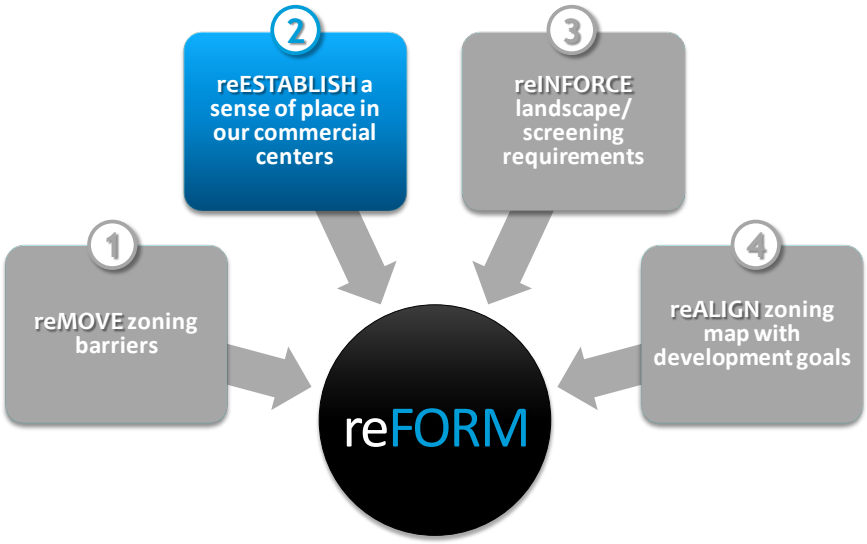
2. reESTABLISH



GOAL: reESTABLISH a Sense of Place in our Commercial Centers

"Establish clear urban design standards and an efficient, expeditious review process for development and redevelopment of mixed use commercial/ residential neighborhoods. Attractive streetscapes, and safe and comfortable movement of people — whatever their mode of travel."

—LPlan2040 (P. 4.7)

The Comprehensive Plan recommends an enhanced quality of design for new and redeveloping commercial and mixed use areas. The following Draft Design Standards for Commercial and Mixed Use Development ("Design Standards") address the site development and building design aspects of these types of developments. These standards are applied strategically across the community to achieve enhanced aesthetics, functional form, and pedestrian accommodation in areas that are very visible from major roadways and act as front doors to nearby residential

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neighborhoods. As with all Design Standards, a waiver process is available for projects where it is not possible or appropriate to meet the standards.

The proposed standards will align with certain zoning districts and will be applied to PUDs on a case by case basis. Not all zoning districts will have design standards. "Corridor" standards would apply to B-3 and H-2 and "Center" standards to B-2, B-5, and H-4 districts. In order to achieve the desired outcome of the objective, rezoning from one commercial classification to another is proposed in order to better align with the existing and/or future desired design context. (See Chapter *"4. reALIGN"*.)

Corridors consist of linear commercial and mixed-use areas within neighborhoods and along arterial streets with short blocks interconnected to local street networks. Corridor development is predominately found in older parts of the City. Development is integrated with and easily accessible from abutting residential neighborhoods. Small-scale Corridor development is, by tradition and design, pedestrian friendly with one to three story buildings oriented to the street and built up to the property line. Larger-scale Corridor development has historically been automobile-dependent and often lacks a uniform character with variation in setbacks, building size (height or area), limitations to vehicular access from the arterial, parking location and quantity, lot sizes, and right-of-way conditions.

Centers consist of commercial or mixed use development that is largely planned as one cohesive area, but may include adjacent commercial land and multiple land owners. Centers typically abut one or more arterials and are generally 5 to 100 acres in size. Centers are composed of a series of development "blocks" defined by perimeter streets and internal roadways. Internal roadways provide links to abutting streets along the perimeter of the site. Buildings are generally accessed via internal roadways. Defining features of Centers include human scale building features, enhanced streetscapes, pedestrian amenities such as plazas, on-street parking, and clustering of buildings to promote walkability.

Objective A. Establish design standards to encourage commercial and mixed use developments that are attractive, pedestrian-oriented, and enhance nearby neighborhoods

Strategy 1. Designate specific areas where design standards will apply.

It is intended that both private and public property owners will comply with these Design Standards, including voluntary cooperation by the University of Nebraska at Lincoln, City of Lincoln, State of Nebraska, and U.S. Government and any other government or agency that is not legally bound by local zoning requirements.

"Corridors" include areas currently zoned B-1, B-3, H-2, H-3, and I-1. The proposal would change zoning on some of these properties in order to include or exclude them from design standards requirements. (See Chapter *"4. reALIGN"*.) B-3 and H-2 would be the designated zoning districts for applying Corridor standards.

"Centers" include areas currently zoned B-1, B-2, B-3, B-5, and H-4. The proposal would change zoning on some of these properties in order to include or exclude them from design standards requirements. (See Chapter *"4. reALIGN"*.) B-2, B-5, and H-4 would be the designated zoning districts for Center standards.

Strategy 2. Establish standards that make commercial and mixed use development more walkable.

General standards for all streetscapes in and adjacent to B-2, B-3, B-5, H-2, and H-4 were developed to include a minimum 16 foot streetscape area between the buildings and curbs that includes an 8 foot minimum planting area for street trees and an 8 foot area in which to locate a 5 foot sidewalk.

Variations of the standard streetscape are included for changes in street width, availability of right-of-way, on-street parking, and historical building patterns.

