

Chapter 10

Special Use Guidelines

districts, office uses have physical and functional characteristics that are not typical of traditional commercial and industrial development. These features include:

10.1 INTRODUCTION AND PURPOSE

The guidelines contained in this Chapter provide supplementary design guidance addressing the more challenging development types within the City of Santa Ana. Certain types of development present design challenges that require unique solutions. Development types in this Chapter include:

- Offices
- Vehicle Dealerships (new/used)
- Service Stations and Car Washes
- Auto Repair Services
- Drive-through Establishments
- Big Box Retail
- Mini-Storage Facilities
- Mixed Use Projects
- Telecommunication Facilities
- Religious Institutions

Development applicants should consult the Commercial, Industrial, and Downtown Development or other applicable Guidelines in addition to the guidelines contained within this Chapter.

10.2 OFFICES

10.2.1 Description

Office development is typically located within Santa Ana's commercial and professional districts. Although appropriate for these

- Scale of buildings are typically larger
- Intensity of development is lower
- Higher utilization of on-site parking
- Uses typically occur in multi-story buildings
- Fewer public entries
- Buildings not typically featured directly on the street frontage
- Consistency in types of tenants



Figure 10-1: Example of contemporary office building in Santa Ana

10.2.2 Site Organization

- a. Office buildings should consider the characteristics of the site and should relate to the surrounding built environment in function, pattern, and scale.
- b. Office buildings should have a strong presence on the street. No parking should be permitted between the front of the building and the street. Surface parking should be located at the rear of the site or at the side of the building (*Refer to Figure 10-2*).

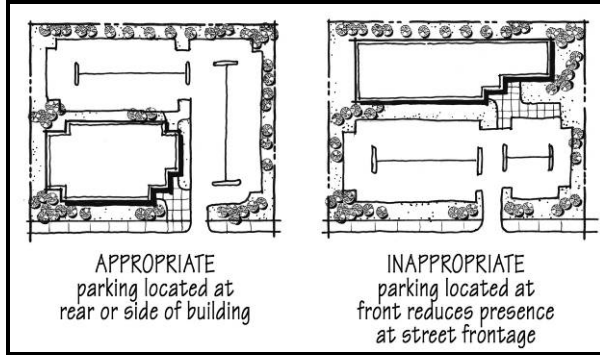


Figure 10-2: Office development should have a strong street presence. Parking should not dominate the street frontage.

- c. Development at corner locations should provide creative architectural and site design features. Art objects, plazas, or other appropriate features are strongly encouraged.

10.2.3 Building Design

- a. Office development over two stories in height or 50 feet in length should incorporate variations in vertical and horizontal wall planes to reduce scale and massing (Refer to Figure 10-3).

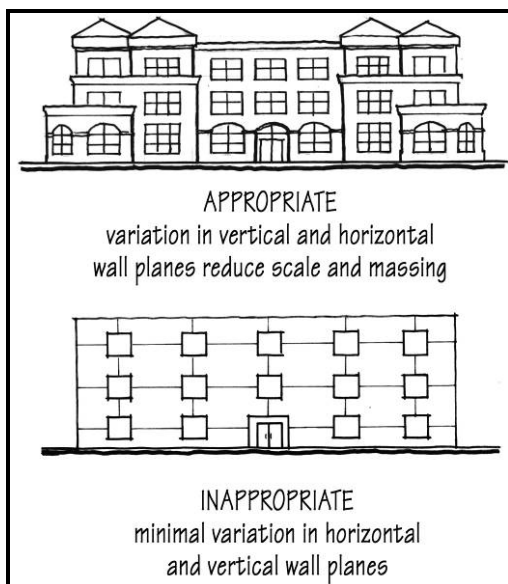


Figure 10-3: Incorporate vertical and horizontal variations in wall planes to reduce bulk and massing.

- b. Multi-story office development should be sited to minimize conflicts with adjacent residential uses.
- c. Primary building entries should be well defined and provide a 'sense of entry' for the building. The use of high quality exterior finishes, architectural features such as columns, canopies, etc. is strongly encouraged (Refer to Figure 10-4).
- d. Office buildings should have the primary entry visible from the public street and be accessible from pedestrian pathways or parking areas.



Figure 10-4: Building entries should be well defined

10.3 VEHICLE DEALERSHIPS (NEW/USED)

10.3.1 Description

Vehicle dealerships specialize in the sale and servicing of new and used automobiles. The sale and services of automobiles present a variety of

design challenges. These features include:

- Outdoor storage and display for vehicles
- Vehicle display oriented toward the street
- On-site vehicle servicing and repair
- Vehicle drop-off and Pick up areas
- Use of heavy equipment and machinery



Figure 10-5: Example of vehicle dealership located in Santa Ana

10.3.2 Site Organization

- a. Sufficient vehicle stacking and parking should be provided for service drop-offs to prevent back up on a public street and new vehicle delivery.
- b. Avoid locating noise sources near or oriented toward residential properties.
- c. Service or repair bays should not face toward a public street or toward residential property (*Refer to Figure 10-6*).

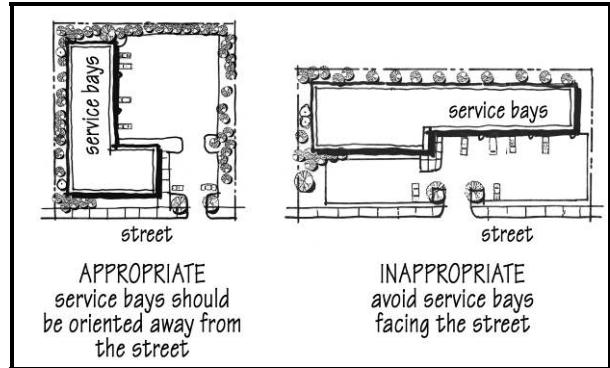


Figure 10-6: Orient bay door openings away from the public street.

