

SECTION 5.0 DESIGN GUIDELINES

These Design Guidelines include both mandatory standards and interpretive design guidelines to guide future development within Specific Plan Area. The Guidelines are intended to guide phased development over the period of the specific plan.

The word “should” means that an action is required unless a determination is made that the intent of the Guideline is satisfied by other means.

Please note that these Guidelines are minimum requirements, and developers may be required to provide additional amenities to meet the goals of the Specific Plan.

5.1 SITE PLANNING

5.1.1 Block Pattern

1. There should be at least one east-west vehicular connection to Highland Avenue immediately adjacent to the Station Plaza and a north-south connector connecting Business Center Drive to the proposed east-west street.
2. The street pattern throughout the Specific Plan Area should maximize connectivity throughout the Area for autos, bicyclists, and pedestrians.

3. There should be a distinct hierarchy of circulation including streets, pedestrian walks, and alleys. These should be arranged so that visitors and residents use the primary circulation of streets and pedestrian walks for their primary circulation. Alleys should not be used for primary circulation to the building or unit entries, and buildings should not orient to alleys or parking areas.
4. Proposed street grid in the Specific Plan Area should provide connectivity to the surrounding existing urban fabric.
5. Outdoor dining areas can encroach in the pedestrian public right of way as long as there is a clear 6’ wide pedestrian passage that complies with accessible standards. Location and size of such encroachments are subjected to the design review process.



Pedestrian mew between residential buildings.

5.1.2 Pedestrian Connectivity To and From the Station

1. There shall be two pedestrian connections from the project to the station platform adjacent to the fare gates, subject to California Public Utilities Commission (CPUC) approval.



Protected pedestrian walkway between parking aisles.

2. The connections shall be direct and unobstructed and at least 6 feet wide. The pedestrian connections shall be designed to meet all applicable accessible standards, per CPUC standards.

3. The connections can be through public plazas, pedestrian mews or outdoor dining areas as long as a clear, unobstructed 6' wide travel path is accommodated.

4. The pedestrian path should connect to sidewalks and other pedestrian paths within the project to provide a larger, integrated pedestrian circulation framework.

5. The path of travel shall be well lighted to create a safe environment at all times.

5.1.3 Parking Areas

1. Parking is encouraged in structures below grade or encapsulated within buildings to reduce the visual impact. Where not feasible, surface parking lots should be well-landscaped with trees planted in a regular configuration and properly screened from surrounding streets and buildings.



Trees in landscape islands.

2. Where parking layout exceeds two rows in depth, parking should be aligned in the direction of pedestrian movement, and pedestrian island walkways are recommended within planted areas. All landscape areas should be protected with planter curbs a minimum of 6 inches high. All perimeter setback areas should be landscaped.

3. Broadleaf, deciduous trees should be used in parking lots to provide adequate shade in summer and allow sunlight to penetrate in winter.
4. Trees should be set into a tree grate, planting island or landscaped median that is a minimum of 4 feet wide (internal dimension) and well protected by tree guards or other mechanisms.
5. The use of permeable paving, alternative materials, or bio swales to reduce surface runoff is strongly encouraged, and/or required by the National Pollutant Discharge Elimination Systems (NPDES).

5.2 GENERAL BUILDING DESIGN

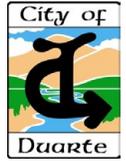
5.2.1 Architectural Character

The overall goal for the Duarte Station Specific Plan is to create a community of the highest architectural quality, drawing on the site context, individual building programs, and innovative building techniques. The Architectural Design Guidelines illustrate the desired character of the built environment by addressing site, building, and landscape design elements. They are intended to guide development towards a mixed-use community with a distinctive sense of place and a consistent quality, yet allow for diversity and individual neighborhood character.

The intended architectural character for the Duarte Station Specific Plan draws from the site's future, as a transit hub and

a new urban core for the City of Duarte. Drawing on that role and the current industrial usage in and around the site, it is envisioned that buildings will be contemporary in character (see Figure 5-1, *Architectural Character*). Architectural character will emphasize simple form-based architecture and incorporate contemporary materials. The form-based standards will discourage heavy architectural ornamentation. This will give the community a distinct character that helps to establish its identity. It is envisioned that variation will occur, particularly over time as the community is developed, yet a general character is maintained.

