

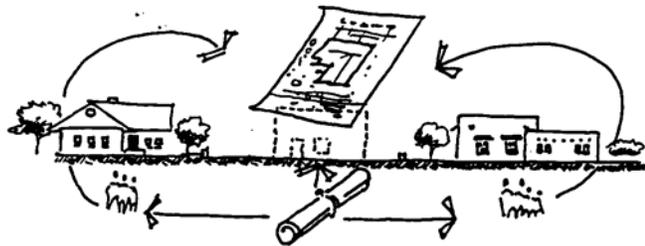
I. All Development

Introduction Guidelines in this section focus on solutions that apply to all types of development, including public works. Whether the proposed development is a publicly funded road, or a privately developed residential, commercial, or mixed use project, it is recommended that the user should review these guidelines first, then move to the following sections which contain guidelines for more specific types of development.

An Important Reminder

- Relationship to City Ordinances, Development Standards and Policies

Guidelines are not regulations or development standards. They illustrate ways to meet policy objectives for design quality but do not supersede regulations or standards. The property owner, developer, or design professional proposing a development project within the City should consult with City staff early in the process to verify applicable *Code* requirements. Design guidelines provide a menu of design options and techniques which should help the developer meet *Code* requirements with a quality project approved in a timely manner.



- Neighborhood Involvement and Sensitivity to Design Context

Sensitivity to the design context and neighborhood character is crucial to the success of an urban infill project. Involve adjacent property owners, neighborhood associations, and others who may be affected early in the design process, in order to incorporate neighborhood suggestions into the project's design and minimize the time and cost of resolving neighborhood concerns at a later date. Familiarize yourself with applicable subregional, area, and neighborhood plans. Gather ideas and suggestions from neighbors before siting new buildings or additions regarding issues such as visual privacy and height compatibility, acoustical privacy and noise attenuation, and important view corridors.

I. All Development

A. Land Use and Site Design

1. Site Planning *a. Environmentally Sensitive Site Design (I.A.1.a)*

Intent - Design site plans to minimize disturbance to the natural environment and reduce infrastructure costs.

Related Policy Link – CCD Policy 1 (1.1, 1.4); CCD Policy 2; CCD Policy 4 (4.2.C, 4.7)

Solution - Reduce impact on the natural environment through the following methods:

- Minimize wash crossings
- Utilize efficient and compact cluster patterns located on flatter areas of the site to reduce erosion and protect slopes and ridgelines
- Maximize use of disturbed land for roads and structures
- Locate areas to be developed near, or adjacent to, existing developed areas
- Develop land near existing infrastructure first



b. View Corridors and Solar Access (I.A.1.b)

Intent – Maintain views of mountain peaks and other scenic resources and, where applicable, solar access to solar panels on adjacent structures.

Related Policy Link – CCD Policy 3

Solution – Provide a view corridor through new developments from adjacent existing residences where feasible or mitigate negative impacts on views or solar access through the following means:

- Orient buildings to minimize visual barriers
- Offset and terrace new structures
- Vary roof lines to preserve mountain peak views
- Adjust height, orientation, and setbacks to avoid obstructing solar panels

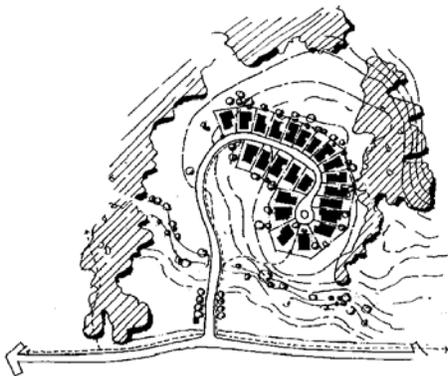
c. Preservation of Natural Areas (I.A.1.c)

Intent – Preserve natural areas through innovative site design, thus providing an amenity to the new development while reinforcing the overall natural environment.

Related Policy Link - CCD Policy 1 (1.1)

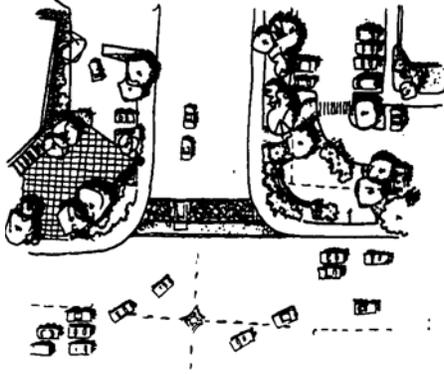
Solution – Preserve the most viable natural areas using the following site design techniques:

- Qualitatively assess vegetated areas before preparing a layout
- Cluster developed areas in the lower, flatter areas of a site to preserve slopes, ridges, and natural drainageways
- Locate structures on previously disturbed areas
- Employ zero lot-line development where appropriate
- Use functional open space to buffer natural areas from built areas



I. All Development

2. Open Space and Common Areas a. Intersections (I.A.2.a)



Intent – Establish and maintain key intersections as civic open space for pedestrian gathering areas, and as landmarks which help define City districts, establish corridor continuity, contribute to the positive image of the City, and provide for effective sight distances to allow for public safety.

