



Section II: Private Development

Chapter 9: Non-Residential Zones



A. INTRODUCTION

The primary purpose of the commercial zones is to provide appropriate areas for retail and service establishments, office uses, and neighborhood convenience uses required for local residents, as well as regional populations. The several commercial zones are intended to fulfill the need for shopping areas, which range in size and composition from neighborhood shopping centers to a regional shopping center.

The Specific Plan area contains six commercial and two industrial zones. Three of the commercial zones (Regional Commercial, Auto Sales Commercial, and Office Park) are large-scale and primarily freeway-oriented, while the other two zones (Office Commercial and Neighborhood Commercial) are smaller in scale and oriented towards arterial streets. The Specific Plan area also contains two industrial zones, namely, Commercial/Industrial Business Park, and General Industrial. These zones are intended to provide consolidated areas for employment-creating uses.

This chapter defines the allowable land uses and property development standards for these zones within the Specific Plan area consistent with the goals and policies of the City's General Plan and this Specific Plan.

B. REGIONAL COMMERCIAL ZONE

The Regional Commercial zone is intended for regional-serving commercial and service uses that are designed to serve the region as a whole. The regional commercial uses envisaged in this zone include large-scale "big box" regional shopping centers, hospitality and entertainment uses such as live performance theatres, a casino, hotels, convention spaces, as well as restaurants, specialty and supporting retail. The design and development standards for this zone are designed to provide a high-quality appearance from the Interstate-15 freeway corridor and compatibility with the adjacent commercial, residential and recreational uses.

The Regional Commercial zone falls in four of the land use districts along the Interstate-15 corridor, as described in Chapter 5 (Land Use Districts) of this Plan. These districts provide enhanced regional accessibility and visitor draw. When this zone falls in the Interstate-15/Main Street Interchange District, high density multi-family residential uses, as a part of a mixed-use development, are permitted to create an active, vibrant, mixed-use precinct for "live-work-shop-play" with 24-hour activity.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Regional Commercial zone.





Examples of appropriate regional commercial development



1. Permitted Uses

The following uses are permitted in the Regional Commercial zone:

- a) Artist studio (including photo).
- b) Assemblies of people – live entertainment venues - (e.g., theatre - live performance, auditoriums, banquet halls, nightclubs, etc.).
- c) Banks and financial institutions/services.
- d) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- e) Catering establishments.
- f) Grocery stores.
- g) Health and fitness clubs.
- h) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores).
- i) Hotel.
- j) Medical services - clinic, medical/dental offices, laboratory, urgent/express care, and optometrist (not including hospital).
- k) Motel.
- l) Offices (administrative, business, executive and professional, but not including medical or dental).
- m) Outdoor sales and display, incidental to the primary use.
- n) Personal services (e.g., barber shop, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.).
- o) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- p) Restaurants (sit down and take out), including outdoor dining.
- q) Retail sales.
- r) Schools - specialty non-degree (e.g., dance and martial arts).
- s) Shopping center – more than 10 acres in size.
- t) Vehicle parts and accessories sales.
- u) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- v) Veterinary services with no outdoor runs.
- w) Drive thru lanes incidental to the primary use, pursuant to the HMC.
- x) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Regional Commercial zone:

- a) Alcohol sales – on-site, incidental to the primary use.



- b) Alcohol sales – off-site.
- c) Assisted living (residential care facilities).
- d) Bars, saloons, cocktail lounges and taverns.
- e) Bus terminals.
- f) Day care facility – child or adult, pursuant to the Hesperia Municipal Code (HMC).
- g) Hospital.
- h) Multi-family residential, as a part of a mixed use development in the Interstate-15/Main Street Interchange District.
- i) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
- j) Schools – college, community college, university (public or private).
- k) Schools – vocational and technical.
- l) Vehicle fuel stations (i.e., gasoline stations).
- m) Vehicle sales and leasing – new and used.
- n) Vehicle rental.
- o) Vehicle repair facilities – minor.
- p) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Regional Commercial zone:

- a) Agricultural uses.
- b) General industrial uses.
- c) Mini-storage.
- d) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Regional Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.
- (2) The minimum gross lot area shall be 10 acres.
- (3) The minimum lot width shall be 400 feet.
- (4) The minimum lot depth shall be 400 feet.



4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio for commercial uses shall be 0.23.

4.3 Maximum Building Height

The maximum building height for commercial uses shall be 65 feet, with the following exception: the building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet. For corner lots, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

The following are the minimum requirements for rear yard setbacks:

- (1) Where the rear property line abuts a residential zone, or residential development as a part of this zone, the minimum rear yard setback shall be 20 feet.
- (2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks

The following are the minimum requirements for interior side yard setbacks:

- (1) Where the interior property line abuts a residential zone, or residential development as a part of this zone, the minimum interior yard setback shall be 20 feet.
- (2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

- (1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
- (2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Refer to 4.18 (Shared Parking Provisions) later in this section.



- (3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screened appropriately.
- (4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.
- (5) Backing from the public street onto the site for loading into front-end docks causes unsafe truck maneuvering and should not be utilized.

4.8 Open Space and Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions:

- (3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.
- (4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

- (1) A commercial development adjacent to any residential zone shall have a six-foot high wall along property lines adjacent to such districts.
- (2) The maximum permitted height of any perimeter walls fronting a street shall be three feet.
- (3) Both sides of all perimeter walls shall be architecturally treated. Appropriate materials include decorative masonry, concrete, stone and brick.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

- (1) No retail sales, merchandise displays or work areas shall occur outside building(s), except as approved by a site plan review, conditional use permit, or special event permit.
- (2) There shall be no outside storage of vehicles (except display areas for sale or rent of motor vehicles), trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents, equipment or building materials in any portion of the lot. Building materials for use on the same premises may be stored on the parcel during that time that a valid building permit is in effect for construction.
- (3) Outdoor hoists are subject to the conditions and standards listed in Chapter 9(C)(4.18).



4.11 Trash Collection Areas

- (1) At least one trash/recyclable materials collection area shall be provided for commercial projects in this zone. All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.
- (2) All trash/recyclable materials collection enclosure areas shall be easily accessible to retail and office tenants, including easy pedestrian access for the disposal of materials and collection by refuse vehicles.
- (3) The collection area(s) shall be enclosed on three sides by a minimum 6-foot tall decorative masonry wall. The wall materials used shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

4.12 Mechanical Equipment Screening

- (1) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable.
- (2) For rooftop equipment, the screening materials shall be at least as high as the equipment being screened. Equipment requiring screening includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork, and transformers. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof, except as may be approved through the Site Plan Review process.
- (3) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with solid masonry walls or similar permanent structures. Such masonry wall or structure shall be of a neutral color. Screening with wood, chain-link, or similar fencing materials shall not be permitted. Electric and other metering equipment and panels shall be painted to match adjacent building and wall surfaces.
- (4) Ladders for roof access shall be hidden and integrated into the building design.

4.13 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and



architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.15 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

4.16 Development Standards for Multi-Family Residential Development in the Regional Commercial Zone

Within the Main Street/Interstate-15 District only, multi-family residential development (as a part of a mixed-use development) is allowed in the Regional Commercial zone.

Mixed-use development is defined as an integration of residential uses with compatible commercial uses, vertically or horizontally, within the same building or structure. A mixed-use project may also constitute separate buildings or structures on the same property of land, so long as there is a pedestrian connection between buildings that integrates and unifies the project. Development standards provided for the High Density Residential zone in Chapter 7 (Residential Zones) of this Plan apply with the following exceptions:

- (1) The permitted gross residential density range is 15 – 25 units/acre.
- (2) The maximum building height for stand-alone residential buildings shall be 45 feet.
- (3) The exceptions as noted in Section 16.20.060 of the HMC also apply.
- (4) Refer to Sections F-H, Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for multi-family residential uses.

Development standards for vertically mixed use projects are provided in the following section 4.17.

4.17 Development Standards for Vertical Mixed Use Buildings

The following development standards shall apply to vertical mixed-use buildings in the Regional Commercial zone when it falls in Main Street/Interstate-15 District:

- (1) The minimum living area for residential units in a mixed use project shall be 600 square feet for a studio unit, with 200 square feet for each additional bedroom.
- (2) A maximum of 30% of the residential units may be one-bedroom or smaller.
- (3) The entrances to the residential uses shall be separate and distinct from commercial uses. These entrances shall be secured.



- (4) Residential parking shall be secured and separated from public parking.
- (5) Residential units shall have adequate sound insulation to protect occupants.
- (6) Mixed-use developments shall be designed so that odors emanating from businesses on the ground floor do not impact uses above.
- (7) Refuse facilities shall be located and screened to minimize impacts from related odor and noise.
- (8) Commercial loading facilities shall be located to minimize noise impacts and maintain access to residential areas.

Design standards and guidelines for vertically mixed use projects are provided in the Section I in Chapter 8 (Residential Design Standards and Guidelines) of this Plan.

4.18 Shared Parking Provisions

It is generally recognized that where there is a mix of uses, with parking demands that vary throughout the day, the total number of parking spaces actually needed less than the sum of each individual use because parking spaces can be shared. Shared parking is permitted in the Commercial zones as per Section 16.20.085 (Parking Standards) of the HMC. The Specific Plan permits the preparation of shared parking analyses based on the Urban Land Institute (ULI) methodology, which takes into account the variation in parking demand over time for each individual use.

The Planning Commission may allow a reduction in the number of parking spaces by up to 50 percent of the total number of spaces where it can be demonstrated that two or more individual land uses can use the same parking space without conflict or encroachment. Peak parking demands for uses with evening and weekend-oriented activities, for example, would be offset by uses with a daytime, weekday peak demand. This reduction is only applicable to developments in commercial and industrial zones. Reduction in the number of parking spaces to be provided is conditionally permitted subject to a shared parking analysis, based on the Urban Land Institute (ULI) Shared Parking methodology or other methodology approved by the City Traffic Engineer. The City Traffic Engineer shall review the shared parking analysis and make a recommendation to the Planning Commission.

C. AUTO SALES COMMERCIAL ZONE

The Auto Sales Commercial zone falls entirely in the Freeway – South District, as described in Chapter 5 (Land Use Districts) of this Plan. The location of this zone at the City’s southern boundary and along the Interstate-15 corridor presents an important opportunity to enhance the City’s image. The primary purpose of this Specific Plan zone is to provide an area along the Interstate-15 frontage for the creation of an “Auto Row” or “Auto District,” which would allow vehicle (including automobiles, trucks, RVs, boats, trailers, etc.) dealerships to locate within close proximity of each other and build upon the synergy of each other’s presence.

This zone is also established to allow limited commercial uses that support the vehicle sales uses, as well as limited industrial and business park uses in the areas away from the freeway frontage. Site layouts of vehicle dealerships, on average, can be accommodated within a 660 feet depth, allowing



the potential of other uses in the areas away from the freeway frontage. The development standards for this zone are established to ensure a high-quality appearance from the Interstate-15 freeway corridor and compatibility with the adjacent commercial, residential and recreational uses.



Uses in a Freeway oriented Auto sales Commercial zone.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Auto Sales Commercial zone.

1. Permitted Uses

The following uses are permitted in the Auto Sales Commercial zone:

- a) Outdoor sales and display, incidental to the primary use.
- b) Outdoor storage, incidental to the primary use.
- c) Restaurants (sit down and take out), including outdoor dining.
- d) Retail sales – under 10,000 square feet, incidental to vehicles sales and leasing.
- e) Vehicle parts and accessories sales.
- f) Vehicle repair facilities – major, incidental to vehicles sales and leasing.
- g) Vehicle repair facilities – minor, incidental to vehicles sales and leasing.
- h) Vehicle sales and leasing – new and used.
- i) Vehicle rental.
- j) Vehicle wash facilities, incidental to vehicles sales and leasing.
- l) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- k) Drive thru lanes, incidental to the primary use, pursuant to the HMC
- l) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Auto Sales Commercial zone:

- a) Alcohol sales – on-site, incidental to the primary use.
- b) Vehicle fuel stations (i.e., gasoline stations), pursuant to the HMC.



The following uses are conditionally permitted in the Auto Sales Commercial zone, except within six hundred and sixty (660) feet of the property line fronting Interstate-15:

- c) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- d) Catering establishments.
- e) Commercial storage facilities (mini-warehouse) – excluding mini-storage.
- f) Equipment (large) sales and rental.
- g) Equipment (small) sales and rental.
- h) Laboratories – research.
- i) Manufacturing (indoors).
- j) Offices (administrative, business, executive and professional, but not including medical or dental).
- k) Publishing and printing.
- l) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- m) Retail sales ancillary to a manufacturing use on-site (floor area not to exceed 25% of gross floor area up to a maximum of 10,000 square feet).
- n) Retail sales up to a maximum of 5,000 square feet.
- o) Schools - vocational and technical.
- p) Warehousing and wholesale distribution centers
- q) Vehicle repair – major.
- r) Vehicle repair – minor.
- s) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Auto Sales Commercial zone:

- a) Agricultural uses.
- b) Mini-storage.
- c) Residential uses.
- d) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Auto Sales Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is



submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

- (2) The minimum gross lot area shall be 5 acres.
- (3) The minimum lot width shall be 300 feet.
- (4) The minimum lot depth shall be 300 feet.

4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio shall be 0.15.

4.3 Maximum Building Height

The maximum building height shall be 45 feet.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

The following are the minimum requirements for rear yard setbacks:

- (1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.
- (2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article Xii of the HMC for minimum landscape requirements, pursuant to Section 4.10 below.

4.6 Interior Side Yard Setbacks

The following are the minimum requirements for interior side yard setbacks:

- (1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.
- (2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
- (3) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.10 below.

4.7 Outdoor Displays, Storage, Equipment, and Work Areas



- (1) Except for vehicle sale or rental displays as described in 4.18 below, no other retail sales, merchandise displays or work areas shall occur outside building(s), except as approved by a site plan review, conditional use permit, or special event permit.
- (2) There shall be no outside storage of vehicles (except display areas for sale or rent of motor vehicles), trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents, equipment or building materials in any portion of the lot. Building materials for use on the same premises may be stored on the parcel during that time that a valid building permit is in effect for construction.
- (3) All parts and accessories, etc. shall be stored within a fully enclosed structure.
- (4) Service and associated vehicle storage areas shall be completely screened from public view.
- (5) All vehicle service or repair shall occur within a fully enclosed structure. Service bays with individual access from the exterior of the structure shall not directly face or front on a public right-of-way.

4.8 Parking

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

- (1) All vehicles associated with the business shall be parked or stored on-site and not in adjoining streets or alleys.
- (2) An adequate on-site queuing area for service customers shall be provided. Required parking space shall not be counted as queuing spaces.
- (3) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
- (4) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) provided earlier in this chapter provides guidance on reduction in parking requirements, if shared parking is provided.

4.9 Loading

- (1) All loading and unloading of vehicles shall occur on-site and not in adjoining streets or alleys.
- (2) No loading is permitted in the street side setbacks. Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.
- (3) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.



- (4) Backing from the public street onto the site for loading into front-end docks causes unsafe truck maneuvering and should not be utilized.

4.10 Open Space and Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

- (3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.
- (4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.
- (5) The required landscaped setback area shall be landscaped and permanently irrigated with a 4-foot wide landscaped area level and adjacent to the sidewalk, and a 4-foot wide permanent planter that is between 24 and 36 inches in height; or a 8-foot landscaped area, permanently irrigated, that is level with and adjacent to the sidewalk, and a decorative fence, located at the interior of the landscaped area, that is maximum 36 inches in height; or a variation of the required landscaping, as approved by the Planning Commission.
- (6) The planting of freestanding, mature trees, minimum size, two inches in diameter, when measured at four feet from the finished grade, with a minimum mature height of ten feet, with tree wells which are a minimum of four feet in diameter, one for every two thousand square feet of lot area or portion thereof, at appropriate locations on the interior or rear of the site shall be planted.
- (7) A minimum four-foot wide strip, that is landscaped and permanently irrigated, shall be located at all property lines which abut alleys.

4.11 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.12 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.13 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.14 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.



4.15 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.16 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City's adopted Circulation Plan.

4.17 Additional Standards for Vehicle Sales, Leasing or Rental

Automobile, truck, motor home, motorcycle, and recreation vehicle, sales, leasing, or rental, new or used, shall be developed in compliance with the following additional standards:

- (1) No vehicles shall be parked, displayed or stored in the first 15 feet of the street side setbacks. All parts, accessories, etc., shall be stored within a fully enclosed structure; Service and associated car storage areas shall be complexly screened from public view.
- (2) All vehicles offered for sale shall be kept clean, on a daily basis.
- (3) All loading and unloading of vehicles shall occur on-site and not in adjoining streets or alleys.
- (4) All vehicles associated with the business shall be parked or stored on-site and not in adjoining streets or alleys.
- (5) An adequate on-site queuing area for service customers shall be provided. Required parking spaces may not be counted as queuing spaces
- (6) No vehicles offered for sale shall be parked or stored on the public thoroughfares at any time.
- (7) Service, repair or maintenance facilities shall be operated only as an incidental use in conjunction with the above stated uses. Such areas shall be visually screened from the street by walls of a building, or a variation as approved by the reviewing authority. Service bays from the exterior of the structure shall not directly face or front on a public right of way.
- (8) If the use involves automotive repair, installation of parts or service, a designated area must be provided in addition to the parking requirements for the temporary storage of vehicles or equipment awaiting repair, installation or service.
- (9) All lights shall be reflected away from adjacent uses.
- (10) Sales, leasing or rental, new or used, of trucks exceeding six feet in height, excluding vans and pick-up trucks, shall not be permitted.



- (11) The décor, treatment and architectural style of the improvements, including sales office, repair and maintenance facilities, landscaping, fencing and signing shall be reviewed for aesthetic qualities, and shall also be subject to the design standards and guidelines established in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
- (12) Recreational Vehicle Camper sales, leasing or rental are permitted to have outdoor hoists subject to the conditions and standards listed in Chapter 9(C)(4.18).

