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III. COMMERCIAL AND MIXED-USE DEVELOPMENT

A. Site Design

1. Overall Site Planning

a. Environmentally Sensitive Site Design (III.A.1.a)

Intent - In environmentally sensitive areas (slopes, washes), design commercial and mixed-use projects so that they acknowledge and respond to the physical characteristics of the site.

Implementation Methods:

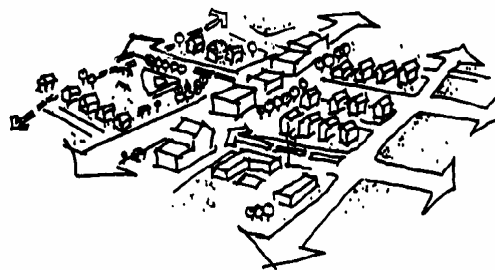
1. Document existing environmental features and constraints such as watercourses, vegetation, mature specimen trees, topographical features, and rock outcroppings.
2. Incorporate and retain features of the natural environment into the design of the site.
3. On sites with significant grade change, terrace the development and cluster building pads and associated access and circulation to avoid large cut slopes and high retaining walls.
4. Minimize wash crossings and locate them at the narrowest points along the wash.

b. Quality Design in Context (III.A.1.b)

Intent - Develop commercial and mixed-use projects that enhance the sense of place and reflect a commitment to functional efficiency, quality appearance, and neighborhood context.

Implementation Methods:

1. Involve neighbors early in the design process and review and incorporate, if possible, neighborhood recommendations.
2. Plan the site as a whole, even if only the first phase is to be built immediately.
3. Integrate convenience/commercial pads and gas stations with other adjacent commercial uses through shared driveways, internal circulation, cross access, and overall design with regard to scale, materials, color, and detailing.
4. Complement established development patterns (i.e. geometry of street system, open space and view corridors, common setbacks, streetscape character) where they present design opportunities that improve visual character within an area.
5. Establish a unified streetscape treatment using common street trees, sign design/location, and lighting systems.
6. Locate unsightly and noise-generating elements, including service lanes (drive-through), loading zones, service bay doors, dumpsters, and loudspeakers, a minimum of 50 feet away from adjacent residences and screened from public rights-of-way and adjacent properties.
7. Buffer outdoor storage areas by locating them between buildings, on those sides of a building that do not have customer entrances, and where they will not interfere with adjacent properties.
8. Protect the privacy of adjacent residential developments by locating driveways, signage and lighting, particularly entry lighting, so that it does not intrude on adjacent residences or negatively impact existing commercial neighbors.



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c. View Corridors (III.A.1.c)

Intent – Maintain views of mountain peaks and other scenic resources from existing development and roadways.

Implementation Methods:

1. Conduct visual analysis to demonstrate impacts from adjacent properties and major roadways (photo simulations, etc.).
2. Offset, stagger, and terrace new buildings to minimize visual impacts on adjacent areas.
3. Vary roof lines and architectural features to preserve mountain peak views.

d. Drive-through Facilities (III.A.1.d)

Intent - Improve the appearance and safety of drive-through facilities such as fast food restaurants, pharmacies, and banks, with special attention to drive-through windows and access lanes.

Implementation Methods:

1. Avoid locating these uses at the intersection of major streets (place a minimum of 250' from the centerline of intersection streets).
2. Orient the drive-through window, menu boards, and associated equipment away from the street frontage and adjacent residential areas.
3. Orient drive-through lanes to avoid conflict with pedestrian circulation.
4. Minimize and locate curb cuts so as not to interfere with pedestrian movement; adhere to access management standards.
5. Allow for adequate length of stacking for drive through facilities so that they do not interfere with the movement of traffic (on or off-site) and/or pedestrian areas.
6. Avoid large, featureless walls, especially toward the street frontage.
7. Provide landscaping and other screening sufficient to soften the visual impact of vehicle stacking areas for drive-through windows from off-site.
8. Consider drive-through windows that incorporate an architectural covering consistent with the design theme of the building. Coverings over drive-throughs can improve the appearance of the building and provide added comfort for users.

e. “Safe By Design” Concepts (III.A.1.e)

Intent – Provide a safer development by adhering to “Safe by Design” and “Safescape” concepts.

