vehicles.

Connectivity

Ensure site planning of subdivisions creates connection pathways (separate from sidewalks along streets) to adjoining neighborhoods and nodes to promote walkability and encourage community-building.

Vary the design of connection paths, such as paved and decomposed granite, to



Desirable: connective pathways.

promote mobility and provide for various purposes (including pedestrian, bicycle, and vehicle) within a community.

Encourage connectivity to public transit stops to encourage the use of mass transportation.

Create breaks in sound walls for pedestrian access to avoid "dead" space along pedestrian corridors.

Create safe and convenient connections to public access easements to promote the use of public resources.

MULTI-FAMILY RESIDENTIAL DEVELOPMENT

Site Planning

Relate buildings to existing and planned adjacent uses. (*per 1999 General Plan Policy 7.2.B.4(c)*)

Provide as many private, ground level entries to individual units as possible.

Ensure that all building entries are prominent and visible.

Provide each unit with its own visual identity and individual address whenever possible.

Provide pedestrian accessibility to adjacent uses with gates, pedestrian walkways, crossings, etc.

Locate common facilities – such as community rooms and laundries – centrally, and link them to common outdoor space.

Locate buildings and landscaping to maximize solar access during cooler months and to control it during warmer months. Maximize natural ventilation, sunlight and views for each unit.

Encourage the use of decorative masonry walls between multi-family and single-family residential uses.

Architecture

Relate the first floor to the street and ensure that it is consistent with the first floors in neighboring buildings. If close to the street, raise level of first floor slightly to maintain privacy.

Relate the size and bulk of project so that it is consistent with buildings in the immediate neighborhood.

Eliminate box-like forms with large, unvaried roofs by using a variety of building forms and roof shapes. This may be accomplished by creating clusters of units, variations in height, setback, and roof shape.

Make the building visually and architecturally pleasing. Vary the height, color, setback, materials, texture, landscaping, trim and roof shape.



Undesirable: Visually uninteresting.



Desirable: architecturally interesting.

Encourage the use of green building materials that conserve energy and material resources.

Enhance views and make spaces feel larger by maximizing the number of windows.

Use porches, stairs, railings, fascia boards, and trim to enhance buildings' character.

Make the placement and quality of front doors fit in with neighboring homes.

Landscaping

Design landscaping to enhance the architecture and create and define useful public and private spaces.

Use hardy, native plant species – trees, shrubs, and groundcover – that are easy to water and maintain.

Shade paved areas, especially parking lots.

Provide a variety of seating in landscaped areas.

Include paths to accommodate children, adults, bicycles, skateboards, shopping carts, walkers, pets, furniture moving, etc.



Desirable: multi-use, landscaped pathways.

Plant trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction.

Provide appropriate lighting to insure that paths are safe at night.

Parking

Place parking lots at the rear or side of the site to allow a majority of dwelling units to front on the street (or toward the interior, e.g., not seen from the street).

Build multiple small parking lots in lieu of one large lot.

Place parking lots in proximity to dwelling units to allow for casual surveillance. (per 1999 General Plan Policy 7.2.B.5)

Public Open Space

Provide public open space that can be used for play, recreation, social or cultural activities. (per 1999 General Plan Policy 7.2.B.4(d))

Locate public open spaces so that they can be viewed from individual units, preferably from the kitchen, living room or dining room.

Locate play area(s) centrally to allow for adult supervision from dwelling units and/or from a central facility such as a laundry.

Provide lighting from a variety of sources at appropriate intensities and qualities for safety.

Provide energy-efficient lighting.



Desirable: shared public open spaces.

Private Open Space

Provide each household with some form of useful private open space, such as a patio, porch, deck, balcony, yard, or shared entry porches or balconies.

Screen balconies for privacy but avoid solid walls that prevent residents, particularly small children, from looking out.

Provide attractive fencing to insure privacy and to help define boundaries between public and private open space.

SECTION TWO: COMMERCIAL AND DOWNTOWN DEVELOPMENT

The overall goal for future commercial and downtown development in the City of Livingston is the creation or enhancement of active, visually interesting areas that also invite pedestrian activity. Such areas emphasize pedestrian use, minimize the appearance of hardscapes (areas devoid of natural vegetation), optimize connectivity to other areas, and promote visual interest, safety, resource efficiency, and quality design. The following design recommendations meet five objectives:

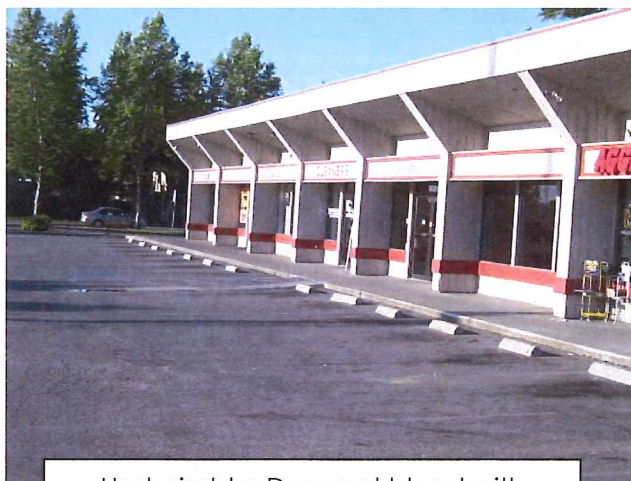
- Create a sense of place through site design and architecture.
- Create public gathering locations, including outside dining and seating.
- Utilize extensive landscaping to soften the appearance of larger commercial centers.
- Use pedestrian pathways and sidewalks to connect to adjoining neighborhoods.
- Use variety in building sizes, shapes and orientation to increase visual interest and support overall City design objectives.

Site Planning

Encourage the creative use of site planning to provide a “sense of place.”

