

Chair
Mike Heath

Vice-Chair
Adam Hawkins

Member
Greg Loper

Member
Adam Pruett

Member
Jim Schulz

Member
Shelby
Duplessis

Member
Vacant

Design Review Board Meeting Notice & Agenda

Wednesday, October 27, 2021

Development and Community Services Building

Point of View Conference Room

9875 North 85th Avenue



PUBLIC NOTICE REGARDING PEORIA DESIGN REVIEW BOARD MEETING

Due to updated guidance received from the CDC regarding COVID-19 protocols in the workplace, all city employees and visitors should wear facial coverings inside city buildings, including the Council Chamber, regardless of vaccination status.

Members of the public can submit comments and questions regarding items on the meeting agenda by emailing planning@peoriaaz.gov no later than 5 p.m. on the day of the meeting.

For additional questions, please contact the Peoria Planning Department at (623) 773-7200

Regular Meeting **6:30 PM**

Convene

Roll Call

Opening Statement

Final Call to Submit Speaker Request Forms

Consent Agenda

CONSENT AGENDA: All items listed with "C" are considered to be routine or have been previously reviewed by the Board/Commission, and will be enacted by one motion. There will be no separate discussion of these items unless a Board/Commission member so requests; in which event the item will be removed from the General Order of Business, and considered in its normal sequence on the Agenda.

Consent

1 C. **Disposition of Absence**

Discussion and possible action to approve/excuse the absences of Board Members Glenn Bonita and Greg Loper from the September 22, 2021 meeting.

2 C. **Minutes**

Discussion and possible action to approve the minutes of the September 22, 2021 meeting.

Regular Agenda

New Business

3 R. **DRM Update: Single-Family and Multi-Family Residential Guidelines**

Presentation and possible discussion on the single-family and multi-family guidelines proposed in the Peoria Design Review Manual update.

Call To The Public (Non-Agenda Items)

If you wish to address the Board, please complete a Speaker Request Form and return it to the clerk before the call to order for this meeting. The Board is not authorized by state law to discuss or take action on any issue raised by public comment until a later meeting.

Reports from Staff:

4. **Upcoming Board Meeting Dates**

Design Review Board Updates and Report of Current Events:

Design Review Board members will give updates on relevant events and activities they have attended since the last meeting. These items are for information only - no action will be taken.

Adjournment

NOTE: Documentation (if any) for items listed on the Agenda is available for public inspection, a minimum of 24 hours prior to the Board/Commission meeting, at any time during regular business hours in the Office of the City Clerk, 8401 W. Monroe Street, Room 150, Peoria, AZ 85345.

Accommodations for Individuals with Disabilities. Alternative format materials, sign language interpretation and assistive listening devices are available upon 72 hours advance notice through the Office of the City Clerk, 8401 West Monroe Street, Peoria, Arizona 85345 - Phone: (623) 773-7340 or FAX (623) 773-7304. To the extent possible, additional reasonable accommodations will be made available within the time constraints of the request. The City has a TDD line where accommodations may be requested at: (623) 773-7221.

Public Notice

In addition to the Board/Commission members noted above, one or more members of the Peoria City Council or various other Boards and Commissions may be present to observe the Council Subcommittee meeting as noticed on this agenda.

**DESIGN REVIEW BOARD MINUTES
CITY OF PEORIA, ARIZONA
DEVELOPMENT AND COMMUNITY SERVICES BUILDING
SEPTEMBER 22, 2021**

A Meeting of the Design Review Board of the City of Peoria, Arizona, convened at 9875 N. 85th Avenue, Peoria, AZ in open and public session at 6:30 p.m.

Members Present: Chair Mike Heath, Vice-Chair Adam Hawkins, Board Member Adam Pruett, Board Member Jim Schulz, Board Member Shelby Duplessis

Members Absent: Board Member Glenn Bonita and Board Member Greg Loper

Others Present: Chris Jacques – Planning Director, Lorie Dever – Planning Manager, Michael Dynes – Chief Assistant City Attorney, Rick Williams – Senior Planner and Della Ernest – Executive Assistant

Opening Statement: The Opening Statement was dispensed with by Chair Mike Heath.

Call for speaker request forms.

Audience: None

Note: The order in which items appear in the minutes is not necessarily the order in which they were discussed in the meeting.

CONSENT AGENDA

All items listed with a “C” are considered to be routine by the Planning and Zoning Commission, and were enacted by one motion.

1C Disposition of Absence

Discussion and possible action to approve the absence of Board Member Glenn Bonita on August 18, 2021.

2C Minutes

Discussion and possible action to approve the minutes of the Design Review Board meetings held on August 18, 2021.

COMMISSION ACTION: Board Member Pruett moved to approve the consent agenda as presented. The motion was seconded by Vice-Chair Hawkins and upon vote, passed 6-0.

REGULAR AGENDA

3R **Design Review Manual Update: Old Town Core and Residential Chapter**

Presentation and possible discussion on the single-family and multi-family guidelines proposed in the update to the Peoria Design Review Manual.