Implementation Methods:

1. Locate building entryways so that they are visible from other buildings or the street.
2. Provide lighting at doorways, windows, entryways, and service areas.
3. Provide well-lighted pedestrian walkways with convenient access to sidewalks beyond the development.
4. Create boundaries to define public, semi-public, and private space and areas of influence, using curbs, sidewalks, change of level, materials, texture, and color.
5. Maintain visibility around buildings, and along sidewalks and walkways by planting larger specimens in these areas, and maintaining tree canopies at least six feet from the base of the trunk.

2. Open Space and Common Areas

a. Open Space Transition to Adjacent Development or Natural Areas (III.A.2.a)

Intent - Create connections to adjacent development and to existing parks, trails and open space.

Implementation Methods:

1. Locate recreational or natural elements close to similar features within adjacent development to create more contiguous, usable open space.

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2. Connect the development's open space and pedestrian circulation to adjacent public amenities such as trails and parks. Refer to the City of Tucson Parks and Recreation Strategic Plan and the Eastern Pima County Trail System Master Plan as the bases for connections to recreational and natural trail networks.

b. Detention/Retention Basins (III.A.2.b)

Intent - Design detention/retention basins for multiple uses, and as an open space amenity.

Implementation Methods:

1. Design watercourses and retention/detention areas as functional open space that can accommodate both passive and active use.
2. Incorporate the Multiple-Use Concepts and Aesthetic Design Guidelines in Chapter IV of the Stormwater Detention/Retention Manual.
3. Design moderate side slopes (4:1 maximum) to assure accessibility, and avoid rip rap and other materials that inhibit access.
4. Use ground cover, plants, and other materials appropriate for intended uses.

c. Common Areas and Open Space within Mixed-Use Developments (III.A.2.c)

Intent – In mixed-use developments, integrate usable common areas and open space into developments.

Implementation Methods:

1. Include strategically placed open space that provides residents with safe and convenient passive and active recreational opportunities.
2. Orient open space areas so that they are visible and easily accessible for all residents.
3. Provide outdoor recreational amenities, such as ramadas, benches, turf areas, and play equipment, properly scaled to satisfy residents' needs.
4. Provide thorn-free shade trees in and around outdoor recreation areas.

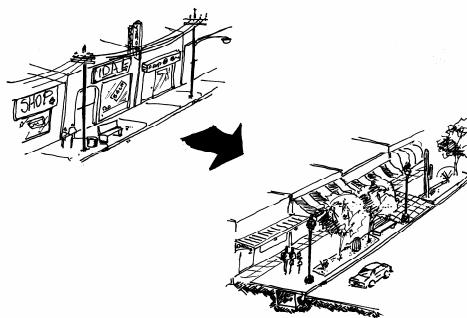
3. Pedestrian and Alternative Travel Modes

a. Pedestrian-Oriented Environment and Amenities (III.A.3.a)

Intent - Offer attractive, inviting, and appropriately scaled pedestrian areas and amenities in locations where they will enhance internal and off-site linkages and provide the greatest benefit to the largest number of users.

Implementation Methods:

1. Locate buildings at or near sidewalks, street property lines, and landscape borders so that they frame and define pedestrian areas.
2. Develop a pedestrian scale environment at street-level by providing retail and service activities on at least half of all street level facades; providing open views into interior working areas from walkways; and enhancing the "eye level" experience with a variety of patterns, materials, textures, and color.
3. Provide any of the following public amenities in shopping centers: plazas and courtyards, shaded transit stops, kiosks, public art, pocket parks and play areas, and outdoor dining areas. These areas should incorporate landscaping, shade, and seating.



