# CHAPTER 3 COMMUNITY DESIGN

*The Community Design Element addresses the physical aspects of Hemet that contribute to the image and character of the community's natural and built environments. Good design is intended to improve the physical appearance of the City, to promote Hemet as a special place to visit, to invigorate the local economy by attracting shoppers and visitors, and to improve the quality of life for the community as a whole.*

Community design encompasses many components, including the functional aspects of buildings and spaces; landscaping, safety and accessibility; and elements of a more subjective nature. The primary objective of community design is to achieve beautiful, safe, and successful neighborhoods and business districts. Well-designed, well-built projects that fit within existing neighborhoods are good for the community.

Desired design elements are required of homeowners, business owners, architects, and developers to achieve superior quality and design within both new construction and additions to existing buildings in Hemet. In addition, design elements will be considered in all civic projects and within the streetscapes throughout the City. In general, good community design:

- leads to occupant satisfaction and community pride, inspiring ongoing concern and care for the project or building;
- enhances and helps stabilize neighborhoods and districts;
- ensures durability and easy maintenance;
- appreciates in value; and
- provides a safe and harmonious environment for living and conducting business.

Palm-lined street view of the San Jacinto Mountains

## 3.1 ISSUES AND OPPORTUNITIES

Hemet is fortunate to be located in a beautiful area along the major future growth corridor for Western Riverside County. The City of Hemet's community design goals and policies focus on the following issues:

- overall City image enhancement, creating a sense of place;
- enhancement of public spaces, streetscapes and gateway development;
- significant natural features, public viewsheds, and hillsides preservation;
- design excellence for new and rehabilitated development;
- establishment of public gathering spaces; and
- neighborhood/district preservation or enhancement.

Throughout the General Plan terms such as *attractive* and *high-quality* are used to describe the type of development that Hemet will strive to achieve. These terms are highly subjective, and what is considered attractive or of high quality can vary from person to person and from time period to time period. The Community Design Element *does not* establish specific guidelines for development design such as color palettes or architectural styles. The element *does* outline strategies to protect and encourage the characteristics that make Hemet a desirable place to live.

For example, instead of specifying exactly how commercial centers should look, the plan encourages commercial centers that function well financially and physically by being located in appropriate areas and providing for pedestrian access that can attract visitors and reduce vehicle trips and greenhouse gasses.

City leaders and residents will use the General Plan as a foundation when making decisions related to aesthetic value as the goals, objectives, and policies can help them navigate through ever-changing design trends and architectural fads.

## 3.2 RELATED PROGRAMS, PLANS, AND REGULATIONS

The City of Hemet has adopted a series of design guidelines that deal with a variety of land use types and projects.

Citywide Design Guidelines The City Council has adopted citywide design guidelines for single-family development, multi-family development, and commercial development. These guidelines provide site planning, architectural design, and landscape design criteria for future development.

Hub of the Valley/Downtown Design Guidelines Design guidelines for the downtown area were established by City Council policy through a General Plan amendment in 1999. The guidelines dealt with building design and rehabilitation, and sign design within the area generally bounded by Inez Street on the west, Kimball Street on the south, Buena Vista Avenue on the east, and properties located on the north side of Devonshire Avenue. The Hub Plan is being updated in this General Plan to incorporate additional

guidelines and revised boundaries. The Greater Downtown District, as described in Section 2.6.1 of the Land Use Element and represented graphically in Figure 2.4, replaces the Hub of the Valley downtown area, and the Downtown Guidelines will be revised to incorporate these areas.

City of Hemet Zoning Code The City's Zoning Code is also an important implementation tool for the Community Design Element. The code includes zoning ordinance provisions, subdivision regulations, environmental review procedures and sign code provisions.

Specific Plans Project-specific design guidelines have been incorporated into a variety of specific plans that have been adopted by ordinance by the Hemet City Council. The purpose of the specific plans is to provide comprehensive planning of large areas consistent with the General Plan. Many areas as noted in the Land Use Element will have specific plans as a requirement of development.

Scenic Highway Setback Manual The *Scenic Highway Setback Manual* was adopted by the City Council in 1990 and regulates the 25 foot wide landscape setback and public right-of-way established for Sanderson Avenue, West and East Florida Avenue, South State Street, and Warren Road.

Hillside Overlay Ordinance Hillside development is regulated through hillside design principles first established in the 1992 General Plan and incorporated in this General Plan and the Hillside Overlay Ordinance adopted in 2000.

Gateway signage.

## 3.3 CITY IMAGE ENHANCEMENT - CREATING A SENSE OF PLACE

The Hemet community is unique, shaped by a distinct sense of history that has been cultivated over the decades by those who call Hemet home. Yet in some places, housing developments, shopping centers, streets and roads have transformed the City's natural and rural landscape into a pattern of suburban development with no special character or sense of community to differentiate it from other cities in the region. Promoting community design elements can support the creation of neighborhood focal points that are attractive, functional, connected, and diverse. These focal points will inspire resident pride, attract visitors and customers to Hemet, and be noticeably different than those in surrounding cities.

Hemet's sense of place will be created through design elements such as those listed below and further described in this element:

- integrating gateway monuments at entry points and key intersections within the City to portray a distinguished visual identity and mark key entrances and boundaries;

- expanding streetscapes, landscaped corridors, and green streets that offer visual enhancement and shade as well as stormwater management and water conservation leadership;

- preserving legendary views of the mountains surrounding Hemet, and managing development in significant hillside areas to conserve wildlife and habitat resources as well as the scenic beauty of the ridges and natural landforms;

Historic Harvard Street.

- requiring good site plan designs for new and recycled developments to reduce pedestrian and vehicular conflicts, increase functional compatibility between buildings and facilities, orient buildings to the streets, and include pedestrian amenities such as plazas and paseos;

- establishing signage policies that encourage interesting, creative, and unique approaches to sign design and location, and that incorporate public wayfinding signage to assist residents and visitors, discourage outdoor advertising that obstructs scenic vistas and encroaches on neighboring properties, and promote the integration of signage with their surroundings and in coordination with the City's desired street character;

- establishing design themes and guidelines for walls and fences to ensure a safe and aesthetic street level image of projects, neighborhoods, and districts;

- updating the City's landscape standards to incorporate sustainable landscaping solutions, encourage the preservation of mature and heritage trees, and ensure property owner maintenance of landscaped areas;

- striving to make Hemet a "walkable community" through community design features that encourage pedestrian amenities, create links between neighborhoods, and provide public gathering spaces;


Example of landscaping creating a gateway.

- maintaining and enhancing public open spaces within the City to provide public gathering spaces for social and recreational activities;

- encouraging mixed-use communities to include human-scaled design components to facilitate pedestrian interaction, connectivity, and safety; and

- incorporating crime-free design principles in development projects to improve the feeling of personal safety and create safe and stable neighborhoods.

## 3.4 COMMUNITY DESIGN ELEMENTS

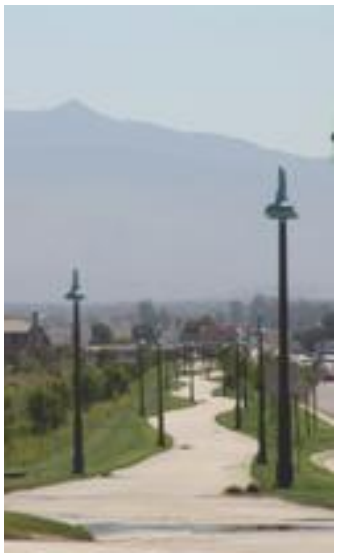
### 3.4.1 GATEWAYS

Community design can also create a sense of place by alerting drivers when they are entering and exiting Hemet. Gateway markers or monuments that integrate architectural elements, landscaping, and signs together can portray a distinguished visual identity for the City, help mark the physical boundaries of specific neighborhoods, and alert visitors that they have entered Hemet. Markers may be designed to integrate with adjacent site landscaping and incorporate creative and artistic features.

The City intends to clearly define its primary and secondary entrances through the use of landscaping, walls, signage, and appropriate street furniture. Neighborhoods and other historic districts will also be distinguished through the use of these design features.

Primary gateways are those located at the major entrances to the City. Potential locations for primary gateways are shown in Figure 3.1 and include:

- future SR 79 and West Florida Avenue,
- future SR 79 and West Stetson Avenue,
- future SR 79 and Domenigoni Parkway,
- future SR 79 and Esplanade Avenue,
- western entrance to the City on West Florida Avenue,
- eastern entrance to the City on East Florida Avenue,
- northern entrance to the City at Sanderson Avenue
- northern entrance to the City at State Street,
- northern entrance to the City at San Jacinto Street,
- southern entrance to the City on State Street,
- Warren Road and Domenigoni Parkway, and
- Sanderson Avenue and Domenigoni Parkway.



Streetscape on Florida Avenue.

Secondary gateways are located at prominent intersections within the City. Potential locations for secondary gateways include:

- West Florida Avenue and Sanderson Avenue,
- South State Street and Stetson Avenue,
- South State Street and Domenigoni Parkway, and
- Entry points to the Historic Downtown Area.

Figure 3.1 illustrates the potential primary and secondary gateway locations in the City and the Planning Area.

### 3.4.2 STREETSCAPES AND SCENIC CORRIDORS

Important components of the overall design framework for the City are the streetscapes and landscaped corridors along the major roadways. Originally, these were established with the Scenic Highway Setback program adopted in 1990. The program required an additional 25 foot-wide landscape setback with meandering sidewalk and streetscape furniture next to the public parkway. The Scenic Highway Setback Manuel specified the landscape palette, wall design, signage, and pavement required for the setback area for the following roadways:

- West Florida Avenue: West Sanderson Avenue to the west sphere of influence line;
- East Florida Avenue: Stanford Street to the east sphere of influence line;
- Sanderson Avenue: Commonwealth Avenue to Simpson Road;
- Warren Road: Commonwealth Avenue to Simpson Road;
- State Street: Thornton Avenue to Newport Road; and
- Simpson Road: west sphere of influence line to State Street. (Domenigoni Road has replaced Simpson Road as an east-west corridor.)

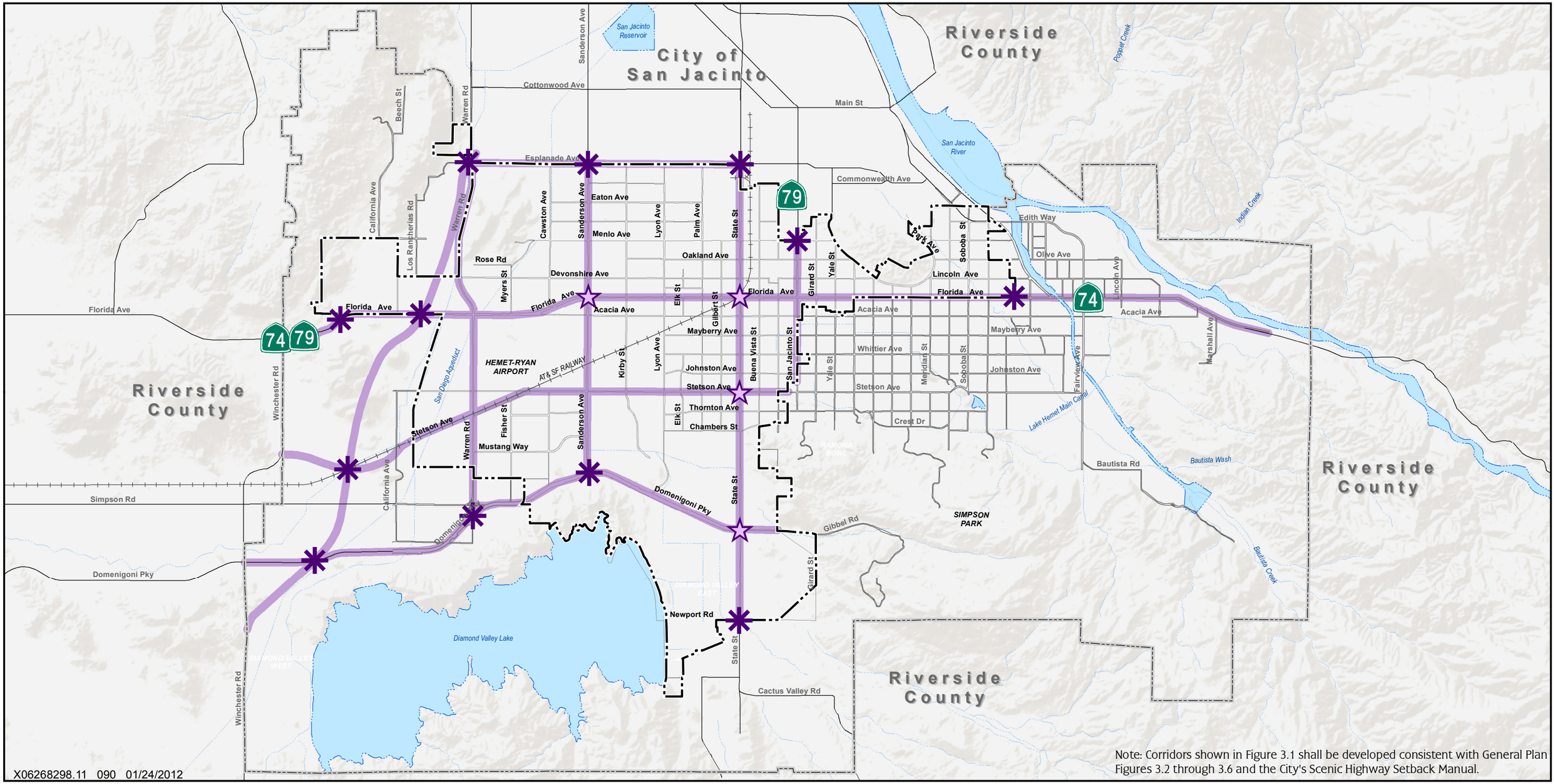
To increase the number of landscaped corridors in Hemet, the City has expanded upon the 1990 Scenic Highway Setback Manuel to incorporate more roadways. As shown in Figure 3.1, roadways designated as landscaped corridors generally include the north-south roadways of Warren Road, Sanderson Avenue, State Street, San Jacinto Road, and the future SR 79; and east-west roadways of Esplanade Avenue, Florida Avenue, Stetson Avenue, Simpson Road, and Domenigoni Parkway. With additional rights-of-way and a consistent landscape treatment, the newer areas of the City will be linked into the urban design fabric of the City. These important components link various activity nodes such as commercial centers, civic, cultural and recreational uses. The enhanced scale of the streetscapes will allow for the establishment of pedestrian and bicycle pathways.