Provide building setbacks from key street corners to protect line-of-sight and invite pedestrian traffic.

Ensure the design of proposed buildings or structures is sensitive to the neighborhood character, with regard to scale, architectural style, color, use of materials, and bulk.



Undesirable: Does not blend with neighborhood character.



Desirable: Establishes design character.

Design projects to be pedestrian-friendly, and as appropriate, incorporate pedestrian and outdoor gathering places into project design with consideration given to the climate and planned use.

Consider the use of a “campus” or “village” design concept for retail and service commercial development with multiple structures of tenants on larger properties, to incorporate clusters of buildings with a combination of walking, landscape, and public space to achieve a desirable pedestrian experience.

Architecture

Encourage projects to have a unified design theme, and discourage the use of corporate architecture that is not compatible with the established design theme. (per 1999 General Plan Policy 7.3.A.4)



Desirable: Use of architecture to achieve human scale and vibrant design.

Design buildings to achieve a human scale and interest by including elements that give a person a sense of their relationship to the structure such as awnings, canopies, wall insets, and reveals. (per 1999 General Plan Policy 7.3.A.6)

Eliminate box-like forms with large, unvaried roofs and walls, by using a variety of building forms and roof shapes. This may be accomplished by creating clusters of units, variations in height, setback, and roof shape.

Avoid blank expanses of building elevations by varying and significantly articulating rooflines, wall planes, and wall

heights. If blank walls are unavoidable, decorate with artwork, display cases, trellises, vines, and good quality durable materials. (per 1999 General Plan Policy 7.3.B.5)

Encourage the use of green building materials that conserve energy and material resources.

Increase visual interest through the use of trellises, arbors and other shade features on structures, as well as fountains and art in gathering spaces.

Avoid overly “glitzy” architecture, use of highly reflective surfaces, etc., by using high quality materials on exposed surfaces such as brick, metal, stone, terra cotta, wood, tile, and stucco.

Building colors should evoke a sense of richness to complement and support the overall character of the developed area, emphasizing earth tones, neutral and soft muted colors. Bright, intense colors should be discouraged for use other than as trim.



Desirable: Use of landscaping to soften hardscape.

Landscaping

Consider use of project entry landscaping to help define and beautify a project entrance as viewed

from the street. *(per 1999 General Plan Policy 7.3.A.16)*

Provide perimeter landscaping to anchor the project to the surrounding environment, provide relief from the elements, and soften the hardscape of the project. *(per 1999 General Plan Policy 7.3.A.16)*

Provide tree wells and landscape islands to break expansive parking areas, provide shade, provide noise reduction, absorb water runoff, and to scale the environment to the pedestrian.

Select landscaping that will enhance the character of the development, including parking lot screening, clear sight visibility at driveways and pedestrian connections, and use of hardy, native plant species (including trees, shrubs, and groundcover) that are easy to water and maintain.

Ensure proper maintenance of landscaping once installed to uphold high quality character, allow tree canopies to develop, and demonstrate dedication to a pleasing environment.

Encourage the use of decorative masonry walls to reduce impacts on adjoining residential or sensitive land uses.

Parking and Loading

Base parking stall locations on a sound on-site circulation plan to promote traffic flow and safety.

Provide direct pedestrian connections from parking lots to buildings entry points, especially if parking is located along the side or rear of buildings, to promote pedestrian safety. *(per 1999 General Plan Policy 7.3.A.21)*

Incorporate appropriate lighting for parking areas by integrating with the architectural style of the project, considering energy conservation and efficiency, and shielding to avoid spill and glare.

Shield loading zones from public view by locating them in the rear of buildings and shielding through a combination of building design, location, landscaping, berming, and/or fencing. *(per 1999 General Plan Policy 7.3.A.23)*



Desirable: Use of landscaping to soften hardscape.

Gathering Locations

Design sites and buildings with "community" in mind to be active in nature and promote gathering and a sense of place. Include the following in designs:

- Use of site furniture (tables, umbrellas, benches, trash receptacles), selected not only for their functional and aesthetic qualities but also for the quality of materials and finishes that would provide for long-term durability
- Use of planter boxes

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- Use of shade structures
- Use of other focal elements (fountains, sculpture or other art forms)

Connectivity

Encourage the use of special pavers/scored surfaces, raised pedestrian areas, or similar treatments as an accent to serve the purpose of identifying locations, including:

- Traffic calming at project driveways and crossings
- Pedestrian crossings/sidewalks and plazas
- Primary building entrances
- Traffic circles
- Promenades

Provide sidewalks through large parking areas to connect one side of a development to the other.

Provide bicycle racks, located in a highly visible location, near the primary entrance to a development and not in obstruction of designated pedestrian walkways.

Provide sidewalk connections to other commercial centers, schools and residential neighborhoods, through the use of connective elements such as pedestrian walkways, pedestrian gates, common landscape areas, or other design features that allow/encourage two-way access between uses.

Include paths to accommodate children, adults, bicycles, shopping carts, walkers, pets, etc.

Provide appropriate lighting, to ensure that paths are safe at night.

Other Issues

Screen all trash and recycling areas, storage areas, storage containers, and utility cabinets from public views and adjoining residential views, using techniques such as dense landscaping and architectural treatments. (per 1999 General Plan Policy 7.3.A.7)

Encourage the undergrounding of utility equipment to screen from public view and preserve site



Desirable: Pedestrian gathering spaces.



Desirable: Defined pedestrian walkways.



Undesirable: Visible trash areas.

aesthetics. (per 1999 General Plan Policy 7.1.A.2)

Consider the use of innovative designs to mitigate the potential adverse environmental effects of storm water runoff through minimization of impervious surfaces, and inclusion of infiltration into site landscaping. Examples include grassy swales and pervious pavement.