

Appendix C – Aesthetics

CITY OF CLEARLAKE
AIRPORT REDEVELOPMENT AREA DEVELOPMENT MANUAL



Adopted by City Council Resolution 2026-__
__, 2026

CITY OF CLEARLAKE
AIRPORT REDEVELOPMENT AREA DEVELOPMENT MANUAL

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SECTION ONE - VISION, AUTHORITY, AND PURPOSE

1.1 Vision and Goals

Development of the Airport Redevelopment Area (ARA) will result in creating a new mixed-use town center focus for this area of Clearlake, transforming the former Pearce Airport, closed in 1994, into a regional destination that meets the needs of the area through new medical, hospitality, residential, shopping and restaurant venues (refer to Figure 1-Vicinity Map for location of the site). The various parcels within the center would be connected by new multi-modal streets and pedestrian networks, offering parks, pathways, a central plaza and public market food hall and event space, bringing together both residents and visitors. This project will draw tourists and provide a local resource for jobs, services, and recreation. A conceptual plan for this development, referred to as the Preferred Site Plan is referenced in Figure 2 and Figure 7. Project objectives identified in the Project EIR to achieve this vision include the following:

- Develop a destination for visitors and community by attracting jobs and commerce to the area.
- Create a Clearlake identity at the South Gateway and a new City brand with street improvements, park improvements, and existing business improvement initiatives.
- Maintain visibility along State Route (SR) 53.
- Create a pleasant and attractive appearance that complements the surrounding area with the use of drought-tolerant and water-efficient landscaping and architectural designs that support and enhance community character.
- Minimize impacts to adjacent land uses through appropriate design.
- Provide walkable retail, services, and public space, and minimize travel lengths, and accommodate all transportation types, including vehicles, pedestrians, bicyclists, and transit users
- Develop a fiscally beneficial project that provides sufficient revenues to maintain municipal services.
- Minimize environmental impacts to the maximum extent possible.
- Promote local businesses and develop retail stores that will accommodate the retail demands of the Clearlake community, and diversify products and services offered in the community.
- Provide sufficient on- and off-street parking to ensure that adequate parking is provided for store customers and employees.
- Provide significant economic benefits to the City and community in terms of diverse employment opportunities and increased sales tax revenues.

1.2 Authority

In accordance with Chapter 18.15 of the City of Clearlake Zoning Code, Planned Development, this Manual includes procedures, standards and design guidelines for development of the ARA, and is adopted by City Council Resolution No. ____.

1.3 Purpose

The purpose of this Manual is to provide objectives, criteria, and specific procedures for the orderly review of development projects and related improvements within the ARA pursuant to the Clearlake General Plan and Zoning Code. The Planned Development Zone that applies to the ARA provides for more flexible procedures and future development than the Zoning Code, including, but not limited to building height and setbacks, building coverage, development appearance, and parking requirements/standards, than may be provided under the Zoning Code. The Design Guidelines, which include objective design standards, is an essential component to these procedures, and are designed to ensure that the development integrates into and sets the tone for future development within the Master Planned Development.

1.4 Scope and Applicability

These procedures shall apply to all departments in the City, and related agencies and districts that provide service and have jurisdiction within the Airport Redevelopment Area. The requirements, standards and guidelines of this Manual shall apply to all projects, both public and private, which require city approval within the Airport Redevelopment Area. The 54-acre ARA is located approximately 25 miles northeast of Healdsburg and 35 miles southeast of Ukiah as the bird flies of the City of Clearlake. It is bounded by the 18th Avenue extension and Victor Street to the north, SR 53 to the east, and Old Highway 53 to the south and west.

1.5 Organization

The Manual is organized in three sections as follows:

1. Authority and Purpose
2. Procedures for Processing Development Applications
3. Design Standards and Guidelines
4. Relationship to the EIR

1.6 Compliance with Manual

Development and related improvements within the ARA must comply with this Manual which includes processing of development/design review applications, compliance with use regulations, and consistency with Design Review Standards and Guidelines.

1.7 Development Phasing

There is no set phasing or order of development, although infrastructure [roads, mainline utilities, etc. within right of way (ROW)] will occur first to facilitate development of individual sites.

1.8 Environmental Determination

An Environmental Impact Report (EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) for the Airport Redevelopment Project. The EIR was prepared as a Program EIR in accordance with Section 15168 of the CEQA Guidelines. This provides flexibility for subsequent environmental review of development projects by allowing staff to review these projects by tiering off the EIR.

Development and related improvements should be consistent with the development impact/characteristics/intensity of what was included in the EIR project description. All future development and/or design review applications filed within the ARA shall be reviewed by the City for substantial consistency with the EIR project description and for generally consistency with the Preferred Site Plan.

Additional review by staff will be required to determine if subsequent development projects will require additional environmental review. When a design review application for subsequent development is submitted, staff will conduct initial review as an infill development in accordance with Section 15183.3 of the CEQA Guidelines. This review evaluates projects to ensure that impacts resulting in the proposed development are equivalent to or less than significant than as evaluated under the EIR. This approach avoids duplication of preparing more substantive environmental review. It also involves reviewing the project for consistency with the Project Description of the EIR (refer to Section 4 of this Manual). Future development project applications shall be required to demonstrate compliance with these mitigation measures and/or performance standards. In the event the project is found to have more significant impacts than anticipated in the EIR, then the project would be subject to more complete environmental review which might include preparation of a complete initial study/negative declaration/EIR. If the project is found to not result in more significant impacts than anticipated in the EIR, staff will provide a summary of this review and its findings in a short memo and add it to the project development application file. For any projects involving Planning Commission and/or City Council reviewed, such as applications for Conditional Use Permits or Appeals of staff decisions, the final review authority for the project will need to either concur with staff's environmental determination or require further environmental review.

Cumulatively, up to 250 new housing units total would be constructed across Zone Districts 1 and 2, and 436,500 square feet of non-residential building area (which may include wellness/hospital/medical facilities) would be constructed across all three Zone Districts).

In relation to the project's Development Review (Section 2.5 of this Manual), if subsequent development review is found to not result in more significant impacts than anticipated in the EIR, there are no peculiar aspects of the subsequent development that significantly vary from the Preferred Plan, the project is found to be consistent with the Design Standards and Guidelines (Section 3 of this Manual) then the project may be found to not require discretionary approval. In accordance with Section 15357 of the CEQA Guidelines, this type of action is not considered discretionary, and therefore no further CEQA review or determination need be made.

1.9 Amendments

- a. Amendments may be made to this Manual as either minor (approved by the Director) or major (approved at the recommendation of the Planning Commission and approval by the City Council through resolution). Minor changes to this Manual, pursuant to Section 18-15.100 of the Zoning Code are those which meet all the following criteria. If the change would trigger any one of these criteria, it shall be considered a major change: The changes are consistent with the applicable provisions of this Chapter, the Zoning Code and the General Plan.
- b. The changes do not involve a feature of the Airport Redevelopment Plan (Planned Development PD 2025-01(the project) that was specifically addressed or was a:
 - i. Basis for findings in an environmental document under CEQA, such as a mitigated negative declaration or environmental impact report;
 - ii. Basis for condition of approval for the project;
 - iii. Specific consideration by the granting authority in the approval of the project.
- c. The changes do not result in an expansion of the approved project, other than as necessitated by building code requirements. Expansion of a use precluded by this subsection may be defined to include a greater intensity of use, including uses that require increased parking and/or occupancy loads, or that require environmental review.
- d. The changes do not allow revised access to existing and/or additional roads beyond that originally allowed.
- e. The changes do not allow an increase in heights by more than ten percent above the building heights approved in the project, if building heights are not shown in the Manual for building heights that are greater than the height requirements of the Zoning Code.
- f. Revisions that are essentially technical in their nature and conform to the Zoning Code and/or this Manual.
- g. Changes to subsequent development projects that don't meet the goals, objectives, and intent of the Preferred Plan.

