

<u>Chair</u>	<u>Vice-Chair</u>	<u>Member</u>	<u>Member</u>	<u>Member</u>	<u>Member</u>	<u>Member</u>
Adam Hawkins	Jim Schulz	Greg Loper	Adam Pruett	Mike Heath	Shelby Duplessis	Vacant

Design Review Board Meeting Notice & Agenda

Wednesday, October 19, 2022

Development and Community Services Building

Point of View Conference Room

9875 North 85th Avenue



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. **Minutes**

Discussion and possible action to approve the minutes of the Design Review Board meeting held on September 28, 2022.

Regular Agenda

New Business

2 R. **2022 Peoria Community Design Guidelines**

Discussion and possible action to recommend to City Council the adoption of the 2022 Peoria Community Design Guidelines.

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

3 R Reports

A. 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 this meeting as noticed on this agenda.

**DESIGN REVIEW BOARD MINUTES
CITY OF PEORIA, ARIZONA
DEVELOPMENT AND COMMUNITY SERVICES BUILDING
SEPTEMBER 28, 2022**

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 Adam Hawkins, Vice-Chair Jim Schulz, Board Member Mike Heath, Board Member Adam Pruett, Board Member Greg Loper, and Board Member Shelby Duplessis

Members Absent: None

Others Present: Lorie Dever – Planning Manager, Cody Gleason – Principal Planner, Dan Symer – Principal Planner, Michael Dynes – Assistant City Attorney, Della Ernest – Executive Assistant and Monique Redington – Administrative Assistant II

Opening Statement: The Opening Statement was dispensed with by Chair Adam Hawkins as there were no members of the public.

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 Shelby Duplessis from the April 27, 2022 meeting.

2C **Minutes**

Discussion and possible action to approve the minutes of the April 27, 2022 meeting.

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

REGULAR AGENDA

3R DRM Update: Private and Common Area Amenity Guidelines

Presentation and possible discussion on regulatory and policy practices related to private and public open space amenities within Multi-family projects and mixed-use nodes.

Ms. Dever presented to the Board the following discussion items:

Open Space and Amenities for Multi-Family Projects

- **Common or “Active” Open Space**
 - Quantity
 - Size
 - Programming
- **Private (or Resident) Open Space**
 - Quantity
 - Size

Ms. Dever defined what Multi-Family Residential is as well as provided examples of recent projects incorporating common open space, private open space and amenities.

- Product can be everything from “Single-Family for rent”, apartments, condos and townhomes and such
- In Peoria, most projects are typically “for rent” and gated
- Design Review Manual Requires:
 - Minimum amount of **Common** Open Space
 - Minimum amount of **Private** Open Space
 - Minimum number of amenities

Ms. Dever reviewed the existing standard for the Design Review Manual:

Common Open Space:

- Based on number of bedrooms in a complex
- More bedrooms = more people
- 150 square foot *per bedroom* of open space

Private Open Space:

- Patio or balcony is required for each unit
- Minimum 12 foot diameter for ground units
- Minimum 8 foot diameter for upper units

Project Amenities:

Number of amenities based upon unit count

Questions to be considered regarding current standards:

- Are standards still appropriate?
- Should flexibility be given based on location and/or type of product?
- Are we requiring the right number and types of amenities?

Ms. Dever suggested new proposed guidelines for Multi-Family should consider:

Product

- Consumer / Lifestyle Preferences
- Differing space constraints with Horizontal vs Vertical Products

Location

- Suburban settings, which constitute the bulk of projects submitted to date
- Urban settings, such as
 - Old Town Core
 - Mixed-Use
- Transitional Areas, such as:
 - Near Old Town Core
 - Within P83 District
 - Others?

Ms. Dever presented both existing versus proposed guidelines for common open space, private open space, and amenities in context to lifestyle and market considerations.

COMMISSION COMMENTS:

Board Member Duplessis asked what does the 20 feet minimum width of common area look and feel like.

Mr. Gleason stated the width would be similar to a length of a parking stall dimension and is intended to promote a “usable” area for resident enjoyment. More specifically, the intent with the minimum width requirement is so that the overall space is meaningful. Alternatively, without the minimum width, applicants typically suggest including of irregular or remnant pieces be counted toward satisfying the overall square footage requirement.

Board Member Loper asked if the 20 foot requirement should be required for projects within a quarter mile of Old Town, within the Core are, or designated mixed use.

Ms. Dever stated that could be a consideration suggested by the Board.

Ms. Dever inquired with the Board Members as to whether they believed the common area and private space requirements for projects within or near the Old Town Core area is acceptable as presented by staff. Secondly, Ms. Dever inquired should the 20 foot width requirement remain in place for these areas.

Discussion ensued regarding if alternatives should only be considered as part of a rezoning or can they be considered as part of the site plan application. Further discussion took place regarding what considerations should be given for common open space and private open space.

Ms. Dever inquired with the Board Members if the minimum width should remain at 20 foot so long as staff was given the flexibility to allow a reduced width based on the merits of the design and / or constraints of the site.

It was the consensus of the Board to concur with the open space standards for Multi-Family as proposed, and allow staff the flexibility reduce minimum width requirements based on the merits of the design and / or constraints of the site.

Discussion ensued between Board Members and staff regarding ratio of amenities to total number of units and what those primary and secondary amenities consist of.

4R **Project Update: Design Review Manual**

Presentation and possible discussion on staff's efforts to update regulatory and policy practices related to Design Review Manual changes.

Ms. Dever reviewed with the Board the objectives set out during the Design Review Manual update, which included:

Objectives:

- Support goals and policies of adopted *PlanPeoria2040 General Plan*
- Clarify expectations and set clear objectives regarding "quality development"
- Build upon *land uses* and *development standards* in Zoning Ordinance
- Focus on architectural fit and form of buildings

Key Items:

- Rebranded to *Community Design Guidelines*
- Added definition of "Design Excellence"
- Strengthens "Sense of Place / Community Identity" requirements
- Allowances for innovative design and/or use of sustainable materials.

Ms. Dever then reminded the Board about the depth and breadth of topics and questions presented for discussion during the updated, and how that information informed the resulting draft being submitted for their consideration at the next meeting.

COMMISSION COMMENTS:

Board Member Loper recommended labeling some of the photos in the Design Review Manual so people could physically see and walk the property if they desire.

Discussion ensued regarding Old Town Core building locations, walkable pedestrian thoroughfares, mix of uses, use of sidewalks for display / outdoor patio / selling of goods, streetscape functionality, gathering spaces, etc.

Discussion ensued regarding single-family building form and architecture, open space and recreation goals, accessory buildings and structures, commercial entries and corners.

Reports from Staff

5R Upcoming Board Meeting Dates:

- October 19, 2022 -Special Meeting*
- October 26, 2022 -Cancelled
- November 16, 2022 -Regular Meeting

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 8:12pm.

Adam Hawkins, Chair

Submitted by Monique Redington

Date

Date



Memorandum

Date: October 19, 2022

To: Design Review Board

From: Lorie Dever
Planning Manager

Re: **ITEM 2R** | 2022 Peoria Community Design Guidelines

BACKGROUND

With the adoption of the *2040 PeoriaAZ General Plan*, it set forth the community's vision to create a more vibrant and active environment for the future of Peoria. As such, as the city expands and matures, there is an elevated focus on the richness, distinction and contextually appropriateness or "fit" offered by each new development or redevelopment project in the community landscape. This focus informs the evaluation of proposed architecture, thematic elements and site layout, along with a stronger emphasis on incorporating placemaking principles and low impact or sustainable development methods where appropriate.

To help achieve and implement the community's design goals within the General Plan, the City utilizes the Peoria Design Review Manual. While the current edition is comprehensive, flexible and generally effective, changing development trends and new community priorities have necessitated an update. As such, City staff has completed a comprehensive review and update of the design guidelines.

DISCUSSION

Over the last few years, City staff have conducted eight (8) study sessions with the Design Review Board exploring policy questions and other targeted areas for change. This review was supplemented with input from a multitude of additional study sessions and public meetings with the City Council, Planning & Zoning Commission, Historic Preservation Commission, Youth Advisory Board and the Economic Development Advisory Board, as well as other interested parties. In particular, staff has sought feedback on key components and guidelines within the Design Review Manual to ensure robust and thoughtful enhancements to the City's design policies.

During this endeavor, it was also important that the guidelines continue to encourage individual creativity and innovative solutions through an ethic of flexibility in how a particular guideline is met, so long as the intent is achieved. Likewise, it is understood that there is no “one size fits all” approach to ensuring high quality development. Given these considerations, the updated document endeavors to clarify expectations and increase development certainty through a more balanced approach without causing unnecessarily high development costs.

Now retitled as the *2022 Peoria Community Design Guidelines*, the design guidelines within the document build upon the values articulated in the Peoria General Plan and promote “design excellence” through:

- **Context:** New development should respect and respond to the surrounding context. Projects should utilize responsive, place-based design solutions that create distinctive settings that are compatible within the area.
- **Sense of Identity:** Development and redevelopment should build on and enhance the identity and character of the community. Both public and privately-owned areas should be designed to maximize available opportunities to promote a sense of identity.
- **Community by Design:** Pursue innovative and progressive design that balances priorities without compromising quality.
- **Connectivity:** Look for ways to promote healthy communities by enhancing connectivity throughout the city, making it easier for residents and visitors to access area destinations and amenities.
- **Walkability:** Create walkable neighborhoods, commercial corridors and mixed-use districts that stimulate increased pedestrian activity and make alternative transportation more viable.
- **Sustainability:** Use best practices to reduce environmental impacts.

RECOMMENDATION

Staff recommends that the Design Review Board take the following action:

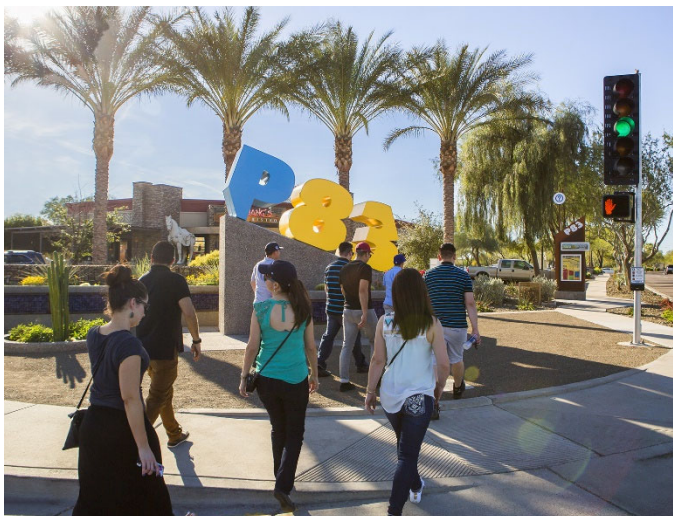
Recommend adoption of the *2022 Peoria Community Design Guidelines* to the City Council.

Exhibit 1: 2022 Peoria Community Design Guidelines



COMMUNITY DESIGN GUIDELINES

October 2022







CHAPTER I INTRODUCTION & ADMINISTRATION

The modern-day City of Peoria is rooted in its beginnings as a humble, agricultural community settled by residents from Peoria, Illinois. The original town site was officially platted in 1897. Spurred by the railroad, the early center of Peoria began to form on the south side of Grand Avenue near the intersection of 83rd Avenue and Washington Street ("Old Town"). Since incorporation in 1954, Peoria has blossomed into a rapidly growing community that offers a high quality of living within the natural beauty of the Sonoran Desert. Many diverse and positive characteristics contribute to making Peoria the special place it is today. The stunning natural environment, safe and clean neighborhoods, diversified employment opportunities, strong educational facilities, numerous quality outdoor recreation areas, and vibrant arts and culture venues are just some of the valued community attributes in Peoria.

The *PeoriaAz 2040 General Plan* reflects the aspirational vision and goals of the community, and builds on, celebrates, and advances these positive aspects of Peoria. It does this by guiding future growth and development into a sustainable citywide development pattern, while maintaining or enhancing the quality of life in our communities. Additionally, the Plan creates a vision for Peoria to become a city of distinction with a strong sense of place by promoting growth at an appropriate scale and character that is consistent with the social, economic and aesthetic values of the City.

Many defining elements of great communities are established through land use patterns, design elements and other aspects related to the built environment. With the adoption of the *PeoriaAz 2040 General Plan*, Peoria's enhanced development strategy focuses on providing greater opportunities for mixed-use development along transportation corridors and in key nodes throughout the City. It also promotes more sustainable development patterns that expand mobility options, supports a diverse workforce and multi-generational community, protects the natural environment, and recognizes its historical and cultural resources. In response to these goals, the Community Design Guidelines have been created to facilitate communication about the quality of development expected and desired in the City of Peoria. It has been designed to guide staff, developers, and the community to understand what is expected with development to achieve the goals of the community.

A. DOCUMENT ORGANIZATION

This document is organized into six (6) chapters. The initial chapters provide administrative guidance and an overarching statement of design excellence and what it means in Peoria. Thereafter, the document is organized by general development type to make the document more user-friendly and easier to implement:

CHAPTER 1: INTRODUCTION & ADMINISTRATION

This Chapter provides a brief introduction to the purpose and applicability of the Peoria Community Design Guidelines. This Chapter also provides a brief overview of the contents of the document and understanding of how to use the document.

CHAPTER 2: DESIGN EXCELLENCE

This Chapter establishes a definition and overarching set of guiding principles articulating the expectations for design excellence in Peoria. These principles form the foundation of the guidelines established in this document.

CHAPTER 3: RESIDENTIAL

This Chapter contains design guidelines applicable to single-family and multi-family residential developments. Site design component topics include neighborhood character, building placement and orientation, and landscaping and shading. Building design components include garage placement, primary entrance, massing and scale, articulation, and materials.

CHAPTER 4: COMMERCIAL & MIXED-USE

This Chapter contains design guidelines applicable to all commercial service establishments, retail developments and mixed-use sites. Site design component topics include placemaking, building placement and orientation, parking and circulation, public spaces and pedestrian amenities, landscaping and shade, and lighting. Architectural design components include general design, building entrances, massing and scale, facade articulation, material and colors, signage, and service areas and utilities.

CHAPTER 5: BUSINESS PARK & EMPLOYMENT

This Chapter contains design guidelines applicable to business park and employment sites dedicated to manufacturing, technology, research and development, and professional offices. Site design component topics include building placement and orientation, parking, loading, vehicular access, open space, landscaping, and shade. Building design components include general design, entrances, massing and scale, facade articulation, material and colors, signage, and service areas and utilities.

CHAPTER 6: OLD TOWN CORE

This Chapter contains design guidelines applicable to the Old Town Core area. Site design component topics include placemaking, building placement and orientation, parking and circulation, public spaces and pedestrian amenities, landscaping and shade, and lighting. Architectural design components include general design, building entrances, massing and scale, facade articulation, material and colors, signage, and service areas and utilities.



B. APPLICABILITY

The design principles and guidelines herein are intended to support the goals and policies of the *PeoriaAz 2040 General Plan* and supplement the provisions of the Peoria Zoning Ordinance. These principles and guidelines (or "development standards") apply to all development types within the City as noted more specifically herein. This includes proposals for new development and redevelopment of sites, including exterior alterations to existing buildings.

These guidelines are intended to clarify expectations and set clear objectives regarding design excellence for the development community. They are also intended to assist City staff and decision-makers in evaluating projects. The design team is urged to consult and apply these principles and guidelines at the onset of the process to ensure that the review and permitting processes are as efficient as possible.

While these development guidelines are intended to supplement the Peoria Zoning Ordinance, there may be occurrences where there is a conflict between the two documents. Where there is a conflict between the provisions herein and the Peoria Zoning Ordinance (or underlying zoning), the zoning ordinance and/or underlying zoning shall apply.

C. Types of Projects Requiring Design Review

The following list indicates generally the types of projects that are subject to the City's design review process. A similar, more detailed list is also provided in the "applicability" section of each of the sections dealing with specific types of development. A list of projects that are exempt from design review is provided in the next section.

Residential Development

- New single-family development in a subdivision of five (5) or more lots, excluding custom-home developments.
- New attached single-family or multi-family developments of two (2) units or more.
- Additions or exterior remodeling (not including paint changes) of an existing single-family residence or multi-family unit within a qualifying development as noted above.
- Qualifying accessory structures such as ramadas, sheds, detached RV/patio covers, detached garages, and gazebos as specified herein.

Commercial and Mixed-Use Development

- All new construction within commercial or mixed-use development, including areas within planned area developments designated for commercial or mixed use, excluding interior tenant improvements.
- Alterations to the exterior façade of an existing building and/or suite/storefront including color or material changes or the use of exposed lighting

Business Park and Industrial

- All business park and industrial development, including areas with analogous zoning or planned area developments for business park or industrial use. Allowed uses which may be more commercial or office in nature should follow the applicable Non-Residential Design Guidelines.
- All new construction of business park or industrial development, excluding interior tenant improvements.
- Alterations to the exterior façade of an existing building and/or suite/storefront including color or material changes or the use of exposed lighting.

Old Town Core

- New construction of single-family in a subdivision of five (5) or more lots.
- New construction of a multi-family development consisting of two or more units, mixed-use, or non-residential structures.
- Additions or renovations to existing multi-family, mixed-use, or non-residential structures that require a building permit.

D. Exemptions from Design Review

The following types of projects are exempt from the design review process and are not required to follow the design guidelines in this manual. However, it is recommended that applicants with exempt projects refer to the guidelines and follow them to the degree feasible to help ensure well-designed projects.

- Properties zoned Planned Area Development (PAD) or Planned Community District (PCD) with specifically approved design standards that conflict with the standards established herein.
- New single-family homes and additions to or remodeling of existing single-family homes not located in a new subdivision of five (5) or more lots, and whereas remodeling shall consist of exterior building changes beyond paint change.
- Barbecues, detached chimneys, sport courts, and play structures.
- Routine maintenance of structures, signs, and landscaping.
- "Commercial", "Business Park", and "Industrial" user interior alterations that combine one or more suites/storefronts are not considered new construction or a new construction addition.
- Temporary structures as defined in the Peoria Zoning Ordinance.
- Public / Private and Charter Schools





E. HOW TO NAVIGATE THE PLAN

The first thing to consider is whether or not a proposed project or building is subject to the design review provisions of this manual. For ease of reference, in Chapter 2, the document delineates between the types of projects that are subject to design review, and those that are exempt.

If a project is subject to the City's design review process, the next step is to identify the applicable design guidelines. This is determined by which land use category the development is in (e.g. residential, commercial, industrial, etc.) and/or by the location of the proposed project (e.g. Old Town Core). The project will need to demonstrate compliance with all of the appropriate design guidelines as well as all other requisite policies, plans, and standards of the City.



THE PROCESS



Stage 1: Planning The Project

Review existing entitlement and / or applicable zoning ordinance regulations to help determine a project's feasibility. Refer to www.peoriaaz.gov/planning for more information.



Stage 2: Review Design Excellence Definition

Reference Chapter 2: Design Excellence to gain an understanding of the intent and overall values and principles that these guidelines seek to encourage within the City.



Stage 3: Identify Development Type

Utilize the chapter descriptions to identify the specific development type that is consistent with the proposed project.



Stage 4: Apply Relevant Chapter Guidelines

Apply the design guidelines specified within the appropriate Chapter based on the defined development type.



Stage 5: Submit Project For Review And Approval

Staff will review your design review application. Once all items have been addressed, the project can be approved.

F. CONSIDERATIONS

As applicants and reviewers apply these community design guidelines, the following considerations will need to be kept in mind:

1. Interpretation of the guidelines.

Guidelines which employ the word 'should' are intended to be applied as stated. However, an alternative design solution may be considered if it accomplishes the intent of the guideline. Guidelines using the words 'shall' or 'must' are mandatory and must be included in the project's design. Guidelines using the words 'encouraged' or 'promote' are desirable, but not mandatory. Guidelines using the word 'discouraged' are undesirable but may occur in a limited capacity if aiding in the achievement of other guidelines.

2. Application of these guidelines will vary by the nature and scope of a particular project.

These guidelines are not one-size-fits-all. In some cases, trying to apply all of the guidelines to a project could produce unintended conflicts or undesirable outcomes within a design. Consequently, certain guidelines may be more appropriate than others, or take precedent over others, depending on the context, scale, and use of the project, or unique circumstances.

It should also be noted that these guidelines are a minimum starting point for approaching design consensus. Furthermore, it should be recognized that these principles and guidelines do not encompass every possible technique for achieving a high level of design quality. The development team is encouraged to use its own creativity and experience to improve upon the means for realizing the design goals and expectations.

3. Surrounding context may not always reflect desired conditions.

Some guidelines may suggest using the existing context to determine appropriate design conditions for a project. In some areas, the existing context may be poorly defined or less desirable. In those instances, the project should be treated as the model that will establish a pattern or identity context from which subsequent developments can take their cues.

4. Illustrations and photographs are intended as examples to a range of design solutions.

The illustrations shown in this document are intended to provide examples of how these guidelines can be applied. They are not intended to illustrate the preferred or only way to meet the intent of the guidelines. Photographs that are provided as examples shall only be construed to represent an example of the specific standard it is illustrating. Photographs may include periphery items that are prohibited or discouraged by guidelines other than the guideline it is specifically illustrating. Applicants and project designers are encouraged to consider and utilize creative and innovative designs, styles, and techniques that may not be illustrated or pictured, but still fulfill the intention of the design guidelines.

