

PDP-06-06-08: Mercato PCD Preliminary Development Plan Commercial Design Standards and Guidelines Review

The Planning Commission approved the rezoning request for this property from A to PCD-2 at the April, 2006 meeting with a requirement that the development comply with the Commercial Design Standards and Guidelines. The applicant was reminded at the pre-application meeting that the development would be subject to review under these standards.

The purpose and intent of the standards and guidelines is to create a sense of place, create visual interest, and provide pedestrian connectivity (page 2-3). The degree to which each standard and guideline applies to a development project is evaluated on a case by case basis in an effort to achieve an overall design that meets the purpose and intent of the *Commercial Design Standards and Guidelines*. (page 2-4) *Horizon 2020* recommended Design Standards in order to integrate the centers into the surrounding neighborhoods and create a focal point for those that live nearby. (page 6-2)

The Mercato Commercial Development Preliminary Development Plan is being reviewed with the Commercial Design Standards and Guidelines with these goals, intents and purposes in mind. Recommendations or requirements are included in the text of this report in bold type. Recommendations which pertain to the Preliminary Development Plan are listed as conditions of approval at the end of the report.

Natural Features

This property is covered with grassy vegetation. There are no significant natural topographic, geographic, or vegetative features to integrate into the design or protect on the site. Therefore the natural features portion of the Commercial Design Standards is not applicable to this project.

Stormwater and Site Drainage

The detention basin is located where it will serve as a focal point and aesthetic amenity; however, the Development Plan does not indicate the landscaping treatment that will establish the drainage basin as a focal point for the area. The Commercial Design Standards require native vegetation for drainageways. **The landscaping of the detention basin must be shown on the Final Development Plan.** Landscaping with native trees, forbs/wildflowers, and grasses is recommended to create an aesthetically pleasing and properly functioning drainage system.

The Commercial Design Standards are concerned that the storm drainage system, including downspouts, be designed to be logical and efficient while avoiding conflicts with pedestrian walkways. **The location of the downspouts must be shown on the final development plan and they must avoid conflict with pedestrian walkways.**

Streetscape and Neighborhood Transitions

Treatment of the streetscape is required to allow the development to blend with the community and to improve the appearance of the streetscape, which is the community's most visible public space.

A minimum of 60% of the street frontage must be occupied with one or more of the streetscape features listed on page 2-13 of the Guidelines. These include decorative architectural walls (no less than 30"), landscaped entryway signage or features, focal point and/or site amenities. The detention basin (300' per side) will serve as a focal point. Landscaped entryway signage or features must be provided for 200' on each side of the intersections. These treatments can be used to meet the 60% streetscape treatment. The table below illustrates the length of each street, amount of streetscape features provided and the amount of streetscape required.

Street	Length	60%	Provided	Additional Required
Overland Dr	1220'	732'	900' 300'(detention basin) 600' (intersections)	-
GWW	1400'	840'	760' 300' (detention basin) 460' (intersections)	80'
W 6 th St	1020'	612'	200' (intersections)	412'
Mercato Dr West side	1296'	777'	300' 200' (intersection) 100' (entry focal point)	477'
East side	1296'	777'	560' (intersections)	217'
Mercato Way	330'	198;	330' (intersection)	-

The applicant is providing focal points and entry features on the plan. Dimensions will need to be provided on the plan for these features to allow them to be included in the computation of streetscape. The applicant proposes to provide streetscape along W 6th Street in the form of berming and landscaping. **60% of all street frontage must have streetscape treatment, as described in the *Commercial Design Standards and Guidelines*. All areas proposed for streetscape treatment must be marked on the plan and dimensions listed. Details of the streetscape treatment, such as landscaping and details of the focal point features must be provided with the final development plan.**

Neighborhood Compatibility

The Design Guidelines require the use of architectural transition features to transition the development with adjacent developments. The adjacent property is not yet developed so compatible architectural massing and features can not be determined at this time.

One or more green/open space transitions are required. Lot 2 Block 1 effectively employs open space as a transition. Lot 1 Block 1 has a service court at the west, between the building and the future development. The applicant indicated the possibility

that the future development on the west may be designed with the service court to the east, so the service courts could be combined. The applicant suggested a fence along the west property line. The Guidelines allow traditional fencing or landscaping if other transitional methods are not possible. Partially transparent fencing with landscaping or landscaping will be acceptable transition methods at this area. Landscaping will be employed along the west side of the development as a transition method.

Neighborhood Connectivity

Pedestrian and bicycle access into and throughout the development has been provided.