Figure 1-Vicinity Map
CLEARLAKE AIRPORT REDEVELOPMENT AREA PROJECT LOCATION

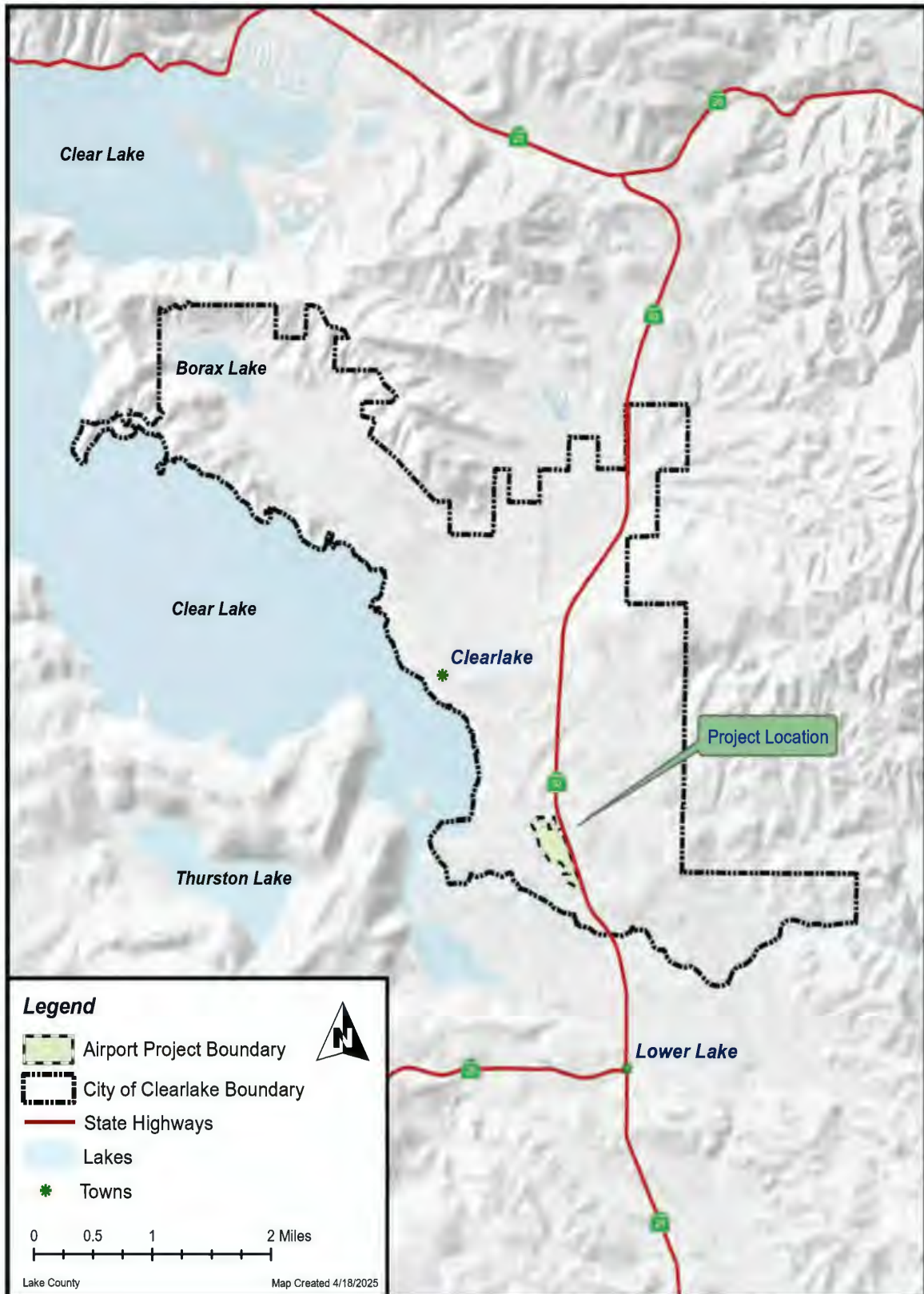


Figure 2-Preferred Site Plan

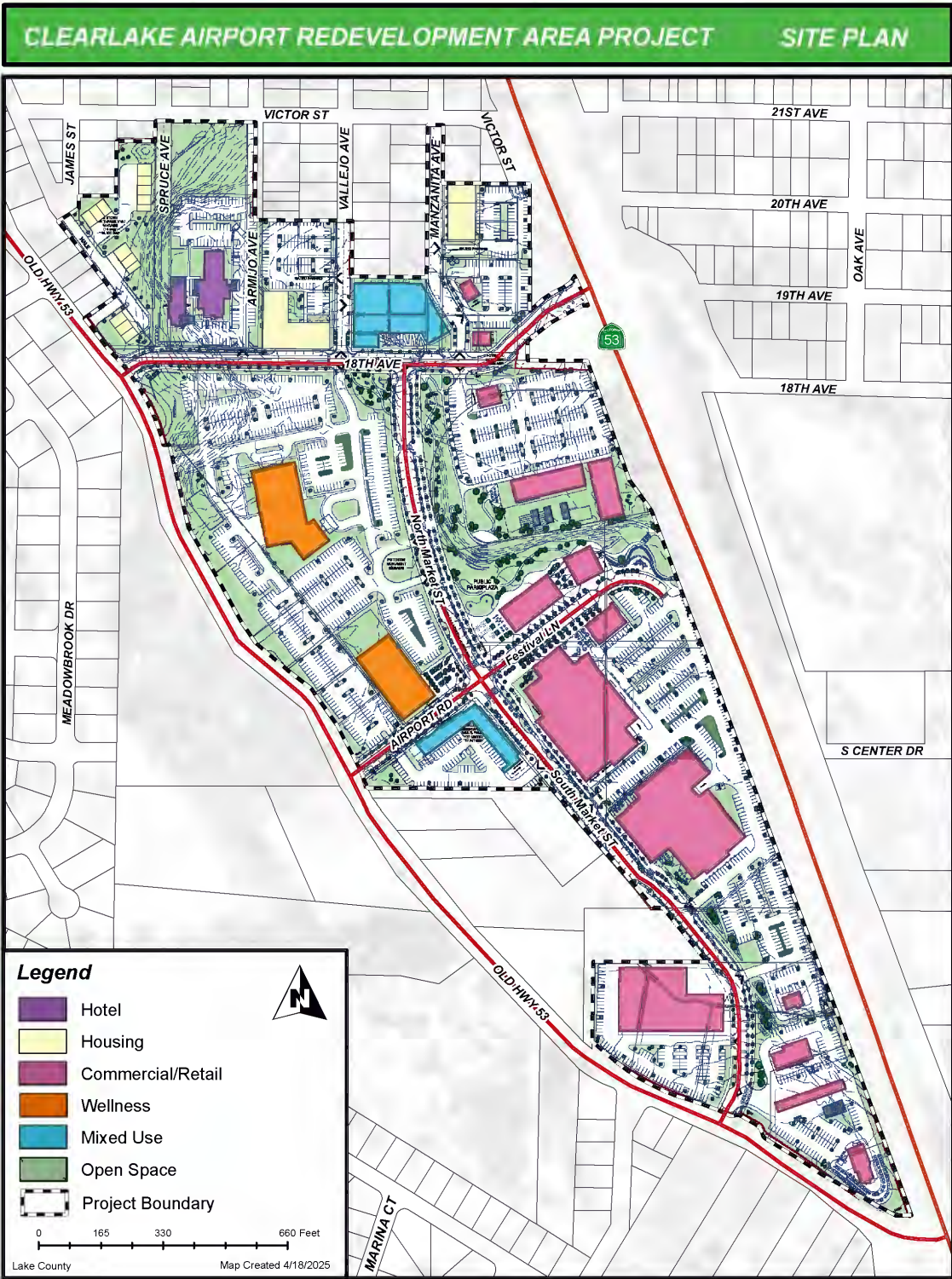
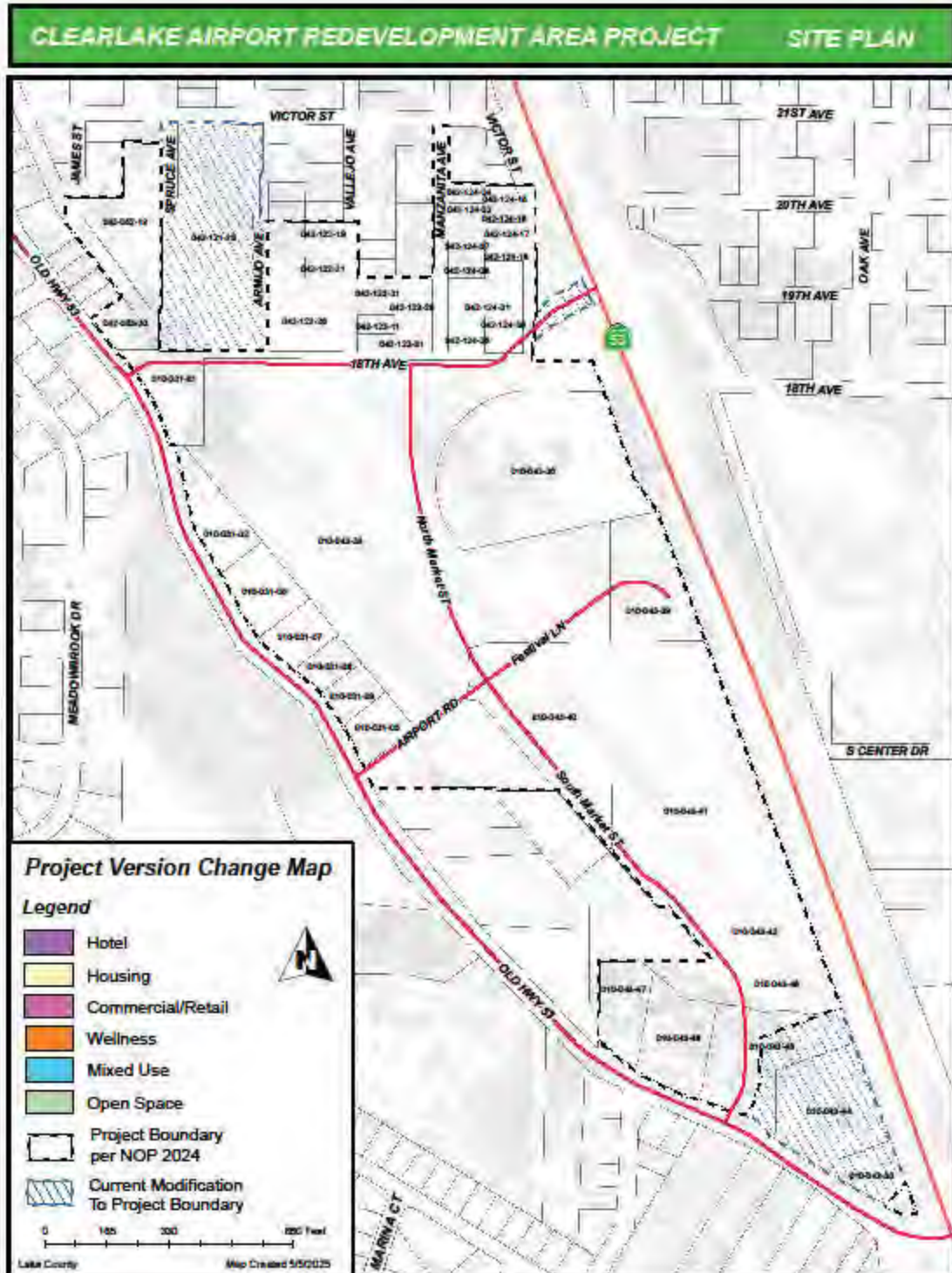


Figure 3-Preferred Site Plan
Parcel Map



SECTION TWO – PROCEDURES FOR PROCESSING DEVELOPMENT APPLICATIONS

2.1 Characteristic Design and Business Characteristic Areas

The Airport Redevelopment Area (ARA) is envisioned as a vibrant, mixed-use district anchored by a central Main Street. This area will feature a retail and food hub on the east side, a wellness center on the west, and mixed-use residential development concentrated in the northern portion. The preferred layout is illustrated in Figures 2 and 7.

To encourage investment and accommodate evolving development needs, the City has adopted a flexible approach to land use. While the design and appearance of developments must align with the Design Guidelines outlined in Section 3, the City retains final authority over how the ARA is developed, leveraging its ownership of the site to guide negotiations with developers and investors.

To support this flexibility, the ARA is divided into three Planned Development (PD) Zone Districts, each with distinct characteristics and permitted uses. These districts are shown in Figure 4 and summarized below:

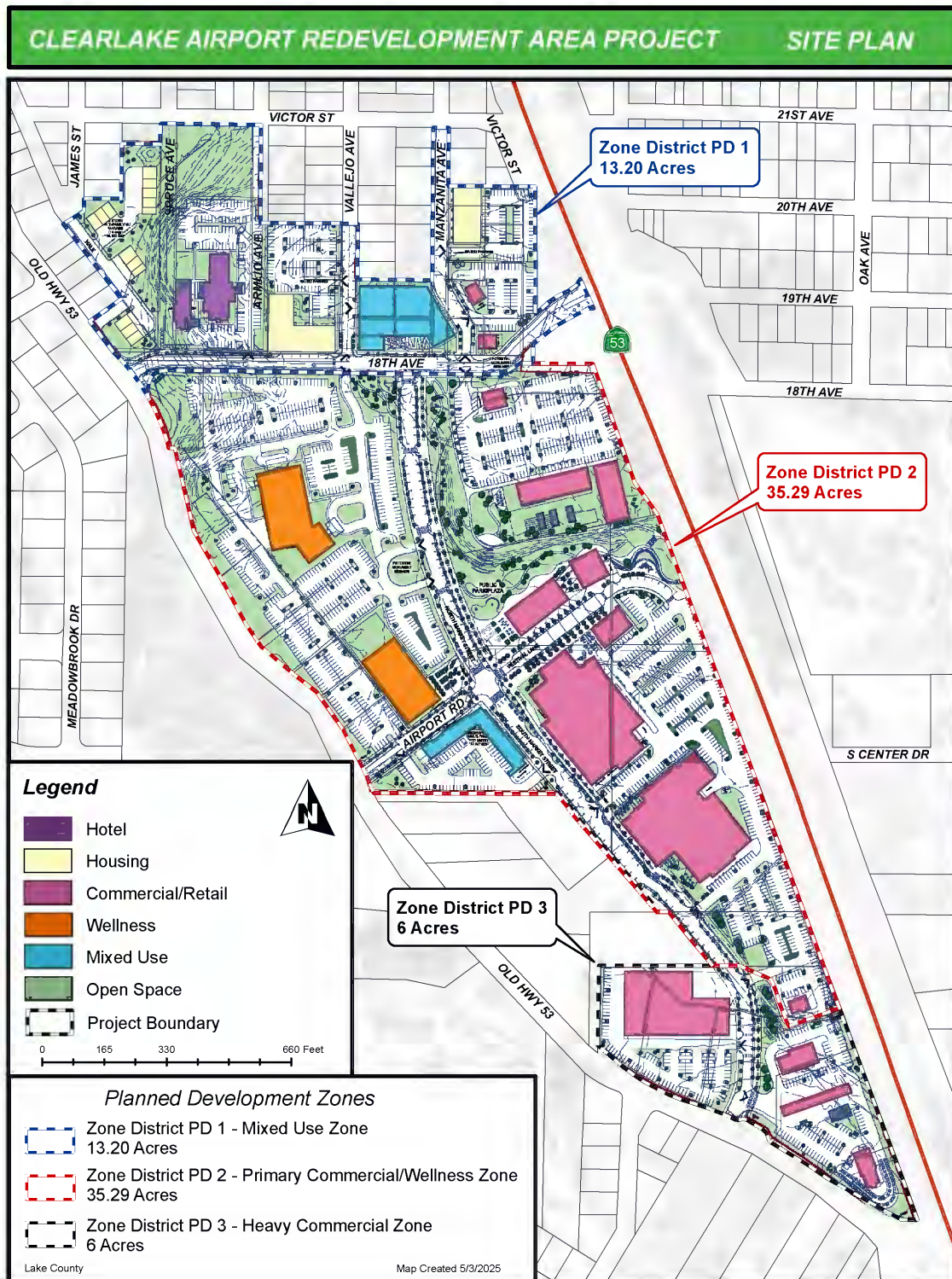
- **Zone District 1 – Mixed Use Zone**
Encompasses approximately 13.20 acres.
Includes multifamily housing, mixed-use multifamily buildings, and commercial uses.
Primary access is from Vallejo Avenue and Manzanita Avenue.
- **Zone District 2 – Primary Commercial/Wellness Zone**
Covers approximately 35.29 acres.
Designed for commercial and mixed-use residential development, with potential for a rural health clinic or future hospital campus.
Includes public open space, a market hall, and Festival Street.
Accessible via 18th Avenue, Old Highway 53, North and South Market Streets, and Festival Street.
- **Zone District 3 – Heavy Commercial Zone**
Spans approximately 5.86 acres.
Intended for commercial retail, drive-through restaurants, a gas station, and potentially a truck fueling station.
Access is provided from South Market Street.

2.2 Design Relationship to District Zones and Use Regulations

In accordance with Section 18-15.020(D) of the Zoning Code, land uses within the Airport Redevelopment Area (ARA) are categorized as permitted, conditionally permitted, or prohibited. These classifications are based on the City's General Plan and the underlying zoning provisions outlined in Section 18-18.010 of the Zoning Code. However, the ARA's zoning framework has been expanded to reflect the unique character and development goals of the three designated Zone Districts.

Figures 2 and 7 (Preferred Site Plans) illustrate the City’s desired development layout. These figures are conceptual and are intended to support the design principles outlined in Chapter 3: Development Design Guidelines. They are not regulatory but serve as a visual guide for future development.

Figure 4-Planned Development (PD) Zones



Per Chapter 18-18 (Use Regulations), any proposed use within the ARA must undergo an initial staff review by the Planning Department to ensure compliance with both this Manual and the Zoning Code. Depending on the nature of the proposed use, one of the following may apply:

- **P (Permitted Use)** – Allowed by right.
- **ZP (Zoning Permit)** – Requires a zoning permit for limited uses (per Section 18-28).
- **AU (Administrative Use Permit)** – Requires administrative approval (per Section 18-28).
- **CU (Conditional Use Permit)** – Requires a conditional use permit (per Section 18-28).
- **(Prohibited Use)** – Not allowed under any circumstances.

Where a use is shown in the Preferred Site Plans (Figures 2 and 7), it is considered permitted by right. Additional notes or exceptions related to specific uses are provided in the footnotes of Table 1: Allowable Uses.