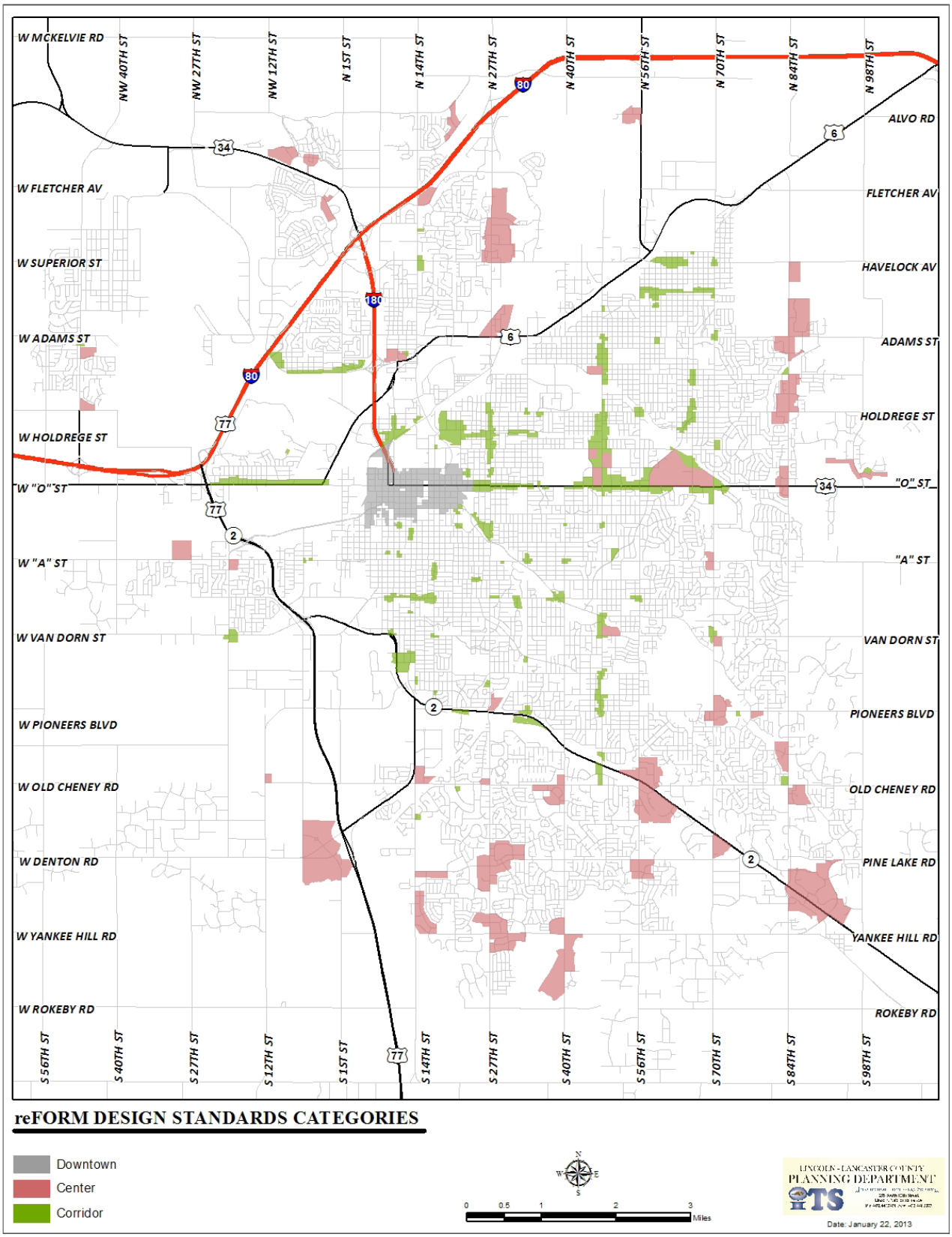
In addition to the proposed enhancement of streetscapes, building placement and design have been considered in drafting the design standards. In order to make these areas more pedestrian-friendly, there needs to be a sense of enclosure to the space between buildings that are along a street. Buildings in Corridors are required to construct front facades (this does not have to be an entrance facade) within 20 feet of the streetscape. 90% of the floor area in Centers shall be adjacent to a "pedestrian-oriented route" designated on the plan. 60% of the buildable frontage along a designated pedestrian-oriented route should have buildings on both sides of the street. Parking lots are not allowed between sidewalks and buildings. Building design features for both Corridors and Centers, such as higher quality materials and minimum percentages for transparency (window area), would improve the pedestrian experience.

Strategy 3. Create building design standards that make development more aesthetically pleasing.

Building design standards are included for both Corridors and Centers. Building design standards consider major elements of the structure such as articulation, transparency, materials, equipment screening, and entrance design. For Corridors, the highest standards are for the street facing sides of buildings. For Centers, the priority for building design is along the pedestrian-oriented route. The draft standards create more aesthetically-pleasing buildings, especially along pedestrian travelled ways and help to avoid blank walls, windowless facades, cheap materials, and monotony.

Required Code Revisions

- Make changes to the zoning map to align with the desired design standards categories. (See Chapter *"4. reALIGN"*.)
- Create a new chapter in the City of Lincoln Design Standards similar to the draft on the following pages.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LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT
Date: January 22, 2013

Draft Design Standards For Commercial And Mixed Use Development

> ***"Establish stronger design standards for redevelopment projects to provide assurance that they will blend into the context of, or enhance, the surrounding neighborhood and avoid conflicting visions among developers, neighbors, and city officials."***
>
> ***—LPlan2040 (P. 6.10)***

Section 1. Introduction

The Comprehensive Plan recommends that more attention to design of new and redeveloping commercial and mixed use projects. The following Design Standards for Commercial and Mixed Use Development address the site development and building design to achieve enhanced aesthetics, functional form, and pedestrian accommodation in areas along major roadways and near residential neighborhoods. These standards are applied to property zoned B-2, B-3, B-5, H-2, and H-4. As detailed in Chapter *"4. reALIGN"*, the reFORM proposal includes rezoning some land in other districts to one of these classifications and rezoning some land in these classifications to other districts without design standards.

Commercial and mixed use developments, including some commercially-zoned properties and Planned Unit Developments outside of the downtown area are subject to the standards in one of two types of design category. Planned Unit Developments will be assigned one or the other category based on their individual site characteristics.

There are two design categories:

- Corridor: The Corridor (COR) category consists of linear commercial and mixed-use areas within neighborhoods and along arterial streets with short blocks interconnected to local street networks. Corridors consist of B-3 and H-2 zoning, but may also include Planned Unit Developments. Corridor development is predominately found in older parts of the City. Development is integrated with and easily accessible from abutting residential neighborhoods. Small-scale Corridor development is, by tradition and design, pedestrian friendly with one to three story buildings oriented to the street and built up to the property line. Larger-scale Corridor development has historically been automobile-dependent and often lacks a uniform character with variation in setbacks, building size (height or area), limitations to vehicular access from the arterial, parking location and quantity, lot sizes, and right-of-way conditions.
- Center: The Center (CTR) category consists of commercial or mixed use development that is largely planned as one cohesive area, but may include adjacent commercial land and multiple land owners. Centers consist of B-2, B-5, and H-4 zoning, but may also include Planned Unit Developments. Centers typically abut one or more arterials and are generally 5 to 100 acres in size. Centers are composed of a series of development "blocks" defined by perimeter streets and internal roadways. Internal roadways provide links to abutting streets along the perimeter of the site. Buildings are generally accessed via internal roadways. Defining features of well-designed Centers include human scale building features, enhanced streetscapes, pedestrian amenities such as plazas, on-street parking, and clustering of buildings to promote walkability.

Design standards in each category are divided into two kinds of standards: Site Development Standards and Building Design Standards. Site Development Standards relate to the arrangement of buildings, circulation, and parking on the site. Building Design Standards relate to what features are required to be incorporated in the design of individual buildings. Both types define minimum requirements for development and typically would be exceeded by quality developments.

> ***"Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers."***
>
> ***—LPlan2040 (P. 5.3)***

Section 2. Work Requiring Review

2.1 Site Development Standards

The Corridor and Center Design Standards apply to site design and exterior features of projects requiring building permits in the B-2, B-3, B-5, H-2 and H-4 Zoning Districts whether the project is new construction, exterior remodeling of existing buildings, or site development that does not include buildings (such as parking lots).

Deviations of the standards can be granted based on :

a. Features of the project shall not cause greater deviation from these Design Standards than currently exists.

b. Project shall meet the applicable Design Standards that are feasible given existing site conditions.

Centers less than 10 acres or less than 500 feet in width may be considered as "Corridors" on a case by case basis by the Planning Director and follow all applicable design standards for Corridors.

2.2 Building Design Standards

The building design standards apply to exterior features of projects requiring building permits in the commercial areas identified, whether the project is new construction or exterior remodeling of existing buildings. Interior aspects of new or existing construction do not require review under the design standards (although other building and zoning codes may apply). The building design standards apply accordingly:

- Minor Remodeling Projects (investing 50% or less of a property's assessed valuation). Exterior features of the project shall not cause greater deviation from these design standards than currently exists.
- Major Remodeling Projects (investing more than 50% of a property's assessed valuation). Exterior features of the project shall meet the applicable design standards.