4.18 Additional Standards for Vehicle Service and Repairs (Major or Minor)

Automotive service stations, parts and accessories installation and major or minor service shall be developed in compliance with the following additional standards:

- (1) Limited Exception Outdoor Hoists: Facilities that are intended for the repair or sale of Recreational Vehicle (RVs) (i.e. motorhomes) shall be permitted to have outdoor hoists as an ancillary use in areas designated in Neighborhood Commercial (NC), Regional Commercial (RC), Commercial/Industrial Business Park (CIBP), and Auto Sales Commercial (ASC) land use designations with approval of a conditional use permit. Under limited circumstances as outlined herein, the reviewing authority may permit outdoor hoists if proposed on an existing facility with at least one building from which RVs repairs and sales exist or are proposed; and the site is limited by building space and existing improvements. Facilities that satisfy such conditions shall be subject to the following standards:
 - (a) Hoists shall not be placed within any setback, required parking, drive aisle, landscaping or accessible path of travel.
 - (b) Outdoor hoists and associated repair activities shall not be visible from any right-of-way (i.e. street or highway) and shall be adequately screened.
 - (c) The area on which hoists are stationed should be completely paved.
 - (d) The outdoor hoists shall be operated with a limited accumulation of parts, equipment, and debris in and around the hoist.
 - (e) Outdoor hoists shall be installed a minimum distance of 300 feet away from any residence of residential zone
 - (f) Activities associated with outdoor hoists shall be operated between the hours of 7 a.m. to 7 p.m. if hoists are located within 500 feet from any residence or residential zone.
 - (g) Outdoor hoists shall be an accessory to a RV repair business. Outdoor hoists themselves shall not be the sole form of repairing RVs.
 - (h) Newly developed RV repair businesses are required to keep all hoists indoors. Hoists may be permitted outdoors subject to these regulations, if the proposal demonstrates that the site is constrained by size or any other physical constraint on the property.
- (2) All installation and service activities shall be performed within an approved structure or adjacent to and no more than 20 feet from the service bay.



- (3) All installation and service facilities shall be visually screened from the street by walls of a building or a variation as approved by the reviewing authority.
- (4) All lights shall be reflected away from adjacent uses.
- (5) No used or discarded parts or equipment shall be located outside of the installation and service facilities.
- (6) In addition to the parking requirements of Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, a designated area, screened from view, must be provided for the temporary storage of vehicles or equipment awaiting installation or service. The area provided must be the equivalent of two parking spaces per service bay.
- (7) No vehicles, equipment, boats, trucks or motorcycles shall be stored for impound or for any other purpose other than installation or service under a work order.
- (8) Premises shall be maintained in a neat, orderly and environmentally safe manner, and all improvements shall be continuously maintained.

4.19 Additional Standards for Vehicle Wash Facilities

Vehicle wash facilities shall be developed in compliance with the following additional standards:

- (1) All lights shall be reflected away from adjacent uses.
- (2) Premises shall be maintained in a neat, orderly and environmentally safe manner, and all improvements shall be continuously maintained.
- (3) Noise from vehicle wash activities shall not exceed the levels established in Chapter 16.20 Article V (General Performance Standards) of the HMC

D. OFFICE PARK ZONE

The Office Park zone falls entirely within the Freeway – North District, as described in Chapter 5 (Land Use Districts) of this Plan. The location of this zone along the Interstate-15 corridor near the City’s northern boundary presents an important opportunity to enhance the City’s image. This Specific Plan zone is intended for the location of offices for administrative, business and professional activities in relatively large, campus-like settings. This zone is also established to allow limited commercial uses that support the office uses and their employees. The development standards for this zone are designed to ensure a high-quality appearance from the Interstate-15 freeway corridor, streetscape enhancements, and compatibility with the adjacent commercial and residential uses.





Suitable office parks in campus-like settings

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Office Park zone.

1. Permitted Uses

The following uses are permitted in the Office Park zone:

- a) Banks and financial institutions/services.
- b) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- c) Health and fitness clubs – 4,000 square feet or less.
- d) Offices (administrative, business, executive and professional, including medical and dental, laboratory, urgent/express care, and optometrist, not including hospital).
- e) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- f) Restaurants (sit down and take out), including outdoor dining.
- g) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- h) Veterinary services with no outdoor runs
- i) Drive thru lanes, incidental to the primary use, pursuant to the HMC.
- j) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Office Park zone:



- a) Alcohol sales – on-site, incidental to the primary use.
- b) Catering establishments.
- c) Day care facility – child or adult, pursuant to the HMC.
- d) Health and fitness clubs – more than 4,000 square feet.
- e) Hospital.
- f) Hotel.
- g) Laboratories – research.
- h) Retail sales – under 10,000 square feet in size.
- i) Schools – college, community college, university (public or private).
- j) Schools – vocational and technical.
- k) Vehicle fuel stations (i.e., gasoline stations).
- l) Vehicle sales – new, and rental.

3. Prohibited Uses

The following uses are prohibited in the Office Park zone:

- a) Agricultural uses.
- b) Industrial uses.
- c) Mini-storage.
- d) Residential uses.
- e) Vehicle wash facilities.
- f) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Office Park zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.
- (2) The minimum gross lot area shall be 5 acres.
- (3) The minimum lot width shall be 300 feet.
- (4) The minimum lot depth shall be 300 feet.

4.2 Maximum Gross Floor Area Ratio



The maximum gross floor area ratio shall be 0.75.

4.3 Maximum Building Height

The maximum building height shall be 75 feet, with the following exception: the building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

The following are the minimum requirements for rear yard setbacks:

- (1) Where the rear property line abuts a residential zone, minimum rear yard setback shall be 20 feet.
- (2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.6 Interior Side Yard Setbacks

The following are the minimum requirements for interior side yard setbacks:

- (1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.
- (2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.7 Parking and Loading

Standards provided in Section B.4.7 of this chapter shall apply.

4.8 Open Space and Landscaping

Standards provided in Section B.4.8 of this chapter shall apply.

4.9 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

Standards provided in Section B.4.10 of this chapter shall apply.



4.11 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Standards for Vehicle Sales and Leasing

Standards provided in Section C.4.17 of this chapter shall apply with the following exception:

- (1) Sale of used vehicles is not permitted.

4.15 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.16 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City's adopted Circulation Plan.

E. OFFICE COMMERCIAL ZONE

The Office Commercial zone falls in the Main Street – West District of the Specific Plan, as described in Chapter 5 (Land Use Districts) of this Plan. The Office Commercial zone is intended to be a low intensity office zone along a major arterial corridor that allows for small scale office uses as either stand-alone businesses or as part of commercial centers or office developments, along with a limited range of supportive retail uses. Retail sales shall be incidental to the primary office uses in this district. The allowed uses are intended to serve nearby neighborhoods and/or have few detrimental impacts on the neighborhood. The zone is also intended to prevent the appearance of strip commercial development. Development is intended to be of a scale and character similar to nearby residential development to promote compatibility with the surrounding area.





Low intensity office uses can be stand-alone developments or part of commercial centers or office developments

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Office Commercial zone.

1. Permitted Uses

The following uses are permitted in the Office Commercial zone:

- a) Artist studio (including photo).
- b) Banks and financial institutions/services.
- c) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- d) Catering establishments.
- e) Health and fitness clubs – 4,000 square feet or less.
- f) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores) – under 10,000 square feet.
- g) Offices (administrative, business, executive and professional, including medical and dental).
- h) Outdoor sales and display, incidental to the primary use.
- i) Restaurants (sit down and take out), including outdoor dining.
- j) Retail sales – under 10,000 square feet.
- k) Schools - specialty non-degree (e.g., dance and martial arts).
- l) Shopping center – up to 5 acres in size – limited to a corner lot location
- m) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- n) Veterinary services.
- o) Drive thru lanes, incidental to the primary use, pursuant to the HMC.
- p) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Office Commercial zone:

- a) Alcohol sales – off-site.



- b) Alcohol sales – on-site, incidental to the primary use.
- c) Bars, saloons, cocktail lounges and taverns.
- d) Day care centers – child or adult, pursuant to the HMC.
- e) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
- f) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- g) Retail sales – over 10,000 square feet.
- h) Schools – vocational and technical.
- i) Shopping center – more than 5 acres in size – limited to a corner lot location
- j) Vehicle fuel stations (i.e., gasoline stations) – limited to a corner lot location

3. Prohibited Uses

The following uses are prohibited in the Office Commercial zone:

- a) Agricultural uses.
- b) Hotel.
- c) Industrial uses.
- d) Mini-storage.
- e) Motel.
- f) Residential uses.
- g) Vehicle sales – new, and rental.
- h) Vehicle wash facilities.
- i) Vehicle repair facilities.
- j) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Office Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.
- (2) The minimum gross lot area shall be 2 acres.
- (3) The minimum lot width shall be 150 feet.
- (4) The minimum lot depth shall be 200 feet.



4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio shall be 0.35.

4.3 Maximum Building Height

The maximum building height shall be 45 feet, except as noted below:

- (1) Where the rear (or interior) property line abuts a residential zone, no portion of the building, including parapets, shall be above an imaginary plane drawn at the rear (or interior) property line and extended at an angle of 45 degrees towards the center of the property, as illustrated below:

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements.

4.5 Rear Yard Setbacks

The following are the minimum requirements for rear yard setbacks:

- (1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks

The following are the minimum requirements for interior side yard setbacks:

- (1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 00 feet.
- (2) Where the interior side property line abuts any commercial zone, the minimum interior side yard setback shall be 20 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

- (1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
- (2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) earlier in this chapter provides guidance on reduction in parking requirements, if shared parking is provided.



- (3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.
- (4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

4.8 Open Space and Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

- (3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.
- (4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

Standards provided in Section B.4.10 of this chapter shall apply.

4.11 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.



4.15 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

F. NEIGHBORHOOD COMMERCIAL ZONE

The Neighborhood Commercial zone is the most prevalent of the commercial zones and falls in seven of the eight land use districts, as described in Chapter 5 (Land Use Districts) of this Plan.

This Specific Plan zone has been created to provide areas for immediate day-to-day convenience shopping and services for the residents of nearby neighborhoods. This zone promotes a concentration of businesses that provide convenience goods and services frequented by local residents. Site development regulations are intended to make such uses compatible to and harmonious with the character of surrounding residential areas by promoting human scale elements and providing a sensitive transition between these uses and neighboring residences.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Neighborhood Commercial zone.

1. Permitted Uses

The following uses are permitted in the Neighborhood Commercial zone:

- a) Artist studio (including photo).
- b) Banks and financial institutions/services.
- c) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- d) Catering establishments.
- e) Grocery stores.
- f) Health and fitness clubs.
- g) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores) – under 10,000 square feet.
- h) Offices (administrative, business, executive and professional, including medical and dental).
- i) Outdoor sales and display, incidental to the primary use.



- j) Personal services (e.g., barber shop, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.).
- k) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- l) Restaurants (sit down and take out), including outdoor dining.
- m) Retail sales – under 60,000 square feet.
- n) Schools - specialty non-degree (e.g., dance and martial arts).
- o) Shopping center – up to 5 acres in size.
- p) Vehicle parts and accessories sales.
- q) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- r) Veterinary Services.
- s) Drive thru lanes, incidental to the primary use, pursuant to the HMC
- t) Other similar uses, as interpreted by the Development Services Director or his/her designee.



Examples of appropriate Neighborhood Commercial uses

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Neighborhood Commercial zone:



- a) Alcohol sales – off-site.
- b) Alcohol sales – on-site, incidental to the primary use.
- c) Assemblies of people - entertainment - (e.g., theatre – live performance, auditoriums, banquet halls, nightclubs, etc.)
- d) Bars, saloons, cocktail lounges and taverns.
- e) Bus terminals.
- f) Day care centers – child or adult, pursuant to the HMC.
- g) Equipment (small) sales and rental.
- h) Home improvement sales and service, retail (hardware, lumber and building material stores) - 10,000 square feet or more.
- i) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
- j) Schools – vocational and technical.
- k) Shopping center – more than 5 acres in size.
- l) Vehicle fuel stations (i.e., gasoline stations).
- m) Vehicle rental.
- n) Vehicle repair facilities – minor.
- o) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Neighborhood Commercial zone:

- a) Agricultural uses.
- b) Hotel.
- c) Industrial uses.
- d) Mini-storage.
- e) Motel.
- f) Residential uses.
- g) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Neighborhood Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and



appropriate measures are taken to ensure reciprocal access, parking and maintenance.

- (2) The minimum gross lot area shall be 2 acres.
- (3) The minimum lot width shall be 200 feet.
- (4) The minimum lot depth shall be 200 feet.

4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio shall be 0.35.

4.3 Maximum Building Height

The maximum building height shall be 45 feet.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

The following are the minimum requirements for rear yard setbacks:

- (1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.
- (2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks

The following are the minimum requirements for interior side yard setbacks:

- (1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.
- (2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
- (3) Refer to section 16.20 Article XII of the HMC for minimum landscaping requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:



- (1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
- (2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) of this chapter provides guidance on reduction in parking requirements, if shared parking is provided.
- (3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.
- (4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

4.8 Open Space and Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

- (3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.
- (4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

Standards provided in Section B.4.10 of this chapter shall apply.

4.11 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations



Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Standards for Vehicle Service and Minor Repairs

Standards provided in Section C.4.18 of this chapter shall apply with the following exception:

- (1) No major automotive repair shall be permitted.

4.15 Standards for Vehicle Wash Facilities

Standards provided in Section C.4.19 of this chapter shall apply.

4.16 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.17 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City's adopted Circulation Plan.

G. COMMERCIAL/INDUSTRIAL BUSINESS PARK ZONE

The Commercial/Industrial Business Park zone primarily falls in three of the land use districts, Main Street/Interstate-15 District, Highway 395/Interstate-15 District and Industrial District, as described in Chapter 5 (Land Use Districts) of this Plan.





Examples of appropriate developments in the Commercial/Industrial Business Park zone.

Main Street/Interstate-15 District and Highway 395/Interstate-15 District provide enhanced vehicular, truck and rail accessibility by taking advantage of their location along the Interstate-15 corridor with its connection to Highway 395, and its linkage to the Southern California Logistics Airport (SCLA). In the Industrial District, along I Avenue, this zone serves as a transition from residential and other commercial uses.

The purpose of this Specific Plan zone is to create employment-generating uses in a business park setting. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, which will produce only a small environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Important goals of the development standards for this zone are to ensure a quality appearance from the Interstate-15 freeway corridor and I Avenue, and compatibility with the adjacent commercial, residential and recreational uses.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Commercial/Industrial Business Park zone.

1. Permitted Uses

The following uses are permitted in the Commercial/Industrial Business Park zone:



- a) Business support services and facilities (including graphic reproduction, computer-services, uniform stores, etc.).
- b) Catering establishments.
- c) Commercial storage facilities (mini-warehouse).
- d) Health and fitness clubs – 4,000 square feet or less.
- e) Laboratories – research.
- f) Manufacturing (indoors).
- g) Offices (administrative, business, executive and professional, including medical and dental).
- h) Outdoor storage, incidental to the primary use.
- i) Publishing and printing.
- j) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- k) Restaurants (sit down and take out), including outdoor dining.
- l) Retail sales ancillary to a manufacturing/warehousing use on-site (floor area not to exceed 25% of gross floor area up to a maximum of 10,000 square feet).
- m) Warehousing and wholesale distribution centers – 200,000 square feet or less.
- n) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- o) Veterinary service.
- p) Drive thru lanes, incidental to the primary use, pursuant to the HMC
- q) Schools specialty non-degree (e.g. dance and martial arts)
- r) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Commercial/Industrial Business Park zone:

- a) Alcohol sales – on-site, incidental to the primary use.
- b) Equipment (large) sales and rental.
- c) Equipment (small) sales and rental.
- d) Health and fitness clubs – more than 4,000 square feet.
- e) Schools – college, community college, university (public or private).
- f) Schools - vocational and technical.
- g) Vehicle fuel stations (i.e., gasoline stations).
- h) Vehicle rental and sales
- i) Vehicle repair – major.
- j) Vehicle repair – minor.
- k) Vehicle wash facilities.
- l) Warehousing and wholesale distribution centers – greater than 200,000 square feet in size.
- m) Other similar uses, as interpreted by the Development Services Director or his/her designee.



3. Prohibited Uses

The following uses are prohibited in the Commercial/Industrial Business Park zone:

- a) Residential uses.
- b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare by reason of emission of odor, dust, smoke, gas, noise, vibration or other causes.

4. Development Standards

All property in the Commercial/Industrial Business Park zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.
- (2) The minimum gross lot area shall be 10 acres.
- (3) The minimum lot width shall be 500 feet.
- (4) The minimum lot depth shall be 500 feet.

4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio shall be 0.50.

4.3 Maximum Building Height

The maximum building height shall be 60 feet, with the following exceptions:

- (1) The building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.
- (2) For properties that are located west of the Interstate 15, building height is limited to 60 feet at the front setback line, thereafter, height may be increased at the rate of 1 foot in height for every additional 3-foot increase in the front yard setback, up to a maximum building height of 150 feet.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) and Chapter 11 (Industrial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

No minimum rear yard setback is required, except for the following:



- (1) Where the rear property line abuts a residential zone, or residential development as a part of a Regional Commercial zone, the minimum rear yard setback shall be 50 feet.
- (2) If a rear yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.6 Interior Side Yard Setbacks

No minimum interior side yard setback is required, except for the following:

- (1) Where the interior property line abuts a residential zone, or residential development as a part of a Regional Commercial zone, the minimum interior yard setback shall be 20 feet.
- (2) Where the interior side property line abuts a commercial, institutional or public facilities zone, the minimum rear yard setback shall be 0 feet.
- (3) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to section 4.9 below.

4.7 Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

- (1) To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriately located at the rear of the site where special screening may not be required.
- (2) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.
- (3) Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be studied individually at the time of design review.