5. Relationship to City Plans, Policies and Regulations.

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

G. ADMINISTRATION

1. Design Review Board (DRB)

The composition, powers and duties of the Design Review Board are established in Chapter 3 of the Peoria City Code.

2. Design Review Waivers

Any request for a waiver or exception from an applicable provision shall be submitted in writing to the Zoning Administrator, along with all applicable exhibits and fees. The Zoning Administrator may deny, approve, modify, or approve with any conditions.

3. Guidance on Implementing Design Policies

Staff may seek feedback or guidance from the Design Review Board on design matters as it generally relates to implementing specific policies found within the Community Design Guidelines, or alternative implementation of specific guidelines for a particular project.

Matters such as these would be placed upon an agenda to be heard by the Design Review Board at one of their upcoming board meetings. Any feedback and guidance received during the meeting shall not constitute a formal recommendation or rendering of a decision by the Design Review Board.

4. Appeal of an Administrative Decision to the DRB

Any final decision made by the Zoning Administrator pertaining to a design review policy or any action on a design review waiver, may be appealed to the Design Review Board.

The appeal shall be filed in writing within fifteen (15) calendar days of the final determination. The Planning Department shall provide notice at least fifteen (15) days prior to the Design Review Board hearing by publication of the notice in a newspaper of general circulation within the City.





CHAPTER 2

DESIGN EXCELLENCE

The *PeoriaAz 2040 General Plan* sets forth the community's vision and desired conditions for the future of the city. The Community Plan vision and vision elements (listed below) also serve as the basis for the design principles set forth in this Manual. The City seeks to encourage maximization of development opportunities that respect established neighborhoods, promote a sense of community and protect significant cultural and historic assets. The guiding framework is defined by these areas:

- **Context:** New development should respect and respond to the surrounding context. Projects should utilize responsive, place-based design solutions that create distinctive settings that are compatible within the area.
- **Sense of Identity:** Development and redevelopment should build on and enhance the identity and character of the community. Both public and privately-owned areas should be designed to maximize available opportunities to promote a sense of identity.
- **"Community" by Design:** Pursue innovative and progressive design that balances priorities without compromising quality.
- **Connectivity:** Look for ways to promote healthy communities by enhancing connectivity throughout the city, making it easier for residents and visitors to access area destinations and amenities.
- **Walkability:** Create walkable neighborhoods, commercial corridors and mixed-use districts that stimulate increased pedestrian activity and make alternative transportation more viable.
- **Sustainability:** Use best practices to reduce environmental impacts.





A. Defining Design Excellence

In order to advocate for design excellence, it is important to have a working definition of what is meant by “excellence”. Because quality is subjective and can be applied to a lot of different aspects of development, “design excellence” takes many forms and can be measured in various ways. While it can never be fully defined, the following objectives have been developed as a description of what is desired and expected in Peoria to encourage quality development that will be sustainable and stand the test of time.

Design excellence is achieved through:

- Promoting the orderly development of the City as provided for in the goals and policies of the Peoria General Plan;
- An integrated pattern of development that facilitates connectivity, multi-modal transportation options, and mixed-use development;
- Advancing development that preserves and enhances the character and quality of Peoria’s neighborhoods;
- Promoting building designs and construction practices that are sustainable and adaptable to multiple uses for extended building lifecycles;
- Creating places that are safe, attractive, interesting and inviting, and fit within the context of the surrounding neighborhood;
- The use of architectural and site design that is appropriate in scale, massing, and articulation to the setting and purpose of the development;
- Enhancement of the human and pedestrian scale of new developments and redevelopment to ensure compatibility between residential neighborhoods and adjacent non-residential uses;
- The use of a variety of landscape materials and durable, high-quality building materials that work together to provide visual interest through a compatible variety of colors, materials, and textures; and
- Developing in a way that is appropriate for our climate, utilizes low impact development techniques, and utilizes options for water and energy conservation.



B. Philosophy and Values

Through illustrations, pictures and text, the following chapters of this manual further describe what is meant by “design excellence”. While no development will meet all of the statements contained in this document, the cumulative effect of striving to meet these objectives will be to create holistic designs where the individual parts work together to create an interesting, attractive, and sustainable whole.

The underlying philosophy in developing these guidelines stems from acknowledgment of specific architectural and urban design qualities that are valued by the City and the community as referenced below:

- Architectural excellence as evidenced by the design community; the existence of numerous organizations and citizen volunteers devoted to appreciation and cultivation of stellar architecture and urban design including the City’s Design Review Board, Historic Preservation Commission, Planning and Zoning Commission, and City Council; and a citizenry that is active in processes related to the design of individual projects and the City as a whole;
- Design that preserves, reflects, or takes inspiration from the physical environment of mountains, valleys, washes, and rivers, that comprise the extraordinary setting surrounding Peoria;
- The character and cultivation of distinct neighborhoods within the City;
- The desire to identify and protect historic and cultural resources that honor the City’s heritage and diversity.

The design guidelines reflect Peoria’s values through their emphasis on:

- Preserving and enhancing the existing character of the City.
- Ensuring that new or modified development contributes to the positive image of the City by being aesthetically pleasing and functionally organized.
- Protecting and enhancing property values by ensuring that development fits properly within the context of its surroundings and does not negatively impact adjacent uses.
- Providing certainty to the development review process by clearly stating the City's expectations.
- Encouraging individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- Ensuring high quality development without causing unnecessarily high development costs.







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.

SINGLE – FAMILY RESIDENTIAL

A. 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.



B. NEIGHBORHOOD CHARACTER

Single-family residential development can consist of a variety of densities, lot configurations, home sizes, and architectural styles. When combined with parks, schools, and commercial areas, single-family 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.

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.

- **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.
- **Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.
- **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.
- **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.
- **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.



C. 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 building 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, or other elements.

I. Sense of Arrival

A person's sense of arrival into a community is shaped by a sequence 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.

a. Major Intersections and Gateways

The initial impression of the community often begins upon arrival at a major street intersection, and continues 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. More particularly, a major intersection can be defined as the intersecting of the following street classifications: arterial/arterial, arterial/collector and to a lesser extent collector/collector.

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 continuous 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:

- Use of similar architectural vocabulary and aesthetic imagery found with adjacent buildings, parks or gathering areas to reinforce complementary nature of project while retaining individual project identity.
- Continuation of landscape palette with signature species denoted at corners.
- Plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.
- 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.
- Integration of shade respites, street furniture, and/or transit amenities into the design as appropriate.
- Installation of major public or private art, or iconic features at intersections.



b. 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 palettes, wall designs and so forth. Developers should provide a balanced design using continuity of elements and areas of distinction by:

- 1) Continuously threading the landscape palette through each defined section of roadway. Plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.

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.

- 2) Linear arrangements of street trees along the street edge can be applied with flexibility to maintain visibility windows. 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.
- 3) Provide continuous sidewalks on both sides of the street, including where available, offer direct, linear access from corner areas into adjacent common area amenities.
- 4) Improve the aesthetic quality and pedestrian experience by providing detached sidewalks with intervening landscaping along arterial and collector roadways.
- 5) Disrupt long expansive walls along arterial and collector streets by introducing visual penetrations such as pathways, open space, view fencing, and other design techniques.

- 6) 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.
- 7) 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.
- 8) 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.
- 9) 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.



c. **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. These objectives may be achieved through the following elements:

- 1) The developer shall provide an appropriately-scaled sense of arrival at all entries into the community and individual subdivisions. For example, utilization of scaled thematic elements to distinguish between primary and secondary entries.
- 2) 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 are exiting the public realm and entering into a reserved area for residents.
- 3) Landscaped medians should be provided at subdivision entry areas at designated primary entrances.

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 subdivision entry may be substituted in lieu of the median. Where enhanced landscape tracts are provided, they shall be devoid of a retention basin, to the greatest extent possible.

- 4) All plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.
- 5) 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.
- 6) In addition to the above, at least one (1) or more of the following thematic design elements shall be provided to create visual interest and differentiation between subdivision entries:
 - A signature entry monument (excluding signage), sculpture, or other identifying vertical element.
 - Specialized fencing, accent walls, and/or incorporated light fixtures.
 - Specialized thematic tree and shrub plantings, or enhanced plant palette / plant densities or plant sizes to create visual interest.









2. Access 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 uninterrupted segments of collector streets exceeding $\frac{1}{4}$ mile and local streets exceeding one thousand (1,000) 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.
- d) 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 corners of major intersections, 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 should be considered:

- a) The orientation of residential lots must be considered an integral and crucial part of the design process.
- b) Site grading associated with the proposed lotting layout should emulate, to the greatest extent possible, the natural characteristics of the underlying topography and view sheds, 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 considered 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 drainage ways 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.



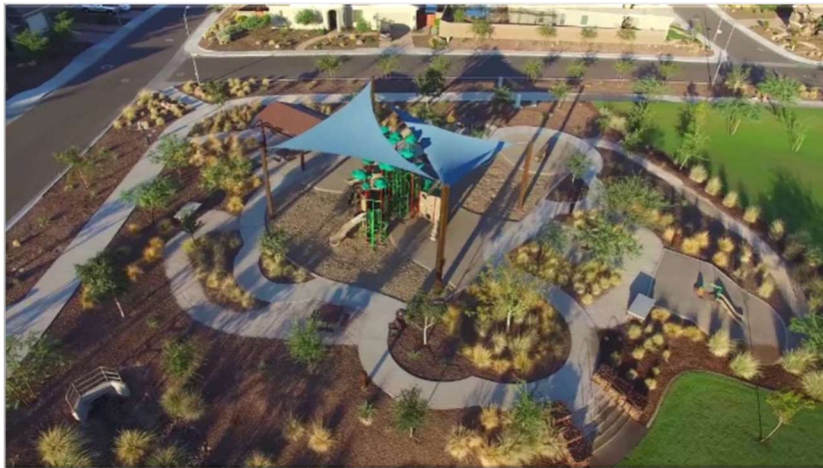
4. Open Space and Amenities

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. More specifically, these common areas, combined with effective private open space allow for residents and their guests to alternate between recreation and 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 contribute to both the environmental quality and aesthetic appearance of the community, while creating a variety of recreation opportunities. These objectives can be achieved through the following:

a. Network of Open Spaces

- 1) A minimum ten (10) percent of the project shall be dedicated as "activated" (or usable) open space, or as alternatively established through existing entitlements such as the project's Planned Area Development (PAD) / Planned Community District (PCD) development standards.
- 2) Public or "common open space" areas shall be incorporated into the site as a primary design feature and not just as remnant pieces of land used as open space.
- 3) To promote safety, connectivity, and ease of on-going maintenance, open space tracts in excess of 200 feet in length shall meet or exceed thirty (30) feet in width for the entirety of the span.
- 4) The 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.
- 5) Seek opportunities to foster interaction through increasing the size of the activated open space area and/or enhancement of the quality of project-related amenities.
- 6) 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.
- 7) Whenever there is a pedestrian walkway / trail connection, it shall contain landscaping, view fencing, or combinations thereof, and low-level accent lighting that meets minimum safety lighting levels and is dark sky compliant.
- 8) 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:
 - i. Open space areas shall retain and enhance connections to natural areas that may exist off-site or may provide a habitat for wildlife.
 - ii. Preserve Peoria's historical, cultural, and natural environmental assets within dedicated open space areas.
 - iii. 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 anticipation of future development patterns.
 - iv. Preserve sensitive natural areas as they extend across property boundaries where possible, such as creating continuous corridors of undisturbed open space.
 - v. Restore disturbed areas to blend with the natural environment, matching original or adjacent topography, plant material, and plant density.
 - vi. When new development occurs adjacent to areas of preserved open space, provide a soft transitional edge between the open space and the new development.





b. Amenities Placement and Orientation

- 1) Placement of outdoor uses and activity areas, otherwise referred to as "amenities", should be balanced throughout the project, and provide access for people of all ages and abilities to the greatest extent possible.
- 2) Amenities shall not be placed in remote or hard to see locations.
- 3) Where possible, include flexible activity spaces and select amenities that allow for year-round programming to contribute to the vibrancy, health, and sense of safety of the community.
- 4) When provided, guest parking should be located conveniently adjacent to neighborhood or pocket parks, and/or significant community amenity areas.

c. Amenities Types

- 1) "Activated" open space areas shall be clearly designated on the Preliminary and Final Plans.
- 2) Primary amenity types include, but are not limited to:
 - Parks or recreation areas (private or dedicated), such as but not limited to programmed neighborhood or pocket parks.
 - Reserved or dedicated hillside preserves.
 - Common area pools, spas, and/or recreation centers.
 - Racquet and sport courts, or multipurpose fields such as basketball, volleyball, baseball, pickle ball, etc.
- 3) Secondary amenity types include, but are not limited to:
 - Passive amenities including, but not limited to, ramadas and barbecue areas, bench seating areas, and specified interpretive or demonstration facilities. For example, butterfly habitats, or interactive gardens, etc.
 - Retention basins and floodway areas when improved with active or passive amenities as described above.
 - Linear parks with fitness equipment, scenic nodes, or shaded rest areas.
 - 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.

d. Commitment to Sustainability

In concert with the Peoria General Plan and adopted Sustainability Plan, new golf courses not previously identified through entitlement or within specialized design standards are discouraged, and shall not count towards satisfying open space requirements.

Where previously approved through the entitlement process, golf course areas shall not count more than fifty (50) percent toward minimum "activated" open space requirements.

5. Streetscape, Site, and Accent Lighting

- a. Incorporate lighting into the overall street or trail design to provide a uniform design element and safe street environment, while creating a visually pleasing environment.
- b. The use of accent lighting is encouraged to improve the ambience in areas of high pedestrian activity or to highlight architectural or landscape features such as entries, signs, plantings, and art.
- c. Decorative theme lighting, accent lighting and/or lighted bollards shall be placed along pedestrian connections and trails in activated open space areas to improve visibility and safety.
- d. 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.



6. Walls and Fences

a. Location and Placement

- 1) The location and placement of walls shall take into consideration topography, pedestrian comfort along adjacent paths/trails, and natural view sheds.

To the greatest extent possible, walls shall be sited to maximize pedestrian connectivity and minimize environmental impact in sensitive areas.

- 2) 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 where possible.

- 3) 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.
- 4) Ground or wall mounted equipment should be located away from private resident spaces, such as porches and patios, and screen from public view to the greatest extent possible through screen walls and landscaping.





b. Thematic Character, Color and Materials

- 1) Innovative wall designs are encouraged to reduce the visual impact of large vertical expanses of wall.
- 2) Perimeter or theme walls adjacent to streets with a classification of collector, arterial, or higher shall:
 - i. Soften transitions between horizontal and vertical planes.
 - ii. 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.
 - Incorporate raised planters or other structural elements, as approved by the Zoning Administrator.
- 3) Individual subdivision walls shall be consistent with the thematic character of the development through the use of common integrative elements such as colors, materials, and architectural styles.
- 4) Retaining and tiered walls should reflect the overall identity or character of the development and be cognizant of access requirements for on-going maintenance.
- 5) Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand variations in the climate.
- 6) Where concrete masonry block is utilized, it shall be integrally colored unless otherwise approved by the Zoning Administrator.

D. BUILDING FORM & ARCHITECTURE

The intent of this section is to guide the integration of new neighborhoods and housing types into the community fabric, along with preserving and contributing to the character of established neighborhoods.

The design principles herein attempt to promote deviation from the standard “cookie-cutter” format of garage dominant building lines and repetitiveness through a diverse palette of standard plans, articulation, and color and material choices.

I. Design Objectives

Building form and architectural style of a residential development acts in concert with other thematic elements to create the identity for the project. As these guidelines apply to smaller infill subdivisions up to larger master planned communities, the intent is to encourage the highest level of design excellence possible by establishing a minimum set of parameters to ensure quality architectural design. These objectives can be achieved by:

- a. Establishing a residential style that is carried consistently throughout all architectural components including building mass and articulation, roof forms, windows (proportion and design), colors and materials, and facade details (doors and entrances).
- b. Requiring single-family residential communities and projects to respect the established architectural character valued by the community, and endeavor to meet or exceed the standard of quality set by the surrounding area.

Explore similar placement of homes on lots or select design elements that are similar or complimentary with the surrounding neighborhoods.

- c. Mitigating the impact from monotonous building elevations, through design solutions that require the integration of façade articulation, variable building angles, eaves, parapets, and strategic placement of windows and doors in each elevation.

Avoid combining structural and decorative characteristics from different architectural styles into a single building.

- d. Encouraging developments to enhance streetscape interest by staggering the placement of the homes on lots and by varying the front planes of homes.



2. Driveways and Garages

a. Driveways

- 1) Driveways shall be no less than twenty (20) feet for forward-facing garages in order to prevent vehicles from blocking sidewalk areas. Where physical or environmental constraints exist, driveways may be reduced to be a minimum eighteen (18) feet in length as approved by the Zoning Administrator. Dimensions are exclusive of curb and sidewalk.
- 2) Minimize the prominence of driveways within the front façade and the front yard.
- 3) Driveways for three-car or larger forward-facing garages should incorporate alternative paving design elements across the entire driveway to soften the appearance of large impervious surfaces.
- 4) 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, consider the use of alternative garage types such as, single-bay tandem, side entry, or rear loaded.

b. Garages

- 1) A variety of garage placements should be offered on the same block in order to avoid garages from dominating the streetscape and/or front of the house. Utilization of attached or detached garages that are recessed, side entry, or placing the garage at the rear of the home is encouraged.
- 2) When lot size restricts garage placement, the developer shall utilize a combination of enhanced ornamental details and variety of garage door styles and colors to provide greater visual interest and streetscape diversity.

For example, garage doors should be articulated with windows, paneling, detailing and/or utilize high-quality materials or finishes that complement the architecture of the building.

- 3) 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.

3. Entryways

Beyond their practical purpose, entryways into a residential home should provide a defined transition between the public and private realm. In this manner, entryways should convey a welcoming impression for those who approach, while also conveying a sense of privacy for occupants.

- a. Entryways should be designed to thoughtfully interact with the level of activity along the street.
- b. Primary entrances should occur along the front façade; however, the door does not necessarily need to face the street.
- c. Articulation is encouraged through use of a portico, canopy, sidelights, surround or other devices.
- d. All homes must provide a clearly defined paved walkway from the primary entrance to either the driveway or the abutting primary street. Alternative materials such as stone, pavers, or stamped or textured concrete are encouraged.





4. Massing and Articulation

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

- a. Create diversity by varying the bulk and mass of buildings. Avoid a monotonous streetscape by creating diverse elevations with cutouts and pop-outs or by providing visual interest by incorporating architectural elements such as overhanging eaves, recessed windows, window trim or other building details.
- b. Long, single-ridge roof lines should be avoided. Reduce massing of roof forms by varying the height and orientation of the roof lines.
- c. Where houses in a development back onto collector or arterial street, a variety of roof designs shall be utilized as to avoid a series of repetitive roof slopes viewable from the right-of-way.
- d. Windows that are viewable from a street shall have style-appropriate trim detail on at least two sides of all windows and shall be recessed.
- e. Vertical undulation of front elevations:
 - 1) Not more than sixty (60) percent of any front elevation shall occur on the same plane.
 - 2) Plans with two (2) planes shall provide a minimum undulation of four (4) feet between said planes; and
 - 3) Plans with three (3) or more planes shall provide a minimum undulation of two (2) feet between said planes.
 - 4) 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.

To demonstrate compliance, a *Façade Articulation Exhibit* shall be provided with the Design Review submittal.

5. Colors and Materials

Selection of building color and materials on the facades of residential units and garage doors have a great impact on the overall character of both individual buildings, along with the neighborhood as a whole. Accordingly, the selection of colors and materials should be chosen to work harmoniously.

- a. High-quality authentic building materials, such as stone, brick, and stucco should be utilized as appropriate to enhance the building's architectural character and assure a long-lasting building life.
- b. All developments shall provide a diversity of roof colors, materials, and styles within the subdivision in accordance with the schedule outlined in Section 6 Standard Plan Requirements.
- c. 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.
- d. 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.
- e. Change in color should always be accompanied by a change in plane and separated by a facade element, enhanced architectural detail or other means.
- f. Exposed metal chimney flues inconsistent with the architectural character are prohibited. Exposed flues are acceptable only with fireplaces without a chimney.
- g. With the exception of windows and similar features, the use of reflective surfaces is prohibited.



6. Standard Plan Requirements

- a. A minimum of three (3) elevations are required per standard plan for residential projects with twenty (20) or more lots. For residential projects with at least five (5) lots, but less than twenty (20) lots, a minimum of two (2) elevations are required per standard plan.
- b. 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.
- c. 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 (e.g. flat tile and mission tile) may be considered as different roof material types.
- d. 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.



7. Utility and Mechanical Equipment

- a. Noise generating equipment should be located away from residential units, public spaces, and pedestrian areas.
- b. Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berming, or low-screen walls.
- c. Ground and roof mounted mechanical equipment shall be screened from public view.