Building design elements not addressed in previously approved plans or agreements should adhere to the building design standards. For example, if a previously approved plan includes standards for articulation, the articulation element of these design standards is not required to be met; however, all other building design standards shall apply.

Section 3. General Requirements

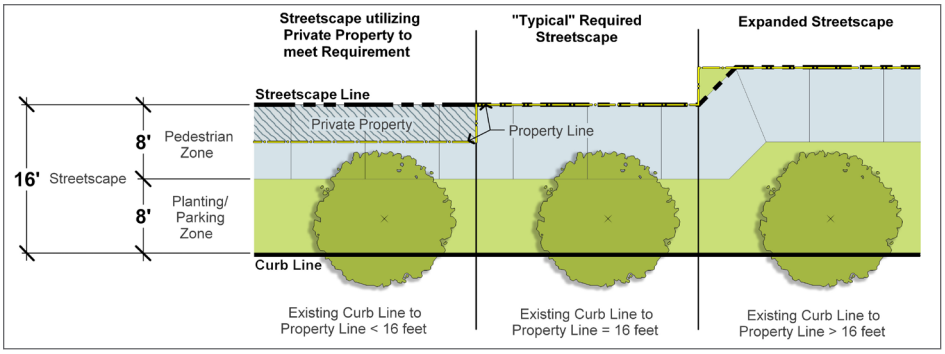
a. Intent

The following general requirements apply to both Corridors and Centers:

b. Site Development Standards

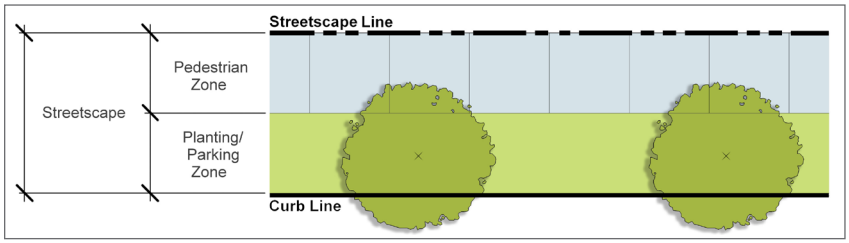
1. Streetscape

- The streetscape shall be at least 16 feet in width.
  - The pedestrian zone shall be a minimum of 8 feet wide with a minimum 5-foot wide free and clear area.
  - The planting/parking zone shall be a minimum of 8 feet wide.

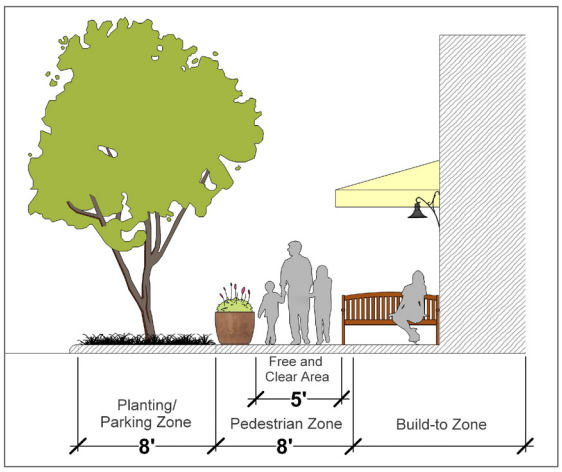


Examples of Streetscapes with Varying Available Right-of-Way

- The minimum streetscape requirement shall apply regardless of the available right-of-way. Where necessary, the streetscape shall extend onto private property to fulfill the minimum requirement.
- Streetscape zones shall align with and transition to abutting streetscapes zones.
- Street trees are required for all development. Street trees shall be planted in conformance with the Design Standards for Street Trees.



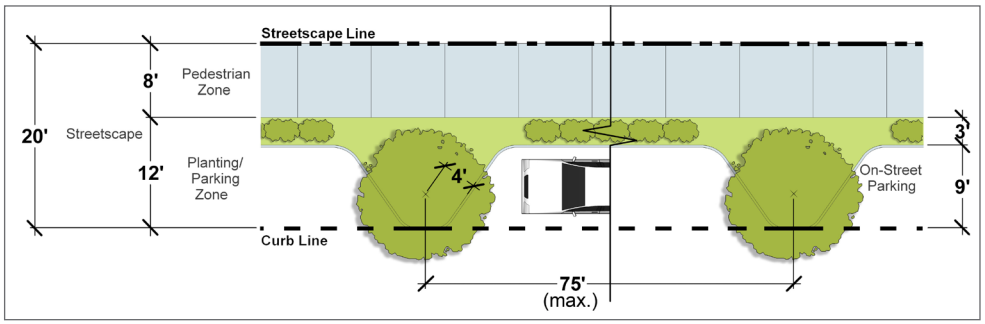
Minimum Streetscape Dimensions, Plan



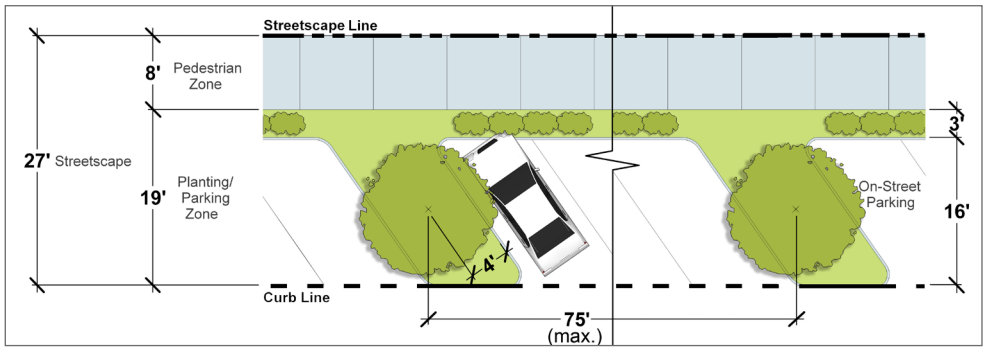
Minimum Streetscape Dimensions, Section

2. Streetscape with On-Street Parking

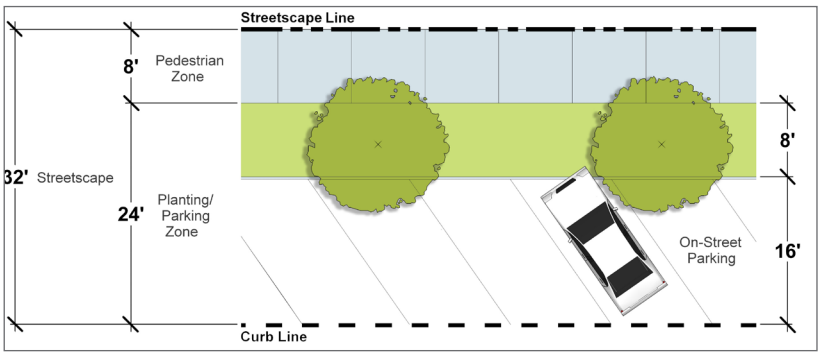
- Where on-street parking is permitted and desired, the planting/parking zone shall be wide enough to accommodate parking and vehicle over-hangs and door swings.
  - For parallel parking, the planting/parking zone shall be a minimum of 12 feet wide with a minimum 3-foot wide planting area and a minimum 9-foot wide on-street parking area.
  - For angled parking, the planting/parking zone shall be a minimum of 19 feet wide with a minimum 3-foot wide planting area and a minimum 16-foot wide on-street parking area.
  - On-street parking shall be interrupted by planting areas for street trees planted at a maximum spacing of 75 feet. Planting areas for street trees shall have a minimum radius of 4 feet from the center of the tree.
  - Required planting areas for street trees can be provided in a planting peninsula or in a planting strip.
  - The streetscape shall follow the curb line, regardless of the varying relationship between the curb line and the property line. Occasionally, the curb line will be interrupted by on-street parking.



