Chapter 6: Special Standards Guidelines

This chapter provides specific guidelines regarding the unique design characteristics of specialized development types. It is imperative to note that this chapter is designed to be used in conjunction with the previous chapters of these design guidelines. The Special Standards guidelines are simply additions to the more general guidelines contained in the previous chapters. When designing a project type detailed in the Special Standards section, the reader should reference the appropriate prior chapter(s) related to land use type, as well as the applicable Special Standards section. For example, a mixed-use commercial and multi-family residential project should conform to all of the guidelines contained in Chapter 3 – Multi-Family Residential and Chapter 5 – Commercial as well as the Mixed-Use Projects and Structures section of Chapter 6 – Special Standards.

This chapter addresses Site Planning and Building Design elements specific to the following types of uses:

- Mixed-Use Projects and Structures,
- Large Scale (“Big Box”) Retail,
- New/Used Vehicle Dealerships and Automotive Repair Shops,
- Service Stations and Car Washes,
- Religious and Educational Facilities,
- Corporate Architecture and Drive-Through Facilities, and
- Hotels and Motels.
Mixed-Use Projects and Structures

Intent:

For the purposes of these guidelines, “mixed-use projects” are defined as developments which combine both commercial/office and residential uses or structures on a single lot or as components of a single development. Such uses may be combined vertically or horizontally on the site and may be in different structures. Mixed-use projects should also adhere to the multi-family and commercial guidelines within this document.

Mixed-use projects should be designed to provide a harmonious environment for both commercial users and residents. Noise, traffic, lighting, and other elements that may negatively affect the residential environment should be located where the elements will have a minimum impact.

Guidelines:

a. Parking areas should be provided away from street edge or underground where feasible. (Figure SS-1)

b. Private, communal open space, accessible only by building residents, should be provided.

c. Parking lot and security lighting for commercial uses should be appropriately shielded so as not to spill into adjacent residential areas.

Figure SS-1
Building placed at street edge with parking in the rear or below grade

Example of vertically mixed-use project
d. Loading areas and refuse storage facilities should be located as far as possible from adjacent residential uses, both on- and off-site.

e. Commercial and residential parking areas should be clearly delineated through dedicated signs, street markings, or other methods.

f. Provide clearly marked and separated driveways and parking areas for each proposed use where possible. (Figure SS-2)
Mixed-Use Projects and Structures continued

Intent:

Primary design considerations for mixed-use projects should focus on successfully balancing the requirements of residential uses (privacy, security, etc.) with the needs of commercial uses (access, visibility, parking, loading, extended hours of operation, etc.).
c. Any proposed building elevations that face public streets, whether such elevations function as the front, side or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building.” Buildings should function as positive additions to the street scene. (Figures SS-4, SS-5)

d. All roof-mounted equipment should be effectively and attractively screened through the use of various architectural detailing including, but not limited to, decorative parapets or cornices. (Figure SS-6)
Large Scale ("Big Box") Retail

Intent:

Site planning for large retail ("big box") facilities should strive to provide a quality pedestrian environment in what is traditionally a facility designed for the efficient movement of automobiles. If a truly effective and inviting atmosphere is to be created, the needs of the pedestrian should be attended to in equal proportion with those of vehicles. Provisions should be made for efficient pedestrian circulation systems, way-finding means, safety lighting, and open spaces that provide respite from expansive and crowded parking lots.

Guidelines:

a. Common areas (plazas, courtyards, etc.) should be included throughout the project site and should incorporate such elements as shade trees, unique paving, and various pedestrian amenities (benches, tables, trash receptacles, etc.). (Figure SS-7)

b. Building pads should be located at the street edge to further reduce the visual impact of expansive parking lots, promote pedestrian activity, and help “humanize” what is generally an auto-oriented environment.
c. The visual expansiveness of associated parking lots should be minimized through the use of increased landscaping as well as by segmenting lots into smaller components.

d. To foster a strong “sense of entry,” the primary vehicular entrance should be aligned with that of the most prominent building on-site. (Figure SS-8)

e. The design of shopping cart storage facilities should complement that of surrounding buildings. (Figure SS-9)
Large Scale ("Big Box") Retail continued

f. Clearly defined pedestrian circulation systems should be provided throughout the project site. Any crosswalks should be accentuated through the use of textured and/or colored paving and should consider ADA path of travel and appropriate surface treatments. (Figure SS-10)

g. Specialty or otherwise unique paving is encouraged at intersections and/or vehicle nodes. If possible, the center of the node should contain landscaping that contributes to an aesthetically pleasing entry feature design. (Figure SS-11)
h. Large retail developments should make special accommodations when located next to residential development or undeveloped residential property.

