

APPENDIX

GLOSSARY

“Articulation”. Offsets, projections, recessed walls, windows, doors, etc. that provide variation to a building façade.

“Awning”. A roof-like cover made of fabric, over a door or window and attached to a building.

“Awning sign”. Any sign or graphic attached to, painted on, or applied to an awning or awning canopy.



“Banner”. Any piece of cloth or other flexible material used as a sign.

“Bike Hub Facility”. A bike hub facility is a facility that provides secure bicycle parking and related services and amenities at transit stops and other destinations. Bike hub facilities can include the following:

- Public bike racks
- Public tire pump
- Coin-operated lockers
- Public restrooms
- Benches and shade trees
- Cycling accessories for sale at rental concessions (encouraged)

“Billboard”. An off-premise sign which advertises a product or service.

“Bioretention cell”. A bioretention cell is a shallow excavated or natural depression designed to filter and store storm water.

“Character-defining features”. Character-defining features are the distinctive features that contribute to a resident’s or visitor’s special experience when traveling along the Corridor, historic or scenic highway, or other roadway. Character-defining features may include environmental, scenic and aesthetic, and historic resources.

“Digital advertising display (DAD) sign”. A sign face that may display changing content through still images, scrolling images or moving images, including video or animation on a fixed display composed of electronically illuminated segments and/or a series of grid lights, including cathode ray, light emitting diode (LED) display, plasma screen, liquid crystal display (LCD), fiber optic, video boards or other electronic media or technology. Digital displays shall also include electronic message boards.



“Driveway throat”. A driveway throat is the length of the driveway between the street right-of-way or back of sidewalk and the parking lot interior to the development.

“Filling Station”. First originating in the United States in 1905, a filling station, also known as a gas station, or service station, is a facility which sells fuel and lubricants for motor vehicles and in many instances offers vehicle maintenance and repair.

“Filter strip”. A filter strip is a type of buffer strip that is an area of vegetation, generally narrow and long, that slows the rate of runoff, allowing sediments, organic matter, and other pollutants that are being conveyed by the water to be removed by settling out.

“Footcandle”. A measurement of the intensity of illumination. A footcandle is the illumination produced by one lumen distributed over a 1-square-foot area.

“Freestanding sign”. Any sign supported by structures or supports that are placed on, or anchored in, the ground, and that are independent from any building or any other structure.

“Gable roof”. A gable or gabled roof is a roof that has a slope falling from ridge to eave, creating a peak or triangle on the side or front face. Porches and dormers may also be gabled.



“Hipped roof”. A hipped roof or hip roof is a type of roof where all sides of the roof slope downward to the walls.



“Human or pedestrian scale”. Site and building design elements that are dimensionally related to pedestrians and not primarily intended to accommodate automobile traffic.

“Liner building”. A liner building is a building, parallel to the street or drive, which is designed to conceal a less attractive area, such as a parking lot or loading dock.



“Monument sign”. A freestanding sign of which the entire bottom of the sign is generally in contact with or in close proximity to the ground, other than a pylon sign, and does not exceed 8 feet in height. See image on right.

“Motorcourt”. Originating in 1935-1940, a motorcourt is an establishment that provides lodging for motorists in rooms usually having direct access to an open parking area or parking enclosure.

“Pad Building”. A commercial building that stands apart from the main building complex. Pad buildings may be developed as single freestanding uses, such as a restaurant or bank, or a cluster of uses sharing common architectural detail and materials, open spaces and pedestrian connections.

“Projecting sign”. Any sign which projects from and is supported by a wall of a building with the display surface of the sign perpendicular to the building wall.



“Pylon sign”. A freestanding sign of which the entire bottom of the sign is generally in contact with or in close proximity to the ground and which has a width of two feet or a height at least three times the width.



“Roof-mounted or rooftop sign”. A sign mounted to the ridgeline of the roof or any portion of a roof.

“Shopping Street”. A village-like retail “Main Street” with a minimum of two travel lanes (each direction), on-street parking, wide sidewalks, and storefronts located at or near the sidewalk. No off-street parking is located between the sidewalk and the building and office and residential uses may be located on the upper levels.

OTHER PLANS AND POLICIES

Prior to the commencement of this study, several plans and policies have been adopted by the County and each of the Corridor cities. One of the goals of this document is to coordinate previous decisions (adopted plans and policies) with the vision, the project's goals and objectives, and these guidelines. The design manual proposes standards that do not conflict with previously adopted plans and policies unless otherwise requested by the County or each of the Corridor cities. If a conflict exists between these guidelines and previously adopted plans and policies, the previously adopted plans and policies shall govern. The goal of this design manual is to create enforceable guidelines that would enhance the character and quality of the Corridor without compromising existing plans and policies. The plans and policies that have been adopted are as follows:

SR 99 HIGHWAY BEAUTIFICATION OVERLAY DISTRICT

Date: December 2005

Planning Area: All properties within 1,000 feet of the outside boundaries of the State right-of-way in Fresno County. For the purposes of properties along the Golden State Corridor, this includes most properties between State Route 99 and the Corridor, and some properties on the east side of the Corridor.

Summary: The SR 99 Highway Beautification Overlay District was adopted in 2005. The document identifies property development standards such as setbacks and buffers; signage; architecture; and, communications towers. Certain land uses such as wrecking yards, pallet yards, recycling facilities, used equipment yards, or similar uses are required to provide more extensive landscaping and screening than other uses. A copy of the "HB" Highway Beautification Overlay District is located in the Appendix of this document.

CENTRAL FOWLER REVITALIZATION PLAN

Date: Completed in December 2007. Not officially adopted by the City of Fowler.

Planning Area: The study area includes Fowler's central commercial area and immediate neighborhoods. It includes both sides of Golden State Corridor bounded by Adams Avenue to the north and Main Street to the south.



Perspective view of possible mixed-use center and public plaza in downtown Fowler from the Central Fowler Revitalization Plan

Summary: The plan promotes a realignment of Golden State Corridor to Eighth Street from Mariposa Street to Vine Street. This realignment would also provide sites for "face-to-face" development along both sides of Golden State Corridor. A mixed-use center and public square were identified at the intersection of Merced Street and Golden State Corridor. Narrowing Golden State Corridor to one lane in either direction as it passed through the central commercial area was suggested.

CENTRAL KINGSBURG REVITALIZATION PLAN

Date: December 31, 2007

Planning Area: The planning area for the Central Kingsburg Revitalization Plan includes an area of the Golden State Corridor along both sides of Simpson Street from Sierra Street in the north to 18th Avenue in the south.

Summary: The design principles for the Plan included well-designed entryways at the following principal access routes to the City's historic core:

- Sierra Street
- Draper Street
- 18th Avenue



The principles of the Central Kingsburg Revitalization Plan will be extended into the Urban District of the Golden State Corridor.

NORTH KINGSBURG SPECIFIC PLAN

Date: July 6, 2005

Planning Area: Golden State Blvd both sides from Mountain View Avenue south to Bethel Avenue; east side from Bethel Avenue to Stroud Avenue.

Summary: The North Kingsburg Specific Plan focuses future development primarily to the north, requiring development policies and standards that will assure environmental quality and a village character as dominant features of the urban pattern. The Specific Plan provides for both residential and non-residential development. Non-residential development consists primarily of an industrial corridor and a few selected categories of commercial land uses between Stroud Avenue and Mountain View Avenue. Some of the policies that were adopted in the Specific Plan that will be conveyed in this Design Manual include, but are not limited to: implementing a diversified multi-modal transportation system; site planning, architectural, and landscape guidelines that duplicate standards in the SR 99 Highway Beautification Overlay District, the Street Tree Ordinance, and the Swedish Village Architectural Design Guidelines; and, development of Golden State Corridor to the city's corridor standards north to the city's sphere-of-influence at Mountain View Avenue. *

Corridor landscaping includes shade trees in the parkways and shade trees in the center island. Areas

* This plan element is not able to be implemented due to lack of available right-of-way.

not planted with trees are required to be installed with Dwarf Fescue turf. Standards for solid masonry walls require that they be articulated and provide shadow relief to break up the mass, including a continuous cap and columns no greater than 30 feet apart. The Industrial Corridor of the North Kingsburg Specific Plan contains standards for landscaping that are greater than the remainder of the Golden State Corridor. The Specific Plan states that a minimum of 10 percent of the area devoted to parking shall be landscaped. This differs from the 5 percent requirement in the SR 99 Highway Beautification Overlay District.

NORTHWEST SELMA SPECIFIC PLAN

Date: August 24, 1982

Planning Area: The Northwest Specific Plan can be divided into three sections relative to its location along the Golden State Corridor:

- North Section: East side Golden State Boulevard from southern limits of airport to approximately 500' south of Dinuba Avenue
- Central Section: Golden State Boulevard from southern limits of airport to intersection of Whitson Street and Highland Avenue
- Southern Section: Whitson Street from Highland to Thompson Avenue

Summary:

- Policy 304-02.1.01: The Specific Plan requires that in no event shall a building line be established closer than 10 feet from the Whitson Street right-of-way.
- Policy 304-02.2.02: Cornices, eaves, roof overhangs, beams, joists, and other roof projections, which are integral parts of the architecture of a building, may project over a setback line not more than 48 inches so long as the projection line does not conflict with the landscaping.
- Policy 304-03.1.00: The entire area between the curb of a street and the setback line except that occupied by sidewalks, driveways, and free-standing signs shall be landscaped. Parking or loading is not permitted within the setback area of Whitson Street. All land uses identified within the Specific Plan Area are required to be landscaped according to this policy.

- Policy 304-03.2.00: Not less than 5 per cent of the interior area of all parking lots for commercial and office uses shall be landscaped. Landscape areas such as strips or islands shall not be less than 70 square feet in area.
- Policy 304-04.2.02: Free-standing monument signs shall be setback a minimum of 10 feet from a sidewalk and shall not exceed 20 feet in height and be no greater than 60 square feet in area per side. Other sign requirements are identified in the Specific Plan.
- Policy 305-05.1.00: Architectural treatment for buildings and structures for shopping centers and office complexes to be consistent with the theme established for the Pioneer Village Historical Site. Franchise architecture shall be modified to reflect the approach common to the overall design for the center or office complex.
- Policy 304-05.2.00: Use of exposed, painted or unpainted, sheet metal exterior walls, roofs, parapets, etc., shall be permitted only if a conditional use permit is approved or conditionally approved by the City of Selma.