Table 1: Allowable Uses

Use	District 1	District 2	District 3
Accessory Structure(s)	P	P	P
Adult-Oriented Businesses	-	-	-
Automobile Repairs	-	-	AU
Automobile Sales	CU	AU	P
Auto Sound System Sales and Installation ¹	-	AU	P
Bus Depot	-	-	CU
Child/Adult Daycare 14 patrons and greater	P	P	P
Church/Places of Worship	CU	CU	CU
Commercial Cannabis	-	-	-
Department Store	P	P	P
Disposal-Composting Facility	-	-	-
Electrical Vehicle Charging Stations	P	P	P

Use	District 1	District 2	District 3
Event Facility / Banquet Hall / Dance Hall / Lodge	P	P	P
Farmers' Markets	P	P	P
Gas Station / Light Automobile Service / Car Wash (except for electrical vehicle charging stations) ²	-	AU	P
General Professional, Medical Office	P	P	P
Grocery Store ²	P	P	P
Heavy Industry	-	-	-
Heavy Retail, Lumberyards and Equipment (except for warehouse retailers)	-	AU	P
Hospital and Wellness Facilities	-	P	P
Hotels, Motels	P	P	P
Helicopter uses for emergency services ³	P	P	P
Indoor Recreation / Personal Fitness	P	P	P
Indoor Shooting Range	-	CU	CU
Light Industry	-	-	-
Mixed-Use Housing ⁴	P	P	AU
Multifamily/Multi-Dwelling Developments ⁴	P	*AU	AU
Outdoor Commercial Amusement	AU	P	P
Police or Fire Station	P	P	P
Private Club	P	P	P
Public Assembly (preschools; elementary, middle and high schools; libraries; community centers)	P	P	P

Use	District 1	District 2	District 3
Restaurant; with or without drive-through	P	P	P
Retail, Indoor Sales	P	P	P
Senior Independent Living Center	AU	-	AU
Self-Storage	-	-	-
Single-Family Detached Dwelling ⁴	*AU	CU	CU
Small Animal Veterinarian	AU	AU	AU
Performing Arts Facilities	P	P	P
Storage Yard	-	-	CU
Tattoo Parlor	P	P	P
Temporary Construction Yard	P	P	P
Tobacco Sales	P	P	P
Trucking	-	-	*CU
Truck Stop / Truck Wash	-	-	*AU
Warehouse Retailers (including those with lumberyards and equipment rentals/sales)	-	P	P
Warehousing and Logistics / Distribution Centers	-	-	-
Wholesale Business	-	AU	CU

P = Permitted

AU = Administrative Use

CU = Conditional Use

* Where uses are shown in this Project's Preferred Site Plan (Figure 2 &7), uses will be allowed by right. For example, District 2 that has mixed-uses shown in one section would allow multiple family residential by right.

Notes:

1. Auto sound system installation: Auto sound installation services may be approved only as an accessory use to the retail sales of auto sound systems on the same site subject to approval of

an administrative use permit. The administrative use permit review shall consider parking space displacement, noise from the operation and the appearance and visibility of the installation area.

2. Gas Station / Light Automobile Service / Car Wash: Gas Stations/Light Automobile Services/Car Washes may be approved only as an accessory use to grocery stores and warehouse goods retailers in Zone District 2 and will be approved as a by-right use in Zone District 3.
3. Emergency service helicopter facilities consist of rooftop emergency facilities, emergency medical services helicopter landing areas, temporary helicopter landing sites, and emergency use facilities. Refer to Section 18-19.355 of the Zoning Code and Definitions section regarding Helicopter Facilities.
4. Minimum Dwelling Unit Sizes: Except as required for Accessory and Junior Accessory Dwellings, per Section 18-19.320 single-family detached dwellings, including manufactured homes, shall have a minimum 750 square feet floor area (exclusive of garages and carports). A primary dwelling unit size from 400 to 749 square feet (micro primary dwelling) may be approved in any residential zoning district with approval of an administrative use permit. Duplexes, townhomes, and multiplex/multiple family dwellings shall have a minimum 450 square feet of floor area.
5. Secondhand stores and pawn shops are prohibited in all zones.

2.3 New Development, Modified Development Painting, and/or Signs

All new development, modified development, exterior building painting and/or signs (not exempt from the City's Zoning Code) shall be subject to Plan Review. Plan Review is a separate process conducted by Planning Department Staff to evaluate whether a proposal is:

- Substantially consistent with the Design Standards and Guidelines outlined in Chapter 3 of this Manual, and
- Compliant with the Program Environmental Impact Report (EIR) requirements detailed in Chapter 4.

2.4 Off-Street Parking

Parking for the Airport Redevelopment Area is designed in accordance with the Preferred Site Plans (Figures 2 and 7) and meets the minimum parking requirements established in the Environmental Impact Report (EIR).

No additional parking will be required unless the Planning Director determines that a specific use is likely to generate greater parking demand than anticipated in the EIR. In such cases, the Director may require the applicant to provide additional parking.

All parking design must comply with the City's Off-Street Parking Standards, unless alternative or enhanced requirements are specified in Section 3: Design Standards and Guidelines of this Manual.

2.5 Other Zoning Level Requirements

Residential density and building height limits within the Airport Redevelopment Area (ARA) must comply with the City’s Zoning Code.

Additional zoning-related requirements such as signage standards, exterior lighting, fencing, landscaping, and trash enclosure design are addressed in Section 3: Design Standards and Guidelines of this Manual.

Because the ARA is governed by a Planned Development (PD) zone, these requirements may:

- Reference the City’s Zoning Code,
- Be defined within the Design Standards, or
- Be modified in Section 3 to either exceed or be more restrictive than standard City requirements, in order to better achieve the design goals and objectives of this Manual.

2.6 Park Area Requirements

In accordance with the General Plan, a minimum of 0.73 acres of active park land or open space intended for public use shall be provided within the Airport Redevelopment Area (ARA). Staff shall monitor subsequent development to ensure that this minimum is provided. The City may, during the course of area develop reserve this space as dedicated public parkland.

2.7 Wastewater Capacity Analysis/Hydraulic Model

In accordance with Lake County Special Districts Capacity Analysis/Hydraulic Model Policy, prior to building permit issuance for subsequent development that exceeds the District’s threshold for requiring a hydraulic model, applicants shall certify to the City that the model has been completed and that the District approves connection to the wastewater system.

2.8 Streets and Right of Way

The project site includes partial and full street improvements, as well as frontage enhancements, along the following existing streets:

- 18th Avenue
- Airport Road
- Old Highway 53
- Manzanita Avenue
- Vallejo Avenue

In addition, two new streets will be introduced:

- **Market Street:**
A primary north-south connector that links 18th Avenue (to the north) with Old Highway 53 (to the south). Market Street will be developed as a public right-of-way (ROW) and maintained by the City of Clearlake. Its design and construction must comply with the standards outlined in this Manual.

- **Festival Lane:**

A privately developed, plaza-style street that provides access to the market hall. It includes on-street parking during regular use but is designed to convert into a pedestrian-only space for events such as markets, festivals, and food truck gatherings. Festival Lane's design is also governed by this Manual.

Note: While 18th Avenue is a key east-west arterial that bisects the site and connects Old Highway 53 to State Route 53, its development is not included in the scope of this Master Plan. However, it plays a critical role as a northern gateway and intersects Market Street, forming a major access point to the park and commercial areas.

Refer to Figure 5 – Street Types for detailed cross-sectional designs.

2.9 Supplemental Circulation Improvements

A number of circulation improvements are included with this development, some phased according to traffic levels as the project is constructed and occupied. Figure 5 shows traffic safety improvements to the project that will need to be incorporated into the circulation system when constructed:

Circulation Improvements when Constructed:

Figure 6 shows two intersection capacity improvements that will need to be completed in phases depending on development status as follows:

CI-1: Install an enhanced pedestrian crossing on the south leg of the Old Highway 53/18th Avenue Extension intersection.

CI-2: Install Rectangular Rapid Flashing Beacons (RRFBs) included at all proposed uncontrolled crosswalks and at the existing crosswalk on Old Highway 53 at the Clearlake Community School.

CI-3: Install Leading Pedestrian Intervals (LPIs) at the existing crosswalks and high visibility crosswalk markings and advance limit lines.

CI-4: Install sharrow markings or Class II bicycle lanes on Airport Road.

CI-5: Install Class II bike lanes on the eastbound and westbound approaches to SR 53/18th Avenue and dashed green conflict markings installed through the intersection.

CI-6: Bike lanes shall be transitioned to the left side of the right-turn lanes until the 18th Avenue approaches are restriped to include dedicated left-turn lanes.

CI-7: Extend the existing eastbound bicycle lane on Old Highway 53 to the intersection with SR 53 and transition it to the left side of the right-turn lane at the intersection.

CI-8: Install left-turn lanes on Old Highway 53 at 18th Avenue Extension, Airport Road, and South Market Street.

CI-9: Dashed green bicycle conflict markings shall be installed in the bike lane on Old Highway 53 for the last 100 feet approaching South Market Street and Airport Road.

CI-10: Redesign the SR 53/18th Avenue eastbound left-turn lane at least 165 feet of storage space. Other new turn lanes shall be installed with minimum 100 feet of storage space for left-turning traffic.

CI-11: An eastbound right-turn overlap phase shall be installed at SR 53/Dam Road-Old Highway 53. The eastbound left-turn lane shall be extended to 180 feet and the right-turn lane shall be extended to 205 feet.

Phased Circulation Improvements:

Figure 7 shows circulation safety improvements that will be required to be installed/implemented with project circulation improvements. These include:

CI-12. In accordance with the General Plan and in compliance with the City's Development Impact Fee Program, make signalization improvements, restripe, provide for minimum 165 foot long left turn lanes on both sides of 18th Avenue, provide shared right turn lanes at buildout of 43% of PD Zones 1 And 2.

CI-13: Installation of signal and related improvements at the intersection of Old Highway 53 and Market Street-Install at 75% buildout of commercial zones PD2 And PD3.

Annual Development Capacity Monitoring:

CI-14: City staff shall monitor development annually to ensure circulation deferred circulation improvements shown on Figure 7 are made to comply with General Plan traffic capacity standards.

Figure 5-Traffic Safety Improvements

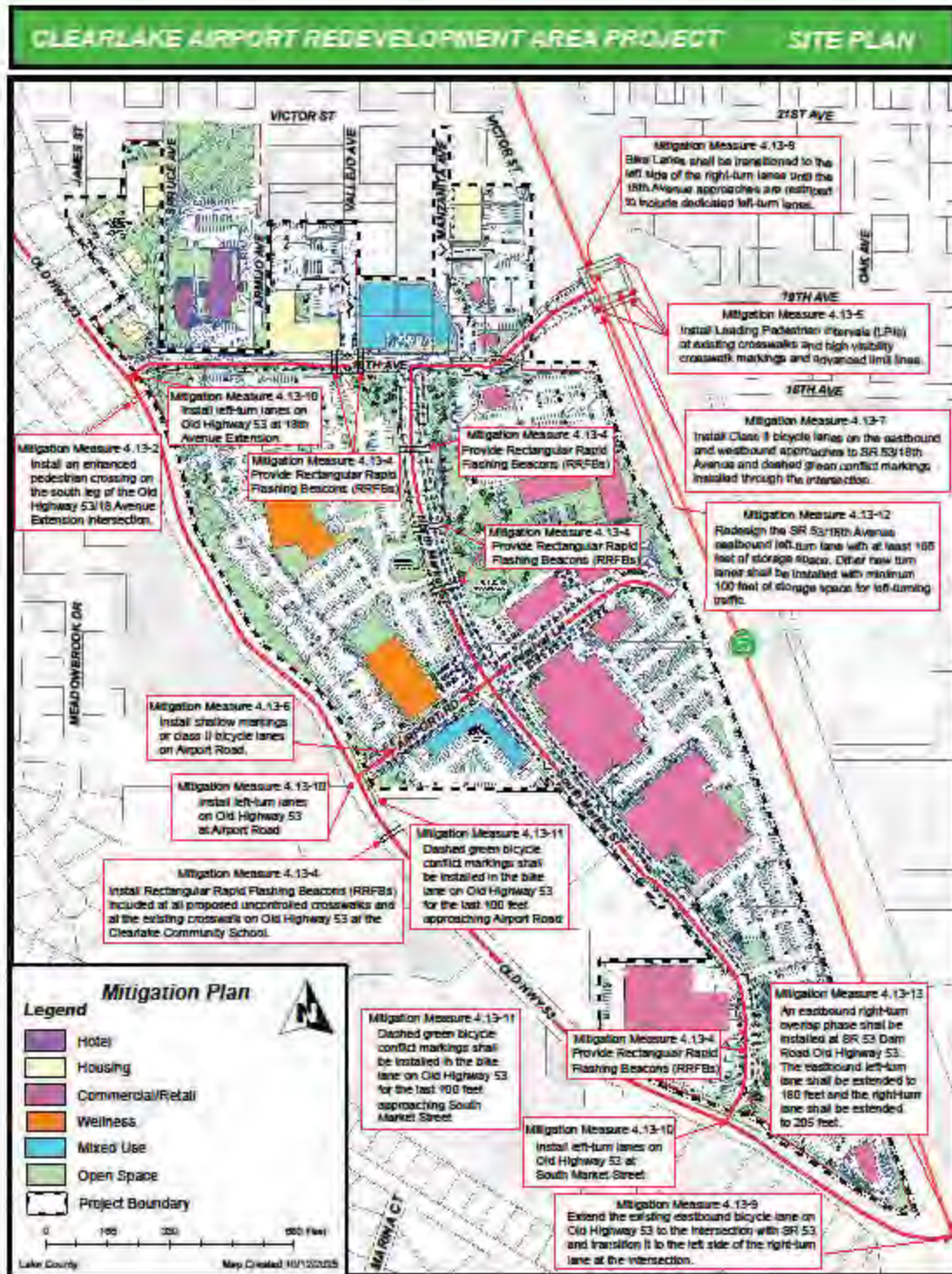


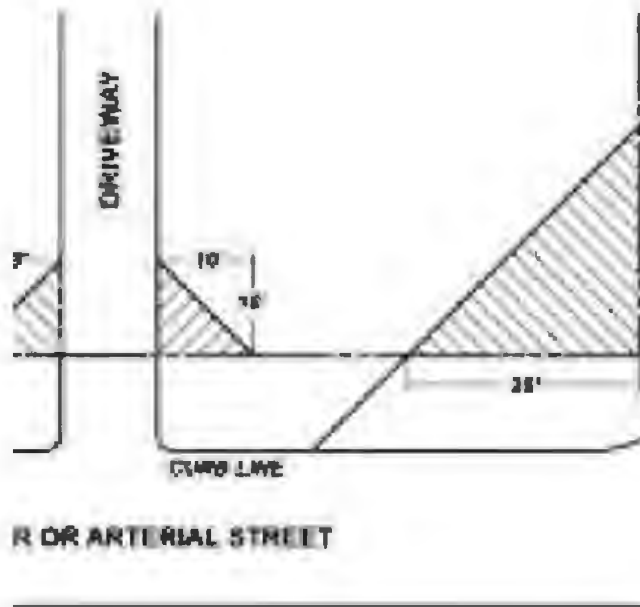
Figure 6-Phased Traffic Capacity Improvements



2.10 Sight Distance Clearance

To insure safe sight distance clearances signs, monuments, and other physical features shall not be placed around major intersections such as Old Highway 53 at 18th Avenue, Airport Road, and South Market Street, that could obscure clear visibility. The project shall maintain clear vision triangles at these access points (see Figure 7):

Figure 7-Clear Vision Triangles



2.11 Preliminary Review

A pre-application conference with Planning Department staff is strongly recommended for any project involving significant design considerations.