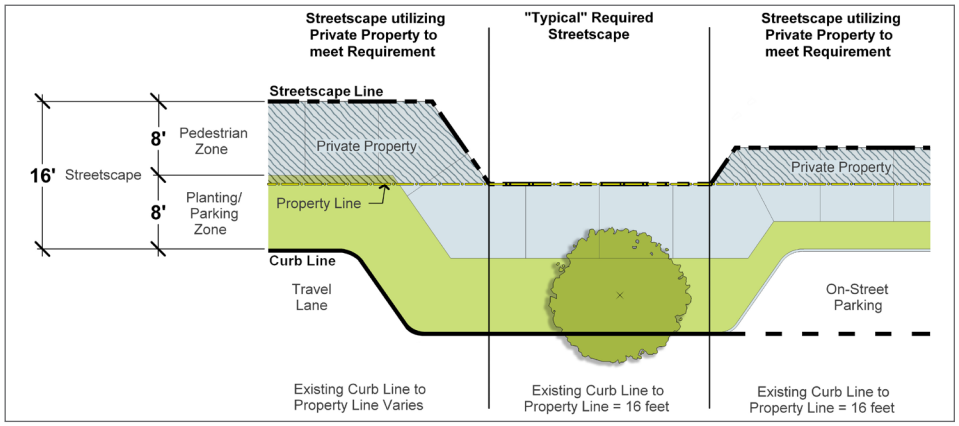
Minimum Streetscape Dimensions where On-Street Parallel Parking is Provided



MInimum Streetscape Dimensions where On-Street Angled Parking is Provided



Example of Streetscape with Planting Strip



Examples of Streetscapes with Varying Curb Line

Section 4. Corridors (COR)

a. Intent

Design standards strive to revive, repair, and enhance Corridor areas by creating attractive streetscapes, pedestrian-scale facades, and by reinforcing the continuation of a historical building pattern in B-3 and H-2 zoning districts.

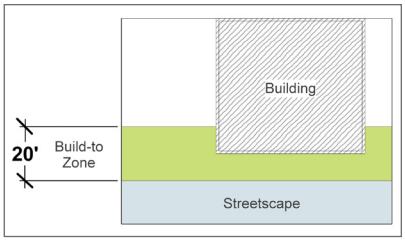
b. Site Development Standards

1. Streetscape

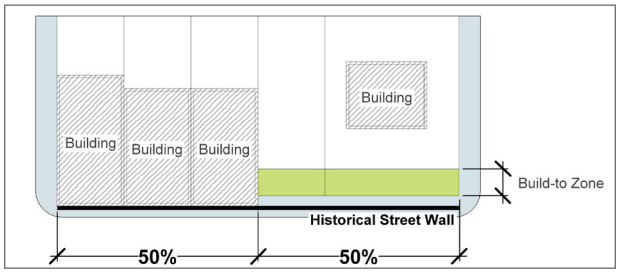
- Where the streetscape is less than 16 feet wide because a historical street wall has been established (see build-to zone below), the pedestrian zone shall be a minimum of 5 feet wide to accommodate the minimum free and clear area. The planting/parking zone may be adjusted according to the circumstance.

2. Build-to Zone

- The build-to zone shall be between: 1) the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line; and 2) 20 feet from the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line.
- Street facades shall be built within the build-to zone.
- If 50 percent or more of the frontage of a block face is developed at the same line (+/- 2 feet), then a historical street wall has been established and shall be continued. Where a historical street wall has been established, street facades shall align with the historical street wall.
    - Where the historical street wall is closer to the street than the standard build-to zone, buildings shall be built up to the historical street wall. This may result in a streetscape width less than the standard.



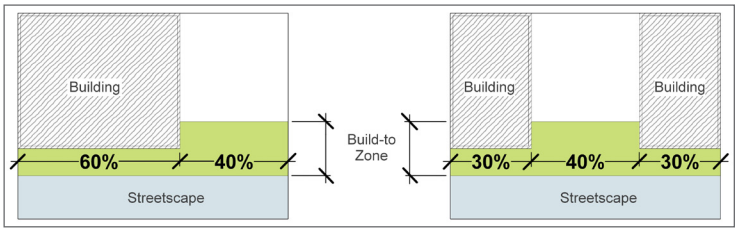
Examples of street Facade Placement within Build-To Zone



Example of Established Historical Street Wall

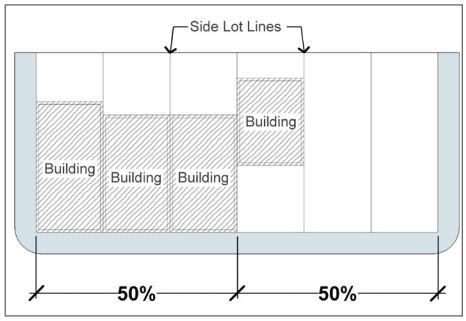
3. Net Frontage Length

- At least 60 percent of the net frontage length of the property must consist of street facade within the build-to zone. For corner lots, this may be reduced to 30 percent along the frontage of the street that is not a primary street.



Examples of Building Placement to achieve Net Frontage Length

- In some areas, existing buildings are constructed from side lot line to side lot line, whether allowed by current zoning or not. In these areas, if 50 percent or more of the frontage of a block face is developed with zero or minimal side yards (2 feet or less), then a historical street frontage has been established and shall be continued. Where a historical street frontage has been established, 100 percent of the net frontage length of the property must consist of street facade within the build-to zone.



Example of Established Historical Street Frontage

4. Orientation

- On lots 150 feet deep or less, buildings shall be oriented to present the entrance facade to the primary street.

5. Additional Pedestrian Considerations

- To minimize interruptions of and conflicts with the pedestrian routes across abutting sidewalks, garage doors and service bays shall not open directly onto sidewalks, but instead shall be oriented toward alleys or toward the interior of the lot. One service bay shall be permitted facing a sidewalk if a building has no alley access.

6. Vehicular Access, Circulation and Parking

- Off-street parking and drive-through lanes are prohibited within the build-to zone between the streetscape and the building.

c. Building Design Standards

1. Articulation

- Any street or entrance facade exceeding 100 feet in length shall incorporate two or more of the following building elements every 40 feet:
  - Changes in wall or roof plane with a depth or height of at least 2 feet.
  - Changes of color, texture, or material.
  - Columns, ribs, pilasters, or reveals at least 1 foot wide and 8 inches deep.
  - Window or door openings.
  - Balconies, awnings or canopies with a depth of at least 5 feet and no more than 10 feet that are a minimum of 8 feet above sidewalk grade. The size and proportion of awnings and canopies should reflect the size and proportion of openings on the building facade.