CITY OF FOWLER GENERAL PLAN

Date: June 2004

Planning Area: City of Fowler

Summary: Below is a partial list of Fowler General Plan policies that help direct the guidelines identified in this Design Manual:



- Policy 2-4.6: “A boulevard overlay district should be developed in the zoning ordinance to contain provisions for minimum building setbacks, landscaping, sidewalk pattern and street

furniture, with distinctions made between upgrade of existing uses and new development.”

- Policy 4-4.9: For commercial land use, “a minimum of 10% of the surface area of all commercial developments shall be landscaped. Trees shall be planted within the parking lot such that a minimum of 50% of the parking lot is shaded by tree canopies when fully grown.”
- Policy 4.6.4: Industrial Land Use
 - a. Minimum building setback: 40’.
 - b. Minimum landscape setback: 10’.¹
- Policy 5-8.2: “Cooperate with adjacent communities and Fresno County to improve the principal gateways to Fowler at Golden State Blvd, Manning, Adams, and Fowler to facilitate the movement of traffic into and out of the City.”
- Policy 5-10.1: “Maintain opportunities for a transit center within the City where alternative transit modes would connect.”
- Policy 5-12.3: “Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.”
- Policy 5-12.5: “Support installation of bike parking at public and private places of assembly such as parks, schools, office buildings, churches, and retail commercial developments.”
- Policy 5-12.10: “Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.”
- Billboards: No new advertising structures shall be allowed within the city limits. The City will encourage Fresno County to maintain such controls in the unincorporated areas of the City’s Sphere of Influence.

¹ Note: The SR 99 Highway Beautification Overlay District requires a 20’ landscape setback. The City of Fowler General Plan document requires a building setback of 40’ and a landscape setback of 10’

CITY OF SELMA GENERAL PLAN

Date: October 2010

Planning Area: City of Selma

Summary: Below is a partial list of Selma General Plan policies that help direct the guidelines identified in this Design Manual:

Whitson Street:

- Parking areas are encouraged to be placed to the rear of buildings, so that buildings become the predominant feature and create a more pedestrian-oriented environment.
- Bay doors, loading areas and trash enclosure openings should be screened from Whitson Street or located behind buildings.
- Whitson Street shall have a sidewalk of not less than seven (7) feet in width, where feasible and shall include tree wells a minimum of twenty-five (25') feet on center. The sidewalk shall be constructed using a combination of brick and concrete similar to the design used in the Selma Redevelopment Area.
- Patio areas with outdoor seating are encouraged for restaurants in areas adjacent to Whitson Street.
- The use of common/shared parking areas and common driveways between adjoining uses on Whitson Street is encouraged.
- Brick, stucco, wood and similar materials should be used to minimize the amount of visible metal surfaces on storefronts.

Other:

- Policy 2.31: "Short streets, trees, on-street parking, use of terminating vistas and traffic calming devices should be used to limit vehicle speed."
- Policy 2.49: "Street lighting shall be provided for all public streets and pedestrian signals shall be provided at all traffic signal locations."
- Policy 2.5: "Encourage benches, telephones and shaded areas at major transit destinations so people can utilize the transit system safely and comfortably."
- Policy 2.7: "Transit centers/stops shall be established to encourage the interface between

commercial centers, high density residential uses and the transit system."

CITY OF KINGSBURG GENERAL PLAN

Date: July 1992

Planning Area: City of Kingsburg

Summary: Below is a partial list of Kingsburg General Plan policies that help direct and shape the guidelines identified in this Design Manual:

Golden State Corridor and the parcels that adjoin it are identified as "The Redevelopment Corridor". The entire area is identified as a Mixed-Use area. The General Plan identifies Golden State Corridor as a primary artery and references the adopted Fresno County "Golden State Boulevard Super Arterial Access Plan and Permit Process". Access and new development is subjected to new design standards at the time of site plan review. Simpson Street is identified as an arterial. A typical section for arterials where parking is desired is four 12 foot travel lanes, two 8 foot parking lanes, and two 10 foot planting strips (for trees and sidewalks). In service and highway commercial areas, a ten foot sidewalk is required. The General Plan further states that Golden State Boulevard may require six lanes depending on traffic capacity. Simpson Street and Golden State Corridor are classified as truck routes. A bike trail is identified on Golden State Corridor and Simpson Street between Sierra and Kamm Avenues. The northern limit of the city is Mountain View Avenue. The city has identified the need for agricultural preservation based on identifying prime agricultural lands at or near this boundary.

COUNTY OF FRESNO 2000 GENERAL PLAN

Date: October 2000

Planning Area: Golden State Corridor Overlay

Summary: "Industrial developments within the sphere of influence of the cities will be directed to the appropriate city for possible annexation. To keep a positive image of Fresno County for the traveling public, industrial developments within this Corridor are required to adhere to the Highway 99 Beautification Overlay District design guidelines".

ARB LAND USE AND AIR QUALITY HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE

<http://www.arb.ca.gov/ch/handbook.pdf>

Date: April 2005

Planning Area: State of California

Summary: The handbook provides regulations for regarding the siting and separation of new sensitive land uses near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. For a more detailed summary, refer to subsection 3.10.1 in this document.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT RULE 9510—INDIRECT SOURCE REVIEW (ISR)

<http://www.valleyair.org/ISR/ISROnSiteMeasures.htm>

Date: December 2007

Planning Area: San Joaquin Valley

Summary: The San Joaquin Valley Air Pollution Control District (District) has prepared a list of on-site mitigation measures to help developers identify ways to reduce air impacts associated with development projects occurring within the San Joaquin Valley Air Basin that includes, but is not limited to: public transportation and alternative transit, commercial and mixed use developments, street design, energy efficiency, parking lots, and landscaping. For a more detailed summary, refer to subsection 3.10.2 in this document.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT— AIR QUALITY GUIDELINES FOR GENERAL PLANS

<http://www.valleyair.org/>

Date: June 2005.

Planning Area: San Joaquin Valley

Summary: The document identifies goals, strategies, and policies for air quality, land use, and circulation

elements. For a more detailed summary, refer to subsection 3.10.3 in this document.

COMMUNITY VISION FOR THE GOLDEN STATE CORRIDOR

Date: August 2003.

Planning Area: Golden State Corridor from “Conejo Avenue in Kingsburg on the south, to American Avenue, north of the City of Fowler”.

Summary: The “Community Vision for the Golden State Corridor” was prepared by Chabin Concepts after working with the cities of Fowler, Selma, and Kingsburg and the County of Fresno. The report presents a vision statement as well as specific goals and objectives for the economic development and enhancement of the Corridor. The report was presented at a joint meeting of the Board of Supervisors, City Councils of Fowler, Selma and Kingsburg, and their respective Planning Commissions, in August, 2003. Participants who helped develop the community vision through surveys, focus groups, and public meetings included city representatives, property owners, business owners and operators, residents, and members of community based organizations. These workshops identified that the Corridor formally adopt the name “Golden State Corridor”.

The goals that were developed from the workshops include:

- 1) Maintain the small town atmosphere of each community; protect and strengthen the downtowns and the environment.
- 2) Demonstrate and celebrate our agricultural history.
- 3) Improve the image, appearance, and experience of the Corridor.
- 4) Support and encourage commercial and industrial growth that will provide employment for local residents.
- 5) Develop the economic opportunities of the Corridor.

Participants agreed that the agricultural heritage along the Corridor creates a wonderful contrast to the urban environments and that preservation of these farms and open space should be maintained to

provide a distinction between the communities. Places of cultural and historic significance should be preserved or restored.

An overriding goal included the attraction of new businesses and the retaining of existing businesses. The participants identified the need to develop an overall conceptual master plan that covers the entire Corridor focusing on land uses and functional relationships. The Community Vision suggests that the county and the three cities “physically master plan the entire Corridor from American Avenue on the north to Sierra Street on the south [now expanded to Mission Street]”. The Vision further states that site-specific plans be created for “road layouts, parking facilities, business parks, plazas and parks, pedestrian trails, walkways, etc.”

The participants preferred to see the Corridor developed as a “grand urban boulevard” with on-street parking, street furniture, and patterned sidewalks or trails where appropriate. The participants identified the need for gateway entries and welcome signs placed at appropriate locations.

They also focused on the importance of planning for three major intersections: E. Merced in Fowler, Second Street in Selma, and Draper/Simpson Street in Kingsburg. These intersections should include signage, landscaping, additional buildings, and themed lighting and street furniture. Of critical significance to the participants was the need to establish an informative and decorative way-finding system. A recommended plant palette should be used throughout the Corridor listing drought-tolerant species. Participants also identified the value of the Corridor cities’ location along the railroad.

The Community Vision encouraged the promotion of light rail ridership as a convenient and pleasant alternative mode of transportation. They suggested the addition of transit stations at key intervals with trails and walkways linking the transit sites to other areas of the three cities including the downtown core areas, residential communities, and commercial districts. (Subsequent studies now recommend focusing on express bus service instead of light rail service.)

Sections of the Corridor have been planned in the form of Specific Plans and Revitalization Plans as well as updated General Plans since the adoption of the Community Vision. Though no one master plan covers the entire Corridor, these guidelines attempt to coordinate the various plans and policies. This design manual meets one of the goals of the Community Vision, create “flexible” urban design guidelines that “create a sense of continuity and unify the entire Corridor”.

FRESNO COG PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY

<http://fasttrackfresnocounty.com/>

Date: 2011

Planning Area: Fresno County

Summary: The purpose of the Public Transportation Infrastructure Study (PTIS) is to identify strategies for land use and transportation investments that will result in measurable reductions in vehicle miles traveled and provide increased mobility for Fresno County residents.