1. In general, buildings should be square shouldered and flat roofed, with changes in parapet height, overhang or roof form such as shed roofs used to accent features such as entries, stair towers, corners or other special features. Long, unbroken monolithic parapets are discouraged. Green roofs and usable roof decks are highly encouraged.
2. As a unifying element, brick should be used on all buildings as a predominant design feature. It may be used at the ground floor to create a base to the building; as entire wall elements, as the material for a main tower feature or as panel or framing elements between window walls. Where brick is used, there should be at least some minor change in building plane to express the material change. Surface applied brick should either terminate in a concrete base or extend to the ground and should not appear to float.



3. In addition to brick as a required material, other façade materials that are encouraged include corrugated metal, metal panels, smooth stucco, and cementitious panels. Detailing should reinforce the industrial aesthetic of the area. Window walls are encouraged both as wall plane and corner accents and a creative approach to window shapes, sizes and mullion patterns is highly desirable. Accent materials that are encouraged include cut stone, tile, glass block and well-detailed smooth concrete.
4. Windows should be of a scale and grouping to form portions of the wall, rather than punched openings within a wall. They should be aluminum or clad to have the look of metal. Vinyl windows are strongly discouraged in any buildings over three stories. Windows at the ground floor should be storefront or give the appearance of storefront glazing. Where skylights are used, they should be integral to the design of the roof forms or hidden from ground level view behind parapets.
5. Gates securing structured parking areas should be steel and reflect the industrial aesthetic, or a custom art piece that enhances the identity of the building they are a part of.
6. Balconies, decks, and handrails should be steel or other metal and have industrial inspired scale and detailing. Exposed steel columns are encouraged.

7. Awnings are encouraged along street frontages and should be metal or metal and glass. Canvas and fabric awnings are discouraged.

5.2.2 Building Orientation

1. Buildings should maintain a strong relationship to the street with primary building entrances oriented toward the street.

5.2.3 Building Massing and Articulation

1. Large expanses of “blank” façade walls are not permitted. Façades directly facing the street shall be broken into distinct modules or bays along the frontage using three-dimensional surface modulations that extend the human-scaled architectural character and cadence of more active façade areas. The modulations can be achieved with the use of recesses, projections, change in color or material. The depth of recesses and projections should be a minimum of two feet.
2. Buildings should be “four-sided” architecture, meaning that all façades including rear and side façades are to be considered visible (unless facing “blind” onto an adjacent party wall) and should be treated with an architectural façade composition.
3. Buildings should be well articulated by changes in roof heights and vertical planes to reduce the appearance of bulk and create interesting building silhouettes.

4. Rooftop mechanical equipment should be screened from the street level view and should appear as integrated building forms both in shape and material.
5. Partially submerged parking podiums may be located along public streets and may project above the sidewalk or average finished grade by a maximum of 5 feet.
6. Where possible, horizontal modulation of adjacent buildings should relate across façades to create a consistent pedestrian scale street façade.
7. For trellises, marquees, and architectural canopies; materials, colors, and form should be derived from the building architecture, i.e., a trellis painted the same color as a building's trim scheme is appropriate.
8. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments may include; a change in height or architectural style, materials, roof form or window pattern, and are encouraged to create a pedestrian gathering experience.
9. The massing of a hotel structure adjacent to Denning Avenue must be consistent with the transition zone requirements shown on Figure 4-5 regarding upper story step backs. In addition to these step backs, the hotel building massing should be positioned away from the Denning Avenue frontage, with parking, parking structures, and/or pool and landscape amenities located adjacent to the residential edge.



Changes in roof heights and vertical planes reduce the appearance of bulk and mass.



Linear façade broken into shorter lengths with the use of color and recess.



Linear façade broken into shorter lengths with the use of material and a repetition of form to create a regular rhythm.



Building steps back at the corner to create a plaza.



Tower element at the street corner for a distinctive form.



Rooftop mechanical equipment screening material blends with the architectural character of the building.

5.2.4 Fenestrations

1. Entries should be given special attention as a whole system, including door, side windows, and porches. All entries for main buildings and for individual units should be pedestrian-scaled.
2. Entries should be inviting from the street with adequate weather protection.
3. Courtyard doors, gates, or other portals used at building entries should be attractively designed as an important architectural feature of the building or development.



