



# **The Anaheim Colony**

## **Vision, Principles and Design Guidelines**

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## **INTRODUCTION**

The following Vision, Principles and Design Guidelines for Anaheim’s Colony area represent the policy framework for an important part of the City’s updated Community Design Element. The document that follows will be incorporated into that section of the Design Element that addresses the historic Colony area. It is meant to provide design guidance not only for the preservation and restoration of existing structures and streetscapes, but also for new construction as well. Although the boundaries of Anaheim’s original Colony are known to be within North, South, East and West Streets, the design principles and guidelines contained herein should be applied to other historic properties and areas adjacent to or near the Colony, such as the Five Points Area.

## **THE COLONY VISION**

The Colony is the historic heart of Anaheim. The residential neighborhoods are admired for their quality, beauty and stability. A rich history provides its diverse residents with a sense of pride and a unique environment to reside, thrive and enjoy life.

The Colony’s downtown is recognized as the cultural, artistic, historic and civic center of the City. It serves as a role model and inspiration to other vintage neighborhoods in Anaheim as they explore their own uniqueness and possible designation as “stand alone” historic districts. Its success is due to a special sense of place, a rich history and a wide variety of activities available in a pedestrian-friendly environment. The Colony embraces diversity in land use and design, encouraging a broad range of commercial, residential and cultural land uses available to its residents and visitors.

The Colony is connected to, and provides a strong foundation for, the City as a whole. It is conveniently linked to jobs, specialty shopping, transportation facilities and recreational opportunities that are found in the Anaheim Resort Area, Stadium Area and throughout the rest of the City.

## **GUIDING PRINCIPLES**

### **Principle 1: The Colony is Anaheim’s historic and cultural center**

1. Preservation of historic architecture, attractive streetscapes and quality design are top priorities in the Colony.
2. A distinct sense of place is created through a comprehensive set of design guidelines for architectural detailing, streetscape improvements, landscaping, and new development.
3. Sense of arrival is enhanced by clearly marked gateways, entries and exits.

### **Principle 2: The Colony’s residential areas reflect the City’s diverse architectural heritage**

1. Preservation and restoration of the Colony’s residential structures and streetscapes create living examples of Orange County’s historic neighborhoods.



2. A rich diversity of architectural styles and detailing within residential blocks reflects the Colony's historic heritage.
3. Comprehensive design guidelines emphasize original streetscape patterns including consistent setbacks, parkways, alleys and landscape themes.
4. Restoration, renovation, new construction, and use of building materials reflect the historic features, character and scale of the original house and neighborhood.

**Principle 3: The Colony's Downtown area encourages a wide variety of activities and uses**

1. The Colony's success derives from the many activities and uses that are found within it.
2. The Colony's downtown provides residential, retail, office, civic, cultural, and recreational uses.
3. Activities within the Colony appeal to all ages and attract a wide variety of people throughout the day and night.

**Principle 4: The Colony's streets are designed with the pedestrian in mind**

1. Wide sidewalks, ground-level retail, parkways and seating areas offer a comfortable and interesting pedestrian experience.
2. Commercial streets within the Colony are scaled to the pedestrian through sign placement, canopy trees, and street furniture.
3. Streets within the downtown create a sense of enclosure and spatial definition by building placement on or near the sidewalk.
4. Convenient parking, clearly marked linkages to pedestrian areas, security lighting and visibility are provided throughout the Colony.
5. Traffic-calming measures, such as narrowed streets and landscaped parking bays, provide a safe environment for pedestrians and motorists alike.

**Principle 5: The Colony's commercial streets have strong, unifying historical design themes**

1. Visual continuity is created through similarities in scale, height, signage, massing, street furniture and landscaping.
2. Variation in building styles, architectural detailing, and the color and design of signs and store facades provides variety within the overall design framework.
3. Curbside parking provides convenience and vitality to commercial streets; where off-street parking is required, its impact is minimized through screening and landscaping.



**Principle 6: The Colony’s public spaces provide quality gathering places, comfort and focal points**

1. Gathering places, focal points, public art and landmarks provide interest and variety within the Colony’s downtown core.
2. Public spaces vary from major community gathering places to informal and intimate settings.
3. Plazas and gathering places are located near pedestrian streets, provide ample seating opportunities, shade in the summer, and are safe and secure.