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4. Locate customer seating in heavily trafficked areas and within sight of, and easily visible from, areas of greatest activity.
5. Locate outdoor dining areas away from off-site uses that are sensitive to noise or nighttime activity.
6. Provide landscaping and lighting to help make pedestrian paths attractive and safe.
7. Provide thorn-free shade trees in and around pedestrian areas.

b. Pedestrian Circulation (III.A.3.b)

Intent –Encourage pedestrian and other alternative modes by providing safe and unobstructed foot and bike paths along streets and within commercial development. In addition to the following implementation methods, refer to City of Tucson Access Management Standards.

Implementation Methods:

1. Create convenient and direct internal pedestrian and bike paths linked to external paths and sidewalks.
2. Use raised or textured crosswalks where pedestrian paths cross parking area access lanes.
3. Maintain continuity of sidewalks across driveways and curb cuts.
4. Include vehicle-free pedestrian areas in parking lots and in common activity areas.
5. Pedestrian paths within large retail and mixed-used development should connect all uses within the development to the surrounding neighborhoods and commercial areas.

c. Pedestrian and Bike Access from Parking (III.A.3.c)

Intent - Create convenient, safe, and efficient access from parking, pedestrian routes, and transit stops to shopping centers and large building entry areas.

Implementation Methods:

1. Provide many access routes and entrances to the development.
2. Locate parking so as not to obstruct access.
3. Provide landscaped and/or shaded pedestrian paths and walkways from parking areas to buildings.



d. Pedestrian and Bike Access at Perimeter Walls (III.A.3.d)

Intent - Encourage pedestrian and bike access from surrounding neighborhoods to new commercial and mixed-use developments by providing convenient and inviting points of access at the perimeter.

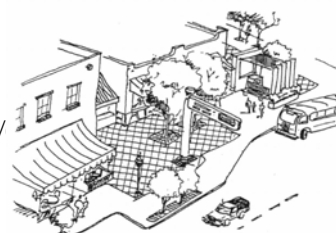
Implementation Methods:

1. Incorporate access points into the overall design of the development, and consider logical connections to the surrounding neighborhood that will best serve intended users.
2. Locate breaks in walls at appropriate locations in order to provide pedestrian and bike shortcuts from adjacent developments, bus stops, neighborhoods, etc.
3. Define entry points along perimeter walls with design details (color, decorative features, etc.), landscaping, and security lighting.

e. Transit Opportunities (III.A.3.e)

Intent - Encourage transit use where service exists, and support transit-ready design where future service is possible.

Implementation Methods:



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1. Provide safe, convenient, and direct routes to nearby transit through the placement of entrances, pathways, and street amenities.
2. Provide transit facility enhancements such as pullouts, shade structures, seating, and landscaping, where development abuts an existing or future transit route or facility.

f. Accessibility (III.A.3.f)

Intent – Design circulation systems, common areas, and buildings to be usable by people of all abilities.

Implementation Methods:

1. Minimize obstacles, excessive height transitions, and unnecessary grade changes along routes, pathways, and sidewalks.
2. Provide direct routes that minimize distances between destinations.
3. Provide ample space to accommodate users of all abilities, minimizing hazards and anticipating and allowing for user error.
4. Create easily understandable environments that are simple to navigate and use, and incorporate highly visible paths and clear signage.

4. Vehicular Circulation and Parking

a. Vehicular Traffic and Access (III.A.4.a)

Intent - Maintain maximum traffic efficiency while minimizing the negative impact on existing neighborhoods of vehicular traffic created by new development. In addition to the following implementation methods, refer to City of Tucson Access Management Standards.

Implementation Methods:

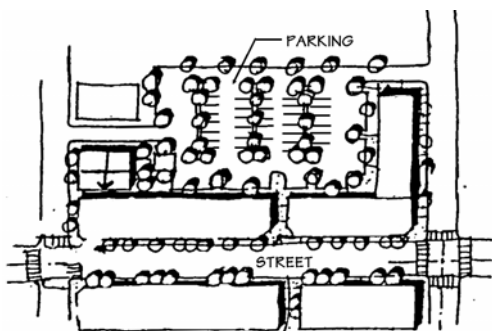
1. Direct traffic generated by the development onto major streets.
2. Minimize interruptions to arterial traffic flow by limiting the number of vehicular access points and curb cuts, meeting or exceeding City of Tucson Access Management Standards.
3. Locate high volume access points to parking lots and garages on side streets that connect to major streets, provided there are no negative impacts on residential areas.
4. Consolidate access points amongst adjacent commercial developments.
5. Include wildlife crossings where appropriate.