The designated landscaped corridors shown in Figure 3.1 are to be designed to correspond to the City's Roadway Circulation Master Plan, discussed in Chapter 4, Circulation. A brief description of each of the corridors with the referenced cross-section view is listed below:

Warren Road (north-south): This rural road will develop into a major north-south transportation route and has been designated as a scenic highway corridor. The roadway will have major gateway elements as well as meandering sidewalks and streetscape furniture (Figure 3.2).

Sanderson Avenue (north-south): Presently one of the most heavily traveled corridors in the City. Sanderson Avenue divides several of the City's neighborhoods and districts. Sanderson Avenue has been designated as a scenic highway corridor and has largely been developed with the Scenic Highway Elements (Figure 3.2).

Florida Avenue (east-west): Florida Avenue is the prime east-west corridor in the City. It's eastern and westernmost reaches have been designated as scenic highway corridors. The central portion will need special treatment due to constrained rights-of-way. Installation of landscape medians will serve to beautify and unify the corridor as well as provide traffic calming (Figure 3.3).




Note: Corridors shown in Figure 3.1 shall be developed consistent with General Plan Figures 3.2 through 3.6 and the City's Scenic Highway Setback Manual.

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N

Sources:
Census Tiger Line Data 2005
ESRI 2010

1 0.5 0 1 2 Miles

LEGEND

**Gateways**

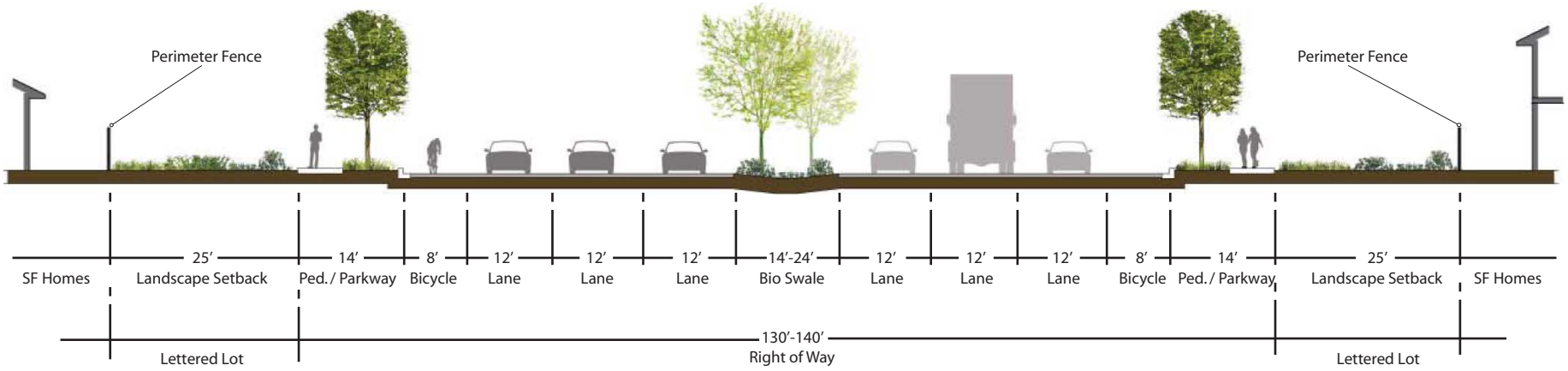
**Type**

- Primary Gateway
- Secondary Gateway
- Corridors
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

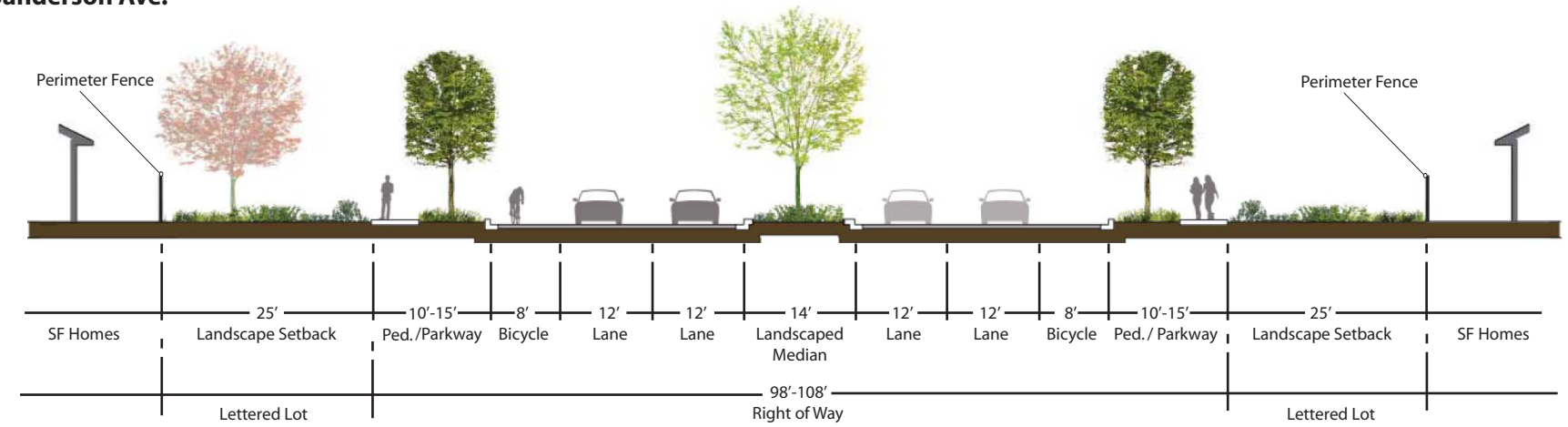
Figure 3.1
# GATEWAYS AND MAJOR LANDSCAPED CORRIDORS
Hemet General Plan

Back of 3.1

## Warren Rd.




## Sanderson Ave.

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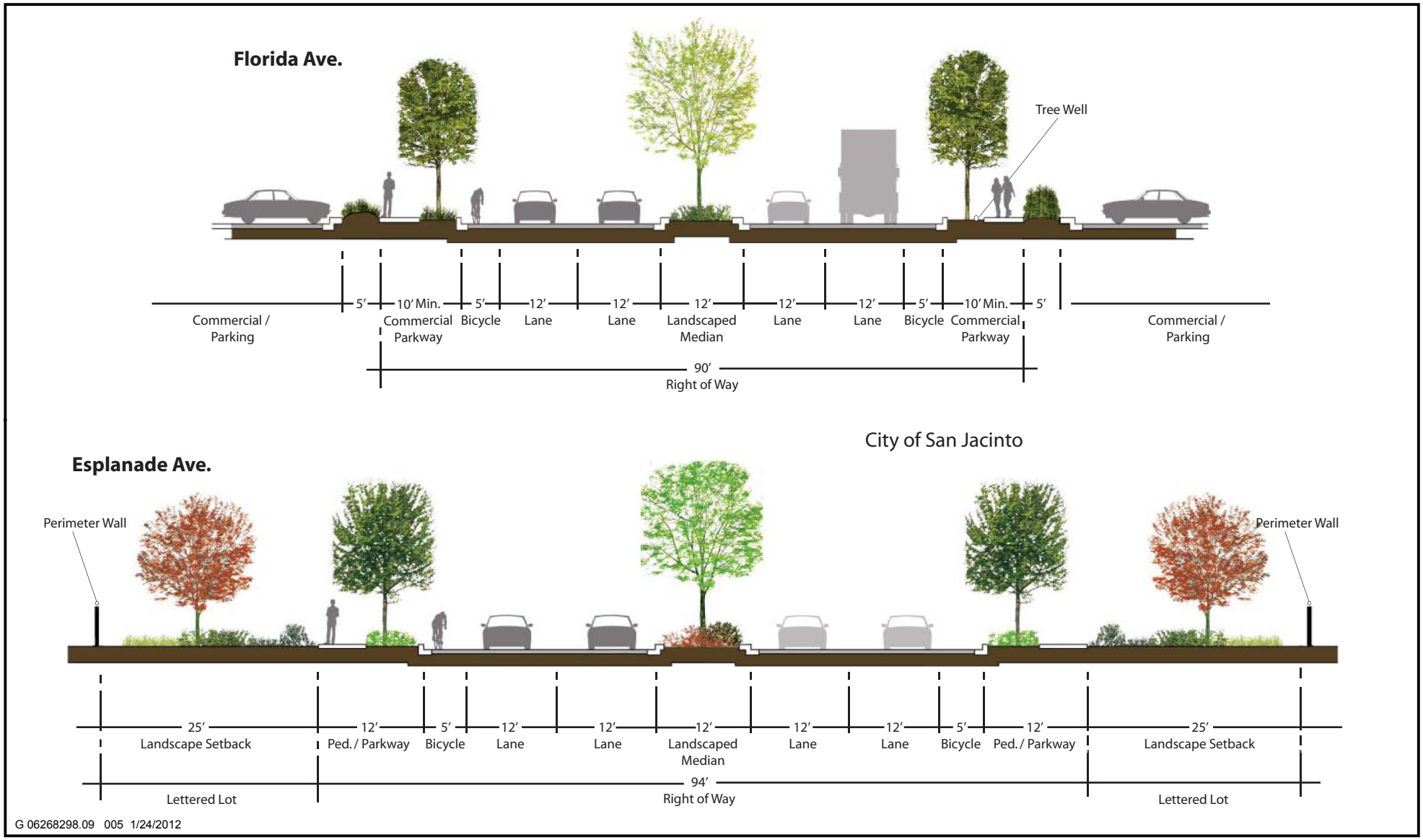
Source: BMLA 2011

**Figure 3.2**

# Warren Road & Sanderson Avenue Cross Sections

**Hemet General Plan**




Source: BMLA 2011

**Figure 3.3**

## Florida Avenue and Esplanade Avenue Cross Sections

**Hemet General Plan**

Bridle trail in the scenic highway setback at the McSweeny Farms subdivision.

Esplanade Avenue (east-west): Esplanade Avenue forms the northern boundary of the City. Opportunities exist along its entire route to demarcate it as a major gateway to the City. Its location along Hemet's city limit for 3.5 miles establishes a clear boundary for the City. Any road or streetscape improvements on Esplanade Avenue need to be coordinated with the City of San Jacinto to ensure consistency. Future streetscape improvement should respect the rural heritage of the area (Figure 3.3).

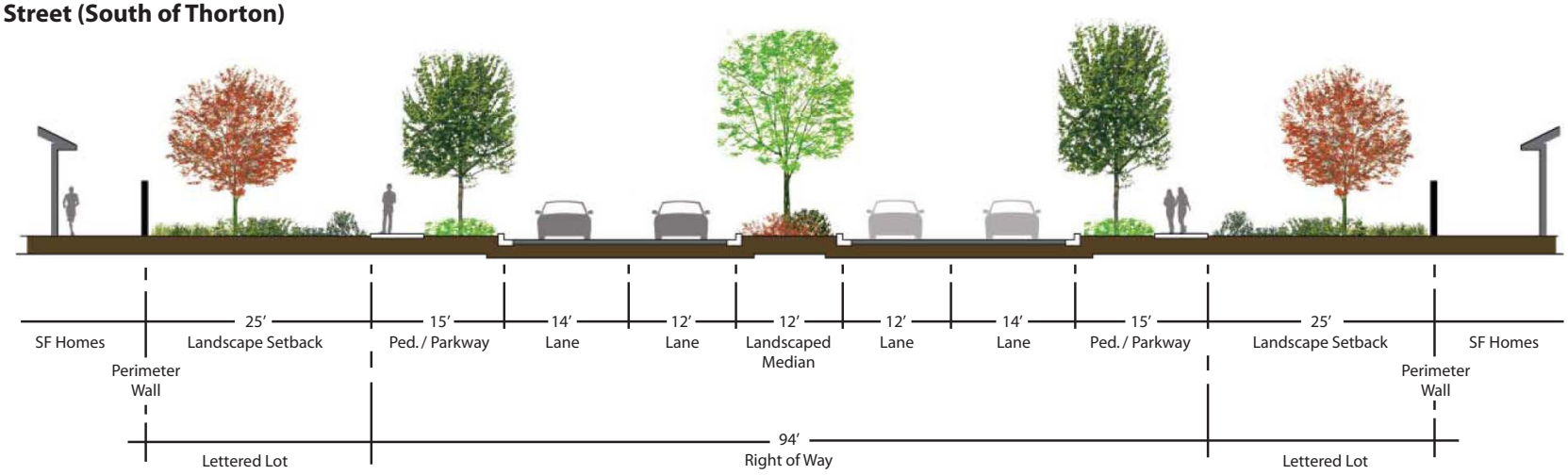
State Street (north-south): Historically State Street functioned as the major north-south transportation route in the City. The southern portion of the street (south of Thornton Avenue to Newport Road) has been designated as a scenic highway corridor. The Scenic Highway setback along the McSweeny Farms project has incorporated a bridle trail in its design. North of Thornton Avenue, the State Street corridor will need special consideration in that it is largely developed, has a high level of traffic volume and has a constrained right-of-way. Improvement will be in the form of landscaping of the existing parkways, development of a landscaped median where appropriate, and selection of specialized streetscape furniture (Figure 3.4).

