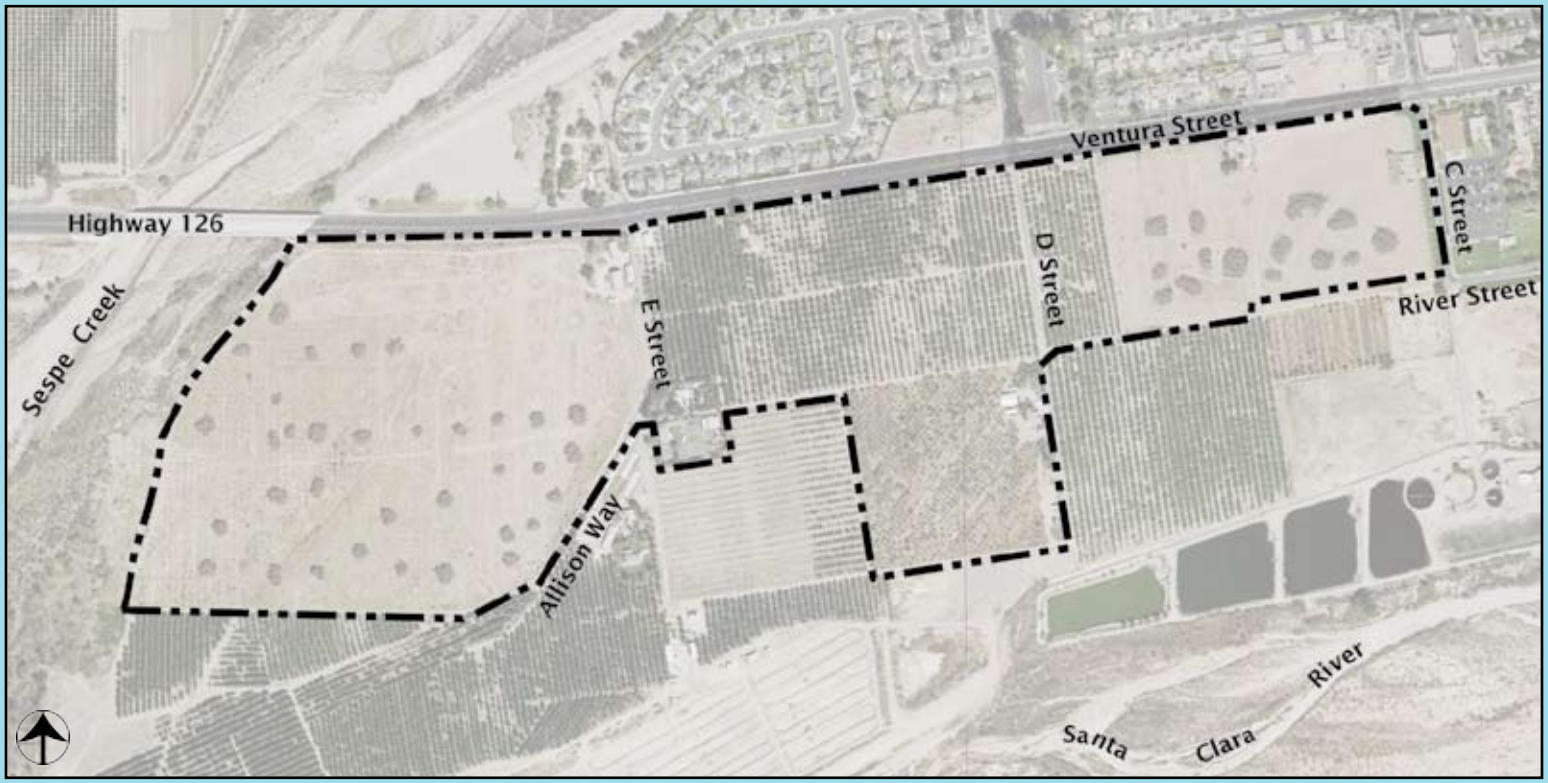
FILLMORE BUSINESS PARK

MASTER PLAN



MARCH 11, 2008

FILLMORE BUSINESS PARK MASTER PLAN

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ADOPTED BY CITY COUNCIL RESOLUTION NO. 08-3096

PREPARED FOR:

CITY OF FILLMORE
250 CENTRAL AVENUE
FILLMORE, CA 93015

PREPARED BY:

rrmdesigngroup

MARCH 11, 2008

FILLMORE BUSINESS PARK MASTER PLAN

ACKNOWLEDGEMENTS

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March 11, 2008

FILLMORE BUSINESS PARK MASTER PLAN

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CHAPTER 1 INTRODUCTION

1.1 Purpose of the Master Plan

A Master Plan is a tool that provides direction for development in an area, covering both land use and design sectors of private development as well as circulation and streetscape improvements to public areas. The Master Plan is designed to be consistent with and implement the City's General Plan and builds upon the City's existing Zoning Ordinance.

This Master Plan describes the existing conditions of the area and establish goals and standards for future development. Subsequent chapters of this document will review the established zoning and development standards; set up design guidelines addressing site planning, landscaping, building massing and form, utility screening, and project signs; establish street standards for circulation within and surrounding the Master Plan Area (hereafter, "Plan Area"); and make recommendations for streetscape and other public improvements throughout the Plan Area.

The intent of the Master Plan is to create a unique and identifiable business park environment of retail, office, and industrial uses in southwest Fillmore that helps create a balanced community and strengthens the economic and employment opportunities within the City. The Plan Area was designated for industrial business park uses by the City of Fillmore General Plan in 1972. At this time, most of this area remains either vacant or in agricultural use. In order to create a well-balanced economy within the City, the intent is for the Master Plan to comprehensively plan and facilitate the development of the business park uses in this area.

1.2 Project Area

The project area for this Master Plan lies adjacent to the south side of Highway 126/Ventura Street. The area is bounded on the east by C Street and on the west by the City boundary generally adjacent to Sespe Creek; the southern boundary is varied depending on property owner preference for inclusion in the Master Plan. See Figure 1-1 for boundaries of the Plan Area. An area directly to the south of the Plan Area is also designated Business Park by the General Plan. This area is currently being used for

agricultural purposes and is not included in the Master Plan Area at this time. In the future, if the property owners wish to develop this area for business park uses, the Master Plan will need to be amended to include these additional properties. Further studies and CEQA documentation will be required to address such an amendment.

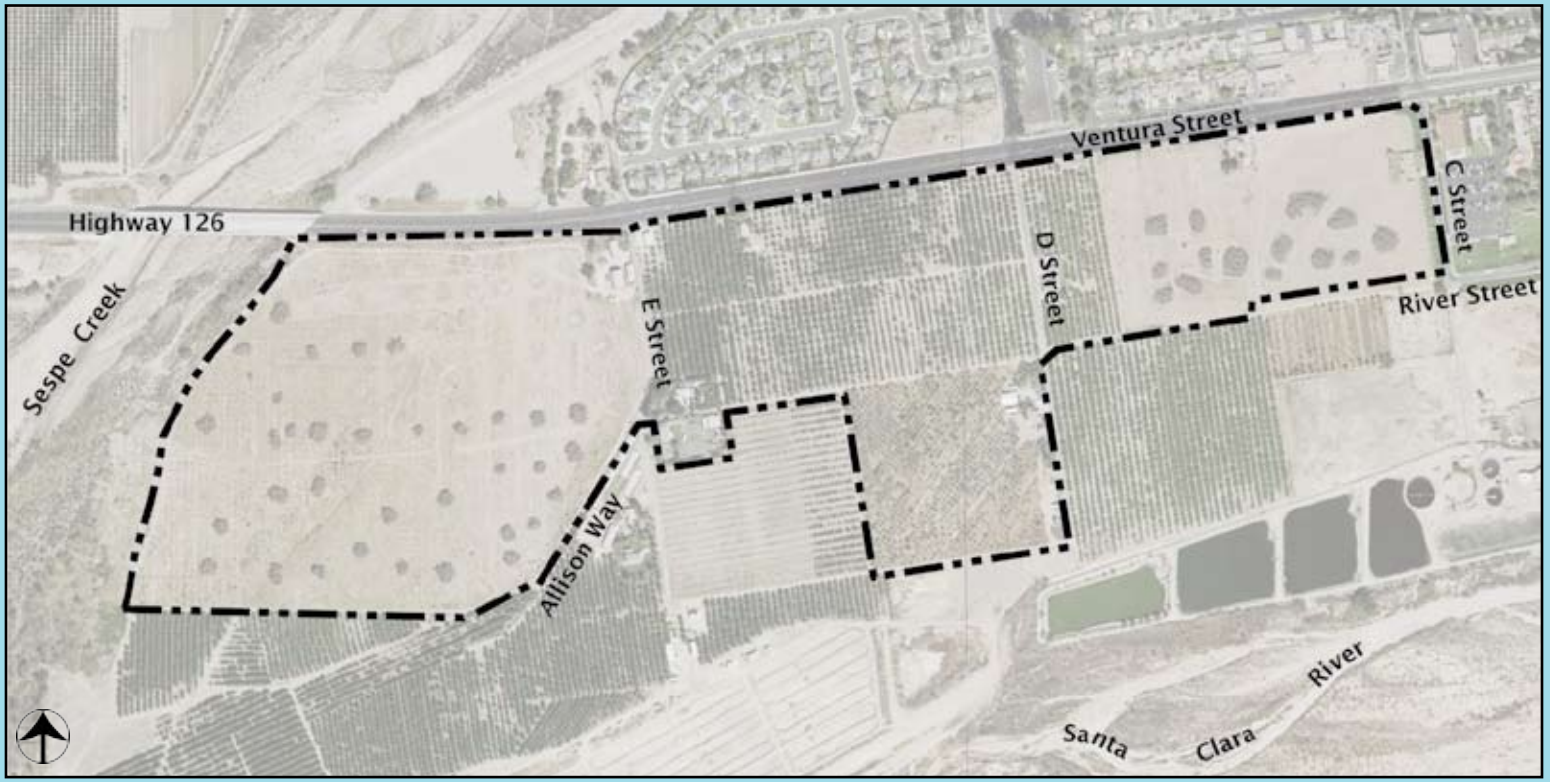

FIGURE I-1 PROJECT BOUNDARY

1.3 Planning Process

The goal of the Master Plan as previously stated is to direct development to create a high quality business park tailored to the needs and values of Fillmore. The Master Plan planning process was structured into two phases to help meet this goal. Phase 1 involved public outreach, inventory and analysis, data collection and review, base mapping, field reconnaissance, opportunities and constraints analysis, a public workshop, and meetings with project stakeholders. Phase 2 included preparation of a draft Master Plan as well as revisions based on staff review, public comments, and a second community workshop.

To prepare the Master Plan, the City Council retained a professional consultant team to work closely with City staff. The consultant team brings professional expertise in the following areas:

RRM Design Group – Planning/Urban Design

Rincon Consultants – Environmental Planning/CEQA Compliance

Development Resources Consultants (DRC) – Civil Engineering and Infrastructure

Willdan – Transportation Engineering and Planning

Early in the Master Plan process, environmental baseline analyses were conducted to advise the planning process. Opportunities and constraints were detailed to help shape the form of Master Plan development and to highlight areas needing special attention. In addition, community participation and property owner/developer consultations further shaped the content and direction of the Master Plan, as discussed more in the following section.

As a companion process, an Environmental Impact Report (EIR) was prepared to analyze the environmental impacts of the Master Plan pursuant to the California Environmental Quality Act (CEQA). The Master Plan approach focuses on providing a self-mitigating plan to the degree feasible. A draft Master Plan and EIR were made available for public review. Public hearings with the Planning Commission and City Council were conducted as part of the Master Plan review and approval process.

Development plans were concurrently evaluated as the Master Plan was developed. A composite site plan illustrating development plans under consideration at the time of Master Plan adoption is provided in Appendix A. These development plans are subject to change and are provided for information only.

1.4 Community Participation

Although the General Plan provides a good foundation for the Master Plan effort, a key component directing the Master Plan is the public participation process. The community outreach effort was designed to involve the public at large as well as Plan Area stakeholders. Careful initial steps were taken to involve the citizens of Fillmore. The following section summarizes various public participation outreach efforts that helped shape the Master Plan.

Stakeholder Interviews

In August 2006, a series of individual meetings with property owners, developers, and City staff took place to review the project process and discuss expectations, needs, and concerns regarding the Master Plan effort. The purpose of these meetings was to listen to the issues and observations about the Plan Area from key individuals.

Comments provided through the stakeholder interview process represented varied points of view. Key comments included:

- Provide structure and regulation but with flexibility for development under the Master Plan.
- For Fillmore to be competitive in the business park market, an increase in the existing 0.25 floor area ratio (FAR) should be evaluated.
- Facilitate processing of individual project plans within the Plan Area that are in various stages of development.
- Accommodate the unique circulation needs for trucks and industrial uses.
- Provide a high quality public environment and minimize regulation behind screened areas.
- Need strong design guidelines to create a high quality business park.
- Consider concurrent City processing of individual development plans and the Master Plan.

First Community Workshop

The first community workshop was held on November 1, 2006 at 6:30 p.m. in the Veteran's Memorial Building in Fillmore. Approximately 173 public notices inviting the public to attend were mailed to individuals and organizations and were posted at standard locations. The workshop was attended by approximately 25 individuals.

DISCUSSIONS NEAR PROJECT EXHIBITS AT THE FIRST COMMUNITY WORKSHOP

The evening's presentation included an overview of the project process, existing conditions, opportunities and constraints, General Plan policies, draft business park goals, Master Plan contents, preliminary floor area (FAR) recommendations, and gateway concepts. Public comments were specifically solicited in these areas. Comments received included:

- A 30-foot landscape setback may be too large for some developments.
- Although there may be some joint use parking opportunities, make sure that the business park does not encroach on parking for the park at C Street.
- Master Plan goals and outline seemed reasonable.
- Ensure trail segments and access are accommodated.
- The preliminarily recommended FAR of 0.50 to 0.75 would help provide for feasible and competitive projects.

Enlarged Existing Conditions and Opportunities and Constraints exhibits were posted on the wall. "Idea Maps" were also posted that diagramed preliminary Master Plan circulation and design concepts. Members of the public were invited to mark upon and comment on the Idea Maps. Available handouts included a project summary sheet and comment forms. A sign-in sheet and City contact information were also provided.

Second Community Workshop

A second community workshop was held on June 13, 2007 at 7:00 p.m. in the City Council chambers at City Hall. The workshop was hosted as a joint meeting with the Planning Commission and City Council. Public notices inviting the public to attend and participate were mailed to interested individuals and organizations and to owners of property within 300 feet of the Plan Area, as well as posted at standard locations and on the City's website and advertised on the local cable channel. The workshop was attended by approximately 25 individuals.

THE SECOND COMMUNITY WORKSHOP WAS OPEN TO THE PUBLIC AND HOSTED AS A JOINT MEETING WITH THE PLANNING COMMISSION AND CITY COUNCIL

The purpose of the workshop was to provide an overview of the Draft Master Plan and solicit comments and feedback. In addition, the workshop was to act as a scoping meeting for the Environmental Impact Report (EIR) addressing the project. RRM Design Group presented the Draft Master Plan components, including the purpose of the Master Plan, planning process, goals, design guidelines, streetscape designs, business park identification, and gateway treatments. The design guidelines provide direction for site planning, landscaping, building design, utilitarian aspects of a project, and signs.

Rincon Consultants addressed issues to be analyzed in the EIR, including geology and soils, hydrology and water quality, land use and planning, noise, air quality, public services, cultural resources, hazards and hazardous materials, transportation and traffic, utilities and service systems, and project alternatives.

Public comments were received regarding roadway and driveway widths, infrastructure, and concurrent development processing. Following public comments, the Planning Commission and City Council discussion resulted in the following recommendations:

- Provide a map showing the BP-1 and BP-2 zoning boundaries.
- Explain the amount of grading and fill in the EIR.
- Identify the building height requirement and consider providing some flexibility.
- Add requirements for bicycle racks.
- Keep pursuing a walkable business park.
- Identify if there is parking on the east side of C Street near the Catholic Church.
- Remove the language about roundabouts at the intersection of River Street and C Street. Trucks can not get around them.
- Consider a large water feature as the City gateway treatment in order to balance the "Bridges" gateway on the east end of town.
- Use the Fillmorean street lights by Ameron.
- Exposed neon and the influence of the Central Avenue "Fillmore" sign is a good idea for the gateway sign.
- Meandering sidewalks should be considered.
- Street widths between 34 feet and 38 feet are preferred and should not be any larger. Consider widening driveways to 50 feet wide in order to accommodate trucks.

City Council Direction

Consultation with the City Council occurred at three additional meetings during the Master Plan planning process. Direction from these meetings has been incorporated into the Master Plan. Following are summaries of the direction provided by the City Council. Information on where these items are addressed in the Master Plan is presented in italics.

On February 28, 2007, the City Council was consulted on a number of Master Plan issues relating to street improvements and land uses, and direction was provided regarding the following:

- Highway 126 future widening dedication requirement.
    - *Direction: Retain the Highway 126 future widening dedication requirement of 24 feet along the south side of Highway 126 from Sespe Creek to D Street and require the future widening requirement to be 12 feet from each side of Highway 126 from D Street to C Street.*
- Deceleration lanes included within the Highway 126 20-foot landscaping setback.
    - *Direction: Section 6.04.1210B of the Zoning Ordinance should be modified to acknowledge that a 12-foot deceleration lane is permitted within the required 20-foot landscaping setback along Highway 126. Deceleration lanes are addressed on pages 4-9, 4-10, 4-13, and 4-14 of the Master Plan. A Zoning Ordinance amendment will be presented at the public hearings.*
- The number of permitted driveways per block onto Highway 126.
    - *Direction: The maximum number of driveway openings per block to be permitted along State Highway 126 shall be determined by a traffic engineering study and subject to California Department of Transportation approval and subject to final site plan approval by the City and shall be in compliance with Section 6.04.1215.5 of the Zoning Ordinance. Driveways along Highway 126 will be addressed during the site plan review process and in the Conditions of Approval for the projects.*

- Highway 126 building and landscaping setback requirement.
    - *Direction: Maintain the 20-foot landscaping setback requirement and eliminate the 50-foot building setback requirement. Setbacks for Highway 126 are addressed on pages 4-6 through 4-14 of the Master Plan. A Zoning Ordinance amendment will be presented at the public hearings.*
- River Street building and landscaping setback requirement.
    - *Direction: Reduce the building setback requirement along River Street to 15 feet and require a minimum of 15 feet of landscaping from the River Street property line. Change the Highway 126 rear yard building setback to 15 feet to be consistent with the River Street front yard building setback requirement. Allow the 15-foot landscape area to be used to meet the National Pollutant Discharge Elimination System (NPDES) permit requirements. River Street setbacks are addressed on pages 4-15 through 4-17 of the Master Plan. A Zoning Ordinance amendment will be presented at the public hearings.*
- River Street cross section requirement.
    - *Direction: Retain the 60-foot right-of-way requirement for River Street. Require that the parkways be included in a landscape maintenance assessment district to assure proper and consistent maintenance. The exact dimensions and locations for the parkways, sidewalks, bike path, and for the street width within the 60-foot right-of-way shall be determined at a later date. River Street cross sections are addressed on pages 4-15 and 4-17 of the Master Plan.*
- Drug store/Pharmacy as a permitted use in the Business Park.
    - *Direction: Allow Drug Stores as a Permitted Use in the Business Park. Revised permitted uses are addressed on page 2-16 of the Master Plan. A zone change ordinance will be presented at the public hearings.*
- Business Park-1 (BP-1) zone line shift from C Street to E Street.
    - *Direction: Support a 10-foot movement to the south of the BP-1 zone to retain a minimum of 299-feet of depth for the BP-1 zone. The boundary of the BP-1 zoning district is addressed*

on page 2-16 of the Master Plan. A zone change ordinance will be presented at the public hearings.

On October 9, 2007, the City Council was again consulted on a number of items and direction was provided on:

- Boundaries of BP-1 and BP-2 zoning designations.
    - *Direction: Designate all of the property south of Highway 126 and north of River Street between C Street and E Street as BP-1 and the remainder of the Business Park as BP-2. The boundaries of the BP-1 and BP-2 zoning districts are addressed on page 2-16 of the Master Plan. A zone change ordinance will be presented at the public hearings.*
- Processing of stand alone tentative tract maps within the Business Park.
    - *Direction: Processing of a stand along tentative tract map/tentative parcel map may be allowed (Site-specific architectural building plans and landscaping plans consistent with the Master Plan still would require City review and approval but could be deferred to a future time) if adequate information accompanies the map to ensure consistency with the Master Plan and Municipal Code. The processing of stand alone tentative tract maps within the Business Park is address on pages 2-18 and 2-19 of the Master Plan.*
- Master Plan policy matrix providing relevance of policies by land use.
    - *Direction: The policy matrix table indicating the relevance of each Master Plan Policy to the various land uses permitted in the BP-1 and BP-2 zones of the Business Park District Zoning Ordinance should be included in the Master Plan. Additionally, a statement of the applicability of the guidelines to project applications indicating that the City Council wishes to be flexible in interpreting how the guidelines apply on a project-by-project basis needs to be emphasized in the Master Plan document. The intent of the applicability of the guidelines is addressed on pages 3-1 and 3-2 of the Master Plan. The Master Plan Consistency Matrix is Appendix E of the Master Plan.*

- Interior streets - 0-foot side yard setback.
    - *Direction: Zero-foot side yard setbacks may be permitted in the Business Park subject to adoption of a Zoning Ordinance amendment that includes appropriate findings related to fire safety as set forth in the California Building Code. Interior street side yard setbacks are addressed on page 2-17 of the Master Plan. A Zoning Ordinance amendment will be presented at the public hearings.*
- No sidewalk along Highway 126 from E Street to Sespe Creek Bridge.
    - *Direction: No sidewalk shall be required along the south side of Highway 126 from E Street to the Sespe Creek Bridge. Edge of street conditions along Highway 126 west of E Street are addressed on pages 4-8, 4-10, 4-12, and 4-14 of the Master Plan.*
- Highway 126 future widening dedication requirement.
    - *Direction: The Highway 126 future widening dedication for the Business Park shall be 20 feet from the Sespe Creek Bridge to approximately 450 feet west of E Street. From E Street to the easterly boundary of APN 052-0-160-080 (Epic Group Property), the future widening dedication shall be 24 feet. From the westerly boundary of APN 052-0-160-100 (The Stop) to C Street, the future widening dedication shall be 12 feet.*

On January 16, 2008, the Planning Commission and City Council further clarified the following issues:

- Remove water feature from City gateway monument.
    - *Direction: Remove water feature from City gateway monument at Highway 126 and Sespe Creek due to grade change. The City gateway monument is addressed on page 4-31 of the Master Plan.*
- Storage of on-site hazardous waste.
    - *Direction: On-site storage of hazardous materials shall have special language within the Master Plan. The storage of hazardous materials is addressed on page 2-17 of the Master Plan.*

Master Plan Review and Approval

The Master Plan was presented to the Planning Commission on February 20, 2008 and was recommended for approval to the City Council. As a separate action, the Planning Commission recommended that the City Council reconsider its decision to allow a Drug Store as a permitted use in the BP-1 zone.

The Master Plan was presented to City Council along with required CEQA documentation, recommended General Plan and Zoning Ordinance amendments, and several development plans to be adopted concurrently with the Master Plan. Two City Council meetings were held to discuss the above items. The first meeting was held on February 26, 2008; after discussion, all items were continued to March 11, 2008. On March 11, 2008 the Master Plan was approved by City Council and was adopted as City Council Resolution No. 08-3096.