The PTIS studied the Fresno to Kingsburg corridor along Highway 99 for potential light rail or commuter rail, but recommended against further study. According to the PTIS, there is not enough density of development along the Golden State Corridor to support light rail or commuter rail. Light rail could be feasible in the long term if the size of Fresno’s downtown employment center increases and the three cities increase their core residential densities around the stations. The PTIS instead recommends focusing on express bus service with park/ride parking lots in the three cities and in Malaga. The express bus service should be timed for easy transfers to the recommended Fresno Bus Rapid Transit system in downtown Fresno.

The PTIS defines express bus service as running faster than a local bus with traditional bus stops located ½ mile apart or greater. Service frequency would be 10 to 30 minutes. This is contrasted with bus rapid transit which would have service frequencies of 10 to 15 minutes, and would have special infrastructure and facilities along the route to increase speed and reliability.

RECOMMENDED PLANT LIST

The recommended plants were selected for their low to very low water needs, their variety of color and texture, and many of the plants are California natives. Drought tolerant plants when installed are not immediately drought tolerant. No matter what plant is to be installed, it will need to be watered regularly for at least two years before it will become drought tolerant. Adequate soil preparation is also essential. This list is not created in part or in entirety to restrict species selection to only those species listed here. Plant introductions are dynamic in nature. It is the responsibility of the landscape architect to provide the necessary information for plant approval where plants not shown on the list are used in a landscape application.

The selection of available plant materials is abundant and varied giving the designer the freedom to create interesting landscapes for all areas of the Corridor. The plant list is extensive in order to create a beautiful, interesting, and educational landscape. A minimum of 50% of the trees planted for any given project shall be selected from the 'Required Trees List' that follows. All other trees shall be selected from the Recommended Trees List that follows.

Small shrubs are generally less than four feet in height; Medium shrubs are generally 5 feet to 9 feet; and, large shrubs are greater than ten feet in height. Larger evergreen shrubs should be considered for screening purposes.

Planting shade trees with noninvasive root systems helps ensure fewer landscaping problems in years ahead. Noninvasive trees have shorter and shallower root systems that do not burrow under foundations, sidewalks, driveways, and adjacent roadways. Trees with noninvasive root systems are highly encouraged. Trees with invasive root systems are highly discouraged.

Sources:

Clovis Botanical Gardens, California Native Plant Society, UC Davis Arboretum, CSU Fresno Nursery Laboratory, and City of Fresno Water Division "Creating a Fresno-Friendly Garden". Many of these

plants are also preferred plants from each of the cities' plant list.

Trees with Low to Medium Allergen Potential and Provide Fair to Good Air Pollution Filtering and Carbon Storage

- *Cercis canadensis*—Western Redbud
- *Lagerstroemia indica*—Crape Myrtle
- *Chilopsis linearis*—Desert Willow
- *Arbutus stenophylla* or *Arbutus unedo*—Strawberry Tree
- *Geijera parviflora*—Australian Willow
- *Laurus nobilis*—Sweet Bay 'Saratoga'
- *Olea europaea*—Olive Swan Hill (fruitless)
- *Xylosma congesrum*—Shiny Xylosma
- *Pinus canariensis*—Canary Island Pine
- *Pinus eldarica*—Afghan Pine

Source:

"Tree Selection Guide for Yard and Garden" prepared by Tree Fresno.

Trees that Emit Low Biogenic Volatile Organic Compounds:

Trees can emit various biogenic volatile organic compounds (BVOCs) that can contribute to ozone formation. The ozone forming potential of different tree species may vary considerably. The following trees have been identified as producing low ozone formation and having low irrigation needs:

- *Acacia stenophylla*—Shoestring Acacia
- *Cercidium*—Palo Verde
- *Cercis Canadensis*—Western Redbud
- *Geijera parviflora*—Australian Willow
- *Pinus canariensis*—Canary Island Pine
- *Pinus pinea*—Italian Stone Pine
- *Lagerstroemia indica*—Crape Myrtle
- *Pistacia chinensis*—Chinese Pistache
- *Prosopis alba* 'Thornless'—Thornless Mesquite
- *Zelkova serrata* 'Green Vase'—Green Vase Zelkova

Source:

The "Tree Guidelines for San Joaquin Valley Communities", March 1999.

A minimum of 50% of the trees planted for any given project shall be selected from the Required Trees List. All other trees shall be selected from the Recommended Trees List that follows. This requirement does not apply to primary and secondary entry trees described in Section 4.1.4. Trees listed on the Prohibited Trees List are never allowed.

REQUIRED TREES LIST		
Botanical Name	Common Name	Notes
<i>Acacia stenophylla</i>	Shoestring Acacia	Emits low biogenic volatile organic compounds.
<i>Arbutus stenophylla</i> or <i>Arbutus unedo</i>	Strawberry Tree	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Cercidium</i>	Palo Verde	Emits low biogenic volatile organic compounds.
<i>Cercis canadensis</i>	Western Redbud	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage. Emits low biogenic volatile organic compounds
<i>Chilopsis linearis</i>	Desert Willow	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Geijera parviflora</i>	Australian Willow	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage. Emits low biogenic volatile organic compounds.
<i>Lagerstroemia indica</i>	Crape Myrtle	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage. Emits low biogenic volatile organic compounds.
<i>Laurus nobilis</i>	Sweet Bay 'Saratoga'	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Olea europaea</i>	Olive Swan Hill (fruitless)	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Pinus canariensis</i>	Canary Island Pine	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage. Emits low biogenic volatile organic compounds
<i>Pinus eldarica</i>	Afghan Pine	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Pinus pinea</i>	Italian Stone Pine	Emits low biogenic volatile organic compounds.
<i>Pistacia chinensis</i>	Chinese Pistache	Emits low biogenic volatile organic compounds.
<i>Prosopis alba</i> 'Thornless'	Thornless Mesquite	Emits low biogenic volatile organic compounds.
<i>Xylosma congesrum</i>	Shiny Xylosma	Low to medium allergen potential. Provides fair to good air pollution filtering and carbon storage.
<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova	Emits low biogenic volatile organic compounds.

RECOMMENDED TREES LIST		
Botanical Name	Common Name	Notes
<i>Arbutus</i> 'Marina'	Marina madrone	Ornamental; small tree or large shrub
<i>Arbutus unedo</i>	Strawberry Tree	Setbacks
<i>Calocedrus decurrens</i>	Incense Cedar	Parkway, setbacks
<i>Cercidium spp.</i>	Palo Verde	Parkway, center island, setbacks
<i>Cercis occidentalis</i>	Western redbud	Ornamental
<i>Chilopsis linearis</i>	Desert Willow	Ornamental

RECOMMENDED TREES LIST

Botanical Name	Common Name	Notes
<i>Chionanthus retusus</i>	Chinese fringe tree	Ornamental
<i>Cotinus coggygria</i>	Smoke tree	Ornamental; small tree or large shrub; various purple leaf cultivars
<i>Cupressus arizonica</i>	Arizona Cypress	Parkway, setbacks
<i>Cedrus atlantica</i>	Blue Atlas Cedar	Parkway, setbacks
<i>Cedrus deodara</i>	Deodar Cedar	Parkway, setbacks
<i>Ceratonia siliqua</i>	Carob	Parkway, center island, setbacks
<i>Cupressus sempervirens</i>	Italian Cypress	Parkway, setbacks
<i>Eucalyptus spp.</i>	Eucalyptus	Agricultural and Open Space Zones only; preferred species include polyanthemus and sideroxylon
<i>Fraxinus excelsior 'Jaspidea'</i>	Jaspidea Ash, Golden Ash	Parkway, center island, setbacks Urban Districts
<i>Geijera parviflora</i>	Australian Willow	Parkway, center island, setbacks
<i>Ginkgo biloba</i>	Chinese ginkgo	Parkway, center island, setbacks, Urban Districts
<i>Koelreuteria elegans formosana</i>	Goldenrain Tree	Ornamental
<i>Lagerstroemia indica</i>	Crape Myrtle	Ornamental
<i>Laurus nobilis</i>	Sweet Bay	Parkway, center island, setbacks, Urban Districts
<i>Liquidambar styraciflua 'Rotundiloba'</i>	Sweet Gum (seedless)	Parkway, center island, setbacks, Urban Districts
<i>Liquidambar styraciflua 'Palo Alto'</i>	Palo Alto Sweet Gum	Parkway, center island, setbacks
<i>Olea europaea 'Fruitless'</i>	Fruitless olive	Parkway, center island, setbacks
<i>Olea europaea 'Monher'</i>	Fruitless olive	Parkway, center island, setbacks
<i>Olea europaea 'Swan Hill'</i>	Fruitless olive	Parkway, center island, setbacks
<i>Olea europaea 'Wilsonii'</i>	Fruitless olive	Parkway, center island, setbacks
<i>Phoenix dactylifera</i>	Date palm	Primary and secondary city entries
<i>Pistacia chinensis</i>	Chinese Pistache	Parkway, center island, setbacks. Urban Districts
<i>Platanus acerifolia</i>	London plane tree	Parkway, center island, setbacks. Urban Districts; Note: Recommend 'Bloodgood' cultivar
<i>Platanus x acerifolia 'Columbia'</i>	London plane tree 'Columbia'	Parkway, center island, setbacks. Urban Districts
<i>Pinus canariensis</i>	Canary Island pine	Parkway, setbacks
<i>Pinus pinea</i>	Italian Stone Pine	Setbacks
<i>Prosopis alba 'Thornless'</i>	Thornless mesquite	Parkway, center island, setbacks
<i>Prosopis chilensis</i>	Chilean mesquite	Parkway, center island, setbacks
<i>Prunus cerasifera 'Krauter Vesuvius'</i>	Purple leaf plum	Ornamental
<i>Prunus cerasifera 'Thundercloud'</i>	Thundercloud plum	Ornamental
<i>Quercus agrifolia</i>	Coast Live Oak	Parkway, center island, setbacks
<i>Quercus frainetto 'Forest Green'</i>	Forest Green Oak	Parkway, center island, setbacks
<i>Quercus lobata</i>	Valley Oak	Parkway, center island, setbacks
<i>Quercus rubra</i>	Northern Red Oak	Parkway, center island, setbacks
<i>Quercus suber</i>	Cork Oak	Parkway, center island, setbacks. Urban Districts
<i>Quercus virginiana</i>	Southern Live Oak	Parkway, center island, setbacks
<i>Quercus wislizenii</i>	Interior Live Oak	Parkway, center island, setbacks
<i>Rhus lancea</i>	African Sumac	Parkway, center island, setbacks
<i>Sequoia sempervirens</i>	Coast redwood	Parkway, setbacks; limited to drainage areas only
<i>Sophora japonica</i>	Japanese Pagoda Tree	Parkway, center island, setbacks
<i>Ulmus parvifolia 'Drake' or 'True Green'</i>	Chinese elm	Parkway, center island, setbacks, Urban Districts
<i>Umbellularia 'californica'</i>	California Bay	Parkway, center island, setbacks, Urban Districts
<i>Vitex agnus-castus</i>	Chaste tree	Ornamental