Stetson Avenue (east west): Stetson Avenue is anticipated to become a major east-west corridor once it is realigned in the west to make important regional arterial connections. Special treatments are necessary due to constrained rights-of-way and existing development patterns along the eastern portion. The western portion of Stetson Avenue west of Cawston Avenue will be realigned per the Circulation System master plan. Stetson Avenue can be developed as a proto-typical green and complete street for a major thoroughfare in the City. Landscape improvements will include center medians with bioswales, landscaped parkways with bioswales, meandering sidewalks and appropriate streetscape furniture (Figure 3.5)

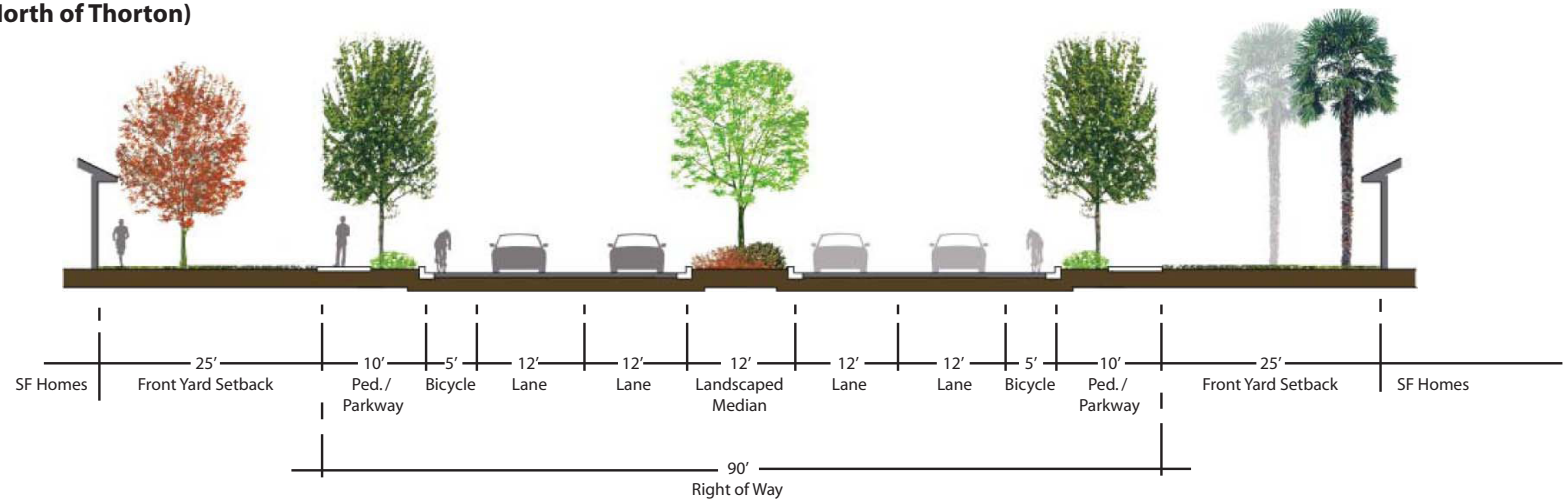
Domenigoni Parkway (east-west): Domenigoni Parkway forms the southernmost east-west corridor in the City. Its exceptional width allows for a special category of landscape treatment and is designated as a scenic highway corridor. The roadway will serve as a primary gateway to the City from the southwest. The Parkway should not be developed as a commercial corridor with businesses fronting directly onto the road. This limited access roadway offers opportunities for pedestrian/bicycle trails and equestrian trails along Salt Creek (Figure 3.5).

San Jacinto Street (north-south): San Jacinto Street has been designed as SR 79 north of Florida Avenue. The corridor has been developed as a commercial district north of Florida up to the City limit at Menlo Avenue. Improvement of the commercial corridor north of Florida Avenue will involve improvement of the parkway and the addition of appropriate streetscape furniture. South of Florida Avenue, San Jacinto Street is largely residential and involves individual residential properties fronting directly onto the street (Figure 3.4).

**State Street (South of Thorton)**




**State Street (North of Thorton)**

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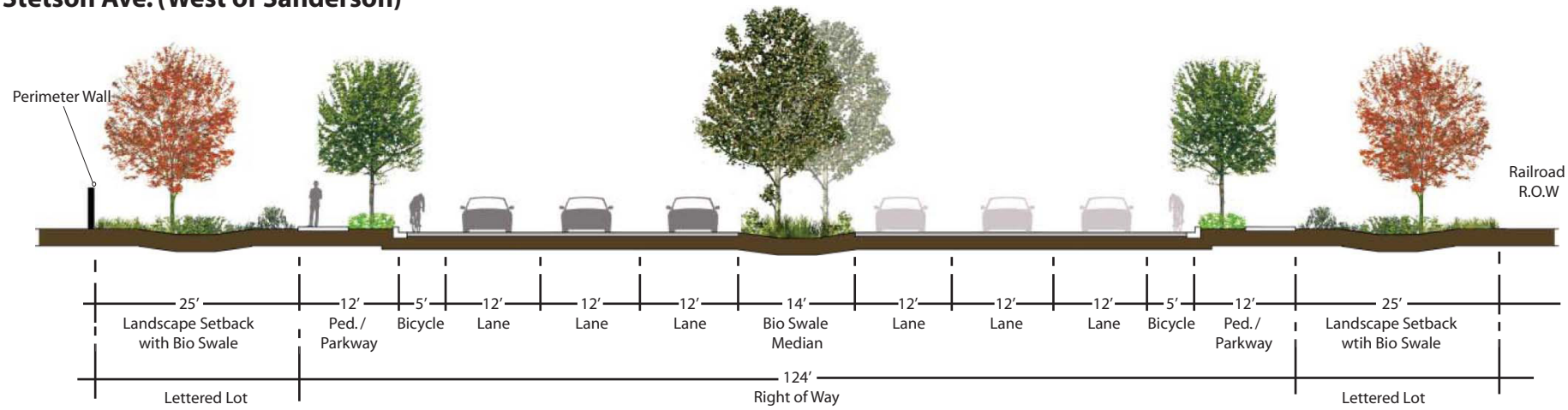
Source: BMLA 2011

Figure 3.4

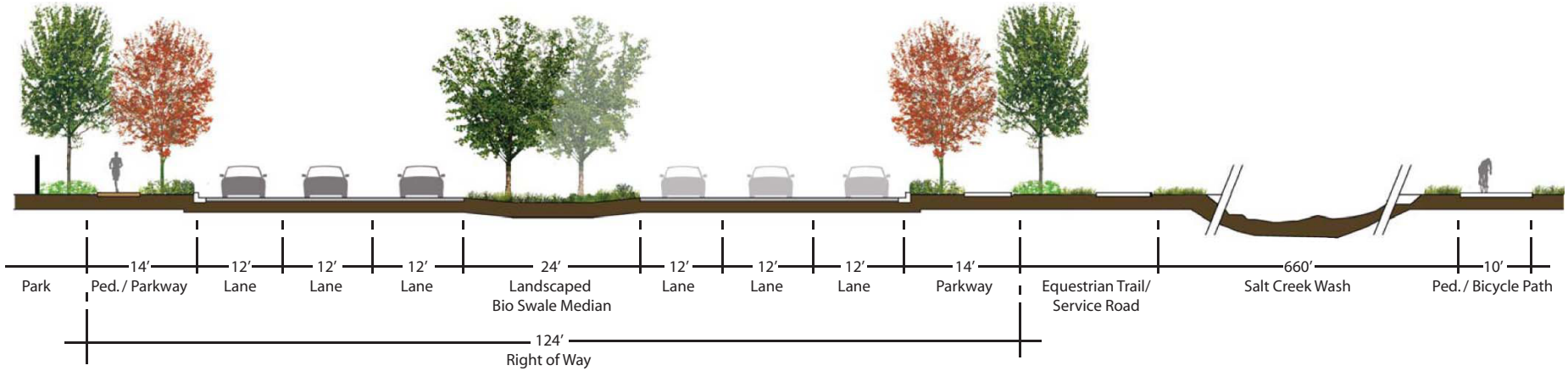
## State Street Cross Sections

Hemet General Plan

## Stetson Ave. (West of Sanderson)




## Domenigoni Parkway

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Source: BMLA 2011

**Figure 3.5**

# Stetson Avenue & Domenigoni Parkway Cross Sections

**Hemet General Plan**

Future SR 79 Corridor (north-south): The future development of the SR 79 roadway through western Hemet will serve as a major entry point to the City in multiple places. Future development along the corridor should be planned so as not to merely back onto the roadway. Perimeter walls in the form of sound attenuation walls, retaining walls, view fencing and the like should be developed specifically with a theme unique to Hemet (Figure 3.6).

### 3.4.3 GREEN STREETS

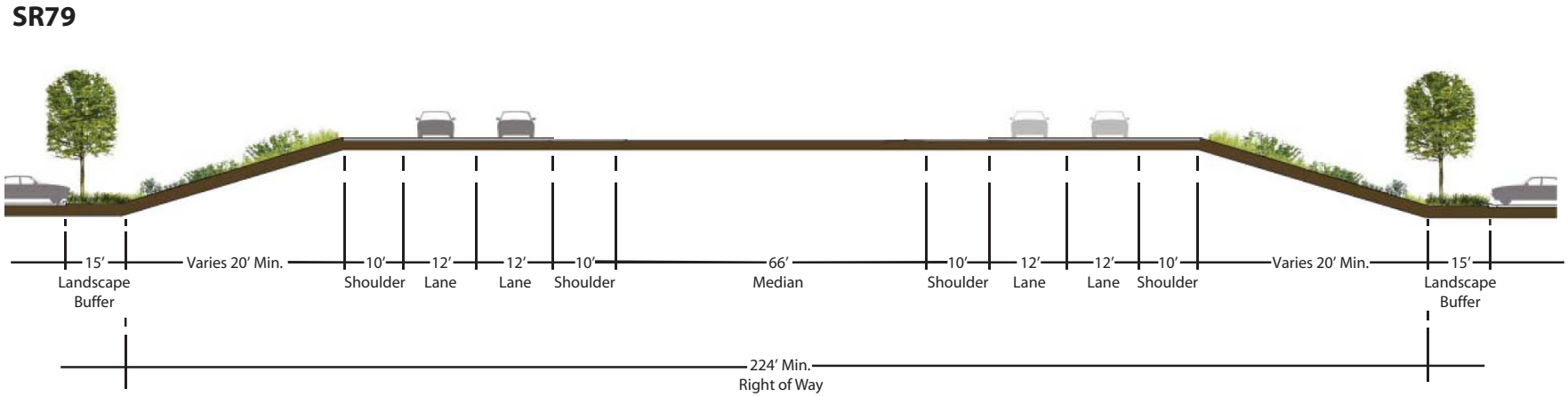
The "green street" concept is derived from a movement to make our streets and thoroughfares more than merely a conveyance for motorized traffic. Green streets are designed with landscaping, including street trees, to offer shade and visual enhancement, but also to serve in storm water management, and water conservation efforts. Green streets are designed to utilize landscaping elements in the form of trees, shrubbery, porous pavement, bioswales to control heat, stormwater drainage, and pollution control. New and updated design of the City's landscaped corridors is called for in an effort to both develop streets that are "complete" streets and whenever possible "green" streets. Complete streets serve all segments of the community, i.e. vehicular, pedestrian, and bicyclists. Smaller local and collector streets may also use these techniques where appropriate. The following photographs are examples of green street design concepts.

Bioswale located in parkway adjacent to parking area.

Bioswale in a parking area.

Bioswale located in an urban parkway.

Bioswale functioning as decorative landscaping.

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Source: BMLA 2011/RCTC 2012

Figure 3.6

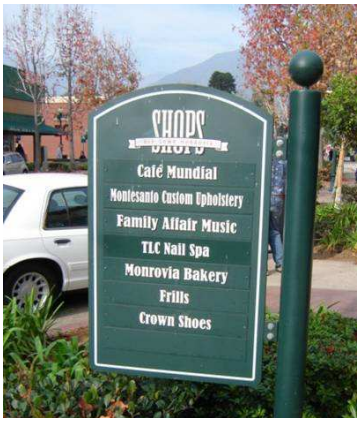
**SR 79 Cross Section**

Hemet General Plan

### 3.4.4 COMMUNITY SIGNAGE

Cities have long used signs to call attention to civic uses and focal points. Hemet's diversity and history offer opportunities to highlight neighborhoods, cultural and historical places of significance and civic uses. Signs can make these locations more visible, enable visitors and local residents to find destinations more quickly, and inform visitors where they can park or find transit service.

The City's signage policies encourage interesting, creative, and unique approaches to sign design and location that incorporates public wayfinding signage to assist residents and visitors; discourages outdoor advertising that obstructs scenic vistas and visually encroaches on neighboring properties; and promotes the integration of signage with their surroundings and in coordination with the City's desired street character.




**Example of Public Wayfinding Signage.**

### 3.4.5 PUBLIC OPEN SPACE

Public open space is generally defined as a social space such as a town square that is open and accessible to all, regardless of gender, race, ethnicity, age or socio-economic level. According to the Project for Public Places (PPS), great public spaces are where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. They are the "front porches" of our public institutions – libraries, field houses, neighborhood schools – where we interact with each other and government. When the spaces work well, they serve as a stage for our public lives.

**The lake at Willow Walk provides an open space amenity for residents in the community.**

PPS has found that successful public spaces have four key qualities: they are accessible; people are engaged in activities there; the space is comfortable and has a good image; and finally, it is a sociable place: one where people meet each other and take people when they come to visit. The City has incorporated goals and policies into this General Plan to facilitate the construction, enhancement, and maintenance of public open space in Hemet as a means of transforming its public spaces into vital places that highlight local assets, spur rejuvenation and serve common needs.

**Florida Avenue viewshed at Kirby Street.**

## 3.5 PRESERVING VIEWSHEDS AND HILLSIDES

Hemet is blessed with an abundance of natural beauty and stunning views of the area's mountains and hills. While this scenery is important to the overall quality of life in Hemet, scenic vistas and viewsheds are often destroyed during periods of rapid change. Identifying and protecting these assets is an important part of creating and maintaining a visually attractive community. Scenic areas endow communities with substantial benefits, such as higher property values and increased tourism revenue. Protecting scenic vistas and viewsheds from the effects of haphazard development will allow Hemet to preserve its unique charm, build civic pride,

Integrating hillside vegetation and natural forms and managing vegetation to reduce wildfire risks will preserve Hemet's hillsides as a scenic resource. View of Idyllwild from Simpson Park.

An example of hillside preservation with recreational amenity at the Four Seasons Golf Course in west Hemet.

Hemet area hillsides.

and attract positive growth to the area. Figure 3.7 shows the major hillside areas in the City and Planning Area.

### Viewsheds

In some cases, commercial signs can degrade the value of viewsheds along public rights-of-way. Balancing the needs of businesses with the importance of preserving scenic views will be an ongoing process for the City. Along Florida Avenue, the General Plan aims to limit building heights to one- or two-stories to maximize views toward Idyllwild, the San Jacinto Mountains, and other scenic resources. Policy CD 4.2 limits building height on both sides of Florida Avenue from Gilbert Street to Buena Vista Street, to preserve the mountain viewshed.