Related Policy Link - CCD Policy 1 (1.3); CCD Policy 4

Solution - Require that intersection design for newly installed or modified intersections (e.g., where intersection widening occurs) respond to the above intent statement by incorporating several of the following:

- Including sufficient space adjacent to the right-of-way to accommodate landscaping enhancements
- Developing a landscape palette for corridors and/or districts which provide a distinctive appearance and continuity within the designated area
- Ensuring that a corner cut-off space is provided which gives a minimum visual clear zone of at least 15 feet along each face of the intersection
- Providing pedestrian amenities such as a shaded plaza area and generous walkways
- Regulating intersection location, size, type, materials, and color to provide a distinctive accent in character with the surroundings
- Locating public art in intersection areas where major projects or neighborhoods are adjacent to the intersection
- Developing simple logos for use in intersection improvement areas which symbolize entry to districts or major corridors
- Applying these intersection guidelines also at major entrances to development projects so that the entries contribute to repeated themes within a district or corridor

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

Intent - Utilize detention/retention basins for open space use and as additional recreational amenities for the development.

Related Policy Link - LU Policy 9 (9.6)

Solution - Design detention/retention basins for open space use by:

- Grading the site to complement proposed uses
- Preserving plants in-place or salvaging and revegetating
- Providing for safe and convenient access



I. All Development

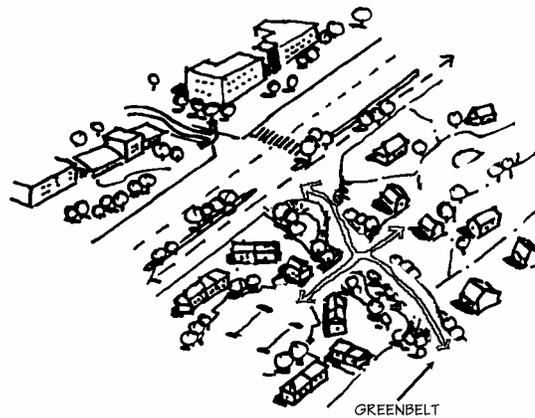
c. Open Space Transition to Adjacent Development (I.A.2.c)

Intent - Create more harmonious transitions to adjacent developments and create more open space opportunities.

Related Policy Link – CCD Policy 1 (1.1, 1.6)

Solution - Transitions from one development or land use to another can be enhanced by:

- Clustering development to allow greater open space at the perimeter
- Orienting recreational or natural elements which occur on two or more adjacent developments closer together so more integrated or usable open space is created



3. Pedestrian and Alternative Transportation Modes

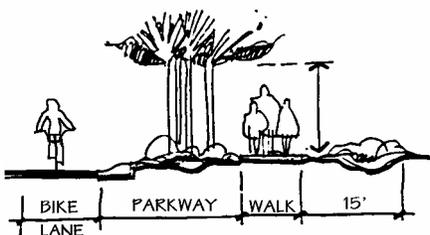
a. Alternative Travel Modes (I.A.3.a)

Intent - Provide for alternative travel modes in future road improvement projects. These modes include pedestrian, transit, bicycle, and equestrian where appropriate.

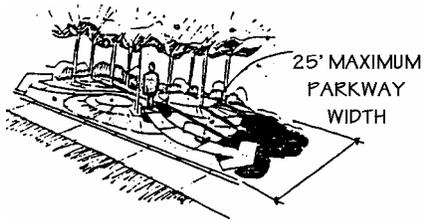
Related Policy Link - CCD Policy 4 (4.2)

Solution - Alternative travel modes should be enhanced through the following improvements:

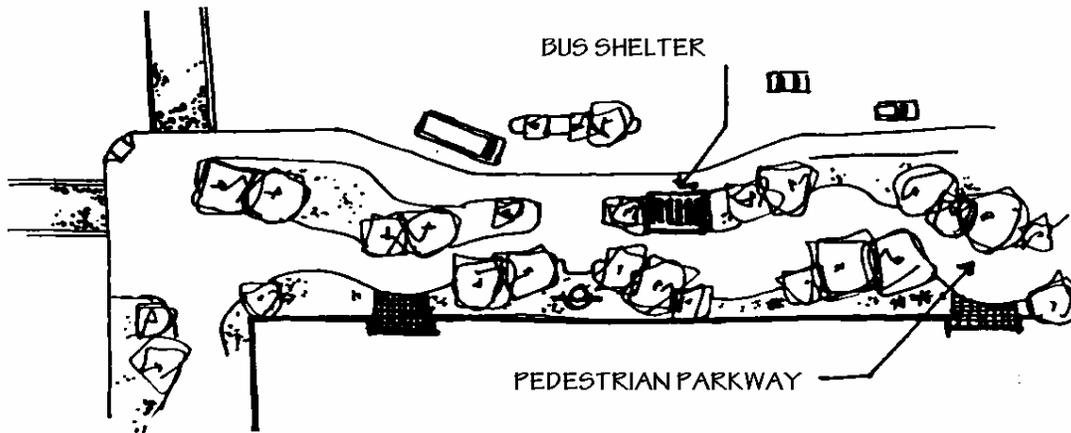
- Reduce vehicle speed using traffic calming measures on streets where there are pedestrian concentrations by changing pavement materials, where appropriate, in pedestrian-oriented areas
- Reduce the number of vehicle lanes when warranted by traffic counts where the pavement area could be used for additional landscaped pedestrian areas, sidewalk extensions at corners, mid-block crossings, additional parking, and on-street bicycle parking
- Provide widened/marked bicycle paths, pedestrian walkways, shaded bus shelters, and “Park and Ride” lots along arterial streets