Exceptions include minor projects such as:

- Sign installations
- Fencing
- Landscaping or irrigation
- Trash/recycling enclosures
- Parking layout adjustments
- Minor building alterations

These types of projects may be eligible for over-the-counter approval with the issuance of a building permit.

Even if a building permit is not required, applicants are encouraged to consult with Planning staff to ensure consistency with the Design Manual.

2.12 Formal Review

A Formal Plan Review Application must be submitted to the Planning Department. This application will undergo an initial review to determine whether it is complete and includes all required materials, as outlined in the City's Design Review Application Checklists.

- Within 15 days of receiving the application, staff will either:
 - Confirm that the application is complete, or
 - Provide a list of missing items needed to complete the submission.

Once deemed complete, the application will be reviewed for consistency with this Manual, including the Design Standards and Guidelines (Section 3). The staff planner, in consultation with the Planning Director, may:

- Approve the application if it is consistent with the Manual, or
- Refer it to the Design Review Board or Planning Commission if inconsistencies are identified.

In some instances an approval of a Plan Review Application within the ARA may include conditions of approval to assure consistency with the Manual and Project EIR.

Once a complete Plan Review application is received staff will conduct separate Design Standards/Guidelines review by completing the Plan Review Design Consistency Checklist (refer to Chapter 3 for this checklist). Depending on scale of the project and other factors, staff will conduct separate review for consistency with the Project EIR and related EIR Project Description (refer to Environmental Compliance Checklist in Chapter 4 of this Manual).

SECTION THREE – DESIGN STANDARDS AND GUIDELINES

3.1 Introduction

The Design Standards and Guidelines (DSG) serve as a shared framework for design professionals, property owners, developers, and community members to understand the City of Clearlake’s expectations for development within the Airport Redevelopment Area (ARA).

While these guidelines are not as rigid or prescriptive as formal zoning regulations, they provide a flexible yet directive framework that communicates the City’s design values, goals, and preferences. All proposed developments are expected to reflect the principles and intent outlined in these guidelines to ensure a cohesive, high-quality built environment.

3.2 Purpose

The purpose of the Design Standards and Guidelines is to ensure that all future development within the ARA:

- A. Promotes community value by enhancing the visual and functional quality of the area.
- B. Fosters an attractive and livable environment that supports both residential and commercial uses.
- C. Protects public investments by encouraging thoughtful, long-term design.
- D. Encourages a mix of uses where appropriate, to support a vibrant and diverse community.
- E. Raises community expectations for design quality and environmental stewardship.

3.3 Site Design

As outlined in Section 2, all development projects within the Airport Redevelopment Area (ARA) must demonstrate an integrated design approach. This means creating strong physical and visual connections between new development and surrounding areas, reducing travel distances, and encouraging walking, biking, public transit, and active use of all site areas. The design should support a human-scale environment through architectural variety, green spaces, and smooth transitions between buildings, retail, and public spaces. This approach also allows for phased development and long-term adaptability.

To be approved through the City’s Plan Review process, each project must demonstrate consistency with the Design Guidelines and Standards by meeting the following criteria:

- A. Aligns with the City’s General Plan.
- B. Is compatible in design with the surrounding built environment.
- C. Provides a smooth and appropriate transition in scale and character between different land uses.
- D. Uses architectural styles, materials, and colors that suit the project’s function and reflect the design standards.
- E. Organizes buildings and site functions to create a logical, attractive, and user-friendly layout and experience.
- F. Incorporates open space and landscaping that enhance the design and support the intended use of structures.

- G. Ensures safe and convenient access and circulation for pedestrians, cyclists, and vehicles.
- H. Preserves and integrates natural features and vegetation into the site design.
- I. Applies materials, textures, colors, and construction details that express the project’s design intent and are compatible with nearby development.

3.3.1 Clearlake Street Plan

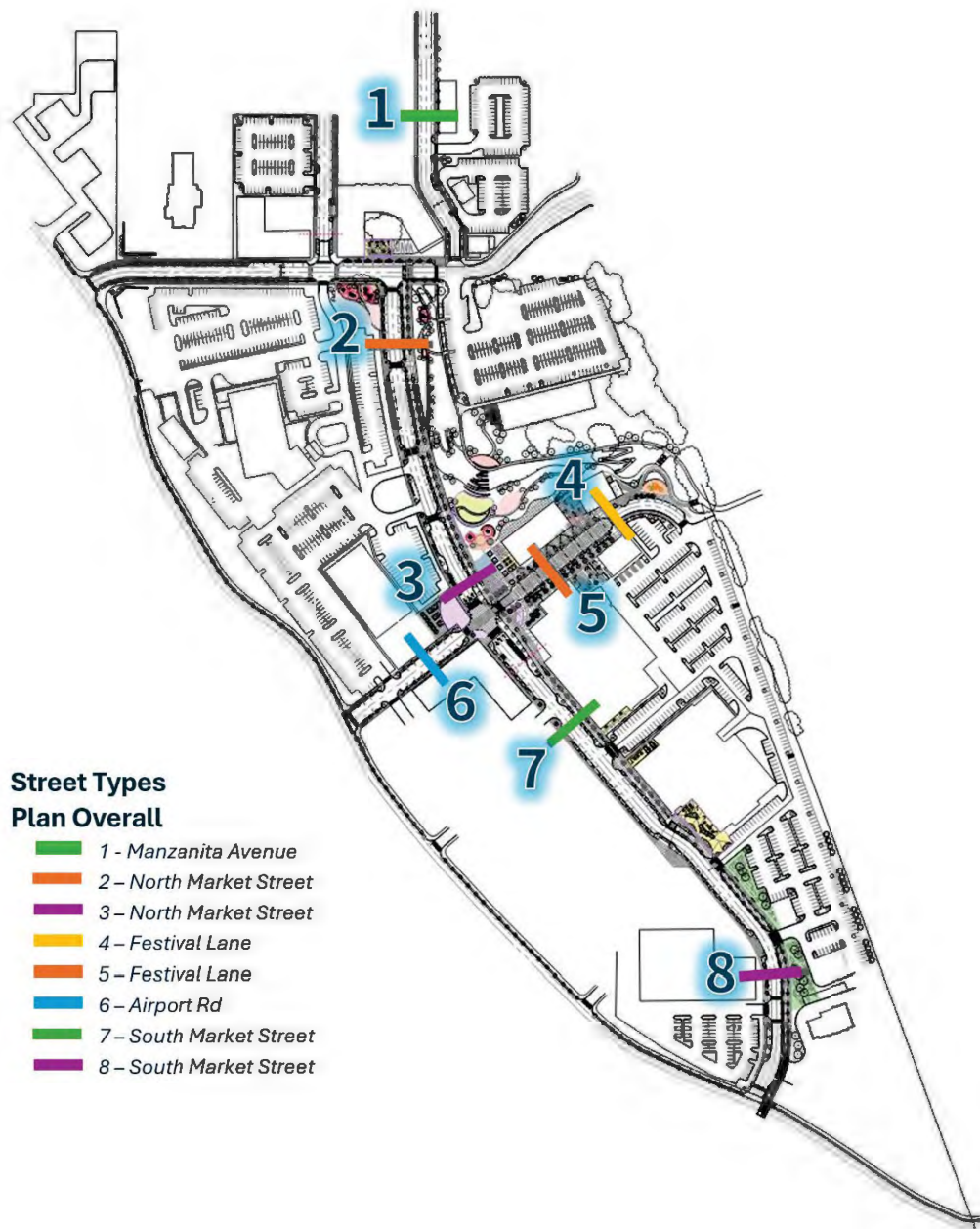
The development’s street network includes three primary roads that connect seamlessly to the surrounding perimeter streets. Each street is designed with a distinct character to enhance the overall experience of the site (see Figures 8 and 9):

- **Airport Road** serves as a key access point, linking to Old Highway 53 and transitioning into Festival Lane at the heart of the site.
- **Market Street**, the central spine, is designed with pedestrians in mind. It supports multiple modes of transportation, facilitates deliveries, and features intuitive wayfinding.
- **18th Avenue** acts as a vital east-west connector, linking State Route 53 to Old Highway 53 and providing a primary gateway into the development.

Figure 8-Street Sections



Street Design Intent Cross Section Types

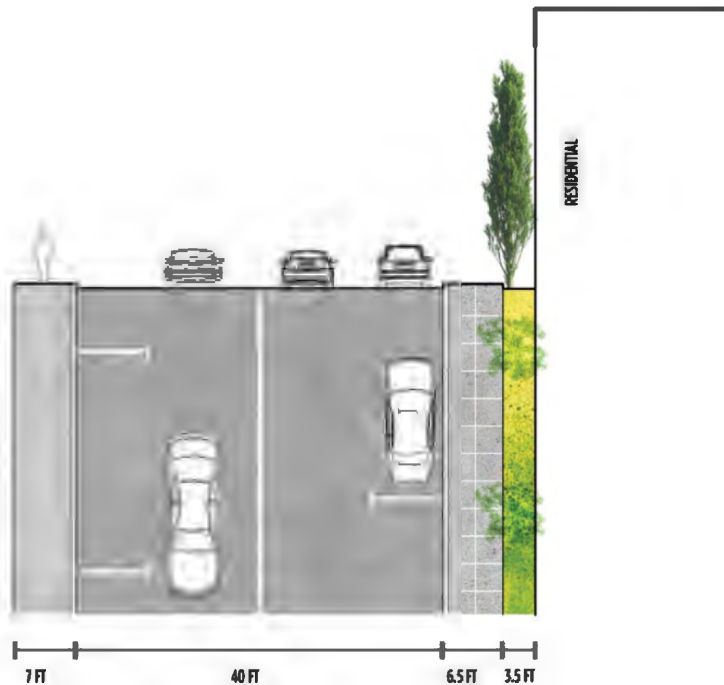


3.3.1.1 Street Types

Manzanita Avenue – Local Street

Manzanita Avenue will be upgraded to maintain access for existing residents while also supporting new development (see Figure 10). Planned improvements include parallel parking on both sides, installation of new curbs, and enhanced sidewalks to improve pedestrian safety and connectivity.

Figure 10-Manzanita Avenue



Street Design Intent Cross Section Type 1 – Manzanita Avenue – Local Street

18th Avenue – Arterial Street

18th Avenue serves as a primary vehicular entry point into the site, connecting State Route 53 (SR-53) to Old Highway 53. It is one of only two access routes from SR-53 and plays a critical role in site circulation.

This arterial street will feature:

- Parallel parking on both sides
- Sidewalks for pedestrian access
- Landscaped furnishing zones
- Branded wayfinding signage consistent with the site's identity

Due to its function as a higher-speed corridor, clear signage and well-marked pedestrian crossings are essential—particularly at the intersection with Market Street, where traffic transitions into the mixed-use and retail core of the development. This intersection must prioritize pedestrian safety and intuitive navigation for both vehicles and non-motorized users.

Market Street – Main Street/arterial

Market Street functions as the primary circulation route through the site, linking key public spaces and encouraging active use of recreational amenities (aww Figure 11). The street design must incorporate multiple traffic-calming strategies to enhance safety for pedestrians and cyclists. A narrow cross-section, combined with frequent, clearly marked pedestrian crossings, is required to improve pedestrian visibility and promote walkability. Designated gateway features must be integrated to guide pedestrian movement and create a safe, intuitive environment. These gateways also facilitate efficient vehicle access to commercial, retail, and multi-modal transportation corridors within the site.