8. Additions and Remodeling

The intent of this section is to preserve the integrity and character of existing communities by promoting compatibility for proposed additions or alterations to existing buildings. The following design guidelines apply to all additions or alterations that are *attached* to the main house, or otherwise referred to as the principal building:

- a. Additions or alterations to the primary building shall utilize similar or compatible color, material and architectural style combinations.
- b. New or expansion of covered patios shall be compatible to the principal building in terms of color. Roofing materials are not required to match that of the principal building.
- c. Covered Patios shall be constructed on an approved concrete or similar foundation or slab.
- d. Patio/porch enclosures determined to be an "Arizona Room" instead of a room expansion is exempt from matching the existing structure in color, materials, or architectural style.
- e. 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.
- 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.

9. Detached Accessory Structures & Buildings

The following design guidelines apply to all detached or free-standing structures and accessory buildings as noted below.

Note: Play structures, barbecues, chimneys (not attached to principal building), sport courts, and other like structures are exempt.

a. **Gazebos, Ramadas, and Similar Structures**

Gazebos, ramadas, trellises and similar structures should generally match either a main or accent color on the principal building.

If the structure is considered "open air" per the Zoning Ordinance, no such design requirements are imposed.

b. **Sheds and Garages, excluding RV Garages**

- 1) Buildings less than ten (10) feet in height shall generally conform to the principal building in terms of colors.
- 2) Buildings ten (10) feet or greater in height shall generally conform to the principal building in terms of colors, exterior building materials/ finishes, and architectural style.

Exception - Properties zoned AG, SR-43 or SR-35: Accessory (or secondary) buildings are often more rural / agrarian in nature. The styling of these buildings should be either consistent with the use, or shall generally conform to the color the principal building.

c. **Recreational Vehicle (RV) Covers**

- 1) Detached RV Covers are permitted provided that:
 - Lot size shall be eighteen thousand (18,000) square feet or larger.
 - Limit of one (1) RV canopy per qualifying lot.
- 2) 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.
- 3) 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. Recreational Vehicle (RV) Garages

These buildings are typically located along the side of a home and given their size, have a greater visual impact than other accessory buildings.

- 1) RV Garages shall substantially conform to the principal building in terms of colors, and exterior building materials / finishes.
- 2) Casitas, lofts, bonus rooms, and similar uses located on an upper floor shall be designed to appear as livable by utilizing recessed windows with trim and ornamental enhancements similar to the principal structure. Windows oriented towards an adjoining residential lot should be clerestory.



MULTI – FAMILY RESIDENTIAL

A. 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 and buffer between single-family residences and office or commercial uses. Thus, these types of residential uses play a critical role in contributing to a vibrant, and robust 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.



B. NEIGHBORHOOD CHARACTER

By their nature, multi-family projects can be large in scale and tend to dominate their surroundings if not properly designed. Additionally, issues of parking, circulation, open space, site amenities, and resident safety need to be addressed. The purpose of this section is to provide design guidelines that address the particular issues associated with multi-family developments. Accordingly, the primary objective of the design guidelines in this section is to ensure quality development that will stand the test of time, be safe and convenient for its residents, and be compatible with the character of the neighborhood.

These guidelines cover attached-type dwellings in general, including duplexes, apartments, condominiums, and townhouses throughout multi-family zoning districts, along with detached, horizontal-for-rent product as well.

Creating & Maintaining Character

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.

- **Sense of Place:** Orient building(s) and open space areas to enhance areas where a strong identity already exists and create a sense of place where the physical context is less established. Terminate primary drives at open space or amenity features to create a focal point and enhance view corridors.
- **Architectural Presence:** The overall character of the development will be defined through the use of a consistent design concept and will incorporate the architectural embellishments commonly associated with that style.
- **Neighborhood Compatibility:** Establish multi-family residential architectural designs that complement various neighborhood characteristics and that support high quality development.
- **Connectivity:** Connections to adjacent compatible uses, existing public amenities such as parks or school playgrounds and all streets by maximizing intersections and 'straight line' paths where possible is encouraged.
- **Neighborhood Arrival:** Major intersections and corners should be treated as neighborhood/project entryways. Provide a sense of arrival through the use of entry monuments (excluding signage), or other identifying element such as but not limited to special landscaping, specialty pavement, architectural features, etc.

C. COMMUNITY DESIGN

Similarly to single-family residential, a person's sense of arrival into a multi-family project is shaped by a comparable sequences of experiences, which are threaded together by a continuous streetscape, leading up to the project's entrance. Working in balance, these moments then have the potential to continually reaffirm a strong identity and distinctive visual character for the multi-family project, as well as influencing the overall character of the surrounding neighborhood.

Multi-family projects should promote a healthy, walkable designed community by engaging the street, offering sidewalks and pedestrian paths, and using attractive design that reflects the scale and character of adjacent buildings. For example, multiple residence buildings located near transit and commercial/retail services support the density of an urban center and create vibrant, active, walkable neighborhoods to live, work, socialize, and relax.

I. Sense of Arrival

A person's sense of arrival into a multi-family community is shaped by a sequence 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 multi-family residential project, as well as influencing the overall character of the surrounding neighborhood.



a. Major Intersections and Gateways

The initial impression of the community often begins upon arrival at a major street intersection and continues to be built upon as the traveler makes their way into the development. Thus, projects located on major intersections, or designated city gateways, should treat these areas as a community entryway.

Given the prominence that major intersections play in establishing the visual character and fabric of the community, careful selection of the various elements is 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.

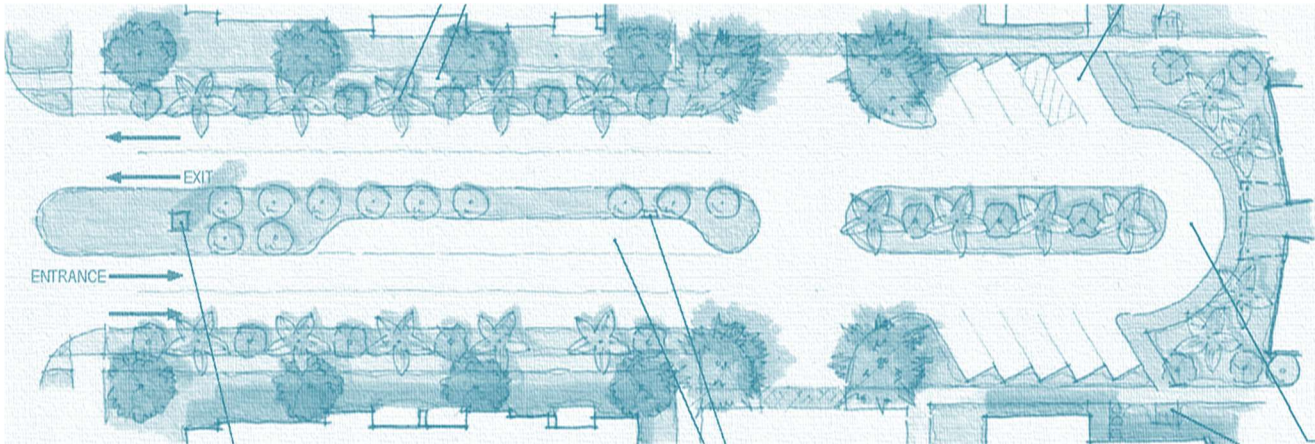
These objectives are achieved by:

- 1) Use of similar signature architectural vocabulary and aesthetic imagery found with adjacent buildings, parks or gathering areas to reinforce complementary nature of project while retaining individual project identity.
- 2) Continuation of landscape palette with signature species denoted at corner.
- 3) Plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.
- 4) 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.
- 5) Integration of shade respites, street furniture and/or transit amenities into the design as appropriate.
- 6) Installation of art or iconic features at intersections.

b. 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:

- 1) Continuously thread the 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.
- 2) Linear arrangements of street 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.
- 3) Provide continuous, direct sidewalks on both sides of the street.
- 4) Improve pedestrian experiences by providing gentle meandering sidewalks along arterial and collector roadways to elevate the aesthetic and pedestrian quality.
- 5) Disrupt long expansive walls along arterial and collector streets by introducing visual penetrations such as pathways, open space, view fencing and other design techniques.
- 6) The use of lighting fixtures in both a utilitarian application, as well as accent features should be used to create a distinctive street corridor.
- 7) 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.
- 8) 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.
- 9) 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.
- 10) 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.
- 11) Plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.



C. Primary Project Entry

- 1) Beyond their functional purpose, primary entries into multi-family residential projects shall create identifiable entry into the site through a defined transition between the public and private realm.
- 2) Primary entries should convey a sense of privacy while expressing a welcome entryway for those who approach. Additionally, the design of the entry should respond to the level of activity along the street.
- 3) A combination of ornamental landscaping, landscaped medians, architectural monuments, decorative walls, signs, and/or enhanced paving shall be incorporated into the primary themed entry as follows:

- i. Required elements include:

Distinguished entry into the development through the use of hardscape materials such as pavers or colored concrete.

- ii. At least one (1) primary elements, such as:

- Mature theme trees
- Landscaped median
- Prominent vertical architectural feature or monument, such as an obelisk, spire, porte-cochere, or arbor.

- iii. At least two (2) secondary elements, such as:

- Unique pedestrian scale lighting or bollards along sidewalks, walkways.
- Decorative theme walls
- Ornamental vehicular pedestrian and vehicular gates.

Other feature(s) may be considered and approved through the Site Plan Review process.

- 4) Plant material shall be selected from the Phoenix Active Management Area Low Water Use Plant List. The use of turf is prohibited.

2. Site Layout and Orientation

- a. The site design shall incorporate natural amenities and features into the development template such as topography, prominent view corridors, washes, and significant vegetative stands to enhance the character of the development.
- b. The building placement and orientation along the street line shall be staggered, angled, or curved to the greatest extent possible to provide modulation and interest.
- c. The building design shall account for predominant sun and environmental factors through building orientation, window and door placement, landscaping, awnings, canopies, window treatment (e.g. glazing) and other appropriate design solutions.
- d. The transition between multi-family residential and single-family residential areas shall achieve maximum compatibility through design solutions including, but not limited to, building orientation, use of clerestory windows for upper stories, wall height, and enhanced landscape buffering.

3. Mobility and Connectivity

- a. Promotion of alternative modes of transportation are highly encouraged, such as, but not limited to locating multi-family projects along transit corridors.
- b. On-site vehicular circulation shall:
 - Mitigate impact to adjacent single-family neighborhoods to the greatest extent possible; and
 - Be designed to reduce pedestrian / vehicle conflicts through the incorporation of appropriate traffic calming measures.
- c. Provide easily accessible pedestrian connections to adjacent off-site trails / paths or bikeways. Consider including secured bicycle parking nodes within the complex.

- d. Pedestrian access to adjacent non-residential uses shall, to the greatest extent possible, be provided by incorporating wall and landscape penetrations into the pedestrian circulation element.
- e. Pedestrian access into the project shall be provided through a continuous walkway at the primary entry starting from the abutting right-of-way to the leasing office.
- f. Pedestrian walkways shall be:
 - Separated, to the greatest extent possible, from all vehicular traffic movements except where drive aisle crossings are necessary.

When traversing across vehicle drive aisles, pedestrian walkways shall be distinguished with an alternative hardscape material such as pavers or colored concrete. Exposed aggregate is not an acceptable material.

- Safe, visually attractive, and well defined by landscaping and lighting.

All lighting shall be properly shielded from adjacent properties.

- Linked to create internal circulating loops and provide connections to the various site amenities (e.g. parking fields, play areas, clubhouse, pools, or recreation center) and refuse enclosures refuse.
- Incorporate regular and evenly distributed placement of shaded, well-lit bench seating and other refuge areas.



4. Parking – Surface Areas, Structures, and Garages

- a. Entrances into parking lots should be defined through architectural enhancements, enhanced landscaping, and lighting.
- b. Rideshare or drop off areas should be centralized near the primary entry, conveniently accessed internally from the community, and be well lit and clearly marked.
- c. Guest parking shall be dispersed throughout the community, as well as located conveniently adjacent to significant community common areas and frequently utilized resident areas.
- d. Dead end drive aisles are discouraged.
- e. Surface parking areas, elevators, stairwells, and pedestrian walkways leading into these areas should be visible from multiple perspectives for safety.
- f. Covered parking structures should incorporate architectural embellishment when located adjacent to high visible public areas, such as near the primary entry or adjacent to streets designated as collector and above.
- g. Detached garages shall incorporate similar color, material and roof elements as the principal buildings.
- h. Garage doors should appear to be set into the walls rather than flush with the exterior wall.
- i. Ground-level parking structures should be screened from view by two (2) or more of the following:
 - Walls containing architectural details, such as banding or similar architectural embellishments incorporated into the building design.
 - Trees and shrubs.
 - Grillwork, greenscreens or decorative metal artwork or panels.



5. Open Space and Amenities

An individual development's contribution of open space and amenities become integral component in creating a community that is ultimately "socially and physically" connected. In multi-family residential settings, enjoyment of outdoor "living" areas, both private and community common areas, take on a more prominent role within these types of developments. 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.

a. Common or "Activated" Open Space Areas

- 1) Publicly accessible (or "common") open space areas shall be incorporated into the site as a primary design feature and not just as remnant pieces of land used as open space.
- 2) Common open spaces should be conveniently located for the majority of units.
- 3) Each project shall provide "activated" or programmed spaces with the common open space area at the following rate:

One hundred fifty (150) square feet of "activated" space per bedroom.
- 4) "Activated" areas shall be unencumbered and be a minimum width of twenty (20) feet.
- 5) Amenities should be distributed equitably within the "activated" open space throughout the project.
- 6) Care should be taken to mitigate light trespass and / or noise generation when locating amenities areas adjacent to lower density residential uses.

b. Private Area Open Space

- 1) Patios shall be provided for each ground floor unit and be sized to meet or exceed 100 square feet in area.
 - 2) Balconies shall be provided for each upper unit and be sized to meet or exceed 60 square feet in area.
- * For projects located with 1/4 mile of the Old Town Core (as defined in Chapter 6), the following provisions shall apply:
- Common Area Open Space shall be calculated at the following rate:

One hundred (100) square feet of "activated" space per bedroom
 - Patios and balconies shall meet or exceed sixty (60) square feet in area.

Note: The above ratios and dimensions are intended to establish general guidelines for establishing appropriate common and private area open spaces for most projects; however, they should not be construed to restrict or prohibit projects from offering innovative open space and amenities to its residents. Alternatives or deviations may be considered during the site plan review process, subject to Zoning Administrator approval.

c. Amenity Types

- 1) The following minimum amenities shall be provided strategically throughout the project:
 - Ramada or shaded seating areas
 - Barbeque areas
- 2) Additional project amenities shall be provided per the following schedule:

Total Units	Amenities Required
1- 99	One (1) Primary + One (1) Secondary
100 - 199	Two (2) Primary + Two (2) Secondary
200 - 299	Three (3) Primary + Three (3) Secondary
300+ units	Four (4) Primary + Four (4) Secondary

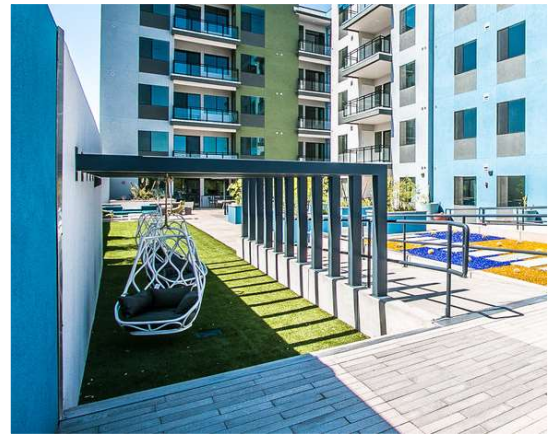
Primary Amenities

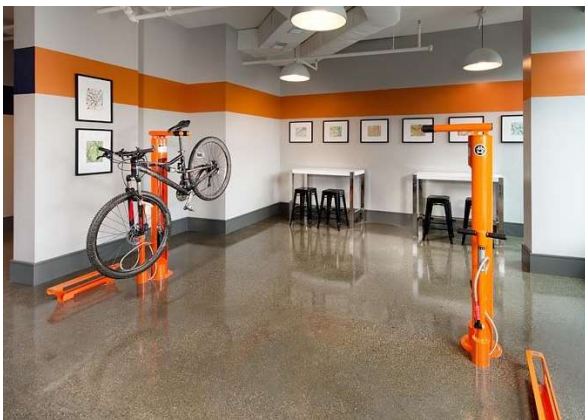
- Swimming pool (and/or Jacuzzi) and cool deck perimeter
- Clubhouse House (with or without combined fitness room);
- Multi-station co-working or conference room space;
- Fitness Center;
- Outdoor "Living" Room;
- Roof Top Lounge;
- Sport Court;
- Dog Park;
- Dog Washing Station;
- Vehicle Maintenance Facility; or
- Community Kitchen.

Secondary Amenities

- Lawn games, such as bocce ball;
- Bike Maintenance Area;
- Tot lot / Jungle Gyms;
- Flex spaces for yoga or outdoor fitness stations; or
- Parkour track or excise course;
- Outdoor community garden.

Alternative Primary and Secondary amenity options may be considered during the Site Plan Review process, subject to Zoning Administrator approval.





6. Landscaping

- a. Use of native vegetation and low water plants shall conform to the Phoenix Active Management Area Low Water Using Plant List, unless otherwise approved by the Zoning Administrator, and be planted in conjunction with an efficient water system.
- b. Landscaping shall be provided at the foot of buildings to soften the transition between paved areas on the ground plane and building materials on the vertical plane.
- c. Potted plants, ornamental landscaping, and architectural features should enhance courtyards, plazas, and other gathering areas.
- d. Flowering trees and shrubs should be used to provide color and accentuate entrances and activity areas.
- e. Landscaping should be used to define areas such as building entrances, key activity hubs, focal points, and the street edge.
- f. Landscape design should not preclude visibility or surveillance capabilities to common areas and units.
- g. "Hostile Vegetation" such as Ocotillo, Cacti or other plant types that discourage pedestrian movement or vandalism should be placed under windows or adjacent to long, remote expanses of perimeter walls.

7. Walls and Fences

- a. Entry signage, refuse enclosures, perimeter walls, and other appurtenances shall be consistent with the thematic character of the development through the use of common integrative elements such as colors, materials, and architectural style.
- b. Walls adjacent to retention areas, trails, parks or other useable open space areas shall incorporate regular undulation or variation in materials. View fencing is strongly encouraged.
- c. Perimeter walls shall integrate at least three (3) of the following treatments:
 - Integration with one or more of the following: inlays, materials or color accents, capping, decorative pilasters, wrought iron, planters, or other approved feature that adds visual interest. Strong geometric patterns are strongly discouraged.
 - Incorporation of raised planters.
 - Incorporation of decorative stone or masonry pillars with caps.
 - Incorporation of decorative wrought iron trellises or artistic features in context with the area.
 - Other alternative design as approved during the Site Plan Review Process.

8. Lighting

- a. Lighting shall be provided within outdoor spaces to provide visual interest as well as a security function.
- b. Decorative theme lighting, accent lighting, or lighted bollards shall be placed along pedestrian connections and in activated open space areas to improve visibility and safety.
- c. Gated entry features shall use integrated decorative lighting to enhance walls and signage.
- d. Lighting design shall be compatible with the building architecture, with fixtures of a consistent type and size within the development.

9. Refuse Enclosures

- a. Internalize and orient enclosures away from arterial streets and abutting residential areas.
- b. Enclosures shall be architecturally compatible through the use of common colors, materials, and design.
- c. Enclosures should be placed in convenient locations for tenant convenience and pickup service.
- d. Refuse enclosures should not create blind spots or hiding areas.

10. Utility and Mechanical Equipment

- a. Noise generating equipment should be located away from residential units, public spaces, and pedestrian areas.
- b. Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berming, or low-screen walls.
- c. Roof access ladders and roof drains/downspouts shall be internalized within the building.
- d. Ground and roof mounted mechanical equipment shall be screened from public view.



D. BUILDING FORM & ARCHITECTURE

I. Building Mass / Articulation

- a. The visual impact of large monolithic structures shall be minimized by creating a cluster of smaller buildings or the appearance of a series of smaller buildings.
- b. Minimize the bulk and appearance of structures through the use of sloping rooflines consisting of varying roof heights, directions, and shapes. Incorporate varied building heights at the street. Avoid massive straight rooflines with flat appearances.
- c. Building mass and scale should be compatible with adjacent lots and buildings. Taller buildings or taller portions of a building should be located internally to a site with building heights stepping down towards the edge of the site where smaller scaled development exists.
- d. Building placement and orientation shall vary for design interest and visual relief.
- e. The use of landscaping as a design element is encouraged to reduce building mass, such as raised planters. Landscaping should accentuate and compliment architecture.
- f. Multiple design solutions shall be integrated into the building to provide visual interest and variation. Such design solutions may consist of projecting private balconies, building wall recesses, pop-outs, varied wall planes, dormers, mansard roof, decorative window treatment, brick or stone veneers, color changes, and other architectural elements.
- g. Horizontal façades shall be articulated into smaller sections utilizing at least four (4) of the following:
 - Varied building heights.
 - Different materials used on first floor.
 - Different window types.
 - Different colors.
 - Offsets.
 - Projecting roofs (minimum of twelve (12) inches).
 - Recesses.
 - Bay windows.
 - Variable roof forms or orientation.
- h. Building facades should incorporate design elements that enhance the pedestrian environment.
- i. Deep roof overhangs are encouraged to create shadow and add depth to facades.
- j. Shade structures and screening shall be architecturally and functionally integrated into the established design theme.
- k. Garages and storage/utility areas shall be architecturally integrated into the established design theme.
- l. Exterior stairways shall be designed with at least one ninety (90) degree angle turn from floor to floor.
- m. Downspouts shall be internalized.
- n. Outside opening doors should be well lit and visible from the street, parking area, or neighboring units.
- o. Buildings should be sited so that the windows and doors of one unit are visible from another.
- p. Building entrances should be accentuated by architectural elements, lighting, and/or landscaping.