**Principle 7: New development within the Colony respects the historic context**

1. New development in commercial areas reflects the architectural heritage, detailing and scale of the historic Colony.
2. New development is consistent with the existing streetscape and landscape patterns.

**Principle 8: Certain areas outside the boundaries of the Anaheim Colony Historic District should be considered zones of influence of the historic district and subject to its design guidelines.**

1. Key entrances to the Colony provide a smooth and logical transition into the historic district from major streets and intersections of the City. They include:
  - Harbor Blvd. between North St. & La Palma Ave.
  - Harbor Blvd. between South St. & Ball Rd.
  - Anaheim Blvd. between North St. & La Palma Ave.
  - Anaheim Blvd. between South St. & Ball Rd.
  - Lincoln Ave. between West St. & southbound Interstate 5 Freeway
  - Lincoln Ave. between East St. & La Plaza Rd.
  - Broadway St. between West St. & Gilbuck.
2. Existing historic neighborhoods outside of the boundaries of the Anaheim Colony Historic District are encouraged to become contributors to the district.
3. Special consideration should also be given to significant, individual historic structures associated with the agricultural history of the City. Priority should be given to preserving these structures in their present location. If this is not possible, their relocation to another site or into the Anaheim Colony Historic District should be investigated. Demolition should not be considered a reasonable option.



## **DESIGN GUIDELINES**

### **Residential**

#### **Architecture**

See the Anaheim Colony Historic District Preservation Plan (1999) for guidelines.

Additional guidelines include:

1. Desired building materials consist primarily of wood, brick, terra cotta, river rock, stone, and plaster. Stucco over wood detracts from historic character of homes. Natural materials rather than manufactured substitutes should be used.
2. Front fences along the public street are discouraged because they interrupt the continuous green space provided by front lawns.

For guidelines on new construction, see Anaheim Colony Historic District Preservation Plan, p. 23.

#### **Landscaping**

See Anaheim Colony Historic District Preservation Plan (pp. 23-26)

See Anaheim Center Landscape Master Plan.

#### **Parkways/Sidewalks (Illustratives 1-3)**

See Anaheim Colony Historic District Preservation Plan (pp. 26-27)

Additional guidelines include:

1. Uniform parkways with evenly spaced street trees and streetlights provide visual consistency and are compatible with the historic character of certain sections of the Colony.
2. In areas transitioning to residential uses, parkways consistent with the historic scale and design patterns are encouraged.
3. In areas of interface between contrasting land uses or buildings of different scale, special attention should be given to buffering or softening the impact of adjacent property uses.

### **Commercial**

#### **Architecture (see Illustratives 4-8)**

1. A sense of identity and visual continuity is created by similarities in scale, height, massing, facade organization, use of materials, colors and roof shapes.
2. Appropriate architectural styles and detailing are drawn from the indigenous design traditions of the Colony, such as Spanish Colonial, Mission Revival, Craftsman, Victorian, Classical Revival, Art Deco, and Norman. Less common styles include Italianate and Gothic designs.
3. Architectural detailing should include articulated surfaces and facade treatment rather than plain or blank walls.





4. Building materials are consistent with, or complimentary to, the historic character of the Colony.
5. New architecture should reflect the scale, height, massing, detailing and color of the historic context.
6. Storefronts are the most important component of commercial architecture. They should contain appropriate decorative trim, have ample window exposure and clearly marked entrances.
7. Upper facades play an important role in the identity of the street. Distinctive cornices or fascia give a finished appearance to the facade, upper story windows create rhythm and articulation to walls, wall materials add depth and texture, and piers frame the storefront.
8. Buildings placed on street corners play an important role in defining the street edge and creating visual and pedestrian interest. These buildings should contain special design features such as towers, decorative detailing or varied roof designs.