2. Transparency

- At least 50 percent of the area between 4 and 9 feet above grade of any street or entrance facade shall consist of windows, glass doors or other transparent (clear or slightly tinted) building surfaces. Display windows that are at least 2 feet deep are permitted and may be counted toward the 50 percent transparency requirement.

3. Materials

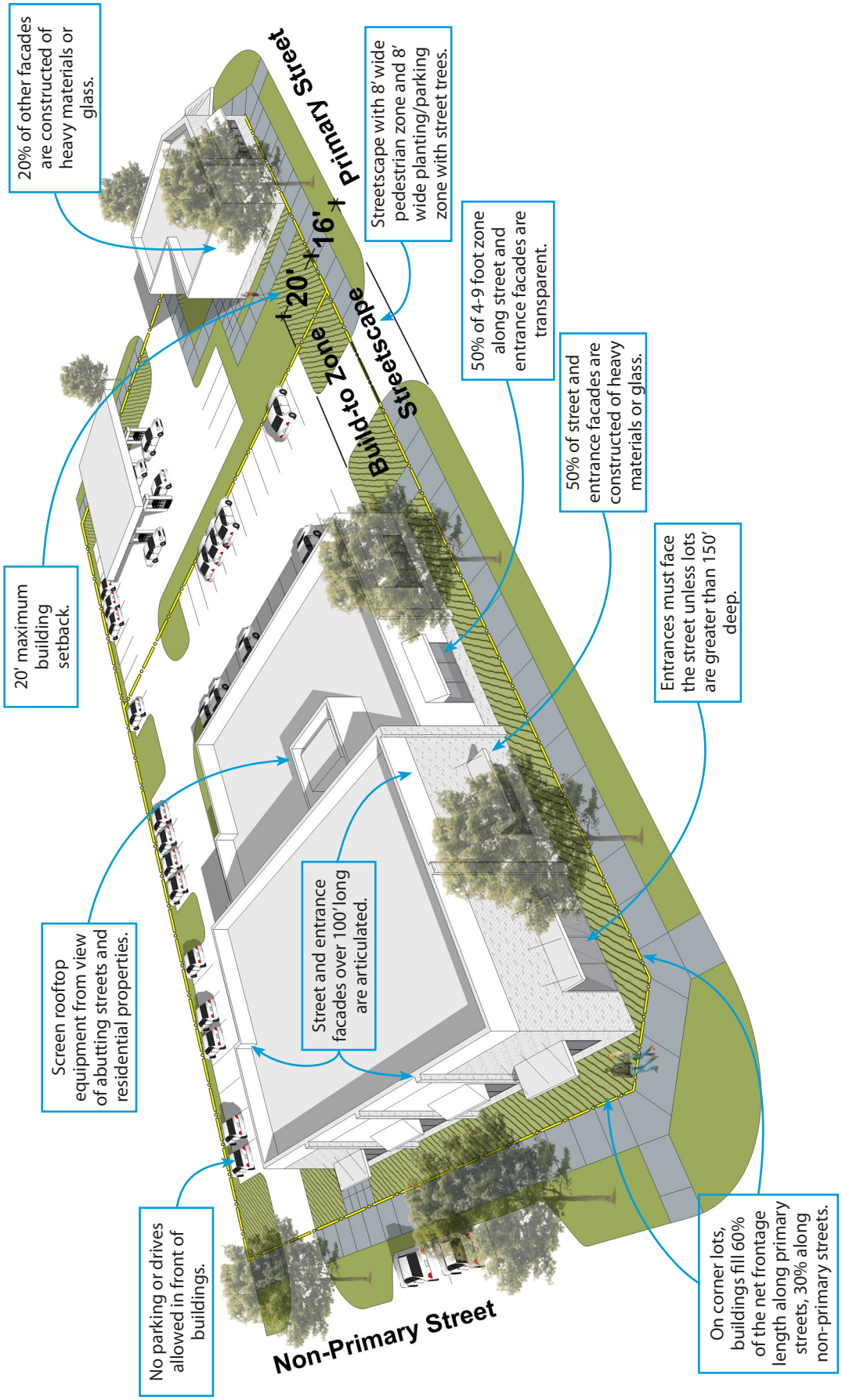
- Prohibited materials for all building facades include plain or painted concrete block, and non-architectural grade vinyl, plastic, aluminum or other metal siding, especially that designed with an appearance like wooden siding materials.
- Allowed materials are categorized into two groups according to their perceived physical weight:
  - Heavy materials: Natural or manufactured stone; brick; integrally-colored concrete panels and concrete block; and other materials that are equivalent in appearance and durability.
  - Light materials: Stucco, EIFS, cement board, metal architectural panels, architectural tile, metalwork, and wood.
- Street facades and entrance facades shall be constructed of at least 50 percent heavy materials or glass and be designed to a similar level of building detail and finish. The balance of exterior wall area, if any, shall be light materials.
  - All other building facades shall be constructed of at least 20 percent heavy materials or glass.
- Non-durable materials such as EIFS and cement board are not allowed on the first 3 feet above grade on all street and entrance facades.
- The design of inconspicuous side and rear walls will be reviewed for approval on a case by case basis.

4. Parking Structures

- Any ground-floor parking in structures shall be screened from public sidewalks.
- Parking structures shall be designed with the appearance of horizontal floors, concealing sloped floors or ramps visible on street facades. (Entrance and exit ramps may be visible through openings on the ground floor.)
- Materials for parking structures shall be compatible with materials of the main building.

5. Equipment Screening

- Ground level and rooftop mechanical equipment and trash and storage areas shall be screened with materials compatible with the main walls of the building so they are not visible from abutting streets and residential properties.



Standards for Corridors

Section 5. Center (CTR)

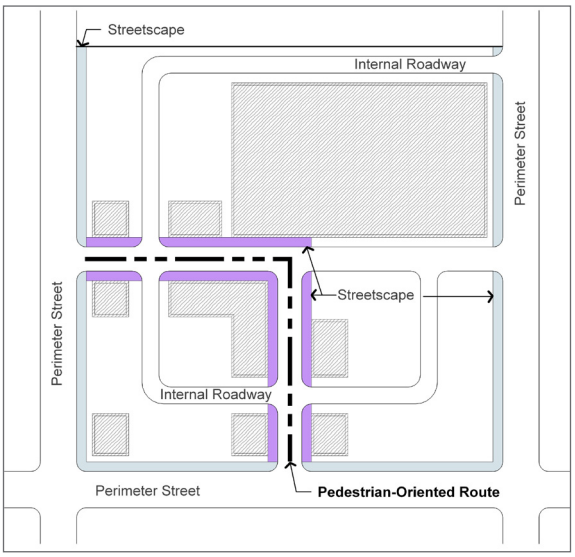
a. Intent

Design standards strive to enhance Centers by providing a pedestrian-oriented route, pedestrian-friendly building arrangement, open space amenities, and defined streetscapes. Center standards are applied to Use Permits for land zoned B-2, B-5, and H-4.

b. Site Development Standards

1. Pedestrian-Oriented Route

- A pedestrian-oriented route shall be designated on the site plan. The following standards assume that the pedestrian-oriented route is along an internal roadway. If the pedestrian-oriented route is desired along perimeter streets rather than along an internal roadway, the Planning Director may allow the pedestrian-oriented route along primary streets and follow site development standards of Corridors and building design standards for Centers.
- Pedestrian-oriented routes shall be continuous from perimeter street to perimeter street or from perimeter street to another pedestrian-oriented route. If there is only one perimeter street, it may be appropriate to terminate the pedestrian-oriented route at the intersection with another internal roadway; preferably one that connects to adjacent development or a perimeter street.
- The pedestrian-oriented route shall connect to a perimeter street at two or more points; this could be the same perimeter street or more than one. If only one perimeter street, then only one connection to it is required.
- At least 90 percent of the Center's floor area must be in buildings that abut a pedestrian-oriented route. Isolated pad sites are allowed, but may not exceed 10 percent of the total floor area of the Center. Buildings may also meet this requirement if a pedestrian amenity is located between the building and the pedestrian-oriented route, as long as the street facade facing the pedestrian-oriented route is no more than 100 feet from the streetscape line.