RECOMMENDED TREES LIST

<i>Zelkova serrata</i>	Zelkova	Parkway, center island, setbacks. Urban Districts
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LIST OF PROHIBITED TREES

Botanical Name	Common Name	Notes
<i>Ailanthus altissima</i>	Tree of Heaven	
<i>Elaeagnus angustifolia</i>	Russian olive	
<i>Fraxinus oxyoapa 'Raywood'</i>	Raywood Ash	
<i>Fraxinus uhdei</i>	Shamel ash	
<i>Juglans nigra</i>	Black walnut	
<i>Melaleuca alternifolia</i>	Melaleuca	
<i>Myoporum laetum</i>	Myoporum	
<i>Populus spp.</i>	Poplar	
<i>Pyrus calleryana 'Bradford'</i>	Bradford Pear	
<i>Pyrus calleryana 'Aristocrat'</i>	Aristocrat Pear	
<i>Platanus occidentalis</i>	Sycamore	
<i>Ulmus Americana and Ulmus pumila</i>	Elm	

RECOMMENDED SHRUBS LIST

Botanical Name	Common Name	Notes
<i>Acca sellowiana</i>	Pineapple guava	large shrub or small tree
<i>Arbutus 'compacta'</i>	Strawberry tree	medium
<i>Arbutus 'Elfin King'</i>	Strawberry tree	medium
<i>Arbutus 'rubra'</i>	Strawberry tree	large
<i>Arctostaphylos densiflora</i>	Manzanita	small to medium
<i>Artemisia spp.</i>	Sagebrush	small
<i>Anigozanthus spp</i>	Kangaroo paw	small
<i>Baccharis pilularis</i>	Coyote Bush	small
<i>Berberis aquifolium 'Compacta'</i>	Compact Oregon grape	small
<i>Buddleja davidii</i>	Butterfly bush	medium to large
<i>Callistemon 'Violaceus'</i>	Purple bottlebrush	large
<i>Carpenteria californica</i>	Bush anemone	medium
<i>Cassia eremophila</i>	Desert Cassia	large shrub or small tree
<i>Ceanothus x pallidus 'Marie Simon'</i>	Marie Simon ceanothus	medium
<i>Ceanothus 'Concha'</i>	concha ceanothus	medium
<i>Ceanothus 'Ray Hartman'</i>	Ray Hartman California lilac	large
<i>Ceanothus 'Yankee Point'</i>	Yankee Point lilac	large
<i>Cercocarpus betuloides var. blancheae</i>	Island mountain mahogany, sweet bush	large shrub or small tree
<i>Chaenomeles</i>	Flowering Quince	small
<i>Cistus spp.</i>	Rockrose	Small; preferred cultivar: 'Grayswood Pink'
<i>Convolvulus cneorum</i>	Bush Morning Glory, silverbush	small
<i>Cotoneaster spp.</i>	Cotoneaster	varies
<i>Cuphea hysspifolia</i>	Mexican heather	small
<i>Dasyllirion wheeleri</i>	Desert spoon	small

<i>Eremophila</i> spp.	Emu Bush	small
<i>Eriogonum giganteum</i>	Saint Catherine's lace	small
RECOMMENDED SHRUBS LIST		
Botanical Name	Common Name	Notes
<i>Eriogonum</i> spp.	Buckwheat, Sulfur Flower	small
<i>Euryops pectinatus</i>	Yellow daisy bush	small to medium
<i>Feijoa sellowiana</i>	Pineapple Guava	large shrub or small tree; suggested cultivar: 'Coolidge'
<i>Fremontodendron californicum</i>	Flannel Bush	medium
<i>Grevillea</i> spp.	Grevillea	medium to large
<i>Hesperaloe parviflora</i>	Coral yucca, red yucca	small
<i>Heteromeles arbutifolia</i>	Toyon, Christmas berry, California holly	large
<i>Isomeris arborea</i>	Bladderpod	medium
<i>Jasminum nudiflorum</i>	Winter jasmine	small
<i>Juniperus</i> spp.	Juniper	small
<i>Kerria japonica</i>	Kerria	medium
<i>Lavandula angustifolia</i>	English lavender	small
<i>Lavandula x gingsinii</i> 'Goodwin Creek Grey'	Goodwin Creek lavender	small
<i>Lavandula heterophylla</i>	French lavender	small
<i>Lavandula stoechas</i>	Spanish lavender	small
<i>Leucophyllum frutescens</i> 'Texas Ranger'	Texas Ranger sage	medium
<i>Leucophyllum langmaniae</i> 'Lynn's Legacy'	Lynn's legacy Texas sage	medium
<i>Leucophyllum langmaniae</i> 'Rio Bravo'	Rio Bravo sage	medium
<i>Mahonia pinnata</i>	California Holly Grape, shiny leaf mahonia	small
<i>Myrtus communis</i>	Myrtle	medium to large
<i>Nandina domestica</i> 'Sienna Sunrise'	Heavenly Bamboo	small/medium
<i>Nerium oleander</i>	Red oleander	Large (screening)
<i>Nerium oleander</i> 'Petite' or 'Dwarf'	Dwarf red oleander	small
<i>Perovskia atriplicifolia</i>	Russian Sage	small
<i>Philadelphus</i> 'Belle Etoile'	Mock orange	medium
<i>Phlomis purpurea</i>	Purple phlomis,	medium
<i>Phlomis</i> spp.	Jerusalem Sage	small to medium
<i>Photinia fraseri</i>	Red Tip Photinia	large
<i>Photinia fraseri</i> 'Little Robin'	Little Robin photinia	small
<i>Pinus mugo</i>	Mugho Pine	small
<i>Plumbago auriculata</i>	Cape Plumbago	small to medium
<i>Podocarpus</i> spp.	Yew pine, Plum pine	small, medium, large
<i>Rhaphiolepis</i> spp.	Indian Hawthorne	small
<i>Rhamnus californica</i>	Coffeeberry	medium
<i>Ribes malvaceum</i>	Chaparral currant, medium	medium
<i>Rosa meidiland</i>	Meidiland rose	small
<i>Rosmarinus officinalis</i> 'Mozart'	Ed Carman's rosemary	small
<i>Salvia apiana</i>	California white sage	small
<i>Salvia clevelandii</i> 'Winnifred Gilman'	Winnifred Gilman Cleveland sage	small

<i>Salvia greggii</i>	Autumn sage	Small
<i>Salvia x jamensis</i>	Autumn sage	small
<i>Salvia microphylla</i>	Mint bush sage	small
RECOMMENDED SHRUBS LIST		
Botanical Name	Common Name	Notes
<i>Teucrium fruticans</i>	Bush germander	small to medium
<i>Viguiera parishii</i>	Desert goldeneye	small
<i>Xylosma congestum</i>	Xylosma	large (screening)
<i>Xylosma congestum 'compacta'</i>	Compact Xylosma	medium

RECOMMENDED PERENNIALS, GRASSES, AND VINES LIST		
Botanical Name	Common Name	Notes
<i>Agapanthus spp.</i>	Lily of the Nile	
<i>Amaryllis belladonna</i>	Naked Lady Amaryllis	
<i>Artemisia spp.</i>	Artemisia	
<i>Aspidistra elatior</i>	Cast Iron Plant	Shade only
<i>Bouteloua gracilis</i>	blue grama grass	
<i>Bulbine frutescens</i>	Cape balsam	
<i>Calylophus spp.</i>	Sundrops	
<i>Cerastium tomentosum</i>	Snow in Summer	
<i>Clytostoma calystegioides</i>	Violet trumpet vine	Use on walls and arbors; do not plant near trees or shrubs
<i>Cyclamen hederifolium</i>	Ivy leaf cyclamen	Shade only
<i>Coreopsis spp.</i>	Coreopsis	
<i>Dietes iridiodes</i>	Fortnight lily	
<i>Echeveria imbricate</i>	Hen and chicks	
<i>Echinacea spp.</i>	Coneflower	
<i>Epilobium canum</i>	California fuchsia	
<i>Erigeron karvinskianus</i>	Santa Barbara daisy	
<i>Eschscholzia californica</i>	California poppy	
<i>Festuca californica</i>	California fescue	
<i>Festuca ovina glauca</i>	Blue fescue	
<i>Gaillardia spp.</i>	Blanket Flower	
<i>Gaura lindheimeri</i>	Gaura	
<i>Grevillea spp.</i>	Grevillea	
<i>Hardenbergia violacea</i>	Lilac vine	Use on walls and arbors; do not plant near trees or shrubs
<i>Hemerocallis hyb.</i>	Daylily	
<i>Heuchera 'Lillian's Pink'</i>	Lillian's pink coral bells	
<i>Heuchera 'Rosada'</i>	Rosada coral bells	
<i>Heuchera maxima</i>	Island alumroot	
<i>Hunnemannia fumariifolia</i>	Mexican tulip poppy, Goldencup	
<i>Iberis semper virens</i>	Evergreen Candytuft	
<i>Iris hyb.</i>	Bearded Iris	
<i>Iris 'Canyon Snow'</i>	Canyon snow Pacific iris	
<i>Kniphofia uvaria</i>	Red-hot poker	
<i>Lavandula spp.</i>	Lavender	
<i>Limonium</i>	Sea lavender, statice	
<i>Liriope spp.</i>	Liriope	
<i>Lonicera spp.</i>	Honeysuckle	