I. All Development



- Provide bridle trails and equestrian crossings on roads designated for priority equestrian use
- Provide signal lights or other crossing techniques where major bicycle routes cross major streets or otherwise mitigate bicycle/vehicle conflicts
- Provide lighting for safety on major bicycle routes, including the use of landscape accent lighting and low pressure sodium lighting where appropriate



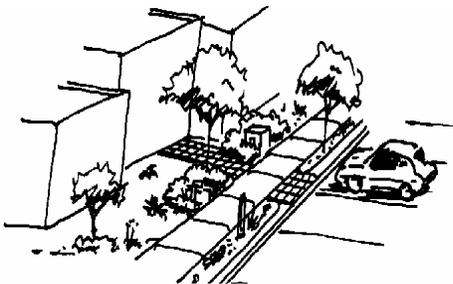
b. Pedestrian Access at Perimeter Walls (I.A.3.b)

Intent - Encourage pedestrian access to new developments by providing convenient points of access at the perimeter.

Related Policy Link - CCD Policy 4 (4.1.3); CCD Policy 5 (5.3.A); LU Policy 6 (6.15); LU Policy 6 (6.17)

Solution - Provide convenient and inviting pedestrian access from the surrounding neighborhood to new developments by:

- Placement of pedestrian breaks in walls greater than 75 feet in length
- Making access inviting with gateway design, landscape treatment, and security lighting



c. Pedestrian Circulation and Potential Obstruction (I.A.3.c)

Intent - Maintain safe and unobstructed pedestrian circulation within activity centers and especially near street frontages.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 6 (6.13)

Solution - Potential obstructions such as utility boxes, meters, and backflow preventers should be:

I. All Development

- Located closer to buildings and away from street frontages, allowing direct pedestrian movement from on-street parking to the sidewalk and safe movement along walkways and sidewalks
- Encouraged to be located underground through the provision of incentives

d. Pedestrian/Vehicular Separation. (I.A.3.d)

Intent - Encourage vehicle-free pedestrian connections for easier use and movement.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 6 (6.13)

Solution - Provide pedestrian connections through mixed-use areas and activity centers and separation between parking and pedestrian circulation.

- Include vehicle-free pedestrian areas along local streets, in parking lots, and in common activity areas



4. Vehicular Circulation and Parking

a. Vehicular Through-traffic (I.A.4.a)

Intent - Minimize potential vehicular through-traffic created by new development in new and existing neighborhoods.

Related Policy Link - CCD Policy 4 (4.2.C, 4.4)

Solution - Minimize impact of vehicular traffic on residential neighborhoods through the following:

- Redirect existing through-traffic onto major streets
- Lay out streets in new residential areas in a modified grid pattern, where appropriate, to avoid creating nuisance shortcuts
- Provide minimum street widths appropriate for the neighborhood traffic
- Reduce the perceived width of existing neighborhood streets by using circles, landscaped bumpouts, tree plantings, etc.

b. Vehicular Access Points (I.A.4.b)

Intent - Maintain maximum efficiency and minimize interruptions to traffic flow on arterial streets.

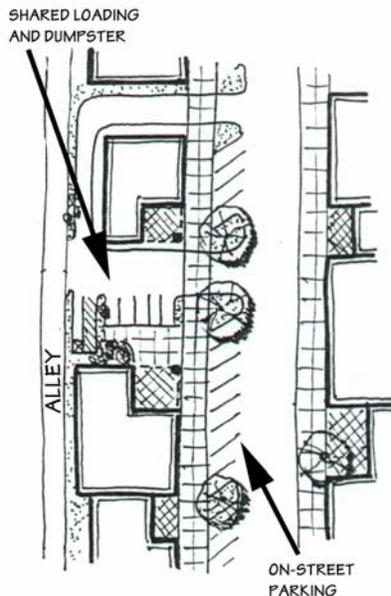
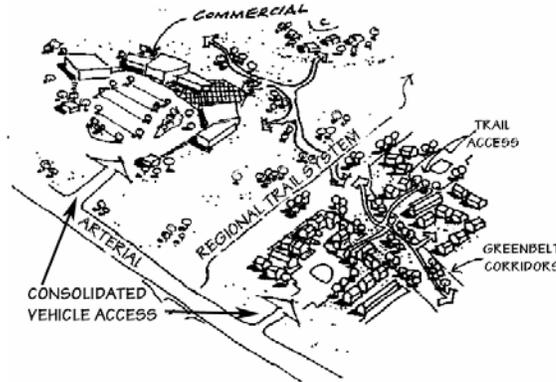
Related Policy Link - LU Policy 5 (5.6, 5.7)