- d. All storage areas should be screened from view from the public street and any adjacent residential area.

10.3.3 Building Design

- a. Enclosed storage areas should be architecturally consistent with the primary structure on a site.
- b. Service uses should be contained entirely within a building of solid (e.g. masonry) construction. The access points to the service bays should not face the public street.
- c. Vehicle washing areas should be designed and located so they are not visible or audible from public streets or residential areas.
- d. Ancillary structures, should be complementary to the architecture of primary buildings on a site and located to not interfere with vehicular and pedestrian circulation.

10.3.4 Other

- a. The use of public address systems is discouraged. Should a public address system be utilized, noise should not impact adjacent properties.
- b. Compressors and other pneumatic equipment should be located on the interior of a site to minimize noise impacts on adjacent properties.
- c. Storage facilities should be provided on-site for vehicle, parts, and potentially hazardous materials (oil, lubricants, etc.). Storage facilities should be enclosed entirely within.

10.4 SERVICE STATIONS AND CAR WASHES

10.4.1 Description

Service Stations and Car Washes are uses often characterized by unique site features, such as:

- Intensive on-site vehicle utilization
- On-site repair and servicing
- Large expanses of paving
- Use of equipment and machinery
- Use of potentially hazardous materials



Figure 10-7: Reduce visual impacts with Landscaping along perimeters

10.4.2 Site Organization

- a. Building elevations containing service or repair bays should not face toward a public street or toward residential uses within 300 feet of the property.
- b. Structures on a site should be grouped together and integrated into the overall design of a site.

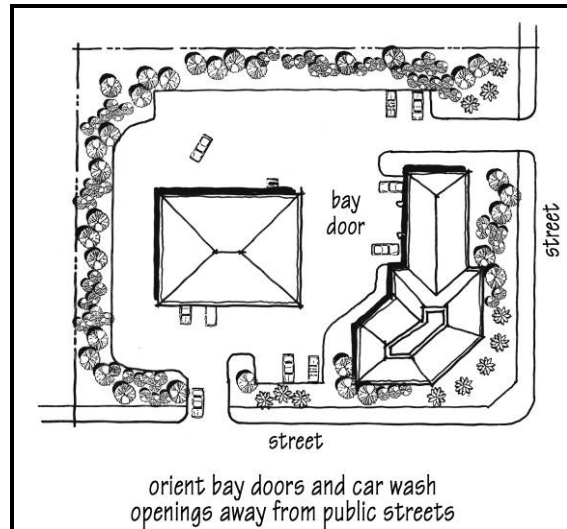


Figure 10-8: Orient bay door openings and car wash openings away from the street and adjacent uses.

- c. When commercial development abuts a service station, two-way vehicular access that is integrated with the adjacent development should be provided.
- d. A fuel delivery truck lane should be provided through the site with minimum turning radius of 40 feet and provide for right side unloading of the vehicle into underground tanks.
- e. Site design for projects located at street corners should provide structural or strong design elements to anchor the corner. This can be accomplished using built elements or with strong landscaping features (*Refer to Figure 10-9*).
- f. Storage facilities should be enclosed within the primary structure on the site.

- g. The siting of self-serve carwash bays, drying and vacuuming areas should not conflict with on-site vehicle circulation. These areas must also be designed to mitigate noise impacts on surrounding properties.



Figure 10-9: Provide strong landscape and design elements at corner locations

- h. Self-service car wash bays, and drive-through car wash facilities should be designed to ensure all drainage is confined on-site.
- i. When commercial development abuts a services station, two-way vehicular access integrated with the adjacent development should be provide where feasible.

10.4.3 Building Design

- a. Building elevations facing public streets should be architecturally detailed. Building design should be given equal design consideration on all elevations.
- b. Service station building design should consider the context of the site and area. Corporate or franchise design is strongly discouraged.



Figure 10-10: Canopies and primary structures should be architecturally compatible

c. The roof of structures, including pump canopies, should incorporate full roof treatments with a low to moderate pitch. Flat roof structures or mansard roof applications are strongly discouraged (Refer to Figure 10-11).

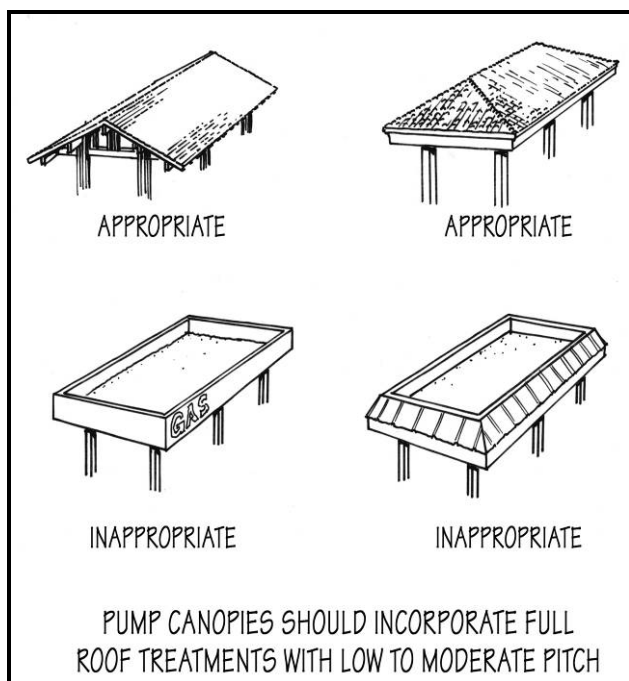


Figure 10-11: Examples of pump canopies

- d. Pump island canopies should be designed with a hip, gable, barrel vaulted, or other roof system to match the architecture of primary structures on the site (Refer to Figure 10-10).
- e. High quality, durable building materials should be used. Service stations and car washes should incorporate facade material to produce texture design. Reflective, glossy, and fluorescent surfaces are discouraged.
- f. Car wash equipment should be enclosed within a permanent structure. Self-serve vacuuming equipment should be screened.
- g. Car wash building design should incorporate noise control measures that minimize noise generated by machinery, blowers or other mechanical equipment.
- h. When service stations/car washes include retail uses, a minimum of fifty percent of the storefront facing a public street should be unobstructed, clear glass.
- i. When service stations/car washes include retail uses, cash registers should be clearly visible from adjacent public streets.
- j. When service stations/car washes include retail uses, a clearly defined pedestrian path should be provided from required on-site

parking to the primary customer entrance.