b. Parking, Loading, and Maneuvering (III.A.4.b)

Intent - Provide safe vehicular parking, loading, and maneuvering, with attention to functional and aesthetic concerns such as trash removal, emergency access, and reduction of heat build-ups.

Implementation Methods:

1. Separate customer and employee parking from truck/loading access.
2. Limit parking along street frontages and encourage parking to the rear or side of buildings in order to improve the pedestrian experience and overall street quality.
3. Break up large expanses of surface parking into smaller subareas defined by landscaping or other treatments. Ideally, in large commercial developments, surface parking should be planned in subareas accommodating no more than 250 to 300 vehicles. Each parking subarea should be



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- separated by a 15 to 20-foot wide landscape planting area.
4. Utility cabinets and pedestals should not be located within parking lot landscape islands or the public right of way where they cannot be screened, are exposed to damage from vehicles and/or present a visual hazard to drivers or pedestrians. Utility cabinets, pedestals and other above ground utility infrastructure should be clustered and screened to the extent allowable by operation requirements and should be painted or integrally colored a tone that is neutral to its setting. **[verbatim from Scottsdale]**
 5. Locate loading areas at least 50 feet away from residential uses and provide walls to effectively screen the entire loading space.
 6. Collocate loading areas and trash collection areas to address functional and aesthetic issues.
 7. Where existing site context indicates a more flexible approach, a portion of the required parking can be on-street if on-street parking would add to the urban street character, improve pedestrian and bicycle safety, or be compatible with the neighborhood parking patterns.

c. Parking Structures (III.A.4.c)

Intent - Integrate parking structures into the overall complex, making them more convenient, safe, and accessible to users.

Implementation Methods:

1. Integrate parking structures into building architecture.
2. Locate parking garages below, behind, or between buildings, and encourage commercial uses at street level to create an appealing and pedestrian-friendly streetscape.
3. Extend pedestrian paths and public spaces into parking areas.
4. Use multiple points of access by bridge or elevator.
5. Use safe-by-design criteria including visibility, lighting, and access control.

d. Parking Reductions (III.A.4.d)

Intent - Support parking reductions where mixed-use and joint-use parking spaces are feasible, based on analysis of proposed uses (time of day and mix of uses).

1. **Implementation Methods:** Allow shared parking based on analysis of proposed uses that demonstrates compatible uses and hours of operation.
2. Demonstrate that the project is within a pedestrian or transit-oriented development.
3. Provide a bus stop or other pedestrian and transit supportive amenities.
4. Propose a comprehensive approach to reduce parking demand which may include employee incentives to use alternate transportation modes, ride sharing, off-site employee parking, or customer incentives such as bus passes.
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B. Architectural Design

1 Overall Design Context

a. Compatibility and Local Context (III.B.1.a)

Intent – Building design should respond to the unique qualities of the site, the surrounding neighborhood character, and adopted design goals for the area.

Implementation Methods:

1. Use textures, colors, and materials similar to those of adjacent commercial or neighboring residential development.

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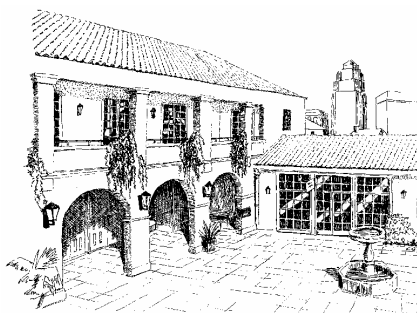
2. Modify franchise or corporate prototype design to respond to Tucson's regional context and to the unique quality or dominant character of the surrounding area.
3. Design rooflines to reflect the geometries of nearby rooflines and parapets.
4. Avoid 'industrial' materials such as smooth-face concrete block, tilt-up concrete panels, pre-fabricated steel panels, and neon tubing as predominant elements.

b. Sonoran Desert Context, Energy Conservation, and Green Building (III.B.1.b)

Intent – Commercial and mixed-use projects should respond to the context of the Sonoran Desert, incorporating energy efficiency and conservation.