Solution One - Design vehicular access points to minimize interruptions to arterial traffic flow through use of the following:

- Limit number of vehicular access points
- Locate access points at optimum positions
- Consolidate or eliminate excess curb cuts

I. All Development

Solution Two - 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.



c. Parking, Loading, and Maneuvering (I.A.4.c)

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.

Related Policy Link - LU Policy 5 (5.7)

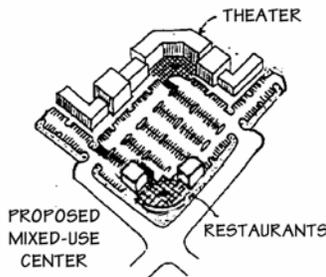
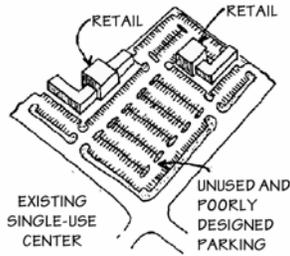
Solution One - Develop a comprehensive vehicular circulation system that allows parking, loading, and maneuvering to be contained wholly within the development. Functional and aesthetic issues could be addressed through the following:

- Shared loading area and dumpsters
- Alley access and screening of dumpster
- Use of vegetation and alternative paving materials to reduce heat build-up

Solution Two - Where existing site context indicates a more flexible approach, a portion of the required parking can be on-street if the following criteria apply:

- On-street parking would add to the urban street character
- On-street parking would improve pedestrian safety
- The nature of the site and neighborhood context is appropriate for on-street parking
- Existing or future bicycle routes are not obstructed

I. All Development



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

Intent - Reduce excess parking where mixed-use and joint-use of parking spaces are feasible.

Related Policy Link - LU Policy 5 (5.13)

Solution - Reductions in required parking can be made if the project meets the following criteria:

- The project is within a designated pedestrian or transit-oriented development
- The project provides a bus stop and other pedestrian and transit supportive amenities
- Adjoining uses which share the same parking area have different hours of operation and agree to share parking
- The project proposes 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

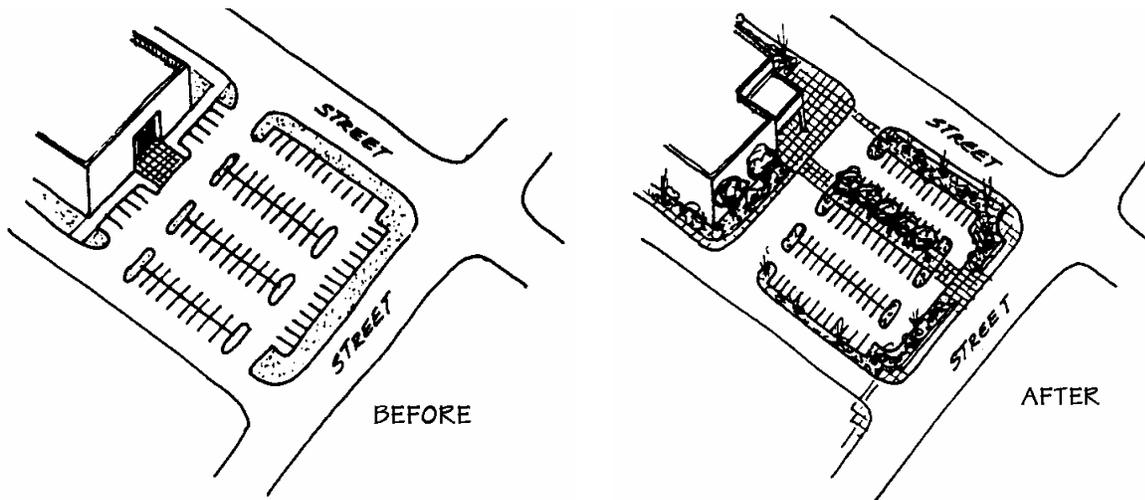
e. Reduced Parking Trade-off for Site Amenities (I.A.4.e)

Intent - Increase pedestrian and landscape amenities in redevelopment projects by reducing parking.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 5 (5.13)

Solution - Required parking can be reduced if a sufficient level of parking is maintained and the following site improvements are provided:

- Enhanced streetscape
- Landscaped pedestrian walkways perpendicular to buildings
- Landscaped and shaded pedestrian seating areas
- Shaded pedestrian linkages through project