### Hillsides

Hillside areas are used as landmarks and offer a sense of direction or orientation. Hillsides also create edges that define Hemet's sense of place and offer opportunities for both recreation and habitat preservation. Significant hillside areas are located both in the northwest and along the southern portions of the Planning Area, extending from Diamond Valley Lake to the southeast, and up into the eastern end of the Planning Area. Scenic qualities offered by Hemet's hillside areas include prominent ridgelines, scenic corridors and canyons, view corridors, and vista points.

Land use and development decisions should make the most of the natural assets of a particular location. Preserving the prominent hillsides and ridge lines in and around the City is important. Many of the Planning Area's hillside areas are characterized by slopes steeper than 25 percent. Hillside vegetation is composed principally of chaparral, mixed with Riversidean sage scrub, which is considered sensitive habitat under the Riverside County Multiple Species Habitat Conservation Plan (MSHCP.) In addition, the Planning Area's hillsides are rated as extreme fire hazard areas by the California Department of Forestry and Fire Prevention. Piecemeal changes of wilderness areas to urban uses, including areas in and around Hemet, can increase the overall risk of property damage and loss of life from fires and seismic-related ground failure in the Planning Area, will reduce habitat for sensitive species, and may sever connections between large habitat resources and reserves.

As demand for housing in the community increases, the search for upscale housing locations will lead many new residents to the area's beautiful hillside locations. Unfortunately in some cases, a homebuilder's desire for isolation and scenic views can run counter to the City's desire to protect hillsides from development that would dominate the hillside landscape, break up natural landforms and ridges, endanger residents, and degrade habitat resources. Hillside development can negatively affect the look of the Valley's signature ridgelines and hillsides. Oftentimes, houses dominate hillside views rather than blending in with the natural landscape. During development, the outer surface layer of soil is disturbed and the lighter subsurface soil is exposed. The resulting visual contrast

can create an eyesore. Excessive disturbance of existing landforms along major ridgelines and hillsides also eliminates existing vegetation and creates new runoff and erosion problems.

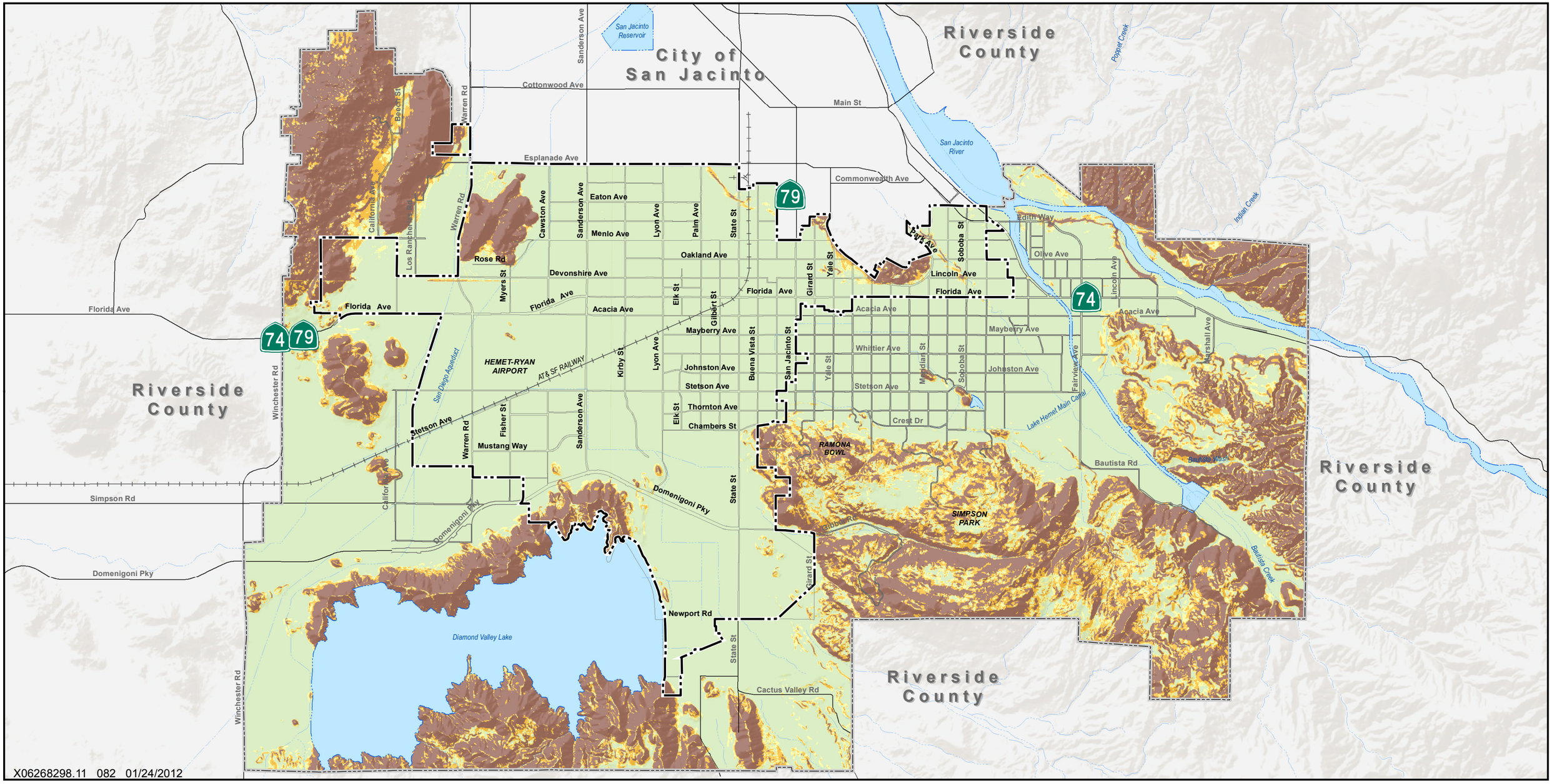
The City recognizes hillside areas as an important aesthetic resource. General Plan policies reflect a balance between the community's desire to preserve hillsides and property rights. Hemet's hillside areas will remain a rural, low density environment, where impacts from landslides and wildfires are minimized, wildlife and habitat resources are conserved, and the scenic beauty of the ridges and natural landforms in the area is maintained.

Hillside areas are designated either Open Space or Hillside Residential on the Land Use Map (Figure 2.1). Goals and policies for hillside development provide a framework to define the desired future use of the hillsides, including housing, agriculture, resource protection, or recreation purposes.

Hillside area development should follow the development character guidelines contained in Table 3.1.

Table 3.1
Desired Hillside Area Development Character

| Percent Slope | Development Characteristic / Intensity |
|---|---|
| Less than 10% | Generally considered to be minimum slope areas, and as such may be mass graded for development. Significant environmental features may be required to be preserved. |
| 10% to 15% | Mass grading may occur, but grading should utilize contour grading techniques. Significant environmental features may be required to be preserved. |
| 15% to 25% | All grading should be contoured and sensitive to significant environmental features. Mass grading is not appropriate. The amount of grading should be what is minimally required to establish custom building pads and entry access. Custom architectural designs which enable the reduction of building pad areas are encouraged. |
| 25% and above | Grading and development within this slope category is generally discouraged except where the following findings can be made:<br>❖ Linkage / Access: The area in excess of 25 percent slope is minimal and represents the only means of access or linkage to another area of less than 25 percent slope which otherwise could not be developed.<br>❖ Custom Home Sites: Dwellings have been designed to fit the terrain so that there are no significant external signs of grading through the use of stepped foundations, small retaining walls, post and beam construction, or similar custom design features.<br>❖ Driveway Access: Access to the site is designed to blend with the natural terrain as much as possible while maintaining a less than 15 percent grade.<br>❖ Aesthetics: Visual impacts are not found to be significant.<br>❖ Safety: No adverse impacts to the public health, safety, and welfare are present. |

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Sources:
Census Tiger Line Data 2005
ESRI 2010

1 0.5 0 1 2 Miles

LEGEND

Slope
- 0 - 10%
- 10 - 15%
- 15 - 25%
- 25% +

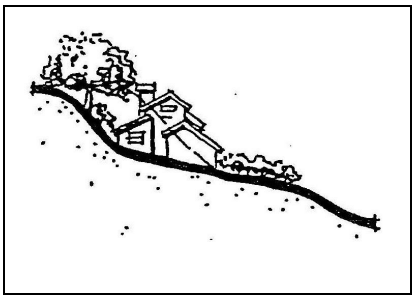
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Figure 3.7
**HILLSIDE AREAS**
Hemet General Plan

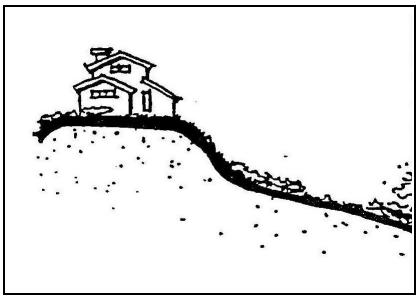
Back of Figure 3.7

Viewshed preservation and hillside development will be guided through implementation of General Plan goals and related policies and programs, which are applicable to portions of the Planning Area featuring slopes in excess of 10 percent.

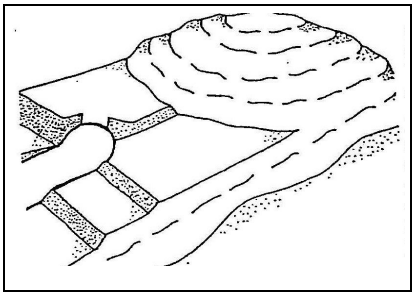
Illustrated examples of appropriate hillside development are shown below.



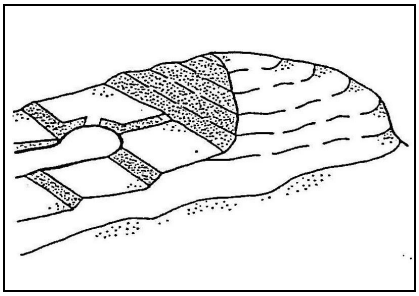
Acceptable: Development is stepped to match profile of the original ridgelines and incorporates landscaping to soften building profiles.



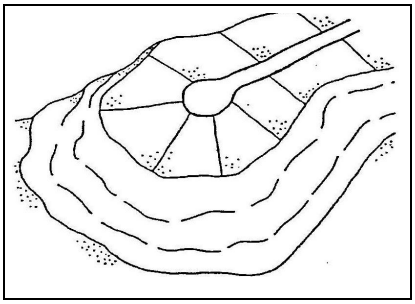
Unacceptable: Profile of building not in concept with line of slope or ridgeline.



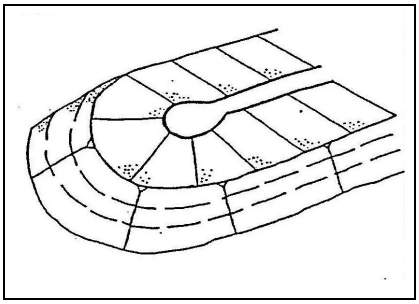
Acceptable: Edges of cut slopes are contoured to match existing hillside backdrop.



Unacceptable: Typical standard cut slope has manufactured appearance.



Acceptable: Lots use "shallow/wide" format to work with natural contours.



Unacceptable: Daylight line, lot depth and size, and slope gradient have harsh manufactured appearance.

Manufactured slopes in excess of 4 feet in vertical height shall be landscaped. Manufactured slopes in excess of 15 feet should be provided with landform planting pursuant to the guidelines below and Diagram 3.1.

- Landform planting consists of a planting design that reinforces or recreates the visual appearance of a natural feature.
- Within landform planting concepts, plants are grouped within swale areas to more closely reflect natural conditions.
- In plan view, plant materials are grouped to create the appearance of "shelf" configurations.

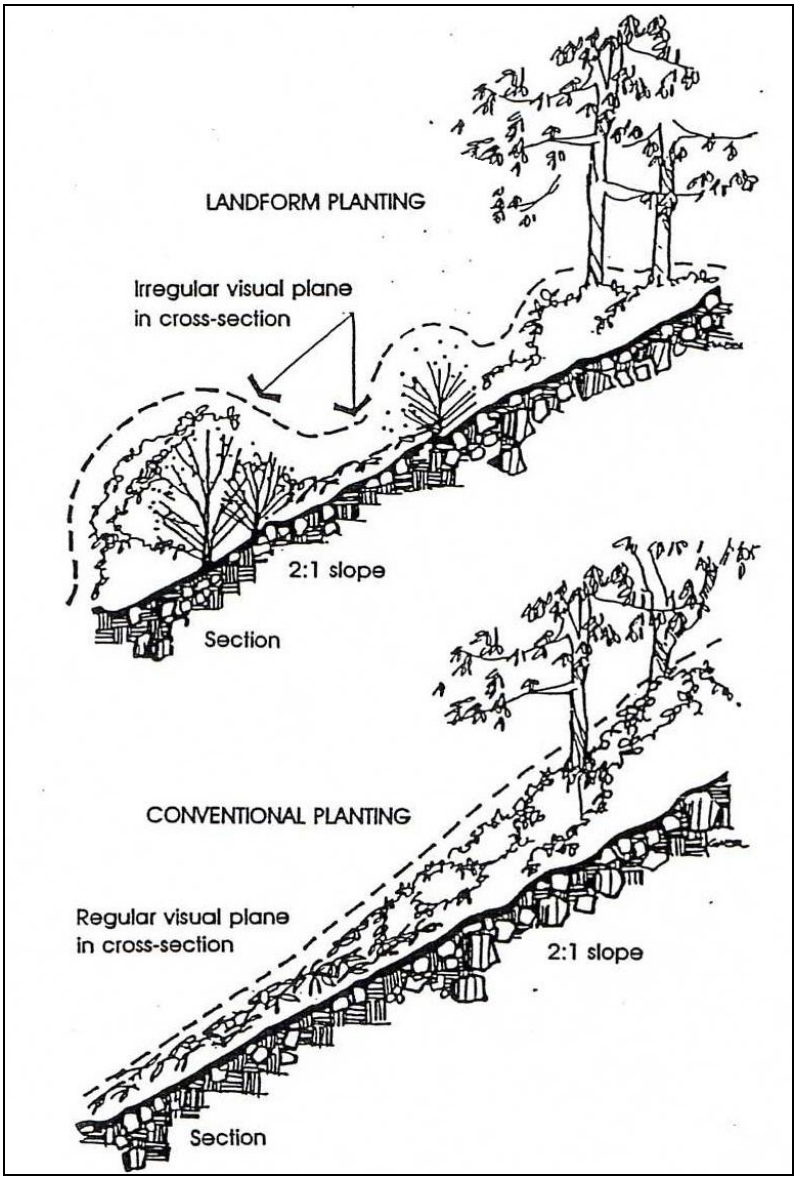



Diagram 3.1

A row of palm trees establishes a visual corridor within this commercial center. The corridor is visually attractive and helps distinguish entrances and exits for motorists.

