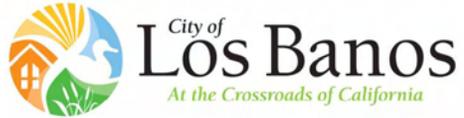


# COMMUNITY DESIGN STANDARDS

ADOPTED NOVEMBER 5, 2008





# COMMUNITY DESIGN STANDARDS

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## Chapter 1.0

# DESIGN FUNDAMENTALS

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## Introduction

To maintain and enhance the small-town qualities that endear residents to the City of Los Banos, the City adopted these Design Standards to promote excellence in the design of buildings, sites, and neighborhoods. The Design Standards are intended to convey to property owners, architects, and prospective builders and developers, the City's vision and goals for the design of new development within the City. The Design Standards are also intended to assist staff and the decision making bodies in judging the suitability of proposed projects in terms of their architecture, site design, landscaping, circulation, and compatibility with existing and planned adjacent development. The Design Standards are authorized through implementing ordinances in the City's zoning code that spell out procedures, and adopt the provisions of the Design Standards by reference.

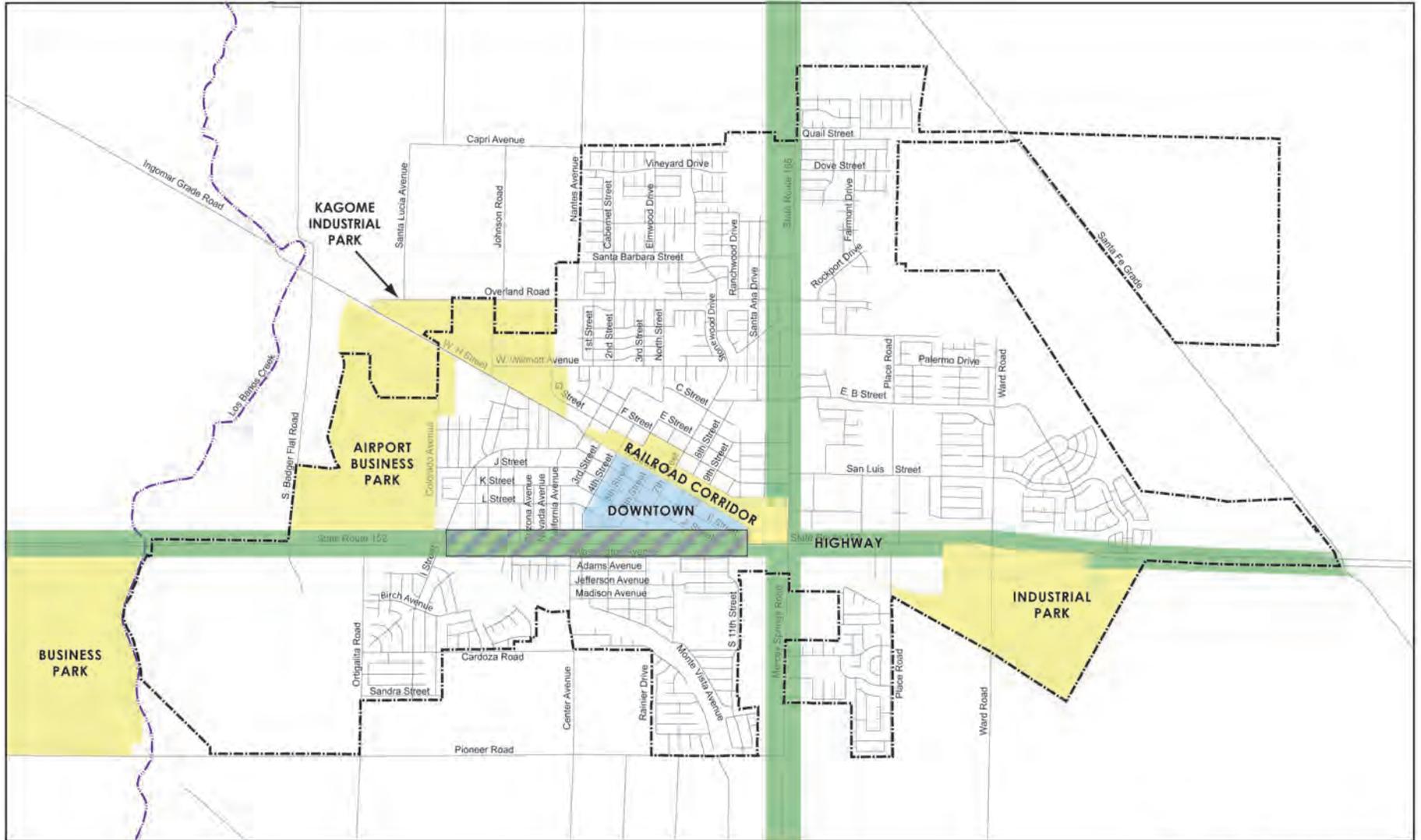
The City has developed several sets of design standards applicable to different parts of the City and different types of land uses. The Downtown Commercial, Highway Commercial, Commercial, and Residential design standards are included within this handbook. Design standards for other specific areas within the City are included within the master plans for

those areas, including the Railroad Corridor, East Los Banos Industrial Park, Airport Business Park, and Business Opportunity Area. The Design Standards Coverage Map illustrates the areas of applicability for the various design standards.

Applicants for development and building projects should use these standards in designing their projects. Project applications should include site plans, elevations, other graphics, and text that demonstrate to Planning Department staff, Planning Commissioners, and City Council members how their project meets these standards.

## Community Objectives

The reasons for creating standards for design quality are many. The Design Standards establish a uniform, written set of criteria that can be consistently applied so that applicants know what requirements to meet in planning and designing their development and building projects. The Design Standards define and establish a high level of excellence against which to measure design quality to improve the aesthetics of development within the



Source: EMC Planning Group Inc. 2008

City of Los Banos Community Design Standards

**LEGEND**

- Highway Commercial
- Downtown Commercial
- Special Design Areas
- Pacheco Core
- The Residential or Commercial Design Standards apply to all other areas.
- Industrial Parks
- Business Parks
- Railroad Corridor

Note: Highway Commercial and Pacheco Core Area extend 300 feet from the right-of-way and encompass the entirety of any parcel within 300 feet.

City. The Design Standards provide direction on the design and arrangement of land uses for the purpose of facilitating community interactions.

The community objectives were established through a series of public workshops in 2001, through the public input process for the City's general plan update in 2007, and in a series of community meetings with the Downtown Planning Advisory Committee. The standards are based in part on the comments received from residents, the business community, developers, City Council and Planning Commission members, and Community Development Department staff. The public input process provided an understanding of what the community perceives to be the most important issues surrounding the existing and future character of their community.

### Key Objective

The key objective identified throughout the Design Standards is maintaining the City's **small town atmosphere**. Small town atmosphere is expressed in pedestrian scale and pedestrian accessibility, neighborhoods that can be clearly identified and distinguished from one another and a downtown with a community focus that occurs when commercial and civic uses are co-mingled, and connections to the past respected. Small town atmosphere is about chance encounters with friends and neighbors, people socializing on the street, and about kids being able to go places such as parks and schools without a car. Los Banos General Plan Guiding Policy LU-G-4 directs the City to promote development that preserves and enhances the City's existing neighborhood character and small town feel. Implementing Actions LU-I-10 and LU-I-11 call on the City to adopt design standards to ensure that development meets this goal.

### Successive Objectives

The most obvious objective of the Design Standards is to **protect the community's visual qualities** by prescribing the characteristics of development that will be seen by residents and visitors from adjacent properties or key community locations. The Design Standards intend to achieve diverse yet harmonious architectural styles and site and landscape designs.

The Design Standards encourage high quality design and development that will **endure and maintain value over time**. Long term value fosters the continued economic vitality within the community and ensures the continued strength of the City's economic base. A mix of appropriate land uses will balance jobs and housing and present more opportunities for living and working in the same community;

The Design Standards promote **environmentally sustainable** development. The design and construction of buildings that minimize future energy consumption will reduce the City's and the nation's demand for potentially expensive and scarce energy resources on into the future. Development of communities that provide a safe and comfortable environment that facilitates walking and bicycling saves energy and encourages lifestyle choices that protect the health and well being of the City's citizens.

Through the development of the community at a person-oriented scale, the Design Standards encourage healthful **social interactions**, by personalizing development and creating spaces within which person to person encounters may flourish. The Design Standards aim to cultivate a visually stimulating urban fabric: well-defined exterior space; diverse streetscape; pedestrian amenities such as benches, shade trees, attractive lighting, and inviting places to eat and drink; and spaces that offer more shared cultural opportunities such as outdoor art and music.



The Design Standards intend to encourage a wide range of housing choices, all well-designed and capable of providing **real community** for their residents. The City’s housing may include detached houses, cluster houses, apartments and condominiums, and residences mixed within commercial areas, all designed to provide a real home and community for each resident. The City also desires to increase the supply of affordable housing, ensure that it is built to high standards of design, and distribute and integrate it with market rate housing neighborhoods and/or commercial districts.

The Design Standards intend to aid in the establishment of the downtown and railroad corridor as the **heart of the community**, with a livable walkthrough design and organization that also connects outward to the other parts of the City.

The Design Standards intend for the provision of contemporary responses to regional and local social, physical, and cultural conditions, while exhibiting a **respect for the history** and established community within Los Banos.

## Design Philosophy

### Community Vision

Communities are established and evolve as people and businesses of both similar and diverse interests and needs join the population. The range of land use intensity from rural to urban supports the range of social values from those who prefer being somewhat alone or need lots of space to earn a living to those who enjoy living or working in close proximity to others for social or economic reasons. The City

of Los Banos wishes to continue its evolution in a way that supports the wide range of values from an agricultural lifestyle outside the city limits to living and/or working downtown. Los Banos residents wish to protect and enhance the existing quality of life as the City grows by encouraging future residents and businesses to understand and work with the existing setting and planned direction of the community that they are joining.

### Public and Private Space

Traditionally, public space and private space have been considered to divide along property line boundaries. From a visual standpoint, however, it is a self-evident fact that private property that can be seen from the public domain affects the enjoyment of public space by the community at large. The Design Standards aim to protect the community’s visual qualities by prescribing the design characteristics of development that will be seen by residents and visitors from adjacent properties or key community locations. They are intended to be more permissive for less visible projects because they will have less impact on the community and for historic restoration of landmark structures because these situations contain their own set of criteria necessary to maintain historical accuracy.

### Design Direction

The specific aim of the Design Standards varies from one part of the City to another. Downtown Los Banos features many fine examples of buildings constructed on closely set lots during the City’s early years, and these buildings provide an architectural face that belongs unmistakably to Downtown. To preserve this existing character,

therefore, a principal focus of the Downtown Commercial design standards is the maintenance and enhancement of the existing traditional architecture and pattern of development. The City adopted the Pacheco Corridor Beautification Plan in 1999 in order to establish a uniform theme to the architecture of new development along the primary artery through the City. The City chose at that time to focus on Spanish / Mission and Agrarian styles within the Pacheco Boulevard corridor. The present version of the Highway Commercial design standards continues that vision, expanding the standards' applicability to commercial development along Mercey Springs Road as well, and adding new standards within the central core of Pacheco Boulevard, to establish a transition to Downtown Los Banos.

The other two design standards included in this handbook cover the remaining commercial development that is not within a master plan special design area, and residential development throughout the City. These design standards do not endorse any particular architectural style, but rather set forth design principals that the City feels are important to good design of buildings, building sites, and neighborhoods, regardless of the architectural style. These design standards emphasize form and proportion, and relationships between buildings, site layout, and neighborhoods. The City intends that these design criteria will foster a neighborly small-town feeling, and physical arrangement of development that will provide for convenient services and easy pedestrian circulation.

## **Context and Individual Expression**

Communities are not places frozen in time, but rather are evolving organisms shaped incrementally over time by their residents. New streets, neighborhoods, and structures must reflect the fact that they are part of the

larger picture while permitted the greatest possible degree of individuality within a harmonious community. They must be good neighbors that contribute, by way of their design, to the communities from which they draw many benefits including services, access to an economic base or labor pool, and desirable location and environment. For example, in established neighborhoods with a consistent architectural style or period, new development should not disturb or conflict with the neighborhood character. Similarly, downtown architecture must fit within certain design parameters.

However, flexibility in the standards is essential to allow sufficient freedom for quality design. This design flexibility makes it possible for designers to creatively meet a landowner's or land user's needs, to adapt to specific contextual constraints, and to allow for personal expression and individual and community investment in shaping the local environment. Even within the Downtown Commercial and Highway Commercial areas, where specific architectural styles are mandated, the City intends that each design should take on individual expression, and not merely repeat the designs of historic examples. The purpose of the standards is to establish a framework and some important ground rules within which the overall community goals can be realized and the creativity of individual builders and designers can be expressed.

Many cherished structures and places in history were innovative or surprising in their own time, but came to be understood, accepted, and loved with the passage of time. These standards have been developed with the express intention of allowing for and encouraging personal, creative, and unique design expression, while setting minimum standards of design quality and harmony with the existing community.



## Design Levels

The Design Standards recognize that community design comes into play at several levels, and the Design Standards are therefore presented at the following three levels: building design; site design; and neighborhood design and streetscape. The line between these is sometimes clear and sometimes blurred and ambiguous. In any case, they are all inter-related and important to the final look and comfort of the place they define. The design guidelines are divided into discussions of each of these three levels of design.

The Design Standards present objectives and standards for each level of design. Objectives express the intent of the regulations while standards state the specific design requirements. Standards vary from broad to precise, but are generally open to some degree of individual expression. The design standards and accompanying photographs are not design solutions to specific projects. The photographs are included to illustrate the design concepts discussed in the standards. Both the objectives and the standards are intended foremost to result in development projects that will meet the overall community objectives.

### **Building Design**

The style, shape and feel of the structure are the most evident expressions of design for most projects. The building design standards obviously focus largely on the architectural aspects of the development. Except in the Downtown and along Pacheco Boulevard and Mercey Springs Road, where specific architectural themes are required, the building design standards intend to affect the quality of architectural design more so than the style.

### **Site Design**

Site design affects not only the aesthetic characteristics of the site and surrounding area but also significantly influences the functionality of the site. The Design Standards focus on site design that establishes a strong street edge and facilitates social encounters and walkability.

### **Neighborhood and Streetscape Design**

The Design Standards recognize the importance of how the building and site design fit within the larger community. The design of the neighborhood itself is important in terms of aesthetics of the streetscape, social context, and connectedness of adjacent areas. Good neighborhood design provides a pleasant environment for homes, convenient access to goods, services, and recreation, and a strong community feel.

## Basic Elements of Design

### **Scale**

This is the relation of the design elements to the user and the setting. The scale of buildings should relate to the inhabitants and to the street width and separation of the building from the street or parking lot.

### **Proportion**

The relationship of the size of various elements to one another; for example, height to width, or the size of a doorway or roof dormer compared to the mass of the building. Elements that are out of proportion will appear awkward. In classical and traditional architecture,

the golden section rectangle yields proportions of approximately 3 to 5 or 5 to 8. A vertical orientation relates to the human form and is generally preferred.

### **Balance (symmetry)**

In a symmetrical arrangement, balance is simply a mirror image on each half. In an asymmetrical arrangement, balance is achieved by situating differing design elements in a manner that achieves a perception of equal visual value on each half. Symmetrical designs are often calm and stately or while asymmetrical designs are typically dynamic and may be more interesting to look at. Major entryways, rooflines, windows, and other features that break up walls should achieve balance.

### **Rhythm (pattern and movement)**

In buildings this is often expressed in the repetition of elements such as windows or columns. In a landscape design, this could express itself through the placement of certain key plantings. A successful design is usually dynamic and the eye will be led through the composition, often in a repetitive manner.

### **Focal point (emphasis) and framing**

These factors play together to influence the viewer's impression. The focal point should be the end point of the visual movement and ideally be the most important feature, such as the main living area or the main entry. In a site design, the focal point might be a courtyard or fountain at the end of the main driveway. In some designs there will be secondary focal points to draw your eye back away from the main focal point to maintain visual movement. Framing establishes the setting for a view; for example, a pair of pillars or landmark trees might frame a view into a park or community center, and help focus the eye on the focal point.

## **Continuity and unity - variety and contrast**

Although these may seem like contradictory qualities, a successful design will typically establish a unifying theme while maintaining interest through the use of contrasts and variation in elements. The unifying theme on a block of houses may be the style of architecture, while variations in trim detail or color are used to provide variety, or, the unifying theme may be the shape of an element, while variations in color or texture are used to provide variety. Continuity should dominate over contrast. Comm 0568

## **Suggested Design and Review Approach**

### **Project Design**

Following are suggested steps to undertake in designing a project. The design review sheets provided in Appendix E can be used to assist in evaluating the success of design in meeting the intent of the Design Standards.

- Consider which level(s) of design are applicable to the project.
- Understand the basic community objectives and elements of design.
- Determine which specific objectives and standards potentially apply to the project. Also consider the general plan and zoning requirements that are applicable to the project.
- Understand the project and site context including surrounding development and circulation patterns. Sensitivity to the design context and neighborhood character is crucial to the success of any project.
- Meet with City planning professionals to review the design process, site constraints and opportunities, and desired results.
- For larger projects or projects in particularly sensitive settings, consider meeting with neighbors or community groups.



- Identify opportunities for connections and affinity with existing or planned adjacent features.
- Identify design constraints imposed by adjacent uses or conditions.
- Design to meet the objectives, standards, and elements of design, and to take advantage of the opportunities and respond to the constraints. Careful attention to the details of the project will help achieve a successful design.
- Review the design against the applicable design objectives and standards and adjust the design as necessary to best meet their intent.

### **Using the Design Standards**

The design standards are divided into four sections to cover downtown, highway commercial, commercial, and residential. Refer to the Design Standards Coverage Map presented on Page 1-2. Within each of these areas, the standards are divided into three broad categories: those applying to buildings, those applying to sites, and those applying to neighborhoods and streetscapes. Objectives are assigned letters and numbers to indicate applicability. The first letter indicates the type or area of development: D for downtown; H for highway commercial; C for commercial; and R for residential. The second letter indicates to which part of the project a standard applies: B for building; S for site; and N for neighborhood and streetscape. Photographs are included to augment some of the standards and provide examples. Standards with associated photographs are marked with a camera icon (📷).

### **Project Review**

The staff, Planning Commission, City Council, and other City review boards will incorporate their understanding of the City’s needs and the site’s characteristics with the guidance of the Design Standards in evaluating the suitability of a project for approval. The design review sheets provided in Appendix E can be used to assist in the review of projects. Following are suggested steps to undertake in reviewing a project.

- Consider which level(s) of design are applicable to the project.
- Understand how the project proposes to meet the basic community objectives and elements of design, the specific objectives and standards that apply to the project, as well as the general plan and zoning requirements, and consider how well this is achieved.
- Understand the project and site context including surrounding development and circulation patterns, and consider how the project is sensitive to the design context and neighborhood character, including connections and affinity with existing or planned adjacent features.
- Consider the level of attention to the detail in the project design and the appropriateness of the design detail to the site and surroundings.
- Review the design against the applicable design objectives and standards and recommend modifications to the design as necessary to best meet the intent of the Design Standards.



*Scale.* Larger scale houses are typical in new neighborhoods; smaller scale houses are typical in older neighborhoods.



*Rhythm.* Horizontal variation of the arches, roofs, and parapet create rhythm in this building.



*Unity and Variety.* This building is unified through consistent color, materials, and pattern to the upper windows, while the variation in trellis treatments creates variation and interest.



**Focal Point.** The steeply pitched roof and arches create a focal point at the living room and front door.



**Balance.** The two smaller gables on the left visually balance the larger gable on the right.



**Framing and Focal Point.** The arched sign frames views while the colorful walls and awning create a focal point.



**Proportion.** The windows, entry arch, and other elements are well-proportioned.

## Chapter 2.0

# DOWNTOWN DESIGN STANDARDS

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### Focus and Intent

Downtown is the commercial center and cultural heart of the City of Los Banos. The General Plan envisions Downtown Los Banos as a thriving retail, cultural, recreational, and entertainment center for the City. The Downtown Commercial Design Standards are intended to maintain, enhance, and expand the traditional architectural character that denotes this area as the historic commercial center of the City. The Standards also aim to enhance the pedestrian environment that is unique to older downtown areas by maintaining the traditional grid circulation and street-front building orientation, and providing new pedestrian amenities such as courtyards and seating. The Downtown Commercial Design Standards are intended to support a mix of uses that includes boutique businesses, residences, and public spaces. Several long-established residential areas with quiet tree-lined streets surround the commercial core of Downtown Los Banos, and make Downtown Los Banos a true mixed use community in the traditional sense.

### General Objectives of Downtown Design

- Maintain and enhance the best of the existing architectural character of Downtown Los Banos.
- Maintain a traditional street grid and alley circulation system with most buildings constructed to the front and side property lines.
- Improve the pedestrian environment by enhancing sidewalks and crosswalks, adding benches and courtyards, and providing opportunities for increased street life.
- Transition from the dense urban core along Main Street to lower density development at the east and west ends of downtown.
- Observe the basic elements of design for commercial buildings, site plans, and neighborhoods.
- Integrate with and complement the railroad corridor area.



## Building Design

### Objectives

- Commercial architecture shall provide a strong visual identity for Downtown Los Banos.
- Downtown commercial architecture shall draw from or complement the best examples of Los Banos' existing traditional downtown buildings, and relate to existing adjacent buildings.
- Commercial buildings shall define a pedestrian-oriented urban street edge within the downtown commercial district.
- Maintain the character of existing residential areas within Downtown Los Banos.

### Standards

#### Size, Mass, Scale, and Compatibility

**DB-1 Compatibility with Existing.** Design new development to be compatible with the existing character of the adjacent environment. Make gradual transitions to existing buildings in terms of height, mass, scale, materials, and representative architectural characteristics. Keep the relationship between the width and height of a building's façade in proportion to those of the building's neighbors.

**DB-2 Comparable Building Mass.** New buildings shall not appear substantially more massive than existing buildings in Downtown Los Banos, and shall be similar in size, scale, and mass to existing structures within adjacent areas that are consistent with the desired character or image of Downtown Los Banos.

**DB-3. Parameters for Larger Buildings.**  Design new structures and buildings that are substantially larger in scale than surrounding existing buildings with well-articulated architectural elements, including changes in height, wall plane, shadow relief, color, materials, and style. Keep articulated architectural elements consistent with the character and image of surrounding buildings and Downtown Los Banos. Buildings that are substantially larger in scale should exhibit exceptional design quality and detailing.

**DB-4. Streetscape Domination.** New buildings shall not visually dominate the streetscape.

**DB-5. Traditional Building Form.**  Design each building with a defined base, body, and cap segment.

**DB-6. Break up Massing.**  Vary the height of a building (or set of buildings along a block) to the extent that the building appears to be divided into distinct massing elements. These divisions should act as a principal organizing element in the building's design/massing. Individualize large, bulky or sprawling buildings, making them clearly identifiable and integrated with adjacent landscaping or streetscaping improvements (where applicable).

**DB-7. Corner Buildings.**  Corner buildings may be more massive in scale than adjacent buildings to better define the street intersection. Incorporate a unique architectural element or detail at the corner, such as a tower or primary building entrance to establish a strong relationship to the corner of the intersection. Design corner buildings present equally important facades of similar appearance on both streets.

**DB-8. Commercial Re-use of Residential Buildings.** When a building originally designed and occupied as a single-family residence is converted for commercial use, respect the scale, character, and established use of nearby buildings in designing re-construction, remodeling, or additions to the building.