Ms. Dever presented to the Board “The Three Pillars of Creating “Place”:

1. Fit – tangible or visible elements of how a building is situated at a location
2. Form – comprised of architectural style and technical details such as setbacks
3. Feeling – meaning and emotion of users in the space

Ms. Dever asked the Board for the first three words that come to mind when looking at pictures of P83, Old Town and Park West. Discussion ensued about their different attributes.

Ms. Dever presented to the Board a set of pictures for two different downtown locations and asked Board Members for five things they like from the pictures, if Peoria has anything in common with either downtown and is there anything that doesn’t work in Peoria Old Town. Discussion ensued regarding the architectural and design elements of the examples given.

Other items presented were:

- How the term “Sense of Place” is used in the Design Review Manual,
- Focus Area for Creating Place
- Public Gathering Areas
- Signage and Wayfinding
- Promotion of Arts and Culture

Discussion ensued regarding elements of the bright Public Gathering Areas examples. The Board would like to see additional color incorporated into images used within the Old Town Core chapter, and Ms. Dever will bring additional examples at future meetings for consideration.

Ms. Dever provided the Board with two options for a boundary change of the Old Town Guidelines. Option 1 would utilize Peoria Avenue and Mountain View Road to the north and south, and 85th Avenue and Grand Avenue to the west and east for the new boundaries. Option 2 would utilize Peoria Avenue and Cotton Crossing to the north and south, and 85th Avenue and Grand Avenue to the west and east for the new boundaries. Discussion ensued regarding which option feels like the “Core” area for Old Town.

Other items presented were:

- Building Form & Architecture - Washington Street and 83rd Avenue
- Walkways
- Parking
- Corner Treatments
- Defining Place
- Creating a Community
- Building Out a Community

COMMISSION COMMENTS: On the topic of downtown design elements, Board Member Pruett liked the extension of canopies and trees. Board Member Duplessis commented that a shade element is needed in whatever form is

available. Vice-Chair Hawkins commented that a combination of canopies and trees is ideal, but shade as planted trees should not block signage.

CALL TO THE PUBLIC ON NON-AGENDA ITEMS: None

Reports from Staff

4R **Reports**

A. Upcoming Meeting Dates

October 27, 2021, November 17, 2021 and December 15, 2021

UPDATES AND REPORTS FROM THE DESIGN REVIEW BOARD:

None

ADJOURNMENT: There being no further business to come before the Design Review Board, the meeting adjourned at 8:17 p.m.

Mike Heath, Chair

Submitted by Della Ernest

Date

Date



Memorandum

Date: October 27, 2021
To: Design Review Board
From: Lorie Dever
Planning Manager
Re: **ITEM 3R | DRM Update: Single-Family and Multi-Family Guidelines**

As presented at the August 18, 2021 Design Review Board meeting, City Staff has begun a wide-ranging review and update of the City's Design Review Manual. During tonight's meeting, staff will present to, and discuss with the Commission the following:

- *Board / Commission Feedback*

City staff continues to seek to solicit feedback from various boards and commission. At this meeting, staff will provide an overview of comments received from the last Historic Preservation Commission held on October 20, 2021.

- *Single-Family Residential*

The intent of the Building Form & Architecture section within this Chapter is to promote substantial design elements in housing to foster diverse, attractive and integrated neighborhoods. At the meeting, staff will present methodologies and strategies to diversify architectural design, reduce garage dominance, and propose potential guidelines for accessory (secondary) structures that are typically built after the main home is constructed.

- *Multi-Family Residential*

Multi-Family residential projects can take on many forms, from a single building on one parcel, or multiple buildings (or complex) on one or more parcels. As these types of residences play a critical role in creating a vibrant, robust and active housing fabric in the City's residential areas, staff will discuss how the proposed guidelines within this section address creating sense of place, walkable neighborhoods, infill development, mix of building types and promoting the human-scale / compatibility between adjacent land uses.



CHAPTER 3 RESIDENTIAL

Residential development in Peoria should elevate the quality of existing neighborhoods, while creating walkable and resilient communities that will stand the test of time. New developments should present future residents with a diverse set of choices including materials, access options, colors, architectural styles, and scales. Streetscapes, parks, parking, and community access should all accent the neighborhood through both function and design. The creation of a healthy and safe community should be at the forefront of each design.

The purpose of this chapter is to ensure the successful integration of attractive, well-designed and safe residential development into the community. Such development should be designed to reflect a general continuity and harmony consistent with the general character of the community, while at the same time providing new, creative, forward-looking and dynamic approaches to design. New projects and renovations within existing communities should consider the context with adjacent uses and be sensitive to environmental resources.

Applicability

These standards and guidelines are intended to promote quality design and cohesive neighborhoods for a wide variety of single residence (detached and attached) and multiple residence developments. These guidelines may not apply to properties in Planned Area Development with specifically approved design standards.

SINGLE-FAMILY RESIDENTIAL

DESIGN APPROACHES & STRATEGIES TO CONSIDER

Peoria has a range of residential communities throughout the city. These communities range from lots consisting of detached and attached housing, and have varying architectural forms based on their location and housing product. Because architectural context and character contribute to the architectural character of the neighborhood, the following design approaches and strategies should be considered:

- **Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural cues, using neighborhood groups and archives as resources.
- **Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.
- **Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.
- **Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.
- **Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.
- **Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

A. Neighborhood Character

Single residence development can consist of a variety of densities, lot configurations, home sizes, and architectural styles. When combined with parks, schools, and commercial areas; single residences form the various neighborhoods that constitute the greatest land use component within the city. Residential site design should contribute to a strong sense of place, a desirable streetscape appearance, walkable neighborhoods, and convenient access to parks, commercial areas, and community facilities.

I. Creating & Maintaining Character

The intent of this section is to assist in the appropriate siting of homes in all single-family residential areas of the city. Additionally, these guidelines are intended to promote development with a unique sense of place with standards that guide the design and programming of public spaces. Providing a unique sense of place for each residential project should be taken into consideration during the design process, whether it be initial construction or through redevelopment of common areas.

- A. **Sense of Place:** Emphasize attributes that give the neighborhood, and/or the site its distinctive sense of place. Orient lots and open spaces to enhance areas where a strong identity already exists and create a sense of place where the physical context is less established. Examples of these features could be sites with prominent visibility, adjacency to washes or rivers, preserved open spaces, adjacency to iconic buildings or major transportation corridors.
- B. **Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.
- C. **Landform:** Use the natural topography and/or other desirable landforms or features to inform the project design. Consider “stepping down” hillsides to accommodate significant changes in elevation.
- D. **Integrated Mobility:** Identify opportunities for the project to make a strong vehicular and pedestrian connection to the surrounding area and carefully consider how the community will interact with the public realm.
- E. **Neighborhood Arrival:** Provide a sense of neighborhood arrival where entry streets intersect arterial or collector streets, which should include such elements as monument signs, special landscaping, specialty pavement, enhanced fence, and wall details, architectural features, boulevard medians, etc.

B. COMMUNITY DESIGN

Neighborhood development patterns result from the location, site orientation, and development of the streets and land use components. These guidelines are intended to encourage creative planning and design approaches for developing new or infill sites in a manner that is respectful of existing and adjacent community development, while at the same time, providing for the formation of new smart growth development patterns that meet the vision and goals of the Peoria General Plan.

An important goal of these guidelines is build identity and character within the specific residential community. At the same time, recognition and sensitivity to context and climate are interwoven throughout these guidelines, and as such, should be one of the primary considerations when establishing lotting / building placement, shade, amenities, lighting, and selection of colors and materials and such.

I. Sense of Arrival

A person's sense of arrival into a community is shaped by a sequences of experiences, or events which are threaded together by a continuous streetscape. Collectively, these individual moments set the framework for establishing a strong identity and distinctive visual character for the residential project, as well as influencing the overall character of the surrounding neighborhood.

Major Intersections and Gateways

The initial impression of the community often begins upon arrival at a major street intersection, and continues to be built on as the traveler makes their way into the community. Thus, major intersections, and designated city gateways located adjacent within a residential project area, should be treated as a community entryway.

Given the prominence that a major intersection plays in establishing the visual character and fabric of the community, careful selection of the various elements are required to meet the city's desired level of aesthetics. Once established, this experience should then be further linked in a series of continue moments along the entirety of the streetscape corridor through reinforcement of the design composition. Secondly, selection of these elements should appropriately respond to the unique conditions of the site, and the unique cultural characteristics of the immediate vicinity, thereby creating and promoting areas of distinction as well. These objectives are achieved by:

- A. Use of similar signature architectural vocabulary and aesthetic imagery found with adjacent public buildings, parks or gathering areas to reinforce complementary nature of project while retaining individual project identity.
- B. Continuation of landscape palette with signature species denoted at corner.
- C. Design of continuous sidewalks on both sides of the street and exploration of pedestrian and/or trail connections directly into the project where adjacent to open space or common area amenities.
- D. Integration of shade respites, street furniture and/or transit amenities into the design as appropriate.
- E. Installation of major public or private art at intersections.

Streetscape

A key element in streetscape design, specifically for the purpose of building and reinforcing brand identity, is the selection of colors, material patterns, plant palette, wall design and so forth. Developers should provide a balanced design using continuity of elements and areas of distinction by:

- A. Continuous threaded landscape palette for each defined section of roadway. In urban settings, wider sidewalks may be used in lieu of planting strips to increase pedestrian capacity. In these areas, trees may be located in tree grates in order to provide shade and a "green" edge along the streetscape while maximizing sidewalk capacity.
- B. Linear arrangements of streets trees along the street edge can be applied with flexibility to leave visibility windows and varying the spacing allows avoidance of conflicts with street lights, driveways, traffic signs and so forth. While flexibility is provided, design shall predominately locate trees and architectural elements to provide shade along streetscapes, transit stops and at pedestrian rest areas.
- C. Provide continuous, direct sidewalks on both sides of the street.
- D. Improve pedestrian experiences by providing gentle meandering sidewalks along arterial and collector roadways to elevate the aesthetic and pedestrian quality.
- E. Disruption of long expansive walls along arterial and collector streets by introducing visual penetrations such as pathways, open space, view fencing and other design techniques.
- F. Use of lighting fixtures in both a utilitarian application, as well as accent features should be used to create a distinctive street corridor.
- G. The location and concentration of utility cabinets and other mechanical equipment can degrade a streetscape. To the extent feasible, employ design solutions, including but not limited to, vaulting, screening from view through landscaping placement, utilization of color treatments and/or artistic wraps and redirecting away from intersections.
- H. Provide opportunities for secondary, smaller installations and/or niches within the streetscape that may be programmed for elements such as, but not limited to, public or private art, pedestrian seating areas, streetscape furnishings, or other interpretative elements.

- I. In urban settings, streetscape furnishings/seating and bike racks take on a greater importance in activation of the streetscape. Design and placement of these features should be implemented in a coordinated, and cohesive manner at appropriate intervals.
- J. Wayfinding should be integrated as appropriate through strategic placement, and selection of color and materials to create a continuous and harmonious balance with the streetscape design, while maintaining its purpose and efficiency.

Master Planned Community and Subdivision Entries

The continuation of experiences that defines a traveler's sense of "arrival" at a destination begins to naturally terminate at the point of entry into a subdivision. As such, design and durability of primary, secondary and subdivision entries throughout a community all lead to reinforcement of branding and neighborhood identity.

- A. The developer is required to provide an appropriately-scaled sense of arrival at all entries into the community and individual subdivisions, where entry streets intersect arterial or collector streets. This objective is achieved through a combination of three (3) such elements including, but not limited to:
 - 1. Subdivision entries should be designed to terminate on axis with a formative neighborhood park or large open space area, thereby creating a visual and physical demarcation for vehicles entering the area that they existing the public realm and entering into a reserved area for residents.
 - 2. Hardscaped accented entries shall be provided at primary subdivision entries, and include durable materials including but not limited to, stamped or colored concrete or pavers, as approved by the City Engineer or designee.
 - 3. Landscaped medians should be provided along subdivision entry throat areas at primary entrances at a minimum. Should topographical or utility constraints limit the ability to effectively landscape within the median area, significantly increased and enhanced landscape tracts on either side of the entry may be substituted.

- B. The enhanced tract area shall be devoid of retention basin and the design elements contained within shall be of a significance and scale to retain the appearance of a primary subdivision entry.
- C. Specialized fencing, accent walls details, and/or incorporated light fixtures.
- D. Increased landscape tracts with specialized thematic tree and shrub plantings, or enhanced plant palette / plant densities or plant sizes to create visual interest.
- E. Entry monument (excluding signage), or monument sculpture, or other identifying element.

2. Mobility and Connectivity

New and redeveloping residential communities within Peoria are expected to extend existing active transportation infrastructure opportunities through sidewalks, bicycle lanes, trail extensions and shared-use paths, in addition to providing the traditional vehicular access. This is because Peoria strives to provide a quality physical and social environment for its residents for the life of the residential community. As such, residential developments shall ensure the layout reflects the best design practices through the following:

- A. Configure roadways to provide complete streets, prioritizing improvements that provide access to services, schools, parks, civic uses and similar such uses.
- B. The connectivity of streets should flow seamlessly between neighborhoods to create vehicular and pedestrian connections.
- C. All collector and local residential streets exceeding one thousand (1000) feet in length shall be curvilinear in design.
- D. All collector and local streets exceeding 1000 feet in length shall proactively incorporate traffic calming measures to reduce the speed of vehicular movement and establish a streetscape environment that is safe for pedestrian and other modes of transportation.

The primary traffic calming measure for a collector road is roundabouts. Examples of traffic calming measures suitable for local streets include, but are not limited to; roundabouts, traffic circles, landscape islands, or medians, chicanes, chokers, raised intersections, and/or crosswalks, or other approved measures.

- E. Pedestrian connections should be established and maximized throughout the community to provide connectivity and to reduce walking distances, especially at the ends of cul-de-sacs and along routes to destinations such as parks, schools, and commercial and employment centers.

- F. Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
- G. Create a safe environment throughout the project by providing lines of sight and encouraging natural surveillance through strategic placement of walkways/trails, walls, and open space.

3. Lotting Design, Grading, and Drainage

Site design can generally be described as the art of arranging structures on land and shaping the spaces in between and around the structures. In creating a site design, in this instance for the purpose of lotting single-family homes, some degree of site disturbance is expected. However, the total amount of site disturbance should be minimized and balanced through best practices, especially in undulating topography or environmentally sensitive areas.

Applicants are also encouraged to design residential projects in such a manner that it minimizes the perceived size of the dwellings and reduces grading by conforming to the existing terrain to the maximum extent feasible. To help achieve these objectives while remaining cognizant of the potential impact of lotting design on individual residents, the following design approaches and solutions shall be considered:

- A. Orientation of buildings, and by extension residential lots, shall be considered an integral and crucial part of the design process.
- B. Site grading associated with proposed with a lotting layout should emulate, to the greatest extent possible, the natural characteristics of the underlying topography and viewsheds, especially for residential properties located north of Pinnacle Peak Road.
- C. The lotting design should incorporate and retain features of the natural environment such as drainage ways, associated vegetation masses and mature specimen trees.
- D. Retention facilities utilized for stormwater management should be designed to function as aesthetically pleasing environmental features.
- E. Minimizing construction of building pads in sensitive areas and steep slopes is highly encouraged, along with clustering dwellings to help preserve larger areas of natural terrain.
- F. Views to and from roadways, surrounding parcels, and significant existing or proposed site features should be taken into consideration in laying out the subdivision.

- G. To minimize glare from automobile lights and promote safe traffic maneuverability, lots should not be designed to center on a T-intersection.
- H. Cul-de-sacs shall not terminate on blank walls or narrow landscape tracts less than ten (10) feet in width.
- I. Pedestrian crossings over drainageways shall utilize decorative railings consistent with the thematic character of the development. The determination whether a railing is warranted for a specific crossing shall be made by the City Engineer or designee.

4. Open Space and Amenities

Peoria residents recognize the importance of high-quality parks and recreation facilities. While the City's existing park system provides a solid foundation for creating a comprehensive and integrated network, it is also individual development's contribution of open space and recreational amenities that become an integral component in creating a community that is ultimately socially and physically connected.

In smaller lot residential projects, enjoyment of outdoor "living" areas, both private and community common areas, take on a more prominent role within these types of residential development. More specifically, these common areas, combined with effective private open space allow for residents and their guests to alternate between recreation or relaxation as desired. In addition, Peoria desires to be a responsible environmental steward of the land, especially in more sensitive areas where steep slopes, watercourses, drainage ways, and natural topographic features occur. In these instances, Peoria will continue to take proactive steps to conserve and protect these natural spaces while allowing for their passive and active use. As such, residential development shall provide open spaces and amenities that contributes to both the environmental quality and aesthetic appearance of the community, as well as creates a variety of recreation opportunities. These objectives can be achieved through the following:

Network of Open Spaces

- A. The Peoria Zoning Ordinance establishes the minimum amount of open space required for each residential district, or alternatively as established within that project's Planned Area Development (PAD) / Planned Community District (PCD) development standards.

However, design of individual open space areas should not just meet minimum sizing requirements; rather, they should be designed to positively complement and contribute to the broader network of open spaces around the site and the connections among them.

- B. The built environment should not detract from the scenic beauty of the natural environment which is accomplished by minimizing disturbances to the natural environment where possible in the following manner:

- 1) Preserve Peoria's historical, cultural and natural environmental assets within dedicated open space areas.

If the site contains no historical or natural areas, consider an open space design that offers opportunities to create larger contiguous areas and corridors in the future as other private/public projects development.

- 2) Preserve sensitive natural areas as they extend across property boundaries where possible, such as creating continuous corridors of undisturbed open space.
- 3) Restore disturbed areas to blend with the natural environment, matching original or adjacent topography and plant material and density.
- 4) When new development occurs adjacent to areas of preserved open space, provide a soft transitional edge between the open space and the new development.

- C. Public or common open space areas shall be incorporated into the site plan as a primary design feature and not just as remnant pieces of land used as open space. Seek opportunities to foster human interaction through increase in the size and/or quality of project-related open space available for public life.

- D. Open space areas shall retain and enhance connections to natural areas that may exist off-site or may provide habitat for wildlife.

- E. To promote safety, connectivity, and ease of on-going maintenance, open space tracts shall be at least thirty (30) feet in width between lots and may include two or more of the following to provide function and attention to these narrow open spaces:

Pedestrian walkway / trail connection, low level accent lighting, landscaping, view fencing, or combinations thereof.

- F. Integrate and continue existing pedestrian walkways and/or multi-use trails from adjacent developed and undeveloped areas through the community's network of open space areas.

Outdoor Uses and Activities

- A. Placement of outdoor uses and amenities should be balanced throughout the community, and provide access to amenities for people of all ages and abilities to the greatest extent possible.
- B. Use project amenities to animate the local street system by placing along street frontage and at corners. Amenities should not be placed in remote, hard to see locations.
- C. Where possible, include flexible activity spaces within the design and select amenities that allow for year-round programming to contribute to the vibrancy, health, and sense of safety within these active areas of the community.
- D. Guest parking should be located conveniently adjacent to neighborhood or pocket parks and significant community common areas.
- E. Useable Open Space areas shall be clearly designated on the Preliminary and Final Landscape Plans, and include, but are not limited to the following:
 - 1. Park or recreation areas (private or dedicated).
 - 2. Designated or reserved equestrian, hiking, local connectors, and multi-use trails. For the purposes of computation, a thirty (30) foot corridor width may be calculated, provided the corridor is improved with landscaping and pedestrian amenities such as benches (where appropriate) and pedestrian scale lighting.
 - 3. Reserved or dedicated hillside preserves.
 - 4. Golf courses (area not to count more than fifty (50) percent toward minimum requirement).
 - 5. Active amenities including, but not limited to, racquet and sport courts or fields (i.e. basketball, volleyball, baseball, etc.), and substantial turfed areas.
 - 6. Common pools, spas, and recreation centers.
 - 7. Passive amenities including, but not limited to, substantial turfed areas, ramadas, barbecue areas, bench seating areas, and specified interpretive or demonstration facilities.
 - 8. Retention basins and floodway areas when improved with active or passive amenities as described above.

6. Walls and Fences

Location and Placement

- A. Healthy neighborhoods promote connectivity and minimize environmental impact in sensitive areas. As such, development should show consideration for pedestrians, natural topography, and view sheds when locating walls and fences.
- B. Development should recognize and employ mitigation strategies for sizeable grade differences between sides and rear of lots to minimize walls that create sight visibility and / or privacy concerns.

Grade changes should be transitioned through landscaped, sloped banks where possible in sensitive desert areas. Landscaped banks are preferred as opposed to retaining walls were possible.

- C. Retaining visual access to common areas heightens safety and a sense of “openness” in an area. Utilize view or partial view fencing along edge conditions abutting activated open space and trail corridors.
- D. Ground or wall mounted equipment should be located away from private outdoor space, such as porches and patios, and screen from public view to the greatest extent possible through screen walls and landscaping.

Character, Color and Materials

- A. Retaining walls should reflect the overall identity or character of the development and be cognizant of access requirements for on-going maintenance. Innovative wall designs are encouraged to reduce the visual impact of large vertical expanses of wall.
- B. Perimeter and theme walls shall be constructed of decorative masonry block intended to be utilized without additional finish. Such walls adjacent to streets with a classification of arterial or higher shall:
 - a. Soften transitions between horizontal and vertical planes.
 - b. Incorporate texture to walls and other vertical surfaces to soften large expanses of hard surfaces using two or more of the following:
 - Incorporation of decorative stone or masonry pillars with caps.
 - Inlays, materials, or color accents, capping, decorative pilasters, wrought iron, planters or other approved feature that adds visual interest.
 - Incorporate decorative wrought iron trellises or artistic features in context with the area.
- C. The design of the built environment should respond to the surrounding environment through selection of colors and materials utilized with walls and fences.
- D. Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand variations in the climate.

7. Streetscape, Site, and Accent Lighting

- A. Incorporate lighting into the overall street design that provides a uniform design element and safe street environment, while creating a visually pleasing environment.
- B. Utilize pedestrian scale lighting in urban or pedestrian oriented streets to reinforce pedestrian oriented environment.
- C. Use of accent lighting is encouraged to improve ambience of project in areas of high pedestrian activity or to highlight architectural or landscape features such as entries, signs, plantings, and art.
- D. Decorative theme lighting, accent lighting and / or lighted bollards shall be placed along pedestrian connections and in useable open space areas to improve visibility and safety.
- E. Care should be used in designing and selecting lighting fixtures to avoid off-site night glare and light pollution, especially within environmentally sensitive areas. Backlit decorative lighting and full cut-off fixtures shall be used to the greatest extent possible, and are required in sensitive desert areas.

Refer to the Peoria Engineering Standards Manual for more information on applicable street lighting requirements.

C. Building Form & Architecture

The intent of this section is to promote substantial design elements in housing to foster diverse, attractive and integrative neighborhoods. The architectural style of a residential development creates the identity for the project when combined with other identity/amenity features. Residential development contributes to the character of the entire community. The intent of the following design guidelines is not to require a specific architectural style, but rather to establish a minimum set of parameters to ensure quality architectural design. Residential development should establish a style that is carried throughout the project mass, and form, features, and finishes.

I. Architectural Design

- A. To promote architectural diversity, all developments shall implement the applicable prescriptions outlined in Table 2. In the implementation of Table 2, each standard plan shall be provided with a minimum of three (3) elevations.
- B. The same standard plan shall not be utilized on adjacent lots on the same side of the street. Similarly, products with the same architectural style (e.g Tuscan) cannot be located on adjacent lots on the same side of the street.
- C. To mitigate the impact from monotonous building elevations, design solutions integrating facade articulation, variable building angles, eaves, parapets, and the strategic placement of windows and doors shall be employed in each elevation.
- D. Each elevation shall integrate architectural embellishments including, but not limited to, recessed windows or window projections, articulated facades and decorative moldings, or pilasters for the purpose of creating shadow lines.
- E. Not more than sixty (60) percent of any front elevation shall occur on the same plane. Plans with two planes in the front elevation shall provide a minimum undulation of four (4) feet between said planes; plans with three (3) or more planes in the front elevation shall provide a minimum undulation of two (2) feet between said planes. To demonstrate compliance with this section, a Façade Articulation Exhibit shall be provided with the design review submittal.
- F. Roof mounted HVAC & evaporative cooler equipment shall be prohibited.

2. Primary Entry

Beyond their functional purpose, primary entry for a unit or home should provide a defined transition between the public and private realm. They should convey a welcoming entry for those who approach, while also conveying a sense of privacy for occupants. Additionally, the design of the entry area should respond and thoughtfully interact with the level of activity along the street.

- A. Primary entrances should occur along the front façade, but the door does not necessarily need to face the street.
- B. All homes must provide a clearly defined paved walkway from a primary entrance to the abutting primary street or driveway. Walkways paved with stone; pavers; or stamped or textured concrete are encouraged.

3. Garage Placement and Driveways

Garages should not be the first thing that you notice upon entering a residential subdivision. By placing the garages subordinate to the living area, a better streetscape is developed. Pedestrians will also feel a sense of belonging by having the living areas of the home closer to the street.

- A. A variety of garage placements should be offered on the same block in order to de-emphasize garage doors and avoid garages from dominating the streetscape and the front of the house. Utilizing a combination of attached or detached garages that are recessed, side entry, or placed at the rear of the home, is encouraged.
- B. Within multiple lot developments, a variety of garage door styles should be applied to individual homes to create a more visually interesting street frontage. Garage doors should be articulated with windows, paneling, detailing and/or utilize high-quality materials or finishes that complement the architecture of the building.
- C. Front-facing garages shall be offset no less than four (4) feet from the plane of a living area or other principal structure (porches) and the third or fourth car garage shall be setback a minimum of two (2) feet behind the main garage plane. The intent here is to soften garage dominance and provide for horizontal articulation.
- D. Driveways for three-car or larger forward-facing garages shall incorporate alternative paving design elements including, but not limited to, rock salt finishes, broom, float and trowel finishes, stamped concrete, concrete engraving, concrete stains, intricately sawed / grooved patterns, concrete pavers, and colored concrete to soften the appearance of large impervious surfaces.

- E. The forward facing (from street view) elevations of a side entry garage shall appear as livable portion of the home by utilizing windows, wainscot, or other design elements compatible with the design of the structure.
- F. Within environmentally sensitive areas, the use of combined or grouped driveways is encouraged. Grouped driveways shall be separated by no less than twelve (12) inches. The use of decorative hardscape or colored paving may be used to provide the minimum prescribed separation.

When grouped driveways cannot be utilized, the Developer should consider the use of alternative garage types such as, single-bay tandem, side entry, or rear loaded.

4. Articulation

All public-facing facades should be balanced and pleasing in their articulation and include windows or doors that face the street.

- A. All street side elevations of a structure shall provide visual interest by incorporating architectural elements such as overhanging eaves, recessed windows, window trim or other building details.
- B. Create diversity by varying the bulk and mass of buildings. Avoid a monotonous streetscape by creating diverse elevations with cutouts and pop-outs.
- C. Each facade of a building that is visible from a public right-of-way, private tract, or common open space shall incorporate accented or highly articulated openings through the application of window trim, window recesses, cornices, changes in materials or other design elements.
- D. Windows shall have style-appropriate trim detail on at least two sides of all windows or shall be recessed. Windows that are not recessed or have no trim are not allowed.
- E. Long, single-ridge roof lines must be avoided.
- F. The massing of roof forms should be reduced by varying the height and orientation of the roof lines.
- G. Roof forms should be varied amongst homes along each street. Where houses in a development back onto collector or arterial streets, a variety of roof designs should be offered and utilized so as to avoid a series of repetitive roof slopes visible from right-of-way.
- H. Attached products should look like separate units by the use of clearly identified entries, style, and design details, and differing roof forms to avoid an institutional appearance.

5. Architectural Style and Standard Plan Requirements

- A. Design projects with a consistent design integrity, exhibited by all building components including, but not limited to, building mass and articulation, roof forms, windows (proportion and design), building materials, facade details (doors and entrances), fencing, and landscaping.
- B. Avoid combining structural and decorative characteristics from different architectural styles into a single building.
- C. A minimum of three (3) elevations are required per standard plan for residential projects with twenty (20) or more units. For residential projects with at least five (5) units, but less than twenty (20) units, a minimum of two (2) elevations are required per standard plan.
- D. A minimum of two (2) roof styles are required. Roof styles may include, but not limited to pitched, hip, flat, gambrel or mansard, and shall be consistent with the architectural style selected.
- E. A minimum of two (2) roof types are required. All asphaltic shingles shall be considered one material type. Clay and concrete tiles shall be considered one material type. However, alternating tile types (i.e. flat tile and mission tile) may be considered as different roof material types.

6. Colors and Materials

- A. The selection of building color materials can have a great impact on the overall character of both individual buildings and on a neighborhood as a whole. Accordingly, it is importance to give care when selecting colors and materials for individual buildings and groups of buildings.
- B. High-quality authentic building materials, such as stone, brick, wood, and stucco should be utilized to enhance the building's architectural character and assure a long-lasting building life.
- C. All developments should integrate multiple exterior materials including brick, stone, and masonry as appropriate with the architectural style of the home.
- D. All developments shall provide a diversity of roof colors, materials, and styles within the subdivision in accordance with the schedule outlined in Table on the next page.
- E. Hillside lots as defined in Section 21-710 "Hillside Development Overlay District" of the Zoning Ordinance are subject to the color and reflectivity restrictions contained therein.
- F. With the exception of windows and similar features, the use of reflective surfaces is prohibited.
- G. When continuing the material around a corner from a front to side elevation, it should be terminated by an architectural element such as an offset, column, intersecting wall or fence.
- H. Material changes should occur at a change in wall plane where the changes tend to appear substantial and integral to the structure, preferably at an inside corner.
- I. Change in color should always be accompanied by a change in plane and separated by a facade element, enhanced architectural detail or other means.
- J. Earth tone colors traditionally used in the desert southwest are suggested; however, deep, rich accent colors are recommended instead of using a pale color palette. Bright colors should be used sparingly as an architectural detail element.
- K. Exposed metal chimney flues inconsistent with the architectural character are prohibited. Exposed flues (B-vent) are acceptable only with fireplaces without a chimney.
- L. Additions to the principal building shall utilize like colors, materials and architectural style.

7. Attached Patios, Carports and RV Covers

- A. Covered Patios shall be compatible to the principal building in terms of color and building materials. Roofing materials are not required to match that of the principal building.
- B. Covered Patios shall be constructed on an approved concrete or similar foundation or slab.
- C. Patio/porch enclosures shall be reviewed by the Building Safety Division to determine whether or not it is considered a room addition or an "Arizona Room". For the purposes of this Ordinance, "Arizona Rooms" are not required to match the existing structure in color, materials, or architectural style.
- D. Attached carports and RV covers shall generally conform to the principal building in terms of color and building materials. Roofing materials are not required to match that of the principal building.
- E. Attached carports and RV covers shall be used only for the storage and protection of automobiles and recreational vehicles and shall not be used for 'outdoor' workshops or storage of miscellaneous household products.
- F. Attached carports and RV covers shall be constructed on a dust-free surface. However, all vertical members shall be secured to an approved base/foundation.

8. Accessory Buildings and Detached Structures

- A. Accessory buildings exceeding eight (8) feet but less than ten (10) in height, shall generally conform to the principal building in terms of colors and exterior building materials/ finishes.
- B. Accessory buildings exceeding ten (10) in height and shall generally conform to the principal building in terms of colors, exterior building materials/ finishes, and architectural style. (Exception: In the AG, SR-43 and SR-35 Zoning Districts, these accessory (or secondary) buildings may be more rural/agrarian in nature. The styling of these such buildings should be consistent with the use, and to the extent possible, the color and finish of the buildings should be consistent with the principal building.
- C. Detached Recreational Vehicle (RV) Covers:
 - 1. Structure shall be painted to match the dominant color of the principal structure. Wood structures shall not be permitted. Alternative building materials, or combinations thereof, may be considered provided the intent of this section is met.
 - 2. Fabric or mesh sidewalls may be permitted provided they are securely attached to the structure. Materials shall be maintained through the life of the structure.
- D. Gazebos, Ramadas and Open Air Structures. Gazebos, ramadas and similar structures should generally match the roof color and/or materials on the principal building. If the structure is considered an "open air" structure per the Zoning Ordinance, no such design requirements are imposed.
- E. Play structures, barbecues, chimneys (not attached to principal building), sport courts, and other like structures are exempt from Design Review.

MULTI-FAMILY RESIDENTIAL

DESIGN APPROACHES & STRATEGIES TO CONSIDER

Multi-family buildings are located in a variety of settings throughout the city. These multiple residence projects can take the form of a single building on a single parcel or can be a large complex of buildings on one or more parcels. Traditionally, this type of housing is seen as a logical transition as a buffer use between single-family residences and office or commercial uses. Thus, these types of residential play a critical role in creating a vibrant, robust and active housing fabric in the City's residential and mixed-use areas. Given their important role in providing housing choices to meet the needs of existing and future Peoria's residents, the following design approaches and strategies should be considered:

- **Sense of Place:** Look for opportunities to create community and a sense of place through the creation of interesting, vibrant and unique streets, and community spaces.
- **Walkable Neighborhoods:** Create a walkable community by providing alternatives to driving a car, resulting in reductions to traffic congestion and improved air quality.
- **Human-scale / Compatibility:** Design focus should be on human-scale and the resulting compatibility between land uses. Thoughtful and effective transitions in land use will address visual and other impacts associated with land uses of a different intensity or character.
- **Mix of Building Types:** Promote a mix of building types within a project. Enhance the sense of community by making adjacent streets, and common spaces walkable and interesting where people meet for community interaction.
- **Infill Development:** Infill development results in the efficient utilization of land and more efficient delivery of municipal services. Additionally, locating new multifamily development within existing vacant areas can assist in preserving and enhancing the vitality of these neighborhoods through additional economic support of surrounding businesses, which in turns spurs reinvestment.