4.8 Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 11 (Industrial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

- (3) Industrial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

4.9 Walls and Fences



- (1) An industrial development adjacent to any residential zone shall have a minimum six-foot high wall along property lines adjacent to such districts. The wall height shall not exceed eight feet.
- (2) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include decorative masonry, concrete, stone and brick.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

- (1) No retail sales, merchandise displays or work areas shall occur outside building(s).
- (2) Outside storage and equipment shall be confined to the rear half of the property or the rear of the principal structure on site, whichever is more restrictive, and screened from public view from any adjoining properties and public rights-of-way by appropriate walls, fencing and landscaping.
- (3) Outdoor hoists are subject to the conditions and standards listed in Chapter 9(C)(4.18).

4.11 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. The design standards and guidelines for commercial uses included on Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply if:

- the primary use in the development is commercial, or
- the development has a mix of commercial and industrial uses, or
- the occupancy is undetermined at the time of development, i.e. the development is speculative.

Refer to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines for industrial uses.

4.12 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

H. GENERAL INDUSTRIAL ZONE

The General Industrial zone falls entirely within the Industrial District, in the eastern portion of the Specific Plan area, as described in Chapter 5 (Land Use Districts) of this Plan. The location of the Industrial District takes advantage of the presence of the Burlington Northern Santa Fe



(BNSF) and Atchison Topeka and Santa Fe (AT & SF) rail corridors with existing and planned rail spurs that service industrial facilities.

The purpose of this Specific Plan zone is to retain an existing industrial area that accommodates enterprises engaged in manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise or equipment. This zone is intended to provide the full range of manufacturing, fabrication, assembly, warehousing and distribution use types associated with heavy industrial land uses, including outside manufacturing, warehousing and storage. Uses associated with this zone may produce a moderate environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Special control measures may be required to ensure compatibility with other manufacturing activities and that the environmental impact does not extend beyond the zoning district.



Examples of appropriately designed industrial uses in this District

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the General Industrial zone:

1. Permitted Uses

The following uses are permitted in the General Industrial zone:

- a) Commercial storage facilities (mini-warehouse).
- b) Contractor’s storage yard.
- c) Equipment (large) sales and rental.
- d) Equipment (small) sales and rental.
- e) Lumber yard and building materials (wholesale).
- f) Manufacturing (indoors).
- g) Offices (administrative, business, executive and professional, but not including medical or dental).
- h) Outdoor storage, incidental to the primary use.
- i) Publishing and printing.



- j) Retail sales ancillary to a manufacturing use on-site (floor area not to exceed 15% of gross floor area up to a maximum of 7,500 square feet).
- k) Truck terminal.
- l) Vehicle repair – major.
- m) Vehicle repair – minor.
- n) Vehicle wash facilities.
- o) Warehousing and wholesale distribution centers – 200,000 square feet or less.
- p) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- q) Veterinary services- clinics and small animal hospitals (short term boarding).
- r) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the General Industrial zone:

- a) Bus terminals.
- b) Kennels – boarding of domestic animals.
- c) Vehicle fuel stations (i.e., gasoline stations).
- d) Warehousing and wholesale distribution centers – 200,000 square feet or more.

3. Prohibited Uses

The following uses are prohibited in the General Industrial zone:

- a) Any residential use.
- b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare by reason of emission of odor, dust, smoke, gas, noise, vibration or other causes.

4. Development Standards

All property in the General Industrial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

- (1) No development is permitted on existing lots with a gross area less than 1 acre. Consolidation with adjacent lots to create a viable developable lot is strongly encouraged.
- (2) Subdivision of existing lots with a gross area less than 10 acres is not permitted.
- (3) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only



applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

- (4) The minimum gross lot area shall be 10 acres.
- (5) The minimum lot width shall be 500 feet.
- (6) The minimum lot depth shall be 500 feet.

4.2 Maximum Gross Floor Area Ratio

The maximum gross floor area ratio shall be 0.40.

4.3 Maximum Building Height

The maximum building height shall be 50 feet.

4.4 Street Yard Setbacks

- (1) The minimum street yard setback shall be 25 feet. For corner lots, all street-facing sides shall meet this requirement.
- (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks

No minimum rear yard setback is required, except for the following:

- (1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 50 feet.
- (2) If a rear yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks

No minimum interior side yard setback is required, except for the following:

- (1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 50 feet.
- (2) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

- (1) To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriately located at the rear or sides of the site where special screening may not be required.



- (2) When it is not possible to locate loading facilities at the rear or sides of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.
- (3) Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be studied individually at the time of design review.

4.8 Landscaping

- (1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
- (2) In addition, the design standards and guidelines included in Chapter 11 (Industrial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

- (3) Industrial development in this zone shall provide a minimum of five percent on-site landscaping, including that required in setback areas.

4.9 Walls and Fences

- (1) An industrial development adjacent to any residential zone shall have a minimum six-foot high decorative masonry wall along property lines adjacent to such districts. The wall height shall not exceed twelve feet, depending on the height of the material being screened.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

- (1) No retail sales, merchandise displays or work areas shall occur outside building(s).
- (2) Outside storage and equipment shall be confined to the rear two-thirds of the property or the rear of the principal structure on site, whichever is more restrictive, and screened from public view from any adjoining properties and public rights-of-way by appropriate walls, fencing and landscaping.

4.11 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for industrial uses.

4.12 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.



All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.





Section II: Private Development

Chapter 10: Commercial Design Standards and Guidelines

A. INTRODUCTION

1. Purpose

This chapter provides standards and guidelines for designing new commercial projects in the Specific Plan area, as well as exterior alterations and additions to existing commercial developments. Commercial developments are often located at prominent locations in a city and convey a strong visual image. The attention paid to their design reflects a city's economic vitality as well as its pride in itself. These standards and guidelines encourage the highest level of design quality and creativity and recognize the importance of quality design to the success or failure of commercial enterprises.

Property owners, developers, architects, building designers, and contractors seeking to construct new commercial developments, or alterations or additions to existing developments, should use these standards and guidelines in the early design stages of their projects. These standards and guidelines are not intended to limit creative site planning and architecture that are consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative design solutions are strongly encouraged.

Refer to Chapter 9 (Non-Residential Zones) of this Specific Plan for specific development standards pertaining to commercial uses.

2. Applicability

These standards and guidelines apply to all new commercial development, including exterior alterations and additions to existing developments. They apply to smaller infill projects as well as larger master planned sites, and are in addition to the development standards set forth in Chapter 9 (Non-Residential Zones) of this Specific Plan.

3. Design Goals

The design standards and guidelines have been established in order to accomplish the following goals:

- Promote design creativity and variation while ensuring consistency in building scale, proportion and pedestrian orientation.
- Improve the quality of design for commercial developments, thereby improving the image and appearance of the Specific Plan's commercial areas.
- Contribute to the character of neighborhoods by respecting the scale, proportion and architectural style of the surrounding area.
- Create visual interest in commercial buildings, while maintaining a sense of harmony within the project.



- Eliminate random development patterns and establish site planning and design relationships between new development and neighboring properties.
- Encourage environmental sensitivity in development.
- Create attractive and functional site arrangements of buildings, service and loading areas, open spaces, and parking areas; and develop a high quality architectural and landscape design.
- Improve pedestrian circulation and connections on commercial sites and within commercial areas.
- Minimize incompatible impacts of noise, light, traffic and visual character.
- Improve the appearance and character of the freeway corridor.

B. SITE DESIGN STANDARDS AND GUIDELINES

The scale and site layout of commercial development can vary greatly from project to project. Pedestrian-oriented development is generally low- to medium-scale, low-intensity, neighborhood serving commercial (retail and office) uses, within or adjacent to residential neighborhoods. It is strongly pedestrian-oriented with a storefront emphasis on the street, but also is geared towards accommodating the automobile. At the other end of the spectrum are “big box” retail and larger-scale commercial (retail and office) centers. These are much larger in scale and intensity, and typically geared towards the automobile, both in location (often near a freeway), and in site layout (large surface or structured parking). These larger “big box” retail centers and office complexes should also provide for the pedestrian.

Both of these types of commercial development can be found in the Specific Plan area. Therefore, while the following site planning guidelines are applicable to all commercial development within the Specific Plan area, in some instances, additional standards and guidelines are provided for:

- Pedestrian-oriented commercial development, and
- “Big Box” retail and larger scale commercial development.

1. Building Siting, Orientation and Setbacks

- (a) Building siting should take into consideration the context of the commercial area, the location of nearby uses, and the location of major traffic generators as well as the site’s characteristics.
- (b) The arrangement of structures, parking and circulation areas and open spaces 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 that have been set by surrounding development.

- (c) Uniform building setbacks and orientation represent an effective means of establishing compatible development patterns among neighboring properties. Contribute to an attractive street scene, and consistently orient buildings and building entrances along the public right-of-way.
- (d) As far as is feasible, buildings should be sited to screen parking and unsightly scenes and activities from public view, and from residentially zoned properties.
- (e) Buildings should not turn a blank wall to neighboring properties; site buildings to avoid visible blank walls along interior side property lines.
- (f) Buildings with angled corners or plazas are encouraged at corner locations.

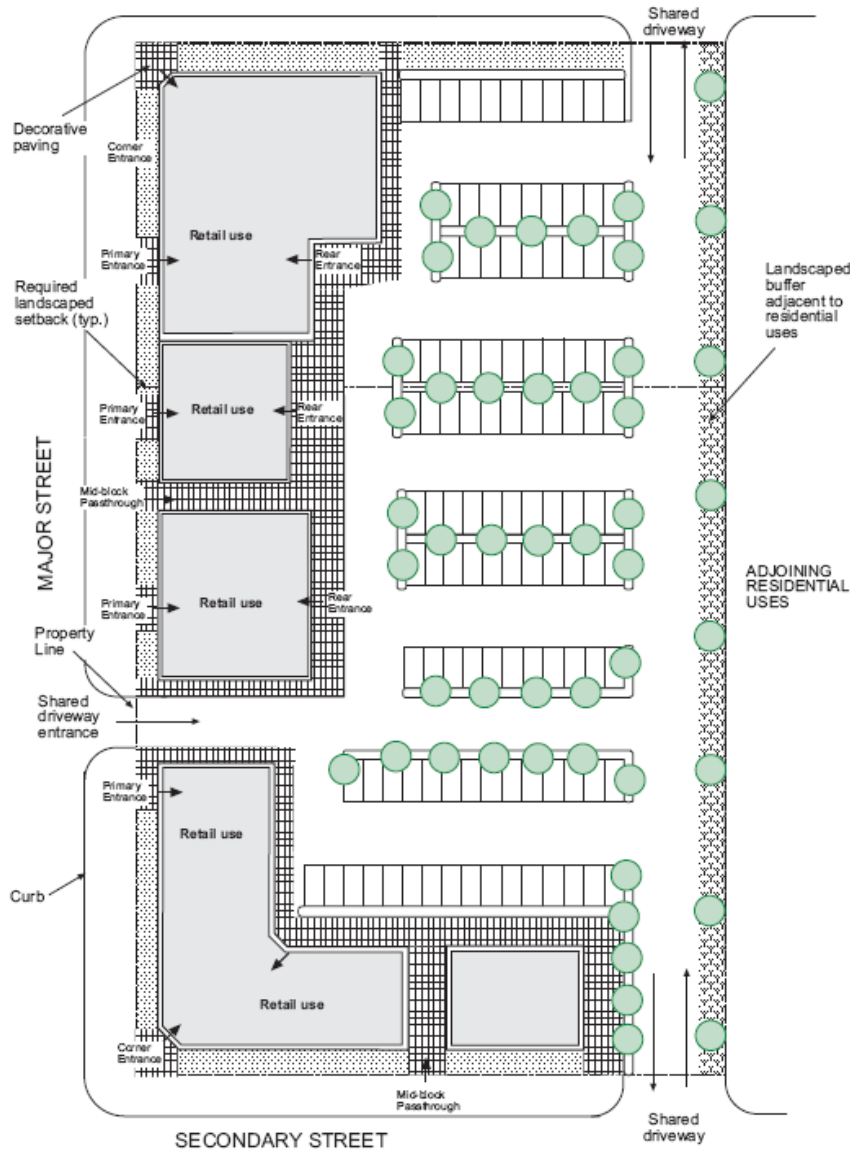


Use angled corners and corner entries for strong corner emphasis.

Pedestrian-Oriented Commercial Development

- (g) One of the critical elements of a successful pedestrian-oriented retail area is continuous street frontage. The streetside setbacks should be minimized and new structures built at the streetside setback line. For the rehabilitation of existing buildings, the existing setback may be maintained.
- (h) The placement and design of buildings should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks. The building(s) and main entrance(s) should be oriented toward the primary street frontage.

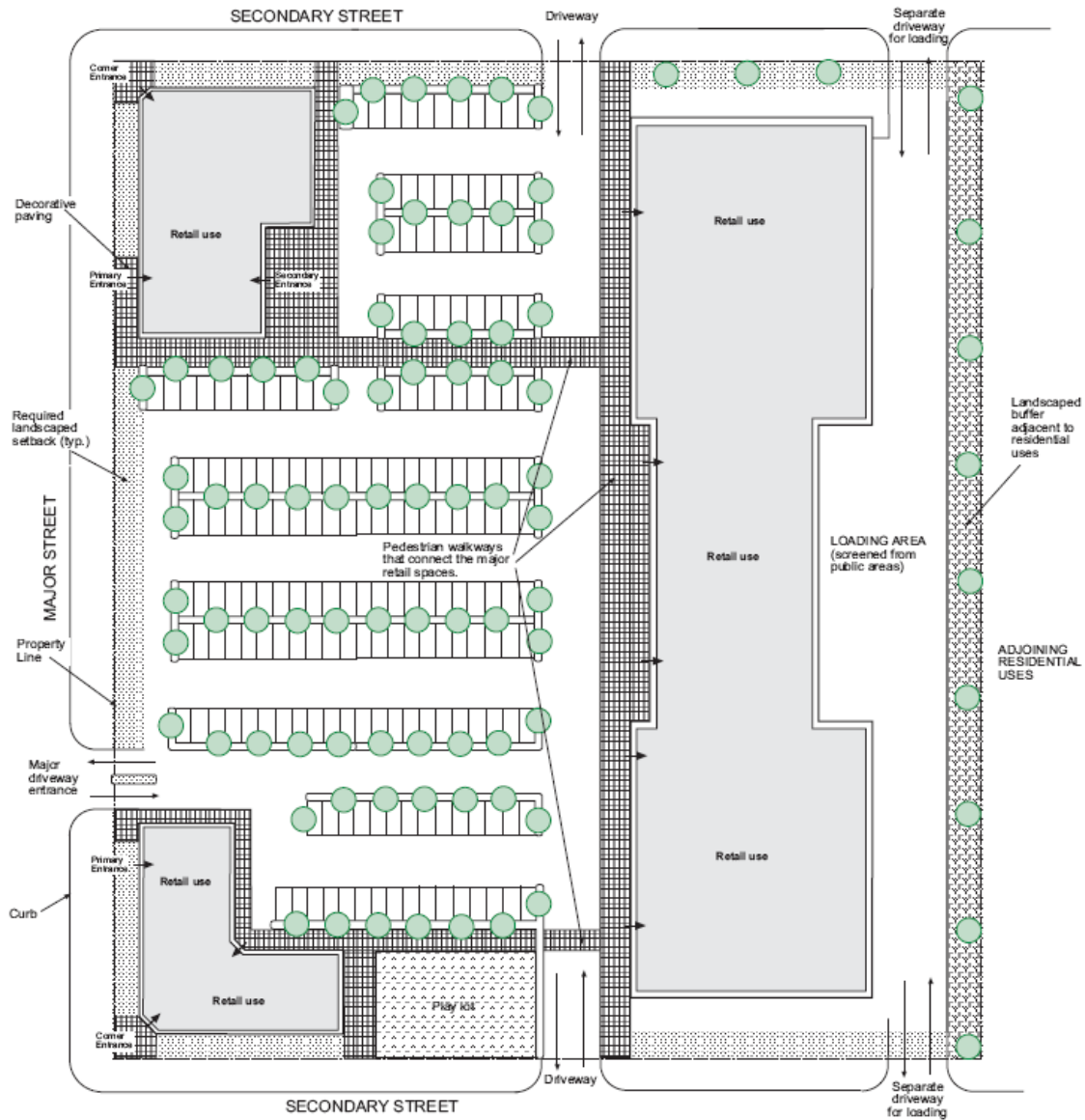




Typical Pedestrian-Oriented Commercial Site Layout

“Big Box” Retail and Large-Scale Commercial Development

- (i) Buildings shall be sited to avoid random and irregular building relationships; arrange buildings to create a sense of unity and overall harmony. Whenever possible, new structures should be clustered to create plazas and pedestrian malls and avoid the creation of “barrack-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. Orient the main entrance or entrances to the street or major plazas or open space.



Typical Large-Scale Commercial Site Layout

- (j) Where the parking area of a commercial project abuts another commercially or industrially zoned property, a minimum 3-foot wide perimeter landscape buffer (exclusive of the planter area curb) is required. Where feasible to do so, integrate the landscape buffer with that of the adjacent property. An exception is permitted for areas where shared parking and access has been designed with an adjacent project.