## 3.6 SITE DESIGN

Site planning considerations include building locations, parking areas, pedestrian walkways, driveways, trash enclosures, loading docks, and service access, in addition to other physical characteristics. Good site plan designs incorporate all the physical characteristics of a large commercial, industrial or office center into a logical design that reduces pedestrian and vehicular conflicts, increases functional compatibility between buildings and facilities, orients buildings to the street, and includes pedestrian amenities, such as plazas or paseos. Site planning also accounts for pedestrian and automobile circulation. Both are necessary for the success of large commercial centers.

Good site design can also minimize the proliferation of commercial strip malls prevalent in many older communities. Strip malls face major traffic routes, feature few pedestrian connections to surrounding neighborhoods, and support use of the automobile over alternative transportation modes.

Commercial design should place buildings near the street right-of-way.

The City encourages the use of shared parking and joint parking facilities to minimize the number of required parking spaces where adjacent uses create staggered parking demand. Surface parking areas should be oriented internal to the development rather than on the perimeter.

Establishing and maintaining individual parking areas for separate businesses is inefficient. Shoppers visiting more than one business must drive to each one, creating additional traffic hazards, especially when driveways are located very close to intersections. Furthermore, when individual businesses must provide their own parking, they cannot share overflow with their neighbors during peak hours, resulting either in excess street parking, lost of business, or the creation of parking lots much larger than necessary to serve typical levels of business.

Walkways and landscaping in retail centers should be used to minimize the visual effect of parking areas while preserving visibility for anchor stores.

On larger properties, anchor buildings should be sited toward the rear of the property, with ample parking located directly in front of the building. Pedestrian access such as walkways or paved routes should be created between all buildings. Smaller building pads should be oriented toward the street, but should not hinder visibility of the anchor store and parking areas. Encouraging this type of site design can minimize the visual effect of wide expanses of parking lots, typical of many of Hemet's existing shopping centers.

Diagram 3.2 shows examples of development patterns that the City discourages along the Florida-Devonshire-Acacia Commercial Corridors. In the example on the left, properties are built in isolation from one another. Placement of structures within lots is inconsistent, and unsightly block walls or chain-link fences often separate adjacent parcels. The shopping center shown on the

right demonstrates a situation where buildings are constructed as a cohesive unit, but the long, straight frontage creates an unattractive monotony. Instead of many small parking lots, one large sea of parking faces the street. Such development presents an unattractive image of Hemet to travelers along Florida Avenue and parallel east-west routes.

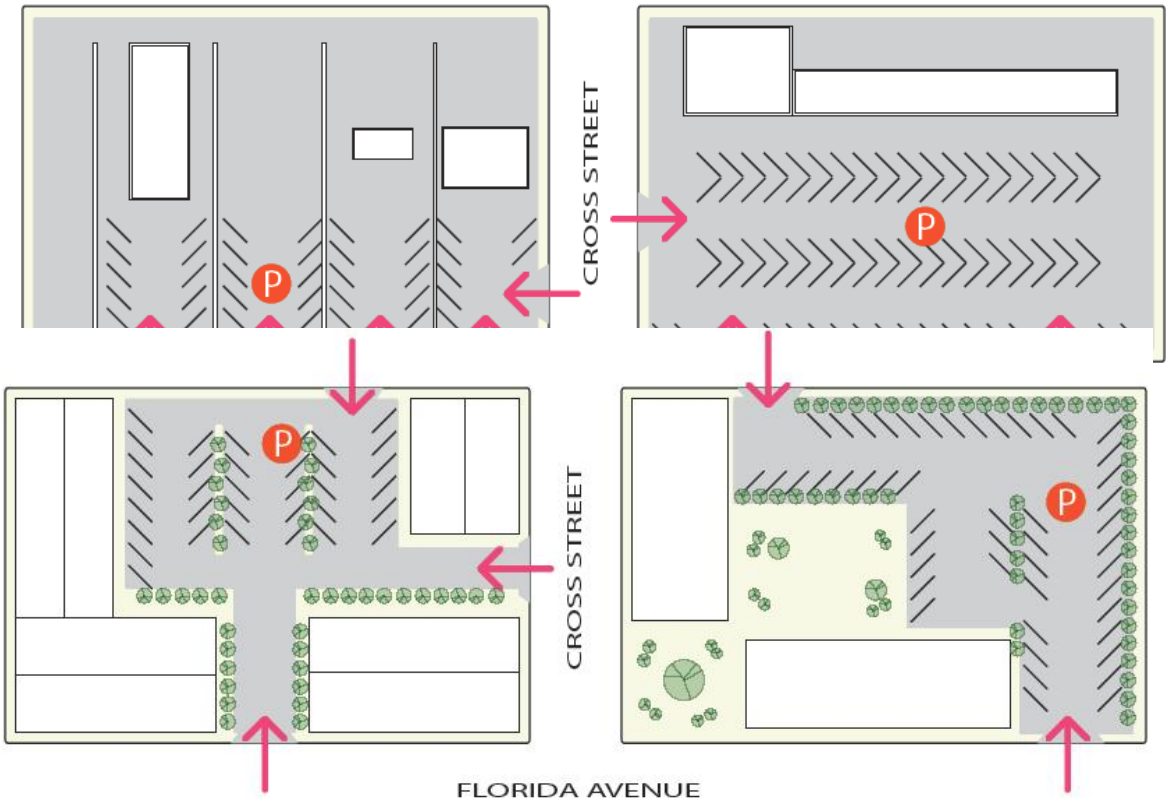



Diagram 3.3 Desired Commercial Activity Centers for the Florida-Devonshire-Acacia Corridors

Diagram 3.3 provides examples of activity centers that the City desires for new commercial development within the Florida Commercial District. The design of the two centers shown here emphasizes a more unified, landscaped design that adds value to the businesses and enhances the appearance of the property from the roadway. Buildings on each site are arranged to create enclosed spaces, establishing places for people to gather or dine outdoors. Structures are also placed to present drivers on Florida Avenue with a more interesting view than the sea of parking offered in Diagram 3.1.

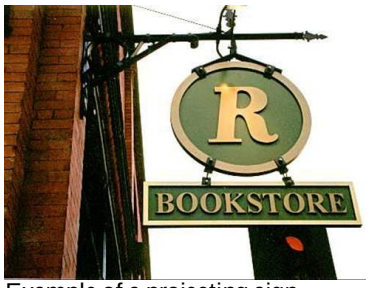
The two sample parking arrangements shown in Diagram 3.3 wrap around and behind the businesses they serve instead of standing between the businesses and the street. The number of driveways is lower and driveways are placed further from intersections, reducing potential traffic conflict points. Sharing parking spaces is important because peak hours for different types of businesses are different. A bank and a move theater, for example, have little overlap in operating hours and can thus use the same parking

Example of a high quality wall sign.

spaces at different times of day, reducing the need for both businesses to maintain their own, separate parking.

### 3.6.1 SIGNAGE

Signs are an important identification element for any City. Signs influence the overall character and appearance of Hemet's cityscape, and should be given as much consideration as architectural styles or building sites. Signs must be an integral part of overall project design of a project, not an afterthought. Signs should serve the City's interests in maintaining and enhancing Hemet's visual appeal for residents, tourists and other visitors. Good design and placement of signs prevents the degradation of visual quality which can result from poor design, location, or maintenance.



Example of a projecting sign.

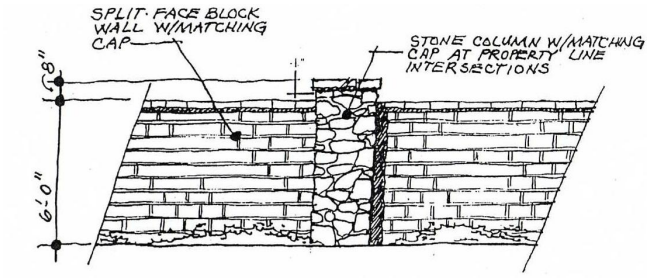
The City recognizes that signs are important to the economic well-being of businesses. As tenants install signs, they must comply with all applicable sign regulations and fit with the architectural character, proportions, and details of the development.

Due to Hemet's growth and the continued expansion of development into once rural and agricultural areas, commercial advertising may create conflicts between businesses and residents. The City will use rural sign standards and streetscape elements to create a sense of place while respecting the rural character of outlying portions of the Planning Area.

The City intends to update and expand the current sign code to limit the proliferation of oversized signs and ensure high quality sign design.

### 3.6.2 WALLS AND FENCES

A component of Hemet's street-level image is portrayed in the fences and walls on the perimeter of residential subdivisions and commercial developments that are visible from the City's major corridors. The specific design of the wall or fence sets a strong design theme for the individual project and the neighborhood or district where it is located. Perimeter fencing should be constructed out of durable decorative materials that correlate to the architectural design theme of the project, neighborhood or district. Although the installation of solid walls is discouraged along major roadways, it is sometimes necessary for screening, safety, or sound attenuation purposes. Where walls or fences are necessary, the following should be considered:



Project Theme Wall Example.

- Wrought Iron Fencing. Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.

- Multi-family Development. New multi-family developments should consider rear façades which front public rights-of-way as the primary elevation in the design of the project. Street façades which are designed to include landscaped berms and tree planting are recommended over solid walls or fences.

- Bermed landscaping is encouraged to be used as an alternative to development of walls and fences.

- Rural Fencing. Solid walls and fences should be avoided in rural residential areas except around courtyards, patios, or pool areas where privacy is needed. Open fencing types should be the rule in rural areas to maintain a feeling of openness and space. Use wall and fence materials consistent with the established theme of the area. Avoid high, solid fencing in favor of low walls, low split rail, range, or other types of open fencing.

- Infill Development. Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces and surrounding developments, streets, and pedestrian ways, and should respect existing view corridors to the greatest extent possible.

- Theme walls. Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled in" appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.

- Landscape buffering. Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.

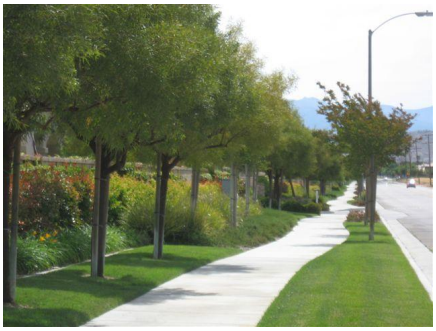
- Maintenance. When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.

**SUSTAINABLE LANDSCAPING SOLUTIONS**

Some of the solutions being developed are:

- Reduction of stormwater run-off through the use of bio-swales, rain gardens and green roofs and walls.
- Reduction of water use in landscapes through design of water-wise garden techniques
- Bio-filtering of wastes through constructed wetlands [
- Landscape irrigation using water from showers and sinks, known as gray water
- Integrated Pest Management techniques for pest control
- Creating and enhancing wildlife habitat in urban environments
- Energy-efficient landscape design in the form of proper placement and selection of shade trees and creation of wind breaks
- Permeable paving materials to reduce stormwater run-off and allow rain water to infiltrate into the ground and replenish groundwater rather than run into surface water
- Use of sustainably harvested wood, composite wood products for decking and other landscape projects, as well as use of plastic lumber
- Recycling of products, such as glass, rubber from tires and other materials to create landscape products such as paving stones, mulch and other materials[
- Soil management techniques, including composting kitchen and yard wastes, to maintain and enhance healthy soil that supports a diversity of soil life
- Integration and adoption of renewable energy, including solar-powered landscape lighting

Project entries are typically formed with walls, signage and landscaping such as this one at the entry of the Del Webb community.



Landscaped setback on Mustang Way.

Drought tolerant streetscape on Searl Parkway.

Streetscapes with pedestrian amenities create walkable environments and pedestrian linkages between communities, such as this one on Sanderson Avenue.

### 3.6.3 LANDSCAPING

Landscaping plays a critical role in determining the overall image that Hemet conveys. Additionally, good landscaping adds to the quality of life of both residents and visitors. Hemet's dry climate provides a challenge to establish and maintain a high standard of landscape environment. City landscape guidelines require developers and residents to incorporate native drought-resistant vegetation and mature shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage. Sustainable landscaping solutions are encouraged such as using landscape areas for stormwater management and treatment.

Although some of Hemet's streets lack consistent street tree themes, the City has been named a Tree City USA annually since 1987 showing that the City values its trees for their beauty, grace, and positive investment in a healthy future environment. General Plan policies establish a master plan of street landscaping to ensure the identification of appropriate street trees for individual streets, while encouraging a diversity of trees in Hemet's urban forest. Policies in the Open Space and Conservation Element (Chapter 7) encourage the preservation of mature and heritage trees and use of California-friendly and shade trees.

The City intends to continually update the landscape standards in the City's codes for residential, commercial and industrial development to conform to evolving state and federal legislation regarding sustainability. These updates will consider ways to increase the amount of required landscaping while conserving water resources and using appropriate drought-tolerant plant materials, and require property owner maintenance of all landscaped areas.

### 3.6.4 CREATING WALKABLE COMMUNITIES

Good community design featuring pedestrian access and amenities offers a pleasurable walking environment, and can help create successful shopping centers and residential areas. Walkable communities generally strive to include:

- A town center that offers shopping, public spaces, community services, and entertainment;
- Mixed-use neighborhoods with businesses and residences located near each other. Compact development, as opposed to sprawl. People can walk to work, shops, and schools;
- Public space with parks and other places where people can gather and play;
- Street and parking lot designs that encourage walking with sidewalks, shade trees, benches, appropriate ramps, medians,

and other basic amenities that make walking feasible and enjoyable for everyone;

- Streets and trails that are speed-controlled, well-linked, and designed to encourage fewer and shorter vehicle trips;
- Public transportation that is readily accessible and extensive; and
- Residential neighborhoods that are interconnected and designed at a scale that encourages alternatives to the automobile.

Trails within the Willow Walk community provide opportunities for walking and exercise.

Given the demands of automobile travel in urban areas, it is difficult to make adequate provisions for pedestrians. However, encouraging pedestrian amenities can be beneficial, especially in retail commercial areas of the City. While many residents make one-stop shopping trips, improved walkability encourages shoppers and visitors to venture on foot beyond their intended destinations, reducing automobile trips.

Mixed-use centers should incorporate parking within the site to maintain a pedestrian-oriented street environment.

In residential areas, creating walkable environments and pedestrian links to commercial or public uses will encourage residents to consider alternatives to the automobile, and will also create a stronger sense of community that can positively affect quality of life. Various aspects of creating and expanding walkable opportunities including the health, environmental and economic benefits are further discussed in the Land Use Element, the Circulation Element, and the Recreation and Trails Element.

Mixed-use development and well-designed streetscapes and street furniture provide human-scaled developments.

### 3.6.5 MIXED-USE DESIGN

The General Plan encourages mixed-uses in appropriate areas. Mixed-use development combines commercial, office, and residential uses within a single building or on a single site. The success of mixed-use derives from the idea of creating complementary and supportive services and activities. An important benefit of mixed-use is that it encourages activity throughout the day. Residential uses can support both existing and new retail tenants by creating opportunities for activity in the area after business hours. If designed correctly, mixed-use areas can become destinations for living, eating, shopping, working, and socializing.

Vertical land use mixes may include live-work units and residential and office uses above retail.

Successful mixed-use communities include design components like pedestrian interaction and connectivity, signs, lighting, and parking. Encouraging human activity at the street level is vital to the success of the commercial component of a mixed-use building. Good mixed-use development design clearly differentiates between the commercial, residential, and/or office uses within a project or area.


Rural street setback in northwest Hemet.

In most cases, development of mixed use areas will require specific plans that outline the urban design features of the area. High quality, well-integrated design will be a minimum requirement for project approval.

The City's mixed-use development policies incorporate a variety of the following design concepts:

- Include a variety of land uses blended together either vertically or horizontally, such as having commercial space on the first floor and residential uses on the higher floors;

- The scale of mixed-use buildings may go beyond two stories. By increasing the scale and height of buildings, a larger area on the ground is made available for open space, plazas, and increased pedestrian uses. This allows for more innovation in architectural and landscape design;

- Increasing the height of buildings in mixed-use areas allows potential increases in both commercial and residential development. The allowable height increases should be designed to avoid adversely affecting surrounding low density residential uses. If mixed-uses abut single-family residential areas the new development should be stepped back and reduced in height to be sensitive to the scale of the residential neighborhood; and

- Parking design should not be the dominant visual element of a mixed use project. Large expanses of parking in front of buildings is not appropriate for successful mixed-use development. Where possible, joint parking facilities and subterranean parking are encouraged. Surface parking should be placed in internal locations on mixed-use projects. Where possible, residential parking should be separated from commercial parking.

### 3.6.6 SAFESCAPE - DEFENSIBLE SPACE DESIGN

The quality of life one feels in a community is often associated with a feeling of personal safety. Stable neighborhoods have high levels of personal and community safety. Improvement of the physical environment is one element in creating safe and stable neighborhoods and commercial districts. Crime-free design principles in new development will improve the community image and thereby improve the quality of life for the entire community. Components of establishing safe environments and defensible space include:

- building design;
- site design/neighborhood layout;
- landscaping;
- lighting;
- maintenance and code enforcement;

- land use compatibility; and
- Neighborhood Watch programs.

Example of traditional single-family residential architecture.

### 3.6.7 DESIGN GUIDELINES

The City of Hemet has adopted a series of design guidelines that address single-family residential design, multi-family residential design and commercial design. These guidelines are used to guide and direct new development or redevelopment.

Design guidelines are also found in various specific plans adopted by the City. Typically these guidelines are associated with individual development projects or community plans. All of the above referenced guidelines are found in the individual specific plans or separate documents which have been adopted by ordinance or City Council resolution.

## 3.7 NEIGHBORHOOD COMPATIBILITY

Neighborhood compatibility refers to the proper balance that must be achieved when new development occurs in an existing neighborhood. The intent of the General Plan is to ensure that growth and modernization is done in a manner that recognizes and respects the unique features and characteristics of established neighborhoods and land uses, thereby ensuring continued enjoyment of the City's quality of life for all residents.

### 3.7.1 PRESERVING RURAL DEVELOPMENT CHARACTER

While Hemet has experienced rapid growth in recent years, there remain areas that have retained their rural residential character. The Land Use Element establishes maximum density ranges to preserve the desired rural character of these areas. Other design factors can be incorporated into the City's zoning and subdivision codes to enhance the rural residential environment, as follows:

- reduce the minimum width of roadways and improvement requirements and establish a separate street lighting requirement;
- modify the road design standards to eliminate vertical curbing, paved gutters, and sidewalks. (Alternative drainage techniques may be considered if adequate drainage conditions are provided.); and
- provide open space and recreation buffers, increased setbacks, and landscape screening to minimize the intrusion of light and glare from more intense development.

Streetscape buffering between agriculture and rural residential development in northwest Hemet.

Diagram 3.4 shows an appropriate site plan for buffering existing agricultural uses from adjacent new single family residential units.

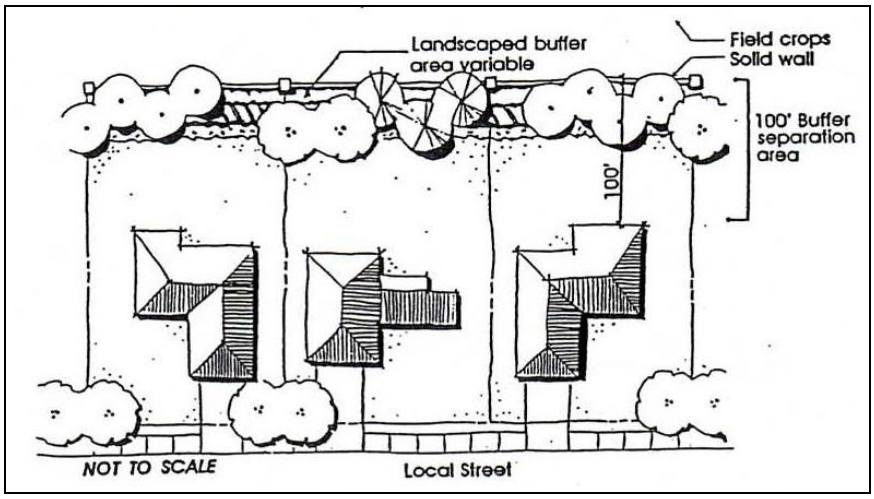



Diagram 3.4 Single-Family Residential Buffer with Agriculture.

Diagram 3.5 shows an appropriate site plan for buffering existing agriculture uses from new residences being constructed on the opposite side of a shared roadway.

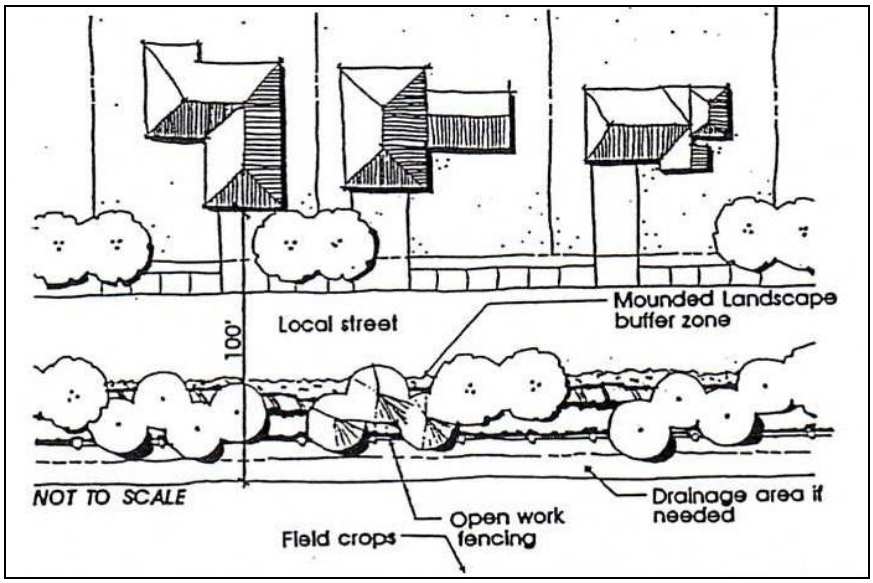



Diagram 3.5 Single-Family Residential and Agriculture Buffer with Roadway.

### 3.7.2 COMPATIBLE INFILL DEVELOPMENT

As development and redevelopment activity continues to increase in the Planning Area, land use conflicts are more likely to occur. Land use conflicts affect existing neighborhoods or districts through traffic, parking, noise, and school enrollment rates. The General Plan and the zoning code establish building and development standards for every property in the City. If a property owner complies with these standards, they have an inherent right to use, develop, or redevelop land. The General Plan sets a foundation for the future vision of the City. This gives City staff the tools necessary to work with property owners and communicate the vision for a neighborhood at the outset of the development process. The General Plan

advocates new development in the future growth area west of Hemet and infill development that is compatible, both physically and functionally, with its surroundings.

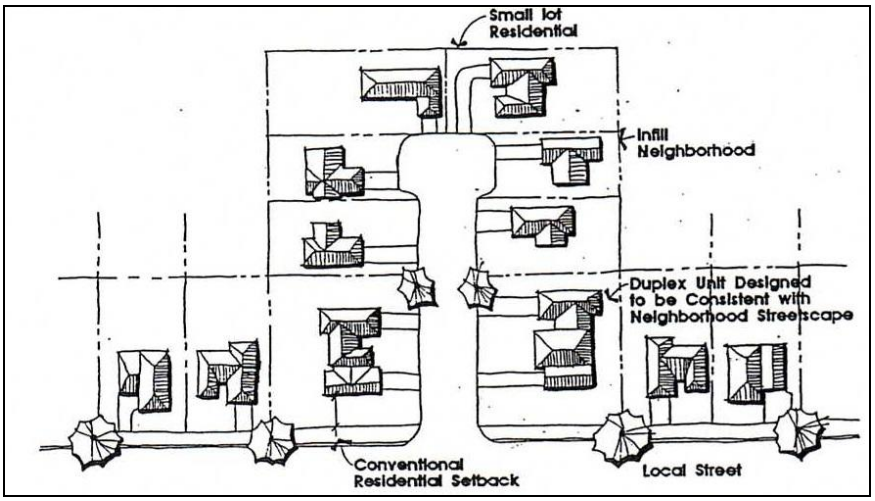



Diagram 3.6 Residential Infill.

In areas where new development interfaces with older, rural development, noise, traffic, and animal-keeping issues may arise. There are two key areas where rural community character preservation is most important. These areas include the western portion of the Planning Area, north of Florida Avenue in the Northwest District; and rural neighborhoods south of Esplanade Avenue between Lyon and Palm Avenues in the Central Hemet District.

To preserve rural communities located west of the current City limits and north of Florida Avenue, the land use plan requires development in areas designated Rural Residential and Hillside Residential north of Devonshire Avenue to maintain a minimum lot size of 5 or 10 acres, depending on location. These minimum lot size provisions are identified on the Land Use Map (Figure 2.1).

In areas where low intensity development interfaces with higher intensity development, transition zones are needed to provide appropriate buffers. Maintenance of transition areas will protect established land uses and establish gradual steps to more intense development. Transitions will be based on lot size as well as factors such as character, road standards, streetscapes, compatible architecture, setbacks, and building heights. For example, transition areas include rural neighborhoods south of Esplanade Avenue between Lyon and Palm Avenues, and the northern portions of the mixed-use area located near the corner of Devonshire and California Avenues.

Other City land use policies will minimize land use conflicts as they arise. For example, higher density residential uses will form buffers between commercial areas and lower density residential neighborhoods; and site design and landscaping will provide appropriate transitions between industrial and commercial uses.

New Development in Older Downtown Area.

### 3.7.3 REVITALIZING AND PRESERVING NEIGHBORHOODS

As Hemet continues to grow, the City will emphasize preservation of the rural character, where appropriate, while also attracting new, high-quality development. Additional emphasis will be placed on maintaining and enhancing the City's older residential neighborhoods and commercial and industrial areas. As new development occurs, private investment in these older areas is often overlooked. These areas still serve an important function in Hemet, providing housing opportunities for residents and offering commercial services and employment opportunities. A critical component in the City's vision is the preservation and enhancement of its network of neighborhoods. Residents take more pride when their see their neighborhoods improving. Thus, a comprehensive approach to property maintenance and improvement will ensure that these areas do not become obsolete or undesirable. The City has instituted the Hemet Restoring Our Community Strategy (ROCS), a comprehensive property maintenance and code enforcement program that will focus attention on this issue.

Hemet contains many vacant and underutilized lots that can accommodate infill development. By absorbing growth into existing communities, this infill relieves growth pressures on rural areas and can improve quality of life within older areas of the City. Infill development benefits Hemet by revitalizing older areas of the City, preserving open space and other natural areas, and minimizing the high cost of building infrastructure to support development that has spread far from the traditional City center.

## 3.8 DOWNTOWN DESIGN ELEMENTS

Older downtowns throughout the country have experienced difficulty in maintaining their prominence and viability in comparison to newer suburban commercial development. Hemet's downtown is no different. Faced with constraints of space, lot configuration, and aging infrastructure, development of a vibrant downtown requires a comprehensive development plan and involvement of all segments of the community, both public and private

### 3.8.1 DOWNTOWN HEMET DISTRICT

Hemet Historic Depot Building and Museum.

The 1992 General Plan was amended in 1999 to establish the Hub of the Valley Plan to create a major activity "hub" in the center of the San Jacinto Valley. It is being updated in this General Plan to incorporate additional guidelines and revised boundaries. The Greater Downtown District, as described in Section 2.7.1 of the Land Use Element and represented graphically in Figure 2.4, replaces the Hub of the Valley Plan. However, the goals of the Hub of the Valley Plan are still applicable:

- create a reason for people to visit downtown Hemet;

- increase property values;
- attract private investment;
- create an environment for people to gather day, or night, where it is safe and desirable;
- increase retail sales;
- link major land uses with a pedestrian network between San Jacinto Avenue and State Street to enhance pedestrian circulation, and enhance vehicular circulation; and
- attract new land uses, combined with new public uses which will enhance activity levels.


Hemet Valley Hospital.

### 3.8.2 DOWNTOWN DESIGN GUIDELINES

The design guidelines established in 1999 for the Hub of the Valley are being expanded and readopted as the "Downtown Design Guidelines" to reflect the concepts and policies in the General Plan.

The updated polices and guidelines for the Downtown District reflect a continued commitment to preserving Hemet's historic resources, a strong belief in the viability of a revitalized Downtown, and recognition that sustainable development and design is a vital component of community growth and change. Like many older cities, Hemet has a distinct greater downtown area characterized by a traditional street grid system, older homes and buildings, and a varied land use pattern.

To create a "Walkable Downtown", the following key areas and land uses will be linked with pedestrian circulation routes, vehicular circulation, and common design elements:

- Santa Fe Depot/Museum
- Historic Harvard Street District;
- downtown commercial area;
- civic center complex (including City Hall, the James Simpson Neighborhood/Senior Center, public library, Fire Station #1, City Council Chambers, and the police station);
- Hemet Valley Hospital and related medical offices;
- Weston Park; and
- the proposed Metrolink station/mixed use transit village.

### 3.8.3 CIVIC CENTER MASTER PLAN

A conceptual master plan for a civic center was developed when the plans for the library were being formulated and included here as Diagram 3.7.

The master plan shows future public building potential that would enhance the civic center's prominence as an activity node in the Downtown District.

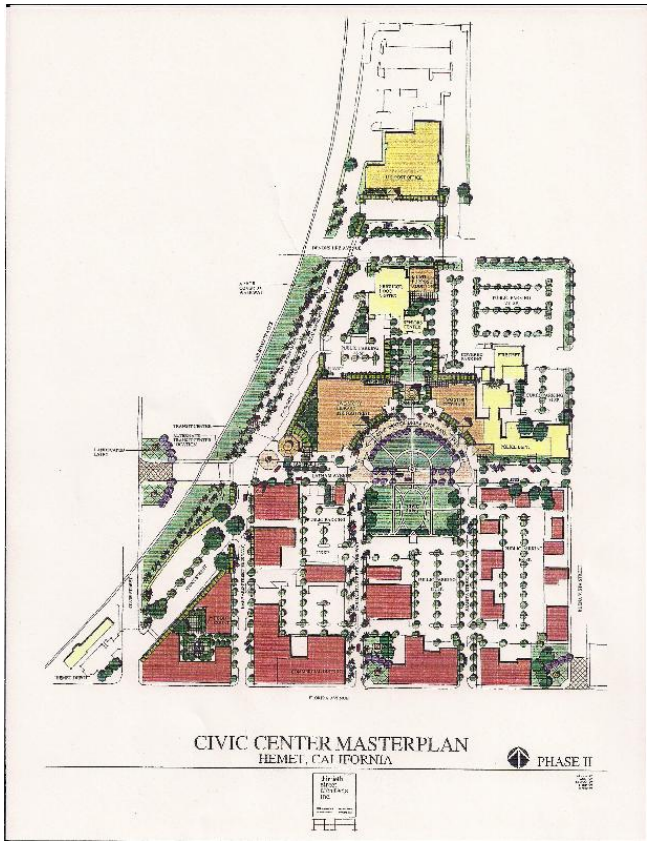



Diagram 3.7 Civic Center Master Plan.

The master plan shows the relationship of the civic center to the downtown commercial core, establishing pedestrian linkages to the Florida Avenue corridor to the south. The railroad right-of-way alignment is shown as a location for such a linkage. Key entry nodes are also shown in the master plans. The master plan should remain flexible so that it can retain its relevance in the future years.

Metrolink Station.

### 3.8.4 TRANSIT-ORIENTED DEVELOPMENT

Downtown Hemet is shown on the Metrolink master plan as a terminus station location for its Riverside County line. Future development in the area surrounding the station will attract a variety of mixed uses and intensification of uses is encouraged through transit-oriented development (TOD). The TOD area will seek to increase the connectivity and maximize the synergy between the Metrolink station and the Downtown District. Creating a transit village within the City can help foster the distinction of the station as an employment gateway and become a catalyst for downtown revitalization.

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# GOALS AND POLICIES

## COMMUNITY DESIGN

| GOAL CD-1 | **Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.** |
|---|---|

### POLICIES

**CD-1.1** **Unique Sense of Place** Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.

**CD-1.2** **Hemet's visual image** Reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains.

**CD-1.3** **Focal Points** Target visually prominent areas of the community, such as the downtown, gateways, and major activity centers, as focal points that receive particular care and civic attention.

**CD-1.4** **Sustainable Tourism** Maintain and enhance year-round opportunities for sustainable tourism based on the area's natural resources, historic heritage, and cultural amenities without diminishing the quality of life of current residents

**CD-1.5** **Design Excellence** Require design excellence and compatibility in site planning, architecture, landscape design and signage.

**CD-1.6** **Sustainable Design** Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.

**CD-1.7** **Public Art** Promote the use of public art at key intersections and public plazas to enhance the appearance and identity of the community.

**CD-1.8** **Public Art** Establish a program to encourage and oversee the placement of art in public and community places.

**CD-1.9** **Iconic Buildings** Encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the City's design form and identity.

**CD-1.10** **Neighborhood Street Trees** Encourage the strategic selection of street tree species to enhance neighborhood

character and identity and preserve the health and diversity of the urban forest.

| GOAL CD-2 | Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations. |
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POLICIES

CD-2.1 Gateways Develop a system of gateways and entrances to the City that include landscaping, walls, signage, and appropriate street furniture. Potential locations are shown in Figure 3.1 of the Community Design Element.

CD-2.2 Neighborhood Identification Entry nodes should be established in neighborhoods to provide neighborhood identity and pride of community.

CD-2.3 Community Landscape Require developers of residential subdivisions and commercial or industrial centers to submit a streetscape plan that defines a program of trees and plantings that uniquely identifies streets, principal entries and intersections, and activity centers such as parks and community centers within the development

| GOAL CD-3 | Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts. |
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POLICIES

CD-3.1 Public Streetscapes Provide public streetscapes that unify the City of Hemet and contribute to the unique identity of its neighborhoods, districts, open space corridors, and public places.

CD-3.2 Residential Subdivisions Require residential subdivisions to provide a 15-foot wide landscape setback adjacent to the public right-of-way when perimeter walls or fences are constructed and access to residential units is interior to the subdivision. Landscaped setbacks shall be a separate lettered lot and maintained by a property owners association or maintenance district.

CD-3.3 Streetscape Master Plan. Establish a comprehensive streetscape program for major streets in the City, including a unified landscaping, light, pavement and other public improvements, such as landscape medians.

CD-3.4 Enhanced Pedestrian Environment Promote the transformation of existing automobile-dominated

corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following:

- wide sidewalks,
- few curb cuts and driveways,
- enhanced pedestrian street crossings,
- building entrances oriented to the street,
- transparent ground floor frontages,
- street trees,
- streetscape furnishings, and
- pedestrian-scaled lighting and signage.

CD-3.5 **Variety of Streetcape Design** Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.

CD-3.6 **Landscaped Parkways** Require where appropriate the provision of landscaped parkways and street trees between roadways and sidewalks to create safe and attractive streets for pedestrians and motorists.

CD-3.7 **Drought Tolerant Landscaping** Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.

CD-3.8 **Arterial Landscaped Medians** Provide for landscaped medians along Florida Avenue and other identified arterial corridors that are uniform in design and unique to each, and which would incorporate items such a public art, drought resistant landscaping and wayfinding signs, as appropriate.

CD-3.9 **State Route 79 Corridor** Development along the future State Route 79 corridor shall incorporate complete architecture on all building façades. Perimeter walls and fencing should be designed to reflect a theme unique to Hemet.

CD-3.10 **Scenic Highway Landscaping** Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City's adopted Scenic Highway Setback Manual.

CD-3.11 **Street Trees** Select species of trees for parkways and medians that create an attractive visual framework, are

large enough to provide shade and identity, are water conserving, and are relatively low maintenance.

CD-3.12 Replacement Trees Replace any mature tree removed from private property or the public right-of-way with California-friendly or shade tree of similar size and shape, as reasonably feasible, and locate so as not to be a hazard or conflict with other utilities or public improvements.

## GOAL CD-4

Protect and preserve hillside areas as an important aesthetic and community resource.

### POLICIES

CD-4.1 Hillside Design Guidelines Require development in hillside areas to comply with the General Plan hillside policies and the City's adopted *Hillside Design Guidelines and Ordinance*.

CD-4.2 View Corridors New development should consider the preservation of significant view corridors of the surrounding hillsides in the design of new projects. Building heights along the Florida Avenue corridor (Gilbert Street to Buena Vista Street) shall be limited to a two story maximum height in order to maximize views toward Idyllwild and the San Jacinto Mountains

CD-4.3 Limit Grading Reduce the amount of grading for development by using natural terrain to determine development design.

CD-4.4 Cluster Development Encourage clustering of development to preserve the maximum amount of natural terrain as possible.

CD-4.5 Ridgeline Preservation New construction should not protrude above prominent ridgelines or ridge silhouettes as viewed from the valley floor. The prominent ridgelines within the General Plan study area should be preserved in their natural condition. In situations where compliance with the above guidelines would preclude reasonable use of the property, development should be stepped to match the profile of the original ridgelines, and should be softened with landscaping

CD-4.6 Native Plant Material Require the use of native plant material when revegetating open space areas or hillside areas disturbed with new development.

CD-4.7 Graded Slopes Hillside grading designs shall incorporate contour grading concepts which reduce the appearance of disruption of the natural hillside to the extent feasible.

a. Building form and siting should respond to the topography and should be consistent with significant landforms.

b. When building on a hillside, the architectural form of the structure or structures should reflect the underlying topographic form and retain the integrity of the natural slope.

c. Require revegetation and maintenance of graded slope areas to prevent erosion and visual scarring.

CD-4.8 Fencing Fencing of lots within natural hillside areas should be minimized except directly adjacent to the building pad.

CD-4.9 Setback Variation Variations in setbacks may be warranted in situations where adherence to nominal zoning requirements would otherwise prevent achievement of hillside design objectives.

CD-4.10 Natural Land Features Natural land features should be recognized and integrated into the site plan where feasible. Stream beds, hillsides, rock formations, unique vegetation, and similar natural features should be incorporated into the overall development concept.

CD-4.11 Slope Gradient Adhere to the Hillside Area Development Character guidelines in the General Plan regarding the relationship of grading intensity to degree of natural slope.

CD-4.12 Residential Variety Require that development in hillside areas include a range of styles and a naturalized and rural residential appearance.

CD-4.13 Natural Setting Require all development projects and roadways to display sensitivity to the area's natural setting, be designed to minimize visual impacts, and to use natural topography as a guide.

CD-4.14 Passive Recreational Resources Where possible, enhance and promote the use of hillside areas as prime scenic and passive recreational resources.

CD-4.15 Landform Planting Manufactured slopes in excess of 4 feet in vertical height shall be landscaped. Manufactured slopes in excess of 15 feet should be provided with landform planting pursuant to the Community Design Element.

| GOAL CD-5 | Promote attractive community design to make Hemet a more desirable place to live. |
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POLICIES

CD-5.1 Complete and Well-Structured Neighborhoods The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use, foster community pride, enhance neighborhood identity; ensure public safety, and address the needs of all ages and abilities.

CD-5.2 Scale and Character of Development New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.

CD-5.3 Scale of Development Require new development to follow site planning and architectural design principles that maintain the historic character, scale and integrity of the City's neighborhoods and districts, where applicable.

CD-5.4 Public Space Design Encourage design that improves public spaces, encourages pedestrian activity, and enhances sense of place within neighborhoods and commercial districts.

CD-5.5 Specific Plans Require specific plans to promote cohesive and integrated patterns of development for large undeveloped areas, especially areas designated for mixed use.

CD-5.6 Development Standards Continue to provide and update development standards to ensure higher quality building and site design.

CD-5.7 Design Standards and Guidelines Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.

CD-5.8 Lighting Aesthetics Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.

CD-5.9 Flexible Design Standards Promote flexible design standards for commercial development that enhances special identity and visual character.

CD-5.10 **Residential Variety** Encourage a variety of residential development types which display attractive design features and amenities, and are physically and functionally compatible with surrounding neighborhoods.

CD-5.11 **Buffers** Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.

CD-5.12 **Strip Commercial Centers** Discourage the construction of new strip commercial uses, and rehabilitate existing strip commercial centers to be more attractive and functional.

CD-5.13 **Driveway Access Points** Minimize driveway access points to commercial centers along major roadways by obtaining reciprocal access agreements with adjacent properties.

CD-5.14 **Buildings that Front Streets** Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, façade articulation, ground-floor transparency, and location of parking.

CD-5.15 **Screening of Off-Street Parking** Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.

CD-5.16 **Industrial Design** Ensure that future industrial development follows adopted Industrial Design Guidelines, and provides a clean and attractive appearance.

## GOAL CD-6

Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.

### POLICIES

CD-6.1 **Sign Design** Encourage interesting, creative, and unique approaches to sign design with the following:

a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building.

b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character.

c. Signs within the Downtown District should promote retail and street activity and enhance the pedestrian experience.

d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color.

e. Signs and sign monuments should be enhanced with the use of landscaping at their base.

CD-6.2 Sign Location Ensure that site plans for buildings and development projects identify locations and sizes for future signs.

CD-6.3 Sign Programs Require the submission of signage programs for all commercial and multi-tenant development.

CD-6.4 Public Wayfinding Establish a comprehensive public signage plan for public wayfinding that identifies the following:

- city entries,
- street names,
- public/community facilities,
- parks, trails and other recreational amenities,
- key districts such as downtown,
- public transit stations and stops,
- directional (wayfinding) information, and
- traffic control and parking.

## GOAL CD-7

Enhance the visual image of the City through landscaping and perimeter walls and fencing.

### POLICIES

CD-7.1 Comprehensive Landscape Plan Improve the appearance of the City's districts, edges and corridors through a comprehensive landscape plan, provision of open space buffers and a pedestrian and bike trail system.

CD-7.2 Walls and Fences Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:

a. Wrought Iron Fencing. Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.

b. Multi-family Development. New multi-family developments should consider rear façades which front public rights-of-way as the primary elevation in the design of the project. Street façades which are designed to include landscaped berms and tree planting are recommended over solid walls or fences.

c. Bermed landscaping is encouraged to be used as an alternative to development of walls and fences.

d. Rural Fencing. Solid walls and fences should be avoided in rural residential areas except around courtyards, patios, or pool areas where privacy is needed. Open fencing types should be the rule in rural areas to maintain a feeling of openness and space. Use wall and fence materials consistent with the established theme of the area. Avoid high, solid fencing in favor of low walls, low split rail, range, or other types of open fencing.

e. Infill Development. Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces and surrounding developments, open space, streets, and pedestrian ways, and should respect existing view corridors to the greatest extent possible.

f. Theme walls. Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled in" appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.

g. Landscape buffering. Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that

fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.

h. Maintenance. When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.

CD-7.3 Landscape Design Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.

CD-7.4 Public Landscaping Improve the appearance of neighborhood areas through public landscaping, location of open space buffers, and special landscape features.

| GOAL CD-8 | Facilitate good community design featuring pedestrian access and amenities that offer a pleasurable walking environment, and encourages residents to consider alternatives to the automobile. |
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POLICIES

CD-8.1 Outdoor Plazas Promote the establishment of outdoor plazas and courtyards in commercial centers, office complexes, at public buildings and in the Downtown District.

CD-8.2 Residential Pedestrian Connections Require the provision of safe, walk-able connections between residential developments, schools and park sites.

CD-8.3 Commercial Pedestrian Linkages Encourage the provision of pedestrian linkages to and within large commercial sites, where appropriate to the location, scale of the development, and proximity to residential neighborhoods.

CD-8.4 Increase Walkability Require new development to create walkable, pedestrian scaled blocks, publicly accessible mid-block paseos, and pedestrian routes where appropriate,

with sidewalks appropriately scaled for anticipated pedestrian use. Walkability can be enhanced by:

a. Discouraging wide expanses of parking lots.

b. Minimizing pedestrian-auto conflicts and ensuring a high-level of safety for pedestrians.

c. Providing pedestrian linkages between uses and buildings.

d. Creating an appealing street scene through the use of attractive street furniture and landscaping.

e. Designing commercial projects to feature a central plaza or main visual focus oriented toward pedestrian and transit connections.

f. Designing commercial projects with building façades that are interesting and in scale with the pedestrian. Ground floor elevations should avoid long bland walls. Windows and entrances should be located at frequent intervals.

g. Integrating features such as awnings and verandas that shield visitors from the elements.

h. Discourage projects that face inward, are surrounded by walls, or have no connection to neighboring uses.

CD-8.5 Neighborhood Amenities Encourage appropriately scaled neighborhood–supportive facilities and services to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents.

CD-8.6 Connections to Open SpaceEnsure that new residential neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.

CD-8.7 Walkable Streets Require design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveways curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.

| GOAL CD-9 | Maintain and create public spaces for people to gather within the City. |
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POLICIES

CD-9.1 Site Furniture Provide site furniture in areas with high pedestrian activity and provide for shade trees in pedestrian and plaza areas.

CD-9.2 Pedestrian-Orientation Ensure that pedestrian orientation is considered in development of the City's public spaces.

CD-9.3 Operating Costs Assure that operating and maintenance costs are adequately provided for publicly owned gathering places.

CD-9.4 Public Plazas Encourage public spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering places. These gathering areas can include plazas and sidewalk cafes that need to be located adjacent to businesses whose patrons would use the spaces.

CD-9.5 Multi-purpose Commercial Uses Encourage multi-purpose facilities within commercial developments that may be provided for a variety of public and private events.

CD-9.6 Day and Evening Activities Encourage a range of uses within the Downtown District and community-level commercial centers that provide for both day and evening activities.

CD-9.7 Common Space in Residential Areas Encourage common areas and facilities within residential developments to provide gathering areas for social and recreational activities.

CD-9.8 Public Wayfinding Include the development of public wayfinding programs when designing public open space.

| GOAL CD-10 | Establish mixed-use development standards that facilitate design excellence and compatibility with neighboring uses. |
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## POLICIES

CD-10.1 Mixed Use Development. Mixed use development should:

a. Encourage pedestrian activity by providing sidewalks with ample width, encourage on-street parking, include street furniture sited adjacent to the curb as a barrier to auto traffic, and encourage commercial spaces featuring frequent sidewalk entrances.

b. Create a credible residential environment by making commercial uses visually distinct from residential spaces. Dwelling units should exhibit a residential character, and residential entrances should read differently from entrances to commercial businesses.

c. Include public plazas that attract visitors to the public portions of the development, and offer private open space areas that limit intrusion by nonresidents.

d. Encourage the use of outdoor dining and gathering areas to provide street activity.

e. Incorporate transit systems and amenity within or serving the project, such as local jitney services, shuttle loops, or nonmotorized vehicular trails within the project area.

f. Inclusion of special landscape design improvements such as: streetscape design in the public right-of-way, pedestrian plazas, courtyards, sidewalk cafes and overall landscape design of project open space.

g. Provision of public park facilities, pedestrian connections and easements, bicycle routs that link activity centers and other mixed use areas.

CD-10.2 Commercial Orientation Require that commercial uses be located along the street frontage where sites are developed for mixed-use projects, with housing or offices on the upper levels or to the rear of the commercial uses.

| GOAL CD-11 | Utilize the principles of safescape and defensible space to improve community image and personal safety. |
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POLICIES

CD-11.1 Alleyways Alleyways should be designed so that adequate lighting and visibility is maintained.

CD-11.2 Corridors Narrow exterior corridors should be avoided. Site design should consider visibility and lighting. Dead-end corridors should be avoided.

CD-11.3 Building Design Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.

CD-11.4 Fences and Walls Walls and fences should be designed and placed where adequate visibility of the public rights-of-way can be maintained. Gates serve not only as access control but also as visual access points to public rights-of-way.

CD-11.5 Security Fencing Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access.

CD-11.6 Security Grilles Security grilles are discouraged in all new and existing development. In instances where the City determines security grilles are necessary they shall be designed and placed in the manor that respects the building architecture and conveys a positive image for the area.

CD11.7 Landscaping Landscaping should be places in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.

CD-11.8 Lighting Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas, pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.

CD-11.9 Parking Provide adequate parking for resident and guest vehicles so that front yards and streets are not overly congested with parked vehicles. Parking lots and garages should be designed to have adequate visibility and lighting from the public right-of-way.

CD-11.10 Stairways and Stairwells Stairways provide visual accent on building exteriors. Stairways and stairwells should be located in prominent locations that are well lit and in safe locations. Dark, narrow stairwells should be avoided.

CD-11.12 Private Space Private open space should be well delineated and separated from the public realm.

CD-11.13 Public Activity Areas Common public activity areas should be centrally located, well lit and highly visible from surrounding areas.

CD-11.14 Tunnels and Bridges Pedestrian areas that create enclosure, such as tunnels and bridges, should be designed to prove high visibility for the pedestrian as will as visibility for motorists and others nearby.

CD-11.15 Property Maintenance Proper levels of property maintenance, graffiti abatement, and trash disposal need to be encouraged and enforced through notification, education, and code compliance efforts.

## GOAL CD-12

Preserve and enhance the character of existing neighborhoods and districts while incorporating infill development and revitalization.

### POLICIES

CD-12.1 Building Rehabilitation Encourage building rehabilitation and maintenance, façade improvements, and building reconstruction, to revitalize Hemet's older neighborhoods and districts.

CD-12.2 Multi-family Transitional Development Use multi-family development as a transition between commercial to single-family uses where appropriate.

CD-12.3 Residential Infill Development Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale of buildings, neighborhood architectural character, color, lot size and setbacks.

CD-12.4 Neighborhood Character Ensure that the distinct character of each neighborhood/district is respected and reflected in all new development, especially infill development.

CD-12.5 Rural Residential Buffers Ensure the provision of adequate buffers and transitions between suburban and rural/agricultural lands uses.

CD-12.6 New Development New development adjacent to historic structures or neighborhoods should respect the existing fabric and provide a transition between the old and the new.

| GOAL CD-13 | Enhance the vitality and appearance of the Downtown District through Community Design. |
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POLICIES

CD-13.1 Downtown District Require compliance with the development standards and design guidelines for the Downtown District.

CD-13.2 Public Buildings Public buildings should be sited in a manner which emphasizes their prominence through placement at the terminus of public streets or other visual corridors.

CD-13.3 Vertical Element The northeast corner of Harvard Street and Latham Avenue should have a major vertical architectural element which identifies the downtown and which can be seen from State Street, Florida Avenue, Harvard Street, and areas to the east. The vertical element can be part of a building or a free-standing structures.

CD-13.4 Area Identification Entry monument signs and landscape features should be combined to focus visual attention of the public on the major entries to the Downtown District and the civic center. Suggested locations for District identification are:

- eastside of State Street at Latham Avenue,
- eastside of State Street at Devonshire Avenue,
- eastside of San Jacinto Avenue at Latham Avenue, and
- northside of Florida Avenue at Buena Vista Street.
- northside of Florida Avenue at Juanita Avenue,
- northwest corner of Latham Avenue and Buena Vista Street, and
- southwest corner of Devonshire Street and Buena Vista Street.

CD-13.5 Public Gathering Space Public open space should be created in the Downtown District and the civic center to provide for formal and informal gatherings and events

which will further enhance the pedestrian nature of the Downtown District.

CD-13.6 Building Design Enhance the appearance of buildings by providing soft-edged materials which complement the architectural features of the building, create shadows, provide color, and relief from hard-edged street improvements and building materials.

CD-13.7 Landscaping Landscaping within the Downtown District should be utilized to:

- define public spaces;
- create color and interest through varying heights of landscape materials used to define areas or "step up" to architectural features or by creating linear plantings of trees and groundcover to create strong visual corridors;
- provide shade for people and vehicles; and
- provide visual relief, color, and interest to pedestrians and persons in vehicles.

CD-13.8 Water Features Where possible, water features should be utilized to create focal points relating to the buildings and public open spaces. Seating and landscaping should be placed at varying distances from water features to provide additional interest. Water features shall incorporate energy and water conservation measures.

CD-13.9 Linear Greenbelt Establish a linear greenbelt(s) connecting the public and quasi-public uses in the Downtown District and link with public gathering spaces. The greenbelt should incorporate a meandering sidewalk with trees shrubs and ground cover which create shaded paths visual interest and color. Seating areas should be spaced at reasonable intervals.

CD-13.10 Architectural Style The architectural style of the Downtown District shall enhance the existing architectural elements in the downtown core. New buildings should incorporate the architectural features which are generally present in the structures within the area. Architectural features may include the following design elements:

- cornices,
- façade sign area,
- canopies,
- display windows,

- masonry accents, and
- columns and molding.

CD-13.11 Horizontal Rhythm Horizontal rhythm in the buildings in the Downtown District should be reinforced by elements of buildings including, but not limited to:

- canopies,
- full-size awnings,
- windows,
- window sills,
- façade heights,
- relief detailing on façades,
- well-designed signs, and
- clerestory and transom windows.

The installation of new features or materials on a building should not interrupt the general continuity established by the horizontal rhythm of architectural features on adjacent buildings.

CD-13.12 Colors Colors of buildings should be derived from the natural colors of the primary building finish materials such as brick, stucco, and clay tile. Bright, neon, and stark primary colors are discouraged. The following guidelines should be utilized when selecting colors for buildings in the Downtown District:

a. Large areas of intense white color should be avoided. Subdued colors work best as a dominant overall color, a brighter trim color can be appropriate.

b. The color palette chosen for new structures should be compatible with the colors of adjacent structures and the architectural style of the proposed structure. An exception is where the colors of adjacent structures strongly diverge from these guidelines.

c. Wherever possible, minimize the number of colors appearing on the structure's exterior. No more than three colors should be utilized on small structures.

d. Bold or accent colors should only be used for accentuating architectural elements such as doors, window frames, and architectural details.

e. Architectural detailing should be painted in colors which complement the façade and tie-in with adjacent structures.

CD-13.13 Awnings Awning and canopies are a major existing architectural element in the Downtown District. They provide shade for pedestrians and storefront windows, and protection from rain. The use of awnings and canopies along rows of contiguous buildings should be restricted to awnings/canopies of the same design and location. The color of the awnings/canopies should be consistent and there shall be a minimum of 8 feet of vertical clearance from the sidewalk.

CD-13.14 Signs All signs shall be compatible with the building design, colors and materials and shall be placed in locations typical of those used on adjacent conforming buildings. Provisions for sign placement, sign scale in relationship to the building and sign readability shall be considered in the Downtown project review process.

CD-13.15 Building Illumination Lighting shall be designed to complement architectural features of the building which it attached. All lighting shall be designed to not have glare or harsh reflected light impacting public rights-of-way with automobile traffic.

CD-13.16 Rear Entrances Rear entrances are encouraged where the use accesses parking areas and are convenient to pedestrians. The architectural style of the rear entrances should follow the guidelines established for the front façade.

CD-13.17 Crosswalk Design Crosswalks incorporating colored stamped concrete, or pavers should be installed on Florida Avenue, Latham Avenue, and Devonshire Street to delineate a clear pedestrian path which will encourage pedestrian traffic between the south side of Florida Avenue, the Harvard Business District, the transportation center and the civic center.

CD-13.18 Civic Center Continue efforts to develop and expand the civic center complex, as funding allows.

CD-13-19 Public Building Design Ensure that existing and future buildings in the civic center complex follow design and sustainability guidelines.

| GOAL CD-14 | Develop the future metrolink station area as a mixed use transit village. |
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POLICIES

CD-14.1 **Mixed Use Hub** Transform the area surrounding the future metrolink station area as a mixed use transit village.

CD-14.2 **Pedestrian Design Concepts** Incorporate pedestrian-friendly design concepts in new development surrounding the transit village. Establish a pedestrian/bicycle trail to link activity nodes in the area.

CD-14.3 **Higher Density Housing** Promote higher density housing and live-work housing in the transit village area.

CD-14.4 **Mixed Land Uses** Promote new neighborhood retail, parks and structured parking in the transit village area.