

9.0 Design Standards for Specific Land Uses

The standards in this chapter address design issues related to specific types of development which, by their nature, can present problematic design issues. These guidelines are intended to help improve the overall design quality of each specific use and to emphasize the unique characteristics of each use. These guidelines should be used in conjunction with the more general guidelines in the previous Section.

9.1 Drive-through businesses

The major design issues related to these types of establishments are efficient and well-organized vehicular access and on-site circulation, while adequately buffering adjacent uses.

9.1.1. Site organization

- a. The primary presence along the major street frontage should be the building, not the menu board, drive-through aisle, or parking lot.
- b. Drive-through aisles shall provide adequate on-site queuing distance to accommodate five cars before the first stopping point (e.g. menu board). No portion of the queuing aisle shall also serve as a parking aisle nor shall the exit be through a parking aisle.
- c. Drive-through aisles shall have a minimum width of 14 feet and a minimum 25-foot interior radius for any curve.
- d. Pedestrian walkways should not intersect the drive-through drive aisle, but where they cannot be avoided, they shall have minimum 15-foot clear visibility, and they should be emphasized by enriched paving.
- e. Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations located on the back side of the structure.
- f. Menu board speakers should be located so as to protect adjoining residential areas from excessive noise.

9.1.2. Building design. All building elevations, whether they function as the front, side, or rear of the building should be architecturally detailed to avoid the appearance of the "back of the building." Buildings should contribute a positive presence to the street scene.

9.2 Hotels and motels.

Hotels and motels are quasi-residential uses and should be designated and sited to minimize the effect of noise from Highway 49 and 88. Although they are quasi-residential, the scale of, and activities associated with hotels and motels often make them problematic neighbors for adjacent properties. Because hotel and motel architecture is often thematic, presenting a strong temptation to over design the building front and to neglect the other sides, it is important to remember that all sides of a building shall be stylistically consistent.

9.2.1. Site organization

- a. The primary presence along the major street frontage should be the building and driveway approach, not the parking lot.
- b. Only a few (no more than 5) short-term parking spaces shall be provided near the office for check-ins.
- c. Exterior corridors on multi-level buildings are discouraged and should not be located near residential uses.
- d. Delivery and loading areas should not be located near residential uses.
- e. Mechanical equipment, including swimming pool equipment, should be located to ensure compliance with Development Code, Article III, Chapter 17.44 (Noise).
- f. Recreational facilities (e.g., swimming pools) should be located where guests can use them in some privacy. They should not be exposed to public streets to function as advertising.
- g. Avoid locating driveway, garage ramps, or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guest rooms.
- h. Utilize parking lots and open spaces on the site to help buffer the hotel/motel from any adjacent incompatible uses.

9.2.2. Building design

- a. Noise attenuation techniques should be included in the design of buildings near major noise generators (e.g., major streets or Highway 49 & 88).
- b. Air conditioning and heating units should not be visible from public streets. Avoid exterior units for each room.
- c. For structures over two stories, guest rooms should be accessible from hallways within the hotel. Room entrances that are directly adjacent to parking lots or exterior walkways are discouraged.

9.3 Industrial/business park uses

Industrial buildings are typically large utilitarian structures with little or no architectural interest. The following guidelines are intended to ensure attractive, well-designed structures while recognizing their basic industrial nature. Proper site planning and screening of work and storage areas are promoted over architectural design themes. The guidelines are intended to protect adjacent uses from objectionable views, excessive noise, and similar impacts that are typically associated with industrial uses.

9.3.1. General design objectives

- a. A variety of building and parking setbacks should be provided to avoid long monotonous building facades and to create diversity within the project.
- b. Buildings should be located on "open space islands," which may be formally landscaped or set in a natural open space environment. The main entrance of the building should not directly abut the paved parking area. A minimum five- to seven-foot landscape strip should be provided between parking areas and the portions of the buildings where parking is provided.
- c. Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing adjacent development. Larger structures require more setback area for a balance of scale and so as not to impose on neighboring uses.
- d. Structures should be placed to create opportunities for plazas, courts, or gardens. Setback areas should be considered for use as open space for patio areas.
- e. The main elements of sound business park/industrial site design include the following:

- (1) Easily identifiable site access;
- (2) Service areas located at the sides and rear of buildings;
- (3) Convenient access, visitor parking and on-site circulation;
- (4) Screening of outdoor storage, work areas, and equipment;
- (5) Emphasis on the main building entry and landscaping;
- (6) Placement of buildings to provide plazas and courtyards; and
- (7) Landscaped open space.

9.3.2. Parking and circulation

- a. Parking lots should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings. Parking should be located to the sides and rear of buildings whenever possible.
- b. Site access and internal circulation shall be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system shall be designed to reduce conflicts between vehicular and pedestrian traffic. Truck maneuvering areas shall be separated from parking areas.
- c. Entrances and exits to and from parking and loading facilities shall be clearly marked with appropriate directional signage where multiple access points are provided.
- d. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of low screen walls, changes in elevation, landscaping or combinations thereof. (See Figure 9-1, Parking Lot Screening)

9.3.3. Loading facilities

- a. To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Loading facilities are more

appropriate at the rear of the building where special screening may not be required. (See Figure 9-2, Location of Loading Areas)

b. When it is not possible to locate loading facilities at the rear of the building because of circumstances unique to the site, loading docks and doors may be located at the side of the building but must be screened from view by a combination of screen walls, ornamental landscaping and/or portions of the building. Gates should be located so as not to allow views from the public right-of-way into loading areas. (See Figure 9-3 Screening of Loading Areas)

c. Backing from the public street onto the site for loading causes unsafe truck maneuvering and shall not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be considered on a case-by-case basis.

9.3.4. Landscaping

a. Landscaping should be used to define entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading, and equipment areas.

b. Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. Landscaping should be accented at building entrances to provide focus.

c. Earth berms can be used at the edge of the building in conjunction with landscaping to reduce the apparent height of the structure, especially along street frontages.

d. Development in areas with native vegetation or located within foothill, riparian, view shed, or other unique natural environments should use landscape designs and materials that are compatible with the existing vegetation.

9.3.5. Walls and fences

a. If walls are not required for a specific screening or security purpose they should not be used. Where they are required, they should be kept as low as possible while still performing their screening and security functions.

- b. Where walls are used at property frontages, or screen walls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Landscaping should be used in combination with walls, especially along the street frontage.
- c. Long expanses of fence or wall surfaces along the street frontage should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided along the wall at minimum intervals of 40 feet.
- d. When security fencing is required across a property frontage, it shall be a combination of solid pillars, or short solid wall segments, and wrought iron grill work. (See Figure 9-4, Wall Design)

9.3.6. Screening

- a. Exterior storage and loading areas shall be confined to portions of the site least visible to public view where screening may not be required.
- b. Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. Vinyl-coated chain link fencing with wood, vinyl plastic, or metal slatting is an acceptable screening material only for areas not visible from a public street or parking lot.
- c. All equipment, whether on the roof, side of building, or ground, shall be properly screened in compliance with 17.30.110 (Screening and Buffer Requirements).