**DB-9. Compatibility with Residences.** 📷 On blocks that are predominantly residential, and on parcels adjacent to or across the street from an existing single-family residence, design commercial development that respects the scale and character of the residences.

## Façades and Walls

**DB-10. 360-degree Design.** Provide consistent architectural design and detailing at all sides/elevations of a building.

**DB-11. Vertical Divisions.** 📷 Building facades should have clearly defined vertical divisions at intervals of fifteen (15) to thirty (30) feet.

**DB-12. Façade Articulation.** Include some form of articulation if wall surfaces exceed 250 square feet. Acceptable forms of articulation include use of windows; varied reveal patterns (control joints); changes in material, texture, color, or detail; and a change in wall plane location or direction. Use undulating facades and varying heights on commercial buildings to provide visual interest and human scale niche areas for Downtown Los Banos. Blank walls on the ground floor walls adjacent to public sidewalks, alleys, and other public spaces are prohibited.

**DB-13. Openings.** 📷 Design building façades with a balance of solid materials and transparent glass appropriate to the character of Downtown Los Banos.

Ground floor door and window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. Windows at the second story and above should not exceed fifty (50) percent of the total exterior wall surface.

**DB-14. Opening Depth.** 📷 Recess storefronts, windows, and doors into the wall plane to add articulation to the building, to generate various shadow patterns, and to create visual interest.

**DB-15. Accentuation of Openings.** Accentuate openings with paint, tile, shutters, awnings, plant shelves/planters, or other appropriate architectural features. These features and the various shadow patterns created throughout the façade add a rich visual texture to the building.

**DB-16. Ornamentation.** 📷 Include awnings, canopies, trellises, arcades, roof overhangs, projected balconies, and/or other architectural elements on exterior walls to provide visual diversity and aid in climate control. Such features shall be compatible with the style and character of the structure and Downtown Los Banos.

**DB-17. Ground/Wall Transitions.** Integrate articulation/detailing of exterior walls at ground level with landscape features (trees, plants, walls, and trellises) to ensure appropriate transition from ground to wall plane.

**DB-18. Alley Corners.** 📷 Wrap the front façade design of a building around the corner into an adjacent alley.

**DB-19. Adjacent Facades.** Take into account the facades of adjacent structures in the design of new buildings so that contemporary interpretations of the existing building's major patterns can be reflected in the new structures. For example, if nearby buildings have articulated bases



or cornices at specific heights, a variation of them should be carried through in the articulation of the new construction at related heights.

### Architectural Features and Details

**DB-20. Visual Diversity.** Buildings should incorporate varied materials, colors, and details to enhance building character, provide visual diversity, and enhance the pedestrian experience.

**DB-21. Design Elements.** 📷 Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof.

**DB-22. Integrated Design.** Fully integrate architectural features and details into the design of buildings to avoid the appearance of being an afterthought or being “tacked on.”

**DB-23. Private/Public Transitions.** Architectural features that create semi-private transitional spaces between a building and the street, such as porches, balconies, staircases, and courtyards are highly encouraged.

**DB-24. Canopies and Awnings.** 📷 Use canopies and awnings that are compatible with the style and character of the structure on which they are located. Awnings and canopies shall not block views from the street into storefront windows, nor interfere with pedestrian movement. Place the highest point of an awning or canopy or its

support structure no higher than the mid-point of the space between the second story window sills and the top of the first floor storefront window, awning, canopy or transom. Awnings, trellises, and canopy structures that do not restrict pedestrian or vehicular movement may project into the front public right-of-way. Canvas or metal awnings are encouraged on storefronts and windows. Awning shapes and colors must complement the overall building.

**DB-25. Stairs.** Construct or cover stair steps with non-slip materials that complement the character and design of the building. Prefabricated metal stairs are prohibited except at back entries.

### Building Entryways

**DB-26. Entry Identity.** Entries to buildings shall be individualized, clearly identifiable, and integrated with adjacent landscaping or streetscaping to the extent feasible and practicable.

**DB-27. Accentuate Doorways.** Design door and door surrounds/features, to add interest to the entry of a building or space.

**DB-28. Corner Entries.** 📷 To the extent feasible, locate a primary entrance to a corner building at the corner of the building or at least face one primary entrance toward each street adjacent to the building. Establish a strong relationship between corner entrances and the street corner and the street intersection.



**DB-3. Parameters for Larger Buildings.** Horizontal and vertical divisions and recessed windows add interest and reduce the apparent mass of this building.



**DB-5. Traditional Building Form.** Relief and a change in texture distinguish the base from the midsection; a horizontal band and eaves define the cap.



**DB-6. Break up Massing.** The mass of buildings along the block is broken by the variation in rooflines.



**DB-6. Break up Massing.** Change in roof height breaks this building into three distinct masses.



**DB-7. Corner Buildings.** *The large formal building anchors the street corner.*



**DB-9. Compatibility with Residences.** *The commercial building in the foreground matches the scale of residences across the street.*



**DB-7. Corner Buildings.** *The angled door and projection accentuate the building's corner position.*



**DB-11. Vertical Divisions.** The column design and windows provide vertical divisions.



**DB-13. Openings.** This building shows large windows at the ground level and smaller windows at the upper floors.



**DB-14. Opening Depth.** Recessed doorways and windows create shadow patterns and add depth to the façade.



**DB-16. Ornamentation.** The awnings match the arched pattern on the façade above.



**DB-18. Alley Corners.** *The complementary wall treatment and window extend this building's façade into the adjacent alley.*



**DB-21. Design Elements.** *A decorated eave adds interest to the top of the building.*



**DB-24. Canopies and Awnings.** *The dark green awnings on this building complement the stately style.*



**DB-28. Corner Entries.** *The entrance faces a busy street corner.*

**DB-29. Multiple Entries.** 📷 On multi-level and multi-use buildings provide at least one primary entrance for each first story use and shared secondary entrances for upper story uses. Locate public entrances for first and upper story uses on the front façade of the building facing the street.

**DB-30. Second Story Entries.** Make entrances to upper story uses less prominent than the primary entrances to first story uses, unless a primary commercial use is located on an upper story.

**DB-31. Back Entries.** Where off-street parking (private or public) or alleys are provided behind a building, provide secondary entrances (public or private) to first story and upper story uses at the rear of the building adjacent to the parking lot and/or alley, if feasible in terms of the building's floor plan. For added security in alleys, whenever rear walls are affected by remodeling, every effort should be made to preserve or add doors or windows that provide opportunities for surveillance.

## Window Design

**DB-32. Vertical Window Orientation.** Design all windows as square or vertically oriented. On the ground floor, windows may be grouped to create a horizontal band of windows if they are broken up into clearly defined vertical sections using mullions.

**DB-33. Consistent Window Style.** To ensure a consistent character and rhythm across the building elevation, maintain a consistent window style, size and placement, window trim or accent, and awning design.

**DB-34. Specialty Windows.** Small circular and arched windows are permitted if they appropriately relate to the building's design and character, and if they are appropriately used in relation to other window and door openings in the façade.

**DB-34. Window Glazing.** Utilize clear and transparent window glazing for all ground floor commercial and retail window applications. Highly reflective or colored window glazing may only be used if warranted by the design and character of the building. Specialty glass may be used for accents, but may not obscure views into and out of storefront windows.

## Building Materials

**DB-35. Materials Traditional to Downtown.** 📷 Design and build new structures primarily with materials that are consistent with the character of the existing structures in Downtown Los Banos. These materials include:

- Brick masonry and brick veneer.
- Cast in place or precast concrete with a texture, finish, and color that is appropriate to the design of the building.
- Split-faced concrete block.
- Cement or plaster stucco.
- Natural or simulated stone and granite used at building bases and on columns.
- “Used” brick masonry.
- Ceramic tile, terrazzo and architectural terra cotta used at building bases and as accents.
- Heavy timber construction used in trellises, overhangs, balconies, and other appropriate architectural elements.
- Properly detailed and finished (stained or painted) vertical and horizontal wood siding.



**DB-36. Permanence and Quality.** Use finish materials that give a feeling of permanence and quality and that have relatively low maintenance cost at ground floor levels to the greatest extent feasible and practicable. These materials include brick, stone, concrete, concrete block, stucco, and finished wood siding.

**DB-37. Accent Materials.**  Accent or secondary building materials may include brick masonry or stone, glazed ceramic or clay tile, glazed terra cotta, glass block, and canvas or metal awnings or canopies.

**DB-38. Window and Door Frames.** Window and door frames may consist of anodized or factory painted aluminum/steel, or wood that has been painted, stained, or covered with integrally colored vinyl. Trim appropriate to the architecture of the building should be used to provide style to ordinary window and door frames.

**DB-39. Non-Traditional Materials.** Wall and façade materials that are inconsistent with the traditional architecture of Downtown Los Banos, and therefore prohibited include:

- Extensively reflective or brightly colored materials, except as minor accents.
- Smooth concrete block.
- Shingles or shakes.
- Corrugated fiberglass or main panels.
- Vinyl.
- Sheet metal/tin.
- Plywood, hardboard or dimensional lumber.

## Building Colors

**DB-40. Preferred Colors.** Utilize multiple color applications to add visual interest and enhance visual variety. Subdued medium to light colors, earth tone colors, and natural color palettes should be used as primary color applications. Darker, richer, and brighter colors should only be used as accents or for special and unique architectural features. Saturated colors may be appropriate if consistent with the architectural character of the building and not visually distracting from nearby historic structures or other properties.

**DB-41. Accent Colors.**  Architectural details, including window and door trim, columns, awnings, wall trim, rooflines, and other articulations within the façade shall feature accent colors that complement the main color(s) of the structure.

**DB-42. Excessive Color.** Extensive or excessively bright and/or highly reflective building colors are prohibited.

## Roofs

**DB-43. Roof Design and Style.**  Design roof forms, lines, masses, and materials continuous and consistent with the overall style, character, scale, and balance of the building. Flat roofs with articulated parapets are encouraged. Gabled, hipped and shed roofs are acceptable when appropriate to the overall architectural character of the building. Mansard and gambrel roofs are prohibited. The design and materials used for roofing and roof parapets shall convey permanence and shall not appear to be “tacked on” to the building.

**DB-44. Overhangs and Supports.** Design roof overhangs and exposed structural elements to be consistent with the overall style and



*DB-29. Multiple Entries. A distinct awning sets the second story entrance apart from the street level storefronts, without drawing undue attention.*



*DB-35. Materials Traditional to Downtown. Used bricks on a downtown building.*



*DB-35. Materials Traditional to Downtown. Wall constructed of stone.*



*DB-35. Materials Traditional to Downtown. Split face concrete block wall construction.*



*DB-35. Materials Traditional to Downtown. Plaster wall finish.*



*DB-35. Materials Traditional to Downtown. Stone detailing on a downtown building.*



*DB-35. Materials Traditional to Downtown. Decorative tile on a downtown storefront.*



*DB-37. Accent Materials. Brick and glass block accent a building entry.*

character of the building. Exposed structural elements (beams, trusses, frames, rafter tails, etc.) are acceptable when appropriately designed to coordinate with the building's overall theme.

**DB-45. Roof Materials.** Roofing used on flat roofs shall not be visible from upper level spaces within the same building. Lightly colored roof materials that reflect heat away from the building are preferred to conserve electricity.

**DB-46. Roof-mounted Equipment.** Roof mounted HVAC equipment, ducts, vents, communications equipment, skylights, and solar collectors shall be screened or oriented away from public view. Keep visible portions of roofs uncluttered.

### Building Utilities, and Services

**DB-47. HVAC.** ☒ Wall or window mounted individual room HVAC units are not permitted unless integrated with the building architecture, and should be used only when individual units are essential to the function of the building.

**DB-48. Utility Screens.** Structures that screen utility and service equipment shall be compatible with the overall design of the building using similar materials, textures, colors and forms. Wooden and chain link fence screens are not permitted. To the extent feasible and practicable, place all site utilities underground.

**DB-49. Building-mounted Utilities.** Install grilles, covers, vents, and other mechanical and electrical items in areas that are not visible from the street and sidewalk to the greatest extent feasible and practicable. When items must be installed in visible areas, the necessary items shall be painted

or otherwise made as unobtrusive as possible, and shall not detract from the overall building character and appearance.

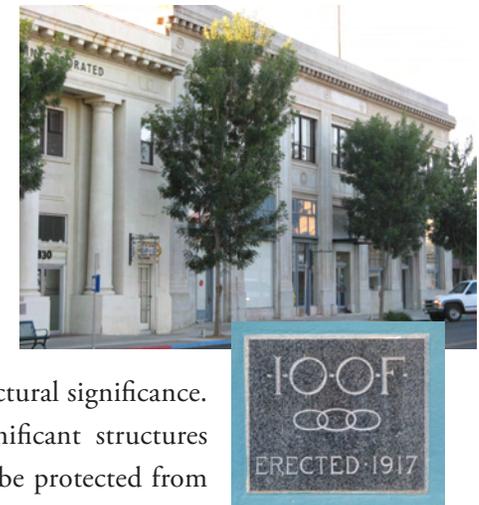
**DB-50. Energy Efficiency.** Design new projects for maximum feasible energy efficiency and conservation. Where possible, design buildings to have sufficient day lighting and use vestibules at entrances to retain heating or air conditioning.

### Historic Structures

#### General Conditions

**DB-51. Historic Determination.** Prior to demolition of a building or alteration to a building's façade, the building owner shall have a State Historic Resources Evaluation (Department of Parks and Recreation form 523) prepared to determine if the structure has historic or architectural significance.

Historic or architecturally significant structures in Downtown Los Banos shall be protected from demolition and/or modifications that alter the historic or architectural significance of the structure. When determined by a licensed structural engineer that a structure has deteriorated or been damaged beyond reasonable repair, the property owner shall submit supporting documentation from the structural engineer that the structure is damaged beyond rehabilitation and request that the building be allowed to be demolished.





**DB-52. Historic Authenticity.** When restoring a building, a false sense of history shall not be created. The authenticity of a property's historic identity shall be maintained as evidenced by the survival of physical characteristics that existed during the property's historic period. The addition of conjectural features, features from differing architectural styles, or the combining of features that never existed together historically shall not be allowed.

**DB-53. Historic Re-use.** A building or property shall be reused as it was historically or be given a compatible new use that requires minimal change to its distinctive exterior material and overall design.

**DB-54. Distinctive Features.** Preserve distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a historic property shall not be permitted.

**DB-55. Visual Domination.** New development shall not visually dominate adjacent historic buildings in terms of color, scale, setbacks, bulk, or enormous disparity in height.

### **Rehabilitation**

**DB-56. Deteriorated Elements.** Repair or replace damaged structural and decorative elements of building fronts, sides, and rears abutting and/or prominently visible from streets or public areas to match as closely as feasible the original materials and construction of that building. Repair rather than replace deteriorated historic features to the greatest extent feasible. Where the severity of the deterioration requires replacement of a distinctive feature, match the old design, color, texture, and material to the greatest extent feasible, with greatest

importance given to a historically honest visual match. Reasonable effort should be made to utilize similar authentic pieces from salvage dealers. The replacement of intact or repairable historic materials or alteration of features, and spatial relationships that characterize a building or property shall not be permitted. Interior changes that do not affect the exterior appearance are acceptable.

**DB-57. Damaged Wall Surfaces.** Repair or improve damaged exterior front, side, or rear walls that have been wholly or partially resurfaced or built over to match as closely as feasible the original materials and construction of that building. If repair is not feasible or warranted, paint masonry walls where necessary to conceal unfinished materials or patched wall coverings.

**DB-58. Attachments.**  Repair or replace sheet metal gutters, downspouts and coverings as necessary and neatly locate and securely install these to the building. Paint gutters and downspouts to match or complement the overall colors of the building. Remove existing miscellaneous elements on building fronts, such as empty electrical conduits, unused sign brackets, unused gutters, window air conditioning units, etc, and repair or rebuild the building surface to match adjacent surfaces. Consolidate utility conduits and utility services whenever possible.

**DB-59. Replacement Windows.** Replace broken or missing windows with new glass that is consistent with the style or character of the building, or with an alternate glazing material that is approved by the City.

**DB-60. Restoration Method.** Chemical and/or physical treatments, if appropriate, may be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

**DB-61. Accessory Structures.** Accessory structures, attached or unattached to the principal structure, which are structurally deficient or visually obtrusive, may be properly repaired, replaced, or demolished.

### Additions

**DB-62. Maintain Historic Value.** New additions, exterior alterations, or related new construction shall not destroy the historic materials, features, and spatial relationships that characterize a building or property. The new construction may be differentiated from the old. Additions to existing structures and buildings shall be compatible with the historic features, size, scale, proportion, and massing to protect the integrity of the building and/or property and its environs.

**DB-63. Harmonious Design.** The placement of the addition shall be sited or attached to be harmonious with the façade lines, symmetry, scale, materials, and color of the original building.

### Reconstruction

**DB-64. Vanished Elements.** Use reconstruction to depict vanished or non-surviving portions of building or property when documentary and physical evidence is available to allow accurate reconstruction with minimal conjectures.

**DB-65. Historic Review.** Precede reconstruction of a landscape, building, structure or object in its historic location by a historical review to identify and evaluate those features and artifacts that are essential to its accurate reconstruction.

**DB-66. Preservation Plan.** Include measures to preserve any remaining historic materials, features, and spatial relationships when reconstructing a building.

**DB-67. Historic Accuracy.** Base reconstruction on accurate duplication.

## Site Design

### Objectives

- Maintain a pedestrian-oriented urban street edge within Downtown Los Banos.
- Present a clean and attractive face to the downtown.
- Promote an active street life by encouraging outdoor seating areas at cafes and similar businesses.
- Respect and maintain the traditional street, alley and lot layout of Downtown Los Banos.
- Parking should safely accommodate residents, customers, visitors, business owners and employees, without sacrificing the pedestrian orientation and urban streetscape of Downtown Los Banos.
- Lighting should emphasize safety while being sensitive to the character of the area. Lighting should be designed for optimum functionality without causing a nuisance.
- Signs shall be in keeping with the traditional character of Downtown Los Banos.

### Standards

#### Land Use

**DS-1. Mixed Uses.** When mixed uses are proposed, the ground floor of a building may be used for commercial uses and upper floors may be used for commercial, office and/or residential uses.



**DS-2. Commercial Re-use of Residential Buildings.** When a building originally designed and occupied as a single-family residence is converted for commercial use, respect the established uses in nearby buildings in the designing site improvements such as parking and service areas.

### Setbacks

**DS-3. Privacy.** Design multi-story commercial buildings that overlook private or common area open space of adjacent residences to protect the privacy of the residences.

**DS-4. Zero Setback Street Edge.**  Build the first two floors of the principal building of the lot along the street frontage property line with a zero (0) foot setback, and should be parallel to the street and sidewalk.

**DS-5. Street Setback Exceptions.**  Under certain conditions, a first and/or upper story façade may be recessed or set back from the property line to create a hardscaped semipublic plaza, patio, courtyard, or seating area. Such spaces shall have a strong relationship to the proposed interior use of the building, such as outdoor seating for a restaurant or café. Planters and other landscape treatments, changes in pavement material, bollards, or low walls may be used to define the edge between the semipublic plaza, patio, courtyard, or seating area and the public sidewalk. Building entrances may be recessed or set back from the primary facade to provide a transitional space between the sidewalk and the interior of the building. Buildings may deviate from the zero-foot setback at street corners to be angled or rounded to eliminate a sharp right angle at the corner or to orient a building entry toward the corner. Buildings may similarly deviate from the zero-foot setback at alley corners to provide increased visibility at the alley.

**DS-6. Side Yards.** Commercial buildings without side yard setbacks are encouraged except where landscaped corridors are needed to allow pedestrian access to the rear of buildings.

### Alleys, Lanes, and Driveways

**DS-7. Alley Access.** Provide direct vehicle access to parking areas and/or loading areas and limit conflicts with general pedestrian movement and circulation. Prioritize alley access and maintain access to existing alleys. New alleys and lanes are encouraged where feasible. Provide vehicle access to off-street parking and/or loading areas from alleys to the extent feasible and practicable to reduce the number of curb cuts in the sidewalk.

**DS-8. Driveway Access.** When access to off-street parking cannot be provided from alleys, the driveway shall be the minimum width allowed. To the extent feasible and practicable, use shared or grouped access driveways to off-street parking and/or loading areas to minimize traffic congestion and curb cuts in the sidewalks. Driveways should be placed to minimize curb cuts and preserve on-street parking capacity.

**DS-9. Driveway Separation.** Driveways may not be provided less than fifty (50) feet from an intersection as measured from the street or alley curb return to the nearest edge of the driveway.

**DS-10. Alley Improvements.** In the case of new development or an intensification of use which would utilize access from an alley or lane, improvement and/or re-building of the alley with paving, drainage, and lighting is required. Such improvements shall extend along the full alley frontage of the property and to the nearest public street, encompassing the full existing and dedicated alley width.



*DB-41. Accent Colors. Bright color accents a downtown building.*



*DB-43. Roof Design and Style. Typical wall parapet in front of a flat roof.*



*DB-47. HVAC. An individual air conditioning unit is integrated into the architecture.*



*DB-58. Attachments. Exterior pipes and vents on the side of a building.*



*DS-4. Zero Setback Street Edge. Downtown buildings built to the sidewalk.*



*DS-5. Street Setback Exceptions. An angled entry area is common in downtown Los Banos.*

**DS-11. Pedestrian Use.**  Improvements that encourage pedestrian use of alleys, such as courtyards or landscaping, are encouraged.

**DS-12. Drive-thru Lanes.**  Drive-thru lanes for restaurants, banks, pharmacies, coffee shops, and other uses shall be allowed in Downtown Los Banos only when feasible within existing parking and circulation patterns, and shall not be detrimental to the pedestrian orientation of the downtown, nor interfere with street or parking lot vehicular circulation.

### Off-Street Parking

**DS-13. Location of Off-Street Parking.** Off-street surface parking shall not be permitted in the front of buildings. Locate off-street surface parking behind buildings and accessible by alleys. If off-street surface parking cannot be located behind buildings, it may be located between buildings and adjacent to the sidewalks. Such parking lots shall be designed as an integral element of the site and streetscape with careful regard to orderly arrangement, landscape, and ease of access. This parking arrangement is most appropriate outside of the immediate downtown area. Parking lots shall not be located at the corner of the block. Parking lots shall not connect to, nor front on, adjacent residential streets.

**DS-14. Side Parking.** When off-street parking lots adjacent to sidewalks and between buildings are developed, they shall be screened with a low wall (three feet high maximum) and/or landscaping and dimensioned to replicate the rhythm of the buildings on the block and maintain streetscape and pedestrian continuity.

**DS-15. Increased Parking Demand.** When a structure is enlarged or rebuilt in excess of the existing or prior floor area, or when a change in the use creates an increase in the required amount of parking compared to the existing or prior use, the additional parking spaces that are necessary shall be provided or in-lieu fees paid. Regardless of the actual existing parking

provided by the current use, credit for meeting the parking requirements of the current use will be given in calculating the additional need; i. e., existing deficits will not need to be made up.

**DS-16. Parking Garages.**  Design parking garages as mixed-use facilities. Include retail uses along the ground floor of the perimeter of the structure to maintain positive pedestrian activity along the street. Locate stairs and elevators from the parking garage to the sidewalk in areas of high activity and where visually exposed to the street through windows or openings in the stairwell or elevator shaft. Design parking structures to match downtown architecture.

**DS-17. Tandem Parking.** Parking resulting from a “tandem” arrangement (commonly known as double parking) shall not be counted for non-residential uses.