- Lighting design and installation should emphasize low-level uniform coverage to protect nearby residential properties from intensive illumination and glare.
- Parking and security lights should not stand taller than adjacent (residential) buildings.
- Stepped massing, larger setbacks, the use of pedestrian-scaled articulation and/or landscaped buffers should be incorporated into the site design when a big box store is located directly adjacent to single-family residential uses.
Building Design

Guidelines:

a. A variety of details and treatments should foster a lively and interesting roofline, including, but not limited to, usage of cornice detailing to provide unique caps atop building facades. (Figure SS-12)

b. The base of the building should be surrounded by a landscape buffer so as to soften the building’s edge, allow opportunities for trees to be planted (serving to reduce the imposing scale of the structure), and create a desirable buffer between the building and any surrounding paved surfaces. (Figure SS-13)

Intent:

When crafting big-box facilities, every attempt should be made to minimize imposing mass, encourage design that complements neighboring buildings, and foster a human-scaled and pedestrian-friendly environment.
c. The design of any outdoor storage or gardening facilities should complement the architecture of the primary building as well as the overall site design. (Figures SS-14, SS-15)

d. Any proposed building elevations that face public streets, whether such elevations function as the front, side, or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building.” Buildings should function as a positive addition to the street scene. (Figures SS-12, SS-16)
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Building Design

e. Large blanks walls, especially those visible from a public right-of-way, should be articulated through various treatments such as offsets in massing, arcades, colonnades, and the use of a variety of different façade materials. (Figures SS-12, SS-16, SS-17, SS-18, SS-19, SS-20)

f. The entryway to a big box store should serve as the visual focal-point for the entire facility and should accordingly showcase an inviting human-scaled entrance. (Figures SS-17, SS-18, SS-19)
g. Buildings should be constructed of durable materials (resistant to vandalism, damage from weather, etc.). A variety of materials should be utilized in the façade and elsewhere (excluding stucco as the sole material used), including concrete, stone masonry, brick, and commercial grade ceramic tile, etc. (Figure SS-19)

h. Consider the use of a colonnade (where appropriate to the architectural style of the building) along street-fronting facades to reduce the massing of tall buildings and add pedestrian scale and interest. (Figure SS-20)
Vehicle Dealerships and Automotive Repair Shops

Intent:

Vehicle dealerships and automotive repair shops are intensive and dynamic uses characterized by constant, heavy automotive and pedestrian activity. Accordingly, great care should be taken when siting such facilities within a community so as to impose the minimum impact on surrounding uses.

Guidelines

a. Space for the unloading of cargo and vehicles from trucks shall be integrated into the overall design of the site.

b. Associated uses or activities that create excessive amounts of noise (car repair, cleaning, testing, etc.) should not abut residential areas.

c. Clearly defined pedestrian circulation systems should be provided throughout the project site. Any crosswalks and entry drives should be accented through the use of textured and/or colored paving. (This principle most notably applies to clustered “supercenters” but should also be applied to stand-alone dealerships.) (Figures SS-22, SS-24)

d. Lighting elements should be designed so as to not spill into any adjacent residential uses.

e. Low-level landscaping (approximately 32 inches in height) should be provided along all display and parking lot perimeters. (Figure SS-21)
f. The base of the building should be surrounded by a landscaped buffer so as to soften the building's edge, allow opportunities for trees to be planted (serving to reduce the imposing mass of the structure) and create a desirable buffer between the building and any surrounding uses. (Figure SS-22)

g. Service areas associated with vehicle dealerships should be screened from public view and abutting properties through the use of efficient and attractive landscaping, fencing, and/or walls. Areas should be located at the back of the project when feasible. (Figure SS-23)

h. Any on-site service or repair facilities should:
- provide internal vehicle access to individual bays,
- provide screening for such bays so as to not be visible from public right-of-ways,
- provide a dedicated vehicle washing area, and
- not be visible or audible to passing pedestrians from the street or adjacent residential areas.
i. When clustered into larger auto malls or “supercenters,” dealerships should adhere to a consistent streetscape design that includes landscaping, lighting, and way-finding signs.

j. Any security fencing included within the project boundaries should be designed as an integral aspect of the project’s overall design and should serve to complement neighboring structures in both form and color. Chain link fencing is strongly discouraged.

k. Public and business-related parking areas should be clearly delineated through dedicated signs, street markings, or other methods.

l. Shade should be provided in customer parking areas through landscaping or other means. (Figure SS-26).

m. Driveway cuts should be limited to the minimum number necessary to enter and exit the site; one or two each with a maximum width of 26 feet is typical.
n. Landscaping is required in all street front setback areas, adjacent to customer entrances to buildings, and along any property lines visible from the street. (Figures SS-26, SS-27).

o. Trash areas should be designed to complement the architectural character of the buildings and accommodate disposal of used parts as well as packing from parts shipments.

p. Specific site locations should be created for the storage of used oil and lubricants pending recycling.

q. All compressors should be located in the interior of the site or within buildings so as to minimize any impacts to adjacent properties.
Vehicle Dealerships and Automotive Repair Shops continued

**Intent:**

Careful attention should be paid to the overall architectural style and details of new/used car sales facilities to ensure the sites complement, not clash with, established and surrounding designs and themes.

**Guidelines**

a. The architectural design of individual buildings should be consistent throughout the project site.

b. A variety of materials should be utilized in the facade and elsewhere (excluding stucco as the sole material used), including stone masonry, concrete brick, and commercial-grade tile, etc.

c. Large, blank walls and flat, horizontal facades, especially those visible from a public right-of-way, should be articulated through various treatments such as off-sets in massing, arcades, colonnades, and the use of a variety of different facade materials. (Figure SS-28)

d. Bright or overtly intense paint schemes are strongly discouraged, unless such is complementary to surrounding structures and/or the overall project site.

e. Symbols or logos should ideally be utilized in favor of bright or intense corporate lettering.

Figure SS-28

Vertical and projecting building elements break up this horizontally-oriented building facade
f. Corporate signs should be tasteful, scaled appropriately to the size of the host structure, and generally be made to not dominate a building’s facade. (Figures SS-29, SS-30)

g. Showroom glass should be oriented toward the street to allow maximum pedestrian viewing and interest. (Figure SS-29)

h. Vehicle repair and service activities should be wholly contained within a building of durable materials and construction. Structure materials should showcase an appearance of substance and permanence. Lightweight metal and other “temporary appearing” substances are not appropriate.

i. The interior of work bays should not be visible from a public street, adjacent residential buildings, or open spaces.

j. Any proposed building elevations that face public streets, whether such elevations function as the front, side, or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building.”
**Service Stations and Car Washes**

**Intent:**

Service stations and car washes are intensive uses characterized by large areas of paving which permit vehicles to freely maneuver. As a result, these locations have the potential to create significant adverse impacts for adjoining streets and properties.

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### a. Driveway cuts should be limited and placed as far away as possible from the curb return. Circulation should be channeled, and paved areas should be reduced.

b. Even when minimized through the aforementioned means, substantial paving is expected and lush perimeter landscaping or other attractive and appropriate measures should be provided to screen the paved areas. (Figure SS-33)

c. Entry to and exits from car wash facilities should be oriented away from the street and/or screened so as not to be visible from the public right-of-way.

d. Car wash facilities should include appropriate control measures to reduce machinery and blower noise levels.
e. Car wash facilities should further incorporate small plazas or other areas for patrons to comfortably wait while their vehicles are being washed. (Figure SS-32)

f. Each on-site gas pump should generally include stacking for a minimum of two (2) vehicles (roughly 40 feet in length) so that driveways or the street are not utilized by waiting customers. (Figure SS-31)

g. Dense landscaping, berming, architectural treatments, or a combination these elements should be used to screen the site from public view.
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Building Design

Guidelines:

a. Any proposed building elevations facing public streets, whether such elevations function as the front, side or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building”; buildings should function as positive additions to the street scene (Figures SS-34, SS-35).

b. All structures on-site (including canopies, kiosks, car wash facilities, gas pump columns, etc.) should be consistent with and complement the architectural design of the primary building and overall project site. (Figures SS-36, SS-37)

Service Stations and Car Washes continued

Intent:

While the basic architectural components of most service stations (gas pumps/stalls, basic repair facilities, supply stores, etc.) are necessary, an opportunity exists for architectural forms that are unique, locally sensitive, and ultimately attractive. Rather than simply adhering to a highly standardized corporate model of design, service stations should draw from surrounding structures and mimic established or historic themes.
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c. Canopy height should be held to the minimum necessary to achieve daily operations. “Open air” pump stations are encouraged to accommodate larger vehicles.

d. Column supports should be of sufficient thickness to portray a visual sense of strength, balance, and traditional masonry proportions. (Figures SS-36, SS-37)
Religious and Educational Facilities

Intent:

Religious and/or educational facilities should place structures to create an efficient pedestrian circulation system and screen the visual impacts of on-site parking. When applied to religious facilities, this design translates to structures placed close to the sidewalk edge to free space in the rear for automotive parking. While such a layout may not be feasible for educational facilities, care should still be taken to screen parking, bus lanes, and student “drop-off” areas from pedestrian activities in a manner that promotes safety, efficiency, and aesthetic quality.

Guidelines:

a. Safe, attractive, and efficient pedestrian and bicycle circulation should be provided throughout the project site. Pedestrian circulation systems should be specifically accented and highlighted through the use of textured and/or colored paving, attractive landscaping, fencing, lighting, and other urban design elements. (Figures SS-39, SS-40)

b. A pedestrian drop-off and pick-up area should be incorporated as an integral part of the site plan and not provided as an afterthought. (Figures SS-38, SS-40)

Figure SS-38

Pedestrian drop-off/pick-up area provided
c. To the greatest extent possible, parking should be located toward the rear of the project site in an effort to minimize the visual impact of expansive on-site parking lots. (Figures SS-38, SS-39, SS-40)

d. Where project design mandates that parking be located toward the front of a site, adequate steps should be taken to minimize the visual impact.
Religious and Educational Facilities continued

Intent:

Religious and educational facilities are distinctive civic uses and accordingly demand design that reflects this role within a community. Unique among other uses, these facilities are often utilized by a variety of different community groups and enjoy life-spans far longer than most other structures. Architectural design should reflect these unique qualities through the use of more durable construction materials, such as brick, stone masonry, etc., and should result in an overall design that is both tasteful and timeless.

a. Religious and educational facilities should display inviting, easily identifiable entryways. Such entries should serve as the focal point of the building’s façade and be accented through the use of attractive lighting, landscaping, and architectural detail (Figures SS-41, SS-42).

b. Any proposed building elevations facing public streets, whether such elevations function as the front, side or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building.” Buildings should function as positive additions to the street scene.

c. The massing and scale (though not necessarily the architectural style/materials) of the building should respect surrounding neighborhood structures.

d. Multi-story buildings located adjacent to single-story structures should either “step down” in massing or be setback an additional 10 feet from the required setbacks for each story exceeding the adjacent single-story building.

Figure SS-41}

Clearly defined entryway
e. When locating larger structures such as auditoriums close to smaller (existing) buildings, massing should be articulated with elements and materials that generally reduce the perception of massing to a more human scale.

f. Durable materials should be used in a building’s construction and contribute to a visual sense of solidity, longevity, and durability (Figures SS-41, SS-43).

g. Larger building elements, such as auditoriums, should be separated from other building elements to reduce the overall massing of the building.
Corporate Architecture and Drive-Through Facilities

Intent:

Drive-through structures (banks, chain fast food facilities, etc.) are a common element along Temecula’s commercial corridors. Major design considerations related to such establishments should include site planning that fosters efficient and organized vehicular access and on-site circulation, while adequately buffering adjacent uses from any adverse impacts.