10.4.4 Circulation and Parking

- a. Fuel trucks should be able to enter and exit a site with ease. Maneuvering to park and unload should be minimized (*Refer to Figure 10-12*).

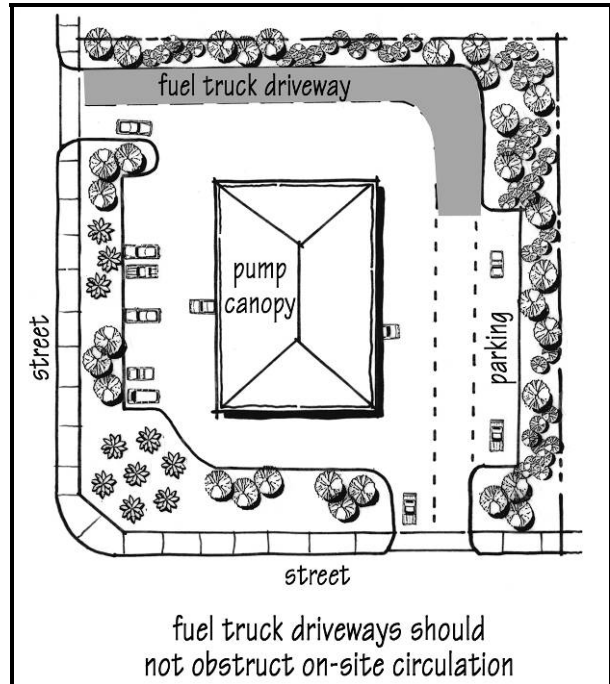


Figure 10-12: Fuel truck driveways should not obstruct vehicle circulation and parking areas.

- b. The location of filling pumps, carwash bays, or other on-site facilities should be designed to avoid vehicle stacking or overflow onto adjacent streets.
- c. Self-service facilities, such as water and air, or telephone should be located so that they do not obstruct on-site circulation. Separate parking facilities should be provided.

- d. Parking for on-site retail uses should be located in close proximity to the primary customer entry.



Figure 10-13: Buildings facing the public street should provide architectural details

- c. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.



Figure 10-15: Landscape berms and/or hedges should be provided along all streets

10.4.5 Landscaping, Walls, Fences

- a. When service stations/car washes front public streets, a berm and hedge should be provided for screening. (Refer to Figures 10-13, 10-14 and 10-15).



Figure 10-14: Landscaping, especially at street corners, should be used extensively

- d. Security fencing, in addition to required perimeter walls should be decorative and consistent with adjacent architecture.
- e. Service bays should be provided with roll-up (or-similar) doors. All operating mechanisms should be located within the interior of the structure. (Refer to Figure 10-16).

- b. A landscaped planter should be provided along the footprint of the entire building at pedestrian and vehicle entries.

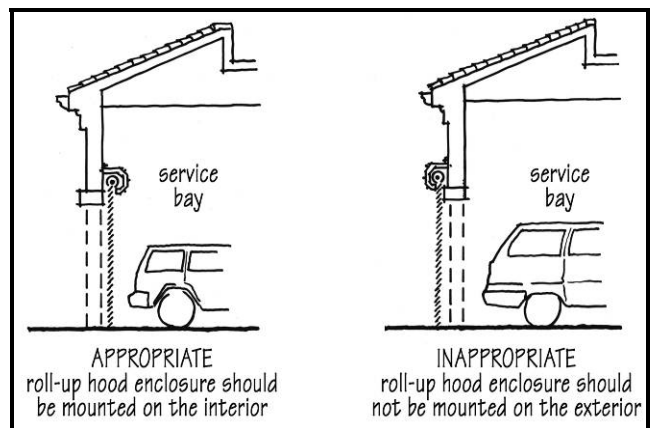


Figure 10-16: Examples of roll-up hood enclosure locations.

10.5 AUTO REPAIR SERVICES

10.5.1 Description

A major problem with older auto repair and service facilities is inadequate storage for vehicles being serviced, resulting in cars, etc. being parked on the street, sidewalks, landscaping, and neighboring properties. Additionally, auto repair service facilities can be problematic uses due to noise, traffic, and the presence of hazardous materials.



Figure 10-17: Example of Auto Repair Service facility

10.5.2 Site Organization

- a. The interior of service bays should not be visible or audible from adjacent public streets, residential structures within 300 feet, or active open space.
- b. Sufficient space should be provided for vehicle drop-off. Site design should provide space for vehicle stacking during peak hours.
- c. High quality, durable building materials should be used.

Reflective, glossy, and fluorescent surfaces are discouraged. (Refer to Figure 10-18).



Figure 10-18: Architectural design should consist of high quality, durable materials

10.5.3 Building Design

- a. Building design should be clean and simple, stylistically consistent, and related to surrounding buildings through use of similar scale, materials, colors, and/or detailing.
- b. Building structures should be permanent. Lightweight metal or other temporary appearing structures are discouraged.
- c. Special design considerations should be made for the storage of oil, lubricants and other potentially hazardous materials.
- d. Compressors and pneumatic equipment should be located entirely within enclosed structures.
- e. Building elevations facing public streets should provide a minimum

fifty percent of the storefront as clear glass.