9.3.7. Architectural design guidelines

- a. Architectural style. The architectural style of buildings in the business park/industrial category should incorporate clean simple lines. Buildings should project an image of high quality through the use of appropriate durable materials and well landscaped settings
- b. Expression of structure. As a category of structure type, typically bland industrial buildings often present unattractive, unadorned, "box-like" forms. A variety of design techniques should be used to help overcome this situation and to direct development into a cohesive design statement.

(1) Long, "unarticulated" facades should be avoided. Facades with varied front setbacks and recessed entries are strongly encouraged.

- (2) Avoid blank front and side wall elevations on street frontages.
- (3) Entries to structures should portray a quality office appearance while being architecturally tied into the overall building composition and scale.
- (4) Alteration of colors and textures should be used to produce diversity and enhance architectural forms.
- (5) A compatible variety of siding materials (i.e., metal, masonry, concrete texturing, cement or plaster) should be used to produce effects of texture and relief that provide architectural interest.

(See Figure 9-5, Articulation of Large Structures)

c. Undesirable elements. Design elements which are undesirable and shall be avoided include:

- (1) Large blank, unarticulated wall surfaces;
- (2) Exposed, untreated precision block walls;
- (3) False fronts;
- (4) "Stuck on" mansard roofs;
- (5) Materials with high maintenance (e.g., stained wood, shingles or light gauge metal siding);
- (6) Mirror window glazing;
- (7) Loading doors facing the street:

9.3.8. Metal buildings

a. All metal buildings should be designed to have architectural interest and articulation as is encouraged with conventionally built structures. In addition to architectural metal panels, exterior surfaces shall include either stucco, plaster, glass, stone, brick, or decorative masonry. Stock, "off-the-shelf" metal buildings are discouraged as main structures.

b. Metal buildings should employ a variety of building forms, shapes, colors, materials and other architectural treatments to add visual interest and variety to the building. Architectural treatments should emphasize the primary entrance to the building.

c. Exterior surfaces that have the potential of being contacted by vehicles or machinery should be protected by the use of landscaped areas, raised concrete curbs, and/or traffic barriers.

9.4 Multi-family residential

The densities of multi-family housing tend to create large parking areas, less private open space than is found in single family areas, and long box-like structures. Parking facilities can dominate the site if not properly designed, and open spaces may be relegated to left over areas not related to the structures or the people who live there. Residential developments with unarticulated walls and roofs surrounded by parking lots and rows of carports along public streets are examples of practices that should be avoided.

9.4.1. Site organization

a. The clustering of units should be a consistent site planning element. Projects containing more than 10 dwelling units should be broken up into groups of structures that are appropriate in scale and compatible with the neighborhood.

b. Buildings should be designed so that living spaces do not directly orient to another to assure maximum privacy.

c. Buildings should be oriented to create courtyards and common open space areas, thus increasing the aesthetic appeal of the development.

(See Figure 9-6, Clustering Example) (See Figure 9-7, Multi-Family Project Layout)

9.4.2. Building design

a. There is no specific architectural "style" proposed for multi-family/cluster residential structures. The primary focus should be on constructing a high quality residential environment. The criteria presented

here strives for this "quality" through descriptions and examples of appropriate building materials and architectural expression.

b. Separations, changes in plane and height, and the inclusion of elements including balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls and roofs of excessive length. Secondary hipped or gabled roofs covering the entire mass of a building are preferable to pitched roof segments applied at the structure's edge. Structures containing three or more attached dwellings in a row shall incorporate at least one of the following:

- For each dwelling unit, at least one architectural projection not less than two feet from the wall plane and not less than four feet wide should be provided. Projections should extend the full height of single-story structures, at least one-half the height of a two-story building, and two-thirds the height of a three-story building; or
- A change in wall plane of at least three feet for at least 12 feet for each two units should be provided. (See Figure 9-8, Building Articulation)

c. Because multi-family residential projects are usually taller than one story, their bulk can impose on surrounding uses. The scale of these projects should be considered within the context of their surroundings. Structures with greater height may require additional setbacks so as not to dominate the character of the neighborhood. Large projects should be broken up into groups of structures. The use of single "mega structures" is to be avoided. (See Figure 2-7, Breaking Up Building Mass)

d. The use of balconies, porches, and patios is encouraged for both practical and aesthetic values. These elements should be integrated into structures to break up large wall masses, offset floor setbacks, and add human scale to structures. Design should be simple and straight forward.

e. The use of long, monotonous access balconies and corridors which provide access to five or more units should be avoided. Instead, access points to units should be clustered in groups of four or less. The use of distinctive architectural elements and materials to denote prominent entrances is encouraged.

f. Simple, clean, bold projections of stairways are encouraged to complement the architectural massing and form of the structure. Thin-looking, open metal, prefabricated stairs are discouraged.

g. Support structures (e.g. laundry facilities, recreation buildings, and sales/lease offices) should be consistent with the architectural design of the rest of the complex.

h. Stairways and elevators shall not be accessible from the exterior of the building.

9.4.3. Parking and circulation

a. Project entry shall be articulated through both landscape and hardscape to denote its use. Extensive information about the project shall be readily available upon entry to assist the public. Special attention should be given to hardscape and landscape treatments to enhance the overall image of the project.

b. The principal vehicular access should be through an entry drive rather than a parking drive. Permeable pavement at entry drives is encouraged.

c. There are generally three means of accommodating parking: parking driveways, parking courts, and garages within residential buildings. Projects with either long, monotonous parking drives or large, undivided parking lots are not desired. If parking within residential structures is not provided, dispersed parking courts are the desired alternative.

d. Parking areas should be visible from the residential units which use them to the greatest degree possible.

e. A parking court shall not consist of more than two double-loaded parking aisles (bays) adjacent to each other. The length of a parking court shall not exceed 14 stalls.

f. Parking courts shall be separated from each other by dwelling units or by a landscaped buffer not less than 30 feet wide. Each 10 spaces of parking, whether, in garages, carports, or open parking areas, shall be separated from additional spaces by a landscaped bulb not less than 10 feet wide. Architectural elements (e.g. trellises, porches, or stairways) may extend into these landscaped bulbs.

g. Parking areas tucked under residential structures should be enclosed behind garage doors. Garages with parking aprons less than 20 feet in length shall be equipped with automatic door openers and roll-up doors.

h. Where carports are utilized, they must follow the same spacing criteria as parking courts. Carports may be incorporated, with patio walls or used to define public and private open space, but incorporating carports into exterior project walls adjacent to streets is strongly discouraged. The ends of each cluster of carports should be concealed with low walls and landscaping.

i. Carport and detached garages should be designed as an integral part of the overall project. They should be similar in materials, color, and detail to the principal structures.

9.4.4. Open space areas

a. The design and orientation of open space areas should take advantage of available sunlight and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

b. Common open spaces should be conveniently located for the majority of units. Children's play areas should be visible from as many units as possible. In complexes with more than 40 two-bedroom units, several play areas shall be provided throughout the complex.

9.5 Commercial centers

Commercial centers are typified by the grocery store/drug store anchor with a series of smaller shops. They may also have one or more freestanding building sites. Because they are usually located in or next to residential areas, the major design issue is the interface between the center's service activities and adjacent residences.