**Public Landscaping (see Illustrative 9)**

1. Tree type, size, and placement should reflect a hierarchy based on the scale of the boulevard, promenade or street and the uses along it. (Anaheim Center Landscape Plan).
2. Large canopy trees should be planted uniformly. Washingtonian robustas, planted uniformly, should be incorporated into prominent boulevards.
3. Understory canopy trees should also be introduced to provide shade to sidewalk areas and to reinforce a pedestrian-scale streetscape. (p. 27, ACHPP)
4. Within the context of unifying design themes, distinctive landscaping for specialized sub-areas of the downtown is encouraged. (see Anaheim Center Landscape Plan)
5. Landscaped medians reinforce the distinctive character of the area and are consistent with parkway and streetscape plans.
6. In commercial areas where pedestrian uses are encouraged, wider sidewalks and sidewalk shade trees are preferred over medians.
7. Signature plants and distinctive tree selection should be used to enhance the special identity of the Civic Center area.
8. The historic boundaries of the original Colony should be delineated with distinctive tree and hedge planting. Tree selection should emphasize the vertical orientation of the original Colony fences.
9. Taller palm specimens should be combined with smaller street canopy trees to provide a sense of rhythm and continuity along commercial streets in the Colony.
10. Landscaping should be used as a buffering technique to soften the impact of adjacent land uses which may be different in scale, use or design.



**Streetscape (see Illustratives 4-9)**

1. Along beautiful commercial streets, all the elements – buildings, signs, landscaping and street furniture – should work together to create a unified and coherent visual identity and public space.
2. Commercial and mixed-use buildings should be located close to the public right-of-way to better define the urban space and create pedestrian interest. Consistent street frontages of buildings are encouraged, but can be relieved with occasional courtyards, patios and setbacks.
3. Streetscapes provide visual interest, continuity and identity and should include a consistent blend of themed street furniture, consisting of streetlights, banners, benches, bollards, newsracks, bus stops and trash receptacles.
4. Commercial street corners should be carefully defined by buildings that set the tone for the entire block, provide continuity for the streetscape and reduce the impact of parking.
5. Sidewalk width is dependent on surrounding uses and scale of street. Core commercial areas need to include zones for window shopping, through pedestrian traffic, outdoor eating, street trees and hedge buffers.
6. Where appropriate, sidewalks should reflect historic scoring patterns or distinctive paving or surface treatment to create patterns and consistency.
7. Along pedestrian-oriented streets, large windows of ground-level retail should provide visual interest and information for shoppers and strollers.

**Signs (see Illustratives 5, 9-11)**

1. Signs should complement the architecture of the building and also provide a unifying element along the streetscape.
2. Size, scale and style of signs should be determined by the scale of the buildings of which they are a part.
3. Along traditional multi-story commercial streets, the best placement for signs is along the lintel or sign frieze between the ground floor storefront and the upper facades.
4. If possible, signs along a blockface should be located at approximately the same height to create a unifying, horizontal pattern.
5. Signs should be distinctive, eye-catching and simple, avoiding cluttered designs and excess advertising.
6. Sign design should be consistent with the historic character of their buildings.
7. Desirable sign types include indirectly lit signs, raised letter signs, wall signs, awnings, and double-faced, projecting signs along pedestrian streets.
8. Undesirable signs are internally-illuminated, plastic, flashing signs, billboards, generic trademark signs, and any sign temporarily affixed to ground-floor windows. Roof signs are generally discouraged, although exceptions for historically-appropriate designs can be made.



9. Window signs, where lettering is affixed directly on the glass, can be attractive and eye-catching provided that the style is in keeping with the scale and style of the building.
10. Double-faced projecting signs are desirable along commercial streets provided that they are of an appropriate size, scale and location.
11. Awnings add visual interest, color, and pedestrian comfort while providing another unifying element to the street.

**Parking (see Illustratives 8, 12, 13)**

1. Convenient parking is extremely important to a downtown's success. Efforts should be made to minimize its impact on the visual quality of the street and pedestrian movement along it.
2. On City streets, both angled and parallel parking have their advantages. Compared to angled parking, parallel parking provides fewer spaces but can allow for wider sidewalks and fewer traffic disruptions.
3. Because surface parking lots tend to create gaps along the street edge and interrupt the activities along the street, they should be located in ways that minimize their visibility from major arterials and pedestrian streets.
4. Techniques for screening surface parking lots include perimeter-landscaped buffers of shade tree plantings or up to three-foot-high screen walls or hedges. Landscaped berms are not considered appropriate because of limited space available and the business-park image they convey.
5. For security purposes, a clear zone or gap in the screening wall or buffer of at least five to eight feet should be maintained to insure that the interior of the parking lot is visible from the street.
6. Surface parking lots should contain interior landscaping with curbed islands planted with shade trees.
7. Lighting and signage standards for downtown parking should be consistent and provide an important unifying element.
8. When it is necessary to provide a parking structure along a pedestrian street, the structure should be designed to provide ground level retail and office space. On streets where cars must occupy the ground level, a landscaped setback should be used to minimize and soften the visual impact of the structure.
9. The facade of parking structures should reflect the exterior building materials, forms and scale of surrounding buildings.
10. Parking structures should incorporate security measures such as lighting, open stairwells, and clearly marked entry and exit points.
11. Underground parking has the least impact on the visual quality of downtown and is encouraged.



**Public Spaces (see Illustratives 14, 15)**

1. Public spaces provide the visual and social accent for a downtown. Although streets are the most important public spaces in a downtown, well-planned plazas, gathering places and mini-parks add an important sense of place and comfort to the downtown experience.
2. A downtown's central place should be a symbolic, design-friendly community-gathering place near the heart of the City. At its best, it serves civic, social, retail and recreational uses. Its interest is both visual and symbolic; it is where the residents of the City come to meet.
3. Major public spaces should be strategically located adjacent to major retail uses to generate interest beyond the workday lunch and well into the evening.
4. The major community plazas should be large enough to accommodate major entertainment or community events, but not so large that empty spaces result.
5. Vibrant public plazas have a sense of enclosure defined by surrounding buildings, but should not be completely enclosed or cut off from the street. Plaza space should be defined by surrounding buildings with the general guideline that the width of the public space should not be more than three times greater than the height of surrounding buildings.
6. Plazas should be located on the street to provide maximum visibility and accessibility. The transition from the street to the public space should be as convenient as possible by not raising or sinking the space more than three to four feet.
7. Comfortable and movable seating is crucial to the success of public plazas. Seating can be built into ledges, corners and walls. Moveable seats provide choices and comfort whereas fixed seating tends to limit flexibility of use.
8. Attention to pedestrian amenities and comfort is crucial. Canopy shade trees create a sense of scale; outdoor eating and seating provides convenience and social opportunities; and the use of special paving features and public art adds richness to the environment. All are encouraged.
9. Plazas in the downtown area should have a visual focal point that draws attention, connects visitors and further enhances the sense of place. The amenity might be a sculpture, fountain, historical reference, public art display, or entertainment.
10. Smaller scale public spaces should complement larger spaces and add vitality and choice to the pedestrian experience. They should also be located along the street, be comfortable, and have ample seating.
11. Where public spaces are encouraged, their design should be carefully integrated into the fabric of the downtown and contribute to the pedestrian experience.



## **PHOTO ILLUSTRATIONS**

## ILLUSTRATIVE 1



- ① “Eye on the street” provides security.
- ② Setback from curb to front porch is generous enough to allow double row of trees.
- ③ Use of parking bays allows for safe bicycle movement on the street.
- ④ Generous parkways with mature street trees provide a safe pedestrian atmosphere and add an attractive, unifying visual element.
- ⑤ Bulb-out parkway at corners adds landscaped area and narrows street at crosswalk.

## ILLUSTRATIVE 2



- ❶ *Setback from curb to front porch is generous enough to allow double row of trees.*
- ❷ *“Eye on the street” provides security.*
- ❸ *Generous parkways with mature street trees provide a safe pedestrian atmosphere and add an attractive, unifying visual element.*

## ILLUSTRATIVE 3

- ❶ Wall at corner should be eliminated for sight lines.
- ❷ Lack of parkways and narrow sidewalks create an uninviting environment for the pedestrian and a poor image of the street for passing motorists.
- ❸ Long, monotonous walls need to be visually softened with landscaping and surface detailing.



**AVOID**

- ❶ Wide parkway provides opportunity to screen adjacent uses.
- ❷ Landscaped parkways provide a safer environment for pedestrians and a more attractive, unifying element along the street.



**ENCOURAGE**



## ILLUSTRATIVE 4

- ① Corner architecture provides community identity and defines street edge.
- ② Historic design of street lights.
- ③ Wide sidewalks allow for window shopping, pedestrian passage, seating areas and a landscape zone.
- ④ Landscaping marks areas of pedestrian crossing.
- ⑤ Architectural detailing of contemporary buildings can contain historical references that convey a sense of place without recreating the past.
- ⑥ Effective use of street trees and shrubs.
- ⑦ Signs do not dominate the street scene.
- ⑧ Bulb-out parkway at corners adds public space and narrows the street at crosswalks.



## ILLUSTRATIVE 5



- ① Example of distinctive corner architecture.
- ② Distinctive, pedestrian-scale streetlights create visual interest and are strong, unifying elements.
- ③ Cornices and detailed rooflines give definition to the buildings.
- ④ Enriched pavement identifies crosswalk.
- ⑤ Wall signs located between first and second stories are compatible with architecture and provide visual continuity.
- ⑥ Similar materials and treatment help buildings work together as a coherent whole.
- ⑦ Awnings provide color, shade and store identification.

## ILLUSTRATIVE 6



New construction should be creative and innovative, yet respond to surrounding context. Nighttime illumination of this building will distinguish it as a landmark.

Institutional buildings should reflect a sense of prominence through superior design and use of quality building materials.

- ❶ *Cornices and varied roof treatment give a finished appearance to buildings.*
- ❷ *Detailed façade treatment – windows, bays and piers – reduces the scale of large commercial and office buildings.*
- ❸ *Successful contemporary adaptation of historical traditions.*
- ❹ *Corner has been designed as a “public space” and provides a good introduction to the building behind it.*
- ❺ *Use of bollards provides safety to pedestrians.*

## ILLUSTRATIVE 7



This is an excellent example of new development capturing the historic context of the Colony. The scale of development does not overwhelm the pedestrian, yet is large enough to create an appropriate sense of enclosure.

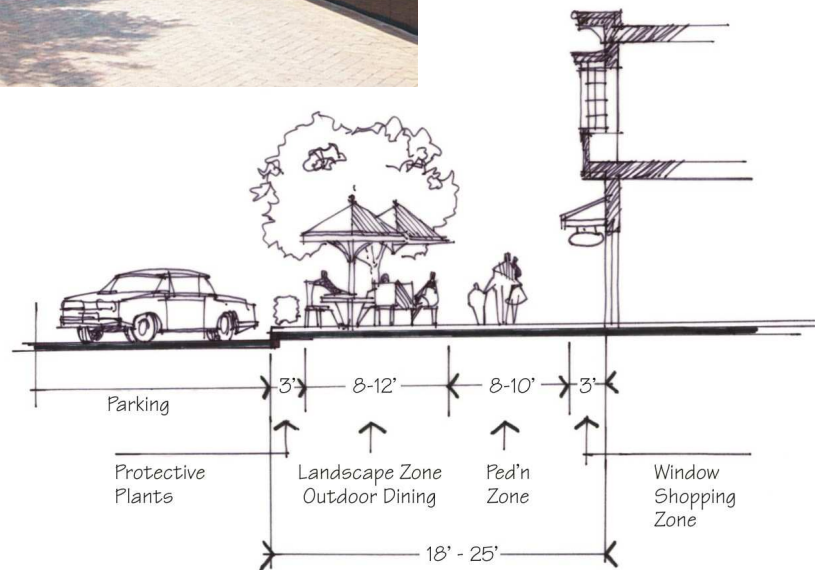
## ILLUSTRATIVE 8



*On-street parking provides vitality and accessibility to this downtown area. The one-way street allows for a narrower street section. Architectural variation and detail create visual interest.*

- ❶ *Second floor architecture provides animation and interest to first floor retail.*
- ❷ *Variety of architecture responds to historical context.*

## ILLUSTRATIVE 9



- ❶ Awnings provide color, shade and store identification and are a distinctive element along the streetscape.
- ❷ Large ground floor windows invite use and add interest for the pedestrian. Numerous entries add vitality to the street.
- ❸ Canopy street trees, planters, benches and fountains provide comfort and safety for pedestrians.
- ❹ Wide sidewalks allow for window shopping, pedestrian passage and a landscape zone. To accommodate these zones, a wide sidewalk is recommended.
- ❺ Distinctive paving is another pedestrian amenity that adds visual interest.