Figure 11-Market Street 1

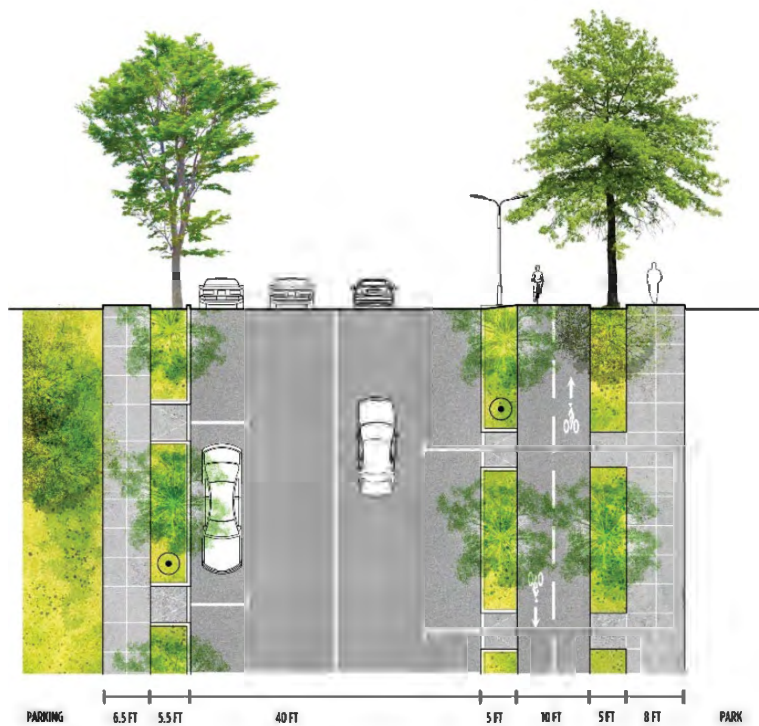


Figure 12-Market Street 2

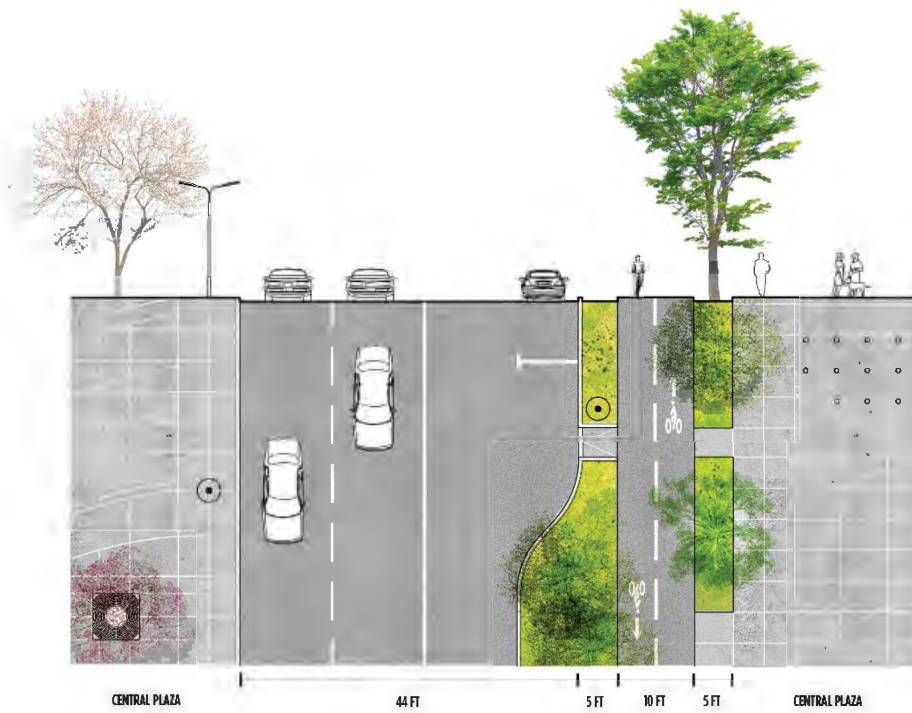
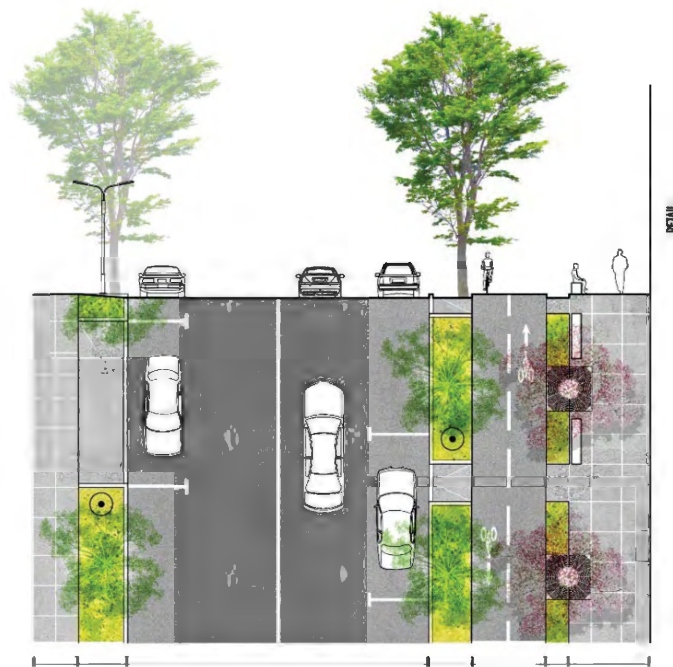


Figure 13-Market Street 3



Festival Lane – Festival Street

Festival Lane, located east of Airport Road, shall function as a shared-use street that prioritizes pedestrian and bicycle safety, comfort, and accessibility, while still accommodating vehicular traffic and localized deliveries.

The street must be designed to allow temporary closure to vehicles, transforming into a pedestrian-only space for events, festivals, and community gatherings.

Key design requirements include:

- A curb-less street profile that allows seamless transitions between the roadway and adjacent pedestrian areas.
- Removable bollards at key intersections to control vehicle access during events.
- Minimal striping to maintain a clean, flexible surface while still supporting parallel parking during normal use.
- Generous seating, street trees, and planting areas to enhance comfort and aesthetics.
- Festoon lighting and pole-mounted banners to reinforce the festive character and support nighttime use.
- Integration with the Marketplace Plaza to create a unified public realm experience.



Figure 14-Conceptual imagery of Festival Street looking west.



Figure 15-Conceptual imagery of Festival Street looking east.

Figure 16 Festival Street 1



Figure 17-Festival Street 2



Figure 18-Concepts



Top Images: Festivals such as and art walk, farmers market, food trucks.

Bottom Image: Conceptual Imagery of central Festival Street, Market Hall, and outdoor public plaza, play and park.

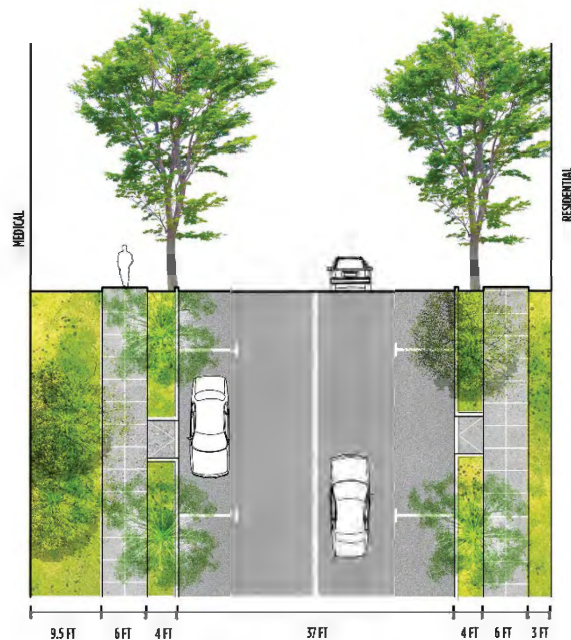
Airport Road – Collector Street

Airport Road serves as a secondary access route providing ingress and egress to the central portion of the site. It features a narrower cross-section than primary streets and is intended to support moderate traffic volumes.

Design elements must align with the overall site character but be applied at a reduced scale. The following standards apply:

- Street trees and stormwater treatment features must be incorporated where feasible to maintain continuity with the broader landscape strategy.
- Designated bike lanes are not required on this segment; however, the street must be designed to accommodate shared use with bicycles, allowing for safe integration of cyclists within the vehicular travel lane.
- The street must accommodate emergency vehicle access, particularly for ambulance service to the medical parcel.
- It must also support vehicular access to adjacent retail and residential parcels, especially those planned for future development phases.

Figure 19-Airport Road



3.3.2 Integrate Transit and Bicycle Connections and Parking

The central Market Street corridor shall accommodate vehicles, bicycles, personal mobility devices, and pedestrian crossings. All circulation routes must connect to this central spine, with particular emphasis on safe and direct bicycle and pedestrian connections between adjacent developments and parcels.

Transit stops are to be located near the central intersection, with designated areas for rideshare drop-offs. As transit services expand, these stops may transition to exclusive transit use, with provisions for future installation of bus shelters. Parallel parking areas

throughout the site may be repurposed for additional transit stops as service frequency and ridership increase.

Each parcel shall provide bike racks, secure lockers, and residential bike rooms in accordance with applicable code requirements. Developers are strongly encouraged to exceed these minimums, particularly along designated bicycle routes, to support active transportation and reduce reliance on automobiles.

3.3.3 Pedestrian Strategy

3.3.3.1 Central Walking Experience

Establish a continuous, verdant, and pedestrian-oriented network that enhances connectivity across the development and integrates with the broader street and open space system. This network should foster engagement with commercial frontages and public spaces. Pedestrian circulation routes shall:

- Provide convenient, direct, and accessible connections to key destinations on or adjacent to the site, including streets, primary internal drives, public pathways, transit and rideshare nodes, building entrances, open spaces, and parking areas; and
- Promote safe, attractive, and functional pedestrian facilities that activate public, naturalized, and recreational areas.

3.3.3.2 Accessibility

All public spaces, natural features, and site amenities shall be universally accessible. Beyond minimum code compliance, developments should incorporate equitable access strategies at staircases, grade changes, and natural features. Wayfinding systems must feature high-contrast, legible fonts, appropriately scaled signage, and placement suited to pedestrian, cyclist, and vehicular speeds.

Developers are encouraged to adopt inclusive design principles that support intergenerational use and equitable access for all users, regardless of ability.

3.3.4 Traffic Calming and Pedestrian Crossings

Traffic calming techniques and structures shall be employed throughout the site to promote a safe, walkable, and pedestrian-oriented environment. These measures are intended to support multimodal transportation while maintaining convenient vehicle access to retail and recreational amenities.

3.3.4.1 Raised Intersection

A raised or “table” intersection shall serve as both a traffic calming device and a central visual feature, marking the heart of the development’s public realm. This

element signals a pedestrian-priority zone and reinforces the identity of the Marketplace Plaza.

3.3.4.2 Festival Lane

The eastern segment of Airport Road shall be designed as a flexible-use “Festival Lane,” capable of temporary closure for events, food carts, retail spillover, or scheduled pedestrian-only use. This shared street extends from the curb-height intersection and features continuous paving materials that visually unify the Marketplace Plaza. Bollards, pedestrian-scale lighting, and street trees define the space, while differentiated paving signals a shared mobility environment to both drivers and pedestrians.

3.3.4.3 Crossing Enhancements –

Pedestrian crossings shall be enhanced with sidewalk bump-outs to improve visibility and shorten crossing distances. These are provided at key intersections along Market Street. All crosswalks shall feature:

- Contrasting color and texture
- Reflective striping for nighttime visibility
- Design elements that align with the City of Clearlake’s branding strategy

These enhancements improve safety while contributing to the aesthetic quality of the development.

3.3.4.4 Striping

Striping shall be used as a cost-effective method to delineate pedestrian and bicycle routes, reduce conflicts between modes, and support intuitive wayfinding. Striping should be consistent with the site’s overall mobility and branding strategy.

3.3.4.5 Parking Lot Pedestrian Routes

Safe and clearly defined pedestrian routes within parking areas are essential to connecting visitors to retail, residential, and recreational destinations. These routes shall:

- Be separated from vehicular traffic by raised curbs, bollards, landscaping, or other protective features, except where crossing drive aisles
- Include crosswalks at all intersections with primary internal drives or public streets
- Feature bump-outs at crosswalks where parking lanes are present, extending the full depth of the parking lane

Landscaping Requirements:

- Parking area walkways shall be landscaped along the majority of their length, excluding drive aisle crossings
- Landscaping may include planted islands or strips, which may count toward required parking lot landscaping
- Trees shall be selected from the City’s approved Parking Lot Tree List

3.3.5 Multi-Modal paths

A comprehensive network of interconnected streets, sidewalks, transit routes, and trails shall prioritize pedestrian and non-vehicular movement across the site. The multi-modal path system is designed to promote sustainable transportation choices and provide seamless connections to adjacent developments and arterial streets, enhancing the site's role as an active mobility spine.

The multi-modal path shall be:

- Convenient, safe, and universally accessible
- Integrated with adjacent land uses and public spaces
- Designed to accommodate cyclists and personal mobility devices

Reflective materials shall be used to improve nighttime visibility and overall safety.

3.3.5.1 Landscape Buffer

Landscape buffers shall be incorporated between parked vehicles and the multi-modal path, using shrubs and ornamental grasses. Where feasible, an additional buffer shall be placed between the multi-modal path and adjacent pedestrian walkways to enhance comfort and safety.

3.3.5.2 Striping

Path striping shall clearly indicate two-way traffic. In areas without a landscape buffer between the multi-modal path and pedestrian walkways, additional striping and markings shall be used to delineate direction and mode of travel, minimizing user conflicts. High-visibility striping shall also be applied at all street crossings, loading zones, and driveways.

3.3.5.3 Vehicle and Pedestrian Crossings

At all vehicle crossing points, the multi-modal path shall include ramp transitions and appropriate signage for stopping, yielding, and wayfinding. These crossings must be designed to prioritize pedestrian and cyclist safety while maintaining clear visibility for all users.

3.3.6 Trails

The trail system located at the northeast bluff provides a scenic and recreational amenity that connects users with the site's natural landscape and regional vegetation. These trails encourage leisure, exercise, and social interaction while celebrating the ecological character of the area.

The trail network is designed to be inclusive, engaging, and seamlessly integrated into the overall development. It supports both short and extended visits and offers a variety of experiences for users of all abilities.

Key Features of the Trail System:

- **Rest Nodes:** Strategically placed rest areas—including benches, shelters, water fountains, and restrooms—are located near trailheads and key intersections to support comfort and accessibility.
- **Connectivity:** Trails provide a walkable and intuitive connection between the Bluff Overlook and all retail destinations within the development, reinforcing the integration of natural and built environments.
- **User Experience:** Trails are designed to accommodate a leisurely pace and encourage exploration without impeding circulation. Facilities along the path enhance the journey and invite users to engage with the landscape.
- **Accessibility:** The trail system includes both accessible routes and steeper, unpaved paths. Accessible routes are treated as primary circulation paths and are fully integrated into the site design to ensure equitable access for all users. (Refer to Section 3.3.3.2 Accessibility.)

This trail network enhances the site's identity as a place where natural beauty, recreation, and community engagement intersect.

3.3.7 Site Lighting

Lighting shall be integrated throughout the site to support a safe, active, and accessible environment while also serving as a cohesive and visually engaging design element. A consistent lighting strategy utilizing a unified manufacturer and product line for streetlights, pedestrian-scale fixtures, bollards, and wall-mounted lights will reinforce the development's identity and ensure visual harmony.