9.5.1. Site organization. Buildings should have a strong spatial and functional relationship to each other.

a. Shopping centers should be divided into multiple buildings, and buildings should be clustered to achieve a "village" scale. This creates opportunities for plazas and pedestrian areas while preventing long "barracks-like" rows of buildings.

b. Shopping centers shall be designed to locate a minimum of 50 percent of the total building frontage (including pad buildings) at the front setback line. This siting, together with substantial landscaping treatment, reinforces and strengthens the overall streetscape, and helps to screen off-street parking areas.

c. The location of open space areas should be accessible from the majority of structures, and should be oriented to take advantage of solar access.

d. Loading facilities shall not be located at the front of buildings where they will be difficult to adequately screen from view. These facilities are more appropriate at the rear of the site where special screening may not be required.

9.5.2. Building design

a. An "extruded" appearance should be avoided in the design of long linear buildings. Where long buildings are unavoidable, their linearity should be mitigated by changes in building height, wall plane, spatial volumes, and by varied use of window areas, arcades, materials, and roof elements.

b. Buildings adjacent to and visible from residential properties should be stylistically consistent with the more public portions of the buildings. Building scale should be decreased adjacent to residential uses by reducing wall height, articulating wall and roof planes, generating strong shadows, and by employing architectural decoration and flat roofs.

c. Large blank building walls and loading areas that disrupt the continuity of pedestrian-oriented shops should be avoided.

9.6 Office buildings

Office buildings have functional characteristics that result in physical forms different from other development: (1) their intensity of use is lower, (2) buildings are typically "live" on all four sides, (3) office activities are not limited to the first floor, (4) building perimeters have fewer entries and windows and thus have more opportunity for landscaping, and (5) the occupation of office buildings is more predictable.

Because of their use patterns, there are more opportunities to locate office buildings toward the street with parking behind or to the side. This arrangement is strongly encouraged even where the existing pattern is not an established one.

9.6.1. Site organization

a. Buildings shall be placed at the minimum required front setback with parking located at the rear of the site or at the side of the building.

- b. Multi-story buildings shall not be placed adjacent to the private open space of residential units.
- c. A series of smaller office buildings linked by a plaza system is encouraged over a single large structure.
- d. Buildings shall have their primary entry from the public street with secondary entries from on-site pedestrian paths or parking areas.

9.6.2. Building design

- a. Long unadorned wall planes should be avoided. As a general principle, building surfaces over two stories high or 100 feet in length shall be relieved with a change of wall plane that provides strong shadow and visual interest.
- b. The ground floor of larger office buildings should include elements of pedestrian interest including retail businesses and food services where pedestrian traffic is high and these uses are allowed.
- c. Clear glass (88 percent light transmission) should be used for ground floor windows where pedestrians are present and there is a potential for retail businesses, food services, or other service occupancies.
- d. Building entries should be prominent and should afford a "sense of entry" for the structure. Entries should be protected from inclement weather.

9.7 Outdoor retail sales

The design issues associated with outdoor retail sales areas are quality of fencing material, internal organization, and lack of quality paving materials.

9.7.1. Site organization

- a. The outdoor retail sales area should be located to the side or rear of the primary commercial structure. Outdoor retail facilities should not be located in front of the primary commercial structure.
- b. Whenever possible, do not place outdoor retail sales areas within prominent view of public streets.

9.7.2. Screening/security

- a. Chain-link fences are strongly discouraged as screening and security devices.
- b. Barbed wire or razor wire is not allowed.
- c. For permanent outdoor retail sales areas, appropriate fencing materials include:
 - Wrought iron pickets.
 - Wood pickets.

9.7.3. Paving. Paving material shall be permanent. Gravel or decomposed granite may be used under special or temporary circumstances only. Straw or other nonsoil-binding materials may be used for very short (one to two-week) durations.

9.8 Service stations and car washes

Service stations and car washes are intensive uses that are characterized by large areas of paving which permit vehicles to maneuver freely and have the potential to create significant adverse impacts for adjoining streets and properties. Service stations, in particular, have historically enjoyed several points of access from adjacent streets to maximize maneuvering flexibility for vehicles. When weighed against the safety risk inherent in multiple driveways and the negative environmental and visual impacts of large areas of asphalt, fully flexible circulation clearly can no longer be accommodated. Driveway cuts need to be limited, circulation needs to be channeled, and paved areas reduced.

9.8.1. Site organization

- a. Structures on the site should be spatially related; buildings should be organized into a simple cluster.
- b. The site should be designed to accommodate all legitimate, anticipated circulation patterns, but those patterns should be defined by reduced areas of paving and well-placed landscaped areas. Driveway cuts should be limited to one, occasionally two per street.
- c. Service bays should not face residential properties and should avoid facing any major commercial thoroughfare.

9.8.2. Building design

- a. All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) should be architecturally consistent with the main structure.
- b. All building elevations facing public streets, whether these elevations function as the front, side, or rear of the building should be architecturally detailed to avoid the appearance of the "back of the building." Buildings should provide a positive presence to the street scene.
- c. Building materials should have the appearance of substance and permanency. Lightweight metal or other temporary-appearing structures are not appropriate.

9.8.3. Special requirements

- a. Car wash facilities shall include appropriate noise control measures to reduce machinery and blower noise levels.
- b. Areas should be provided on self-service station sites to allow patrons to service their vehicles with water and air. These facilities should be located where they do not obstruct the circulation patterns of the site.
- c. On automatic car wash sites, facilities should be provided for vacuuming of vehicles and for drying of vehicles upon exiting the car wash building. These areas should be carefully located to avoid obstructing legitimate circulation.
- d. Each pump island should generally include stacking for a minimum two vehicles (40 feet) on site so that driveways or the street are not utilized for waiting customers.
- e. Truck circulation patterns and positions for tank filling should not conflict with customer circulation patterns or cause a potential for stacking overflow onto a street.

9.9 Large Retail Establishments

Large Retail Establishments (LREs), as defined in Article VII (Development Code Definitions) of this Development Code, have building and site characteristics which can detract from Jackson's historic mining appearance. Typically, LREs are large box-like structures void of architectural features which are surrounded by expansive parking areas.

The following standards are intended to be used as a design aid by developers proposing LREs and as an evaluation tool for the City of Jackson. These standards apply to all new retail commercial projects that have a total gross ground-floor area of 20,000 square feet or greater, and are processed according to the requirements of the Commercial (C) zone.

The Planning Commission is empowered to grant exceptions to these mandatory standards under the following circumstances: (1) The restrictive effect of the specific standard is unreasonable due to unique conditions relating to the specific property such as size, shape, topography, location, proximity to a critical area, or character of surrounding uses, or that strict application of the standard would be unreasonable in view of the purpose to be served by the standard; or (2) The alternative site planning and building design approach meets the design objectives as stated in the standard, equally well or better than would compliance with the standard; and (3) In either of the foregoing circumstances, the exception may be granted without substantial detriment to the public good.