<i>Macfadyena unguis-cati</i>	Cat's claw vine	Use on walls or arbors; do not plant near trees or shrubs
<i>Mandevilla laxa</i>	Chilean jasmine	Use on walls or arbors; do not plant near trees or shrubs
<i>Miscanthus sinensis (dwarf varieties)</i>	Japanese silver grass	
RECOMMENDED PERENNIALS, GRASSES, AND VINES LIST		
Botanical Name	Common Name	Notes
<i>Muhlenbergia capillaris</i>	Pink muhly	
<i>Muhlenbergia dubia</i>	Pine muhly	
<i>Muhlenbergia dumosa</i>	Bamboo muhly	
<i>Muhlenbergia rigens</i>	Deergrass	
<i>Nepeta x faassenii</i>	Hybrid catmint	
<i>Origanum spp.</i>	Oregano	
<i>Osteospermum fruiticosum</i>	African daisy	
<i>Pelargonium spp.</i>	Geranium	
<i>Penstemon heterophyllus 'Margarita B.O.P.'</i>	Santa Margarita Foothill penstemon	
<i>Phormium tenax</i>	New Zealand Flax	
<i>Rhodophiala bifida</i>	Oxblood lily	
<i>Romneya coulteri</i>	Matilja Poppy	
<i>Saponaria x lempergii 'Max Frei'</i>	Hybrid soapwort	
<i>Sedum palmeri</i>	Palmer's sedum	
<i>Solidago californica 'Cascade Creek'</i>	Cascade Creek California goldenrod	
<i>Sprekelia formosissima</i>	Aztec lily	
<i>Sternbergia lutea</i>	Yellow autumn crocus, Fall daffodil	
<i>Stipa gigantea</i>	Giant feather grass	
<i>Trachelospermum jasminoides</i>	Confederate Jasmine	Use on walls or arbors; do not plant near trees or shrubs; may be used as groundcover
<i>Tulbaghia violacea</i>	Society Garlic	
<i>Verbena spp.</i>	Verbena	
<i>Vitis californica</i>	California wild grape	
<i>Zephyranthes candida</i>	Argentine rain lily	May also be used as groundcover

RECOMMENDED GROUNDCOVER AND TURF LIST		
Botanical Name	Common Name	Notes
<i>Acacia redolens 'Desert Carpet'</i>	Creeping acacia	
<i>Achillea tomentosa</i>	Woolly Yarrow	
<i>Arctotheca calendula</i>	Cape Weed	
<i>Aristolochia californica</i>	California pipevine	
<i>Campanula poscharskyana</i>	Serbian Bellflower	
<i>Ceratostigma plumbaginoides</i>	Dwarf plumbago	
<i>Convolvulus sabatius (C. mauritanicus)</i>	Ground Morning Glory	
<i>Delosperma spp.</i>	Ice Plant	
<i>Dianella tasmanica</i>	Flax Lily	
<i>Festuca glauca</i>	Blue Fescue	
<i>Gazania hyb.</i>	Gazania	
<i>Lantana montevidensis</i>	Trailing lantana	
<i>Myoporum parvifolium</i>	Myoporum	
<i>Origanum vulgare 'Betty Rollins'</i>	Dwarf oregano	

<i>Persicaria capitata</i> or <i>Polygonum capitatum</i>	Knotweed, Smartweed, Pink Fleece Flower, Pink Clover	
RECOMMENDED GROUNDCOVER LIST		
Botanical Name	Common Name	Notes
<i>Ribes viburnifolium</i>	Evergreen currant	Shade or light shade
<i>Sedum spp.</i>	Stonecrop	
<i>Senecio cineraria</i>	Dusty Miller	
<i>Stachys byzantina</i>	Lamb's Ears	
<i>Teucrium spp.</i>	Germander	
<i>Teucrium chamaedrys 'Nanum'</i>	Dwarf germander	
<i>Thymus spp.</i>	Thyme	
<i>Trachelospermum jasminoides</i>	Confederate Jasmine	Use on walls or arbors; do not plant near trees or shrubs or may also be used as groundcover
<i>Zephyranthes candida</i>	Argentine rain lily	Perennial or groundcover in shade or light shade areas

RECOMMENDED TURF LIST		
Botanical Name	Common Name	Notes
<i>Buchloe dactyloides</i>	Buffalograss	
<i>Cynodon dactylon</i>	Hybrid Bermudagrass	
<i>Festuca spp.</i>	Dwarf fescue	Drought tolerant blends only

**Text of
SR 99 Highway Beautification Overlay District
Follows This Page**

SECTION 1. "HB" HIGHWAY BEAUTIFICATION OVERLAY DISTRICT

SECTION 1.1. STATEMENT OF INTENT

The "HB" Highway Beautification Overlay District is intended to promote attractive development along highways of regional and interregional importance in Fresno County. In the past, development along important highways, such as State Route 99, has often treated these important transportation routes like back alleys, fronting the highway with unembellished rears of buildings, junk storage, utility equipment, and trash receptacles. This has given the traveling public, particularly out-of-town visitors, a negative image of Fresno County, and has also damaged Fresno County's image of itself. The regulations of this district are designed to ensure that our important highways present Fresno County's best side, not its worst, to the traveling public. These regulations seek to encourage continued growth in commerce while contributing to the aesthetic enhancement of the district; balancing the economic health of our community with achievements in a visually improved corridor.

SECTION 1.2. AREA OF APPLICABILITY

The "HB" Highway Beautification Overlay District shall apply to the following areas:

- A. Highway 99: All property within 1,000 feet of the outside boundaries of the State right-of-way.

SECTION 1.3. DEFINITIONS

For the purposes of the section, the following definitions shall apply. Due to the unique nature of this overlay, the following definitions may be in conflict with other sections of the zoning ordinance and shall only apply to the Highway Beautification Ordinance.

At-Grade. A section of highway, the grade of which is within 5 feet of the grade of the adjacent properties.

Billboard. A freestanding sign or wall sign advertising off site services, ideas, and products.

Co-location. Locating more than one antenna on the same antenna mount.

Communication tower. A structure higher than its diameter used to support antennas for wireless communications.

Depressed. A section of highway, the grade of which is more than 5 feet below of the grade of the adjacent properties.

Elevated. A section of highway, the grade of which is more than 5 feet above the grade of the adjacent properties.

Freestanding sign. Any sign supported by structures or supports that are placed on, or anchored in, the ground and that are independent from any building or other structure, or sign taller than 8 feet in height with a height limit of 35 feet. Includes sign types that are independent of a building.

Gateway sign. A freestanding sign in which the bottom of the sign is in contact with the ground and marks a perceptual designated entry into city/county boarders.

Guyed tower. A communication tower that is supported, in whole or in part, by guy wires and ground anchors.

Lattice tower. A self-supporting communications tower consisting of an open work structure made of crossing bars or rods forming a network used for support.

Marquee sign. Any sign supported by structure or supports that are placed on, or anchored in, the ground and that are independent from any building or other structure, or sign taller than 8 feet in height with a height limit of 100 feet. A marquee sign will advertise multiple destinations within a set location and eliminate visual clutter by combining what would otherwise be multiple freestanding signs.

Monopole. A self-supporting communication tower consisting of a single pole.

Monument signs. A freestanding sign in which the entire bottom of the sign is in contact with the ground, and which does not exceed 8 feet in height.

Wall sign. Any sign attached parallel to, but within 6 inches of a wall; painted on the surface of a wall; or erected and confined within the limits of an outside wall of any building or structure, which is supported by such wall or building, and which displays only 1 sign surface.

SECTION 1.4. USES PERMITTED

Uses permitted shall be those uses permitted in the underlying zone district.

SECTION 1.5. USES PERMITTED SUBJECT TO CONDITIONAL USE PERMIT

Uses permitted subject to a conditional use permit shall be as follows:

- A. Those uses permitted subject to a conditional use permit in the underlying zone district.
- B. Communications towers, unless expressly prohibited by the underlying district.
- C. Marquee signs which exceed the property development standards set in section J.2.

SECTION 1.6. USES EXPRESSLY PROHIBITED

Uses prohibited shall be those uses prohibited in the underlying zone district.

SECTION 1.7. PROPERTY DEVELOPMENT STANDARDS

The following additional property development standards shall apply to all land and structures in the "HB" District:

- A. LOT AREA. Each lot shall have the minimum area required by the underlying district.
- B. LOT DIMENSIONS. Each lot shall have the minimum dimensions required by the underlying district.
- C. POPULATION DENSITY. Population shall be as required by the underlying district.
- D. BUILDING HEIGHT. Building heights shall be as required by the underlying district.
- E. YARDS. Yards shall be provided as follows:
 1. General Provisions.