1.5 Goals of the Master Plan

To guide the Master Plan, the following goals were developed based upon public input received at the November 1, 2006 public workshop and discussions with property owners, stakeholders, and City staff.

- To implement the General Plan.
- To provide the foundation for a state-of-the-art business park that will attract quality businesses.
- To encourage economic development and be responsive to market conditions.
- To generate increased employment opportunities and expand the City's skilled employment base.
- To enhance the area with extensive landscaping and using campus-like designs.
- To ensure compatibility with neighboring urban and recreational uses.
- To minimize environmental impacts including traffic, noise, air quality, and aesthetics.
- To create a gateway into the City of Fillmore and to beautify Highway 126.
- To develop roads, storm drainage, utilities, and other infrastructure necessary to attract and serve state-of-the-art business park uses.
- To improve access to and within the business park while minimizing parking and circulation conflicts with Highway 126 and the surrounding neighborhoods.
- To plan for eventual widening of Highway 126.
- To allow for a mix of land uses that support the Master Plan goals and provide a resource for future market demand.

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CHAPTER 2
PROJECT SETTING

2.1 Regional and Site Context

The City of Fillmore is located in the Santa Clara River Valley in Ventura County, about 25 miles east of the Pacific Ocean. The City is situated at the confluence of the Santa Clara River and Sespe Creek. The Plan Area covers approximately 90 acres near the southwest corner of the City.

Portions of the Plan Area are currently within the City boundary. Land specified for the proposed Wastewater Recycling Plant as well as some surrounding area was recently annexed by the City. Also, the parcel at the corner of Ventura Street and C Street is presently within the City limits. The remaining Plan Area not within the City boundary is considered part of Ventura County and is expected to be annexed into the City limits prior to construction of the business park.

EXISTING SITE CONDITIONS ADJACENT TO HIGHWAY 126, LOOKING WEST FROM C STREET

The entire Plan Area is within the City's Sphere of Influence as well as the City Urban Restriction Boundary (CURB), where urbanized uses are allowed.

The City of Fillmore General Plan has designated the Plan Area for business park uses since 1972. The parcel zoning is for business park uses, which will be applied at the time of Master Plan approval.

PROJECT SETTING

CHAPTER 2

Currently, the 90 acres of Plan Area are composed of several parcels with 10 different property owners. Property owners in this area were given the choice whether or not to participate in the Master Plan process. At this time, the subject properties are either in agricultural use or vacant, though all of the Plan Area is disturbed by previous development activity. See Figure 2-1 for existing site context. The Master Plan and Environmental Impact Report recognize the right of adjacent property owners to continue to farm. In areas where business park uses are adjacent to agricultural uses, the Master Plan provides for appropriate buffering techniques between the uses.

EXISTING AGRICULTURAL PRODUCTION, LOOKING WEST FROM THE EXTENSION OF E STREET NEAR HIGHWAY 126

EXISTING AGRICULTURAL PRODUCTION, LOOKING EAST ACROSS SITE FROM HIGHWAY 126

EXISTING ORCHARDS ON SITE, LOOKING WEST ALONG PLAN AREA AND HIGHWAY 126 FROM D STREET

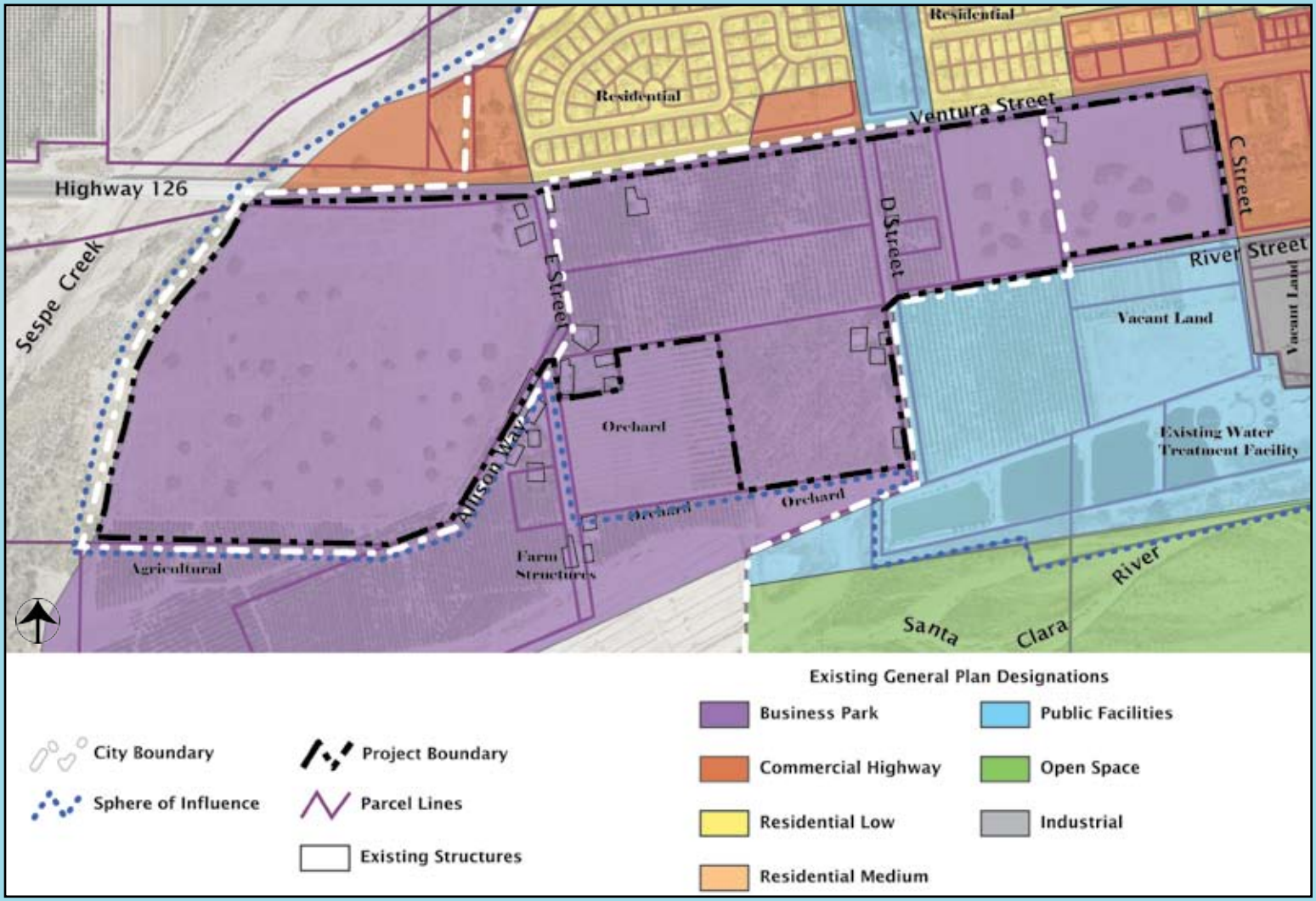


FIGURE 2-1 EXISTING CONDITIONS

2.2 Opportunities and Constraints

A thorough analysis of the site opportunities and constraints was conducted. Figure 2-2 graphically illustrates the opportunities and constraints of the site.

THE PLAN AREA BORDERS HIGHWAY 126

Circulation and Access

The Plan Area borders Highway 126; the Master Plan pays particular attention to establishing high quality development appropriate to this local and regional corridor that serves as a gateway to the City. Development of the Plan Area must coordinate with the existing circulation system of the City. Opportunities for the overall circulation include potential street extensions, street widening, and street improvements. While the intersection of C Street and Highway 126 has an existing stoplight, D Street and E Street are identified as potential additional stoplight locations along Highway 126.

The intersection of Highway 126 with C Street, D Street, and E Street, as well as the intersection of C Street and River Street, provide opportunities for unique gateway or project entry monuments. The northwest corner of the site, along Highway 126, was identified as a prime location for a significant gateway feature announcing arrival into the City of Fillmore.

Large trucks will be restricted from traveling east along River Street outside of the Plan Area;

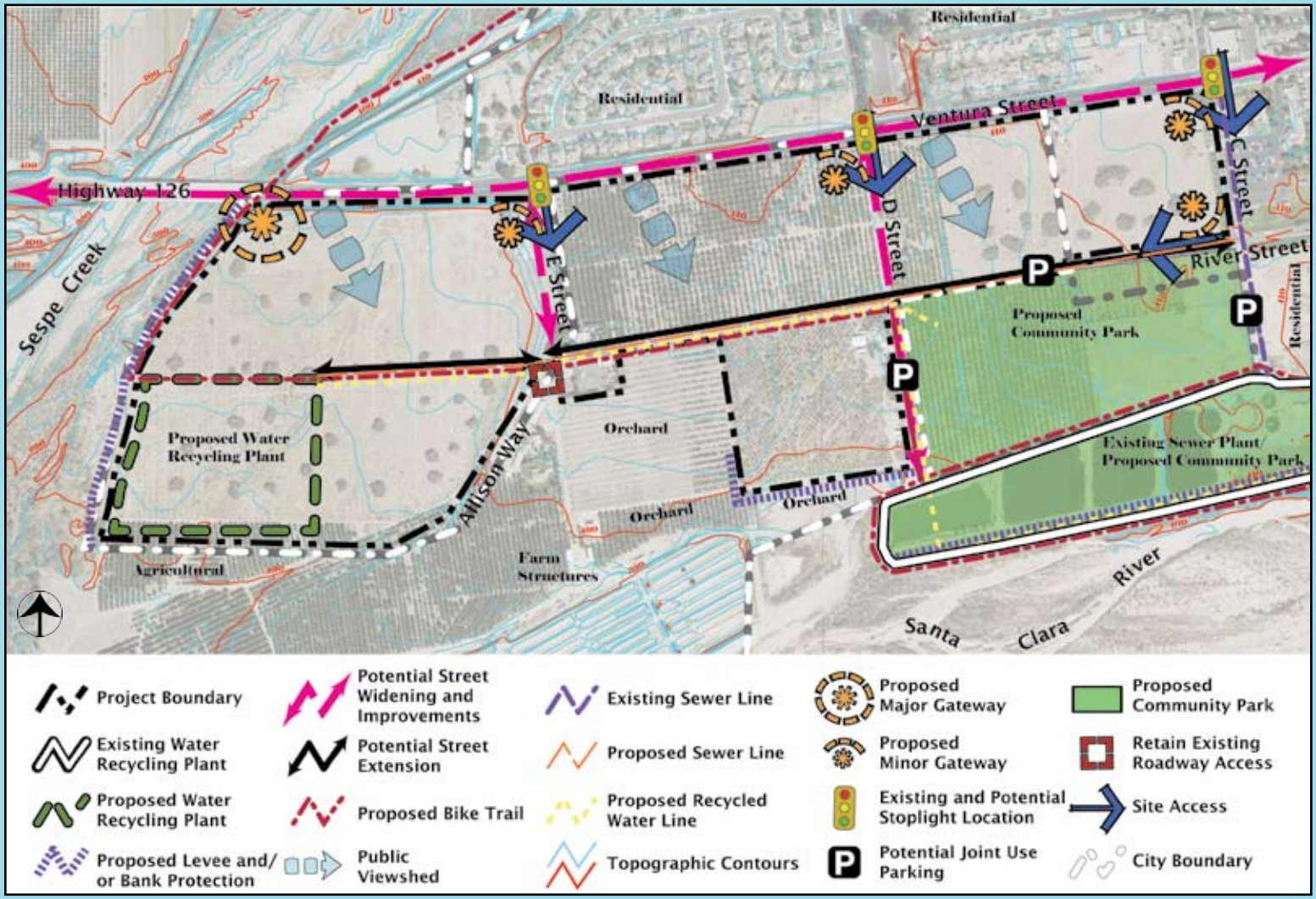


FIGURE 2-2 OPPORTUNITIES AND CONSTRAINTS

this measure will prevent conflicts between these larger vehicles and the residential neighborhood. Also, existing access to Allison Way from E Street should be retained with Master Plan improvements.

Surrounding Land Uses

The area to the north of the Plan Area is urban in nature and contains commercial and residential projects. These uses are somewhat separated from the Plan Area as Highway 126 divides these spaces from the Plan Area. To the east, the Plan Area lies near a church and a new residential project. The eastern portion of the southern boundary of the Plan Area is to be redeveloped as a large community park. Other land to the south is either undeveloped or in agricultural use and is expected to remain in agricultural production. Sespe Creek sits to the west of the Plan Area. The Master Plan will pay specific attention to properly buffering neighboring uses to mitigate any challenging effects of the business park uses.

THE PLAN AREA IS LOCATED NEAR SESPE CREEK

TOPOGRAPHY IS RELATIVELY FLAT ACROSS THE PLAN AREA

Infrastructure and Public Facilities

An existing wastewater treatment facility lies just to the southeast of the site and expansion needs have dictated the relocation of this facility. Land in the extreme southwest corner of the Plan Area was chosen by the City for a proposed Wastewater Recycling Plant. The City has designated the existing wastewater treatment facility, as well as the area south of River Street between C Street and D Street, for redevelopment as a large community park. The location of the park may offer opportunities for shared parking with business park uses during off-peak hours, as well as the ability to implement complementary landscaping treatments.

Utility lines are currently above ground on both sides of Highway 126. As future development occurs, the utility lines may need to be placed underground on both sides of the street.

Mass Grading

Portions of the land adjacent to the south side of Highway 126 are currently significantly lower in elevation than the highway grade. This land may need to be filled to raise the height of the land closer to the elevation of Highway 126 in order to facilitate appropriate ingress and egress.

Public Views

Public views to the Santa Clara River and the surrounding hillsides should be considered during development and maintained whenever possible. The site exhibits relatively flat topography across the Plan Area. The highest site elevation is 412 feet in the northeast portion of the site while the lowest elevation is 390 feet in the southwest portion of the site.

Environmental

The Plan Area is located near the Santa Clara River and Sespe Creek. Project areas near the Santa Clara River and Sespe Creek should be sensitive to the riparian habitats and open space amenities in close proximity to the Plan Area. These drainages are known to support special-status species near the Plan Area.

Part of the southwestern portion of the Plan Area is located in the 100-year flood zone. Development in these areas would require flood protection. Most of the area currently within the 100-year flood zone would be protected by the extension of the levee along Sespe Creek, from Highway 126 south toward the Santa Clara River. The levee is expected to be constructed as part of the proposed Wastewater Recycling Plant. Other development that would remain within the 100-year flood zone boundaries may be responsible for extending the levee and/or bank protection along the Santa Clara river adjacent to the existing wastewater treatment facility.

Infrastructure Implementation Program

As a companion work effort, infrastructure impacts, necessary improvements, and implementation mechanisms were analyzed and corresponding development impact fees and common area infrastructure fees were determined. The Infrastructure Implementation Program for this Master Plan is more fully detailed in Appendix B and includes the following improvements:

- D Street storm drain.
- River Street - C Street to E Street sewer main.
- New traffic signal at Highway 126 and D Street.
- New traffic signal at Highway 126 and E Street.
- Traffic signal modification at C Street.
- River Street water line - Central Avenue to D Street.
- D Street water line - Highway 126 to River Street.
- River Street extension - C Street to E Street.
- Sespe Creek Levee.
- Highway 126 undergrounding of power lines.

2.3 Relationship to the City of Fillmore General Plan

The Master Plan is consistent with and furthers the objectives of the General Plan by providing more precise criteria for development of the Plan Area, including both private development projects and public streetscape improvements. The Master Plan's direction, goals, and recommendations are based on goals and policies in the General Plan.

The 1972 General Plan first designated the area to the south of Highway 126 for eventual business park use. Subsequent updates to the General Plan have upheld this industrial use classification. Figure 2-1 shows the existing designated General Plan land uses. For the business park land use, the General Plan specifies campus-like designs with quality architectural guidelines. Landscaping features and setbacks are encouraged to ensure compatibility with the surrounding uses. A variety of uses are acceptable within the business park area, with a primary concentration on commercial/industrial business park, light industrial, and highway commercial retail development.

The General Plan indicates a combination bike and equestrian trail along the Sespe Creek levee on the western edge of the Plan Area and along the southern boundary of the Plan Area. Due to the close proximity of Sespe Creek, it was determined that the equestrian uses for the trail should be removed from the Master Plan. Additionally, the location of the bike path was altered to run through the business park along River Street rather than around the business park, to provide an additional an amenity to business park area.

The City's Statement of Vision, as presented in the General Plan, reads "Foster a thriving small-town atmosphere in which civic pride, personal well-being, and a balanced economy are nurtured and protected". The Master Plan implements this vision statement by encouraging a balanced economy through providing opportunities for employment and economic development and designing the Plan Area in a manner that will promote civic pride through aesthetically pleasing site planning and design.

To further support the Master Plan effort, Appendix C contains a matrix that analyzes the consistency of the Master Plan with relevant General Plan policies from the most recent version of each General Plan element. The Conservation and Open Space, Noise, Safety, and Public Facilities elements are from the 1988-2010 General Plan while the Land Use and Circulation elements are from the more recent 2003 General Plan Update.

The Master Plan also has a direct link to many goals of the General Plan. Following are specific goals and policies found in the General Plan and supported by this Master Plan.

Goals

- *Preserve Fillmore's unique physical and social character by requiring high quality urban design within development to promote architectural integrity and enhance the overall appearance of the community.*
- *Create opportunities for quality residential, commercial, business park, and recreational development.*
- *Encourage a balanced community with a variety of housing, economic activities, and employment investment opportunities.*
- *Encourage the development of industrial areas that provide employment opportunities by attracting clean, business park style development.*
- *Provide for the efficient and safe movement of people, goods, and services within and through the City.*
- *Develop and maintain an interconnected network of roadways, bikeways, pedestrian paths, and rail lines to accommodate the travel, business, and recreation needs of all residents.*

Policies

- *Encourage commercial and business development along Highway 126.*
- *Preserve Fillmore's unique physical and social character by requiring high quality urban design within development.*
- *Provide incentives for development that will:*
    - *Provide distinctive architectural design and site planning.*
    - *Incorporate streetscape and other public urban design amenities that contribute to a high quality image and benefit the community.*

- *Require that techniques be used to avoid "box-like" commercial structures, including but not limited to: differentiation of facades and elevations, articulation of building details (roof, columns, beams, balconies, arcades, trellises, recessed windows, etc.).*
- *Develop signs, monuments, or other physical features that announce the entrance to the City and/or the downtown.*
- *Emphasize the attraction, retention, and promotion of businesses.*
- *Require the dedication and development of pedestrian/bicycle trail linkages throughout the City.*
- *Street lighting standards shall ensure traffic safety as well as provide nighttime security for pedestrians, residents, and local businesses.*
- *Discourage points of conflict at intersections and driveways along Highway 126 to promote safe traffic flow through the City. This shall be done through reciprocal access for retail development.* (This policy is also intended to carry over to other land uses in addition to retail.)
- *Identify critical street connections to major new land development areas and require their construction as part of the land development projects. The City shall also promote the efficient movement of goods and people within new growth areas and between growth areas and other major destinations in the region.*
- *New commercial and industrial developments shall provide well-designed, convenient pedestrian and bicycle parking facilities.*
- *Development proposals shall include sidewalks, pathways, or other appropriate features to encourage walking and provide design at a "human scale".*

Implementation Measures

- *Require the dedication and development of trails to and along the Santa Clara River and Sespe Creek at the time of annexation of areas adjacent to these drainage corridors.*
- *New development shall be consistent with the scale of the property in question; for example, small lots should have small buildings.*

- *Establish design standards for gateway areas and provide for design review and approval for new development and remodeling of existing buildings in these areas, including the western and eastern ends of SR 126 and SR 23.*
- *Adopt attainable and enforceable land use, noise, and light standards that protect persons within the community from the effects of noise, light, and glare.*
- *Review all development proposals adjacent to agriculture for impacts on agricultural land and crops.*
- *Require all proposed development adjacent to agricultural uses to provide a buffer (setback, landscaping, erosion control measures, recreational uses, street) or implement other methods that would effectively minimize impacts.*
- *The City will enhance employment opportunities in the City to reduce commuting outside of the City.*
- *The City will establish zoning parking requirements flexible enough to allow alternatives for providing adequate parking for projects.*
- *Street improvements which reduce traffic congestion and delay will be encouraged by the City.*
- *The City should encourage the development of non-motorized routes through coordination with the County of Ventura in their Regional Trails and Pathway Master Plan, consistent with the Bicycle and Trail Plan of* (the Circulation) *element.*
- *New development in all expansion areas should be required to develop non-motorized transportation systems, and present these with roadway plans.*
- *Site plans for new commercial and industrial development should include pedestrian and bicycle facilities. Examples include:*
    - *Formal sidewalks with buffering systems from automobile spaces;*
    - *Connections to the public sidewalk system;*
    - *Seating areas; and*
    - *Bicycle parking facilities.*

2.4 Relationship to the City of Fillmore Zoning Ordinance

The Zoning Ordinance provides site specific development and land use regulations that govern the size, shape, and type of use for development in the City. In 2005, the City amended the Zoning Ordinance to include two new land use zones: Business Park-1 (BP-1) and Business Park-2 (BP-2). Figure 2-3 illustrates the conceptual boundaries of the business park zoning districts. The intent of the business park zoning standards is to promote development of a park-like atmosphere in which buildings and parking lots can be constructed to harmonize with the surrounding built and natural environments. A summary, rather than a complete listing, of these zones as adopted prior to the adoption of this Master Plan follows; refer to the Zoning Ordinance Section 6.04.12 for full details of the current business park zoning. Refer to the following section of this Master Plan, 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance, for a comprehensive description of recommended changes to the existing business park zoning.

To further support this Master Plan effort, Appendix D contains a matrix of all Zoning Ordinance provisions. The matrix provides an easy forum for evaluating the consistency of each requirement for each type of land use permitted by the Master Plan. The matrix is intended to be used with applications for new development within the Plan Area. New development proposals should be evaluated against the matrix to determine the extent of compliance with the Zoning Ordinance.

FIGURE 2-3 CONCEPT BUSINESS PARK ZONING

Summary of Existing Business Park Zoning Prior to Adoption of this Master Plan

Permitted Uses

BP-1 is applied to land closest to Highway 126 and allows for retail, commercial, and light industrial uses; some uses are permitted subject to a development permit or conditional use permit. Any manufacturing and industrial activities other than light manufacturing and industrial uses are not permitted. Refer to the Zoning Ordinance for a complete list of permitted, conditional, and prohibited uses.

BP-2 is applied to the remaining Plan Area and allows for light and medium industrial uses; some uses are permitted subject to a development permit or conditional use permit. Select uses are also prohibited; refer to the Zoning Ordinance for a complete list of permitted, conditional, and prohibited uses.

Refer to section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance for recommended changes to permitted uses.

Accessory Uses

Some accessory uses are permitted in the business park zones, subject to site plan review and approval by the Community Development Director. Such accessory uses may include temporary buildings, bus shelters and transit facilities, antennas, day care facilities, indoor and outdoor recreation facilities, signs, fencing, and parking.

Dimensional Standards

There is no minimum lot area for this district. Minimum setbacks and maximum heights are designated for the district. Refer to section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance for recommended changes to setbacks and maximum building height.

Development Standards

Open and landscaped front yards are required for lots that abut streets. Changes in exterior wall surfaces are encouraged. Roof-top equipment and other mechanical equipment shall be screened from public view. Sidewalks and bikeways shall be provided along all collector and arterial streets. All yards and open spaces shall be landscaped. Driveways shall be located at least 150 feet from intersections of collector or arterial streets and at least 100 feet from the intersection of two local or minor streets.