Guidelines

a. Landscaping should be provided around parking lots and buildings with the overarching goal of screening drive-through lanes and loading areas from public roads. (Figure SS-44)

b. Whenever possible, drive-through lanes should not be located at intersections and/or on corner lots. If this location is not possible, then the drive-through lanes shall be screened from public view with dense landscaping, decorative walls, berms, architectural elements, or a combination of these design features.

Figure SS-44

Drive-through placed at the back of the building and designed to complement the architectural style of the building.
c. The primary visual presence along major street frontage should be the building front, not the drive-through aisles or parking lots. (Figures SS-45, SS-46)

d. Drive-through aisles should provide adequate on-site queuing distance to accommodate a minimum of six cars before the first stopping point (e.g., menu board, teller window, automatic teller machine).

e. Menu board speakers should be located so as to shield adjacent residential uses from excessive noise.
Corporate Architecture and Drive-Through Facilities continued

Intent:

Corporate “franchise” architecture often detracts from the unique and historic character of a community and is generally discouraged. However, if constructed, designs should faithfully adhere to the prevalent scale and character of the host community. In every case, franchise structures should complement the established character and design of neighboring buildings.

Guidelines

a. Building materials used should relate to materials showcased in neighboring structures. As elsewhere, a variety of materials should be utilized in the construction process and in an effort to foster lively and interesting building design. (Figure SS-48)

b. Bright or overtly intense paint schemes are strongly discouraged unless such is complementary to surrounding structures and/or the overall project site. (Figure SS-49)

c. Symbols or logos should ideally be utilized in favor of bright or intense corporate colors.
d. All building elevations facing public streets, whether such elevations function as the front, side or rear of the building, should be architecturally detailed to avoid the appearance of the “back of the building.” Buildings should function as positive additions to the street scene. (Figure SS-47)

e. Corporate signs should not dominate a building’s façade. (Figure SS-49)

f. Use of mansard rooftops is strongly discouraged. However, if such roofs are used, the design should wrap around the entire perimeter of the structure. Piecemeal mansard roofs (those utilized only on a portion of a building) are strongly discouraged.
Hotels and Motels

Intent:

Hotels and motels are quasi-residential uses and should be designed and sited to minimize the effect of noise from the I-15 Freeway or Temecula’s arterial streets. Although these uses are quasi-residential, the scale of, and activities associated with, hotels and motels often conflict with adjacent uses. Carefully planned hotel and motel sites will reduce these potential conflicts. (Figures SS-50, SS-51, SS-52, SS-53)

Guidelines:

a. The primary presence along the major street frontage should be the building, driveway approach, and on-site amenities, not the parking lot. (Figure SS-50)

b. Delivery and loading areas should be located at the rear of hotel/motel facilities and should not be located near adjacent residential uses whenever possible.

c. Recreational amenities such as swimming pools should be located where guests can use the amenities with a semblance of privacy and not be exposed to public streets.

d. Utilize parking lots and other open spaces on-site to help buffer the hotel/motel from any adjacent and/or incompatible uses.

Figure SS-50

Blank wall articulated with trellis structure

Parking located away from street frontage

Multiple roof forms are encouraged

Figure SS-51

Building massing stepped to reduce visual impact

Mature trees
Hotels and Motels continued

Intent:

As hotel/motel architecture is often thematic, a strong temptation is presented to neglect non-street fronting sides. Particular design focus should rest with ensuring that all sides of a structure are stylistically consistent. Building design should be inviting and not merely accommodating. (Figures SS-50, SS-51, SS-52, SS-53)

Guidelines:

a. Exterior corridors on multi-level buildings are discouraged and should not be located adjacent to residential uses. (Figures SS-50, SS-51, SS-52, SS-53)

b. Mechanical equipment of all types, including that associated with swimming pools, should be screened so as not to be visible from public streets or public views.
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