10.5.4 Circulation and Parking

- a. When auto repair services occur on through lots, driveways should not occur on streets with adjacent residential uses.
- b. Parallel parking should be avoided.
- c. A clearly defined pedestrian walkway should be provided from the required on-site parking to the primary customer entrance.

should be provided. A minimum 3-foot height is recommended.

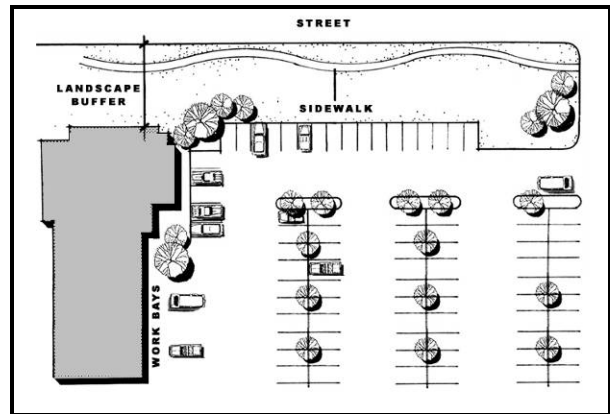


Figure 10-20: Landscaping should be incorporated throughout a project site

10.5.5 Landscaping, Walls, Fences

- a. Landscaping should be incorporated on street front setback areas, along the building base, adjacent to customer entries, and along property lines visible from offsite or from customer access areas (Refer to Figures 10-19 and 10-20).



Figure 10-19: Landscaping should be provide at the building frontage so that it screens on-site uses

- c. A five-foot minimum landscaped planter should be provided along the footprint of the entire building, except at pedestrian and vehicle entries.
- d. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.
- e. Security fencing, in addition to required perimeter walls should be decorative and should be consistent with adjacent architecture.
- f. Barbed wire, if allowed, should be mounted below the top of the masonry wall and screened from view. Chain link fencing should never be used.

- b. When auto repair services front public streets, a berm and hedge

10.5.6 Other

- a. Public Address systems should not be used in outdoor areas. Any Public Address system should confine noise to within an enclosed building.
- b. Adequate storage/trash areas should be designed to accommodate disposal of junk parts packing from parts shipments, and used oil and lubricants pending recycling.

- c. Loading and unloading areas should be located in the rear of the building lot.
- d. Recreational facilities such as swimming pools should be designed to offer privacy to facility users and to minimize noise impact on adjacent uses.
- e. When Hotels and Motels abut public or private streets, a minimum landscape setback of 20 feet should be provided. Landscape setbacks from interior property lines should be at least 5 feet.

10.6 HOTELS AND MOTELS

10.6.1 Description

Hotels and Motels can be considered both a commercial and residential-type use. Therefore, the design and orientation of hotel and motel develop must consider both the impacts of hotel/motel uses on adjacent development and the impacts from adjacent development. The following guidelines should apply to hotel and motel development in Santa Ana.



Figure 10-21: Minimize the presence of a parking lot with landscaping

10.6.2 Site Organization

- a. The primary visual presence along the major street frontage should be the building and driveway approach, not the parking lot (Refer to Figure 10-21).
- b. Delivery and loading areas should be screened to minimize impact on incompatible uses.

- f. Hotels and Motels should provide common open space. Fifty percent of the common open space should be provided at ground level with a minimum area of 20 feet by 20 feet landscaped. Common open space should be a minimum of 1,000 square feet and maximum of 7,500 square feet. A ratio of 50 square feet of common open space for each guest room is recommended.

10.6.3 Building Design

- a. All sides of a building should be architecturally consistent.
- b. The scale of buildings should be related to surrounding development patterns. Upper floors should be set back to lessen the appearance or mass and bulk (Refer to Figure 10-22).
- c. For structures over two stories, access to guestrooms should be provided from interior hallways. Avoid room entrances directly adjacent to parking lots or exterior walkways (Refer to Figure 10-23).

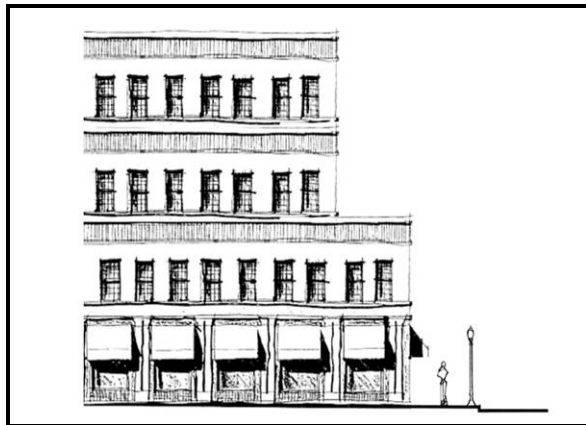


Figure 10-22: Set back upper floors to minimize the appearance of mass and bulk

- d. Exterior building materials should include natural stone (marble, granite, slate, etc.) and/or cultured stone. The choice of materials should be complementary to the design of the entire structure.
- e. Mechanical equipment of all types, including swimming pool equipment, should be located to

minimize impacts on adjacent uses. Air conditioning units should not be visible from public streets.