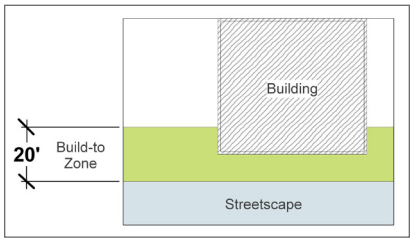
Example of Center with Designated Pedestrian-Oriented Route

2. Streetscape

- Streetscapes are required on both sides of pedestrian-oriented routes.
  - When abutting parking lots, the streetscape shall continue. The streetscape for a pedestrian-oriented route may be interrupted by driveways and/or drive aisles, but there shall be no less than 150 feet from centerline to centerline of the driveway or drive aisle. At corners, the length of two intersecting driveways/drive aisles/internal roadways/perimeter streets may be added together in order to meet the 150-foot minimum requirement.
- Pedestrian-oriented routes which are between buildings rather than along internal roadways shall be a minimum of 30 feet wide with a minimum 5-foot wide free and clear area. Thirty percent of the defined area between buildings along the pedestrian-oriented routes shall consist of landscaping. In addition to landscaping, one shade tree is required per 50 feet of pedestrian-oriented route between buildings.
- On-street parking is encouraged along pedestrian-oriented routes.

3. Build-to Zone

- The build-to zone shall be between: 1) the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line; and 2) 20 feet from the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line.
- Street facades shall be built within the build-to zones of pedestrian-oriented routes.



Examples of Street Facade Placement within Build-To Zone

4. Net Frontage Length

- At least 60 percent of the net frontage length of a pedestrian-oriented route must be two-sided (a street facade within the build-to zone along both sides of the route).
    - Greens, squares, or plazas can contribute to the two-sided requirement if they are at least 20 feet in depth and abut a building.

5. Orientation

- Where a large footprint building (footprint of over 40,000 sq. ft.) abuts a pedestrian-oriented route, it shall provide at least one customer entrance along the route. This customer entrance does not have to provide access to the "main tenant" of the structure, for example, it could be a single department or a separate leased space attached or within the structure of the large footprint building.
- Where all other buildings abut a pedestrian-oriented route they shall have at least one entrance facade on the route.

6. Additional Pedestrian Considerations

- Continuous building facades shall not exceed 500 feet in length.
- A minimum 16-foot wide pedestrian access shall be provided between buildings to encourage safe and convenient walking between the storefronts and parking areas behind buildings.

7. Pedestrian Amenities

- Pedestrian amenities such as greens, squares, or plazas shall be provided. The minimum area of the amenities shall be 0.5 percent of the area of the commercial/mixed-use development with a minimum width and depth of 20 feet. Pedestrian amenities shall be accessible for use and enjoyment by pedestrians (this excludes private/fenced areas for outdoor dining) and shall abut a pedestrian-oriented route. A building wall must abut at least one side. Indoor spaces may qualify as a primary amenity if they meet the minimum space requirements and function as public spaces with uses such as sitting, amusement, flexible space, events, etc.

8. Vehicular Access, Circulation and Parking

- Off-street parking and drive-through lanes are prohibited within the build-to zone between the streetscape and the building.

c. Building Design Standards

1. Articulation

- Any arterial, street, or entrance facade exceeding 100 feet in length shall incorporate two or more of the following building elements every 40 feet:
    - Changes in wall or roof plane with a depth or height of at least 2 feet.
    - Changes of color, texture, or material.
    - Columns, ribs, pilasters, or reveals at least 1 foot wide and 8 inches deep.
    - Window and door openings.

- Balconies, awnings and canopies with a depth of at least 5 feet and no more than 10 feet that are a minimum of 8 feet above sidewalk grade. The size and proportion of awnings and canopies should reflect the size and proportion of openings on the building facade.

2. Entrance Design

- Principal entrances shall be clearly defined and distinguishable from the abutting street, pedestrian walkway or parking lot by incorporating three or more of the following design elements:
  - Architectural detailing such as brickwork or ornamental moldings.
  - Recesses or projections from the building facade with a minimum depth of 3 feet.
  - Parapet wall or roof raised a minimum of 3 feet above the adjoining structure.
  - Pilasters projecting from the building facade a minimum of 8 inches and/or architectural or decorative columns.
  - Arcades, colonnades, and galleries.
  - Awnings and canopies with a depth of at least 5 feet and no more than 10 feet that are a minimum of 8 feet above sidewalk grade.
  - Integral planters or wing walls that incorporate landscape or seating.
  - Display windows surrounding the entrance.

3. Transparency

- For pedestrian-oriented routes, at least 70 percent of the area between 4 and 9 feet above grade of any street or entrance facade shall consist of windows, glass doors or other transparent (clear or slightly tinted) building surfaces.
- For arterial facades without a public entrance, at least 20 percent of the area between 4 and 9 feet above grade shall consist of windows, glass doors or other transparent (clear or slightly tinted) building surfaces.
- For all other buildings not located along the pedestrian-oriented route, at least 50 percent of the area between 4 and 9 feet above grade of any entrance facade shall consist of windows, glass doors or other transparent (clear or slightly tinted) building surfaces. Display windows that are at least 2 feet deep are permitted and may be counted toward the 50 percent transparency requirement.