Environmental Standards

Developments shall not emit any smoke, dust, glare, noise or gases beyond the perimeter of the site. Hazardous material storage is not allowed. Refer to section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance for recommended changes to hazardous material storage.

Off-Street Parking and Loading

Off-street parking and loading shall be in accordance with Sections 6.04.32 and 6.04.34 of the Zoning Ordinance. Refer to section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance for recommended changes to parking lot landscaping standards.

Sign Standards

All uses are subject to the standards contained in Section 6.04.38 of the Zoning Ordinance. Refer to section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance for recommended changes to sign standards.

2.5 Recommendations for Changes to the General Plan and Zoning Ordinance

This Master Plan supports the business park General Plan direction and zoning standards. The following modifications were authorized concurrently at the time of adoption of the Master Plan.

General Plan Recommendations

The current Floor Area Ratio (FAR) of 0.25 should be amended to permit a maximum FAR of 0.45.

Zoning Recommendations

Business Park-1 (BP-1) Zone line shift

Move the BP-1 zone boundary to River Street.

Drug Store/Pharmacy as a Permitted Use in Business Park

Allow Drug Stores as a Permitted Use in the BP-1 zone.

Deceleration Lanes within Landscaping Setbacks

Section 6.04.1210B of the Business Park District Zoning Ordinance is recommended to be modified to acknowledge that a 12-foot deceleration lane should be permitted within the required 20-foot landscaping setback along Highway 126.

Highway 126 Building and Landscaping Setback Requirement

Maintain the 20-foot landscaping setback requirement and eliminate the 50-foot building setback requirement. The intent is to provide flexibility in locating parking either in back or in front of the buildings but guarantees a minimum of eight feet of landscaping along Highway 126. (This recommendation is contingent upon the recommendation above to allow 12-foot deceleration lanes within the 20-foot landscaping requirement.)

River Street Landscaping Setback

Reduce the building setback requirement along River Street to 15-feet and require a minimum of 15-feet of landscaping from the River Street property line. Change the Highway 126 rear yard building setback to 15-feet to be consistent with the River Street front yard building setback requirement. Allow the 15-foot landscape area to be used to meet the NPDES permit requirements.

If developers need a larger area landscaped area to meet the NPDES permit requirements, then it will be up to the developer to decide how and where to address that requirement. If the developers want a larger landscape setback along River Street, then they can choose to do so, but they will only be required to provide 15-feet of landscaping.

Side Yard Setbacks for Interior Properties

Zero-foot side yard setbacks may be permitted in the Fillmore Business Park subject to adoption of a Zoning Ordinance amendment that includes appropriate findings related to fire safety as set forth in the California Building Code.

Building Height

Change the maximum building height from 35 feet to 45 feet. Additionally, architectural features such as tower elements or other projections, especially features used to hide roof equipment, may be approved by the Planning Department to extend above the 45-foot height limit.

Environmental Standards

Hazardous material storage is allowed with a permitted use and appropriate specific permitting.

Parking Lot Landscaping

Currently parking lots shall be landscaped with at least 1 large shade tree for every 16 parking spaces. These trees are to be planted in a landscaped planting area with dimensions of at least 10 feet by 10 feet. It is recommended that, at a minimum, one landscaped finger island should be provided for every eight parking spaces. Additionally, landscaped finger islands currently have a minimum width of four feet; this distance should be amended to a minimum width of five feet.

Sign Standards

Signs will be approved pursuant to a sign program submitted with development applications. The sign program will be subject to approval by the Planning Commission. Signs must meet the guidelines specified in this Master Plan.

Processing of Stand Alone Tentative Tract Maps within the Fillmore Business Park

Processing of a stand alone tentative tract map/tentative parcel map may be allowed if adequate information accompanies the map to ensure consistency with the Master Plan and Municipal Code. Such needed information includes:

- Grading plan.
- Building pad locations and setback determinations.
- Driveway locations and widths.
- Landscaping plan for edge conditions/parkways along rights-of-way (require landscaping to be installed prior to map recordation with maintenance by business park CFD).
- Drainage plan.
- Frontage improvements per Municipal Code and Master Plan – public streets, curb, gutter, sidewalk, streetlights, etc.
- Easements for drainage, utilities, etc. – per City Engineer requirements.
- Reciprocal easements/agreements for access and parking.
- Locations of site access.
- Existing and proposed conditions in the field and utilities.

- A Title Report.
- All dedications and abandonments.

Site-specific architectural building plans and landscaping plans consistent with the Master Plan would still require City review and approval but could be deferred to a future time.

2.6 Relationship to the County of Ventura Right-to-Farm Ordinance

The Ventura County Right-to-Farm Ordinance is found in Section 8114-2.1 of the Ventura County Non-Coastal Zoning Ordinance. The Right-to-Farm Ordinance is intended to protect the agricultural community from nuisance complaints from adjacent development that would hinder the ability to continue agricultural production. The Right-to-Farm Ordinance notices the owners of property adjacent to agricultural uses of the potential activities inherent with agricultural production and affirms the right of the agricultural property to continue operations.

The southern border of the Plan Area is adjacent to existing agricultural uses. Typically, large setbacks are required between agricultural uses and urban uses. However, the proposed business park uses generally do not involve a high level of exterior activity, making these uses less sensitive to the noise and dust that can result from agricultural activity. Along the property line of the southern Plan Area boundary west of Allison Way, the building structure may provide an appropriate buffer between the uses and may be located adjacent to the property line. The agricultural uses may continue production operations without being deemed a public nuisance by new adjacent development.

CHAPTER 3
DESIGN GUIDELINES

3.1 Introduction

This chapter provides direction for development of private property within the Plan Area. These guidelines are intended to provide a user-friendly document that defines the community's expectations and leads to a high quality business park environment.

The design guidelines establish a framework of design principles that supplement zoning development standards and provide direction on the more qualitative aspects of a development project. The guidelines prescribe methods of building design and articulation; however, there is no one architectural style to which the building design must adhere. In addition to addressing appearances and operations, policies are provided to encourage environmentally-friendly and sustainable projects within the business park.

DESIGN GUIDELINES PRESCRIBE METHODS OF BUILDING DESIGN AND ARTICULATION

WHILE THE INTENT OF THE DESIGN GUIDELINES MUST BE MET, THE GUIDELINES ALLOW FOR FLEXIBILITY IN THE DESIGN OF AN INDUSTRIAL, OFFICE AND/OR RETAIL PROJECT. A PROJECT MAY NOT BE REQUIRED TO MEET ALL DESIGN GUIDELINES, AS NOT ALL GUIDELINES MAY BE APPLICABLE ON A CASE-BY-CASE BASIS. IN ADDITION, ALTERNATIVE MEASURES MAY BE CONSIDERED IF THE MEASURES MEET OR EXCEED THE INTENT OF THE DESIGN GUIDELINES. PROJECTS WILL BE EVALUATED ON THE DEGREE TO WHICH THE PROJECT DEMONSTRATES SUBSTANTIAL COMPLIANCE WITH THE INTENT OF THE DESIGN GUIDELINES.

DESIGN GUIDELINES

CHAPTER 3

The primary intent of the design guidelines is to ensure a pleasing appearance for the public areas of the business park. A thoughtful relationship between buildings, with shared access between parcels, will contribute to the business park design. An abundance of landscaping elements will enhance the overall appearance. Building design should be clean and of high quality, with flexibility for a variety of users. Entrances should be clearly defined and high quality materials should be used. Functional and mechanical elements should be located away from the front of the parcel and screened from view.

It is understood that some elements of industrial and business park operations may be unsightly due to the nature of these uses. It is the intent of the design guidelines to focus on appearances from public view areas and provide a great deal of flexibility for operations out of public view.

While most development in the Plan Area will be industrial in nature, it is expected that select areas will be developed with office and commercial uses. Particularly, two types of commercial development are expected within the business park. Development closest to Highway 126 is expected to be more research and development, manufacturing, and commercial wholesale with associated retail space for businesses that would not compete with the downtown area. Also, small scale commercial businesses, such as sandwich shops, may be located within the business park for business park workers' convenience.

The following guidelines are generally applicable to all types of business park development, whether industrial, office, or retail. Some guidelines may be highlighted as particularly applicable to specific types of uses. For example, an industrial structure may require closer adherence to some policies than a retail building. Therefore, the guidelines within this Master Plan are weighted based on industrial, office, or retail use. Appendix E provides a matrix of all Master Plan guidelines with corresponding weights for each guideline. The matrix is intended to provide guidance for evaluating consistency with the Master Plan for a proposed industrial, office, or retail project. This matrix will be used for entitlement review.

The development design guidelines are organized by the following topics:

- Site Planning
- Landscaping
- Building Design
- Utilitarian Aspects of Buildings
- Signs

Integrated within these five topics are sustainable, or green, guidelines that promote buildings and environments that are environmentally responsible, profitable, and healthy places to live and work.

Acceptable vs. Unacceptable Business Park Design

High quality, innovative, and well articulated architecture is encouraged. Developers should use these guidelines as a tool to design quality structures as opposed to nondescript business park projects. The elements most desired for well-designed business parks are:

- Variation in building, parking, and landscaping configurations among sites
- Enhanced landscaping
- Variation of building forms and planes
- High quality construction, detailing, and materials
- Enhanced building entries
- Use of accent colors and material to accentuate key features and entrances
- Screened loading facilities and storage areas

THIS

HIGH QUALITY ARCHITECTURE AND MATERIALS, ENHANCED LANDSCAPING, AND KEY FEATURES ACCENTING ENTRYWAYS ARE STRONGLY ENCOURAGED

Elements that are discouraged for well-designed business parks are:

- Sites dominated by parking with little landscaping
- Structures that are box-like and contain no architectural elements
- Blank walls
- Unscreened loading facilities

SITES WITH LITTLE LANDSCAPING AND BUILDINGS WITH BLANK WALLS ARE DISCOURAGED

Applicability and Intent

The business park includes a wide range of potential uses, including research and development, light industry, office, and retail uses. Each of these types of uses may result in unique needs, building forms, and operations and the following design guidelines will have varying applicability depending on the use and context. For instance, industrial uses may require wider driveways to facilitate access and maneuverability for large trucks. In addition, it is understood that uses such as industrial, manufacturing, and warehousing will require storage and other outdoor activities that may be unsightly; however, adequate screening must be provided. Also, retail and office uses typically have a higher standard for materials and details on all sides of the building. The intent of the design guidelines is to provide an attractive environment when viewed from public vantages and to provide amenities internal to the project as appropriate for the use and operations of the development.

3.2 Site Planning

Lot Layout

Intent

Due to the nature of development within business park districts, excellence in site planning is a critical element, and building architecture is generally considered secondary to an appropriate site plan. All business park building site layouts should be designed to provide interesting street scenes, controlled site access, emergency vehicle access, convenient visitor parking, landscaped open space, well-screened outdoor storage, loading areas, equipment and service areas, and an emphasis on the entrance or office portion of the building.

EACH PROJECT SHOULD HAVE FUNCTIONAL AND AESTHETICALLY DESIGNED VEHICULAR AND PEDESTRIAN CONNECTIONS

SP-1 In order to create diversity and avoid long monotonous building facades, a variety of building and parking configurations should be provided.

SP-2 Each project is encouraged to have its own identity, yet each site development should integrate with adjacent properties to provide functional and aesthetically designed vehicle and pedestrian circulation.

SP-3 Where business park uses are adjacent to non-business park uses, appropriate buffering techniques, such as setbacks, screening, and landscaping should be provided to mitigate any negative effects of business park operations.

APPROPRIATE BUFFERING TECHNIQUES SHOULD BE USED TO BUFFER NON-BUSINESS PARK USES

BUSINESS PARK SITES SHOULD PROVIDE PEDESTRIAN SEATING AREAS

SP-4 Whenever possible, structures should be clustered. Clustering creates plazas or pedestrian malls and prevents long "barrack-like" rows of structures.

SP-5 Business park development should have a high quality appearance, especially from public streets and other areas of public view. Blank walls or loading areas should not face public streets.

SP-6 Every business park site should provide two or more of the following amenities: plazas and courtyards with textured paving; pedestrian seating areas; public art, fountains, or a water feature; shaded transit stops; and/or information kiosks.

SP-7 Focal points should be developed to create a definite sense of arrival and identity. Plazas, landscaping, fountains, artwork, textured pavement, universally accessible changes in pavement levels, and vertical building features may be combined to create focal points and identity.

FOCAL POINTS, SUCH AS PLAZAS AND FOUNTAINS, CREATE A SENSE OF IDENTITY FOR A PROJECT

SP-8 Provide comfortable, convenient, and easily accessible outdoor plazas, employee break areas, and open spaces within business park developments. Building structure placement that creates opportunities for plazas, courts, or gardens is encouraged.

SP-9 Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade, benches, fountains, landscaping, public art, etc.

COMFORTABLE EMPLOYEE BREAK AREAS SHOULD BE PROVIDED

EMPLOYEE BREAK AREAS SHOULD BE SHELTERED FROM INCOMPATIBLE USES

SP-10 Plazas, employee break areas, and open spaces should be sheltered, as much as possible, from the noise and traffic of adjacent streets, trash enclosures, parking areas, and other incompatible uses.

SP-11 Plazas and employee break areas should include tables; benches or seat walls; trash receptacles; canopy trees, trellis structures, or umbrellas; lighting; and enhanced paving.

SP-12 Specify reuse of materials such as brick and flagstones where possible.

SP-13 Recycled content materials such as wood substitutes and recycled concrete and asphalt should be considered when selecting site materials.

SP-14 Auxiliary structures such as trash enclosures, vending machines, and storage areas should be integrated into the overall design of the building. Refer to Utilitarian Aspects of a Building for more guidelines on this topic.

Project Entry

Intent

Provide attractive and inviting pedestrian-scale features, spaces, and amenities that enhance the project's entry and make a positive first impression.

SP-15 Entry drive orientation and accent landscaping should be used to enhance and identify the project entry.

SP-16 The entry drive should be oriented toward the main entrance of the building.

SP-17 Landscaped parkways should flank the entry drive on both sides.

ENTRY DRIVE ORIENTATION AND ACCENT LANDSCAPING SHOULD BE USED TO ENHANCE AND IDENTIFY THE PROJECT ENTRY

LANDSCAPING SHOULD FLANK THE ENTRY DRIVE

SP-18 A substantial landscaped center median should be provided at the entry drive, if possible.

SP-19 A sidewalk should be provided on at least one side of the entry drive to connect the building to the street and public sidewalk.

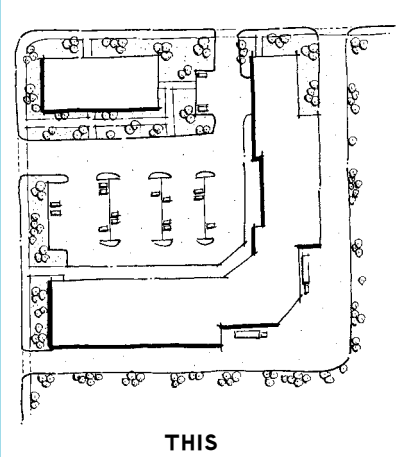
SP-20 Signs, paving, and plantings should be incorporated into a well-designed entry to visually link the site entry to the buildings.

SP-21 Business park developments should provide outdoor plazas or enhanced site features at building entries. See SP-7 for more information on creating focal points.

Parking and Circulation

Intent

Site access and internal circulation should be designed in a straightforward manner that emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between pedestrian and vehicular traffic, provide adequate maneuvering and stacking areas, and allow access for emergency vehicles. Safe and convenient access to the building entry from the street, parking areas, and transit stops is a top concern. For example, wider driveway approaches and curb radii may be provided where warranted to accommodate larger vehicles.



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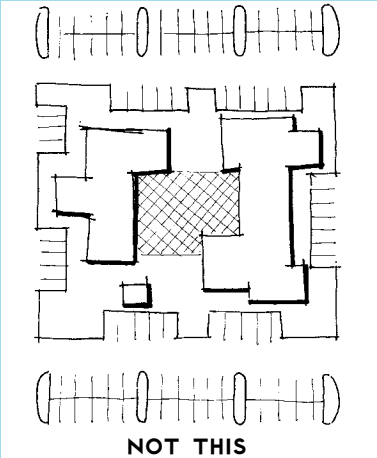
PARKING SHOULD BE CLUSTERED AND SHARED BETWEEN BUSINESSES



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PARKING SHOULD NOT BE THE DOMINANT ELEMENT OF THE SITE

SP-22 The parking lot, cars, and large trucks should not be the dominant visual elements of the site.

SP-23 Expansive paved areas located between the street and the building should be avoided in favor of multiple small lots separated by landscaping and buildings. Parking should be concentrated in areas behind front pad buildings and away from the street whenever possible.

SP-24 Shared parking and driveways as well as reciprocal access is required between adjacent developments and businesses. Parking management plans recording the shared parking and reciprocal agreements are recommended.

PARKING AREAS SHOULD BE DESIGNED SO THAT PEDESTRIANS AND VEHICLES ARE SEPARATED

SP-25 Driveway access off of Highway 126 should be minimized.

SP-26 Parking lots should provide areas for bicycle and motorcycle parking.

SP-27 Parking areas should be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles should be minimized.

SP-28 Parking lots on corner sites should not be placed adjacent to the street edge. However, consider reciprocal access agreements for these sites; see SP-24 for more information on reciprocal access agreements.

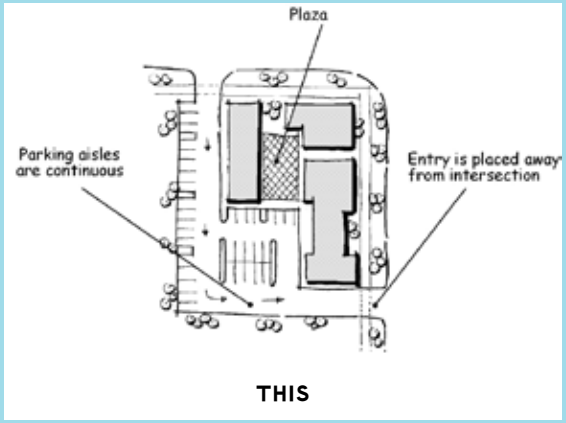
SP-29 Site plans should balance the need to provide adequate vehicular access with the need to eliminate unnecessary driveway entrances and provide access points that are coordinated with other properties.

SP-30 Parking access points should be located as far as possible from street intersections to provide adequate stacking room.

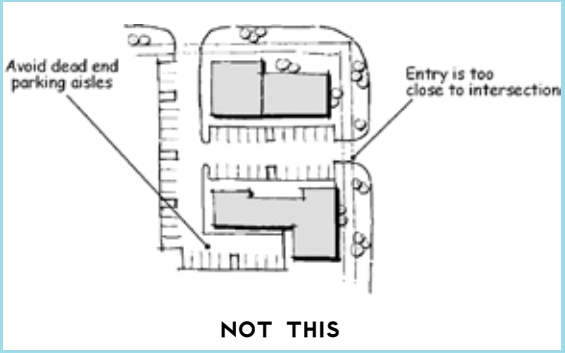
SP-31 Vehicles should not be required to enter the street in order to move from one area to another area on the same site.

SP-32 Dead end drive aisles should be avoided.

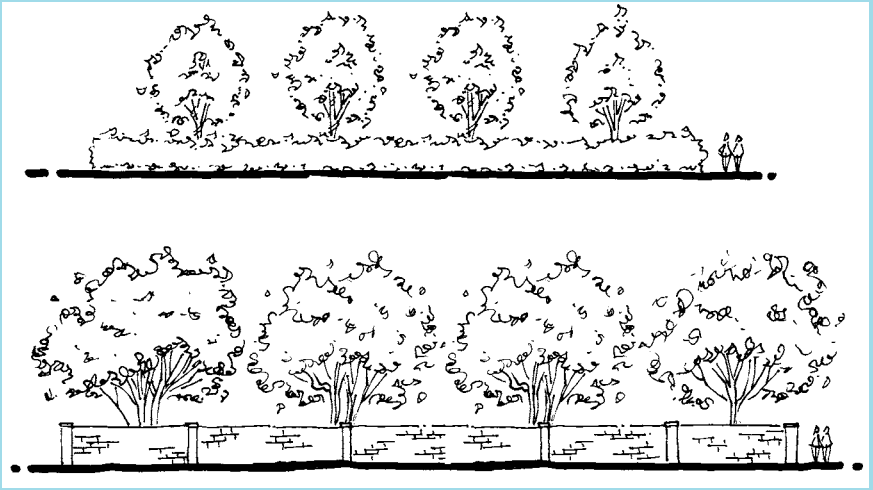
SP-33 On-site circulation should be designed to provide safe and efficient access for delivery vehicles, visitors, employees, and pedestrians. Locate structures and on-site circulation systems to minimize conflicts between pedestrians and vehicles.



ACCEPTABLE SITE LAYOUT



DISCOURAGED SITE LAYOUT



PARKING CAN BE SCREENED FROM VIEW THROUGH THE USE OF HEDGES AND/OR LOW SCREEN WALLS

SP-34 Adequate areas for maneuvering, stacking, truck staging, loading and emergency vehicle access should be provided.

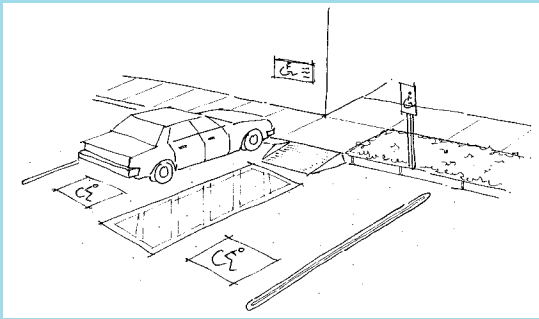
SP-35 The use of public streets for parking and staging of trucks should be avoided.

SP-36 Parking lots graded below the adjacent street grade can be effectively screened without the addition of a high wall or landscaping, but the hillside should still be landscaped.

SP-37 Visitor and handicap parking should be located adjacent to the building entrance while employee parking areas should be located at the side or rear of the building.

SP-38 A small paved clearance area is encouraged between the sides of parking stalls and adjacent landscaping and buildings.

SP-39 One landscaped finger island should be provided for every eight parking spaces. Landscape islands should be a minimum of five feet in width to allow for tree growth and to avoid damage to tree trunks from vehicles.



VISITOR AND HANDICAP PARKING SHOULD BE LOCATED NEAR ENTRANCES PER THE CITY CODE

PEDESTRIAN WALKWAYS SHOULD BE SAFE AND VISUALLY ATTRACTIVE AND SHOULD BE DEFINED BY LANDSCAPING

Pedestrian Access

Intent

Pedestrian access to and within a site should be an important feature of the development. Safety and efficiency should be emphasized while maximizing the aesthetic quality of the overall environment.

SP-40 Pedestrian walkways should be safe and visually attractive and should be defined by landscaping and adequate lighting.

SP-41 Landscape island walkways should be used to connect parking and building entries.

SP-42 Access between transit stops and building entrances should be clearly defined.

SP-43 The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.

SP-44 Site design should create enhanced usable outdoor spaces and support strong pedestrian and bicycle connections.

SP-45 Patterns and colors should be installed in paving treatments using tile, brick, or textured concrete in order to provide clear identification of pedestrian access points into buildings, parking features (i.e., handicap spaces, pedestrian loading, bus stops, pull-outs, etc.), entry drives, and at pedestrian crossings within the site.