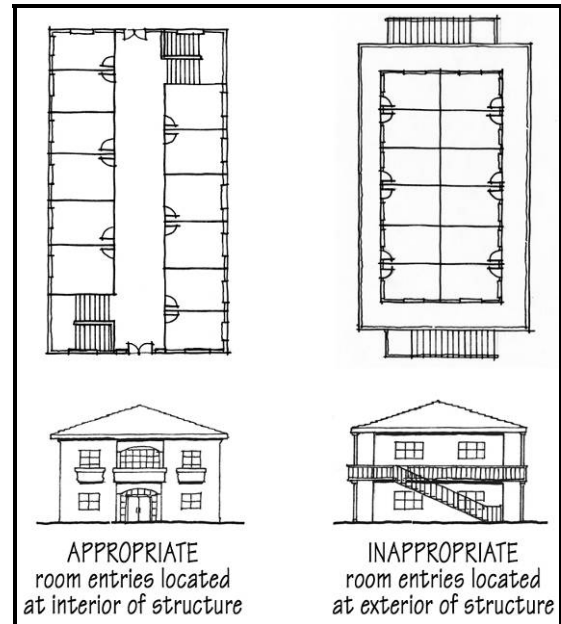


Figure 10-23: Hotel Rooms should be entered through the interior of the structure.

- f. Walkway, stairway, and balcony railings and other similar details should be architecturally consistent with the basic building design (Refer to Figure 10-24).
- g. For long-term stay business hotels, guest room should provide a minimum of 220 square feet of net usable space.



Figure 10-24: Balcony railings should complement the building

- h. For long-term stay business hotels, guest rooms should provide a kitchen inclusive of a kitchen sink with disposal, cooking appliances, refrigerator, dry food/utensil storage and food preparation area with a clear workspace of 30 inches.
- i. For long-term stay business hotels, laundry facilities should be provided at a recommended minimum rate of one washer and dryer for each 30 guest rooms.
- j. A minimum of 2,500 square feet of meeting/conference space should be provided. In determine square footage a ratio of 20 square feet per guest room is recommended. Long-term stay business hotels should provide a minimum of 1000 square feet of meeting space.
- k. An interior lobby should be provided for all hotels and motels. Lobby space should provide a minimum of 1,000 square feet, with a common fireplace and ceiling heights of at least 12 feet. For

long-term stay business hotels, interior lobbies should be a minimum of 500 square feet, with a 50 percent of the floor area having a ceiling height of at least 12 feet.

- l. Guest rooms should be pre-wired for telephone, cable and internet service.
- m. Hotel and Motels, excluding long-term stay business hotels, should provide a minimum 2,500 square foot restaurant, unless facilities are located in close vicinity.

10.6.4 Parking and Circulation

- a. A porte-cochere and/or covered drop-off zone for vehicles and pedestrians, independent of drive aisles, should accommodate guest loading and drop-off and serve as the primary entry to the hotel (Refer to Figure 10-25).



Figure 10-25: Example of covered drop-off area.

- b. The primary pedestrian walkway should be a minimum of eight feet wide. Primary walkways are those that connect pedestrians from the street to the main entry and from a building to on-site amenities. All secondary walkways on a site should be a minimum of four feet in width, exclusive of vehicle overhangs.

10.6.5 Landscaping, Walls, Fences

- a. In addition to all standards that may apply to Hotel/Motel development, the site should be landscaped according to commercial landscape design standards and guidelines.
- b. Walls and Fences along side a rear property lines should be designed to complement the architecture of the primary buildings on a site. Decorative elements, or flowering vines should be incorporated.
- c. When walls and fences are adjacent to parking, driveways and pedestrian access points, a maximum height of 3 feet should be used. Decorative elements, or flowering vines should be incorporated.
- d. A 5-foot minimum landscaped buffer should separate ground floor units from on-site walkways, parking facilities and other on-site amenities.

10.6.6 Other

- a. Hotel and Motels should provide outdoor and indoor amenities for guest. The design of amenities should be consistent with the architecture of primary structures on the site. Amenities should include spa, pool, weight room/training stations and a business center.
- b. Landscaped areas should separate ground floor units from pedestrian walkways, project amenities and drive aisles/parking areas.
- c. Decorative walls or fences should be incorporated along the perimeter of the property (*Refer to Figure 10-26*).



Figure 10-26: Decorative walls and fences are encouraged

10.7 DRIVE-THROUGH BUSINESSES

Drive-through businesses include restaurants, banking institutions with drive up teller/ATM access pharmacies, or other similar facilities. Drive-through businesses require additional site design considerations to mitigate vehicular access, on-site circulation visual and noise impacts.

It should be noted that drive-through businesses are prohibited downtown.

The following supplementary guidelines should be incorporated into any development providing drive-through service.



Figure 10-27: Example of a drive-through business in Santa Ana

10.7.1 Site Organization

- a. The primary visual presence along the major street frontage should be the building, not parking or a drive-through lane. Buildings should be “built to” the minimum front setback lines.
- b. Menu board speaker placement should protect adjacent residential areas from excessive noise. Drive-through aisles should be located away from adjacent residential structures.
- c. The main entrance should be sited at the maximum distance from drive-through aisles.

- d. Drive-through lanes should accommodate vehicle stacking at menu board and at pickup windows to ensure adequate circulation (Refer to Figure 10-28).
- e. Adequate space should be provided for loading and unloading. Loading and unloading facilities should not interfere with on-site vehicular and pedestrian circulation.

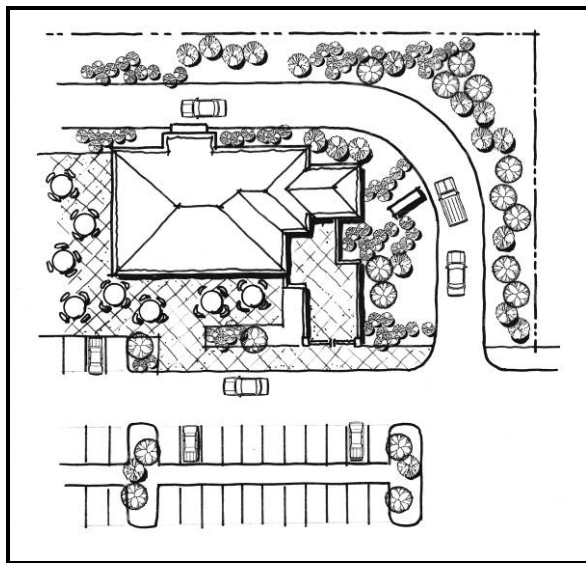


Figure 10-28: Example of typical drive through design.