I. All Development

5. Mixed-Use Opportunities and Use Transitions

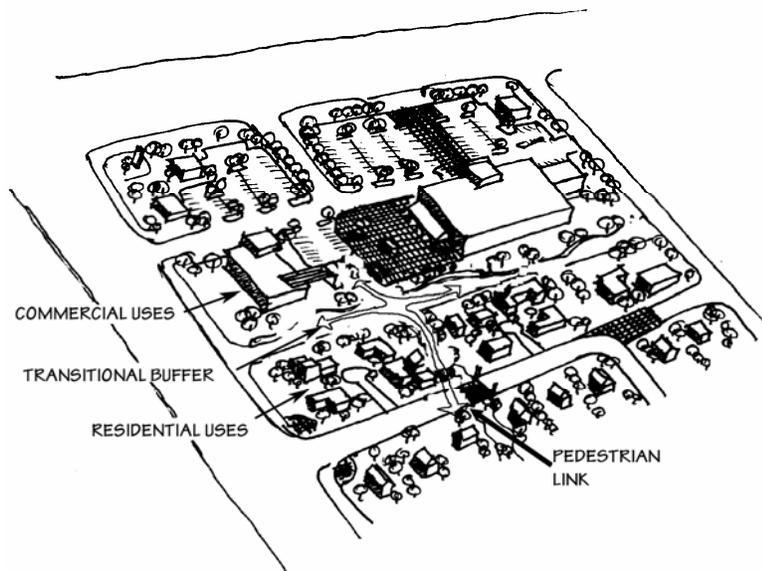
a. Mixed Uses (I.A.5.a)

Intent - Provide appropriate transitions and buffers between mixed-uses within a mixed-use area.

Related Policy Links – LU Policy 6; LU Policy 7

Solution - Ensure compatibility between uses by:

- Distinguishing between residential and nonresidential vehicular and pedestrian access with paving texture/color, etc.
- Orienting uses to make good transitions to surrounding uses
- Creating separation within the site through vertical differences e.g.: grading, massing, roof heights
- Focusing lighting, including reflected light, so that residential areas receive minimum glare
- Using landscape features to highlight individual uses
- Providing distinctive signage for identification and guidance appropriate to each use
- Providing noise-attenuating protection for noise-sensitive uses
- Using building materials and textures to define each use as part of an overall design palette
- Strategically locating accessory structures on adjacent sites so that they contribute to a visual and functional separation



b. Transition to Adjacent Uses (I.A.5.b)

Intent – Encourage transitions between proposed developments and adjacent, less intensive residential uses.

Related Policy Link – LU Policy 3; LU Policy 5 (5.6)

Solution - Provide transitions to adjacent residential uses by:

I. All Development



- Stepping down heights of structures at the edge of development to match those in adjacent projects, for example transitioning from two story to single story where adjacent development is single story
- Using lighting standards and fixtures which gradually define the use transition, rather than causing an abrupt transition
- Using landscaped edges as open space as a ‘transition tool’
- Decreasing density at the edge of development
- Varying setbacks to soften the edge of the development
- Enhancing buffers with additional width or increased landscaping
- Orienting elements or functions that occur on adjacent developments in proximity to each other.

c. ‘Good Neighbor’ Approach (I.A.5.c)

Intent – Encourage businesses to be ‘good neighbors’ to adjacent residences.

Related Policy Link - LU Policy 5 (5.4); CCD Policy 5 (5.6)

Solution - Encourage limited duration of activities which generate excessive noise, light, or traffic:

- Concentrate such activities between 10:00 a.m. and 6:00 p.m.
- Limit hours of operation where possible

d. Mixed Use Circulation Systems (I.A.5.d)

Intent – Maintain a balance between privacy and a sense of community by using appropriate pedestrian/vehicular circulation systems.

Related Policy Links - LU Policy 6 (6.16)

Solution - The balance between community access and residential privacy can be strengthened by ensuring:

- Points of vehicular access to commercial and residential areas should be separate and distinct
- Major pedestrian linkages throughout the mixed use area are designed to maintain the privacy of individual residences
- A ‘Village Concept’, with decreasing densities moving out from the center, can shorten circulation routes, encourage pedestrian usage, and produce lower volumes of traffic near the center of the village

I. All Development

B. Community Character and Design

1. Spatial and Functional Relationships

a. Privacy of Adjacent Developments (I.B.1.a)

Intent - Protect the privacy of adjacent residential developments.

Related Policy Link - CCD Policy 5 (5.6); LU Policy 3

Solution - Privacy of adjacent developments can be protected by:

- Orienting balconies away from the edge of developments
- Careful placement of windows to avoid overlooking neighboring homes
- Locating signage and lighting elements away from adjacent residences

b. Parking Structures (I.B.1.b)

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

Related Policy Link - CCD Policy 4 (4.5)

Solution - Develop parking structures as integral parts of a complex by:

- Extending pedestrian system and public spaces into parking areas
- Locating loading areas away from residential uses and high pedestrian traffic areas
- Utilizing building massing to create plazas and linkages
- Using detailing and building materials to unify design character
- Utilizing multiple points of access by bridge or elevator



c. Parking Structure Facades at Ground Level (I.B.1.c)

Intent - Relate ground-level facades to the pedestrian scale and environment.

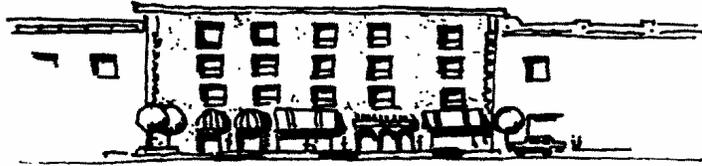
Related Policy Link - CCD Policy 4 (4.5)

Solution - Provide functional and visual connections to the pedestrian scale and activity by:

- Including ground-level retail pads along a portion of the public facades

I. All Development

- Using architectural details on parking structures to reduce the perception of massive scale
- Using landscaping to provide visual relief



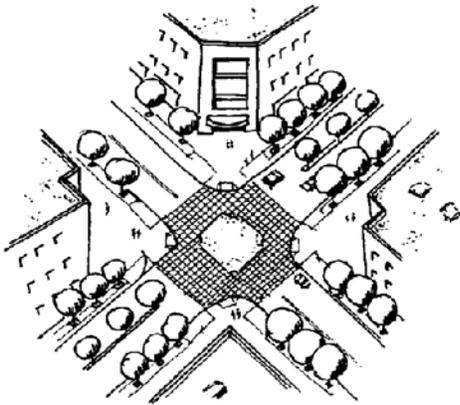
d. Major Intersections (I.B.1.d)

Intent - Reinforce the positive visual impact of major intersections and their landmark potential for the community.

Related Policy Links - CCD Policy 4 (4.2)

Solution - Major intersections should be made visually important by:

- Increasing the landmark qualities by use of public monumentation
- Creating themes and opportunities for significant public signage
- Providing visual themes at all four corners with paving, wall forms, and landscape materials
- Encouraging developments on each corner to extend their landscape and material designs into the intersection area
- Providing clear and open pedestrian links to the corners
- Developing similar themes for the ends of medians at intersections



2. Forms/Scale/Material/Color

a. Building Facades at Rear and Side (I.B.2.a)

Intent - Provide higher quality facades at the rear and sides of new buildings through careful design and detailing.

Related Policy Link - CCD Policy 5 (5.6); LU Policy 5 (5.3)

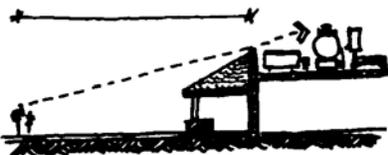
Solution - Design side and rear building facades with attention to architectural character and detail comparable to the front facade, particularly if rear and side facades are visible from streets or adjacent properties.

b. Roof and Parapet Design (I.B.2.b)

Intent - Encourage attractive roofs and parapet lines.

Related Policy Link - CCD Policy 5 (5.3, 5.6)

Solution - Consider the appearance of the top of the building (the 'fifth elevation'):



I. All Development

- Include parapets to conceal rooftop equipment, chimneys, cooling towers, and solar panels
- Roof features and parapets should complement the character of adjoining neighborhoods

c. Roof Lines (I.B.2.c)

Intent - Encourage a high quality and visually interesting roof 'horizon'.

Related Policy Link - CCD Policy 5; CCD Policy 6

Solution - Provide a variety of roof lines and plane lines, especially where building heights exceed 20 feet:

- Vary roof lines of large buildings to reduce the apparent scale
- Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof

d. Rooftop Equipment (I.B.2.d)

Intent - Minimize mechanical equipment on rooftops to reduce negative visual impacts on neighbors and to reduce energy costs.

Related Policy Link – CCD Policy 5 (5.6)

Solution - Integrate solar energy techniques and other mechanical equipment into the overall design of the building and screen all mechanical equipment on roofs.



e. Design Context and Neighborhood Character (I.B.2.e)

Intent - Improve the character of new projects and reinforce existing architectural character in established neighborhoods.

Related Policy Link - CCD Policy 5 (5.2, 5.2.A)

Solution - Harmonize new buildings with existing buildings by incorporating design elements of the adjacent architecture including the following:

- Scale and massing of structure
- Roof and parapet forms
- Door and window-fenestration pattern

I. All Development

- Finishes, materials and colors
- Site amenities such as walls and landscaping
- Traditional or prevailing setbacks and building orientation

Note:

Projects within City-designated historic districts must meet specific permitting and design review requirements outlined in the *Land Use Code* and Development Standard 9-02. (Consult with Planning Department or Development Services Department staff for more information.)

Development within National Register historic districts or other established neighborhoods with historic and architectural resources should be sensitive to the neighborhood character and design context. (Consult with Citizen and Neighborhood Services for information on the neighborhood association and National Register status.)

3. Buffering/Screening/ Landscape Design

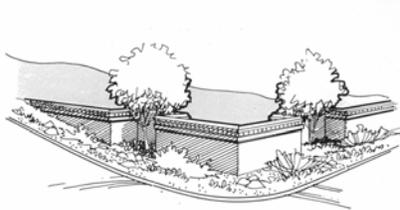
a. Free-standing Walls (I.B.3.a)

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

Related Policy Link - CCD Policy 6

Solution - Promote variations in scale, reflective surface, texture, and pattern:

- Vary wall alignments (jog, curve, notch, setback, etc.)
- Plant trees and shrubs, in voids created by wall variations, at an appropriate scale/massing
- Locate trees every 25 feet
- Use two or more wall materials and/or incorporate a visually interesting design on the wall surface
- Include decorative features of tile, stone, or brick
- Use sound absorbing or scattering materials such as tile, stone, or brick



b. Water Harvesting (I.B.3.b)

Intent - Conserve water resources and preserve drainage patterns, thereby reducing engineering and irrigation costs.

Related Policy Link - LU Policy 9 (9.6)

Solution - Design for water-harvesting to direct all excess runoff onto vegetated areas:

- Make 'saucers' around newly planted trees and shrubs
- Harvest runoff using surface grading

I. All Development



c. Placement of Trees (I.B.3.c)

Intent - Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of a development.

Related Policy Link - CCD Policy 4 (4.9)

Solution - Carefully locate trees to provide shade, wherever possible, to pedestrians by:

- Placing trees no further than 25' apart, particularly along walkways
- Clustering trees at plaza areas or other public gathering places

d. Plant Materials (I.B.3.d)

Intent - Provide a homogeneous landscape design of appropriate character using minimal irrigation.

Related Policy Link – CCD Policy 4 (4.9)

Solution - Choose the right mix of trees, shrubs, and groundcover:

- Drought tolerant trees (see the City's drought tolerant plant list)
- Plants similar in form and scale to existing vegetation in the area
- Accent plants at entryways, changes of direction, intersections of roads, etc.
- Vegetation which displays a variety of leaf size, texture, color, and, if possible, provides flowers in all seasons



e. Landscape Buffers to Arterial Streets (I.B.3.e)

Intent - Separate pedestrians and vehicles on major streets using vegetation as a screen and buffer.

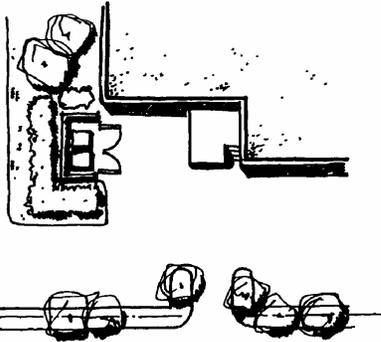
Related Policy Link – CCD Policy 4 (4.2)

Solution - Provide a landscape strip behind the future curb line including all of the following:

- Pedestrian walkways sited well away from the road
- Drought tolerant street trees to complement existing streetscape vegetation
- Masonry walls and berms



I. All Development



f. Landscape Screens (I.B.3.f)

Intent - Use landscape, grading, and walls to screen less visually attractive uses.

Related Policy Link - CCD Policy 6

Solution - Screen dumpster areas, outside storage, utility, and other free-standing equipment and water pumping stations by integrating them with the design and materials of the principal structure. Use a minimum six-foot-high masonry wall and two or more of the following:

- Sound absorbent/sound scattering wall facing material such as tile, stone, or brick
- Earth berms
- Dense planting up to six-foot high

g. Planting for Visibility and Security (I.B.3.g)

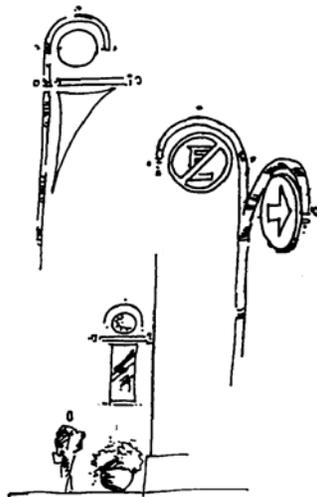
Intent - Select and position plant materials to aid surveillance and minimize crime.

Related Policy Link - CCD Policy 5 (5.9, 5.10)

Solution - Maintain visibility of doors and windows from the street and from within the development:

- Lift canopies of trees near buildings to six feet from the base of the trunk; plant larger specimens in those locations
- Shrub/groundcover height near buildings should be less than 30 inches; choose low-growing varieties
- Site spiny or thorny plants under ground floor windows to discourage unwanted access

4. Signage and Lighting a. Public Signage (I.B.4.a)



Intent – Establish continuity and consistency in the design and location of public signage, so that the aesthetic appearance is improved.

Related Policy Link- CCD Policy 4 (4.8)

Solution – Provide guidance for the use of public signage so that it:

- Is clearly visible and consistently sited so different types of information are easily located
- Is integrated into its surroundings in such a way that the message is clear but the sign is not the dominant feature
- Provides information sufficiently in advance of choices people have to make
- Is properly maintained on quality mountings so that the intended alignment and orientation are sustained
- Avoids the unnecessary and unsightly clutter of multiple signs and the resultant confusion of information

I. All Development

b. Positioning of Signage (I.B.4.b)

Intent - Integrate signs and information systems into the overall design of new developments, to improve overall aesthetic appeal and promote ease of use of the development.

Related Policy Link – CCD Policy 4 (4.8); CCD Policy 5 (5.6)

Solution - Locate signs in a coordinated and sensitive manner:

- Use appropriate scale, height, and color to integrate with new development
- Position signs so as not to obscure views of oncoming traffic for motorists entering and exiting the premises
- Coordinate signage with other street furniture



c. Signage in Historic Areas (I.B.4.c)

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

Related Policy Link – CCD Policy 4 (4.8), CCD Policy 5 (5.2)

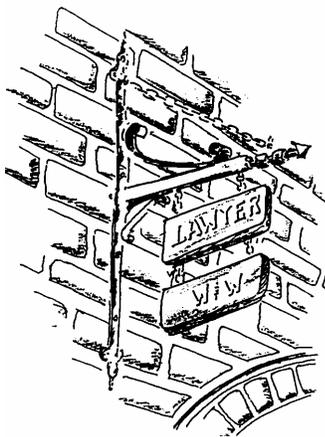
Solution - Identify special design areas and historic streetscapes such as pedestrian and trolley/bus districts and:

- Repeat materials, sign size, color, lettering, and font styles
- Match historic elements such as lamp posts, store fronts, and traditional street furniture
- Use more traditional small-scale signage
- Avoid dominant colors

Note:

Projects within City-designated historic districts must meet specific signage requirements outlined in the *Land Use Code* and Development Standard 9-02. (Consult with Planning Department or Development Services Department staff for more information.)

Signage within National Register historic districts or other established neighborhoods with historic and architectural resources should be sensitive to the neighborhood character and design context. (Consult with Citizen and Neighborhood Services for



I. All Development

information on the neighborhood association and National Register status.)d. Visibility of Street Numbers (I.B.4.d)

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Intent - Aid the general public and emergency services in safely locating residences and business establishments.

Related Policy Link – CCD Policy 4 (4.8)

Solution - Ensure street numbers are clearly visible from public rights of way and emergency services access:

- Choose a suitable size, location, and style of numerals based on the character of the building
- Commercial address numbers should be conspicuously placed at each property access point and on each building in the complex
- Consider painting numbers on rooftops if views from neighboring properties are not adversely affected

e. Illumination Levels (I.B.4.e)

Intent - Light levels and lighting sources should be carefully chosen to provide optimum illumination.

Related Policy Link - CCD Policy 5 (5.8, 5.9)

Solution - Prevent over-illumination and glare, and avoid insufficient or uneven illumination, especially in areas where pedestrians and vehicles coincide:



- In some situations, such as residential conversions to O-1 zoning, use down-shielded or low-pressure sodium lighting, as close to the ground as possible
- In pedestrian areas, streets, and parking areas use metal-halide sources for the visual comfort of pedestrians
- 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

I. All Development

5. Grading, Drainage, and Wash Treatment

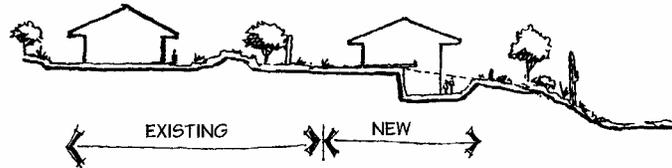
a. Grading on Development Sites (I.B.5.a)

Intent - Keep grading to a minimum to reduce costs, preserve natural contours and vegetation, and minimize erosion.

Related Policy Link - CCD Policy 1(1.4)

Solution - Follow natural contours wherever possible:

- Design access walks, roads, and driveways to conform as closely as possible with the natural contours of the site
- Minimize grade differences between new and existing adjacent development
- Limit grading to the building envelope where possible



b. Drainageway Design (I.B.5.b)

Intent – Integrate new drainageway improvements, along channelized or bank protected drainageways, with surrounding landscape using landscaping and minimal engineering.

Related Policy Link – CCD Policy 2 (2.1); LU Policy 9 (9.6)

Solution - Use the least structural approach possible and vegetate as follows:

- Design moderate side slopes (4:1 maximum)
- Landscape the top of banks (a ten-foot setback from service/maintenance easements) with drought tolerant trees, shrubs, and groundcover
- Use building materials which have a more ‘natural’ appearance where possible, e.g., soil-cement
- Blend soil-cement/sprayed concrete with the pattern, texture, and color of the surrounding soil