2. Interface between Non-residential and Residential Uses

In several portions of the Specific Plan area, non-residential uses abut residential uses. This condition can especially be observed all along Main Street. Residential uses should be buffered from incompatible commercial development to mitigate negative impacts due to noise, vibration, shading, light and glare, and aesthetics. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses. However, linkages (e.g. walkways, common landscape areas, building orientation) between compatible commercial and residential uses are encouraged where appropriate. Issues of privacy, safety and noise are addressed in these following standards:

- (a) To provide privacy for adjacent residential properties, taller elements of the building shall be set at the front end of the parcels instead of the rear. Building heights should be stepped down to the height of adjacent residential uses, utilizing architectural elements such as gables and hipped roofs to reduce building mass. As illustrated in Chapter 9 (Non-Residential Zones) of this Plan, no portion of the building, including parapets, shall be above an imaginary plane drawn at the rear property line (where no alley is present) and extended at an angle of 45 degrees towards the center of the property. When an alley is present, the plane shall begin at the centerline of the alley.
- (b) In addition, appropriate landscape screening shall be provided at the shared property line to mitigate the negative visual and environmental impacts that are associated with commercial land uses. Excepting trees, this screening shall be eight feet in height.
- (c) Eighty percent of the vertical plane at the property line to a height of six feet shall be opaque.
- (d) Screening may consist of one (or more) of the following:
 - “Vertical” trees closely spaced
 - “Green” (vine-covered) solid or fenced walls
 - Hedges (minimum height of eight feet)
- (e) Non-residential buildings should be sited to avoid significant shading of adjacent residences and compromising residents’ privacy.
- (f) Windows of non-residential buildings should be oriented to avoid a direct line of sight into adjacent residential buildings or property.
- (g) Noise or odor generating activities in general, and loading areas, trash and storage areas, and rooftop equipment in particular, should be located as far as possible from adjacent residential uses and shall not be located next to residential properties without fully mitigating their negative effects.
- (h) Whenever adjacent residential and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways, common landscaped areas, building orientation, gates and/or unfenced property lines should be employed.
- (i) Additional noise standards pursuant to Section 16.20.125 of the HMC shall also apply.

Pedestrian-Oriented Commercial Development

- (e) Where a project abuts a residentially zoned property, a minimum of three feet of the required setbacks adjacent to the residential use shall be devoted entirely to shrubs (at least six feet in height) and trees (exclusive of any planter area curb).

“Big Box” Retail and Large-Scale Commercial Development

- (f) To provide privacy for adjacent residential properties, taller elements of the building should be set away from the residential uses. No portion of the building, including parapets, should be above an imaginary plane drawn at the rear property line (where no alley is present) and extended at an angle of 45 degrees towards the center of the property. When an alley is present, the plane shall begin at the centerline of the alley.
- (g) Where a project abuts a residentially zoned property, a minimum of six feet of the required setbacks adjacent to the residential use shall be devoted entirely to shrubs (at least six feet in height) and trees (exclusive of any planter area curb). Shrubs shall be planted at a minimum size of five gallons and trees at 24” box.

3. Plazas and Courtyards

- (a) Commercial developments should incorporate plazas and courtyards into their design. Buildings should be clustered to create usable pedestrian areas.
- (b) Primary access to public plazas and courtyards should be provided from the street. Secondary access may be provided from retail shops, restaurants, offices and other uses within the development. Entries to the plazas and courtyards should be inviting and well lit.



Create plazas, courtyards, and pedestrian areas in commercial developments.



- (c) Landscaping, water features, and public art should be incorporated into plaza and courtyard design. Shade trees or architectural elements that provide shelter and relief from direct sunlight should be provided.
- (d) Plazas and courtyards should be buffered from the street, parking areas or drive aisles.
- (e) Auxiliary structures and areas such as play areas and outdoor dining areas should be integrated within the overall site design. Play structures associated with commercial uses should be enclosed and integrated within the building design.

4. Environmental Considerations

- (a) Buildings should be designed and sited to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.
- (b) Grading shall be designed to limit the height of retaining walls and perimeter walls to that permitted by the City's requirements. To the extent possible, site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain. Grading should emphasize and accentuate scenic vistas and natural landforms.
- (c) Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.
- (d) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the industrial project. Site design that requires altering landforms and removing trees is discouraged.
- (e) Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

5. Vehicle Circulation and Access

- (a) Site access and internal circulation in commercial developments should promote safety, efficiency, and convenience. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and be easily accessible to minimize pedestrian/vehicle conflict.
- (b) Adequate areas for maneuvering, stacking and emergency vehicle access should be provided. Internal circulation routes and parking areas should be separated. Continuous circulation should be provided throughout the site to the greatest extent possible to prevent awkward vehicular maneuvers. Dead-end driveways should be minimized. Vehicles should not be required to re-enter the street in order to move from one area to another on the same site.

- (c) The number of site access points or driveway aprons shall be minimized for aesthetic purposes, to achieve efficient and productive use of paved accessways, and to eliminate traffic hazards. They should be located as far as possible from street intersections. A minimum distance of 100 feet is required and may be increased based upon safety considerations.
- (d) The site access points should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided. Shared site access is encouraged and in some cases may be required.
- (e) Where possible, driveways should be minimized along arterial streets and access instead provided from side/secondary streets.
- (f) Design that allows for present or future reciprocal access with adjacent properties is encouraged. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.



Provide enhanced paving, landscaping, and sidewalks at project entries.

- (g) The main entry driveway should be easily identifiable, incorporating landscaping and possibly accent paving that is related to the building hierarchy and color.
- (h) Vehicular access, drives and circulation routes shall be designed so that all movements involved in loading, parking, or turning shall occur on-site and not within the public right-of-way. Exceptions will be considered where a property abuts an alleyway.

6. Pedestrian Circulation

- (a) Commercial developments shall incorporate pedestrian walkways into site design to provide pedestrian connections from building entries to public sidewalks, plazas, and parking areas, and to buffer pedestrians from vehicular movement. Project entries and driveway areas should contain design features, including landscaping and textured paving, to break up the expanse of paving in a project. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers; exposed aggregate or color concrete is encouraged.
- (b) Pedestrian walkways should be a minimum of four feet in width. Pedestrian walkways should be safe and clearly identifiable using varied surfaces, decorative paving, and landscaping. At a minimum, varied surfaces should be used to delineate crossings at circulation drives and parking aisles.



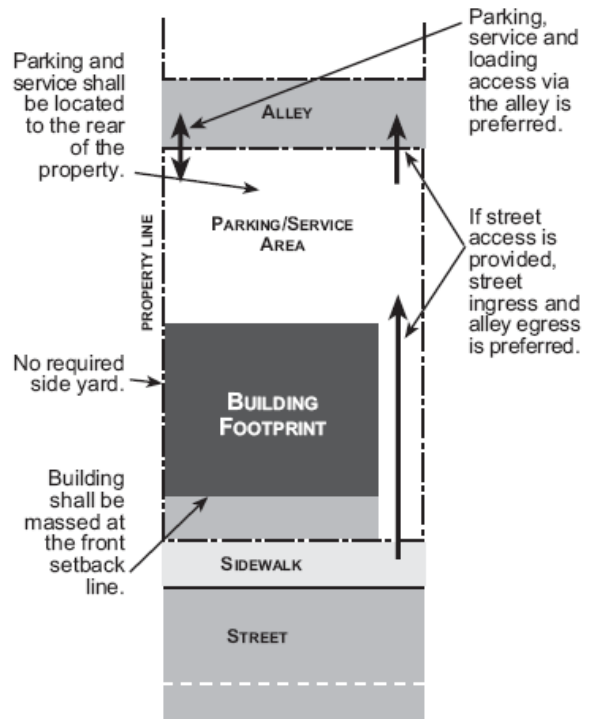
- (c) Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries.
- (d) New structures and parking areas should enhance existing pedestrian connections to existing outdoor pedestrian spaces such as courtyards, plazas and porticos and create new connections where none exist.
- (e) Raised pathways, decorative paving, landscaping and bollards should be used to separate pedestrian paths from vehicular circulation areas to the maximum extent possible.
- (f) Identify and accentuate pedestrian areas; use special paving, painting, landscaping, etc.

7. Parking

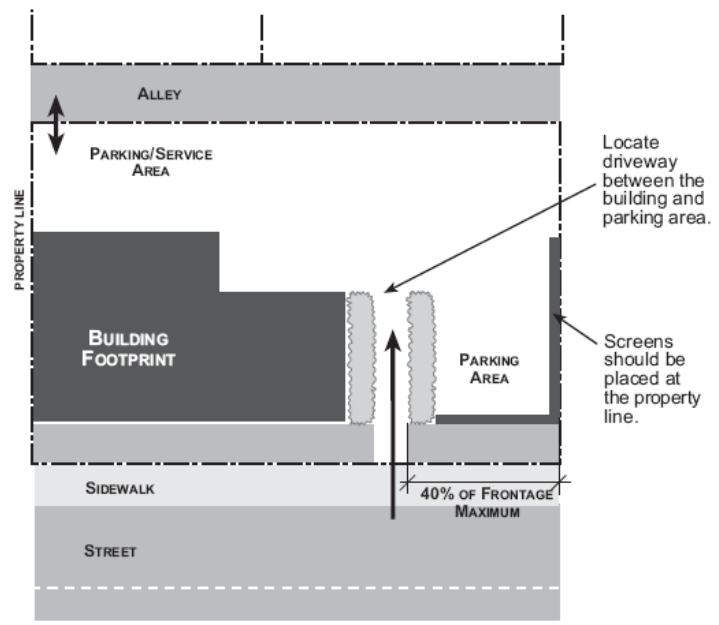
- (a) Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible.
- (b) No parking shall be permitted in a required front or streetside yard setback area.
- (c) On-site parking (lots and structures) shall be located to the rear of the building for parcel widths less than 200 feet and accessed by alleyways wherever they exist.
- (d) For parcel widths greater than 200 feet, parking lots may occupy up to 40% of the parcel's street frontage. Such siting in conjunction with substantial landscape treatment, enhances the streetscape, and contributes in the screening of parking areas.
- (e) Parking areas shall be designed so that no vehicle has to back into the public street. Provide end-stall turnarounds or a continuous circulation pattern.
- (f) Parking lots should be separated from buildings by a raised walkway (minimum four feet wide) and landscape strip (minimum seven feet wide).
- (g) Parking areas should be screened by buildings and landscaping.

Pedestrian-Oriented Commercial Development

- (h) In pedestrian-oriented retail areas, vehicular entrances to off-street parking lots should be minimized in order to maintain retail facade and pedestrian continuity. No existing storefronts may be removed to provide vehicular access to parking. Encourage alley access to parking, where present, by implementing district-wide parking information and signage systems.
- (i) Shared driveways and parking arrangements between adjacent businesses/developments are strongly encouraged.



Site layout including driveway locations for parcels less than 200 feet in width.



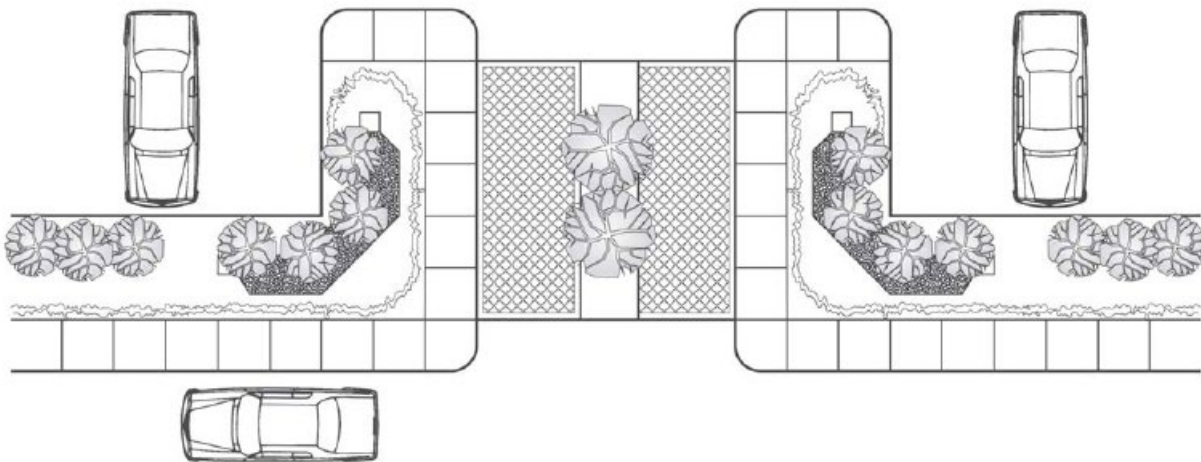
Site layout including driveway locations for parcels more than 200 feet in width.



- (j) In commercial centers, on-site parking should be consolidated in one area rather than wrapping around the entire building.

“Big Box” Retail and Large-Scale Commercial Development

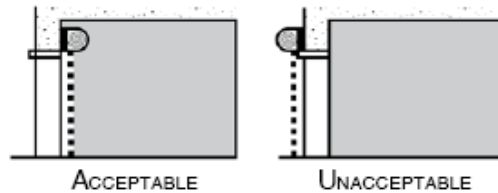
- (k) The visual dominance of parking facilities should be reduced such that parking is visually subordinate to the building it serves. The desirable solution is to provide a majority of the parking at the rear of the site, where it is largely hidden from view by a building that fronts the street. In addition, on-site parking should be consolidated in one area rather than wrapping around the building.
- (l) Where feasible and compatible with the design of the building, use subterranean, semi-subterranean, or parking which is tucked under the building structure. Parking designed in this manner must effectively reduce the visual impact of parking, and not detract from the building architecture or site views.
- (m) Entry areas to commercial development should be enhanced by ornamental landscaping, decorative paving, raised medians, gateway structures, and monument signage.
- (n) Main entry drives should extend from the street to the front cross aisle and should include:
- A median with a minimum 10-foot wide clear landscaped area between the street and the first bisecting parking aisle
 - A minimum 5-foot wide sidewalk on each side of the driveway
 - A minimum 10-foot wide landscaped parkway on each side of the driveway
 - A minimum 20-foot wide decorative paving band.



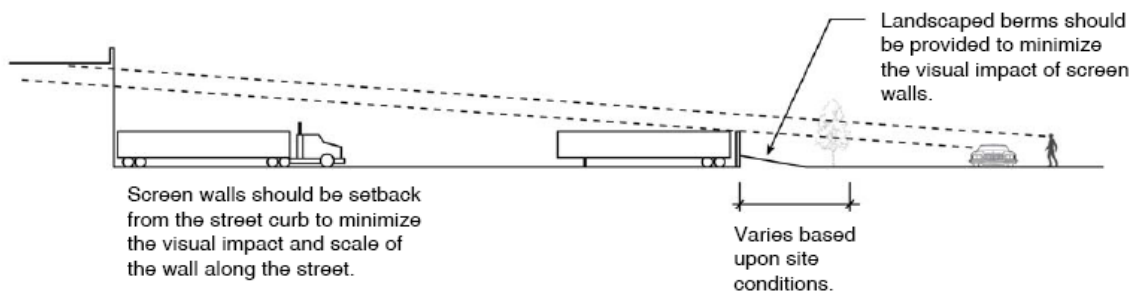
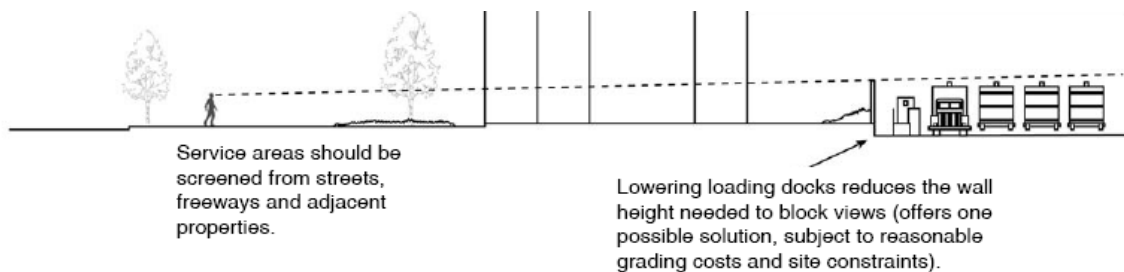
Use decorative paving and landscaping to facilitate vehicular and pedestrian access at project entries.

8. Loading Areas

- (a) Loading areas shall be designed to prevent interference with vehicular circulation and parking, and to provide an unobstructed area for trucks to maneuver when accessing loading spaces.
- (b) Loading areas shall be located away from main customer entrances and the street, preferably toward the rear of the property.
- (c) Overhead (roll-up) doors shall not be directly open to public view, and shall be substantially screened from the street, the freeway, and residentially zoned properties. Screening may be accomplished in a variety of ways, including the use of wing walls, the recessing of overhead doors (building articulation), landscaping, or a combination of these techniques. Fixed hardware for roll up doors shall be located on the inside of buildings to minimize visual clutter.
- (d) If located adjacent to residential areas, the design of overhead doors should minimize noise through devices such as rubber seals and/or other dampening features.
- (e) The grade of loading docks should be as low as feasible to minimize views from the street and the need for tall walls or fencing. Building segments above loading docks visible from the street and surrounding properties should conform with other guidelines pertaining to building features, materials and finishes.



Roll-up Doors



Outdoor Storage, Service, and Loading

9. Outdoor Storage and Service Areas



- (a) Outdoor storage and service areas (including, but not limited to, service entrances, loading docks and bays, outdoor storage of commercial vehicles) should be clearly defined and designated for convenient access. They shall not conflict with vehicular access, on-site parking facilities, pedestrian walkways, and customer entrances.
- (b) Outdoor storage and service areas should be located to the rear of a property so as not to face a public street. They shall not be open to view from the street or freeway. In addition, outdoor storage and service areas shall be located so as to minimize negative impacts (visual, noise, dust, vibration, etc.) upon any neighboring residential properties.
- (c) Service access should be located in a manner such that an unsightly condition is not created and the flow of pedestrians or user circulation when in use is not obstructed.
- (d) Outdoor storage and service areas shall be screened from on-site and off-site public view with a combination of building features, decorative walls, and landscaping consistent with the architectural style and design of the building.

10. Refuse Collection Facilities

- (a) Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.
- (b) The location of refuse collection facilities should be coordinated with the location of loading/service areas, and not readily visible to public view.
- (c) Refuse collection facilities should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations. Where the Hesperia Municipal Code requires a specific number of trash bins for a given project, disperse the location of trash facilities for more convenient waste disposal by individual trash generators.
- (d) Refuse collection facilities should be located to the rear of site and, where possible, screened from view from public streets and walkways and removed from pedestrian oriented areas. These areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting. Other acceptable screening materials include fences, landscaping, and/or berming, and the use of natural terrain where possible. Decorative treatment shall be used to minimize the adverse visual impact of these areas.
- (e) Refuse collection facilities shall be located so that there will be minimal intrusion (i.e. impacts associated with site views and odors) upon neighboring residentially zoned properties.
- (f) Refuse collection facilities should be architecturally compatible with the project design. Colors and materials used to enclose these elements should be compatible with all other buildings on site. Landscaping shall be incorporated into the design of trash enclosures to screen them and deter graffiti.