The vehicle circulation plan and entrances have been reviewed and based on City Engineering Staff's recommendation Mercato Drive and Overland Drive are required to be 3 lanes, with a center turn lane. The City Traffic Engineer stated that 3 lanes would be required to reduce vehicular conflicts given the numerous access points and anticipated traffic volume. The driveway with the truck entrance into Lot 3 Block One is directly across a driveway serving both Lots 2 and 3 of Block Two. **The City Engineer recommends that the driveways must offset to reduce possible vehicle conflicts.**

The plan has provided a good pedestrian circulation plan, but there are some improvements needed. The pedestrian walkway along the front of the building in Lot 3 Block One stops about 25' short of the 10' pedestrian pathway to the north. This pedestrian pathway should be extended to connect with the 10' pathway to the north to increase the connectivity of the site and improve pedestrian flow. The applicant mentioned the grade change at this area may prohibit linking the pathways. As the site is being graded, the applicant should take care to grade this area, or include retaining walls, to allow the pathway to be extended. **The plan must show this sidewalk being extended to the center pedestrian path, with a note that it will be extended if possible with the grade change.**

The 10' path could be used by pedestrians and bicyclists alike; however, there is no linkage at the eastern terminus of the path at George Williams Way to any other 10' bike path. The options would be to provide a crosswalk area for the bikes across George Williams Way or to construct a 10' pathway to the south allowing the path to link to the 10' path along W 6th Street. Given the safety issues of an additional crosswalk, **Staff recommends extending the 10' path south along George Williams Way to provide connection with the rec path along W 6th Street.**

The guidelines prohibit locating the main drive aisle along the facades of buildings that contain primary customer entryways unless separated from the building façade by a row of parking to reduce pedestrian and vehicular conflicts. The applicant proposed designing traffic control features and pedestrian friendly design for the aisle adjacent to the building to prevent pedestrian/vehicle conflict rather than an aisle of parking based on their opinion that the aisle of parking would increase vehicle/vehicle conflict in this area. The access aisle is a direct line of travel from Mercato Drive to Overland Drive and may also be used as a 'cut-through' route. **Staff recommends relocating the main access aisle so it is not adjacent to the front of the building;** however, Staff is open to creative design solutions which would create a pedestrian friendly area and reduce the speed of travel. The proposed plan has special pavement markings which does not resolve the issue, in Staff's opinion. **If the main access aisle is to remain**

adjacent to the building it must include design features, such as raised surfaces, bulb outs, etc which would accomplish the goals of the *Commercial Design Standards*.

Parking Areas

Shopping cart return stations will be shown on the final development plan. The stations must be landscaped for screening and definition.

Accessible parking spaces are shown on the Preliminary Development Plan. The use of the buildings is not determined at this time and the entrance locations may change. **The final development plan will show the actual entrances and the ADA accessible parking spaces will be located near every customer entrance.**

In an effort to reduce the impact of large expanses of pavement such as parking areas, the Guidelines requires 50% of the parking provided in excess of that required be of permeable surface. This requirement may be waived if the equivalent area of interior parking lot landscaping is provided. The applicant is doubtful that the permeable surface would work with the soils on the site. The City Stormwater Engineer indicated that adequate stormwater drainage and detention is being provided to accommodate the additional parking so additional parking lot landscaping, rather than permeable surfacing, will be acceptable.

The amount of excess parking and the amount of additional interior parking lot landscaping required by the *Commercial Design Standards* is shown in the table below. Additional interior landscaping area is computed using the size of parking spaces provided in the development (9x18=162 sq ft) X 50% of the excess parking.

Lot	Parking Req	Parking Provided	Excess	50%	Add'l Landscaping (162*50% excess)
1, Block One	613	920	307	154	24,948 sq ft
2, Block One	175	229	54	27	4,374 sq ft
3, Block One	210	288	78	39	6,318 sq ft
1, Block Two	32	32*			
2, Block Two	42	42	0		
3, Block Two	31	42	11	5	810 sq ft
4, Block Two	20	34	14	7	1,134 sq ft
5, Block Two	27	65	38	19	3,078 sq ft
6, Block Two	40	54	14	7	1,134 sq ft
7, Block Two	14	20	6	3	486 sq ft
Total	1214	1726	522	261	42,282 sq ft

*(parking in the peripheral boundary will be removed)

The lots in Block Two, with the exception of Lot 5, have small amounts of excess parking. The orientation of the buildings, layout of the parking areas and the proximity of landscaped space reduces the negative impact of the excess parking on the lots in Block Two. As the goals of the Design Standards are being met by the lot layout, no additional interior parking lot landscaping will be required in Block Two.

The parking areas in Block One are much larger and have much more excess parking proposed. The applicant indicated that they view the parking areas as shared parking and the landscaped pedestrian pathway through it to be part of the interior landscaping. There is no provision for shared parking in the 1966 Code and the landscaped pedestrian path does not divide the two parking areas. For much of the length of the path, it is adjacent to the building rather than the parking area.

In Staff's opinion, the excess parking in Lots 2 and 3, Block One does not create a negative visual impact. The layout of Lot 2, Block One provides the parking area along 3 sides of the building, resulting in smaller parking areas. Lot 3, Block One divides the parking into 2 sides of the building.