Landscaped courtyard serves as the common entry to the residential units.

4. Main building entries (i.e., those serving multiple units) should be differentiated from individual street-level unit entries with special detailing, awnings, canopies, or multi-story forms.
5. Individual ground level unit entries should have a strong relationship to a fronting street, internal walkway, or courtyard as appropriate to the overall siting concept and housing type.
6. Windows should be appropriate to the building's architectural style and combined and arranged to establish clear and rhythmic patterns as appropriate for both the building's architectural style and scale. Windows should be of a high-quality material that is consistent with the proposed architectural vocabulary.



Windows arranged to establish clear and rhythmic patterns appropriate to both the building's architectural style and scale.

7. Windows visible from a street or courtyard, including those on all façades of the buildings that front onto public or private streets or access ways, should have appropriately articulated header, jamb, and sill details to match the aesthetic of the building.
8. Though consistency of window use is generally desirable, windows may be provided in various shapes and sizes provided they are appropriate to the building's architectural style or as accents.
9. In residential units with narrow side yards, side elevation windows should be placed offset from those of the adjacent unit or use obscure glass as appropriate.
10. Doorways should be clearly identified with change in material, change in plane, or with architectural elements such as a canopy.



Individual entries from the street for ground floor units.

5.2.5 Building Materials

1. All materials used should be of high-quality and properly installed.
2. Materials should be attractive, durable, sustainable, low maintenance, and appropriate to the architectural character.
3. Materials should be incorporated such that they do not appear to be merely surface applications but as an integral component of the architectural style.
4. Change of material to accentuate architectural details or articulate the elevation is recommended if the material is appropriate to the architectural character.
5. Material changes should not occur at external corners, but should occur at interior corners or with a return of at least 6 feet from the external corners or other logical terminations.



Change of materials to highlight the fenestration.



Use of a darker material along the base of the building to highlight the change in use and building façade setback.

6. Roof materials should complement the materials and colors of the façades and provide texture or relief.
7. Rain gutters and down-spouts should be integrated into the façade. At a minimum, their color should blend with adjacent surfaces.
8. Partially submerged parking podiums that project above grade should either be integrated into the architectural character of the building above, utilizing cladding or building with materials that extend down from the portions of the building above, or be built with contrasting

materials of a more substantial and permanent character than the portions of the building above to create a base.

9. Trellises, architectural canopies, balconies and other such design elements should derive their materials, colors, and form from the building architecture.



The materials and forms of the architectural canopy and balconies complement the overall building architecture.

5.2.6 Service Areas and Screening of Mechanical Equipment

1. All loading areas should be located at the rear or sides of buildings and screened from public view. For commercial buildings, where there is no alternative, loading may occur through the front door.
2. Service areas should be located within the envelope of the building as much as is practical and should not be visible from public streets and spaces.
3. If service areas are not within the building envelope and cannot be located away from the street front, they should be screened from street level views, including from above. The material, scale, and forms of screening used should complement the design of the main building.
4. Buildings shall have a direct door from the interior to the service area(s) so that occupants can access such areas without passing through the public right-of-way.
5. Rooftop mounted mechanical equipment should be located away from the street edge and screened from ground level view behind parapets. Where screening methods other than parapets are used, they should be an integral component of the architectural design or a complimentary accent feature to that design.

6. Attached equipment such as solar panels, antennas, satellite dishes, etc. should be screened from ground level view or integrated into the building design.
7. Ground level mechanical equipment should be located away from and screened from view from public areas by walls that complement the building architecture or by landscaping.

5.2.7 Signage

In compliance with the DDC, a Comprehensive Sign Program is required for development within this Specific Plan to integrate all signs associated with a development.

The Comprehensive Sign Program provides a means for the flexible application of sign regulations for projects that require multiple signs in order to maintain consistent standards and sign appearance throughout the project. The ARB is the review authority for the Comprehensive Sign Program.



1. Animated, moving, flashing, blinking, reflecting and revolving signs are prohibited.
2. Cabinet signs are prohibited.
3. Exposed conduit and tubing is prohibited. All transformers and other equipment should be concealed.