11. Utility and Mechanical Equipment

- (a) All utility and mechanical equipment (wall-mounted meters, air conditioners, transformers, etc.) shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”
- (b) Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, roof mounted equipment shall be screened through the use of parapets, screening walls, equipment wells, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes are not permitted. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future.



Exposed roof-mounted equipment is prohibited.

- (c) Ladders for roof access shall be hidden and integrated into the building design.
- (d) Typical ground-mounted equipment (such as transformers and heating units) shall be adequately screened with walls and/or landscaping. The building from view of adjacent streets, freeway and properties should screen large structures and/or equipment.
- (e) Utility equipment such as electric and gas meters, electrical panels, and junction boxes shall be located in a utility room within the building.
- (f) All utility lines from the service drop to the site should be underground.
- (g) Transformers should not be located in the front landscaped setback area. Where transformers are unavoidable in the front setback, they shall be completely screened and camouflaged by landscaping, and should not obstruct views of tenant spaces, monument signs, and/or driveways.
- (h) All vents, gutters and downspouts, louvers, exposed flashing, etc. should be treated as design elements and be compatible with the rest of the building, or hidden from public view.

12. Fences, Walls and Hedges



- (a) Walls and fences serve a major function in the streetscape and are used to screen vehicles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose, they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions. The height of walls and fences on commercial properties is set forth in Chapter 9 (Non-Residential Zones) of this Plan.
- (b) Walls and fences should be planned and designed as integral parts of the development, and should be consistent with the landscaping and building design.
- (c) If street fencing is necessary, decorative types of view fencing, such as wrought iron, are encouraged. Solid fencing, such as stucco or masonry, is strongly discouraged when they will block the view of the buildings or provide hiding places. The use of chain-link, barbed wire or razor wire for fencing is prohibited.
- (d) Perimeter walls or fencing that do not front a public street should be of decorative masonry (split-face block, plaster/stucco finish), decorative metal (wrought iron), hedges, or a combination of materials. They should be designed in a style, material and color to complement the development. Both sides of walls should be architecturally treated.
- (e) Tiered planting should be provided adjacent to project perimeter walls along street frontages to soften their appearance.
- (f) Walls should be eliminated or sited to provide additional setback areas at project entries accommodate landscaping, signage, or street furniture.
- (g) Wall sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features, in proportion to the length of the wall:
 - A minimum 2-foot change in horizontal plane for at least 10 feet.
 - A minimum 18-inch change in height for at least 10 feet.
 - A minimum 18-inch high raised planter for at least half the length of the wall.
 - Use of pilasters at 25-foot maximum intervals and at changes in wall planes.
- (h) Gates or comparable design solutions should be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access.
- (i) Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.
- (j) Hedges and other landscape screening materials should consist of evergreen plant materials.

Pedestrian-Oriented Commercial Development

- (k) Freestanding walls, fences or hedges between any street frontage and retail building on site are not permitted.

13. Site Amenities

- (a) Site amenities within a commercial setting should be coordinated in terms of color, materials and design in order to convey a cohesive project appearance and distinctive character.
- (b) Seating should be included in plaza and courtyard design. Where possible, seating should be provided in active and passive areas.
- (c) Tree grates should be provided along street edges and plazas where a continuous walking surface is needed. Grates should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter to support a larger tree trunk as the tree grows.
- (d) Tree guards should be provided to protect trees in high activity areas. Tree guard design should be compatible with other site furnishings. Tree guards should be attached to the tree grate; welds should not be visible.
- (e) Planters and pots should not obstruct pedestrian traffic flow. Consider placing pots in building recesses, at locations where access is discouraged and adjacent to blank walls to provide visual interest and color accents. Group similar sized planters in clusters to enrich streetscapes and plazas. Planter materials should compliment the project architecture. Use of cast stone and masonry is encouraged.
- (f) Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings. In locations where emergency access may be necessary, removable bollards should be considered.
- (g) Trash receptacle design should coordinate with other streetscape furnishings.
- (h) Bicycle rack design should be consistent with other streetscape furnishings. Use of “loop racks” and “ribbon bars” are encouraged.
- (i) Newspaper racks should be consolidated. Newspaper rack locations should not inhibit pedestrian flow. Newspaper rack design should incorporate masonry and/or metal elements that compliment other streetscape furnishings.
- (j) Site directories should be provided near vehicular and pedestrian entrances to multi-tenant commercial developments. Directory siting should maximize their visibility while minimizing the potential for creating a traffic hazard.





Provide decorative pedestrian-oriented site amenities, such as seating, planters and pots, fountains or water features, and tree grates and tree guards in commercial settings.

14. Exterior Lighting

- (a) Exterior lighting shall be used to provide illumination for the security and safety of on-site areas such as building entrances, parking, loading, shipping and receiving, walkways, and working areas. The design of light fixtures and their structural support shall be architecturally compatible with main buildings on-site.

- (b) Exterior lighting should be adequate but not overly bright. It shall be located and designed to avoid direct glare onto adjacent properties and public rights-of-way. All lighting fixtures must be hooded and directed downward to minimize light and glare impacts on neighboring properties and public rights-of-way. In addition, the lighting shall have cut-off luminaires that limit the amount of light pollution on nighttime skies.
- (c) Buildings and landscaping can be illuminated indirectly to create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties and public rights-of-way.
- (d) Lighting should be designed to satisfy both functional and decorative needs. Storefront lighting should complement the architectural style of the building.
- (e) Lighting designs for parking areas should take into account color rendition and glare minimization. Color rendition allows a person to distinguish between colors. In a parking area with appropriate color rendition, a person will be able to identify the color of their car. Color rendition will vary according to the lamp type selected and should be considered as a factor in lamp style selection. During the design process, glare levels should be considered and efforts should be made to minimize glare.
- (f) All building entrances shall be well lit. If the entrance is recessed, a light from the ceiling of the entry vestibule is strongly encouraged to prevent any dark pockets or hiding places.
- (g) Transit stops, ATMs, and convenience stores shall be illuminated to facilitate their safe use at nighttime. In addition, the areas around these uses shall be well lit so that any hiding places are eliminated.
- (h) The height of light fixtures shall be reduced to a recommended height of eight feet, especially when adjacent to the residential areas. Floodlights are not permitted in areas adjacent to the residential areas.
- (i) Lighting fixtures should be compatible with the architectural character of the project and surrounding district. While some nondescript fixtures may be appropriate, significant use should be made of fixtures that have architectural value and accent the building and site.
- (j) Both building-mounted and freestanding fixtures may be used.

15. Freeway Frontage Properties

- (a) Site design of commercial developments that have freeway frontage should emphasize favorable views from the freeway. Avoid designing a project which “turns its back” to the freeway and offers views of blank walls, loading areas, and storage and service areas. Storage, loading and service areas should be screened from the freeway.



- (b) Significant landscaped areas shall be visible from the freeway. A minimum 25-foot wide landscape buffer shall be provided where a property abuts the freeway right-of-way, except as permitted in the Auto Sales Commercial zone.

C. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES

Commercial buildings should display unique, visually attractive qualities while having a unified composition. New buildings or building additions and renovations should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, and to enhance the overall image of the Specific Plan area by virtue of the quality of design and construction.

Additions and renovation should be compatible with the existing building in scale, materials, and design. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area. All new construction should be designed to improve the reality and perception of pedestrian safety and security with elements such as easily identifiable entrances, retail windows, pedestrian-scaled building massing and unique architectural features.

1. Architectural Style

- (a) There is no mandated architectural style required for commercial structures in the Specific Plan area, however, each project should possess an identifiable architectural theme and be of high quality design and materials. Innovative and imaginative architecture is encouraged. New buildings or building complexes should be stylistically consistent. Architectural style, materials, colors and forms should all work together to express a single theme. For remodels or additions, the theme should be true to the original intent and style of the building.
- (b) Each new building, addition or remodel should be stylistically consistent. For example, "Spanish" details are consistent with stucco buildings and Mission tile roofs and should not be used on a contemporary building. Historic detailing on otherwise contemporary style buildings is strongly discouraged, such as using oversized (too large or out of scale) crown moldings or cornices to make a 1950's building appear "Mission" Style.

2. Scale, Mass and Form

- (a) The size and mass of new structures, including additions, should be in relation to surrounding structures. Special care should be taken to achieve compatibility next to small-scale buildings; techniques should include limited size, building articulation and shadow patterns.
- (b) Building design should employ clean simple geometric forms and coordinated massing that produce an overall sense of unity, scale, and interest. Use simple, strong massing with broken and varied elements.

- (c) To create visual interest, where appropriate, varied roof or parapet heights and/or recessed or extended building walls should be used.
- (d) Building corners may be emphasized by use of elements such as towers, domes, or entries.
- (e) Where new buildings or additions are built immediately between existing buildings, the design of the new construction should acknowledge the existing buildings through the use of architectural elements such as matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions.
- (f) Variable building facades along linear street frontages are encouraged. Variable facades create an interesting street scene. Nearly vertical or mansard roofs should be avoided.
- (g) The appearance of building mass may be reduced through the use of arcades, courtyards, pergolas, and stepping stories back above the ground level.
- (h) Color and material changes should be used to add interest and reduce a building's apparent scale.



Emphasize building entrances and corners.



Pedestrian-Oriented Commercial Development

- (i) Buildings should have a “human scale” (i.e. relate to the pedestrian user).

“Big Box” and Large-Scale Commercial Development

- (j) The scale and mass of a new “big box” and large scale commercial development should be consistent with neighboring developments and not overwhelm them with disproportionate size or a design that is out of character.
- (k) A single, dominant building mass should be avoided by clustering several smaller structures and using variations in building form.
- (l) As appropriate to the function of a building, a combination of major and minor changes in building form should be incorporated to create visual interest and establish a transition to neighboring developments.



- (m) Primary building entries should be highlighted through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass sited within an entry plaza. Conversely, smaller building masses can also communicate the location of entries.

3. Building Modulation, Articulation and Detailing

- (a) Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes, and barren exterior treatment. Where consistent with the design theme and function of the building, incorporate a variety of massing elements and a combination of major and minor changes in building form to establish visual transition and unity among neighboring developments and create visual interest.



Use building modulation, facade articulation, and detailing to create an interesting and individual design for commercial centers.

- (b) Use building form to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Use building form and articulation to emphasize public entrances and de-emphasize service areas, and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior spaces.



Use building form to emphasize public entrances and reduce the overall mass of non-retail commercial projects.

- (c) Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding development. Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public way including freeways shall be fully articulated, and incorporate the chosen design theme in a consistent manner.
- (d) Building articulation can also be accomplished with the placement of windows and entries, volume changes, variable roof forms and height, significant color and material changes, variable transparency, and the creation of shadow textures with trellises and overhangs.



Appropriate building modulation and articulation creates interesting facades and makes a positive contribution to the street environment.



- (e) The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Wall planes should not run in one continuous direction for more than 50 feet without an offset.
- (f) Façades should reflect the quality and integrity of the underlying structure in a clear and consistent manner. Architectural elements that define scale and organize space are encouraged; facades should display a sense of order.
- (g) Buildings should incorporate architectural details and elements, which will reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.
- (h) Vertical architectural elements such as towers should be used as focal points. Gutters and downspouts should be concealed, unless designed as a decorative architectural feature.

Pedestrian-Oriented Commercial Development

- (i) Retail buildings should incorporate “human scale” design elements that generate interest and diversity, and relate the building to the everyday user. The design of individual storefronts, and their entrances should be emphasized.
- (j) A pedestrian-oriented commercial building module shall range from 30 to 45 feet and have a typical three-bay modulation. Buildings wider than two modules (60-90 feet) shall have a different modulation. These buildings shall either repeat the basic three-bay module of 30 to 45 feet or increase the number of bays while keeping the individual bay width from 10 to 15 feet. Buildings wider than 90 feet shall be visually broken into two or more buildings (each with a maximum width of 90 feet) in terms of the façade treatments. The modules should be articulated in a manner consistent with the building style. The use of pilasters is one element commonly used to achieve this articulation.



Smaller building bays can be articulated by color and material changes, as well as variations in the wall plane.

- (k) The horizontal should be emphasized to create a low profile and human scale. Vertical elements such as towers are just one of the design tools available to accentuate the predominantly horizontal massing.

“Big Box” and Large-Scale Commercial Development

- (l) In large-scale commercial development, while the modulation of a typical storefront may be larger than that in the pedestrian-oriented area, design elements that generate interest and diversity, and relate the building to the everyday user should still be incorporated. The design of individual storefronts and their entrances should be emphasized.



Arcades can provide shaded paths for pedestrians during inhospitable weather conditions.



- (m) A typical large-scale commercial building module should range from 45 to 80 feet with the articulation of the building structure at 15 to 20 feet. Buildings wider than two modules (90-160 feet) shall have a different modulation. These buildings shall repeat the basic module of 45 to 80 feet. Buildings wider than 160 feet should be visually broken into two or more buildings (each with a maximum width of 160 feet) in terms of the façade treatments to stay in scale with the rest of the block.
- (n) Anchor buildings for major tenants, generally “big boxes,” should be sited and designed in such a way that the buildings that accommodate the smaller tenants are not overwhelmed or crowded.
- (o) Arcades, trellises and other open structures should be utilized to visually and physically link buildings and provide connections to adjacent sidewalks. Stairways should be designed as an integral part of the building architecture. Boldly projecting stairways that complement the architectural massing and form of commercial buildings are encouraged.

4. Site and Building Entrances

- (a) Main entries to buildings should be clearly demarcated, visible and accessible from the street and/or pedestrian walkways. Secondary entries may be from parking areas.
- (b) Building entries should read as such, and be integrated with the overall building form. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying building entries.
- (c) Entries should be open, inviting, and highly visible so as not create a sense of fear in someone entering the space. Recessed or deeply shadowed entrances that allow hiding place opportunities



should be avoided. Entry doors should be designed to create a sense of welcome, while clearly demarcating the private space.

Pedestrian-Oriented Commercial Development

- (d) All entrances should be clearly visible from the street. Secondary entries may be from parking areas. If parking is located behind the stores, provide additional well-lit and signed rear entrances to allow easy access.
- (e) Retail entrances should be centrally located within the building façade, not be recessed more than three feet in depth and be located no more than 50 feet apart.
- (f) Entrances should comprise no more than a third of the ground floor façade or 15 feet, whichever is less.
- (g) Entrances for second floor uses are encouraged from the rear, adjacent to the parking. If separate entrances for the upper floor(s) are provided from the front, the entrance width should be limited to 15 feet to maintain retail continuity.



In large-scale retail developments, locate entrances prominently within the building facade so they are visible from the street.

“Big Box” and Large-Scale Commercial Development

- (h) Entrances should be located prominently within the building façade and be clearly visible from the street. Locate entrances along the street side of the building. If the parking is located to the side or rear of the building, a secondary entrance may be located on the side of the building adjacent to the parking. This entrance should be visible and obvious from the street. Entrances should be located no more than 60 feet apart. If only one entrance is provided, it should be located along the street side of the building.
- (i) If the parking is located to the rear of the building and hence not visible from the street, provide a secondary entrance on the street side of the building. If the building frontage is greater than 75 feet, provide additional entrances. Avoid long balconies and corridors for access to upper level units.
- (j) Entrances should comprise no more than a third of the ground floor façade or 20 feet, whichever is less.

5. Building Façade and Elevation Design

- (a) The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. The buildings should present an “active” building elevation including entrances and windows to the street, not blank walls or parking.
- (b) Buildings should contain the traditional three parts of a building: a base, mid-section, and a top. On low-rise buildings, the different parts may be expressed through detailing at the building base or eave or cornice line. On taller structures, different treatment of the first, middle, and top stories should be used to define the three parts.
- (c) The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.
- (d) When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance. Building walls that are visible from a freeway, street, major pedestrian corridor, or public open space, should include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide “eyes on the street,” and avoid a blank wall appearance.
- (e) The fenestration (design and pattern of doors, windows, awnings, canopies, etc.) should be proportioned to and integrated with the façade modulation of columns and beams and other similar elements. Clear vertical and/or horizontal hierarchy and patterns in the placement of openings (doors, windows, awnings, canopies, etc.) on the façade should be established.
- (f) Details or elements should be integral to the design, not appear added on and reflect the structural or material integrity of the building.

6. Building Elements for Retail Storefronts

A typical retail storefront has the following characteristic elements:

- (a) Bulkhead
- (b) Entrance door
- (c) Display windows
- (d) Canopies or awnings
- (e) Cornices / Parapets
- (f) Security Grilles



Design guidelines for these elements are described below. Appropriate scaled and proportioned elements should be provided in both the rehabilitation of existing storefronts and the construction of new buildings.

(a) *Bulkhead*

A bulkhead, between 15 and 24 inches in height, should be provided at the base of the storefront display window. However, new storefront buildings may use floor to ceiling display windows if the design is compatible with surrounding architecture.

(b) *Entrance Door*

Every building entry should be well lit. The entrance door should be kept simple and located centrally in the building façade. The door should be made of materials compatible with the building architecture and style. All entrances shall meet handicapped accessibility requirements.

(c) *Display Windows*

Retail storefronts should have large display windows oriented toward the street or major pedestrian corridors to establish a visual connection between the interior and exterior of retail building. Display windows shall provide a clear view of store merchandise or a view into the business interior to add to the vitality of a retail environment as well as provide “eyes on the street.” To achieve this, the greater portion of the window (at least two-thirds) shall remain clear and free from obstructions. This zone should be between four and eight feet from the base of the façade. Ground floor wall sections without windows shall not be more than 5 feet in width.