Implementation Methods:

1. Use building elements, such as shade devices, deeply recessed windows, and materials and textures associated with the desert environment and climate.
2. Orient buildings to respond to solar heat gain, and reduce reflectivity and glare by using architectural shading devices such as pronounced eaves, fin walls and/or covered walkways, and low reflective materials.
3. Consider the impact of solar orientation in the siting of patios, plazas, outdoor dining areas, and customer seating areas. Spaces having a southern or western orientation should incorporate landscape and architectural shading.
4. Provide covered walkways and arcades on all building frontages where there will be pedestrian traffic.
5. Consider using the LEED (Leadership in Energy and Environmental Design) Green Building Rating System when designing buildings.
6. Integrate solar panels and other energy conservation equipment into the overall design of the buildings, or screen when possible.



c. Building Scale and Massing (III.B.1.c)

Intent – Develop commercial and mixed-use projects that create a street-level environment that encourages and supports pedestrian activity, respects the predominant scale of development in the surrounding area, and responds to adopted design goals for the area. .

Implementation Methods: [adapted from Scottsdale]

1. Reduce building scale and mass near neighborhoods.
2. Reduce the perceived height and bulk of the building by dividing the building into smaller scale components and using techniques to define and articulate facades and vary wall and roof planes.

2. Architectural Elements

a. Entryway Design Elements (III.B.2.a)

Intent – Building entries should be easily identifiable and accessible from the street. Entrance design elements should contribute character and identity to buildings, and improve orientation and ease of use by customers.

Implementation Methods:

1. Commercial and office buildings should have clearly defined, highly visible customer entrances

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2. Entrance design elements should include an appropriate number of the following elements to enhance the pedestrian experience and improve the appearance of the building frontage: porticos, overhangs, recesses/projections, arcades, raised cornice parapets over the door, peaked roof forms, arches, outdoor patios, display windows; architectural details such as tile work and moldings that are integrated into the building structure and design; or integral planters or wing walls that incorporate landscaped areas.



b. Building Facades (III.B.2.b)

Intent - Reduce the apparent scale and uniformity of facades to make large buildings more inviting.

Implementation Methods:

1. Use features such as arcades, display windows, and entry awnings along at least 60 percent of the façade.
2. Place windows in the majority of wall surfaces with views into lobbies, merchandise, artwork displays, and other business activity areas.
3. Use a variety of materials, colors, and architectural elements to differentiate between uses within mixed-use developments.

c. Parking Structure Facades (III.B.2.c)

Intent - Relate ground-level facades to the pedestrian scale and environment and use design elements to soften the parking structure.

Implementation Methods:

1. Provide active uses on the first floor and/or along streetscape.
2. Provide functional and visual connections to the street and pedestrian scale and activity by including ground-level retail along a portion of the public facades.
3. Use architectural details on parking structures to reduce the perception of massive scale.
4. Use landscaping to provide visual relief.
5. Where appropriate, consider parking structures with full roofs, varied parapet heights or other architectural elements that eliminate top deck lighting concerns and create a more finished appearance.



d. Secondary Elevations/Building Facades at Rear and Side (III.B.2.d)

Intent - Provide quality architecture for commercial and mixed-use buildings, and variation in building placement and façade treatment, especially if they are visible from public rights-of-way or open space areas.

Implementation Methods:

1. Vary setbacks and architectural features of side and rear facades to create visual interest.

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2. Design side and rear building facades with attention to architectural detail comparable to the front facade. This is particularly important if rear and side facades are visible from streets or adjacent properties.
3. Submit dimensioned elevation drawings as part of the development plan.

e. Roof Lines, Parapet Design, and Rooftop Mechanical Equipment (III.B.2.e)

Intent - Encourage high quality and visually interesting design of roofs and roof lines.