4. Materials

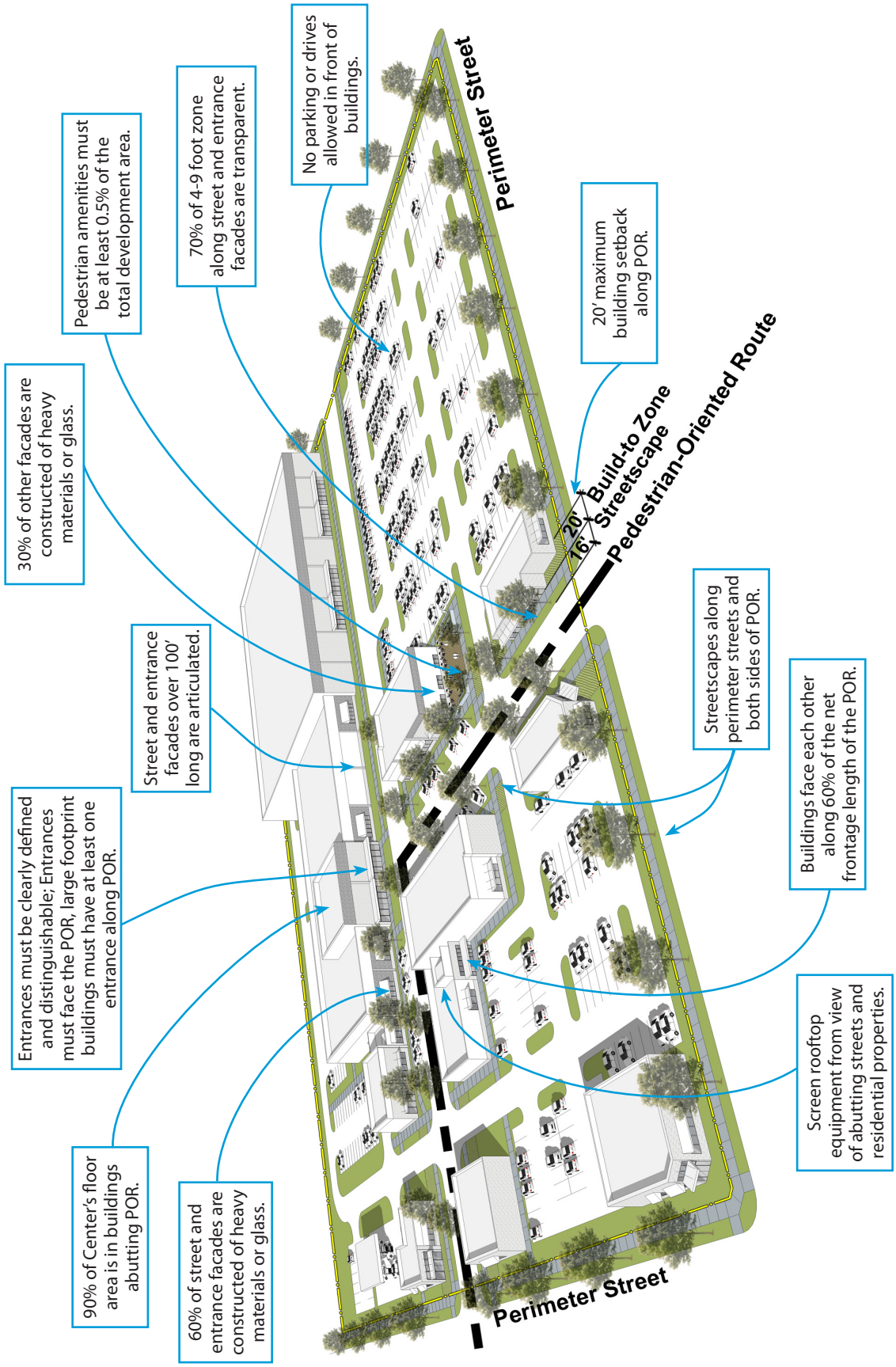
- Prohibited materials for all building facades include plain or painted concrete block, and non-architectural grade vinyl, plastic, aluminum or other metal siding, especially that designed with an appearance like wooden siding materials.
- Allowed materials are categorized into two groups according to their perceived physical weight:
  - Heavy materials: Natural or manufactured stone; brick; integrally-colored concrete panels and concrete block; and other materials that are equivalent in appearance and durability.
  - Light materials: Stucco, EIFS, cement board, metal architectural panels, architectural tile, metalwork, and wood.
- Arterial, street, and entrance facades shall be constructed of at least 60 percent heavy materials or glass and be designed to a similar level of building detail and finish. The balance of exterior wall area, if any, shall be light materials.
  - All other building facades shall be constructed of at least 30 percent heavy materials or glass.
- Non-durable materials such as EIFS and cement board are not allowed on the first 3 feet above grade on all arterial, street, and entrance facades.
- The design of inconspicuous side and rear walls not defined as arterial facades will be reviewed for approval on a case by case basis.

5. Parking Structures

- Any ground-floor parking in structures shall be screened from public sidewalks.
- Parking structures shall be designed with the appearance of horizontal floors, concealing sloped floors or ramps visible on street facades. (Entrance and exit ramps may be visible through openings on the ground floor.)
- Materials for parking structures shall be compatible with materials of the main building.

6. Equipment Screening

- Ground level and rooftop mechanical equipment; and trash and storage areas shall be screened with materials compatible with the main walls of the building so they are not visible from abutting streets and residential properties.



Standards for Centers

Section 6. Definitions

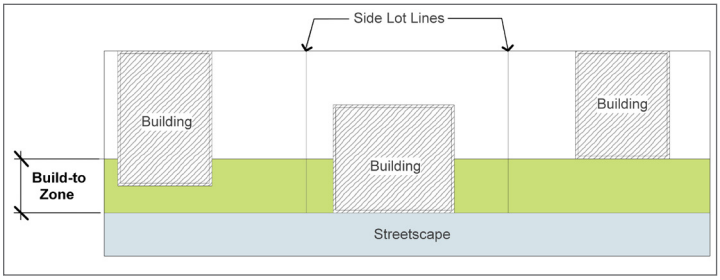
Articulation: Articulation is a method of breaking up long, homogenous building facades into smaller parts using architectural elements such as changes in wall or roof plane; changes of color, texture, or material; columns, ribs or pilasters; window and door openings; and balconies, awnings and canopies.

Arterial Street: Streets identified in the Comprehensive Plan as arterial streets.

Block face: The front side of property on one side of a street between two cross streets.

Build-to Zone: A defined range within which the street facade must be located. The build-to zone shall be between: 1) the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line; and 2) 20 feet from the front property line, ROW line, public access easement, or the streetscape line, whichever is a greater distance from the curb line.

All elements of the street facade including alcoves, changes in wall plane, indentions for entrance displays, etc. shall be located within the build-to zone.



Example of Build-To Zone

Curb Line: Measured at the back of curb. The curb line is the street edge of the streetscape. A curb line may be interrupted by on-street parking.

Design Category: Areas of commercial and mixed use development based on zoning designation that are categorized based on the contextual pattern of the future desired outcome for development. Design categories include Corridors (COR) and Centers (CTR).

Facade:

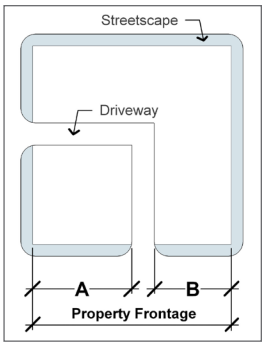
- **Arterial Facade (for Centers only):** The facade of a building that is within 100' and parallel or roughly parallel to an arterial street. The arterial facade can be either a primary building facade with an entrance or a secondary building facade without an entrance. For buildings with facades that are not within a build-to zone, all facades within 100' facing and parallel or roughly parallel to the streetscape of an arterial street shall be considered an arterial facade.
- **Entrance Facade:** The facade of a building that contains the principal entrance; the primary building facade. When the principal entrance is contained in the street facade, the entrance facade is the same as the street facade.
- **Street Facade:** The facade of a building within the build-to zone that is parallel or roughly parallel to a street or pedestrian-oriented route. The street facade can be either a primary building facade with an entrance or a secondary building facade without an entrance. For buildings with facades that are not within a build-to zone, all facades within 100' facing and parallel or roughly parallel to the streetscape of a primary street (Corridors) shall be considered a street facade. In Centers, a facade parallel or roughly parallel to the street or pedestrian-oriented route that is behind a pedestrian amenity such as a plaza shall be considered a street facade if within 100 feet of the streetscape.