4. A coordinated signage plan should be included for all multi-tenant buildings.



5. Freestanding signs are discouraged, except at a single major site entry.

6. All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the pre-dominant visual elements of the building.



7. The size of signs and sign letters should be proportional to the space they are located in, with the letters typically between 6 and 16-inches high.

8. Projecting signs mounted perpendicular to the façade of the building should be located at least 8 feet above the sidewalk. The outside edge should be no more than 4 feet from the face of the building.



9. Window signs should not exceed 15% of the window area. Signs should not obstruct visibility into and out of the window.

5.3 DESIGN GUIDELINES BY BUILDING TYPE

5.3.1 Multi-Family Residential/ Mixed-Use

1. Multi-family buildings should be well articulated to break up the building mass. Variations in floor level, façades, roof styles, architectural details, and finishes that break up the appearance of large buildings should be employed.



Variation in color, façade used to break up the building mass.

2. Street-facing façades of residential buildings should include stoops, porches, recessed windows, bay windows, and balconies in order to provide visual interest.
3. Porches and balconies that face streets should be incorporated into the materials and design of the building. Front yard patios can be used or be a part of the entry path or a separate space.
4. Retail and service uses on the ground floor of mixed use buildings shall have a minimum interior 12 feet clear floor to ceiling height.
5. Storefronts on the ground floor of mixed use buildings shall have a minimum depth of 40 feet.
6. Commercial hours of operation should not conflict with adjacent residential uses.
7. Large display windows (large panes or divided lites) are strongly encouraged.
8. Clear glass should be used. Colored or reflective glass is not appropriate.
9. All ground floor units within 5 feet of finished grade are encouraged to have their principal entrance from the street, pedestrian walkway, or open space. If individual entries are not provided than individual private areas such as balconies or decks need to be provided that front on to the street, pedestrian walkway, or open space.



Individual entries for ground floor entries front the street.



Front yard patios used as part of the entry to individual units.

10. Common entries should be a predominant feature of front façades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.
11. Residential entries should be clearly identifiable from the retail/service entry.
12. Building sides that face a public street, drive, or common space should be the first choice for entry location.

13. The use of awnings is encouraged to provide shelter and shade along the sidewalk for mixed use buildings. Awnings should be no wider than a single storefront or architectural bay (whichever is narrower).
14. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include; a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.



Distinctive architectural style at the building corner facing the intersection.



Change in glass frontage and transparency helps differentiate the ground floor retail use from the residences above.



Common entry for the building is emphasized by change in color and scale.

15. Entries to underground parking areas which are integrated with the building are recommended to be gated with a material that is compatible with the architectural vocabulary of the building.



Ornamental garage gate activates the public realm.

5.3.2 Office/Office Mixed Use

1. Storefronts shall have a minimum depth of 40 feet.
2. Large display windows (large panes or divided lites) are strongly encouraged.
3. Clear glass should be used.
4. Colored or reflective glass is not appropriate.
5. Street- and plaza-facing façades should be lined with windows.
6. Blank walls should not occupy over 30% of the principal frontage, and a section of blank wall should not exceed 20 linear feet without being interrupted by a window or entry.
7. Elements such as awnings, arcades, porches, or porticos should be incorporated along the street-facing façades.



Appropriate use of transparency and shading devices along public streets.

8. Office entries should be clearly identifiable from the retail/service entry.
9. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include; a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.
10. Entries to underground parking areas which are integrated with the building are recommended to be gated with a material that is compatible with the architectural vocabulary of the building.



Tower element at the corner.



Garage gate that complements the architectural character of the building.

5.3.3 Hotel

1. Buildings should maintain a strong relationship to the street with primary visitor's vehicular entrance oriented toward the street.
2. Service areas/access and parking areas shall be screened from public view with landscape or vertical structures.
3. The building form should be well articulated to break up the building mass. Use of horizontal and vertical modulations, change in material, roof styles, architectural details, and finishes that break up the appearance of large monolithic buildings should be employed.
4. Curb adjacent signage should match with the architectural character of the building.
5. All parking areas or parking structures that are a part of the hotel shall be required to comply with the Parking Areas and the Parking Structure guidelines.



6. Shared parking between office and hotel is strongly encouraged.
7. Outdoor recreation areas/pools are to be appropriately screened from adjacent uses.