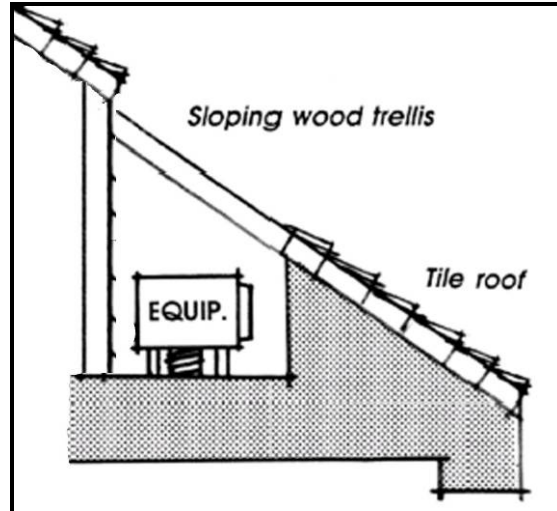


Figure 10-29: Equipment concealed with a horizontal wood trellis

- c. Outdoor eating areas are encouraged. The design of outdoor spaces should provide details such as trellis, low walls, fountains, etc.
- d. If the drive-through is a pad building for a shopping center, the architecture should be compatible with the design of the center in which it is located (Refer to Figure 10-30).

10.7.2 Building Design

- a. All building elevations, whether such elevations function as the front, side, or rear of the building should be architecturally detailed.
- b. Buildings should incorporate a full roof with built-in roof top equipment wells hidden through wood/metal trelliswork (Refer to Figure 10-29).



Figure 10-30: Drive-through businesses should be architecturally compatible with other buildings in the same commercial development

- e. Franchise identifying features should only be located on the main structure.
- f. Exterior doors, equipment rooms, service/employee entries should provide complementary architectural treatment.

10.7.3 Other

- a. Drive-through aisles should be screened from the view of street frontage and adjacent parking areas. Landscaped berms, low masonry walls, or thick shrub landscaping should be utilized (Refer to Figure 10-31).



Figure 10-31: Screen drive-through aisles from street frontages

- b. The following drive-through design features are recommended:
 - A drive-through lane with a minimum length of 160 feet, including the following:
 - A distance of 80 feet from the center of the pick-up window or the pay window, whichever is first to menu board; and,

- A distance of 80 feet from the order or menu board to the beginning of the drive-through lane.
- Separation of the drive-through traffic from pedestrian traffic, vehicular traffic and parking.
- The drive-through lane should be a separate and distinct lane; it should be distinctly separate from the parking area.
- Drive-through lane widths should be a minimum of 10 feet and 12 feet at curves. Curve radius should be a minimum of 24 feet.
- Driveway interference – queuing and circulation must not interfere with ingress and egress at driveways.

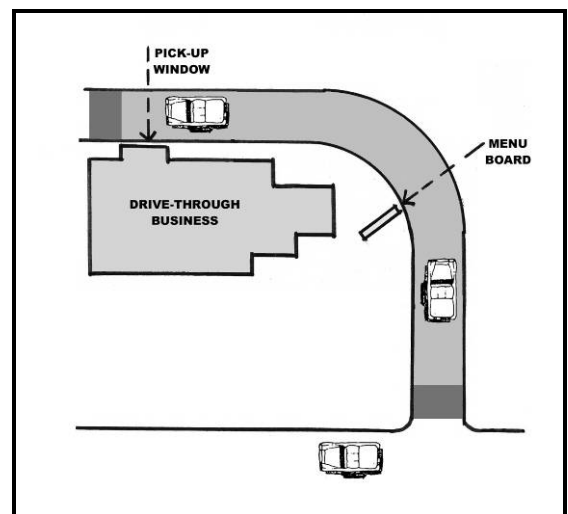


Figure 10-32: Delineate drive-through aisles and driveway entry and exit with enhanced paving

10.8 “BIG BOX” RETAIL DEVELOPMENT

10.8.1 Description

Big Box retail development describes commercial development characterized by larger than average retail square footage under one roof. Big Box retail development requires extensive parking to accommodate higher than average parking demand. The following guidelines shall apply to all Big Box retail development.



Figure 10-33: Example of big box retail in Santa Ana

10.8.2 Site Organization

- a. Parking lots for big box retail should not occur entirely in front of the building.
- b. The number of entrances and exits should be designed and located to avoid interference with traffic flow along adjacent streets (Refer to Figure 10-34).

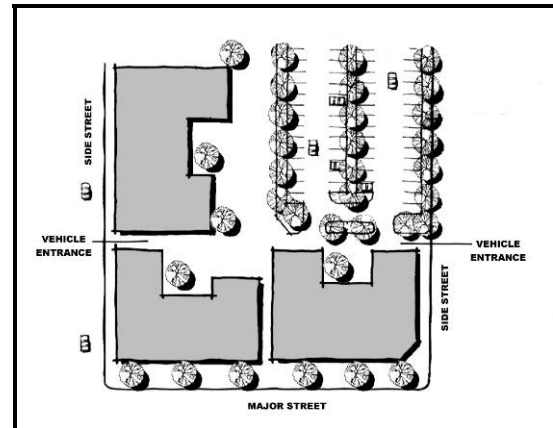


Figure 10-34: When possible, locate vehicle entries on side streets

- c. A variety of roof types are encouraged. Distinct and interesting rooflines instead of flat roofed structures are recommended.
- d. A substantial cornice should be used at the top of a parapet wall or roof curb. (Refer to Figure 10-35).
- e. The big box building should contain an identifiable base, extending two or more feet up from the finished grade (Refer to Figure 10-35).
- f. Base materials should be highly resistant to damage, defacing and general wear and tear. Precast decorative concrete, stone masonry, brick and commercial grade ceramic tile are examples of acceptable base material (Refer to Figure 10-35).