- a. All yard requirements shall be for the entire length of the specified lot line.
 - b. Yard requirements shall apply whether property is directly adjacent to the highway, or is adjacent to a frontage road that runs along the highway.
2. For agricultural uses, yards shall be as required by the underlying district.
 3. For single-family residential uses, yard requirements shall be as follows:
 - a. Along residential properties adjacent to at-grade highway sections, a landscaped buffer no less than 20 feet deep shall be provided. The setback line shall constitute the lot line of the adjacent subdivision and building setback requirements of the underlying zone district shall apply.
 - (1) In conventional subdivisions this landscaped buffer shall be deeded to the City (or County) and an assessment district created to fund its maintenance. In subdivisions in which there is a homeowners association responsible for the maintenance of common facilities, the landscaped buffer may be owned and maintained by the homeowners association.
 - (2) The landscaped buffer shall consist of groundcover and shrubs. Trees shall be provided within the landscape buffer at a rate of 1 per 25 feet of highway frontage, and may be spaced evenly or planted in groups or clusters.
 - (3) No buildings; parking areas; storage areas, trash or recycling areas; utility equipment; freestanding signs; communications towers; or other structures may be established within the landscaped buffer.
 - (4) All City (or County) standards for noise reduction shall apply.
 - b. Along lot lines that are adjacent to elevated highway sections trees shall be provided at a rate of 1 tree per 25 feet of highway frontage. The trees may be spaced evenly or planted in groups or clusters, and shall be of a species which will grow tall enough to be visible from the highway. All City (or County) standards for noise reduction shall apply.
 - c. Along lots lines that are adjacent to depressed highway sections trees shall be provided at a rate of 1 tree per 25 feet of highway frontage. The trees may be spaced evenly or planted in groups or clusters and shall be placed close enough to the right-of-way line that they will be visible from the highway. No buildings; parking areas; trash or recycling areas; utility equipment; communications towers; or other structures may be established within 20 feet of the highway right-of-way. All City (or County) standards for noise reduction shall apply.
 4. For automobile wrecking yards; damaged automobile storage yards; dumps; transit storage facilities; electric distribution substations; electric transmission substations; garbage, offal, dead animal, or refuse incineration, reduction, or dumping; generating plants; junkyards; pallet yards; quarries; recycling plants; refuse dumping; surface mining operations; waste-to-energy plants, or similar uses, yard requirements shall be as follows:

- a. Along lot lines that are adjacent to at-grade highway sections or allow visibility into the site from at-grade highway sections a landscaped buffer no less than 20 feet deep shall be provided.
- (1) The landscaped buffer shall contain, as a minimum, a continuous shrub hedge, interplanted 20 feet on center with trees. The plant species used should coordinate with adjacent highway landscaping. Shrub variety used shall be fast growing, and attain an ultimate height of no less than 8 feet. Shrubs and trees shall not be pruned as to allow visibility into the site from the highway.
 - (2) A solid masonry wall shall be located at the rear of the landscaped buffer. The wall shall be not less than 6 feet in height and shall be located 20 feet from and parallel to the buffered property line or right-of-way line.
 - (3) No buildings; parking areas; trash or recycling areas; utility equipment; freestanding signs; communications towers; or other structures may be established within 20 feet of the highway right-of-way, with the exception of 1 monument sign as set forth in Section 1.7.J.

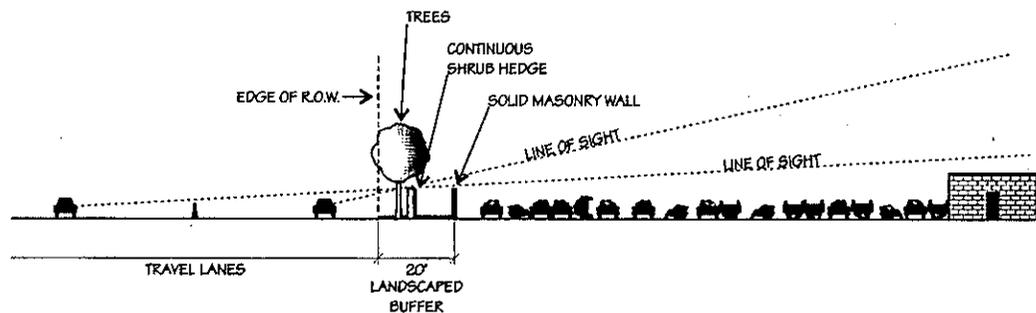


Figure 1
Required landscaped buffer for wrecking yard next to at-grade highway section

- b. Along lot lines that are adjacent to elevated highway sections or allow visibility into the site from elevated highway sections a landscaped buffer of no less than 20 feet deep shall be provided.
- (1) The landscaped buffer shall consist of trees spaced at 30 feet on center and staggered or triangularly spaced within the buffer to minimize visibility into the site from the highway. Species used shall be fast growing, dense, tall evergreen trees.
 - (2) No buildings; communications towers; or other structures may be established within 20 feet of the highway right-of-way, with the exception of 1 monument sign as set forth in Section 1.7.J.

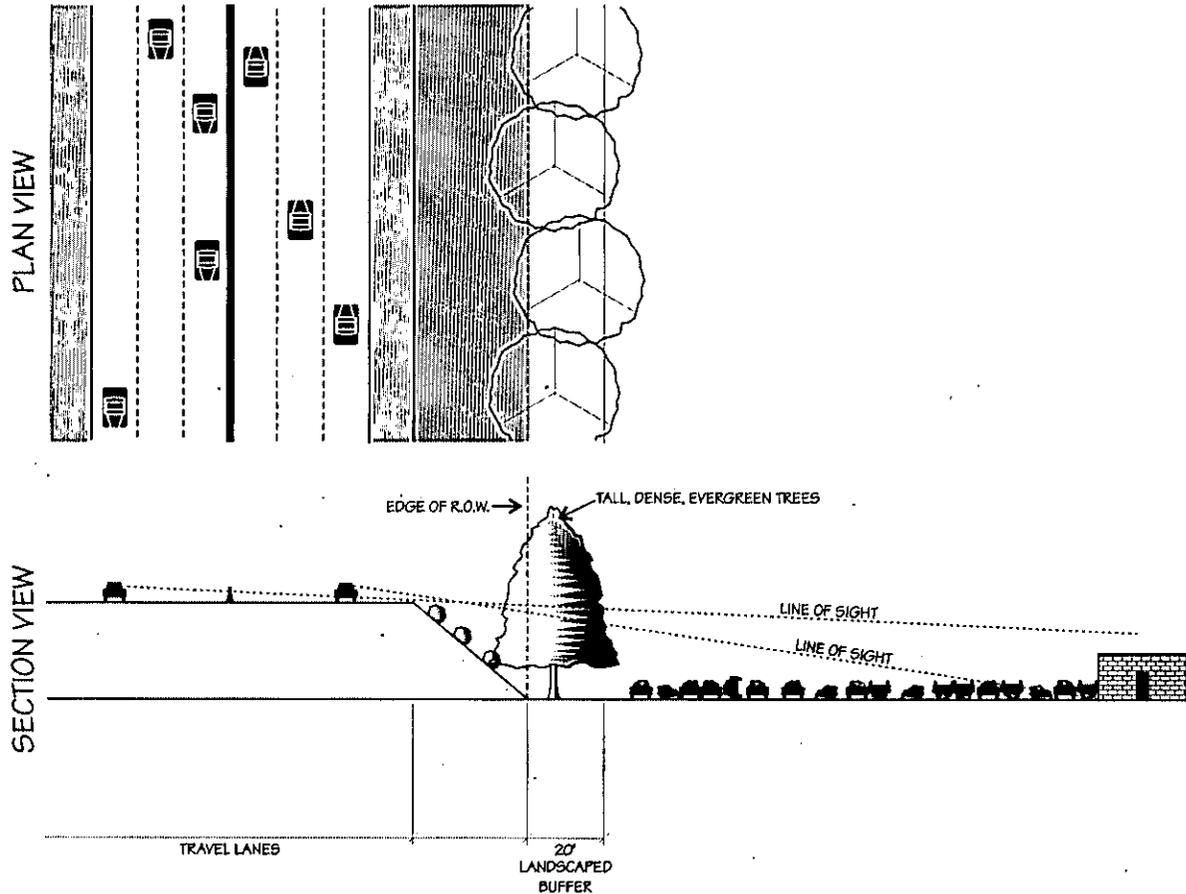


Figure 2
Required landscaped buffer for wrecking yard next to above grade highway section

- c. Along lot lines which are adjacent to depressed highway sections or allow visibility into the site from depressed highway sections a landscaped buffer no less than 10 feet deep shall be provided.
 - (1) The landscaped buffer shall contain a continuous shrub hedge adjacent to the right-of-way line, interplanted 20 feet on center with trees. The plant species used should coordinate with adjacent highway landscaping. Shrub variety used shall be fast growing, and attain an ultimate height of no less than 8 feet. Shrubs and trees shall not be pruned as to allow visibility into the site from the highway.
 - (2) No buildings; parking areas; trash or recycling areas; utility equipment; communications towers; or other structures may be established within 10 feet of the highway right-of-way, with the exception of 1 monument sign as set forth in Section 1.7.J.
- d. Along lot lines which are not adjacent to the highway right-of-way and do not allow visibility into the site yards shall be provided as required by the underlying district.

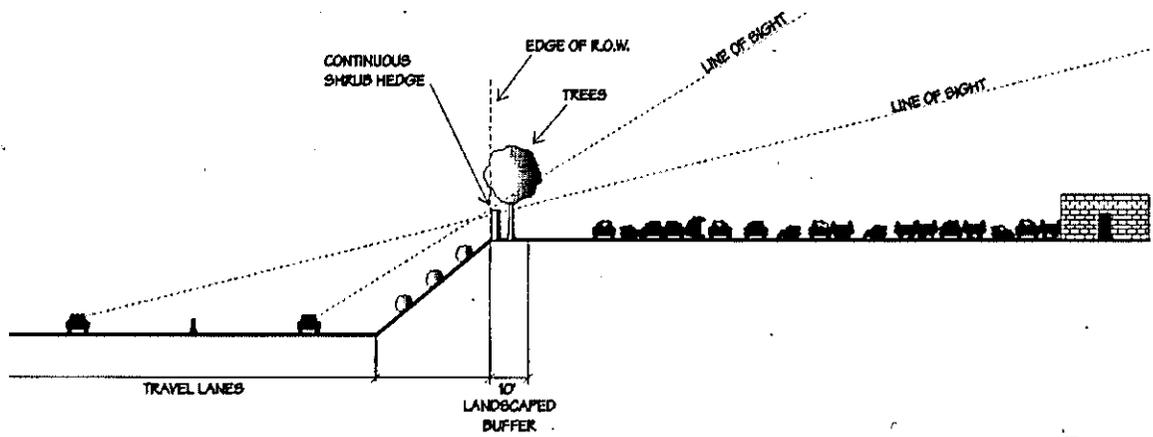


Figure 3
 Required landscaped buffer for wrecking yard next to below grade highway section