Display windows should consist of a single pane of glass. When required to be divided into smaller sections, clear silicone vertical joints, glazing bars, or muntins should be used. Glazing bars and mullions should be of a minimal size and utilized to enhance the architectural style. The glass should be clear with an exterior daylight reflectance of not more than eight percent. The use of opaque glass is prohibited.

(d) *Canopies or awnings*

The size, scale and color of awning(s) should be compatible with the rest of the building; the awning(s) should not be the predominant element of the façade. Awnings should not cover the storefront piers or pilasters and should be divided into sections to reflect the major vertical divisions of the facade.

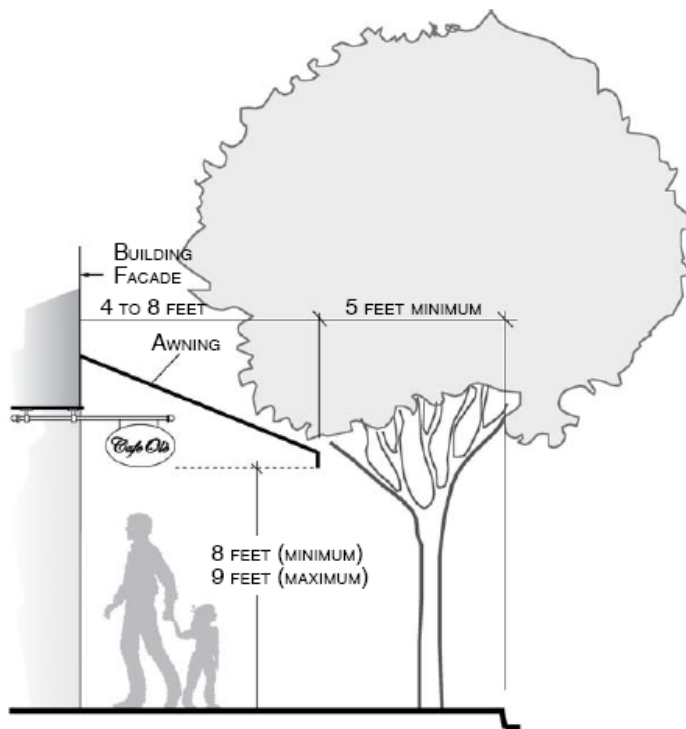
The awning should be mounted such that its valance is between eight and nine feet above the sidewalk with a projection of between four and eight feet from the building face, but no closer than five feet to the street curb. An Encroachment Permit is required for all awnings that encroach or overhang on the sidewalk.

The use of awnings along a row of contiguous structures should be restricted to awnings of the same form, location on the building façade, and material and color.

Awnings shall not start at the parapet edge of the façade. The step (the highest line of contact where the awning touches the façade) of the awning shall be at least 24 inches below the parapet line.

Retractable awnings are encouraged, but barrel-shaped awnings are discouraged. Where architecturally appropriate, cantilevered or suspended integral horizontal canopy slabs may be used instead of awnings. Internally lit awnings should not be used.

Awnings shall be well maintained, cleaned on a regular basis, and replaced when faded or torn.



Awning size and placement

(e) *Cornices or parapets*

Each building should have a simple cornice. If a parapet is provided, it may be stepped vertically to provide modulation and emphasis on the central module. The cornice should enhance the architectural style of the building. The use of elements such as oversized crown moldings is not permitted. A plaster front building may have a stone sill at the parapet line. A brick-front building may have a corbelled cornice.

(f) *Security Grilles*

Visible security grilles are prohibited on the building facade exterior. Security grilles installed on the interior of the storefront are permitted. This installation must be done in a manner such that



the grille is concealed from public view when not in use by retracting into casings that are in proportion and scale with the building's architecture. The color of the interior grilles should blend in with the background color so as to reduce their visibility when used. Exterior grilles on existing structures should be removed and placed on the interior of the storefront per these guidelines. Permanent security bars (defined as those clearly visible and fixed to windows on the façade) and roll-up metal security doors (including opaque shutters) are also strongly discouraged.



Unacceptable security bars.

(g) Security Bollards

Decorative bollards for security are permitted. Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings. In locations where emergency access may be necessary, removable bollards should be considered.

7. Building Elements for Non-Retail Buildings

The elements of a building should relate logically to each other as well as to surrounding structures. A typical non-retail building has the following characteristic elements:

- (a) Entrance door
- (b) Windows
- (c) Canopy or awnings
- (d) Parapets

Design guidelines for these elements are described below. Appropriate scaled and proportioned elements should be provided in both the rehabilitation of existing storefronts and the construction of new buildings.

(a) Entrance Door

Entrance doors should be simple and located prominently in the building façade. The door should be made of materials compatible with the building architecture and style.

(b) Windows

Use interior and/or external shading devices to reduce solar heat gain and reduce energy consumption. Windows should be set from the exterior face of wall to create a shadow line. The

glazing used for the windows may be clear or partly tinted glass. Highly reflective or dark tinted glass is not permitted.

(c) *Canopies or awnings*

In non-retail buildings, the use of awnings is generally not encouraged. Instead, if architecturally appropriate, cantilevered or suspended integral horizontal canopy slabs may be used instead of awnings.

A canopy should be located such that its valance is between eight and nine feet above the sidewalk with a projection of between four and eight feet from the building face, but no closer than five feet from the street curb.

(d) *Parapets*

Parapets should have sufficient articulation of detail such as corner treatments, continuous banding, details, or varying pitch. Parapets should always include a cap and corner detail to enhance the building. Parapets should look integrated with the building.

8. Roof Design

- (a) The roof design should be considered as a component of the overall architectural design theme. Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.
- (b) New buildings may have flat or sloping roofs, depending on what is most compatible with the architectural style of the building and others in the area. Parapets should appear integrated with the building and should include a cap and corner detail to create a shadow line to enhance the building. Mansard roofs are discouraged.
- (c) As a building feature, sloped roofs help make a visual transition from commercial uses to the surrounding residential neighborhoods. When gabled or pitched roofs are used, careful integration with the primary building and adjacent buildings should be considered in design. Roof slopes should be between 3:12 and 6:12.
- (d) Varied roof forms such as tower elements, extended eaves with rafters and corbels may be used to add interest and to create a consistent style. Roof planes may be extended beyond the building volume to create covered walkways and verandas.
- (e) Roof form and height should be varied to complement building mass and articulation. Vertical variations to the roof line should incorporate roof projections to avoid a false front/unfinished appearance.



- (f) The roof line at the top of the structure should not run in a continuous plane for more than 60 feet without offsetting or jogging the roof plane. This dimension should correspond with the modulation of the building's wall planes.

9. Doors and Windows

- (a) Doors and windows are key elements of any structure's form, and should relate to the scale and proportions of the elevation on which they are located. Windows and doors can establish character by their rhythm and variety and help to provide depth and contrast on elevation planes. Windows and doors should be used to help mitigate building mass, establish scale, give expression to otherwise blank walls, and create a distinctive building design.
- (b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. All doors and window frames should be made of consistent material. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.
- (c) Window exposure should be maximized along pedestrian walkways. The use of opaque glass adjacent to pedestrian walkways is discouraged.
- (d) Window frames should appear substantial and should not be flush with the exterior finish. Windows should be designed to enhance building interest and articulation. Recessed windows or inset glazing are possible design considerations.
- (e) Windows located on the sides and rear of the project should also be consistent with the look and style on the front of the project.
- (f) Use interior and/or external shading devices to reduce solar heat gain and reduce energy consumption. Windows should be set from the exterior face of wall to create a shadow line. The glazing used for the windows may be clear or partly tinted glass. Highly reflective or dark tinted glass is not permitted.

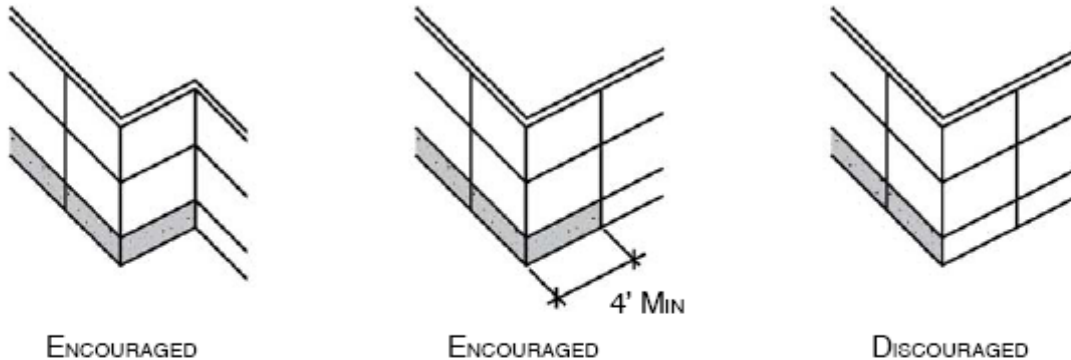
10. Architectural Lighting

- (a) Architectural lighting can be used to enhance the perception of a commercial building(s) at night. A façade light style that is sympathetic to the building's architecture should be used. Architectural lighting should "wash" upon the street faces of a building. Façade lighting should vary so that the important elements such as entries, architectural details and public art, are lit more dramatically than the intervening walls and voids.
- (b) Visible direct lamp glare from unshielded floodlight fixtures is not allowed. In addition, retailers and other building users are discouraged from allowing a direct view to any bare light source from normal

pedestrian or vehicular sight lines. This includes both façade lighting as well as interior lighting within 10 feet of the structures' windows.

11. Materials and Finishes

- (a) Materials and finishes should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.
- (b) Textures, colors and materials should unify the building and its elements. 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.
- (c) Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Backs of buildings should use similar materials; however, less expensive and more utilitarian substituted materials are acceptable, provided they are compatible with the overall design.



Treatments for material changes at corners.

- (d) Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged. Material changes should not occur at external corners. Material changes may occur at “reverse” or interior corners or as a “return” at least four feet from external corners, with extended returns provided for large buildings.
- (e) Exterior materials for all commercial developments should be of high quality, durable and low maintenance. Materials that will withstand abuse by vandals or accidental damage from machinery are strongly encouraged.
- (f) Accessory structures should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.
- (g) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long life span, selecting materials that are not energy-intensive to manufacture, using



building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible. No large expanses of wood features should be used due to maintenance issues in High Desert climate.

- (h) Materials that have no relationship to the architectural style shall not be permitted. These include mirrored glass, antiqued or imitation old brick, fake or cultured river rock, exposed concrete block, etc. Translucent plastic is strongly discouraged for use in awnings.

12. Color and Texture

- (a) Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Materials provide texture and color and should influence the choice of other colors on the façade.
- (b) The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.
- (c) The colors chosen should accentuate the architectural details of the building and be consistent with its architectural style. A minimum of three and a maximum of five exterior building colors shall be used. These colors should be used on the base (main body), trim and accent. The base colors should be the lightest and the accents used sparingly. The two additional colors may be used on the base (main body) to distinguish between upper and lower floors or as an additional trim color.
- (d) Sign colors and finishes shall relate to those of the building. Signs may use any of the building colors plus up to three additional colors for a maximum of eight colors. Signs must use at least one of the building exterior colors.
- (e) Unusual patterns and color schemes should be avoided. Garish, non-harmonious, or out-of-character colors should not be used.

13. Corporate Identity Issues

- (a) The use of standardized “corporate” architectural styles associated with franchises is discouraged. Make corporate identity secondary in the design of projects, and consistent with the architecture of the surrounding community. Site-specific design solutions are encouraged. The design character should not be a standard franchise prototype and should incorporate dominant characteristics of the neighborhood in which it is located.

14. Freeway Frontage Properties

- (a) Building design in all commercial developments should address the freeway and visually enhance the freeway corridor. All facades visible from the freeway shall be articulated. Well-defined forms and strong detailing is encouraged on the freeway-facing façades.

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

Landscaping shall be used to enhance commercial developments by providing shade and climate control, and contribute to a pedestrian-friendly environment. It shall be used to provide a buffer between neighboring properties and incompatible land uses, screen service structures and loading areas, define building and parking area entrances, and enhance and define the edges of a project. Landscaping will function as a unifying element that assists in achieving compatibility of new projects with their surroundings.

All projects in commercial zones within the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.

1. General Landscape Guidelines

- (a) Landscaping shall be used to define specific areas with clustered plantings at entrances of buildings and parking lots. Landscape elements shall clearly delineate on-site circulation, and define edges of various land uses, and provide shade and screening.
- (b) All areas not covered by structures, pedestrian walkways, driveways, and parking spaces shall be landscaped. A combination of trees, shrubs and groundcover may be used throughout the project.
- (c) The entire street yard setback of private commercial uses shall be dedicated to landscaping and pedestrian areas for the full width and depth of the building. Decorative paving may be considered part of this landscaping.
- (d) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Amenities such as trellises, arbors, benches, tables, chairs, planters, and fountains shall be included where appropriate to the project size and land use.
- (e) Landscaping should be used to soften large building walls and parking areas and enhance building entrances. Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.



- (f) Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.
- (g) Landscape design and plant material shall not impede circulation. Enclosing walls and fences between adjacent commercial properties are discouraged except for legitimate screening purposes.
- (h) Areas for public gathering in commercial developments shall be created where possible. Sidewalk dining areas and public seating in entryways and plazas are examples. These areas may be delineated with durable seating, enhanced paving, planters and plants in durable pots. Plastic or petroleum based resin seating and planters are prohibited.

Pedestrian-Oriented Commercial Development

- (i) Site area devoted to landscaping shall be greater than 10% of the overall parcel area, not including setback areas.
- (j) Planting in landscaped setback areas shall not obstruct views into retail display windows where retail uses are present. In these areas, the height of plant material shall not exceed 36 inches for security and safety.

“Big Box” Retail and Large-Scale Commercial Development

- (k) Site area devoted to landscaping shall be greater than 5% of the overall parcel area, not including setback areas.
- (l) Where an interior side and/or rear property line of a non-residential use adjoins a residential use or if the project includes a residential component, a six-foot wide landscaped area adjacent to the property line shall be provided within the required setback. This landscaped area shall be devoted entirely to shrubs and trees, at least six feet in height (exclusive of any planter area curb).

2. Landscape Materials

- (a) Plant species and hardscape materials should be selected based on their ability to complement the scale, mass, and color of the architecture and create recognizable landscape patterns and themes. Unity of design should be achieved by repetition of certain plant varieties and materials.
- (b) Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC, with the following exceptions:
 - At least 25% of new trees shall be specimen trees sized at a minimum of 36” box.

- Trees shall be planted in areas of public view adjacent to and along structures at an equivalent of one tree per 25 linear feet of building and parking lot, which has public exposure.
- (c) Planting shall be selected and placed on the site to create the desired effects as follows:
- Provide a backdrop and visual setting for the site's architectural elements.
 - Create focal points; highlight important architectural elements.
 - Direct vehicular traffic; make an entry statement.
 - Direct pedestrian traffic; identify and shelter pedestrian walkways.
 - Provide a unified appearance along street frontages; reinforce the street hierarchy.
 - Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views.
- (d) The use of natural materials and natural material veneer such as stone and wood in walls, trellises, storage areas, utility boxes and fences is encouraged.
- (e) Use of flowering vines is encouraged along fence lines, perimeter walls, and blank building elevations.
- (f) Both deciduous and evergreen trees should be planted to provide a variety in texture, color and form.
- (g) Plant material shall not interfere with lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth might interfere with public utilities.
- (h) Electrical, irrigation, and accessory equipment placed in exterior areas with exposure to public view shall be screened with planting where possible.
- (i) Colorful accent plants should be used to enhance entrances and add interest and focus. These may be provided in pots, planter boxes, and hanging baskets as well as ground plantings.

3. Parking Lot Landscaping

- (a) Screen walls required by Chapter 16.20, Article XII (Landscape Regulations) of the HMC shall utilize natural materials or natural material veneer such as stone and wood on street side elevations.
- (b) Landscape berms for screening purposes should be constructed with care to assure proper drainage. Berms should have ample area to drain to prevent problems with storm water runoff.



- (c) Providing landscaped drainage swales for parking lot rainwater runoff is highly encouraged. Allowing runoff to percolate into the soil filters pollutants and allows for needed groundwater recharge as outlined in the Conservation Element of the City's General Plan.
- (d) The use of enhanced paving such as colored and textured concrete in parking lots that compliments the architecture and landscape materials is encouraged. Enhanced paving can be used to signify entries and pedestrian areas, calm traffic and assist in wayfinding, among other applications.
- (e) The use of pervious paving is encouraged where appropriate.
- (f) Within commercial parking lots, trees shall be planted at a total of one tree for every six parking stalls. Trees shall have a broad canopy that will provide shade in the summer months.
- (g) Trees shall be planted along the required handicap path of travel, sidewalks, and near trash enclosures.



Use a variety of evenly distributed landscape materials in commercial parking lots to provide shade and a pleasant atmosphere.

4. Preservation of Existing Trees

- (a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of buildings should take into account all established trees in order to avoid unnecessary removal. The root systems of established trees shall be protected when siting a building and during construction of the building.

5. Landscape Lighting

- (a) Landscape lighting shall complement and enhance the architecture and landscape of the development. Landscape lighting should be designed so the light source is not visible. Lighting fixtures should be screened behind landscape features.
- (b) Landscapes should utilize discrete lighting strategies to illuminate planting, accentuate building facades, circulation paths, entries, focal points, and architectural details.
- (c) Landscape illumination shall be aesthetically pleasing and minimal. It should not flood the landscape with excessive light or spill into adjacent properties.
- (d) Fixtures for the illumination of pedestrian circulation and parking areas should be directed downward to prevent light pollution and preserve dark skies.

6. Irrigation and Maintenance for Landscaped Areas

- (a) Irrigation systems and required maintenance schedules shall adhere to the requirements outlined in Chapter 16.20, Article XII (Landscape Regulations) of the HMC. Low-flow systems such as drip and bubbler and subterranean lines shall be installed per manufacturer requirements. No spray irrigation shall be located within four feet of a walkway, parking lot, or driveway. Rain sensor equipment is recommended for irrigation systems.