Implementation Methods:

1. Screen mechanical equipment from adjacent views through ground placement, parapets, or other design features.
2. Integrate chimneys, cooling towers, cell towers, etc. into the architecture of the building.
3. Roof features and parapets should complement the character of adjoining neighborhoods.
4. In large commercial projects and mixed-use developments, consider using the roof for project amenities, such as roof gardens, terraces, and outdoor eating areas.
5. Vary roof lines and plane lines, especially where building heights exceed 20 feet, in order to reduce the apparent scale of the structure.
6. In commercial centers with predominantly flat roof forms, incorporate roof elevation offsets, pop-ups, parapet offsets, and other massing effects to reduce monotony.
7. Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, and other techniques to enhance architectural character.

C. Landscape Design and Screening

1. Landscape Design

a. Sonoran Desert Landscape Character (III.C.1.a)

Intent - Promote enhanced landscaping which reflects the Sonoran desert environment as a means to moderate climate, decrease urban heat build up, conserve water and energy, and enhance the visual character of commercial and mixed-use developments and the adjacent streetscape.

Implementation Methods:

1. Base landscape design and planting schemes on Tucson's Sonoran desert environment, through appropriate design themes, selection of primarily indigenous plants, and attention to xeriscape principles.
2. Design for water-harvesting, applying the principles and techniques of the City of Tucson Waster Harvesting Guidance Manual (March 2003), to direct all excess runoff into landscape areas within common areas, prior to discharging in the retention areas(s) or adjacent washes.
3. Incorporate rocks and boulders, earthen berms, and grading treatments to increase visual interest and promote water harvesting.
4. Use reclaimed water for irrigation whenever possible.

b. Placement of Trees (III.C.1.b)

Intent - Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of commercial and mixed-use buildings and adjacent streets.

Implementation Methods:

1. Provide landscaping along and against all buildings to anchor them to the surrounding environment and to soften the structure. In-ground landscaping should comprise the majority of the landscaping requirement. Raised planters are acceptable

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when designed to accentuate the architecture and/or enhance pedestrian areas.

[Scottsdale]

2. Provide trees near building entrances and storefronts. Frontage design and signage locations should be coordinated with the placement of plant material. **[Scottsdale]**
3. Provide trees for accent and visual interest, with spacing to be determined by the cultural needs of the tree species, the intended canopy, and the context.
4. Locate trees along streets, sidewalks, walkways, and pedestrian paths, to provide shade for pedestrians, with spacing that will form a continuous canopy along at least one side of the walkway.
5. Cluster trees at plaza areas, common areas, or other public gathering places.
6. Select and position plant materials to maintain visibility of public areas, pedestrian paths, and primary and secondary entrances to stores, thereby aiding surveillance and minimizing crime.
7. Evenly distribute trees throughout parking lots, unless there are functional and aesthetic reasons to cluster or vary placement.
8. The site design for projects located at street corners should provide special landscape treatment at street intersections to anchor the corner. **[Scottsdale]**



c. Plant Materials (III.C.1.c)

Intent - Provide landscape continuity, appropriate to the site context, using predominantly xeriscape plants and minimal irrigation.

Implementation Methods: -

1. Select “primary” and “secondary” trees from the City’s drought tolerant plant list to create a varied but unified landscape design.
2. Provide accent plants at entryways, changes of direction, intersections of roads, etc.
3. Use trees, shrubs, and ground cover which display an assortment of form, texture, color, and seasonal variety.

d. Mitigating Impacts of Free-standing Walls (III.C.1.b)

Intent - Reduce the impact of freestanding walls over 75 feet long and over 3 feet high and increase their visual appeal.