**DS-18. ADA Parking.** Provide handicap parking in accordance with ADA (Americans with Disabilities Act) requirements.

**DS-19. Pavement.**  Pave parking lots with permeable pavements to the extent practicable and feasible. At a minimum, parking spaces shall have a strip of permeable surface, turf, and/or landscaping between the location of the wheel stop and the front edge of the parking stall. Acceptable permeable pavement surfaces include:

- Pervious concrete
- Porous asphalt
- Turf Block
- Brick (set in a permeable base)
- Natural Stone (set in a permeable base)



- Concrete Unit Pavers (set in a permeable base)
- Cobbles (set in a permeable base)

**DS-20. Maneuvering.** Design off-street parking areas so that a vehicle within the parking area will not have to enter a street to move from one location to another within the parking lot. Design parking and maneuvering areas so that any vehicle is able to leave the parking area and enter an adjoining street in a forward direction. When access to parking areas is limited to an alley, vehicles may be allowed to back into the alley.

**DS-21. Bicycle and Motorcycle Parking.**  Bicycle and motorcycle parking areas shall have permanently secured anchorage for locking each vehicle in place. Locate bicycle parking such that it does not interfere with pedestrian or vehicular circulation and is close to building entrances. Locate parking in places where pedestrian traffic or views from windows will provide security.

### **Loading Docks, Storage, and Service Facilities**

**DS-22. Location.** Locate loading docks, storage areas, and service facilities adjacent to alleys and integrated into the building's design to the greatest extent feasible and practicable.

**DS-23. Screening.** Visually screen loading docks, storage areas, and service facilities from public views from the street and sidewalk with walls, fencing, landscaping, and/or other appropriate screening techniques to the greatest extent feasible and practicable.

**DS-24. Trash Containers.** Trash and recycling containers and dumpsters for private businesses shall meet City standards. Locate trash

and recycling areas adjacent to alleys in rear or interior side yards and/or parking lots. These facilities may be shared by individual businesses. Grouped refuse containers and dumpsters in one location are encouraged.

### **Open Space and Landscaping**

**DS-25. Open Space and Sidewalks.**  Provide appropriate open space in combination with the proper positioning of buildings. Pedestrian streetscapes, walkways and open space including decorative paving, sidewalks, ornamental lighting, public art, street furnishings, and signage shall be designed as an integral part of the overall image and urban design of Downtown Los Banos, and properly relate to adjacent existing and proposed buildings.

**DS-26. Landscaping.** Provide a coordinated landscape program for the entire proposed site. This landscaping program shall include existing and proposed landscaping in the public right of way and the development area. The landscaping program shall also identify existing and proposed trees, shrubs, hedge plant material, buffer plant material, and other planting in combination with related decorative paving, surface treatments and lighting. Vines and climbing plants integrated upon buildings, trellises, and fences are permitted.

**DS-27. Courtyards.**  Courtyard spaces that provide shading and opportunities for outdoor seating, including seating that serves adjacent business needs, are encouraged.

**DS-28. Pedestrian Paths.** Emphasize pedestrian access between individual commercial buildings and adjacent land uses through the use of generous walkways and landscaping.

**DS-29. Land Use Buffers.**  Provide landscaped buffers between commercial uses and low-density residential uses, and between commercial and industrial uses. Walls may be used when approved by the City.

**DS-30. Parking Lots.** Provide generous shade tree canopy in parking areas in accordance with the City's tree ordinance. Screen parking lots adjacent to sidewalks with low landscaping and/or fencing. Minimize breaks in the built street edge to the extent possible. Consider incorporation of small seating areas within the landscaping fronting parking lots to provide a streetscape continuum.

**DS-31. Vacant Lots.** When a vacant lot is created through demolition, the property owner shall properly landscape and/or screen the vacant property from views from the adjacent public streets, sidewalks, and other public areas. Install fences and/or screens five feet from the edge of the public sidewalk, and landscape and maintain the area between the fence or screen and the public sidewalk.

## Lighting

**DS-32. Parking Lots.** Provide uniformly spaced night lighting in parking lots and alleys. Select lighting of a “pedestrian scale” at twelve (12) to eighteen (18) feet in height above the pavement, and architecturally appropriate. Cobra head fixtures are prohibited. Provide even lighting with a minimum 1.0 lumens.

**DS-33. Pedestrian Lights.** Locate well-lit sidewalks and/or pedestrian walkways to provide safe access from the parking area to the street and sidewalk. Provide ambient illumination levels of minimum 0.5 lumens at pedestrian routes.

**DS-34. Exterior Building Lights.**  Design exterior architectural lighting to fully complement a building's design and character. Light fixtures shall work in conjunction (style, size, scale, and color) with the building's wall, roof, and accent materials. Use consistent site lighting (intensity and color) throughout a development to ensure cohesiveness and design to be consistent with the vision for Downtown Los Banos. Provide minimum 0.5 lumens around building entrances.

**DS-35. Energy Efficiency and Light Spill.** Exterior lighting fixtures should utilize high efficiency bulbs, and be equipped with directional prismatic lenses and hooding or shielding to limit the projection of light onto adjacent properties, and into the sky. No direct or reflected glare, whether produced by floodlight, high temperature processes (such as combustion or welding), or other processes, so as to be visible from any boundary line of property on which the same is produced shall be permitted. The use of dual wiring and timers that allow the provision of higher levels of light only during times of peak need is encouraged.

## Signage

**DS-36. Primary Sign.**  Locate the primary wall sign in the space above the storefront and visibly oriented towards the street.

**DS-37. Secondary Sign.**  Orient a smaller secondary sign towards the passing pedestrian. Extend the secondary sign out perpendicular to the building façade and mount it to or hang it from the wall, beneath an awning, or above a first floor window. Allow adequate clearance from the bottom of the secondary sign for pedestrian movement.

**DS-38. Corner Buildings.** Corner buildings are allowed one primary sign on each street and one secondary sign for each storefront façade directly adjacent to the public sidewalk and street.



**DS-39. Grouped Signs.** Group together signs for individual tenants within a multiple-tenant building, such as offices located above the ground floor. Appropriately scale signs to a pedestrian-oriented retail environment.

**DS-40. Integrated Design.** Design signs to be compatible with building design in terms of relative scale, overall size, materials and colors. No sign shall dominate the façade. Signage elements shall incorporate materials colors, and shapes that appropriately reflect and complement the building's architecture and shall be compatible to the overall character of Downtown Los Banos. The use of externally-illuminate signs is preferred. Internally illuminated box signs and neon signs are not permitted unless only the letters, logos, or symbols of the sign are internally illuminated on a non-illuminated field.

**DS-41. Dominating Signs.** Large signs that dominate a building façade or the streetscape are not permitted.

**DS-42. Sign Materials.** Construct signage of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, construct all signs of permanent materials and attach permanently to a building or another structure by direct attachment to a rigid wall, frame, or structure.

**DS-43. Window and Awning Signs.**  Signs, posters, advertisements, painted signs, and/or stored merchandise shall not obscure views into windows. Awning signage shall be of a replaceable-type to accommodate tenant turnover. Fit awning signs on the hanging border of the awning with no protrusion.

**DS-44. Disused Signs.** Signs advertising an activity, business, product, or service no longer conducted on the premises, and/or sign

frames, structural members, or supporting poles remaining unused for a period of six (6) months shall be removed from the site or building, unless the sign forms an integral part of the building's design or structure.

## Neighborhood and Streetscape Design

### Objectives

- Maintain and enhance a cohesive streetscape as an integral element of the character of Downtown Los Banos.
- Utilize the streetscape to establish a pleasant ambiance and a setting for civic, social, and business activities.
- Increase visitation and commerce within Downtown Los Banos.
- Provide convenient and safe pedestrian connections through Downtown Los Banos.
- Maintain tightly integrated commercial and residential neighborhoods within Downtown Los Banos.
- Maintain the quiet character of the residential neighborhoods.

### Standards

#### Land Use

**DN-1. Mixed Uses.** Mix retail commercial, service commercial, professional office, and residential uses to the extent feasible and practicable.

**DN-2. Commercial Re-use of Residential Sites.** When a site occupied by a single-family residence is converted for commercial use, consider potential effects and take steps to protect the ambiance of adjacent residential neighborhoods.

## Streets

**DN-3. Network.** Utilize linkages between new streets and the existing street network to the extent feasible and practicable.

**DN-4. Mobility.** Design new streets and maintain existing streets to maximize mobility and choice by minimizing block lengths, minimizing dead ends and cul-de-sacs that cannot be traversed by pedestrians, and by providing pedestrian paseos or “short cuts” to the extent feasible and practicable.

**DN-5. Parcels.** Maintain a variety of contiguous commercial building parcel sizes to create a varied elevation and streetscape.

## Streetscape

**DN-6. Street Lighting.** Select street lighting fixtures of a “pedestrian scale” at twelve (12) to eighteen (18) feet in height above the pavement.

**DN-7. Street Trees.**  New street trees shall be planted on the curb edge of the sidewalk in front of all new development projects. New street trees shall be a minimum of twenty-four (24) inches box size. Acceptable street trees are those included on the city’s street tree list.

**DN-8. Crosswalks.**  Apply a consistent pavement material of varied texture and color to crosswalks in the Downtown to clearly define pedestrian crossings, to slow down traffic at intersections, and to improve the

visual quality of the street. Locate bulb-outs at major intersections and/or key mid-block crosswalks to shorten the length of the pedestrian crossing and to slow vehicle traffic at pedestrian crossings.

**DN-9. Street Furniture.**  Provide consistent streetscape features that are pedestrian-oriented, of quality materials, and simple design on public sidewalks and in public plazas, courtyards, and patios. Streetscape features may include benches, planters, flowerpots, streetlights, trash receptacles, bike racks, drinking fountains, street trees, tree grates, bollards, public art, textured sidewalks, and banners or hanging baskets mounted on streetlights.

**DN-10. Sidewalks.** Design sidewalk improvements to allow adequate space for through pedestrian movement, window shopping and conversation, street furniture, outdoor seating, and street trees.

**DN-11. Parking.** Provide on-street angled or parallel parking on all streets to the greatest extent feasible and practicable.

**DN-12. Residential Streets.** Within residential neighborhoods, maintain low traffic volumes and tree-lined sidewalks.

## On-Street Parking/Flex Space

**DN-13. Flex Parking Spaces.**  Design on-street angled parking as Flex Parking Space along Main and I Streets, differentiated with special pavement. Businesses located adjacent to Flex Parking Spaces may apply to the City for a permit to convert the spaces immediately in front of their business to protected outdoor seating areas, subject to annual permit renewal.



**DN-14. Flex Parking Space Permits.** The City may approve the use of outdoor seating by a business if it finds a strong relationship between the seating and the business.

**DN-15. Delineation and Protection.** When Flex Parking Space is created for such uses, the edges of the space shall be lined with temporary or moveable bollards, planters and/or pots to protect the outdoor seating area and pedestrians from automobile traffic on the street. Planters shall be made of a safe and durable material that is designed to match the style and color of the existing street furniture. Planters shall be at least 22 inches in height and no wider than 24 inches at the base. The length and shape of the planters may vary. Planters shall be planted with live plants at all times. Bollards shall be compatible with the image and character of Downtown Los Banos.

**DN-16. Street Furniture.** Street furniture that is used in the flex space (table, chairs, benches, umbrellas, radiant heaters, etc.) shall be compatible with the image and character of Downtown Los Banos. Tables and chairs shall be made of durable materials such as metal or wood. No plastic patio furniture shall be allowed. Individual canvas or non-vinyl umbrellas are permitted.

**DN-17. Operating Requirements.** All furniture, planters, and signs shall be located within the designated Flex Space area. No furniture shall project into the street. Furniture shall only be allowed in the designated flex space during the operation of the business. Furniture shall be stored inside when the business is closed. All tablecloths and table

linens shall be brought in nightly and cleaned on a regular basis. No vinyl tablecloths are permitted. Tables and chairs shall not be stacked or stored at any time in the public right-of-way. Flex Space furniture shall not be affixed to streetlights, trees, or other street furniture, nor damage the street. Flex Space furniture shall not be bolted to the ground. Business owners shall maintain the flex space and adjacent area, including all furniture, planters and signs, in a safe and clean condition.

## Downtown Gateways

**DN-18. Design Theme.**  Develop a consistent character and style for gateway signs that incorporates the form, materials, colors, and textures that represent Downtown Los Banos.

**DN-19. Hierarchy.** Establish a hierarchy of gateway signs to differentiate between major and minor gateway entrances.

**DN-20. Major Gateways.** Design major gateways as visually prominent towers, monuments, or street spanning arches. Include landscaping, lighting, fountains, and/or other amenities (as appropriate) in the design of major gateways.

**DN-21. Minor Gateways.** Minor gateways shall be visible to automobile traffic, but shall also be low enough to be visible to passing pedestrian traffic.



*DS-11. Pedestrian Use. An alley with pedestrian improvements and store fronts.*



*DS-12. Drive-thru Lanes. This drive through lane narrows at the sidewalk to minimize disruption of the sidewalk.*



*DS-13. Location of Off-Street Parking. Parking to the side allows for a stronger building presence at or near the street edge.*



**DS-16. Parking Garages.** Shops open onto the sidewalk in front of a parking garage.



**DS-19. Pavement.** Turf blocks provide greenery and water infiltration in parking lots.



**DS-21. Bicycle and Motorcycle Parking.** Bike parking, trees and benches are located out of the flow of pedestrian traffic.



*DS-25. Open Space and Sidewalks.* Henry Miller Plaza provides open space at the end of 6th Street.



*DS-27. Courtyards.* A park area in downtown offers a shady spot to sit.



*DS-30. Parking Lots.* A planting area softens a parking lot adjacent to the street.



*DS-34. Exterior Building Lights. Wall-mounted lights match the style of the building.*



*DS-36. Primary Sign. The primary business sign mounted on the wall above the entry.*



*DS-37. Secondary Sign. Pedestrian-oriented signs hung beneath the overhang.*



*DS-43. Window and Awning Signs. An awning mounted sign.*



*DN-7. Street Trees. Street trees provide shade and visual relief.*



*DN-8. Crosswalks. A bulb-out shortens the crossing distance for pedestrians.*



*DN-9. Street Furniture. Banners on a decorative streetlamp.*



**DN-13. Flex Parking Spaces.** Flex parking would facilitate outdoor restaurant seating.



**DN-18. Design Theme.** The City's downtown entry signs at Pacheco Boulevard and 6th Street.

## Chapter 3.0

# HIGHWAY COMMERCIAL DESIGN STANDARDS

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### Focus and Intent

In January of 1999, RRM Design Group was contracted to provide planning and design services to assist the City in the preparation of a beautification plan for the Pacheco Boulevard corridor. The Pacheco Corridor Beautification Plan was adopted by the City in May 1999. In 2008 the Pacheco Corridor Beautification Plan was revised, expanded to include the Mercey Springs Road corridor, and incorporated as part of the City-wide design standards. The principal focus of the Highway Commercial Design Standards remains the aesthetic improvement of the highway corridors that pass through Los Banos.

The Highway Commercial Design Standards apply to all non-residential properties along Pacheco Boulevard and Mercey Springs Road, with the exception of those properties that fall within special design areas. The standards are applicable to properties with a property line within 300 feet of the highway right-of-way, or that receive principal access from these two highways, even if the parcel is not directly adjacent to the highway. Spanish / Mission style is the preferred architecture along Pacheco Boulevard, and Agrarian style is the preferred architecture along Mercey Springs Road.

The Highway Commercial Design Standards provide specific guidance on the architectural requirements of each style. The Pacheco Boulevard core area extends from West I Street to H Street and requires special attention to architectural detailing and site design.

While the highway corridor consists to a great extent of auto-oriented shopping, the standards do include measures intended to provide a comfortable environment for pedestrians as well. Pedestrian friendly design is especially important in the Pacheco Boulevard core area, and in providing suitable connections to adjoining residential neighborhoods.

### General Objectives Of Highway Commercial Design

- Present an attractive appearance to visitors and travelers passing through Los Banos.
- Strengthen the street edge and beautify the appearance of the highway through use of consistent architecture, streetscape, and landscape themes.



- Ensure the design and construction of attractive buildings and landscapes.
- Observe the basic elements of design for commercial buildings and site plans.
- Eliminate sign clutter and large expanses of pavement.

## Building Design

### Objectives

- Establish Spanish / Mission and Agrarian styles as unifying architectural themes for development along the highways passing through Los Banos.
- Designs should be simple, attractive, and vernacular rather than franchise standards.
- Larger buildings should feature vertical and horizontal façade variations. Solid un-broken walls should be avoided in favor of smaller well-proportioned building units.
- Buildings should be designed at human scale particularly near walkways.
- Building form should dominate over signage.
- Buildings should maximize energy efficiency.
- Utilize the Pacheco Boulevard core area to transition between downtown and shopping center architecture.

## Standards

### General Standards

**HB-1 Architectural Character.** Reflect a Spanish / Mission or Agrarian architectural character in new and remodeled buildings along the highway corridors in compliance with the specific character standards on the following pages. Spanish / Mission is the preferred style along Pacheco Boulevard and Agrarian is the preferred style along Mercey Springs Road. The City may determine on a case by case basis that some existing buildings not fitting the design standards may be remodeled or expanded as examples of historic styles.

**HB-2. Consistent Architectural Style and Detail.** 📷 Maintain a consistent architectural style and detailing within a given development. Carry architectural detailing throughout all aspects of the building design, including window and door trim, bulkheads, gutters, downspouts, and vents, awnings, and lighting. Attention to detail is critically important in creating appropriate designs. Design details to complement the building's overall design, including materials and colors.

**HB-3. 360-degree Design.** Provide consistent architectural design and detailing on all sides of a building to help eliminate obvious “side” and “back” of building appearances.

**HB-4. Building Variations.** Articulate building elevations visible to the highway corridors or adjacent public streets to minimize inappropriate scale or building mass. Incorporate subtle variations in design which create visual interest but do not create abrupt changes in the overall character of the highway corridors.

**HB-5. Human Scale.** ☑ Break up large, blank, solid building walls visible from public viewpoints, including blank areas above canopies. If such walls are necessary for interior layout or structural reasons, provide the wall with some form of variation or decoration to the wall plane, such as larger awnings, cornice bands, wainscoting, decorative designs, texture variation, or trellis plantings. Smaller “buildings” or boutiques can be incorporated into the public side of large buildings to break up blank walls and present a human scale. Maintain human interest along walls facing public places. Building façades shall not have blank walls greater than 20 feet in length at locations visible to public areas. Minimize the actual and perceived height and bulk of tilt-up and big box buildings.

**HB-6. Traditional Building Form.** ☑ Design each building with a definable base, body, and cap element.

**HB-7. Building Entries.** Individualize building entries, making them clearly identifiable, integrated with adjacent landscaping, and principle organizing elements in the building’s design and massing.

**HB-8. Corner Details.** ☑ Use corner details to further enhance a building’s identity and relate the building to a corner lot location.

**HB-9. Parapet Walls.** Use parapet wall designs on flat roofs to conceal roof mounted mechanical equipment. Parapet walls should always include a cap detail.

**HB-10. Roofs.** ☑ Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof, and conceal roof equipment. Vary rooflines of large buildings to reduce the apparent scale. Roofs should appear uncluttered. Shield rooftop equipment from view of public areas and residences. Continuous mansard roofs are discouraged.

**HB-11. Window Design.** ☑ Include large windows at street level for display areas and to allow visibility inside the building, and include building features where people might appear i.e. doors and windows, balconies or terraces. Windows should be vertically, rather than horizontally oriented.

**HB-12. Characteristics of Materials.** Reflect the natural characteristics, uses, and limitations of the building materials used. Heavy types of materials, such as stone or brick, should be used primarily at bases of buildings or for pillars, and should not be used above lighter materials such as wood siding. Design features such as arches such that they exhibit the structural qualities of a true arch. Surfaces that appear like an appliqué or are out of context of the overall building structure or character shall not be used.

**HB-13. Compatible Height.** Design new buildings with heights that are compatible with the height and scale of adjacent buildings.

**HB-14. Service Areas.** ☑ Locate loading docks and service areas to the rear of buildings, but to the extent practical away from residences, and screen from view of streets to the extent practical with walls and/or landscaping. Use wall, building façade, and doorway treatments near service areas that are consistent with the overall architecture of the building.

**HB-15. Building Energy Efficiency.** ☑ Design for maximum energy efficiency and conservation. To the greatest extent possible from a functional standpoint, design buildings to have sufficient daylight that artificial ambient lighting is unnecessary. Use vestibules at entrances to retain heat or air conditioning. Incorporate solar panels onto roofs and use cool roofs that reflect heat.

**HB-16. Sustainable Materials.** The use of building materials that are recycled and renewable, sustainably grown or produced, and those producing low chemical emissions is encouraged.



**HB-17. Signs.** ☒ Design signs to be compatible with the building design in terms of relative scale, overall size, materials, and colors. Signs, including standard franchise signs, must be integrated into the building architecture, and should enhance the building architecture. Avoid stark color contrasts in signs. No sign shall dominate the building façade. All signs are encouraged to have either individual internally illuminated letters or external lighting. Internally illuminated sign boxes or cabinets are discouraged generally, and not allowed within the Pacheco Boulevard core area. Pole signs are not allowed and monument signs are encouraged.

**HB-18. Pacheco Core Buildings.** Design buildings within the Pacheco Boulevard core area with additional attention to pedestrian scale details such as door and window openings, trim, accents, authentic materials and designs, and façade variations. Establish a close relationship between the building’s internal space arrangement and the sidewalk, with main entrances opening onto or very close to the sidewalk.

**HB-19. Downtown Gateway Buildings.** Design and construct stately and architecturally notable buildings at the northwest and northeast corners of Pacheco Boulevard and 6th Street that share significant qualities of the traditional downtown architecture, with particular attention to the corner location, detailing, and fusion of traditional downtown and Spanish / Mission architectural styles.

### Spanish / Mission Style

The following design standards represent additional design criteria specific to the Spanish / Mission architectural style.

**HB-20. Spanish/Mission Characteristics.** ☒ The following are characteristic elements of the Mission / Spanish style, and serve as a “menu” of potential design elements when designing buildings in this style.

- Low pitched, red-tiled roofs
- Pronounced roof overhangs
- Exposed roof structure (heavy wood beams and decorative wood or iron brackets)
- Hand-troweled plaster or stucco walls
- Arched door and window openings
- Thick walls and deeply recessed windows
- Arcaded porches, with heavy timber or adobe-style supports
- Ceramic tile inserts and accents
- Ornamental wrought iron work
- Walled gardens and courtyards
- Bell towers
- Rounded corners and accentuated corner elements
- Scalloped, parapeted gable ends
- Ornamental windows and wrought iron grills over windows

**HB-21. Authentic Materials and Designs.** The use of authentic materials (such as real clay roof tiles) is highly desirable compared to the use of synthetic materials (such as plastic or composite roof tiles).



**HB-2. Consistent Architectural Style and Detail and HB-3. 360-degree Design.** Detailing is carried throughout all sides of this building.