2. Fenestration

- a. All four (4) facades should have windows.
- b. Windows shall employ design details as appropriate to the architecture, such as mullions, arched windows, shutters/faux shutters, window surrounds, awnings, and canopies to break the scale of the façade into smaller components.

- c. Unifying architectural elements shall be used to carry a window pattern across a façade, such as a common sill or header line.
- d. Shaped frames and sills shall be used to enhance openings and add additional relief. They should be proportional to the glass area framed e.g. a larger window should have thicker framing members).
- e. Windows shall be provided in building facades facing streets to create visual interest.
- f. Windows and balconies should be designed so that visual and auditory intrusions on private outdoor space of other units or adjacent development are minimized.
- g. Window and door type, material, shape, and proportion shall complement the architectural building style.

3. Colors And Materials

- a. The color and material palette(s) shall be appropriate to the context.
- b. Where appropriate to the architectural style, materials and textures shall vary between the base and body of a building to break up large wall planes and add visual interest to the building.
- c. Material changes shall occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect, such as a chimney, pilaster, projection, or pop-out.
- d. Projects containing less than 150 units shall provide a minimum of two (2) distinctive, yet complimentary color and material palettes (or "schemes"). Each scheme shall be evenly distributed throughout the project. For projects containing 150 units or more, a minimum of three (3) distinctive, yet complimentary color and material schemes shall be provided and equally distributed throughout the project.

Note: For the third palette, alternating or exchanging a main body color with an accent color alone is not sufficient to create a distinctive scheme. In such cases, it shall also be accompanied by an another accent color which varies in value or hue from the original scheme, along with one of the following: 1) differing roof type, material, or color, or 2) a different accent stone type or color from the original scheme.

- e. All developments shall provide substantial accent materials, such as stone, brick, tile or other similar materials to add texture and visual interest to building elevations. Accent materials shall not be limited to typical wainscot height (3-4 feet) and may include all or most of the following:
 - Stone clad or concrete columns as patio/porch supports.
 - Integrated corbels (wood or treated synthetic materials) placed under eaves at corner locations or throughout project.
 - Stone wainscot at varied heights with accented caps.
 - Integrated lighting sconces beyond individual porch lights.
 - Scored stucco areas where color changes or the addition of accent materials is not practical.
 - Pop-outs and other projections of materials other than wood frame and stucco.
 - Decorative wrought iron accents in the form of stairway railings, gates into entry and amenity areas and patio/porch accents.
 - Large raised planters or pots placed in key areas to break up long walkways or parking areas.
 - Other creative accent materials and/or methods presented and approved during the Site Plan and Design Review Process.
- f. All accessory structures (e.g. garages, parking canopies, gazebos, etc.) shall conform to the dominant design theme of the development. For example:
 - Stone clad or concrete columns under gazebos and along pool areas.
 - Decorative wrought iron pool fencing and gates.
 - Timber trellises/gazebos with integrated corbels.
 - Iron or thematic wood/timber accents such as trellises, 'brows', or other interest items around or above garage doors.
 - Color matched parking canopies.
 - Garage door colors that allow doors to blend in.









CHAPTER 4

COMMERCIAL & MIXED – USE

The City seeks to further invest in flourishing commercial developments and expand business opportunities to support the Peoria community. Commercial development should complement and strengthen the existing community and character. Commercial development should strive to reduce reliance on automobiles, emphasize connectivity and accessibility for all users, including pedestrians and bicyclists, and contribute to the creation of attractive, engaging, and distinctive streetscapes and places. Commercial development should consider building design with the goal of creating recognizable places that enhance the image of Peoria and incorporate sustainable principles that will help allow Peoria to flourish for years to come.

The purpose of this chapter is to ensure the successful integration of attractive, well-designed and safe commercial and mixed-use development into the community. Such development should be designed in context with adjacent uses and sensitive to environmental resources. Such areas typically enjoy high visibility or serve as employment destinations and should therefore exhibit exceptional quality, identity, and interest.

COMMERCIAL AND MIXED USE

A. Project Types

Peoria has a range of commercial project types throughout the City. Commercial sites range from large to small and have varying forms based on their location and uses. For the purposes of these design guidelines, four primary commercial project types have been identified:



Local Commercial: Local commercial sites are low-intensity in nature and consisting of a variety of small to moderate in scale professional offices, medical and legal services, and ancillary retail uses. These smaller businesses may stand alone on a single lot, situated near several other local commercial sites, or may be the only commercial lot on the block. Such development should reflect the character and scale of the residential neighborhood around it.



Community Commercial: Community serving developments include integrated retail shopping areas that are in close proximity to residential neighborhoods, but may also serve the larger community. Commercial establishments offer a variety of goods and services compared to local commercial centers. They typically provide convenient day-to-day shopping and services, specialty stores, hospitality, as well as entertainment uses.



Mixed-Use: Mixed-use may include ground floor commercial with other uses on upper floors. Multi-use buildings may allow taller heights and reduced front setbacks to fit with a more dense and urban environment. It may also include the horizontal integration of uses through a cohesive and comprehensive design that focuses on pedestrian and vehicular connections between the uses.



Urban Form: Urban lots typically have smaller setbacks, buildings are closer to the street and parking is provided in the rear. These project types may be developed as either single stand-alone lots or as combined lots and part of a larger development, thus they may be detached buildings or attached to adjacent commercial uses. Commercial buildings on urban lots may also hold multiple tenants in different parts of the building.

B. Design Objectives

- Promote enduring, high quality and visually attractive development that elevates the sense of place and advances Peoria as a community of distinction.
- Minimize or disrupt the visual impact inherent to the scale, bulk and mass of large commercial buildings.
- Create a built environment that is context sensitive.
- Foster a pedestrian-friendly environment emphasizing connectivity, and shared public spaces.
- Reduce the use of non-renewable resources, minimize environmental impact, and relate people to the natural environment.
- Promote designs and practices that are adaptable to multiple uses for an extended building lifecycle.

C. Sense Of Place

The intent of this section is 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 commercial or mixed-use project should be taken into consideration during the design process, whether it be initial construction or through redevelopment.

The guidelines established herein are intended to nurture design that is contextually responsive, activates the public realm, and protects the community's aesthetic qualities. While this portion of the document addresses Sense of Place elements through basic principles of good design, it should not be viewed as standalone requirements. Rather, the proposed design guidelines are intended to work in concert with the Building Form & Architecture, and Site Design guidelines found in subsequent sections to create a uniform and harmonious design.





I. Project Entries and Corner Treatments

- a. All developments shall employ an overarching design theme that is threaded and integrated throughout the various project features such as walls, entry areas, pedestrian walkways, lighting.
- b. The selection and use of thematic elements at project entries should be designed appropriately to the size, scale, and contextual impact of the project.
- c. Larger developments that exceed ten (10) acres in size, and have one or more buildings that collectively exceed fifty thousand (50,000) square feet in area, shall be subject to the following:
 - 1) The development shall employ a clear hierarchy of entry points into the site.
 - 2) The primary themed entrance shall be positioned to foster a sense of arrival into the development by avoiding parking/access conflicts. The primary themed entry shall align the corridor with a prominent building, feature, or centralized public gathering space on site.
 - 3) Secondary entrances from arterial or collector roadways shall reinforce the theming of the primary entrance.
 - 4) The primary themed entry into the site shall utilize a combination of the following elements to distinguish and provide a sense of arrival into the site:
 - Icons, Sculptural Elements, or Artwork.
 - Thematic Entry Arches, Obelisks, Trellises, or Gateway Structures.
 - "Tree-lined" landscaped medians.
 - Alternative driveway paving materials (such as pavers, stamped colored asphalt, stamped textured concrete), or similar materials.
 - Architectural or Decorative Lighting.
 - Accent Landscaping, mature trees, or shade structures.
 - 5) If sculptural elements are provided, they should be situated in a manner to create focal interest. Additionally, these elements shall be located outside of sight visibility triangles, rights-of-way, and public utility easements.
 - 6) Accentuated corner treatments should be designed along collector and arterial streets to elevate the visual impact of the development.
 - 7) Corner treatments should include an enhanced pedestrian entrance into the site to serve as a gateway into the development.



2. Public Spaces and Pedestrian Areas

- a. Each development should feature spaces, designed to the size and demands of the particular site, to maximize the opportunity for interaction, respite, and placemaking.
- b. Each space shall be appropriately sited to promote safety, comfort and visibility.
- c. Larger developments that exceed ten (10) acres in size, and have one or more buildings that collectively exceed fifty thousand (50,000) square feet in area, shall be subject to the following:
 - 1) Projects between 10 and 20 acres shall feature at least one centralized, public space, or a series of smaller connected spaces in the form of plazas, patios or similar spaces, which are scaled to the size and demand of the particular use.
 - 2) Projects above 20 acres in size shall feature at least two (2) public spaces, that are scaled for the anticipated intensity of uses, and interconnected through enhanced pedestrian walkways.
 - 3) Identifiable architectural and thematic features should complement each other and collectively elevate the public spaces as a focal point.
 - 4) The functional design of each public space shall employ two or more of the following elements:
 - Framing the public space with outdoor patios, seating, or dining areas.
 - Shading elements such as shade trees or structured shade elements.
 - Focal elements, including but not limited to, recreational or passive amenities, integrated art, or other features of equivalent impact.
 - Decorative lighting, including but not limited to bistro string lights, pedestrian-scale lighting, accent lights, or other features of equivalent impact.
 - Special event spaces such as stages or opportunities for mobile vending areas.
 - 5) Pedestrian areas shall include a variety of shading options such as trees, trellises, canopies, and awnings for sun protection and heat reduction.
 - 6) Pedestrian areas shall be defined utilizing a variety of options including accent landscaping, lighting, planter walls, paving treatments and architectural elements.
 - 7) Pedestrian refuge areas and rideshare drop off areas should be equipped with seating, pedestrian-scale lighting and shade.
 - 8) Provide pedestrian scale lighting in pedestrian activity areas. This helps to create a sense of security and enhance the pedestrian experience.





3. Promotion of Arts and Culture

Artwork can serve as a key component of placemaking by playing a significant role in defining the character of a community and contributing to the aesthetic quality of gathering spaces. These distinct visual elements can be either permanent or temporary, kinetic or stationary, stand-alone or integrated into the architecture and landscaping, and elevate a place into a destination, as well as serving as a wayfinding element. Artwork can take many forms including:

- **Signature Artwork** – Iconic artwork that is significant, large-scale permanent artwork, serving as defining landmarks at major gateways into Peoria, and along major boulevards and intersections.
- **Wayfinding Artwork** - Wayfinding artwork is permanent artwork located in active vehicular and pedestrian intersections, which serves to connect key locations, enhance pedestrian circulation, and guide passage to and from destinations.
- **Temporary Artwork** - Temporary art installations are non-permanent artwork in a range of media and scale that are displayed for a limited amount of time. It serves to enliven and refresh the pedestrian experience, enhance tourism and pique awareness of the built environments.

In addition to independent or two-dimensional works, artwork may be integrated into the design of the site, buildings and landscapes in publicly accessible and visible areas of a site. These areas can include the walls, floors and ceilings, or other publicly accessible open spaces such as plazas, courtyards, colonnades or setbacks.

When integrated, the artwork should retain an interpretative aspect, and not be a mere extension of the design of the architecture, landscape architecture, interior design, etc. of the development. Additionally, while artwork may reinforce the architecture and urban design objectives for the site, it is not to be used as a substitute for otherwise achieving these objectives. The following guidelines shall be used in evaluating public art installations as part of private development projects:

- a. Works of art should be compatible in scale, material, and form with their surroundings. Consideration should be given to the architectural, historical, geographical, and social/cultural context of the site.
- b. Art installations should serve as a point of reference and landmark.
- c. Artwork should be utilized to reinforce gateways, signature streets, gathering areas and neighborhood centers.
- d. Artwork should be thoughtfully designed and installed in a manner that strengthens critical pedestrian linkages and enliven the overall experience.
- e. Murals and other forms of visual art may be appropriately integrated into the site provided that it does not function as additional signage by advertising a business, product, or service on site.



- f. Streetscapes and public spaces should include public art that reflects the culture and heritage of Peoria.
- g. Public art shall be accessible, drawing people through public spaces, but not impeding pedestrian flows.
- h. Works of art should be compatible in scale, material, form, and context with their surroundings, to the extent possible. Consideration should be given to the site's architectural, historical, geographical, and social/cultural context.
- i. Art installations should serve as a point of reference and landmark, welcoming and orienting residents and visitors to Peoria.
- j. Artwork should be utilized to reinforce gateways, signature streets, gathering areas and neighborhood centers. It may also be located in areas where few people pass to create unique and special places for people to enjoy.
- k. Artworks should not block windows or entranceways, nor obstruct normal pedestrian circulation in and out of a building (unless such alteration is specifically a part of the experience or design of the artwork).
- l. All forms of visual art may be considered.
- m. Significant consideration shall be given to cost and amount of ongoing maintenance and/or repair anticipated, and the ability to provide adequate maintenance for public art.
- n. Existing art and sculptures within the public right-of-way shall not be removed, relocated or replaced without City of Peoria written approval.



4. Signature Streets

Peoria recognizes the need to continue to be distinctive as a leader in the Valley. One of the techniques to do so is by establishing a number of signature streets that embrace the City's identity by incorporating placemaking, shade, transit and multi-modal facilities. Designated signature streets within the *Peoria 2040 General Plan* include: P83 Entertainment District along 83rd Avenue, Bell Road, and Lake Pleasant Parkway. As guidelines are incorporated into the *Community Design Guidelines*, their intent is to create a visually cohesive streetscape that is a unifying element along the corridor and allows for efficient management and maintenance.

Lake Pleasant Parkway Corridor

The primary design concept for Lake Pleasant Parkway is based on the Parkway's namesake — Lake Pleasant. This concept presents itself in the form of underlying 'waterway' or 'wave' elements in wall design, landscaping, artistic endeavors, and hardscape patterns and materials. In developing the theme, it was an opportunity to accentuate the natural beauty of the region and to highlight the Lake's significance in the Valley.

*See end of the chapter for complete
Lake Pleasant Parkway Streetscape Guidelines.*





D. Building Form & Architecture

The intent of this section is to promote the design and construction of mixed use and commercial developments that support and enhance the character of the City of Peoria through standards guiding building mass, roof forms, exterior materials, and architectural detailing. The building standards established herein will reinforce the desired development patterns and produce development that utilizes quality materials and professional workmanship promoting longevity and sense of place.

I. Development and Building Character

- a. A commercial center shall establish and utilize a consistent architectural theme with complementary forms and materials applied to each individual building.
- b. All sides of buildings shall receive proportionate design consideration and treatment (360-degree architecture). However, the highest level of articulation and detail should occur on the front façade and facades generally visible from the street and other public spaces. Blank windowless walls should be avoided when facing a public street.
- c. Building entrances shall be accentuated by thematic architectural elements, varied building materials, lighting, and/or landscaping.
- d. The use of standardized corporate architecture in the design theme of a building should be discouraged to ensure consistency with the architecture of the larger development.
- e. For gas stations, car washes, and other similar uses containing secondary components, all structures on site including canopies, kiosks, car wash facilities, gas pump columns, bollards protecting the gas pumps, gas pumps (excluding sign toppers), etc. shall be consistent with and complement the architectural design of the primary building through the incorporation of similar finishes, materials and details.

2. Building Massing & Articulation

- a. The design of a building should vary to reduce its perceived appearance of size and relate more easily to the human scale. Visually or physically break up large facades into smaller components to avoid monotonous or overly repetitive design. This may be achieved by providing a well-defined base, middle and top of the building using the following techniques:
 - 1) A well-defined building base may be achieved by elements such as low planters and walls, a meaningfully integrated base architectural veneer banding (wainscot) that is present in other elements of the building, a horizontal reveal line, use of an arcade, gallery, or colonnade to accentuate the ground floor, use enhanced architectural detailing or fenestration on the ground floor and treatments defined by a different material, texture or color.
 - 2) A distinct building middle may be achieved through a change in material occurring between the first and second floors, a step back in massing from the ground floor façade, a variation in window size from the ground floor, and the addition of sun shades or other exterior building features designed to prevent direct sunlight into the building.
 - 3) A well-defined building top may be achieved by utilizing features such as multiple architectural roof forms, clearly pronounced eaves and distinct parapet designs and cornice treatments.
 - 4) Other approaches and methods establishing building definition exist and may be considered if the resulting design achieves a sense of scale and character consistent with the surrounding context.
- b. Building mass and scale should be compatible with adjacent lots and buildings. Taller buildings or taller portions of a building should be located internally to a site with building heights stepping down towards the edge of the site where smaller scaled development exists.
- c. Massing may be further reduced using a combination of the following techniques:
 - 1) Step the façade back or include protrusions that extend forward to cast shadows and highlights prominent feature entrances and corners.
 - 2) Incorporate recessed windows, curtain walls, wall plane elements to break up the massing at appropriate intervals. Wall plane projections or recesses should be at least one (1) foot in depth, occurring at regular intervals and include subtle changes in texture and color of wall surfaces.
 - 3) Vary the roof line and height of different wings to avoid an appearance of excessive repetition along the streetscape.
 - 4) Add columns, pilasters, or similar projecting elements at least one (1) foot wide and eight (8) inches deep, repeating at minimum twenty-five (25) feet intervals.
 - 5) Provide at least one building corner or projection.
 - 6) Surface detailing, such as score lines or heavy stucco should not serve as a substitute for distinctive massing or material changes.
 - 7) Angled or sculpted building corners and/or an open plazas are encouraged at corner locations.
 - 8) Alternatives meeting intent of this section may be approved by the Zoning Administrator.

3. Fenestration

- a. Building facades should reflect the design intent of the structure, while at the same time providing an architectural “face” that relates to surrounding structures and streetscape, and contributes to the neighborhood and community character.
- b. Windows shall employ design details appropriate to the architecture, such as arched windows, shutters/faux shutters, window surrounds, awnings and canopies to break the scale of the façade into smaller components.
- c. Windows should be located in a manner that breaks up the façade and provides visual access or the appearance of visual access to the building. This is relevant at visually prominent portions of the building.
- d. Incorporate design elements such as arcades, screens, pergolas, or landscape trellises to create a more active appearance when large buildings require expansive windowless facades due to interior use.
- e. The building design should incorporate visual access (e.g. windows, peepholes, security cameras) on rear facades or facades oriented to loading docks or other less visible and trafficked areas.
- f. All doors that open to the outside should be well-lit and visible from the street, parking area or neighboring uses.
- g. Parking areas, pedestrian walkways, elevators, stairwells, and amenity areas should be well lit and visible from windows and doors.

4. Roof Planes

- a. Rooflines shall be varied in height, form, and materials to enhance the prominence of building entry points and corner elements.
- b. Parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer. Parapets should include two (2) or more of the following detail treatments:
 - Pre-cast elements;
 - Continuous banding or projecting cornices;
 - Dentils;
 - Caps;
 - Variety in pitch (sculpted);
 - Clean edges without unfinished flashing.
- c. Roof overhangs shall be sized appropriately to create shadow and add depth to facades.
- d. The visible portion of sloped roofs should be covered with a roofing material complementary to the architectural style of the building and other surrounding buildings.

5. Storefront Proportion

The main entry into a store should be emphasized to announce a point of arrival in one (1) or more of the following ways:

- Flanked by columns, decorative fixtures or other details;
- Recessed within a larger arched or cased decorative opening;
- Covered by means of a portico (formal porch) projecting from or set into the building face;
- Punctuated by means of a roofline change, tower, or a break in the surface of the wall.

6. Free-standing Canopies

- a. Column supports for canopies shall be of sufficient thickness to portray a visual sense of strength, balance and traditional proportions.
- b. Light fixtures mounted under canopies shall be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface (ceiling) of the canopy. The fascia of the canopy shall extend below the lens of the light fixtures twelve (12) inches minimum.
- c. Lighted bands, tubes or corporate colors shall be limited to accent elements and not be primary design features.

7. Exterior Lighting

- a. Light fixtures shall be compatible with the building architecture and development character.
- b. When multiple buildings are present, building lighting should have a consistent, thematic design, with complementary lighting fixtures and structural supports throughout the development.
- c. When utilizing wall wash lighting techniques to illuminate building elevations, multiple luminaires should be utilized, rather than a single high-intensity light.