Uniform illumination levels and coordinated exterior building lighting will enhance both safety and aesthetics across the site.

3.3.7.1 Illumination Quality and Safety

Lighting fixtures shall provide appropriate and adaptive illumination levels tailored to the specific needs of each site environment. Fixtures must enhance visibility, create inviting public spaces, and support safe navigation during evening and nighttime hours.

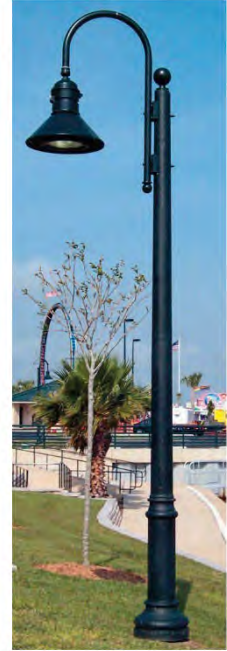


Figure 20-Image of typical Canterbury site and parking area lighting

3.3.7.2 Visual Comfort and Compatibility

Lighting design shall minimize glare and light spill to preserve the experience of adjacent site elements and buildings. Fixtures should be positioned and shielded to avoid disrupting views or creating visual discomfort.

3.3.7.3 Environmental Responsibility

Lighting systems shall be designed to minimize environmental impact. Upward illumination should be avoided to reduce light pollution and protect views of the night sky. The use of Dark Sky-compliant fixtures is strongly encouraged to reduce light trespass and preserve nighttime ambiance.

To further mitigate light pollution, all exterior luminaires shall comply with BUG (Backlight, Uplight, Glare) rating limits as defined by the IES TM-15 standard and required by the California Green Building Standards Code (CALGreen), Title 24. Fixtures should be selected and installed to minimize backlight and glare, and to eliminate uplight, especially in environmentally sensitive or low-light zones.

Energy-efficient technologies and smart lighting controls are encouraged to further reduce the site's ecological footprint. Projects shall meet or exceed the applicable requirements of CALGreen, including mandatory and voluntary measures for outdoor lighting performance.

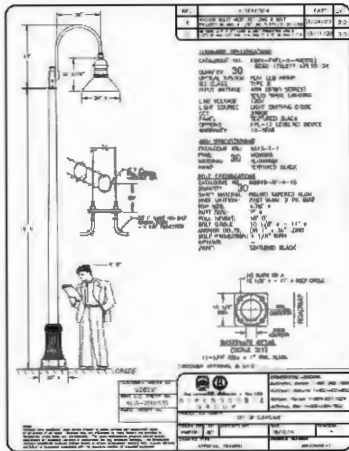


*Figure 21-Left:
Typical 16' site and
parking area lighting
fixture*

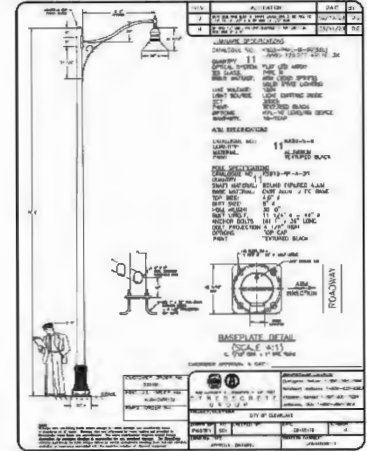


*Figure 21-Right:
Typical 30' street
lighting fixture*

3.3.8 Site Landscape Design

The landscape design shall reinforce the natural character of Lake County's rolling hills and native oak ecosystems while creating a walkable, shaded, and vibrant public realm that supports recreation, retail, and community gathering.

Design Requirements:

- **Native and Climate-Responsive Planting:** Prioritize native and drought-tolerant species that reflect the local oak savanna and hillside ecology.
- **Shading and Comfort:** Strategically place trees and plantings to provide shade along pedestrian routes, seating areas, and gathering spaces.
- **Parking Lot Screening:** Screen all surface parking areas with planting buffers and tree canopies to reduce visual impact and mitigate heat gain.
- **Stormwater Integration:** Incorporate bioswales, rain gardens, and permeable surfaces to manage runoff and enhance sustainability.
- **Reduction of Impervious Surfaces:** Minimize hardscape areas and replace with green infrastructure or permeable paving where feasible.
- **Pedestrian Experience:** Use layered planting, seasonal interest, and public art or interpretive signage to enhance walkability and visual appeal.
- **Community Identity:** Landscape design must contribute to a distinct sense of place and reinforce the ARA's identity as a community-centered destination.
- **Refer to Native Tree Protection Section 18-40** for Protection, Removal and Replacement of existing trees.

3.3.8.1 Street Trees

Shaded walkways and rest areas are essential to the visitor experience. Climate-responsive street trees shall serve both functional and aesthetic purposes, reinforcing the development's identity and ensuring visual continuity.

Design Standards:

- Required along all primary and secondary streets, spaced to provide continuous shade.
- Species must be drought-tolerant, regionally appropriate, and selected from the approved list.
- Placement must align with pedestrian circulation, seating, and bike paths.
- Maintain uniformity along individual streets; encourage species diversity in parks and open spaces.

3.3.8.1.1 Street Tree List and Locations

Market Street:

- Street tree: California Sycamore
- Stormwater planter tree: Red osier dogwood

18th Avenue:

- Street tree: Ginko
- Stormwater planter tree: Vine Maple



Figure 22-Conceptual imagery along Market Street

Airport Road:

- Street tree: Saucer magnolia
- Stormwater planter tree: White dogwood

3.3.8.1.2 Minimum Sizes

- Street trees are to be installed with a minimum caliper of 2” in a 48” box.
- Site trees may go down in box size, while maintaining a 2” caliper
- minimum.

3.3.8.2 Site Trees

Site trees enhance biodiversity, provide shade, and reinforce the ecological identity of the development.

Design Standards:

- Use site trees to:
 - Provide shade in parking lots, plazas, and pedestrian routes.
 - Enhance biodiversity and habitat value.
 - Define gathering spaces and create visual landmarks.

Top: Conceptual imagery of trees along Festival Street.

- Select species based on application:
 - Compact, resilient species for confined spaces.
 - Large-canopy species for open areas.
- Celebrate Lake County’s natural character:
 - Rolling hills, oak savanna ecosystems, regional grasses, and native oaks.
- Specimen trees at key locations (gateways, plazas, overlooks) to:
 - Create memorable experiences.
 - Reinforce regional identity.
 - Support long-term ecological health.

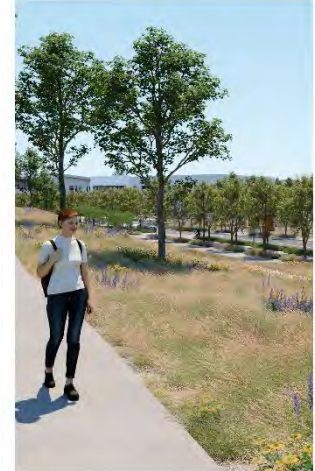


Figure 23-Conceptual imagery of trees along Bluff/ Park/Open space looking down to Market Street Trees.

3.3.8.2.1 Site Tree List

- Sweet bay
- Trident maple
- Saucer magnolia
- Chaste tree
- Ginko
- Japanese Maple
- Dogwood
- Western redbud
- Vine Maple
- California Sycamore

3.3.8.2.2 Stormwater Planter Tree List (3-5 species per planter U.O.N.)

- Dogwood
- Vine maple
- Native rose
- Japanese Maple
- Western redbud

3.3.8.2.3 Specimen Trees at Gateways (1-3 local only) - To ensure longevity and ecological integrity, select locally appropriate oak species. Prioritize siting that accommodates mature canopy spread and root development. Specimen trees should serve as ecological anchors and visual focal points.

Street tree examples of color and texture.

- Konocti Manzanita
- Blue oak

- Gray pine



Figure 24-Specimen Tree examples.

3.3.9 Stormwater

The development emphasizes xeriscaping and surface-based stormwater solutions that serve both functional and educational purposes while enhancing the overall landscape experience. Stormwater features shall be designed not only to meet regulatory requirements but to exceed them, contributing to the site's sustainability goals and ecological identity. Design Requirements:

- **Integrated Design:** Stormwater planters, bioswales, and detention areas must be fully integrated into the landscape design, contributing to both aesthetics and environmental performance.
- **Educational Value:** Where appropriate, stormwater features should include interpretive signage to educate the public about sustainable water management practices.
- **Rain Gardens and Retention Areas:** On-site rain gardens and retention areas shall be incorporated throughout the site to manage runoff, support native planting, and improve water quality.
- **Beyond Code Compliance:** All stormwater infrastructure should be designed to exceed minimum code requirements, aligning with the development's commitment to sustainability and resilience.
- **Plant Selection:** Refer to the Stormwater Planter Tree List in Section 3.3.8.2.2 for appropriate species that support water filtration, habitat value, and visual appeal.

3.3.10 Water Features

A water feature shall be incorporated into the Marketplace Plaza as a central amenity that enhances the public realm, attracts visitors, and provides interactive play opportunities for all ages. The feature must be designed to operate using a waterwise approach, with seasonal functionality responsive to drought conditions and rainfall variability.



*Figure 25-
Conceptual
Image of splash
pad and play.*

- Location:
 - The water feature shall be integrated into the hardscape of the Marketplace Plaza, adjacent to the central street.
- Design:
 - Water nozzles must be flush-mounted with the finished surface to allow safe pedestrian use when not in operation.
 - The feature must be walkable and cap-able, allowing the plaza to function as a flexible event and retail spill-out space year-round.
- Drainage:
 - Grading and drainage must be designed to contain water within the feature area, preventing runoff into adjacent areas such as the amphitheater pavilion and western entrance.
- Operation:
 - The feature must be programmable for scheduled use and shut-off during drought conditions or non-peak seasons.
- Safety and Accessibility:
 - Materials must be non-slip and ADA-compliant.
 - Signage and lighting must clearly indicate when the feature is active.



*Figure 26-
Examples of plaza
splashpads*

3.3.11 Screening and Privacy Walls

To maintain a cohesive and visually appealing site design, all loading zones, back-of-house areas, and service functions must be screened using architectural or landscape elements that complement the surrounding development.

Design Standards:

- Screening Requirements:
 - All loading and back-of-house areas must be screened with evergreen plantings or built screens at a minimum height of 4 feet.
 - Fencing and built screens must match the architectural style and materials of adjacent buildings to ensure visual continuity.
 - Planting buffers must achieve full vegetative screening within two years of installation and maintain a minimum height of 4 feet.
- Privacy Walls:
 - Privacy walls must match the quality and materials of adjacent architecture.
 - Maximum height: 6 feet.
 - Visibility must be preserved at view triangles and pedestrian connections to maintain clear sightlines and minimize conflicts between vehicles, cyclists, and pedestrians.
- Retaining Walls:
 - Retaining walls over 4 feet in height must include vegetation breaks and tree plantings for visual softening and screening across the site.

3.3.12 Solid Waste and Recycling

Solid waste and recycling enclosures must be designed to fully screen containers while complementing the architectural character of the development. These facilities must be discreetly located and not interfere with public gathering areas or pedestrian circulation.

Design Standards:

- Enclosure Design:

- Enclosures must be fully screened by an opaque wall at least 6 feet in height.
- Screening walls and access gates must use materials and detailing consistent with the primary building architecture.
- Placement:
 - Enclosures must not be located adjacent to public activation spaces, trails, or pedestrian pathways that serve as key circulation nodes.
 - Detached enclosures along streets or primary internal drives must include a minimum 5-foot landscaped setback with evergreen shrubs equal in height to the enclosure at the time of planting.
- Applicability:
 - These requirements apply to townhouses and townhouse-style multifamily units only when common waste and recycling facilities are provided.

3.3.12.1 Minimum Locations

Pedestrian trash containers must be provided within 15 feet of each intersection across the site, at a minimum, to support cleanliness and user convenience.

3.4 Parks and Open Space

(Internal Neighborhood Park, Street Plaza, and Pedestrian Routes)

Intent:

To establish an interconnected network of open spaces and pedestrian routes that serve as focal points within the development. These spaces shall promote walkability, social interaction, and neighborhood identity while conserving natural features such as mature trees, topography, water elements, and wildlife habitat. Open spaces must be located in highly visible areas and designed to support recreation, retail activation, and community gathering.

Hardscape areas should be shaded by tree canopy or built structures wherever possible to reduce the urban heat island effect, lower energy costs, and enhance user comfort and the overall quality of the built environment.

3.4.1 Landscape

Landscaping across the site shall reflect the natural character of Lake County and support ecological resilience. Trees along SR 53 will be evaluated for their potential to provide visual screening and sound buffering. Preservation of existing trees elsewhere on the site is encouraged where feasible, particularly when mature trees contribute to the ecological or aesthetic value of the development.

New landscaping improvements shall include the planting of native trees, shrubs, and groundcovers throughout the site to enhance visual appeal, support biodiversity, and reinforce the identity of the development.

3.4.1.1 Xeriscaping and Waterwise Planting Design

All landscape designs shall incorporate xeriscaping principles and water-efficient strategies that reflect the region’s climate and promote long-term sustainability.

Design Requirements:

- **Water Efficiency:**
Irrigation systems must minimize water use through the implementation of:
 - Rain sensors
 - Rotor irrigation heads
 - Drip irrigation systems
- **Plant Selection:**
Prioritize native, drought-tolerant, and pollinator-friendly species that reflect the local ecology. Color, texture, and seasonal variation should be considered to create a dynamic and engaging landscape.
- **Drainage as Design:**
Integrate drainage features such as bioswales and rain gardens into the landscape as naturalistic or artistic elements that contribute to the site’s character and educational value.
- **Material Balance:**
No more than 30% of landscaped areas may consist of stone or rock products. These materials should serve as secondary design elements, with plantings as the primary visual and ecological feature. The goal is to reduce heat retention and maintain a balanced, vibrant landscape.