SP-46 Crosswalks in parking lots should be accented with special design features such as raised, colored, and/or textured pavement.

SP-47 Install surfaces that encourage non-automobile traffic and stormwater infiltration, such as porous concrete, paver blocks, and lattice blocks. Asphalt sidewalks are prohibited.

PEDESTRIAN AREAS CAN BE ACCENTED WITH TEXTURED PAVING

PEDESTRIAN FACILITIES SHOULD BE INCORPORATED INTO ALL SITE PLANS

Open Space and Trails

Intent

Open space and natural resources are important to all developments. The new business park development should not conflict with the surrounding natural environment. Business park workers and visitors should also have access to nearby open spaces and natural features. Trail connections consistent with the General Plan are included within the Master Plan. Figure 3-1 shows trail connections near the Plan Area. Refer to the Bicycle Facilities section of Chapter 4 for more information.

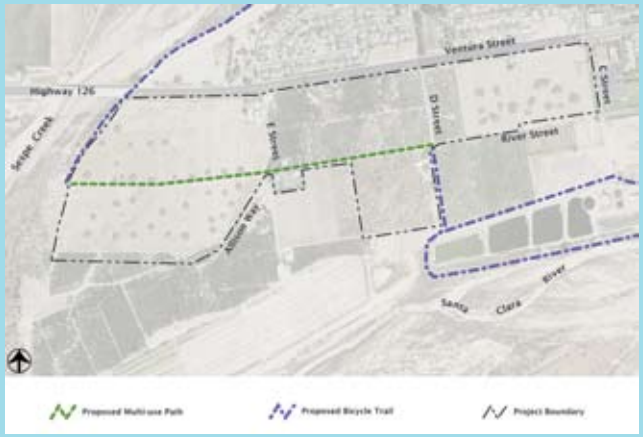


FIGURE 3-1 A PROPOSED BICYCLE TRAIL NEAR THE PLAN AREA

SP-48 Public or private common open space is encouraged within each project.

SP-49 Convenient access to public or private parks should be incorporated into the project by way of bicycle and pedestrian pathways.

SP-50 Pedestrian links should be provided to neighborhood parks, jogging and hiking trails, bicycle paths, equestrian trails, and the planned trails along the Santa Clara River Levee and Sespe Creek Levee.

SP-51 Building and landscaping design should complement and respect environmentally sensitive areas such as the Santa Clara River corridor and Sespe Creek.

BUILDING AND LANDSCAPING DESIGN SHOULD COMPLEMENT AND RESPECT ENVIRONMENTALLY SENSITIVE AREAS

SP-52 Open space and recreational uses tied to the Santa Clara River corridor as identified in the Fillmore General Plan should be preserved and enhanced.

3.3 LANDSCAPING

LANDSCAPED AREAS

INTENT

Landscaping should be used to focus attention on entrances to buildings, parking lots, and loading areas; define the edges of various land uses; provide transitions between neighboring properties; and provide screening for outdoor storage, loading, and equipment areas. Trees to be located within the Plan Area are specified in Section 4.3 Landscaping.

LA-1 Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended goals.

LANDSCAPING SHOULD BE USED TO FOCUS ATTENTION ON KEY AREAS OF THE SITE

THE BASE OF STRUCTURES SHOULD BE SURROUNDED BY LANDSCAPING TO MINIMIZE THE WALL HEIGHT

LA-2 Structures should be located on “turf islands” of five to seven feet in width to provide landscaping around the base of the structure. Understory shrubs provided at the base of building walls help minimize the appearance of wall height and integrate the building with the site.

LA-3 Where irrigation systems and/or plant materials can cause damage to sensitive building materials, a two to three-foot space should be left between the outside building wall and adjacent landscaping elements to minimize damage to the

A VARIETY OF PLANTS SHOULD BE USED IN THE LANDSCAPING

building structure. This space should be filled with decorative hardscape materials.

LA-4 A minimum landscaping buffer should be provided between parking areas and/or buildings and the edge of public sidewalks on all streets. Minimum landscaping buffers for each street are as follows:

- Highway 126: 8' to 20'
- River Street: 15'
- C Street, D Street, and E Street: 15'

Refer to Chapter 4 - Streetscape Design for detailed edge of street conditions.

LA-5 Trees and shrubs should be located and spaced to allow for mature and long-term growth. Root protectors should be used for all trees.

LA-6 Landscaping should include 24-inch, 36-inch, and 48-inch box trees (15-gallon size in slopes), 5 and 15-gallon size shrubs, and groundcover.

LA-7 Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, and/or the use of curbs.

LA-8 Trees should be used to create an intimate scale, enclose spaces, and frame views, but the placement should respect the long-range views of surrounding neighbors.

LA-9 Accent planting should be used around entries and key activity hubs.

ACCENT PLANTINGS SHOULD BE USED AROUND ENTRIES AND KEY ACTIVITY HUBS

LA-10 Plant material should be used to soften structural edges and glass of buildings. It may not be used as a mask to justify poor building design.

LA-11 Vertical landscape materials should be used to reduce the scale of higher walls.

LA-12 Vines and potted plants should be used where feasible to provide wall, column, and post texture and color, as well as to accentuate entryways, courtyards, and sidewalks.

ACCENT PLANTINGS CAN HIGHLIGHT PORTIONS OF A BUILDING OR SITE

VINES AND VERTICAL LANDSCAPE MATERIALS CAN ADD WALL TEXTURE

LA-13 Seasonal shading from trees and shrubs on west and south facing facades should be considered when developing planting schemes for courtyards and streetscapes. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flower, and other desired effects.

PLANTS WITH SIMILAR MAINTENANCE REQUIREMENTS SHOULD BE GROUPED FOR EFFICIENT IRRIGATION

LA-14 Long-term soil stabilization should be considered when developing a landscape plan. Soil stabilization can be achieved by planting native vegetation, such as native grass, sod, trees, shrubs, vines, and/or other ground covering. Due to challenging soil conditions found throughout the area, extra care should be given to prepare and apply soil amendments prior to planting.

LA-15 Plants with similar maintenance requirements should be grouped and should coordinate with efficient irrigation plans that minimize use of water and irrigation tubing. The irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff.

LA-16 Reclaimed water should be used where feasible for business park irrigation.

LA-17 Water features should be used with plantings and natural materials in courtyards and plazas.

WATER FEATURES CAN BE USED WITH PLANTINGS AND LANDSCAPING IN COURTYARDS AND PLAZAS

PLANTINGS SHOULD BE USED TO SCREEN FROM PUBLIC VIEW LESS DESIRABLE AREAS, SUCH AS TRASH ENCLOSURES AND LOADING AREAS

LA-18 Plantings should be used to screen less desirable areas from public view, such as trash enclosures, storage areas, loading areas, public utilities, and mechanical equipment.

LA-19 Plants that are short lived should be avoided. Large expanses of single plant varieties should also be avoided due to the unchanging appearance and the loss of aesthetic enhancement if struck with disease.

LA-20 Tree species that litter or shed are discouraged.

LA-21 Dead and diseased plants should be replaced as soon as possible to upkeep the appearance of the property.

Parking Lot Area Planting

Intent

Landscaping within parking lots should be given special consideration. These areas are typically located out of the public right-of-way and may contain different planting materials than a neighboring street. These guidelines give direction for creating a functional and attractive parking environment rather than a vast expanse of paved area.

TREES SHOULD BE LOCATED THROUGHOUT A PARKING LOT AND NOT MERELY AT THE ENDS OF PARKING ROWS

AREAS NOT USED FOR VEHICLE PARKING AND MANEUVERING OR FOR PEDESTRIAN MOVEMENT SHOULD BE LANDSCAPED

LA-22 Trees should be located throughout a parking lot and not merely at the ends of parking rows. One landscaped finger island should be provided for every eight parking spaces.

LA-23 Parking lot trees should have 30 to 40-foot canopies to shade parked cars and create a more attractive environment. Trees should be sized at 24-inch box or larger at the time of installation. Alternatively, a performance standard may be used that provides 25% shade coverage of parking areas within 5 years and 50% shade coverage within 10 years.

LA-24 All landscaped areas should be bordered by a concrete curb a minimum of five inches high adjacent to the parking surface.

LA-25 Parked cars may overhang into a landscaped area a maximum of two feet.

LA-26 Plant materials adjacent to parking spaces should not have thorns, stickers, or sharp leaves.

ACCENT LANDSCAPING SHOULD BE USED TO DELINEATE DRIVE AISLES

LA-27 Accent landscaping should be used to enhance and identify the entry drive and to delineate drive aisles.

PLANT MATERIALS ADJACENT TO PARKING SPACES SHOULD NOT HAVE THORNS OR SHARP LEAVES

Edges and Buffer Conditions

Intent

Appropriate transitions between the business park and surrounding uses, such as Sespe Creek to the west and agricultural operations to the south, should be provided. Typically, large setbacks are required between agricultural uses and urban uses. However, the proposed business park uses generally do not involve a high level of exterior activity, making these uses less sensitive to the noise and dust that can result from agricultural activity. Therefore, smaller setbacks may be appropriate between the business park and the surrounding agricultural uses. Allison Way and River Street will also help to provide a buffer between the business park and agricultural uses. For other areas, a matrix of appropriate plantings for different types of habitat within the buffer areas is included as Figure 3-2. It should be noted that the plantings in buffer areas should be responsive to local vector needs and should be responsive to changes in the environment over time. The recommended plantings should be periodically reviewed and updated for continued appropriateness.

LA-28 Building and landscaping design should complement and respect environmentally sensitive areas such as the Santa Clara River and Sespe Creek.

LA-29 Plant palettes in environmentally sensitive transition areas should consist of native plants.

LA-30 Projects adjacent to the Water Recycling Plant should provide adequate screening of buildings and operations.

LA-31 While a solid wall design may be needed to screen storage or operations, an open fence design is encouraged where solid screening is not necessary, in order to provide a more transparent transition between areas.

LA-32 Walls and fences along the perimeter of the Plan Area should comply with guidelines UT-25 through UT-30 to ensure attractive and context sensitive treatment.

LA-33 Along the property line of the southern Plan Area boundary west of Allison Way, buildings may be located adjacent to the property line. In these areas that are separated from higher activity uses, the building structure may provide an appropriate buffer between the different uses.

California Native Plant List		
Location	**Common Name**	**Botanical Name**
All Areas		
	Sweet Acacia	Acacia farnesiana (forma minuta)
	California Adolphia	Adolphia cal{fornica
	Manzanita	Arctostaphylos spp.
	Pacific Saltbush	Atriplex pacifica
	California Sagebrush	Artemisia californica
	Broom Baccharis	Baccharis sarothroides
	Variegated Dudleya	Dudleya variegata
	California Encelia	Encelia californica
	Golden Yarrow	Eriophyllum cobnfertiflorum
	Desert Filaree (coastal seed only)	Erodium texanum
	Cliff Spurge	Euphorbia misera
	Desert Fagonia (coastal seed only)	Fagonia laevis
	Toyon	Heteromeles arbutifolia
	Bladderpod	Isomeris arborea
	Laurel Sumac	Malosma laurina
	Fish-hook Cactus	Mammillaria dioica
	Monkeyflower	Mimulus spp.
	Foothill Stipa	Nassella lepida
	Snake Cholla	Opuntia californica var. californica
	Coastal Prickly Pear	Opuntia littoralis
	Shrubby Prickly Pear	Opuntia oricola
	Coast Live Oak	Quercus agrifolia
	Canton Live Oak	Quercus douglasii
	California Coffee Berry	Rhamnus californica 'Eve Case'
	Redberry	Rhamnus crocea
	Lemonadeberry	Rhus integrifola
	Black Locust	Robinia pseudoacacia
	Small-leaved Rose	Rosa minutiflora
	White Sage	Salvia apiana
	Rayless Ragwort	Senecio aphanactis
	Jojoba	Simmondsia chinensis
	Spanish Bayonet	Yucca schidigera

FIGURE 3-2 CALIFORNIA NATIVE PLANT LIST (1 OF 3)

California Native Plant List		
Location	**Common Name**	**Botanical Name**
Native Perennial Grassland		
	Needlegrass	Achnatherum diegoensis
	Early Onion	Allium praecox
	Coast Locoweed	Astragulus trichopodus
	Common Goldenstar	Bloomeria crocea
	Splendid Mariposa Lily	Calochortus splendens
	Purple Clarkia	Clarkia purpurea
	Clay Bindweed	Convolvulus simulans
	Wild Hyacinth	Dichelostemma capitatum
	Western Dichondra	Dichondr(l occidentalis
	Large-leaf Filaree	Erodium macrophyllum
	California Poppy	Eschscholzia californica
	Chocolate Lily	Fritillaria biflora
	Palmer's Grapplinghook	Harpagonella palmeri
	Graceful Tarplant	Holocarpha virgata
	Decumbent Goldenbush	Isocoma menziesii var. decumbens
	Dove Upine	Lupinus bicolor
	Purple Needlegrass	Nassella pulchra
	Adobe Popcornflower	Plagiobothrys acanthocarpus
	Blue-eyed Grass-Iris	Sisyrinchium bellum
	Silver Puffs	Uropappus lindleyi
	Yucca	Yucca spp.
	Whipple's Yucca	Yucca whipplei

FIGURE 3-2 CALIFORNIA NATIVE PLANT LIST (2 OF 3)

California Native Plant List		
Location	**Common Name**	**Botanical Name**
Riparian Habitat		
	Lizard-tail	Anemopsis californica
	Douglas' Mugwort	Artemisia douglasiana
	Sagewort	Artemisia palmeri
	Mule Fat	Baccharis salicifolia
	Spike-sedge	Eleocharis montevidensis
	Willow Herb	Epilobium ciliatum
	Palmer's Goldenbush	Ericameria palmeri
	Western Goldenrod	Euthamia occidentalis
	Desert Fragrance	Hymenoclea monogyra
	Southwestern Spiny-rush	Juncus acutus
	Toad Rush	Juncus bufonius
	Mariposa Rush	Juncus dubius
	Great Marsh Evening Primrose	Oenothera elata ssp. Hirsutissima
	Western Sycamore	Platanus racemosa
	Fremont Cottonwood	Populus fremontii
	Marsh Fleabane	Pluchea odorata
	Arrow-Weed	Pluchea sericea
	Coast Live Oak	Quercus agrifolia
	California Rose	Rosa californica
	California Blackberry	Rubus ursinus
	Narrow-leaf Willow	Salix exigua
	Goodding Willow	Salix gooddingii
	Red Willow	Salix laevigata
	Arroyo Willow	Salix lasiolepis
	Lance-leaf Willow	Salix lucida ssp. Lasiandra
	Elderberry	Sambucus mexicana
	Mint-leaved Vervain	Verbena menthifolia

FIGURE 3-2 CALIFORNIA NATIVE PLANT LIST (3 OF 3)

3.4 Building Design

Authentic architecture and materials should be used in all building designs, meaning that a recognized architectural style, as well as materials and detailing consistent with that style, should be integrated throughout an individual project.

Continuity and Rhythm

Intent

Continuity among individual buildings in the area contributes to community identity, levels of pedestrian activity, and economic vitality. Rhythm describes the relationship of building components, as well as the relationship of individual buildings, to one another.

CONTINUITY AND RHYTHM ARE IMPORTANT FACTORS IN THE DESIGN OF BUILDINGS AND PROJECT SITES

BD-1 New development height should "transition" from the height of adjacent development to the maximum height of the proposed structure.

BD-2 Selection of materials should complement adjacent buildings and surroundings.

BD-3 Design solutions should take into account the physical scale of the area and adjacent buildings.

BD-4 Rhythms should be more complex than simply the repetition of one or more architectural details.

BD-5 Rhythm should be expressed by changing materials or color.

BD-6 Rhythm should be expressed by using elements such as columns, pilasters, and recesses.

Massing

Intent

Building forms and facades influence cohesiveness, comfort, and aesthetic pride. Mass is defined as a three-dimensional form such as a cube, box, cylinder, pyramid, and cone. The way the forms are sized directly relates to the way building elements are emphasized or de-emphasized. Voids or open spaces in forms can change the appearance and make buildings more interesting and less imposing. Overall building mass should be divided into smaller identified parts.

BUILDINGS TWO STORIES OR HIGHER SHOULD INCORPORATE A STEP IN THE VERTICAL WALL PLANE

GOOD MASSING DESIGN MAY INCLUDE VARIATION IN WALL PLANE AND HEIGHT

BD-7 Each building should have a recognizable base, body, roof line, and entry. Varying materials between the base and body of a building is encouraged.

BD-8 Surface detailing should not serve as a substitute for distinctive massing.

BD-9 Good massing design may include variation in the wall plane (projections and recesses), variation in wall height, and roofs located at different levels.

BD-10 Structures two stories or higher should incorporate a step in the vertical wall plane to reduce the scale of the building.

BD-11 Berms can be used with landscaping at the building edge to reduce structure mass and height along facades.

BD-12 High bay doors should be located away from public view.

Building Articulation

Intent

All sides of a building should be articulated; buildings should be aesthetically pleasing from all angles. The priority areas for design treatment are the entrance and other areas visible from public streets and other areas of public view. Secondary areas for design treatments include areas screened from public view, such as utilitarian features and delivery areas. Structures that are box-like and contain few architectural details should be avoided. Variation in wall planes, roof forms, and surface articulation is desirable.

BUILDINGS SHOULD BE DESIGNED WITH ARTICULATION ON ALL SIDES OF THE STRUCTURE

ARTICULATION ON LARGE EXPANSES OF WALLS IS ENCOURAGED

All building articulation should be authentic to the architectural style of the structure.

BD-13 Buildings should be designed with articulation on all sides of the structure. Blank walls are strongly discouraged and should be avoided.

BD-14 Vary the planes of the exterior walls in depth and/or direction.

BD-15 Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of the buildings to soften the structure and create interest.

DETAILS SUCH AS CHANGES IN WALL SURFACES SHOULD BE USED

BD-16 Facades with varied front setbacks are strongly encouraged. Wall planes should not run in one continuous direction for more than 50 feet without significant offset.

BD-17 Details such as wall surfaces constructed with patterns, changes in materials, staggering of wall planes, building pop-outs, columns, and recessed areas should be used to create shadow patterns and depth on the wall surfaces to provide relief from monotonous, uninterrupted expanses of wall.

BD-18 Changes in vertical planes break up a boxlike appearance. Vertical elements such as pilasters help to create bays and give the appearance of several smaller buildings.

BD-19 The height of a building should be varied so that it appears to be divided into distinct massing elements.

BD-20 Vertical architectural elements such as towers should be used as focal points.

CHANGES IN VERTICAL PLANES AND BUILDING HEIGHTS DIVIDE THE BUILDING INTO DISTINCT MASSING ELEMENTS

ARCHITECTURAL ELEMENTS SHOULD BE INCORPORATED THAT CREATE PATTERNS AND CONTRIBUTE TO BUILDING CHARACTER

BD-21 Architectural elements, including overhangs, trellises, projections, awnings, and/or insets, should be incorporated into the building design to create shadow patterns that contribute to a building's character.

ENTRIES SHOULD BE ARCHITECTURALLY INTEGRATED INTO THE OVERALL BUILDING

BD-22 Windows and doors should be in scale with the building elevation on which these features appear. Recessed openings, windows, and doors provide depth and should be used to help break up the apparent mass of a large wall.

BD-23 Entries to business park structures should portray a quality office appearance while being architecturally tied into the overall mass and building composition. Entries should not appear as an "add-on" or afterthought.

Building Materials

Intent

The materials of a building can affect the way in which a building is perceived. A variety of high quality materials are encouraged for projects.

LARGE AREAS OF SMOOTH FINISH CONCRETE WALL PANELS SHOULD BE ENHANCED WITH TEXTURE

BD-24 Materials and building cladding should be varied to produce different texture, shade, and shadow effects.

BD-25 Large areas of smooth finish concrete wall panels should be enhanced with some form of texture. Where appropriate to the architectural style, consider using heavy textured paint or forming textures into selected areas of wall panels to avoid a glossy/high glare look on building surfaces.

MATERIALS AND BUILDING CLADDING SHOULD BE VARIED

BD-26 All steel-framed 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. Prefabricated metal buildings are prohibited.

BD-27 High maintenance building materials such as stained wood, clapboard, or shingles should be avoided.

BD-28 Avoid highly reflective surfaces on building walls.

BD-29 Wall materials that will withstand abuse by vandals or accidental damage from machinery should be selected. Walls should be pretreated with a protective coating to provide for the effective and expeditious removal of graffiti.

BD-30 Incorporate non-toxic, recycled-content materials whenever possible.

HIGH QUALITY BUILDING MATERIALS ARE ENCOURAGED

AVOID HIGHLY REFLECTIVE SURFACES ON BUILDING WALLS

Roof Forms

Intent

As the uppermost portion of the building, roof forms are eye-catching and an important aspect of building design. These features should be designed to be visually interesting through variations in shapes and heights.

BD-31 The roof design should be considered as a component of the overall architectural design theme and should be authentic to that theme.

BD-32 Long, unbroken, horizontal roof lines are discouraged.

BD-33 A roof line at the top of the structure should not run in a continuous plane without offsetting or jogging the roof plane.

BD-34 Nearly vertical roofs (A-frames) and piecemeal mansard roofs (used only on a portion of the building perimeter) should not be utilized. Mansard roofs should wrap around the entire perimeter of the structure.

BD-35 Flat roofs should be light in color to reduce solar heat gain.

BD-36 Solar access to all rooftops for photovoltaic panels and/or green rooftops should be considered.

VARIATION IN ROOF DESIGN IS ENCOURAGED

HORIZONTAL ROOF LINES SHOULD BE BROKEN UP INTO DISTINCT ELEMENTS

BD-37 Rooftop equipment on flat roofs should be screened and not visible from ground or highway level. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment and to be architecturally compatible with the design of the building facade. Architectural features necessary to hide roof equipment may project over the maximum height limit at the discretion of the Planning Department.

BD-38 Parapets should have sufficient articulation of detail such as precast treatments, continuous banding or projecting cornices, lentils, caps, corner details, or variety in pitch (sculpted).

BD-39 When sufficiently detailed, parapets may be used to screen roof mounted equipment and provide a contrast to gabled or mansard roofs.

BD-40 Parapets should not appear tacked on and should convey a sense of permanence. If the interior side of a parapet is visible from the pedestrian area of the project, it should receive appropriate detail, and proper application of materials should be utilized.

ROOF DESIGN SHOULD BE CONSIDERED AS A COMPONENT OF THE OVERALL ARCHITECTURAL DESIGN THEME

Windows

Intent

Windows provide natural light to interior spaces, provide views to the exterior of buildings, and enhance the aesthetic quality of buildings. Buildings with abundant natural light and expanses to exterior views prove to be very beneficial, with an increase in occupant satisfaction, lower absenteeism, and improved worker productivity.

BD-41 Window type, material, shape, and proportion should complement and be authentic to the architectural style of the building.

BD-42 Windows and skylights should be located to maximize daylighting and views.

BD-43 Highly visible elevations should express a high window-to-wall ratio.

BD-44 Awnings, landscaping, spectrally-selective glass, and shading devices to reduce solar heat gain should be used where appropriate.

WINDOW TYPE, MATERIAL, SHAPE, AND PROPORTION SHOULD COMPLEMENT THE ARCHITECTURAL STYLE OF THE BUILDING

Entry Features

Intent

As the primary face of the building to both visitors and employees, building entryways should be easily identifiable and well articulated. Entry features should be designed as a significant aspect of the building's overall composition.