Section II: Private Development

Chapter 11: Industrial Design Standards and Guidelines



A. INTRODUCTION

1. Purpose

This chapter provides standards and guidelines for designing new industrial developments and for exterior alterations and additions to existing developments. Because of the size and scale of industrial buildings, it is especially important to consider design to ensure compatibility with other parts of the community.

As a category of structure types, industrial buildings often present unattractive and monotonous facades with large blank wall surfaces, untreated or false fronts, or highly reflective and glaring surfaces. In addition, the site development is often not pedestrian-friendly, not properly buffered from surrounding uses, insufficiently landscaped, and surrounded by unsightly fencing. There is, however, a variety of design techniques that can be utilized to help overcome these situations and to direct development into a cohesive design statement that is both functional and aesthetically appealing.

Property owners, developers, architects, building designers, and contractors seeking to construct new industrial developments, or alterations or additions to existing developments, should use these standards and guidelines in the early design stages of their projects. These standards and guidelines are not intended to limit creative site planning and architecture that are consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative design solutions are strongly encouraged.

Refer to Chapter 9 (Non-Residential Zones) of this Specific Plan for specific development standards pertaining to industrial uses.

2. Applicability

These design standards and guidelines apply to all new industrial development and business parks, including exterior alterations and additions to existing developments within the Specific Plan area. The standards and guidelines apply to smaller infill projects as well as larger master planned sites, and are in addition to the development standards set forth in Chapter 9 (Non-Residential Zones) of this Plan.

3. Design Goals

The design standards and guidelines have been established in order to accomplish the following goals:

- Improve the quality of design for industrial developments, thereby improving the image and appearance of the Specific Plan's industrial areas.
- Create attractive and functional site arrangements of buildings, service and loading areas, open spaces, and parking areas; and develop a high quality architectural and landscape design.
- Contribute to the character of the neighborhood by respecting the scale, proportion and architectural style of the surrounding area.



- Create visual interest in industrial buildings, while maintaining a sense of harmony within the project.
- Mitigate the negative impacts and views associated with industrial uses through effective site placement, screening, and buffering techniques.
- Eliminate random development patterns and establish site planning and design relationships between new development and neighboring properties.
- Encourage environmental sensitivity in development.
- Improve pedestrian circulation and connections on industrial sites and within industrial areas.
- Improve the appearance and character of the freeway corridor.

B. SITE DESIGN STANDARDS AND GUIDELINES

Industrial site design must be functional and efficient, as well as compatible with adjacent land uses and aesthetically appealing. Elements of sound industrial site design include emphasis on the main building entry and landscaping; provision of pedestrian walkways and connections; plazas and landscaped open space areas for employees; convenient and controlled access, visitor parking and on-site circulation; screening of outdoor storage and loading areas; and appropriate buffering between incompatible land uses. It is also important to consider a project's relationship to adjacent industrial properties in creating a unified development pattern for the surrounding area. Equally important in Hesperia, where a significant amount of industrial zoned land fronts the Interstate-15 freeway, project design must address the relationship to the freeway and emphasize favorable views from the freeway corridor.

1. Setbacks

- (a) While respecting the minimum setbacks established in Chapter 9 (Non-Residential Zones) of this Plan, the front and streetside setbacks of new industrial development should generally approximate that of adjacent properties to establish a consistent image along the street. Some variation, however, should be provided in building and parking setbacks to avoid long monotonous building facades and provide visual interest.
- (b) Building setbacks should be proportionate to the scale of the structure. Larger structures require more setback area for a balance of scale and so as not to impose on neighboring uses.
- (c) Front and streetside side setback areas shall be landscaped.
- (d) Building setbacks shall be increased when adjacent to residentially zoned properties to mitigate negative impacts due to noise, vibration, light and glare, and aesthetics. Where an industrial project

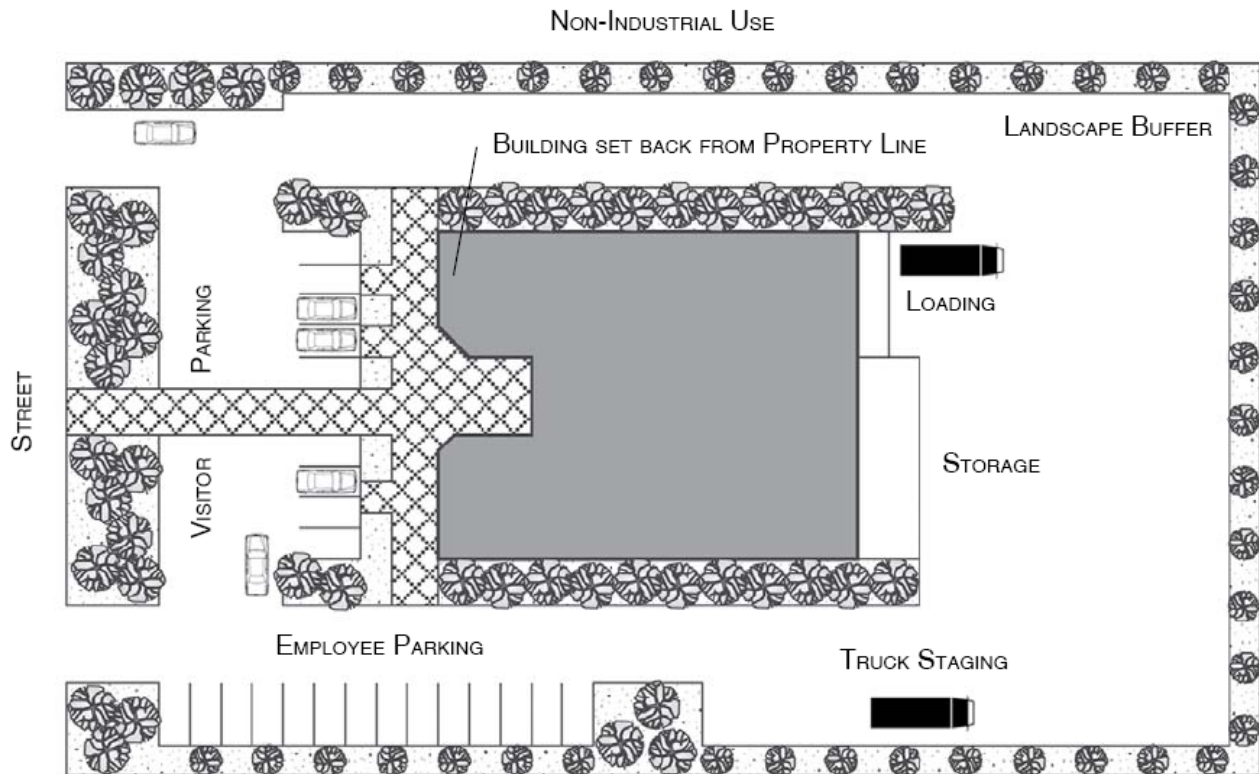


abuts a residentially zoned property, a minimum of 10 feet of the required setback shall be devoted entirely to shrubs and trees, at least 6 feet in height (exclusive of any planter area curb).

- (e) Where the parking area of an industrial project abuts another industrially or commercially zoned property, a minimum 3-foot wide perimeter landscape buffer (exclusive of the planter area curb) is required. Where feasible to do so, integrate the landscape buffer with that of the adjacent property.

2. Building Orientation, Siting and Entrances

- (a) Buildings in an industrial development should be arranged to create a sense of unity and overall harmony. Avoid random and irregular building relationships.
- (b) Site development, including location of building, parking, and landscape areas, should consider compatible development patterns among neighboring properties. In addition, consideration should be given to how future neighboring developments, based on existing lot patterns, could relate to the project. As far as is feasible, a project should be designed to functionally integrate with adjacent properties by providing for reciprocal access easements, common drives, and common perimeter landscape planters.



Typical Industrial Site Layout

- (c) Lot assembly is encouraged as it provides greater opportunity to create efficient master planned projects in conformance with the intent of the design guidelines.



- (d) Industrial buildings should have a positive street presence and contribute to an attractive street scene by orienting buildings toward the primary street frontage. Public entrances and administrative/office areas should front the street. Primary entries should be clearly distinguished from secondary and service entries. Projects with few employees should attempt to place entries and the most active areas near the street to avoid long, “unguarded” walkways.
- (e) Entry and edge design features such as landscaping, architectural signage and monumentation, and enhanced paving should be incorporated in the project. Special materials, color, detailing, or equivalent architectural treatment should be incorporated into the building design at major entries.
- (f) Buildings shall be sited so as to screen loading and storage areas from public view. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as increased setbacks, screening, and landscaping shall be provided to mitigate any negative effects of industrial operations.
- (g) Building entries should read as such, and be integrated with the overall building form. Doors should be designed at human scale. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. will define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying, building entries.

3. Scale and Mass

- (a) The scale and mass of a new industrial development should be consistent with neighboring developments and not overwhelm them with disproportionate size or a design that is out of character.
- (b) A single, dominant building mass should be avoided by using variations in massing and building form.



The scale of industrial buildings can be reduced with windows that face the street, variation in massing at the primary entrance, and landscaping to soften the appearance.



Avoid a single dominant building mass.

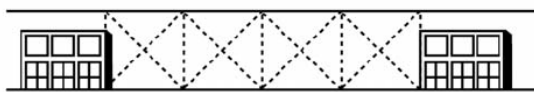


- (c) As appropriate to the function of a building, a combination of major and minor changes in building form should be incorporated to create visual interest and establish a transition to neighboring developments. Changes in building form should be used to emphasize office space and reception areas within industrial projects, emphasize public entrances and de-emphasize service areas, and define and shelter pedestrian walks and exterior spaces.
- (d) Primary building entries should be highlighted through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass meeting an entry plaza. Conversely, smaller building masses can also communicate the location of entries.



Corner entry is highlighted by varied materials and articulation.

- (e) Typically, horizontal masses for building elevations less than 700 lineal feet shall not exceed a height to width ratio of 1:4 without a substantial architectural element that projects up or away from the building, such as towers, bays, lattices, or other architectural features. Buildings greater than 700 lineal feet shall not exceed a height to width ratio of 1:5 without massing variations. The extent of massing breaks and building projections should relate visually to the overall scale of the building.



1:4 RATIO FOR BUILDINGS LESS THAN 700 LINEAL FEET

Provide a substantial architectural element, such as a tower, bay, lattice, planter box, or other feature, when the horizontal mass exceeds a height to width ratio of 1:4.



1:5 RATIO FOR BUILDINGS GREATER THAN 700 LINEAL FEET

Buildings greater than 700 lineal feet shall not exceed a height to width ratio of 1:5 without massing variations.



Highlight the primary entries through building massing and landscape treatments.



4. Plazas and Open Space

- (a) Plazas and similar open space features are strongly encouraged as a site amenity and design detail. Buildings should be arranged to include opportunities for plazas, patios, open space areas, and employee gathering spaces with amenities such as outdoor seating, landscaping, water elements, pergolas, special lighting and other “place-making” features. These outdoor spaces should be functional and pleasant and should not appear as “left-over” spaces.
- (b) Plazas are encouraged where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services, or between building clusters in an industrial/business park development.
- (c) Building entries and windows should look onto plazas and open space areas to enhance activity and security.
- (d) Outdoor employee break areas and lunch areas should be located away from loading areas or other high-traffic areas.

5. Environmental Considerations

- (a) To the extent possible, site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain.
- (b) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the industrial project. Site design that requires altering landforms and removing trees is discouraged.
- (c) Buildings should be designed and sited to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.
- (d) Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

6. Vehicle Circulation and Access

- (a) Site access and internal circulation in industrial developments should promote safety, efficiency, and convenience. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.
- (b) Adequate areas for maneuvering, stacking and emergency vehicle access should be provided. Internal circulation routes and parking areas should be separated. Continuous circulation should be

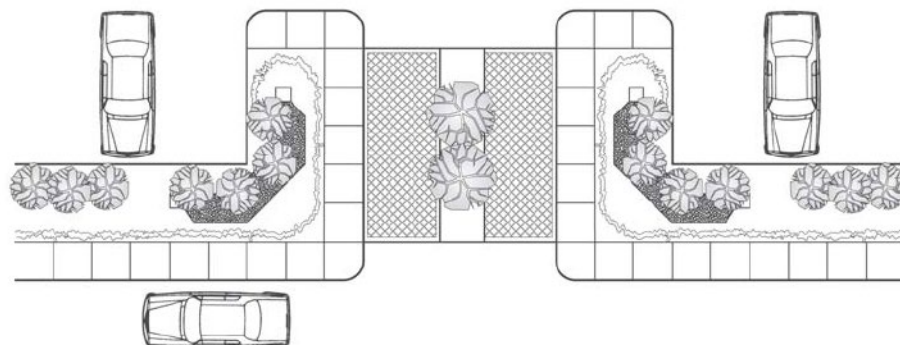


provided throughout the site to the greatest extent possible to prevent awkward vehicular maneuvers. Dead-end driveways should be minimized. Vehicles should not be required to enter the street in order to move from one area to another on the same site.

- (c) The number of site access points or driveway aprons shall be minimized for aesthetic purposes, to achieve efficient and productive use of paved accessways, and to eliminate traffic hazards. They should be located as far as possible from street intersections (a minimum distance of 100 feet is recommended) and should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.
- (d) Vehicular access, drives and circulation routes shall be designed so that all movements involved in loading, parking, or turning shall occur on-site, and not within the public right-of-way.
- (e) Where a property abuts an alleyway, service and vehicular access should be taken off of the alleyway. This is most strongly encouraged for development on narrow lots (less than 100' in width). Where these properties exclusively use the alleyway for service and vehicular access, a consistent and uninterrupted building frontage can be established for the entire length of the street. Alley improvements should coincide with site planning to minimize alleyway deterioration and address problems such as debris, safety, and any nuisance odors or hazards.
- (f) Design provisions, which allow for present or future reciprocal access with adjacent properties, are encouraged.

7. Pedestrian Circulation

- (a) Industrial developments shall incorporate pedestrian walkways into site design to provide pedestrian connections from building entries to public sidewalks, plazas, parking areas, and adjacent developments, and to buffer pedestrians from vehicular movement. Project entries and driveway areas should contain design features, including landscaping and textured



Use decorative paving and landscaping to facilitate vehicular and pedestrian access at project entries.



paving, to break up the expanse of paving in a project. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate or color concrete is encouraged.

- (b) Pedestrian walkways should be a minimum of 4 feet in width. Pedestrian walkways should be safe and clearly identifiable using varied surfaces, decorative paving, and landscaping to minimize pedestrian/vehicle conflict. At a minimum, varied surfaces should be used to delineate crossings at circulation drives and parking aisles.

8. Parking

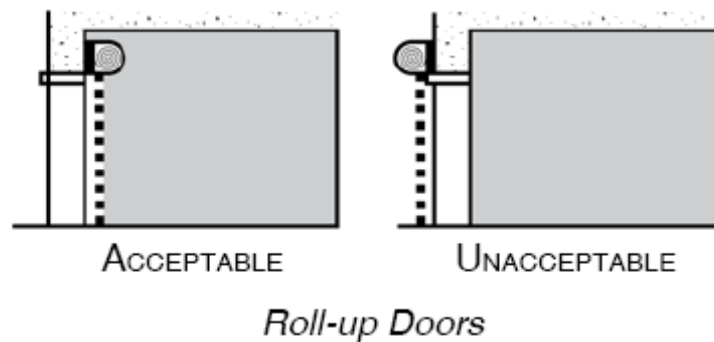
- (a) The industrial site should be a self-contained development capable of accommodating its own parking needs. The use of the public street for parking and staging of trucks is not allowed. In addition, parking is not allowed in the front or street side setback areas.
- (b) Parking areas should be accessed from the street so that circulation to parking areas does not interfere with other site activities. Visitor parking should be located at the front and sides of buildings to be near primary building entrances.
- (c) Parking areas shall be designed to avoid awkward turning maneuvers and the backing of vehicles into public streets.
- (d) Parking areas should not visually dominate the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping and buildings.
- (e) The visual impact of parking lots and structures shall be mitigated with landscaping. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible. Landscaping materials should have adequate room to grow and be protected from abuse by cars. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping.
- (f) Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.

9. Loading Areas

- (a) Loading areas shall be designed to prevent interference with vehicular circulation and parking, and to provide an unobstructed area for trucks to maneuver when accessing loading spaces.



- (b) Loading areas shall be located away from main customer entrances and the street, preferably toward the rear of the property, as per the development standards in Chapter 9 (Non-Residential Zones) of this Plan.
- (c) Overhead (roll-up) doors shall not be directly open to public view, and shall be substantially screened from the street, the freeway, and residentially zoned properties. Screening may be accomplished in a variety of ways, including the use of wing walls, the recessing of overhead doors (building articulation), landscaping, or a combination of these techniques. Fixed hardware for roll up doors shall be located on the inside of buildings to minimize visual clutter.