Lot 1, Block One has a large amount of excess parking (307 spaces) which is located primarily to the front of the building. Narrow parking areas are provided along the sides of the building, but this is not enough to reduce the visual impact of the expansive parking area. Additional landscaping will be required in this parking lot. **The applicant will provide a summary of the amount of interior parking lot landscaping provided in Lot 1, Block One and Lot 5, Block Two and Staff will determine the amount of additional interior parking lot landscaping required to meet the goals of the *Commercial Design Standards*. The plan must be revised to reflect the additional interior landscaping for Lot 1, Block One.**

Pedestrian Access and Amenities

The Guidelines call for all pedestrian paths to have clear sight-lines to the buildings entries. The location of the entries will be finalized with the Final Development Plan. Some changes may be required to the pedestrian circulation plan, if the entries change.

Lot 1 Block One has one pedestrian walkway from Mercato Drive to the building, in the northern portion of the lot. **Staff recommends providing two walkways, with one being in the southern portion of the lot. This will increase the pedestrian access and will also provide additional landscaping area. Another option would be to provide one pedestrian accessway located more centrally which would line up with the crosswalks across Mercato Drive.**

The pedestrian walkways connect to the multi-family residential development to the north

Pedestrian walkways are to be separated from the building by a 8' bed for landscape planting, except where features such as arcades are part of the façade. The buildings will use 4-sided architecture and elevations showing architectural details will be submitted with the final development plan. **Any portion of the building façade that includes a pedestrian walkway, and does not have an arcade or other similar feature will need to provide an 8' area for a foundation planting bed.**

The *Commercial Design Standards* require that public space be provided for a development with more than 5,000 sq ft. The sum of 1% of the lot area and 1% of the building area is the minimum amount of public space required. This development has approximately 337,700 sq ft of building area and 1,782,033 sq. ft. of lot area so approximately 21,000 sq. ft of public space is required. **The plan must be revised to**

demarcate the areas set aside as 'public space'. These areas must total 21,297 sq. ft. The Standards state that the key to a successful public space is that it be located at a focal point within the development and that it invokes a 'sense of place' which includes providing space for people to sit, relax, and interact. (page 2-19) The public space can be a part of the common open space, but it must be a defined area, both on the plan and on site.

LANDSCAPING

1/3 of the plantings must be evergreens. A note must be placed on the landscaping plan to this effect. Most of the landscaping requirements have been covered in the parking and pedestrian amenities sections.

AESTHETIC CHARACTER AND BUILDING DESIGN

This issues discussed in this section will be best dealt with at the Final Development Plan stage, but they will be mentioned here briefly. **At least 2 customer entryways must be provided on separate facades for each primary building over 50,000 gsf. Elevation drawings at a larger scale must e provided for evaluation, along with a color palette and a materials board. All buildings in the development need to be in the same theme.**

STAFF RECOMMENDATION

Staff recommends the following conditions of approval be applied to the Mercato Preliminary Development Plan as a result of the Commercial Design Standards and Guideline Review:

- 1) The plan must be revised to show the dimensions included in the focal points, entry and intersection features.
- 2) All areas proposed for streetscape treatment must be marked on the plan with dimensions listed to equal 60% of the street frontage.
- 3) The plan must show the sidewalk adjacent to the west side of the building on Lot 3 Block One being extended to the center pedestrian path with a notation that it will be extended if possible with the grade change;
- 4) The driveways between Lot 3, Block One and the shared drive between Lots 2 and 3, Block Two must be offset to reduce possible vehicle conflicts;
- 5) Staff recommends extending the center 10' pedestrian/bicycle path from its terminus on George Williams Way south to W 6th Street, to provide connection with the pedestrian/bicycle path on W 6th Street.
- 6) The plan must be revised to relocate the access aisle so it is not adjacent to the building, or design features must be provided which will reduce the possibility of vehicle/pedestrian conflict. If the main access aisle is to remain adjacent to the building it must include design features, such as raised surfaces, bulb outs, etc which would accomplish the goals of the *Commercial Design Standards*.
- 7) The applicant will provide a summary of the amount of interior parking lot landscaping provided in Lot 1, Block One and Lot 5, Block Two and Staff will determine the amount of additional interior parking lot landscaping required to meet the goals of the *Commercial Design Standards*. The plan must be revised to reflect the additional interior landscaping for Lot 1, Block One in addition to the 15% of interior landscaping required by the Zoning Ordinance.
- 8) Staff recommends increasing pedestrian access through the parking lot of Lot 1, Block One by either providing two walkways, with one being in the southern portion of the lot or to provide one more centrally located pedestrian accessway which would line up with the crosswalks across Mercato Drive.
- 9) Any portion of the building facades with pedestrian walkways, that does not have an arcade or other similar feature will need to provide an 8' area for foundation plantings.
- 10) The plan must be revised to demarcate the areas set aside as 'public space'. 21,297 sq. ft. of public open space is required.
- 11) A note must be placed on the landscaping plan stating that 1/3 of the plantings must be evergreens.