9.9.1 Facades, Exterior Walls and Entryways

- a. Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 50 horizontal feet.
- b. Facades that face public streets shall have a variety of arcades, display windows, entry areas, or awnings along no less than 60% of their horizontal length, unless the structural integrity of the building is at stake.
- c. Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three of the following: canopies or porticos; overhangs; recesses/projections; arcades; raised corniced parapets over the door; peaked roof forms; arches; outdoor patios; display windows; architectural details such as tile work and moldings which are integrated into the building structure and design; integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- d. Facades, exterior walls and entryways shall provide consistent architectural treatment.

9.9.2. Back and Side Facades. All building facades, visible to residentially-zoned properties and/or public streets, shall comply with the requirements of I.1.

(facades, exterior walls and entryways) or I.7.(a)(2) (landscaping and buffering) of this Section.

9.9.3. Detail Features. Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive visual effects, and recognize local character. Facades must include a repeating pattern that shall include no less than three of the elements listed.

a. At least one of these elements shall repeat horizontally. Each selected element shall repeat at intervals of no more than 30 feet.

Color change

Texture change

Material module change

Wall plane change

b. Expression of architectural or structural bay shall be created through a change in plane no less than 1 foot in width, such as an offset, reveal, or projecting rib.

9.9.4. Roofs. Variations in rooflines should be used to add interest to, and reduce the massive scale of large buildings. Pitched roofs of a slope and style consistent with mining era buildings are encouraged. Roof features should complement the character of adjoining neighborhoods, and when possible, utilize sources of natural light (i.e. skylights) to increase energy efficiency and worker well being. Roof design should contribute to the reduction of stormwater runoff by managing the water where it falls. Roof gardens are one of many options.

Parapets shall conceal flat roofs and rooftop equipment such as HVAC units from public view extending out to the site perimeter.

9.9.5. Materials and Colors. Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining properties. Blank walls (a wall without windows, showcases, displays, pedestrian entries) shall not be allowed in any first-floor building wall abutting any form of public connectivity (walkways) except as required for the structural integrity of the building. Buildings should be provided with a distinct "base" through the use of materials, texture or massing.

Architectural style should maintain the small town rural character. Design elements to be considered include, but are not limited to, providing offsets or bays, strong base materials, varying storefront treatments, multi-pane windows, and varying the bulkhead treatment. Buildings should provide generous amounts

of windows, skylights, or similar natural-light-producing products to create ground floors with a "transparent" quality and to enhance the use of natural light and reduce energy consumption. No window shall consist of reflective glass.

Buildings should provide protection for pedestrians from adverse weather conditions and utilize overhangs, marquees, and awnings at entrances, along pedestrian pathways, and at transportations waiting areas.

a. Predominant exterior building materials shall be constructed with high quality materials such as:

- Brick masonry
- Wood, large timbers
- Greenstone and other native stone
- Tinted, textured, concrete masonry units
- Transparency elements such as windows, showcases, skylights, display windows
- Other similar high-quality building material.

b. Facade colors shall be low reflectance, subtle, and blend well with the environment and not cause abrupt changes.

c. Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas.

d. Front facades or facades visible from public streets that are not screened shall not include the following:

- smooth-faced concrete block
- smooth-faced tilt-up concrete panels
- smooth-faced pre-fabricated steel panels

9.9.6. Landscaping and Buffering. LREs should ensure that the parking, lighting, circulation and landscaping aspects are well designed with regard to safety, efficiency and convenience for vehicles, bicycles, pedestrians and transit, both within the development and to and from surrounding areas. Landscape and buffering should contribute to visual quality and continuity within and between developments, provide screening and mitigation of potential conflicts between activity areas and site elements, enhance outdoor spaces, reduce erosion and stormwater runoff and mitigate air pollution (see Development Code, Article III, Chapter 17.40 Landscape Standards). The rear or sides of buildings often present an unattractive view of blank walls, loading areas, storage areas, HVAC units,

garbage receptacles, and other such features. Architectural and landscaping features should mitigate these impacts.

Whenever possible, the Landscape Design shall provide open spaces that preserve or take advantage of natural features such as the view, stands of oak trees, historic features (i.e. rock walls, and mining structures), rock outcroppings, or waterways.

a. Landscape areas shall include all areas on the site that are not covered by buildings, structures, paving or impervious surface. The selection and location of trees, ground cover (including shrubs, grasses, perennials, flowerbeds and slope retention), pedestrian paving and other landscaping elements shall be used to prevent erosion and meet the functional and visual purposes such as defining spaces, accommodating and directing circulation patterns, managing hardscape impacts, attracting attention to building entrances and other focal points, and visually integrating buildings with the landscape area.

1. Landscape Design Plans shall complement the existing landscapes of different retail sites within a development and shall enhance the human scale of a development by clearly defining pathways, entrance areas, plazas or public gathering spaces, parking areas, and access roadways.
2. Landscape Design Plans shall mitigate the impact to neighboring properties. The rear elevations of buildings, loading docks, and refuse collection areas must also be addressed in the Landscape Design Plan. It is required that rear elevations adjacent to non-commercial zoned parcels will be screened to the full height of the structure within seven (7) years of occupancy of the retail space.
3. Landscape Design Plans shall incorporate a mix of indigenous and native plants that are hardy and drought tolerant, and shall include a minimum of 40% evergreen plantings (trees, shrubs, groundcovers, ornamental grasses, and evergreen herbs). Permanently installed irrigation systems are required.
4. Perimeter landscape buffer planting areas shall be a minimum of ten (10) feet in depth from the edge of walkways, curbs or property lines, along all sides of the property. Parcels less than thirty (30) acres shall have a perimeter landscape buffer depth of ten (10) feet. Parcels thirty (30) to less than fifty (50) acres shall have a perimeter landscape buffer depth of thirteen (13) feet.

Parcels fifty (50) acres or greater shall have a perimeter landscape buffer of fifteen (15) feet.

5. Landscape Design for parking lots shall meet the standards set forth in Development Code, Article III, Chapter 17.40 Landscape Standards.

6. Landscape Design Plans shall also address a variety of landscape lighting elements utilized both for safety and aesthetics.

b. Any landscape element that dies, or is otherwise removed, shall be promptly replaced with the same, if not similar to, height or texture element as originally intended.

c. Off-site access to pedestrian and bicycle facility improvements may be required in order to comply with the approved pedestrian and bicycle plan.

d. To the maximum extent feasible, pedestrians and vehicles shall be separated through provisions of a walkway. Where complete separations of pedestrian and vehicles are not feasible, hazards shall be minimized by using landscaping, bollards, special paving, lighting and other means to clearly delineate pedestrian areas.

e. Landscaped parkways around parking lot perimeters shall be consistent with minimum setback requirements. Trees may be spaced irregularly in informal groupings or be uniformly spaced, as consistent with larger overall planting patterns and organization.

f. Future maintenance shall be in accordance with accepted maintenance practices.

9.9.7. Entrances. Large retail buildings should feature entrances that coordinate with pedestrian networking and public connectivity to and through the entire site.

9.9.8. Building Setbacks. Setbacks shall accommodate the landscaping requirements of I.6 (landscaping and buffering). The minimum setback for any building front facade shall be 50 feet from the nearest property line. Side and rear building setbacks shall be a minimum of 10 feet and a minimum of 35 feet when adjacent to residentially-zoned property. Where the facade faces adjacent residential zones, landscape and buffering shall follow the landscape standards identified in this Section.