5.3.4 Stand Alone Retail

1. Buildings should maintain a strong relationship to the street or to a public plaza.
2. Storefronts shall have a minimum depth of 40 feet.
3. Elements such as awnings, arcades, porches, or porticos should be incorporated along the street/plaza-facing façades.
4. Where the façade of a commercial building is divided into distinct bays (sections defined by vertical architectural elements such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them.
5. The use of low walls, planters or potted elements to create outdoor seating areas is encouraged.

6. Building corners that face an intersection should strive for a distinctive form with a high level of articulation. Corner treatments could include; a change in height, a definition of a public plaza, or a change in architectural style, windows, or materials.



Awnings placed within architectural bays.

5.3.5 Parking Structure

1. Parking structures should be designed in keeping with the character of the primary buildings on or near the site. The parking structure should be architecturally similar with the surrounding buildings in use of materials and color.
2. Parking structure façades should be designed as compatible visual extensions of other multistory buildings.

3. If feasible, active ground-level commercial uses should be incorporated into parking structures along the sidewalk. If ground level commercial uses are not incorporated, then other uses such as public art or murals should be used to lessen the impact of the building at the street level.
4. Auto entries should be located in a manner that minimizes pedestrian/auto conflicts. There shall be no more than two curb cuts serving the parking structure within a block.
5. Variations in the horizontal and vertical planes of the façade should be provided to create visual interest and to reduce the mass of the parking structure.
6. Decorative screen and trellis or green screens are encouraged to provide variation and interest on the façade.



Art display on the ground floor of a parking garage.

5.4 LANDSCAPE GUIDELINES

Landscape design gives character and definition to the hierarchy of open spaces within this mixed-use area using the following principles:

- The provision of an open space program which includes passive space, streetscapes, and social space. Consideration should be given to the orientation of such areas with regard to sunlight and shade.
- Using plant species and trees at an appropriate scale to define, identify, separate and enclose space.
- The encouragement of visual links throughout the plan.
- Creating a balance between community landscapes while considering the needs for commercial visibility.
- The use of materials to define pedestrian dominated areas.

A Landscape Concept Plan for the Duarte Station Specific Plan will be provided at the time of site plan/design review to provide for a unified concept for the development. General Guidelines are presented below:

1. All areas not covered by buildings, walkways, driveways, parking spaces, and service areas should be landscaped with drought tolerant plantings. Plant

materials should favor native and native-compatible plants.

2. Landscaping should enhance the quality of the project by defining edges, framing and softening the appearance of buildings, defining site functions, screening parking and storage areas, and buffering uses and neighboring properties.
3. Landscaping at the base of buildings is encouraged to soften the transition between building and streets.
4. Landscaped areas should generally incorporate plantings utilizing a three tiered system: 1) trees, 2) shrubs or vines, 3) groundcover. Landscaping should be in scale with the adjacent buildings and be of appropriate size at maturity.

5. Placement of landscaping should not interfere with the lighting of the project area or restrict access to utilities.



6. Planters and pots placed in building recesses, adjacent to walls, plazas, and courtyards are encouraged. Planters and pots should complement building architecture.

7. Street trees should be spaced appropriately (in

parkway strips or in tree-wells within wider sidewalks or plazas) to emphasize and reinforce the spatial definition between the building, pedestrian environment and the street.

8. Textured paving materials should be used in pedestrian areas such as pedestrian courtyards or plazas. Bollards should be used at pedestrian crossings to emphasize the pedestrian nature of the street, enhancing safety.



9. Paving materials should include permeable hardscape materials, to allow for water infiltration and treatment.
10. Bio-retention areas can be used to detain run-off in planted swales, raised open-bottomed planters, etc.
11. Site furnishings including fixed and moveable seating, trash receptacles, bike racks, and pedestrian scaled lighting should be of durable and sustainable materials.
12. The type and location of building lighting should preclude direct glare on to adjacent properties.

13. Pedestrian scale lighting should be present at entries, plazas, courtyards, parking lots, and other areas where nighttime pedestrian activity is expected.
14. Lighting design of fixtures and their structural support should be architecturally compatible with the architecture of the project.



Three-tiered landscape design that will provide character and definition to the pedestrian linkages throughout the project.