8. Colors and Materials

- a. High-quality, authentic building materials, such as brick, stone, wood and stucco, should be used to enhance the architectural character.
- b. A variety of materials should be used to highlight a distinction between the various components of a building. The combination of materials on a building façade shall be appropriate to its style and design.
- c. Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as pilaster, projection, or fence line.
- d. When stucco is utilized, a light to smooth finish is required and shall be blended with other finish materials, such as stone, brick, wood and / or metal.
- e. The use of metal siding exclusively on any building is prohibited, unless used as a decorative element to accent a particular architectural style.
- f. Relate buildings with colors that are compatible and complementary. Employ a range of colors to allow variety while also visually unifying the development.
- g. Bright primary colors shall be limited to trim and accent features only.





E. SITE DESIGN

The intent of this section is to promote the design and placement of buildings, parking areas and the circulation system, in mixed use and commercial development that creates development patterns that relate to each other and are integrated with their neighboring communities by design, scale and intensity. Development standards established herein will direct mixed-use development that is functional, aesthetically pleasing and pedestrian oriented.

I. Site Layout and Orientation

- a. The site shall integrate natural features into the development template such as topography, prominent view corridors, washes and significant vegetative stands to enhance the character of the development.
- b. Sites shall be developed in context and respond to existing local and environmental influences, including but not limited to:
 - 1) Shared driveways for accessing perimeter streets.
 - 2) Connection of internal pedestrian and vehicular circulation systems to adjacent areas or sites.
 - 3) Linkage/continuation of internal or perimeter open space areas, landscape buffers and drainage retention facilities.
- c. The development shall be designed to facilitate the efficient use of energy through building orientation, window and door placement, landscaping, awnings, canopies, window treatment (e.g. glazing) and other appropriate design solutions.
- d. Site design shall incorporate elements that enhance the pedestrian environment, such as features that reflect human scale. Opportunities to enhance the pedestrian experience include the use of covered walkways for shelter and shade, richness of materials, as well as pedestrian level lighting elements.
- e. Place buildings close to the street to create a strong presence that defines the public realm and encourages pedestrian engagement with the building.
- f. Buildings should be oriented in a manner that situates primary entrances and windows toward the street or public realm.
 - 1) Building placement and orientation along the street shall be staggered, or provide modulation and variation in building frontages.
 - 2) Where possible, buildings shall be situated to create functional shaded outdoor public spaces between and adjacent to buildings.

2. Access and Connectivity

- a. Driveway access points and internal circulation should be located as far away as possible from residential properties, schools, parks and other sensitive uses.
- b. The entry throat into the development shall be distinguished with substantial hardscape materials such as pavers, stamped, patterned, or colored concrete. Exposed aggregate or stamped asphalt is not viewed as an acceptable material.
- c. Parking lots should be designed with a clear delineation of circulation. Major access drives shall be used for circulation, and lower order drive aisles shall be used for direct access to parking spaces.



3. Parking Lots, Structures, and Drive-Through Lanes

a. Parking Lot

- 1) Buildings in commercial developments should be the focal point of the site with parking as a supporting feature. Locate parking lots to the rear or side of buildings to create a building-focused streetscape.
- 2) The visual impact of large parking fields shall be interrupted and broken into a series of smaller, connected parking lots with intervening building placement, defined landscaped medians and pedestrian paths,.
- 3) Design parking and circulation to minimize conflicts between pedestrians and vehicles.
- 4) Primary drive aisle intersections shall be distinguished with decorative pavers or other architectural elements, to enhance awareness of the potential for conflicts between crossing vehicles.
- 5) Developments exceeding ten (10) acres in size or containing one or more buildings exceeding 50,000 square feet in area, should employ carpool spaces, electric vehicle charging areas, bike share locations, and ridesharing and passenger pick-up and drop-off areas in key locations.
- 6) Minimize impervious surfaces and break up or disconnect the flow of runoff over impervious surfaces. Where possible, use low impact elements such as pavers or grasscrete in lieu of concrete slabs to enable more stormwater to infiltrate the ground.
- 7) Parking lots should employ Low Impact Design (LID) strategies and direct surface runoff to landscaped water harvesting areas and/or rain gardens including but not limited to curb cuts to direct runoff into landscaped areas, porous pavement, pavers, infiltration trenches, native landscaped rain gardens, and bioretention swales.
- 8) Light fixtures shall be sited, directed and/or shielded to provide uniform lighting levels on the property and accentuate pedestrian pathways.
- 9) The light source shall be full cutoff, with the light source either recessed within the fixture or shielded in a manner to prevent and / or minimize glare and upward illumination above the horizontal surface.
- 10) The style of light standards and fixtures should be consistent with the style and character of the architecture proposed, and be compatible with the overall quality and character of lighting within the surrounding area.
- 11) Parking canopies shall incorporate a design utilizing color and materials similar to the principal structure or center on the site.



b. Parking Structures

- 1) The ground level of all parking structures shall be screened from view by one or more of the following:
 - Walls containing architectural details and embellishments.
 - Trees and shrubs.
 - Grillwork and / or greenscreens incorporating decorative metal artwork or panels.
 - An alternative design such as the incorporation of building elements, murals or programmed areas that meets the intent of the screening requirements.
- 2) Substantial massing should occur at the corners of parking structures to anchor the building and keep the structure proportions in accordance with a conventional commercial building.
- 3) Horizontal openings of parking structures should be broken up with vertical elements, that allow for integrated design in contextual proportions of the center or area.

c. Drive-Through Lanes

- 1) Drive-through lanes should not be located at intersections and/or on corner lots.
- 2) All drive-through stacking lanes shall be screened from the view of public streets, pedestrian activity areas, and adjoining residential properties through building orientation or architectural integration. Architectural integration may include vegetative screen or decorative walls measuring three (3) feet from grade of the driving lane and situated so not to disrupt safe traffic flow.
- 3) Drive-through lanes and noise generating areas, including menu boards and pickup windows, should be located away from adjacent sensitive uses, such as residential areas and outdoor dining areas, to reduce the impacts of noise and emissions that could be caused by stacking cars.
- 4) Drive-through lane, including entry and exit points, shall be separated from vehicular parking areas and access aisles through curbing, landscaping, etc.
- 5) Drive-through service windows should be oriented away from pedestrian activity areas, residential areas and public streets to the maximum extent practical.
- 6) Drive-through menu boards should be screened from street view and architecturally integrated with the building design.
- 7) Drive-through windows and canopies shall be incorporated into the massing and should reflect the design and detailing of the primary building.

4. Pedestrian Walkways and Paths

- a. Primary onsite pedestrian walkways shall be a minimum of six (6) feet in width between the primary pedestrian entrances of all buildings on the site and at a minimum connect to the following:
 - An offsite public sidewalk.
 - Any abutting public transit facility.
 - Any abutting existing and planned off-site trails, paths or bikeways.
 - Any abutting commercial development.
- b. Pedestrian walkways shall be separated from vehicular movements in parking areas. All walkways that traverse vehicle drive aisles shall be distinguished with specialty paving materials such as specialty pavers, stamped colored concrete or some other material developed in accordance with ADA requirements. Exposed aggregate or stamped asphalt is not viewed as an acceptable material.
- c. Walkways should be clearly delineated with architectural embellishments and provide shaded pedestrian refuge areas, which may consist of trees, benches, tables, shade structures or other appropriate elements, where appropriate. Such areas shall be functional and integrated into the site.
- d. When adjacent to residential areas, pedestrian access into the development should be provided where appropriate and connect to the site's pedestrian walkways.
- e. Themed or decorative pedestrian scale lighting shall be provided within public spaces and along all pedestrian routes to provide visual interest as well as to serve a security function.
- f. Lighting shall be adequate to delineate paths of travel, building entrances and open spaces but shall not be excessively bright.



5. Landscaping and Shading

a. Design

- 1) Landscaping shall be designed to:
 - i. Provide shade for pedestrians and parking areas.
 - ii. Define areas such as building entrances, key activity hubs, focal points and the street edge;
 - iii. Provide screening for unattractive/unsightly service areas.
 - iv. Serve as buffers between dissimilar uses.
 - v. Screen drive-through/drive-up lanes through a mixture of trees and shrubs.
- 2) Landscaping or other design solutions should be provided in appropriate locations along the building edge to soften the transition between paved areas on the ground plane and building materials on the vertical plane.
- 3) Landscape design should not preclude visibility or surveillance capabilities.
- 4) Tree grates should occur within plazas or along street edges within urbanized areas where a continuous walking surface is needed. Grate sizes should be a minimum of five feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.
- 5) Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards shall be a similar color in relation to other site furnishings.

b. Plant Palette Selection

- 1) The selection of trees, shrubbery, as well as accent, color or ground cover planting should be done in groupings and clusters to create strong accent points and highlight major entries to developments while maintaining long-term viability and health of the plant.
- 2) Native vegetation and drought-resistant plants should be used throughout the site to minimize water usage. Plant materials should be carefully selected and placed where their root growth habits will not cause damage to sidewalks and other paved surfaces or underground facilities. (Refer to Phoenix Active Management Area Low Water Use Plant List)

- 3) Palm trees should only be used for accent purposes in executing a particular design theme within the project.
- 4) The use of natural and artificial turf/sod is prohibited, except as an integral part of an active open space, or common gathering area.
- 5) Potted plants and other ornamental landscaping should be utilized when appropriate to add vibrancy and enhance courtyards, plazas, and other gathering areas.
- 6) Flowering trees, plants, arbors, trellises and container plantings should be used to provide color and accentuate entrances, arcades, sidewalk shops, and outdoor dining areas.
- 7) "Hostile Vegetation" such as ocotillo, cacti or other plant types that discourage pedestrian movement or vandalism should be placed under windows or adjacent to long, remote expanses of perimeter walls that are not otherwise designed as an amenity.

c. Landscape Lighting

Landscape lighting should be used to illuminate and accentuate an architectural or landscape feature that is unique to the project, and not be used solely to attract attention. Lighting may include decorative elements incorporated into the planting materials themselves such as rope lighting within theme trees. Lighting shall be sited in a manner in which the lighting does not exceed its subject and does not create light pollution.

d. Irrigation and Maintenance

- 1) Permanent landscape irrigation shall be provided for all landscape materials, with the irrigation system designed to promote water conservation, including prevention of run-off and overspray.
- 2) Landscape areas shall be properly maintained in accordance with standards set in the Arizona Nursery Association guidelines.

6. Open Space and Amenities

Multi-family residential units within a mixed-use project shall provide common and private area open space in accordance with Chapter 3 Section C.5 of the Multi-family standards, unless otherwise approved by the Zoning Administrator.

7. Screening & Buffering

a. Loading, Service, and Refuse Areas

- i. Outdoor loading, service and refuse areas shall be integrated into the building design to conceal them from view to the greatest extent feasible or shall be oriented away from arterial streets and abutting residential areas.
- ii. Where it is not practical to locate the loading, service and refuse areas pursuant to Subsections (1) above, they shall be screened from view by:
 - A decorative wall or fence at least 8 feet tall that incorporates similar finishes, materials, and details of the primary buildings, or
 - A vegetative screen planted along the full length of the area to be screened and at least eight (8) feet high at the time of planting, or
 - Alternatives that meet the intent of this section as approved by the Zoning Administrator.
- iii. Refuse enclosures shall be sited in a safe manner that avoids blind spots and/or hiding areas while minimizing the visual prominence of such facilities.
- iv. If visible from arterial streets and abutting residential areas, roll-up doors are discouraged; however, where such doors occur, the doors should be recessed a minimum of twelve (12) inches into the building to provide a shadow line.
- v. Locate and orient all loading, service and refuse areas away from arterial streets, abutting residential areas, and public space, to the greatest extent possible.

b. Outdoor Storage and Shopping Carts

- i. Outdoor storage, service yards and/or garden facilities shall:
 - Be located in areas least visible from public-rights-of-way or view.
 - Be enclosed by a decorative block wall at least eight (8) feet in height.
 - Have decorative block with similar finishes or details that blends in with the primary building.
- ii. The design of shopping cart storage facilities should complement the established architectural theme of center.

c. Walls and Fences

1) Materials and Texture

Acceptable wall materials include but are not limited to:

- Stucco over concrete masonry unit (CMU) blocks or other structural materials;
- Split face blocks;
- Slump blocks;
- Bricks;
- Stone;
- Glass blocks;
- Curved interlock blocks;
- Wood;
- Tubular steel;
- Wrought iron bars;
- Other grillwork; or
- A combination of these materials.

Materials not specifically manufactured for fencing shall not be used for, or in the construction of, a wall or fence.

2) Design

- i. Walls facing retention areas, trails, parks, or other open space areas should utilize view fencing to the maximum extent feasible.
- ii. All fences and walls shall be consistent with the established thematic character of the development through the use of common architectural elements such as colors, materials and architectural style.
- iii. Walls facing public streets, retention areas, trails, parks or other open space areas shall comply with at least one (1) of the following:

Option 1: Openings distributed throughout the length of the wall equal to at least twenty (20) percent of the wall surface, constructed into the surface or created by using see-through pattern blocks, tubular steel or wrought iron bars, wood or other grillwork.

Option 2: Terracing in wall height at intervals of at least every twenty (20) feet throughout the length of the wall.

Option 3: Use of a secondary material, texture or color that is visually contrasting throughout the length of the wall on at least twenty (20) percent of the wall surface.

Option 4: Decorative features, such as columns or a continuous overhang cap along the length of the wall.

Option 5: A variety of shrubs, trees and/or vines covering or overhanging at least one-third (1/3) of the wall length.

3) Articulation

Walls adjacent to retention areas, trails, parks or other active open space shall incorporate regular undulation or variation in materials.

8. Mechanical Equipment and Utilities

- a. Utility cabinets of any height shall not be located within sight visibility triangles (per Engineering Department detail) associated with driveways and road intersections.
- b. Mechanical equipment, ground and roof mounted, shall be screened from public view.
- c. For projects abutting single-family residential homes, mechanical equipment shall be screened from all adjacent second story windows. Roof access ladders and roof drains/downspouts shall be internalized within the building.
- d. All gas tank vent piping shall be screened from arterial streets and public view.

- e. Noise generating equipment should be located away from residential units, public spaces, and pedestrian areas.
- f. Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berming, or low-screen walls.

9. Grading and Drainage, Wash Crossings & Structures

- a. Site design should respond to the topography, vegetation/landscape features and drainage characteristics of the site.
- b. Site grading should emulate the natural characteristics of the site's underlying topography. Finished floor elevations of buildings and parking areas should transition with the grades of the site.
- c. Site designs should incorporate and retain features of the natural environment such as drainage ways, associated vegetation masses, and mature specimen trees.
- d. Drainage crossings shall utilize decorative railings consistent with the thematic character of the development.
- e. The determination whether a railing is warranted for a specific crossing shall be made by the City Engineer or designee.





Lake Pleasant Parkway Streetscape Guidelines

The primary design concept for Lake Pleasant Parkway is based on the Parkway's namesake — Lake Pleasant. This concept presents itself in the form of underlying 'waterway' or 'wave' elements in wall design, landscaping, artistic endeavors, and hardscape patterns and materials. The purpose of this section is to document the design expectations for the development of landscape aesthetic treatments for the Lake Pleasant Parkway in a clear format. This chapter advances and encases the concepts accepted by the City Council in the *2005 Lake Pleasant Parkway Design Theme Manual*.

The goal is to create the iconography that will function throughout the City of Peoria as a timeless identifier. The principles and guidelines contained in this chapter are intended to meet the following goals and objectives:

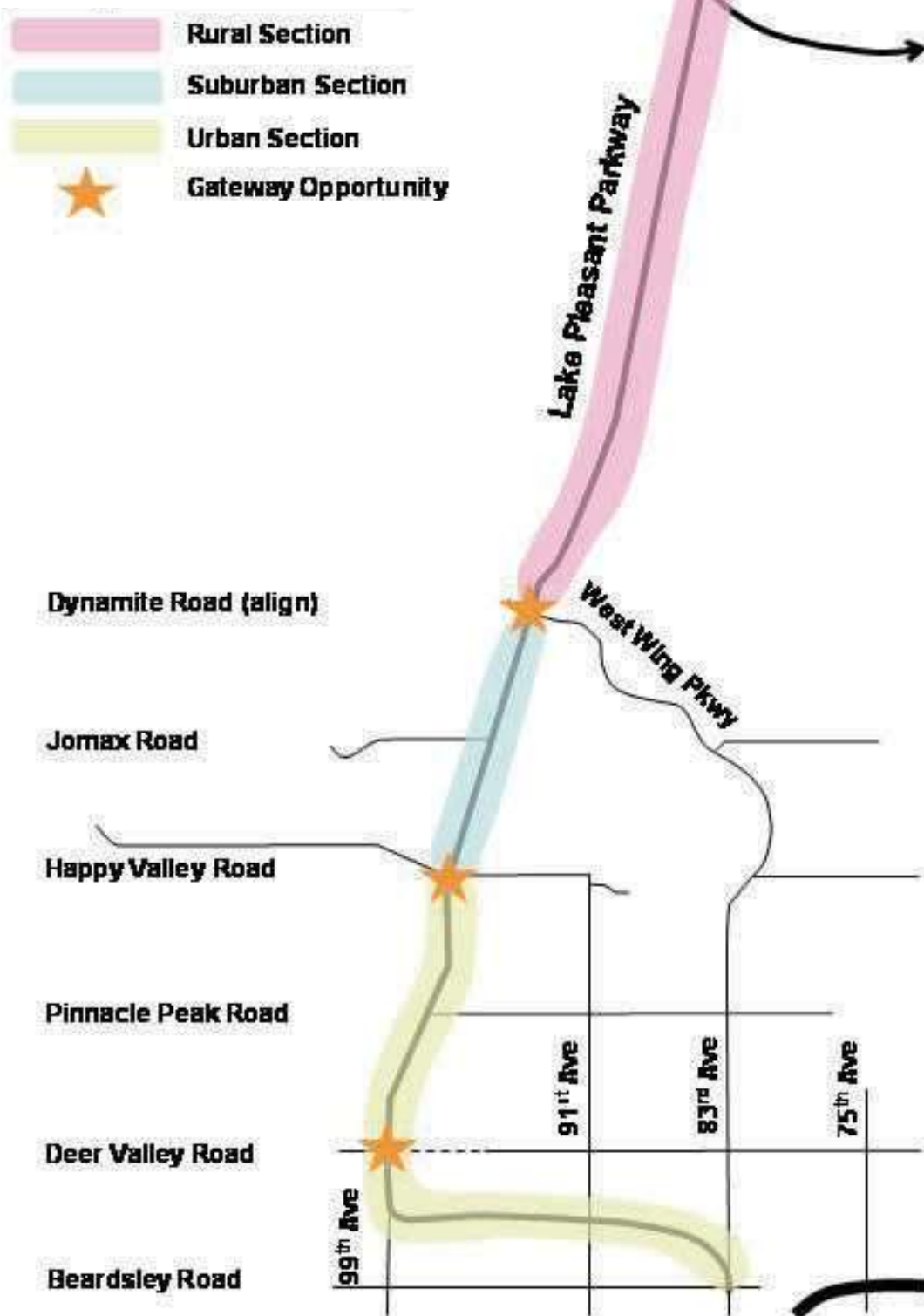
1. Create a signature transportation corridor for the City with a strong identity implemented through creative design;
2. Create a set of written guidelines clearly outlining the Lake Pleasant Parkway aesthetic criteria and physical components;
3. Discourage unwanted mid-street pedestrian crossings through design and plant selection;
4. Introduce opportunities and design parameters for the display and integration of public art into the streetscape and through functional amenities in public areas (e.g., bus stops, utility boxes screening, lighting fixtures, sidewalks and crosswalks, trash receptacles);
5. Create physical and visual link between the City and Lake Pleasant;
6. Preserve, protect and enhance important visual resources throughout the corridor;
7. Define a visual theme through medians designed with distinctive landforms, plantings and architectural features; and
8. Create an icon capable of functioning successfully in multiple applications, indicative of both the Parkway and the broader Peoria image.

I. Applicability

The principles and guidelines in this chapter will apply to the median and edge treatments for the Lake Pleasant Parkway corridor as depicted in the figure on the adjoining page. The design theme will be implemented through Capital Improvement Projects (CIP) and new development applications.

The City has established a series of zones along the Parkway, based on existing and proposed land uses and densities. (See Figure 1) These zones have been labeled 'Urban', 'Suburban' and 'Rural' in concert with the zones established in the Zoning Ordinance. Medians and right-of-way landscape areas will be treated accordingly depending upon the zone in which they occur.

**Figure 1:
Lake Pleasant Parkway
Streetscape Guidelines Map**



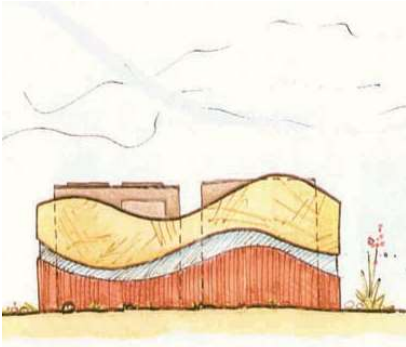
2. Existing Context



The Parkway currently touches portions of Fletcher Heights, Camino A Lago, Lake Pleasant Pavilions, Lake Pleasant Town Center, Pleasant Valley Ranch and Cibola Vista Resort and Spa among other existing and proposed residential and commercial developments. The Lake Pleasant Parkway corridor passes through various types of terrain. It begins in a highly urbanized area in the southern portion of the corridor and continues north through undeveloped creosote flats and hillside areas along the northern half of the Parkway. As the Parkway heads north, additional view corridors have been maintained on both sides of the right-of-way to ensure the preservation of the mountain views looking north of Lake Pleasant.