9.9.9. Parking Lot Design & Orientation. Off-street parking for commercial buildings should be designed to minimize visual impact. Parking areas should provide safe, and efficient ingress and egress for vehicles and public transit. Parking lots should be configured and designed to reduce the overall mass of paved surfaces. No more than 50% of an off-street parking lot for the entire property should be located between the front facade of the principal building(s) and the adjacent public street.

Parking lots should be designed to avoid erosion damage to grading and surrounding landscaping. Whenever possible, permeable paving systems should be evaluated and utilized (especially for employee parking areas). To reduce impervious services, one-way drive aisles should be encouraged.

Parking lots should incorporate methods for stormwater management utilizing low impact development (LID) techniques. These include:

- End-of-island bioretention cell(s) with underdrain(s) and landscaping;
- Bioretention cells or biofiltration swales located around the parking perimeter;
- Breached Curb drainage inlets (or curb cuts) in the end-of-island bioretention cells and bioretention strips to collect runoff.
- Bioretention cells can be installed between lines of parking stalls to increase the total treatment surface area of these systems.

The following standards shall apply to all LRE parking plans:

- a. Large surface parking lots shall be visually and functionally segmented into several smaller lots.
- b. Parking lot design must include detailed information on non-motorized pedestrian access to and through the development. Demarcation shall be required by utilizing a combination of: 1) change in paving surface materials, 2) landscaping, or 3) safety and directional lighting.
- c. All required internal walkways must be located and constructed as an integral part of existing walkways.
- d. Setbacks for parking lot layout shall be provided at a minimum of 10 feet from any public right-of-way (except for alleys). This setback or buffer area between the street or access road and the parking lot shall always include trees, drought-resistant natural groundcovers, and other native landscape materials.

- e. Per Section 17.40 (Landscape Standards) each parking stall in a parking lot shall be within 40 feet of a landscape area which includes at least one shade tree.
- f. Traffic calming techniques shall be encouraged for pedestrian safety.
- g. Provide adequate and easily accessible cart corrals.

9.9.10. Lighting and Glare. The use of neon lighting is prohibited.

All lighting shall be consistent with Section 17.43 (Lighting Regulations) of Article III (Site Planning and General Development Standards) of this Development Code and meet the following criteria:

- a. All lighting shall meet California State Energy Codes.
- b. Illuminated signage and exterior building lighting shall be compatible with the architecture of the project and shall not detract from the visibility of surrounding buildings.
- c. Landscape and architectural lighting shall be used to illuminate building facades, building entrances, and feature or courtyard spaces.
- d. Night lighting must be provided for all pedestrian walkways and where stairs, curbs, ramps, and crosswalks occur.
- e. All exterior lighting fixtures in parking areas and driveways shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and right-of ways.
- f. Other lights shall be designed to avoid spillover glare beyond the site boundaries.
- g. For those parking lots that are adjacent to residentially-zoned land, the maximum height of light posts shall not exceed 15 feet.
- h. Lighting reduction and energy-efficient timer systems shall be required after normal business hours except for lighting that is mandated for general safety and security.

9.9.11. Pedestrian Flows. This Section sets forth standards for public walkways and internal pedestrian circulation systems that can provide user-friendly pedestrian access.

- a. Walkways at least 8 feet in width shall be provided along all sides of the lot that abut a public street and shall provide human-scale lighting to create a safe and attractive pedestrian atmosphere.
- b. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from the public walkway or right-of-way to the customer entrance of all buildings on the site. Walkways shall connect pedestrian activity such as, but not limited to, transit stops, street crossings, buildings and store entry points, and central features and community spaces. Walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50% of its length.
- c. Walkways, no less than 4 feet in width and 6 feet when there is parking perpendicular to the walkway, shall be provided the full length of the building featuring a customer entrance, and along any facade abutting public parking areas. Such walkways shall abut a minimum 6-foot wide planting bed, except where features such as arcades or entryways are part of the facade.
- d. All internal pedestrian crosswalks shall be distinguished by the use of durable, low maintenance surface materials such as pavers, bricks, stamped asphalt, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways so long as they meet the ADA guidelines.
- e. Bicycle lanes shall be provided, where appropriate, on ingress and egress routes and shall be consistent with standards identified and adopted by the City of Jackson.
- f. Commercial parking lots shall provide trash receptacles and bicycle racks.
- g. All pedestrian amenities shall meet ADA guidelines.

9.9.12. Outdoor Storage, Trash Collection, and Loading Areas. Loading areas and outdoor storage areas exert visual and noise impacts on surrounding neighborhoods and should be designed so that delivery and loading operations do not disturb adjoining neighborhoods. These areas, when visible and audible from adjoining properties and/or public streets, should be screened, recessed or enclosed. When such areas are insulated, the enclosures shall conform with those used by the predominant materials and colors on the building. While screens and recesses can effectively mitigate these impacts, the selection of inappropriate

screening materials can exacerbate the problem. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one building is located on a site and such buildings are not more than 40 feet apart, or on those sides of buildings that do not have customer entrances.

The following standards shall apply to all LREs:

- a. Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be visible from abutting streets or properties.
- b. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public street or public walkway.
- c. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.
- d. Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors on the building.
- e. No outdoor storage in designated parking spaces or exterior walkways which reduces the unobstructed walkway to less than 8 feet.
- f. Noise attenuation shall be in conformance with Chapter 9.48 Disturbing the Peace of the Jackson Municipal Code.
- g. Customer loading and unloading zones shall be provided.

9.9.13. Central Features and Community Spaces (Applies when two or more buildings are planned in a development). Buildings should offer attractive and inviting human scale features, spaces, and amenities that reflect the traditional agricultural heritage of the community. Entrances and parking lots should be configured to be functional and inviting with walkways conveniently tied to

logical destinations. Transit stops and drop-off/pick-up points should be considered as integral parts of the configuration.

A pedestrian walkway network should be anchored by special design features such as towers, arcades, cupolas, porticos, pedestrian light fixtures, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces. Examples of outdoor spaces are plazas, patios, courtyards, and window-shopping areas. The features and spaces should enhance the building and the center as integral parts of the community fabric.

The overall design of this community space should strengthen our community's identity by referencing our agricultural heritage and/or natural history. Special design features are encouraged, such as a clock tower, water feature, or public art.

When two or more buildings are planned for a development, the following standards shall be imposed by Codes, Covenants, and Restrictions on LRE properties:

A central community space shall be constructed that is centrally located and connected to the pedestrian walkway. It will be constructed of materials that are not inferior to the principal materials of the building and landscape. It will have these components based on a case-by-case analysis and at the Site Plan Review Committee's discretion.

- A landscape area that includes multiple trees.
- A transportation drop off point.
- A plaza with seating and a covered structure with a cupola or other such deliberately shaped focal feature or amenity that adequately enhances the community space.

9.9.14. Other Requirements. These development standards are not inclusive of all requirements. Other ordinances and statutes govern stormwater drainage, traffic and other matters.