## ILLUSTRATIVE 10



Signs should be interesting, distinctive and, where possible, at eye level of the pedestrian.



Projecting, double-sided signs, located just above the first floor, are appropriate for heavily traveled pedestrian streets.



Directional signs should be well designed and thoughtfully located.

## ILLUSTRATIVE 11



Effective use of logo on a well-designed awning gets the message across.



Monument signs should reflect the architecture and building materials of surrounding



Insensitive signs detract from the quality of the community and compete with one another. DON'T DO THIS.



Display kiosks can be both decorative and informative.



## ILLUSTRATIVE 12



- ❶ *Parking structures on side streets, directly behind retail, provide convenient access and preserve the pedestrian street scene.*
- ❷ *Wide sidewalks provide opportunities for customer seating.*
- ❸ *Corner buildings allow for wrap-around retail uses, which provide more retail exposure and visual interest.*

## ILLUSTRATIVE 13



*This parking structure dominates the street scene. Where feasible, structures should be located behind street-facing buildings. When parking structures face the street, they should have more detailed façade treatment to reduce their scale. Use of landscaping on or in front of the parking structure can minimize visual impacts.*

## ILLUSTRATIVE 14



- ❶ Retail and residential uses frame the plaza and provide an appropriate sense of enclosure.
- ❷ Well-defined crossing areas provide safe access and calm traffic.
- ❸ Water feature provides focal point and seating opportunities.

## ILLUSTRATIVE 15



Interesting water features provide casual entertainment and often create spontaneous connections between visitors.

Mini-plazas and mini-parks provide opportunities for social interaction and rest as well as a desirable contrast to large-scale development.



Successful public places are located close to the street, have plenty of seating options and a comfortable sense of enclosure.

## COMMUNITY CHARACTER

As the photos that follow illustrate, the City of Anaheim has already created some very attractive projects within the Colony area. Through careful attention to detail and sensitivity to the historic context, the following examples illustrate the design quality that gives the Colony its special sense of place.



The spacious atmosphere of Citrus Park, combined with its historic, dual-globed lamp and meandering path, give the area a pleasant rural feeling.



Anaheim's Downtown Community Center is an example of a modern building whose scale and detailing contribute to the character of downtown. The gently pitched gable roof and exposed rafters are evocative of the California Bungalow style, but the building materials are modern. It

is important to note that the extensive use of glass is broken up visually with vertical and horizontal beams.

## COMMUNITY CHARACTER



The Center Street Apartments fit well into the neighborhood context. The raised, gabled entrance, flanked on both sides with river rock, is evocative of the front porches of the Craftsman Bungalow style. The addition of the small central tower is reminiscent of the Prairie style and adds visual interest and detail to the building.



This corner plaza on the Center Street Promenade provides ample seating options – both fixed and moveable. Its proximity to the street invites interest, and random placement of natural rock adds detail. Although well framed on two sides by adjacent buildings, the plaza would benefit from a stronger focal point and a greater sense of enclosure.

## COMMUNITY CHARACTER



The historic Kramer Building in the Colony serves as an important model for new commercial construction: 1) rich surface detailing; 2) classically-inspired, three-part design composition – base, shaft and capital; and 3) building materials reflective of Anaheim’s historic downtown.

Citrus Park uses replicas of old packing labels to enliven blank walls and provide reminders of the City’s agricultural heritage. Incorporating images of the City’s past adds richness and interest to public facilities such as parks and community centers.



This monument sign in Washington Park in the Colony provides a distinctive visual symbol and reinforces a strong sense of place.

## COMMUNITY CHARACTER



This trellised walkway within Washington Park adds a distinctive rural touch to the park and a strong organizing element.

The decorative gateway and interior monument sign, along with the use of river rock posts and vintage-style lamps, give Washington Park a historic ambience that blends effortlessly in to the neighborhood context.



This large, raised gazebo fits smartly into the context of the historic district with its careful choice of materials. It provides users with shade, comfortable seating and a local landmark.