3. Design Standards

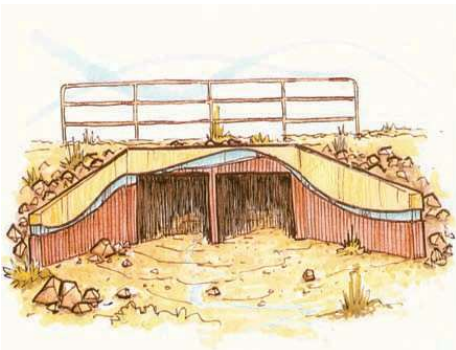
Design standards are parameters set forth to ensure that the design philosophy is carried out in a satisfactory manner. The standards established below shall supersede other City Code and Design Review requirements for median design and development within Lake Pleasant Parkway corridor.



This section of the Design Review Manual is intended to guide the landscape, wall, and artwork design located in all medians along Lake Pleasant Parkway to ensure a cohesive design theme along the entire corridor. In addition to guiding median design, this section is also used to influence the design of landscaping, public art, and walls for all private development adjacent to the Parkway.

1. Walls

- a. Walls shall be used in medians to provide a vertical surface to accentuate thematic concepts and artistic elements.
- b. Walls shall exhibit warm earth tones, gold, rust, red, and yellows, accented with greens and blues.
- c. Walls shall be accented with materials such as glass block, stone, tile or other suitable materials to add visual interest and texture changes.
- d. Median wall sections shall be curvilinear in design. Walls or wall patterns shall undulate vertically to represent 'wave' theme. Physical separation of wall segments is strongly encouraged.
- e. Provide nighttime interest using low level lighting.
- f. Drainage outflow aprons or headwalls should be made from materials used in the median "wash". At a minimum, these items shall be dyed/stained or painted to reflect the predominant color found in the area, however the preferred design will incorporate stone facades and enhanced railing.



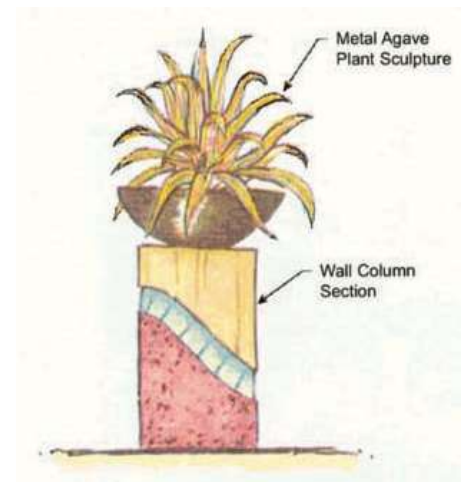
2. Berms

- a. Walls shall be used in medians to provide a vertical surface to accentuate thematic concepts and artistic elements.
- b. Berming shall occur along all walls within the medians and edge treatment.
- c. Berms shall be formed in a manner that will support plant growth and reduce the likelihood of scouring and/or the unintentional movement of landscape materials. Ideally, berming will enhance the 'wave' theme by creating the illusion of the wall diving in and out of the terrain.
- d. Height and design of berming shall be consistent with the regulations found with the Peoria Engineering Standards Manual.



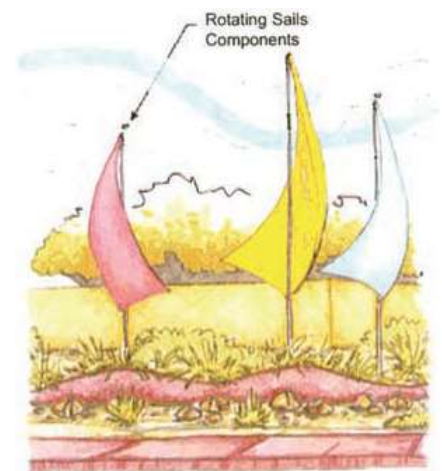
3. Architectural Sculpture Elements

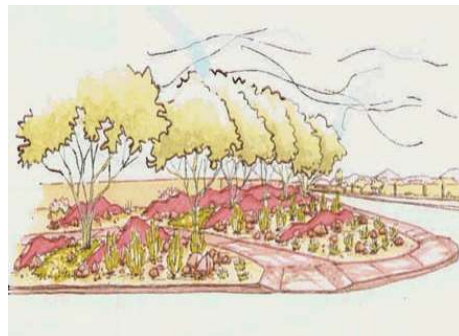
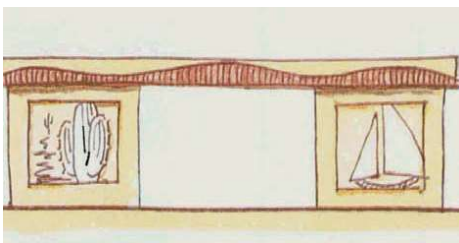
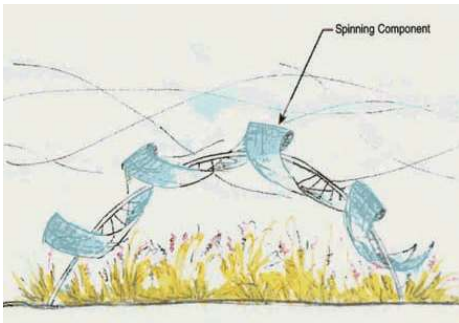
- a. Elements shall be concentrated in areas of heavy use and visual prominence.
- b. Elements shall be incorporated into streetscape amenities such as bus stops, pedestrian rest areas, or simply as stand-alone focal points for public art displays.
- c. Sculpture elements shall be located outside of sight visibility triangles, rights-of-way, and utility easements. Deviations from this spacing may be supported depending on specific site conditions.



4. Landscaping

- a. The species and density of landscape materials shall meet or exceed the right-of-way planting standards found in the Zoning Ordinance. Median right-of-way landscape area shall be included as part of the required right-of-way landscaping calculation for properties adjacent to Lake Pleasant Parkway.
- b. Plant species shall be selected from the Arizona Department of Water Resources (ADWR) Landscape Planting Materials list. This list includes a preliminary plant palette of drought tolerant/low water use plants with bold forms and colors.
- c. All required right-of-way landscaping shall be located outside of the ultimate right-of-way.
Interim rights-of-way shall be landscaped with shrubbery, groundcover, and dust proofing with the understanding that future improvements will eliminate this landscaping.
- d. Inert materials shall include: decomposed granite, cobble, riprap, salvaged soil, native boulders, river rock, rock mulch, and desert wash sand.





5. Public Art

Artistic expressions, either integrated into streetscape elements or as individual creations, should be used to enrich the experience of public spaces and to mark or signal a specific "place".

a. Opportunities for public art include:

- Seating areas and bus stops.
- Gateways areas.
- Subdivision entries.
- Trailheads.
- Public facility entries.

b. Theme ideas should include:

- Sails or interpretive sail shapes.
- Watercourse shapes/forms.
- Interpretative desert plant shapes or replicated plants.
- Gabion pillars used to influence water flow or to enhance wall placement and bus stop design.
- Wind spirals - kinetic art or the appearance of kinetics, without becoming distracting or unsafe.

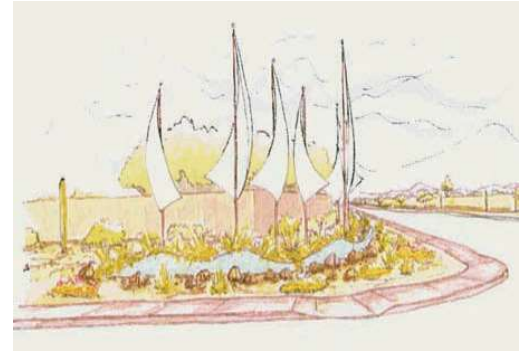
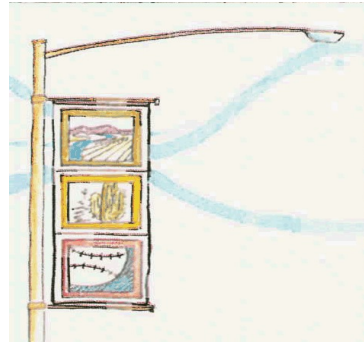
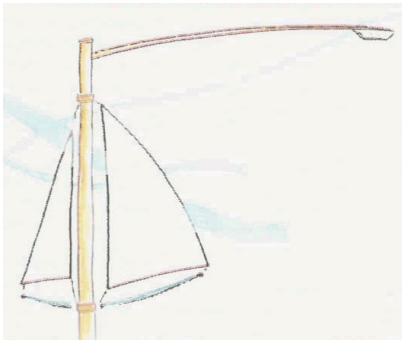
6. Gateways and Trailheads

Gateway opportunities for Lake Pleasant Parkway should reinforce the design theme in areas of the right-of-way. Gateway and trailhead areas welcome the public and punctuate the streetscape theme, linking the pedestrian and vehicular user. A gateway, corner treatment, or trailhead should combine the large visual scale of median requirements with the detail interest and creativity of the artistic requirements. Possible gateway locations are identified in **Figure 1**.

a. All sides of an intersection should be used to incorporate the theme elements of art, landforms, plantings, and lighting.

b. To provide a sense of arrival at all themed gateway or trailhead areas, the following elements should be incorporated:

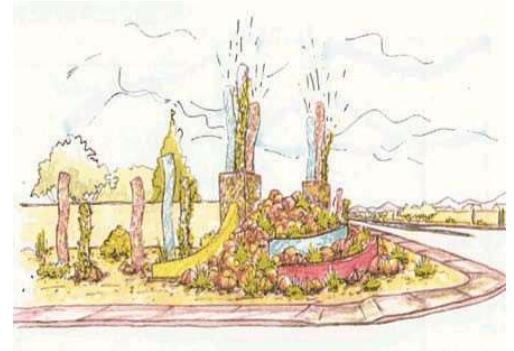
- Entry monument or sculpture, water feature or other identifying element consistent with the area and/or the theme established through a particular zone of the Parkway.
- Themed Landscaping.
- Public Art.
- Signage.
- Seat and/or Decorative Walls.



7. Lighting and Banners

To the maximum extent possible, these elements should share the theme of the particular Parkway zone in which they are located and should be of a scale that is compatible with the pedestrian environment

- a. Decorative lighting should include:
 - LED's incorporated in walls.
 - Tree and shrub lighting.
 - Low-level bollard lighting in pedestrian areas.
- b. Pole lighting should include:
 - Paint colors that enhance/reinforce the theme palette.
 - Banner opportunities, such as panel or sail banners.



8. Streetscape Amenities

- a. Streetscape amenities should include furniture, lighting, trash receptacles, and bike racks to provide functional convenience for Parkway users.
- b. Streetscape amenities should integrate art and iconic elements.
- c. Streetscape amenities must be selected to reinforce the design theme through their shapes, colors, and materials.
- d. Right-of-way landscaping and groundcover for all projects along Lake Pleasant Parkway should continue adjacent landscaping themes to the extent feasible.



4. Character Areas Design Concepts And Guidelines

The primary design concept for Lake Pleasant Parkway is based on the Parkway's namesake— Lake Pleasant. This concept presents itself in the form of underlying 'waterway' or 'wave' elements in wall design, landscaping, artistic endeavors, and hardscape patterns and materials.

The City has established a series of zones along the Parkway which were created based on existing and proposed land uses and densities. These zones have been labeled 'Urban', 'Suburban' and 'Rural' in concert with the zones established in the General Plan Land Use Element. Medians and right-of-way landscape areas will be treated accordingly depending upon the zone in which they occur. The following design guidelines are intended to illustrate the vision for each zone along the Parkway and may be expanded depending upon the nature of each individual project.

1. Urban Zone

Through the General Plan Land Use Element defines the Urban Zone along the Parkway, all Commercial nodes as identified on the General Plan Land Use Map, will be subject to the Urban Zone design standards as provided below. The established view corridor setback criteria will remain as stated in the General Plan.

- a. Thematic elements shall be contemporary in nature, but shall provide a range of materials, colors and forms that maintain the 'wave' theme. Use of stone, split face block, brick, or other materials associated with texture is discouraged. Materials such as smooth block, glass block, tile, smooth finish stucco, or similar materials are encouraged in the Urban Zone. Deviations from these materials may be considered if a severe contrast with surrounding architecture is demonstrated.
- b. Built elements such as walls, bus stops, and pedestrian amenities shall reflect regional architecture types.
- c. This zone shall contain the highest concentration of artistic elements and public art.
- d. Plantings shall be formalized and of the highest density, with a high concentration of flowering species and street trees.
- e. Walls shall be:
 - Placed in grouped series of segments in lieu of a single long segment.
 - Less curvilinear and possibly straight runs of walls parallel to traffic lanes, often overlapping each other to form canal-like runs.
 - Architectural forms, with level or angled surfaces and edges.
 - Reflecting architectural themes with bright solid areas of colors.
 - Enhanced with low-level lighting, possibly tinted to complement the colors of the wall itself.
- f. Berms shall be constructed with defined edges and/ or man-made forms.
- g. Architectural sculpture elements shall be distributed throughout median areas in clusters of five (5) to seven (7) elements for every five hundred (500) linear feet where medians are wide enough to allow them. If unable to provide these quantities in the median, the option to provide in the adjacent right-of-way landscape areas is strongly encouraged where appropriate.
- h. Inert materials shall include decomposed granite, cobble and riprap. Colors shall be primarily browns with assorted accents of blues, greens, and grays.

2. Suburban Zone

Located between Happy Valley Road and Dynamite Boulevard.

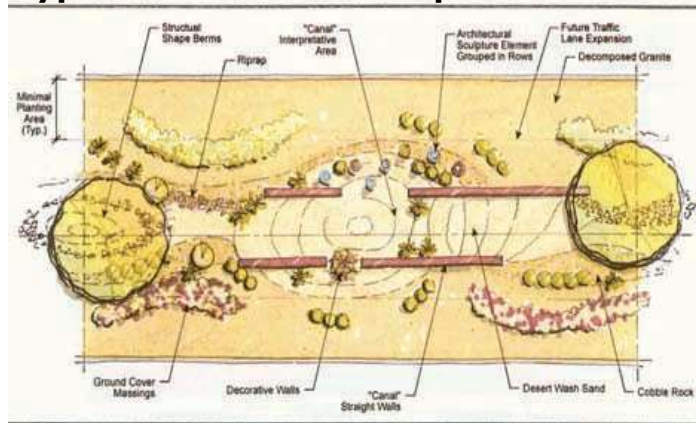
- a. Theme elements shall mimic organic, interpretative shapes of the surrounding desert landscape.
- b. Built elements shall be less dense in median design than what is found in the Urban Zone.
- c. Architectural sculpture elements and public art opportunities shall be where medians are wide enough to allow them. If unable to provide these within in the median, providing them within the landscape areas adjacent to the right-of-way is strongly encouraged where appropriate.
- d. Plantings shall be a mix of naturalized forms and bold accents, but shall be planted with lower-level and less clustered plantings than in the Urban Zone.
- e. Walls shall be:
 - More curvilinear in form than in the Urban Zone and shall begin more pronounced vertical undulation.
 - Constructed in overlapping segments to offer visual relief and opportunities for the placement of artwork.
 - Man-made forms inspired from natural forms with the 'wave' theme incorporated into wall elevation through use of materials and colors. Materials with a more natural feel and/or coarse textures may be transitioned into wall design.
 - In muted desert tones having accent areas of bold solid tones.
- f. Berms shall have softened edges.
- g. Inert materials shall include decomposed granite and salvaged soil, cobble, river rock, and blended riprap with native boulders. Colors shall be those native to the area surrounding Lake Pleasant Parkway, mixed with richer browns accented with blues, greens, golds, reds, and grays.

3. Rural Zone

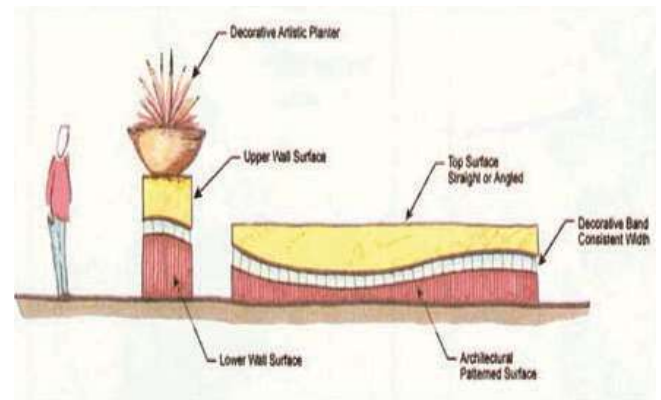
Located north of Dynamite Boulevard.

- a. Theme elements shall integrate organic shapes that mimic the surrounding desert forms.
- b. Constructed theme elements shall be placed at ratios that are less dense, but equally as meaningful as what is provided in the Suburban Zone.
- c. Architectural sculpture elements shall be provided where medians are wide enough to allow them. If unable to provide these within the median, the option to provide in the adjacent right-of-way landscape areas is strongly encouraged where appropriate. In this zone only, public art features may be concentrated at intersections or other focal points.
- d. Plantings shall reflect the surrounding desert, with less formal groupings and more natural plant densities and species.
- e. Walls shall be:
 - The lowest of the three (3) zones in order to maximize views and minimize visual distraction.
 - Designed to maximize vertical and horizontal undulation in conjunction with integrated berming.
 - Separated into multiple segments with sections overlapping by five (5) to ten (10) feet.
 - Constructed of coarse textures and natural materials including stone, rock-filled gabions, block, and other similar materials.
- f. Berms shall be naturally shaped and have softened edges.
- g. Inert materials shall include decomposed granite and salvaged soil, cobble, river rock, and blended riprap with native boulders. Colors shall be those native to the area surrounding Lake Pleasant Parkway, mixed with richer browns accented with blues, greens, golds, reds, and grays.