**HB-5. Human Scale.** Big box stores can be brought down to a more human scale with features like this arcade.



**HB-6. Traditional Building Form.** Fast food outlet expression of traditional building form: base, body, and cap.



**HB-8. Corner Details.** Details help distinguish the building's corner facing an intersection.



**HB-10. Roofs.** Mechanical equipment is incorporated into the rooftop decorative features



**HB-11. Window Design.** Large clear windows at sidewalk invite pedestrian interest.



**HB-14. Service Areas.** The architectural treatment of a big box store is extended into the service area.



**HB-14. Service Areas.** Landscaping softens the appearance of a big box building.



**HB-17. Signs.** Chain restaurant signage integrated into the building design.



**HB-15. Building Energy Efficiency.** This windowed tower brings daylight inside.



**HB-20. Spanish/Mission Characteristics.** Extended roof overhang.



**HB-20. Spanish/Mission Characteristics.** Thick walls result in deeply recessed windows.



**HB-20. Spanish/Mission Characteristics.** An arcade extends along the side wall.



**HB-20. Spanish/Mission Characteristics.** Outdoor courtyards are typical of Spanish / Mission architecture.



**HB-20. Spanish/Mission Characteristics.** This building illustrates historic and contemporary examples of courtyards.



*HB-20. Spanish/Mission Characteristics. A parapet gable roofline.*



*HB-20. Spanish/Mission Characteristics. Bell towers are a typical Spanish / Mission feature.*



*HB-20. Spanish/Mission Characteristics. Wrought iron window grills.*



**HB-22. Roofline Elements.** Arches, towers, and authentic materials add to the attractiveness of the roofline.



**HB-27. Accents.** Glazed tile accentuates the gable wall design.



**HB-29. Balconies.** A balcony brings human scale to the second floor.

If synthetic materials are used, they should closely resemble the authentic materials after which they are patterned. Materials should be selected to closely match historic materials and styles. Design building details to closely match authentic examples, including authentic tower and arch designs, paying careful attention to proportions and utility.

**HB-22. Roofline Elements.** ☞ Utilize varied roof forms within a building such as tower elements, gable roofs, extended eaves with rafters, or corbels to add interest and create an authentic Spanish / Mission style building.

**HB-23. Roof Slopes.** Slopes of pitched roofs should range between 3:12 and 6:12.

**HB-24. Roof Materials.** Roofs shall be made of red clay or concrete tile, or comparable material, with exposed wood beams and brackets where feasible.

**HB-25. Overhangs.** Deep roof overhangs are encouraged, and are required when used in arcades, verandas, or where they're specifically used to enhance passive solar design.

**HB-26. Wall Finish.** Finish walls with white, cream, beige or other earth tone colored hand-troweled plaster or stucco.

**HB-27. Accents.** ☞ Ceramic tile inserts, accents and relief bands are simple ways to add relief and character to building facades. These common architectural elements used in Spanish / Mission style architecture are highly encouraged.

**HB-28. Floor Tiles.** The use of clay floor tile is highly encouraged.

**HB-29. Balconies.** ☞ Balconies or balcony-type features with balusters and balustrades are recommended on two-story structures.

## Agrarian Style

The following design standards represent additional design criteria specific to the Agrarian architectural style.

**HB-30. Agrarian Characteristics.** ☞ The following are characteristic elements of the Agrarian style, and serve as a “menu” of potential design elements when designing buildings in this style.

- Multiform roofs
- Clerestory windows
- Agricultural forms
- Rural materials, such as wood lap siding and corrugated metal
- Awnings, canopies, and arcades
- Signage painted on building
- Grain elevators
- Hay doors and hay hoods at gables
- Water towers
- Cupolas

**HB-31. Building Forms and Details.** Design building forms and detailing to imitate historic agricultural buildings: barns, grain elevators, and farm houses.

**HB-32. Roof Form.** ☞ Use multiform roofs, including interesting combinations of gables, sheds, gambrel roofs, and trellis canopies. Roof pitches can vary. Roof parapets shall be well-detailed, three dimensional, and of substantial size to complement the building.



**HB-33. Roof Materials.** Roof materials may include: corrugated metal, metal raised seam, concrete tile, or comparable material.

**HB-34. Dormers.** Dormer and clerestory windows are encouraged.

**HB-35. Second Stories.** Second story uses, walkways, and balconies are encouraged.

**HB-36. Wall Materials.** ☒ Reinforce the rustic building style using wall materials such as brick, wood lap siding, vertical wood (but not T1-11), corrugated metal, stucco, and split face masonry.

**HB-37. Color.** Use subdued medium to light colors for building facades with darker, richer and brighter colors used as accents or special features.

**HB-38. Storefronts.** Use clear glass, restrained signage (not internally lit), and interesting window displays on commercial storefronts to enliven the sidewalk.

**HB-39. Accents.** Awnings, canopies, and arcades should be used to accent building openings and provide climate protection.

## Site Design

### Objectives

Make commercial development visually cohesive and attractive.

Give visual definition to the street edges, while creating commercial complexes with a unified theme.

Buildings should dominate over parking lots, automobile circulation, and signage.

Incorporate attractive, useable outdoor space, and facilitate pedestrian movement within the corridors. Design landscaping to frame or accent development and enhance site aesthetics.

Maximize energy efficiency and promote environmental quality.

Respect neighboring residential uses when present.

Utilize the Pacheco Boulevard core area to transition between downtown and shopping center densities.

## Standards

### Site Layout

**HS-1. Uniform Design Theme.** Use landscaping, lighting, fencing, and signage that complements the project architecture and works well to create a uniform project identity.

**HS-2. Orientation to the Street.** ☒ Orient buildings close to the street with inviting and detailed elevations to strengthen the retail image of the corridors.

**HS-3. Pedestrian Routes.** ☒ Include pedestrian walks and pathways to provide linkages to surrounding sidewalks from all stores and offices, and connections through the parking lots to adjoining uses. Provide connections to the CCID Main Canal Trail and Rail Trail from adjacent sites.



*HB-30. Agrarian Characteristics. Multiform roofs characterize agrarian architecture.*



*HB-30. Agrarian Characteristics. Clerestory windows provide additional daylight to the interior and add interest to the roofline.*



*HB-30. Agrarian Characteristics. This building exhibits classic agrarian form.*



*HB-30. Agrarian Characteristics. Sheet metal is a typical agrarian siding.*



*HB-30. Agrarian Characteristics. Arcade incorporating stylized agrarian features provides weather protection at the entry areas.*



*HB-30. Agrarian Characteristics. A haysheaf projects from the loft of this barn.*



*HB-30. Agrarian Characteristics. A weather vein and cupola adorn a modern agrarian building.*



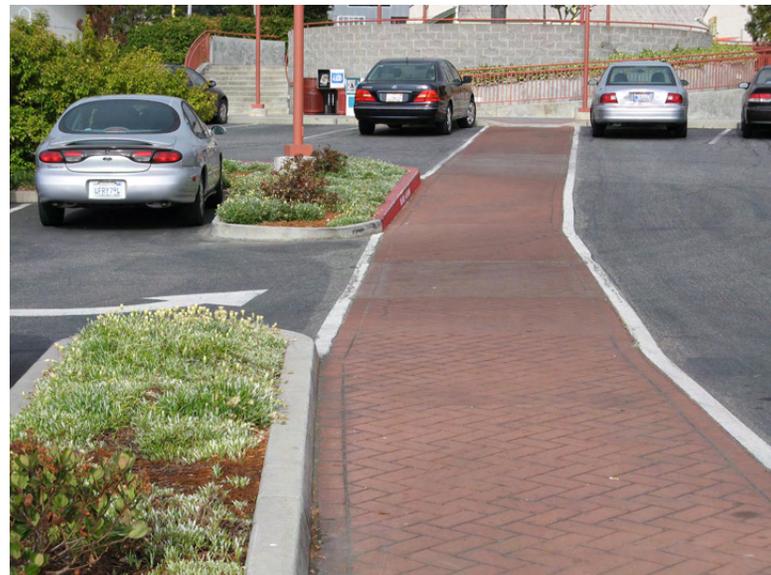
**HB-32. Roof Form.** A barn roofline decorates a large shopping center building.



**HB-36. Wall Materials.** Vertical wood is a typical siding material for agrarian buildings.



**HS-2. Orientation to the Street.** This building maintains a strong presence and street orientation, while the parkway and landscaping add to pedestrian comfort.



**HS-3. Pedestrian Routes.** Decorative pavement differentiates the pedestrian pathway across the parking lot.



**HS-4. Pacheco Core Site Design.** In the Pacheco core area, buildings should come close to the sidewalk, with parking lot frontage minimized.



**HS-8 Parking.** Parking should be at the side or behind buildings.



**HS-9 Drive-thru Lanes.** The drive through lane is placed well out of the way of pedestrian access to the building.

**HS-4 Pacheco Core Site Design.** 📷 Design building sites within the Pacheco Boulevard core area to achieve a development density that forms a transition between the highway shopping centers and the dense downtown. Minimize front setbacks within the Pacheco Boulevard core area to emphasize a downtown type streetscape, but allow room for parkway landscaping to provide a buffer between the sidewalk and the street. Place buildings at or near the sidewalk and orient buildings and windows to the street frontage. Build to the side property lines to the extent practical.

**HS-5 Downtown Gateway Site Design.** At the northwest and northeast corners of Pacheco Boulevard and 6th Street, arrange the site to reflect the traditional downtown street edge, bringing buildings to the sidewalk along each street. Reserve an open space or plaza area at the street corner to provide a welcoming entry to downtown and a location for downtown gateway signage.

## Access and Circulation

**HS-6 Vehicle Access.** Balance the need to provide adequate automobile site access, with the need to eliminate unnecessary driveway entrances and provide access points which are coordinated with other properties. Minimize driveways onto highways. Avoid driveways and encourage pedestrian connections onto residential streets.

**HS-7. Integration with Adjoining Properties.** Integrate adjoining properties parking areas and pedestrian zones. Shared parking lots and plazas are encouraged to reduce driveways and store to store trips on the highways. Provide effective, efficient and cohesive automobile /and pedestrian circulation within the site and between adjacent properties. Facilitate connections to adjacent properties to the extent feasible when redeveloping existing properties.

**HS-8 Parking.** 📷 Design the site so that parking does not dominate areas adjacent to the street. Concentrate parking in areas away from the street, behind buildings when possible. Shared use parking facilities are encouraged.

**HS-9 Drive-thru Lanes.** 📷 Design drive-thru lanes so as not inconvenience pedestrian circulation, nor to present a traffic hazard or a nuisance to residential areas.

**HS-10. Bicycle and Motorcycle Parking.** 📷 Locate bicycle and motorcycle parking spaces near main entries of buildings, in visible locations out of the way of pedestrian circulation and outdoor display areas. Provide a permanently anchored means of locking bicycles and motorcycles that will accommodate cable and U-locks. Larger commercial developments should include bicycle and motorcycle parking at two or more locations.

## Landscaping

**HS-11. Landscape Ambiance.** 📷 Site design and landscaping should establish an ambiance and character, not merely consist of planting strips along streets and tree wells in parking lots. Use almost exclusively drought resistant plantings in landscaped areas, and use turf grass only if there is a specific need in areas of active use.

**HS-12. Open Spaces.** 📷 Incorporate useable open spaces such as courtyards and plazas, and amenities such as outdoor seating, water features, sculpture, tot lots, or drinking fountains. Locate seating in places shaded in summer and sunny in winter, and shielded from winds.

**HS-13. Shade Trees.** Provide deciduous shade tree plantings at south- or west-facing entrances, and along pedestrian routes.



**HS-14. Spanish / Mission Landscaping.** Where Spanish / Mission architecture is used, use complementary landscaping. Refer to the supplemental plant list in Appendix D for suggested plant materials.

**HS-15. Landscape Buffers.**  Whenever feasible, provide a landscape area along the street where parking directly abuts the public street. Provide landscaping at rear and side lot lines to visually buffer the commercial development from adjacent residences.

### Signage

**HS-16. Signs.**  All commercial signage should be architecturally unified with its associated development and all building signage should be incorporated into the building. All signs are encouraged to have either individual internally illuminated letters or external lighting. Internally illuminated sign boxes or cabinets are discouraged generally, and not allowed within the Pacheco core area. Pole signs are not allowed and monument signs are encouraged. Architecture should dominate over signage.

**HS-17. Festivity.** Colorful, festive banners may be incorporated into commercial areas.

**HS-18. Business Icons.** Where the building form, colors, or details are business trademarks or icons, additional building and site signage should be minimized.

### Utilities

**HS-19. Drainage.** Maximize use of permeable paving materials. Where soils permit, direct some or all storm water drainage to infiltration areas. Landscape drainage basins as open space areas.

**HS-20. Utilities and Service Areas.** Locate refuse container enclosures in rear and/or interior side yards or parking lot landscape areas to minimize their visibility from adjacent uses and streets. Buffer and/or screen service loading areas from public view with landscaping or architecturally compatible screen walls. Install site utilities underground.

## Neighborhood and Streetscape Design

### Objectives

- Give visual definition to the street edges, while creating commercial streetscapes with a unified theme.
- In the Pacheco Boulevard core area, attain and/or preserve a small town commercial atmosphere. Design in terms of an integrated commercial district rather than in terms of insular shopping centers. Integrate commercial development with the surrounding urban fabric.
- Facilitate pedestrian-and bicycle travel to and within the corridors by providing sidewalks, bike lanes, and connections to adjacent areas to the greatest extent feasible.
- Contribute to the jobs-housing balance by developing buildings for businesses that serve local residents and can employ the local labor pool.
- Maintain an attractive, human-scaled streetscape free of visual clutter. Architecture, landscaping, and people should have greater visual impact on the streetscape than commercial advertising, parking, or signs.
- Respect the historic roots of the community.

## Standards

**HN-1. Landscaping.** Developers shall be responsible for landscaping within the street right-of-way in conjunction with gutter, curb and sidewalk improvements along the site frontage. On-site streetscape landscaping shall match that of the remainder of the development; streetscape landscaping within the right-of-way may be consistent with a City standard, if adopted, but should be refined to reflect and blend with on-site themes. Use turf grass for streetscape landscaping only where it provides a clear functional use. Only very low walls or fences are allowed to front the street on commercial properties.

**HN-2. Signs.** No sign shall dominate the streetscape.

**HN-3. Pedestrian Scale Streetscape.**  Design street frontages with a pedestrian scale.

**HN-4. Street Trees.** In the Pacheco Boulevard core area plant street trees at between 20 and 30 feet on center. In other areas, plant street trees at between 20 and 60 feet on center.

**HN-5. Street Lighting.** In the Pacheco Boulevard core area select street lighting fixtures of a “pedestrian scale” at twelve (12) to twenty (20) feet in height above the pavement.

**HN-6. Street Furniture.** In the Pacheco Boulevard core area provide consistent streetscape features that are pedestrian-oriented, of quality materials, and simple design on public sidewalks and in public plazas, courtyards, and patios. Streetscape features may include benches, planters, flowerpots, streetlights, trash receptacles, bike racks, drinking fountains, street trees, tree grates, bollards, public art, textured sidewalks, and banners or hanging baskets mounted on streetlights. Sidewalk improvements should emphasize a physical or perceived separation from the travel lanes.

**HN-7. Bicycle and Pedestrian Connectivity.** When feasible, provide bicycle and pedestrian connections to adjacent neighborhoods and to the CCID Main Canal Trail and Rail Trail.

**HN-8. Recreation.** Include non-commercial pedestrian-accessible open space such as plazas or outdoor recreation spaces in or adjacent to commercial development.

**HN-9. Downtown Gateway.** Locate open space or a plaza with gateway signage, and an arch, fountain, and/or public art at the northwest and northeast corners of Pacheco Boulevard and 6th Street to create a welcoming entry to downtown Los Banos from Pacheco Boulevard. Use decorative pavement on 6th Street immediately north of Pacheco Boulevard to enhance the visual character of the street as it enters Downtown Los Banos.



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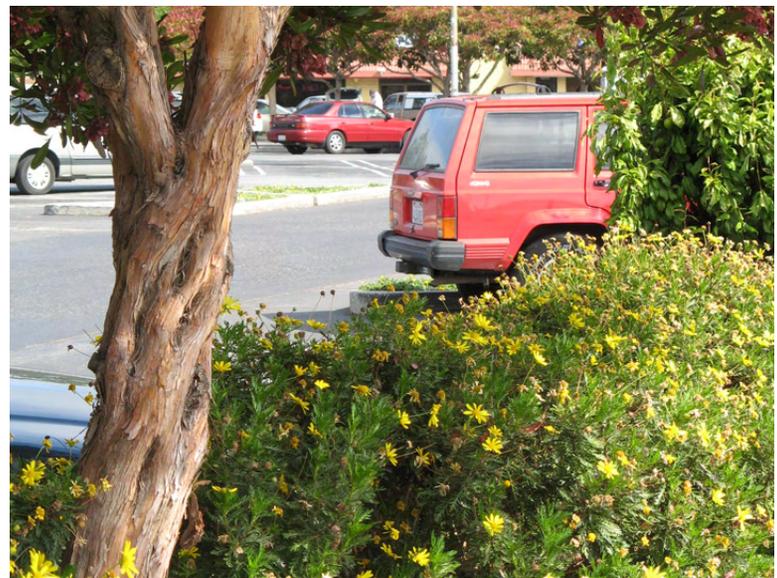
**HS-10. Bicycle and Motorcycle Parking.** Bike parking placed to provide convenience and security.



**HS-11. Landscape Ambiance.** Large landscaping areas provides a park-like setting at a shopping center.



**HS-12. Open Spaces.** A fountain provides interest within a large shopping center.



**HS-15. Landscape Buffers.** A well designed landscape buffer of as little as five feet can effectively screen a parking lot.



**HS-16. Signs.** *This monument sign is designed to match the building architecture.*



**HN-3. Pedestrian Scale Streetscape.** *Small scale buildings near the sidewalk make the street more interesting to pedestrians.*

## Chapter 4.0

# COMMERCIAL DESIGN STANDARDS

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### Focus and Intent

The Commercial Design Standards apply to all non-residential development that is outside of other design areas. A significant portion of the area to which these design standards apply is classified as neighborhood commercial, or consists of smaller commercial, office, or industrial areas throughout the City.

No particular architectural style is prescribed in the Commercial Design Standards. The focus is on good quality design that establishes a unique character and identity for the buildings and overall development, and that is sensitive to the character of surrounding areas. A principal tenant of the Commercial Design Standards is the establishment of appropriate relationships with the adjoining land uses, and insightful response to the context of the greater neighborhood. Commercial development within these areas should weave itself into the land use and transportation fabric.

### General Objectives of Commercial Design

- Commercial development should be thought of foremost as places for people within the community to shop, obtain services, and participate in the community.
- The commercial design standards are intended to accommodate the large variety of commercial uses, including office, retail, and services.
- Develop commercial districts that maintain a small town feel.
- Provide convenient access from adjoining neighborhoods and encourage pedestrian and bicycle access.
- Observe the basic elements of design for buildings, site plans, and relationships to adjoining residential neighborhoods.
- Maintain development at a finer scale, utilizing variations in building form or style, colors and materials.



- Design new commercial development to be compatible with and complementary to, the existing context in terms of scale, height, and neighborhood feel.

## Building Design

### Objectives

- Designs should be simple, attractive, and vernacular rather than franchise standards.
- Buildings should feature vertical and horizontal façade variations. Solid un-broken walls should be avoided in favor of smaller well-proportioned building units.
- Buildings should be designed at human scale particularly near walkways.
- Building form should dominate over signage.
- Buildings should maximize energy efficiency.

### Standards

#### Scale and Form

**CB-1. Building Form and Variation.** 📷 Utilize simple form in building design, but include variation in the plane of the façade and/or the height of the structure and roofline. Vary building mass but maintain a neighborhood and town scale. Make careful use of mass and/or façade variations, fenestration, roof overhangs, arcades, detailing, awnings, eaves, and other recesses and projections, to provide depth to walls.

**CB-2. Traditional Building Form.** 📷 Utilize traditional building form organization (base, body, and cap) to emphasize vertical differentiation.

**CB-3. Human Scale.** 📷 Break up large, blank, solid building walls visible from public viewpoints, including blank areas above cantilevered canopies. If such walls are necessary for interior layout or structural reasons, provide the wall with some form of variation or decoration to the wall plane, such as larger awnings, cornice bands, wainscoting, decorative designs, texture variation, or trellis plantings. Smaller “buildings” or boutiques can be incorporated into the public side of large buildings to break up blank walls and present a human scale. Maintain human interest along walls facing public places. Building façades shall not have blank walls greater than 20 feet in length at locations visible to public areas.

#### Detailing

**CB-4. 360-degree Design.** 📷 Carry architectural detailing throughout all aspects of the building design, including window and door trim, bulkheads, and lighting. Attention to detail is critically important in creating appropriate designs.

**CB-5. Street Orientation.** Orient at least one main entrance to face the street (or one main entrance facing each street in the case of corner locations).

**CB-6. Corner Buildings.** 📷 Design corner buildings to “turn the corner” and present equally important facades of similar appearance on both sides. Features that emphasize the corners shall be used at corners and building intersections.

**CB-7. Display Windows.** Include large windows at street level for display areas and to allow visibility inside the building, and include building features where people might appear i.e. doors and windows, balconies or terraces.

**CB-8. Window Variations.**  On larger buildings, introduce thematic variations on window size, division, or grouping from the lower to the upper floors of buildings and from side to side on a façade.

**CB-9. Canopies.** Use canopies and awnings that are compatible with the style and character of the structure on which they are located. The highest point of a canopy or its support structure shall not be higher than the mid-point of the space between the second story window sills and the top of the first floor store front window, awning, canopy or transom.

**CB-10. Building Lighting.**  Design exterior lighting to complement the architecture of the building.

**CB-11. Roofs.** Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof, and conceal roof equipment. Vary rooflines of large buildings to reduce the apparent scale. Roofs should appear uncluttered. Shield roof-top equipment from view of public areas and residences.

## Materials and Colors

**CB-12. Exterior Materials.** Use permanent exterior building materials, especially cement plaster, colored concrete, masonry, steel, and glass. Tensile structures are permitted when designed in conjunction with walls of permanent building materials.

**CB-13. Characteristics of Materials.** Design buildings that reflect the natural characteristics, uses, and limitations of the building materials. Heavy types of materials, such as stone or brick, should be used primarily at bases of buildings or for pillars, and should not be used above lighter materials such as wood siding. Surfaces which appear like an appliqué or are out of context of the overall building structure or character shall not be used.

**CB-14. Building Colors.** Colors shall be chosen to complement the building architecture and landscaping. Natural color palettes and earth tones are generally preferred. The discriminating use of saturated colors is desirable provided the color does not visually dominate nearby historic places or structures.

**CB-15. Sustainable Materials.** The use of building materials that are recycled and renewable, sustainably grown or produced, and those producing low chemical emissions is encouraged.

## Signage

**CB-16. Signs.**  Design signs to be compatible with the building design in terms of relative scale, overall size, materials, and colors. Signs, including standard franchise signs, must be integrated into the building architecture. Avoid stark color contrasts. No sign shall dominate the building façade. Non-internally lit fin signs, under marquee signs, awning signs, and face mounted building signs are encouraged. Exterior signs that are illuminated from within shall have illuminated letters, logos, or symbols on a non-illuminated field. Pole signs are not allowed and monument signs are encouraged.



**CB-17. Business Icons.** Where the building form, colors, or details are business trademarks or icons, additional building and site signage should be minimized.

## Utilities

**CB-18. Service Areas.** Locate loading docks and service areas to the rear of buildings, but to the extent practical away from residences, and screen from view of streets to the extent practical by walls and/or landscaping. Use wall, building façade, and doorway treatments near service areas that are consistent with the overall architecture of the building.

**CB-19. Energy Efficiency.**  Design for maximum energy efficiency and conservation. To the greatest extent possible from a functional standpoint, design buildings to have sufficient daylight that artificial ambient lighting is unnecessary. Use vestibules at entrances to retain heat or air conditioning. Incorporate solar panels onto roofs and use lightly colored roof materials that reflect heat away from the building.

## Site Design

### Objectives

- Make commercial development visually cohesive and attractive, and respectful of neighboring properties.
- Design with a character and individuality that establishes a distinctive theme.

- Maintain a small town scale. Develop compactly.
- Give visual definition to the street edges, while creating commercial complexes with central focus.
- Buildings should dominate over parking lots, automobile circulation, and signage.
- Incorporate attractive, useable outdoor space, and prioritize pedestrian movement within the site. Design landscaping to frame or accent development and enhance the pedestrian environment, not merely fill in space.
- Arrange site improvements to respect neighboring properties. Avoid light and noise intrusion on adjacent residential uses.
- Design the site to maximize energy efficiency and promote environmental quality.

## Standards

### Site Layout

**CS-1. Consistent Theme.** Establish a consistent architectural and landscaping theme throughout a development. Design signs to complement the building architecture and site landscape. Design masonry walls visible from public areas, including from on-site parking areas, to complement the building architecture.

**CS-2. Street Orientation.** Organize development to front onto adjacent public streets to provide visual definition to the street edges. Secondary frontage may be provided onto pedestrian spaces. Buildings should dominate the street frontage, rather than parking or signs.



**CB-1. Building Form and Variation.** Simple building form, with different roof heights providing variety.



**CB-3. Human Scale.** An otherwise blank wall is decorated with a tile and brick design.



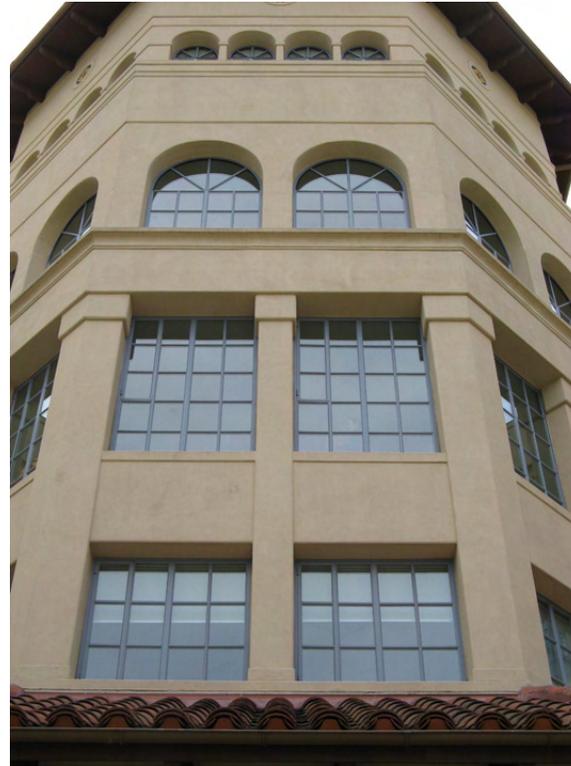
**CB-2. Traditional Building Form.** Traditional base, middle, and cap are evident in this simply designed building.



**CB-4. 360-degree Design.** A stone base continues around the back side of a big box retail store.



**CB-6. Corner Buildings.** This building uses consistent window design to bring the “front” architecture around the side.



**CB-8. Window Variations.** Windows are of a consistent style, but vary in detail and or number at upper stories.



**CB-10. Building Lighting.** *Lighting is an integral part of the design of the eaves.*



**CB-16. Signs.** *Signage is readily visible but does not dominate the architecture.*



**CB-19. Energy Efficiency.** *Entry area offers climate protection and provides display area.*



**CS-3. Pedestrian Scale.** This pedestrian-scaled sign directs shoppers to stores and offices.



**CS-8. Pedestrian Circulation.** Color adds interest and fence provides sense of separation from traffic.



**CS-10. Landscape Ambiance.** Landscaping helps establish the character of the site.



**CS-11. Open Space.** Shopping center open space provides outdoor restaurant seating and landscape value.

**CS-3. Pedestrian Scale.**  Design the site with pedestrian scale features, including benches, detailed landscaping, and pedestrian-oriented signage.

**CS-4. Compatibility with Residences.** Design commercial development sharing street frontage with residential development to be compatible with the residential character.

**CS-5. Privacy and Daylight.** In designing new buildings that overlook private or common open space of adjacent residences, protect the privacy of the residences, protect neighbors' access to sunlight and ventilation, and minimize the visual impact of the commercial upon the residential uses. Buildings shall not reduce sunlight access to nearby public parks or private open space to less than 50 percent of the open space area between the hours of 10 AM and 2 PM on any day of the year.

### Access and Circulation

**CS-6. Parking Lots.** Place parking lots behind or to the side commercial buildings, or in multi-level structures that are integrated with the site and streetscape. No parking lots may occupy street corners. Motor vehicle dealership display and sales lots may be located partially in front of associated buildings. Provide parking lot access from arterial or collector streets; other than for neighborhood commercial uses, avoid providing vehicular access to commercial parking lots from residential streets. Provide the minimum quantity of car parking spaces that will serve the development to avoid sprawling developments and large expanses of pavement.

**CS-7. Bicycle and Motorcycle Parking.** Locate bicycle and motorcycle parking spaces near main entries of buildings, in visible locations out of the way of pedestrian circulation and outdoor display areas. Provide a permanently anchored means of locking bicycles and motorcycles that will

accommodate cable and U-locks. Larger commercial developments should include bicycle and motorcycle parking at two or more locations.

**CS-8. Pedestrian Circulation.**  Provide a network of pedestrian circulation on-site that is separated from car circulation, and provides convenient pedestrian access to and between all buildings and to and from adjacent uses and properties.

**CS-9. Drive-thru Lanes.** Design drive-thru lanes so as not inconvenience pedestrian circulation, nor to present a traffic hazard or a nuisance to residential areas.

### Landscaping

**CS-10. Landscape Ambiance.**  Site design and landscaping should establish an ambiance and character, not merely consist of planting strips along streets and tree wells in parking lots. Use almost exclusively drought resistant plantings in landscaped areas, and use turf grass only if there is a specific need in areas of active use.

**CS-11. Open Space.**  Incorporate useable open spaces such as courtyards and plazas, and amenities such as outdoor seating, water features, sculpture, tot lots, or drinking fountains. Locate seating in places shaded in summer and sunny in winter, and shielded from winds.

**CS-12. Shade Trees.** Provide deciduous shade tree plantings at south- or west-facing entrances, and along pedestrian routes.

### Signage

**CS-13. Signs.** All commercial signage should be architecturally unified with its associated development and all building signage should be incorporated into the building. All signs are encouraged to have either



individual internally illuminated letters or external lighting. Exterior signs that are illuminated from within shall have illuminated letters, logos, or symbols on a non-illuminated field. Architecture should dominate over signage.

**CS-14. Festivity.**  Incorporate colorful, festive banners into commercial areas if consistent with the style of the development.

### Utilities

**CS-15. Drainage.**  Maximize use of permeable paving materials, and to extent the soils allow, design for infiltration of storm water. Landscape drainage basins as open space areas. Filter out pollutants where parking lots drain into storm drains.

**CS-16. Utilities and Service Areas.** Install site utilities underground. Screen service areas from public view with landscaping or architecturally compatible walls. To the extent possible, locate service areas, loading docks, truck access lanes and other potential noise sources away from adjoining residential areas. In neighborhood commercial areas, front deliveries, rather than rear loading docks and service areas, are strongly encouraged.

**CS-17. Site Lighting.** Use the minimum necessary illumination levels, warm color temperatures (3500 degrees Kelvin is preferred), even spectral distribution, and shielded/hooded fixtures. Generally, parking lot and store-front area illumination levels should be a minimum of 1.0 lumens, but not excessively bright. Ambient illumination levels at pedestrian routes should be a minimum of 0.5 lumens. Use parking lot lighting fixtures or standards ten to twenty feet in height above the pavement, of a design that is complementary to the overall character of the development. Locate and shield lighting fixtures to prevent

light projecting onto adjacent properties, and prevent direct visibility of lamps from off-site. Coordinate the spacing of lighting with the placement of trees.

## Neighborhood and Streetscape Design

### Objectives

- Attain and/or preserve a small town atmosphere in commercial areas. Design in terms of integrated commercial districts rather than in terms of insular shopping centers. Integrate commercial development with the surrounding urban fabric.
- Commercial development should be compatible with, and complementary to, the existing context in architectural, social and, economic terms.
- Mix uses and development intensities to the degree that the market will bear and include civic land uses, residential land uses, and uses that bring activity day and evening.
- Encourage compact commercial development to reduce walking distances and prioritize a pedestrian-friendly environment in commercial areas and adjoining residential areas.
- Contribute to the jobs-housing balance by developing buildings for businesses that serve local residents and can employ the local labor pool.
- Maintain an attractive, human-scaled streetscape free of visual clutter. Architecture, landscaping, and people should have greater visual impact on the streetscape than commercial advertising or signs.
- Respect the historic roots of the community.

## Standards

**CN-1. Neighborhood Character.** Design attractive, interesting, creative, varied, inviting, relaxing, and/or vibrant commercial areas appropriate to the feel of the neighborhood. Where new commercial and residential development is planned together, reflect a consistent neighborhood character throughout. Coordinate landscaping for consistency within neighborhoods, and to differentiate different neighborhoods and districts from one another.

**CN-2. Neighborhood Integration and Compatibility.**  Design new commercial development to be compatible with and integrated into the existing neighborhood. Make gradual transitions between new development and existing development in terms of height, mass, scale, and materials. Blur the lines between uses by designing neighborhood commercial areas as commercial districts that are connected to rather than insulated from their neighborhoods. Avoid sharp definitions between the commercial and adjacent residential uses.

**CN-3. Mixed Uses.**  Mix retail commercial, professional office, civic uses, and higher density residential uses to the degree the market will bear. Provide second floor spaces for residential, office, daycare, restaurant, entertainment, or other uses.

**CN-4. Compact Development.** Focus higher densities of residential use within and adjacent to commercial areas to achieve compact development that encourages pedestrian trips. Carefully size and design open spaces and streets to meet community needs without unnecessarily lengthening walking trips.

**CN-5. Recreation.** Include non-commercial pedestrian-accessible open space such as plazas or outdoor recreation sites in or adjacent to commercial

development. Provide outdoor recreation opportunities for individuals and groups (e.g. volleyball and/or basketball courts, exercise courses, play equipment) and daycare facilities in or adjacent to commercial and office uses. Provide well-designed public open space and provide opportunities for the enjoyment of the arts and music.

**CN-6. Street Trees.** Plant street trees at between 20 and 30 feet on center.

**CN-7. Attractive Street Lighting.**  Select light standards, fixtures and illumination levels that make an attractive contribution to the streetscape.

**CN-8. Subdued Signage.** No sign shall dominate the streetscape.

**CN-9. Bicycle and Pedestrian Connectivity.** Create pedestrian and bicycle access between commercial uses and adjacent residential neighborhoods and to adjacent trails. Provide mid-block or cul-de-sac access to commercial areas to avoid circuitous pedestrian routes to commercial areas.

**CN-10. Pedestrian Scale.**  Design street frontages with a pedestrian scale. Bring buildings and building entrances to the street frontage and provide shade for pedestrians in commercial areas. Streets that serve neighborhood commercial areas should be pedestrian-scaled and similar in character to the adjacent residential streets. Don't locate solid fences and gates on the public street frontage. Vines and climbing plants integrated upon buildings, arbors, trellises, and fences are strongly encouraged, particularly if internal space requirements do not allow regularly spaced windows.

**CN-11. Historic Context.** Consider historic development patterns in designing new commercial developments and neighborhoods.



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**CS-14. Festivity.** Banners enliven a shopping center.



**CS-15. Drainage.** Plants filter parking lot runoff prior to entering storm drain.



**CN-2. Neighborhood Integration and Compatibility.** Commercial and residential uses side by side in downtown.



**CN-3. Mixed Uses.** Mixed use development provides convenient shopping for upper floor residents.



**CN-10. Pedestrian Scale.** Buildings are brought up to the street at a human scale while parking is placed to the center of the site.



**CN-7. Attractive Street Lighting.** Decorative street lights contribute to an inviting streetscape.

## Chapter 5.0

# RESIDENTIAL DESIGN STANDARDS

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### Focus and Intent

The residential design standards address three important components of a residential neighborhood: design of the house itself; relationship of the house to the street and adjoining houses; and the overall design of the neighborhood. When all of these are well designed, the houses and neighborhood are more likely to look attractive and maintain value. In addition, the neighborhood is more likely to facilitate walking and bicycling to nearby destinations, invite social interaction, and result in a safer community that imbues the traditional small town feel of Los Banos. The design standards are also intended to result in neighborhoods that reduce energy dependence, and promote fitness, health, and personal safety.

No specific residential architectural style is required; however the design tenants presented are consistent with and reflect those of traditional American architectural styles. Likewise, no specific formula is presented or required for the design of neighborhoods. The City does not desire a

collection of formulaistic subdivisions based on rigid guidelines, but rather creative and original development that meets the stated objectives. New neighborhoods should be uniquely and imaginatively designed and carried out with quality construction and craftsmanship.

All types of residential development should be thought of foremost as homes for people. The residential design guidelines are intended to accommodate the large variety of home types, including detached single family houses, small lot and courtyard houses, duplex and multifamily dwellings.

New residential development must be designed to be compatible with the existing neighborhood; but where existing residential development is not consistent with the intent of these standards, no attempt should be made to emulate the scale or size of the existing development except to provide transition elements.



## General Objectives of Residential Design

- Develop residential neighborhoods that maintain a small town feel.
- Provide convenient access to neighborhood services.
- Encourage pedestrian and bicycle travel and social interaction.
- Observe the basic elements of design for residential buildings, site plans, and neighborhoods.
- New residential development should be compatible with, and complementary to, the existing context in terms of scale, height, front yard setbacks, and neighborhood feel.
- Maintain development at a finer scale, utilizing variations in building form or style, colors and materials.

## Building Design

### Objectives

- Buildings should be well proportioned, balanced, and attractive on all elevations.
- Buildings should make careful use of mass, façade depth and/or articulation, fenestration, roof overhangs and eaves, detailing, colors, texture variation, and landscaping to ensure that the buildings present a human scale.
- Building architecture should generally draw on traditional residential design concepts.
- Rooflines and building forms should be clean and need not be overly complex or decorated.

- Building designs should maximize energy efficiency.
- Buildings should be designed to be visually harmonious with nearby structures.

## Standards

### Detailing

**RB-1. Balanced Elevations.** Keep windows, doors, and other façade elements in balance on each elevation. Extensive blank, solid walls (overly long or overly tall) are discouraged on all elevations and are not permitted on elevations visible to public view. If such walls are necessary for interior or structural reasons, provide some form of variation or decoration such as false windows and balconies, wainscoting, and/or trellis plantings. Generally, a wall that is comprised of 15 to 35 percent window area will result in a pleasing combination of aesthetics, interior lighting, and visible structure. Observe the basic elements of design in building architecture.

**RB-2. Characteristics of Materials.**  In designing buildings, reflect the natural characteristics, uses, and limitations of the building materials. Heavy types of materials, such as stone or brick, should be used primarily at bases of buildings or for pillars, and should not be used above lighter materials such as wood siding. Surfaces which appear like an appliqué or are out of context of the overall building structure or character shall not be used.

**RB-3. Ornamentation.**  Design ornamentation to relate to its supposed purpose and be in scale to other building elements. For example, if mock shutters are used, they should relate correctly to the size of the adjacent window; a window box for flowers should match the width of the window.

**RB-4. Consistent Finish Materials.** Maintain consistent exterior finish materials throughout the building.

**RB-5. Uniform Style.** Within a lot, keep all building components and accessory structures of a consistent or complementary style, or screened from view.

**RB-6. Window Design.**  With most architectural styles, windows should be vertically oriented, with a series of adjacent vertical windows used when the width of the window area is greater than the height. Horizontally-oriented windows are acceptable if appropriate to the architectural style.

**RB-7. Façade Depth.**  Provide depth to the façade by employing recessed and projecting elements, including prominent features such as bay windows and porches, and subtle features such as recessed window planes and raised trim. Windows should be set in from the wall plane to provide depth and shadow to the wall. Features should be appropriate to the architectural style of the house.

**RB-8. Corner Houses.**  Design houses for corner lots (including lots fronting on pedestrian paths) to present equally important elevations to both frontages. Only fences allowed in front yards shall be constructed on street and pathway frontages. Exceptions may be made for side yards along arterials if a sound wall is approved, or where the rear yard meets the street.

**RB-9. Roof Design.**  Roofs designs should generally be kept simple and uncluttered. Locate air conditioning, mechanical equipment, antennae and television receiver dishes, and vents on sides of the roof that are not visible from the street whenever possible. The tilt of solar panels should match that of the roof plane.

**RB-10. Wall-mounted Utilities.** Locate wall-mounted electrical meters, communications reception equipment, and other similar utilities where they are not readily visible from the street.

## Sustainability

**RB-11. Energy Efficient Buildings.**  Design for maximum energy efficiency and conservation. Design residences to minimize the need for artificial lighting, by providing ample windows, eaves that shade in the summer and allow light penetration in the winter, light towers, light wells, dormers, skylights or other features to take advantage of natural lighting. The use of passive solar designs, solar water heating, and photovoltaic systems is encouraged.

**RB-12. Roof Orientation.** To the extent feasible orient major roof areas to the south to facilitate solar panels, and take advantage of passive solar energy by orienting major window areas to the south.

**RB-13. Sustainable Materials.** The use of building materials that are recycled and renewable, sustainably grown or produced, and those producing low chemical emissions are encouraged.

## Sensitivity to Surroundings

**RB-14. People Features.** Include building features that support the idea people might appear and observe activity on the street, i.e., windows, balconies, roof terraces, and flower boxes.

**RB-15. Privacy Protection.**  To the extent practical, new buildings that overlook private yards or common open space of adjacent residences shall be designed to protect the privacy of the adjacent residences, particularly when the house is located close to the property line on that side.



Windows on these elevations should be frosted or placed higher on the wall to reduce views out into adjacent yards.

**RB-16. Compatible Infill.**  When designing houses for infill on vacant lots, or remodeling homes within existing neighborhoods, take into account the façades, rooflines, and size of adjacent structures. New or remodeled houses should share similarities in character with other houses fronting the same street. If a new or remodeled house would be substantially larger than surrounding houses, reduce the perceived size by breaking up large masses into smaller building elements and accentuating the use of fine detail. When designing building additions complement and balance the overall form, mass, and composition of the house. The discriminating use of saturated colors is acceptable provided the colors do not visually detract from nearby historic places or structures.

### Single Family

**RB-17. Entryways.**  Face entryways toward the street and make them a prominent part of the house design. Front doors should be readily visible from the street to provide a welcome appearance and provide visibility and security.

**RB-18. Public Interface.** Design homes with front porches, stoops, patios, or other seating opportunities facing the public right-of-way. To ensure usefulness, seating areas should be a minimum of six feet square.

**RB-19. Minimize Garages.**  Set garages and carports back from the front of the house or utilize side entry garages with windows on the front elevation. Avoid prominent and repetitious placement of garages along the street. Canopies, trellises, or other decorative features that

reduce the prominence of double garage doors should be utilized. Garage doors should not comprise more than half of the front façade. Rear loaded garages are encouraged.

### Compact

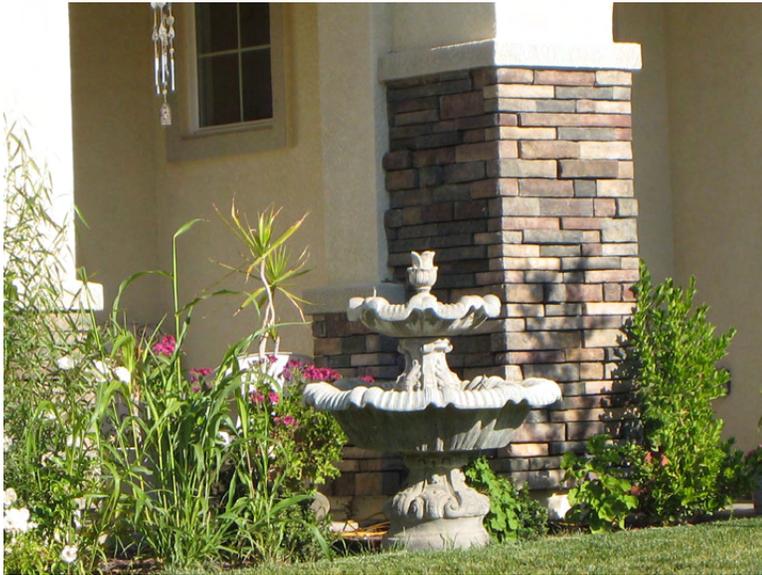
**RB-20. Daylight Access.** To increase natural light to small residential lots, consideration should be given to the orientation of roof gables and the effect of the roof line on yard shading.

**RB-21. Blank Walls.** Avoid large blank walls. If large blank walls with few or no windows are required for purposes of the internal arrangement or to afford privacy to an adjacent yard, provide a decorative treatment, such as vertical variation in siding materials or a mid-way roof.

**RB-22. Entryways.**  Entryways should face the street, pedestrian access, or parking court, with doors readily visible. Provide a porch or patio area a transition from adjacent walkways, streets, or vehicular accesses. Seating areas should be a minimum of six feet square.

**RB-23. Minimize Garages.**  Set garages and carports back from the front of the house or utilize alley loaded garages. Avoid prominent and repetitious placement of garages along the street or alley. Garage doors should not dominate the view down an alley.

**RB-24. Architectural Detailing.** Design with careful attention to architectural detail on small lot houses, modular, and mobile homes to avoid featureless or repetitive facades. Utilize eave overhangs, window trim, porches, and other elements to enhance the appearance of these units.



**RB-2. Characteristics of Materials.** Stone in an appropriate use as a base material on a pillar.



**RB-3. Ornamentation.** These shutters are the correct size for the window.



**RB-6. Window Design.** A series of vertical windows provide window coverage across a wide wall area.



**RB-7. Façade Depth.** The façade of this house is made more interesting due to the depth and texture of the various elements.



**RB-8. Corner Houses.** A house designed for a corner lot with a main and a secondary street face.



**RB-9. Roof Design.** Solar panels match the roof pitch.



**RB-11. Energy Efficient Buildings.** Solar shingles are used on this building.



**RB-15. Privacy Protection.** Windows placed high on a side wall provide privacy for the neighbor.



**RB-16. Compatible Infill.** *This infill house matches the scale and style of adjacent homes.*



**RB-17. Entryways.** *The front door is a prominent feature of this house.*



**RB-19. Minimize Garages.** *The trellis makes the garage an attractive feature.*



**RB-22. Entryways.** *Fronts of compact homes face the main street with access from an alley.*



**RB-25. Compatible Massing.** *The massing of this apartment building is comparable to the adjacent single-family neighborhood.*



**RB-23. Minimize Garages.** *Variation in setbacks hides garages and provides an interesting streetscape in a compact development.*

## Multi-Family

**RB-25. Compatible Massing.** 📷 Use building massing and building articulation that relate to the surrounding neighborhood. Adjacent to single-family neighborhoods use massing that expresses a scale similar to and draws on elements of traditional single family homes. Adjacent to commercial uses building massing should contribute to the visual definition of the street edge.

**RB-26. Roof Lines.** Vary roof lines of large buildings to present a human scale. Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof.

**RB-27. Varied Façade.** 📷 Incorporate varied front setbacks within the same structure with staggered unit plans, use of reverse or different building plans to add variety; and/or place a maximum of two adjacent units with similar exteriors.

**RB-28. Compatible Finish.** Use colors, details, and finish materials that are compatible with the neighborhood.

**RB-29. Window Variation.** 📷 On buildings of two or more stories and with large expanses of fenestrated walls visible from the street, introduce thematic variations on window size and/or window mullion patterns from the lower to the upper floors.

**RB-30. Entryways.** Orient building entries toward streets, landscaped courts, or pedestrian paths, and not directly onto parking lots. Provide parking in the rear of the buildings and dedicate a greater portion of the lot to private backyards.

**RB-31. Public Interface.** 📷 Provide separate entries and porches for ground-level units. Use patio and porch areas to transition to the adjacent public areas.

**RB-32. 360-degree Design.** Design side and rear elevations with attention to architectural character and detail comparable to the front façade.

## Site Design

### Objectives

- Maintain a small town atmosphere through use of human scale and strong relationships between the home, the site, and the street.
- Establish a positive relationship between indoor and outdoor space.
- Make homes and porches more prominent than garages and parking, and make landscaping more prominent than fences or walls.
- Provide convenient, comfortable, and safe pedestrian access.
- Arrange the site so that attractive building elevations face the street to give visual definition to the street edge and provide for security in public spaces.
- Arrange site improvements to respect neighboring properties. Maintain the privacy of neighbors' private outdoor open space and neighbors' private yard access to sunlight. Minimize nuisance to neighboring properties.
- Design the site to maximize energy efficiency and promote environmental quality.
- Design landscaping to enhance aesthetics, comfort, security, and privacy, and conserve water and energy.



## Standards

### Pedestrian Facilitation

**RS-1. Pedestrian Access.**  Provide pedestrian access to the house from the street via a route that does not utilize vehicle parking spaces.

**RS-2. Pavement.**  Minimize the width of driveways, keeping them only as wide as necessary to serve garages. Decorative pavement is encouraged for driveways and walkways. At a minimum, provide decorative pavement as an accent where the driveway meets the sidewalk, or provide a decorative sidewalk along the street or to the house. Pervious paving is encouraged; minimize the use of impermeable paving materials.

### Landscaping and Surroundings

**RS-3. Solar Orientation.** To the extent feasible, building placement on lots should take advantage of solar energy by orienting roofs to provide a southerly exposure ideal for solar panels, and maximizing solar heat gain in winter.

**RS-4. Energy Efficient Landscape.** Design landscaping to reduce energy consumption and water use. Landscaping should include deciduous trees to shade south-facing walls in the summer and allow sunlight penetration in the winter. Locate trees and shrubbery at east, south, and west elevations to reduce heat gain in summer months. Use drought resistant landscaping for a substantial percentage of yard areas, and limit turf to areas of active use.

**RS-5. Landscape Screening.** Screen for visual privacy with berms and landscaping rather than solid fences or walls wherever possible.

Integrate vines and climbing plants on blank building walls, trellises, and fences facing the public view. Walls with vines and climbing plants or other suitable landscaping are required where rear yards or full side yards are adjacent to streets or public spaces.

**RS-6. Daylight.** Maintain sunlight access on adjacent private or public open space at no less than 50 percent of the useable area at any time between the hours of 10 AM and 2 PM on any day of the year. Lay out backyards of sufficient size and configuration to have direct sunlight and to provide useful outdoor living space.

**RS-7. Noise.** Minimize noise intrusion to adjoining properties. Locate trash storage or service areas in the same general area as adjacent neighbor's trash storage areas rather than next to neighbor's bedroom windows.

**RS-8. Light Spill.** Minimize light pollution and the illumination level of exterior lighting. Exterior lighting shall be shielded from shining directly onto adjacent residences.

**RS-9. Utility Boxes.** Locate above-ground utility boxes in non-prominent places, and screen with adequate landscaping or with an architecturally-appropriate wall.

### Single Family

**RS-10. Eyes on the Street.**  Develop building entries and configurations that provide residents with a view from their home onto streets, pedestrian pathways, and other public areas. Front doors shall face the street (or alley or pedestrian walkway, depending on lot arrangement). Accessory dwelling units on alleys may front on them, and units adjacent to pedestrian paths may front on the paths. Orient the front doors of the homes so that they are visible from other homes.



**RB-27. Varied Façade.** *Varied front walls add visual interest to the front of this apartment building.*



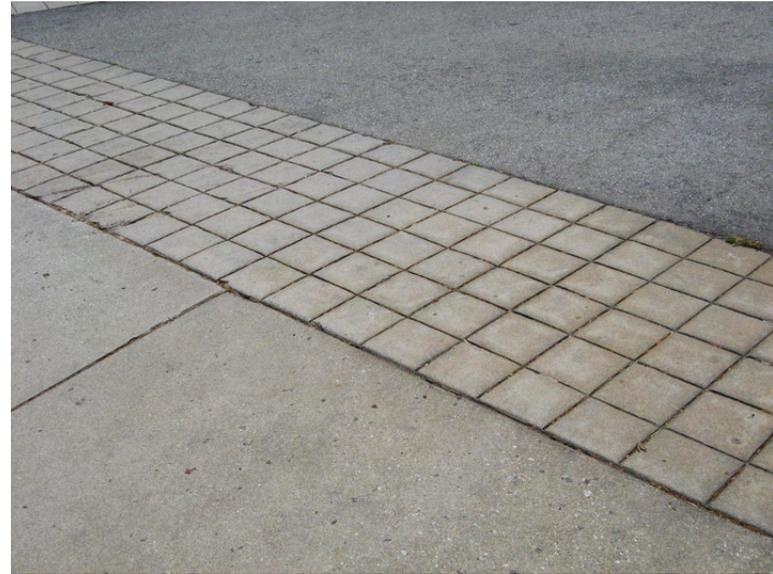
**RB-31. Public Interface.** *Private space meets the public walkway in these apartments.*



**RB-29. Window Variation.** *Vertical and horizontal window variation with consistent style.*



**RS-1. Pedestrian Access.** A flagstone walk offers a more pleasant route to the front door.



**RS-2. Pavement.** A strip of decorative pavement at beginning of driveway breaks up the expanse of asphalt.



**RS-10. Eyes on the Street.** The front porch and windows are oriented toward a pedestrian path to provide security.

**RS-11. Accessory Building Frontages.** Orient accessory dwelling units located on corner lots to face the street and use the same setbacks as primary dwelling unit requirements.

## Compact

**RS-12. Private Yards.** Provide a private yard area protected from the direct view of neighboring windows.

**RS-13. Auto Courts and Alleys.**  Provide landscaping and decorative paving or paving accents within courtyard and alley vehicular accesses. Vary building height and/or setbacks, and place garages so that they do not dominate the view into the courtyard or alley. Garages should generally be set back of living areas, but not so much as to encourage parking that would encroach into the vehicular access area. Design courtyard vehicular access so that the terminating vista features enhanced landscaping or a building element other than a garage.

**RS-14. Auto Court Access.** Design courtyard and dead-end alley vehicular accesses to meet fire, garbage, and other access requirements. Screen utilities and trash enclosures from view but facilitate necessary access.

**RS-15. Street Orientation.**  Orient front elevations of courtyard corner homes to face the street from which the courtyard gains access.

**RS-16. Consistent Site Architecture.**  Match the design of trash enclosures, grouped mail boxes, and other accessory structures to the architecture of the houses. Integrate signs and information systems into the overall design of the development, and relate signs to the architecture of the houses.

## Multi-Family

**RS-17. Street Orientation.**  Arrange development to front on the public right-of-way. Organize the site to place buildings adjacent to the street. Locate off-street parking behind buildings or in the interior of a block.

**RS-18. Cluster Design.**  Consider designs that cluster residential units around open spaces.

**RS-19. Pedestrian Routes.** Provide separate pedestrian routes of travel through parking lots. Where separate routes of travel cannot be provided, they differentiate from vehicular travel surfaces with color and texture. Arrange parking facilities so they do not dominate the frontage of public streets or interrupt pedestrian routes.

**RS-20. Landscaping.** Plant trees to generously shade driveways and parking areas. Coordinate tree placement with lighting fixture locations. Use drought-resistant plantings for a substantial portion of the landscaped area, and limit turf to areas of active use.

**RS-21. Landscape Security.**  Design the site layout and landscape to maintain street visibility of doors and windows and enhance security. Provide good visibility by planting large specimen trees, low shrubs, and groundcovers near buildings and pedestrian pathways. Common areas should be visible from adjoining residential units.

**RS-22. Site Lighting.** Provide lighting at doorways, pathways, parking canopies, and in corridors and service alleys. Utilize parking lot lighting fixtures or standards of ten to twenty feet in height above the pavement. Color temperature of the light should be between 3,500 degrees and 5,000 degrees Kelvin and have an even spectral distribution. Cobra head fixtures



are prohibited. Provide low level lighting for safe nighttime pedestrian circulation on walkways. Shield light fixtures from projecting light onto adjacent properties, and prevent direct visibility of lamps from off-site.

**RS-23. Consistent Site Architecture.** Match the design of parking canopies, trash enclosures, and other accessory structures to the architecture of the main building. Integrate signs and information systems into the overall design of multi-family residential developments. Relate signs to the architecture of the main building.

**RS-24. Trash Receptacles.** Provide individual dwelling-size trash receptacles when possible. Screen outdoor trash receptacles and dumpsters from view with permanent wall structures and landscaping. Screen trash receptacle storage areas from neighboring properties and public view with landscaping, and locate them on the site as close as possible to similar functions on adjacent property.

## Neighborhood and Streetscape Design

### Objectives

- Attain and/or preserve a small town atmosphere in residential neighborhoods. Integrate new neighborhoods with the surrounding community. Respect the scale of neighboring buildings, neighboring land uses, and natural features.
- Create neighborhoods with central focus, clear edges and entry points, and a cohesive design style. Coordinate architecture and landscaping for consistency within neighborhoods and to differentiate neighborhoods from one another.
- Creatively mix land uses within or adjacent to residential neighborhoods to the degree that the market will bear. Achieve

a relatively high net residential density while maintaining a lower perceived density. Include civic uses within or adjacent to residential neighborhoods.

- Design the neighborhood mix based upon the concept of life cycle housing, providing appropriate housing for people in all stages of life within any given neighborhood so that as people move up in the real estate market, they can continue to live close to established friendships.
- Encourage compact residential development to reduce walking distances and prioritize a pedestrian-friendly environment in residential areas and adjoining commercial areas.
- Orient streets and lots to maximize solar energy potential.
- Design attractive, interesting, creative, varied, inviting, relaxing, and/or vibrant streetscapes appropriate to the feel of the neighborhood.

## Standards

### Character

**RN-1. Neighborhood Identity.** ☑ Design neighborhoods to be easily identified and differentiated through the use of neighborhood entry features and landscaping, consistent architectural style or architectural elements, and/or streetscape designs. Entry features should be placed at points of entry. Within neighborhoods, visual cues such as landscaping themes, degree of visual enclosure on the streets, and the neighborhood's collective architectural character should be employed to establish unique neighborhood character and an organization of space that identifies the neighborhood as a unique place. Observe the basic elements of design in neighborhood layout.



*RS-13. Auto Courts and Alleys. Landscaping provides an attractive termination to a parking court.*



*RS-15. Street Orientation. Courtyard homes with front elevations toward the main street.*



*RS-16. Consistent Site Architecture. Wall styling matches building architecture.*



*RS-17. Street Orientation. Multifamily development fronting onto the street.*



**RS-18. Cluster Design.** Multifamily units clustered around a small lawn and garden areas.



**RS-21. Landscape Security.** Site design and landscaping provide openness and security at front doors.



**RN-1. Neighborhood Identity.** A distinctive entry wall and landscaping can set the design tone for a subdivision.



**RN-2. Neighborhood Design Continuity.** The architecture has a unified feel, but subtle differences in detail and color lend it variety.

**RN-2. Neighborhood Design Continuity.**  Display design continuity within neighborhoods. Where new commercial and residential development is planned together, reflect a consistent neighborhood character throughout. Use a consistent architectural style; architecture should be varied within a style, rather than through the use of several different styles. Carry a consistent landscape and streetscape character throughout a neighborhood. In neighborhoods with individually-designed custom homes, place additional emphasis on a consistent streetscape.

**RN-3. Transition to Adjacent Neighborhoods.** Allow one neighborhood to flow or transition into the next. Minimize perimeter walls and neighborhood access gates that result in insular neighborhoods. Lay out new development to make gradual transitions to existing development in terms of height, mass, scale, and materials. New development shall not visually dominate or overwhelm adjacent buildings in terms of color, scale, setbacks, bulk, or enormous disparity in height.

**RN-4. Space-efficient Development.** Design for compactness to conserve land and facilitate pedestrian and bicycle transportation. Strive for efficient use of land, and use well-designed open space areas judiciously and effectively.

**RN-5. Sense of Spaciousness.**  Retain a sense of spaciousness in residential neighborhoods by incorporating short blocks, providing for views of open space, clustering homes, varying lots sizes and side setbacks, varying building profiles (height and width), and designing for a low sense of enclosure in street section height-to-width ratios. Consider varied yard orientations, such as locating the principal private outdoor space to the side, rather than the back, of some houses.

**RN-6. Creative Open Space.**  Provide creative public open space such as parks with water features and outdoor amphitheaters, built-in chess

boards or hop-scotch, or other unique features. As development becomes increasingly compact, the quality of public open space becomes increasingly crucial. Strive for well-placed and carefully designed open spaces. Visually connect and integrate the open space into other public space such as the street right-of-way.

**RN-7. Distinctive Entries.**  Design neighborhood street systems to provide distinctive entries and frame focal points at important intersections.

**RN-8. Attractive Streetscape.** Craft the neighborhood design so that a combination of attractive building elevations, park areas, and landscaping face the streets, even on arterial and collector streets, to give visual definition and interest to the street edge. Minimize high fences and walls along streets.

**RN-9. Streetscape Variation.** Break up the uniformity of straight streets by expanding the planting area into the parking strip at intervals to accommodate large trees, introducing subtle curves or medians, or other techniques to vary the appearance of the streetscape.

## Land Uses

**RN-10. Residential Mix.** Provide a mix of housing densities, lot sizes and unit types within each new residential subdivision.

**RN-11. Housing Variety.** Apply the life cycle housing concept by including housing of different types, sizes, and price ranges in each neighborhood. Include granny flats or cottages on single-family lots. Provide a mixture of lot sizes from estate-size to compact-size lots. Provide affordable single-family detached homes for moderate incomes, and town homes and accessory units for low and very low incomes. Consider town homes or other development such as duplexes or fourplexes and housing for seniors



that fit with the neighborhood character because they look like single family homes through careful design and siting. Blur the lines between different types of housing.

**RN-12. Civic Uses.** Include a variety of civic uses such as schools, churches, and open space in residential neighborhoods. Design community functions into neighborhood school facilities. Include limited commercial uses. Allow uses to intermingle.

### Utilities and Energy

**RN-13. Street Lighting.** Utilize street lighting fixtures or standards of ten to twenty feet in height above the pavement. Color temperature of the light should be between 3,500 degrees and 5,000 degrees Kelvin and have an even spectral distribution. Cobra head fixtures are prohibited on residential streets. Shield light fixtures from projecting light onto adjacent properties, and prevent direct visibility of lamps from off-site. Provide low level lighting for safe nighttime pedestrian circulation on separate pathways.

**RN-14. Underground Utilities.** Place utilities underground to the extent feasible. Integrate above ground utility boxes, meters, and conduits into building designs or screen them from view.

**RN-15. Energy Efficient Neighborhood Design.** Design neighborhoods for maximum energy efficiency and conservation. Use the street orientation and the use of shading to contribute to the energy efficiency of the community. Orient lots so that as many homes as possible have the long side facing south to facilitate photovoltaic systems and passive solar.

### Circulation

**RN-16. Streets.** ☒ Minimize street widths and use detached sidewalks with regularly spaced streetlights, ample shade trees, and varied lot frontages.

**RN-17. Pedestrian Convenience.** Make the community more comfortable, accessible, and safe for pedestrians. Keep walking distances between destinations as short as possible; avoid circuitous pedestrian routes. Provide maximum pedestrian facilitation in the design of neighborhoods, with connecting pedestrian and bicycle pathways provided as short-cuts through long blocks or from cul-de-sacs to allow convenient pedestrian access to destinations within or adjacent to the neighborhood, including parks, regional trails, schools, commercial areas, and adjacent neighborhoods.

**RN-18. Bike and Pedestrian Circulation.** Clearly define the pedestrian and bicycle circulation within a neighborhood and coordinate it with bicycle and pedestrian circulation in adjacent neighborhoods. Avoid gaps and awkward connections.

**RN-19. Pathway Design.** ☒ Design short-cut pathways with a width to length ratio that avoids a claustrophobic feeling for users (about a 5:1 length to width is recommended). Face the windows and entries of adjacent houses towards the pathway, keep adjacent fence heights low, and avoid hiding places in the landscaping. Provide a low but even level of lighting. Street lights should be located as near each end of pedestrian pathways as possible if the pathway is not separately illuminated. Design bicycle and pedestrian facilities to meet the Caltrans or the American Association of State Highway and Transportation Officials standards.

**RN-20. Pedestrian Gates.** ☑ Within gated developments, provide pedestrian gates at the vehicular entrances, and supplemental pedestrian entrances as necessary to provide convenient routes to adjacent areas not close to the vehicular entrances. Design gated developments so as not to disrupt pedestrian circulation within and between adjoining neighborhoods.

### Single Family

**RN-21. Utility Pole Placement.** ☑ Place street lights, signposts, and aboveground utility boxes near side property lines or at street corners so they don't detract from views of the houses.

**RN-22. Maintain Density.** Consider lot and street layouts that emphasize variety in the streetscape and provide useful open space without unnecessarily reducing the net density.

### Compact

**RN-23. Street Edge.** ☑ In compact residential developments, use minimal front yard setbacks from neighborhood streets to give good visual definition to the street, reduce the cost of housing, and maximize private spaces. On major streets where a larger set-back may be necessary or desired, reinforce the street edge through landscaping, such by providing of a low fence along the sidewalk.

**RN-24. Streetscape Variation.** ☑ Vary the streetscape and break up long straight streets by introducing curves, alternating parking from one side of the street to the other, adding landscaped open spaces at intervals, providing significant variations in building set-backs, or other techniques.

### Multi-family

**RN-25. Multi-family Opportunities.** ☑ Provide a range of multi-family residential opportunities including townhouses, apartments, and residential units over retail in mixed-use settings, and "granny flat" accessory units within single family residential neighborhoods.

**RN-26. Compatibility with Single Family Neighborhoods.** ☑ Design multi-family residential buildings with a character that is compatible with adjacent single family residential neighborhoods.

**RN-27. Mixed Uses.** Mixed-use configurations for multi-family developments are encouraged to provide neighborhood-serving commercial in proximity to multi-family residential development.



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***RN-5. Sense of Spaciousness.*** An unusual lot orientation results in a spacious streetscape.



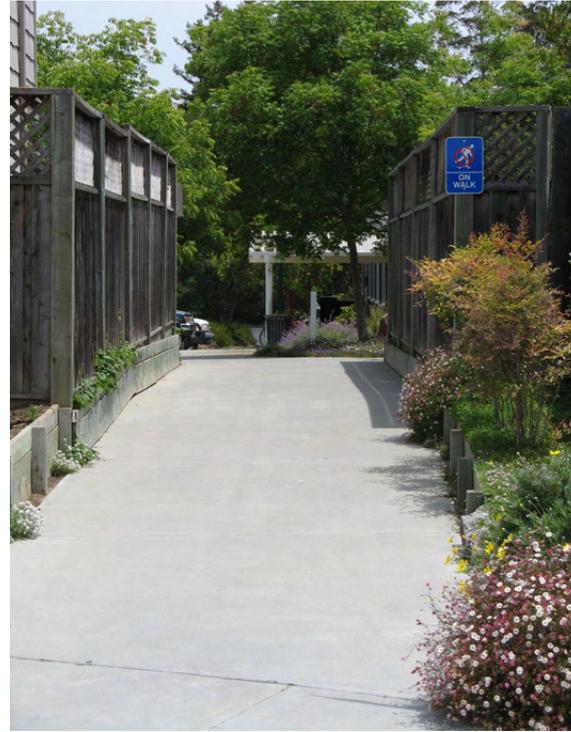
***RN-7. Distinctive Entries.*** A park is the focal point at the entrance to this neighborhood.



***RN-6. Creative Open Space.*** A small playground and lawn at a high density residential development.



**RN-16. Streets.** *Mature street trees have an enormous effect on the feel of a neighborhood.*



**RN-19. Pathway Design.** *Pathway between houses has an open feel.*



**RN-20. Pedestrian Gates.** *Pedestrian access is provided at this gated subdivision entry.*



**RN-21. Utility Pole Placement.** *Careful placement of poles and utilities reduces interference with the architecture.*



**RN-23. Street Edge.** Front fence reinforces the street edge of these alley access homes with large setback.



**RN-24. Streetscape Variation.** Trees interrupt the parking and provide variation to the streetscape.



**RN-25. Multi-family Opportunities.** Granny unit at the rear in downtown Los Banos.



**RN-26. Compatibility with Single Family Neighborhoods.** The apartment building architecture (at left) is similar to that of the adjacent single-family home.



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APPENDIX A

GLOSSARY



**360-degree design** – Design that provides well thought-out detailing on all sides of a building.

**Access/Egress** - The ability to enter and exit a site from a roadway or walk way by use of motorized vehicles, bicycles, or pedestrians.

**Accessory Structure** – A subordinate structure the use of which is incidental to that of the main structure on the same lot.

**Accessory Use** – A use incidental or subordinate to, and devoted exclusively to the main use of a lot or a building located on the same lot.

**Adobe** – Clay brick walls used in early Spanish buildings, now simulated with plaster or stucco.

**Affordable Housing** - Housing capable of being purchased or rented by a household with very low, low, or moderate income (in ranges established by the state) based on a household's ability to make monthly payments necessary to obtain housing. Housing is generally considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing.

**Agrarian** – Architecture modeled after agricultural buildings.

**Alley** – A public or private right-of-way that affords a secondary means of access to abutting properties.

**Appliqué** - A decoration or ornament made by cutting pieces of one material and applying them to the surface of another.

**Arcade** - A roofed exterior passageway often supported by a series of arches or columns, especially one with shops.

**Articulation** – Physical or visual separation, offset, or modulation of building planes or forms.

**Auto Court** – A residential arrangement where several houses are closeted around a shared driveway.

**Balustrade** – A decorative railing.

**Baluster** – The supporting post of a railing.

**Base** – The bottom visual portion of a building, typically extending up a short way from the foundation.

**Bikeway** - A way signed or marked for bicycle travel, including bicycle paths (“class 1”), bicycle lanes (“class 2”), and bicycle routes (“class 3”).

**Body** – The main portion of a building, consisting primarily of the walls.

**Buffer** – A separation that acts to soften the effects between two adjacent uses.

**Building** – A covered structure for the shelter of persons, animals, items, or activities.

**Building Site** – A lot or parcel of land occupied or to be occupied by a building.

**Build-to Line** - A specified location at which the front wall of a structure must be constructed, typically used to align structures along a street to shape public space.

**Bulb-out** – a widening of the sidewalk to slow traffic and aid pedestrian street crossing.

**Business Icon** – A logo or design associated with a particular business or brand.

**Canopy** – A fabric roof covering.

**Cap** – A distinct building element at the top of the exterior walls.

**Character** – Set of qualities that make a building or place distinctive.

**Clerestory Window** – Windows set high on a wall, or on an upper wall between roof sections.

**Clustered Development** - Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of reserving open space.

**Cobra head fixture** – A pole-mounted street light that arches outward over the street.

**Commercial Use** – Business enterprises offering goods or services for sale.

**Compatibility** – Having harmonious characteristics.

**Corbel** - A supporting bracket.

**Cornice** – A projecting ornamental molding at the top of the wall.

**Crosswalk** – A specially paved or marked path designated for pedestrians to cross a street.

**Cupola** - A domed roof or ceiling.

**Density, Perceived** - An individual's impression of development density based upon what they see and experience rather than empirical knowledge. Perceived density may be quite different from actual density, and can be influenced by design.

**Development** – The physical extension, construction, or reconstruction of buildings, site improvements, and infrastructure. Development activities include: subdivision of land; construction or alteration of buildings, structures, roads, utilities, and other facilities; and grading, but excluding routine repair and maintenance.

**Dormer** – A window and associated walls and roof, projecting out at a right angle from the main roof.

**Drive-thru Lane** – A circulation aisle to provide vehicular access to a service window.

**Elements of Design** – The basic components of good design: scale, proportion, balance, rhythm, focal point, continuity, and variety. Refer to Chapter 1 Fundamentals.

**Eyes on the Street** – The concept of improving personal security through the orientation of porches, doors, and windows toward public areas.

**Façade** - The principal (usually front) face or elevation of a building.

**Fenestration** - The pattern of doors and windows in the wall of a building.

**Flex Parking Space** – an on-street parking space that can be temporarily converted to outdoor seating for adjacent restaurants and cafes, and similar uses.

**Foot-candle** – A measure of the brightness of light.

**Gambrel Roof** - A roof two slopes on each side, the lower slope being steeper.

**Gateway** – A key location offering a sense of entry.

**General Plan** - The City's principal policy document which directs long-term development

**Glazing** – The glass in a window.

**Golden Rectangle** - a rectangle divided in such a way as to create a square and a smaller rectangle that retains the same proportions as the original rectangle, based on the golden ratio (*phi*), which is approximately 1:1.618.

**Granny Flat** - An accessory dwelling unit typically occupying the same lot as a single family home.

**Hardscape** – Surfaces such as pavement or wooden decking (as opposed to Landscaping).

**Hay Door and Hay Hood** – A door beneath a projecting roof at the gable end of a barn, used for stowing hay into the barn's loft.

**Historic Preservation** - The preservation, restoration, and/or rehabilitation of historically significant structures, sites, and neighborhoods.

**Historic Building or Site** - A building or site that is noteworthy for its significance in local, state or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts. Designation may be conferred through government action or by qualification through an official survey.

**Human-scaled** - see Pedestrian-scaled.

**HVAC** – Heating, Ventilation, and Air Conditioning systems.

**In Lieu Fee** - Cash payments made in substitution for a dedication of land or provision of an improvement.

**Kelvin** – A temperature measure of light used to express the perceived color range of the light.

**Landscaping** – Plantings and decorative improvements on a site or along a roadway.

**Land Use** - The purpose for which land or a building is designed, arranged, or intended or for which either land or buildings are or may be occupied or maintained.

**Life Cycle Housing** - Providing a variety of housing choices in each neighborhood to address the needs of families with children, families with teenagers, empty nesters, single adults, and senior citizens, to create an opportunity for an individual to meet housing needs in the same neighborhood through all stages of life.

**Light Spill** – Light that shines into areas not intended for illumination.

**Lot** – An area of land in separate fee ownership.

**Mansard Roof** – A Gambrel roof with four planes (i.e. hipped or without a gable).

**Masonry Wall** - A wall made of stone, concrete, or brick.

**Mass** – The overall bulk of a building.

**Median Strip** – A physical separation between opposing lanes of traffic on a roadway.

**Mixed Use** – A combination of various land uses, such as office, commercial, institutional, and residential, in close proximity, often on the same lot.

**Mullion** – A vertical divider between panes of glass in a window

**Muntin** - A divider between panes of glass in a window.

**Niche** – A recess in a wall.

**Noise** – Undesirable sound.

**Noise Attenuation** - Reduction of the level of a noise by way of structures or design.

**Openings** – Doors, windows, and other features that provide breaks in a wall.

**Parapet** – A low protective wall or railing along the edge of a roof, balcony, or similar structure.

**Paseo** – A pedestrian pathway, typically mid-block between buildings.

**Pedestrian** - A person traveling on foot; a walker.

**Pedestrian Friendly or Pedestrian-oriented** - Having qualities that enhance or encourage pedestrians.

**Pedestrian-scaled** - Sized to relate to human dimensions, and in particular, sized such as to offer a comfortable experience to the pedestrian.

**Permeable Pavement** – Pavement that allows the infiltration of water.

**Photovoltaic Systems** – Energy gathering panels that convert sunlight into electricity.

**Proportion** – The relationship between parts of a whole.

**Public Areas** – Those areas, public or private, within which members of the public may freely pass.

**Reconstruction** – As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

**Rehabilitation** – The repair, preservation, and/or improvement of substandard structures or structural elements.

**Residential** - Land designated in the City’s General Plan and zoning ordinance for buildings consisting principally of dwelling units.

**Residential, Compact** – Single or duplex homes on lots smaller than the standard for single-family residential (typically less than 6,000 square feet), including zero lot line homes, cluster, courtyard or alley arrangements, and mobile home parks.

**Residential, Multiple-Family** - Multiple dwelling units on a single site, typically for rent.

**Residential, Single-Family** - A single dwelling unit on a building site.

**Right-of-Way** - A strip of land providing access, such as the land underlying a street.

**Scale** – The relative size of a building to its setting.

**Setback** – The required distance between a property line and a building.

**Sign** - A written or pictorial representation used to identify, announce or otherwise direct attention to a business, profession, commodity, service or entertainment.

**Single-family Dwelling** - A dwelling unit occupied or intended for occupancy by only one household

**Site** - A parcel of land used or intended for development.

**Solar Energy** – see Photovoltaic Systems.

**Spanish / Mission** – Architectural style derived from Spanish-American traditions, including adobe-like walls, arches and other distinctive elements.

**Street** – A public thoroughfare that affords the principal means of access to abutting properties, including an avenue, place, way, drive, lane, boulevard, highway, road, and any other public thoroughfare excluding alleys.

**Street Edge** – The perceived line formed by the placement of buildings along a street.

**Street Furniture** - Features along a street that are intended to enhance that street’s character and use, such as benches, trash receptacles, kiosks, lights, and bicycle racks.

**Street, Arterial** – A major interconnecting street providing through routes and connection to regional roads.

**Street, Collector** - A street that provides circulation within and between neighborhoods.

**Street, Local** - A street predominantly serving abutting properties.

**Street, Residential** - A local street that primarily provides access within residential neighborhoods.

**Streetscape** – The visual environment along a street.

**Streetscape Improvements** – Features associated with a street that are intended to enhance that street’s visual character.

**Street Trees** - Trees planted – usually in parkway strips, medians or along streets – to enhance the visual quality of a street.

**Structure** - Anything constructed or erected which requires location on the ground.

**Subdivision** – The division of land into smaller units for the purpose of sale or lease.

**Sunlight Access** - The provision and protection of direct sunlight to an area specified for solar energy collection or outdoor space use. Generally specified by angle, e.g.: when the sun’s azimuth is within 45 degrees of true south but can also be a performance requirement e.g.: must allow direct sunlight between 10 AM and 2 PM on any day of the year.

**Sustainable Development Practices** - The incorporation and balancing of environmental, economic, and social components in the design of development. The environmental component includes

building with materials that return to the earth easily (wood, steel vs. aluminum, plastics) or require minimal energy to produce and transport, and designing to conserve natural resources such as water or natural vegetation. The economic component includes building a diversified economy less susceptible to market shifts and one that retains its vitality within the community over the long term. The social component includes providing for diversity in cultures, age and economic groups, and fostering social interaction and cultural appreciation opportunities.

**T-1-11** – A plywood siding product with vertical divisions.

**Tandem Parking** – An end-to-end parking arrangement in which one car blocks another’s access.

**Tensile Structure** – A structure that attains its strength through tension rather than compression, typified by cables and fabric and often employed as roof structures.

**Transom** – A window located above the door.

**U-lock** – A U-shaped lock for bicycles and motorcycles.

**Use** – see Land Use.

**Used Brick** – Brick of inconsistent texture or shape either actually used in an earlier building or simulated to appear so.

**Vestibule** – An entry hall separating the main portion of a building from the exterior.

**Walkway** - A sidewalk or path for pedestrian use.

**APPENDIX B**

**GENERAL PLAN DESIGN POLICIES**



# LOS BANOS GENERAL PLAN COMMUNITY DESIGN POLICIES

## Themes and Key Initiatives

Several ideas for the General Plan were identified and refined by the General Plan Advisory Committee, based on input by the public, key stakeholders, and City officials and staff. As the plan took shape, these ideas were further refined into major objectives. The maps and policies in the General Plan are structured around seven initiatives (excerpts of which are presented here):

**Providing for balanced and sustainable growth.** The Plan offers proposals to create and maintain a cohesive development pattern amidst the agriculture landscape, with clearly defined urban edges. An urban boundary is created to protect Los Banos' surrounding lands from sprawl, reduce the cost of extending costly infrastructure, and enhance the visual character of the City's edge. Land use policies are enacted to reduce incompatible land uses and ensure developments pay for their share of infrastructure, public facilities, and any environmental costs they might impose.

**Integrating neighborhoods and neighborhood centers.** Another central idea in this General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Quality neighborhoods typically mean a quality urban environment. Balanced neighborhoods include a mix of residential opportunities and include activities and facilities that are used on a frequent basis—such as schools, stores and parks. Land uses are designated to ensure balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.

**Creating a network of parks and open space.** In addition to neighborhood and community parks, the General Plan proposes an interconnected network of pathways and trails. This system is envisioned to connect neighborhoods to one another and also to create a pedestrian or bikeway linkage between parks, schools, neighborhood commercial centers, downtown, and employment centers.

**Creating a safe, efficient and attractive circulation system.** The Plan establishes a comprehensive set of principles and policies to enhance the existing system and promote a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation. Also, this plan proposes a system of plantings, trees, and other amenities to add pleasant visual character to Los Banos' streets.

## Land Use Framework

The General Plan Diagram illustrates the following ideas (excerpts are presented here)

**Integrated Neighborhoods and Neighborhood Centers.** The General Plan Diagram depicts a network of neighborhoods; they are all walkable and include community facilities such as parks and schools, and have a central focal point. The diagrams show how these neighborhoods are related to each other and to neighborhood centers and shopping areas.

**Enhanced Community Character and Aesthetics.** The physical character of Los Banos will be enhanced through compact design, pedestrian-oriented circulation, neighborhood-centered activities, and environmental sensitivity. The arrangements of land uses on the General Plan Diagram create a framework within which quality community design is possible.

**A Network of Open Space.** All of the Parks and Open Space uses are linked by a system of parkways, bikeways, and roadways.

## Applicable Policies and Actions

### Circulation

#### Guiding Policies

**C-G-5** Improve the scenic character of transportation corridors in the city.

#### Implementing Actions

**C-I-26** Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

**C-I-27** Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:

- Providing intersection “bump outs” to reduce walking distances across streets in the Downtown and other high use areas;
- Providing pedestrian facilities at all signalized intersections;
- Providing landscaping that encourages pedestrian use; and

- Constructing adequately lit and safe access through subdivision sites.

### Land Use

#### Guiding Policies

**LU-G-1** Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs of the City.

**LU-G-2** Maintain a well-defined compact urban form, with a LU-G-2 defined urban growth boundary and development intensities on land designated for urban uses.

**LU-G-3** Ensure that new development provides for infrastructure, LU-G-3 schools, parks, neighborhoods shops, and community facilities in close proximity to residents.

**LU-G-4** Preserve and enhance Los Banos’ neighborhood character and small town feel.

**LU-G-5** Reinforce the City’s image by protecting historical resources, strengthening focal points, improving streetscapes and the safety of neighborhoods.

**LU-G-6** Promote environmentally sensitive and sustainable design in new development.

**LU-G-7** Provide for residential development with strong community identities, appropriate and compatible scales of development, identifiable centers and edges and well-defined public spaces for recreation and civic activities.

**LU-G-9** Provide for a transition between higher density and lower density residential areas, or require buffers of varying size between residential uses and non-residential uses without restricting pedestrian and bicycle access.

**LU-G-10** Foster viable, pedestrian-oriented neighborhood centers and strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.

**LU-G-13** Foster high quality design and allow secondary uses in Employment Park or industrial areas if they can complement or enhance the primary use.

## Implementing Actions

**LU-I-9** Ensure that new residential development enhances Los Banos' neighborhood character and connectivity by establishing the following standards in the Subdivision Ordinance:

- Maximum block length: 500 feet, except for blocks with single-family residential uses that may be up to 600 feet long (750 feet with a mid-block pedestrian connection);
- Maximum ratio of block length to width: 3:1 for residential blocks;
- Limited use of dead-end streets: Cul-de-sacs, can be no more than 20 percent of the total length of local residential streets;

- Required connectivity: All new streets and alleys must connect to other streets and alleys to form a continuous vehicular and pedestrian network. Local, internal streets should be narrow and designed with traffic calming features to control speed.

**LU-I-10** Adopt design standards in the Zoning Ordinance to ensure that new and infill development and associated infrastructure are compatible in scale and character with existing uses and historic structures and neighborhoods.

A design review process will be required for major projects and projects adjacent to designated historic resources. Aside from ensuring new design is compatible in scale and character with existing uses, the review also will be structured to allow sufficient creativity in residential and site design to avoid monotony. New development will incorporate designated historic resources into site and development planning. Rural, agrarian houses and structures of local or historical significance should be preserved and featured in site plans. Landscape, original roadways, sidewalks and other public realm features in historic neighborhoods shall be restored or repaired where ever possible.

**LU-I-11** Adopt design standards and guidelines for all types of development for use in the development review.

**LU-I-12** Promote pedestrian-oriented development in selected areas, including Downtown, neighborhood centers, and the Pacheco Boulevard corridor.

A pedestrian friendly environment encourages browsing, social interaction and people watching, reinforces Los Banos' historical "small town" quality and creates a more vibrant street life.

**LU-I-13** Require street trees on all public street frontages, except local and industrial streets, and adopt street tree guidelines that specify preferred species, spacing requirements and planting guidelines in coordination with the Urban Tree Foundation.

Trees will be required separately as part of landscape or buffer requirements in Industrial Areas.

**LU-I-14** Establish a distinct design character for Pacheco Boulevard with signage or banners, landscaping, designer lighting poles, and other visual cues to provide a celebrated entrance into the City.

**LU-I-15** Establish a design standard for the planned improvement to Pioneer Road from the Business Opportunity Area to Ortigalita Road with resident input.

**LU-I-16** To the extent possible, ensure that new public and private investment preserves, enhances, rehabilitates and celebrates local landmarks, buildings, neighborhoods, historic treasures, open spaces, cultures, and traditions that make Los Banos unique.

Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for

the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

**LU-I-21** Require a centrally located neighborhood square or "commons" within each residential neighborhood that will serve as a focal point for the surrounding neighborhood.

Centers are concentrations of activity and uses that serve a neighborhood function. They are located within close proximity and easy walking distance to adjacent residences. Squares should be at least 25,000 square feet in size and include outdoor seating and other pedestrian amenities.

**LU-I-22** Ensure that the scale, operation, location, and other characteristics of community facilities, including parks, schools, child care facilities, religious institutions, other public and quasi-public facilities, enhance the character and quality of neighborhoods.

**LU-I-23** Require new residential development adjacent to established neighborhoods to provide a transition zone where the scale, architectural character, pedestrian circulation and vehicular access routes of both new and old neighborhoods are well integrated.

**LU-I-29** Establish zoning regulations to permit second units, small family daycares, and residential care homes on residentially zoned parcels in accordance with State law.

**LU-I-35** Require “street friendly” designs and amenities for public benefit, such as pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas) in new commercial development.

The typical commercial center is designed with parking in front. Centers should be designed to provide for new uses which can more fully contribute to the vitality, attractiveness and overall viability of the area. New development should result in a more positive orientation to the street, with the emphasis on sidewalks and keeping parking areas screened from view.

**LU-I-38** Continue to implement and update as necessary, design guidelines specified in the Downtown Commercial Design Standards.

The design guidelines contain minimum requirements and standards for architectural character, site planning, historic preservation, parking, landscaping, lighting, signage, and streetscape design.

**LU-I-41** Promote pedestrian-oriented amenities near Downtown such as outdoor seating, plazas, public art, weather protection, and waiting areas (benches and shelters).

**LU-I-43** Require building continuity along H-Street, with buildings oriented to the street, limitations on blank walls, parking tucked behind buildings, and adoption of landscape standards.

**LU-I-47** Establish design guidelines to assure high quality design and site planning at the Business Opportunity Area and the Airport site. Design guidelines will be comprehensive, covering topics ranging from site egress, view corridors, building orientation and building material, landscaping, buffering, parking, to use of permeable paving on walkway and parking lots, outdoor storage, anti-vandalism features, green building practices, a dark sky ordinance, etc. in addition to common standards such as scale and facade design.

**LU-I-48** Encourage a campus-like setting for Employment Parks at the Airport site, in the Ingomar Grade rail corridor at Johnson Road, and next to Merced Community College, with emphasis on pedestrian connections, streetscape beautification, and compatible building scale where the district connects to surrounding neighborhoods.

**LU-I-61** Establish design and development standards for commercial or industrial buildings facing Pacheco Boulevard to include:

- Requirements for landscaping;
- Visual buffering of loading and parking areas;
- Requirements for windows; and
- Restrictions on truck parking adjacent to Pacheco Boulevard.

## Noise

### Implementing Actions

**N-I-4** Do not permit sound walls, except along freeways. In all other instances, permit sound walls only upon finding that alternative noise attention measures are not available.

Well designed sound walls that are incorporated as part of a landscape project may be allowed, on a case by case basis.

## Parks, Open Space, and Resources

### Implementing Actions

**POSR-I-29** Require the preservation of mature trees and encourage the planting of drought resistant street and shade trees in all new developments.

Mature trees remove pollution and releases up to 400 gallons of water into the atmosphere per day. Their stronger roots help keep top soil together and provide foliage to pedestrians. The definition of a mature tree depends on the specie concerned and is generally defined as one that has reached 75 percent of its full canopy growth.

**POSR-I-36** Require developers of residential developments adjoining agricultural land provide, fund and maintain a sufficient physical buffer to ensure that agricultural practices will not be adversely affected.

The buffer may include additional setbacks, walls, roads, canals or other similar structures on the design development or on land adjacent to the proposed development, as long as they clearly define the boundary of agricultural functions.

**POSR-I-38** Require anti-vandalism designs (appropriate fencing or other landscape features) to ensure that new development has conditions that minimize increased vandalism of adjacent agricultural activities outside the Urban Growth Boundary.

## Public Facilities and Utilities

### Guiding Policies

**PFU-G-15** Promote the conservation of water within Los Banos.

### Implementing Actions

**PFU-I-31** Reduce volumes of solid waste generated in Los Banos through recycling and resource conservation measures such as:

- Requiring new and refurbished buildings be designed with on-site storage facilities for recycled materials to make recycling more convenient;
- Using post-consumer recycled paper and other recycled materials in all City operations;
- Supporting the commingled-recycling program; and
- Continuing efforts to develop new specialized recycling programs for residential, commercial, industrial, and educational sectors.
- Examples of specialized programs include initiatives such as (but not limited to), encouraging food waste composting by restaurants and schools, and promoting reuse of demolition materials by construction firms.

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APPENDIX C

LOS BANOS OFFICIAL STREET TREE LIST



## STREET TREES

### BOTANICAL NAME

*Celtis australis*

*Celtis occidentalis*

*Celtis sinensis*

*Fraxinus americana* 'Autumn Applause'

*Fraxinus americana* 'Autumn Purple'

*Fraxinus angustifolia* 'Raywood'

*Ginkgo biloba* 'Autumn Gold'

*Ginkgo biloba* 'Fairmont'

*Liriodendron tulipifera*

*Magnolia grandiflora* 'Russet'

*Magnolia grandiflora* 'St. Mary'

*Platanus x acerifolia* 'Bloodgood'

*Platanus x acerifolia* 'Columbia'

*Platanus x acerifolia* 'Yarwood'

*Pistacia chinensis* 'Keith Davey'

*Podocarpus gracilior*

*Pyrus kawakamii*

### COMMON NAME

European Hackberry

Common Hackberry

Chinese Hackberry

Autumn Applause Ash

American Purple Ash

Raywood Ash

Autumn Gold Ginkgo

Fairmont Ginkgo

Tulip Tree

Russet Magnolia

St. Mary Magnolia

Bloodgood London Plane

London Plane

Yarwood London Plane

Chinese Pistache

Fern Pine

Evergreen Pear

<i>Tilia americana</i>	American Linden
<i>Tilia cordata</i> 'Greenspire'	Greenspire Linden
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus suber</i>	Cork Oak
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Zelkova serrata</i> 'Village Green'	Sawleaf Zelkova

## GENERAL USE TREES

<i>Acer macrophyllum</i>	Big-leaf Maple
<i>Alnus oregona</i>	Red Alder
<i>Alnus cordata</i>	Italian Alder
<i>Alnus rhombifolia</i>	California White Alder
<i>Arbutus unedo</i>	Strawberry Tree
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Casuarina equisetifolia</i>	Australian Pine
<i>Cedrus deodora</i>	Deodar Cedar
<i>Cinnamomum camphora</i>	Camphor Tree
<i>Eriobotrya deflexa</i>	Bronze Loquat
<i>Eucalyptus spp</i>	Eucalyptus

<i>Geijera parviflora</i>	Australian Willow
<i>Melaleuca Linarifolia</i>	Flaxleaf Paperbark
<i>Nyssa sylvatica</i>	Sourgum
<i>Parkinsonia aculeate</i>	Mexican Palo Verde
<i>Pheonix canariensis</i>	Canary Island Palm
<i>Pheonix dactylifera</i>	Date Palm
<i>Populus fremontii</i>	Cottonwood
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pinus pinea</i>	Italian Stone Pine
<i>Pinus thunbergii</i>	Japanese Black Pine
<i>Quercus ilex</i>	Holly Oak
<i>Quercus lobata</i>	Valley Oak
<i>Quercus virginiana</i> 'Heritage'	Southern Live Oak
<i>Quercus wislizenii</i>	Interior Live Oak
<i>Rhus lancea</i>	African Sumac
<i>Sapium sebiferum</i>	Chinese Tallow
<i>Sequoia sempervirens</i> "Aptos Blue"	Coast Redwood
<i>Sequoia sempervirens</i> "Los Altos"	Coast Redwood
<i>Tilia x euchlora</i> 'Redmond'	Redmond Linden

## **PARKWAY / ACCENT TREES**

*Acer palmatum*

*Cercis Canadensis* 'Oklahoma'

*Crataegus phaenopyrum*

*Fraxinus Americana* 'Autumn Purple'

*Lagerstroemia indica* spp

*Malus floribunda* spp

*Prunus ceracifera* 'Atropurpurea'

*Prunus serrulata* spp

*Raphiolepis indica* 'Majestic Beauty'

Japanese Maple

Western Redbud

Washington Thorn

American Purple Ash

Crape Myrtle

Flowering Crabapple

Purpleleaf Plum

Flowering Cherry

India Hawthorne

## **SHRUBS**

*Abelia grandiflora*

*Arbutus undedo*

*Acacia cyclops*

*Acacia farnesiana*

*Acacia longifolia*

*Acacia podalyriifolia*

*Agapanthus* spp

*Armeria maritima*

Glossy Abelia

Strawberry Tree

Acacia

Sweet Acacia

Sydney Golden Wattle

Pearl Acacia

Lily of the Nile

Sea Pink

<i>Berberis thunbergii</i> spp	Japanese Barberry
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Ceanothus</i> spp's	Wild Lilac
<i>Cercis Canadensis</i> spp's	Eastern Redbud
<i>Cercis chinensis</i>	Chinese Redbud
<i>Cercis reniformis 'Alba'</i>	Redbud
<i>Cocculus laurifolius</i>	Snailseed
<i>Coleonema pulchrum</i>	Breath of Heaven
<i>Cotoneaster franchetii</i>	English Laurel
<i>Cotoneaster lacteus</i>	Parney Cotoneaster
<i>Cotoneaster salicifolius</i>	Willowleaf Cotoneaster
<i>Cupressus sempervirens 'Tiny Tower'</i>	Italian Cypress
<i>Cytisus canariensis</i>	Canary Island Bloom
<i>Cytisus x spachianus</i>	Broom
<i>Dietes vegeta</i>	Fortnight Lily
<i>Elaeagnus commutate</i> spp's	Silverberry
<i>Escallonia bifida</i>	White Escallonia
<i>Escallonia</i> spp	Hybrid Escallonia species
<i>Euryops pectinatis</i>	Shrub Daisy
<i>Euonymis japonica</i> spp	Euonymus

<i>Feijoa sellowiana</i>	Pineapple Guava
<i>Festuca spp</i>	Perennial Grasses
<i>Grevillea 'Noellii'</i>	Grevillea
<i>Gaura lindheimeri</i>	Butterfly Bush
<i>Hemerocallis spp</i>	Day Lily
<i>Ilex altaclerensis 'Wilsonii'</i>	Wilson Holly
<i>Ilex aquifolium spp</i>	English Holly
<i>Ilex cornuta 'Burfordii'</i>	Holly
<i>Ilex aquipernyi 'Brilliant'</i>	Holly
<i>Ilex latifolia 'Nellie Stevens'</i>	Holly
<i>Ilex ilicifolia</i>	Holly Leaf Sweet Spire
<i>Juniperus varieties</i>	Junipers selected for appropriate circumstances
<i>Ligustrum japonicum</i>	Japanese Privet
<i>Limonium prezil</i>	Sea Statice
<i>Mahonia aquifolium</i>	Oregon Grape
<i>Myoporum laetum 'Carsonii'</i>	Myoporum
<i>Myrtus comminus</i>	Myrtle
<i>Osmanthus fragrans</i>	Sweet Olive
<i>Pittosporum tobira spp</i>	Mock Orange

<i>Photinia fraseri</i>	Photinia
<i>Photinia glabra</i>	Photinia
<i>Photinia serratifolia</i>	Chinese Photinia
<i>Pittosporum crassifolium</i>	Mock Orange
<i>Pittosporum eugenioides</i>	Mock Orange
<i>Pittosporum tenuifolium</i>	Mock Orange
<i>Pittosporum tobira spp</i>	Mock Ornage
<i>Prunus caroliniana 'Bright n Tight'</i>	Carolina Cherry
<i>Prunus ilicifolia</i>	Holly Leaf Cherry
<i>Prunus laurocerasus</i>	English Laurel
<i>Prunus lusitanica</i>	Portugal Laurel
<i>Pyracantha coccina</i>	Pyracantha
<i>Rosmarinus officinalis 'Irene'</i>	Trailing Rosemary
<i>Rhamnus alaternus</i>	Italian Buckthorn
<i>Syringa vulgaris</i>	Common Lilac
<i>Tulbaghia violacea</i>	Society Garlic
<i>Viburnum spp</i>	Viburnum
<i>Xylosma congestum</i>	Shiny Xylosma

## VINES

*Clematis spp*

*Clytostoma callistegioides*

*Ficus repens*

*Gelsmiuim sempervirens*

*Jasminum mesnyi*

*Jasminum polyanthum*

*Parthenocissus tricuspidata*

*Passiflora edulis*

Evergreen and deciduous varieties

Lavender Trumpet

Creeping Fig

Carolina Jessamine

Primrose Jasmine

Jasmine

Boston Ivy

Passion Fruit

## GROUNDCOVERS

*Carpobrodus chilensis*

*Gazania spp*

*Lampranthus spectabilis*

*Osteospermum fruticosum*

*Trachelospermum asiaticum*

*Trachelospermum jasminoides*

*Vinca minor 'Bowles'*

Ice Plant

Trailing Gazania

Trailing Ice Plant

African Trailing Daisy

Asian Jasmine

Star Jasmine

Periwinkle

## APPENDIX D

### MISSION LANDSCAPING



## Spanish / Mission Style Landscaping

The Spanish / Mission style garden is a combination of myth and reality. The authentic California Mission gardens featured primarily utilitarian plants, such as fruit trees, palm trees, herbs, medicinals, and a few ornamentals. These plants were either native or brought by the Spanish to the Americas. The lush, nearly tropical gardens sometimes associated with the California Missions largely date to the 1930's restoration efforts. The following list is likewise a combination of authentic California Mission garden plants, native California plants that could likely have been found in California Mission gardens, and a few Mediterranean plants with similar characteristics and appearance. The plant list includes several flowering fruit trees that may make better landscape alternatives to the fruiting varieties. The list is representative rather than comprehensive. In addition to the plants, Mission gardens often featured fountains, and were sometimes surrounded by adobe walls or building arcades.

◆ = California Native Plant      † = Authentic California Mission Plant

### Trees

California Live Oak	<i>Quercus agrifolia</i>	◆	†
Interior Live Oak	<i>Quercus wislizeni</i>	◆	
Canyon Live Oak	<i>Quercus chrysolepis</i>	◆	
Black Oak	<i>Quercus kelloggii</i>	◆	
Pepper Tree	<i>Schinus molle</i>		†
Buckeye	<i>Aesculus californica</i>	◆	
Palo Verde	<i>Cercidium floridum</i>	◆	
Guadalupe Fan Palm	<i>Brabea edulis</i>		
Fremont Cottonwood	<i>Populus fremontii</i>	◆	†
Bay Tree	<i>Umbellularia californica</i>	◆	

## Fruiting Plants and Substitutes

Olive	<i>Olea europaea</i>		†
Grape	<i>Vitis vinifera</i>		†
Fig	<i>Ficus carica</i>		†
Citrus (Orange, Lemon)	<i>Citrus spp.</i>		†
Apple	<i>Malus spp.</i>		
Crabapple	<i>Malus spp.</i>		
Flowering Crabapple	<i>Malus spp.</i>		
Flowering Cherry	<i>Prunus spp.</i>		
Catalina Cherry	<i>Prunus lyoni</i>	◆	†
Pear	<i>Pyrus calleryana</i>		†
Evergreen Pear	<i>Pyrus kawakamii</i>		
Pomegranate	<i>Punica granatum</i>		†
Strawberry Guava	<i>Psidium cattleianum</i>		†
Pineapple Guava	<i>Feijoa sellowiana</i>		
Strawberry Tree	<i>Arbutus unedo</i>		
Desert Almond	<i>Prunus fasciculata</i>	◆	
Coffee Berry	<i>Rhamnus californica</i>	◆	†

## Shrubs

California Lilac	<i>Ceanothus spp.</i>	◆	†
Bearberry	<i>Arctostaphylos spp.</i>	◆	
Flannelbush	<i>Fremontia californica</i>	◆	
Elderberry	<i>Sambucus spp.</i>	◆	
Silk Tassel	<i>Garrya elliptica</i>	◆	
Mediterranean Fan Palm	<i>Chamaerops humilis</i>		
Oleander	<i>Nerium oleander</i>		†
Madrone	<i>Arbutus menziesii</i>		
Toyon	<i>Heteromeles arbutifolia</i>	◆	
Osmanthus	<i>Osmanthus fragrans</i>		
Castilian Rose	<i>Rosa damascena</i>		†
Musk Rose	<i>Rosa moschata</i>		†
California Rose	<i>Rosa californica</i>	◆	
Windmill Palm	<i>Trachycarpus fortunei</i>		
California Fuchsia	<i>Zauschneria californica</i>	◆	
Western Redbud	<i>Cercis occidentalis</i>	◆	†
Yucca	<i>Yucca whipplei</i>	◆	†

## Vines

Cup of Gold Vine	<i>Solandra maxima</i>
Wisteria	<i>Wisteria spp.</i>
Creeping Fig	<i>Ficus repens</i>
Grape (see Fruiting Plants)	

## Herbs and Flowers

Sage	<i>Salvia spp.</i>	♦ (some)
Rosemary	<i>Rosmarinus officinalis</i>	
Lavender	<i>Lavendula spp.</i>	†
Madonna Lily	<i>Lilium candidum</i>	†
Verbena	<i>Verbena lilacina</i>	
Hollyhock	<i>Alcea rosea</i>	
Sweat Pea	<i>Lathyrus odoratus</i>	
Nasturtium	<i>Tropaeolum majus</i>	
Succulents	various	♦ (some)
Native Wild Ryegrass	<i>Leymus condensatus</i>	♦

**APPENDIX E**

**REVIEW SHEETS**



N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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				<b>Downtown Commercial Building Standards</b>
				DB-1 Compatibility with Existing.
				DB-2 Comparable Building Mass
				DB-3. Parameters for Larger Buildings
				DB-4. Streetscape Domination
				DB-5. Traditional Building Form
				DB-6. Break up Massing
				DB-7. Corner Buildings
				DB-8. Commercial Re-use of Residential Buildings
				DB-9. Compatibility with Residences.
				DB-10. 360-degree Design
				DB-11. Vertical Divisions
				DB-12. Façade Articulation
				DB-13. Openings
				DB-14. Opening Depth
				DB-15. Accentuation of Openings
				DB-16. Ornamentation
				DB-17. Ground/Wall Transitions
				DB-18. Alley Corners
				DB-19. Adjacent Facades
				DB-20. Visual Diversity
				DB-21. Design Elements
				DB-22. Integrated Design
				DB-23. Private/Public Transitions
				DB-24. Canopies and Awnings
				DB-25. Stairs
				DB-26. Entry Identity
				DB-27. Accentuate Doorways
				DB-28. Corner Entries
				DB-29. Multiple Entries
				DB-30. Second Story Entries
				DB-31. Back Entries
				DB-32. Vertical Window Orientation
				DB-33. Consistent Window Style
				DB-34. Specialty Windows
				DB-34. Window Glazing

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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				DB-35. Materials Traditional to Downtown
				DB-36. Permanence and Quality
				DB-37. Accent Materials
				DB-38. Window and Door Frames
				DB-39. Non-Traditional Materials
				DB-40. Preferred Colors
				DB-41. Accent Colors
				DB-42. Excessive Color
				DB-43. Roof Design and Style
				DB-44. Overhangs and Supports
				DB-45. Roof Materials
				DB-46. Roof-mounted Equipment
				DB-47. HVAC
				DB-48. Utility Screens
				DB-49. Building-mounted Utilities
				DB-50. Energy Efficiency
				DB-51. Historic Determination
				DB-52. Historic Authenticity
				DB-53. Historic Re-use
				DB-54. Distinctive Features
				DB-55. Visual Domination
				DB-56. Deteriorated Elements
				DB-57. Damaged Wall Surfaces
				DB-58. Attachments
				DB-59. Replacement Windows
				DB-60. Restoration Method
				DB-61. Accessory Structures
				DB-62. Maintain Historic Value
				DB-63. Harmonious Design
				DB-64. Vanished Elements
				DB-65. Historic Review
				DB-66. Preservation Plan
				DB-67. Historic Accuracy

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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						<b>Downtown Commercial Site Standards</b>
						DS-1. Mixed Uses
						DS-2. Commercial Re-use of Residential Buildings
						DS-3. Privacy
						DS-4. Zero Setback Street Edge
						DS-5. Street Setback Exceptions
						DS-6. Side Yards
						DS-7. Alley Access
						DS-8. Driveway Access
						DS-9. Driveway Separation
						DS-10. Alley Improvements
						DS-11. Pedestrian Use
						DS-12. Drive-thru Lanes
						DS-13. Location of Off-Street Parking
						DS-14. Side Parking
						DS-15. Increased Parking Demand
						DS-16. Parking Garages
						DS-17. Tandem Parking
						DS-18. ADA Parking
						DS-19. Pavement
						DS-20. Maneuvering
						DS-21. Bicycle and Motorcycle Parking
						DS-22. Location
						DS-23. Screening
						DS-24. Trash Containers
						DS-25. Open Space and Sidewalks
						DS-26. Landscaping
						DS-27. Courtyards
						DS-28. Pedestrian Paths
						DS-29. Land Use Buffers
						DS-30. Parking Lots
						DS-31. Vacant Lots
						DS-32. Parking Lots
						DS-33. Pedestrian Lights
						DS-34. Exterior Building Lights
						DS-35. Energy Efficiency and Light Spill

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
				<b>Downtown Commercial Site Standards</b>
				DS-36. Primary Sign
				DS-37. Secondary Sign
				DS-38. Corner Buildings
				DS-39. Grouped Signs
				DS-40. Integrated Design
				DS-41. Dominating Signs
				DS-42. Sign Materials
				DS-43. Window and Awning Signs
				DS-44. Disused Signs
				<b>Downtown Commercial Neighborhood and Streetscape Standards</b>
				DN-1. Mixed Uses
				DN-2. Commercial Re-use of Residential Sites
				DN-3. Network
				DN-4. Mobility
				DN-5. Parcels
				DN-6. Street Lighting
				DN-7. Street Trees
				DN-8. Crosswalks
				DN-9. Street Furniture
				DN-10. Sidewalks
				DN-11. Parking
				DN-12. Residential Streets
				DN-13. Flex Parking Spaces
				DN-14. Flex Parking Space Permits
				DN-15. Delineation and Protection
				DN-16. Street Furniture
				DN-17. Operating Requirements
				DN-18. Design Theme
				DN-19. Hierarchy
				DN-20. Major Gateways
				DN-21. Minor Gateways
				<b>Highway Commercial Building Standards</b>
				HB-1 Architectural Character
				HB-2. Consistent Architectural Style and Detail
				HB-3. 360-degree Design

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
				HB-4. Building Variations
				HB-5. Human Scale
				HB-6. Traditional Building Form
				HB-7. Building Entries
				HB-8. Corner Details
				HB-9. Parapet Walls
				HB-10. Roofs
				HB-11. Window Design
				HB-12. Characteristics of Materials
				HB-13. Compatible Height
				HB-14. Service Areas
				HB-15. Building Energy Efficiency
				HB-16. Sustainable Materials
				HB-17. Signs
				HB-18. Pacheco Core Buildings
				HB-19. Downtown Gateway Buildings
				HB-20. Spanish/Mission Characteristics
				HB-21. Authentic Materials and Designs
				HB-22. Roofline Elements
				HB-23. Roof Slopes
				HB-24. Roof Materials
				HB-25. Overhangs
				HB-26. Wall Finish
				HB-27. Accents
				HB-28. Floor Tiles
				HB-29. Balconies
				HB-30. Agrarian Characteristics
				HB-31. Building Form
				HB-32. Roof Form
				HB-33. Roof Materials
				HB-34. Dormers
				HB-35. Second Stories
				HB-36. Wall Materials
				HB-37. Color
				HB-38. Storefronts
				HB-39. Accents

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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						<b>Highway Commercial Site Standards</b>
						HS-1. Uniform Design Theme
						HS-2. Orientation to the Street
						HS-3. Pedestrian Routes
						HS-4. Pacheco Core Site Design
						HS-5. Downtown Gateway Site Design
						HS-6. Vehicle Access
						HS-7. Integration with Adjoining Properties
						HS-8. Parking
						HS-9. Drive-thru Lanes
						HS-10. Bicycle and Motorcycle Parking
						HS-11. Landscape Ambiance
						HS-12. Open Spaces
						HS-13. Shade Trees
						HS-14. Spanish / Mission Landscaping
						HS-15. Landscape Buffers
						HS-16. Signs
						HS-17. Festivity
						HS-18. Business Icons
						HS-19. Drainage
						HS-20. Utilities and Service Areas
						<b>Highway Commercial Neighborhood and Streetscape Standards</b>
						HN-1. Landscaping
						HN-2. Signs
						HN-3. Pedestrian Scale Streetscape
						HN-4. Street Trees
						HN-5. Street Lighting
						HN-6. Street Furniture
						HN-7. Bicycle and Pedestrian Connectivity
						HN-8. Recreation
						HN-9. Downtown Gateway

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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				<b>Commercial Building Standards</b>
				CB-1. Building Form and Variation
				CB-2. Traditional Building Form
				CB-3. Human Scale
				CB-4. 360-degree Design
				CB-5. Street Orientation
				CB-6. Corner Buildings
				CB-7. Display Windows
				CB-8. Window Variations
				CB-9. Canopies
				CB-10. Building Lighting
				CB-11. Roofs
				CB-12. Exterior Materials
				CB-13. Characteristics of Materials
				CB-14. Building Colors
				CB-15. Sustainable Materials
				CB-16. Signs
				CB-17. Business Icons
				CB-18. Service Areas
				CB-19. Energy Efficiency
				<b>Commercial Site Standards</b>
				CS-1. Consistent Theme
				CS-2. Street Orientation
				CS-3. Pedestrian Scale
				CS-4. Compatibility with Residences
				CS-5. Privacy and Daylight
				CS-6. Parking Lots
				CS-7. Bicycle and Motorcycle Parking
				CS-8. Pedestrian Circulation
				CS-9. Drive-thru Lanes
				CS-10. Landscape Ambiance
				CS-11. Open Space
				CS-12. Shade Trees
				CS-13. Signs
				CS-14. Festivity

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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				CS-15. Drainage
				CS-16. Utilities and Service Areas
				CS-17. Site Lighting
				<b>Commercial Neighborhood and Streetscape Standards</b>
				CN-1. Neighborhood Character
				CN-2. Neighborhood Integration and Compatibility
				CN-3. Mixed Uses
				CN-4. Compact Development
				CN-5. Recreation
				CN-6. Street Trees
				CN-7. Attractive Street Lighting
				CN-8. Subdued Signage
				CN-9. Bicycle and Pedestrian Connectivity
				CN-10. Pedestrian Scale
				CN-11. Historic Context
				<b>Residential Building Standards</b>
				RB-1 Balanced Elevations
				RB-2. Characteristics of Materials
				RB-3. Ornamentation
				RB-4. Consistent Finish Materials
				RB-5. Uniform Style
				RB-6. Window Design
				RB-7. Façade Depth
				RB-8. Corner Houses
				RB-9. Roof Design
				RB-10. Wall-mounted Utilities
				RB-11. Energy Efficient Buildings
				RB-12. Roof Orientation
				RB-13. Sustainable Materials
				RB-14. People Features
				RB-15. Privacy Protection
				RB-16. Compatible Infill
				RB-17. Entryways
				RB-18. Public Interface
				RB-19. Minimize Garages

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
				RB-20. Daylight Access
				RB-21. Blank Walls
				RB-22. Entryways
				RB-23. Minimize Garages
				RB-24. Architectural Detailing
				RB-25. Compatible Massing
				RB-26. Roof Lines
				RB-27. Varied Façade
				RB-28. Compatible Finish
				RB-29. Window Variation
				RB-30. Entryways
				RB-31. Public Interface
				RB-32. 360-degree Design
				<b>Residential Site Standards</b>
				RS-1. Pedestrian Access
				RS-2. Pavement
				RS-3. Solar Orientation
				RS-4. Energy Efficient Landscape
				RS-5. Landscape Screening
				RS-6. Daylight
				RS-7. Noise
				RS-8. Light Spill
				RS-9. Utility Boxes
				RS-10. Eyes on the Street
				RS-11. Accessory Building Frontages
				RS-12. Private Yards
				RS-13. Auto Courts and Alleys
				RS-14. Auto Court Access
				RS-15. Street Orientation
				RS-16. Consistent Site Architecture
				RS-17. Street Orientation
				RS-18. Cluster Design
				RS-19. Pedestrian Routes
				RS-20. Landscaping
				RS-21. Landscape Security
				RS-22. Site Lighting

N/A	Needs Improvement	Meets Standard	Exceeds Standard	STANDARD
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				RS-23. Consistent Site Architecture
				RS-24. Trash Receptacles
				<b>Residential Neighborhood and Streetscape Standards</b>
				RN-1. Neighborhood Identity.
				RN-2. Neighborhood Design Continuity
				RN-3. Transition to Adjacent Neighborhoods
				RN-4. Space-efficient Development
				RN-5. Sense of Spaciousness
				RN-6. Creative Open Space
				RN-7. Distinctive Entries
				RN-8. Attractive Streetscape
				RN-9. Streetscape Variation
				RN-10. Residential Mix
				RN-11. Housing Variety
				RN-12. Civic Uses
				RN-13. Street Lighting
				RN-14. Underground Utilities
				RN-15. Energy Efficient Neighborhood Design
				RN-16. Streets
				RN-17. Pedestrian Convenience
				RN-18. Bike and Pedestrian Circulation
				RN-19. Pathway Design
				RN-20. Pedestrian Gates
				RN-21. Utility Pole Placement
				RN-22. Maintain Density
				RN-23. Short Street Setbacks
				RN-24. Streetscape Variation
				RN-25. Multi-family Opportunities
				RN-26. Compatibility with Single Family Neighborhoods
				RN-27. Mixed Uses

## APPENDIX F

### CREDITS



## Prepared by EMC Planning Group Inc.

**Richard James MUP, AICP, Principal Planner** – Project Management and Writing

**Sally Rideout, Senior Planner** – Consultation on historic resources and design review

**Christine Bradley, Assistant Planner** – Logistical support

**E.J. Kim, Desktop Publisher Specialist** – Graphic design

## Acknowledgments

The authors tapped a wide variety of sources in compiling and synthesizing the information in these design standards. Following are acknowledgements for those sources and contributors that were of particularly high value.

### *Fundamentals*

Some of the information on the basic elements of design comes from *Get Your House Right* by Marianne Cusato and Ben Pentreath, Sterling Publishing Company, 2007.

### *Downtown Design Standards*

The Downtown Commercial Design Standards were originally prepared by RBF Consulting.

The Los Banos Downtown Planning Advisory Committee put in many volunteer hours over the course of several years in bringing the downtown design standards to fruition:

Barbara Brown	Fred Nevarez
Elizabeth Ellis	Linda White
Lin Goodyear	Joe Del Bosque
Tom Kaljian	Toni Ebner
Shirley Napolitano	Francisco Garcia
Alejandro Ordaz	Diana Ingram
DJ Barcellos	Tim Marrison
Jonathan Castle	Anne Newins
Marsha Freitas	Ann M McCaully
Joe Gutierrez	Dick Gerbi
JR Lam	

The City of Chicago has an innovative program for improvement of alleys, and the City of Santa Cruz has a program for pedestrian improvements in downtown alleys.

### *Highway Design Standards*

The Highway Commercial Design Guidelines were originally prepared as the Pacheco Corridor Beautification Plan by RRM Design Group.

The Pacheco Beautification Committee put in many volunteer hours over the course of several years in preparing the Pacheco Corridor Beautification Plan.

Rob Ball	Sheila Dreyer
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Marlene Siemiller	Dean Young
Chuck Dean	Keith Groninga
June Erreca	Gerry Hoyt
Dick Gerbi	Tom Kaljian
Bill Marchese	Linda White
Bill Stenberg	Kevin Hudak
Leslie Villalta	

For more information on Spanish / Mission and California native landscaping, refer to *The California Landscape Garden, Ecology, Culture, and Design*, by Mark Francis and Andreas Reimann, University of California Press, 1999.

### ***Commercial Design Standards***

Carl Maxey, formerly of EMC Planning Group wrote the original draft of the commercial design standards.

### ***Residential Design Standards***

Carl Maxey, formerly of EMC Planning Group wrote the original draft of the residential design standards.

Recommended reading for residential design is *Get Your House Right* by Marianne Cusato and Ben Pentreath, Sterling Publishing Company, 2007.

### ***Photographs***

Photographs for RB-31 and RN-6 by Elaine Post, City of Los Banos Redevelopment Agency; All other photographs by EMC Planning Group, Inc.