Figure 10-35: Design big box retail buildings with distinctive architectural features. Avoid plain, box-like structures



Figure 10-36: Articulate facades with insets, arcades, and window recesses

g. Big box buildings should be designed with liner shops with entrances from interior and exterior of the big-box buildings to create a more human scale setting (Refer to Figure 10-35b).

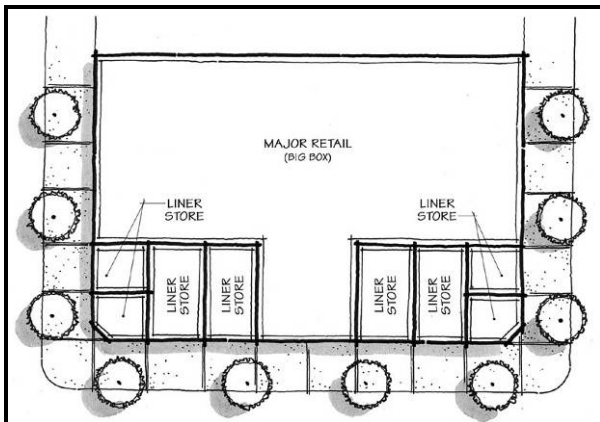


Figure 10-35b: Example of big box with integrated liner shops

h. Exterior wall treatments such as arcades, portico's, insets, colonnades, and wing walls should be used to successfully mitigate the appearance of the typical big-box building appearance (Refer to Figure 10-36).

- i. The base of the building should be surrounded on all four sides by landscaping or enhanced pedestrian pathways.
- j. Outdoor storage areas should be consistent with the architecture of the primary building. The outdoor display of merchandise in front of the business, or in any other area not expressly designed for such display, is prohibited (Refer to Figure 10-37).



Figure 10-37: Outdoor storage areas should be consistent with the architecture design of the primary building

10.8.3 Other

- a. The design of loading areas should prevent truck back-up maneuvers

from or onto the public rights-of-way.

- b. Loading should be located and designed to minimize direct exposure to public view. These areas should be screened with landscaping to reduce visual impacts. (Refer to Figure 10-38).

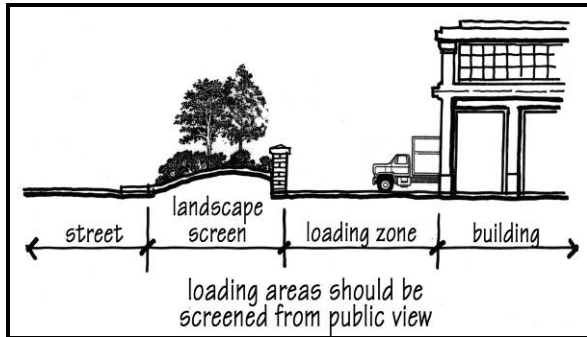


Figure 10-38: Loading areas should be designed to minimize direct exposure to public view

10.9 MINI STORAGE FACILITIES

10.9.1 Description

Mini Storage facilities are characterized by individually accessible storage facilities contained within an enclosed building. Mini storage facilities provide design challenges related to architectural compatibility, screening, and security. The following guidelines shall apply to mini storage facilities.



Figure 10-39: Example of Mini Storage Facility

10.9.2 Site Organization

- a. Storage areas/mechanical equipment should not be located near or oriented toward residential neighborhoods.
- b. Sufficient space between drive aisles should be provided for vehicle loading and unloading areas.

10.9.3 Building Design

- a. Mini storage facilities should be architecturally compatible with the adjacent development. Design should be capable of being integrated into a commercial, retail, or industrial environment.
- b. Full roofs or the appearance of full roofs is encouraged. The use of exterior elevation windows is encouraged. Even if these windows are nonfunctional.



Figure 10-40: Avoid blank wall surfaces. Use horizontal and vertical articulation on exteriors.

- c. An R&D type of building design is encouraged. At a minimum, mini-storage facilities should provide an upgraded tilt-up appearance, consistent with the design guidelines for industrial development.
- d. To reduce the impact of long, unarticulated surfaces, the use of windows, or other design features on exterior elevations is strongly encouraged. Windows on exterior elevations need not be operable, and utilized only for decorative purposes.
- e. Potentially noisy activities, such as automated gates, delivery and unloading areas should not be oriented toward residential development, unless appropriate screening is provided.

10.9.4 Landscape, Walls, Fences

- a. The design of access control gates should complement the design of perimeter walls and primary structures on a site. Access control

gates should be transparent, and provide a clear line of site at access locations (*Refer to Figure 10-41*).

- b. A fence or solid masonry wall should be provided around the perimeter of the facility. The fence wall should be decorative and landscaped.
- c. Storage areas should screen the public's view from adjoining properties through appropriate screening techniques.
- d. Security lighting should not direct glare onto adjoining properties.



Figure 10-41: Access control gates should be transparent

10.10 MIXED USE PROJECTS

10.10.1 Description

Mixed-use projects are defined as developments that combine commercial/office and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically within the same structure, or spread horizontally on the site in different areas and structures (Refer to Figure 10-42).