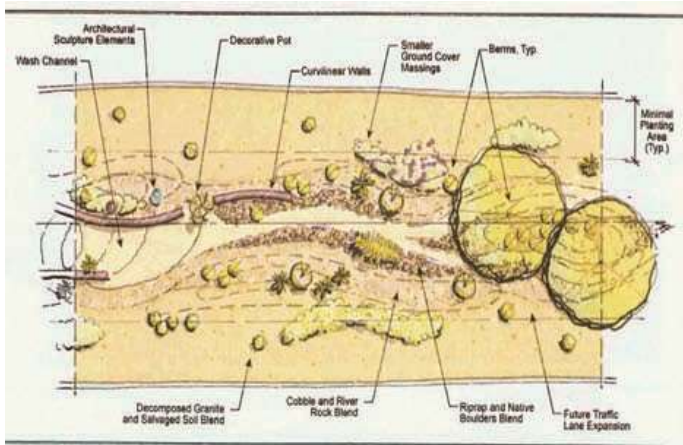
Typical Urban Streetscape



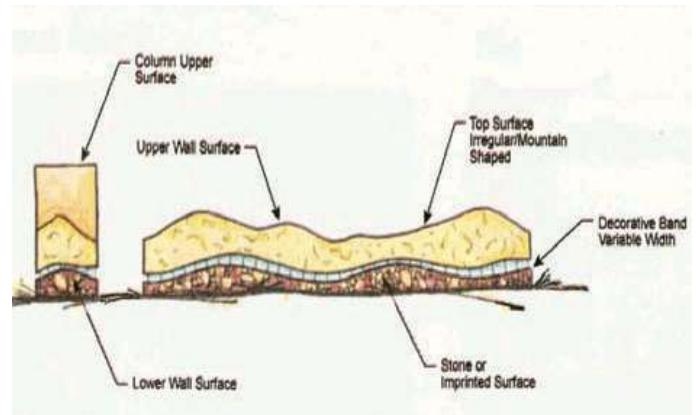
Typical Urban Wall Design



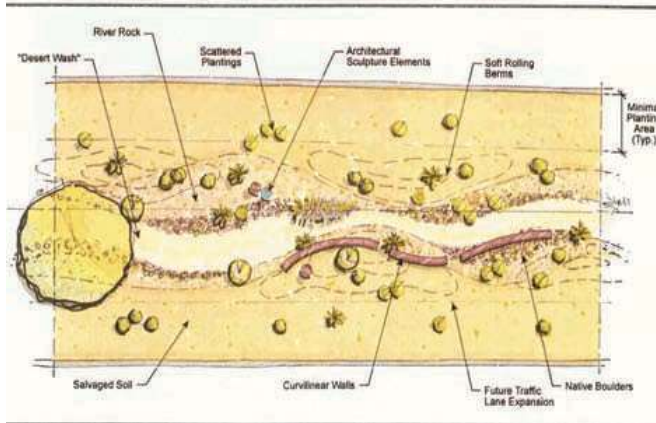
Typical Suburban Streetscape



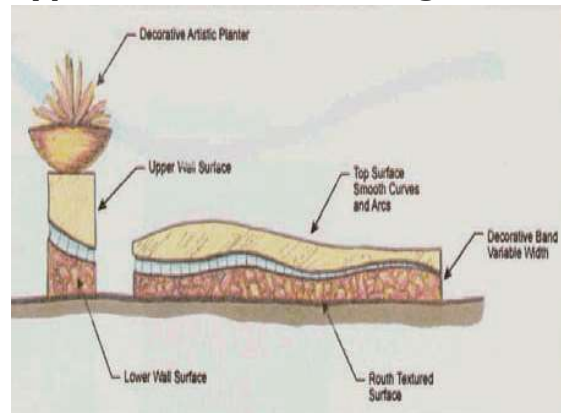
Typical Suburban Wall Design



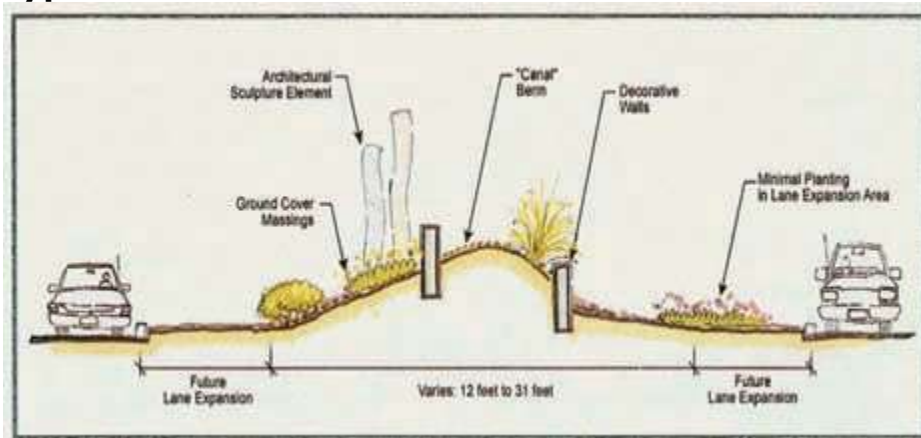
Typical Rural Streetscape



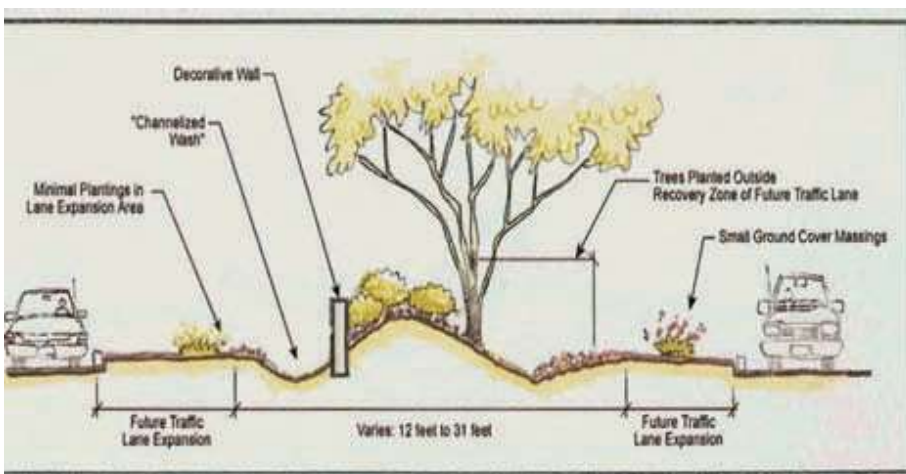
Typical Rural Wall Design



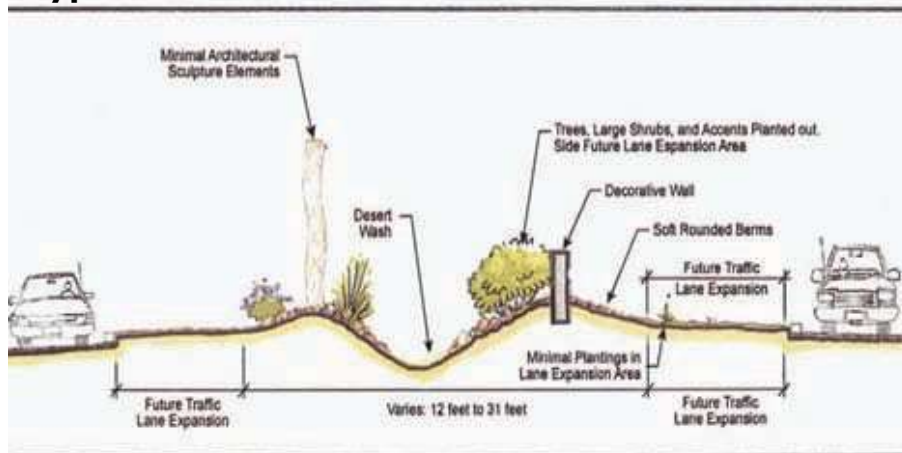
Typical Urban Cross Section



Typical Suburban Cross Section



Typical Rural Cross Section







CHAPTER 5

BUSINESS PARK & EMPLOYMENT

By nature, business commerce industrial developments serve users that require large spaces for indoor and/or outdoor operations. In particular, industrial development is often characterized by large buildings with service and loading areas that dominate the architecture, and a large quantity of parking. Therefore, there is a recognition that these types of buildings have more of a utilitarian function than commercial buildings and therefore have a different set of tools to achieve design excellence. However, both business park and industrial developments can be designed to positively contribute to the overall character of an area through intentional use of massing and scale, colors and materials, architectural design, building orientation and placement, façade articulation, among others. Business park and industrial lots should provide a pleasant and accessible work environment, contribute to the city's overall image and identity, and coexist appropriately with adjacent developments.

BUSINESS PARK AND EMPLOYMENT

A. DESIGN OBJECTIVES

The purpose of these design guidelines is intended to promote high quality site and building design, convey design expectations, and ensure consistent application of those expectations. As such, the objective of these guidelines is to provide clear design direction for property owners, developers, and design professionals as they are designing their projects, as well as serve as the basis for project review by the City in evaluating projects.

In certain cases, existing or adjacent development, specific site characteristics, operational needs, or other factors may make strict application of design and development requirements impractical. Given these constraints, the guidelines provided herein are intended to be balanced and provide flexibility to meet those operational restrictions while still allowing for creativity and innovation in design.

B. BUILDING FORM & ARCHITECTURE

The visual impact of business employment and industrial buildings not only depends on its size, but also its uses. For example, because of their nature, industrial buildings are large and massive when utilized for manufacturing and warehousing. Alternatively, business parks will have a significantly larger office component. Within both of these settings, greater examination and focus is placed on those publically viewable design elements.

I. General Design

- a. The highest degree of architectural detail should be focused on a building's public frontage.
- b. Stand-alone sites within larger employment developments should maintain a consistent or complimentary architectural vocabulary. However, exact replication of adjacent building designs are discouraged.
- c. Where the building frontage cannot be broken up due to operational constraints such as manufacturing or warehouse space, articulation of the building should be achieved through the use of texture, color, material changes, shadow lines, and other facade treatments that add visual interest and avoid large monotonous facades.
- d. Exposed drainage or industrial systems and equipment viewable from the street shall be integrated into the building design as an architectural element where practical.
- e. Stairways or elevators to upper levels shall be located within the building unless otherwise approved by the Zoning Administrator.

2. Entries

Primary entries should be clearly defined and distinguishable from the street. Design elements leading up to primary entries shall work together to facilitate the transition from public to private spaces, provide order to a streetscape, and help orient visitors. More specifically:

- a. Buildings should have a strong relationship to the street, including a functional public entrance that is also a visual focus for the building. In place of a street oriented public entrance, a strong pedestrian connection that establishes a sense of formal public entry may be substituted.
- b. Entries should be oriented toward the predominant public view, usually the street frontage. This allows the public to more easily determine where the front entrance is located and provides a more attractive street frontage.
- c. Where large buildings front multiple streets, consider providing multiple entrances that are connected to a central lobby. This allows greater access from different street facing facades for better pedestrian and customer connectivity.
- d. Entrances should be clearly defined with a massing change or design element such as a functional canopy, trellis, awning, and/or other treatments such as vertical architectural features or unique building colors or materials to connect the building with its surroundings and provide frontage that interacts with the sidewalk and public realm.
- e. Primary entries should incorporate enhanced ornamental landscaping, low-level decorative walls, monument type signs, and/or decorative paving to emphasize site access locations.



3. Massing & Articulation

Due to the inherent character of industrial sites, special attention should be provided to the massing and scale of buildings to prevent bulk and large blank walls. Buildings with expansive facades shall utilize massing changes and other architectural treatments to reduce the visual bulk to a human-scale level.

- a. Encouraged architectural qualities and design elements for buildings include:
 - Variety of building indentations, architectural details and materials;
 - Building entry accentuation;
 - Screening of equipment and storage areas; and
 - Landscaping to soften building exteriors.
- b. Elements to avoid or minimize include:
 - Large, blank surfaces;
 - Exposed, untreated concrete block wall expanses;
 - Loading docks or facing the street;
 - Exposed mechanical equipment;
 - Highly reflective surfaces;
 - Use of barbed wire and razor wire.
- c. Massing can be reduced through a number of design techniques, such as:
 - Recessing floors above the first story, including but not limited to providing vertical or horizontal offsets in the wall surfaces;
 - Articulating details around doors, windows, balconies, plate lines, cornice treatment, reveals, changes in texture, or other methods of visual relief;
 - Avoiding long, repetitive facades that repeat the same design element along the elevation.
- d. Utilize horizontal massing changes to break up long facades and highlight features such as entries and corners.
- e. All concrete pre-cast/tilt-up buildings shall be designed to have an exterior appearance of a conventionally built structure utilizing surface treatments such as stucco, plaster, glass, stone, brick or decorative masonry.
- f. Pre-cast walls/tilt-up shall incorporate reveals, recessed panels, recessed windows and/or molding to articulate the building exterior.

4. Roof Planes

- a. A pitched roof element should be provided over the entry and/or office portion of the structure, where feasible.
- b. Variations in building height and roof forms should be used to reduce the scale and avoid long, continuous rooflines.
- c. Parapets shall have sufficient articulation of detail, such as precast treatments, continuous banding (contrasting paint color), or projecting cornices, lentils or caps.

5. Colors and Materials

Employment and business commerce buildings are expected to utilize quality materials in their design. The use of various materials, whether masonry, concrete texturing or block used as an accent, glass, stucco, stone, or marble can produce effects of texture and relief that provide character. Buildings should include vertical and horizontal building wall plane relief including projecting and recessed wall plane elements, metal awnings, asymmetrical design, paint color and building material variation, and enhanced covered front entry design through glazing, recessed elements, lighting, and like elements.

- a. All buildings should use materials that are durable, easily and economically maintained and of a quality that will retain their appearance over time.
- b. Variations in building materials, finish textures or color should be utilized on public facing wall surfaces to create visual contrasts and break up the building façade.
- c. As the context dictates, a vibrant and/or distinctive color palette shall be employed to create variety and interest to exterior elevations.
- d. Employ a range of colors to allow variety while also unifying the development visually.
- e. Bright primary colors shall be limited to trim, doors and accents, or architectural features only.
- f. All metal buildings and concrete tilt-up buildings must be designed to have an exterior appearance of conventionally built structures. Exterior surfaces should include portions of stucco, plaster, glass, stone, brick, or decorative masonry. Stock metal buildings are not permitted structures.
- g. Apply materials in a manner that corresponds to variation in building massing. Wrap outside corners to avoid a tacked-on appearance.

6. Exterior Lighting

- a. Entries should use accent lighting that creates a focal point, such as the use of recessed fixtures over door locations.
- b. Consider using Energy efficient lighting types, including LED lighting. Glare must be minimized by using soft or reflected lighting. This helps create a sense of security, but also enhances the pedestrian experience. Lighting must be directed down or in a manner so as not to cause night sky pollution, nor flood any adjacent uses or sites.
- c. Fixture designs used shall be harmonious with the building design, and with the architectural theme of the overall project, including sites containing multiple buildings.
- d. Highlighting of significant architectural features, site elements, and artwork with accent lighting should be considered. Lighting an entire building or major portion thereof is discouraged.



C. SITE DESIGN

Guidelines address issues of area compatibility, project function and aesthetics. They seek to assure that new industrial development preserves or improves the economic development goals and objectives of the City while avoiding negative impacts on adjacent industrial, commercial, or residential uses. The guidelines encourage functional and safe vehicular and pedestrian circulation, connections to public transit, and energy efficiency. Quality landscaping and excellence in building design are intended to contribute to the positive character of industrial areas and the overall image of the City. To that end, flexibility in the application of guidelines is possible to promote creative alternative solutions for individual projects.

1. Site Layout and Orientation

- a. Orient and design buildings to maximize opportunities to take advantage of passive solar heating and cooling to the greatest extent feasible.
- b. Locate customer service, retail and office components of the use closest to the public street frontage to provide a clear point of entry and minimize the building's visual dominance from the street.
- c. Architectural enhancements, special landscaping, hardscape treatments and other design features that will provide visual interest should be concentrated in areas visible from public view and public areas within the site. This includes views from streets, freeways, and the public areas of adjacent properties.
- d. Site design shall incorporate elements that enhance the pedestrian environment, such as features that reflect human scale, the use of covered walkways for the shelter and shade of the pedestrian and richness of materials at the pedestrian level.
- e. Buildings should be sited so that the windows and doors of one unit are visible from another.
- f. Loading and service areas shall be oriented away from public streets and residential properties to the greatest extent possible.

2. Access and Circulation

- a. Driveway access points and internal circulation should be located as far away as possible from residential properties, schools, parks, and other sensitive uses.
- b. Public onsite circulation should not route through loading, service, and refuse areas.

3. Pedestrian Walkways and Paths

- a. Lighting shall be provided within public spaces and along all pedestrian routes to provide visual interest as well as to serve a security function.
- b. Lighting shall be adequate to delineate paths of travel, building entrances and open spaces but shall not be excessively bright.
- c. If bollards are warranted to separate pedestrian walkways or activity areas from circulation routes, bollards shall complement the character of the development through finishes and style. Corporate colors applied to the bollards are expressly discouraged.

4. Parking Lots and Structures

- a. Entrances into parking lots should be defined by landscaping, architectural design or monitored by a guard.
- b. Paved surfaces shall be minimized through the incorporation of alternative surfaces where possible.
- c. Minimize impervious surfaces and break up or disconnect the flow of runoff over impervious surfaces.
- d. Light fixtures shall be sited, directed and/or shielded to prevent spot lighting, glare or light spillage beyond property lines.
- e. Parking canopies shall incorporate a design utilizing color and materials similar to the those of the principal structure or center on the site.

5. Landscaping and Shading

- a. Architectural enhancements, special landscaping and hardscape treatments and other design features that will provide visual interest should be concentrated in areas visible from public view and public areas within the site. This includes views from streets, freeways, and the public areas of adjacent properties.
- b. Provide shaded plazas and public amenities where employees can take advantage of recreational uses. Such improvements should be appropriate for the intended users. Outdoor public spaces and amenities used for sitting, eating, and gathering are an employee benefit and should be designed into the project. Where provided, they should be located away from loading, storage and trash areas, and should be provided with shade, seating, trash receptacles, etc.
- c. Landscaping or other design solutions should be provided in appropriate locations along the building edge to soften the transition between paved areas on the ground plane and building materials on the vertical plane.
- d. Canopy trees should be used in public parking areas to reduce the impact of large expanses of paving and to provide shade as well as to reduce glare and heat build-up.
- e. Use of native vegetation and low water plants shall conform to the Phoenix Active Management Areas Low Water Use Plant List, and be planted in conjunction with an efficient water system.
- f. Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers and pesticides.
- g. "Hostile Vegetation" such as ocotillo, cacti, or other plant types that discourage pedestrian movement or vandalism should be placed under windows or adjacent to long, remote expanses of perimeter walls which are not otherwise designed as an amenity.
- h. Landscape design should not preclude visibility or surveillance capabilities to common areas and units.
- i. Plants should be used to define building entrances, parking lots, and the edges of various land uses. Plants should also be used to buffer and screen neighboring properties. Consider safety, environmental impacts, and accent elements when selecting and locating landscaping features.

6. Screening & Buffering

a. Loading, Service, and Refuse Areas

- 1) Outdoor loading, service and refuse areas shall be integrated into the building design to conceal them from view to the greatest extent feasible or shall be oriented away from arterial streets and abutting residential areas.

- 2) Where it is not practical to locate the loading, service, and refuse areas pursuant to Subsections (1) above, they shall be screened from view by:

A decorative wall or fence at least eight (8) feet tall that incorporates similar finishes, materials, and details of the primary buildings, or an alternatives that meet the intent of this section as approved by the Zoning Administrator.

- 3) Roll-up doors should be recessed a minimum of twelve (12) inches into the building to provide a shadow line. Unless they are completely screened from view, roll-up doors facing residential areas are prohibited.
- 4) Service and roll-up doors shall be painted to match the building or trim colors.
- 5) Locate and orient all loading, service, and refuse areas away from arterial streets, abutting residential areas, and public space.
- 6) Trash enclosures shall be safely sited to avoid blind spots and/or hiding areas.

b. Walls and Fences

- 1) Materials and Texture. Acceptable wall materials include but are not limited to:
 - Stucco over concrete masonry unit (CMU);
 - Stabilized adobe;
 - Split face blocks;
 - Slump blocks;
 - Bricks;
 - Stone;
 - Curved interlock blocks;
 - Wood;
 - Tubular steel;
 - Wrought iron bars;
 - Other grillwork; or
 - A combination of these materials.
- 2) Materials not specifically manufactured for fencing shall not be used.
- 3) Where security fencing is required, it shall comply with the Zoning Ordinance standards.

c. Mechanical Equipment and Utilities

- 1) Utility cabinets of any height shall not be located within sight visibility triangles (per Engineering Department detail) associated with driveways and road intersections.
- 2) Mechanical equipment, ground and roof mounted, shall be screened from public view.
- 3) For projects abutting single-family residential homes, mechanical equipment shall be screened from all adjacent second story windows. Roof access ladders and roof drains/downspouts shall be internalized within the building.
- 4) All gas tank vent piping shall be screened from arterial streets and public view.
- 5) Noise generating equipment should be located away from residential units, public spaces, and pedestrian areas.
- 6) Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berming, or low-screen walls.





CHAPTER 6

OLD TOWN CORE

The Old Town Core area encompasses the historic townsite area at 83rd and Washington Avenues and is the heart of the City of Peoria. This original residential, commercial, and civic area of the community contains historic structures and is the current location of primary civic operations of municipal government including City Hall, the Community Center and the Peoria Center for the Performing Arts.

Within the *PlanPeoriaAZ 2040*, the Old Town Core is envisioned as a vibrant, walkable, mixed-use area for civic, historic, residential, commercial, and employment uses. As such, reuse of historic buildings, along with contextually sensitive new development are encouraged. Development within this area should have a strong street presence, supported by wide sidewalks with good pedestrian amenities and lighting.

The design guidelines incorporated into this section are intended to help preserve the existing character of Old Town Core and ensure that new development employs elements that are consistent with the existing patterns and character. The guidelines are also meant to ensure appropriate transitions between districts to protect less intense uses from the impact of higher intensity uses.

OLD TOWN CORE



Figure I: Peoria Old Town Core

A. Sense of Place

The intent of this section is to promote development with a unique sense of place for the Old Town Core (or "Core") area with standards that guide the design and programming of public spaces. Providing a unique sense of place for each project should be taken into consideration during the design process, whether it be initial construction or through redevelopment. Key design objectives include:

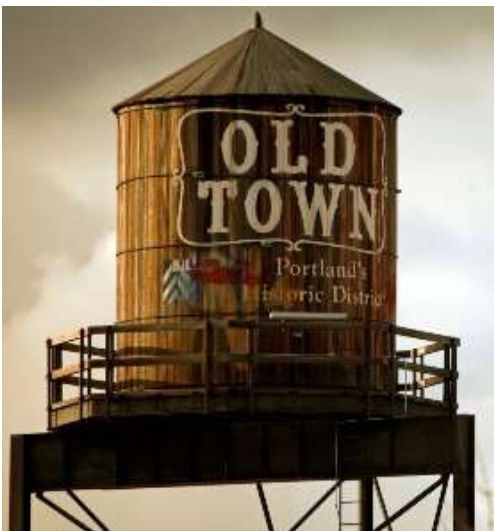
- Redevelopment and new development within the Core should acknowledge the importance of the "public realm" within the streets and other public spaces throughout the Old Town Core.
- Design within this area should be distinct, while still respecting the heritage and character of the Old Town Core.
- Utilization of design elements like public art, signage, or street furnishings to create opportunities for social interactions. Design elements such as landscaping, street furniture, pedestrian-scale lighting, banners, public art, and interactive features should be carefully selected for their authenticity and compatibility with public improvements in the area.
- Endeavor to create outdoor "living rooms" through building siting and interaction with the streetscape, in addition to private and public space.