Frontage: The part of the property along the front (street side) property line or streetscape line.

Internal Roadways: Public or private streets, roadways, driveways, and drive aisles that provide circulation and access in Centers.

Large Footprint Building: A building or attached buildings with one or more tenants with a floor area of 40,000 square feet or more on the first story. Permanently enclosed outdoor display areas shall count as floor area for the purpose of these design standards.

Net Frontage Length: The net frontage length is determined by subtracting internal roadways, setbacks, easements, minimum flood corridors, and other non-buildable areas from the total property length, as measured along the streetscape line (frontage). In the image to the right, the net frontage length is A + B. Segments of pedestrian-oriented routes with inadequate depth for buildings (less than 50 feet buildable area) on one or both sides shall be exempt from the net frontage length calculation.



Example of Net Frontage Length

Pedestrian-Oriented Route: The primary internal route for pedestrian circulation in Centers. This is the primary focus for concentration of floor area, building orientation, streetscapes, and pedestrian amenities within the site.

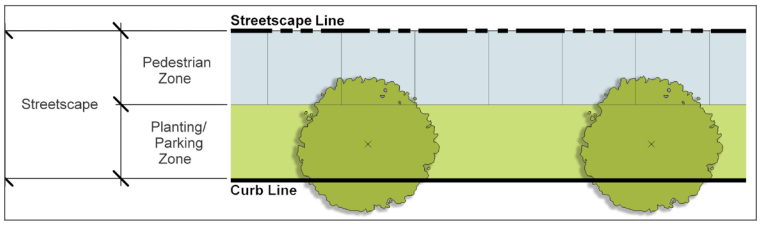
Perimeter Streets: Public or private streets on the perimeter of a Center development. Typically perimeter streets are arterials, however local streets will occasionally serve as perimeter streets. Internal roadways that are roughly parallel to and are within close proximity to the Center's perimeter may be considered as a Perimeter Street on a case by case basis by the Planning Director.

Primary Street: Any arterial street, the street with higher traffic volume, the wider street, or the street with dominant established building orientation. Some corner properties will be abutting more than one primary street such as at the intersection of two arterials.

Streetscape: The streetscape is the area along a public or private street or drive between the curb line and the streetscape line. With the exception of historical street walls, the minimum streetscape requirement shall apply regardless of the available right-of-way. Where necessary, the streetscape shall extend onto private property to fulfill the minimum requirement. The streetscape is made up of two zones:

- **Pedestrian Zone:** The pedestrian zone is the area where pedestrians walk parallel to the street. Depending on the streetscape's relation to the public ROW, this zone may include landscaping, planters, outdoor displays, outdoor café space, street furniture, and paving as long as the minimum free and clear area is provided.
    - **Free and Clear Area:** The free and clear area is a hardscaped area which is a minimum of 5 feet wide and is located within the pedestrian zone of the streetscape. It facilitates a continuous pathway along the length of the street and should provide for transition to connecting free and clear areas. The free and clear area should be ADA accessible.
- **Planting/Parking Zone:** The planting/parking zone is between the curb line and the Pedestrian Zone. This zone may include street trees, landscaping, street furniture, street and pedestrian lighting, special paving, on-street parking, bicycle parking, and transit stations.

Streetscape Line: The development side of the streetscape; opposite the curb line.

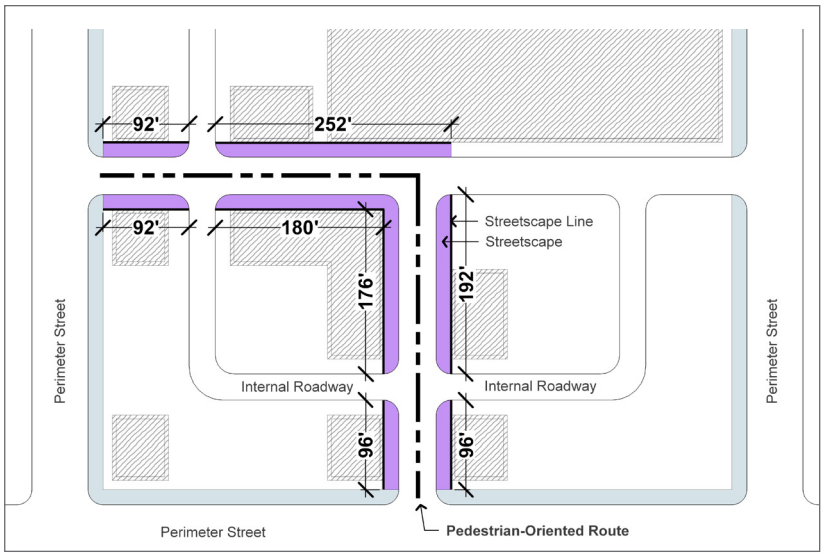
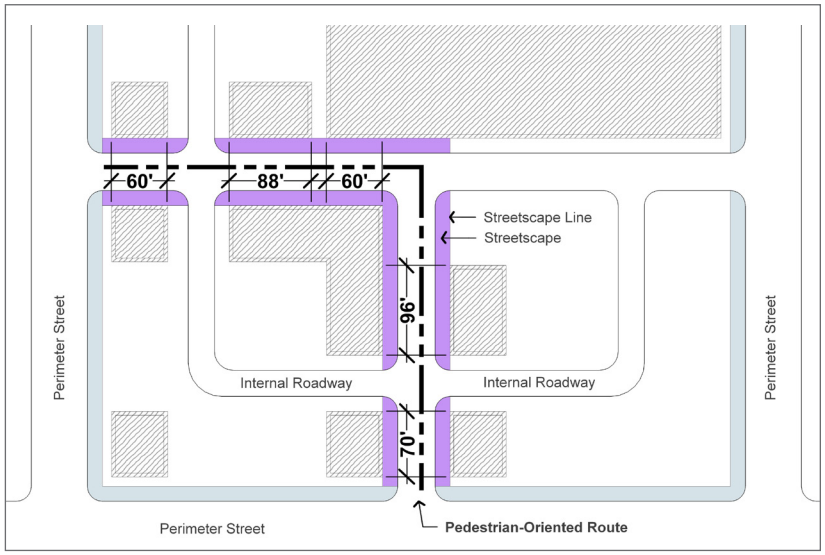


Typical Streetscape

Example of Net Frontage Length Calculations and Two-Sided Requirement for Centers

Step 1: Find the total net frontage length on both sides of the pedestrian-oriented route as illustrated in the top image (92 + 252 + 92 + 180 + 176 + 96 + 192 + 96 = 1176 feet).

Step 2: Calculate 60% of the total net frontage length (1176 x 0.6 = 706 feet).

Step 3: Find the total length of building facade within the build-to zone that are directly across from each other along the pedestrian-oriented route as illustrated in the bottom image (60x2 + 88x2 + 60x2 + 96x2 + 70x2 = 748 feet).

Step 4: The total length of building facades that are directly across from each other should equal or exceed 60% of the net frontage length (748 feet > 706 feet).