3.4.2 Natural Lands Restoration Planting

Landscape design across the site shall emphasize ecological restoration and the use of native plant species specific to the Lake County bioregion. Native plantings should be integrated throughout the development and concentrated in designated restoration areas where site conditions allow.

Natural land features, drainage systems, public art, and plantings should function as a connected ecological network that supports local flora and fauna, particularly pollinator species. These strategies contribute to regional sustainability and offer opportunities for interpretive and educational elements.

Design Elements:

- Native meadow grass blends in open spaces
- Native specimen trees
- Preservation and enhancement of natural geographic features, including the bluff overlook
- Restoration planting in perimeter and transitional areas

3.4.3 Wellness/Pocket Park Features

Along the north portion of Market Street, trails shall diverge from primary sidewalks to offer alternative pedestrian experiences. These routes shall include features that promote wellness, rest, and engagement for users of all ages.

Design Opportunities:

- Climbable boulders or sculptural elements
- Seating structures that double as informal exercise equipment
- Outdoor fitness products designed for multi-generational use
- Shaded rest areas integrated into the trail network

These features should be designed to encourage spontaneous activity and social interaction while enhancing the pedestrian realm.



AUSTIN POCKET PATIO
DESIGN TEAM: STUDIO DWG
LOCATION: AUSTIN, TX



ONTARIO GREEN WAY
LOCATION: CITY OF VANCOUVER



BUFFALO NIAGARA MEDICAL CAMPUS
DESIGN TEAM: SCAPE
LOCATION: BUFFALO, NY

Figure 27-Pedestrian Features

3.4.4 Retail Landscape Minimums

In addition to meeting code requirements, landscape design adjacent to retail areas shall enhance the central pedestrian experience and support outdoor dining, resting, and gathering.

Design Recommendations:

- Use fragrant perennials and colorful, drought-tolerant plantings
- Provide shaded seating areas and visually engaging planting beds
- Integrate planters and green buffers to soften hardscape and define space

3.4.5 Site Tree Requirements

To support biodiversity and reduce heat gain, designers are encouraged to exceed minimum tree planting requirements by utilizing interstitial spaces for additional canopy coverage.

Design Guidelines:

- Prioritize a diverse mix of tree species from the approved site tree list
- Avoid monocultures to promote ecological resilience
- Use trees to define spaces, provide shade, and enhance the pedestrian experience

3.4.6 Plant Material Selection Criteria

All plant materials must be sourced and selected according to best practices in sustainability and regional suitability.

Sourcing Standards:

- Prioritize local nurseries to ensure plant stock is acclimated to the region
- Select waterwise species that align with xeriscaping principles
- Begin plant sourcing early in the design process to ensure availability of intended species at the time of installation

3.5 Park Design

The central outdoor amenities surround the Marketplace Plaza and offer a variety of play, exercise, and rest options while enjoying nature. Making use of the topography and adjacent retail foot traffic, the heart of the development provides the following regional amenities:

- Bluff Overlook
- Pedestrian Bridge and Trails
- Playground
- Amphitheater/Pavilion/Bluff Seating/Naturalized Planting
- Plaza and Retail Connections

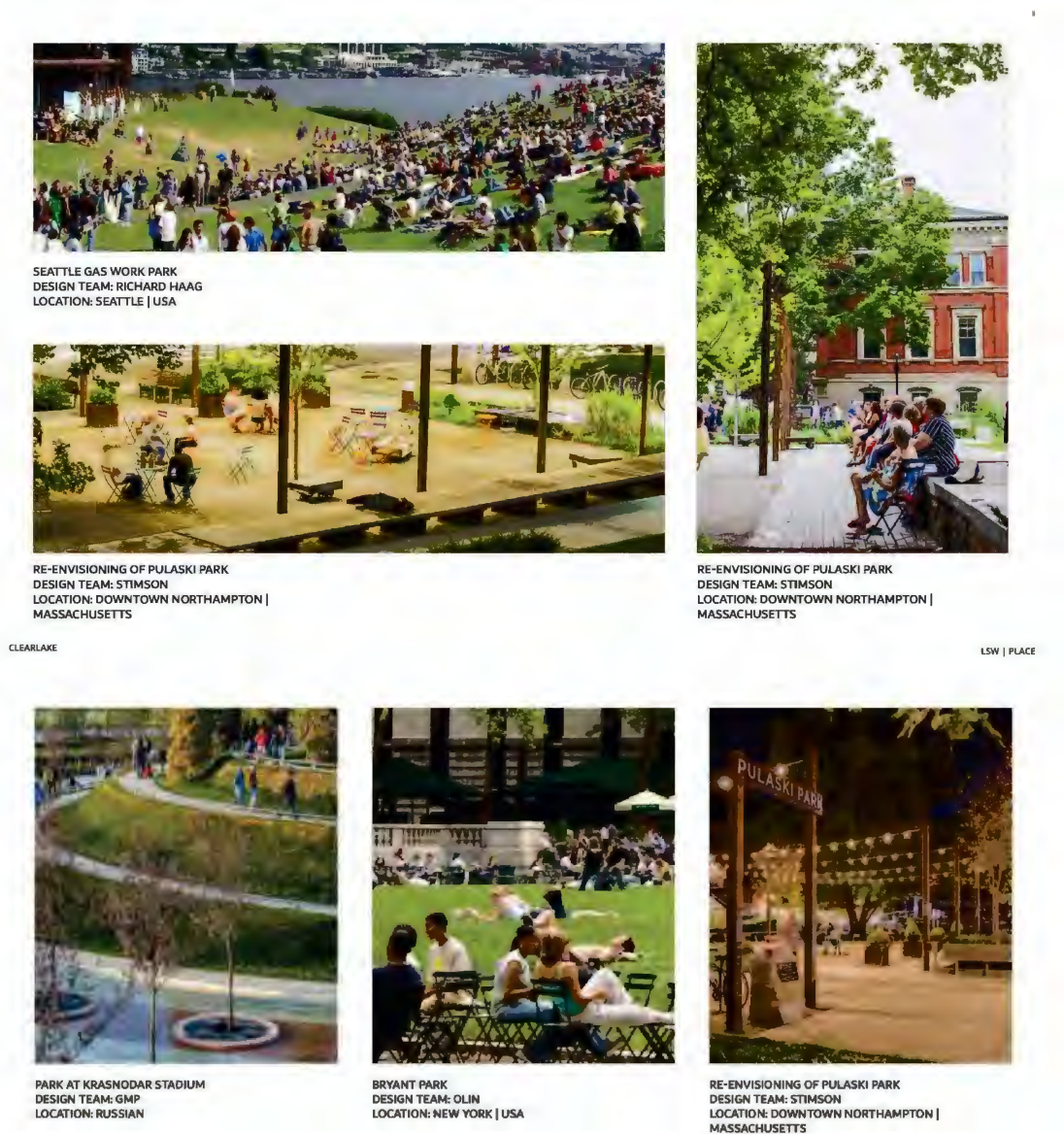


Figure 29-Open Space Concepts

3.6 Marketplace Plaza and Central Intersection

At the heart of the development, the Marketplace Plaza serves as a vibrant, multifunctional hub that integrates nature, recreation, and commerce. Surrounded by retail and framed by the site's natural topography, this central space is designed to attract foot traffic and foster community engagement through a variety of outdoor amenities.

These amenities are strategically located to encourage exploration, support wellness, and provide opportunities for rest, play, and cultural programming. The design emphasizes seamless pedestrian connectivity and visual cohesion with the surrounding landscape.

Key Regional Amenities Include:

- Bluff Overlook: A scenic viewpoint offering expansive views of the surrounding landscape, serving as a destination and contemplative space.
- Pedestrian Bridge and Trails: Elevated and accessible connections that link the plaza to adjacent trails and natural features, enhancing walkability and circulation.
- Playground: A nature-integrated play area designed for children of all ages, encouraging physical activity and imaginative play.
- Amphitheater / Pavilion / Bluff Seating / Naturalized Planting: A flexible gathering space for performances, events, and informal seating, surrounded by native plantings that reinforce the ecological identity of the site.
- Plaza and Retail Connections: Hardscaped and landscaped areas that support outdoor dining, retail spill-out, and social interaction, creating a seamless transition between commercial and public spaces.



Figure 30-Examples of curb less street with varied paving patterns and bollards. Left: City of Vancouver Waterfront, Right: Kirkland's Park lane
B.

3.7 Gateway Landscape

At both ends of the central connecting street, gateway landscape features serve as visual anchors that frame the visitor experience and reinforce the identity of the development. These areas offer opportunities to celebrate the natural beauty of Lake County and highlight native oak ecosystems through thoughtful and sculptural landscape design.

Design Intent:

- Northern Gateway (18th Street Intersection):
A landscaped courtyard at the residential building will serve as a green terminus to Market Street. This space will feature specimen trees and native plantings that create a welcoming and shaded environment.

- Southern Gateway:
Sculptural landscape wedges and native oaks will define the southern entry, drawing attention away from adjacent parking areas and toward the natural and artistic elements of the site.

These gateway treatments shall be designed to create a strong first and last impression, using native materials, layered planting, and integrated art or signage where appropriate.

3.8 Site Furnishings and Public Art

A consistent palette of site furnishings shall be used throughout the development to create a cohesive and high-quality public realm. In contrast, public art installations are intended to be unique, expressive, and reflective of the community's cultural identity.

Site Furnishings:

- Standardized benches, bike racks, and trash/recycling receptacles shall be used across the site.
- Consistency in product line, material, and finish is required to ensure visual harmony and durability.

Public Art:

- Public art is required on each parcel and should be integrated early in the design process.
- Collaboration with local artists, mural initiatives, and arts councils is strongly encouraged.
- Art installations may include sculptures, murals, interactive elements, or integrated landscape features.
- Art should reflect the cultural, ecological, or historical context of Lake County and contribute to a sense of place.



Figure 31-Example of public art inspired by local and cultural placemaking.



Figure 32-Example of integrated cultural placemaking at and streetscape.



Figure 33-Example of cultural placemaking patterning within plaza/intersection hardscape.

3.9 Building Architecture

The following building design standards apply to all development zone districts and are intended to ensure a cohesive, high-quality built environment that reflects the unique character of Clearlake and supports a vibrant, pedestrian-oriented destination.

3.9.1 Well-Proportioned and Memorable Buildings

Buildings shall be designed to contribute to a vibrant and cohesive development, enhancing the pedestrian experience and reinforcing the identity of the site as a destination.

Design Requirements:

- Use high-quality, complementary materials and thoughtful massing to create visually harmonious structures.
- Incorporate human-scale elements, such as street-facing entries, canopies, and articulated façades.

- Vary building heights and volumes to add architectural interest and avoid monotony.
- Employ horizontal and vertical façade shifts, varied roof forms, parapet heights, and material or fenestration patterning to break up massing and enhance visual appeal.

3.9.2 Regional Character, Building Type, and Material Standards

Architecture must reflect regional influences and contribute to a distinct sense of place. Buildings should be designed with identifiable character elements that draw inspiration from Clearlake’s cultural and environmental context, blending memory and modernity to create a timeless and engaging environment.

Design Narrative Requirement:

Each design submission must include a narrative explaining how the architectural concept draws from at least one of the following regional influences:

A. Rural / Small Town / Barn Forms

Character Elements:

- Gable roof forms or variations thereof
- Large, open interior volumes (typically column-free)
- Ground-floor and clerestory windows
- Wood or stone exterior cladding
- Higher wall-to-window ratio

B. Retro / Northern California / Layered Architecture

Character Elements:

- Extensive use of glass walls
- Strong indoor-outdoor relationships
- Exposed structural elements
- Solid stone or brick walls
- Broad overhangs for shading and outdoor rooms
- Compositional play between horizontal and vertical elements
- Integration with surrounding landscape

C. Hangars / Airport Recall / Light Industrial

Character Elements:

- Exposed structural systems
- Metal panel cladding
- Wide-span roof shapes
- Glass hangar doors
- Emphasis on indoor-outdoor transitions

3.9.3 Indigenous/Natural Materials/Textures

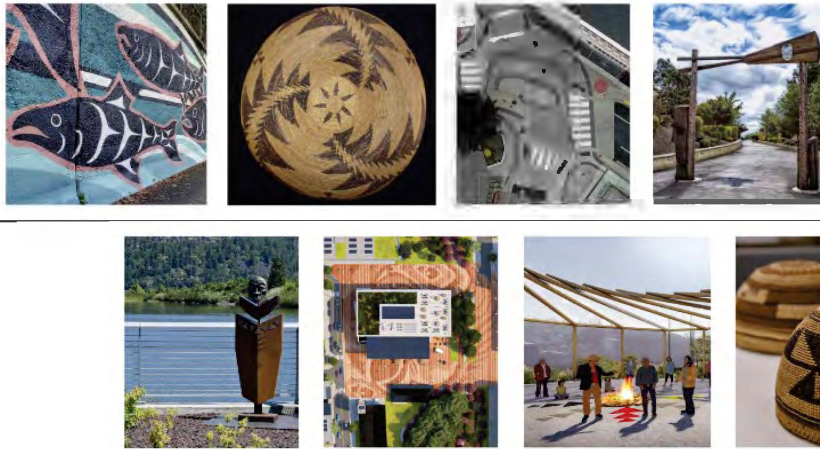
Designs should incorporate natural materials and textures that reflect Indigenous values and support sustainability. Community input is encouraged to inform culturally appropriate design elements.

Character Elements:

- Highly textured surfaces
- Culturally inspired patterns and motifs
- Use of natural materials
- Vertical elements framed by horizontal forms
- Integration with the surrounding landscape

Figure 33-Public Places 1

PRECEDENT INDIGENOUS PUBLIC PLACEMAKING



3.9.4 Encourage Diversity in Scale

Buildings along 18th Avenue, Market Street, and Festival Lane must support a human-scale, pedestrian-oriented environment.