ENTRANCES SHOULD BE DESIGNED AS A SIGNIFICANT ASPECT OF THE BUILDING'S OVERALL COMPOSITION

ENTRANCES SHOULD BE EASILY IDENTIFIABLE

BD-45 Entrances should be easily identifiable and accessible.

BD-46 Entries should be articulated, covered, and/or recessed.

BD-47 Elements such as overhangs, enhanced landscaping, lighting, vertical architectural features, and special building materials should be used to highlight the building entry.

BD-48 The design of rear entrances should be well articulated, appropriate to the surroundings, and responsive to the need for identification signs.

Colors

Intent

The following guidelines are intended to promote well-coordinated color palettes that integrate with the other exterior features of a building.

BD-49 Well-coordinated, compatible colors should be blended on a single façade to add visual interest and break up plain walls. In addition, developments are encouraged to consider using colors that complement neighboring development schemes.

BD-50 Large areas of intense light color should be avoided. While more subdued colors usually work best for overall building color, accent colors should be used for trim, windows, doors, and key architectural elements.

BD-51 Buildings should keep a balanced color palette between base colors and brighter or darker accent colors on each building.

FLAT, MUTED COLORS SHOULD BE USED TO REDUCE SUN GLARE ON WALL PLANES

WELL-COORDINATED, COMPATIBLE COLORS SHOULD BE USED ON BUILDING FACADES

BD-52 Flat, muted colors should be used to reduce sun glare on wall planes. Avoid using bright whites.

BD-53 Door and window trim, awnings, and wall tiles provide opportunity for color that adds interest and texture to building bases.

BD-54 Colors should coordinate with natural, unpainted materials used on the building façade, such as river rock, pressure treated wood, terra cotta, tile, brick, and stone.

3.5 Utilitarian Aspects of a Building

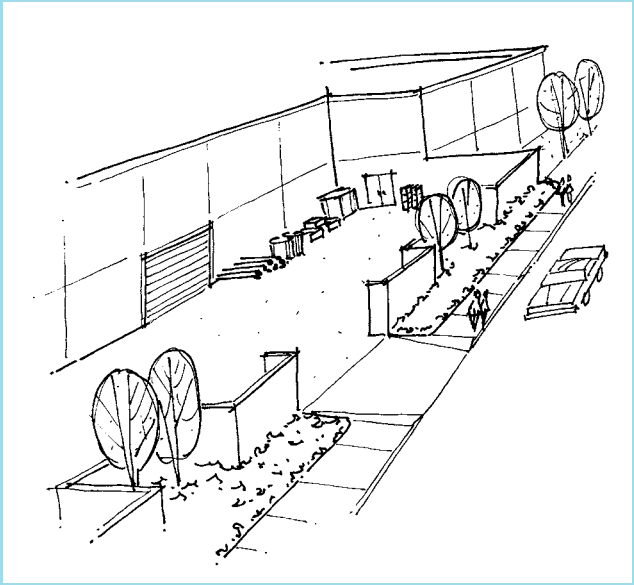
Utilitarian Equipment

Intent

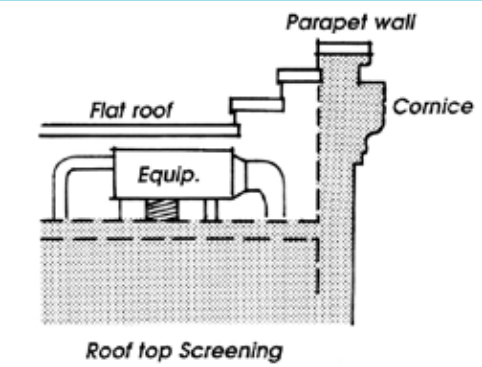
Utility service areas should be carefully designed and located in unobtrusive areas screened from view. Utility service areas should be part of the early building design process, rather than an afterthought. These functional elements should not detract from the public viewshed area or create a nuisance for adjacent property owners.

UT-1 Exterior storage should be confined in portions of the site least visible to public view.

UT-2 All utility equipment including, but not limited to, electric and gas meters, electrical panels, cable boxes, and junction boxes should be concealed from view or located in a utility room within the building.



EXTERIOR STORAGE SHOULD BE SCREENED AND CONFINED IN PORTIONS OF THE SITE LEAST VISIBLE TO PUBLIC VIEW



ROOF-MOUNTED EQUIPMENT SHOULD BE SCREENED FROM VIEW

UT-3 Roof access should be provided from the interior of the building. Exterior roof access ladders are discouraged.

UT-4 Any outdoor equipment, whether on a roof, the side of a structure, or the ground should be appropriately screened from view and should not be placed adjacent to public ways and trails. The method of screening

should be architecturally integrated with the adjacent structure in terms of materials, color, shape, and size.

UT-5 Where screening is required, a combination of elements should be used, including solid masonry walls, berms, and landscaping.

UT-6 Placement of on-site utility equipment should be coordinated with utility providers early in the design process. Utility service areas should be located and designed for convenient access by service vehicles and tenants but should also be screened as much as possible to preserve the aesthetic appearance of the business park.

WHERE SCREENING IS REQUIRED, A COMBINATION OF ELEMENTS SHOULD BE USED, INCLUDING MASONRY WALLS, BERMS, AND LANDSCAPING

UT-7 Utility lines from the service drop to the site should be underground.

UT-8 Transformers should be located underground where feasible.

UTILITY SERVICE AREAS SHOULD BE DESIGNED FOR CONVENIENT ACCESS BUT SCREENED FROM PUBLIC VIEW

DOUBLE DETECTOR CHECK VALVE ASSEMBLIES SHOULD BE SCREENED FROM VIEW

UT-9 All vents and flashing should be painted to match the color of the adjacent surface.

UT-10 Gutters and downspouts shall be interior to the building, unless designed as a decorative architectural feature. Elements designed as decorative architectural features shall be consistent with the architectural style of the building and shall be constructed of quality materials such as copper, aluminium, or painted galvanized steel; prefabricated thin-metal gutter systems are not permitted.

UT-11 Double detector check valve assemblies should not be located at visually prominent locations, such as the end of drive aisles or site entries, and should be screened.

UT-12 Exterior stairwells and ramps should be integrated into the building design.

UT-13 Infrastructure elements such as storm water retention basins should be incorporated into the overall site plan.

EXTERIOR EQUIPMENT SHOULD BE DISGUISED WITH ARCHITECTURAL ELEMENTS AND LANDSCAPING

Trash & Recycling Enclosures

Intent

Every property should provide a trash enclosure that is capable of handling both the refuse and recyclable materials generated by that site. Recycling bins should be accommodated and integrated into the trash enclosure.

UT-14 Trash and recycling enclosures should be screened with landscaping and wall materials.

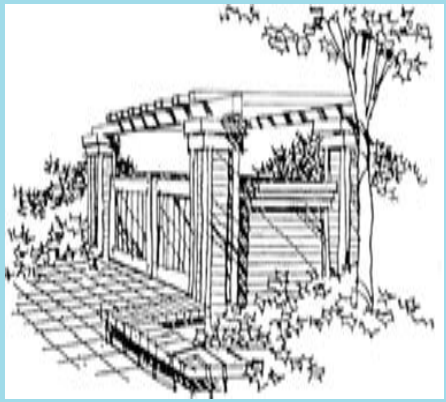
UT-15 The trash and recycling enclosure should be consistent with the design of the project and building architecture. Similar or the same materials should be used on the enclosure as the buildings. Architecturally designed roof structures should be used to create a finished looking structure.

UT-16 Trash and recycling enclosures should be located to minimize nuisance to adjacent properties.

UT-17 A pedestrian entrance to the Trash and recycling enclosures should be provided so that the large access gates do not have to be opened as often.

UT-18 Trash and recycling enclosures should be separated from adjacent parking stalls by minimum three-foot wide planters with low-growing plant materials to ensure that adequate space is available for passengers to access a vehicle in an adjacent parking space.

UT-19 Drainage from enclosure roofs and adjoining pavement should be diverted around the trash enclosure. Full roof structures shall be provided for trash enclosures to prevent stormwater from entering the trash enclosure area.



TRASH ENCLOSURES SHOULD BE SCREENED WITH LANDSCAPING AND WALL MATERIALS

TRASH ENCLOSURES SHOULD BE COMPATIBLE WITH THE BUILDING AND PROJECT ARCHITECTURE

Loading Facilities

Intent

Loading areas should be carefully designed, located, and integrated into the site plan. Loading areas should be located and designed for convenient access and located to minimize circulation conflicts with other site uses. These critical functional elements should not detract from the public viewshed area or create a nuisance for adjacent property owners.

UT-20 To alleviate the unsightly appearance of loading facilities for business park uses, these areas should not be located at the front of buildings where it is difficult to adequately screen the facilities from public rights-of-way.

LOADING AREAS NOT SCREENED FROM VIEW ARE DISCOURAGED

LOADING AND DELIVERY AREAS CAN BE SCREENED WITH PORTIONS OF THE BUILDINGS AND ARCHITECTURAL WALLS

UT-21 Loading areas should be screened with portions of the buildings, architectural wing walls, and landscape planting.

UT-22 Loading and delivery areas should be clearly marked with directional signs where multiple access points are provided.

UT-23 Loading areas should be designed to accommodate trucks without the trucks having to back onto or otherwise use the adjoining street.

UT-24 Loading docks should have a maximum slope of 2 to 3% .

SECURITY FENCES CAN BE MADE OF WROUGHT IRON

WALL SURFACES SHOULD BE DETAILED AND OFFSET TO PREVENT MONOTONY

Walls and Fences

Intent

Walls and fences should be used for aesthetic enhancement and should be integrated into the design of the site. These elements should be constructed of high quality materials and should not detract from the visual environment when viewed from both within and off of the site.

UT-25 Walls and fences should be designed to blend with the site's architecture.

UT-26 Buildings, parking areas, and open space should be arranged to minimize the use of sound walls next to Highway 126 or other streets, if warranted.

UT-27 Walls should be constructed as low as possible while adequately performing screening and security functions. Refer to Article 3 of the Zoning Ordinance for maximum fence and wall heights.

UT-28 Both sides of all perimeter walls or fences should be architecturally treated and should blend with the site's architecture. Walls should be pretreated with a protective coating to provide for the effective and expeditious removal of graffiti. Landscaping should be used in combination with such walls whenever possible.

UT-29 Where security fencing is required, it should be a combination of solid pillars or short solid wall segments and wrought iron grillwork.

UT-30 Long expanses of fence or wall surfaces should be randomly offset and architecturally designed to prevent monotony. Landscape pockets should be provided.

LIGHTING

INTENT

Effective lighting provides safety and direction for vehicles and pedestrians as well as visibility and security for businesses, while enhancing architectural building and landscape details. These guidelines apply to on-site lighting in parking areas and lights associated with the building. Light types could include pole lights, spotlighting, wall-mounted sconces, and parking and landscape lighting.

DECORATIVE BOLLARDS CAN PROVIDE PATHWAY LIGHTING

LIGHTING SHOULD BE PROVIDED FOR SAFETY AND SECURITY AND SHOULD BE COORDINATED WITH PROJECT ARCHITECTURE

UT-31 Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, receiving, pathway, and working areas.

UT-32 Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the building.

UT-33 The quality of light, level of light as measured in footcandles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the glow or glare of the project site.

UT-34 Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area.

UT-35 Exposed bulbs should not be used. Cut-off lighting is preferred to meet "dark skies" policies.

SOURCES OF UPLIGHTING SHOULD BE HIDDEN AND SHOULD MINIMIZE IMPACTS TO THE NIGHT SKY

UT-36 All building entrances should be well lit.

UT-37 Accent uplighting of building elements should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall-washing and tree lighting should be hidden.

UT-38 Low-voltage lighting conserves energy and should be used in the landscape whenever possible.

UT-39 For greatest efficiency, light sensors and timers should be used wherever possible to avoid unnecessary light usage.

UT-40 The height of a light pole should be appropriate in scale for the building or complex and the surrounding area.

UT-41 Pedestrian light poles along sidewalks or pathways and parking lot light standards should be a maximum 12 to 16 feet high. Light from pedestrian light poles should be focused downward.

UT-42 Landscape lighting should be used to accent walkways and entries and/or seating areas and specimen plants or trees.

UT-43 Walkways and paseos should be lit to an average 1.5 to 2 footcandle intensity to ensure safe nighttime conditions.

UT-44 Bollards containing lights are recommended to light pedestrian pathways.

3.6 SIGNS

BUILDING SIGNS

INTENT

Building signs can either enhance a building façade or greatly diminish the aesthetic appeal of a building. A sign program should be submitted with the design review application for new buildings. Signs should not be applied as an afterthought and intrude upon pleasant surroundings. Every project should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relationship with the building, and the readability of the sign should be considered in developing the overall signing concept. Regulations for sign dimensions and area limitations are provided in Section 6.04.38 of the Zoning Ordinance.

SIGNS SHOULD COORDINATE WITH THE BUILDING DESIGN, MATERIALS, COLOR, SIZE, AND PLACEMENT

SG-1 Signs should coordinate with the building design, materials, color, size, and placement.

SG-2 Sign variety is encouraged among different users. However, a single development with multiple users often benefits aesthetically from a unified sign theme. Individual signs may be appropriate in combination with a monument sign identifying the development and address.

SG-3 Signs reflecting the type of business through design, shape, or graphic form are encouraged for commercial retail uses.

SG-4 The method of sign attachment to the building should be integrated into the overall sign design chosen.

SG-5 Signs should not cover up windows or important architectural features.

SG-6 Flush mounted signs should be positioned within architectural features, such as the panel above the entry on the transom or flanking doorways.

SG-7 Flush mounted signs should align with others on the block so as to maintain the existing pattern.

SG-8 Hanging signs that are attached to and project perpendicular to the building should have a minimum of eight feet from the bottom of the sign to ground level. Signs that project should be small and should reflect the use of the business by incorporating symbols or logos of the business.

SG-9 Roof signs are prohibited.

SG-10 Monument signs are encouraged at entry drives. Monument signs are effective to identify a project, particularly a single tenant site.

SG-10 Monument signs should be well-articulated and well-proportioned, constructed of materials compatible with the building, and accented with landscaping.

MONUMENT SIGNS SHOULD BE ACCENTED WITH LANDSCAPING

SG-11 Retail components of the business park may have unique sign requirements. Distinctive signs may be appropriate for these uses.

SG-12 Plastic internally illuminated sign cabinets are strongly discouraged. Externally illuminated lettering or awning signs could be a positive alternative if implemented successfully.

THE SITE SHOULD HAVE APPROPRIATE DIRECTIONAL SIGNS FOR SPECIAL AREAS

SG-13 Lighting of all exterior signs should be directional to illuminate the sign without producing glare on pedestrians, vehicles, or adjacent residential units.

SG-14 To conserve energy, there should be a standard shut-off time for illuminated signs for businesses.

SG-15 The site should have appropriate signs for directions to loading and receiving, visitor parking, and other special areas.

SG-16 All signs should be diligently maintained. Malfunctioning lighting features should be promptly replaced and all signs should be periodically repainted or replaced as needed.

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CHAPTER 4
STREETSCAPE DESIGN

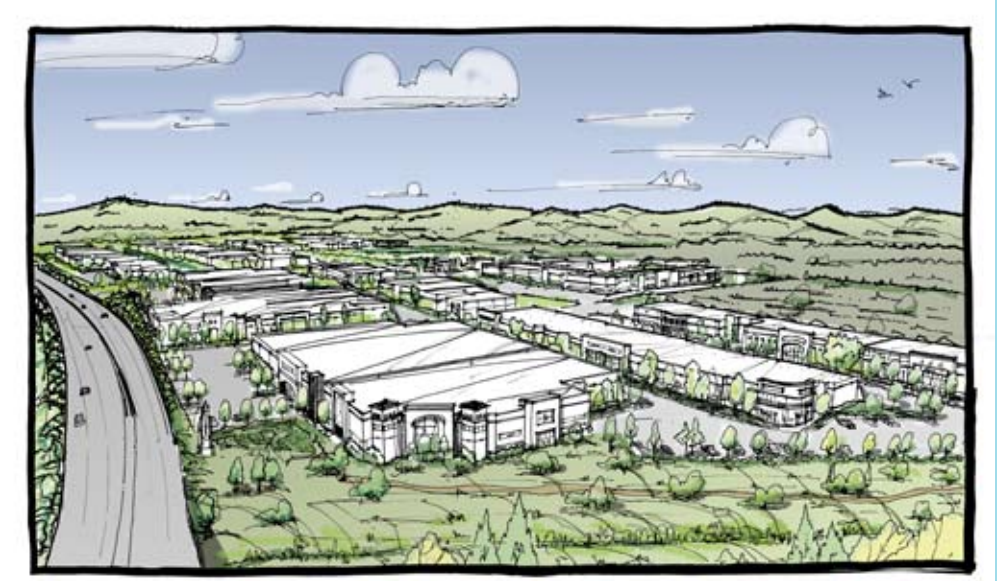
4.1 STREET DESIGN CONCEPT

The intent of street design, landscaping, and streetscape amenity improvements is to create a unique and inviting campus-like atmosphere and to provide a consistent and cohesive theme that will unify the Plan Area. The Plan Area will develop into an abundantly landscaped business park with buildings set amongst trees, shrubs, and grasses that soften the appearance of the larger structures and parking areas. A coordinated street design, landscaping, and public amenities program was devised to integrate these elements of the street and public environment in a coordinated system.

PERSPECTIVE SKETCH OF BUSINESS PARK

STREETSCAPE

CHAPTER 4



PERSPECTIVE SKETCH OF BUSINESS PARK

Streets within the Plan Area will resemble a parkway concept, with wide landscaped areas placed between the street and the buildings or parking areas. The landscaped areas will contain a combination of trees, shrubs, and grasses. Streets have one vehicle lane in each direction. Landscaped parkways separate sidewalks or multi-use paths from the roadway to provide ease of pedestrian movement in a comfortable pedestrian environment throughout the Plan Area.

Parking lots will be necessary for the business park uses but should be broken up into smaller lots and configured on the site so as not to be the dominant element of the site. The landscaping and generous setbacks offer prime opportunity to conceal the parking rather than overwhelming the public view of the business park. Additionally, parking should be considered in site development so that parking areas may be located on internal portions of a site to further camouflage the use and contribute to the convenience of shared parking facilities.

The Ventura Intercity Service Transit Authority (VISTA) provides transit service for the City of Fillmore. VISTA operates a route running along Highway 126 through the City of Fillmore. As the business park develops, coordination with VISTA will be necessary to determine whether a transit stop for the Plan Area is warranted.

4.2 Plan Area Circulation

Within the Plan Area, the different streets are designated for varying degrees of street design and streetscape improvements, depending on the character and activity of the street. As the only major arterial within the Plan Area, Highway 126 will have a unique streetscape treatment that will evolve through different phases over time as both the Plan Area and the City of Fillmore continue to develop. River Street is a main corridor within the Plan Area that parallels Highway 126 and demands a unique streetscape treatment. The secondary streets within the Plan Area, including C Street, D Street, and E Street, will have similar street widths to River Street but will differ in terms of edge of road conditions. Street design and edge of roadway conditions for each street are described in the following sections; Figure 4-1 presents an overall map of the different street improvements.

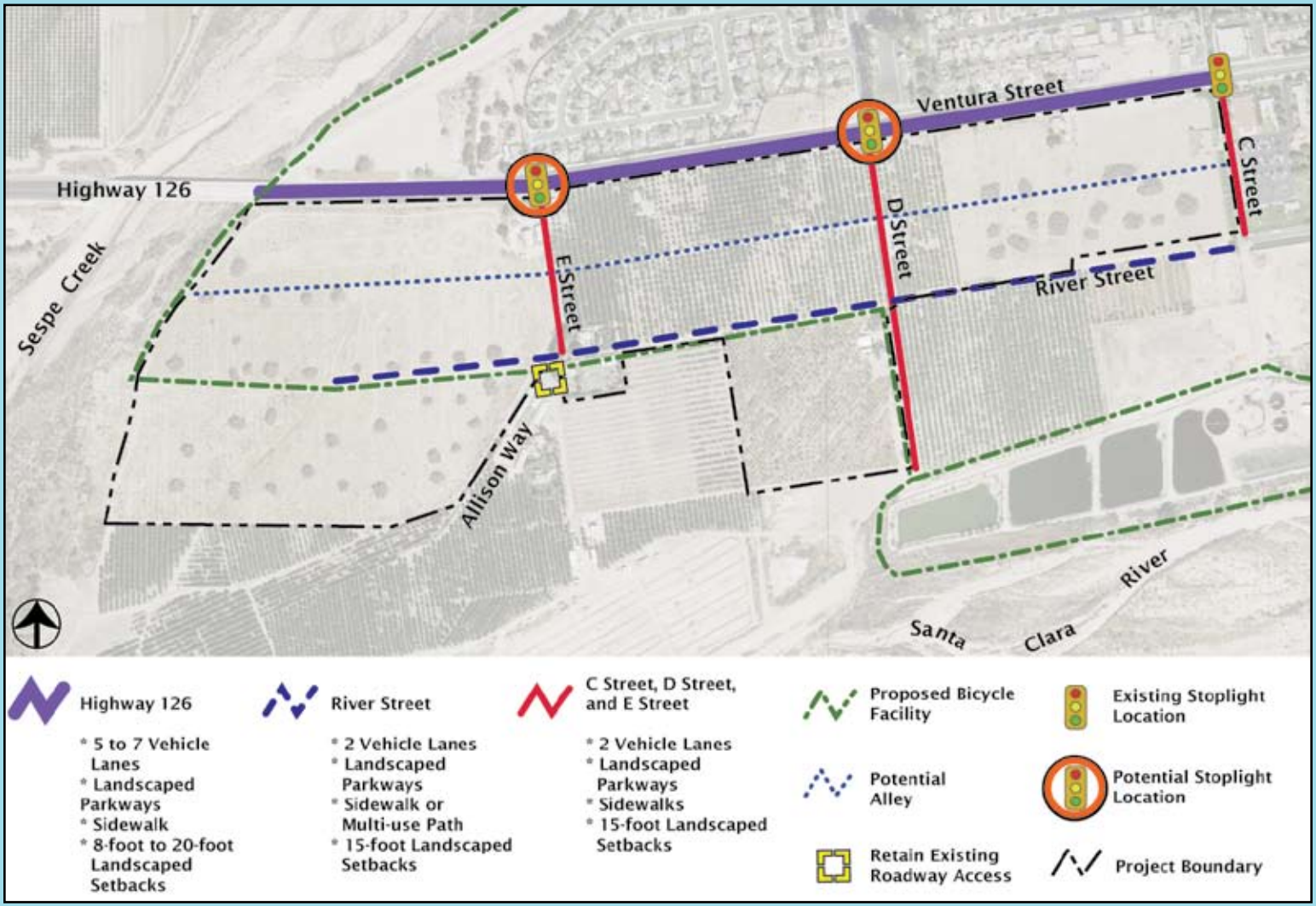


FIGURE 4-1 PUBLIC REALM KEY MAP

Highway 126

Highway 126 currently has two lanes of traffic in each direction, as well as a continuous center or left-turn lane. The south side of the roadway, adjacent to the project site, is an unimproved dirt shoulder. Currently, 13 feet of the area nearest to the existing pavement is part of the existing street right-of-way. Highway 126 will be improved with landscaped parkways, sidewalks, and landscaped setbacks. The southern edge of the new sidewalk limit will mark the edge of the future street right-of-way. Additionally, meandering sidewalks could be considered for variety along the streetscape and to provide interest for the pedestrian.

Four conditions exist for Highway 126 improvements: improvements from C Street to E Street in areas where there is no deceleration lane, improvements from E Street to Sespe Creek where there is no deceleration lane, improvements from C Street to E Street where there is a deceleration lane, and improvements from E Street to Sespe Creek where there is a deceleration lane.

For each condition there are two phases of improvements. Phase 1 improvements are short-term improvements intended to service the City's needs over the next 15 to 20 years. The Phase 1 improvements create landscaped parkways, sidewalks, and landscaped setbacks adjacent to the existing pavement. In areas where a deceleration lane is necessary, initial deceleration lanes will be constructed concurrent with the other Phase 1 improvements.

Phase 2 improvements will be implemented as traffic increases and more capacity is needed. When Phase 2 improvements are implemented, the landscaped setback areas fronting Highway 126 will be decreased and the sidewalk, landscaped parkway, and deceleration lanes will be reconstructed 12 feet to the south.

Phase 1 - C Street to E Street with No Deceleration Lane

In Phase 1, on the portions of Highway 126 from C Street to E Street that do not have a deceleration lane, a 20-foot landscaped parkway will be constructed adjacent to the street edge. A five-foot sidewalk will abut the landscaped parkway and separate the parkway from a required 20-foot landscaped setback on the adjacent property. Figure 4-2 illustrates these improvements. Figure 4-3 provides a plan view of the typical streetscape with no deceleration lane.

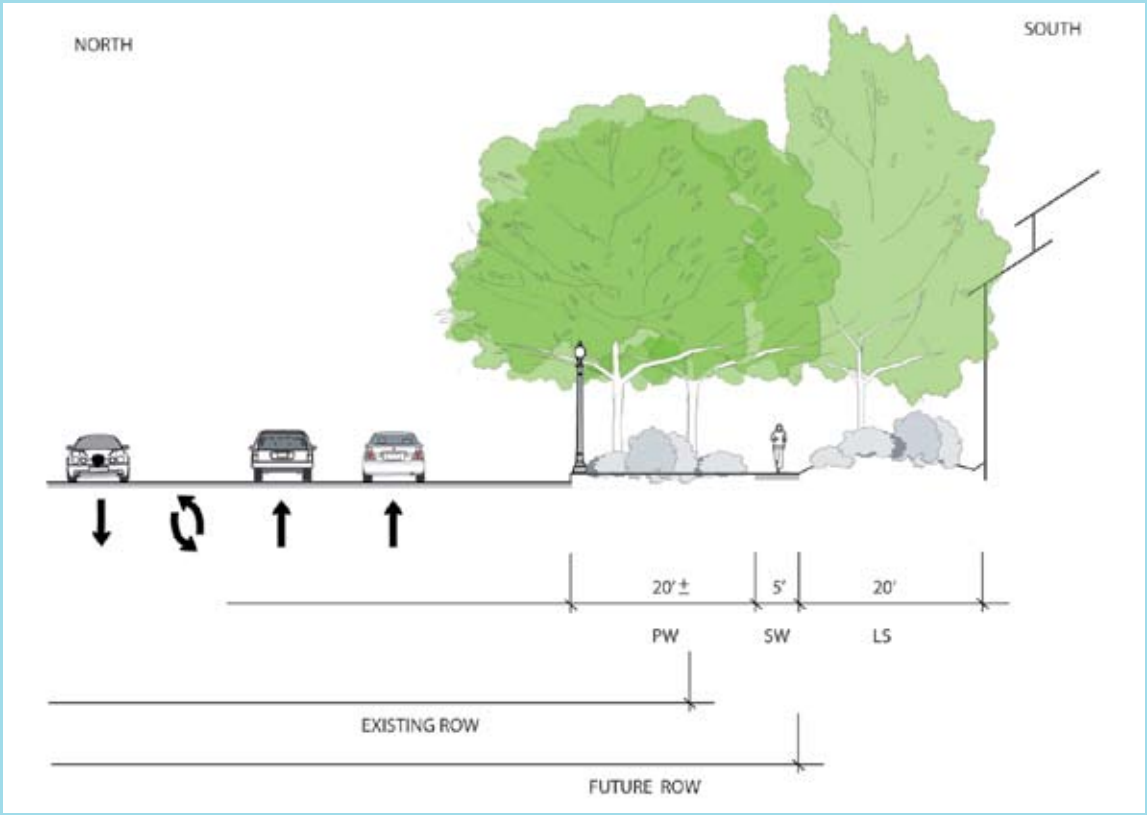


FIGURE 4-2 PHASE 1 IMPROVEMENTS FROM C STREET TO E STREET WITH NO DECELERATION LANE

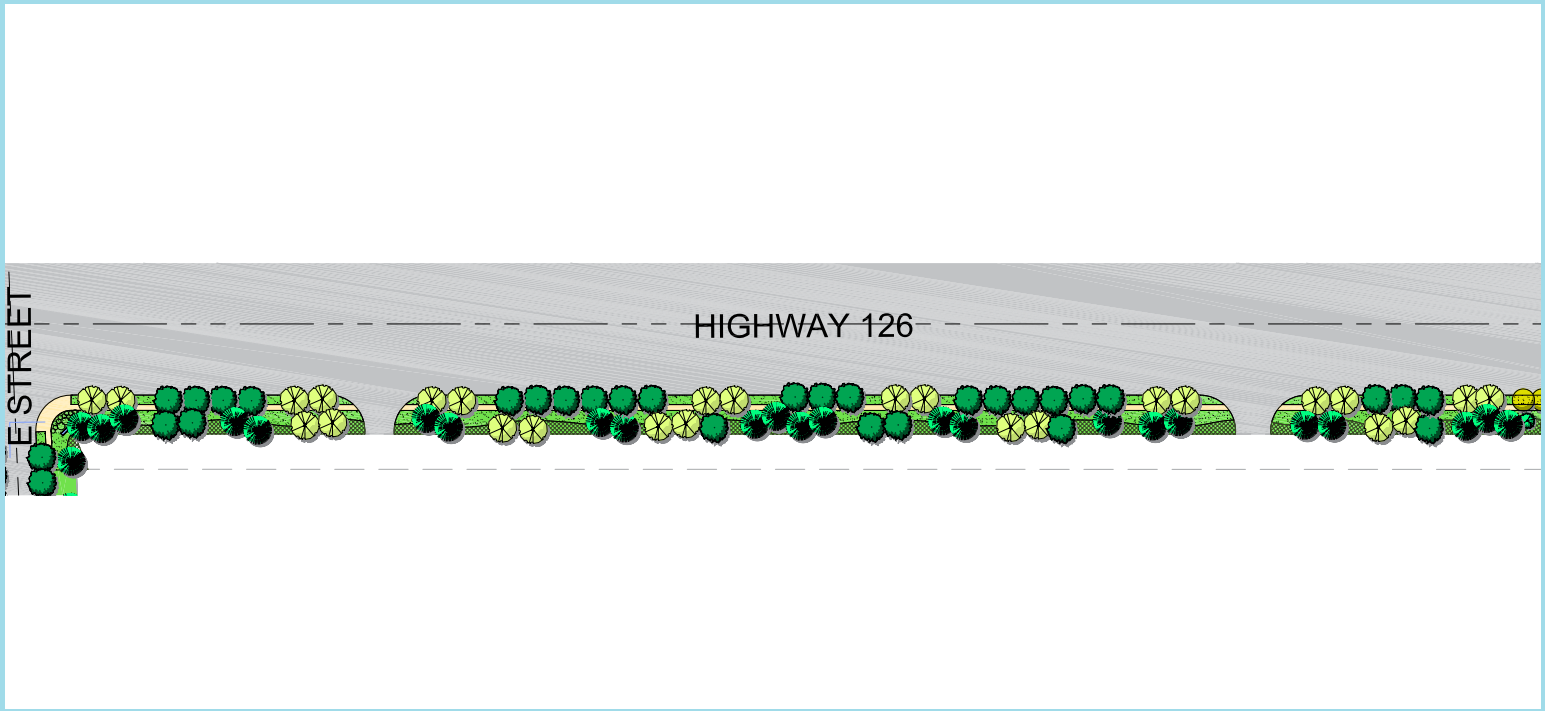


FIGURE 4-3 PLAN VIEW OF TYPICAL STREETSCAPE ALONG HIGHWAY 126 WITH NO DECELERATION LANE

Phase 1 - E Street to Sespe Creek with No Deceleration Lane

In Phase 1, on the portion of Highway 126 from E Street to Sespe Creek that does not have a deceleration lane, a 20-foot landscaped parkway will be constructed adjacent to the street edge. This area will be required as an easement. A sloped bank will be created that culminates in a small retaining wall to accommodate the grade change. Additionally, 20 feet of landscaped setback area will be required on the adjacent property. Sidewalk improvements are not prescribed west of E Street due to minimal foreseeable need. Figure 4-4 illustrates these improvements.

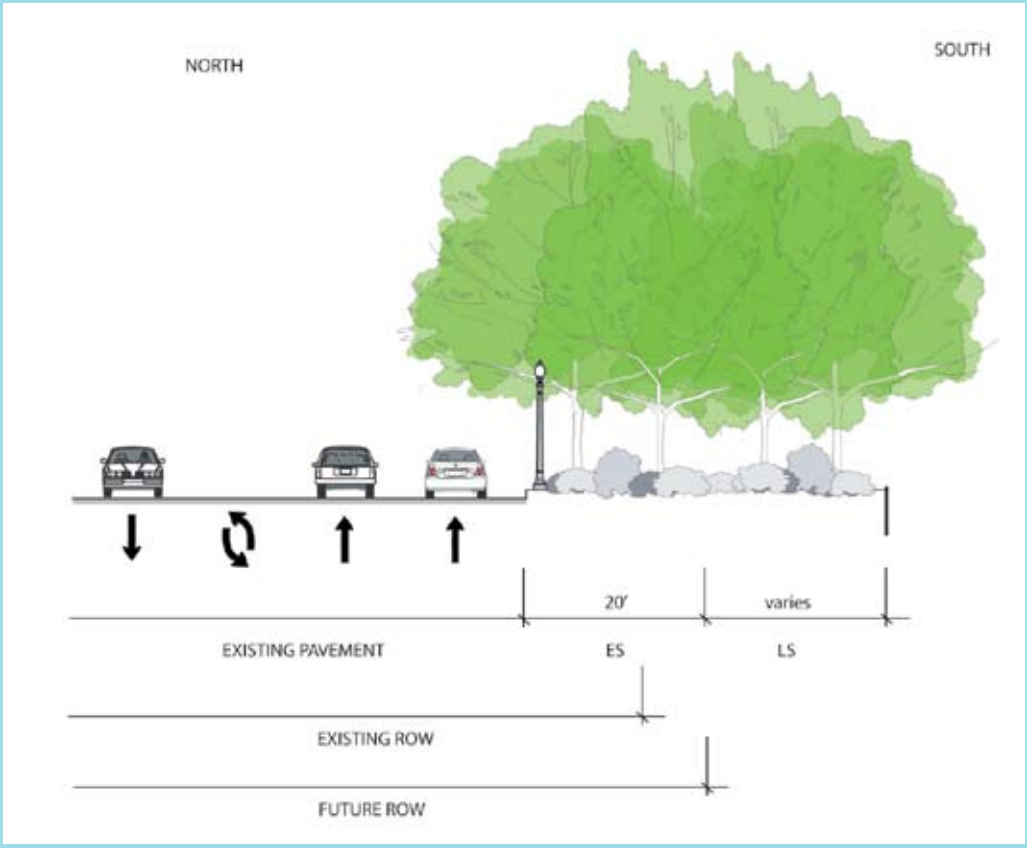


FIGURE 4-4 PHASE 1 IMPROVEMENTS FROM E STREET TO SESPE CREEK WITH NO DECELERATION LANE

Phase 1 - C Street to E Street with Deceleration Lane

On the eastbound side of Highway 126, within 250 feet of the intersections with C Street and D Street, deceleration lanes will be constructed to provide a right-turn lane into the business park. The deceleration lane will be 12 feet wide. An eight-foot landscaped parkway will be constructed adjacent to the deceleration lane. A five-foot sidewalk will abut the landscaped parkway. A 20-foot landscaped setback will be required between the sidewalk and any buildings or parking areas within the Plan Area. Figure 4-5 illustrates these improvements.

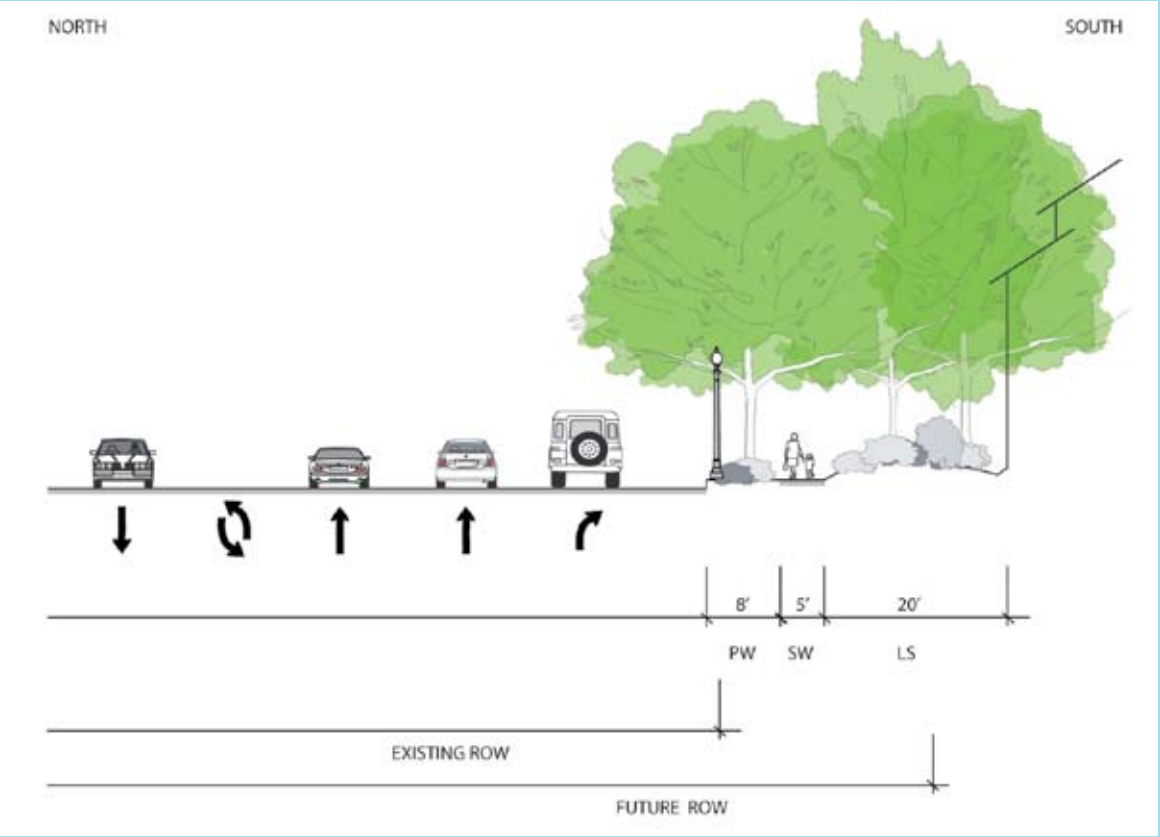


FIGURE 4-5 PHASE 1 IMPROVEMENTS FROM C STREET TO E STREET WITH DECELERATION LANE

Phase 1 - E Street to Sespe Creek with Deceleration Lane

On the eastbound side of Highway 126, within 250 feet of the intersection with E Street, a deceleration lane will be constructed to provide a right-turn lane into the business park. The deceleration lane will be 12 feet wide. A 4-foot landscaped parkway will be constructed adjacent to the deceleration lane. An additional 20-foot landscaped setback will be required on the adjacent property. Sidewalk improvements are not prescribed west of E Street due to minimal foreseeable need. Figure 4-6 illustrates these improvements.

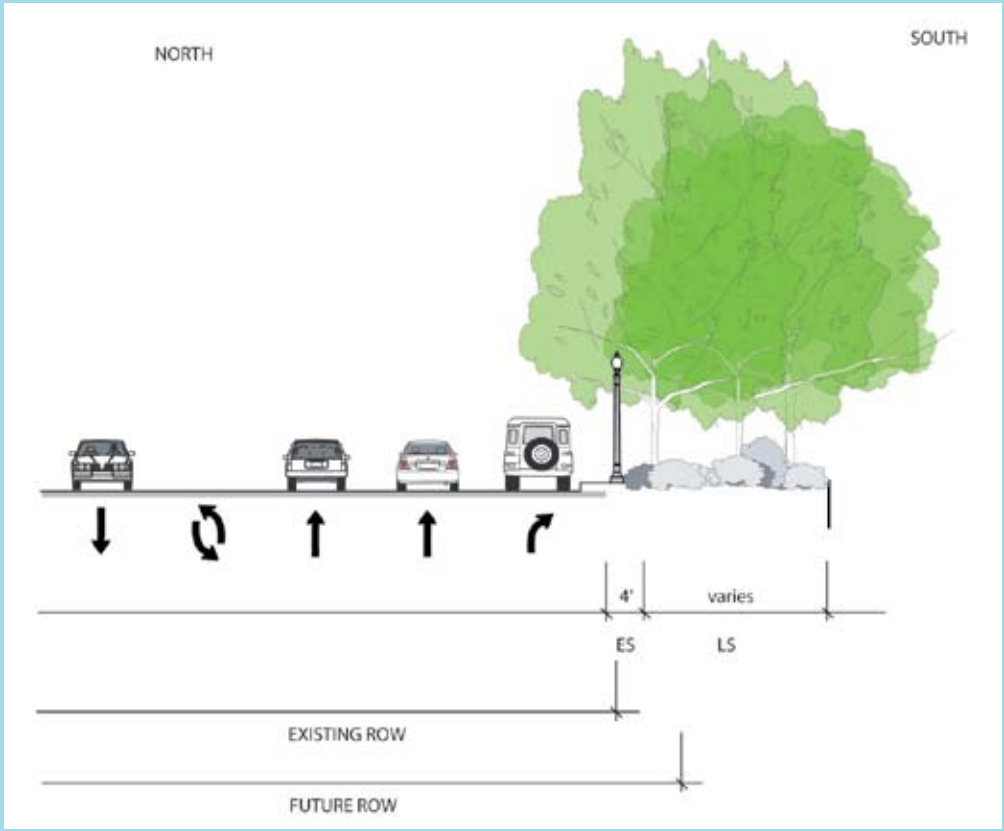


FIGURE 4-6 PHASE 1 IMPROVEMENTS FROM E STREET TO SESPE CREEK WITH DECELERATION LANE

Phase 2 - C Street to E Street with No Deceleration Lane

In Phase 2, an additional lane of traffic will be constructed from C Street to E Street where there is no deceleration lane; the landscaped parkway will be reduced to eight feet upon construction of the new lane. The 5-foot sidewalk and 20-foot landscaped setback area will remain unchanged. Figure 4-7 illustrates these improvements.

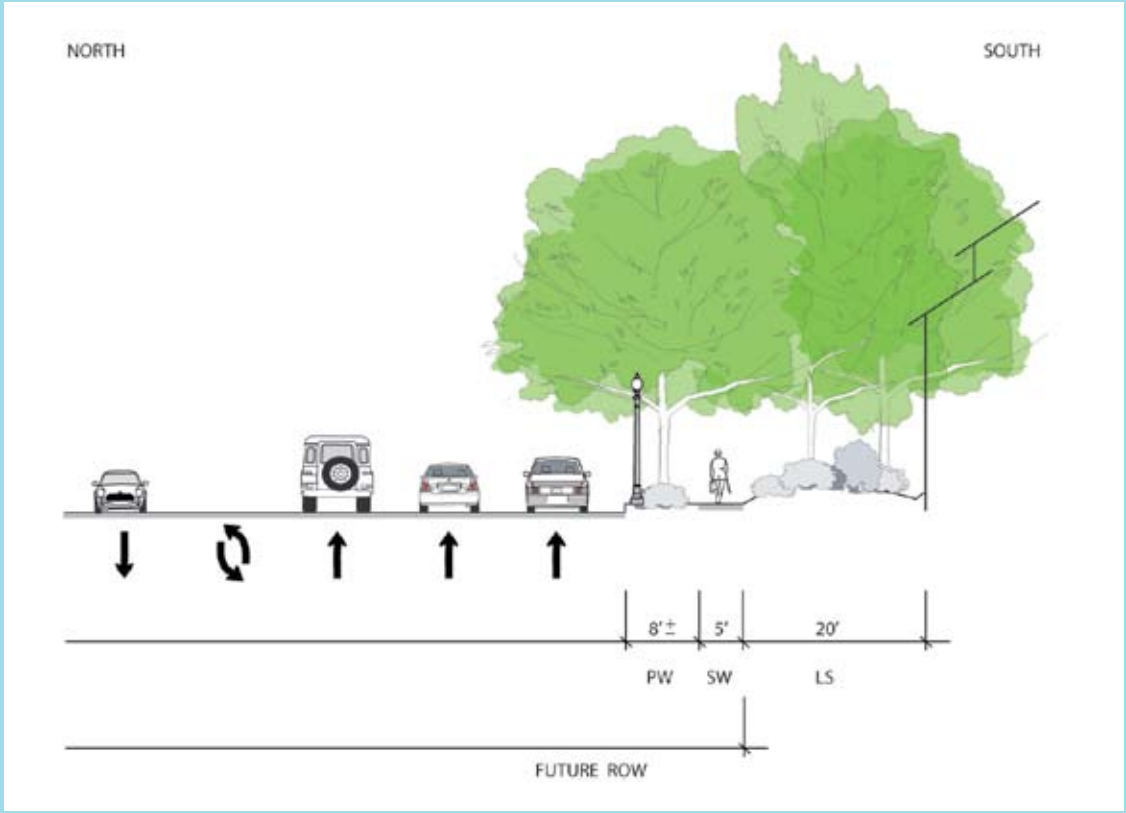


FIGURE 4-7 PHASE 2 IMPROVEMENTS FROM C STREET TO E STREET WITH NO DECELERATION LANE

Phase 2 - E Street to Sespe Creek with No Deceleration Lane

In Phase 2, a new travel lane will be added from E Street to Sespe Creek where there is no deceleration lane. The landscaped parkway will be reduced to eight-feet with the addition of the new travel lane. The 20-foot required landscaped setback area will remain the same. Figure 4-8 illustrates these improvements.

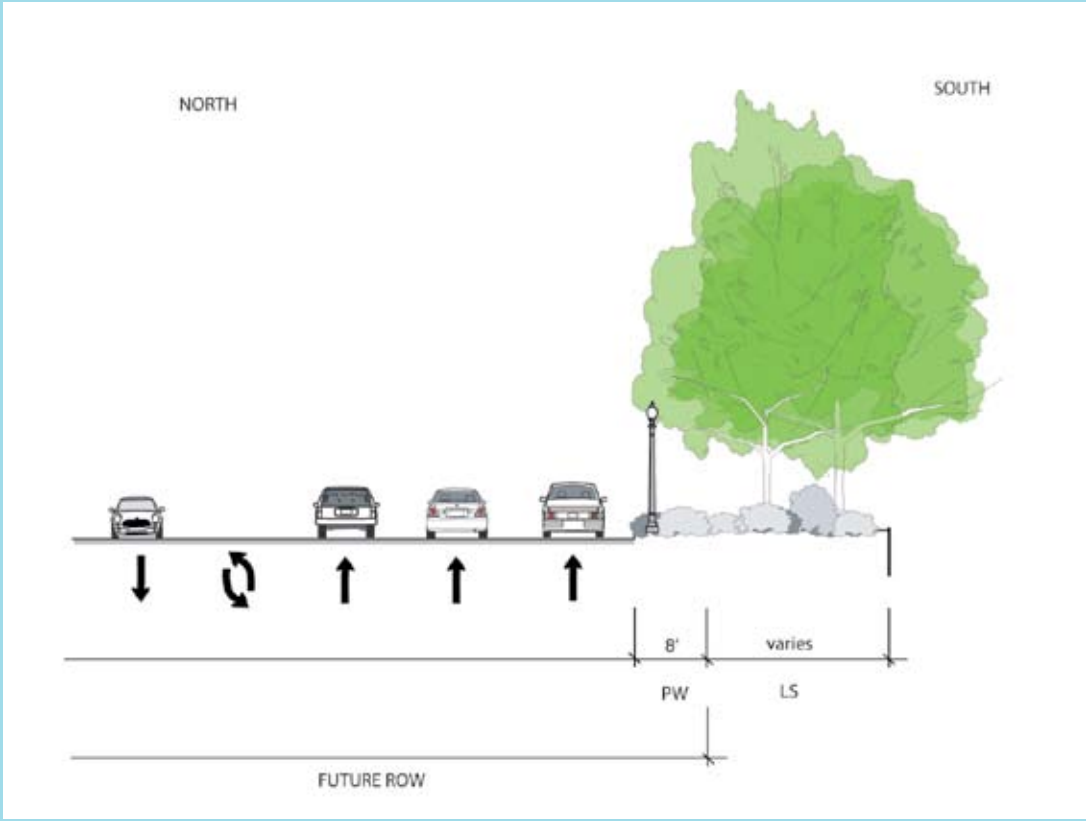


FIGURE 4-8 PHASE 2 IMPROVEMENTS FROM E STREET TO SESPE CREEK WITH NO DECELERATION LANE

Phase 2 - C Street to E Street with Deceleration Lane

In Phase 2, with the addition of the new lane of traffic, deceleration lanes within the Plan Area along Highway 126 will be relocated 12 feet to the south. Between C Street and E Street, the landscaped parkway and sidewalk constructed during Phase 1 that is adjacent to the section of street with the deceleration lane will be removed and reconstructed 12-feet further to the south. The landscaped setback area will be reduced from 20 feet to 8 feet to accommodate the new lane of traffic. Figure 4-9 illustrates these improvements.

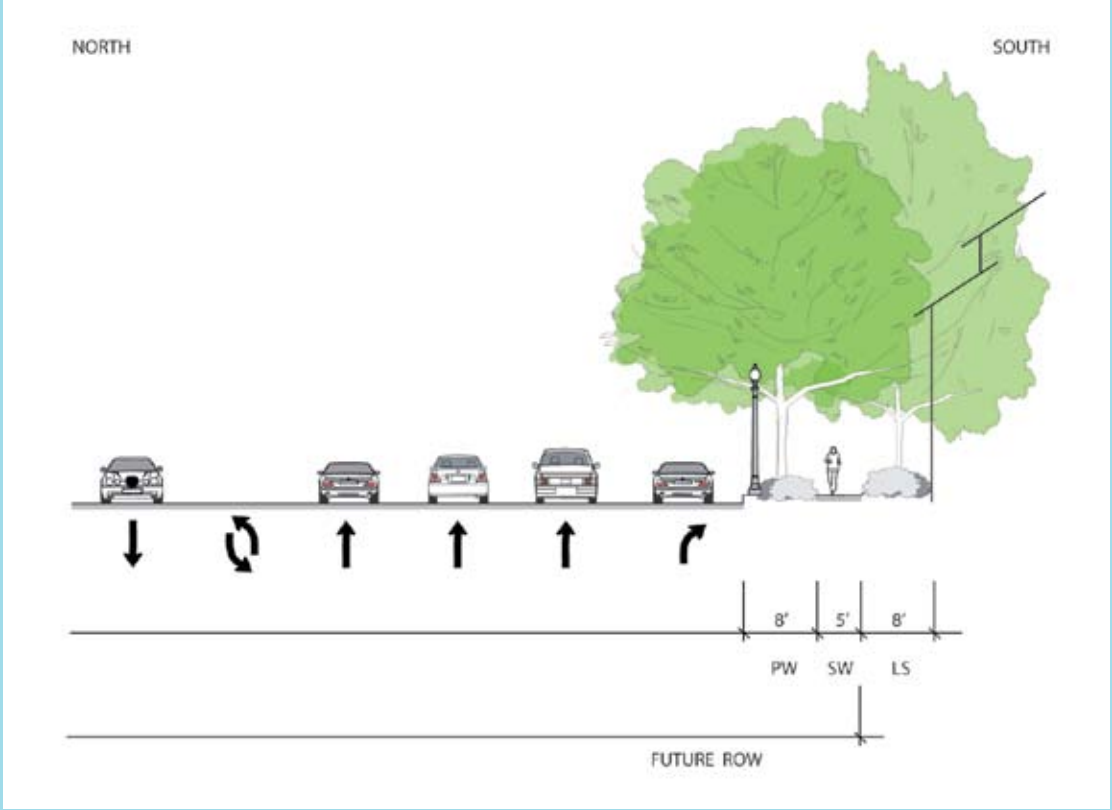


FIGURE 4-9 PHASE 2 IMPROVEMENTS FROM C STREET TO E STREET WITH DECELERATION LANE

Phase 2 - E Street to Sespe Creek with Deceleration Lane

In Phase 2, with the addition of the new lane of traffic, the deceleration lane for a right-turn into the business park at E Street will be relocated 12 feet to the south. For the section of the street with a deceleration lane, the landscaped setback required will be reduced from 20 feet to 8 feet to accommodate the new lane of traffic. Figure 4-10 illustrates these improvements.

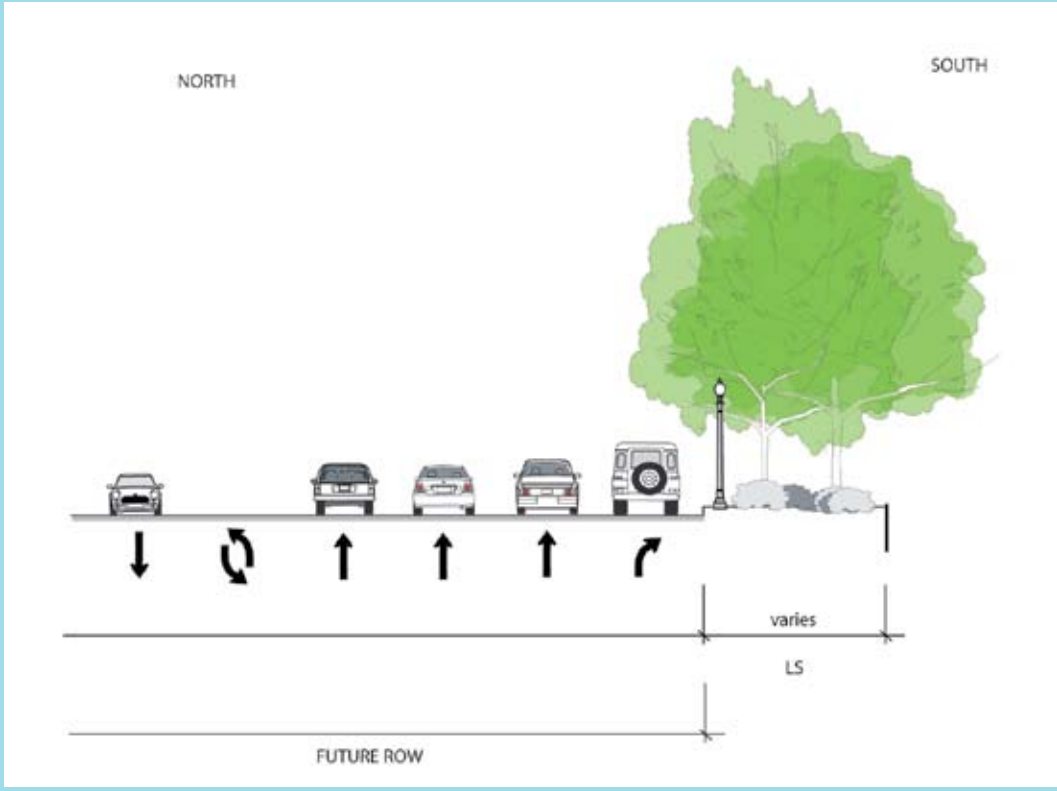


FIGURE 4-10 PHASE 2 IMPROVEMENTS FROM E STREET TO SESPE CREEK WITH DECELERATION LANE

River Street

Two conditions exist for River Street: improvements from C Street to D Street and improvements from D Street to the Water Recycling Plant. In both conditions, River Street will have a 60-foot right-of-way; there will be 38 feet of paving, measured curb to curb, with one 12-foot travel lane in each direction.

Between D Street and C Street, River Street borders the Plan Area to the north and the proposed community park to the south. Figure 4-11 illustrates the conditions of River Street in this segment. On the north side of the street adjacent to the Plan Area, edge of street conditions will include an 8-foot landscaped parkway adjacent to the roadway and a 5-foot sidewalk, which could have a meandering design for variety along the streetscape. Fifteen feet of landscaped setback will be required between the sidewalk and any buildings or parking areas. The south side of River Street adjacent to the community park will feature diagonal parking, a portion of which will be outside of the street right-of-way on the community park property. Figure 4-12 provides a plan view of the streetscape along River Street between C Street and D Street.

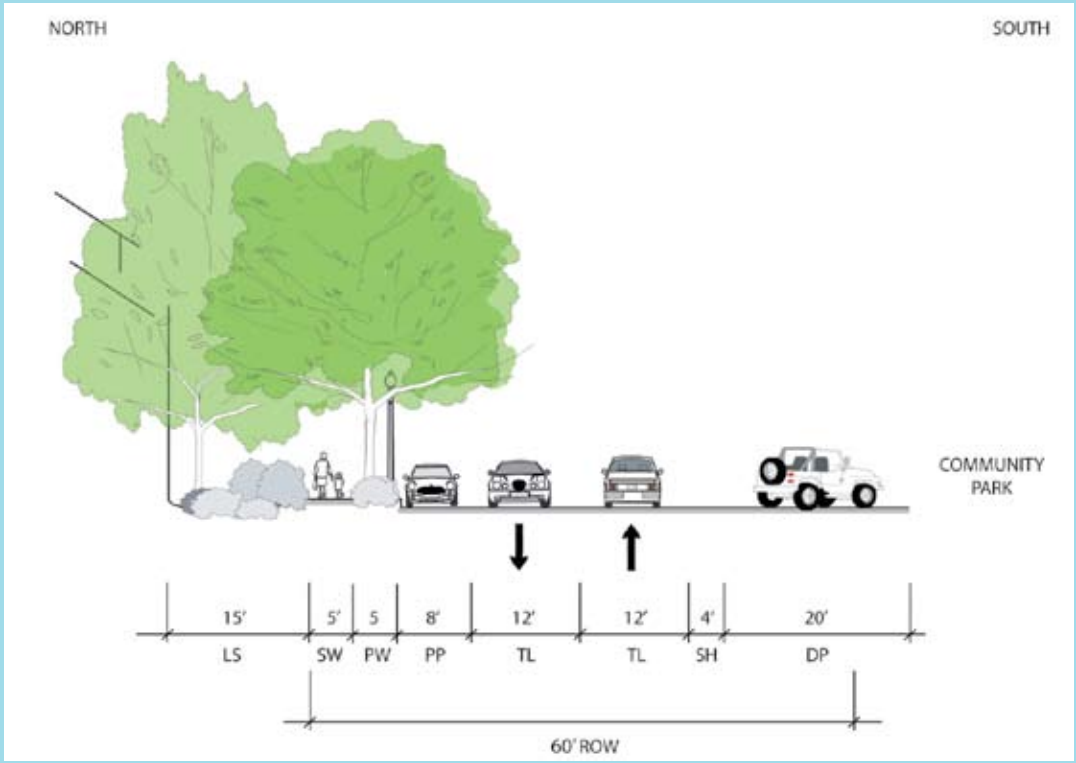


FIGURE 4-11 RIVER STREET FROM C STREET TO D STREET

FIGURE 4-12 PLAN VIEW OF STREETSCAPE ALONG RIVER STREET BETWEEN C STREET AND D STREET

River Street between D Street and the Water Recycling Plant is illustrated in Figure 4-13. Between the Water Recycling Plant and D Street, the north side of the street will have a 15-foot landscaped setback that will include a 5-foot utility easement adjacent to the sidewalk. A 0.5-foot curb face will separate the 15-foot landscaped parkway from the pavement area. The south side of the street will feature an 11.5-foot landscaped parkway that will separate the street from a 10-foot multi-use pathway. The multi-use path will be shared by pedestrians and bicyclists and could be constructed with a meandering design for variety along the streetscape and to provide interest for the pedestrian. On either side of the 60-foot right-of-way, a 15-foot landscaped setback is required. Buildings and/or parking areas may abut but not encroach into the edge of the landscaped setback.

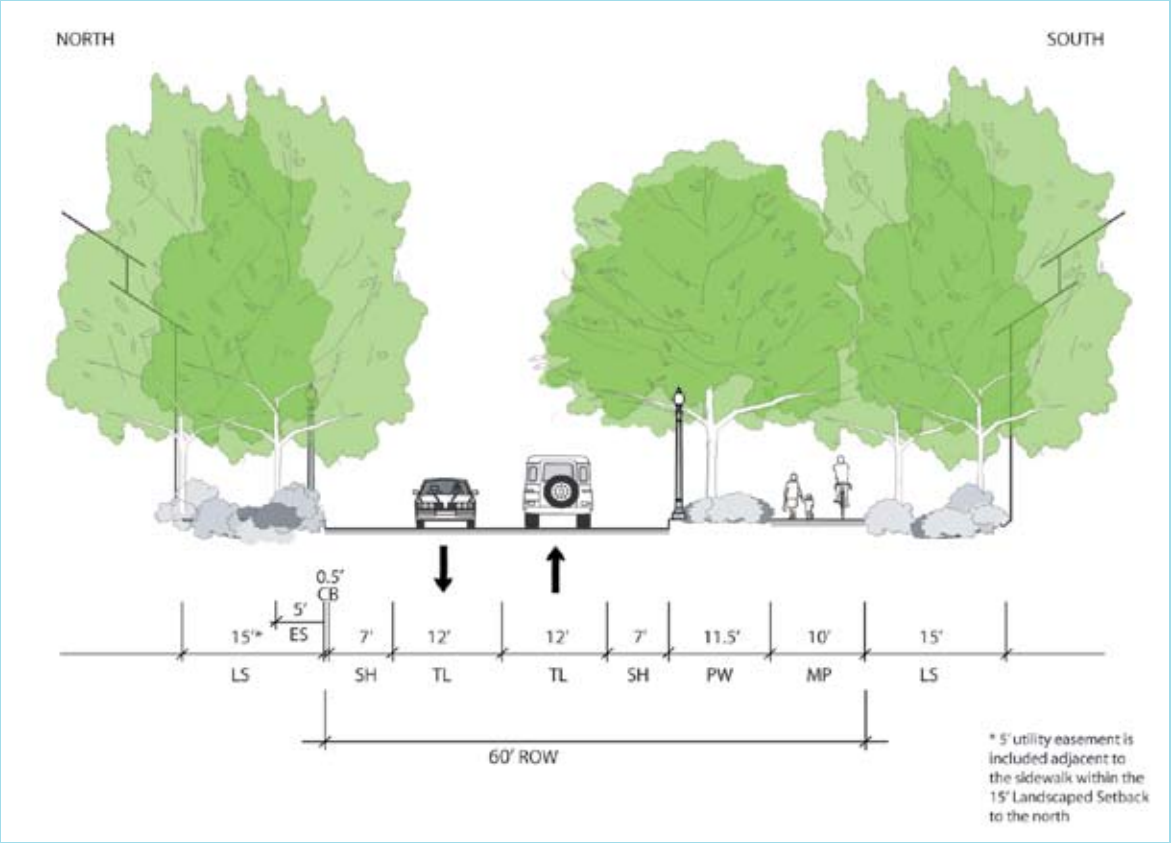


FIGURE 4-13 RIVER STREET FROM D STREET TO WATER RECYCLING PLANT

C Street, D Street, and E Street

C Street, D Street, and E Street will all be improved with similar conditions and are illustrated in Figure 4-14. Each street will have a 60-foot right-of-way with 34 feet of pavement, measured curb to curb. The streets will feature a 12-foot travel lane in each direction bordered by a 5-foot paved shoulder on each side. Both sides of the street will include an eight-foot landscaped parkway that separates the street from a five-foot sidewalk. Meandering sidewalks could be considered for variety along the streetscape and to provide interest for the pedestrian.

Within the Plan Area, a 15-foot landscaped setback will be required from the edge of the sidewalk. Buildings and/or parking areas may abut, but not encroach into, the landscaped setback.

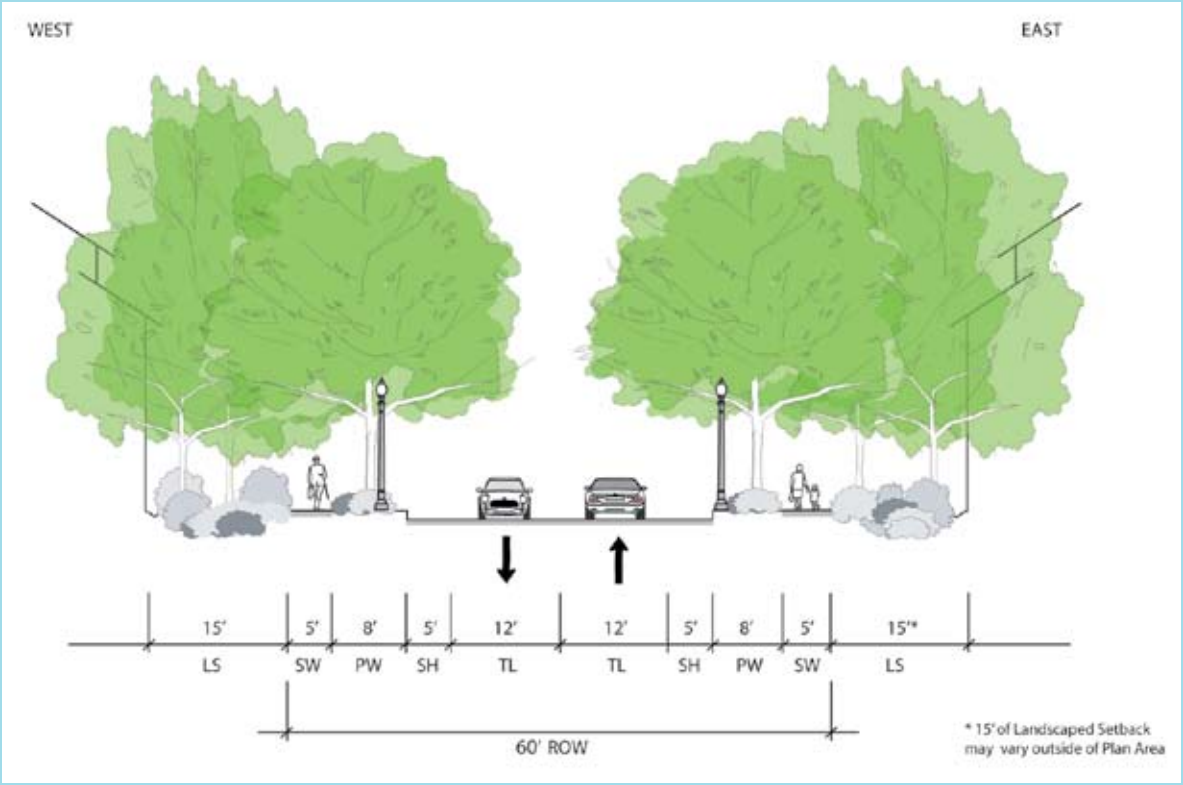


FIGURE 4-14 C STREET, D STREET, AND E STREET

Along C Street between Highway 126 and River Street, as well as along D Street south of River Street, the east side of the street is not within the Plan Area. A church site sits on the east side of C Street while the eastern edge of D Street south of River Street borders the community park. These sections of street bordering areas not within the Plan Area will not require the landscaped setback.

A plan view of D Street between Highway 126 and River Street is illustrated in Figure 4-15 and shows the typical streetscape conditions for C Street, D Street, and E Street. Exact lane configurations are subject to traffic mitigation measures as approved for the Master Plan.

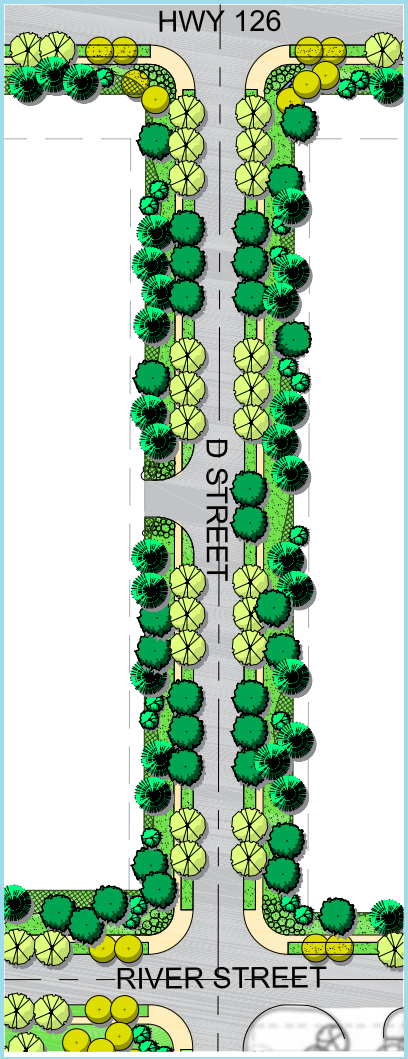


FIGURE 4-15 PLAN VIEW OF TYPICAL C STREET, D STREET, AND E STREET

Additional Circulation Improvements

Alleys

In addition to improvements to the public streets within the Plan Area, potential exists for private alleys to provide additional access within individual parcels. While the use of internal alleys is strongly encouraged for individual parcels, the location of alleyways is left to the discretion of the property developer.

Bicycle Facilities

Bicycle facilities will run adjacent to and through the Plan Area as part of a larger network of trails for the City. All bicycle facilities for the Plan Area are shown in Figure 4-16.

A multi-use pathway for both bicyclists and pedestrians is proposed along River Street from the Sespe Creek Levee to D Street. Along D Street south of River Street, a bike path will be included within the community park to the east of the Plan Area. A combination bicycle and pedestrian trail is also proposed for the Sespe Creek Levee and the Santa Clara River Levee.