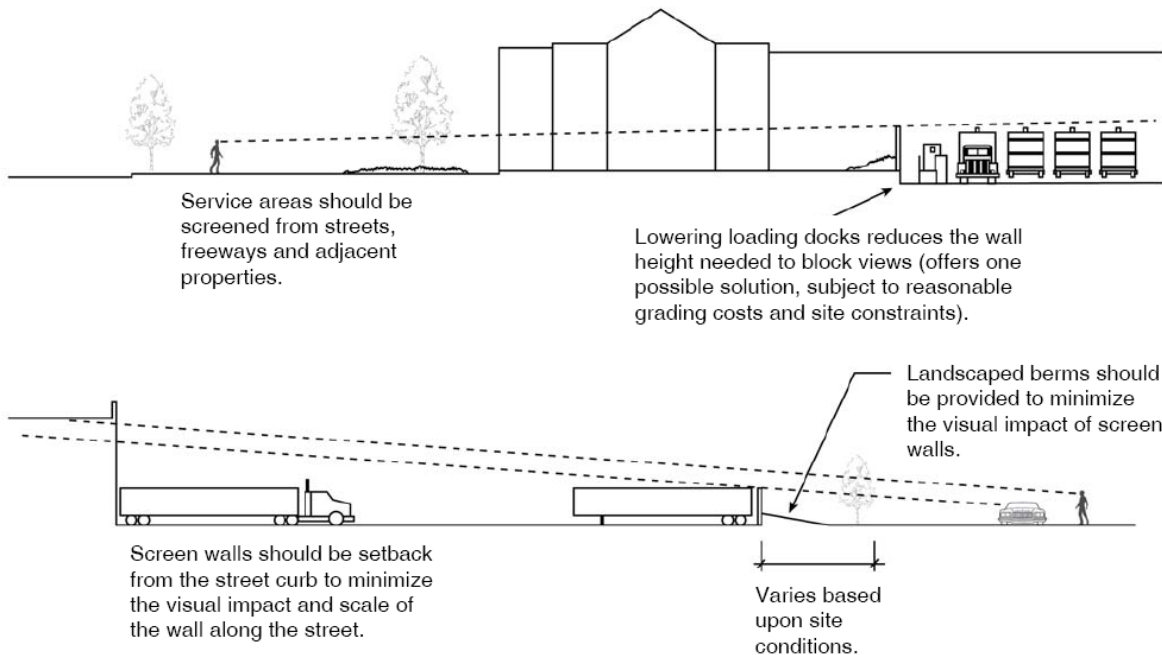
- (d) If located adjacent to residential areas, the design of overhead doors should minimize noise through devices such as rubber seals and/or other dampening features.
- (e) The grade of loading docks should be as low as feasible to minimize views from the street and the need for tall walls or fencing. Building segments above loading doors visible from the street and surrounding properties should conform with other guidelines pertaining to building features, materials and finishes.

10. Outdoor Storage and Service Areas

- (a) Outdoor storage and service areas (including, but not limited to, service entrances, loading docks and bays, outdoor storage of commercial vehicles) should be clearly defined and designated for convenient access. They shall not conflict with vehicular access, on-site parking facilities, pedestrian walkways, and customer entrances.
- (b) Outdoor storage and service areas should be located to the rear of a property so as not to face a public street. They shall not be open to view from the street, freeway, or residentially zoned properties.
- (c) Outdoor storage and service areas shall be screened from on-site and off-site public view with a combination of building features, decorative walls, and landscaping consistent with the architectural style and design of the building.



- (d) Outdoor storage and service areas shall be located so as to minimize negative impacts (visual, noise, dust, vibration, etc.) upon any neighboring residentially zoned properties.



Outdoor Storage, Service, and Loading

11. Refuse Collection Facilities

- (a) Refuse collection facilities shall be located so that there will be minimal intrusion (i.e. impacts associated with site views and odors) upon neighboring residentially zoned properties.
- (b) Refuse collection facilities should be located for convenient access. Where the Hesperia Municipal Code requires a number of trash bins for a given project, disperse the location of trash facilities for more convenient waste disposal by individual trash generators.
- (c) The location of refuse collection facilities should be coordinated with the location of loading/service areas, and not readily visible to public view.
- (d) Decorative treatment of trash and storage enclosures shall be used to minimize the adverse visual impact of these areas. Trash disposal areas, including dumpsters, shall be screened from view by a 6-foot high enclosure with gates. Trash and storage enclosures shall be architecturally compatible with the project design, and landscaping shall be incorporated into their design to screen them and deter graffiti. Screening materials shall consist of fences, landscaping, and/or berming, and the use of natural terrain where possible.



12. Utility and Mechanical Equipment

- (a) All utility and mechanical equipment (wall-mounted meters, air conditioners, etc.) shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”
- (b) Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, roof mounted equipment shall be screened through the use of parapets, screening walls, equipment wells, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes shall be avoided. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future.
- (c) Typical ground-mounted equipment (such as transformers and heating units) shall be adequately screened with walls and/or landscaping. Large structures and/or equipment should be screened by the building from view of adjacent streets, freeway and properties.
- (d) All vents, gutters and downspouts, louvers, exposed flashing, etc. should be treated as design elements and be compatible with the rest of the building, or hidden from public view.



Exposed roof-mounted equipment is prohibited.

13. Fences and Walls

- (a) Walls and fences serve a major function in the industrial landscape and are used to screen vehicles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose, they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions. The height of walls and fences on industrial properties is set forth in Chapter 9 (Non-Residential Zones) of this Specific Plan.
- (b) Walls and fences should be planned and designed as integral parts of industrial development, and should be consistent with the landscaping and building design.
- (c) If street fencing is necessary, decorative types of view fencing, such as wrought iron, are encouraged. Solid fencing, such as stucco or masonry, is strongly discouraged when they will block the view of the buildings or provide hiding places. Chain link and barbed wire fencing is prohibited.



- (d) Perimeter walls or fencing that do not front a public street should be of decorative masonry (split-face block, plaster/stucco finish), decorative metal (wrought iron), wood, hedges, or a combination of materials. They should be designed in a style, material and color to complement the development. Both sides of walls should be architecturally treated.
- (e) Tiered planting should be provided adjacent to project perimeter walls along street frontages to soften their appearance.
- (f) Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate landscaping, signage, or street furniture.
- (g) Wall sections greater than 80 feet in length fronting a street shall incorporate at least two of the following design features, in proportion to the length of the wall:
 - A minimum 2-foot change in horizontal plane for at least 10 feet.
 - A minimum 18-inch change in height for at least 10 feet.
 - A minimum 18-inch high raised planter for at least half the length of the wall.
 - Use of pilasters at 25-foot maximum intervals and at changes in wall planes.
- (h) Gates or comparable design solutions should be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access.
- (i) Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.

14. Exterior Lighting

- (a) Exterior lighting shall be used to provide illumination for the security and safety of on-site areas such as building entrances, parking, loading, shipping and receiving, walkways, and working areas. The design of light fixtures and their structural support shall be architecturally compatible with main buildings on-site.
- (b) Exterior lighting should be adequate but not overly bright. It shall be located and designed to avoid direct glare onto adjacent properties and public rights-of-way. In addition, the lighting shall have cut-off luminaires that limit the amount of light pollution on nighttime skies.
- (c) Buildings and landscaping can be illuminated indirectly to create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties and public rights-of-way.



15. Freeway Frontage Properties

- (a) Site design of industrial developments should emphasize favorable views from the freeway. Avoid designing a project which “turns its back” to the freeway and offers views of blank walls, loading areas, and storage and service areas. Storage, loading and service areas should be screened from the freeway.
- (b) Significant landscaped areas shall be visible from the freeway. A minimum 25-foot wide landscape buffer shall be provided where a property abuts the freeway right-of-way.

C. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES

While there is no mandated architectural style required for industrial structures in the Specific Plan area, each project should possess an identifiable architectural theme and be of high quality design and materials. Industrial buildings should display unique, visually attractive qualities while having a unified composition. Multi-building projects should also use a consistent architectural style.

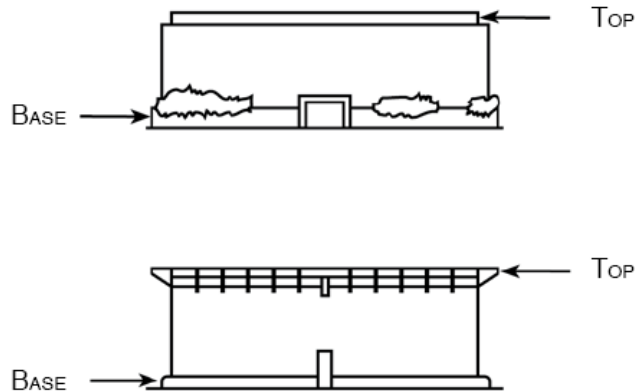
Industrial projects should give neighboring development a sense of unity through consistent building scale and massing. Yet, visual interest should be created with the use of a variety of architectural styles and individual building details to avoid monotonous industrial neighborhoods and enliven the public’s experience of the building. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area.

1. Building Articulation and Detailing

- (a) Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding development. Building design shall avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatment.
- (b) All elevations should be architecturally treated, however, facades visible from the freeway and major street corridors should be especially attractive and shall be fully articulated, and incorporate the chosen architectural theme in a consistent manner.
- (c) Articulation should include change of wall plane, door and window treatment, facade details, and other appropriate architectural treatment. A combination of compatible treatments should be used to create interest and variety, with attention given to treating particular architectural features in a balanced, yet uniquely detailed and decorative manner.
- (d) The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Wall planes should not run in one continuous direction for more than 60 feet without an offset.



- (e) Facades having a recognizable “base” and “top” are encouraged. The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.



A “top” and “base” should be established within the top-most and bottom-most one-eighth of a building.

- (f) Buildings should incorporate architectural details and elements, which will reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.



Avoid blank facades and barren exterior treatment.



Use building articulation, change of wall planes, door and window treatments, and other appropriate architectural detailing to create an interesting and individual design and diminish the mass of large industrial structures.

2. Height and Roof Lines

- (a) The roof design should be considered as a component of the overall architectural design theme.
- (b) Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.
- (c) Roof form and height should be varied to complement building mass and articulation. Vertical variations to the roof line should incorporate roof projections to avoid a false front/unfinished appearance.



Varied roof forms that complement the building mass and articulation are encouraged.



- (d) The roof line at the top of the structure should not run in a continuous plane for more than 60 feet without offsetting or jogging the roof plane.

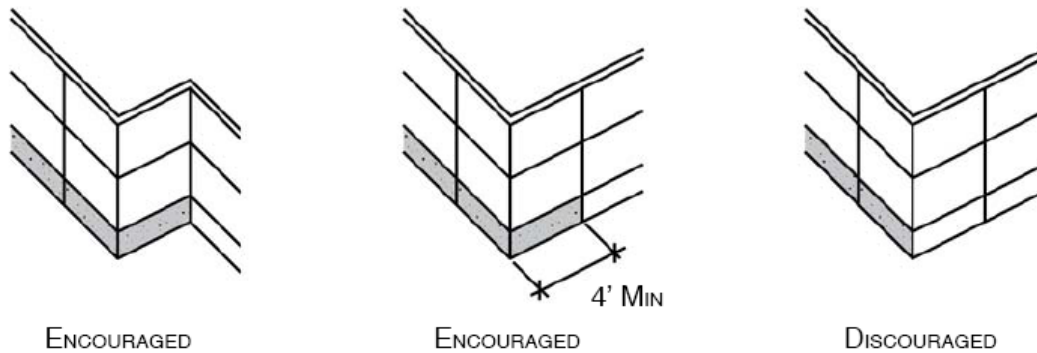
3. Doors and Windows

- (a) Doors and windows 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 and help to provide depth and contrast on elevation planes. Windows and doors should be used to help mitigate building mass, establish scale, give expression to otherwise blank walls, and create a distinctive building design.
- (b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. All doors and window frames should be composed of consistent material. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.
- (c) Window exposure should be maximized along pedestrian walkways. The use of opaque glass adjacent to pedestrian walkways is discouraged.
- (d) Window frames should appear substantial and should not be flush with the exterior finish. Windows should be designed to enhance building interest and articulation. Recessed windows or inset glazing are possible design considerations.
- (e) Windows located on the sides and rear of the project should also be consistent with the look and style on the front of the project.

4. Materials and Finishes

- (a) Materials and finishes should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.
- (b) The building and its elements should be unified by textures, colors and materials. 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.
- (c) Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear "tacked-on" and are strongly discouraged. Material changes should not occur at external corners. Material changes may occur at "reverse" or interior comers or as a "return" at least 4 feet from external corners, with extended returns provided for large buildings.





Treatments for material changes at corners.

- (d) Exterior materials for industrial developments should be of high quality and low maintenance. Recommended materials include masonry, concrete, sandblasted concrete, textured block, brick, granite, marble, glass, painted metal elements and similar materials. Materials and detailing should have a substantial and long-lasting appearance. Metal siding should be avoided as the primary material, but may be used as an accent material if it is high quality and properly applied. Concrete blocks should also be avoided unless mitigated through careful and decorative design, texture and reveals.
- (e) Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam and concrete tile. Corrugated metal (standing rib metal roofs are permitted), highly reflective surfaces, and illuminated roofing and not permitted.
- (f) Materials that will withstand abuse by vandals or accidental damage from machinery are strongly encouraged, while high maintenance materials such as stained wood or shingles are not encouraged.
- (g) Accessory structures should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.
- (h) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long life span, selecting materials that are not energy-intensive to manufacture, using building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible.

5. Color and Texture

- (a) For most architectural styles, the number of colors on the exterior should be limited to a maximum of three, with an additional contrasting color for accent. In general, the lighter colors should be used for the main body, with darker shades for trim and accent. The larger and simpler the building design, the subtler the color should be to reduce the massiveness of large wall planes.



- (b) Off-whites, light grays, and muted earth tones are best suited and are appropriate for industrial developments. The use of strong or bright, unnatural colors, including the bright “white-on-white” color schemes. However, a greater variety of brighter, more intense colors are permitted to highlight architectural features such as awnings, canopies, doorways, window framing and trim, reveals, etc.
- (c) Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Unusual patterns and color schemes should be avoided. Garish, non-harmonious, or out-of-character colors should not be used.
- (d) The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.

6. Freeway Frontage Properties

- (a) Building design in industrial developments should address the freeway and visually enhance the freeway corridor. All facades visible from the freeway shall be articulated.
- (b) Large-scale forms and well-defined architectural elements will be most visible from the freeway and may prove appropriate.

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

Landscaping shall be an integral part of the site design for industrial developments. Landscaping shall be used to enhance the aesthetics of industrial developments, break up the mass of industrial buildings, provide shading and climate control, and contribute to a pedestrian-friendly environment. It shall also be used to provide a buffer between neighboring properties and incompatible land uses, screen service structures and loading areas, define building and parking area entrances, and define the edges of a project. When designed appropriately, landscaping acts as a unifying element within a project to obtain a cohesive appearance, to help achieve compatibility of a new project with its surroundings.

All projects in industrial zones within the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.





Landscaping can help reduce the dominance of building mass on the streetscape.

1. General Landscape Guidelines

- (a) The entire street yard setback of private industrial uses shall be dedicated to landscaping and pedestrian areas for the full width and depth of the building. Decorative paving may be considered part of this landscaping.
- (b) Landscape design and plant material shall not impede pedestrian circulation. Enclosing walls and fences between adjacent industrial properties is discouraged except for legitimate screening purposes.
- (c) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Amenities such as trellises, arbors, benches, tables, chairs, and planters, shall be included where appropriate to the project size and land use.
- (d) Use of vines on walls is appropriate in industrial areas because such walls often tend to be large and blank.



- e) Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
- f) Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

2. Landscape Materials

- (a) Plant species and hardscape materials should be selected based on their ability to complement the scale, mass, and color of the architecture. Create recognizable landscape patterns and themes.
- (b) Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC, with the following exceptions:
 - All required trees in new industrial development shall be a minimum of 15-gallon size.
 - At least 25% of new trees shall be specimen trees sized at a minimum of 24" box.
 - Trees shall be planted in areas of public view adjacent to and along structures at an equivalent of one tree per 50 linear feet of building and parking lot, which has public exposure.
- (c) Locate and choose planting types on their ability to create desired effects as follows:
 - Provide a backdrop and visual setting for the site's architectural elements.
 - Create focal points; highlight important architectural elements.
 - Direct vehicular traffic; make an entry statement.
 - Direct pedestrian traffic; identify and shelter pedestrian walkways.
 - Provide a unified appearance along street frontages; reinforce the street hierarchy.
 - Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views.
- (d) The use of natural materials and natural material veneer such as stone and wood in walls, trellises, storage areas utility boxes and fences is encouraged.
- (e) Use of flowering vines is encouraged along fence lines, perimeter walls, and blank building elevations.
- (f) Both deciduous and evergreen trees should be planted to provide a variety in texture, color and form.
- (g) Electrical, irrigation, and accessory equipment placed in exterior areas with exposure to public view must be screened with planting where possible.



3. Parking Lot Landscaping

- (a) Within parking lots in industrial areas, trees shall be planted at a total of one tree for every eight parking stalls. Trees shall have a broad canopy that will provide shade in the summer months.
- (b) Screen walls required by Chapter 16.20, Article XII (Landscape Regulations) of the HMC shall utilize natural materials or natural material veneer such as stone and wood on street side elevations.
- (c) Landscape berms for screening purposes should be constructed with care to assure proper drainage. Berms should have ample area to drain to prevent problems with storm water runoff.
- (d) Providing landscaped drainage swales for parking lot rainwater runoff is highly encouraged. Allowing runoff to percolate into the soil filters pollutants and allows for needed groundwater recharge as outlined in the Conservation Element of the City's General Plan.
- (e) The use of enhanced paving such as colored and textured concrete in parking lots that compliments the architecture and landscape materials is encouraged. Enhanced paving can be used to signify entries and pedestrian areas, calm traffic and assist in wayfinding, among other applications.
- (f) The use of pervious paving is encouraged where appropriate.
- (g) Trees shall be planted along the required handicap path of travel, sidewalks, and near trash enclosures.

4. Preservation of Existing Trees

- (a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of buildings in an industrial development should take into account all established trees in order to avoid unnecessary removal. The root systems of established trees should be protected when siting a building and during construction.
- (b) The removal of street trees is prohibited.

5. Landscape Lighting

- (a) Landscape illumination shall be aesthetically pleasing and minimal. It should not flood the landscape with excessive light or spill into adjacent properties.
- (b) Fixtures for the illumination of pedestrian circulation and parking areas should be directed downward to prevent light pollution and preserve dark skies.



6. Irrigation and Maintenance for Landscaped Areas

(a) Irrigation systems and required maintenance schedules shall adhere to the requirements outlined in Chapter 16.20, Article XII (Landscape Regulations) of the HMC. Low-flow systems such as drip and bubbler and subterranean lines shall be installed per manufacturer requirements. No spray irrigation shall be located within four feet of a walkway, parking lot, or driveway. Rain sensor equipment is recommended for irrigation systems.