I. Public Spaces

- a. Public spaces should be located near high levels of pedestrian traffic or in proximity to shops and services.
- b. Developments should enhance adjoining public spaces by providing one or more of the following when possible:
 - 1) Pedestrian links to passages, paseos, and arcades to enhance connectivity.
 - 2) Plazas and courtyards.
 - 3) Parklets and seating areas.
- c. Amenities within and adjacent to public spaces should include, but are not limited to:
 - 1) Furnishings such as formal and informal seating areas, trash receptacles, seat walls, etc.
 - 2) Shade in the form of landscaping, sails, canopies, canvas umbrellas at tables, or similar features.
 - 3) Focal elements such as public art, or similar elements.
 - 4) Decorative lighting such as decorative string lights, pedestrian lighting, accent lights, or similar features.
 - 5) Special event spaces such as stages or opportunities for mobile vending areas.
 - 6) Public restrooms, bicycle racks, and kiosks.





2. Signage & Wayfinding

- a. Signage should be used as organizational features and establish a unique identity for Old Town.
- b. Signage should be cohesive throughout Old Town, yet provide opportunities for attractive distinction and creativity (e.g. whimsical).
- c. Signage structures should be contemporary yet pay an homage to traditional downtown sign types (e.g. projecting signs), regional building practices, and natural materials found onsite like timber, steel and glass.
- d. A hierarchy of signs should be developed, and each sign installed in Old Town should be of this same sign 'family', in terms of style, color, materials, and themes.
- e. High quality gateway signage / features should be part of every major pedestrian and vehicle entrance into the Old Town Core.
- f. Illumination of a sign should be done with the objective of achieving a balance between the architecture, historic character and the sign. Light intensity should not overpower the building or the street edge.



3. Promotion of Arts and Culture

Artwork can serve as a key component of placemaking by playing a significant role in defining the character of a community and contributing to the aesthetic quality of gathering spaces. These distinct visual elements can be either permanent or temporary, kinetic or stationary, stand-alone or integrated into the architecture and landscaping, and elevate a place into a destination, as well as serving as a wayfinding element.

Artwork can take many forms including:

- **Signature Artwork** – Iconic artwork that is significant, large-scale permanent artwork, serving as defining landmarks at major gateways into Peoria, and on major boulevards and intersections.
- **Wayfinding Artwork** - Wayfinding artwork is permanent artwork located near active vehicular and pedestrian corridors, which serves to connect key locations, enhance pedestrian circulation, and guide passage to and from destinations.
- **Temporary Artwork** - Temporary art installations are non-permanent artwork in a range of media and scale that are displayed for a limited amount of time. It serves to invigorate the pedestrian experience, enhance tourism, and pique awareness of the built environment.

In addition to independent or two-dimensional works, artwork should be integrated into the design of the site, buildings, and landscapes in publicly accessible and visible areas. These areas can include walls, floors and ceilings or other publicly accessible open space such as plazas, courtyards, colonnades or setbacks.

When integrated, artwork should retain an interpretative and individual component, and not be a mere extension of the design of the architecture, landscape architecture, interior design, etc.. Additionally, while artwork may reinforce the architecture and urban design objectives for the site, it is not to be used as a substitute for otherwise achieving these objectives.





The following guidelines shall be used in evaluating art as part of private development projects and within public spaces:

- a. Streetscapes and public spaces should include art that reflects the culture and heritage of Peoria.
- b. 83rd Avenue should be prioritized for art installations and branded as an 'Art Walk'.
- c. Works of art should be accessible, drawing people through public spaces, but not impeding pedestrian flows.
- d. Works of art should be compatible in scale, material, form, and context with their surroundings, to the extent possible. Consideration should be given to the architectural, historical, geographical and social/cultural context of the site.
- e. Art installations should serve as a point of reference and landmark, welcoming and orienting residents and visitors to Peoria.
- f. Artwork should be utilized to reinforce gateways, signature streets, gathering areas and neighborhood centers. It may also be located in areas where few people pass to create unique and special places for people to enjoy.
- g. Artwork should be thoughtfully designed and installed in a manner that strengthens critical pedestrian linkages and enliven the overall experience.
- h. Artworks should not block windows or entranceways, nor obstruct normal pedestrian circulation in and out of a building (unless such alteration is specifically a part of the experience or design of the artwork).
- i. All forms of visual art may be considered.





B. BUILDING FORM & ARCHITECTURE

The intent of this section is to promote design and construction that supports and enhances the character of the Old Town Core Area through standards guiding building mass, roof forms, exterior materials, architectural detailing, and public space. The building standards established herein will reinforce the desired development patterns and produce development that utilizes quality materials and professional workmanship promoting longevity and sense of place.

1. Maintaining and Building Character

- a. Encourage the preservation and adaptive reuse of historically designated and architecturally significant buildings in and around the Old Town Core to help maintain the area's character.
- b. Adaptive reuse of historically and architecturally significant buildings shall preserve or enhance original facades and historic elements to the greatest extent feasible. New or replacement elements should visually match the original to the greatest extent possible.
- c. New construction should be designed to be consistent with the existing form, character, scale, and massing of buildings on the surrounding blocks. Contemporary interpretations of traditional buildings, which are similar in scale and overall character to those seen historically in the Old Town Core, are encouraged.

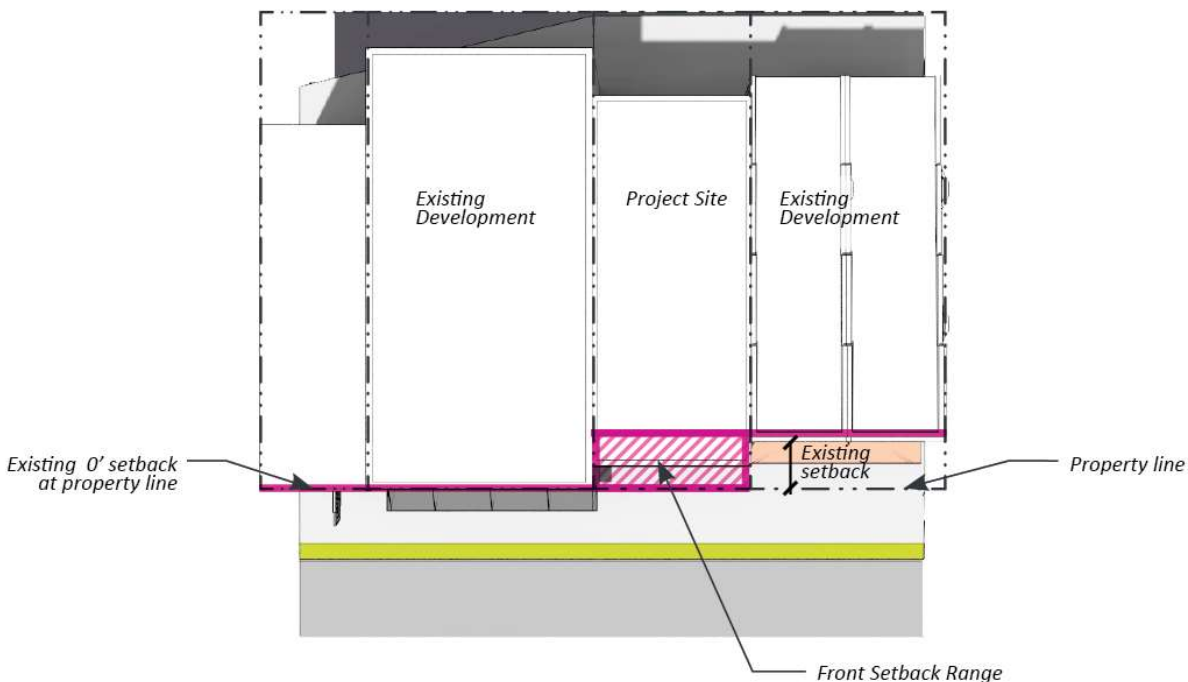
2. Building Design and Form

- a. Recognize that individual projects are the "building blocks" of great streets. This requires particular attention to the way the building meets the sidewalk, providing a transition to the pedestrian scale, and selection of elements that activate the street.
- b. Support walkability through sensitive design of the site, building and streetscape.
- c. Secondary or non-entrance building facades that are visible from public streets or alleys should complement the primary façade.
- d. Canopies / awnings should be used to provide shade when there is an insufficient or immature street canopy and shall be designed to reinforce the pedestrian scale of the building.

3. Building Massing & Articulation

- a. Buildings should integrate architectural enhancements such as projecting balconies, building wall recesses and pop-outs, varied wall planes, arched dormers, varying roof slopes, decorative window treatments, brick or stone veneers, and color changes.
- b. Storefronts should be designed to reinforce and promote the continuous pedestrian movement along the block.
- c. Variations in the façade are encouraged to respond to building function and to create visual interest. At the same time, the front façade of new construction should be within the range of the front façades of the block face in which the project site is located in order to maintain a consistent street edge to the greatest degree possible. See **Figure 2**.

Figure 2: Front Setback Range on Block Face



- d. Primary pedestrian entrances to each building shall be emphasized through variations in façade colors or materials, porticos, roof variations, recesses or projections, or other integral building forms.
- e. Where individual units directly enter the street, urban residential frontage types should be utilized to offer transitional space between the public sidewalk and private dwellings. Urban residential frontages include, but are not limited to, stoops, walled courts, grade separated terraces, or other frontage types.

f. The following provisions apply to all mixed-use and non-residential developments within the Old Town Core Area:

- 1) Façades shall be designed to provide a sense of human scale at ground level by providing a clear architectural distinction between the ground floor and all additional floors.
- 2) Primary entrances shall be oriented toward the street and be clearly defined through one or a combination of the following strategies:
 - i. Inclusion of a vestibule, porte-cochere, or enhanced covered area.
 - ii. A recessed area that signifies a break in the building wall .
 - iii. A canopy or awning positioned over the entry.
 - iv. A change in wall materials, textures, or colors that frames the entry.
 - v. The introductions of a distinctive paving material and/or pattern leading to the entry.
 - vi. Be oriented directly across from or in line with adjacent plazas, open spaces or public gathering areas.
- g. For every two hundred (200) feet of building length, there shall be at least one (1) plane-break along the facade comprised of an offset of at least three (3) feet in depth by twenty (20) feet in length.
- h. Portals, arcades, canopies, trellises, awnings, or similar elements that provide shade or protection from the weather shall be provided along a significant portion of the length of facades facing a public street or space.





4. Colors and Materials

- a. Buildings should use materials that are durable, easily, and economically maintained, and of a quality that will retain their appearance over time.
- b. The designer should select durable and attractive materials that have been historically used in the area. While brick is the preferred exterior material, permissible building materials include but are not limited to a mixture of the following:
 - Natural stone or stone veneer,
 - Decorative concrete masonry units,
 - Metal wall panel systems,
 - Concrete finished to an architectural level,
 - Rammed earth,
 - Glass and glass curtain wall systems,
 - Tile, and
 - Stucco.
- c. Canopies, trellises, and awnings should be of durable materials such as, but not limited to woven fabric, glass, metal, steel, or other permanent materials compatible with the building architecture.





Old Town Core

5. Building Lighting

- a. Light fixtures shall be compatible with the building architecture and development character of the building while directing the light downward or in a manner to preventing light pollution.
- b. Fixtures within larger developments shall be consistent with respect to design, materials, colors and color of lighting.

6. Registered Historic and Significant Sites

- a. Buildings that have been listed on the Peoria Local Register of Historic Places, the Arizona Register of Historic Places, or the National Register of Historic Places should be renovated in a manner which maintains the historic register status.
- b. Prior to renovations, proposed changes to a registered historic building must be reviewed and approved by the Peoria Historic Preservation Commission through the Certificate of Appropriateness.
- c. Buildings that are eligible for listing on any historic register should be maintained, renovated, and reused in a manner that does not degrade the structure's ultimate listing upon a historic register. Criteria that make a building eligible include:
 - 1) The property contributes to the major pattern of American history, whether that be local state-centric history or nationally.
 - 2) A building or structure is associated with historically significant people.
 - 3) The building is considered an extant example of distinctive architecture, for example Spanish Revival or Arizona vernacular architecture. This might include being designed or constructed as the work of a master, such as Frank Lloyd Wright.
 - 4) If a building is likely to convey information about the daily life of residents prior to the formation of the city or was central to or apart of events of historical significance.
 - 5) Being constructed fifty (50) years or more prior to the present year's date, although a building may be considered of historical importance if it is less than 50 years old.
- d. New development being located where a previously significant building or notable event occurred, or has a connection to a prominent historical community member, should include a plaque or some other type of recognition into the design to acknowledge the site's significance in the fabric of the community.



C. SITE DESIGN

The intent of this section is to promote the design and placement of buildings, attractive pedestrian environments, and parking areas within the Old Town Core area that relate to each other and are integrated through design, scale, and intensity.

I. Site Layout and Orientation

- a. Buildings should be oriented in a manner that promotes strong physical connections between public spaces and neighboring development.
- b. Development should be compatible with the desired scale, massing, architectural features, solid-to-void relationships, and materials as indicated herein. Avoid designs that significantly interrupt the predominant scale of a street.
- c. Building entrances shall be in scale with the overall façade.
- d. New buildings shall be oriented parallel to their lot lines in order to respect the Old Town Core street grid.
- e. The area between a building and its front setback / build-to line should be used for outdoor dining, entryways, sidewalk sales, and other pedestrian friendly activities.



2. Parking Lots and Structures

a. Parking Lots

- 1) Off-street parking, where provided, should be located at the rear or side of buildings, out of the view of public streets. Parking lots should not be sited to functionally interrupt or degrade the form and rhythm of a pedestrian-friendly streetscape.
- 2) Entrances into parking lots should be defined by landscaping, and architectural design.
- 3) Paved surfaces should be minimized through the incorporation of alternative surfaces where possible.
- 4) Intersection nodes formed by the intersection of drive aisles and pedestrian crossings shall be designed with decorative pavers or other architectural elements, intended to enhance awareness of the potential for conflicts between crossing vehicles.
- 5) Minimize impervious surfaces and break up or disconnect the flow of runoff over impervious surfaces. Where possible, use pavers in lieu of concrete slabs to enable more stormwater to infiltrate the ground.
- 6) Parking lots should employ LID strategies and direct surface runoff to landscaped water harvesting areas and/or rain gardens, including but not limited to, curb cuts to direct runoff into landscaped areas, porous pavement, pavers, infiltration trenches, native landscaped rain gardens, urban bioretention swales.
- 7) Parking canopies shall incorporate a design utilizing color and materials similar to the principal structure on the site.
- 8) Where appropriate, electric vehicle charging stations shall be provided and integrated within the parking lot.

b. Parking Structures

Parking structures should exhibit the same principals as good building design noted within this Chapter. Providing an exterior screen comprised of high-quality materials that conceal underlying concrete structure can elevate the building's stature and contribute to the overall quality of the Old Town Core's built environment.

- 1) Parking structures should integrate sustainable design features such as photovoltaic panels on the top deck, renewable materials with proven longevity, and stormwater treatment wherever possible.
- 2) Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can be achieved utilizing materials such as, but not limited to, heavy-gauge decorative metal screen, pre-cast concrete panels, or wood fins.
- 3) Elevators and stairs should be located on primary pedestrian corners and be highlighted architecturally so residents and visitors can easily find and access these entry points.
- 4) Signage and wayfinding should be integrated with the architecture of the parking garage.
- 5) Integrate public art and lighting into the structure's architecture to reinforce its unique identity and to aid in visitors easily finding the garages upon arrival.
- 6) Interior garage lighting should not produce glaring or light spillage towards adjacent residential units while maintaining safe and adequate lighting levels within the structure.



3. Pedestrian Walkways and Paths

- a. Provide pedestrian pathways to connect the following:
 - Primary buildings with associated parking areas;
 - Pedestrian entrances with on-site primary building;
 - Public outdoor spaces;
 - Public sidewalks;
 - Any adjacent development;
 - Abutting public transit facility.
- b. Passages in the form of Paseos or Arcades should be incorporated to maintain pedestrian connectivity and provide opportunities for gathering. Such passages are also evocative of the traditional function originally provided by Old Town's alleyways.





c. Paseos

- 1) Facades fronting Paseos should incorporate adequate design detailing (storefronts, doors and/or windows, and accompanying trim, tile mosaics, wall fountains, etc.) that make them inviting for pedestrians.
- 2) Distinctive paving, landscaping and pedestrian amenities should be utilized to help demarcate Paseos.
- 3) Paseos that form a continuous pedestrian network over multiple blocks should have continuity of street furnishing and paving type/texture.

d. Pedestrian Street Lighting

- 1) Pedestrian lighting shall be provided along all pedestrian pathways and Paseos.
- 2) Provide a unified style of pedestrian light fixtures throughout all Old Town streets.
- 3) Pedestrian and street light fixture design shall be coordinated with other street amenities to unify areas with a distinct identity.
- 4) LED string lighting should be considered for specialty lighting along designated plazas and Mainstreet street typologies and within block passages such as Paseos.



4. Common Open Space Areas

Similar to most downtowns, Peoria's Old Town Core's common open spaces are comprised of the following:

- **Streets.** Streets are the most public of all open spaces. Streets communicate the quality of the public environment and the care a city has for its residents.
- **Residential Setbacks.** Building setbacks adjacent to residential buildings provide a transition between the public and private realm, allowing residents to have private spaces with visual access to the public realm.
- **Paseos.** Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.
- **Entry forecourts.** Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
- **Courtyards.** Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
- **Plazas.** Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
- **Corner Plazas.** Corner plazas should be appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Un-programmed or over-scaled corner plazas are discouraged.
- **Roof Terraces.** Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.

5. Private Open Space

Where multi-family residential units are proposed, the following guidelines for private open space shall apply:

- Patios and balconies shall meet or exceed sixty (60) square feet in area per unit.

Note: The above is intended to establish general guidelines for establishing appropriate private area open spaces for most projects; however, it should not be construed to restrict or prohibit projects from offering innovative open space and amenities to its residents. Alternatives or deviations may be considered during the site plan review process, subject to Zoning Administrator approval.





6. Street Furnishings

- a. Provide abundant street furnishings, including but not limited to benches, trash and recycling receptacles, pedestrian lighting, vending kiosks, or other functional elements that support a vibrant street life.
- b. Street furnishings should be placed to ensure that sidewalks remain as clear as possible and safe for pedestrian access. Where sidewalks widths are constrained, site furnishings may be accommodated within the required Landscape Zone, provided they are a minimum of two (2) feet from the curb.
- c. The style and color of the various streets furnishings provided within all Old Town streets should be cohesive to ensure continuity throughout the district.



7. Landscape

- a. Landscaping shall not be used to define and delineate public streets in a manner that discourages pedestrian travel within the Old Town Core area.
- b. Landscape shall not be used as a substitute for building enhancements. Instead, landscape should accentuate the building's architecture utilizing trees with innovative tree grates to capture runoff and/or rain gardens, shrubs, flowers, and ground cover.
- c. Tree canopies should allow sufficient room for growth without impacting building elements or impeding pedestrian and other modes of circulation.
- d. Street trees should define the street and sidewalk, emphasizing use of tree species, size and spacing along a street to create a pleasant rhythm, and reinforcing the space of the street.
- e. Tree grates, as well as other low-impact development methods should be used in areas where considerable commercial and pedestrian activity to increase sidewalk width, reduce safety hazards, and prevent compaction of the root-ball.

8. Loading, Service and Refuse Areas

- a. Outdoor loading, service and refuse areas shall be oriented away from public view or concealed within the building design to the greatest extent feasible.
- b. All refuse containers shall be in a roofed enclosure to prevent pollutant discharge and runoff during a rain event.
- c. Trash enclosures should be safely sited to avoid blind spots and/or hiding areas while minimizing the prominence of the enclosure.

9. Mechanical Equipment & Utilities

- a. All roof-mounted mechanical equipment shall not be visible from the curb on the same side of the adjacent public street or ground floor adjacent to the lot line of neighboring properties.
- b. Ground-mounted mechanical equipment shall be located where it is not visible from public view to the maximum extent feasible.
- c. When this is not possible, ground-mounted equipment shall be screened from view by a wall or fence, shall be of a height equal to or greater than the height of the mechanical equipment being screened and shall be compatible with the colors, materials, and design of the primary building which it serves.
- d. Building service equipment areas shall be incorporated into the design of the building and combined when possible.
- e. Noise generating equipment should be located away from residential units, public spaces, and pedestrian areas.
- f. All materials utilized to screen mechanical equipment and utility areas shall complement the architectural style of the building(s).

10. Sustainability

The intent of the sustainability section is to promote sustainability, resiliency, and green building design practices throughout the Old Town Core.

- Design rights-of-way to slow runoff by using permeable materials where possible and keeping lane widths to the minimum required for safe travel appropriate to the road's intended capacity.
- Low-impact development (LID) and green infrastructure strategies such as curb cuts and bioretention shall be utilized within landscape areas to the greatest extent feasible.
- Minimize the use of impervious surfaces and utilize pervious paving options where feasible.
- Building design should utilize High Performance approaches for energy and water reduction (e.g. zero energy buildings, LEED) to the greatest extent feasible.
- Provide innovative stormwater management features that support green infrastructure functions (low impact development, green roofs, etc.).





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