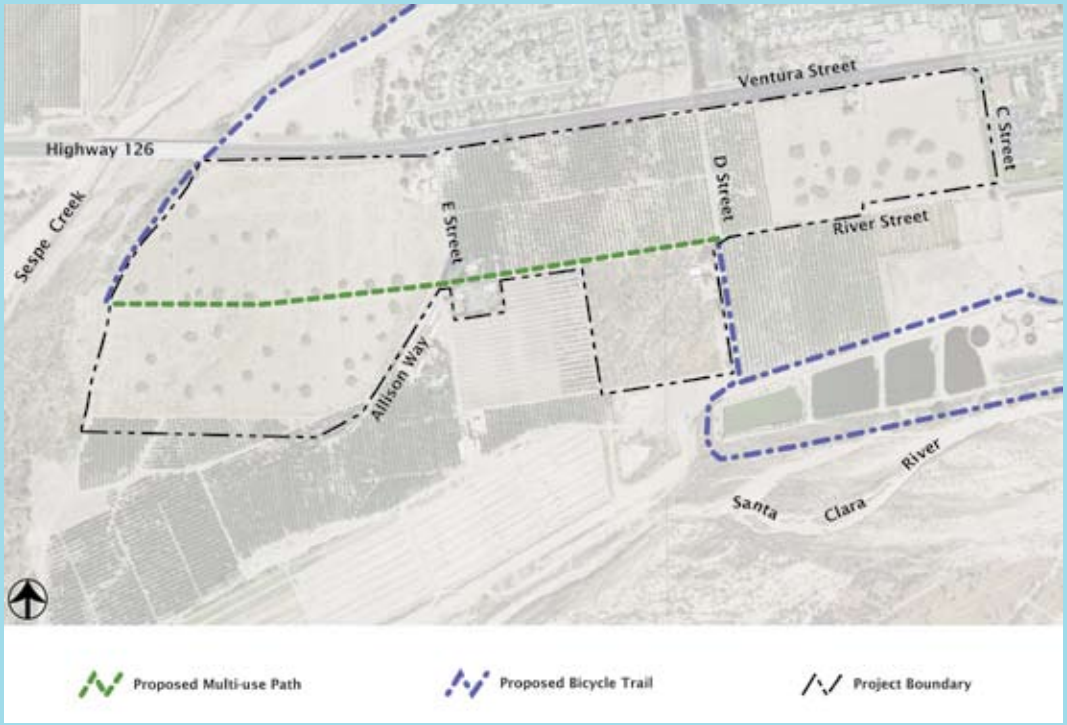


FIGURE 4-16 BICYCLE FACILITIES WITHIN THE PLAN AREA

Stoplights

Traffic control measures for the Plan Area include the addition of stoplights at the intersection of Highway 126 and D Street and at the intersection of Highway 126 and E Street. The existing stoplight at the intersection of Highway 126 and C Street will also require modification.

Intersection Design

Intersections will be accent points within the Plan Area, as illustrated in Figure 4-17. Curbs will be ADA accessible.

As large truck traffic is expected throughout the Plan Area, provisions will be made in intersection design to accommodate the necessary turning radii of these vehicles. A minimum turning radius of 50 feet is recommended for a semi-trailer and tractor 55 feet in length.

To the east of the Plan Area, River Street continues into the City of Fillmore through a mostly residential area. To preserve the existing nature of this area, signs will indicate that large trucks are prohibited from continuing east along River Street. Enforcement of this policy will be an essential measure for success.

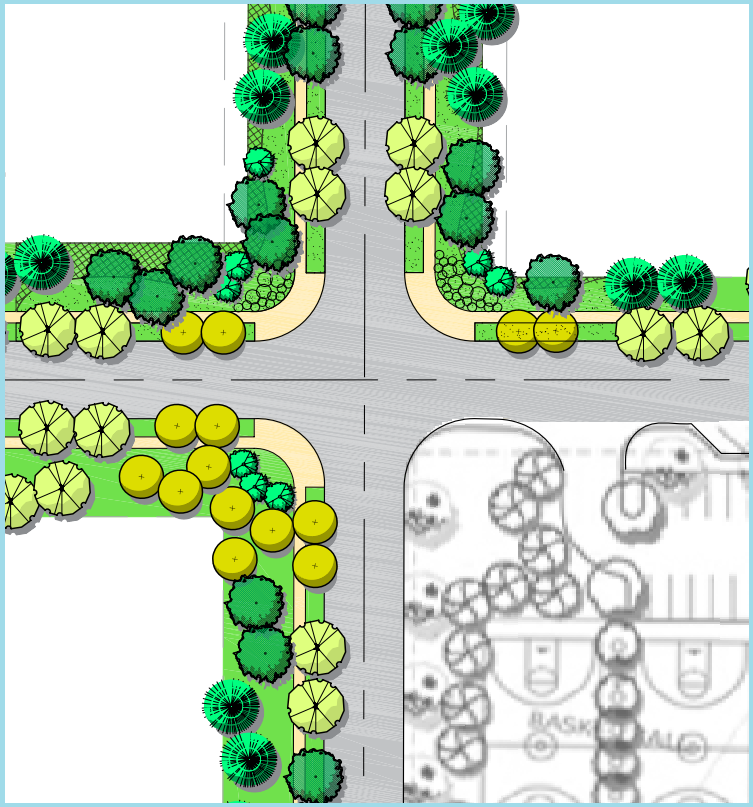


FIGURE 4-17 TYPICAL INTERSECTION TREATMENT

4.3 LANDSCAPING

Landscaping within the Plan Area will create a lush green environment that softens the expanses of buildings and parking. Landscaping elements include street trees; setback trees, shrubs, and groundcover; shrubbery at the base of buildings; and accent elements. The Landscaping Matrix, shown in Figure 4-18, specifies the type and size of landscaping, as well as the appropriate location for each landscaping element.

The location of the Water Recycling Plant within the Plan Area allows for convenient use of recycled water for landscape irrigation. The abundance of treated water from the Water Recycling Plant allows for the use of all types of landscaping rather than focusing on drought-tolerant varieties.

FREMONT COTTONWOOD

SOUTHERN MAGNOLIA

CALIFORNIA SYCAMORE

Landscaping Type	Common Name	Botanical Name	Size	Hwy 126		River Street		C, D, & E Streets		Base of Building	Accent Plantings
				Landscaped Parkway	Landscaped Setback	Landscaped Parkway	Landscaped Setback	Landscaped Parkway	Landscaped Setback		
Trees											
	American Linden, Basswood	Tilia americana	24" box				X		X		
	California sycamore	Platanus racemosa	36" box		X		X		X		
	Chinese Pistache	Pistacia chinensis	24" box	X		X	X	X	X		
	Coast Live Oak	Quercus agrifolia	36" box		X		X		X		
	Dawn Redwood	Sequoia sempervirens	24" box		X		X		X		
	Fremont Cottonwood	Populus fremontii	24" box		X		X		X		
	Holly Oak	Quercus ilex	36" box	X		X	X	X	X		
	Incense Cedar	Calocedrus decurrens	24" box		X		X		X		
	London Plane Tree	Platanus x acerfolia	36" box	X		X	X	X	X		
	Raywood Ash	Fraxinus oxycarpa	24" box				X		X		
	Southern Magnolia	Magnolia grandiflora	24" box	X		X	X	X	X		
	Western Red Cedar	Thuja plicata	24" box		X		X		X		
	White Alder	Alnus rhombifolia	24" box		X		X		X		
Shrubs											
	Autumn Sage	Salvia greggio	5 gal	X	X	X	X	X	X		
	Ceanothus	Ceanothus grisous horizantalis	5 gal		X		X		X		
	Coast Rosemary	Westringia fruiticosa	5 gal	X	X	X	X	X	X		X
	Coffeeberry	Rhamnus californica 'Eve Case'	5 gal		X		X		X		
	Creeping Mahonia	Mahonia repens	5 gal	X	X	X	X	X	X	X	
	French Lavender	Lavandula detutata	5 gal	X	X	X		X		X	X
	Iris	Irsis douglosonia	5 gal	X	X	X	X	X	X	X	X
	Rock Cotoneaster	Cotoneaster	5 gal		X	X	X	X	X		
	Sonoma Manzanita	Arotostaphylos densiflora 'Howard McMinn'	5 gal	X	X	X	X	X	X	X	
	Toyon	Heteromeles arbutifolia	5 gal	X	X	X	X	X	X		
	Yellow Kangaroo Paw	Anigozanthos flavidus	5 gal	X		X	X	X	X		X
Ornamental Grass											
	Blue-Silver Fescue	Festuca Cinerea 'Blausilber'	1 gal	X		X		X			X
	Foerster's Feather Reed Grass	Calamagrostis arundinacea 'Karl Foerster'	1 gal	X	X		X		X		X
	Japanese Blood Grass	Imperata cylindrica 'Rubra'	1 gal	X		X		X			X
	Maidon Grass	Miscanthus sinensis 'Gracillimus'	1 gal		X		X		X	X	
	Mexican Feather Grass	Stipa tenuissima	1 gal	X	X	X		X		X	X
Turf Grass											
	Medallion			X	X	X	X	X	X	X	X

FIGURE 4-18 LANDSCAPING MATRIX

FRENCH LAVENDER

CEANOTHUS

TOYON

BLUE-SILVER FESCUE

JAPANESE BLOOD GRASS

MEXICAN FEATHER GRASS

4.4 STREETSCAPE ELEMENTS

Streetscape elements will include prominent and frequent items, such as benches, trash receptacles, bollards, and street lights, as well as less frequently placed elements, such as bike racks, newspaper racks, potted planters, and potential bus shelters. Selected furnishings are shown below; the Streetscape Elements Matrix, shown in Figure 4-19, summarizes the recommended products and details appropriate locations for each element.

Streetscape Element	Manufacturer	Model	Color	Location
Street Lights (Luminaire)	King Luminaire	K118-L	Black	1/150 feet
Street Lights (Pole)	Ameron	Coriscan	Black	1/150 feet
Benches	DuMor Site Furnishings	58	Black	At intersections and/or midblock
Trash Cans	Victor Stanley	S-35	Black	At intersections and/or midblock
Bollards	Sun Valley Lighting	B35C-CAP	Black	As needed
Bike Racks	Creative Pipe	Horseshoe 2-E-SS	Black	As needed in parking areas
Newspaper Racks	Central Machine and Welding	Custom Design	Black	At business entrances

FIGURE 4-19 STREETSCAPE ELEMENTS MATRIX

Street Lights

Street lights will stand approximately 18 feet tall to provide light along the roadway for vehicular traffic. The lights will be placed approximately 150 feet apart. The height and placement of the lights should also provide enough light to the sidewalk for pedestrians. Lights should be down-focused. The selected light fixture is the "Fillmorean" light used in other areas of the City.

Manufacturer:	**King Luminaire (Luminaire); Ameron (pole)**	
Model:	**Luminaire:**	**K118-L**
	Pole:	**Corsican**
Color:	**Black**	

STREET LIGHT

Benches

Benches will be placed at intersections and/or mid-block to provide convenient and attractive resting places along the street. The benches will be clustered with trash cans. The benches continue the theme found in the City's Central Park. The side panel of the benches shall have "City of Fillmore" cast into the panel in custom lettering.

Manufacturer: DuMor

Model: 58

Color: Black

BENCH

Trash Receptacles

Trash receptacles will be placed at intersections and/or mid-block crossings to provide multiple convenient waste disposal locations. The receptacles will be clustered with benches and at any future transit stop locations. The trash receptacles continue the theme found in the City's Central Park.

Manufacturer: Victor Stanley

Model: S-35

Color: Black

TRASH RECEPTACLE

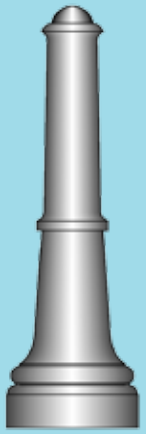
Bollards

Bollards will be used to direct traffic to appropriate areas and to prevent traffic from encroaching on areas of high pedestrian activity. Bollards can also be used to signal a change in activity and may be used to alert pedestrians to entries to loading and other service areas. The bollards continue the theme found in the City's Central Park.

Manufacturer: Sun Valley Lighting

Model: B35C-CAP

Color: black



BOLLARD

Bike Racks

Providing bike racks will encourage the use of alternative modes of transportation. Bike racks will be placed as needed in parking areas. The selected design is space saving and secure.

Manufacturer: Creative Pipe

Model: Horseshoe 2-E-SS

Color: Black

BIKE RACK

Newspaper Racks

Consolidated newspaper racks designed to distribute multiple publications will be in both public and private locations. These features are decorative and reduce visual clutter. The newspaper racks will be placed as needed at building entrances.

Manufacturer: Central Machine and Welding (Santa Barbara, CA) or approved equal

Model: Custom Design

Color: Black

NEWSPAPER RACK

4.5 Signs

Public wayfinding and site identification and directional signs are important elements of a project. The Plan Area's location offers a prime opportunity to capitalize upon the entrance into the City of Fillmore along Highway 126 by placing a City gateway marker at the northwest corner of the site. In addition to the City gateway, several smaller gateways will provide project identification for the business park development. Directional and information signs, as well as street signs, will provide aid when navigating the Plan Area. Gateway locations are shown on the map in Figure 4-20.

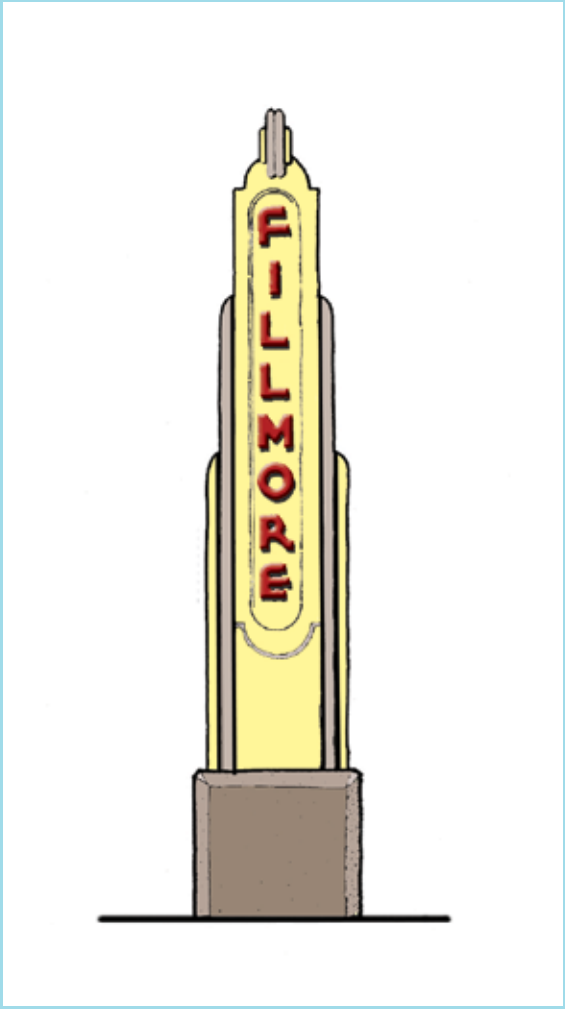
FIGURE 4-20 LOCATION OF GATEWAYS

City Gateway

The City of Fillmore currently lacks an identifying entry marker when entering the City from the west along Highway 126. The location of the business park at this point provides an area to develop a significant gateway monument that denotes arrival into the City. Design inspiration for the City gateway monument was taken from the historic downtown Fillmore sign located at the intersection of Highway 126 with C Street and utilizes an Art Deco/Streamline Moderne theme. Steep topography in the northwest corner of the Plan Area dictates a vertical monument design. The monument design will be grand in scale and should be placed on both sides of the street.

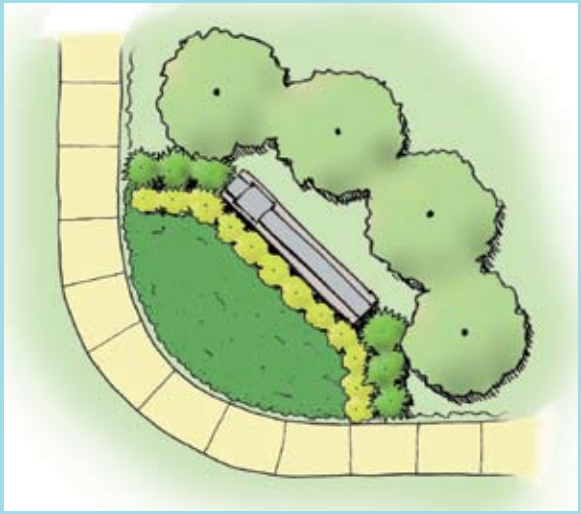
The city gateway will have a cast-in-place concrete base, with the upper portion being a steel frame clad in heavy gauge sheet metal. The sheet metal should be porcelain enameled for lifetime durability. The letters will be a different color from the sign background and will be neon lit. Other areas of the sign may also be accented with neon.

HISTORIC DOWNTOWN FILLMORE SIGN



CITY GATEWAY MONUMENT

PROPOSED BUSINESS PARK GATEWAY



PLAN VIEW OF PROPOSED BUSINESS PARK GATEWAY

Business Park Gateways

Four business park gateways signify entry into the Plan Area. These gateway entry monuments for the site are smaller in scale than the City gateway. The business park gateways are located at the major points of entry into the Plan Area, at the intersections of Highway 126 with C Street, D Street, and E Street and at the intersection of River Street and C Street.

The business park sign will be cast-in-place concrete, with a light cream color sandblast finish. The "Fillmore" text can be cast relief of the same or a different color, neon letters, tile, or metal. The "Business Park" text should be a very dark color coated metal, offset from the wall about one to two inches, and backlit.

Information Signs

Information signs provide helpful directions and identify key locations for newcomers to the Plan Area. Several informational signs are currently identified for the Plan Area. At the intersection of C Street and River Street, a sign will inform drivers that large trucks are not allowed along River Street to the east of the Plan Area, to prevent disruption of local neighborhoods with through traffic from these larger vehicles. Information signs will also denote the location of the community park and the Water Recycling Plant.

Street Signs

Street signs provide wayfinding and navigating information. Street signs within the Plan Area should match the City of Fillmore standard for street signs in terms of color and design.

EXAMPLE STREET SIGN

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CHAPTER 5
ADMINISTRATION

5.1 Document Authority

This Master Plan serves as a policy and regulatory document for the Plan Area. Master plans give the community greater assurance and certainty about the future direction that development will take.

All proposals within the boundaries of this Plan Area must be consistent with this Master Plan before moving forward in the process. Each proposal, upon being deemed complete, will be measured against the provisions of this Master Plan.

The General Plan sets the foundation for the Master Plan. As described in Chapter 2 – Project Setting, the Master Plan is consistent with the goals and objectives of the General Plan. The goals and policies of the General Plan that this Master Plan is intended to implement are listed in section 2.3 Relationship to the City of Fillmore General Plan. The business park was envisioned in the General Plan to provide an attractive campus-like setting that will draw quality businesses and increase local employment opportunities. One adjustment to General Plan policies is recommended in section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance; a modification of the maximum floor area ratio from 0.25 to 0.45 is suggested.

5.2 Master Plan Project Review

The use of the checklists found in the Appendices will help project proposers determine general compliance with the General Plan, Zoning Ordinance, and Master Plan. In addition, applicants may request a pre-screening review by City Council.

Review Process

The following process applies to all properties, actions, and applications within the Plan Area.

Step 1: Pre-Submittal Meeting

Potential applicants should meet with City Planning Staff to verify how the Master Plan applies to the subject property and to clarify and/or answer questions of the potential applicant. Potential applicants are encouraged to consult with City Planning Staff regarding proposed designs, of sites and buildings, prior to submittal of a Development Permit Application and the corresponding fee deposits.

Step 2: Submittal of Permit Application Code Section 6.04.66 (Development Permit)

Application submittals shall be in accordance with existing Zoning Ordinance requirements including Section 6.04.78 Applications and Fees and standard submittal requirements. As directed by the City Council, processing of a stand alone tentative tract map/tentative parcel map may be allowed pursuant to the modified Zoning Ordinance criteria recommended in section 2.5 Recommendations for Changes to the General Plan and Zoning Ordinance of this Master Plan.

Once the plans are deemed consistent with the Master Plan, the plans may be refined and submitted for review and processing by the Community Development Department, or, additionally, such designs will require architectural floor plans, exterior elevations, colors, and materials for review per the Master Plan.

Step 3: Staff Review Committee (SRC) Review of Application

The Staff Review Committee (SRC) shall review all applications and provide comments and conditions for preparation of a response to the applicant and shall determine the appropriate California Environmental Quality Act (CEQA) clearance.

In the event that the application is fully consistent with the applicable Master Plan provisions, the application shall be prepared for presentation to, and action by, the Planning Commission. Applications involving tentative maps shall require presentation to, and action by, the City Council.

In the event that the application is not fully consistent with the applicable Master Plan provisions, the applicant shall be informed in writing as to the specific reasons and be given the opportunity to address the item(s). Upon resubmittal, the SRC shall review the application of the outstanding item(s).

Step 4: Planning Commission Public Hearing

The City Planning Staff shall prepare a report summarizing the proposed development and provide a recommendation to the Planning Commission for consideration and action. Upon consideration, the Planning Commission shall either continue the matter for more information, recommend that the City Council deny the application due to reasons stated at the hearing, or recommend that the City Council approve the application based on information provided.

Staff decision can be appealed to the Planning Commission, and Planning Commission decision can be appealed to the City Council, pursuant to Section 6.04.80 of the Zoning Ordinance.

Step 5: Post Public Hearing

For approved applications, the applicant is able to prepare more detailed plans per the documents approved by the City Council to submit plans for recordation of the final map and for building permit issuance.

5.3 Variances and Master Plan Amendments

For relief from the Master Plan provisions, two types of variances are to be processed: Minor Variances and Major Variances.

Minor Variances

This type of variance permits a practice that is not consistent with a specific provision of this Master Plan but that is justified by the Master Plan's intent or by hardship. These variances are granted administratively and may not provide more than 10% relief from the applicable provision. Examples include, but are not limited to, building setback, building height, and lot width.

Major Variances

This type of variance permits a practice that is not consistent with a provision nor the intent of this Master Plan. Exceptions shall be granted only by the City Council upon receiving a recommendation on the request by the Planning Commission and shall be limited to 20% of the applicable provision. Variances shall be reviewed and approved pursuant to Section 6.04.64 of the Zoning Ordinance.

Master Plan Amendments

Substantial exceptions, deviations, or modifications to Master Plan requirements beyond those issues described above as a Minor Variance or a Major Variance shall require an amendment to the Master Plan similar to the process outlined for Specific Plans in Section 6.04.72 of the Zoning Ordinance. Master Plan Amendments would require Planning Commission and City Council review and approval.

5.4 Multiple Permit Applications

Section 6.04.5005 of the Zoning Ordinance addresses this issue as follows:

> *An applicant for a development project that requires the filing of more than one land use permit application shall file all related permits concurrently, unless waived by the Director, and submit appropriate processing deposits/fees in compliance with 6.04.78 (Applications and Fees).*

Permit processing and environmental/design review shall be concurrent and the final decision on the project shall be made by the highest level of review authority. For example, a project requiring a Development Permit and Tentative Parcel Map shall be determined by the Planning Commission, while a project requiring a Development Permit, Tentative Tract Map, and General Plan Amendment shall ultimately be determined by the City Council.

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APPENDICES

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COMPOSITE SITE PLAN

MARCH 11, 2008

FIGURE A-1 COMPOSITE SITE PLAN

This composite site plan illustrates development plans under consideration at the time of Master Plan adoption. These development plans are subject to change and are provided for information only.

INFRASTRUCTURE IMPLEMENTATION PROGRAM

MARCH 11, 2008

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GENERAL PLAN CONSISTENCY MATRIX

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ZONING CONSISTENCY MATRIX

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MASTER PLAN CONSISTENCY MATRIX

MARCH 11, 2008

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