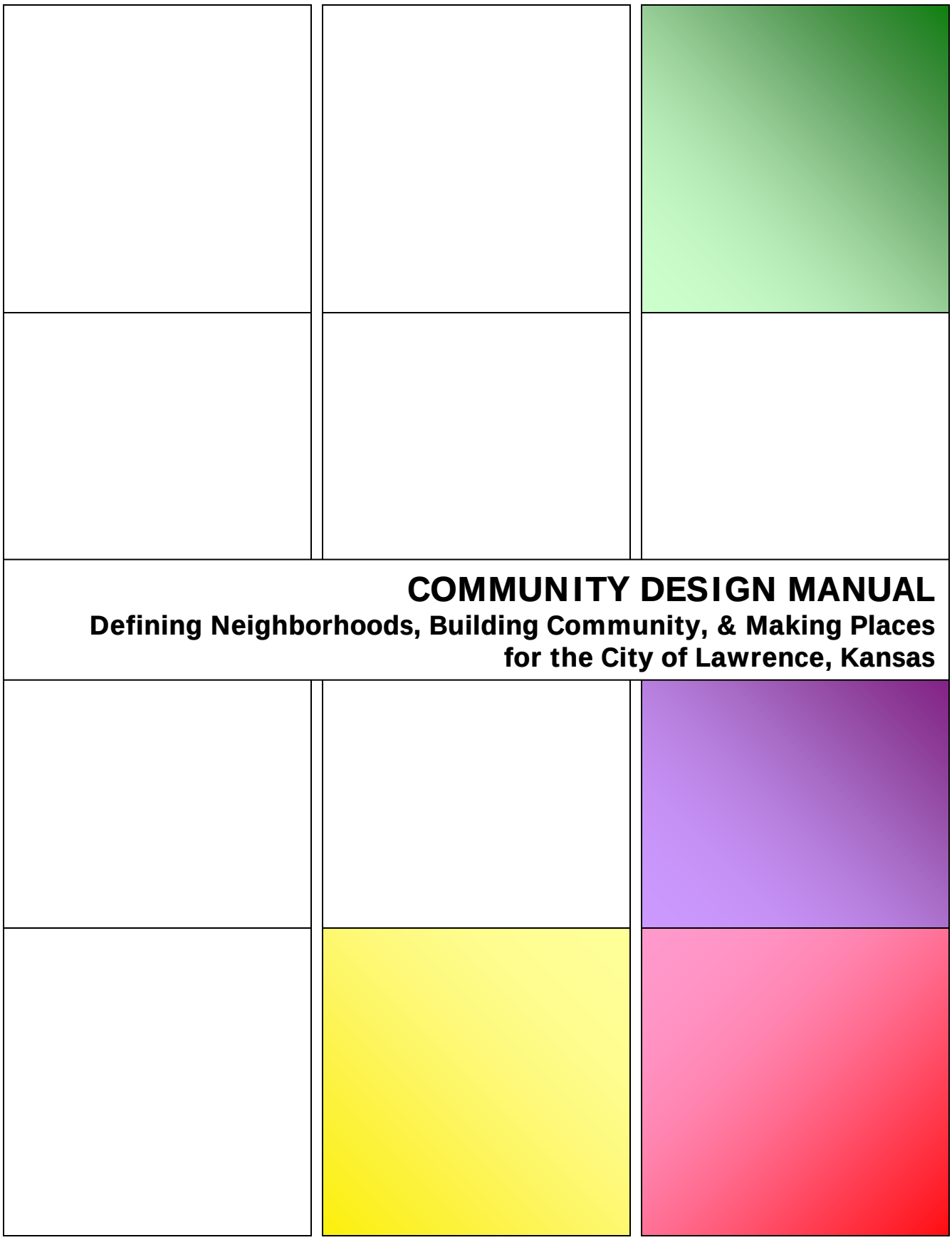

COMMUNITY DESIGN MANUAL

Defining Neighborhoods, Building Community, & Making Places for the City of Lawrence, Kansas

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SECTION TWO: COMMERCIAL DEVELOPMENT

Part One: Introduction

I. Purpose and Intent

It is acknowledged that commercial development that is out of scale, poorly designed, or of low quality can undermine the character of the community, and is less likely to succeed economically over the long term. Too often, site planning and building design of new commercial development does not adequately take into consideration a project's setting within the community and its contribution to the urban streetscape. Also, traffic circulation is usually a primary design consideration, while pedestrian issues are frequently an afterthought.

Design standards and guidelines offer a vision for a different approach to commercial design, an approach that can be beneficial both to developers and to the community. Design standards and guidelines emphasize key design concepts such as, but not limited to, creating a "sense of place" within the development and along the public streetscape; designing at a pedestrian-scale; creating visual interest; providing pedestrian connectivity within developments and with adjacent sites; and ensuring that the overall aesthetic character of new developments are compatible with the established character of surrounding neighborhoods.

Having design standards and guidelines in place is also another mechanism of fulfilling the intent of a community's comprehensive plan. Horizon 2020, the comprehensive plan for the City of Lawrence, states that "the City shall strive to improve the design of shopping areas (Chapter 6, pg. 6-2)." It goes on to further identify that "design standards shall be developed and adopted which better integrate the centers into the surrounding neighborhoods and create a focal point for those that live nearby." Goal 2 of Chapter 6 (Commercial Land Use) also establishes some basic site planning and design framework for transitioning commercial development into surrounding neighborhoods and Policy 3.2 further emphasizes the need to establish design standards and guidelines for new and infill commercial areas that consider building design and aesthetic character.

The purpose of these commercial design standards and guidelines is to:

- articulate community design principles, guidelines, and standards for commercial development within the City of Lawrence in order to maintain the small town character and heritage of the community;

- enhance the community's overall value and appearance;
- improve the overall quality and achieve well-designed projects; to ensure compatibility with surrounding neighborhoods;
- enhance pedestrian safety and walkability; and
- improve user-friendliness and predictability in the design review process.

Because it is recognized that design professionals, including architects, landscape architects, and land planners, are trained to strive for creative excellence, the design criteria established herein are not intended to restrict creative solutions.

II. Applicability of Standards and Guidelines

Unless otherwise exempted below, the following development activities in which site plan approval is required are subject to design review: 1) all new commercial development and 2) any re-development of an existing commercial area, including addition of new floor area to an existing building and changes to the exterior appearance of a facade visible from a public right-of-way. Additional standards and guidelines may also apply where a neighborhood plan or special area plan has been created.

Design review is not required when site plan review is not required. Additionally, ccommercial developments subject to review under the City of Lawrence Downtown Design Guidelines are not subject to these commercial design standards and guidelines.

The standards and guidelines are in addition to the regulations contained in the City's Land Development Code. They will be used in reviewing projects for conformity with the overall community design objectives and consistency with the community's comprehensive plan, Horizon 2020, and any adopted neighborhood or special area plan. Where the provisions of this design manual conflict with provisions in the Land Development Code or adopted nodal, neighborhood, or special area plan, the more restrictive provision shall apply.

The degree to which each standard and guideline applies to a development project will be 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. Because the City of Lawrence is a dynamic, fast growing city, it is expected that the standards and guidelines will continue to evolve as the City refines its policies and objectives. Amendments will enable this design manual to be modified and improved, based on actual experience of growth and citizens' evolving concerns.

III. How to Use This Document

A. Design Elements

The standards and guidelines for commercial development are broadly categorized in two areas – 1) site planning and design and 2) aesthetic character and building design. Each of these categories is further broken down into specific design elements. The discussion below covers the range of design elements addressed by the standards and guidelines and explains the importance of each element in creating commercial development and building stronger neighborhoods.

Site Planning and Design:
Site planning and design considers a development's organization onto a specific site and its relationship to adjacent development. Utilizing sound site planning and design principles can minimize a development's impacts on adjacent development with properly sited buildings, better designed parking areas, adequate pedestrian connections and access; and the retention of existing trees. Elements of site planning and design take into consideration the integration and enhancement of existing natural features; stormwater and site drainage patterns; the streetscape and transitions with surrounding neighborhoods; vehicular and pedestrian circulation patterns; landscaping and screening patterns; and lighting and security concerns.

Aesthetic Character and Building Design:
Aesthetic character and building design considers a development's visual quality and its relationship on the community's imaginability. Principles of aesthetic character and building design are intended to visually tie a commercial development together, not only internally with other buildings of the same development but also externally with adjacent development. Elements of aesthetic character and building design include general building design and design context; articulation of building facades and exterior walls; emphasizing building entryways and rooflines; providing architectural details that create pedestrian interest; utilizing building materials and colors that are unifying; and integrating building and site signage into the overall composition.

B. Framework

This design manual sets forth specific design criteria that are organized in a format that contains design principles, guidelines, and standards. Each subsection contains the following components, which should be applied as discussed below.

Purpose and Intent Statement:
This is a broad statement(s) explaining the design intent for the standards and guidelines that follow. They should be used to

help interpret the application of a standard and/or guideline in a specific situation. In cases where special conditions exist that are not specifically addressed, the intent statement should serve as the basis for determining the appropriateness of the proposed design.

Standard and Guideline Statements:
These are statements that indicate whether the proposed criteria are a standard or a guideline. Standards are the mandatory minimum requirements. Guidelines are advisory, but strongly recommended. The standards in this document use the word "shall" while the guidelines use the word "should." Regardless of which term is used, each standard and guideline must be addressed. The City will expect to see how the design of a project has responded to each standard and guideline.

The "shall" or "must" statements offer relatively little flexibility unless choices are provided within the statements themselves. However, the "should," "recommended," or "encouraged" statements offer greater flexibility and indicate that the City is open to design features that are equal to, or better than, those stated - so long as the intent is satisfied. The applicant assumes the burden of proof to demonstrate how a proposed design meets this test and determination will be made by the Planning Director.

Illustrations:
The pictures, drawings, and diagrams in this document are intended to illustrate the objective of the design criteria. They are not intended to illustrate how to meet the minimum requirements. These graphic examples are meant to be examples, and are not the only acceptable means towards accomplishing the intent of this design manual. Applicants and project designers are encouraged to consider designs, styles and techniques not pictured in the examples that fulfill the intent of the design standard.

The commercial design standards and guidelines are not intended to set a particular style of architecture or design theme. Rather, they encourage the establishment of a greater sense of quality, unity, and conformance with the community's urban form. It is also important to note that the standards and guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the development review process.

IV. The Design Review Process

The design review process authorizes the Planning Director or the Lawrence Design Review Committee (DRC) to review certain development applications for conformance with adopted design standards and guidelines. Design review actions performed by

the Planning Director shall be considered administrative review and shall not require public notice or hearing. The Planning Director has the discretion to refer any application to the DRC for review. Design review actions performed by the DRC shall be considered advisory and shall not require public hearing. Issuance of public notice shall be at the discretion of the Planning Director.

No development application approvals shall be issued until design review approval has been obtained. Development permits shall be consistent with the design review approval. Minor adjustments may be made after review and approval by the Planning Director. Adjustments shall be limited to minor changes in the dimensions or siting of improvements or to design details that do not change the scope or character of the proposal.

A. Procedure

Pre-Submittal Meeting:

A pre-submittal meeting is required for all projects subject to design review prior to the submission of a development application, unless waived by the Planning Director upon good cause shown by applicant. The purpose of the pre-submittal is to provide the applicant and city staff the opportunity to discuss a proposed project, review design and development standards, and discuss the design review process.

The pre-submittal meeting may occur concurrently with the pre-submittal required for site plan review. At the pre-submittal meeting the applicant shall have available a conceptual site plan(s) and information to demonstrate how the proposal best meets the requirements of the city's design guidelines or standards.

Neighborhood Meeting:

A neighborhood meeting is required to be conducted by the applicant prior to submittal of a design review application. This requirement may be waived by the Planning Director upon request by the applicant for projects the Director determines to be minor.

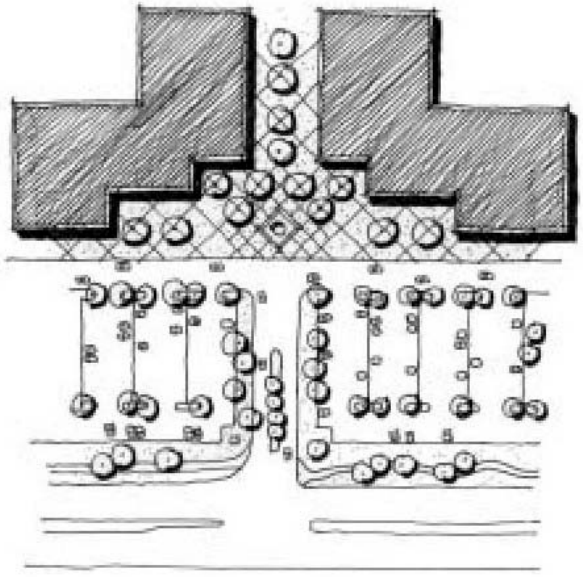
Application Submittal Requirements:

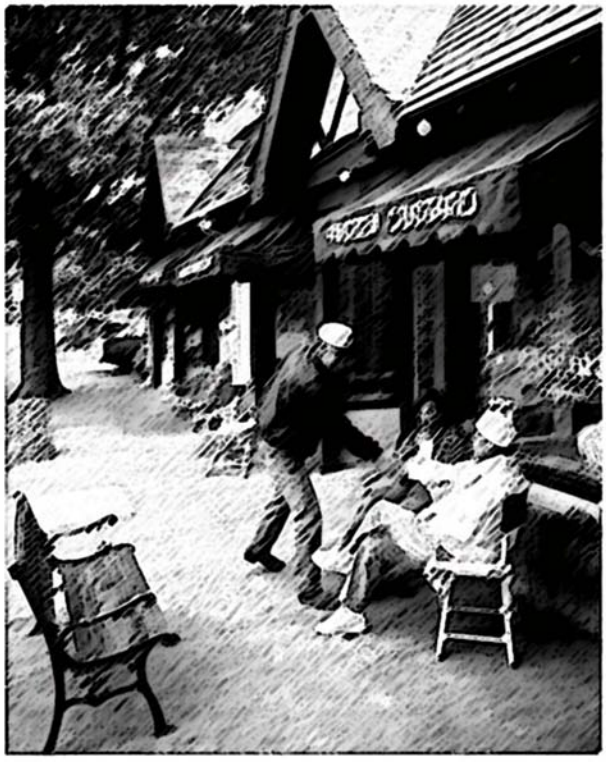
In addition to the submittal requirements outlined in the commercial design standards and guidelines, the Planning Director shall establish submittal requirements and forms to be used for applications. A complete application shall consist of the completed application form with all required information and any filing fee (as established by the City Commission).

Decision:
A decision on a development application subject to design review shall be made by the Planning Director that approves, conditionally approves, or denies the application. The decision of the Planning Director shall be issued in writing and shall take into consideration the recommendations of the DRC, if applicable.

Appeal:
Any party aggrieved by the decision of the Planning Director may file an appeal following the provisions for appeals in the Land Development Code.

Part Two: New Commercial Development

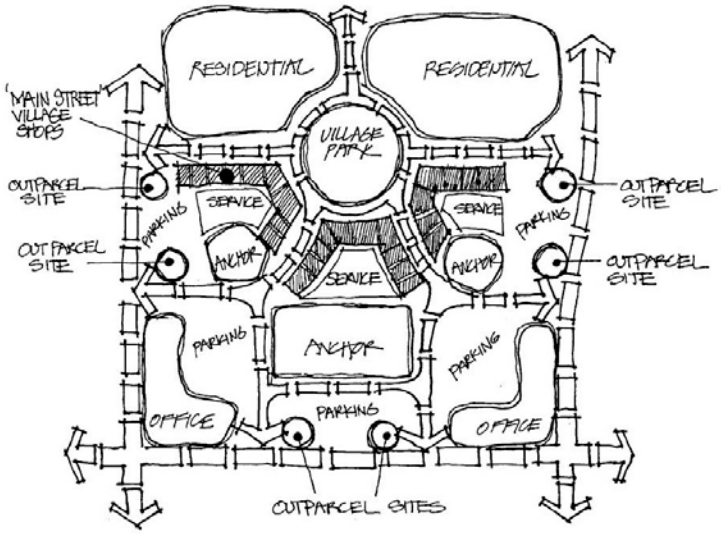




I. Site Planning and Design

The following standards and guidelines are intended to encourage an orderly and logical pattern of commercial development that instills a sense of place and that enhances the livability of the community. It is also the intent that the standards and guidelines encourage forethought and consideration of both a development's external relationships as well as its internal organization to improve convenience and efficiency for users of commercial development. Site layout and building orientation often define the focus of activity within a commercial development that often occurs at the front door or along the street. The standards and guidelines are intended to promote sound site planning and design practices for commercial development in order to:

- ❑ Encourage, establish, and maintain a unique and identifiable image for commercial development in the City of Lawrence.
- ❑ Create a cohesive visual identity, a sense of place, and an attractive streetscape for users and passers-by.
- ❑ Ensure that building layout relates appropriately to surrounding developments and streets.
- ❑ Ensure that site circulation promotes contiguous, efficient, and safe pedestrian and vehicle circulation patterns.
- ❑ Ensure that parking areas provide safe and efficient access to buildings, but do not dominate the overall site design



A. Natural Features

Purpose and Intent:

Mature trees and open lands, rolling topography, streams and natural drainageways are a few of the elements that contribute to the distinct character of Lawrence. Site planning and design is strongly encouraged to utilize the opportunities and reflect the constraints created by floodplains and drainageways, steep slopes and natural topography, soils, orientation to the sun, and other physical features. It is also strongly encouraged that existing vegetation, such as individual or mature stands of trees, naturally occurring hedgerows, and contiguous patches of native grasses, be preserved and integrated into the overall design of the development whenever practical and feasible to do so

It is also the intent of this section to protect important natural processes and ecological functions, such as natural stormwater drainage, air purification, and provision of shade. Site disturbances and construction activities, including extensive grading or unusual site improvements (i.e., large retaining walls), that "force-fit" a preconceived design onto a particular piece of property is strongly discouraged. Modifying the design of a commercial development to adapt to the site typically results in a reduced potential for environmental problems and an improved level of visual interest and variety. New commercial development should work to preserve significant natural features that contribute and enhance the local character of the community through sensitive site organization and minimal site disturbance.

Standards and Guidelines:

Natural Features

1. *Site planning and design should utilize the opportunities and reflect the constraints created by floodplains, slopes, soils, vegetation and other physical features.*
2. *Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the natural landscape and to provide a smooth transition in changes of slope. The maximum slope of any man-made slope shall be three-to-one (3:1).*
3. *Retaining walls shall comply with the requirements for retaining walls set forth in these standards and guidelines.*

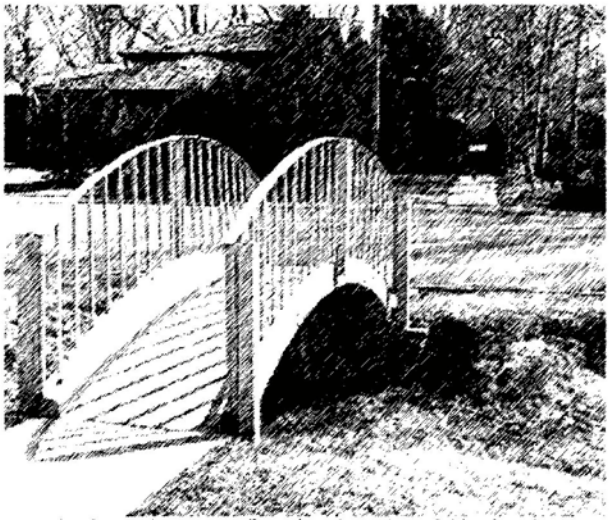
Existing Vegetation

4. *Vegetation and plant material that exists on a site prior to its development may be used to satisfy landscaping standards, including street tree requirements, provided that it meets the size, variety, and locational requirements of Article 10 (Landscaping and Screening) in the Land Development Code (LDC). As part of the site plan submittal, applicants shall submit an existing*

incorporating an existing tree into the site design

tree survey and preservation plan to show compliance with these standards and guidelines and the LDC.

5. *On sites with existing, mature trees of acceptable species and appropriate location, at least twenty percent (20%) shall be preserved or transplanted on site. For purposes of these standards, "mature" trees include the following:*
   a. *deciduous trees with six inch (6") minimum caliper;*
   b. *evergreen trees six feet (6') or more in height; or*
   c. *groups or stands of five (5) or more trees with a minimum caliper of four inches (4").*
6. *For every one inch (1") of tree caliper of a tree designated to be preserved that is removed or substantially damaged during clearing, grading, or construction, the developer shall replace the removed or damaged tree with two inches (2") of replacement tree caliper. Replacement trees shall be the same or similar species to the trees removed or damaged, or alternately a species native to Eastern Kansas and approved by the city.*
7. *Existing vegetation, such as native grasses, hedgerows, or non-mature trees that are in appropriate locations, in sufficient quantities, and of acceptable quality to be used to fulfill transition landscaping or buffering requirements of these standards and guidelines shall be preserved.*



integrating an open-air drainage system as a focal point within the development

B. Stormwater and Site Drainage

Purpose and Intent:

Site drainage systems, including detention basins, have traditionally been designed from a pollution control and stormwater runoff perspective due to the requirements of Phase II of the National Pollutant Discharge Elimination System (NPDES). While controlling contaminants and runoff from urban development is important, commercial developments are strongly encouraged to integrate storm drainage systems, especially open-air drainage channels, basins, and detention areas, into the site design as focal points or other prominent feature of the development whenever possible. This is especially important when such features will be visible from public rights-of-way and internal pedestrian walkways.

Additionally, existing natural drainage patterns, stream corridors, and wetlands are strongly encouraged to be enhanced and incorporated into the overall storm drainage system of the development. Using existing drainage features (that have been improved and enhanced) helps improve water filtration, groundwater recharge, and pollutant absorption while minimizing the increase in runoff as a result of new development. To further maximize this benefit, the design of open-air drainage systems should consider the use of larger, consolidated basins over multiple, smaller ones.

example showing an enhanced natural drainageway as part of the development's stormwater drainage system

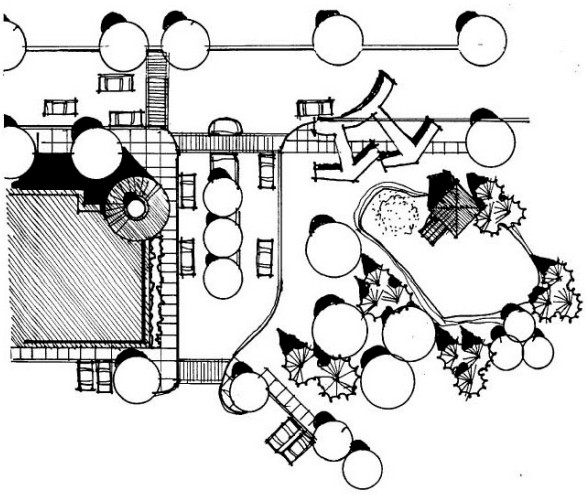
Standards and Guidelines:

Natural Drainageways

1. *Improved drainage systems with a tributary area of eighty (80) acres or more shall be designed and constructed as open, vegetated channels, with the intention that these areas provide restored natural habitat and require minimal landscape maintenance. Open channels shall be planted with native grasses, forbs, shrubs and trees. Culverts, walls, structural liners or other similar constructed systems shall be used only where necessary to cross roadways or to meet engineering standards for channel stability.*

Storm Drainage and Detention Areas

2. *Drainage patterns, including the design and location of downspouts, shall be designed to prevent concentrated surface drainage from collecting on, and flowing across pedestrian walkways.*
3. *Detention basins and open drainage areas visible from public rights-of-way and internal pedestrian walkways shall be incorporated into the site design as an attractive amenity or focal point, such as a site entryway feature, a public green/open space, or a transition technique with adjacent development. Such areas are strongly encouraged to be designed as part of the site landscaping network.*
4. *When fencing is provided for open drainage and/or detention areas, it shall be a decorative material that coordinates with other elements on the site, such as stone or brick columns. Fencing shall be open to allow views into and across the featured detention area.*



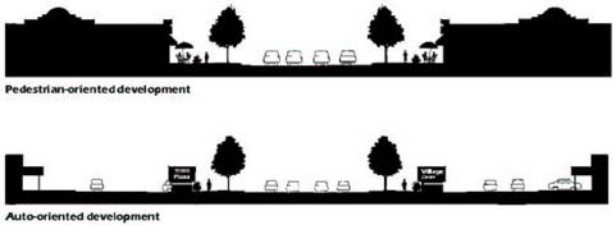
example showing how to incorporate an open-air detention area as a focal point to the development

C. Streetscape and Neighborhood Transitions

Purpose and Intent:

Typical tools for making the transition between commercial development and other, less intensive land uses have included back-to-back building orientation, set distances between uses, and heavily-landscaped buffer areas, often with fences and walls. However, some of the unintended results of this include excessive land consumption and lack of pedestrian and vehicle accessibility. Accordingly, the following design standards and guidelines have been established to ensure that new commercial developments are woven into the physical fabric of the community and surrounding neighborhoods by recommending that building placement and orientation provide compatible transitioning techniques to minimize adverse impacts such as noise, odor, light, and glare. When considering a transitioning technique, it is important to make certain that new commercial development, where practicable, provides convenient, continuous, and well-defined pedestrian and vehicle connections to adjacent development and neighborhoods.

traditional auto-oriented strip development with parking at the street (top) vs. pedestrian-oriented development with buildings & amenities at the street & parking in the interior of the site (bottom)



defining the street edge – pedestrian-oriented development vs. auto-oriented development

traditional auto-oriented strip development with parking at the street (top) vs. pedestrian-oriented development with buildings & amenities at the street & parking in the interior of the site (bottom)

example showing how to use pad site buildings to frame the street & providing areas of interest at the site entrance

The standards and guidelines are also rooted in the concept that streetscapes are the community's most visible public spaces. Streets play a pivotal role in determining both resident and visitor experiences and, to a great extent, help to define the character of the community. The standards and guidelines recommend that buildings within new retail developments, especially out-lot or pad site buildings, be pulled forward to define the edges of public streets and internal private drives. It is also recommended that buildings located at intersection corners be oriented in a manner that addresses both streets. This emphasis on streetscape and defining the "edge" helps to create a genuine "sense of place" along the streets of the community and within individual developments.

The standards and guidelines manual also encourages the presence of, or the appearance of, smaller retail stores to promote walkability and a pedestrian-oriented commercial development by creating variety, breaking up large expanses of exterior walls, expanding the range of the site's activities, and helping to define the streetscape. When buildings are located closer to streets, the scale of the development is reduced, pedestrian traffic is encouraged, and architectural details take on added importance.

Standards and Guidelines:

Building Orientation

1. *Strictly linear or "strip commercial" development patterns shall be unacceptable.*
2. *A minimum of sixty percent (60%) of the development site's street frontages shall be occupied by the following:*

a. *building frontage, which shall be a minimum of twenty-five percent (25%) of the street frontage unless the following applies:*

(i) *for arterial streets, this requirement is waived if the primary building is within one hundred feet (100') of the public right-of-way.*

(ii) *for collector streets, this requirement is waived if the primary building is within one hundred sixty-five feet (165') of the public right-of-way;*

b. *decorative architectural walls (no less than thirty inches [30"]);*

c. *landscaped entryway signage or features;*

d. *focal point; and/or*

e. *site amenities.*

f. *the remaining street frontage may be occupied by parking areas, as limited by those requirements set forth in these standards and guidelines, or by breaks for vehicle or pedestrian access.*

3. *Within each intersection quadrant, primary buildings and/or pad site buildings shall be arranged to orient to the intersecting streets and to frame the corner at that street intersection. New buildings shall be organized to*

align with existing buildings located across the intersecting streets in a way that "completes" the space around the corner and unites the adjacent developments.

4. *In the event of very steep upward grades along the street frontage, decorative treatment shall be required. The use of retaining walls and landscaping shall conform to the requirements of these standards and guidelines.*
5. *In multiple-building developments, the number, location, and design of independent pad sites shall reinforce, rather than obscure, the identity and function of the commercial development. Pad sites shall be clustered together to define street edges and entry points, to enclose and create interesting places between buildings, and to increase the ease of pedestrian movement between buildings. Even dispersal of pad sites in a widely-spaced pattern within the development, even if along the street edge(s), is discouraged.*
6. *All kiosk-type buildings and structures shall be integrated with the overall development, and shall be subject to the same requirements as all other buildings within the development.*

a. *free-standing kiosks and drive-up ATM structures shall not be located along the primary street frontage.*
b. *access to a freestanding kiosk or drive-up ATM structure shall not be from the adjacent public streets. Access shall be from drive aisles internal to the development.*
c. *free-standing kiosks and drive-up ATM structures shall comply with the aesthetic character and building design standards and guidelines.*

example showing how to "complete the space" at an intersection with complimentary building form & orientation

Neighborhood Compatibility

7. *Commercial development shall incorporate architectural transitions, green/open space transitions, and lesser intensive uses as transitions before employing more traditional landscaping and screening transitions. The combination of architectural transitions, green/open space transitions, and operational compatibility standards should work to reduce the need for more intensive landscaping and screening transitions. Operational compatibility standards shall apply to all commercial development, regardless of type of transition technique used*

a. *architectural transitions: commercial development shall employ a minimum of two (2) of the following techniques to ensure compatibility with surrounding development:*

(i) *use similar building setback if similar massing exists;*
(ii) *use similar building height if similar massing exists;*

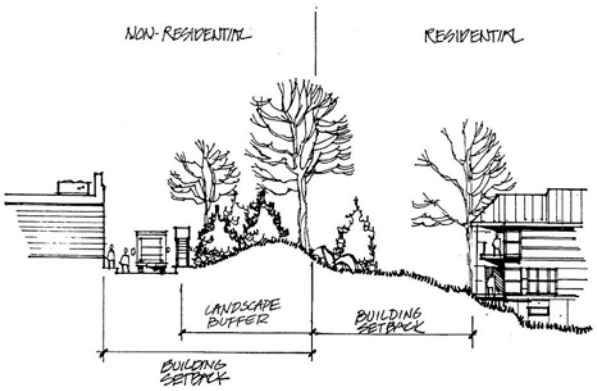
example showing how architectural transitions consider the context of adjacent building forms & orientation

(iii) use similar roof form if similar massing exists;
(iv) mitigate the larger mass of commercial buildings with facade articulation; or
(v) use front-to-front building orientations, especially with commercial uses that are pedestrian-intensive (i.e., restaurants, banks).
(vi) other building-to-building orientations may be utilized except that a back-to-front building orientation is not an acceptable transition tool.

b. <u>green/open space transitions:</u> commercial development shall employ one (1) or both of the following techniques to ensure compatibility with surrounding development:
(i) green spaces, courts, squares, parks, plazas, and similar spaces that can also function as community gathering places; or
(ii) use existing natural features, including natural differences in topography (not retaining walls), streams and drainageways, existing stands of trees, and similar features. When existing natural features are used as transitions, the city may still require that adequate pedestrian connections to adjacent land uses be provided.

c. <u>lesser intensive uses as transitions:</u> when office, small-scale retail, pedestrian-intensive retail, civic, or public uses are planned as part of the same development containing more intensive commercial uses, the development shall site the lesser-intensive uses or more community-serving uses as transitions to lower-intensity, adjacent uses. For example, post offices, banks, and restaurants (all of which are pedestrian-intensive, community-serving uses) should be sited next to adjacent medium-density residential uses.

d. <u>landscaping and screening transitions:</u> where other transitions tools are not possible, or where the city determines other transition tools by themselves do not create an adequate transition to, or buffer from, less intensive land uses, landscaping and screening transitions used shall comply with these standards and guidelines. When necessary to further assure an adequate buffer between the commercial development and an adjacent use, fences and walls meeting the requirements of these standards and guidelines may be used in combination with landscaping and screening. Fences and walls next to pedestrian walkways shall be no higher than four feet (4') unless otherwise stated in these standards and guidelines.



example of a typical landscaping & screening transition between non-residential & residential development

e. <u>operational compatibility:</u> the city may impose conditions upon the approval of development applications to ensure that new commercial development will be operationally compatible with existing neighborhoods and uses, including, but not limited to, conditions on the following:
(i) placement of trash receptacles;
(ii) location of delivery and loading zones; and

(iii) placement and illumination of outdoor vending machines.

Neighborhood Connectivity

8. When fencing is provided along a property line, a decorative fencing material and architectural accents shall be used which are compatible with the building design. Fencing shall be designed in a manner to create variety such as staggering the fence line and incorporating wrought-iron and masonry columns.

9. Pedestrian connections, including bicycle access, into the commercial development shall be clearly defined and continuous.

example of a well-defined pedestrian connection into a development

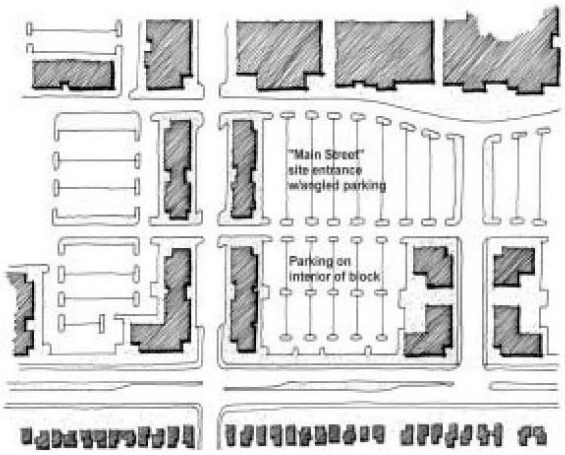
D. Vehicular Access and Parking Areas

Purpose and Intent:

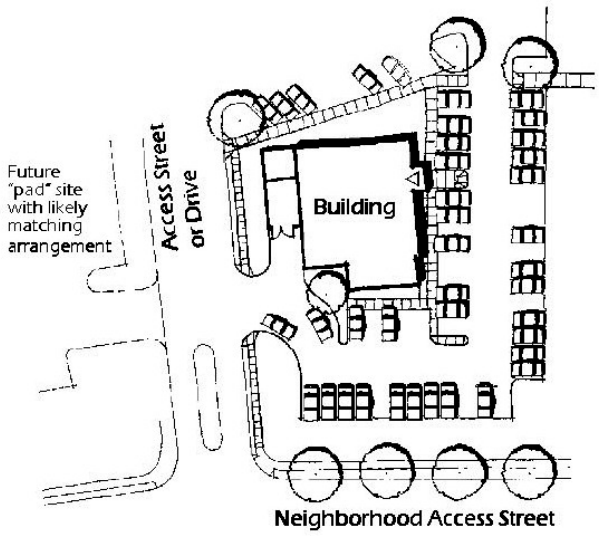
The role of cars in everyday life and the need to provide adequate and convenient space for them is a recognized obligation. However, this necessity contributes to the typical suburban pattern of predominant and highly-visible parking areas within commercial developments that place large amounts of parking between the front door of buildings and the adjacent street. As a result, this development pattern contributes to a formless arrival experience for users, and creates a detached relationship between the primary building and the street. It is also recognized that vehicular access and circulation patterns are often uncoordinated, which results in driver confusion and the potential for vehicle-pedestrian conflicts.

Contrary to this type of development pattern, vehicular access and circulation that is designed and coordinated (in a traditional "grid" pattern for example) often helps increase driver predictability and minimizes vehicle-pedestrian conflicts. Having a coordinated vehicular access and circulation system can also help in the redevelopment of commercial areas as businesses change over time. Additionally, it is recommended that drive aisles along a building's primary entryway facade incorporate design elements similar to a residential street, including walkways, lighting, landscaping, and defined crosswalks to minimize conflicts between vehicles and pedestrians. Access to parking areas from the storefront drive aisle (along the primary building facade having customer entryways) is not encouraged. Parking areas should be accessed from rear and/or side drive aisles to minimize front of store conflicts between vehicles and pedestrians.

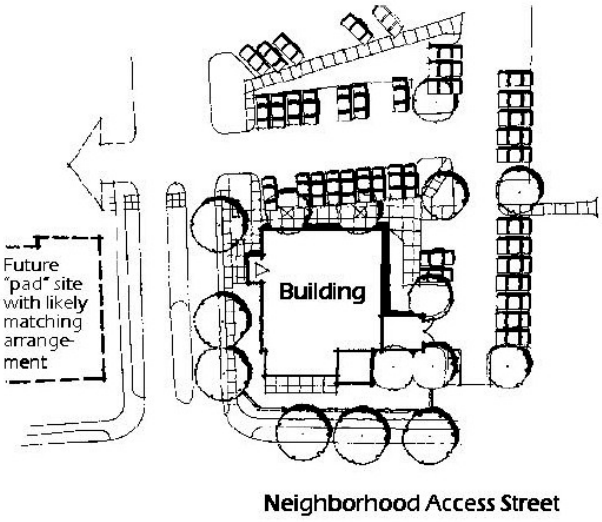
Furthermore, parking areas that are arranged around (to the rear and side) large buildings provide safe, convenient, and efficient access, result in shortened distances to other buildings and public walkways, reduce the overall scale of the paved surfaces within the development, and improve the visual character from the public street and right-of-way. In the design



example of a development having clearly defined site entrances & internal drive aisles



example of a typical development pattern with no relationship to adjacent streets/drive aisles



example of a preferred development pattern with a stronger relationship to adjacent streets/drive aisles

of parking areas, safe, convenient, and efficient pedestrian access to building entryways is strongly encouraged and parking provided should meet, not exceed, expected demand of the commercial development. Parking areas are also encouraged to use shared parking facilities whenever practical to do so. It is also recommended that public transit needs to be integrated into the overall circulation design in a manner that minimizes conflicts with normal traffic flow of the development.

Standards and Guidelines:

General Considerations

1. *A detailed circulation plan, showing both vehicular and pedestrian patterns, shall be submitted with all development applications that show compliance with these standards and guidelines. Distinction shall be made between pedestrian, bicycle, transit, and vehicle circulation patterns.*
2. *Unless otherwise stated below, vehicular access and off-street parking areas shall comply with Article 9 (Parking, Loading, and Access) of the Land Development Code (LDC).*

External Circulation and Access

3. *The number and location of vehicle entrances to a commercial development shall be consistent with the existing or anticipated design of adjacent streets. The specific location of primary vehicle entrances is subject to approval by the city and will be largely dependent on the following factors:*

a. *location of existing or planned median breaks;*
b. *separation requirements between the entrance and major intersections;*
c. *separation requirements between other entrances and minor intersections;*
d. *need to provide shared access with adjacent development;*
e. *need to align with previously approved or constructed access points on the opposite side of the street; and*
f. *minimum number of entrances needed to move traffic onto and off the site safely and efficiently.*

4. *Direct vehicular access from arterial streets is strongly discouraged, but may be permitted if it can be shown that access from an arterial street does not adversely impede traffic patterns. No more than one (1) full access point may be granted to an arterial street, however, additional limited access points may be granted.*
5. *Connections with adjacent nonresidential development shall be provided by siting a logical array of minor access points with such development.*

a. *common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.*

b. access easements may be required to ensure that pad sites or adjacent parcels have adequate access in the event ownership patterns change over time.

Internal Circulation

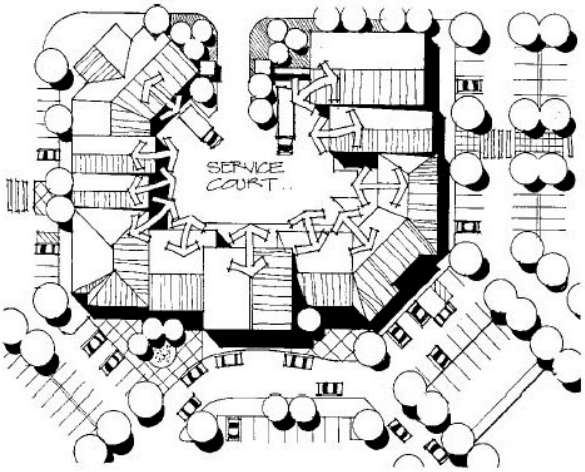
6. A clear system of continuous main circulation drives shall be established to carry the highest volumes of traffic within the site and to create an internal vehicle circulation pattern that provides a clear and direct access to outlying pad sites and to each parking area.

a. in order to reduce pedestrian and vehicular conflicts in large commercial developments, main drive aisles shall not be located along the facades of buildings that contain primary customer entryways unless separated from the building facade by a row of parking

b. in small commercial developments or in areas of larger developments where the location of access points and the configuration of the main drive aisles indicate that traffic volumes are lower and, consequently, pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is available in the location and design of internal drive aisles.

c. internal intersections shall have adequate sight lines, design geometrics, and/or traffic controls to minimize accident potential.

7. Every new commercial development should provide loading and delivery facilities separate from customer parking and pedestrian areas. Such areas shall comply with Article 9 (Parking, Loading, and Access) of the LDC.



example of a development having service & delivery areas separated from parking & pedestrian areas

accessible parking spaces must be located adjacent to & provide direct access to walkways & customer entryways

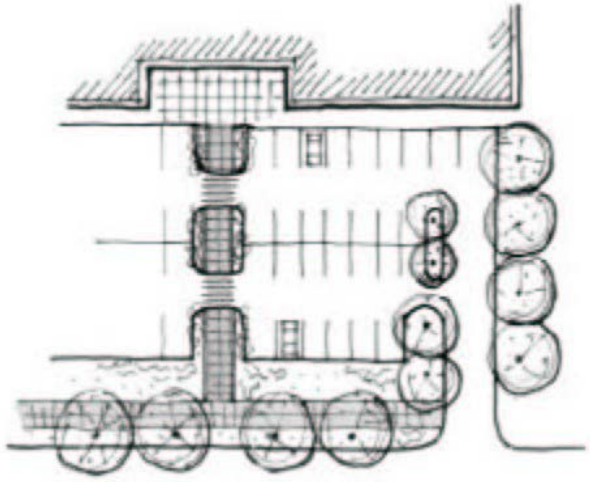
Parking Areas

8. Where applicable, shopping cart return stations shall be evenly distributed within and between separate parking blocks. Shopping cart return stations shall be identified on the final plan.

9. Accessible parking spaces shall be located adjacent to walkways and at building entryways to minimize pedestrian-vehicle conflicts.

10. Where a commercial development proposes to exceed the minimum number of parking spaces required, at least fifty percent (50%) of those additional spaces shall be constructed of a permeable surface, as approved by the City Engineer. This requirement may be waived if additional interior parking area landscaping is provided equal in area to the number of permeable parking spaces otherwise required.

11. Parking spaces may be permitted along main drive aisles and along the facades of buildings featuring customer entryways provided such parking does not impede access for fire and emergency vehicle or access to and from the development (i.e., driveways and turning movements).



example of a parking area layout having spaces along the building facade & pedestrian connections from the building to the public r.o.w.

enhanced streetscape with amenities such as landscaping, lighting, signage, & wide walkways

an internal green space & water feature oriented to the pedestrian user

E. Pedestrian Access and Amenities

Purpose and Intent:

Wide walkways and connectivity are two simple design concepts that should be incorporated into new development. Wider pedestrian walkways, enhanced with landscaping, benches, lighting, and other amenities, offer comfort and safety for pedestrians, and create a more walkable and inviting shopping environment. Walkway connections allow for pedestrian movement within the development and with surrounding areas. Creating shopping areas that are interesting and integral to the development's design (instead of creating stand-alone, detached sites) and invoking a "sense of place" includes providing space for people to sit, relax, and interact. A public space need not be expansive or elaborate to serve its purpose. The key to a successful public space is that it be located at a focal point within the development, such as a customer entryway or other high-pedestrian use or visibility area.

Pedestrian accessibility and activity opens auto-oriented developments to the neighborhood, reducing traffic impacts and enabling the development to foster a more inviting image. Important considerations include buildings offering attractive and inviting pedestrian-oriented features, spaces, and amenities; site entrances and parking areas configured to be functional and inviting with walkways conveniently tied to logical destinations; transit stops and drop-off/pick-up points integrated into site configuration; and pedestrian walkways anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, public art, and other architectural elements that define circulation patterns and outdoor spaces.

It is the intent of the standards and guidelines to ensure that new commercial developments are designed for the pedestrian, including bicycles and public transit, and to create public walkways and internal pedestrian circulation systems that provide user-friendly pedestrian access, safety, shelter, and convenience. Design of the pedestrian circulation system and amenities must also consider accessibility from the viewpoint of those with special needs or physical disabilities. It is also the intent of the standards and guidelines that walkways and amenities provided in a commercial development be clearly defined, functional, and enjoyable to use.

Standards and Guidelines::

General Considerations

1. *A detailed circulation plan, showing both pedestrian and vehicular patterns, shall be submitted with all development applications that show compliance with these standards and guidelines. Distinction shall be*

example showing a pedestrian circulation plan

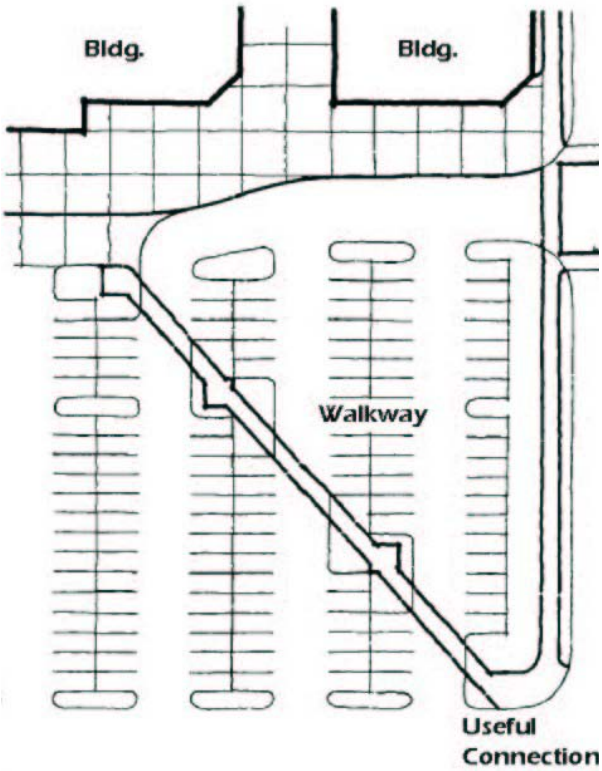
made between pedestrian, bicycle, transit, and vehicle circulation patterns.

Pedestrian Circulation

2. *All internal pedestrian walkways of the commercial development shall not be less than eight feet (8') in width unless otherwise noted in these standards. Pedestrian walkways shall include clear sight lines to building entryways.*
3. *Pedestrian walkways shall be designed to provide direct access and connections to and between the following:*

a. *customer entryways to each commercial building, including pad site buildings;*
b. *any walkways on adjacent properties that extend to the boundaries shared with the commercial development;*
c. *any public walkway system along the perimeter streets adjacent to the commercial development;*
d. *adjacent land uses and developments, including but not limited to adjacent residential developments, retail shopping centers, office buildings, or restaurants;*
e. *adjacent public parks or other public or civic uses including but not limited to schools, places of worship, public recreational facilities, or government offices; and*
f. *site amenities, focal points, or gathering places.*

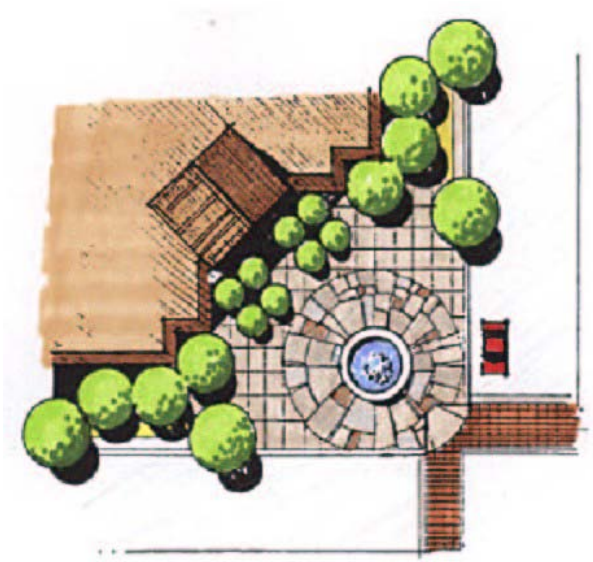
4. *Pedestrian walkways shall be provided along the full length of any building, including pad site structures, along any facade featuring a customer entryway and along any facade abutting public parking areas. Except where features such as arcades or entryways are part of the facade, such walkways shall be separated from the facade of the building to provide planting beds for foundation landscaping. Pedestrian walkways shall provide weather protection features, such as awnings, arcades, or roof overhangs, within thirty feet (30') of all customer entryways.*
5. *Connections between the internal pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at regular intervals along the perimeter street as appropriate to provide easy access from the public sidewalk to the interior walkway network. Where applicable, for walls and fences greater than one hundred fifty feet (150') in length, convenient and inviting pedestrian access from the commercial development to the surrounding neighborhood shall be provided breaks.*
6. *At each point that the internal pedestrian walkway system crosses a parking area, drive aisle, or driveway, the walkway or crosswalk shall be clearly marked through the use of special paving or a change in paving materials distinguished by their color, texture, or height to enhance pedestrian safety, comfort, and wayfinding.*
7. *ADA accessible connections shall provide direct and unobstructed access from ADA parking stalls to main*



example showing useful walkway connections

use of special paving where walkways cross a drive aisle or parking area

an internal green space, water feature, & seating areas oriented to the pedestrian user



example showing how to incorporate a focal point at the corner of a street intersection

pedestrian seating areas, enhanced with landscaping, encourages pedestrian activity

pedestrian walkways and building entryways in a manner that minimizes crossings of and movement along vehicular drive and parking aisles.

Pedestrian Amenities

8. *All site amenities within a commercial development shall be an integral part of the overall design and within easy walking distance of primary buildings, major tenants, and any transit stops.*

a. *such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape.*

b. *such features shall be contiguous and concentrated in one (1) or two (2) locations rather than scattered in small, unusable portions of the site. It is preferred that site amenities be in close proximity to the main entryway of the building to take advantage of the flows of pedestrians, but other locations may be considered if they are visible and easily accessible to the public.*

c. *each development having five thousand (5,000) square feet or more of lot area or five thousand (5,000) square feet or more of building area shall provide at least one (1) public space according to the following formula: One Percent (1%) of the Lot Area + One Percent (1%) of the Building Area = Minimum Amount of Public Space Required*

d. *a site amenity may qualify as a required green/open space transition, provided the site amenity meets all applicable requirements for such transition as stated previously in these design standards and guidelines.*

e. *the amount of area devoted to satisfying this requirement may be deducted from the amount of space otherwise devoted to parking area interior landscaping.*

9. *On each corner of a street intersection, commercial developments shall provide a "focal point" within a two hundred foot (200') radius from the intersection of the centerlines of the two (2) streets. A "focal point" shall be visible from the intersecting streets and shall be either:*

a. *a distinctively-designed building, which may include a pad site building, preferably with a vertical element, but shall not include automobile service stations;*

b. *an architectural feature that is a minimum of twenty-five feet (25') tall and a maximum forty-five feet (45') tall (i.e., a clock tower, spire, or interesting roof form);*

c. *public art or sculpture of visible size and scale;*

d. *fountains or other water feature;*

e. *public plazas or other open space;*

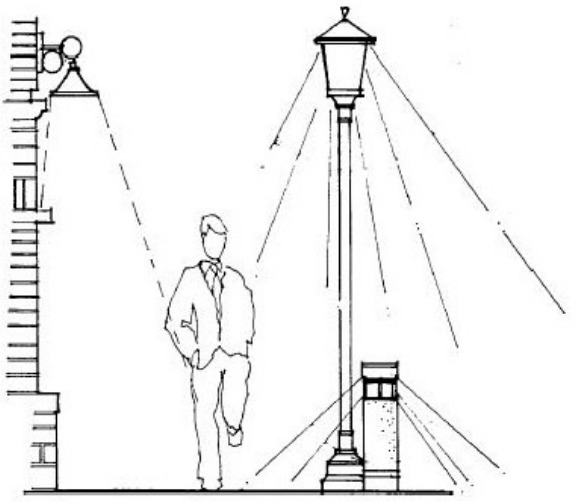
f. *landscape feature; or*

g. *stormwater detention area of appropriate design.*

10. *Use of site furnishings, such as benches, tables, bike racks, and other pedestrian amenities shall be provided along main pedestrian walkways and at building*

entryways, plazas, and other pedestrian areas. Site furnishings used shall not block pedestrian access to main walkways, open space areas, and/or building entryways.

11. *Bicycle parking areas shall be located adjacent to customer entryways and shall comply with Section 20-913(g) of the LDC.*
12. *Pedestrian connections shall be reinforced with pedestrian scale lighting, bollard lighting, accent lighting, or a combination thereof to aid in pedestrian way-finding.*
13. *Location of transit stops and other public transit amenities shall be coordinated with Lawrence Public Transit prior to site design and placement in order to determine appropriateness and type of amenity being provided.*

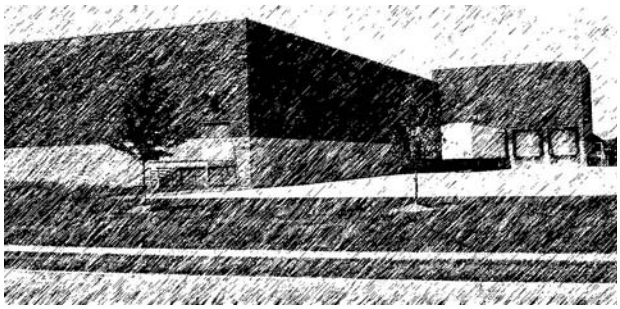


example showing how pedestrian-scaled lighting can be used to enhance & reinforce walkways

F. Outdoor Storage, Sales, and Service Areas

Purpose and Intent:

Seasonal sales, loading, service, trash collection, and storage areas exert visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjacent development or public streets, should be screened, recessed, and/or enclosed. While screens, recesses, and enclosures can effectively mitigate these impacts, these areas also need to be integrated into the overall development design to help further minimize potential adverse impacts. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one building is located on a site and such buildings are not more than forty feet (40') apart, or on those sides of buildings that do not have customer entryways. In the design of delivery, service, and trash collection areas, such areas should have sufficient area to minimize conflicts with normal traffic flow of the development.



unacceptable integration or screening technique

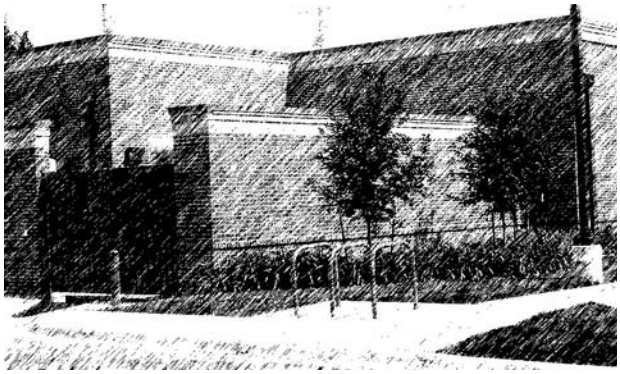
It is the intent of the standards and guidelines to de-emphasize from the public perspective loading, service, trash collection, and storage areas; to coordinate and integrate the location and architectural style of loading, service, trash collection, and storage areas as a component of the overall building(s) placement and design; and to minimize conflicts and unnecessary adverse impacts with surrounding properties and/or the public street and right-of-way.

acceptable integration or screening technique

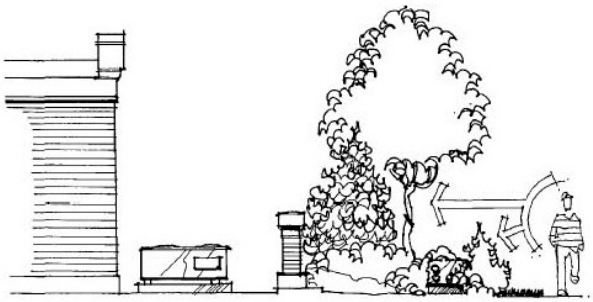
Standards and Guidelines:

Integration with Adjacent Development

1. *Outdoor storage, trash collection or compaction, loading docks, truck parking, utility meters, HVAC equipment, and other service functions shall be oriented toward on-site service corridors so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Such*

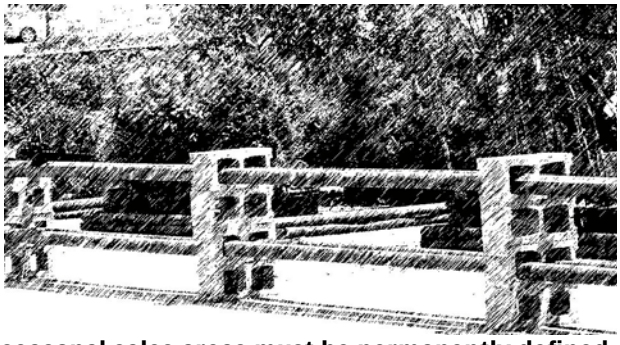


preferred integration or screening technique



example showing mechanical equipment screening technique

unacceptable location for mechanical equipment



seasonal sales areas must be permanently defined in a manner that is consistent with other elements of the development's design

effective use if landscaping helps visually tie a development together & improves the imaginability of that development

areas shall not face any residential district, unless no other location is possible. Such areas shall not be located within twenty feet (20') of any public street, public walkway, or internal pedestrian walkway.

2. *No delivery, loading, trash removal or compaction, or other such operation shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the development submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level of 45 db, as measured at the lot line of any adjoining property.*

Integration with Site Development

3. *When it is not feasible to locate mechanical equipment and utility areas within a building, such equipment and areas shall be located and screened in a manner so as not to be visible or heard from adjoining properties.*

a. *when landscaping is used for screening purposes, evergreen species shall be used as the primary planting. Landscape plantings for wall-mounted meters must be installed at a height of six feet (6').*

b. *all above ground electrical and/or telephone cabinets shall be placed within the interior side or rear building setback yards. Such utility cabinets are prohibited within required front or corner side yards adjacent to street right-of-way unless screened with landscape materials.*

4. *Non-enclosed areas for the storage and sale of seasonal inventory and/or vending machines shall be permanently defined and screened with landscaping, walls, and/or fences. The height of stored or displayed inventory shall not exceed the height of the screening wall or fence. All fences and/or walls shall comply with the requirements set forth in these standards and guidelines.*

5. *Screening materials, colors, and designs shall be the same as, or of equal quality to, the materials, colors, and designs used for the primary building and landscaping.*

G. Landscaping, Screening, and Walls

Purpose and Intent:

Landscaping is the adhesive that binds a building to its site and connects a development to its surroundings. Landscaping must be used to visually tie a development together and be an integral part of the overall site design. Landscaping that is an afterthought for setbacks or leftover portions of the site is unacceptable. The effective use of landscaping helps reduce the perceived scale and massing of larger retail developments, adds visual interest to long building facades, emphasizes visual prominence at corner sites, focuses views for both pedestrians and motorists, enhances the visual appearance of parking areas, and increases the sense of neighborhood scale and character.

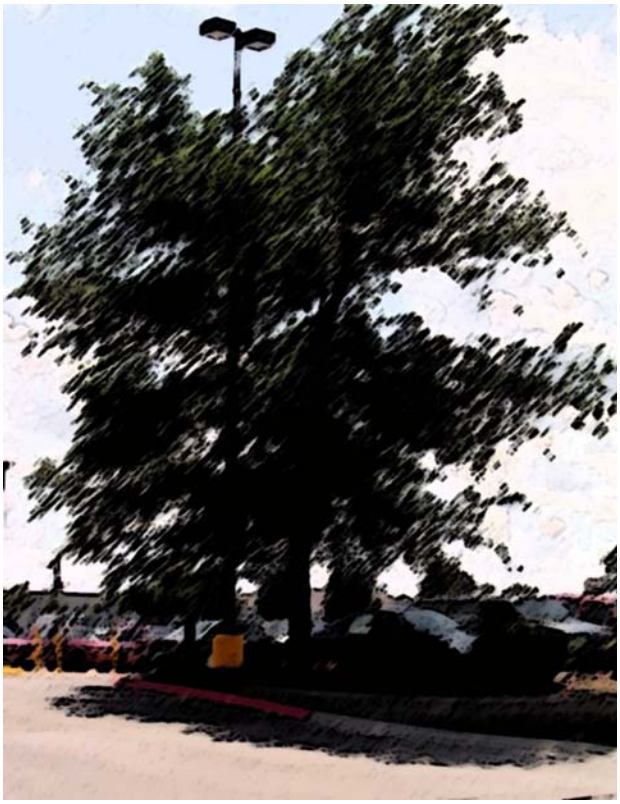
When used in combination with fencing and berms, landscaping can also be utilized to enhance and focus views and to screen and buffer less aesthetic portions of the site from the public and adjacent properties. However, landscaping should not be the primary technique used for buffering and screening of less intensive adjacent land uses.

Plant varieties used in landscape design are recommended to include drought tolerant and native species, especially where irrigation will not be provided. Xeriscape techniques are also encouraged as part of the landscape design. Consideration should also be given to planting large deciduous shade trees along south facing facades in an effort to promote energy conservation and efficiency. It is also recommended that landscape design consider safety and security. Landscaping, outdoor lighting, and site signage need to be coordinated so conflicts that may pose hazards to pedestrians and/or vehicles are minimized. Landscaping should also be in scale and compatible with the development and adjacent developments.

Standards and Guidelines:

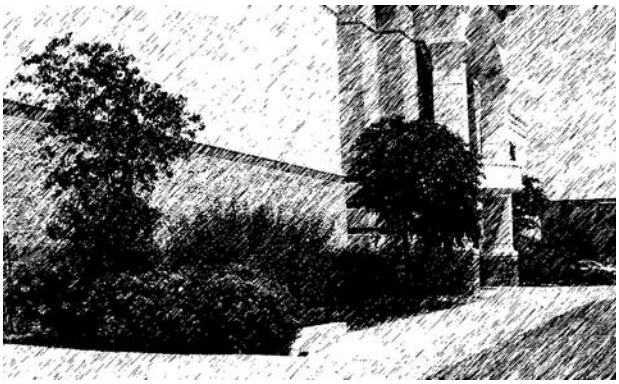
General Considerations

1. *Unless otherwise stated in these standards and guidelines, landscaping shall comply with Article 10 (Landscaping and Screening) of the Land Development Code (LDC). Submittal of a landscape plan is required per Section 20-1001(d) of the LDC.*
2. *Each area required to be landscaped shall be covered in live material. Live material includes trees, shrubs, ground cover, flower beds, sod, and other living plant materials. Areas not covered in live material, not to exceed twenty-five percent (25%) of the landscaped area, shall be covered by woody mulch, other organic or inorganic mulch, rock mulch, or other natural materials other than exposed gravel and aggregate rock.*
3. *Landscape design and species shall be used to create visual continuity throughout the development. Plant material shall consist of a mixture of evergreen and deciduous trees and shrubs to provide visual interest and disease and pest resistance. Plant varieties shall provide year-round color, texture, and/or other special interest and a minimum of one-third (1/3) of the plantings shall be evergreen species. Ground covers shall be predominantly evergreen varieties.*
4. *Required landscaping shall be coordinated with the location of utilities, driveways, and traffic clearance zones. Landscaping shall be located an adequate distance away from utility lines and easements to avoid damage when such lines are repaired or replaced.*
5. *Adequate provisions shall be made for irrigation in order to ensure that plants within landscaped areas continue to be successful over the long-term.*



landscaping must be coordinated with lighting & other site features to avoid conflicts

landscaping along the building facade helps soften the building mass & helps create visual interest



area of landscaping between the walkway & building façade creates a feeling of comfort & security for pedestrians; landscaping needs to be in scale with the building mass

where walkways transect parking areas, the provision of landscaping helps increase the comfort level of those using the walkway

6. *Vegetation and plant material that exists on a site prior to its development may be used to satisfy the landscaping standards provided that it meets the size, variety, and locational requirements in Article 10 (Landscaping and Screening) of the LDC.*

Site Landscaping

7. *All street trees shall comply with the requirements in Article 10 (Landscaping and Screening) of the LDC.*
8. *Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers. Planting shall be massed and scaled as appropriate for the size and space it occupies.*

a. *landscaped areas shall be at least eight feet (8') feet in depth. A depth of at least ten feet (10') is encouraged.*

b. *trees shall be planted at ratio of at least (1) tree per forty linear feet (40') of building frontage along any facade of a large retail building that faces a public street, pedestrian walkway, or other public areas (i.e., pedestrian plazas, patio/seating areas). Trees are permitted to be clustered and may be integrated into a pedestrian promenade or located in landscaped areas directly abutting the building.*

9. *Driveways to the development site shall be planted with ornamental trees, flowering shrubs and perennials, and ground covers and shall be massed and scaled as appropriate for the driveway size and space. Landscaping shall "pull back" to open view lines into the site and to create corner features.*
10. *Internal pedestrian walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than fifty percent (50%) of the length of the walkway. One (1) canopy shade tree per fifty linear feet (50') of such walkway is required.*

Parking Area Landscaping

11. *In addition to the requirements in Article 10 (Landscaping and Screening) of the LDC, the following requirements for interior parking area landscaping shall apply:*

a. *landscape islands and peninsulas shall occupy at least one-hundred sixty (160) square feet of ground area.*

b. *landscape strips between parking rows shall be a minimum of ten feet (10') in width. When incorporating pedestrian walkways, such strips shall be a minimum of eighteen feet (18') in width to accommodate vehicular overhangs, the walk, lights, posts, and other appurtenances. Landscape strips or medians shall include medium to large deciduous trees at a minimum*

of one (1) tree every thirty linear feet (30'), in addition to other parking area landscape requirements.

c. primary landscaping materials used in parking areas shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges, and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping. Effective use of earth berms and existing topography is also encouraged as a component of the landscaping plan.

d. individual landscaped islands may be combined with other islands and/or landscaped strips to provide larger landscaped areas within the parking area as long as the minimum landscaping requirements (area and number) for interior parking area landscaping are fulfilled.

12. In addition to the requirements in Article 10 (Landscaping and Screening) of the LDC, parking areas shall be landscaped and screened from view of street rights-of-way with at least one (1) of the following:

a. a solid masonry wall with a minimum height of two feet (2'), a maximum height of three feet (3'), and a landscape planting area with a minimum width of five feet (5') located adjacent to the public right-of-way;

b. a berm with a minimum height of two feet (2'), a maximum height of three feet (3'), and a maximum three-to-one (3:1) slope. The berm shall be located entirely on the property with the parking area and include a combination of coniferous and deciduous tree and shrub plantings;

c. a low continuous landscaped hedge at least three feet (3') high, planted in a triangular pattern so as to achieve full screening at maturity;

d. landscape plantings consisting of eighty percent (80%) coniferous trees and eighty percent (80%) evergreen shrubs and groundcovers; or

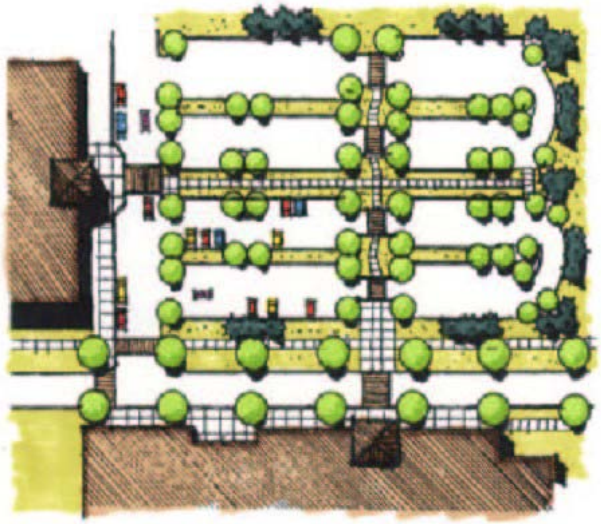
e. a combination of any of these methods.

13. Perimeter parking area landscaping may be satisfied by required landscaped bufferyards [Article 10 (Landscaping and Screening) of the LDC] where the locational requirements for a bufferyard overlap with the perimeter parking area landscaping requirements.

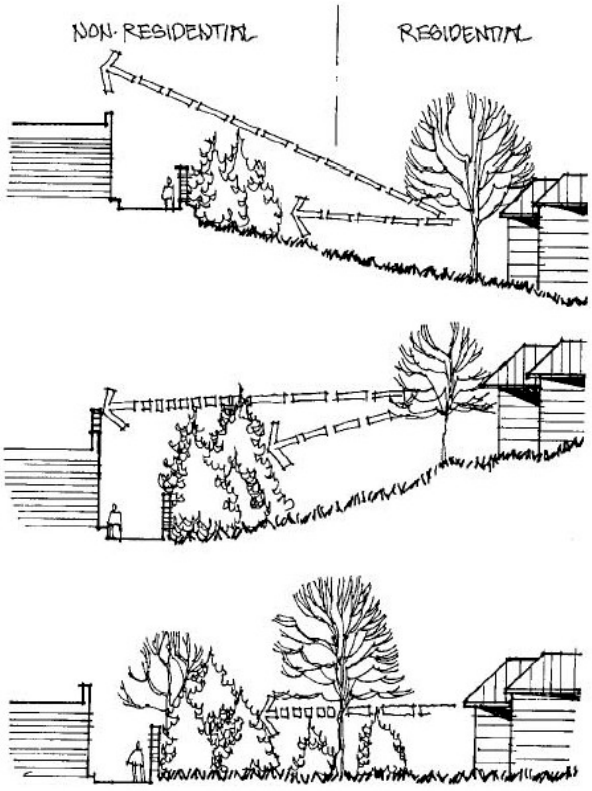
Buffering and Screening

14. Where a bufferyard is required in a commercial development, that bufferyard(s) shall meet the requirements set forth in Article 10 (Landscaping and Screening) of the LDC.

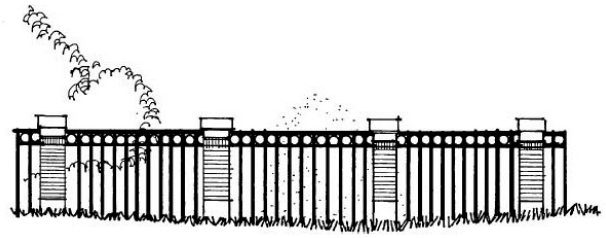
15. All trash collection areas and mechanical and utility equipment shall be screened and buffered as required in these standards and guidelines (Outdoor Storage, Sales, and Services Areas) and as set forth in Article 10 (Landscaping and Screening) of the LDC.



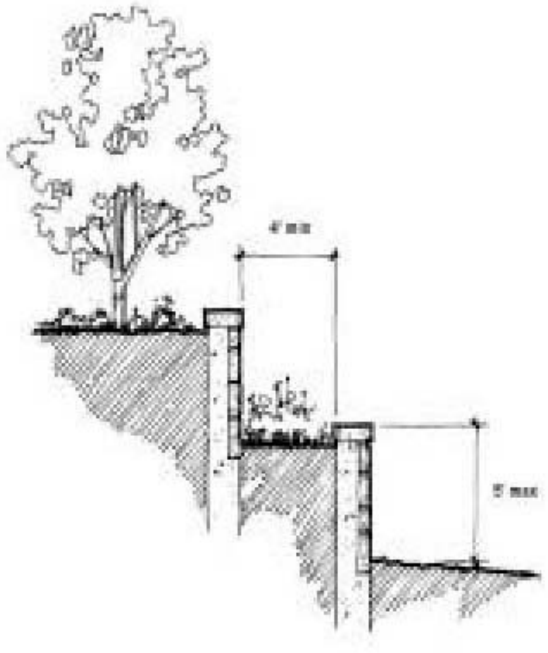
example showing a parking area layout having landscape strips & peninsulas (instead of islands) & having clearly defined pedestrian walkways



example showing bufferyard & screening techniques between non-residential & residential developments



example showing a fence that has been incorporated as part of the overall design



example showing a terraced retaining wall incorporating landscape features into its design

Fences and Walls

16. *Unless otherwise stated in these standards and guidelines, the maximum height of a fence or screening wall shall be eight feet (8'). The maximum height of a solid fence or screening wall within the required front setback shall be three feet (3').*

a. *raised planters shall not exceed a maximum height of three feet (3'), unless all of the following are provided:*

(i) *screen treatment does not create a safety hazard;*

(ii) *portion of treatment that is above three feet (3') in height is a minimum of seventy-five percent (75%) transparent (i.e., see-through metal railing, trellis, or other similar treatment); and*

(iii) *portion of wall/landscape treatment that is above three feet (3') in height provides added visual interest, detail, and character suitable to the character of the development.*

b. *chain link fencing shall not be permitted to be used to screen or enclose parking areas along a public walkway.*

17. *Fences and walls shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and wrought iron. When fencing is provided along a property line, a decorative fencing material and architectural accents shall be used which are compatible with the building facades and shall be designed in a manner to create variety such as staggering the fence line and incorporating "windows" or areas of transparency.*

18. *The maximum length of ~~a~~ continuous, unbroken, and uninterrupted fence or wall plane shall be one-hundred fifty feet (150'). Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials. Breaks in the length of a fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development.*

19. *Fences and walls shall be set back at least six feet (6') from the back edge of an adjacent pedestrian walkway, and such setback area shall be landscaped with turf, groundcovers, shrubs, and trees, using a variety of species to provide seasonal color and plant variety. Fencing shall not exclude use of hydrants or fire department connections or hydrants.*

20. *Retaining walls shall not exceed five feet (5') in height from the finished grade.*

a. *terracing shall be limited to four (4) tiers. The width of the terrace between any two (2) five foot (5') retaining walls shall be a minimum of four feet (4') with a maximum slope of three-to-one (3:1). Terraces created between retaining walls shall be permanently landscaped.*

b. *retaining walls shall be stacked with natural stone, faced with stone or earth-colored materials, or faced with a*

material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited.

H. Lighting and Security

Purpose and Intent:

Lighting within commercial development plays a critical role in the overall experience of such development. Lighting not only provides for increased security and visibility, but also contributes to the design character of a project, and encourages extended hours of active use. Project lighting that provides adequate visibility and security for customers and passersby should respect the scale and character of adjacent development without creating an intrusion or nuisance effect for adjacent properties, especially abutting residential areas. Lighting must be flush-mounted or encased to minimize light trespass and glare.

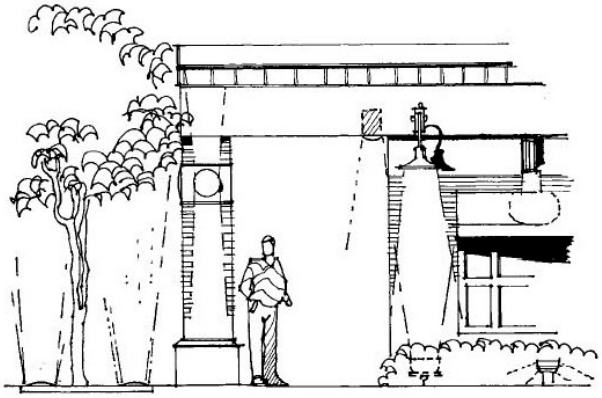
Lighting design is encouraged to provide attractive lighting fixtures and layout patterns that contribute to a unified site and building design. Exterior lighting, including parking areas, should be architecturally integrated with the building style, material, and color. Lighting design is also recommended to provide exterior lighting that promotes safe vehicular and pedestrian access to, from, and within the development. Lighting should be provided at building entryways for safety and visual access. Building mounted light fixtures should be for aesthetic and safety purposes only and not for general site illumination.

lighting fixtures scaled to the pedestrian user help to increase comfort & creates visual interest

Standards and Guidelines:

General Considerations

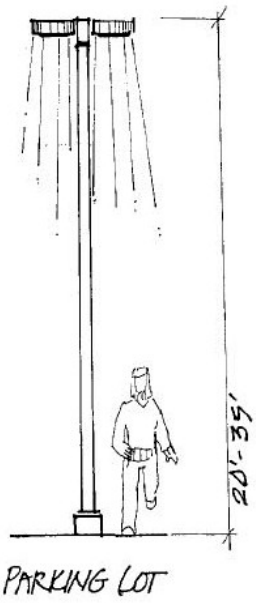
1. *Unless otherwise stated in these standards and guidelines, lighting shall comply with Section 20-1104 (Outdoor Lighting) of the Land Development Code (LDC). Submittal of an outdoor lighting plan is required whenever site plan review is required.*
2. *Building-mounted lighting shall be used to highlight specific architectural features or primary customer or building entryways. Building-mounted neon lighting is allowed only when recessed, or contained in a cap or architectural reveal. Outlining the roof or building in neon tubing is prohibited.*



example showing a variety of lighting techniques that can be used to enhance the pedestrian environment of the development

Parking Areas

3. *The lighting of parking areas with high level light standards is required. Parking area illumination shall be accomplished with individual light poles and fixtures. Building-mounted fixtures are not permitted as a method of parking area illumination, but may be acceptable for service and loading areas and where one (1) row of parking is located along the building facade..*



example showing pedestrian-scale respective of lighting type

a. maintain parking area light poles/fixtures of the same style, height, color, and intensity of lighting throughout the development area. Varying styles of fixtures may be permitted if it is demonstrated that the styles contribute to an overall theme for the area.

b. the maximum pole height in a commercial center shall be thirty-five feet (35'). The maximum pole height for an individual commercial development shall be twenty-five feet (25').

4. Luminaire fixtures shall be arranged in order to provide uniform illumination throughout the parking area.

a. the maximum average maintained foot-candles for all parking area lighting shall be three (3) foot-candles.

b. the minimum average maintained foot-candles shall be one (1) foot-candle.

c. the maximum average maintained foot-candles under a canopy shall be thirty-five (35) foot-candles.

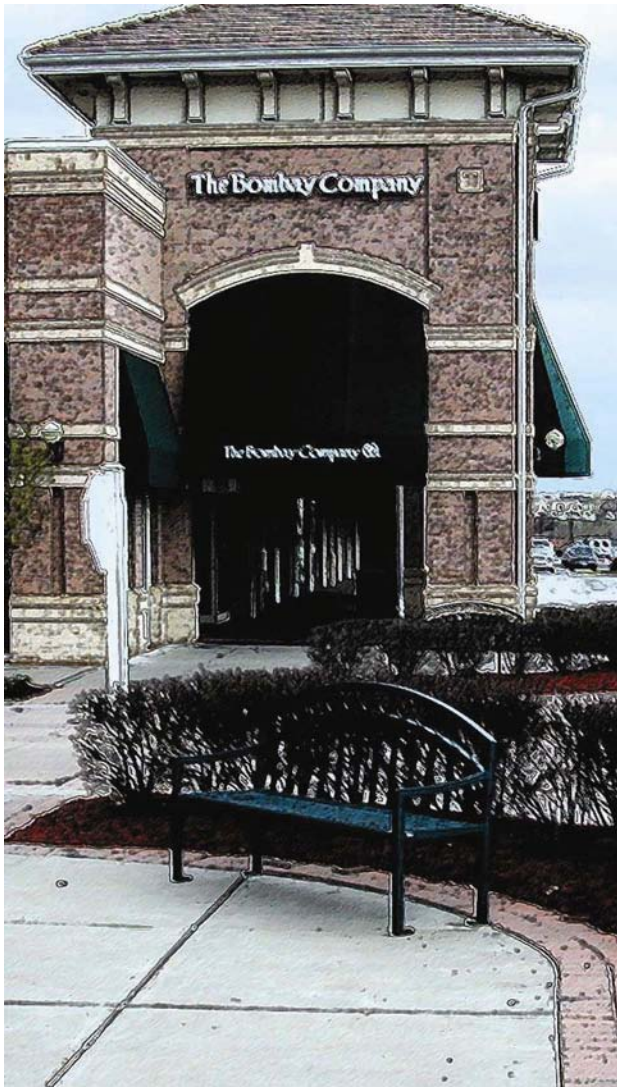
Pedestrian-Scale

5. Pedestrian connections and customer entryways shall be reinforced with pedestrian scale lighting, bollard lighting, accent lighting, or a combination thereof to aid in pedestrian way-finding. Pedestrian areas shall be illuminated to a minimum of one (1) foot-candle.

II. Aesthetic Character and Building Design

The following standards and guidelines are intended to encourage an orderly and logical pattern of commercial development that is easily recognized by local residents, and that enhances the livability of the community. It is also the intent that these standards and guidelines encourage forethought and consideration of a development's building design and aesthetic characteristics in an effort to improve the imaginability of such development. Building architecture and attention to detail often defines the character of the development, pedestrian experience of place, and the image of the community. The standards and guidelines are intended to promote aesthetic character and building design elements for commercial development in order to:

- Create commercial developments which have visual interest and a recognizable image as a distinct place.
- Ensure a compatible architectural context with surrounding developments and the community as a whole.
- Enhance the streetscape by emphasizing corners of blocks, designating points of entry, and differentiating new commercial areas in the community from other types of activity centers, nodes, or areas.
- Improve, through pedestrian-scale and context, the pedestrian experience within commercial developments.



I. General Building Design

Purpose and Intent:

Attention to detail and design contributes not only to the long-term value of a project, but also to surrounding neighborhoods and the entire community. The use of different architectural styles and building materials is intended to add variety to buildings, but building design needs to also reflect the local and historic character of Lawrence and the region. Stepping the building height, breaking up the building mass, and shifting the building footprint can help mitigate the impact from differing building scales, uses, and intensities. While there is no single architectural style that truly defines the City of Lawrence, basic design characteristics and attention to detail can shape future quality development that reflects past experiences.

The intent of this design is to ensure that new development respects the general character of adjacent neighborhoods through building scale, form, massing, orientation, and spacing/proximity to adjacent uses. It is recommended that new buildings strive for a contextual approach to design that maintains compatibility and appropriateness with surrounding development and that building design respect the use and intensity levels of surrounding uses. It is also recommended that a consistent architectural style be carried throughout the overall design of the development, that each building of the development be designed as part of an overall composition, and that buildings offer attractive and inviting pedestrian-scaled features, spaces, and amenities.

example showing consistent architectural style

J. Facades and Exterior Walls

Purpose and Intent:

Variations in building form, mass, orientation, and scale and fenestration patterns through a combination of features, such as display windows, awnings, and entry areas, help to subdivide and proportion facades. This variation, or articulation, creates building frontages that are inviting, attractive, and in-scale to pedestrian users and passersby. Often times this articulation leads to improved visual quality and interest of a community's commercial areas, which in turn leads to improved consistency with the community's identity, character, and scale.

A key to successful façade articulation is to consider "four-sided architecture," which means that all sides of a building should be equally attractive and interesting. The rear or sides of buildings often present an unattractive view of blank walls, loading areas, storage areas, HVAC units, garbage receptacles, and other such features. Mitigation of those impacts through architectural design and detail is recommended and must be considered as part of the overall design of the development.

example showing articulation of the facade that breaks up the building mass

facade articulation also helps create visual interest & improves the overall quality of the development

Standards and Guidelines:

General Considerations

1. *Back and sides of all buildings, including pad site structures, shall include materials and design characteristics consistent with those on the front facade. Back or sides of buildings oriented toward public streets or rights-of-way and adjacent residential development shall provide visual interest through a combination of architectural detail and landscape design.*
2. *All building elevations of a pad site structure shall be finished with the same level of architectural detail and quality of the primary structure and should reflect and/or complement adjacent architectural detail.*

Articulation

3. *A single, large, dominant building mass shall be avoided. Facades that face public streets or adjacent development shall be subdivided and proportioned using features such as windows, entryways, arcades, arbors, awnings, trellises with vines, recesses, projections, columns, pilasters, and similar elements, along no less than sixty percent (60%) of the facade.*

a. *out-lot buildings located along an arterial or collector street shall be comprised of windows with clear, "vision" glass between the height of three feet (3') and eight feet (8') above the walkway grade for a minimum of fifty percent (50%) of any ground floor facade facing the street.*

b. *principal buildings are not subject to the fifty percent (50%) transparency requirement, but where windows are appropriate they are strongly encouraged.*

4. *Building facades must include a repeating pattern that shall include no less than three (3) of the elements listed below. At least one (1) of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty feet (30'), either horizontally or vertically.*

a. *color change;*
b. *texture change;*
c. *material module change;*
d. *expression of architectural or structural bay through a change in plane no less than four inches (4") in width, such as an offset, reveal, or projecting rib; or*
e. *windows, display windows, or architectural features if shown to display the same visual interest as windows.*

5. *Where principal buildings contain additional stores which occupy less than twenty five thousand (25,000) square feet of gross floor area, with separate, exterior customer entryways:*

a. *the street level facade of such stores shall be transparent between the height of three feet (3') and eight feet (8') above the walkway grade for no less than*

an unsuccessful attempt at facade articulation


non-articulated building facade (top) vs. articulated building facade (bottom)

sixty percent (60%) of the horizontal length of the building facade of such additional stores.

b. windows shall be recessed and should include visually prominent sills, shutters, or other such forms of framing.

6. All buildings of the development shall have a composition that presents a clearly-recognizable base, middle, and top, or a clearly-defined alternative building composition.

a. a recognizable "base" shall consist of, but is not limited to:

(i) thicker walls, ledges, or sills;

(ii) integrally-textured materials such as stone or other masonry;

(iii) integrally-colored and patterned materials such as smooth-finished stone or tile;

(iv) lighter or darker colored materials, mullions, or panels; or

(v) planters.

example showing a building composition having a clearly defined base, middle, & top

b. a recognizable "top" shall consist of, but is not limited to:

(i) cornice treatments, other than just colored "stripes" or "bands," with integrally-textured materials such as stone or other masonry or differently colored materials;

(ii) sloping roof with overhangs and brackets;

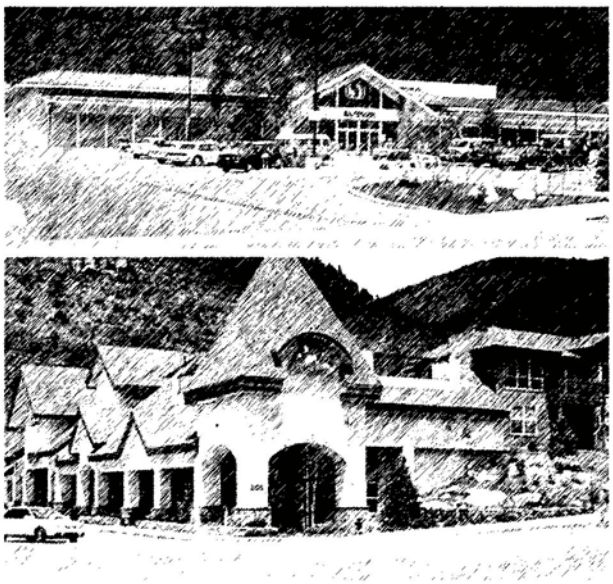
(iii) stepped parapets; or

(iv) horizontal rhythms, such as openings and articulations, shall logically align between levels.

K. Entryways and Rooflines

Purpose and Intent:

Entryway and roofline design elements and variation provide building articulation, add visual interest, and help reduce the massive scale of large commercial buildings. Entryway and roofline design features should complement the character of adjacent development and surrounding neighborhoods without detracting from such areas. It is also recommended that entryways and rooflines of buildings located on corner sites be given special emphasis to highlight their visual prominence.



entryways & rooflines that are visually prominent & clearly defined help improve the visual quality of the overall development

The provision of multiple customer entryways is recommended in the building design. Multiple entryways reduce walking distance from parking areas, facilitate greater pedestrian and bicycle access from the public sidewalk, mitigate the effect of expansive blank facades, and provide convenience where certain entryways offer access to individual stores, or identified departments within a store. Primary entryways should be clearly defined and distinguishable from the street and primary pedestrian walkways.

Rooflines are encouraged to reflect traditional roof configuration that are compatible with surrounding architecture. Variations (slopes) in rooflines that add interest to and reduce the scale of

large buildings are recommended, however, three (3) rooflines or more should be avoided. Overhanging eaves are also encouraged as part of the roofline design.

Standards and Guidelines:

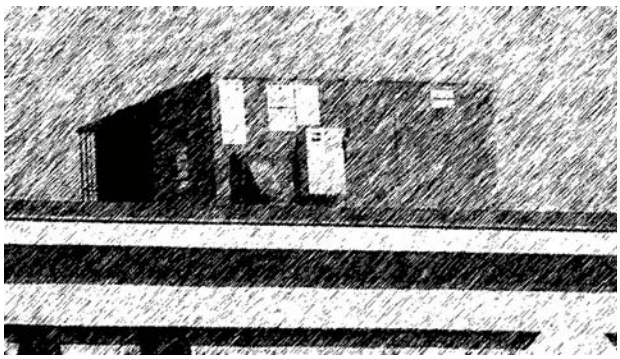
Entryways

1. *Each principal commercial building greater than fifty thousand (50,000) square feet of gross floor area shall provide at least two (2) customer entryways, each of which shall be on separate building facades that are oriented to a public street, parking area, or pedestrian walkway. Principal buildings that are smaller than fifty thousand (50,000) square feet of gross floor area are encouraged to provide multiple customer entryways.*
2. *Principal entryway(s) shall be both architecturally and functionally designed on the front facade of the building facing the primary public street. Such entryways shall be designed to convey their prominence on the front facade.*
3. *Where additional stores will be located in the principal building, each such store shall have at least one (1) prominent exterior customer entryway.*
4. *Some form of weather protection shall be provided and should be combined with the method(s) used to achieve visual prominence.*

corner entryways require special attention & provide opportunities to create visual prominence that help define the character of the development

Rooflines:

5. *Buildings shall create a prominent edge when viewed against the sky using varying roof forms and other architectural elements. Sloping roof elements are allowed but not required.*
6. *The building parapet shall be the primary means of screening rooftop mechanical equipment and shall be required at a height that is as high, or higher, than the rooftop equipment being screened. Parapet walls and other roof forms used for screening shall be architecturally integrated into the overall building design. Painting of rooftop equipment and erecting fences are not acceptable methods of screening.*
7. *The number of vents and flues on rooftops shall be kept to a minimum and located in a manner to not be visible. On sloped roof structures, vents and flues shall be incorporated into architectural features to blend with the roofing material.*
8. *Telecommunication transmission equipment shall be blended in with the design of the roof, rather than being merely attached to the roof-deck.*



leaving rooftop equipment unscreened & on display for public view is unacceptable

example showing how rooftop equipment can be screened & remain out of view from the public or adjacent properties

L. Architectural Details

Purpose and Intent:

Architectural features and patterns within commercial developments provide visual interest at the scale of the

architectural details enhance the pedestrian environment, improve the visual quality, & define the character of a development

pedestrian, reduce massive aesthetic effects of large building facades, and strengthen community character and imaginability. Building accessories and features, such as trim types, moldings, shutters, roofing, cornices, pediments, foundations, belt courses, and other characteristics, should draw on thematic precedents or context of adjacent development, surrounding neighborhoods, and the overall community.

The intent of incorporating and emphasizing architectural features in commercial development is to promote pedestrian-scale and orientation to users of such development, to create consistency throughout the development, and to enhance the overall appearance of the community's commercial areas. Attention to detail is recommended in developing a pedestrian-oriented environment at the street level. It is also recommended that a consistent and unifying architectural style, theme, or element be used for all buildings of the development, however, a "Disneyland" approach is discouraged.

Standards and Guidelines:

General Considerations

1. *Prototype "corporate architecture" shall not be incorporated into the overall design of the development. Individual "corporate image" architectural design elements and colors shall be incorporated only as secondary elements to the development.*
2. *Service area and mechanical equipment shall be designed as an architectural feature of the building and entirely screened from view. Screening shall be provided in a manner that is architecturally integral to the overall appearance of the building. Mechanical equipment shall not give the appearance of being "tacked on" to the exterior building surface.*

example showing architectural detail variety

Specific Considerations

3. *The applicant is required to submit evidence of the consistent and unifying architectural style, theme, or element of the commercial development. This submittal may be in conjunction with the color palette and building materials board submittal (discussed in the next section).*
4. *The location of downspouts shall be coordinated with the vertical elements (i.e., towers, columns, pilasters) and the corners of buildings so that the eye is not drawn to or attracted by the downspout. Downspouts shall avoid a "tacked on" appearance. However, downspouts shall not be the only vertical element or the only relief/projection on the building facade or placed in the middle of large expanses of building wall.*

M. Materials and Colors

Purpose and Intent:

Exterior building materials and colors comprise a significant part on the visual impact of an individual building and overall commercial development. Quality environments are created with variation and compatibility, and are more attractive than monotonous or cheaply imitated styles. High-quality materials, a coordinated color palette, and a variety of materials and/or colors are integral components in achieving a quality development that fits into the overall community composition. Coordinating the materials and colors used in a commercial development also promotes a sense of pedestrian-scale and orientation within that development.

coordinated building materials & colors improve the consistency & visual quality of the development (top); uncoordinated building materials & colors does the opposite (bottom)

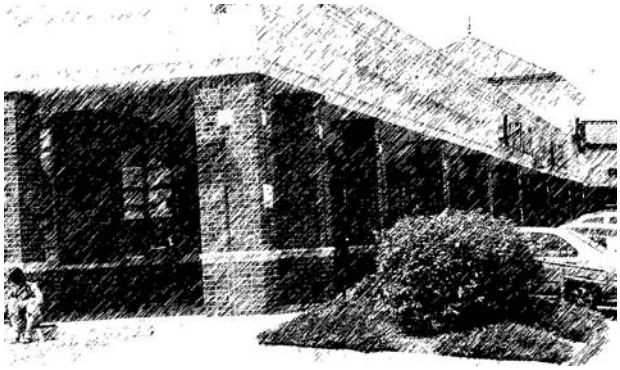
Standards and Guidelines:

General Considerations

1. *A color palette and building materials board shall be submitted as part of the development application. All buildings in the commercial development, including pad site structures, shall be constructed of materials and colors from the approved color palette and materials board in order to achieve unity between all buildings in the development.*
2. *Materials and colors used to construct any site amenity shall be similar in quality to the materials and colors of the primary buildings and landscaping on the site.*

Materials

3. *Exterior building material shall be continued down to within nine inches (9") of finished grade on any elevation. Predominant exterior building materials shall be of high quality.*
4. *At least thirty percent (30%) of all exterior building facades of each building within the commercial development shall incorporate the use of native building materials. Native building materials include limestone, brick, or other natural stone.*



use of native building material, such as brick, helps visually tie the development to the community & improves quality of the development

Colors

5. *Color schemes shall tie building elements together, relate separate (free-standing) buildings within the same*

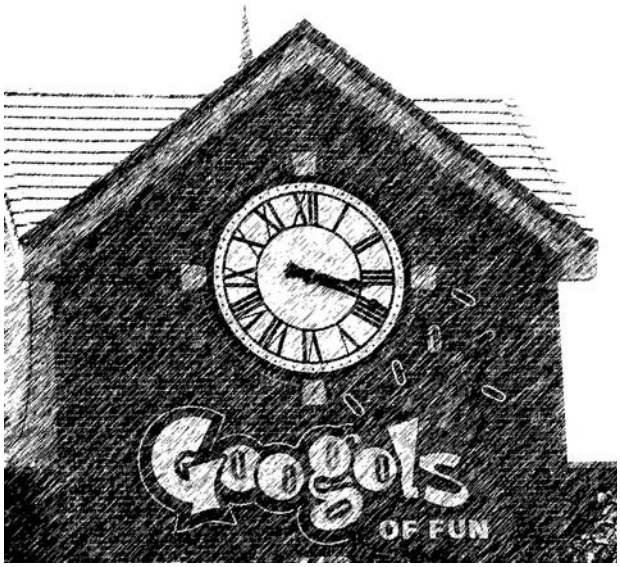
development to each other, and shall be used to enhance the architectural form of a building.

6. *Intense, bright, black, metallic, fluorescent, or otherwise garish colors shall be used sparingly as accents, and such colors shall not be used as the predominant color on any facade or roof of any building. Permitted sign areas shall be excluded from this standard.*

N. Signage

Purpose and Intent:

Building and site signage play an important role in a commercial development's imaginability and is often a component that helps tie a development together in a unified manner. Signage must relate to the context of the development and must be scaled appropriately to appeal to both pedestrians walking on adjacent walkways and to vehicles driving along streets. Signage cannot be distracting or used in a manner that creates safety hazards (i.e., interfere with traffic signals, movement information devices, or visibility of the public right-of-way), but should be used in a manner that promotes individuality and creativity. Corporate identify should be secondary in the design theme to the consistency and compatibility with the architecture of the overall development and adjacent neighborhoods.

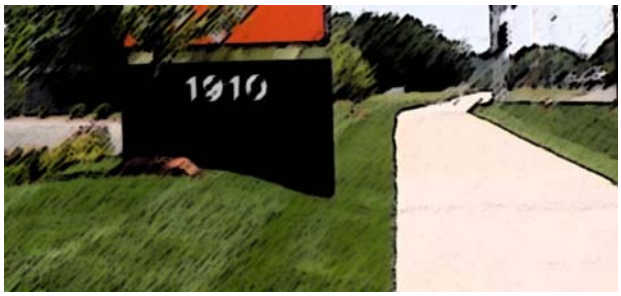


signage that is unique, creative, expressive, & imaginative helps to visually tie a development together & aids in defining a sense of place

Standards and Guidelines:

General Considerations

1. *In addition to the following requirements, all signs shall comply with the requirements City's Sign Code.*
2. *Building and site designs shall identify locations and maximum sizes for future signs. Multi-tenant buildings and those which could be multi-tenant buildings must submit a sign program depicting the method of sign area allowances. Revisions in the sign program shall be submitted for city approval by the management of a building. A part of each sign permit request shall be an explanation of how the sign complies with the sign program which shall include the building management approval of the proposed sign. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development.*
3. *Building and site signage shall be constructed of quality weatherproof materials.*
4. *Street address characters (letters and numbers) shall be clearly visible from public rights-of-way for emergency vehicle access and community identification.*



clearly identifiable address characters aid not only emergency vehicles but also passersby

Building Signage

5. *Signs shall be located to complement the architectural features of a building, such as above building entryways, storefront openings, or other similar features. On all*

street frontages, signage material shall be integrated into the overall design of the building.

6. *Signs shall not project above the roof, parapet, or exterior wall, but may be incorporated as part of the roofline.*
7. *Projecting signs, supported by ornamental brackets and scaled to the pedestrian, are strongly encouraged, especially where such signs can be used to promote pedestrian-scale and interest within large commercial developments.*

***Site Signage*:**

9. *One (1) monument sign per curb cut is allowed.*
10. *Monument signs shall not exceed eight (8) feet in height.*
11. *Monument signs shall be designed to compliment the commercial development it advertises and shall incorporate landscaping, such as shrubs, flower beds, and groundcovers, and lighting elements.*

building signage that is oriented to the pedestrian enhances the pedestrian environment & improves the visual quality of the development

site / monument signage must be an integral part of the site design & reflective of the building design, & not be considered as an afterthought

Part Three: Infill and Redevelopment

The following standards and guidelines apply to all commercial infill and redevelopment projects. Infill and redevelopment, for the purpose of applying the standards and guidelines, refers to any substantial restoration, remodel, addition, or any other physical alteration to a commercial building or development that DOES NOT involve demolition and reconstruction. Projects involving demolition and reconstruction shall be subject to the standards and guidelines for new construction

The following standards and guidelines have been adapted to promote more flexibility with the intent of encouraging more redevelopment of the community's existing commercial areas. There may be certain instances where greater flexibility is needed than what is provided by the standards and guidelines. All proposals will be evaluated with this premise in mind and the City will work with all redevelopment proposals to help ensure the overall intent of the standards and guidelines is met without causing undue hardship on a property owner.

I. Site Planning and Design

A. Natural Features

1. Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the existing landscape and to provide a smooth transition in changes of slope. The maximum slope of any man-made slope shall be three-to-one (3:1).
2. Retaining walls shall comply with the requirements for retaining walls set forth in the standards and guidelines.
3. Vegetation and plant material that exists on a site may be used to satisfy landscaping standards, including street tree requirements, provided that it meets the size, variety, and locational requirements of Article 10 (Landscaping and Screening) in the Land Development Code (LDC). As part of the site plan submittal, applicants shall submit an existing tree survey and preservation plan to show compliance with the standards and guidelines and the LDC.

B. Stormwater and Site Drainage

1. Drainage patterns, including the design and location of downspouts, should prevent concentrated surface drainage from collecting on, and flowing across pedestrian walkways.
2. Detention basins and open drainage areas visible from public rights-of-way and internal pedestrian walkways should be incorporated into the site design as an attractive amenity or focal point, such as a site entryway feature, a public green/open space, or a transition technique with adjacent development. Such areas are

strongly encouraged to be designed as part of the site landscaping network.

3. When fencing is provided for open drainage and/or detention areas, it shall be a decorative material that coordinates with other elements on the site, such as stone or brick columns. Fencing shall be open to allow views into and across the featured detention area.

C. Streetscape and Neighborhood Transitions

1. A minimum of sixty percent (60%) of the development site's street frontages should be occupied by the following:

a. building frontage;
b. decorative architectural walls (no less than thirty inches [30"]);
c. landscaped entryway signage or features;
d. focal point; and/or
e. site amenities.
f. the remaining street frontage may be occupied by parking areas, as limited by those requirements set forth in the standards and guidelines, or by breaks for vehicle or pedestrian access.

2. All kiosk-type buildings and structures shall be integrated with the overall development, and shall be subject to the same requirements as all other buildings within the development.

a. free-standing kiosks and drive-up ATM structures should not be located along the primary street frontage.
b. access to a freestanding kiosk or drive-up ATM structure shall not be from the adjacent public streets. Access shall be from drive aisles internal to the development.
c. free-standing kiosks and drive-up ATM structures shall comply with the aesthetic character and building design standards and guidelines of the standards and guidelines.

3. Architectural transitions, green/open space transitions, and lesser intensive uses as transitions before employing more traditional landscaping and screening transitions are encouraged for infill and redevelopment projects. The combination of architectural transitions, green/open space transitions, and operational compatibility standards should work to reduce the need for more intensive landscaping and screening transitions. Operational compatibility standards may apply to all, regardless of type of transition technique used

4. When fencing is provided along a property line, a decorative fencing material and architectural accents shall be used which are compatible with the building design. Fencing shall be designed in a manner to create variety such as staggering the fence line and incorporating wrought-iron and masonry columns.

5. Pedestrian connections, including bicycle access, into the development shall be clearly defined and continuous.

a well-defined streetscape having landscaping, pedestrian amenities, building transparency, & architectural details are keys to creating a pedestrian-oriented development

D. Vehicular Access and Parking Areas

. A detailed circulation plan, showing both vehicular and pedestrian patterns, shall be submitted with all development applications that show compliance with the standards and guidelines.

2. Unless otherwise stated below, vehicular access and off-street parking areas shall comply with Article 9 (Parking, Loading, and Access) of the LDC.

3. A clear system of continuous main circulation drives shall be established to carry the highest volumes of traffic within the site and to create an internal vehicle circulation pattern that provides clear and direct access.

a. in order to reduce pedestrian and vehicular conflicts in a development, main drive aisles should not be located along the facades of buildings that contain primary customer entryways.

b. where the location of access points and the configuration of the main drive aisles indicate that traffic volumes are lower and, consequently, pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is available in the location and design of internal drive aisles.

4. Connections with adjacent nonresidential development shall be provided by siting a logical array of minor access points with such development.

a. common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.

b. access easements may be required to ensure that adjacent parcels, or pad sites if applicable, have adequate access in the event ownership patterns change over time.

5. Where applicable, shopping cart return stations shall be evenly distributed within and between separate parking blocks. Shopping cart return stations shall be identified on the final plan.

6. Accessible parking spaces shall be located adjacent to walkways and at building entryways to minimize pedestrian-vehicle conflicts.

7. Where a development proposes to exceed the minimum number of parking spaces required, at least fifty percent (50%) of those additional spaces shall be constructed of a permeable surface, as approved by the City Engineer. This requirement may be waived if additional interior parking area landscaping is provided equal in area to the number of permeable parking spaces otherwise required.

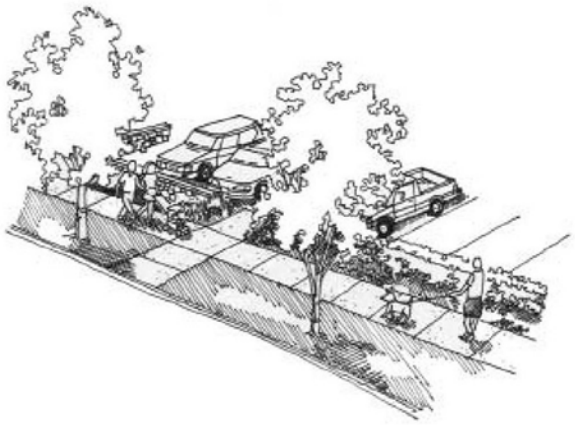
8. Parking spaces may be permitted along main drive aisles and along the facades of buildings featuring customer entryways provided such parking does not impede access for fire and emergency vehicle or access to and from the development (i.e., driveways and turning movements).

E. Pedestrian Access and Amenities

1. A detailed circulation plan, showing both pedestrian and vehicular patterns, shall be submitted with all development applications that show compliance with the standards and guidelines.
2. All internal pedestrian walkways of the commercial development should be at least eight feet (8') but no less than six feet (6') in width. Pedestrian walkways shall include clear sight lines to building entryways.
3. Pedestrian walkways shall be designed to provide direct access and connections to and between the following:

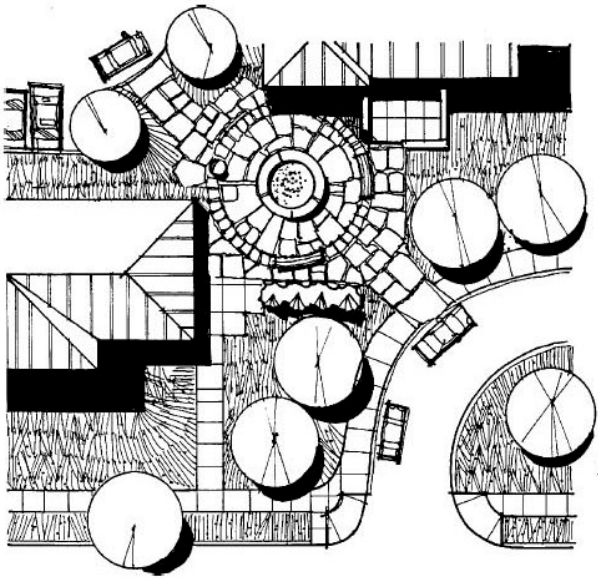
a. customer entryways to each commercial building, including pad site buildings;
b. any walkways on adjacent properties that extend to the boundaries shared with the development;
c. any public walkway system along the perimeter streets adjacent to the development;
d. adjacent land uses and developments, including but not limited to adjacent residential developments, retail shopping centers, office buildings, or restaurants;
e. adjacent public parks or other public or civic uses including but not limited to schools, places of worship, public recreational facilities, or government offices; and
f. site amenities, focal points, or gathering places.

4. Pedestrian walkways should be provided along the full length of any building, including pad site structures, along any facade featuring a customer entryway and along any facade abutting public parking areas. Except where features such as arcades or entryways are part of the facade, such walkways shall be separated from the facade of the building to provide planting beds for foundation landscaping. Pedestrian walkways shall provide weather protection features, such as awnings, arcades, or roof overhangs, within thirty feet (30') of all customer entryways.
5. Connections between the internal pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at regular intervals to provide easy access from the public sidewalk to the interior walkway network. Where applicable, for walls and fences greater than one hundred fifty feet (150') in length, convenient and inviting pedestrian access from the development to the surrounding neighborhood shall be provided.
6. At each point that the internal pedestrian walkway system crosses a parking area, drive aisle, or driveway, the walkway or crosswalk shall be clearly marked through the use of special paving or a change in paving materials distinguished by their color, texture, or height to enhance pedestrian safety, comfort, and wayfinding.
7. ADA accessible connections shall provide direct and unobstructed access from ADA parking stalls to main



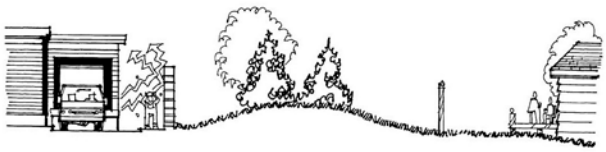
example showing a connection from the development (through the parking area) to the public walkway & street

to improve pedestrian safety & security, walkways must be clearly defined where they cross a drive aisle or parking area



example showing the incorporation of a pedestrian amenity/focal point within the development

the provision of site furnishings enhances the pedestrian environment of the development



example showing screening & buffering of a service area to minimize impacts (noise, visual) on adjacent development

pedestrian walkways and building entryways in a manner that minimizes crossings of and movement along vehicular drive and parking aisles.

8. All site amenities within a development shall be an integral part of the overall design and within easy walking distance of primary buildings, major tenants, and any transit stops.

a. such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape.

b. it is preferred that site amenities be in close proximity to the main entryway of the building to take advantage of the flows of pedestrians, but other locations may be considered if they are visible and easily accessible to the public.

8. Use of site furnishings, such as benches, tables, bike racks, and other pedestrian amenities shall be provided along main pedestrian walkways and at building entryways, plazas, and other pedestrian areas. Site furnishings used shall not block pedestrian access to main walkways, open space areas, and/or building entryways.

9. Bicycle parking areas shall be located adjacent to customer entryways and shall comply with Section 20-913(g) of the LDC.

10. Pedestrian connections shall be reinforced with pedestrian scale lighting, bollard lighting, accent lighting, or a combination thereof to aid in pedestrian way-finding.

F. Outdoor Storage, Sales, and Service Areas

1. Outdoor storage, trash collection or compaction, loading docks, truck parking, utility meters, HVAC equipment, and other service functions should be oriented toward on-site service corridors so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.

2. No delivery, loading, trash removal or compaction, or other such operation shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the development submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level of 45 db, as measured at the lot line of any adjoining property.

3. When it is not feasible to locate mechanical equipment and utility areas within a building, such equipment and areas shall be located and screened in a manner so as not to be visible or heard from adjoining properties. When landscaping is used for screening purposes, evergreen species shall be used as the primary planting. Landscape plantings for wall-mounted meters must be installed at a height of six feet (6').

4. Non-enclosed areas for the storage and sale of seasonal inventory and/or vending machines shall be permanently defined and screened with landscaping, walls, and/or fences. The height of stored or displayed inventory shall not exceed the height of the screening wall or fence. All fences and/or walls shall comply with the requirements set forth in the standards and guidelines.
5. Screening materials, colors, and designs shall be the same as, or of equal quality to, the materials, colors, and designs used for the primary building and landscaping.

G. Landscaping, Screening, and Walls

1. Unless otherwise stated in the standards and guidelines, landscaping shall comply with Article 10 (Landscaping and Screening) of the LDC. Submittal of a landscape plan is required per Section 20-1001(d) of the LDC.
2. Each area required to be landscaped shall be covered in live material. Live material includes trees, shrubs, ground cover, flower beds, sod, and other living plant materials. Areas not covered in live material, not to exceed twenty-five percent (25%) of the landscaped area, shall be covered by woody mulch, other organic or inorganic mulch, rock mulch, or other natural materials other than exposed gravel and aggregate rock.
3. Landscape design and species shall be used to create visual continuity throughout the development. Plant material shall consist of a mixture of evergreen and deciduous trees and shrubs to provide visual interest and disease and pest resistance. Plant varieties shall provide year-round color, texture, and/or other special interest and a minimum of one-third (1/3) of the plantings shall be evergreen species. Ground covers shall be predominantly evergreen varieties.
4. Required landscaping shall be coordinated with the location of utilities, driveways, and traffic clearance zones. Landscaping shall be located an adequate distance away from utility lines and easements to avoid damage when such lines are repaired or replaced.
5. Adequate provisions shall be made for irrigation in order to ensure that plants within landscaped areas continue to be successful over the long-term.
6. Vegetation and plant material that exists on a site prior to its development may be used to satisfy the landscaping standards provided that it meets the size, variety, and locational requirements in Article 10 (Landscaping and Screening) of the LDC.
7. All street trees shall comply with the requirements in Article 10 (Landscaping and Screening) of the LDC.
8. Building foundations planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers are encouraged. Planting

landscaping must be coordinated with lighting & other site features to avoid conflicts

landscaping along a building facade needs to be in scale & appropriate to achieve the effect of "softening" the building mass

should be massed and scaled as appropriate for the size and space it occupies.

a. whenever possible, landscaped areas should be at least eight feet (8') feet in depth. A depth of at least ten feet (10') is encouraged.

b. trees should be planted, and may be clustered, at ratio of at least (1) tree per forty linear feet (40') of building frontage along any facade of a large retail building that faces a public street, pedestrian walkway, or other public areas (i.e., pedestrian plazas, patio/seating areas).

9. Driveways to the development site shall be planted with ornamental trees, flowering shrubs and perennials, and ground covers and shall be massed and scaled as appropriate for the driveway size and space. Landscaping shall "pull back" to open view lines into the site and to create corner features.

10. Internal pedestrian walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than fifty percent (50%) of the length of the walkway. One (1) canopy shade tree per fifty linear feet (50') of such walkway is required.

11. In addition to the requirements in Article 10 (Landscaping and Screening) of the LDC, the following requirements for interior parking area landscaping shall apply:

a. landscape islands and peninsulas shall occupy at least one-hundred sixty (160) square feet of ground area.

b. landscape strips between parking rows shall be a minimum of ten feet (10') in width. When incorporating pedestrian walkways, such strips shall be a minimum of eighteen feet (18') in width to accommodate vehicular overhangs, the walk, lights, posts, and other appurtenances. Landscape strips or medians shall include medium to large deciduous trees at a minimum of one (1) tree every thirty linear feet (30'), in addition to other parking area landscape requirements.

landscape strips within parking areas having walkways must consider the pedestrian user & provide separation from parked cars

c. primary landscaping materials used in parking areas shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges, and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping. Effective use of earth berms and existing topography is also encouraged as a component of the landscaping plan.

d. individual landscaped islands may be combined with other islands and/or landscaped strips to provide larger landscaped areas within the parking area as long as the minimum landscaping requirements (area and number) for interior parking area landscaping are fulfilled.

12. In addition to the requirements in Article 10 (Landscaping and Screening) of the LDC, parking areas

shall be landscaped and screened from view of street rights-of-way with at least one (1) of the following:

a. a solid masonry wall with a minimum height of two feet (2'), a maximum height of three feet (3'), and a landscape planting area with a minimum width of five feet (5') located adjacent to the public right-of-way;

b. a berm with a minimum height of two feet (2'), a maximum height of three feet (3'), and a maximum three-to-one (3:1) slope. The berm shall be located entirely on the property with the parking area and include a combination of coniferous and deciduous tree and shrub plantings;

c. a low continuous landscaped hedge at least three feet (3') high, planted in a triangular pattern so as to achieve full screening at maturity;

d. landscape plantings consisting of eighty percent (80%) coniferous trees and eighty percent (80%) evergreen shrubs and groundcovers; or

e. a combination of any of these methods.

13. Perimeter parking area landscaping may be satisfied by required landscaped bufferyards [Article 10 (Landscaping and Screening) of the LDC] where the locational requirements for a bufferyard overlap with the perimeter parking area landscaping requirements.

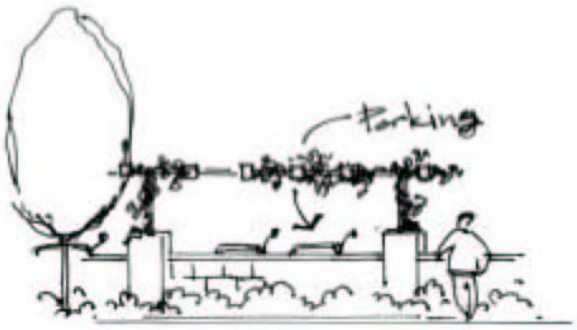
14. Where a bufferyard is required, that bufferyard(s) shall meet the requirements set forth in Article 10 (Landscaping and Screening) of the LDC.

15. All trash collection areas and mechanical and utility equipment shall be screened and buffered as required in the standards (Outdoor Storage, Sales, and Services Areas) and as set forth in Article 10 (Landscaping and Screening) of the LDC.

16. Fences and walls shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and wrought iron. When fencing is provided along a property line, a decorative fencing material and architectural accents shall be used which are compatible with the building facades and shall be designed in a manner to create variety such as staggering the fence line and incorporating "windows" or areas of transparency.

17. The maximum length of ~~a~~ continuous, unbroken, and uninterrupted fence or wall plane shall be one-hundred fifty feet (150'). Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials. Breaks in the length of a fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development.

18. Fences and walls shall be set back at least six feet (6') from the back edge of an adjacent pedestrian walkway, and such setback area shall be landscaped with turf, groundcovers, shrubs, and trees, using a variety of



perimeter parking areas adjacent to public streets must be appropriately landscaped &/or screened to minimize visual impacts along the public r.o.w.

species to provide seasonal color and plant variety. Fencing shall not exclude use of hydrants or fire department connections or hydrants.

19. Retaining walls shall not exceed five feet (5') in height from the finished grade.

a terracing shall be limited to four (4) tiers. The width of the terrace between any two (2) five foot (5') retaining walls shall be a minimum of four feet (4') with a maximum slope of three-to-one (3:1). Terraces created between retaining walls shall be permanently landscaped.

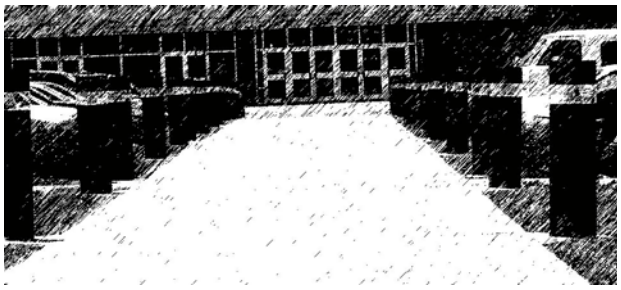
b retaining walls shall be stacked with natural stone, faced with stone or earth-colored materials, or faced with a material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited.

H. Lighting and Security

1. Unless otherwise stated in the standards and guidelines, lighting shall comply with Section 20-1104 (Outdoor Lighting) of the LDC. Submittal of an outdoor lighting plan is required whenever site plan review is required.
2. Building-mounted lighting shall be used to highlight specific architectural features or primary customer or building entryways. Building-mounted neon lighting is allowed only when recessed, or contained in a cap or architectural reveal. Outlining the roof or building in neon tubing is prohibited.
3. The lighting of parking areas with high level light standards is required. Parking area illumination shall be accomplished with individual light poles and fixtures. Building-mounted fixtures are not permitted as a method of parking area illumination, but may be acceptable for service and loading areas.

a. maintain parking area light poles/fixtures of the same style, height, color, and intensity of lighting throughout the development area. Varying styles of fixtures may be permitted if it is demonstrated that the styles contribute to an overall theme for the area.

b. the maximum pole height in a commercial center shall be thirty-five feet (35'). The maximum pole height for an individual site development shall be twenty-five feet (25').



connections having lighting scaled to the pedestrian improves feelings of safety & security, & enhances the overall quality of the development

4. Luminaire fixtures shall be arranged in order to provide uniform illumination throughout the parking area.

a. the maximum average maintained foot-candles for all parking area lighting shall be three (3) foot-candles.

b. the minimum average maintained foot-candles shall be one (1) foot-candle.

c. the maximum average maintained foot-candles under a canopy shall be thirty-five (35) foot-candles.

5. Pedestrian connections and customer entryways shall be reinforced with pedestrian scale lighting, bollard lighting,

accent lighting, or a combination thereof to aid in pedestrians way-finding. Pedestrian areas shall be illuminated to a minimum of one (1) foot-candle.

II. Aesthetic Character and Building Design

J. Facades and Exterior Walls

1. Back and sides of all buildings, including pad site structures, shall include materials and design characteristics consistent with those on the front facade. Back or sides of buildings oriented toward public streets or rights-of-way and adjacent residential development shall provide visual interest through a combination of architectural detail and landscape design.
2. All building elevations of a pad site structure shall be finished with the same level of architectural detail and quality of the primary structure and should reflect and/or complement adjacent architectural detail.
3. A single, large, dominant building mass shall be avoided. Facades that face public streets or adjacent development shall be subdivided and proportioned using features such as windows, entryways, arcades, arbors, awnings, trellises with vines, recesses, projections, columns, pilasters, and similar elements, along no less than sixty percent (60%) of the facade.

a. out-lot buildings located along an arterial or collector street comprised of windows with clear, “vision” glass between the height of three feet (3’) and eight feet (8’) above the walkway grade for a minimum of fifty percent (50%) of any ground floor facade facing the street is strongly encouraged.

b. principal buildings are not subject to fifty percent (50%) transparency, but where windows are appropriate they are strongly encouraged.

4. Building facades must include a repeating pattern that shall include no less than three (3) of the elements listed below. At least one (1) of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty feet (30’), either horizontally or vertically.

a. color change;
b. texture change;
c. material module change;
d. expression of architectural or structural bay through a change in plane no less than four inches (4”) in width, such as an offset, reveal, or projecting rib; or
e. windows, display windows, or architectural features if shown to display the same visual interest as windows.

5. Where principal buildings contain additional stores which occupy less than twenty five thousand (25,000) square feet of gross floor area, with separate, exterior customer entryways:

a. the street level facade of such stores shall be transparent between the height of three feet (3’) and

eight feet (8') above the walkway grade for no less than sixty percent (60%) of the horizontal length of the building facade of such additional stores.

b. windows shall be recessed and should include visually prominent sills, shutters, or other such forms of framing.

6. Building form that presents a clearly-recognizable base, middle, and top, or a clearly-defined alternative building composition is strongly encouraged.

K. Entryways and Rooflines

1. Each principal commercial building of a development is strongly encouraged to provide at least two (2) customer entryways, each of which shall be on separate building facades that are oriented to a public street, parking area, or pedestrian walkway.
2. Principal entryway(s) shall be both architecturally and functionally designed on the front facade of the building facing the primary public street. Such entryways shall be designed to convey their prominence on the front facade.
3. Where additional stores will be located in the principal building, each such store shall have at least one (1) prominent exterior customer entryway.
4. Some form of weather protection shall be provided and should be combined with the method(s) used to achieve visual prominence.
5. Buildings shall create a prominent edge when viewed against the sky using varying roof forms and other architectural elements. Sloping roof elements are allowed but not required.
6. The building parapet shall be the primary means of screening rooftop mechanical equipment and shall be required at a height that is as high, or higher, than the rooftop equipment being screened. Parapet walls and other roof forms used for screening shall be architecturally integrated into the overall building design. Painting of rooftop equipment and erecting fences are not acceptable methods of screening.
7. Vents, flues, telecommunication transmission equipment, and other rooftop equipment shall be incorporated into architectural features to blend with the roof design and roofing material, rather than being merely attached to the roof.

L. Architectural Details

1. Prototype "corporate architecture" and individual "corporate image" architectural design elements and colors shall be incorporated only as secondary elements to the development.
2. Service area and mechanical equipment shall be designed as an architectural feature of the building and entirely screened from view. Screening shall be provided in a manner that is architecturally integral to

the overall appearance of the building. Mechanical equipment shall not give the appearance of being "tacked on" to the exterior building surface.

3. The applicant is required to submit evidence of a consistent and unifying architectural style, theme, or element for the development. This submittal may be in conjunction with the color palette and building materials board submittal (discussed in the next section).
4. The location of downspouts shall be coordinated with the vertical elements (i.e., towers, columns, pilasters) and the corners of buildings so that the eye is not drawn to or attracted by the downspout. Downspouts shall avoid a "tacked on" appearance. However, downspouts shall not be the only vertical element or the only relief/projection on the building facade or placed in the middle of large expanses of building wall.

M. Materials and Colors

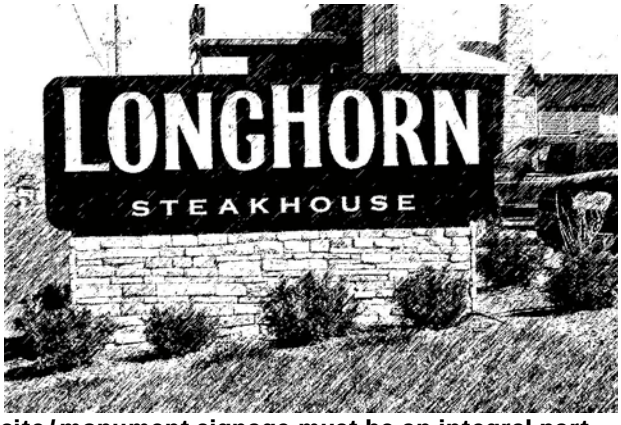
1. A color palette and building materials board shall be submitted as part of the development application. All buildings in the commercial development, including pad site structures, shall be constructed of materials and colors from the approved color palette and materials board in order to achieve unity between all buildings in the development.
2. Materials and colors used to construct any site amenity shall be similar in quality to the materials and colors of the primary buildings and landscaping on the site.
3. Exterior building material shall be continued down to within nine inches (9") of finished grade on any elevation. Predominant exterior building materials shall be of high quality.
4. It is strongly encouraged that at least thirty percent (30%) of all exterior building facades of each building within the development incorporate the use of native building materials. Native building materials include limestone, brick, or other natural stone.
5. Color schemes shall tie building elements together, relate separate (free-standing) buildings within the same development to each other, and shall be used to enhance the architectural form of a building.
6. Intense, bright, black, metallic, fluorescent, or otherwise garish colors shall be used sparingly as accents, and such colors shall not be used as the predominant color on any facade or roof of any building. Permitted sign areas shall be excluded from this standard.

N. Signage

1. In addition to the following requirements, all signs shall comply with the requirements City's Sign Code.
2. Building and site designs shall identify locations and maximum sizes for future signs. Multi-tenant buildings and those which could be multi-tenant buildings must

signage that is coordinated with architectural features & the overall building design, & takes into consideration both pedestrians & vehicles, enhances the visual quality of the development

projecting signs enhance pedestrian-scale & improve the visual quality of the development



site/monument signage must be an integral part of the site design & reflective of the building design, & not be considered as an afterthought

submit a sign program depicting the method of sign area allowances. Revisions in the sign program shall be submitted for city approval by the management of a building. A part of each sign permit request shall be an explanation of how the sign complies with the sign program which shall include the building management approval of the proposed sign. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development.

3. Building and site signage shall be constructed of quality weatherproof materials.
4. Internally illuminated boxes with formed or painted lettering are not permitted. Backlit signs having a white background are discouraged.
5. Street address characters (letters and numbers) shall be clearly visible from public rights-of-way for emergency vehicle access and community identification.
6. Signs shall be located to complement the architectural features of a building, such as above building entryways, storefront openings, or other similar features. Signage material shall be integrated into the building design.
7. Signs shall not project above the roof, parapet, or exterior wall, but may be incorporated as part of the roofline.
8. Projecting signs, supported by ornamental brackets and scaled to the pedestrian, are strongly encouraged, especially where such signs can be used to promote pedestrian-scale and interest within large commercial developments.
9. One (1) monument sign per curb cut is allowed.
10. Monument signs shall not exceed eight (8) feet in height.
11. Monument signs shall be designed to compliment the development it advertises and shall incorporate landscaping, such as shrubs, flower beds, and groundcovers, and lighting elements.

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Part Four: Design Review Checklist

The following checklist is intended to serve as a "quick-reference" guide to the site planning and building design issues associated with commercial development. These identified elements will be considered in the review of new and infill/redeveloped commercial areas and are based on the standards and guidelines of the Community Design Manual. This checklist is not intended to provide a complete list of what is required. It is the applicant's responsibility to refer to the commercial design standards and guidelines and related development regulations to ensure minimum requirements are being met.

SITE PLANNING AND DESIGN

I. Natural Features. *Does the proposed development take into consideration and integrate into its design existing natural features of the site, such as but not limited to, steep slopes and rock outcroppings, floodplains and drainageways, orientation to the sun, view corridors, and existing vegetation?*

1.	does site design reflect opportunities & constraints of existing features?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	are man-made changes (i.e., berms, channels) graded to be an integral part of the landscape & provide smooth transitions in changes of slope?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	do proposed retaining walls comply with the requirements in Section VII (Landscaping) of the design manual?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	does existing vegetation used to satisfy landscaping requirements, including street trees, meet the minimum requirements of Article 10 (Landscaping & Screening) of the Land Development Code (LDC)?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	where applicable, has at least twenty percent (20%) of existing mature trees been preserved & incorporated into the site design?	❑	**Yes**	❑	**No**	❑ **n/a**
6.	will damaged or removed trees designated to be preserved be replaced?	❑	**Yes**	❑	**No**	❑ **n/a**
7.	was other existing vegetation (i.e., shrubs, native grasses) preserved as part of the site design?	❑	**Yes**	❑	**No**	❑ **n/a**

II. Stormwater and Site Drainage. *Does the proposed development take into consideration and integrate into its design the beneficial and aesthetic qualities of stormwater drainage systems?*

1.	are open-air drainage systems provided for all systems having a tributary area of eighty (80) acres or more?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	has the storm drainage system, including downspouts, been designed to be logical, efficient, & avoid conflicts with pedestrian walkways?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	have all open-air drainage & detention areas visible to the public been incorporated into the site design as a focal point or pedestrian amenity?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	is fencing provided for open-air drainage & detention areas that allow views & is it consistent with other design elements of the development?	❑	**Yes**	❑	**No**	❑ **n/a**

III. Streetscape and Neighborhood Transitions. *Does the proposed development take into consideration the impact of commercial development on the community's streetscapes and the context of existing and/or future development of adjacent properties?*

1.	has a strictly linear development pattern been avoided?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	does sixty percent (60%) of the street frontage include buildings [at least twenty-five percent (25%), where applicable]; architectural features & walls; landscaping; &/or other site amenities or focal points?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	do buildings on corner sites orient to both streets in a manner that "frames & completes" the intersection?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	where steep upward slopes exist along the street, are retaining walls & landscaping used to encourage visual interest & pedestrian movement?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	are pad site buildings arranged to reinforce the primary building(s) & streetscape rather than arranged to obscure or isolate them?	❑	**Yes**	❑	**No**	❑ **n/a**
6.	are free-standing kiosk & ATM buildings integrated into the overall site design & located to not conflict with circulation & access patterns?	❑	**Yes**	❑	**No**	❑ **n/a**
7a.	are architectural transitions used with adjacent development?	❑	**Yes**	❑	**No**	❑ **n/a**

7b. are green/open space transitions used with adjacent development?	❑ **Yes**	❑ **No**	❑ **n/a**
7c. are less intensive uses as transitions used with adjacent development?	❑ **Yes**	❑ **No**	❑ **n/a**
7d. are landscaping & screening transitions used with adjacent development when other transitions are not possible?	❑ **Yes**	❑ **No**	❑ **n/a**
7e. are operational compatibility standards needed?	❑ **Yes**	❑ **No**	❑ **n/a**
8. is fencing provided along property lines consistent with other design elements of the development & are pedestrian connections provided?	❑ **Yes**	❑ **No**	❑ **n/a**

IV. Vehicular Access and Parking Areas. *Does the proposed development take into consideration the internal and external site impacts (such as vehicle-pedestrian conflicts, vehicle-delivery/service conflicts, and traffic congestion) associated with vehicular circulation patterns, site access, and parking areas?*

1. has a circulation plan been submitted showing vehicular patterns?	❑ **Yes**	❑ **No**	❑ **n/a**
2. do vehicular access & off-street parking areas meet the minimum requirements of Article 9 (Parking, Loading, & Access) of the LDC?	❑ **Yes**	❑ **No**	❑ **n/a**
3. is site access consistent with the existing & anticipated street system?	❑ **Yes**	❑ **No**	❑ **n/a**
4. does the development take direct access from an arterial street?	❑ **Yes**	❑ **No**	❑ **n/a**
5. does a clear system of continuous main drive aisles exist that are not located along building facades containing primary customer entryways?	❑ **Yes**	❑ **No**	❑ **n/a**
6. are loading & delivery facilities separate from parking & pedestrian areas & do they meet the minimum requirements of Article 9 (Parking, Loading, & Access) of the LDC?	❑ **Yes**	❑ **No**	❑ **n/a**
7. are minor access points provided for adjacent non-residential properties?	❑ **Yes**	❑ **No**	❑ **n/a**
8. where applicable, are shopping cart return stations identified & evenly distributed throughout the parking area?	❑ **Yes**	❑ **No**	❑ **n/a**
9. are accessible parking spaces located adjacent to pedestrian walkways & building entryways?	❑ **Yes**	❑ **No**	❑ **n/a**
10. where more parking is proposed than required, is at least fifty percent (50%) of the additional spaces constructed of a permeable surface?	❑ **Yes**	❑ **No**	❑ **n/a**
11. have parking spaces been provided along any main drive aisle?	❑ **Yes**	❑ **No**	❑ **n/a**

V. Pedestrian Access and Amenities. *Does the proposed development take into consideration the internal and external pedestrian network, including bicycles and public transit, and the amenities that encourage the use of the pedestrian network?*

1. has a circulation plan been submitted showing pedestrian patterns?	❑ **Yes**	❑ **No**	❑ **n/a**
2. are all internal pedestrian walkways at least eight feet (8') wide?	❑ **Yes**	❑ **No**	❑ **n/a**
3. do all internal walkways provide direct access & connections?	❑ **Yes**	❑ **No**	❑ **n/a**
4. are walkways along the building facade with customer entryways or adjacent to public parking areas separated from the building & is weather protection within thirty feet (30') of customer entryways?	❑ **Yes**	❑ **No**	❑ **n/a**
5. are access points/pedestrian breaks provided for in fences or walls of one hundred fifty feet (150') or greater in length?	❑ **Yes**	❑ **No**	❑ **n/a**
6. are walkways clearly defined when crossing parking areas & drive aisles?	❑ **Yes**	❑ **No**	❑ **n/a**
7. do ADA accessible connections provide direct & unobstructed access?	❑ **Yes**	❑ **No**	❑ **n/a**
8. are site amenities integrated into the site design & within easy walking distance of buildings & transit stops?	❑ **Yes**	❑ **No**	❑ **n/a**
9. where applicable, has a focal point been provided within a two hundred foot (200') radius of two (2) intersecting street centerlines?	❑ **Yes**	❑ **No**	❑ **n/a**
10. are site furnishings provided at main pedestrian walkways, customer entryways, or other pedestrian activity areas?	❑ **Yes**	❑ **No**	❑ **n/a**
11. are bicycle parking areas located in close proximity to customer entryways & do they meet the minimum requirements of Article 9 (Parking, Loading, & Access) of the LDC?	❑ **Yes**	❑ **No**	❑ **n/a**
12. are pedestrian walkways reinforced with pedestrian-scaled lighting?	❑ **Yes**	❑ **No**	❑ **n/a**

VI. Outdoor Storage, Sales, and Service Areas. *Does the proposed development take into consideration the potential conflicts and negative impacts (such as light, noise, odor, and glare) associated with outdoor*

storage areas, trash collection, and service areas on-site and with neighboring properties?

1.	are outdoor storage, trash collection, loading docks, HVAC equipment, & similar service areas integrated into the site design & away from adjacent residential development & public view?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	have nuisance impacts been minimized & evidenced if operations of such areas will occur outside of "normal business hours" (7:00am-10:00pm)?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	where utility & mechanical equipment cannot be located inside the building, are they properly screened & located out of public view?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	have seasonal sales & outdoor storage areas been identified & permanently defined?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	are screening materials, colors, & design of equal quality as that of the primary building design & landscaping?	❑	**Yes**	❑	**No**	❑ **n/a**

VII. Landscaping. *Does the proposed development take into consideration a site landscaping design that is an integrated composition of the overall site addressing the site perimeter, the interior and perimeter of parking areas, building foundations, and open spaces and focal points?*

1.	does the landscape plan & all proposed landscaping meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	does each area required to be landscaped contain only live plant material?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	has a mixture of plant types been provided, where a third (1/3) are evergreen varieties & predominantly evergreen groundcover varieties?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	has landscaping been coordinated with location of lighting, signage, utilities, easements, driveways, & other site or development features?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	has irrigation been provided for in required landscaped areas?	❑	**Yes**	❑	**No**	❑ **n/a**
6.	does existing vegetation used to satisfy landscaping meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
7.	do street trees meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
8.	is building foundation landscaping of appropriate size, scale, & massing for the area in which it occupies (at least eight feet (8') wide)?	❑	**Yes**	❑	**No**	❑ **n/a**
9.	do driveways & site entrances incorporate landscaped areas of appropriate size, scale, & massing?	❑	**Yes**	❑	**No**	❑ **n/a**
10.	do internal pedestrian walkways incorporate landscaped areas along at least half (50%) of its entire length & are shade trees planted accordingly?	❑	**Yes**	❑	**No**	❑ **n/a**
11.	does interior parking area landscaping meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
11a.	are landscaped areas at least one-hundred sixty square feet (160sf)?	❑	**Yes**	❑	**No**	❑ **n/a**
11b.	are landscaped medians or strips between parking rows at least ten feet (10') wide & are shade trees planted accordingly?	❑	**Yes**	❑	**No**	❑ **n/a**
11c.	are trees the primary landscape material within parking areas?	❑	**Yes**	❑	**No**	❑ **n/a**
11d.	have fewer & larger landscaped areas (that meet the minimum planting requirements) been provided in place of numerous, smaller ones?	❑	**Yes**	❑	**No**	❑ **n/a**
12.	does perimeter parking area landscaping meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC & the additional screening requirements of the design manual?	❑	**Yes**	❑	**No**	❑ **n/a**
13.	has a required bufferyard been used to satisfy perimeter parking area landscaping requirements?	❑	**Yes**	❑	**No**	❑ **n/a**
14.	do bufferyards between adjacent properties meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
15.	do trash collection & mechanical equipment screening meet the minimum requirements of Article 10 (Landscaping & Screening) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
16.	do screening walls & fences exceed eight feet (8') in height or three feet (3') if a solid wall or fence located within the front yard setback?	❑	**Yes**	❑	**No**	❑ **n/a**
17.	are walls & fences of high quality materials consistent other design	❑	**Yes**	❑	**No**	❑ **n/a**

elements of the development?

18.	do walls & fences provide pedestrian access points if over one hundred fifty feet (150') in length?	❑	**Yes**	❑	**No**	❑ **n/a**
19.	are walls & fences setback at least six feet (6') from pedestrian walkways & appropriately landscaped?	❑	**Yes**	❑	**No**	❑ **n/a**
20.	where retaining walls exceed five feet (5') in height; is terracing provided & have they been designed & constructed accordingly?	❑	**Yes**	❑	**No**	❑ **n/a**

VIII. Lighting and Security. *Does the proposed development take into consideration lighting techniques that are appropriate to the development and promote on-site safety and security without unnecessary light trespass or glare on surrounding development?*

1.	does the lighting plan & all proposed outdoor lighting meet the minimum requirements of Section 20-1104 (Outdoor Lighting) of the LDC?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	is building mounted lighting integrated into the building design as an architectural element?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	are building mounted lights used to satisfy parking area requirements (in place of pole-mounted lighting)?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	does parking area lighting provide uniform coverage while maintaining illumination levels that do not exceed an average of three (3) foot-candles?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	is pedestrian-scaled lighting having minimum illumination levels of one (1) foot-candle provided along pedestrian walkways & customer entryways?	❑	**Yes**	❑	**No**	❑ **n/a**

AESTHETIC CHARACTER AND BUILDING DESIGN

X. Facades and Exterior Walls. *Does the proposed development take into consideration the increased visual character and interest created by building facades that break up the visual monotony and pedestrian unfriendliness of long, free-standing facades otherwise left untreated?*

1.	do all back & side building facades, including pad sites, have materials & design features consistent with the primary building facade?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	do pad site structures incorporate the same level of architectural detail & quality as that of the primary building(s) of the development?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	have facades been adequately articulated along no less than sixty percent (60%) of the facade?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	do facades incorporate a repeating pattern, either vertically or horizontally, at intervals of no more than thirty feet (30') apart?	❑	**Yes**	❑	**No**	❑ **n/a**
5.	where additional stores occupy less than 25,000 gross square feet of the primary building, are separate customer entryways & transparency (along that portion of the facade) provided?	❑	**Yes**	❑	**No**	❑ **n/a**
6.	do all buildings use top, middle, & bottom architectural composition?	❑	**Yes**	❑	**No**	❑ **n/a**

XI. Entryways and Rooflines. *Does the proposed development take into consideration the increased visual character and interest created by varying rooflines and prominent building entryways as opposed to flat rooflines and uninviting entryways otherwise left untreated?*

1.	for each primary building over 50,000 gross square feet, are at least two (2) customer entryways provided on separate facades?	❑	**Yes**	❑	**No**	❑ **n/a**
2.	does the primary customer entryway achieve visual prominence?	❑	**Yes**	❑	**No**	❑ **n/a**
3.	where additional stores are located within the primary building, does each have its own prominent entryway?	❑	**Yes**	❑	**No**	❑ **n/a**
4.	do entryways provide weather protection features?	❑	**Yes**	❑	**No**	❑ **n/a**

5. is the roofline visually prominent when viewed against the skyline?	❑ **Yes**	❑ **No**	❑ **n/a**
6. are parapet walls & other rooftop screening mechanisms architecturally integrated into the overall building design?	❑ **Yes**	❑ **No**	❑ **n/a**
7. are vents, flues, & other rooftop equipment screened from public view?	❑ **Yes**	❑ **No**	❑ **n/a**
8. is telecommunication equipment screened from public view?	❑ **Yes**	❑ **No**	❑ **n/a**

XII. Architectural Details. *Does the proposed development take into consideration unique architectural details of local architecture and traditional commercial building design that provides visual interest and promotes a higher standard and quality of design?*

1. has corporate architecture & image been integrated into the building design as a secondary element?	❑ **Yes**	❑ **No**	❑ **n/a**
2. have service areas & mechanical equipment been designed as an architectural feature of the building & screened from public view?	❑ **Yes**	❑ **No**	❑ **n/a**
3. has evidence of a consistent & unifying architectural style, theme, or element of the commercial development been provided?	❑ **Yes**	❑ **No**	❑ **n/a**
4. have downspouts been designed as an architectural feature of the building to avoid a "tacked-on" appearance?	❑ **Yes**	❑ **No**	❑ **n/a**

XIII. Materials and Colors. *Does the proposed development take into consideration color and material selection that is consistent, compatible, and appropriate for the development and with adjacent development?*

1. has a color palette & building materials board been submitted?	❑ **Yes**	❑ **No**	❑ **n/a**
2. do site amenities & furnishings incorporate similar materials & colors of the primary buildings & landscaping of the site?	❑ **Yes**	❑ **No**	❑ **n/a**
3. are exterior building materials within nine inches (9") of finished grade?	❑ **Yes**	❑ **No**	❑ **n/a**
4. is at least thirty percent (30%) of the exterior building material comprised of a natural building material (i.e., limestone or brick)?	❑ **Yes**	❑ **No**	❑ **n/a**
5. does the selected color scheme visually tie the development together?	❑ **Yes**	❑ **No**	❑ **n/a**
6. are intense, bright, black, metallic, or fluorescent colors used as the predominant color of the development?	❑ **Yes**	❑ **No**	❑ **n/a**

XIV. Signage. *Does the proposed development take into consideration the integration of site and building signage that is consistent, compatible, and appropriate for the development and with adjacent development?*

1. do all signs meet the minimum requirements of Article 7 (Signs) of the Unified Building Code?	❑ **Yes**	❑ **No**	❑ **n/a**
2. has a sign program been submitted for multiple-building/tenant development that depicts sign area allowances?	❑ **Yes**	❑ **No**	❑ **n/a**
3. is building & site signage constructed of quality weatherproof materials?	❑ **Yes**	❑ **No**	❑ **n/a**
4. are internal illuminated boxes with formed/painted lettering proposed?	❑ **Yes**	❑ **No**	❑ **n/a**
5. are street address characters clearly visible from public rights-of-way?	❑ **Yes**	❑ **No**	❑ **n/a**
6. do building signs complement the overall building design?	❑ **Yes**	❑ **No**	❑ **n/a**
7. do building signs project above the roofline?	❑ **Yes**	❑ **No**	❑ **n/a**
8. are projecting/hanging signs scaled to the pedestrian user proposed?	❑ **Yes**	❑ **No**	❑ **n/a**
9. is more than one (1) monument sign per curb cut provided?	❑ **Yes**	❑ **No**	❑ **n/a**
10. do monument signs exceed eight feet (8') in height?	❑ **Yes**	❑ **No**	❑ **n/a**
11. do monument signs complement the commercial development it advertises & do they incorporate landscaping & lighting elements?	❑ **Yes**	❑ **No**	❑ **n/a**

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SECTION THREE: INDUSTRIAL DEVELOPMENT

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SECTION THREE: INDUSTRIAL DEVELOPMENT

Part One: Introduction

I. Purpose and Intent

Industrial development plays a major role in the economic vitality of the region. Industrial development areas in Lawrence provide economic and employment opportunities for the prosperity of its citizens and the community.

Design standards and guidelines offer a vision for an approach to industrial design that can be beneficial both to developers and to the community. The concepts for industrial development encourage the highest level of design quality and creativity while emphasizing key design concepts such as, but not limited to, enhancing functionality for industrial uses; ensuring efficient multi-modal transportation systems; designing public spaces at a pedestrian-scale; creating visual interest; and ensuring that the overall aesthetic character of new developments are compatible with surrounding uses.

The purpose of these Industrial Design Standards is to facilitate industrial development in a manner which strikes a balance between requiring quality industrial projects and allowing creative, cost effective solutions for site and building development. Recognizing the utilitarian nature of industrial development, these standards and guidelines strive to:

1. articulate community design standards and guidelines for industrial development within the city of Lawrence to maintain the character and heritage of the community and neighborhoods within the community;
2. enhance the community's overall value and appearance;
3. promote well-designed projects;
4. ensure compatibility with surrounding uses;
5. enhance pedestrian safety and walkability in public spaces; and
6. encourage efficient transportation.

It is recognized that design professionals including architects, landscape architects, engineers, and land planners are trained to strive for creative excellence. The standards and guidelines established herein are not intended to restrict creative solutions.

II. Applicability of Standards

All development activities included in the Industrial Use Group in Section 20-403 of the *Land Development Code* for which site plan or development plan approval is required, are subject to these design standards. Additional standards and guidelines may also apply where a Specific Plan as identified in Horizon 2020, Chapter 14, the City of Lawrence Downtown Design Guidelines, or an Urban Conservation Overlay District are adopted or approved. Industrial developments subject to review under Kansas Statutes K.S.A. 75-2715 thru 75-2725, as amended (Kansas Historic Preservation Act) and

Chapter 22 of the City Code (Conservation of Historic Resources Code) are subject to these Industrial Design Standards to the greatest extent practical.

These standards are in addition to the regulations contained in the city's *Land Development Code*. The standards will be used in reviewing projects to further the goals of the community's comprehensive plan, *Horizon 2020*, and any adopted specific plans. Where the provisions of these design standards conflict with provisions in the *Land Development Code* or adopted specific plan, the more site restrictive provision shall apply.

The level of applicability of these standards and guidelines for the development of industrial uses is dependent upon location, visibility, and character of the surrounding area. Design standards and guidelines vary based on the following:

1. High Visibility or Sensitive Areas:
The standards and guidelines should be applied to the greatest degree practical for properties within this category. Properties subject to this category are those with the following attributes:
    a. Properties located along or visible from arterial streets, collector streets, or highways, or
    b. Properties located adjacent to residential development, or
    c. Properties located along gateways identified in the Long Range Transportation Plan.

2. Secluded or Low Visibility Areas:
Properties or portions of properties located in secluded areas or in the middle of industrial parks with minimal visibility will be permitted the greatest flexibility and leniency in achieving the design standards and guidelines.

III. How to Use This Document

The Industrial Design Standards and guidelines are not intended to set a particular style of architecture or design theme. These standards set forth specific criteria that are organized in a format that contains design standards and guidelines. They encourage the establishment of a greater sense of quality, unity, and conformance with the community's urban form.

It is also important to note that the standards are not intended to delay or restrict development, but rather to add consistency and predictability to the development review process. Each subsection contains the following components, which should be applied as discussed.

A. Standards and Guidelines:

Standards express the community's desires for implementing the goals and intent of these design standards. These standards are statement(s) that explain the design intent for the guidelines that follow. Standards are the minimum requirements that each development project should strive to meet.

Guidelines describe ways to achieve the stated standard statement(s) and offer flexibility in meeting the standard. Not all guidelines will or are intended to be met.

The "shall" statements offer relatively little flexibility, unless choices are provided within the statements themselves. The "should", "recommended", or "encouraged" statements offer flexibility and indicate that the city is open to design features that are equal to or better than those stated, so long as the intent is satisfied.

When submitting a site plan for review, each standard must be addressed. A development application shall demonstrate how a project has responded to each standard. The applicant has the burden of proof to demonstrate how a proposed design satisfies the standards and appropriately addresses the guidelines. This determination will be made by the Planning Director.

B. Illustrations and Pictures:

The pictures, drawings, and diagrams in this document are intended to illustrate the intention of the individual guidelines. They are not intended to illustrate the only or even the best way to meet the minimum requirements. Applicants and project designers are encouraged to consider designs, styles, and techniques not pictured in the examples that fulfill the intention of the design standards.

IV. The Design Review Process

Consideration of these standards should be contemplated early in the design process and should be a collaborative effort with the developer and city staff. Developers are encouraged to meet with the Planning Director early to identify any major issues associated with these design standards and guidelines. The design review process authorizes the Planning Director to review, as a part of the site plan or development plan review process, certain development applications for conformance with adopted design standards. Any party aggrieved by the decision of the Planning Director may file an appeal in accordance with the provisions and procedures for appeals set forth in Sec. 20-1305 or 20-1311 of the *Land Development Code*.

Part Two: Development Standards & Guidelines

I. General Design Objectives:

The design of each industrial project in Lawrence should strive to:

- Establish attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and quality architecture and landscape.
- Consider the scale, proportion and character of development in the surrounding area.
- Minimize impacts of noise, light, traffic, smells and visual character on surrounding non-industrial properties.

II. Site Planning Standards

These standards and guidelines are intended to promote a quality appearance for industrial buildings and the functional arrangement of buildings and site components.

A. Grading

STANDARD:

Site grading shall be completed in a manner that is functional and appropriate for its context.

GUIDELINES:

1. Industrial developments should be sensitive to their natural surroundings. Grading should follow natural contours as practical.
2. Erosion control measures such as terracing, grasses and plantings should be employed.

B. Building Siting

STANDARD:

The arrangement of structures, parking and circulation areas, and open spaces shall recognize the particular characteristics of the site and relate to the surrounding built environment in pattern, function, scale, massing, character and materials.

GUIDELINES:

1. Structure siting should take into consideration the context of the industrial area, the location of different uses, the location of major traffic generators, as well as the site's characteristics.

2. The placement and design of structures should foster pedestrian access and circulation from the street and parking area to the public entrance.
3. The building's primary facade should front along the primary street frontage whenever practical.
4. The facade(s) of the building along the primary public street frontage, or other publicly visible side, should undulate in order to avoid long monotonous building facades and to create an interesting street scene.
5. Building placement that creates opportunities for plazas, courtyards, and recreational areas are encouraged in order to provide design opportunities for integrating the mass and scale of industrial buildings and offer employee and visitor amenities. Shade trees or architectural elements which provide shelter and relief from direct sunlight should be provided within plazas and courtyards. Landscaping, water features, and art should be incorporated into plaza and courtyard design.

C. Vehicular Access/Circulation/Parking

STANDARD:

The parking, access, and circulation systems shall provide for the safe, efficient, convenient and functional movement of multiple modes of transportation both on and off the site where pedestrian, bicycle, and vehicle conflicts are minimized.

GUIDELINES:

1. Conflicts between heavy trucks, employee and public vehicles, and bicyclists and pedestrians should be avoided.
2. Dead-end driveways should include adequate turn around areas.
3. Adequate areas for maneuvering, stacking, truck staging and loading, and emergency vehicle access should be accommodated on site. Designs which encourage the use of external streets for internal circulation should be avoided.
4. If appropriate, driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the street.
5. Loading and service areas should be provided with separate access and circulation where appropriate based on an analysis of vehicular and truck volume.

Traffic separation

D. Multimodal Systems

STANDARD:

Multimodal transportations systems, such as transit, pedestrian and bicycle, shall be incorporated into all developments and designed to be safe and inviting.

GUIDELINES:

1. On-site pedestrian and bicycle connections from parking areas and streets to building entrances should be integrated into the site design through striping, materials, or separation.
2. Separation of heavy truck, vehicle, and pedestrian/bicycle traffic should be provided for safety and convenience of all modes of transportation.
3. Pedestrian access should be provided between or near transit stops and building entrances where applicable.
4. Bicycle parking spaces should be located near customer and employee building entrances.
5. Bicycle racks should not be positioned where they will obstruct building entrances or the flow of pedestrian traffic.
6. Pedestrian connections between sites should be encouraged.

Pedestrian and bicycle system

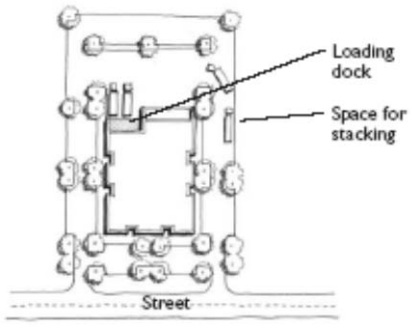
E. Loading and Delivery

STANDARD:

Loading and delivery service areas shall be located and designed to minimize their visibility from public view, to reduce circulation conflicts, and to mitigate adverse noise impacts.

GUIDELINES:

1. Loading and service areas should not be located between the building and the primary public street frontage.
2. When it is not possible to locate loading facilities and service areas on a non-street side of a building, loading docks and doors should not dominate the building facade and should be screened from all adjoining public rights-of-way with



Loading & delivery

landscaping, screen walls or other means.

3. Loading and delivery areas should be separate from the employee/visitor vehicular access and circulation.
4. Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls or landscape planting.
5. Loading and unloading should be accommodated entirely on site.
6. Loading areas should be located so that the loading or unloading of trucks does not disrupt the smooth flow of traffic within the site.
7. Loading and service areas should be offset from driveway openings.
8. On-site space for stacking vehicles waiting to load or unload should be provided as necessary.

Loading & delivery located to the center of the facility

F. Utility and Mechanical Equipment

STANDARDS:

Utility and mechanical equipment shall be designed to minimize visual and noise impacts from adjacent public streets and adjacent non-industrial uses.

GUIDELINES:

1. When utility and mechanical equipment are to be installed within the front yard setback, they should be installed underground.
2. All screening devices should be compatible with the remainder of the site.
3. While windmills, solar panels, and similar "green" mechanical devices are not easily screened, their location on the site should respect any non-industrial use on adjacent properties.

G. Trash, Recycling and Exterior Storage Areas

STANDARDS:

Trash and exterior storage areas shall be integrated into the site to be consistent with the overall site and building design and screened from the most visible sides of the site.

GUIDELINES:

1. Trash and recycling storage should be enclosed adjacent to the main structure or located within separate freestanding enclosures.
2. Trash and recycling enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.
3. Trash and recycling enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

4. Where trash compactors are used, they should be screened from public view, either within a trash enclosure or located within the building.
5. Trash, recycling and exterior storage enclosures should be constructed of materials to match or complement the building material.

H. Walls and Fences

STANDARD:

Walls and fences shall contribute to the visual quality of the project and character of the surrounding area when visible from the public street frontage or an adjacent non-industrial use.

GUIDELINES:

1. When not required for security, screening or grade transitions, the height of walls and fences should be minimized.
2. Landscaping should be used to soften the appearance of wall surfaces.
3. Walls and fences longer than 100 feet should contain periodic offsets or architectural elements designed to prevent monotony.
4. Walls and fences should be designed in such a manner as to create an attractive appearance and complement the project's architecture.
5. Gates provided in walls or fences should be aesthetically pleasing if viewed from the street.
6. High perimeter walls, chain link fence, and walls topped with barbed wire, or razor wire should not be used adjacent to public street frontages or non-industrial uses.

Fencing

I. Lighting

STANDARD:

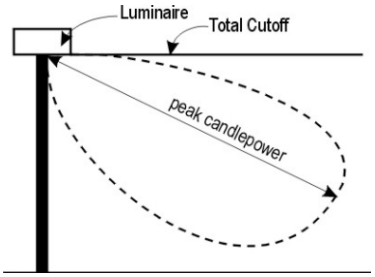
Exterior lighting shall be designed to minimize light pollution and provide for safety and security.

GUIDELINES:

1. Exterior lighting should be considered an integral part of the architectural and landscape design.
2. The design of the light fixtures and their structural support should be architecturally compatible with the theme of the development.
3. Pedestrian scale/decorative light fixtures are encouraged within plazas, courtyards, and building entrances.
4. Lighting sources should be kept as low to the ground as possible

while ensuring safe and functional levels of illumination.

5. All fixtures should be cut-off fixtures that confine lighting to the subject site and shield the light source from view.



Cut-off fixtures

III. Architectural Standards

Architectural design shall seek to add to community character while providing flexibility to avoid rigid uniformity of design. A wide variety of design techniques are encouraged to promote the quality and attractiveness of the site.

A. Architectural Character

STANDARD:
Building design shall employ quality architectural elements.

GUIDELINES:

1. The selected architectural style/design should consider compatibility with the project's surrounding character, including harmonious building style, form, size, color, materials and roofline. In developed areas, infill projects should meet or exceed the standards of quality which have been set by surrounding development.
2. The designer should employ variations in form, building details, and materials in order to create visual interest.
3. Individual buildings within industrial/business parks should use similar and/or complementary colors, materials, roof forms, signs, decorative pavement, and architectural style.

Architectural design

B. Building Massing, Forms and Scale

STANDARD:
Buildings shall relate to the terrain and each other in their massing, forms and building heights.

GUIDELINES:

1. Buildings should have features and patterns that provide visual interest which reduces apparent mass and relates to the surrounding architectural character.
2. Buildings should be designed with elements, such as canopies, landscaping, appropriately scaled windows, etc., that relate to the human scale in public areas.
3. Vertical and horizontal offsets should be provided to minimize

Proportional windows and pedestrian scale

building bulk and add architectural interest.

4. Buildings should be segmented in distinct massing elements.

C. Building Facade and Roof Articulation

STANDARD:

Facades and roof articulation shall incorporate structural or design elements to break wall expanses and add visual interest to the roof line.

GUIDELINES:

1. Building windows should have a proportional relationship and be consistent with the design of the building facade.
2. Building facades should be articulated with architectural elements and details. The facade should include shade and shadow patterns that will render the facade more interesting and aesthetically pleasing.

Building elevation variation

3. Facades should incorporate structural or design elements to break wall expanses into smaller parts. Windows, doors and other openings should be incorporated into this rhythm.
4. Variable building elevations along linear street frontages are encouraged.
5. Various building forms should be employed to create visual character and interest.
6. Roof design should be an integral component of the overall building architecture. Long continuous rooflines are discouraged. Multiple roof planes and offsets are encouraged.

D. Building Materials

STANDARD:

Building materials and colors shall be used to create visual interest. When buildings are located within an industrial/business park, they shall utilize colors and materials which are compatible with and complementary to the design of the existing buildings of the park.

GUIDELINES:

1. Exposed gutters and downspouts should be colored to complement fascia or wall materials.
2. Various types of exterior building materials should be used to produce different texture, shade and shadow effects.
3. Use of accent materials and/or colors should be used on all street front facades of the building.

E. Building Entry

STANDARD:

Building entries shall be readily identifiable and relate to human scale.

GUIDELINES:

1. The main or public building entry should front the primary street.
2. Building entries should be readily identifiable. Use of elements such as recesses, projections, roof detail, columns, and distinctive materials and colors to articulate entrances is encouraged.
3. All building entrances should be well-lit.

Identifiable building entry

IV. Landscaping Standards

Landscaping for industrial areas is provided within each building site to: enhance the aesthetics of industrial developments; create a pedestrian friendly environment at building entrances; break up the mass of industrial buildings and soften architectural materials; provide screening of service structures and loading areas; buffer the line of site for taller structures; enhance the streetscape environment; define building and parking area entrances; provide shade and reduce the heat island effect; provide buffers between different land uses or site areas; filter drainage and stormwater runoff from parking areas and streets.

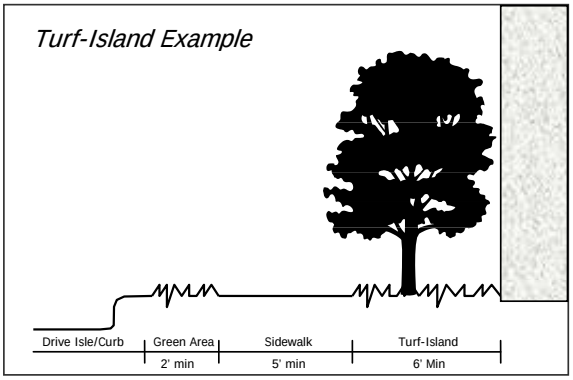
A. General

STANDARD:

Landscaping shall be incorporated to improve the character of the entire site by breaking up large areas of paving and softening building edges. Utilization of a variety of deciduous and non-deciduous plantings shall be used.

GUIDELINES:

1. Landscaping should be used to define entrances to buildings and parking lots, buffer less compatible adjacent uses, and screen outdoor storage, loading and equipment areas.
2. Landscaping should be in scale with adjacent buildings and of an appropriate size at maturity to accomplish its intended purpose.
3. Buildings should be located on 'turf-islands'. Except at loading and service areas, a minimum 12-foot landscape strip, including a sidewalk and other amenities, should be provided between the building, parking areas and drive lanes.



4. Employment of grade differential and/or berming in conjunction with landscaping should be used to reduce the appearance of building mass and height along street frontages.
5. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth will interfere with the installation or maintenance of these utilities.


Building located in a turf-island

6. Landscaping materials should be spaced so that they do not interfere

with the lighting of the premises or restrict access to emergency apparatus.

7. Existing healthy mature trees should be preserved whenever practical and incorporated into the overall landscaping plan.

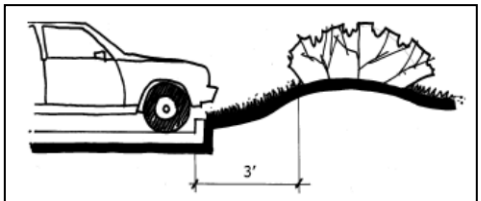
B. Parking Lot Landscaping

STANDARD:

Parking lots shall be designed to incorporate appropriate landscape plantings and grading.

GUIDELINES:

1. Parking lot landscaping should accent driveways, frame the major circulation aisles, and highlight pedestrian pathways.
2. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces and/or wheel stops.



Parking lot landscaping setback

3. Planting strips should be at least 3 feet in width.
4. Where head-in parking occurs, all shrubs should be located a minimum of 3-feet from the edge of the parking lot curb.

C. Plant Maintenance and Irrigation

STANDARD:

Landscaping shall be provided and designed to be maintained in a healthy and growing condition.

GUIDELINES:

1. Landscape areas should be large enough and wide enough to encourage plant health and match the growing conditions of the site.
2. Effort should be made to conserve water by utilizing native and drought resistant materials that match the growing conditions of the site.
3. Where native and drought resistant materials are not primarily used, automatic sprinkler controllers should be installed to ensure that landscaped areas will be watered properly. Drip irrigation to trees and shrubs are encouraged.
4. Sprinkler heads and risers should be protected from car bumpers. “Pop-up” heads should be used near curbs and sidewalks and should be setback from curbs at least 6-12 inches.
5. The landscape irrigation system should be designed to prevent run-off and overspray.

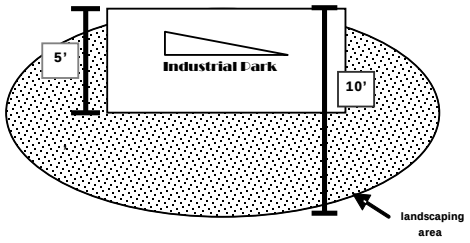
V. Sign Standards

STANDARD:
Signs shall be consistent with overall project design but shall be subordinate to architectural and landscape elements. The size of signs shall afford businesses sufficient visibility and identification without becoming a dominant part of the landscape or interfering with vehicular movement along the public streets.

Monument Sign

GUIDELINES:

1. Sign materials should incorporate the building materials and design features of the building which the sign serves.
2. Monument signs should be located in a planter setting within a landscaped area at least as wide as the sign is tall.



Sign in a Landscaped Island

Part Three: Design Review Checklist

The following checklist is intended to serve as a "quick reference" guide to the standards of this section.

Applicability Area(s)	Yes	No
1. High Visibility or Sensitive Areas: The standards and guidelines should be applied to the greatest degree practical for properties within this category. Properties subject to this category are those with the following attributes:		
a. Properties located along or visible from arterial streets, collector streets, or highways, or		
b. Properties located adjacent to residential development, or		
c. Properties located along gateways identified in the Long Range Transportation Plan.		
2. Secluded or Low Visibility Areas: Properties or portions of properties located in secluded areas or in the middle of industrial parks with minimal visibility will be permitted the greatest flexibility and leniency in achieving the design standards and guidelines.		

Standards	Meets	Does Not Meet	N/A
Site Planning These standards and guidelines are intended to promote a quality appearance for industrial buildings and the functional arrangement of buildings and site components.			
A. Grading Site grading shall be completed in a manner that is functional and appropriate for its context.			
B. Building Siting The arrangement of structures, parking and circulation areas, and open spaces shall recognize the particular characteristics of the site and relate to the surrounding built environment in pattern, function, scale, massing, character and materials.			
C. Vehicular Access/Circulation/Parking The parking, access, and circulation systems shall provide for the safe, efficient, convenient and functional movement of multiple modes of transportation both on and off the site where pedestrian, bicycle, and vehicle conflicts are minimized.			
D. Multimodal Systems Multimodal transportations systems, such as transit, pedestrian and bicycle, shall be incorporated into all developments and designed to be safe and inviting.			

	Meets	Does Not Meet	N/A
E. Loading & Delivery Loading and delivery service areas shall be located and designed to minimize their visibility from public view, to reduce circulation conflicts, and to mitigate adverse noise impacts.			
F. Utility and Mechanical Equipment Utility and mechanical equipment shall be designed to minimize visual and noise impacts from adjacent public streets and adjacent non-industrial uses.			
G. Trash, Recycling and Exterior Storage Areas Trash and exterior storage areas shall be integrated into the site to be consistent with the overall site and building design and screened from the most visible sides of the site.			
H. Walls and Fences Walls and fences shall contribute to the visual quality of the project and character of the surrounding area when visible from the public street frontage or an adjacent non-industrial use.			
I. Lighting Exterior lighting shall be designed to minimize light pollution and provide for safety and security.			
Architectural Standards Architectural design shall seek to add to community character while providing flexibility to avoid rigid uniformity of design. A wide variety of design techniques are encouraged to promote the quality and attractiveness of the site.			
A. Architectural Character Building design shall employ quality architectural elements.			
B. Building Massing, Forms and Scale Buildings shall relate to the terrain and each other in their massing, forms and building heights.			
C. Building Facade and Roof Articulation Facades and roof articulation shall incorporate structural or design elements to break wall expanses and add visual interest to the roof line.			
D. Building Materials Building materials and colors shall be used to create visual interest. When buildings are located within an industrial/business park, they shall utilize colors and materials which are compatible with and complementary to the design of the existing buildings of the park.			
E. Building Entry Building entries shall be readily identifiable and relate to human scale.			

	Meets	Does Not Meet	N/A
Landscaping Standards Landscaping for industrial areas is provided within each building site to: enhance the aesthetics of industrial developments; create a pedestrian friendly environment at building entrances; break up the mass of industrial buildings and soften architectural materials; provide screening of service structures and loading areas; buffer the line of site for taller structures; enhance the streetscape environment; define building and parking area entrances; provide shade and reduce the heat island effect; provide buffers between different land uses or site areas; filter drainage and stormwater runoff from parking areas and streets.			
A. General Landscaping shall be incorporated to improve the character of the entire site by breaking up large areas of paving and softening building edges. Utilization of a variety of deciduous and non-deciduous plantings shall be used.			
B. Parking Lot Landscaping Parking lots shall be designed to incorporate appropriate landscape plantings and grading.			
C. Plant Maintenance and Irrigation Landscaping shall be provided and designed to be maintained in a healthy and growing condition.			
Signs Signs shall be consistent with overall project design but shall be subordinate to architectural and landscape elements. The size of signs shall afford businesses sufficient visibility and identification without becoming a dominant part of the landscape or interfering with vehicular movement along the public streets.			