The primary design issue related to mixed use projects is the need to successfully balance the requirements of residential uses with the needs of commercial uses. The following guidelines apply to mixed use development.



Figure 10-42: Mixed use projects should successfully balance commercial and residential uses

10.10.2 Site Organization

a. Separate entrances should be provided when residential and commercial uses are provided in the same structure.

- b. Site access drives and parking facilities for residential uses and commercial uses should be separated.
- c. Access drives should incorporate distinctive architectural elements and landscape features to differentiate access to commercial and residential parking areas.
- d. Loading areas and refuse storage facilities should be placed as far as possible from residential units and be completely screened from adjacent residential development.
- e. The location and design of refuse enclosures should minimize potential nuisances from odors (Refer to Figure 10-43).



Figure 10-43: Refuse enclosures should be designed to minimize odors to adjacent residential and non-residential uses

10.10.3 Building Design

a. Architectural style and use of materials should provide compatibility throughout the entire mixed-use project (Refer to Figure 10-44).

- b. Structures with heights greater than three stories should set back to minimize the appearance of mass and bulk.



Figure 10-44: Architectural styles and use of materials should be consistent throughout mixed-use projects

- c. The placement of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans should consider impacts to noise-sensitive uses.

10.10.4 Circulation and Parking

- a. When enclosed parking is provided for the entire complex for residential and commercial uses should provide separate parking.
- b. Parking lot security lighting for the commercial uses should not spill over into the residential areas.

10.10.5 Landscaping, Walls, Fences

- a. Appropriate screening should be provided for all roof-mounted equipment.

10.11 TELECOMMUNICATION FACILITIES

10.11.1 Description

Telecommunications facilities include poles, towers, antennas, support facilities and components. Telecommunication facilities introduce the potential for adverse visual impacts due to siting and design requirements. The following guidelines encourage the minimization of such impacts through facilities design and siting.



Figure 10-45: Example of a cell tower concealed within an obelisk

10.11.2 Site Organization

Telecommunication facilities should be located to minimize their visibility. The use of landscaping is encouraged to screen the facility, where necessary.

10.11.3 Facilities Design

a. All telecommunication facilities should be designed to blend into the existing natural or built environment to the greatest extent possible. Co-location of facilities is encouraged (Refer to Figure 10-46).



Figure 10-46: When possible, cell towers should provide for co-location

b. Telecommunication facilities mounted onto existing buildings are encouraged. Every effort should be made to conceal the facility within or behind existing architectural features.



Figure 10-47: Example of a wall-mounted cellular site

c. Roof-mounted facilities should be placed and screened appropriately to limit the visual impact on the building’s silhouette.

d. Facilities should be screened on all four elevations.

e. Telecommunication facilities mounted below a building parapet should blend with the existing building’s architecture. Facilities should be painted consistent with the design features and materials of the building (Refer to Figure 10-47).



Example 10-48: Photo of cell site blending into structure

- f. All telecommunication facilities should use materials, colors and textures that will blend with the natural setting and built environment. *(Refer to Figure 10-48).*
- g. Telecommunication facilities should be painted with compatible, non-reflective paint. The color should blend with the surrounding environment.

10.11.4 Other

- a. Co-location of facilities (use of the same site by multiple carriers) is preferred. Applicants should seek all opportunities to co-locate facilities.
- b. Telecommunication facilities should be as small as possible and the minimum height necessary without compromising reasonable reception or transmission.
- c. Ground-mounted telecommunication facilities should be screened with landscaping of sufficient height and depth.

10.12 RELIGIOUS INSTITUTIONS

10.12.1 Description

Religious institutions include a wide variety building types typically utilized by faith-based organizations. Religious institutions are characterized by higher profile architectural design and significant on-site parking requirements. In addition, Religious

institutions may be located in a variety of land use districts including commercial, industrial and residential. The following guidelines apply to the design and development of religious institutions and related ancillary use and structures:

10.12.2 Site Organization

- a. Religious institution siting is recommended at corner lots. Locating these type uses at corner lots minimizes potential impacts on adjacent properties.
- b. The orientation of buildings and the positioning of other elements on the site, such as entries, parking lots, and driveways, should be designed to minimize traffic and noise impacts on adjacent properties.
- c. Religious institutions should be placed at the minimum required setback. The building’s facade should be parallel to the street.
- d. Avoid locating parking between the front of the building and the street. Parking should be located at the rear and/or side of the property.
- e. Exterior space, plazas, and courtyards are encouraged and should relate to the surrounding structures to allow large gatherings.
- f. Site design should ensure minimal shadow impacts onto adjacent properties.

g. Ancillary uses such as schools, multi-purpose rooms and offices should be integrated into the overall design of the site.

10.12.3 Building Design

- a. Height and scale of religious institutions should complement adjacent structures.
- b. Building facade should be detailed in such a way to make them appear smaller in scale.
- c. Building elevations facing streets, whether they function as the front, side, or rear of the building should be architecturally detailed to avoid being perceived as the back of the building.
- d. Long, blank, unadorned, facades are strongly discouraged. Monolithic facades should be broken up by the provision of vertical and horizontal design elements.
- e. Rooms located within a structure should be accessible from an interior corridor. Separate exterior entrances to rooms are discouraged.

10.12.4 Circulation and Parking

a. Parking should be located in close proximity to the primary entrance. A safe pedestrian path should be provided from all parking areas to the main entrance.

b. Parking should be screened from public view by walls and landscaping or other appropriate methods.

c. Non-contiguous parking areas are strongly discouraged as they are not conducive to proper circulation.

d. Passenger pick up/drop off areas should not interfere with on-site and off-site vehicular and pedestrian circulation.

10.12.5. Landscaping, Walls, Fences

Screening and buffering should be provided between the church property and adjacent residential uses to minimize any potential impacts.