

***SECTION 22 - DESIGN CONTROL DISTRICT**

22.1 DESIGN CONTROL DISTRICT

- (a) Certain classes of district designated by the symbol "D" referred to herein as Design Control Districts or "D" combining Districts are established to provide criteria and parameters of design within designated areas of the City of Belmont.

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- (b) The intent of the Design Control District is to establish parameters for building design, alterations and modifications, landscaping, signing, sidewalk design and other features which are necessary to encourage the orderly and harmonious appearance of structures and property, maintain the property and improvement of values of the area; preserve structures and locations of historical value and interest, preserve existing residential structures and enhance the natural scenery; stimulate and maintain a viable central business district in Belmont which is aesthetically pleasing, attractive to shoppers and provides ease of pedestrian access and separation of automotive and pedestrian traffic.

Specific structures deserving special consideration are to be designated by the Planning Commission for recommendation to the City Council.

- (c) In any district with which is combined any "D" District, the following guidelines as specified for the respective "D" District shall apply in addition to the guidelines for such district with which the "D" District is combined.
- (d) The Design Control District concept may be used in various areas throughout the City of Belmont. The standards in each of these areas may differ to a certain degree depending upon the land uses and character of the area.

22.2 DOWNTOWN DESIGN CONTROL DISTRICT D-1 DISTRICT

The D-1 District is established to provide special guidance pertaining to the landscaping, architecture, color palette, external parking, pedestrian and traffic circulation, signs and all specific design features in the downtown area of the City of Belmont. The D-1 District shall generally include the downtown business district of the City of Belmont.

22.3 GENERAL POLICY REGARDING D-1 AREA

- (a) To encourage land uses in the downtown, which are primarily retail oriented. Support uses such as personal service establishments, banks and offices should play a secondary role.

* Adopted by Ord. #543, 6/24/74; Amended by Ord. #579, 8/23/70; and Ord. #717, 3/13/84

** Amended by Ord. #717, 3/13/84

- (b) To orient and connect the downtown commercial center with the Twin Pines Park and adjacent activities. This connection would be made through the use of landscaped pedestrian malls or concourses.
- (c) It would be desirable to create large blocks within which commercial uses could be sited. This would require the abandonment of certain street rights-of-way.
- (d) To encourage compact groupings of shops and uses which will be attractive for pedestrian use.
- (e) Uses such as theaters and restaurants, which provide "life" to the downtown should be encouraged to locate there. These types of business help attract people to the area and can make more efficient use of parking facilities.

22.4 ARCHITECTURE - To promote a unifying and compatible architecture in the Central District, the following guidelines are established:

- * (a) The architecture can be developed in either an historic or contemporary vein. New buildings should blend with acceptable existing buildings in the District. These buildings and structures may generally include, but are not limited to, the following features.
 1. Wide wooden balconies protected from the weather by roof overhangs.
 2. Use of exposed, timber construction.
 3. Rough-sawn wood material.
 4. Adobe style masonry, rough texture slump stone, brick or other similar types of materials.
 5. Exterior covered walkways, arcades and stairways.
 6. Use of courtyards and patio arrangements of buildings.
 7. Protected pools and fountains.
 - ** 8. Flat tile, heavy shake, or wood shingle roofs should be most prominent. Limited mission tile roofs for accent purposes may be acceptable.
 9. Accents of ceramic tiles, glazed and unglazed clay products.
 10. Wrought iron hardware, both functional and decorative.

* For purposes of this ordinance, historic will be that time period from 1850 to 1926.

** Amended by Ord. #717, 3/13/84

- (b) An architecture deemed by the Planning Commission to be compatible with the existing and developing downtown area may be approved if they blend with the overall flavor and do not dominate the District.
- (c) Roofs should be of heavy flat masonry tile, wood shingle or heavy shake or similar materials, which blend with existing structures. Limited mission tile roofing materials for accent purposes are also acceptable. Asphalt shingle or felt tiles are unacceptable unless totally obscured from view. Building materials should be of "natural" or rustic character. Irregular texture masonry materials are preferred. Natural weathering building materials are desirable. Use of exposed wood beams and natural wood accent trim is also desirable. Stucco shall be used sparingly and primarily as an accent feature.
- (d) The structure shall be of an integrated design on all four sides generally using the same materials on all elevations.
- (e) Proposed structures shall be related harmoniously to the terrain, and be of compatible design and color with other projects constructed under the terms of this section.

22.5 LANDSCAPING - To establish a plan of landscaping. Examples are street trees which all bloom in a certain season, landscaping with a distinctive scent and the use of a fountain with accent lighting as a focal point.

- * (a) A minimum of fifteen (15) percent of the gross site area shall be landscaped with live plant materials. Buildings in excess of one story in height shall provide an additional two (2) percent of the gross site area in landscaping for each story over one story in height. Small or unique parcels may be allowed to vary, from this landscaping requirement if in the opinion of the Planning Commission special consideration is merited and alternative requirements can be agreed upon. If the site is too small to accept the required landscaping and would penalize the construction of an economic structure, the landscaping requirements may be allocated to some other area of the downtown as directed by the Planning Commission. Landscaping materials so allocated shall be selected by the Commission and costs of installation shall be borne by the applicant.
- * (b) A minimum of one tree shall be provided for each 400 square feet or fraction thereof required landscaped area. It is required to have some mature trees and/or plants initially installed plus some rapid growing plants so that the bare appearance of new facilities will be minimized and landscaping will become effective in a minimum time period.
- * (c) A landscaped area shall be provided within the space bounded by the side lot lines, the back-of-sidewalk and a line twenty (20) feet back of and parallel to the front property line. Said landscaped area shall contain a minimum of five square feet for each front foot of the site measured along a public street. Form, location, and

* Amended by Ord. #717, 3/13/84

composition of this landscaped area shall be shown on the site plan and approved by the Planning Commission. This area shall be counted as part of the landscaping required in Section 22.5 (a) herein.