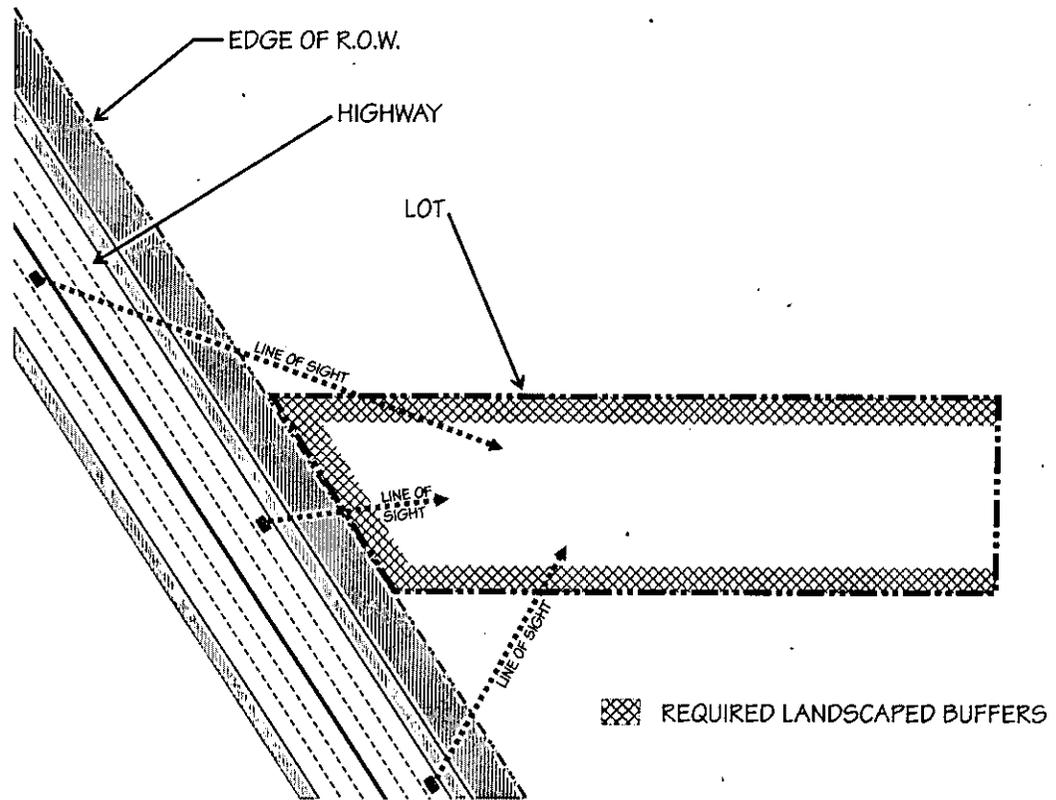


Figure 4
 Illustration of possible required landscaped buffers for land uses specified in Section 1.7.E.4 (wrecking yards, etc.). Unlike other land uses, these uses must provide landscaped buffers along not only the highway frontage, but along ALL lot lines that allow visibility into the site from the highway.

5. For commercial uses, professional office uses, manufacturing uses, multiple-family residential uses, and all other uses not included in items 1, 2 or 3 above, yard requirements shall be as follows:

a. Along lot lines that are adjacent to at-grade highway sections a landscaped buffer no less than 20 feet deep shall be provided.

(1) The landscaped buffer shall consist of lawn, groundcover, or shrubs. Trees shall be provided within the landscape buffer at a rate of 1 per 25 feet of highway frontage, and may be spaced evenly or planted in groups or clusters.

(2) No buildings; parking areas; storage areas, trash or recycling areas; utility equipment; freestanding signs; communications towers; or other structures may be established within the landscaped buffer, with the exception of 1 monument sign as set forth in Section 1.7.J.

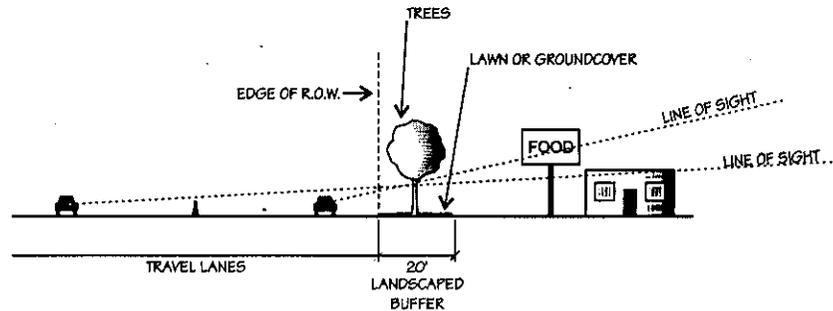


Figure 5

Required landscaped buffer for commercial use next to at grade highway section

b. Along lot lines that are adjacent to elevated highway sections a landscaped buffer no less than 20 feet deep shall be provided.

(1) Trees shall be provided at a rate of 1 tree per 25 feet of highway frontage. The trees may be spaced evenly or planted in groups or clusters, and shall be of a species which will grow tall enough to be visible from the highway.

(2) No freestanding signs or communications towers may be established within 20 feet of the highway right-of-way.

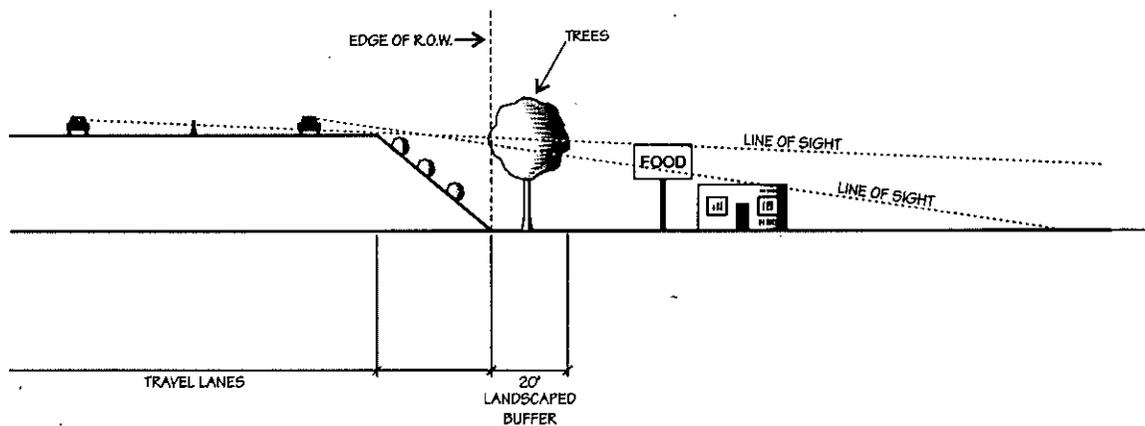


Figure 6
Required landscaped buffer for commercial use next to elevated highway section

- c. Along lots lines that are adjacent to depressed highway sections a landscaped buffer no less than 20 feet deep shall be provided.
- (1) Trees shall be provided at a rate of 1 tree per 25 feet of highway frontage. The trees may be spaced evenly or planted in groups or clusters and shall be placed close enough to the right-of-way line that they will be visible from the highway.
 - (2) No buildings; parking areas; trash or recycling areas; utility equipment; freestanding signs; communications towers; or other structures may be established within 20 feet of the highway right-of-way, with the exception of 1 monument sign as set forth in Section 1.7.J.

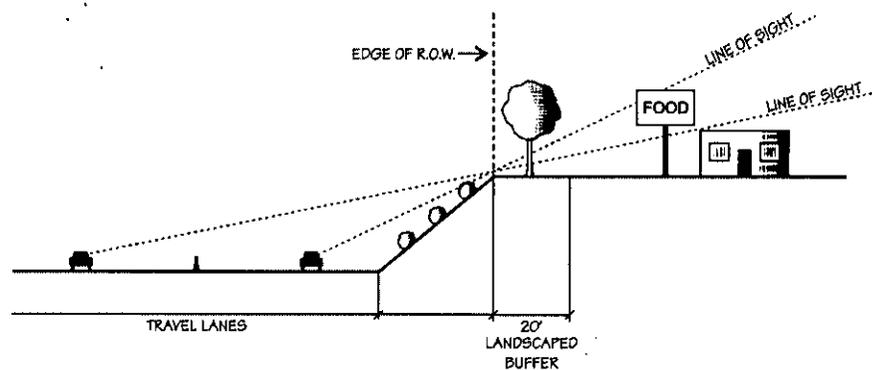


Figure 7
Required landscaped buffer for commercial use next to depressed highway section

- d. Yards for areas of the lot other than those specifically addressed in this overlay district shall be as required by the underlying district.

Highway Beautification Overlay Yard Requirements*			
Use Type	Adjacent Highway Type		
	At-Grade	Elevated	Depressed
Agricultural Uses (See Section 1.7.E.2 for details)	As required by underlying district.	As required by underlying district.	As required by underlying district.
Single Family Residential (See Section 1.7.E.3 for details)	20' landscaped setback consisting of lawn, groundcover, or shrubs. 1 tree shall be planted for every 25 feet of highway frontage.	1 tree shall be planted for every 25 feet of highway frontage.	1 tree shall be planted for every 25 feet of highway frontage.
Wrecking Yards, Pallet Yards, Recycling Facilities, Used Equipment Yards, or Similar Uses. (See Section 1.7.E.4 for details)	20' deep landscaped setback with a continuous shrub hedge, interplanted 30' on center with trees. 6' masonry wall must be provided behind landscaped setback.	20' deep landscaped setback interplanted with large, dense evergreen trees 30' on center.	10' deep landscaped setback with a continuous shrub hedge and a 6' masonry wall.
Commercial, Industrial, Multiple Family, etc (See Section 1.7.E.5 for details)	20' landscaped setback consisting of lawn, groundcover, or shrubs. 1 tree shall be planted for every 25 feet of highway frontage, but the trees may be grouped or clustered to allow visibility into the site.	1 tree shall be planted for every 25 feet of highway frontage, but the trees may be grouped or clustered to allow visibility into the site.	1 tree shall be planted for every 25 feet of highway frontage, but the trees may be grouped or clustered to allow visibility into the site.