Implementation Methods:

1. Where perimeter walls are provided in areas that abut designated open areas, common areas, and trail systems, the masonry portion of the wall is not to exceed three feet in height, except for pillars, with wrought iron or other similar open fencing materials on top.
2. Break up long wall expanses with contrasting elements and materials, such as pilasters, columns, and decorative caps.
3. Use two or more decorative materials, such as tile, stone, or brick and/or incorporate a visually interesting design on the wall surface.
4. Use sound absorbing or scattering materials such as tile, stone, or brick.
5. Use graffiti-resistant paint on all walls visible from a public right-of-way.
6. Provide access through walls to adjacent developments, right-of-ways, and open space.

E. Signage and Lighting

1. Signage

a. Signage Design (III.D.1.a)

Intent – Integrate signs with the overall design of the development so that they complement aesthetic and thematic elements of the development and the overall character of the site.

Implementation Methods:

1. Provide unified signage with regard to form, materials, colors, and typefaces within the development, with particular attention to consistent signage and appropriate scale for shopping centers and commercial pads.
2. Use appropriate scale, height, and color to integrate with other elements of the development and with the overall site context.
3. Use materials or textures that complement those used in perimeter walls, buildings, and other project elements.
4. Integrate free standing signs into the overall landscape plan and submit details of signs as part of the development plan.
5. When multiple tenants share one site, signs should be integrated as one unit to create shared identity for the property to the extent permitted by the ordinance or be located and/or designed as a package where signs do not visually compete with each other.
[Scottsdale]
6. Business identity, either by awnings, accent bands, paint or other applied color schemes, signage, parapet details, decorative roof details or materials should not be the dominant architectural feature. Accent colors should be used judiciously.**[Scottsdale]**
7. Ensure that signs are properly maintained on quality mountings so that the intended alignment and orientation are sustained.
8. Avoid the unnecessary and unsightly clutter of multiple signs and the resultant confusion of information.

b. Signage Location (III.D.1.b)

Intent – Signs should be placed to convey information without dominating the building, the site design, or the adjacent streetscape.

Implementation Methods:

1. Locate signs to provide information sufficiently in advance of choices people have to make.
2. Position signs outside of sight triangles so as not to obscure views of oncoming traffic for motorists entering and exiting the premises.
3. Locate signs, particularly entry and monument signs, so they are not obscured by landscaping when plants reach maturity.
4. Coordinate sign placement with that of other street furniture.

c. Signage in Historic Areas (III.D.1.c)

Intent - Signage should complement the character of historic areas and streets.

Implementation Methods:

1. Within special design areas and along historic streetscapes, unify signage by repeating materials, sign size, color, lettering, and font styles.
2. Match historic elements such as lamp posts, store fronts, and traditional street furniture.
3. Use more traditional small-scale signage.

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4. Avoid dominant colors.

d. Visibility of Street Numbers (III.D.1.d)

Intent - Aid the general public and emergency services in safely locating businesses by using legible street numbers.

Implementation Methods:

1. Ensure street numbers are clearly visible from public rights of way by choosing a suitable size, location, and style of numerals based on the character of the building.
2. Address numbers should be conspicuously placed at each property access point and near the entrance of each building.
3. Consider painting numbers on rooftops if views from neighboring properties are not adversely affected.

2. Lighting

a. Illumination Levels (III.D.2.a)

Intent - Light levels and sources should be carefully chosen to satisfy the needs of utility, decoration, and security.

Implementation Methods:

1. Prevent over-illumination and glare, and avoid insufficient or uneven illumination, especially in areas where there may be conflicts between pedestrians and vehicles.
2. Provide down-shielded or low-pressure sodium lighting, as close to the ground as possible, as appropriate to the scale of the project.
3. Lighting should be shielded with full cutoff and/or mounted below the top of wall, and shielded away from adjacent residential parcels and public roadways.
4. In pedestrian areas, streets, and parking areas use metal-halide light sources for the visual comfort of pedestrians.
5. In pedestrian areas and crosswalks or other areas where pedestrians and vehicles meet, overlap sources at about seven feet to give even coverage and visual recognition of pedestrians.
6. In parking structures with top deck lighting, strive to eliminate glare and visibility of pole mounted fixtures by employing full cut-off fixtures and minimizing pole heights.