9.9.15. Maintenance of Vacant or Abandoned Properties. Vacant or abandoned properties, including but not limited to, buildings, stormwater, parking, landscaping, shall be maintained for the safety of the community, the local environment, and the visual impacts to the surrounding properties. Maintenance includes watering, trimming and pruning landscaping, promptly repairing damage, and prompt removal of graffiti. Signage on such properties shall be changed, if at all, in a visually attractive manner. Any covering of glass surfaces shall be done in such a way as to blend in with the rest of the building and in a visually attractive manner. Chain-link fencing to exclude trespass shall be

permitted for not more than 120 days after which it shall be removed or replaced with visually attractive fencing.

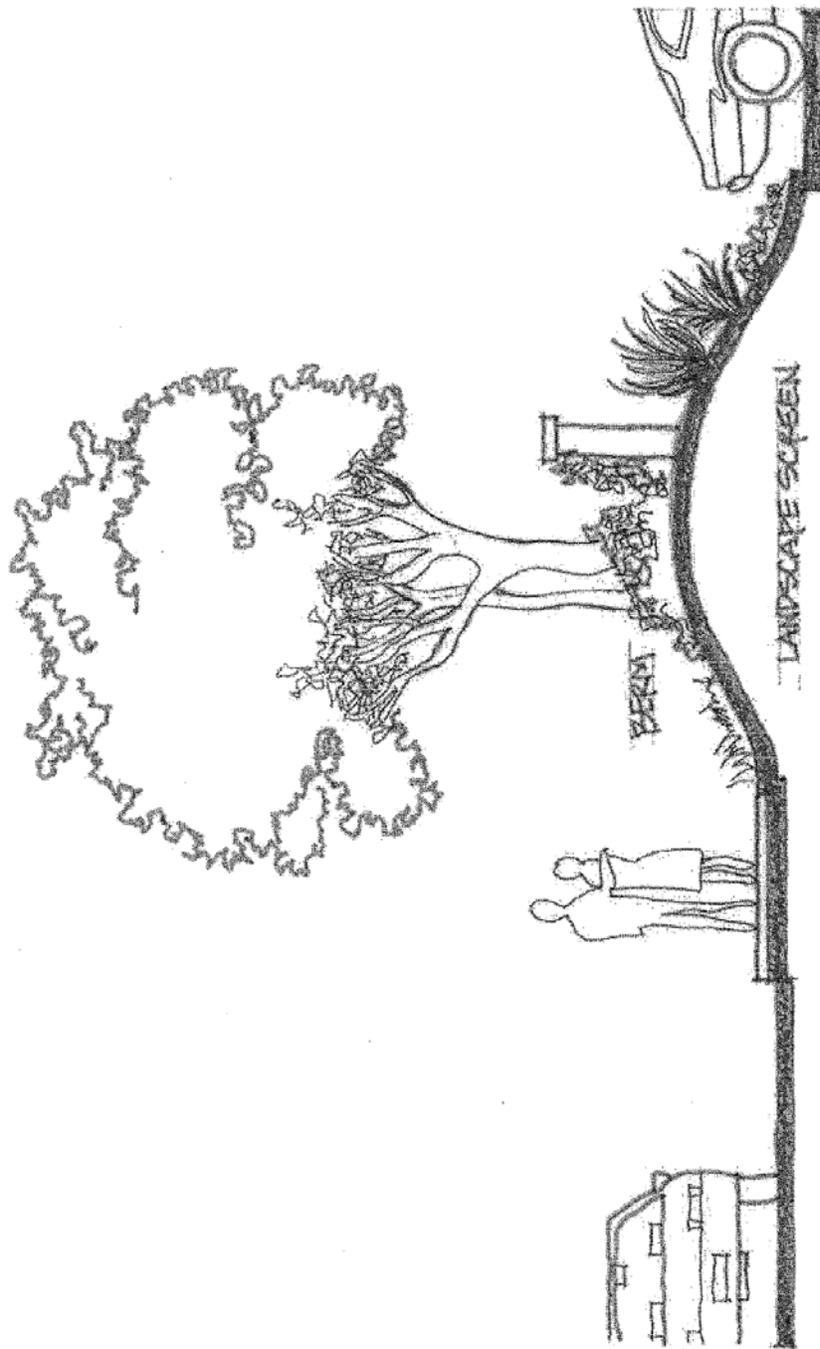


Figure 9-1 Parking Lot Screening

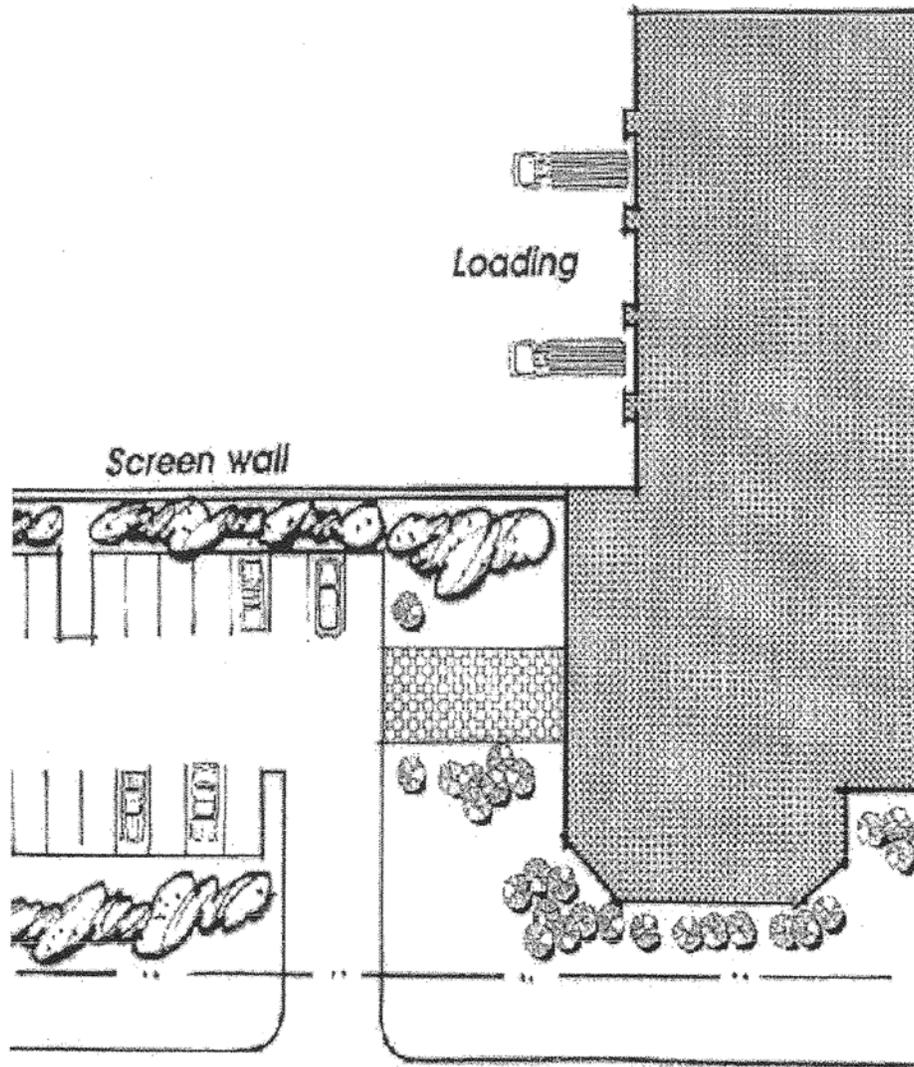


Figure 9-2 Location of Loading Area

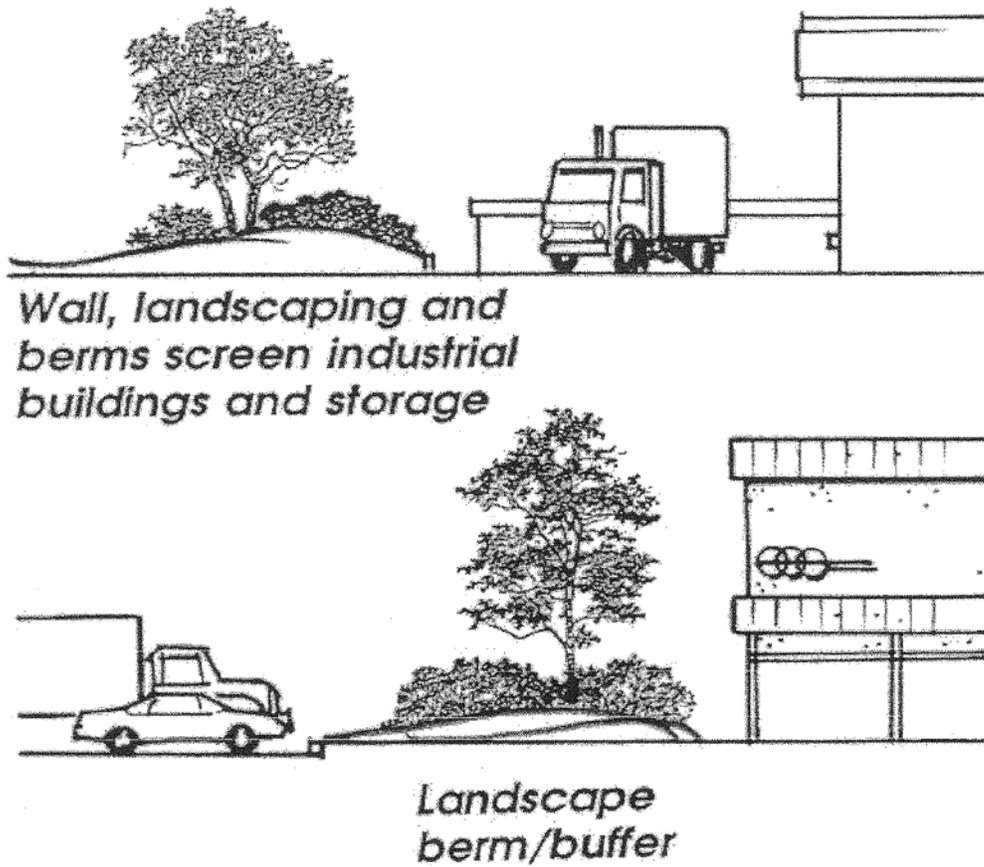
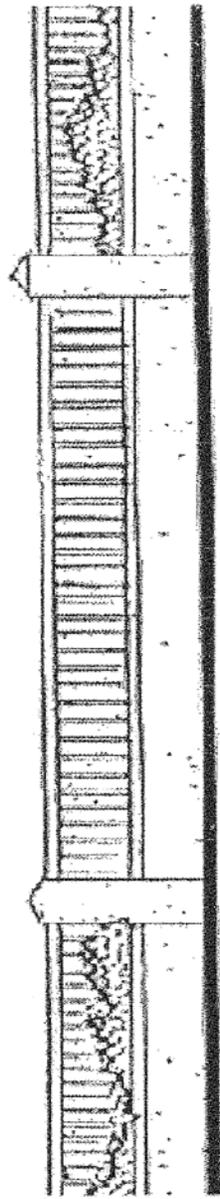
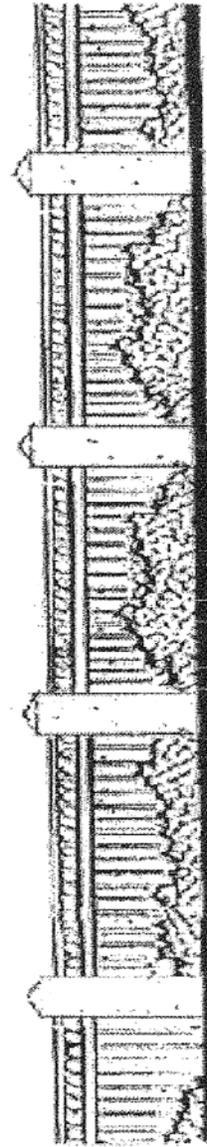


Figure 9-3 Screening of Loading Areas

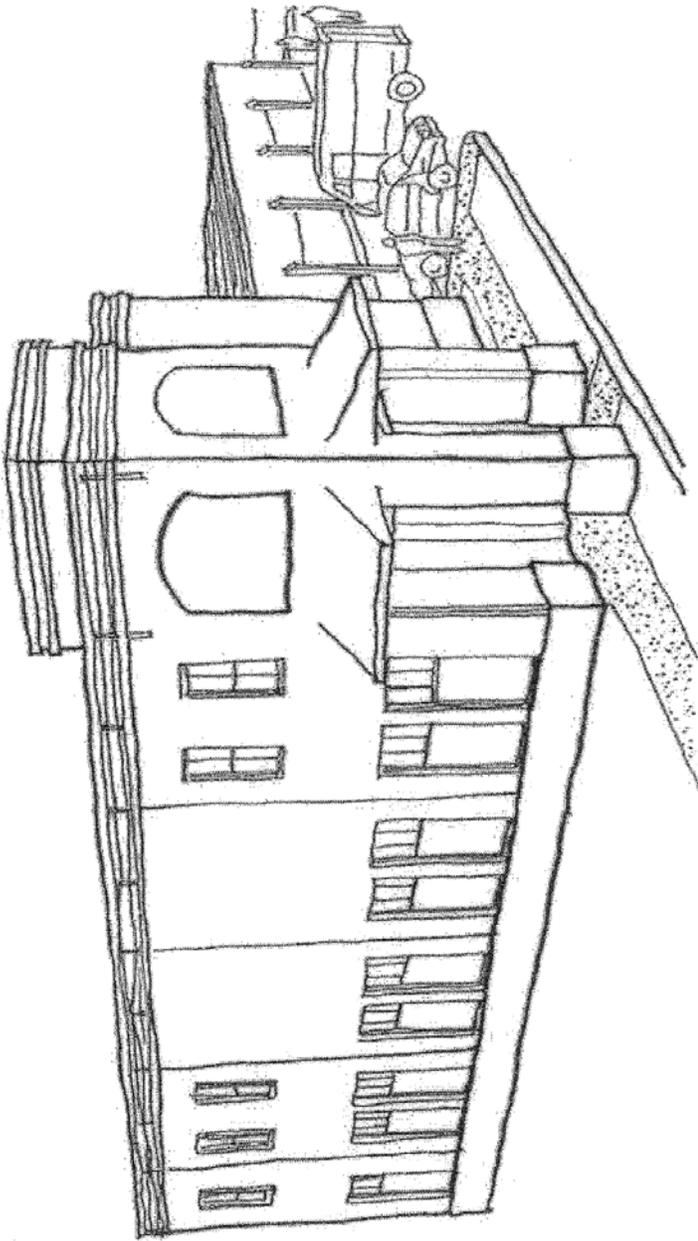


Elevation of Wall /Wrought Iron Combination



Elevation of Wrought Iron with Pilasters

Figure 9-4 Wall Design



Features:

- Use of covered porches
- Majority of the building close to the road
- Front of building articulated to give it pedestrian scale

Figure 9-5 Articulation of Large Structures

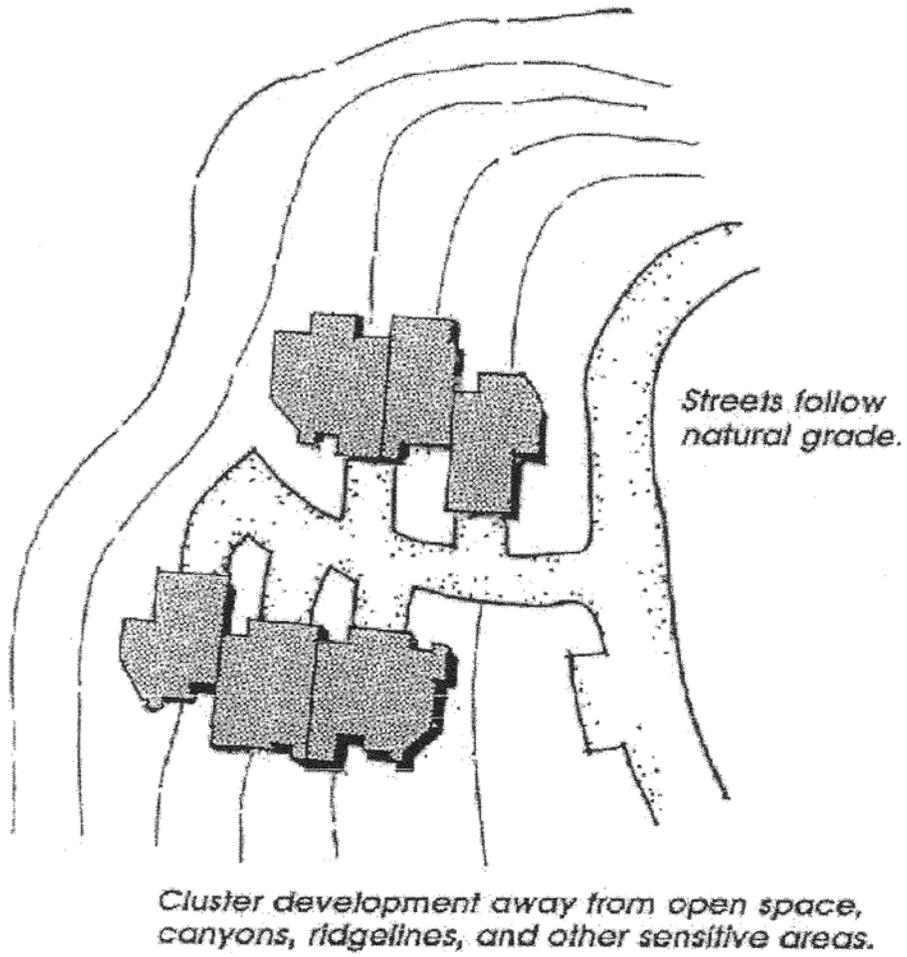


Figure 9-6 Clustering Example

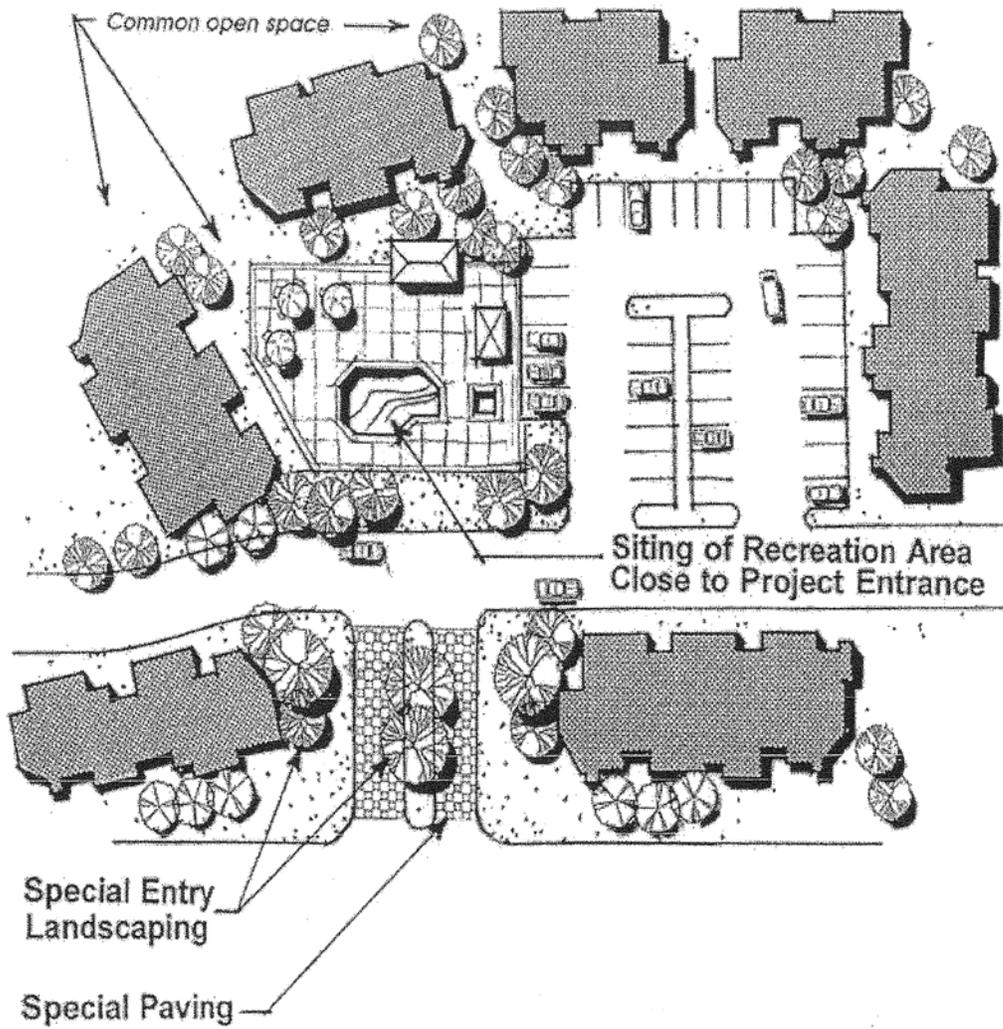


Figure 9-7 Multi-Family Project Layout



Figure 9-8 Building Articulation