* For illustrative purposes, only. Refer to text for complete requirements.

- F. **SPACE BETWEEN BUILDINGS.** Space between buildings shall be as required by the underlying district.
- G. **LOT COVERAGE.** Lot coverage shall be as required by the underlying district.
- H. **FENCES, HEDGES, AND WALLS.** Fences, hedges, and walls shall be provided as required by the underlying district, with exceptions noted above.
- I. **OFF-STREET PARKING.** Off-street parking shall be provided as required by the underlying district.
- J. **OUTDOOR ADVERTISING.**
 - 1. **Freestanding Signs**
 - a. No freestanding sign shall be erected on lots in which the underlying district prohibits freestanding signs.
 - b. On lots in which the underlying district permits freestanding signs, the number of freestanding signs on any lot shall be limited to two. One shall be permitted facing the highway, and one shall be permitted facing the street that the lot fronts. On lots that are not adjacent to the highway, only 1 freestanding sign shall be permitted.
 - c. No freestanding sign may be located in the required yard area described in Section 1.7.E. Only monument signs shall be permitted in the required yard area.

- d. Sign height shall be as follows:
 - (1) The maximum permitted height of freestanding signs shall be dependant on the distance that the freestanding sign is set back from the highway and shall be calculated using the following formula: 1 foot of sign height shall be permitted for every 1 foot that the sign is set back from the highway, to a maximum of 35 feet in height.
- e. The maximum permitted area for monument signs in the required yard area shall be 60 square feet.
- f. The maximum permitted area for freestanding signs shall be dependant on the distance that the sign is set back from the highway and shall be calculated using the following formula: 3 square feet of sign area shall be permitted for every 1 foot that the sign is set back from the highway, to a maximum of 200 square feet in area.

2. Marquee Signs

- a. No marquee sign shall be erected on lots in which the underlying district prohibits marquee signs.
- b. On lots in which the underlying district permits marquee/freestanding signs, the number of marquee/freestanding signs on any lot shall be limited to two. One marquee sign shall be permitted facing the highway, and one freestanding sign shall be permitted facing the street that the lot fronts. On lots that are not adjacent to the highway, only 1 marquee/freestanding sign shall be permitted.
- c. No marquee sign may be located in the required yard area described in Section 1.7.E.
- d. Sign height shall be as follows:
 - (1) The maximum permitted height of marquee signs shall be dependant on the distance that the marquee sign is set back from the highway and shall be calculated using the following formula: 1 foot of sign height shall be permitted for every 1 foot that the sign is set back from the highway, to a maximum of 100 feet in height. All signs not meeting the set back standard are required to obtain a conditional use permit.
 - (2) The maximum permitted height of a marquee sign shall be 100 feet in height. All signs exceeding 100 feet in height are required to obtain a conditional use permit.
- e. The maximum permitted area for freestanding signs shall be dependant on the distance that the sign is set back from the highway and shall be calculated using the following formula: 3 square feet of sign area shall be permitted for every 1 foot that the sign is set back from the highway, to a maximum of 500 square feet in area. All signs exceeding 500 square feet in area are required to obtain a conditional use permit.

3. Wall Signs

- a. No wall sign shall be erected on lots in which the underlying district prohibits wall signs.
 - b. Wall signs shall consist of no more than 10% of the wall area.
4. Sign types not addressed in this section shall be as regulated by the underlying district.
 5. Sign characteristics not addressed in this section shall be as regulated by the underlying district.
 6. Nonconforming Signs and Advertising Structures
 - a. Signs which become nonconforming on or after the effective date of this ordinance but which lawfully existed and were maintained prior to the effective date of this ordinance shall be removed or made to conform within ten years after the effective date of the ordinance. During the interim ten-year period, said nonconforming signs shall be kept in good repair and visual appearance.
 - b. Any sign determined to be of historical significance, and identified as such in any community or specific plan, shall be exempt from the removal and conformance requirements of this section.
 - c. A non-conforming sign may be required to be removed prior to the 10-year amortization period if it meets any of the following criteria:
 - (1) The sign was erected without first complying with all ordinances and regulations in effect at the time of its construction and installation or use.
 - (2) The sign was lawfully erected but its use has ceased, or its owner has abandoned it, for a period of not less than ninety days.
 - (3) The sign has been more than fifty per cent destroyed, repair of the sign would require more than copy replacement, and the damage cannot be repaired within thirty days of the date of its occurrence.
 - (4) The sign owner remodels the sign, beyond a change of copy, without first complying with all ordinances and regulations in effect at the time of its remodeling.
 - (5) The property owner expands or enlarges the building or land use upon which a lawfully erected, nonconforming sign is located and the sign is displaced by the construction, enlargement, or remodeling.
 - (6) The sign is or may become a danger to the public or is unsafe.
 - (7) The sign constitutes a traffic hazard that was not created by relocation of streets or highways or by acts of the governing body.

- d. Nonconforming, on-premises signs that were installed without first obtaining required approvals and permits shall be removed or made to comply within six months of the effective date of this ordinance.
- e. Advertising structures that become nonconforming on or after the effective date of this ordinance are subject to the following provisions:
 - (1) Notwithstanding any other provision of this code, only customary maintenance or use of the structure shall be permitted.
 - (2) No addition, structural alteration, modification to, or enlargement, repair, reconstruction, change in use or replacement of, the structure will be permitted, except:
 - (i) Mere customary maintenance or use; or
 - (ii) Such alterations or changes that will render the structure conforming in every respect with this code.
 - (3) Maintenance, repair, structural alteration, modification, change in use or construction to the structure in any twelve-month period which exceeds fifty per cent of the fair market value of the structure immediately prior to such twelve-month period, or increases the basis of such structure to its owner by one hundred per cent or more than it was immediately prior to such twelve-month period, shall be considered as reconstruction or replacement, or as exceeding customary maintenance or use. Advertising structures requiring this level of maintenance or repair shall be removed or made to conform in every respect with this Municipal Code.
 - (4) Any nonconforming advertising structure that is permitted to remain pursuant to this section shall be maintained in good repair and visual appearance.

K. ARCHITECTURAL STANDARDS. Any building wall visible from the highway shall be detailed and treated equally in terms of appearance to the front of the building.

L. COMMUNICATIONS TOWERS.

- 1. Communications towers shall be permitted subject to a conditional use permit in the "HB" District unless the underlying district expressly prohibits communications towers.
- 2. Each application for a communications tower shall be accompanied by the following:
 - a. A signed statement from the applicant indicating their intention to share space on the tower with other providers.
 - b. A copy of the lease between the applicant and the landowner. The lease shall contain the following provisions:
 - (1) The landowner and the applicant shall have the ability to enter into leases with other carriers for co-location.

- (2) The landowner shall be responsible for the removal of the communications tower or facility in the event the lessee fails to remove it upon abandonment.
3. Communications towers must be of a monopole design. Lattice tower and guyed tower communications towers shall not be permitted.
4. Communications towers may not be located closer than 20 feet to the highway.
5. The maximum permitted height of communications towers shall be dependant on the distance than the communications tower is set back from the highway and shall be calculated using the following formula: 1 foot of height shall be permitted for every 1 foot that the tower is set back from the highway, to a maximum of 150 feet in height. A lightning rod, not to exceed 10 feet, shall not be included within the height limitations.
6. All new communications towers shall be designed to accommodate no less than 2 additional providers.
7. All communications towers shall maintain a galvanized finish, unless camouflaged in some other manner. Examples include disguising the tower as a tree or hiding the equipment in a church steeple.
8. All communications towers shall separated by not less than 1,500 feet. Communications equipment mounted to existing towers or structures such as light poles, tall buildings, water towers, grain silos, or church steeples shall not be subject to this requirement.
9. Mobile or immobile equipment not used in direct support of a communications tower facility shall not be stored or parked on the site of the communications tower unless repairs to the tower are being made.
10. Accessory uses shall only include such buildings and facilities necessary for transmission functions and satellite ground stations associated with them, but shall not include broadcast studios, offices, vehicle storage areas, or other similar uses not necessary for the transmission function.

All accessory buildings shall be constructed of building materials consistent with the primary use of the site and shall be subject to site plan or final development plan approval. Where there is no primary use other than the tower, the building materials for the accessory building shall be subject to the review and approval of the governing body.
11. Communications towers shall only be illuminated as required by the Federal Communications Commission and/or the Federal Aviation Administration. Security lighting around the base of the communications tower may be provided if the lighting is shielded so that no light is directed towards adjacent properties or right-of-way.
12. The base of the tower and all related equipment shall be screened from view with a solid masonry wall a minimum of 6 feet in height. A landscaped buffer of no less than 5 feet shall be provided outside of the screening wall.
13. Any antenna or communications tower that is not operated for a continuous period of 12 months shall be considered abandoned, and the owner of such antenna or tower shall remove the same within 90 days of a receipt of notice

from the governing body notifying the owner of such abandonment. If such antenna or tower is not removed within said 90 days, the governing body may remove such antenna at the owner's expense. If there are two or more users of a single tower, then this provision shall not become effective until all users cease using the tower.

- M. **UTILITY AND MECHANICAL EQUIPMENT.** Utility and mechanical equipment such as heating units, air conditioners, antennas, satellite dishes, HVAC units, or similar devices, shall be integrated into the design of the building or situated on the site so that they are not visible from the highway. When this is not possible, the equipment shall be screened from view of the highway by a masonry wall.
- N. **TRASH AND RECYCLING AREAS.** Trash and recycling areas shall be situated on the site so that they are not visible from the highway. When this is not possible, the trash and recycling areas shall be screened from view of the highway by a masonry wall.
- O. **LOADING AREAS.** Loading areas shall be situated on the site so that they are not visible from the highway. When this is not possible, the loading areas shall be screened from view from the highway by a masonry wall.

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Biology

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