- * (d) Additional landscaping for the purpose of screening parking areas, adding accents and highlights to the development, and delineating pedestrian walkways may comprise the balance of the required landscape area. Special landscaping features may be required by the Planning Commission, in addition to the above, dependent upon the specific project.
- (e) Compatibility of landscaping and coordination with adjoining and nearby sites is mandatory.
- (f) In addition to other on-site landscaping requirements, street trees shall be provided on the basis of the general guidelines of one for each forty (40) front feet or a fraction thereof of property street frontage. Trees shall be a minimum of fifteen (15) gallons in size and provided with a City standard metal tree grate, three (3) feet in diameter.

Street trees or other trees within the district shall be fifteen (15) gallon size, a variety acceptable to the Planning Commission and in accordance with the general guidelines established herein.

Street trees shall be located within four (4) feet from face of curb so as to minimize interference with drives, pedestrian access or visual line-of-sight to shop windows.

- ** 22.6 COLOR PALETTE - To promote colors that are appropriate to the downtown and blend with existing structures, the use of colors shall be subject to review and approval by the Planning Commission. The Planning Commission may pre-approve color combinations on signs and repainting of existing buildings pursuant to the requirements of Subsection 13.5 (Administrative Approvals).

- * 22.7 EXTERNAL PARKING LOT LIGHTING - All parking lots within the Design Control District shall use the following standard parking luminaire:

Fixture: General Electric #TC100 with 70 watt high pressure sodium lamp
Pole: Wood center board post, P.G.&E. #35-7219 (18 feet overall)
Color: Stain No. 663-X, Mocha Pine

- *** 22.8 SIGNS (DELETED - See Section 23)

* Amended by Ord. #717, 3/13/84

** Amended by Ord. #867, 12/24/92

* Deleted by Ord. #697, 3/9/82

- * 22.9 SIDEWALK DESIGN AND COLOR - All new sidewalks within the Design Control District shall use the Belmont standard brick sidewalk design in accordance with the City of Belmont Standard Specifications and Details.

22.10 OBJECTIVES OF CIRCULATION, DRIVES AND PARKING

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- (a) Circulation should be designed to encourage pedestrian activity and movement between retail outlets and other commercial and recreational uses, and to provide good pedestrian circulation within the interior of the Central District.
 - (b) To achieve a downtown design which effectively separates automobile and pedestrian traffic.
 - (c) Parking lots and areas shall be intensively landscaped so as to screen automobiles from view and to aesthetically enhance this functional use. Trees and shrubs are to be used in the interior of the lots. Berms and land sculpturing are to be used to provide screening for such lots.
 - (d) To achieve an overall design which provides good pedestrian, bus, and automobile access to a possible future Rapid Transit station.
 - (e) To provide adequate parking for the Central District uses. However, parking should be located to provide the least interference with shops and pedestrian circulation.
 - (f) To encourage innovative design and solutions to eliminate pedestrian-vehicle conflicts. These might take the form of pedestrian over-crossing structures from multi-story buildings.
 - (g) Vehicular and pedestrian circulation shall be designed to retain the integrity of the adopted overall pedestrian and vehicular circulation plan of the Central District. Special attention shall be given to location and number of access points to public streets, widths of interior drives, separation of pedestrian and vehicular traffic and arrangement of parking areas so that safe and convenient circulation is provided. A smooth flow of pedestrian traffic shall be developed as part of each site plan with direct consideration for pedestrian flow onto adjoining properties and throughout the entire downtown area. Curved and serpentine walkways should be integrated into the design to create a pleasing aesthetic atmosphere. The circulation and parking system should be developed so that it does not detract from the design of the proposed buildings and structures and the neighboring properties.

- 22.11 SPECIAL FEATURES - Exposed storage areas, exposed machinery installations, service yards, truck loading areas, utility buildings and structures shall be subject to setbacks,

* Amended by Ord. #717, 3/13/84

** Amended by Ord. #867, 12/24/92

screen plantings or other screening methods to prevent their being visually incompatible with the existing or contemplated environment and the surrounding properties is the intent of this Ordinance.

22.12 REVIEW OF PLANS

(a) All buildings which shall be hereafter constructed or altered as to their architectural appearance, situated within the boundaries of the D-1 (Downtown Design Control) District in public view and fronting upon any of the streets or ways therein, including the streets bounding the area, shall, as to their architecture, conform to the provisions of the Section.

* (b) Within the D-1 District, no building permit for a new structure, exterior alteration or enlargement, including exterior remodeling or repainting which is different from the design or colors which have been previously approved or are existing, except a one-family residence, and no certificate of occupancy for a new use with alterations or enlargement of an existing use, except a one-family residence, shall be issued unless the site plan, the architectural elevations and the landscape plan have been first submitted to the Planning Commission.

(c) The plans submitted and review thereof shall be in accordance with the provisions of this Section and Section 13 of Ordinance 360, Subsection 13.6.

(d) The Planning Commission, upon receipt of the plans, shall act in accordance with the provisions of Section 13 of Ordinance 360, Subsection 13.6.

(e) Approval of plans and construction within the El Camino Real right-of-way requires prior approval from the State Department of Transportation. If the City is required to be a party to the (encroachment) permit application and a fee is required, the applicant shall reimburse the City for its for its cost.

* Amended by Ord. #717, 3/13/84