Design Requirements:

- Break down large building masses with changes in volume and plane
- Use balconies, roof forms, canopies, and shading structures
- Maximum uninterrupted façade length: 75 feet

- Encourage rhythm and variation through recessed entries, material changes, and canopy treatments

3.9.5 Ground Floor Transparency and Activation

To support an engaging pedestrian experience:

- At least 75% of ground-floor street-facing façades must include transparent or interest-creating elements
- Blank walls over 20 feet are not permitted
- Where windows are not feasible, use varied materials, textures, or colors
- Ground-floor retail must have:
 - Minimum 12-foot floor-to-floor height
 - Minimum 50% window-to-wall transparency
- Ground-floor residential must include stoop entries, landscaping, and transitional elements such as gates, low walls, or grade changes

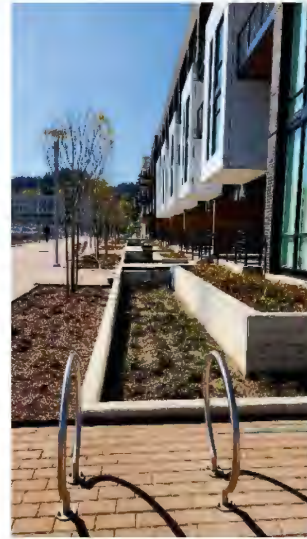


Figure 34-example of residential stoop entries.

3.9.6 Building Entries and Corners

Primary entries must be clearly visible from the public right-of-way and buildings fronting Festival Lane. At least two of the following features are required:

- Framed entry using building massing
- Highlighted by lighting or landscaping
- Located at corners to engage pedestrian routes

- Transparent and well-lit
- Recessed to create a distinct entry plane
- Outdoor seating or shading structures at corners

3.9.7 Use of High-Quality Materials

Buildings must use durable, visually appealing materials that enhance the neighborhood character.

Material Standards:

Primary materials (80% minimum of façade):

- Brick, stone, or natural masonry
- Articulated CMU
- Traditional hard coat stucco
- Metal panels
- Glass
- Other City-approved materials
- Secondary materials (20% maximum):
 - Smooth concrete panels
 - Fiber cement panels (Up to 75% allowed for Multi-family buildings)
- Prohibited materials:
 - T-111 siding
 - Synthetic stucco (EIFS)
 - Untreated wood
 - Cinder block

3.9.8 Energy-Efficient Building Envelope

All buildings must comply with California Green Building Standards (Title 24, Part 11) and incorporate the following:

- Optimize façade orientation
- Coordinate with HVAC systems
- Mitigate heat island effect
- Design for solar readiness
- Reduce light pollution (target LEED or equivalent standards)

3.9.9 Market Food Hall and Event Center

The Market Food Hall and Event Center shall serve as a flexible, year-round venue for community and private events. It will:

- Provide incubator spaces for small food and retail businesses
- Open to adjacent streets and plazas for indoor-outdoor use
- Act as a cultural and commercial anchor within the development



Figure 35-Examples of Food and Market halls

3.10 Signage

All signage within the site must be designed to be visually engaging, creative, and of high quality. Signage shall be prominently featured in public retail areas and must be integrated into the overall architectural and landscape design of each development.

Signage elements must reinforce the site’s thematic identity and be consistent with the City of Clearlake’s development aesthetic. This includes alignment with materials, colors, and forms used throughout the site.

In addition to standard wayfinding signage, monument signage featuring City of Clearlake branding shall be strategically placed at key gateway locations to establish a strong sense of arrival. All signage must comply with the City of Clearlake Wayfinding Signage Downtown Strategies, including approved fonts, forms, and placement guidelines.

Figure 36-Wayfinding Signs





Figure 37-City of Clearlake Wayfinding Signage Downtown Strategies

3.10.1 Building Signage

Wall Signs

- Wall signs must be proportional to the building façade and integrated into the architectural design.
- Signs must clearly identify the business or tenant and reflect the branding and character of the use.
- Wall signs must be placed to avoid visual clutter, especially when multiple signs are present on the same façade.
- Maximum size: 1 square foot of signage per 1 linear foot of building frontage.
- Lighting: All wall signs must be top- or downward-lit and comply with Dark Sky standards.
- Signs must not obstruct view triangles at intersections or driveways.

Projecting Signs

- Projecting signs must be oriented toward pedestrians and coordinated with the building's design.
- Minimum clearance: 8 feet above the sidewalk.
- Maximum projection: 4 feet from the building face.
- Maximum depth:
 - 12 inches if mounted below 9 feet
 - 18 inches if mounted above 9 feet
- Signs must be constructed of durable, weather-resistant materials and be externally lit in compliance with City standards.
- Mounting hardware must be concealed or designed as an intentional part of the sign aesthetic.

Retail Tower Signage (Highway-Oriented)

- Signage visible from the highway must be consolidated into no more than two structures.
- Viewing windows must be designed to allow visibility of building signage between existing and new trees.
- Maximum height to be determined in coordination with the City of Clearlake and Caltrans.

Blade Signage

Blade signs must be designed to enhance the pedestrian experience and align with the architectural character of the building.

- Orientation
 - Blade signs must be oriented toward pedestrians on the sidewalk and must relate directly to the commercial establishment they identify.
 - Signs must not face vehicular traffic or pedestrians across the street.
 - Mounting hardware must be concealed or designed as an intentional and attractive element of the sign.
- Location
 - Blade signs must maintain a minimum clearance of 8 feet above the sidewalk.
 - Signs may be mounted perpendicular to the building façade or suspended beneath an awning, canopy, or soffit. Placement must ensure clear visibility from pedestrian pathways.
- Dimensions
 - Maximum depth:
 - Up to 12 inches if mounted below 9 feet above the sidewalk.
 - Up to 18 inches if mounted 9 feet or higher.

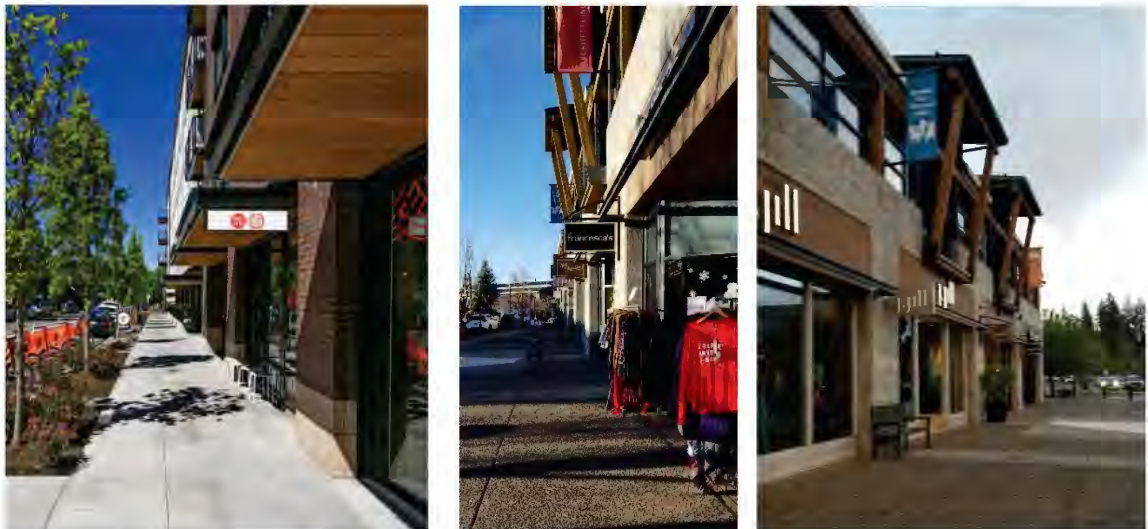


Figure 38-Examples of canopy and wall mounted blade signage.

- **Materials and Durability**
 - Signs must be constructed from weather-resistant materials, such as:
 - Two-sided aluminum with painted surfaces
 - Vinyl overlays
 - Dimensional lettering
- **Lighting**
 - Blade signs must be externally illuminated using fixtures mounted to the awning, canopy, or soffit.
 - All lighting must comply with Dark Sky standards.
- **Maintenance**
 - Blade signs must be regularly maintained to ensure structural integrity, legibility, and visual quality.

All signage must comply with the City of Clearlake Design Guidelines and Municipal Code Section 18-21.

3.10.2 Free-standing Signage

Free-standing signs must be fully integrated into the site design and must complement the architectural character and materials of adjacent buildings and landscape features.

Design and Placement Requirements

1. Signs must be coordinated with the built environment in terms of scale, materials, and color.
2. Placement must not obstruct sight lines at intersections, driveways, or pedestrian crossings.
3. Signs must contribute to the pedestrian experience and reflect the branding and identity of the business or development.

Monument Signage

- Monolith-style monument signs are required at the north and south gateways of Market Street.
- Maximum height: 6 feet.
- A total of no more than two monument structures shall be constructed at these designated gateway locations.
- Alternative free-standing signage types may be considered elsewhere on the site, but must be limited in number and approved by the Planning Department.

All free-standing signage must comply with the City of Clearlake's Design Guidelines and Municipal Code Section 18-21 and must be top- or downward-lit to meet Dark Sky compliance.

Preferred Site Plan identifies multiple potential locations, however only 1-2 structures will be built at the chosen locations.

3.10.3 Wayfinding Signage

Wayfinding signage – At driveways, along pedestrian routes, and at intersections (examples – post, blade signs, or wall-mounted with range of heights based on pedestrian or vehicle distance.)

3.10.4 Coordination with City Signage Requirements

Applicants will comply with Clearlake Municipal Code 18-21 Sign Regulations, including but not limited to 18-21.060 Signs in Commercial and Industrial Zones. Sign designs should be compatible with the City of Clearlake Wayfinding Signage Downtown Strategies.

Plan Review Design Consistency Checklist

Project Application: _____

Purpose

This checklist is to be used by City staff, the Planning Commission, and/or the City Council to evaluate whether proposed development projects within the Airport Redevelopment Area (ARA) are consistent with the adopted Design Guidelines and Standards.

Upon submission of a development application, Planning staff shall conduct an initial review to determine consistency with the Manual. This checklist must be completed as part of the Formal Plan Review process.

Design Consistency Determination: On the basis of this completed checklist:

- ☐ 1. The project is consistent with the Airport Redevelopment Area Design Guidelines and Standards, based on the following findings:
- A. The project is consistent with the City of Clearlake General Plan.
 - B. The design is compatible with the immediate surrounding environment.
 - C. The project promotes a harmonious transition in scale and character between adjacent land uses.
 - D. The architectural design, materials, and colors are appropriate to the project's function and align with the Design Guidelines and Standards.
 - E. The site layout creates an internal sense of order and provides a welcoming environment for occupants, visitors, and the community.
 - F. The arrangement of open space and landscaping is appropriate to the design and function of the structures.
 - G. The project provides safe and convenient access and circulation for pedestrians, cyclists, and vehicles.
 - H. Natural features and vegetation are preserved and integrated into the site design.
 - I. The materials, textures, colors, and construction details are an appropriate expression of the project's design intent and are compatible with adjacent development.

Note: This design review is limited to visual and physical design elements (e.g., scale, orientation, massing, materials, and colors) and does not constitute a CEQA determination.

OR

- ☐ 2. The project is inconsistent with the Airport Redevelopment Area Design Guidelines and Standards. The following revisions are required to achieve compliance (Add Additional pages as needed):
- _____
 - _____
 - _____
 - _____

Checklist Questions-Cross Reference to Design Guidelines and Standards:

		Consistent	Not Consistent	NA
3.3.1	Clearlake Street Plan			
3.3.2	Integrate Transit and Bicycle Connections and Parking			
3.3.3	Pedestrian Strategy			
3.3.4	Traffic Calming and Pedestrian Crossings			
3.3.5	Multi-Modal paths			
3.3.6	Trails			
3.3.7	Site Lighting			
3.3.8	Site Landscape Design			
3.3.9	Stormwater			
3.3.10	Water Features			
3.3.11	Screening and Privacy Walls			
3.3.12	Solid Waste and Recycling			
3.4.1	Landscape			
3.4.2	Natural Lands Restoration Planting			
3.4.3	Wellness/Pocket Park Features			
3.4.4	Retail Landscape Minimums			
3.4.5	Site Tree Requirements			
3.4.6	Plant Material Selection Criteria			
3.5	Park Design			
3.6	Market Plaza and Central Intersection			
3.7	Gateway Landscape			
3.8	Site Furnishings and Public Art			
3.9.1	Well-Proportioned and Memorable Buildings			
3.9.2	Regional Character, Type, and Material Standards			
3.9.3	Indigenous/Natural Materials/Textures			
3.9.4	Encourage Diversity in Scale			
3.9.5	Ground Floor Transparency and Activation			
3.9.6	Building Entries and Corners			
3.9.7	Use of High-Quality Materials			
3.9.8	Energy-Efficient Building Envelope			
3.9.9	Market Food Hall and Event Center			
3.10.1	Building Signage			
3.10.2	Free-standing Signage			
3.10.3	Wayfinding Signage			
3.10.4	Coordination with City Signage Requirements			

Reviewer Signature

Date

Printed Name

Title

SECTION FOUR – EIR MITIGATION MEASURES/PERFORMANCE STANDARDS

4.1 Project Development Standards

Mitigation Measures from EIR. Mitigation measures become additional project development requirements/standards for the project

1. MITIGATION MEASURES TO BE ADDED HERE AS STANDARDS AFTER THE FINAL EIR APPROVED
2. _____
3. _____
4. _____
5. _____
6. _____

Environmental Compliance Checklist

TO BE ADDED WHEN THE FINAL EIR IS COMPLETED: