

# Commercial and Mixed-Use Pattern Book



Architectural and Landscape Design Elements for Building an Authentic Commercial or Mixed-Use Development

19 June 2018

**DRAFT**

**WFA**  
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# Commercial and Mixed-Use Pattern Book

[DRAFT] 19 June 2018

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# Purpose and Goals

## Purpose:

Norfolk is a city of beautiful neighborhoods, built at different periods of time, each with its own unique character. To support these unique qualities, the zoning ordinance has identified four Character Districts: 1)Traditional 2) Suburban 3) Coastal, and 4) Downtown (see the Downtown Norfolk Pattern Book).

Commercial areas are located within and along the edges of these neighborhoods. Some of these reflect the character of their District, but many do not, especially those on major roads, which are frequently gateways into the neighborhoods; however their large parking lots, placeless commercial architecture, and lack of landscaping do not appropriately represent the neighborhoods they serve.

The purpose of this Pattern Book is to provide guidelines for the development of commercial properties that will reinforce and enhance the unique qualities of each of the three Character Districts addressed in this pattern book.

## Goals for the Pattern Book:

- Provide architectural patterns that will support comfortable pedestrian scale development and encourage human interaction.
- Provide patterns for the design of streets and public spaces that will enhance walkability.
- Provide amenities and connectivity that will encourage alternate modes of transportation.
- Respond to changes in shopping patterns.
- Encourage mixed-use development, including residential, on commercial sites.
- Encourage renovation and adaptive re-use of existing obsolete buildings and sites.

## Development Checklist:

- 00 Have you read the Introduction Section?  
\_\_\_\_\_
- 01 What is your Character District?  
\_\_\_\_\_
- 02 What does the Development Matrix tell you about your Street/Building/Lot?  
\_\_\_\_\_
- 03 What is your Building Form and Type?  
\_\_\_\_\_
- 04 What is your Street Type and Pattern?  
\_\_\_\_\_
- 05 What is your Block Frontage Pattern?  
\_\_\_\_\_
- 06 What is your Lot Pattern and Capacity?  
\_\_\_\_\_
- 07 Is your Architectural Pattern appropriate?  
\_\_\_\_\_
- 08 Is your Signage appropriate?  
\_\_\_\_\_
- 09 Have you accounted for all of your Amenities?  
\_\_\_\_\_
- 10 Is your Landscaping Pattern appropriate?  
\_\_\_\_\_
- 11 Other  
\_\_\_\_\_

# Using the Commercial and Mixed-Use Pattern Book

## 1

### Find Your Character District

- Find your site on the Character District map (page 9 and verify via Norfolk AIR) to determine your Character District
- Refer to the appropriate Character District section to find the appropriate development design patterns
- Reference the Downtown Norfolk Pattern Book for the Downtown Character District guidelines
- Commercial properties (in orange) tend to run along main roadways



# Using the Commercial and Mixed-Use Pattern Book

## 4

### Identify Your Street Type and Pattern

- Your street type will either be pedestrian oriented or vehicle oriented
- Your street pattern will determine the treatment for street frontage along the public right-of-way, setbacks, buffer zones, and placement of the building facade



## 2

### Follow the Development Matrix in the Community Patterns Section

- If you are a property owner wishing to know what is possible on your site, find your parcel type in the matrix in the community patterns section to identify potential building forms and types
- If you wish to find a site for a specific building form and type, find it in the matrix and identify the site types that can accommodate it

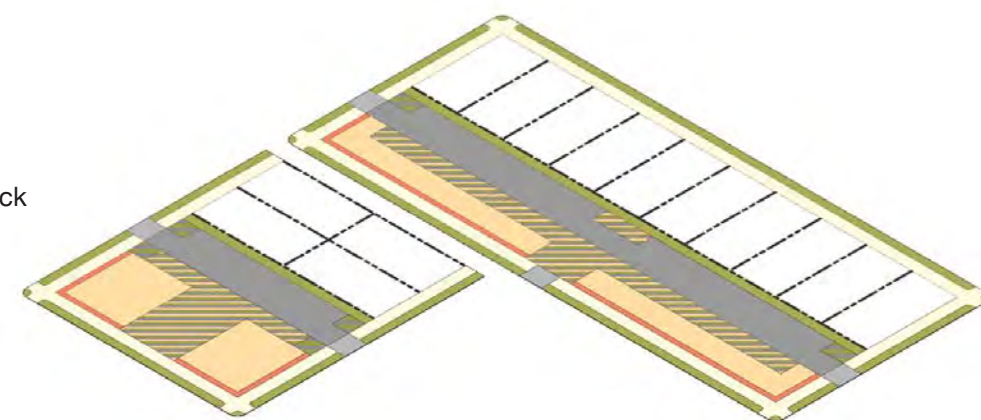
BUILDING FORMS AND TYPES	STREET TYPES															
	VEHICLE/PARKING LOT ORIENTED								TRADITIONAL STREET ORIENTED							
BIG-BOX RETAIL	PEDESTRIAN FRIENDLY								VEHICLE ORIENTED							
MEDIUM-BOX RETAIL	100' DEEP								150' DEEP							
DRIVE-THRU	CORNER								MID-BLOCK							
VEHICLE ORIENTED	25'-50' WIDE								50'-100' WIDE							
IN-LINE MIXED-USE	100'-150' DEEP								150'-200' DEEP							
STAND-ALONE MIXED USE	20'-50' WIDE								50'-100' WIDE							
SMALL BOX COMMERCIAL	100'-150' DEEP								150'-200' DEEP							
IN-LINE RETAIL SHOPS	20'-50' WIDE								50'-100' WIDE							
	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE
	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE	100'-150' DEEP	150'-200' DEEP	20'-50' WIDE	50'-100' WIDE

■ PREFERRED  
■ ACCEPTABLE WITH APPROPRIATE DESIGNS  
■ NOT APPROPRIATE

## 5

### Identify Your Block Frontage Pattern

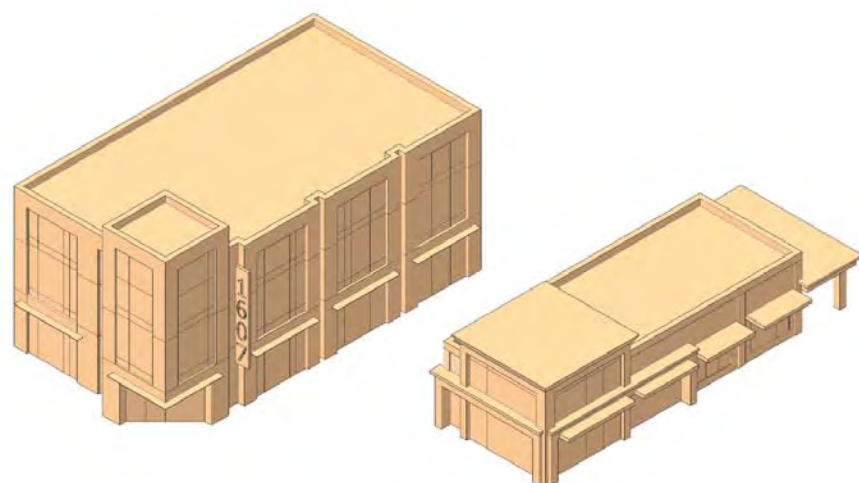
- There are two overall types of block frontage:
  - Continuous - Traditional and Coastal
  - Porous - Suburban
- Preferred Patterns for each:
  - Active Frontage
  - Internal Parking, Service and Interconnection Circulation



## 3

### Determine Your Building Form and Type

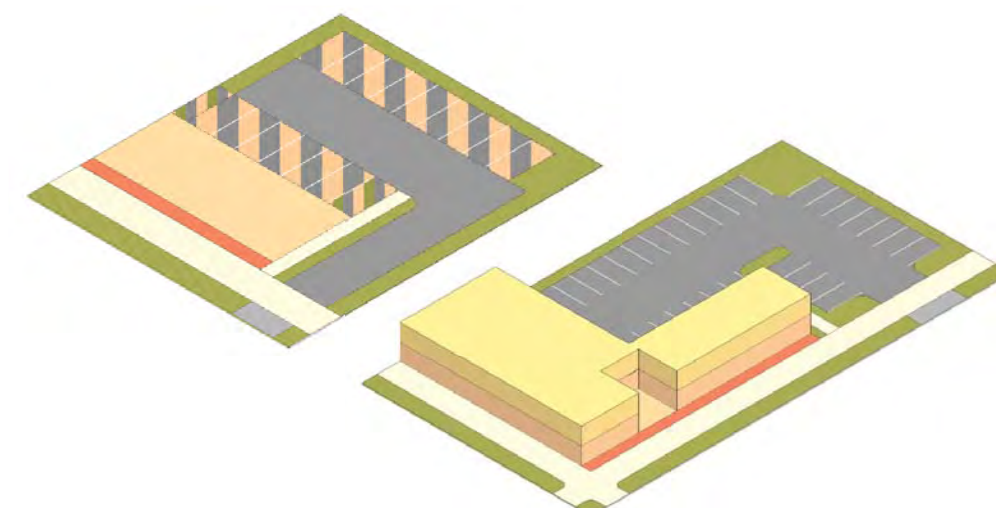
- The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. Go to the building forms and types section to identify the potential building form or forms for your use



## 6

### Identify Patterns for Your Lot Type and Determine Lot Capacity

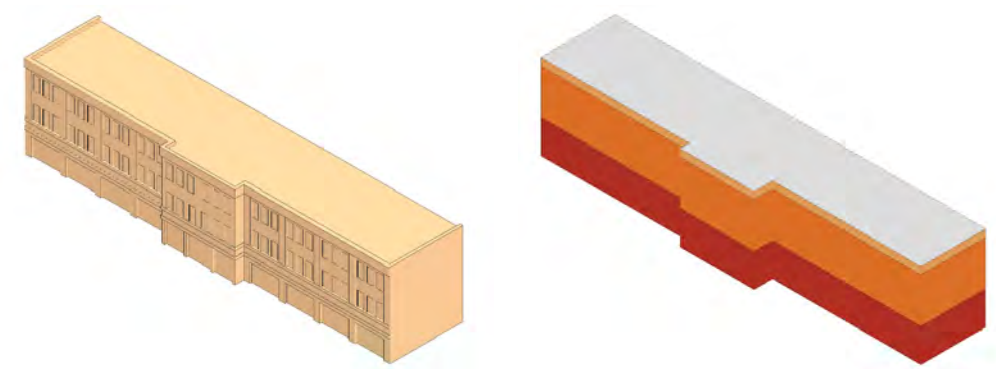
- Individual lot patterns are based on ideal block patterns:
  - Primary Building Area
  - Parking and Service Areas
  - Flexible Areas
  - Front Facade Zone
  - Capacity



# Using the Commercial and Mixed-Use Pattern Book

## 7 Use Architectural Patterns to Determine Massing and Facade Composition

- Massing
- Facade Composition
- Architectural Style
- Building Materials
- Special Features



# Using the Commercial and Mixed-Use Pattern Book

## 10 Select Appropriate Landscape Materials

- Paving Materials
- Landscape Buffers and Screening
- Resiliency Techniques
- Shade Trees and Devices
- Hierarchy



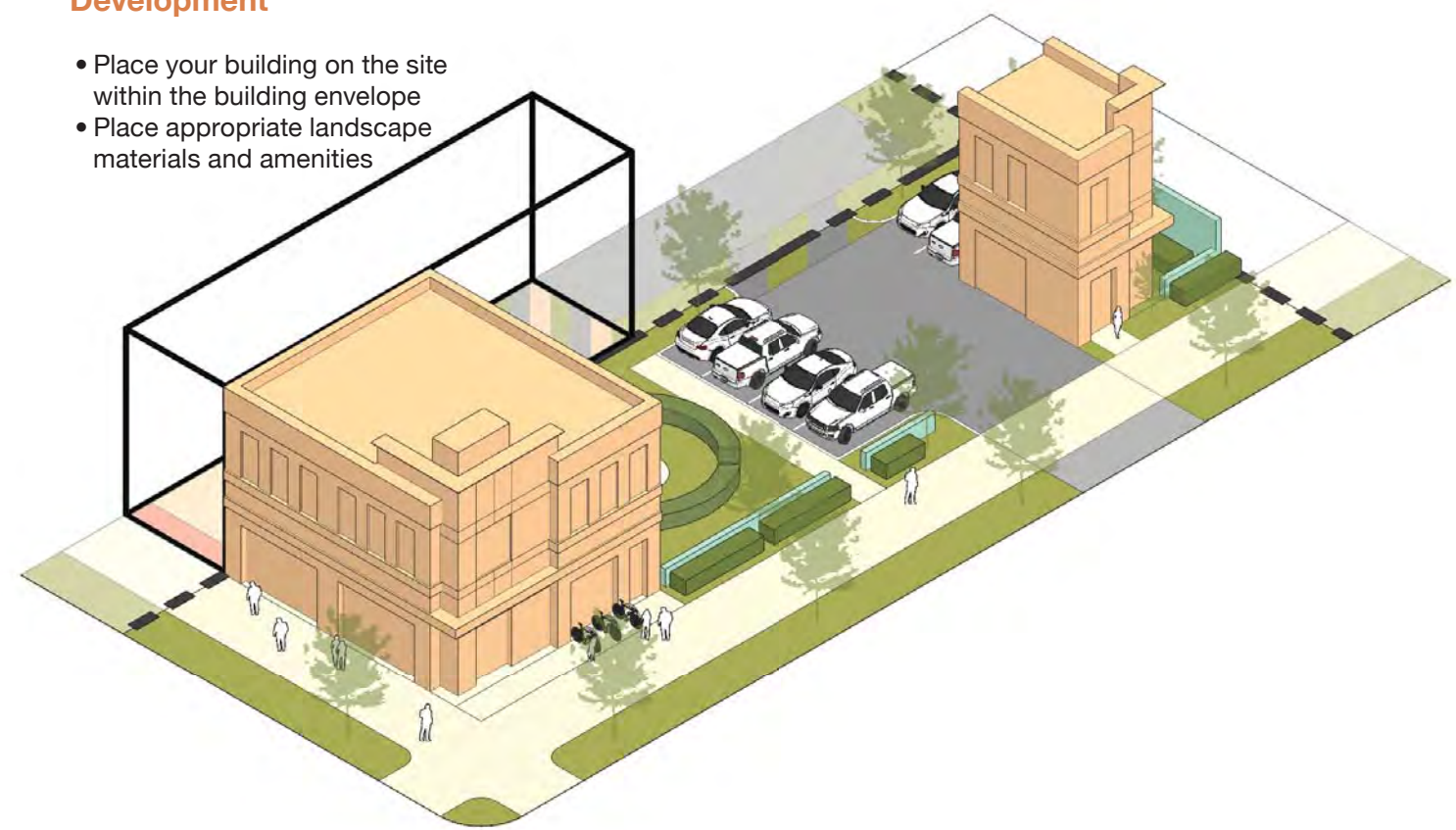
## 8 Use Signage Patterns to Place and Design Signage for Your Building and Site

- Building signage placement
- Architectural treatment
- Types of Signage:
  - Site
  - Building Surface
  - Perpendicular Signs



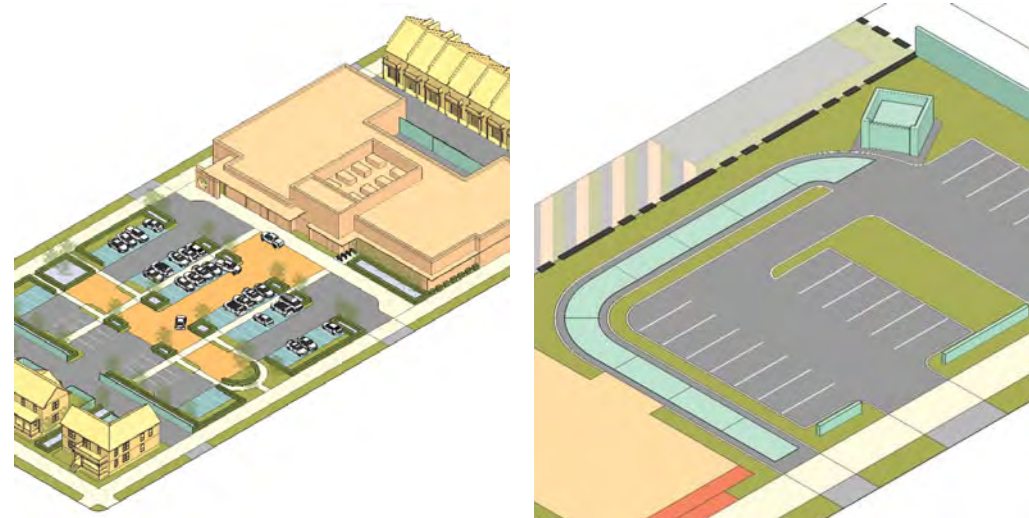
## Submit Your Proposed Development

- Place your building on the site within the building envelope
- Place appropriate landscape materials and amenities



## 9 Design and Place Site Amenities

- Parking Lots
- Drive Aisles
- Buffers
- Open Space and Gardens
- Other: Bike Racks, Recycling/Trash Enclosures, Loading, Stacking, Etc



# Character Districts

## Attributes

### Traditional Character District

#### Community Character

- Rectilinear grid of streets
- Continuous building fabric
- Bikeable and walkable
- Slower vehicle speeds
- Diverse Building Types: houses, apartments, row houses, duplexes, mixed-use buildings, small office buildings, and in-line retail
- Retail and commercial inter-mixed
- Close relationship between residential and commercial areas

- Welcoming storefronts with large windows, visible from streets
- Formal landscaping
- Continuity achieved with continuous building fabric

#### Architectural Character

- Diversity and individuality
- Variety of architectural styles: Shingle, Arts and Crafts, Classical, and Modern



### Suburban Character District

#### Community Character

- Combination of rectilinear and curvilinear streets
- More auto-oriented
- Houses set back from streets
- Extensive landscaping: tall trees, dense planting beds, and flower gardens
- More space between buildings
- Less diversity in housing stock
- Commercial not intermixed with Residential (currently)
- Commercial parcels are larger in scale
- District as a whole is less “walkable”

- than it is “hikeable” and should be connected with wide multi-use paths/ greenways
- Individual parcels should be broken down into smaller walkable environments

#### Architectural Character

- Variety of architectural styles
- Retail buildings tend to be freestanding with large parking lots
- Mostly freestanding buildings as objects in the landscape
- Visible signage and storefronts



### Coastal Character District

#### Community Character

- Rectilinear grid of streets
- Bikeable and walkable
- Slower vehicle speeds
- Sense of community
- Close relationship between dwellings and the street
- Small scale, welcoming, commercial buildings
- Storefronts visible from streets
- Natural vegetation to protect the Bay and manage flooding
- Continuity achieved with combination of buildings and landscape

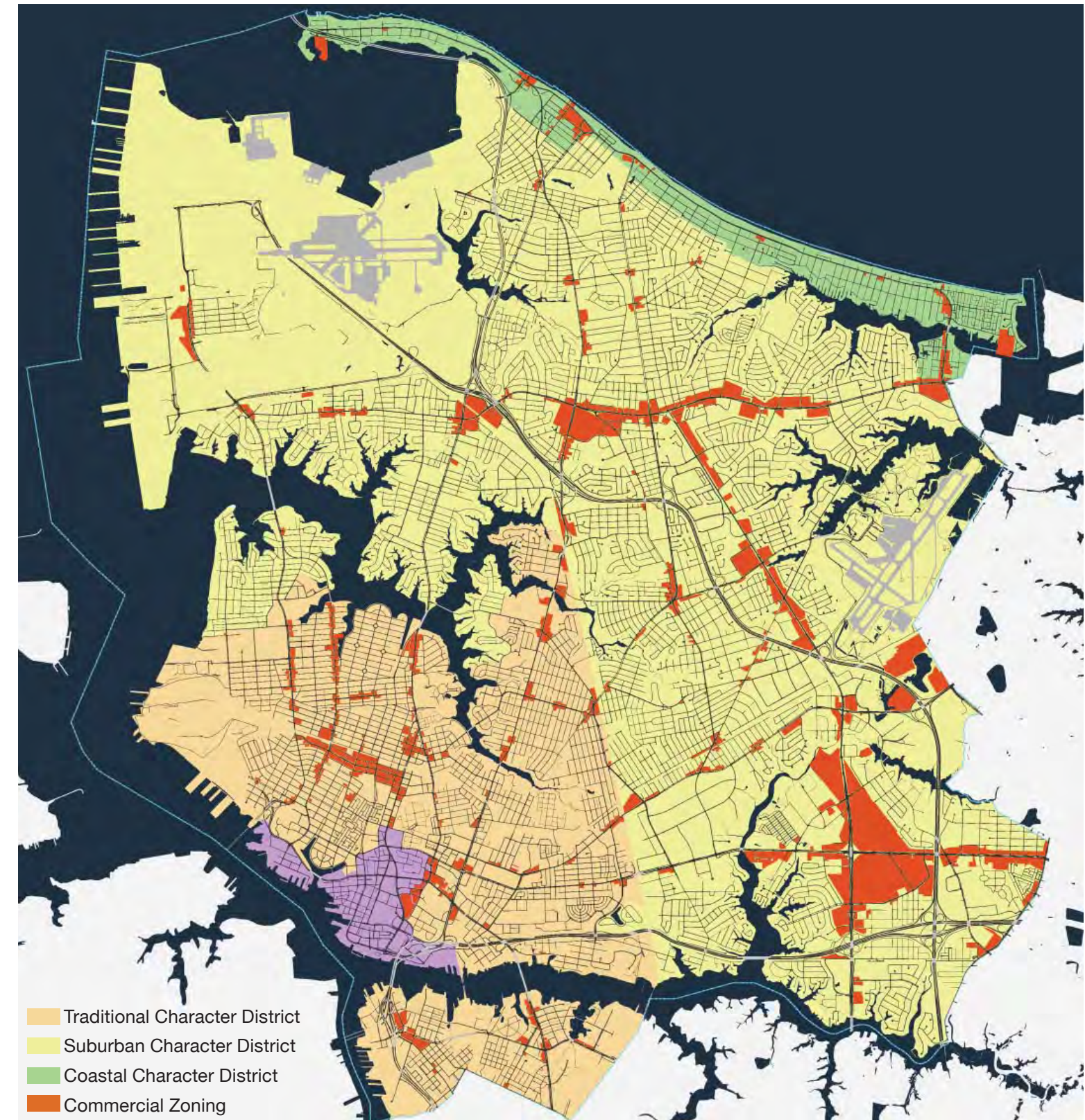
#### Architectural Character

- Multistory porches
- Porches on commercial buildings
- Diversity and individuality
- Simplified classical detailing
- Shingle and Arts and Craft style houses
- Soft colors and vibrant colors
- Large, vertically-proportioned windows complete with functioning storm shutters



# Character Districts

## Character District Map



# Traditional Character District

## Community Patterns: Essential Attributes

### Community Patterns

- Pedestrian friendly shopping streets with landscape buffer from cars, trees for shade, broad sidewalks with opportunity for outdoor dining, on-street parking, and continuous, active building frontages along the shopping street
- Diverse uses, including a wide range of shop types, restaurants, offices, and residential apartments and carriage houses
- Small scale buildings and shops to provide diverse character of street facade and variety of shopping
- Parking and service areas connected to, but separated from, the street frontage
- Corner commercial and mixed residential blocks are commonplace

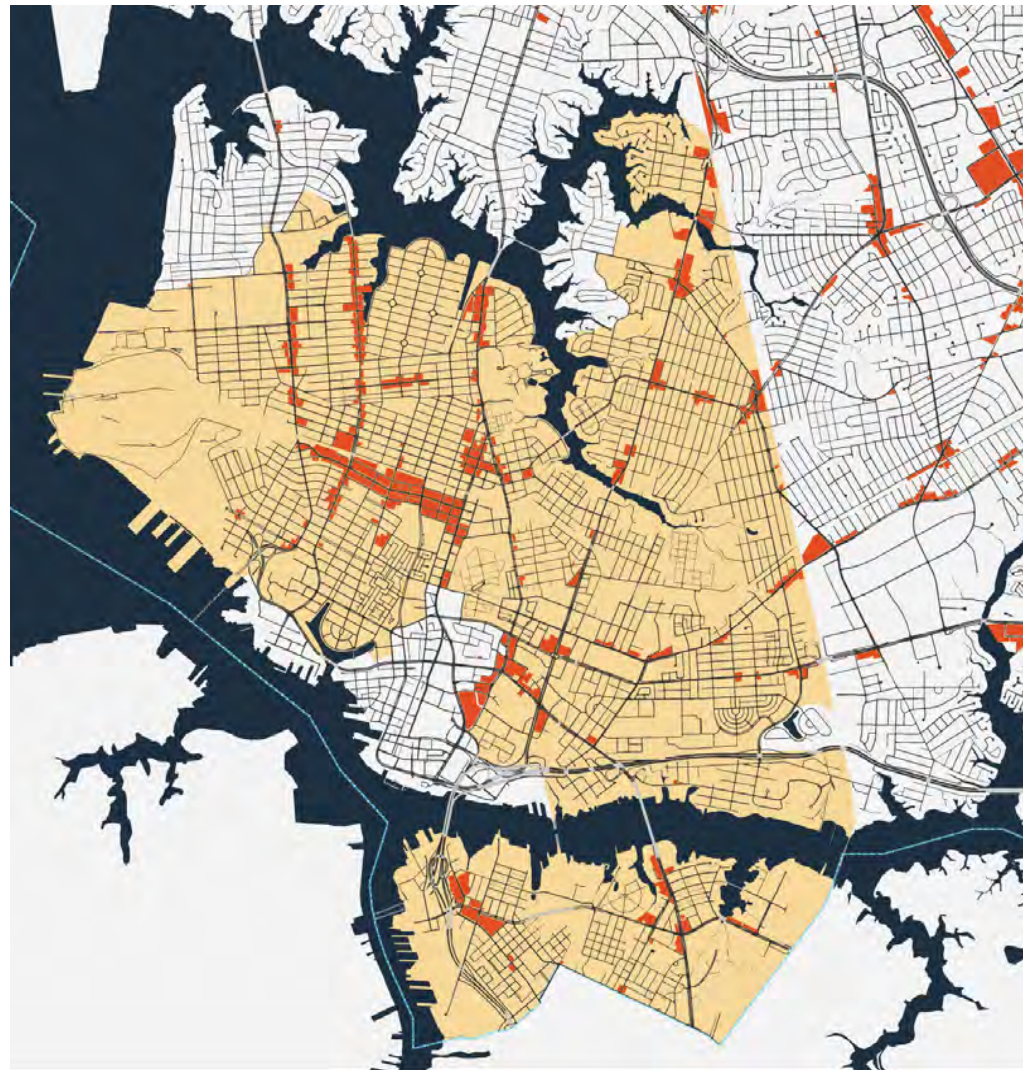


### Architectural Patterns

- Primary role of the architecture:
  - Define and enhance the pedestrian friendly quality of the street space
  - Building massing and form that creates a room-like space for the street
  - Cornices and/or awnings and other facade elements define the space
  - Large, clear, glass, display windows provide transparency between the street and shop interiors
  - Defined area for signage
  - No blank walls facing the street unless designed as finished facade
  - Traditional, Contemporary, or Modern architecture that follows the architectural patterns



# Traditional Character District: Overview of Commercial Districts and Corridors



## Traditional Character District

- Notable commercial districts include:
  - Berkley
  - Ghent
  - Old Dominion University Area
  - Riverview
- Notable commercial thoroughfares include:
  - 21st Street
  - 35th Street
  - Colley Avenue
  - Granby Street
  - Hampton Boulevard
  - Tidewater Drive

## Street Type and Patterns

- Rectangular grid of streets are the typical condition
- Angled or curved streets are an exception
- Two street types:
  - Pedestrian friendly with slow moving traffic
  - Vehicle oriented with fast moving traffic

## Block Type and Commercial Patterns

- Majority of blocks are approximately 200' X 500'
- Commercial frontage types:
  - Short block frontage on main street
  - Long block frontage on main street
  - Full block frontage
- Preferred pattern:
  - Active street frontage
  - Internal block access through street frontage determines lot patterns
  - Parking lots and service activities internal to the block

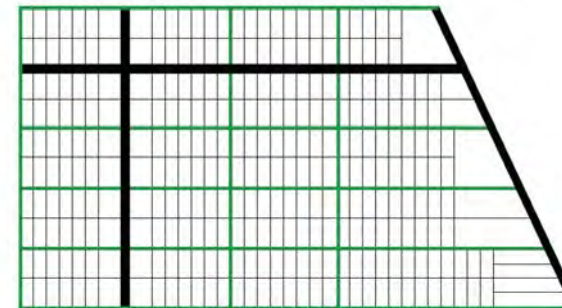
## Lot Types

- Standard lot depth is 100'
- Short block frontages:
  - lots have been expanded by acquiring adjacent non-commercial properties
  - Short block lots sizes include: 100', 150', and 200' deep lots
- Long block frontages:
  - Lots have been expanded by acquiring adjacent non-commercial properties to create through block lots
  - Long block lot sizes include: 100' and 200' deep lots

# Matrix: Community Patterns and Appropriate Commercial Building Types

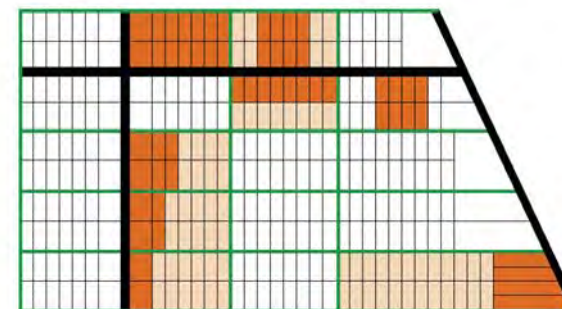
Street Type and Lot Type determine which Building Types and Forms will function well on a site.

## Street Type and Patterns



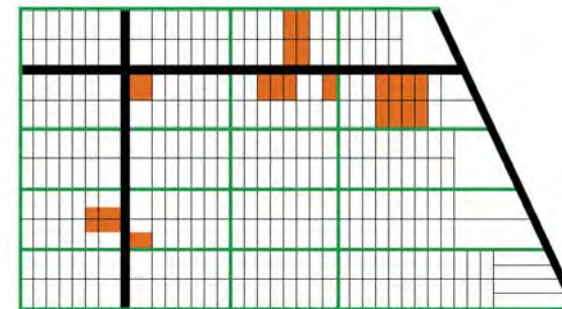
- Main streets are in BLACK
- Secondary streets are in GREEN

## Block Type and Commercial Patterns



- Commercial lots are DARK ORANGE
- Non-commercial lots are LIGHT ORANGE

## Lot Types



- Commercial lots are in DARK ORANGE

		BUILDING FORMS AND TYPES									
		TRADITIONAL STREET ORIENTED			VEHICLE/PARKING LOT ORIENTED						
		IN-LINE RETAIL SHOPS	SMALL BOX COMMERCIAL	STAND-ALONE MIXED USE	IN-LINE MIXED-USE	VEHICLE ORIENTED	DRIVE-THRU	MEDIUM-BOX RETAIL	BIG-BOX RETAIL		
STREET TYPES	PEDESTRIAN FRIENDLY	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
	VEHICLE ORIENTED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	PREFERRED	PREFERRED	PREFERRED	PREFERRED		
LOT TYPE	CORNER	100' DEEP	25'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			50'-100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			> 100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		150' DEEP	20'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			50'-100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			> 100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
	200' DEEP	20'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		50'-100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		> 100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		MID-BLOCK	100' DEEP	20'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			150' DEEP	20'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			200' DEEP	20'-50' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
50'-100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS			
> 100' WIDE	PREFERRED	PREFERRED	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS			

# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Traditional, Street Oriented Commercial, Retail, and Related Uses:

- Corner Stores
- In-Line Retail Shops
- Drug Stores
- Restaurants
- Small Scale Food Stores
- Small-Box Commercial
- Offices
- Mixed-Use: Retail/Residential, Retail/Office, Office/Residential, and Retail/Office/Residential
- Apartments
- Carriage Houses

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### In-Line Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors
- Local precedent along Colley Avenue in Ghent and Granby Street in Riverview



### In-Line Commercial

- One-story (though the massing and facade composition shall be two-story)
- Street oriented retail frontage
- Facade divided into bays to provide flexibility and design articulation
- Local precedent along Colley Avenue in Ghent and Granby Street in Riverview



### Stand-Alone Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors
- Appropriate bookend(s) for In-Line Mixed-Use
- Local precedent along 21st Street in Ghent

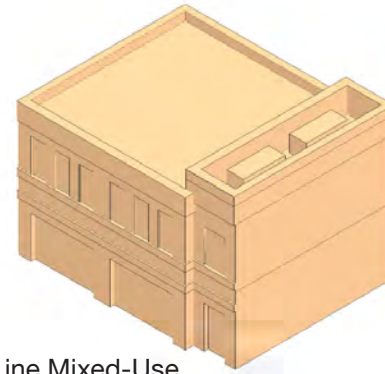


### Small-Box Commercial

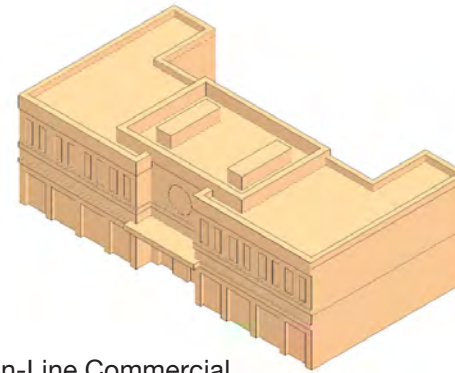
- One-story (though the massing and facade composition shall be two-story)
- Up to 7,500 SF
- Typically stand-alone, though simple modification allows for bookending with adjacent buildings
- Local precedent: Taste in Ghent (which is an excellent example of adaptive re-use)

# Building Forms and Types

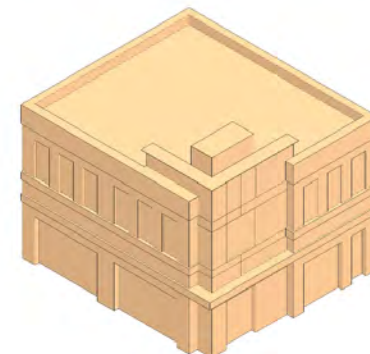
# 3



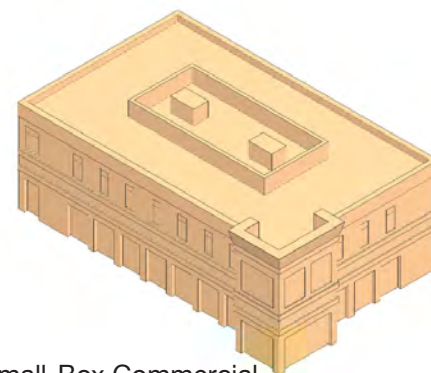
In-Line Mixed-Use



In-Line Commercial



Stand-Alone Mixed-Use



Small-Box Commercial





# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Vehicle and Parking Lot Oriented Commercial, Retail, and Related Uses:

- Gas Stations
- Drive Through Buildings: Restaurants, Drug Stores, and Banks
- Grocery Stores
- Medium-Box Retail
- Big-Box Retail
- Large Office Buildings

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### Medium-Box Retail

- One-story (though the massing and facade composition shall be two-story)
- Often includes a drive-through
- 7,500 SF - 20,000 SF
- Typically stand-alone, though simple modification allows for bookending with adjacent buildings
- Local Precedent: Rite Aid in Ghent



### Big-Box Retail

- One-story (though the massing and facade composition shall be two-story)
- Typically zoned Commercial-Regional 20,000 SF - 50,000 SF
  - > 50,000 SF shall be added via additional floor levels
- Local precedent: Harris Teeter in Ghent



### Drive-Through

- One-story (though the massing and facade composition shall be two-story)
- Building design shall minimize or eliminate the view of the drive-through and vehicle stacking from the main street frontage

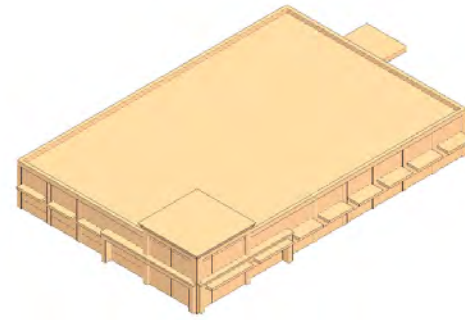


### Vehicle Oriented

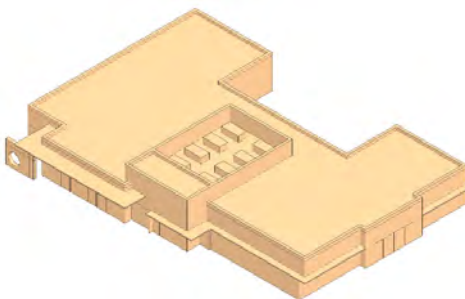
- One-story (though the massing and facade composition shall be two-story)
- Building design shall minimize or eliminate the view of vehicle oriented activities from the main street frontage
- Preferred location is internal to a block, and/or incorporated into the design of a more pedestrian friendly building

# Building Forms and Types

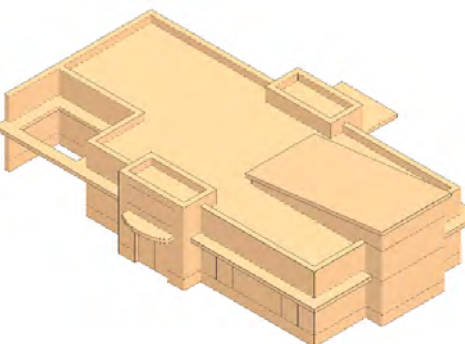
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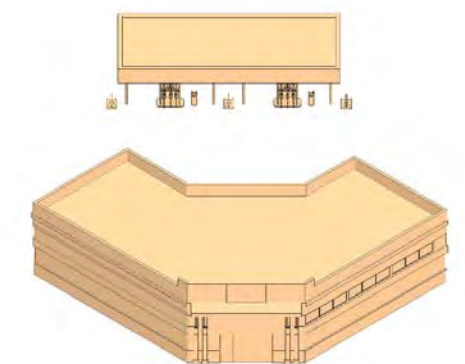
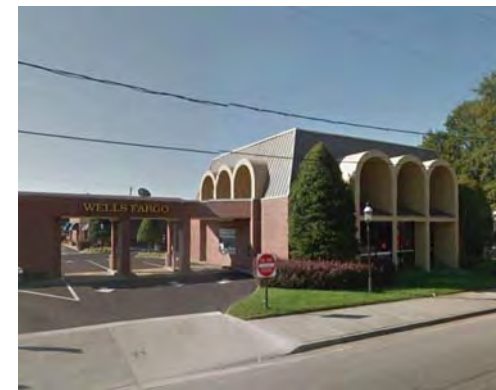
Medium-Box Retail



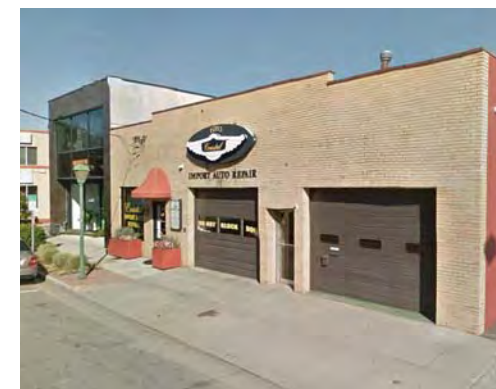
Big-Box Retail



Drive-Through



Vehicle Oriented



# Street Types and Patterns

## 4

### Street Pattern and Street Type

- Rectangular grid of streets are the typical condition
- Angled or curved streets are an exception
- Two street types:
  - Pedestrian friendly with slow moving traffic
  - Vehicle oriented with fast moving traffic

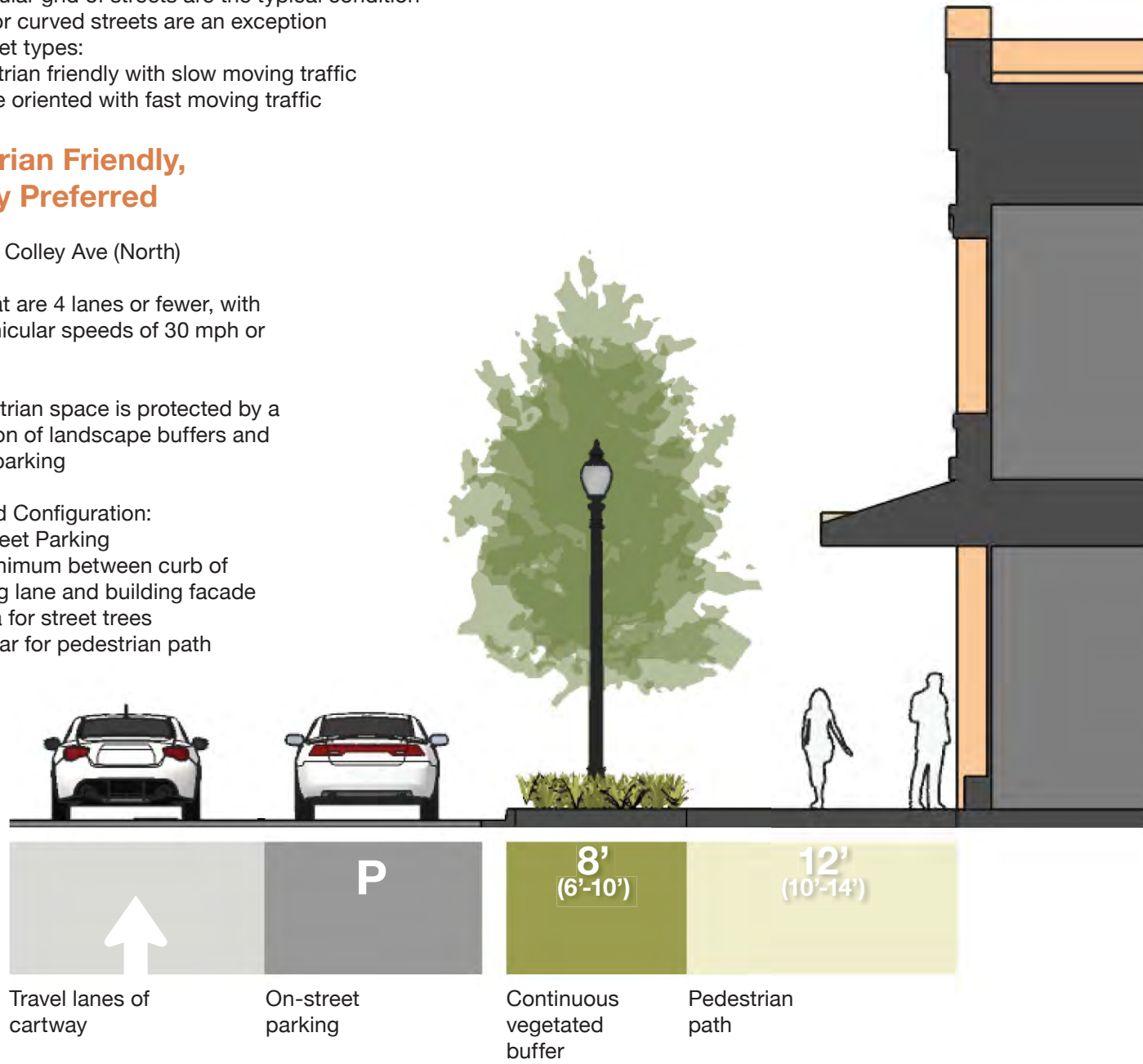
### Pedestrian Friendly, Primary Preferred

Examples: Colley Ave (North)

Streets that are 4 lanes or fewer, with typical vehicular speeds of 30 mph or less

The pedestrian space is protected by a combination of landscape buffers and on-street parking

- Preferred Configuration:
  - On-street Parking
  - 20' minimum between curb of parking lane and building facade
  - 8' area for street trees
  - 12' clear for pedestrian path



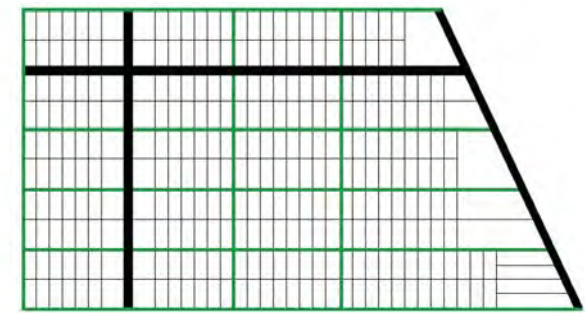
# Street Types and Patterns

## 4

### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

### Pedestrian Friendly



# Street Types and Patterns

## 4

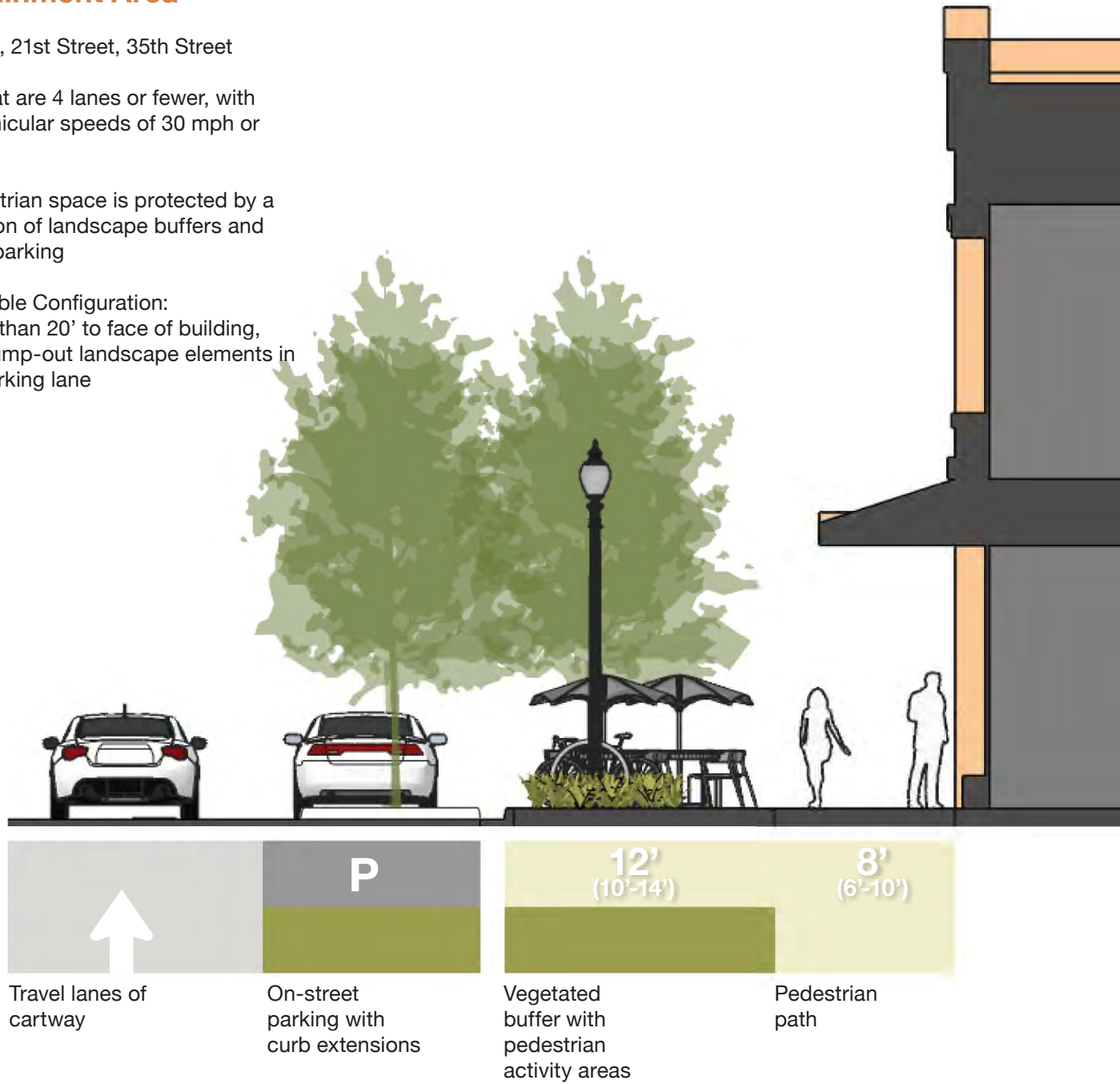
### Pedestrian Friendly, Entertainment Area

Colley Ave, 21st Street, 35th Street

Streets that are 4 lanes or fewer, with typical vehicular speeds of 30 mph or less

The pedestrian space is protected by a combination of landscape buffers and on-street parking

- Acceptable Configuration:
  - If less than 20' to face of building, use bump-out landscape elements in the parking lane



# Street Types and Patterns

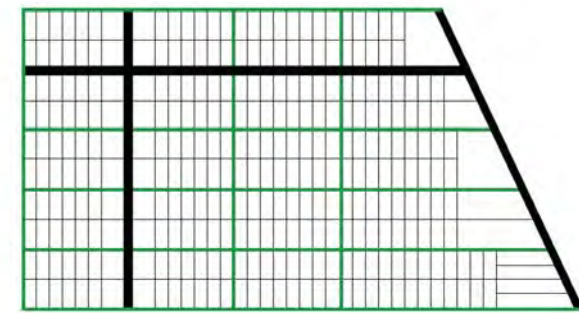
## 4

### Pedestrian Friendly

#### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black



# Street Types and Patterns

# 4

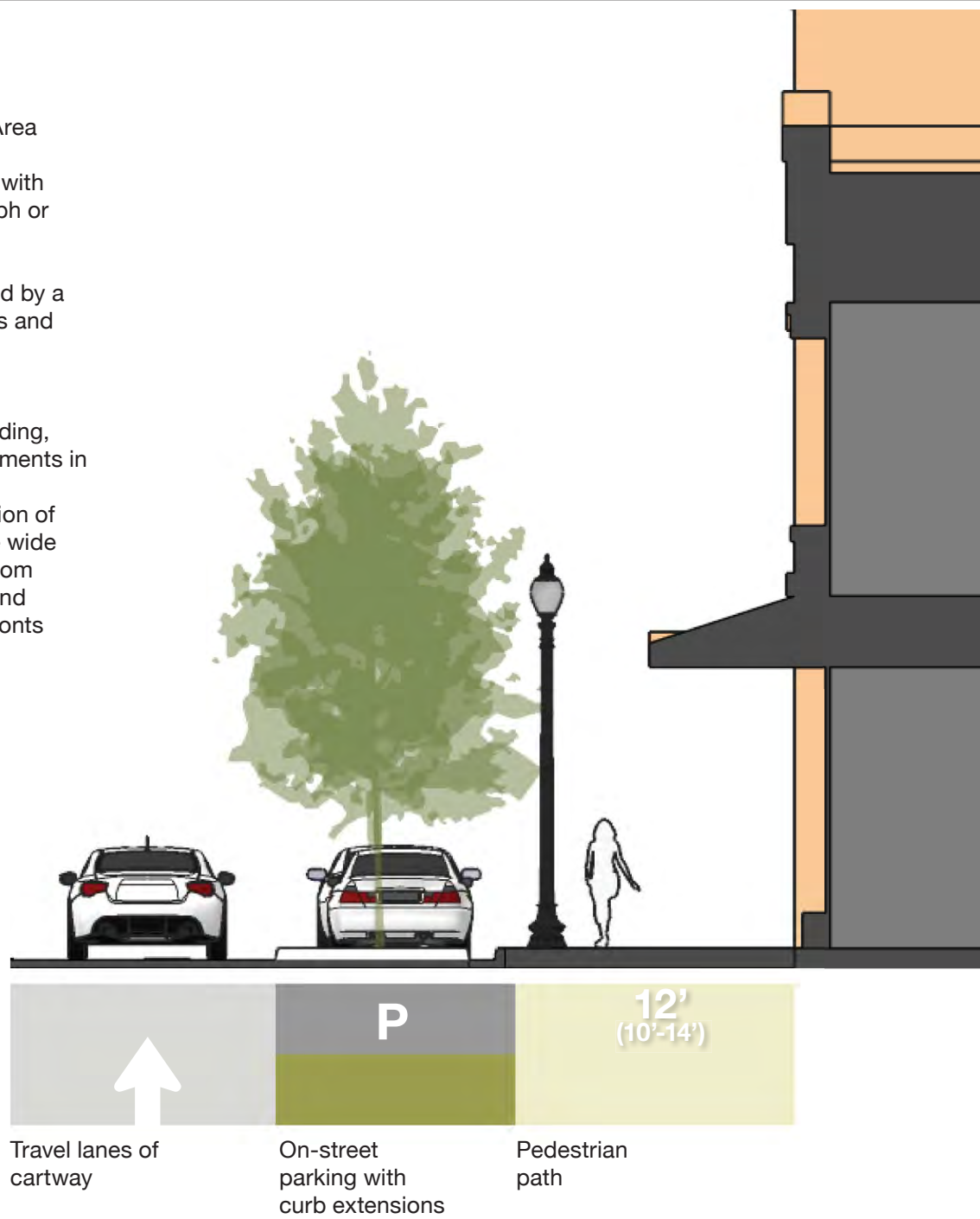
## Pedestrian Friendly, Alternate

Examples: 21st Street, Chelsea Area

Streets that are 4 lanes or fewer, with typical vehicular speeds of 30 mph or less

The pedestrian space is protected by a combination of landscape buffers and on-street parking

- Acceptable Configuration:
  - If less than 20' to face of building, use bump-out landscape elements in the parking lane
  - Areas with a high concentration of retail storefronts should have wide sidewalks to provide more room for pedestrians to move around shoppers looking into storefronts



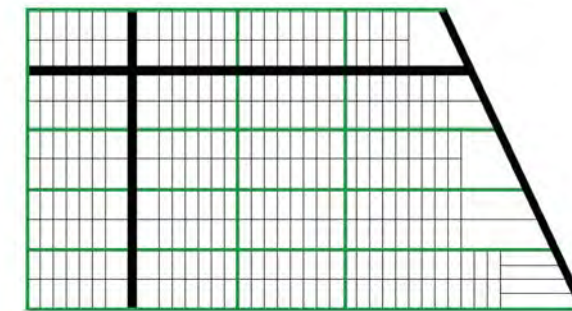
# Street Types and Patterns

# 4

## Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

## Pedestrian Friendly



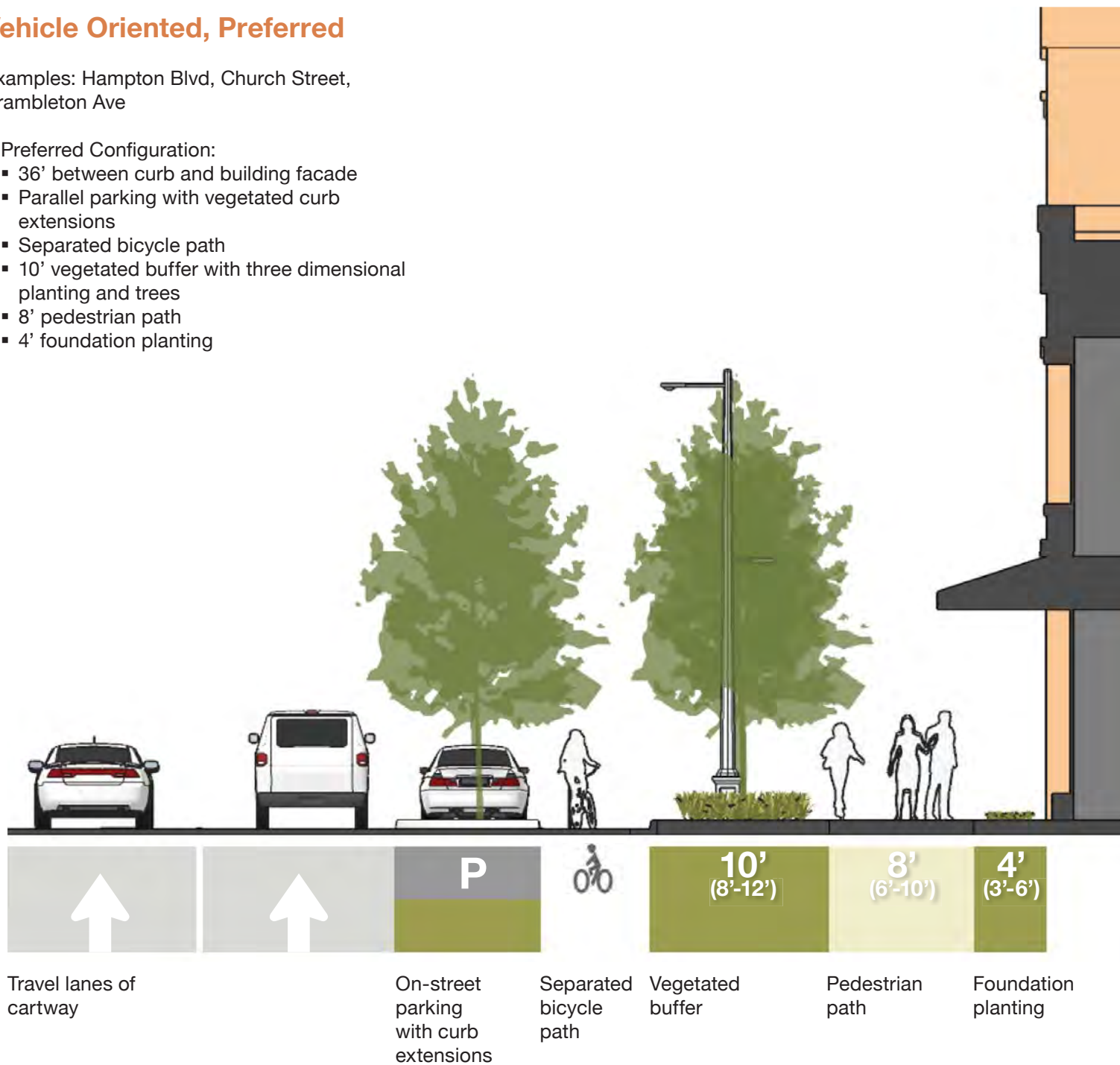
# Street Types and Patterns

## 4

### Vehicle Oriented, Preferred

Examples: Hampton Blvd, Church Street, Brambleton Ave

- Preferred Configuration:
  - 36' between curb and building facade
  - Parallel parking with vegetated curb extensions
  - Separated bicycle path
  - 10' vegetated buffer with three dimensional planting and trees
  - 8' pedestrian path
  - 4' foundation planting



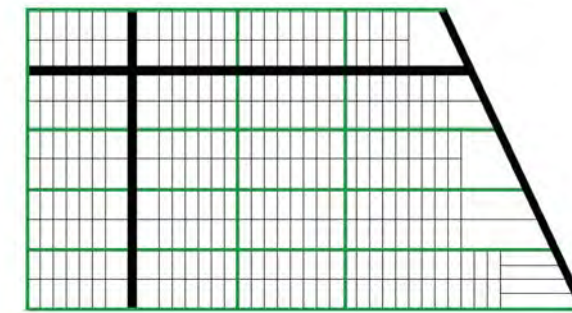
# Street Types and Patterns

## 4

### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

### Vehicle Oriented



# Street Types and Patterns

## 4

### Vehicle Oriented, Alternate

Examples: Hampton Blvd, Church Street

- Acceptable Configuration:
  - Minimum 20' between curb and building facade
  - 12' buffer between curb and sidewalk with three dimensional planting and trees



# Street Types and Patterns

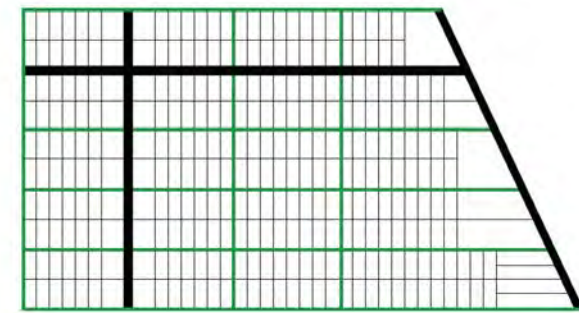
## 4

### Vehicle Oriented

#### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black



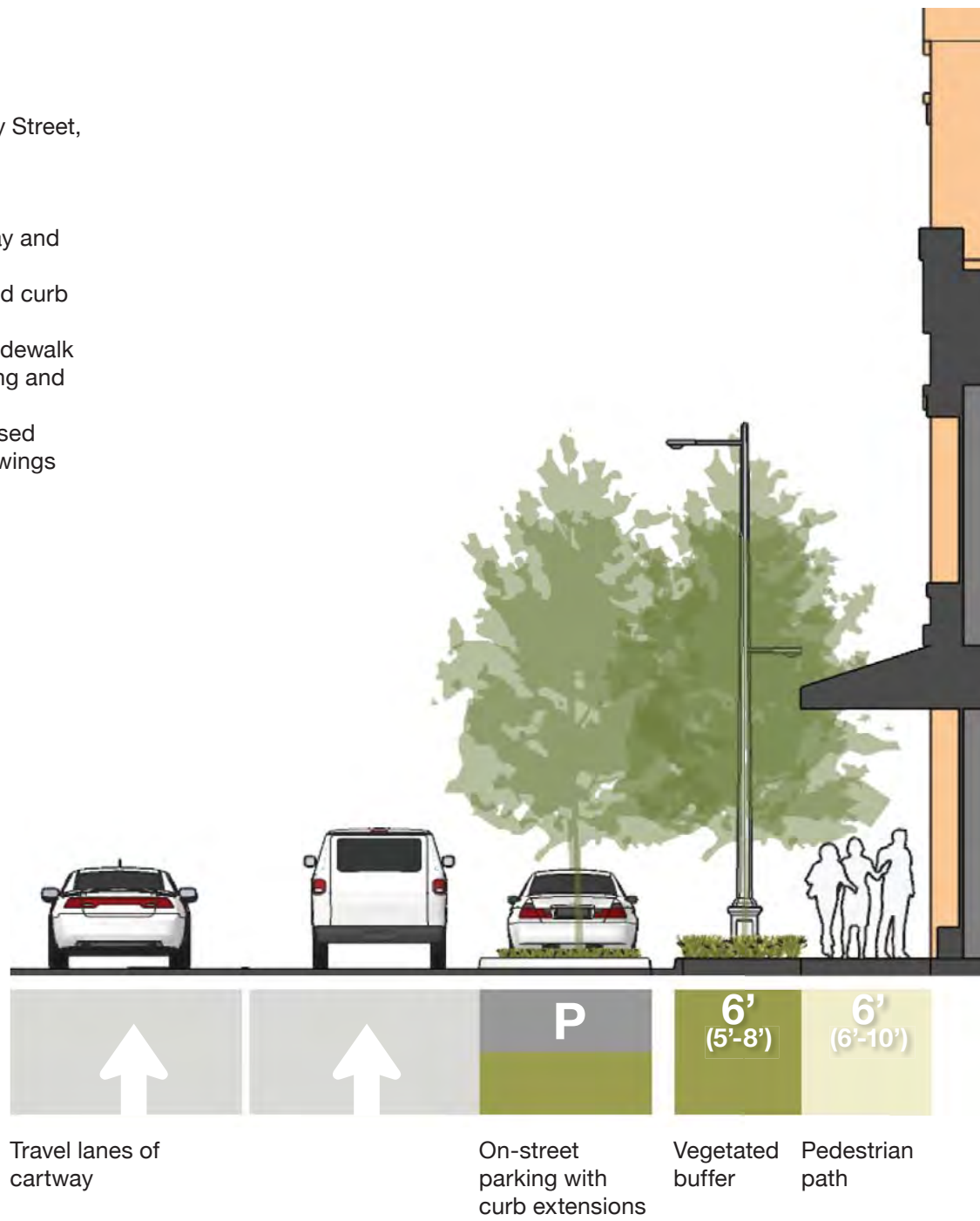
# Street Types and Patterns

## 4

### Vehicle Oriented, Compressed

Examples: Hampton Blvd, Granby Street, Colley Ave, 26th Street

- Acceptable Configuration:
  - Minimum 20' between cartway and building facade
  - Parallel parking with vegetated curb extensions
  - 6' buffer between curb and sidewalk with three dimensional planting and trees
  - 6' pedestrian path with recessed entrances to minimize door swings into pedestrian path



# Street Types and Patterns

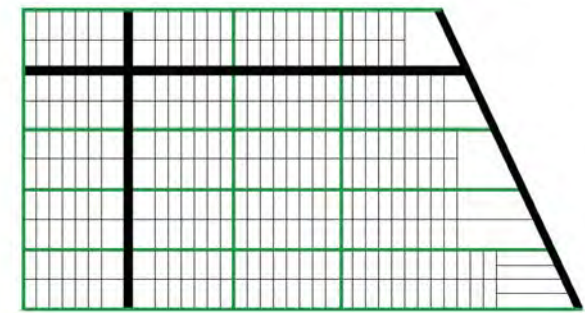
## 4

### Vehicle Oriented

#### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black



# Block Types and Patterns



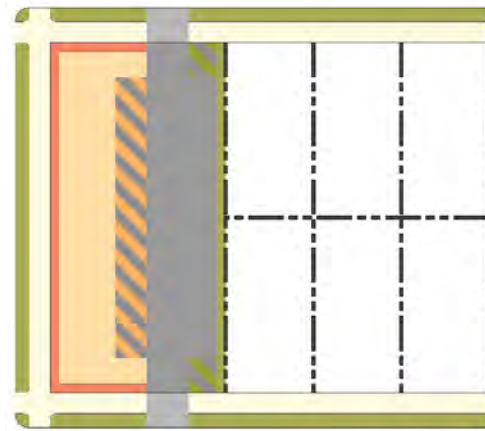
- Landscaped Area
- Pedestrian Path
- Primary Facade
- Parking
- Commercial Use
- Office Use
- Residential Use
- Roads
- Flexible Areas:
  - Parking-Building
  - Landscaping-Building
  - Parking-Landscaping-Building

The preferred pattern maintains continuous active frontage along the full block with service and parking internal to the block. Access to service and parking is best from the side street. The diagrams indicate the desired pattern for the block. The guidelines for individual properties follow this pattern for parking and access. Over time, as properties are redeveloped, the full block pattern can be realized.

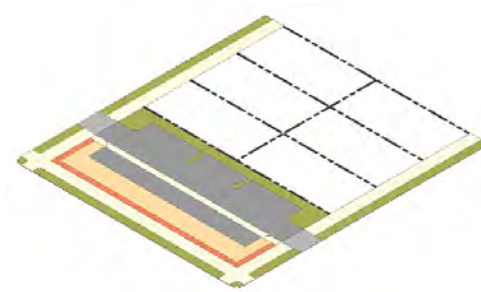
## Short Block

### 100' Deep Lot

- Parking and access in middle of block
- 5' minimum landscape buffer along the back property line (100' deep lot only)
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 45% on the side street
- All parking frontage must have a 5' minimum landscape buffer



Block Guideline



Possible Site Layout A

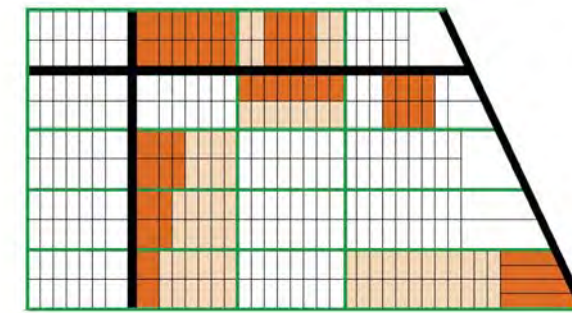
# Block Types and Patterns



## Block Types

The majority of blocks are approximately 200' X 500'

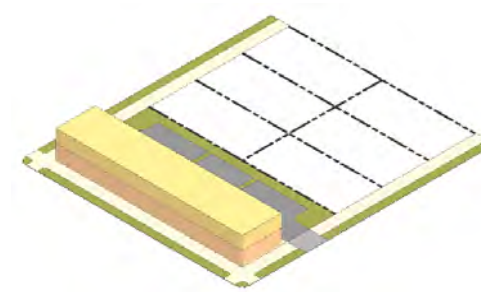
- Commercial frontage types:
- Short block frontage on main street
  - Long block frontage on main street
  - Full block frontage



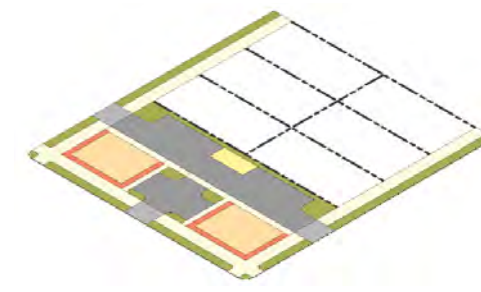
Block Types are in shades of orange (orange for commercial and light orange for other)

## Short Block

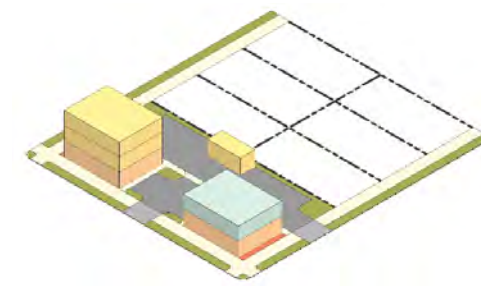
### 100' Deep Lot



Possible Massing Layout A



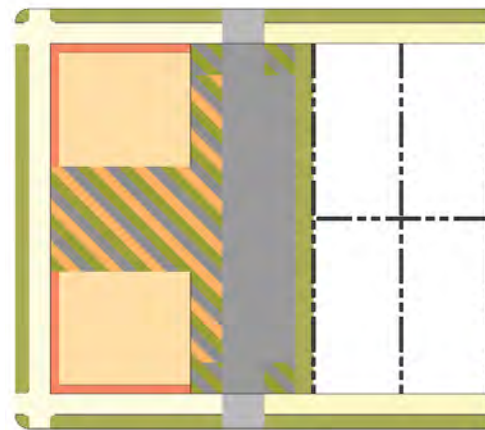
Possible Site Layout B



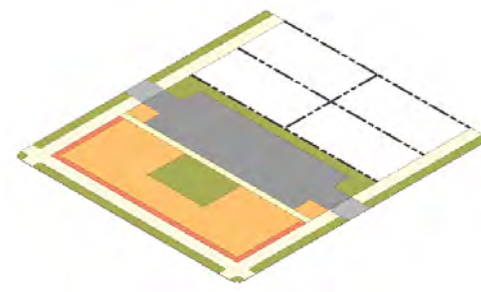
Possible Massing Layout B

### 150' Deep Lot

- Parking and access in middle of block
- 10' minimum landscape buffer along the back property line
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 40% on the side street
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking

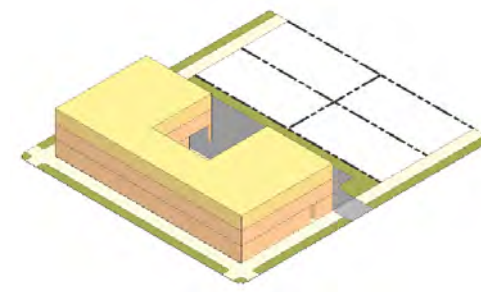


Block Guideline

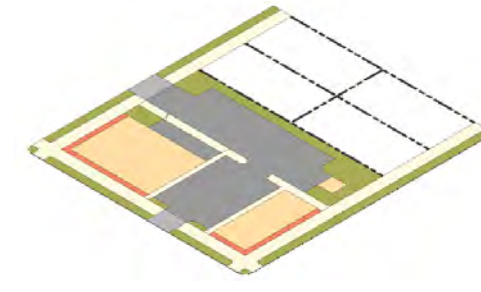


Possible Site Layout A

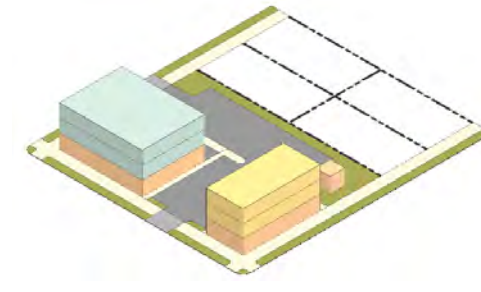
### 150' Deep Lot



Possible Massing Layout A



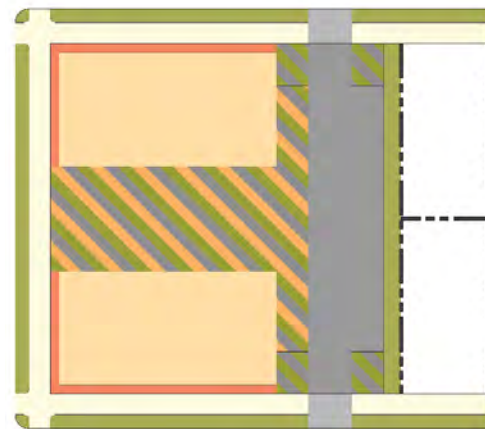
Possible Site Layout B



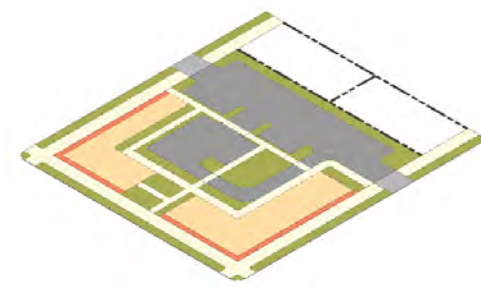
Possible Massing Layout B

### 200' Deep Lot

- Parking and access in middle of block
- 10' minimum landscape buffer along the back property line
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 35% on the side street
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking



Block Guideline

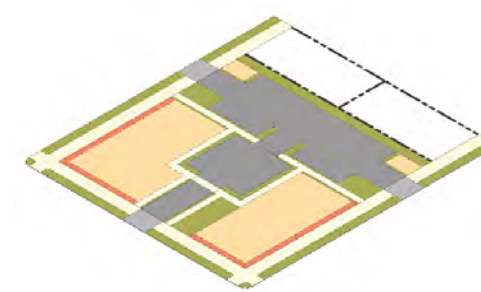


Possible Site Layout A

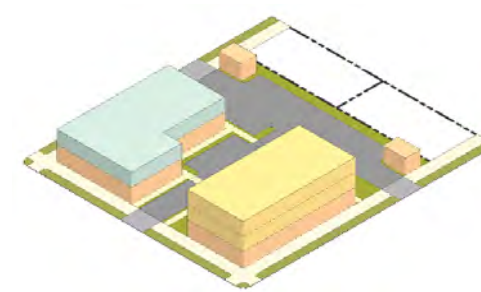
### 200' Deep Lot



Possible Massing Layout A



Possible Site Layout B



Possible Massing Layout B



# Block Types and Patterns

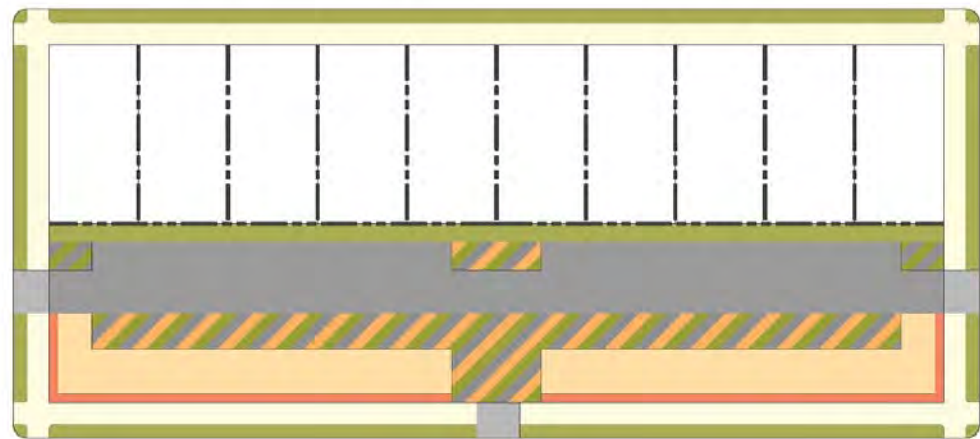


- Landscaped Area
- Commercial Use
- Flexible Areas:
- Parking-Building
- Pedestrian Path
- Office Use
- Landscaping-Building
- Primary Facade
- Residential Use
- Parking-Landscaping-Building
- Parking
- Roads

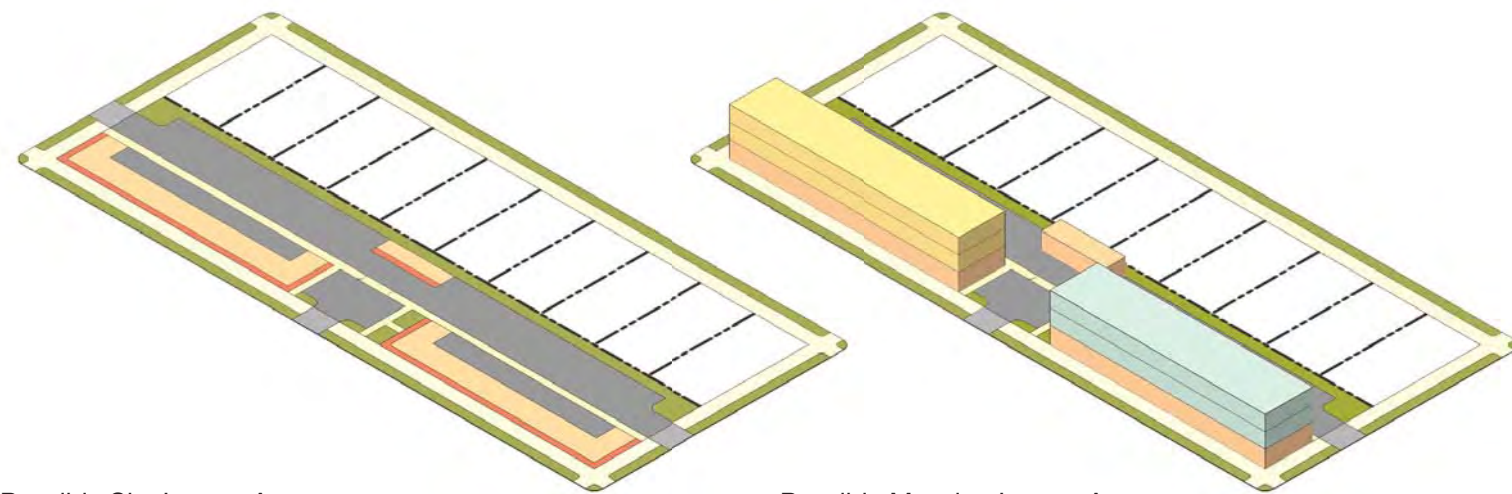
## Long Block

### 100' Deep Lots

- The long frontage should be broken to provide access to the middle of the block. It should be a maximum of 20% of the frontage and a maximum of 30% per break with a maximum cumulative break of 45% on the long side
- 5' minimum planting buffer along the back property line (100' deep lot only)
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking

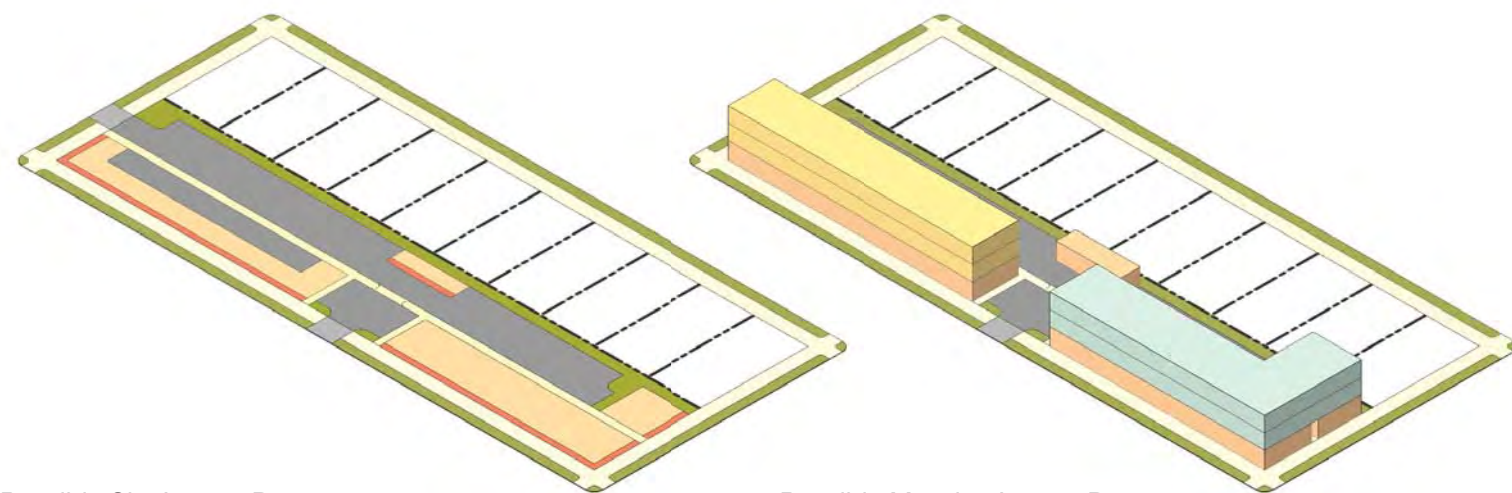


Block Guideline



Possible Site Layout A

Possible Massing Layout A



Possible Site Layout B

Possible Massing Layout B

# Block Types and Patterns



## Block Types

The majority of blocks are approximately 200' X 500'

Commercial frontage types:

- Short block frontage on main street
- Long block frontage on main street
- Full block frontage

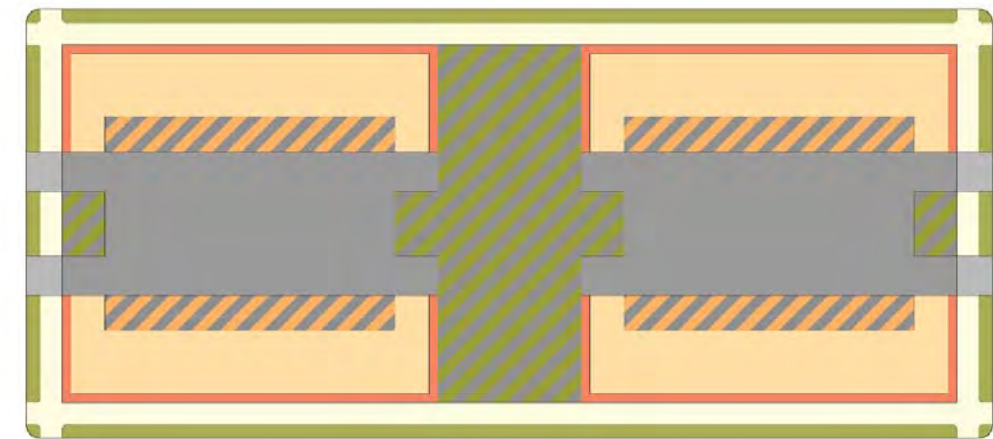


Block Types are in shades of orange (orange for commercial and light orange for other)

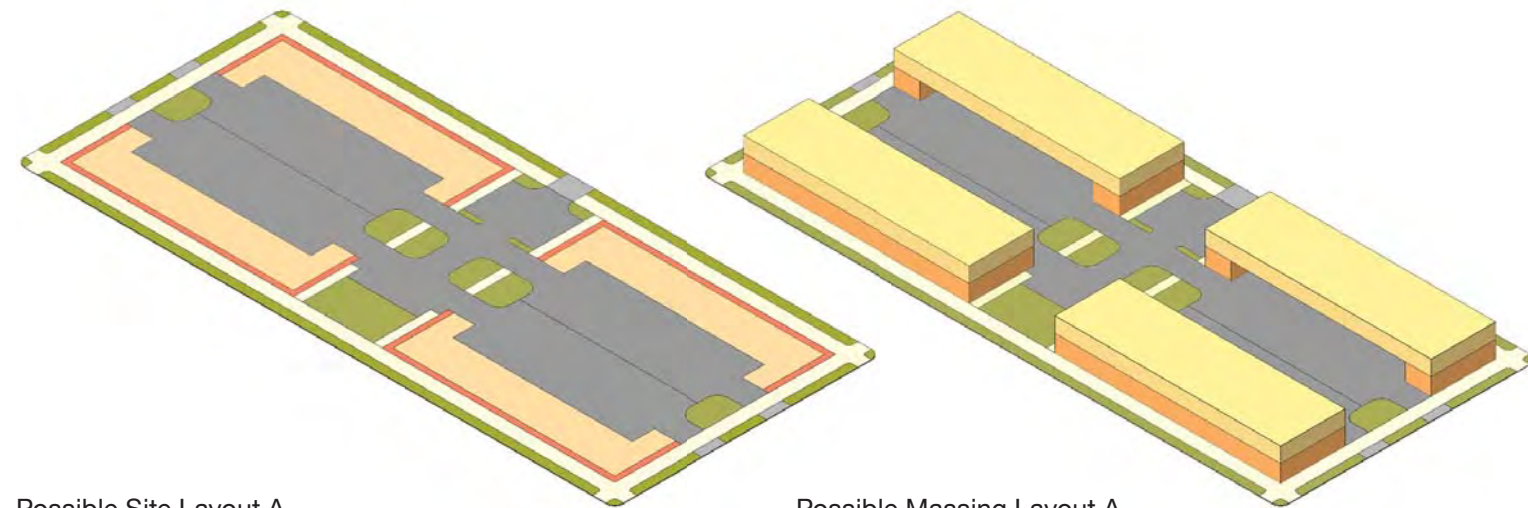
## Full Block

### 200' Deep Lots

- The long frontage should be broken to provide access to the middle of the block. It should be a maximum of 20% of the frontage and a maximum of 30% per break with a maximum cumulative break of 45% on the long side
- All parking frontage must have a 10' minimum landscape buffer or a carriage house or other ancillary structure screening the parking

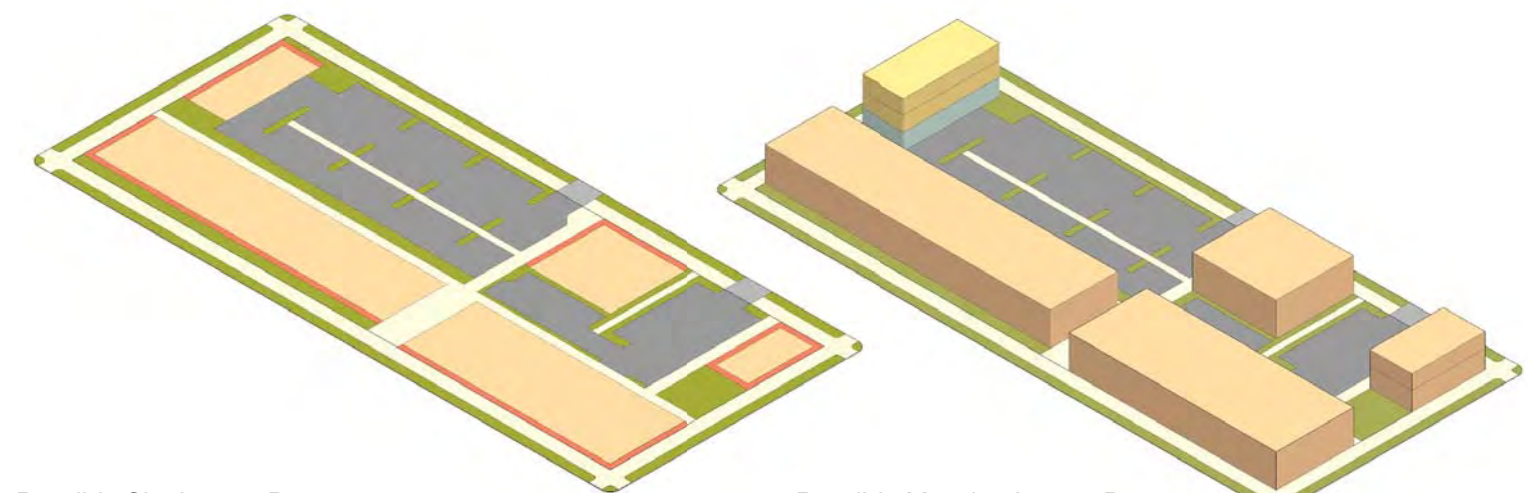


Block Guideline



Possible Site Layout A

Possible Massing Layout A



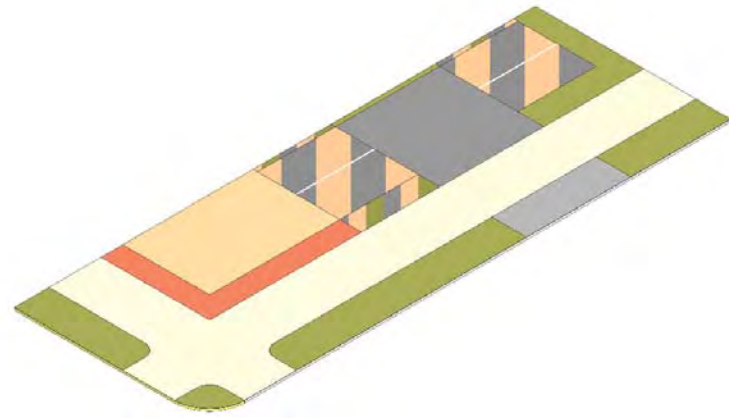
Possible Site Layout B

Possible Massing Layout B

# Lot Patterns

- Landscaped Area
  - Commercial Use
  - Pedestrian Path
  - Office Use
  - Primary Facade
  - Residential Use
  - Parking
  - Roads
- Flexible Areas:
- Parking-Building
  - Landscaping-Building
  - Parking-Landscaping-Building

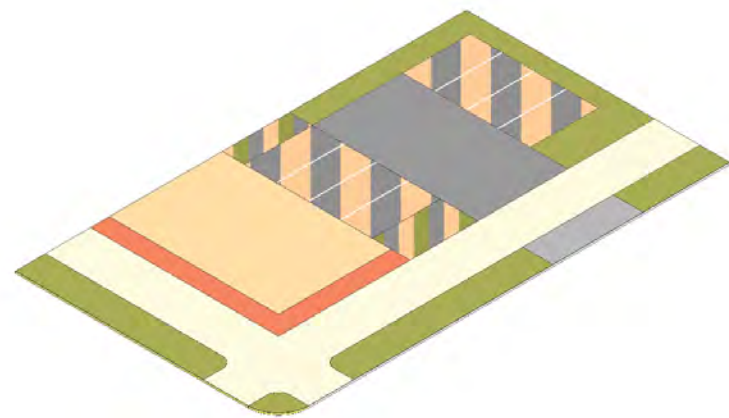
## Lot Guidelines 100' Deep Corner Lot



Lot Guideline

### 25' - 50' Wide Lot

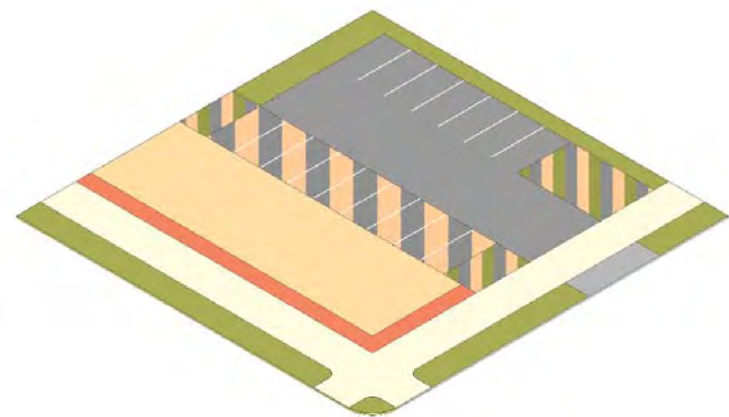
- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking
- Sites less than 2,500 SF have no parking requirement for retail or office, but do require 1.6 spaces per residential unit



Lot Guideline

### 50' - 100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

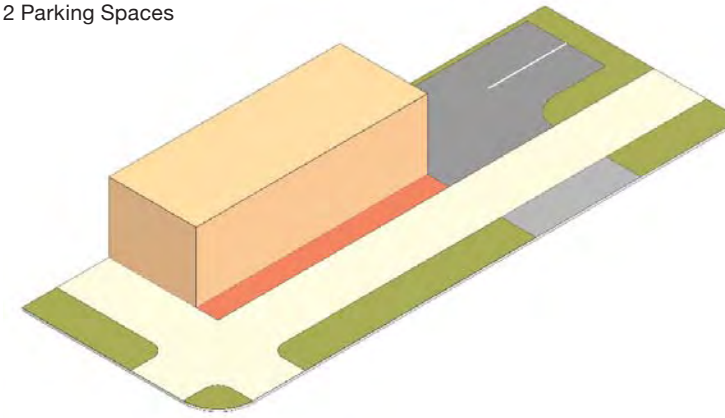
### >100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking

# Lot Patterns

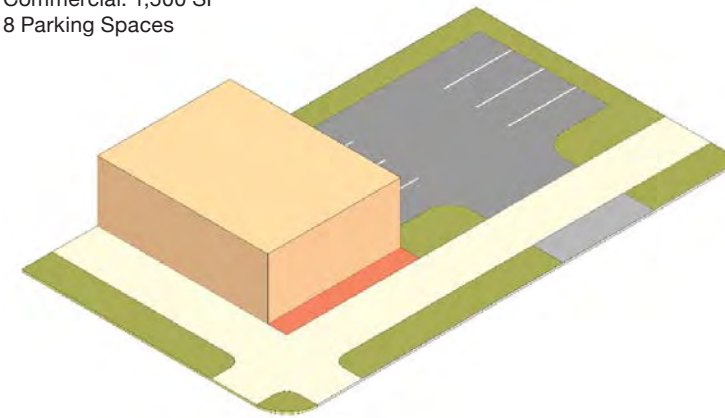
## Lot Capacities 100' Deep Corner Lot

**Example: 25' X 100' Lot**  
Commercial: 1,050 SF  
2 Parking Spaces



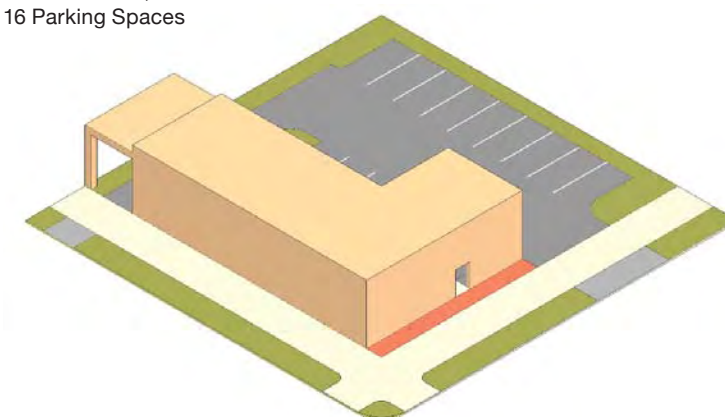
Minimum Lot Capacity

**Example: 50' X 100' Lot**  
Commercial: 1,500 SF  
8 Parking Spaces



Minimum Lot Capacity

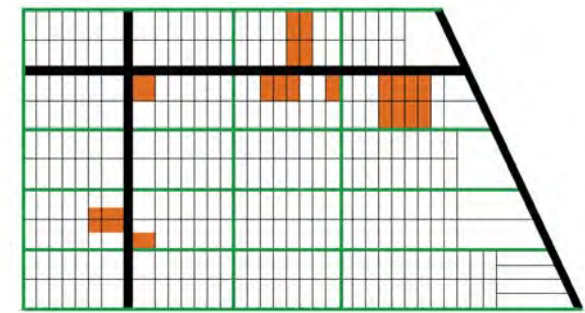
**Example: 110' X 100' Lot**  
Commercial: 2,750 SF  
16 Parking Spaces



Minimum Lot Capacity

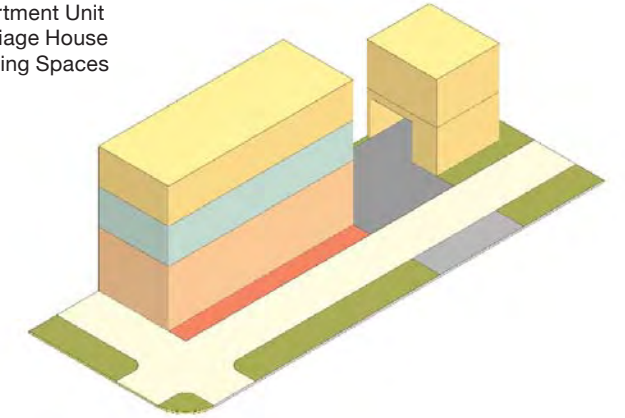
### Building Envelope and Capacity

The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.6 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



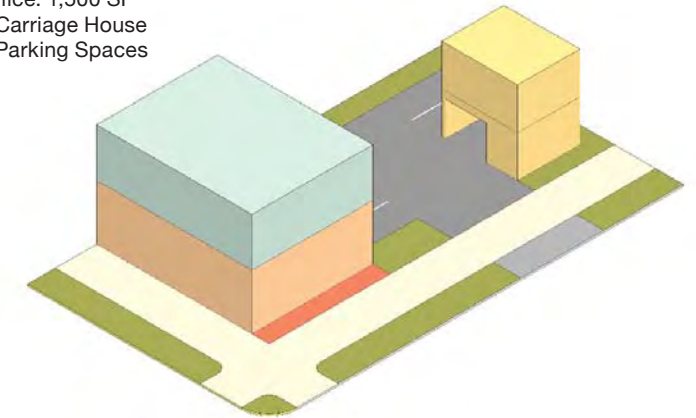
Lot Types are in orange

Commercial: 1,050 SF  
Office: 1,050 SF  
1 Apartment Unit  
1 Carriage House  
3 Parking Spaces



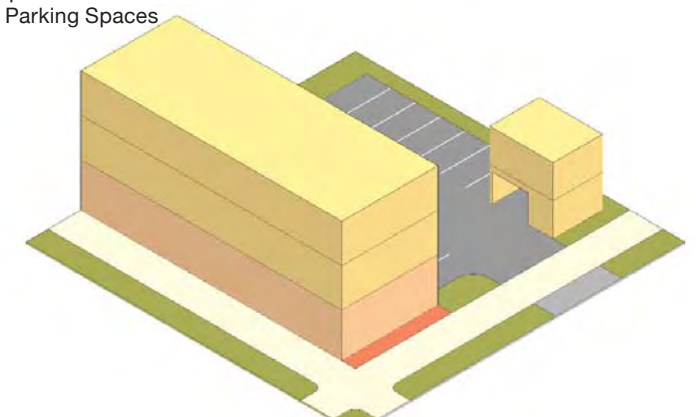
Maximum Lot Capacity

Commercial: 1,500 SF  
Office: 1,500 SF  
1 Carriage House  
7 Parking Spaces



Maximum Lot Capacity

Commercial: 3,325 SF  
6 Apartment Units  
17 Parking Spaces

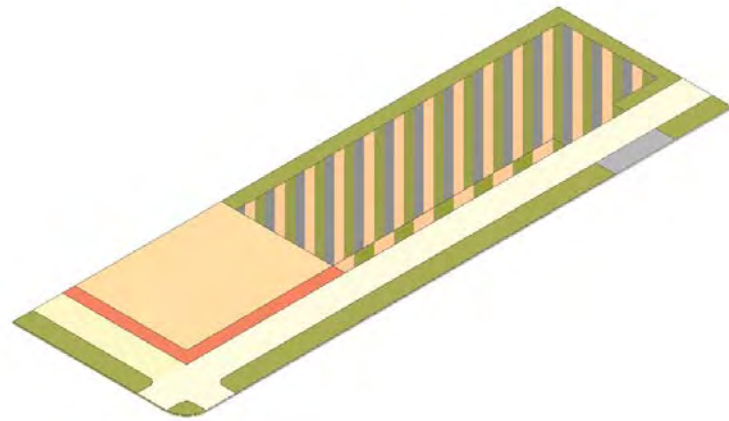


Maximum Lot Capacity

# Lot Patterns

- Landscaped Area
- Commercial Use
- Flexible Areas:
- Pedestrian Path
- Office Use
- Parking-Building
- Primary Facade
- Residential Use
- Landscaping-Building
- Parking
- Roads
- Parking-Landscaping-Building

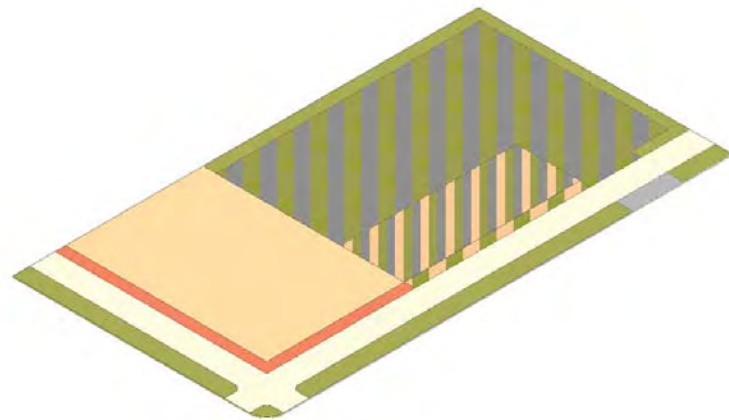
## Lot Guidelines >100' Deep Corner Lot



Lot Guideline

### 25' - 50' Wide Lot

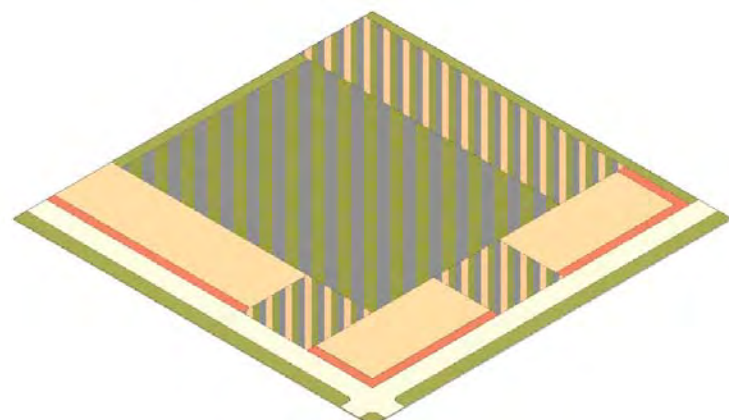
- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

### 50' - 100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

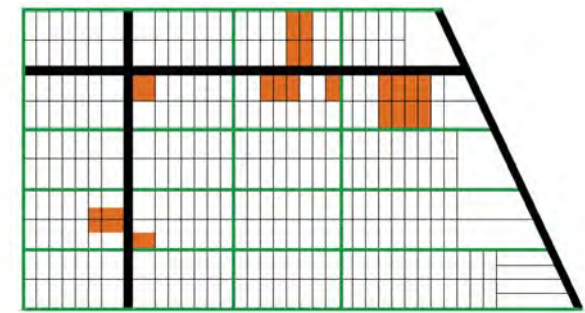
### >100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking

# Lot Patterns

## Building Envelope and Capacity

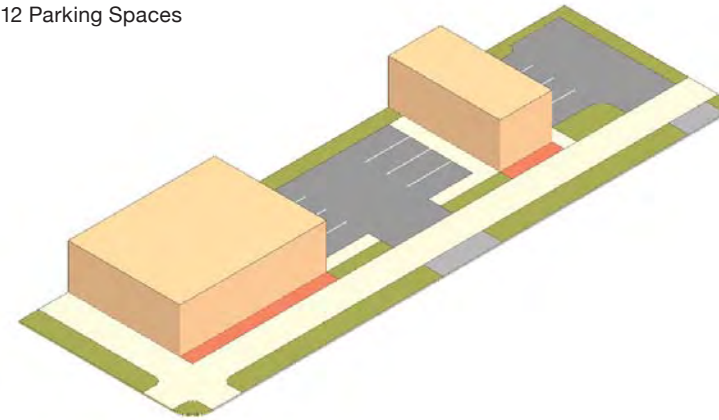
The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.6 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



Lot Types are in orange

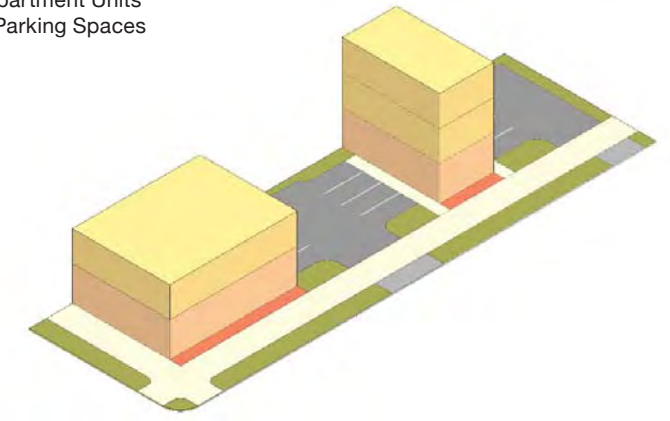
## Lot Capacities >100' Deep Corner Lot

**Example: 50' X 200' Lot**  
Commercial: 3,600 SF  
12 Parking Spaces



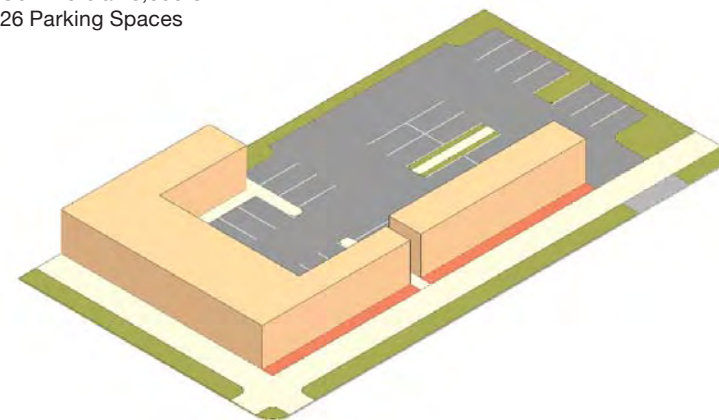
Minimum Lot Capacity

Commercial: 3,600 SF  
4 Apartment Units  
12 Parking Spaces



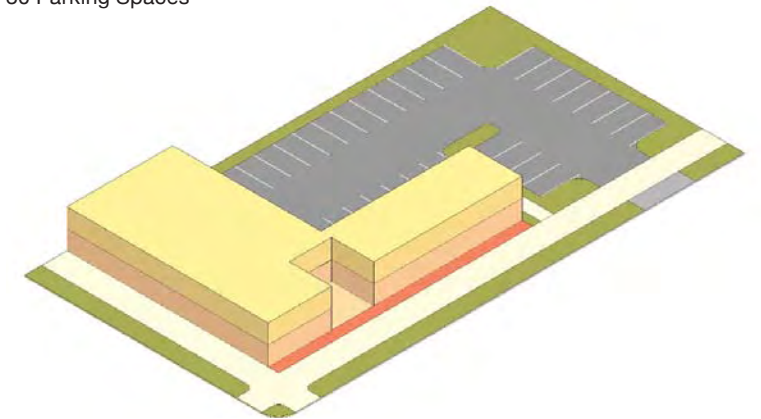
Maximum Lot Capacity

**Example: 100' X 200' Lot**  
Commercial: 6,650 SF  
26 Parking Spaces



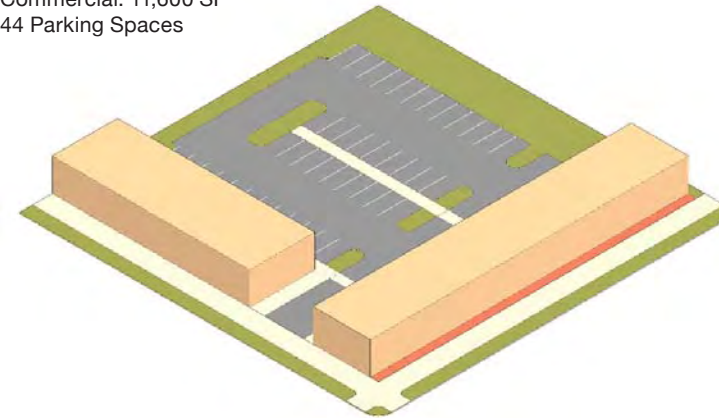
Minimum Lot Capacity

Commercial: 6,100 SF  
6 Apartment Units  
30 Parking Spaces



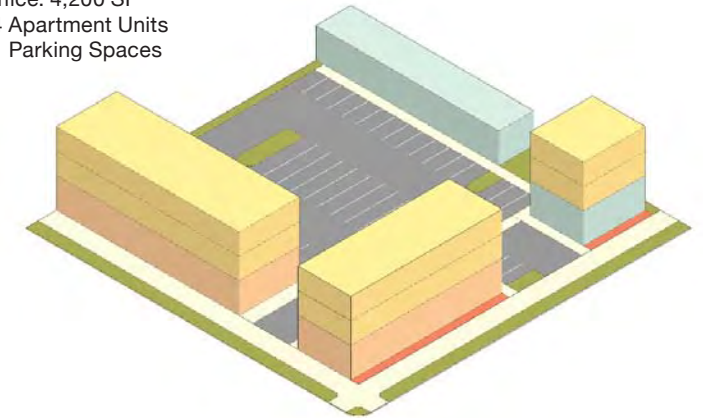
Maximum Lot Capacity

**Example: 200' X 200' Lot**  
Commercial: 11,600 SF  
44 Parking Spaces



Minimum Lot Capacity

Commercial: 8,300 SF  
Office: 4,200 SF  
14 Apartment Units  
51 Parking Spaces

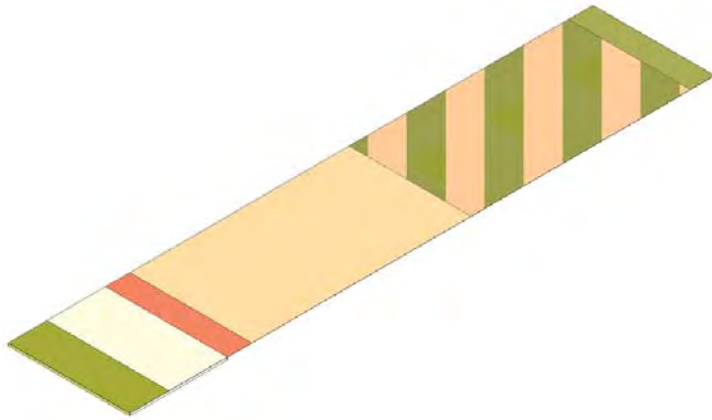


Maximum Lot Capacity

# Lot Patterns

- Landscaped Area
- Commercial Use
- Office Use
- Pedestrian Path
- Residential Use
- Primary Facade
- Parking
- Roads
- Flexible Areas:**
- Parking-Building
- Landscaping-Building
- Parking-Landscaping-Building

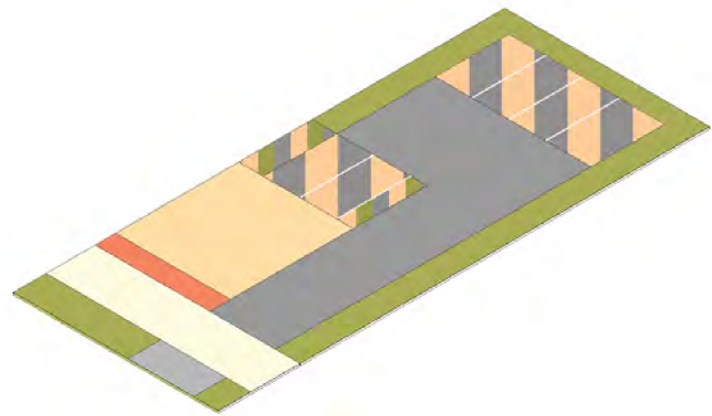
## Lot Guidelines 100' Deep Mid-Block Lot



Lot Guideline

### 25' - 50' Wide Lot

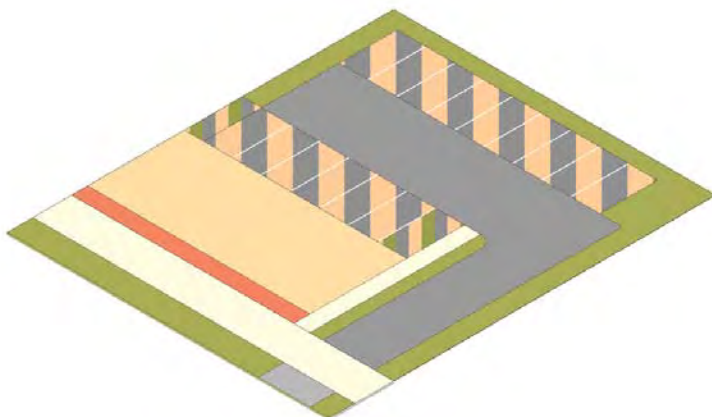
- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
- 6' minimum landscape buffer between adjacent commercial property and parking where applicable (consult Planning Department for 25' wide lots)
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking
- Sites less than 2,500 SF have no parking requirement for retail or office, but do require 1.6 spaces per residential unit



Lot Guideline

### 50' - 100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

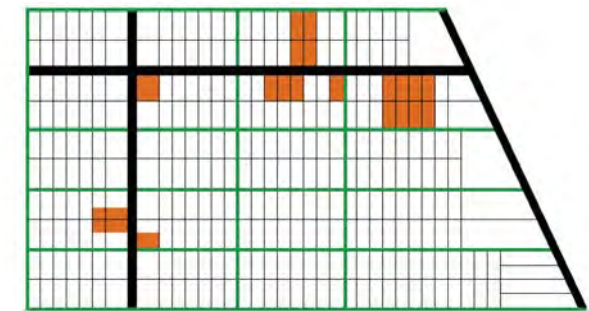
### >100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking

# Lot Patterns

## Building Envelope and Capacity

The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.6 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.

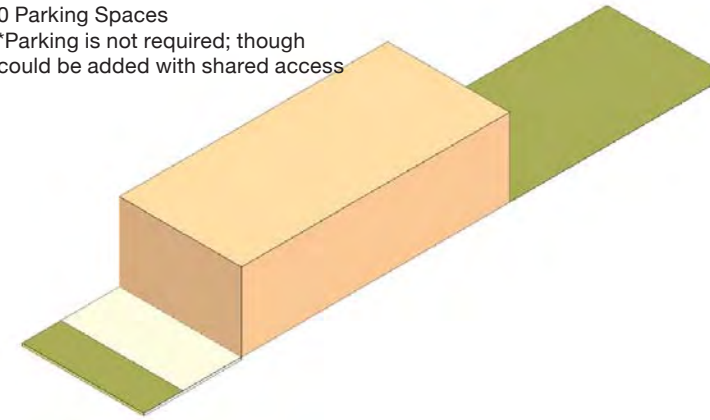


Lot Types are in orange

## Lot Capacities 100' Deep Mid-Block Lot

**Example: 25' X 100' Lot**  
Commercial: 1,375 SF  
0 Parking Spaces

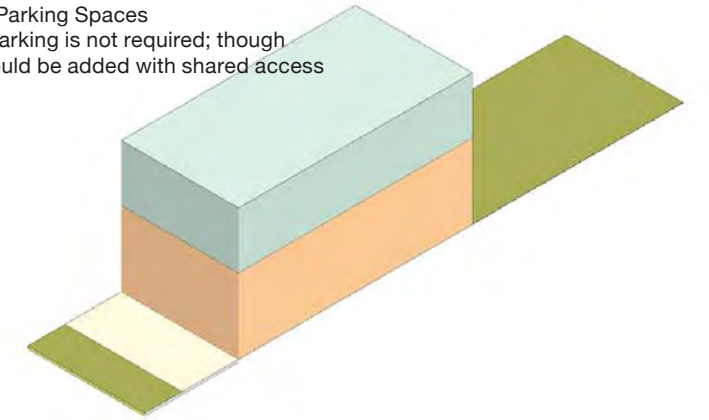
\*Parking is not required; though could be added with shared access



Minimum Lot Capacity

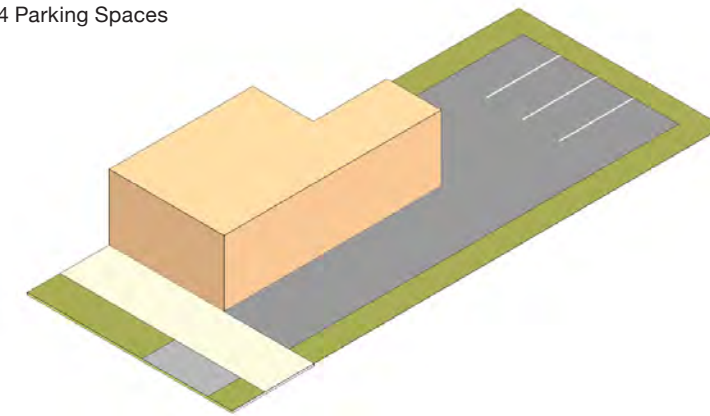
Commercial: 1,250 SF  
Office: 1,250 SF  
0 Parking Spaces

\*Parking is not required; though could be added with shared access



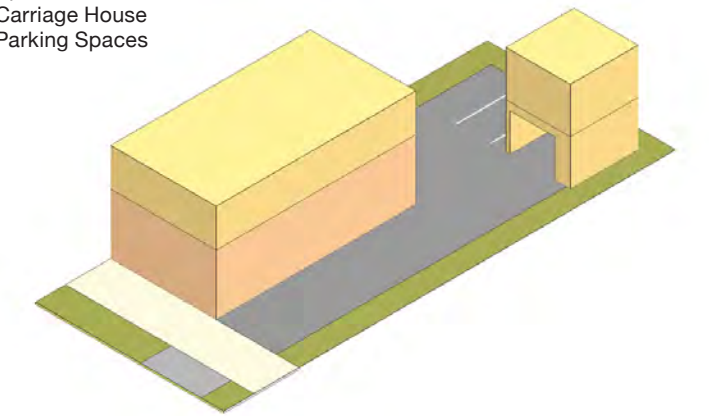
Maximum Lot Capacity

**Example: 50' X 100' Lot**  
Commercial: 1,300 SF  
4 Parking Spaces



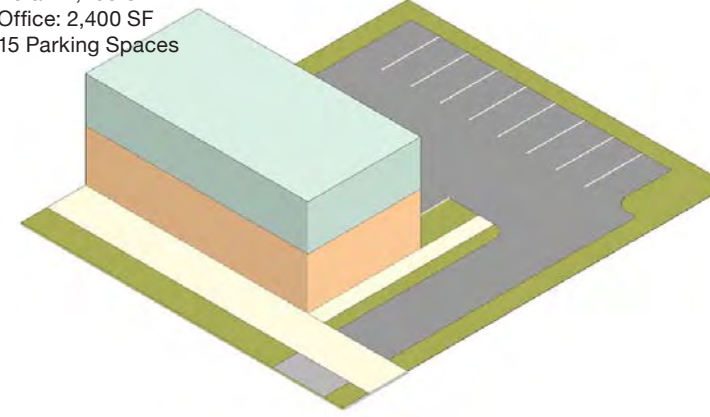
Minimum Lot Capacity

Commercial: 1,500 SF  
2 Apartment Units  
1 Carriage House  
5 Parking Spaces



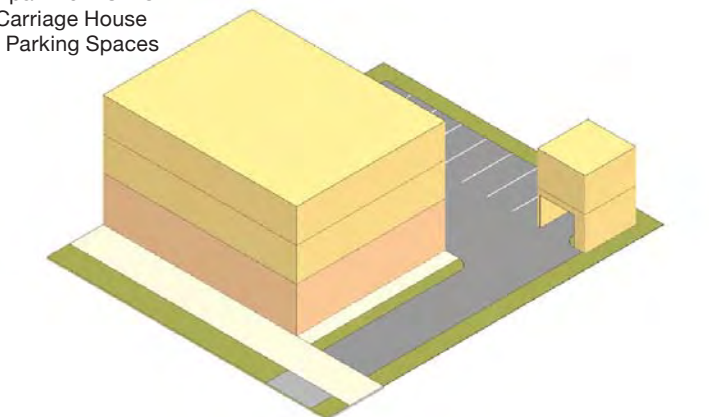
Maximum Lot Capacity

**Example: 110' X 100' Lot**  
Retail: 2,400 SF  
Office: 2,400 SF  
15 Parking Spaces



Minimum Lot Capacity

Retail: 2,400 SF  
8 Apartment Units  
1 Carriage House  
15 Parking Spaces

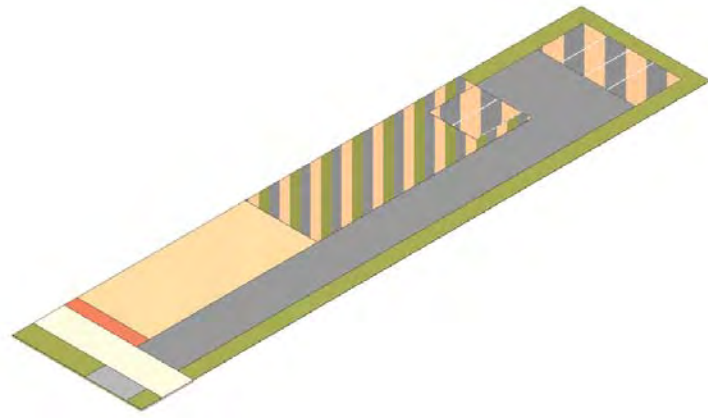


Maximum Lot Capacity

# Lot Patterns

- Landscaped Area
  - Commercial Use
  - Pedestrian Path
  - Office Use
  - Primary Facade
  - Residential Use
  - Parking
  - Roads
- Flexible Areas:
- Parking-Building
  - Landscaping-Building
  - Parking-Landscaping-Building

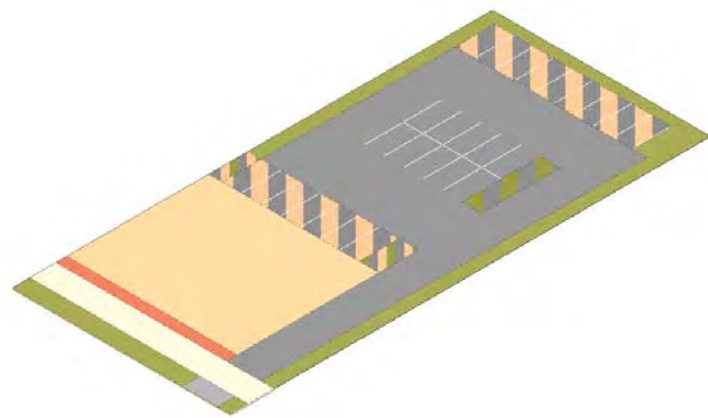
## Lot Guidelines >100' Deep Mid-Block Lot



Lot Guideline

### 50' Wide Lot

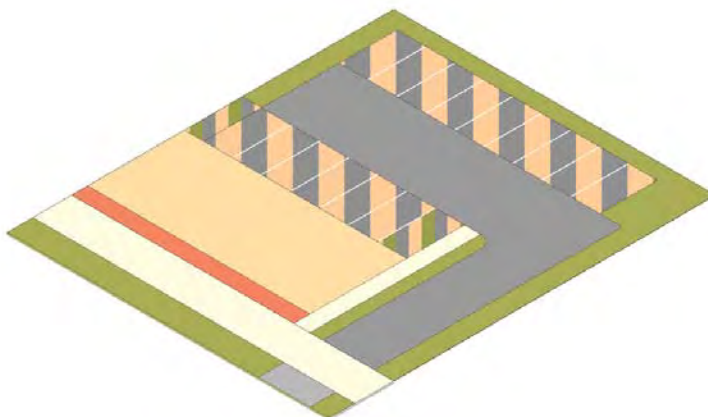
- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

### 50' - 100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking



Lot Guideline

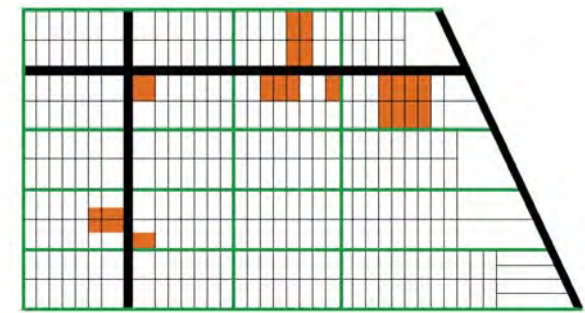
### >100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 35' deep with double loaded parking or 55' with single loaded parking

# Lot Patterns

## Building Envelope and Capacity

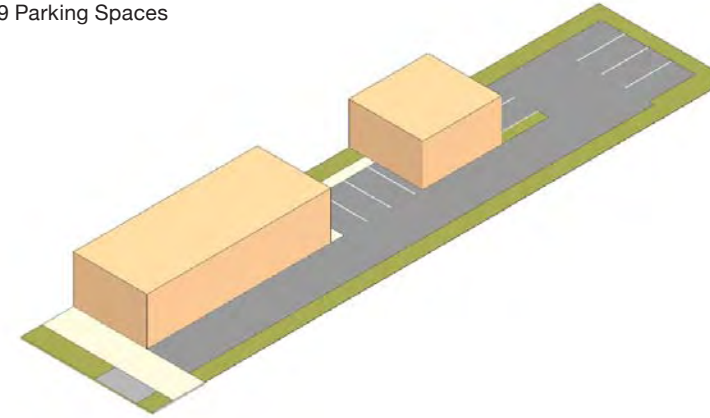
The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.6 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



Lot Types are in orange

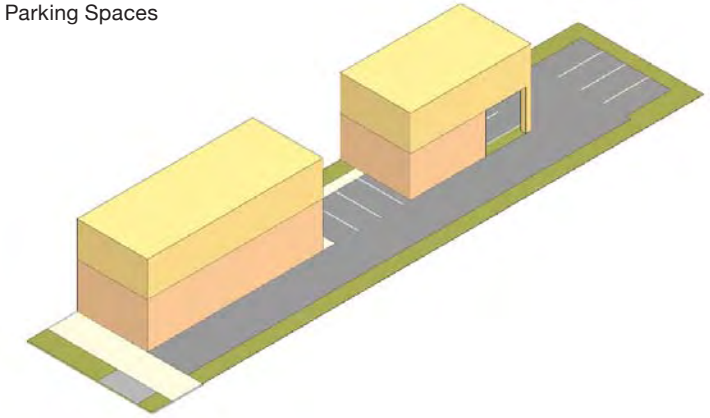
## Lot Capacities >100' Deep Mid-Block Lot

**Example: 50' X 200' Lot**  
Commercial: 2,800 SF  
9 Parking Spaces



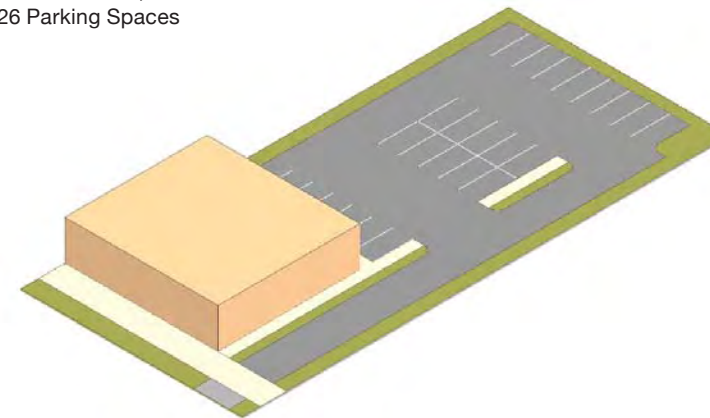
Minimum Lot Capacity

Commercial: 2,800 SF  
3 Apartments Units  
9 Parking Spaces



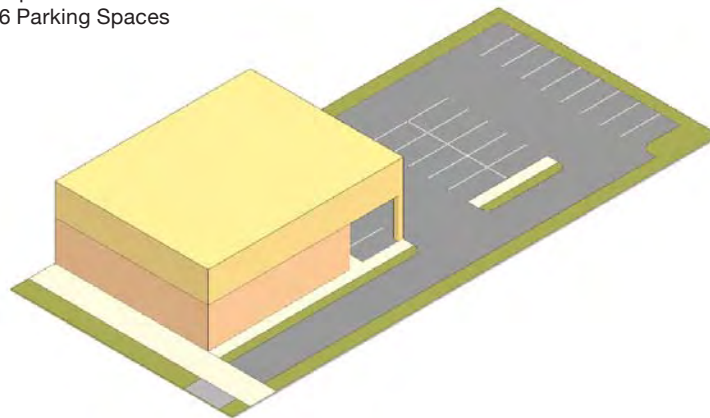
Maximum Lot Capacity

**Example: 100' X 200' Lot**  
Commercial: 4,400 SF  
26 Parking Spaces



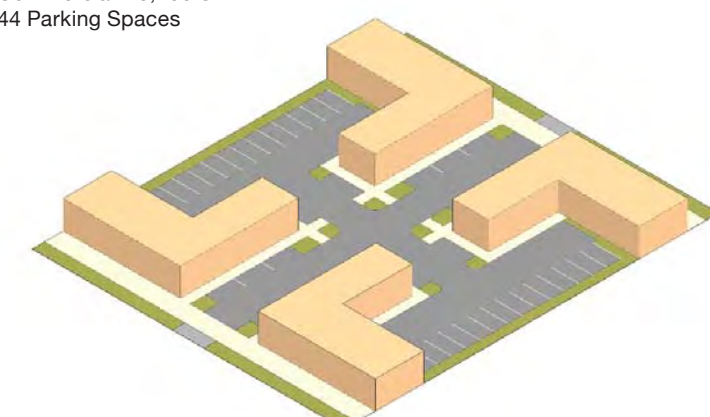
Minimum Lot Capacity

Commercial: 4,400 SF  
6 Apartments Units  
26 Parking Spaces



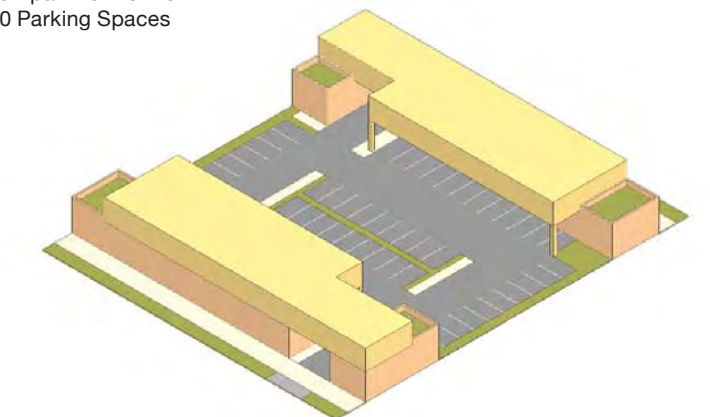
Maximum Lot Capacity

**Example: 200' X 200' Through Lot**  
Commercial: 13,200 SF  
44 Parking Spaces



Minimum Lot Capacity

Commercial: 12,000 SF  
16 Apartment Units  
60 Parking Spaces



Maximum Lot Capacity

# Architectural Patterns

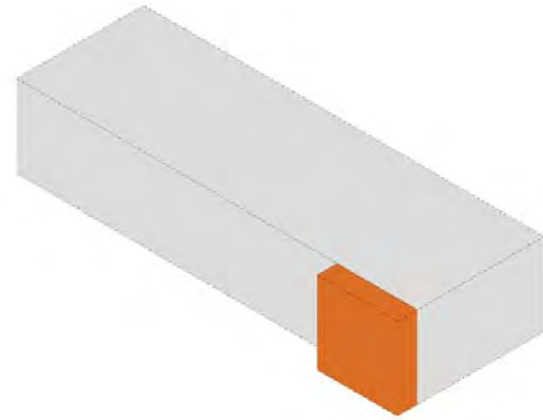
## One-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.
- The preferred massing and facade composition shall be two-story.



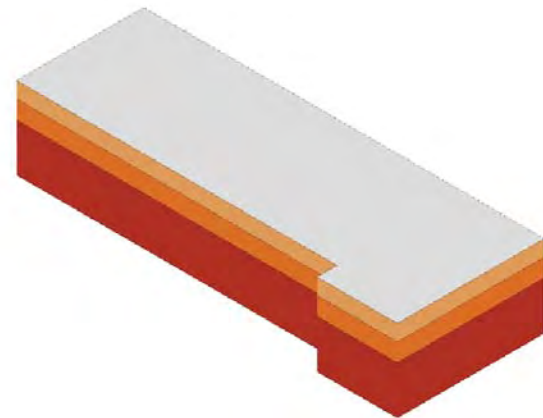
Vertical Articulation

### Horizontal

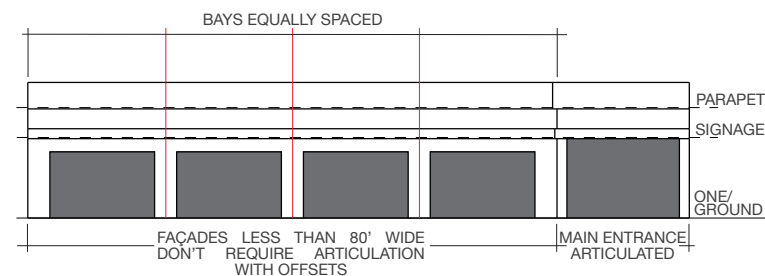
- Every building has a base, middle and top.

### Composition

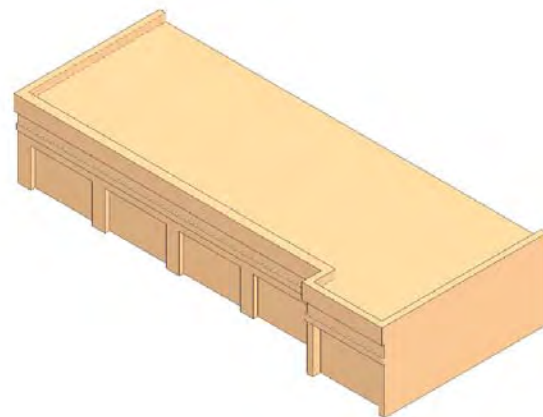
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

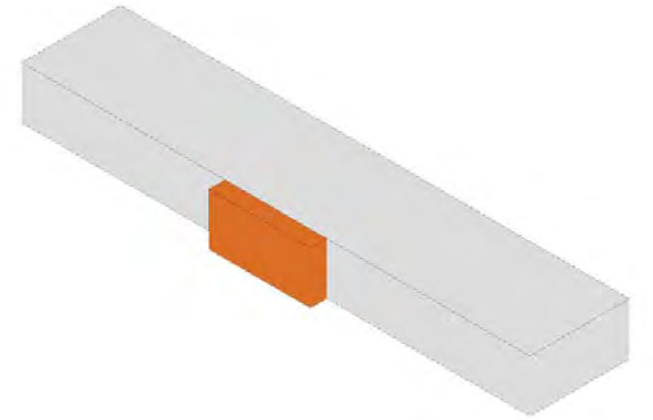
## One-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.
- The preferred massing and facade composition shall be two-story.



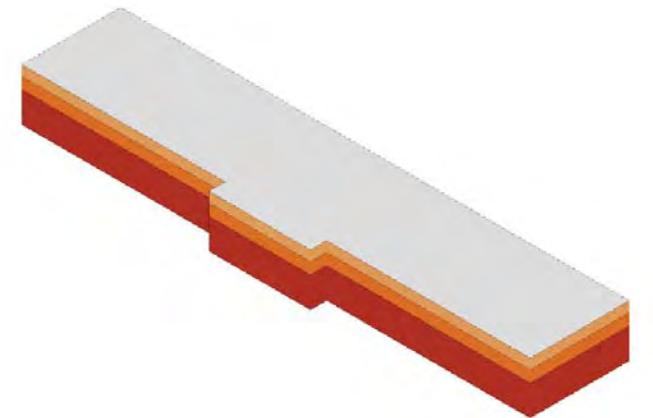
Vertical Articulation

### Horizontal

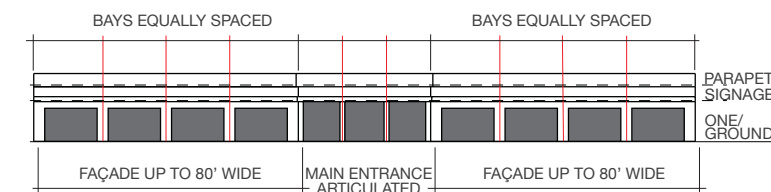
- Every building has a base, middle and top.

### Composition

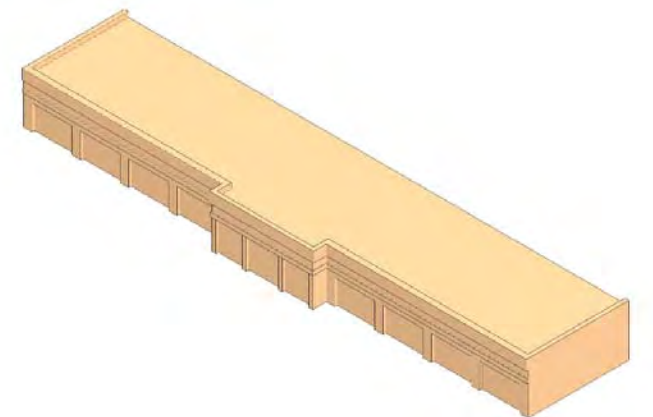
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

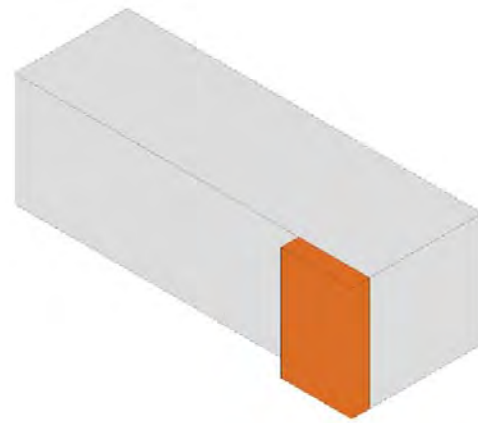
## Two-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



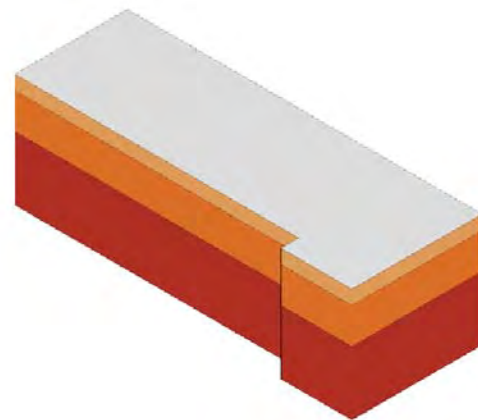
Vertical Articulation

### Horizontal

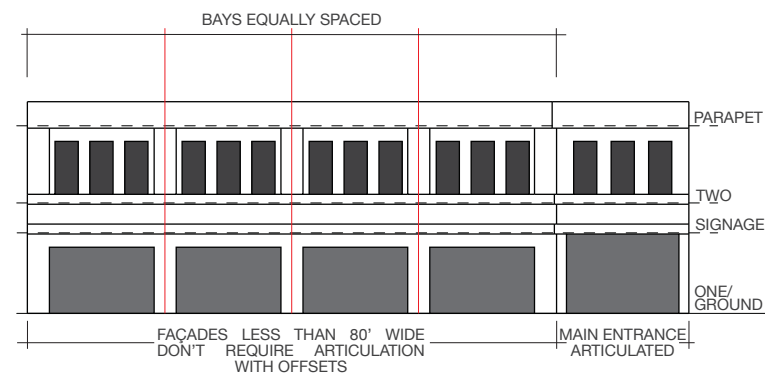
- Every building has a base, middle and top.

### Composition

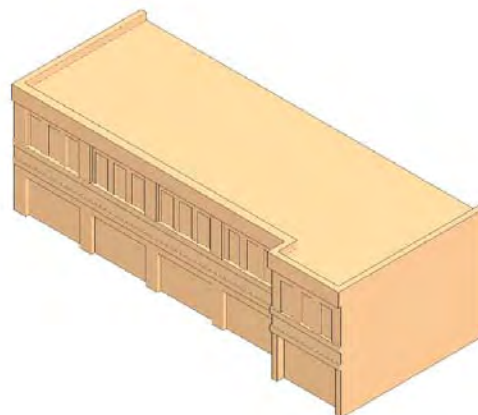
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

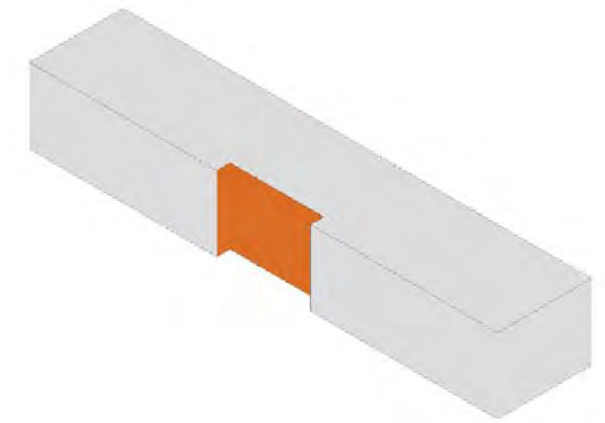
## Two-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



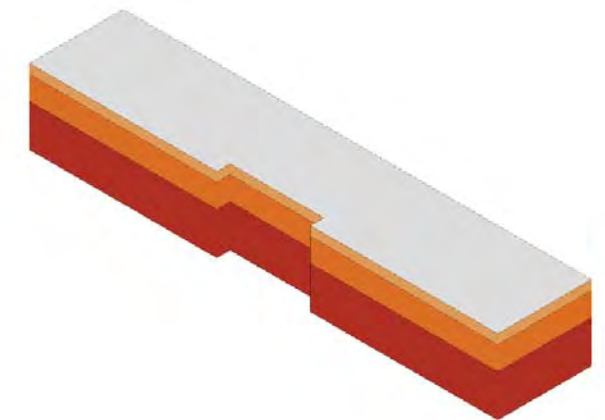
Vertical Articulation

### Horizontal

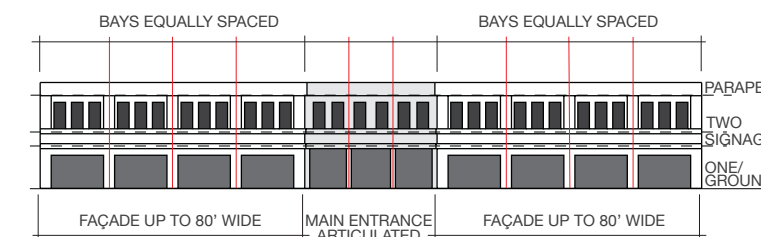
- Every building has a base, middle and top.

### Composition

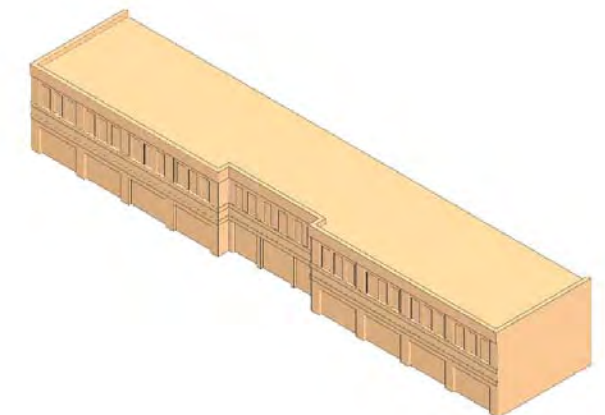
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



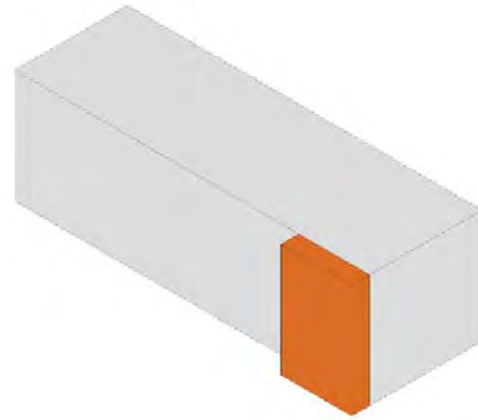
Assembly

# Architectural Patterns

## Multi-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.



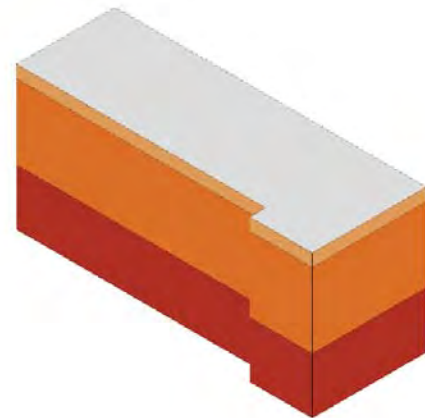
Vertical Articulation

### Horizontal

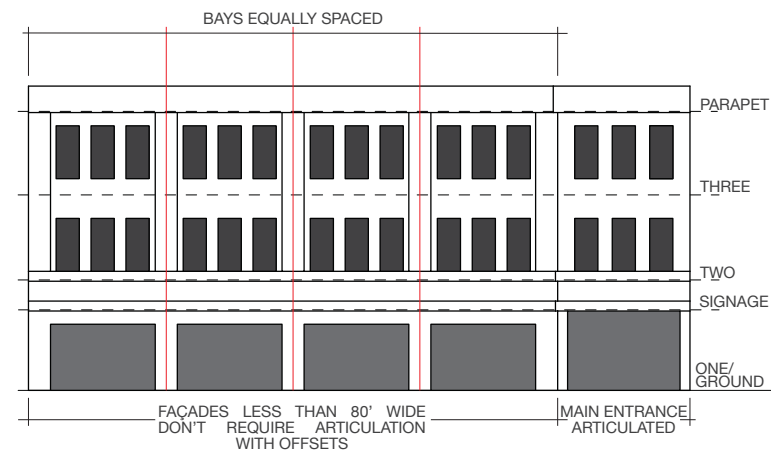
- Every building has a base, middle and top.

### Composition

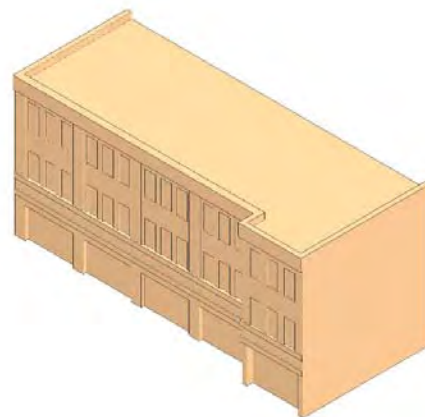
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



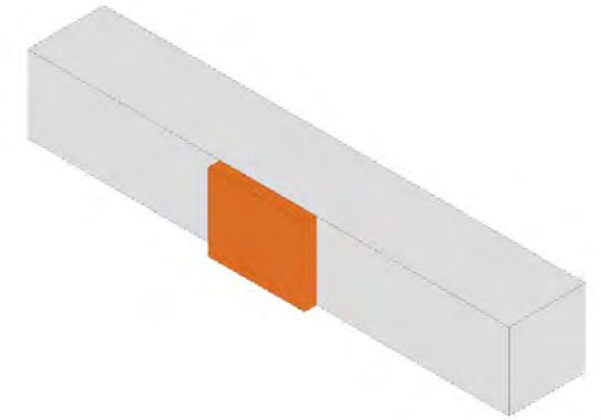
Assembly

# Architectural Patterns

## Multi-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.



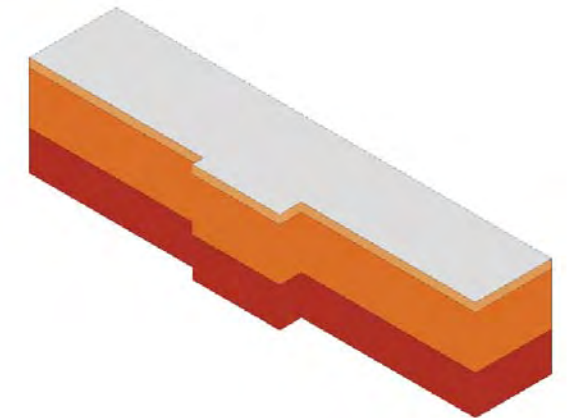
Vertical Articulation

### Horizontal

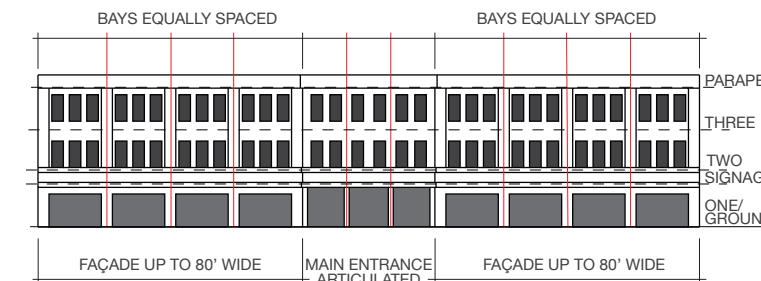
- Every building has a base, middle and top.

### Composition

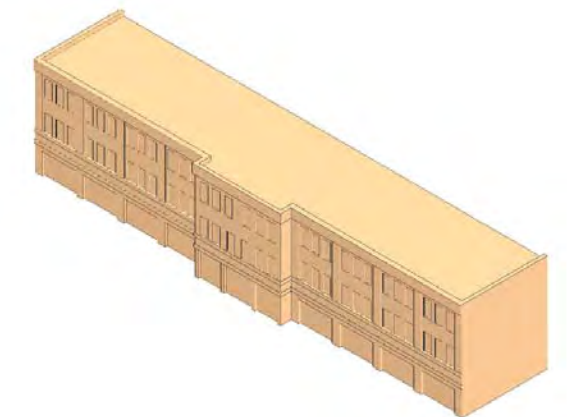
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



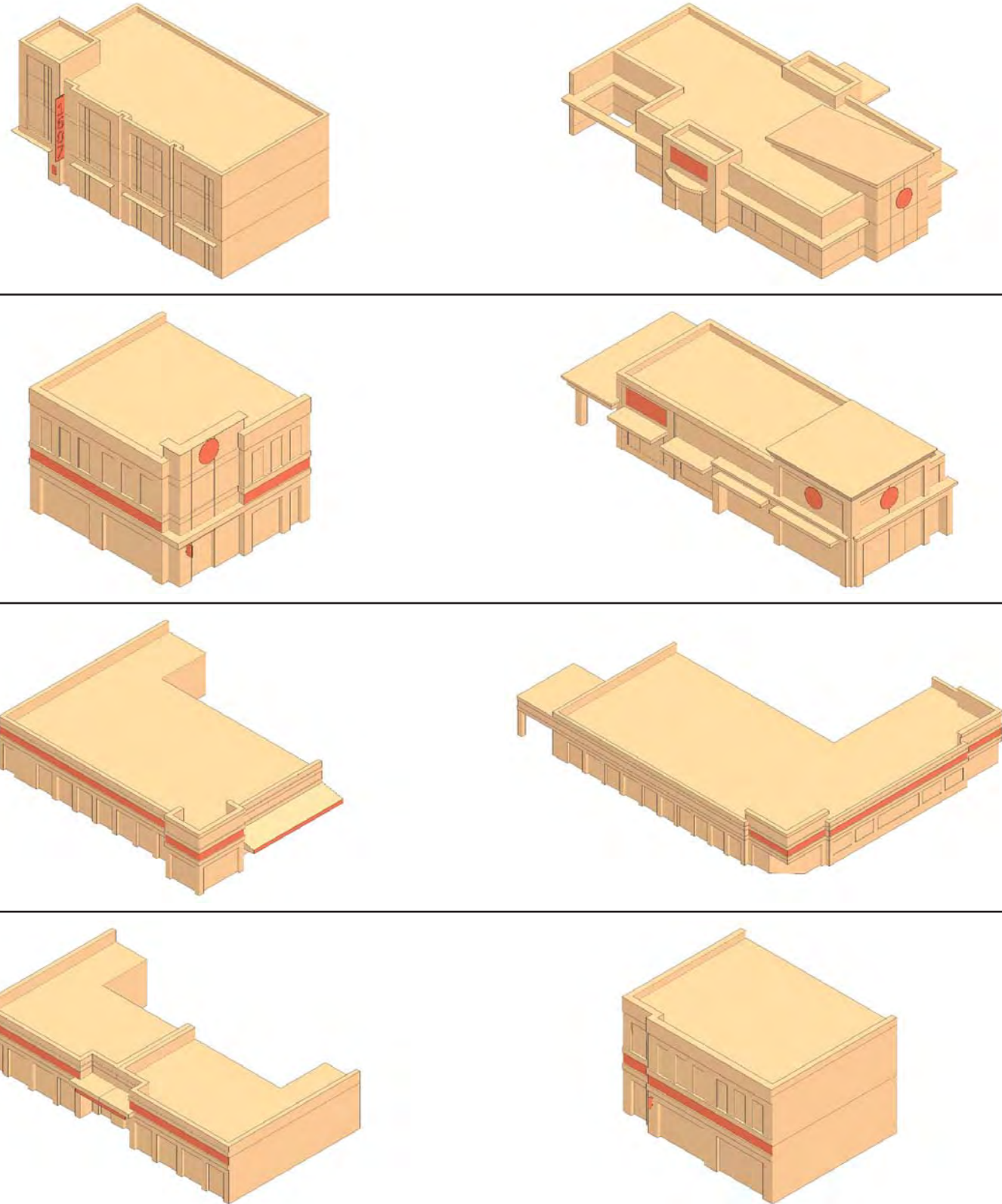
Assembly



# Signage

- Primary horizontal signage should be placed in the facade band above the first floor level
- Projecting and Blade signs should be placed near entrances or on corners
- The outer perimeter of awnings and canopies provide good placement for pedestrian oriented signage

## Placement Options



# Signage

- Clean, simple signage is easiest for customers to read and is more memorable
- Many materials are suitable for long-lasting, beautiful signage; translucent plastic and vinyl are not the only options!
- Multiple scales and locations can be used to provide visibility to pedestrians and viewers in automobiles; maximum sizes and quantities can be referenced in the Zoning Ordinance.

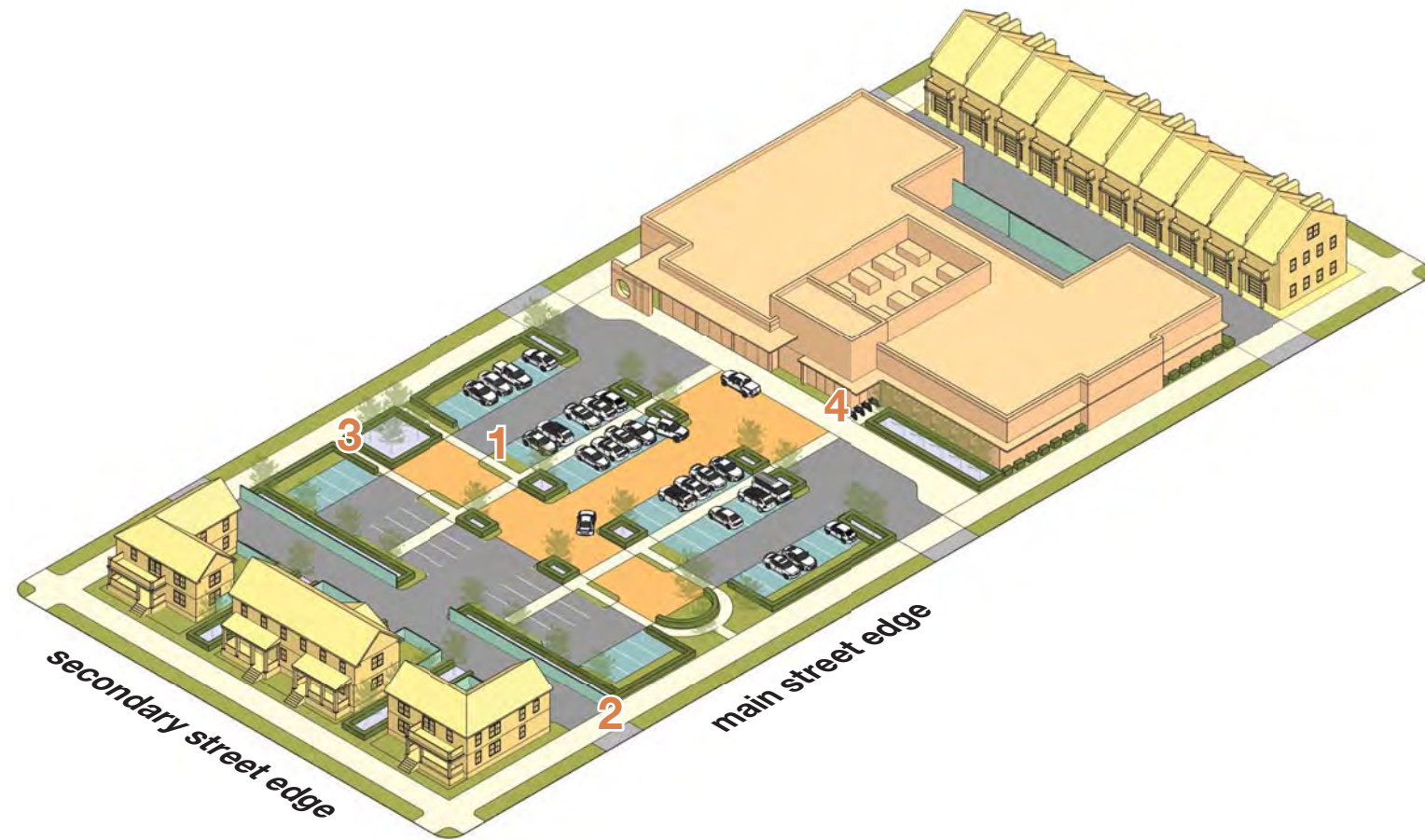
## Examples



# Site Amenities

- Commercial sites can utilize amenities to attract customers and blend in well with the contextual neighborhood
- Publicly accessible and visible a

## Placement Options



### 1. Paving Materials

- Paving of areas intended for pedestrian and vehicular circulation should not be all asphalt
- Areas with high pedestrian traffic should have paving that reduces:
  - heat island effect
  - rate of surface runoff
  - vehicular speeds

### 2. Screening Options

- Foliage can be used for parking screening
- When parking is located within 10' of right-of-way, an opaque wall is to be used for screening
- Dumpsters as well as Loading Docks require screening by opaque walls

### 3. Open Space/Garden

- Gardens should be placed between the private commercial building and the public right-of-way

### 4. Pedestrian Facilities

- Bike Racks
  - Provide shelter for the bicycle as well as the cyclist when locking and unlocking
- Outdoor seating
- Publicly accessible seating

# Site Amenities

- Paths through the site should be clearly defined by paving materials
- Foliage is a screening option that can be used to retain and filter runoff water
- Clear delineation of vehicular and pedestrian paths can improve safety on site

## Examples



1. Paving Materials



2. Screening Options



3. Open Spaces and Gardens

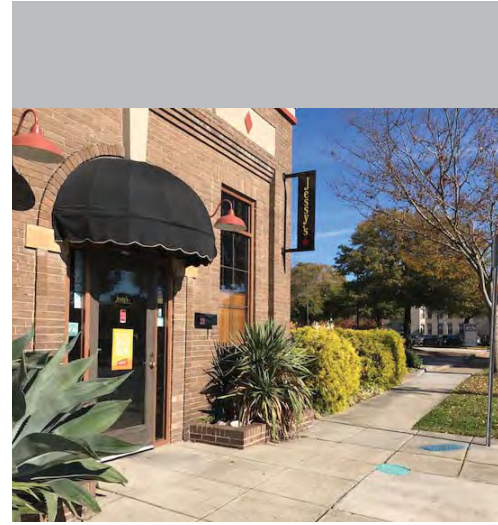


4. Pedestrian Facilities



# Landscaping 10

## Street Level Landscaping



# Landscaping 10

## Indigenous Plants for Consideration

### Deciduous Large Canopy Trees

- Hackberry (*Celtis occidentalis*)
- Sugarberry (*Celtis laevigata*)
- Sweet gum (*Liquidambar styraciflua*) – cultivar without seed pods e.g. 'Rotundiloba'
- Black Cherry (*Prunus serotina*)
- Bald Cypress (*Taxodium distichum*)
- White oak (*Quercus alba*)
- Swamp white oak (*Quercus bicolor*)
- Willow oak (*Quercus phellos*) – cultivar with narrower canopy e.g. 'Hightower'
- Water oak (*Quercus nigra*)
- Pin oak (*Quercus palustris*)
- Persimmon (*Diospyros virginiana*) – edible fruit
- Black tupelo (*Nyssa sylvatica*) – cultivar with narrower canopy e.g. 'Forum'

### Evergreen Large Canopy Trees

- Eastern red cedar (*Juniperus virginiana*)
- Loblolly pine (*Pinus taeda*)
- American holly (*Ilex opaca*)
- Live oak (*Quercus virginiana*) – cultivar with narrower canopy e.g. 'Highrise'
- Southern magnolia (*Magnolia grandiflora*)

### Small Canopy Trees

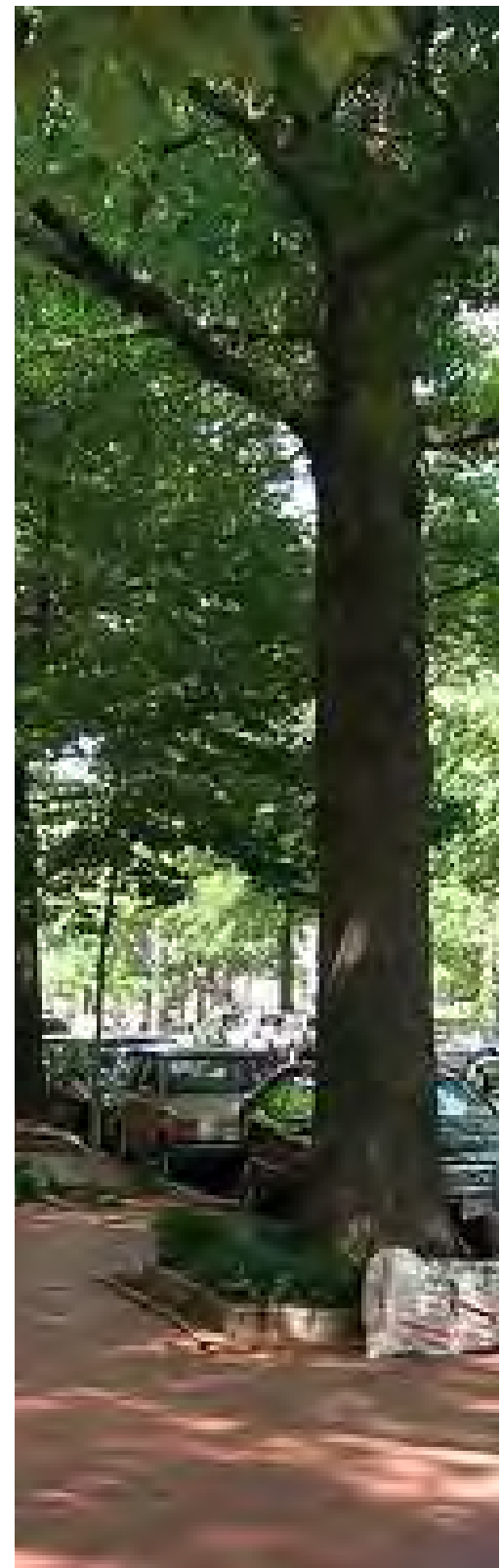
- Yaupon holly (*Ilex vomitoria*) – tree & weeping varieties available
- Little Gem Magnolia (*Magnolia grandiflora* 'Little Gem')
- Sweetbay magnolia (*Magnolia virginiana*)
- Common serviceberry (*Amelanchier arborea*)
- Eastern serviceberry (*Amelanchier canadensis*)

### Shrubs

- Red chokeberry (*Aronia arbutifolia*)
- Sweet pepperbush (*Clethra alnifolia*)
- Inkberry holly (*Ilex glabra*)
- Yaupon holly (*Ilex vomitoria*) – dwarf cultivars available
- Waxmyrtle (*Morella cerifera*)
- Southern bayberry (*Morella caroliniensis*)
- Northern bayberry (*Morella pensylvanica*)
- Beach plum (*Prunus maritima*) – edible fruit
- Smooth sumac (*Rhus glabra*)
- Elderberry (*Sambucus nigra* ssp. *canadensis*) – edible fruit
- Highbush blueberry (*Vaccinium corymbosum*) – edible fruit
- Arrowwood (*Viburnum dentatum*)
- Salt bush (*Baccharis halmifolia*)
- Marsh elder (*Iva frutescens*)

### Perennials

- Hibiscus (*Hibiscus moscheutos*)
- Marsh mallow (*Kosteletzkya virginica*)
- Asters (*Aster* spp.)
- Blanket flower (*Gaillardia* spp.)



# Applications

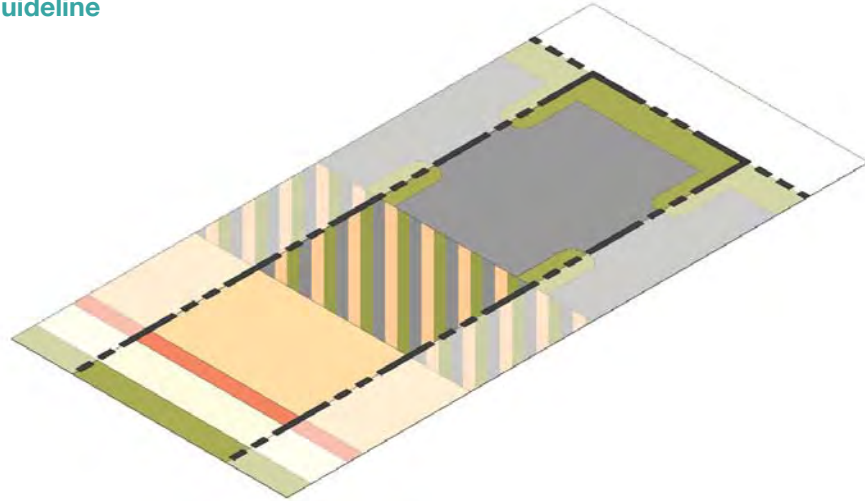
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

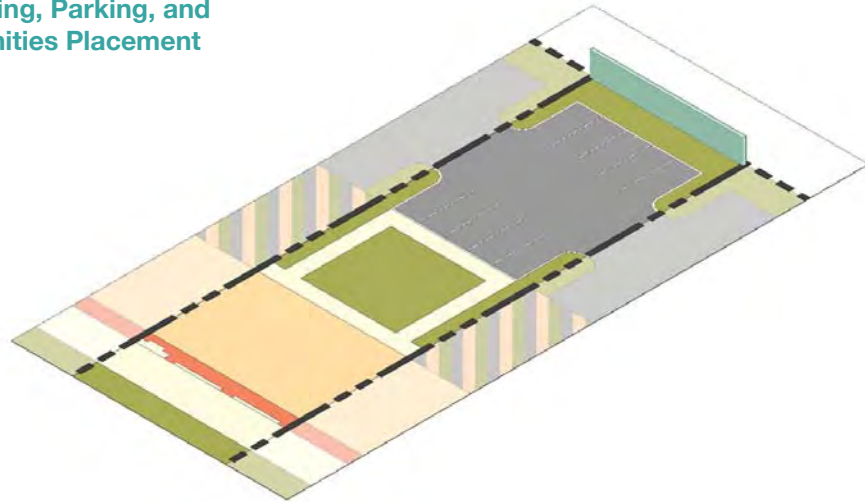
### In-Line Mixed-Use

- 50' wide X 150' deep mid-block lot condition
- First floor is retail or service commercial
- Second floor is either commercial or residential
- As shown, this lot development is dependent on sharing parking access with adjacent properties
- Full facade frontage is encouraged and shown; though the possibility exists for an access drive aisle to the back
- Amenities include ample open space (with potential for stormwater management), 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use
- Amenities required, but not shown, include short-term and long-term bike storage, and enclosed refuse

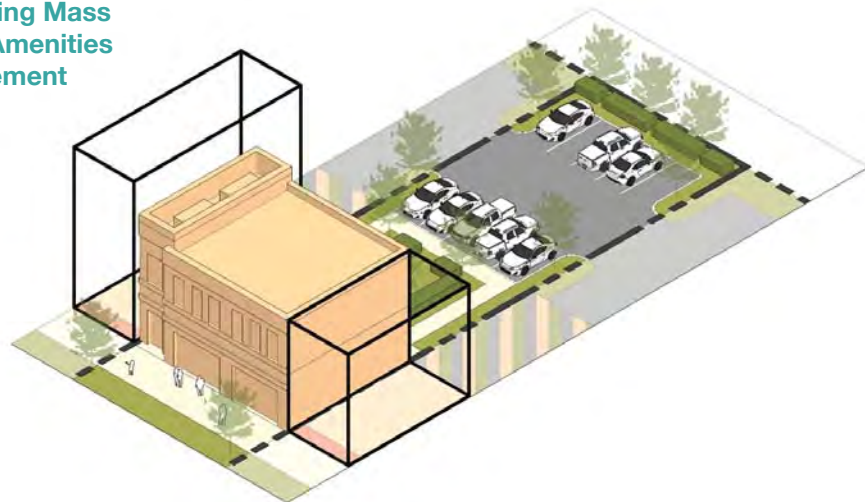
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



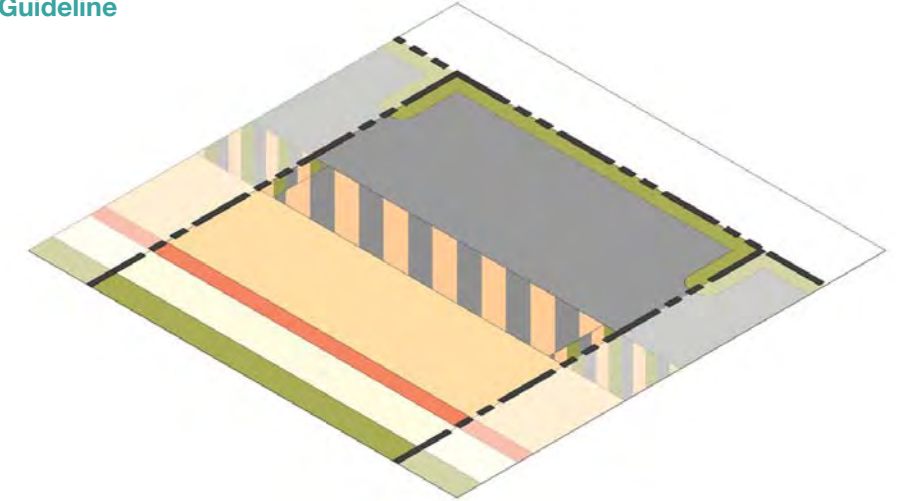
# Applications

## Development Concept

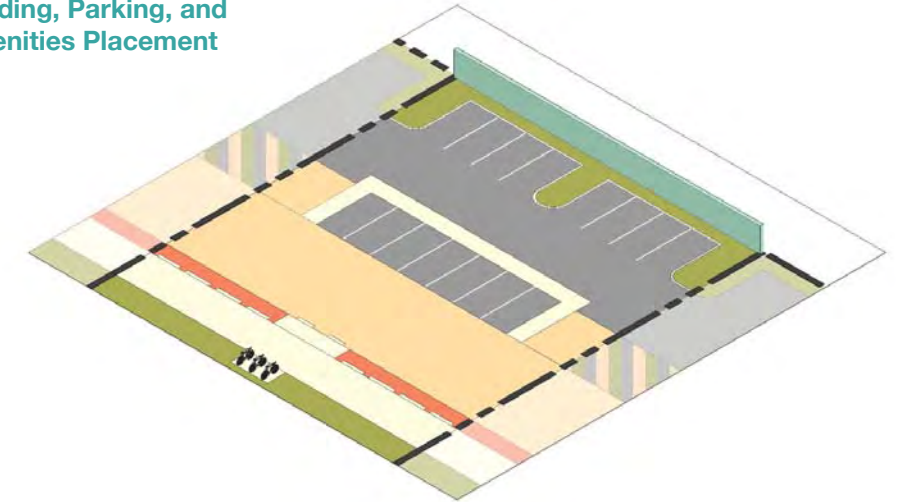
### In-Line Commercial

- 100' wide X 100' deep mid-block lot condition
- First floor is retail or service commercial
- As shown, this lot development is dependent on sharing parking access with adjacent properties
- Full facade frontage is encouraged and shown; though the possibility exists for a pedestrian access corridor
- Amenities include 8' tall fencing and 5' (only allowed at 100' deep lots) of landscape buffer at the rear adjacent to properties zoned for another use, short-term bicycle parking is coordinated within the pedestrian right-of-way
- Amenities required, but not shown, include enclosed refuse structures as needed
- Other: In-Line Commercial is typically one-story; however for the Traditional Character District, the massing and facade composition shall be two-story as shown

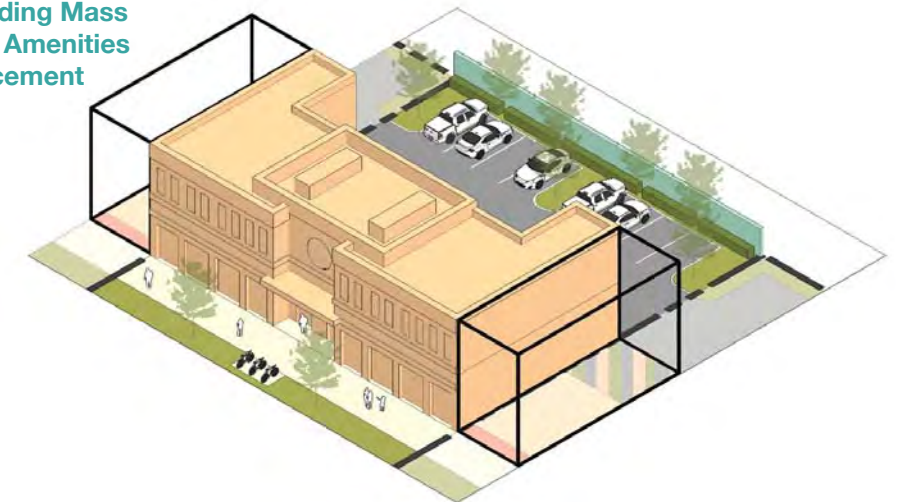
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

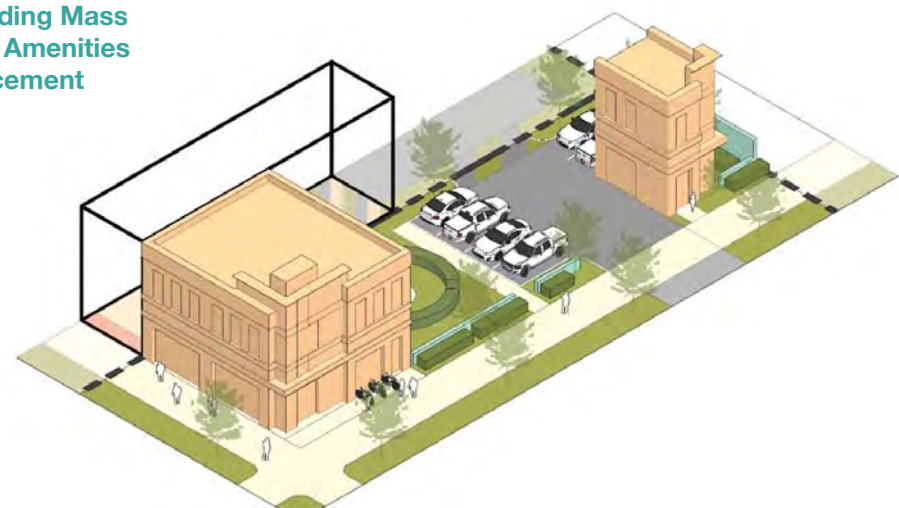
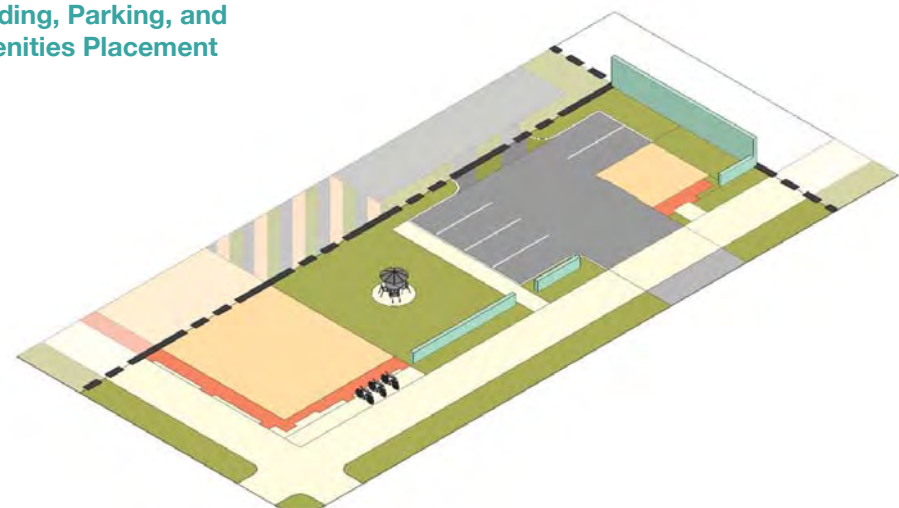
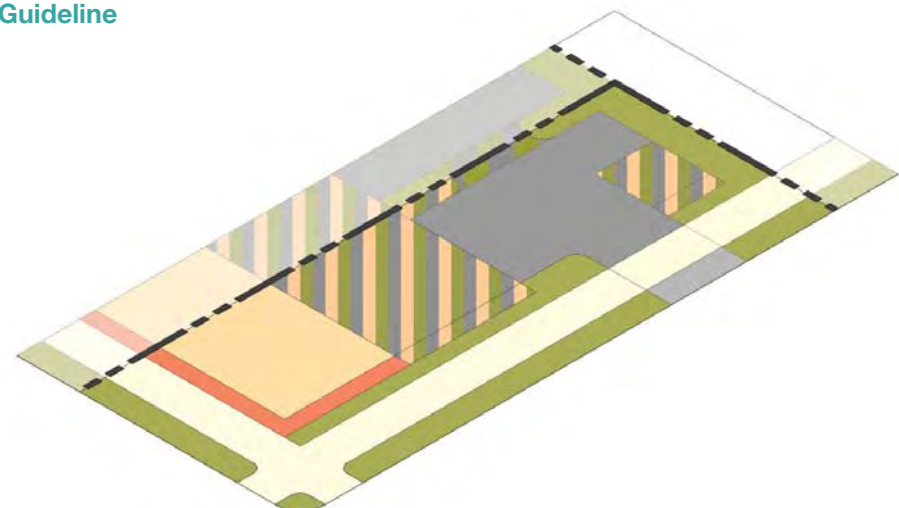
### Stand-Alone Mixed-Use

#### Lot Guideline

- 50' wide X 150' deep corner lot condition
- First floor is retail or service commercial
- Second floor is either commercial or residential
- As shown, this lot development has the potential to share its parking access with adjacent sites; parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include a matching carriage house, ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use
- Amenities required, but not shown, include long-term bike storage, and enclosed refuse
- Other: This is an example of stand-alone mixed-use as a bookend to adjacent uses
- Other: Per the block patterns, the side street is to have greater facade coverage; however, the small size of the lot limits efficient use of the building and parking footprints - The developer shall work to balance both requirements to arrive at an acceptable design

#### Building, Parking, and Amenities Placement

#### Building Mass and Amenities Placement



# Applications

## Development Concept

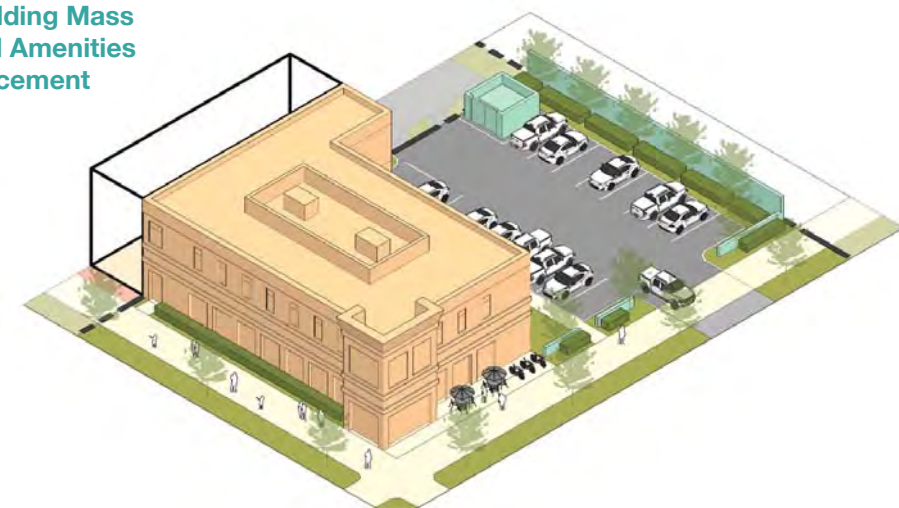
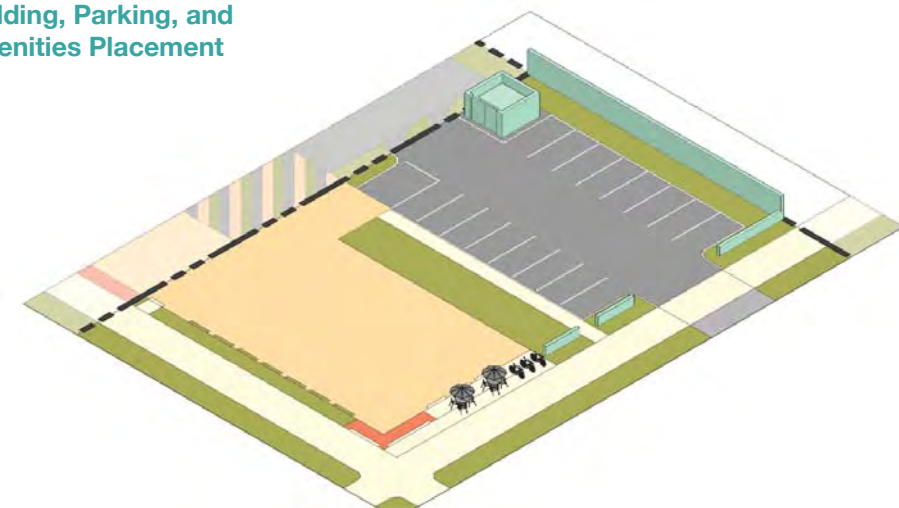
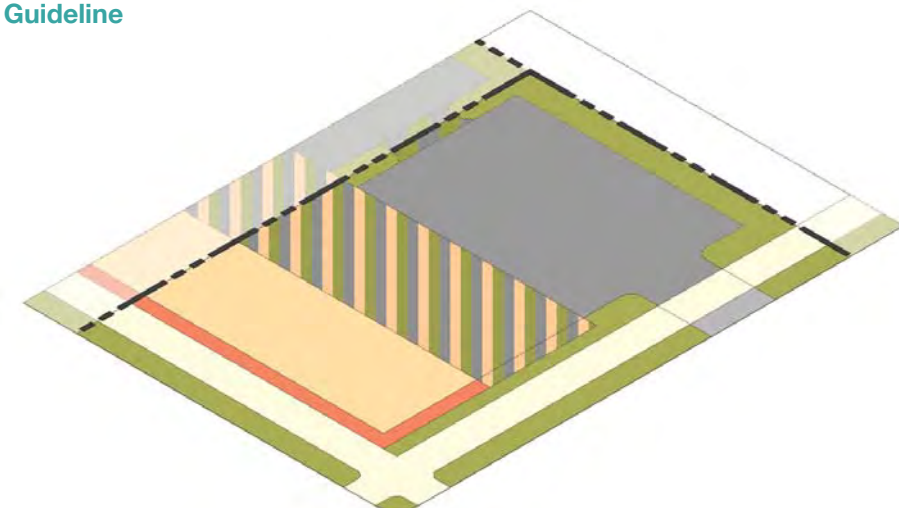
### Small-Box Commercial

#### Lot Guideline

- 100' wide X 150' deep corner lot condition
- First floor is retail or service commercial
- As shown, this lot development has the potential to share its parking access with adjacent sites; parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks and seating, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, and enclosed refuse
- Amenities required, but not shown, include long-term bike storage
- Other: Small-Box Commercial is typically one-story; however for the Traditional Character District, the massing and facade composition shall be two-story as shown
- Other: This is an example of small-box commercial used as a bookend to adjacent uses
- Other: Per the block patterns, the side street is to have greater facade coverage; however, the small size of the lot limits efficient use of the building and parking footprints - The developer shall work to balance both requirements to arrive at an acceptable design

#### Building, Parking, and Amenities Placement

#### Building Mass and Amenities Placement



# Applications

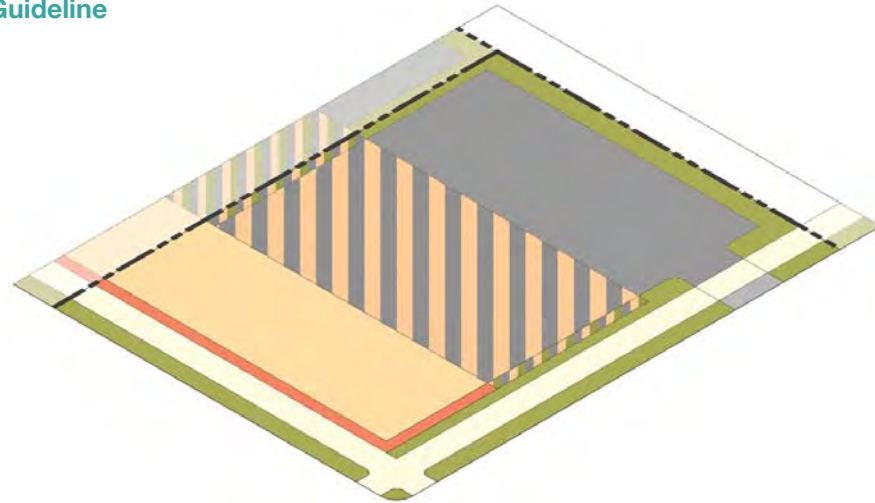
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

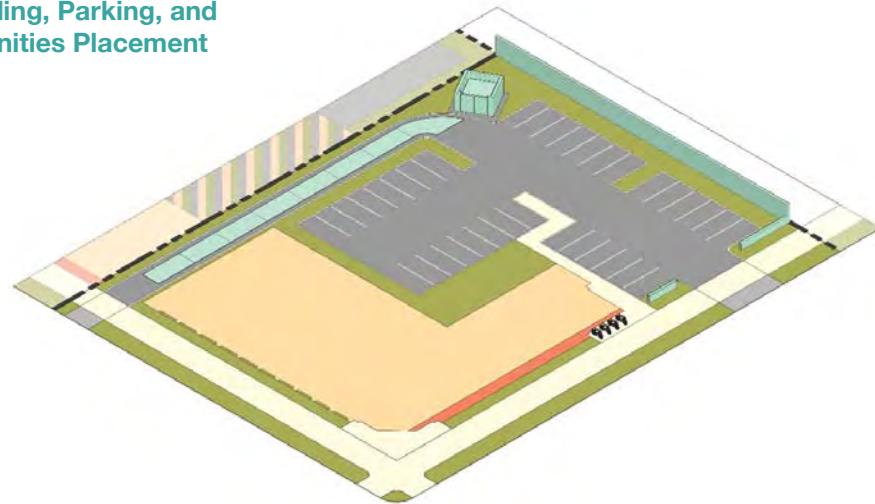
### Medium-Box Retail

- 150' wide X 200' deep mid-block lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown, and complete at drive-through
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, enclosed refuse, and vehicle stacking for drive-through
- Amenities required, but not shown, include long-term bike storage
- Other: Medium-Box Commercial is typically one-story; however for the Traditional Character District, the massing and facade composition shall be two-story as shown
- Other: Sight triangles and pedestrian safety shall be considered for vehicles existing adjacent to, or from, a building

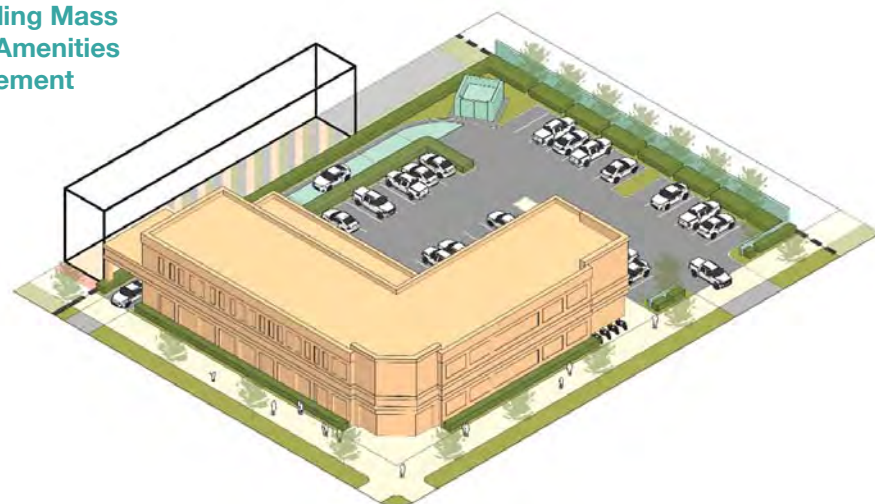
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



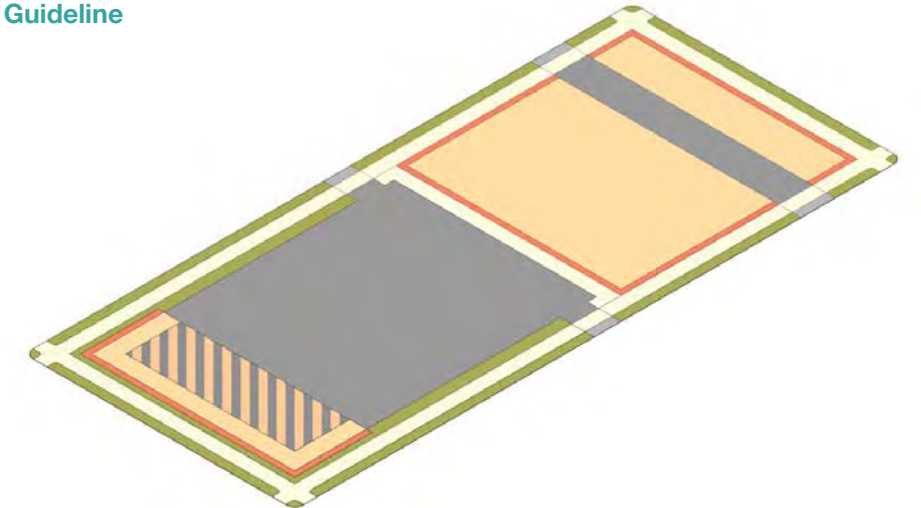
# Applications

## Development Concept

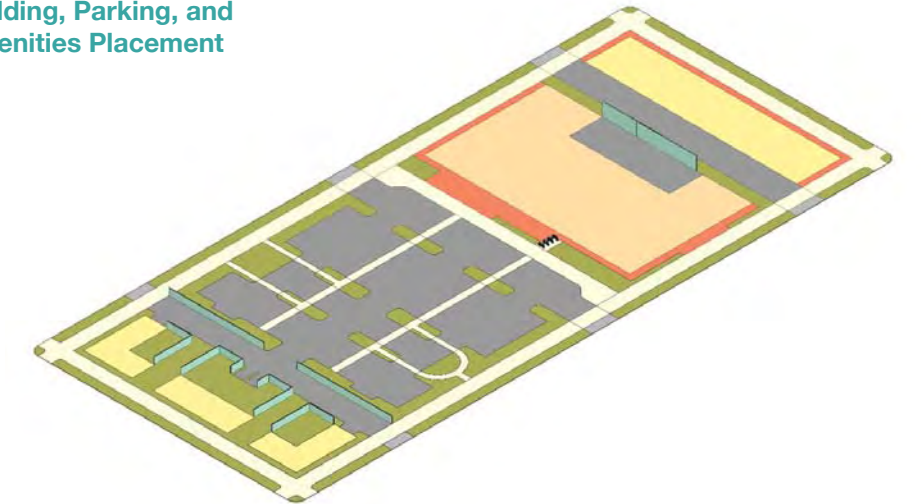
### Big-Box Retail

- 500' wide X 200' full block lot condition
- First floor is retail
- As shown, this block development shares its parking and access with residential properties that double as parking lot screening
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, enclosed loading and refuse zone
- Other: Big-Box Retail is typically one-story; however for the Traditional Character District and the building's overall area, a two-story building is the appropriate design
- Other: See Step 9 - Amenities for additional information about this application

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

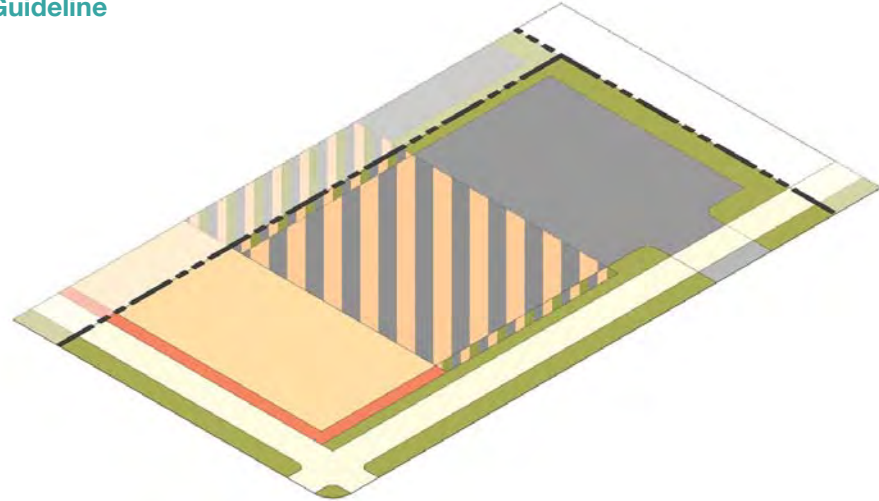
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

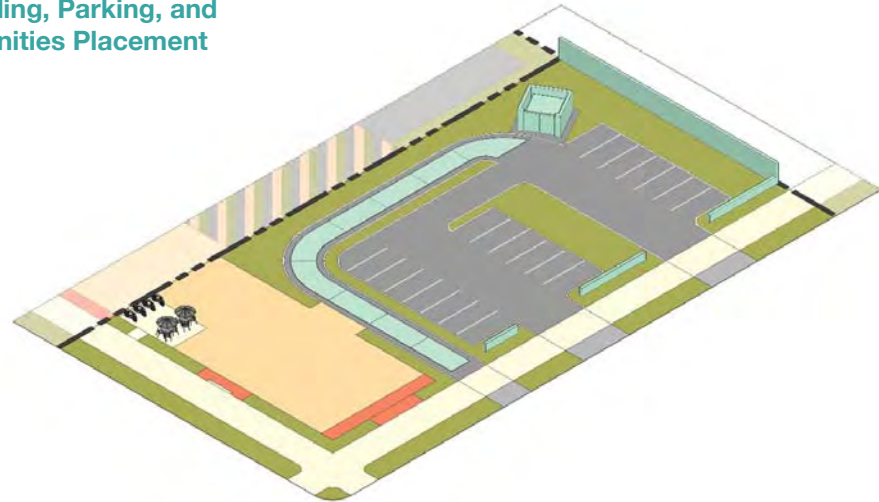
### Drive-Through

- 100' wide X 200' deep corner lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks and seating, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, enclosed refuse, and vehicle stacking for drive-through
- Amenities required, but not shown, include long-term bike storage
- Other: This is an example of drive-through used as a bookend to adjacent uses
- Other: Per the block patterns, the side street is to have greater facade coverage; however, the small size of the lot limits efficient use of the building, parking, and stacking footprints - The developer shall work to balance both requirements to arrive at an acceptable design - For example, a carriage house is an appropriate design option to screen the parking and complete the side street frontage
- Other: Sight triangles and pedestrian safety shall be considered for vehicles existing adjacent to, or from a building

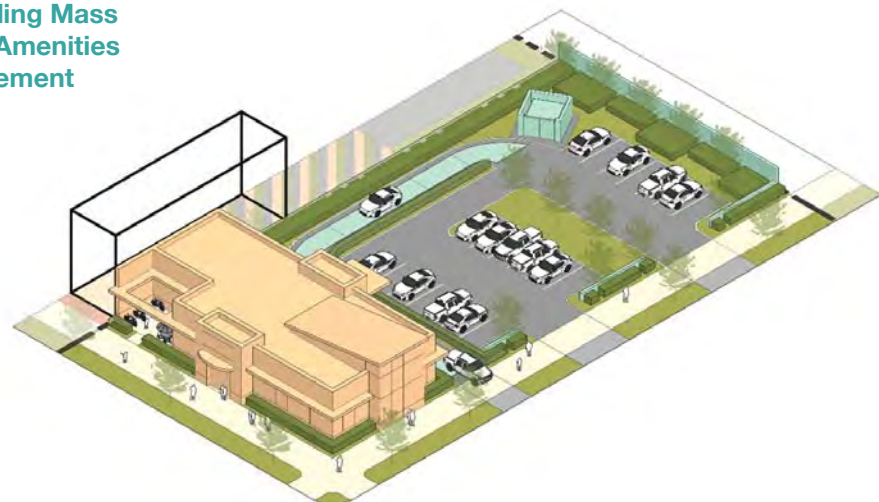
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



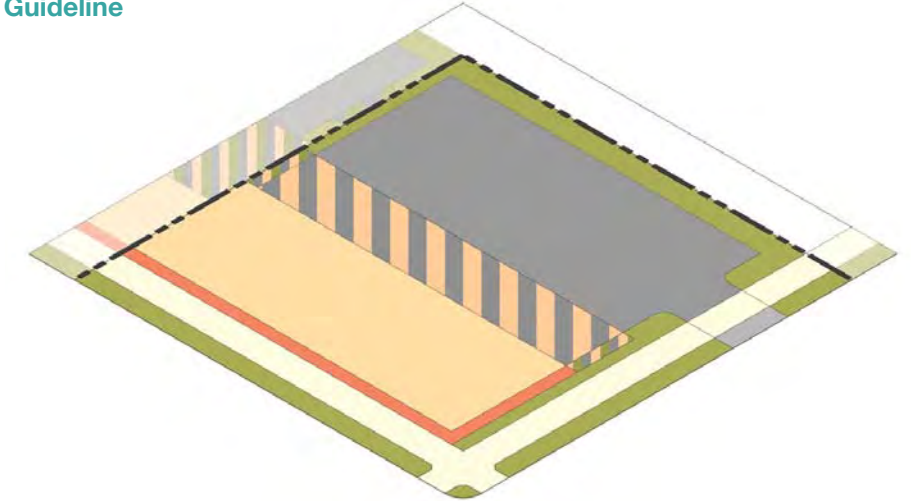
# Applications

## Development Concept

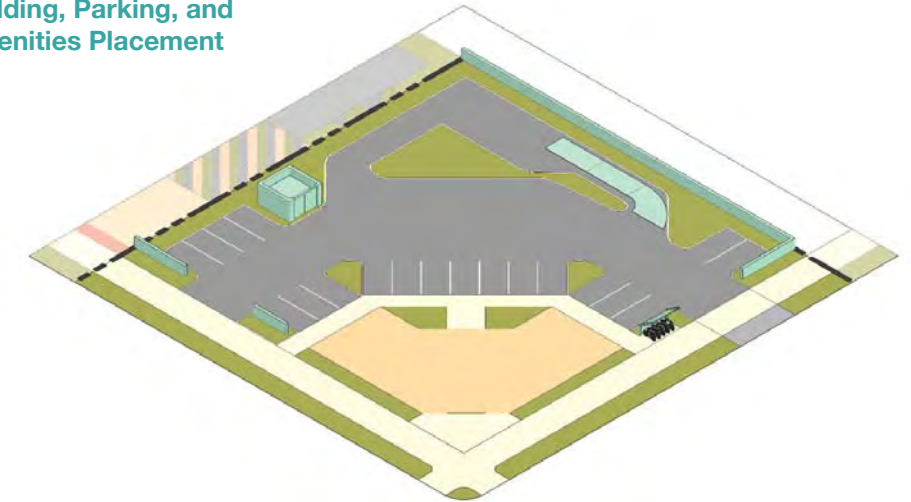
### Vehicle Oriented

- 150' wide X 150' deep corner lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks and seating, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, and enclosed refuse
- Amenities required, but not shown, include long-term bike storage
- Other: Vehicle oriented is typically one-story; however for the Traditional Character District, the massing and facade composition shall be two-story
- Other: Per the block patterns, the streets are to have greater facade coverage; however, the small size of the lot and the nature of the use place significant limits on design options - The developer is encouraged to incorporate this use into a larger mixed-use development, and to site the building internal to a block

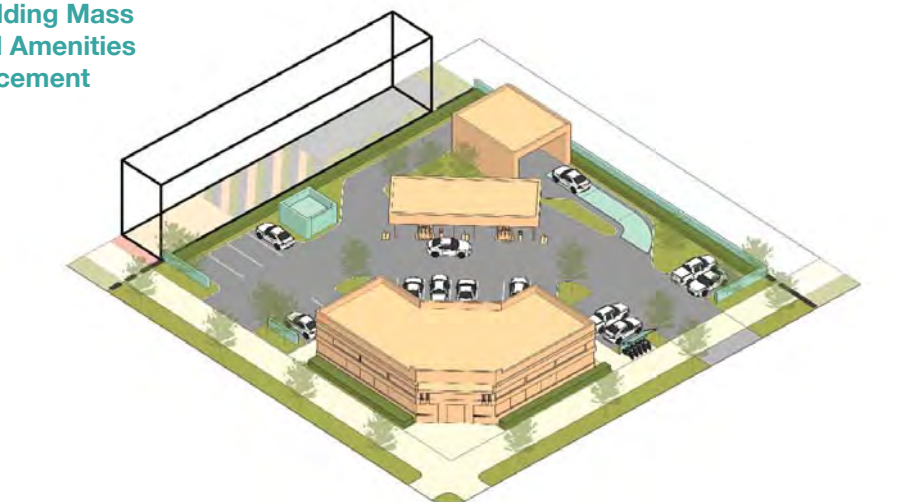
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Suburban Character District

## Community Patterns: Essential Attributes

### Community Patterns

- Vehicle-oriented, heavily-used roads lined with continuous landscape treatment to create a parkway like environment:
  - Coordinated landscape treatment on the public right-of-way and private property to create a parkway setting
  - Pedestrian and bicycle path through the landscaped areas lining the road
- Commercial buildings set in the landscape, yet visible from the road
- Clearly marked vehicle entrances
- Parking areas aligned with other parking areas to create circulation across each block without returning to the main road
- Pedestrian friendly parking areas within blocks with paths linking parking to building entrances and connecting all properties in the block
- Landscape and trees in parking areas that visually extend the parkway image
- Larger properties and blocks that create a self-contained, pedestrian-friendly, mixed-use environment

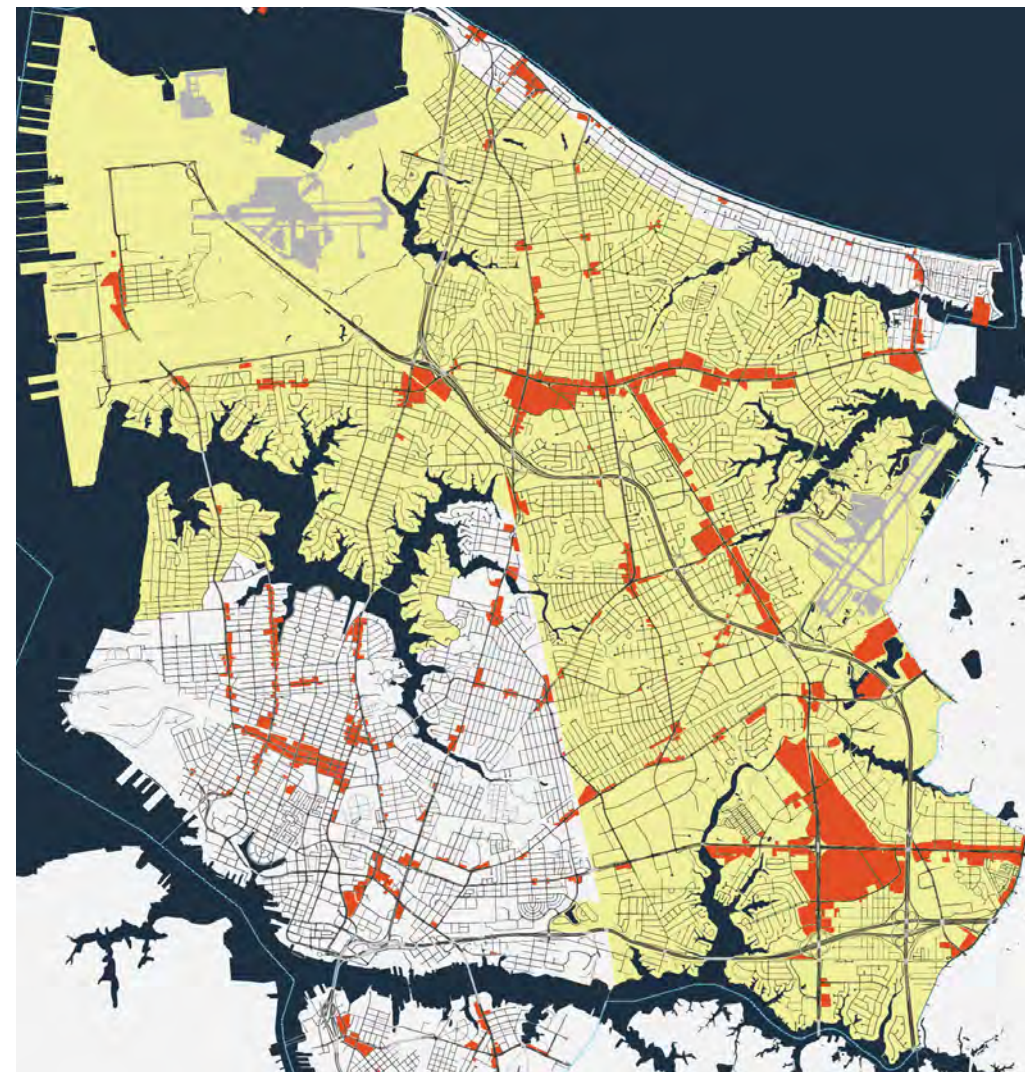
### Architectural Patterns

- Buildings with finished facades on all sides visible from the street and parking areas
  - Signage that is legible from the street
  - Transparent glazing on all facades visible from the public right-of-way
  - Clear articulation of entrances
  - Appropriate height to be visible from the public right-of-way
- A variety of architectural styles
- Individual buildings in a well landscaped setting
- The landscape treatment provides coherence to a collection of individual and diverse buildings





# Suburban Character District: Overview of Commercial Districts and Corridors



## Suburban Character District

- Notable commercial districts include:
  - Five Points
  - Military Circle/JANAF
  - Southern Shopping Center Area
  - Ward's Corner
- Notable commercial thoroughfares include:
  - Little Creek Road
  - Military Highway
  - Princess Anne Road
  - Virginia Beach Boulevard

## Street Type and Patterns

- Irregular grid, angled, and/or curved streets are the typical condition
- Rectangular grid of streets is an exception
- Two street types:
  - Vehicle oriented main arterial roads with fast moving traffic
  - Vehicle oriented secondary neighborhood access roads with slow moving traffic

## Block Type and Commercial Patterns

- Defined blocks are an exception
- Commercial main street frontage types: Short (<200'), Medium (200'-500'), Long (500'-1,000'), and Continuous (>1,000')
- Preferred pattern:
  - Buildings to the front of the property with passive street frontage and active internal frontage
  - Parking lots and service activities internal to the block and/or heavily screened from the perimeter roads

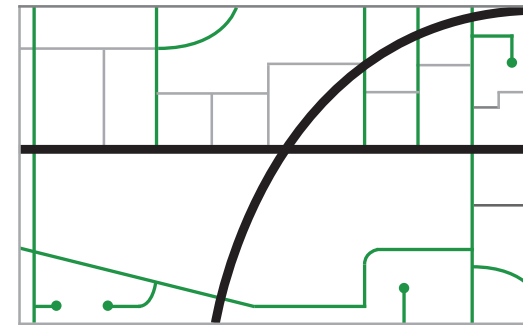
## Lot Improvements

- Suburban lots come in a multitude of shapes and sizes; to rationalize:
  - Small Lots: <200' X 200'
  - Medium Lots: 200' X 200' to 400' X 400'
  - Large Lots: >400' X 400'
- Acceptable lot redevelopment
  - Incorporates and reinforces the overall preferred block patterns
  - Shares vehicle access to parking and service areas
  - Rebuilds a pedestrian friendly and "hikeable" community
  - Prioritizes landscaping and building prominence over surface parking

# Matrix: Community Patterns and Appropriate Commercial Building Types

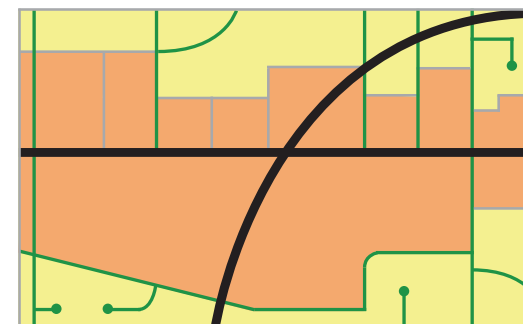
Street Type and Lot Type determine which Building Types and Forms will function well on a site.

## Street Type and Patterns



- Main streets are in BLACK
- Secondary streets are in GREEN
- Lot boundaries are in LIGHT GREY

## Block Type and Commercial Patterns



- Commercial lots are ORANGE
- Non-commercial lots are LIME

## Lot Improvements



- New secondary streets are dashed in GREEN
- New lot boundaries are dashed in GREY

		BUILDING FORMS AND TYPES							
		TRADITIONAL STREET ORIENTED			VEHICLE/PARKING LOT ORIENTED				
		IN-LINE RETAIL SHOPS	SMALL BOX COMMERCIAL	STAND-ALONE MIXED USE	IN-LINE MIXED-USE	VEHICLE ORIENTED	DRIVE-THRU	MEDIUM-BOX RETAIL	BIG-BOX RETAIL
STREET TYPES	VEHICLE ORIENTED	PREFERRED	PREFERRED	PREFERRED	PREFERRED	PREFERRED	PREFERRED	PREFERRED	PREFERRED
	LOT TYPE								
LOT TYPE	CORNER	SMALL	< 200' X 200'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
		MEDIUM	200' X 200' TO 400' X 400'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
		LARGE	> 400' X 400'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
	MID-BLOCK	SMALL	< 200' X 200'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
		MEDIUM	200' X 200' TO 400' X 400'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
		LARGE	> 400' X 400'	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS

# 2 Guiding Principles

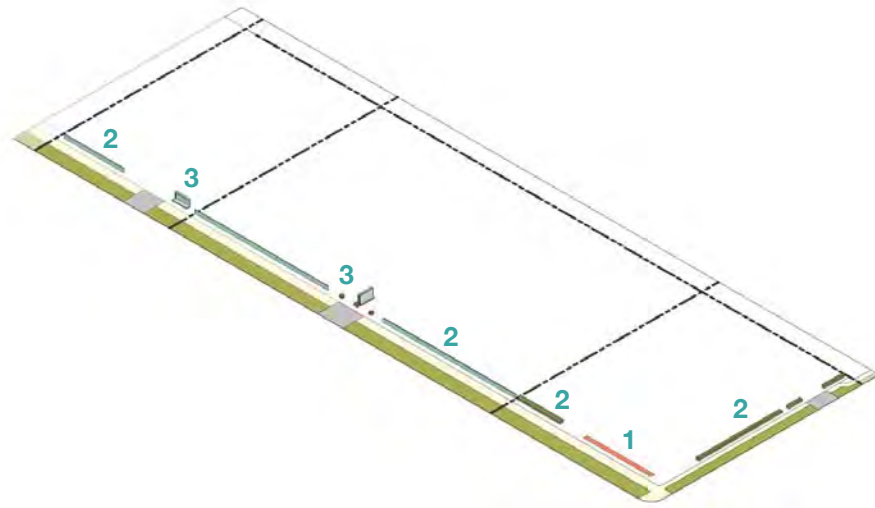
Some sites and developments will not be able to be configured to fully conform to the patterns established in this document due to space limitations, existing conditions, or complications due to neighboring uses or configurations. These Guiding Principles are the foundation of the system used for these patterns and should be applied to the extent possible in order to come as close as is practical to the prescribed pattern.

For example: The development below includes a Mid-Block Drive-Through (fast food restaurant), a Mid-Block In-Line Commercial (shopping center), and a Corner-Block Drive-Through (bank).

## Hold the Street Edge

To delineate between the right-of-way and the commercial property and to create a sense of place, it is important to hold the street edge. A combination of the following will help to accomplish this:

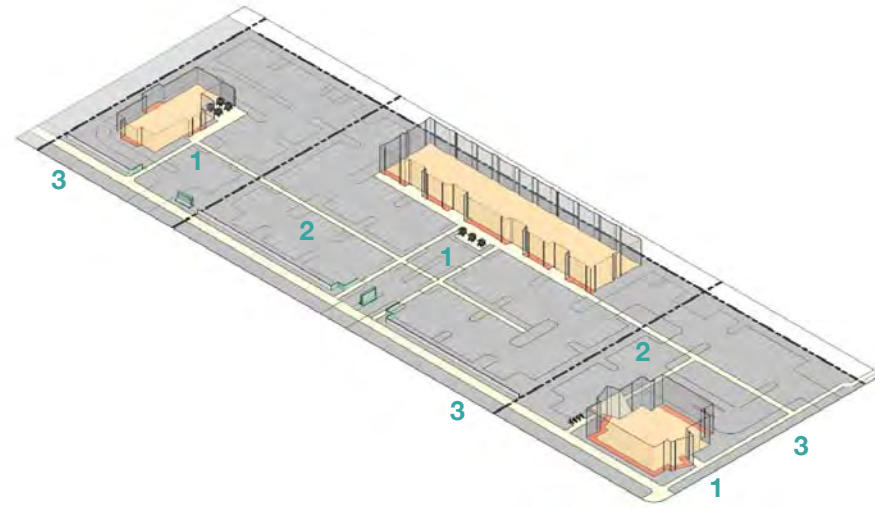
1. For buildings located adjacent to the right-of-way, hold the facade tight to the setback, or in line with adjacent buildings
2. A combination of hard fencing and landscaping along the right-of-way. The fencing shall be of a timeless, harmonious, and durable design
3. Monument signage can also help to hold the street edge at entry locations



## Welcome Pedestrians

To encourage a “hikeable” community and decrease reliance on vehicles, pedestrians shall be welcomed by:

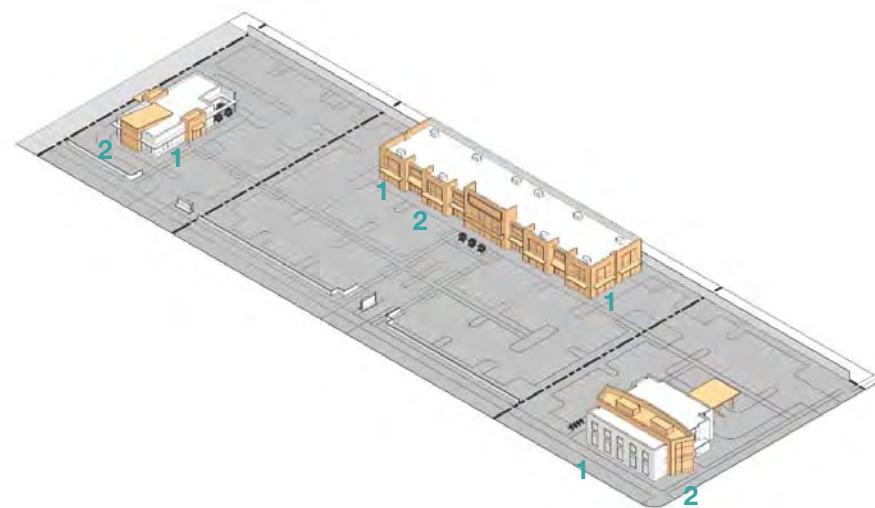
1. Building entrances and sidewalks that connect to the street
2. Direct and comfortable pedestrian access
3. Sidewalks along street frontage



## Scale the Facade

To enhance the character and presence of the building, the massing should be scaled to provide the primary focal point of the site:

1. Buildings should be at least two stories in height if at the street edge, or if fronted by large parking areas. Taller elements help to orient customers to building entrances
2. Eye-level windows at the entry that allow customers to see into the building give a sense of comfort and confidence before entering. The rest of the facade should have 30%-50% fenestration to avoid the imposing appearance of blank walls
3. High quality materials such as masonry, metal, and wood are more durable and attractive

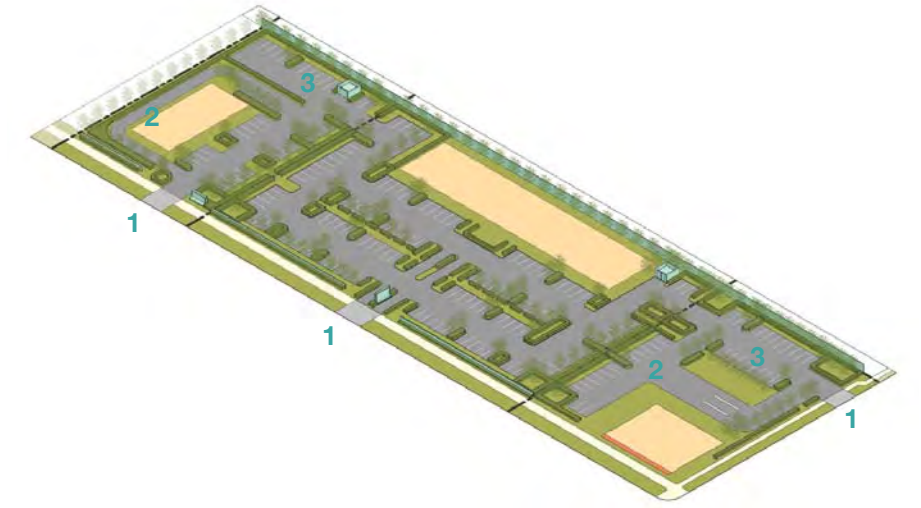


# 2 Guiding Principles

## Buffer the Street Edge

So that the buildings are the primary focal point of the site, the parking lot(s) shall be screened from direct view from the right-of-way:

1. Minimize driveways and share where possible (minimize curb cuts)
2. Concealment of drive-throughs (where applicable)
3. Minimize the impact of parking by using vegetation to screen cars and parking lots. Plantings 3'-5' in height are sufficient to screen cars and asphalt while still allowing visual connection to the business



## Landscape Liberally

Landscaping helps create a more comfortable atmosphere for everyone:

1. Landscaping in parking lots minimizes the “sea of asphalt” appearance and also provides shade for customers walking to the business, as well as providing shade for their cars
2. Landscape between uses to define boundaries and help with runoff
3. Functional pedestrian amenities where appropriate allow customers and employees to enjoy being outside
4. Low monument signs call attention to the business without becoming dominant or distracting



# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Traditional, Street Oriented Commercial, Retail, and Related Uses:

- Corner Stores
- In-Line Retail Shops
- Drug Stores
- Restaurants
- Small Scale Food Stores
- Small-Box Commercial
- Offices
- Mixed-Use: Retail/Residential, Retail/Office, Office/Residential, and Retail/Office/Residential
- Apartments
- Carriage Houses

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### In-Line Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors



### In-Line Commercial

- One-story
- Street oriented retail frontage
- Facade divided into bays to provide flexibility and design articulation



### Stand-Alone Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors
- Appropriate bookend(s) for In-Line Mixed-Use

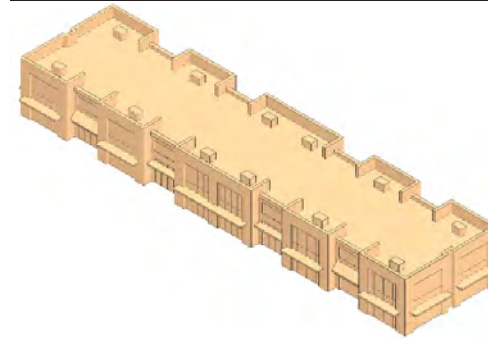


### Small-Box Commercial

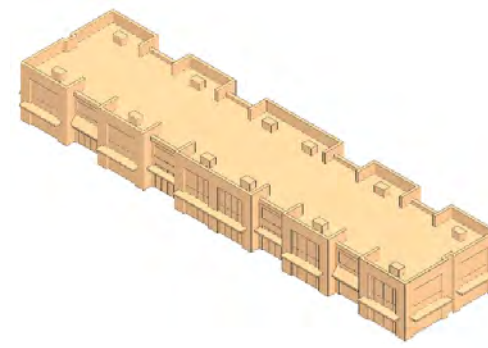
- One-story
- Up to 7,500 SF

# Building Forms and Types

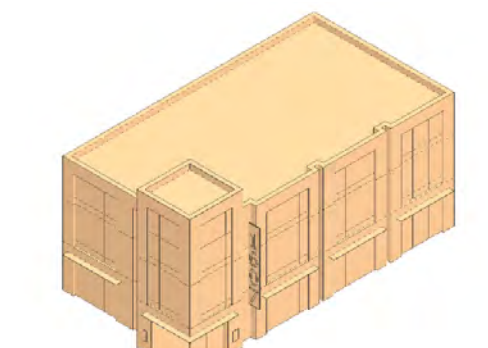
# 3



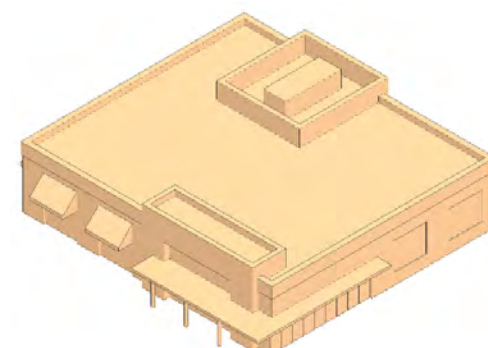
In-Line Mixed-Use



In-Line Commercial



Stand-Alone Mixed-Use



Small-Box Commercial



# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Vehicle and Parking Lot Oriented Commercial, Retail, and Related Uses:

- Gas Stations
- Drive-Through Buildings: Restaurants, Drug Stores, and Banks
- Grocery Stores
- Medium-Box Retail
- Big-Box Retail
- Large Office Buildings

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### Medium-Box Retail

- One-story
- > 10,000 SF is encouraged to be multi-story
- Often includes a drive-through
- 7,500 SF - 20,000 SF



### Big-Box Retail

- One-story (though the massing and facade composition shall be two-story)
- Typically zoned Commercial-Regional
- 20,000 SF - 50,000 SF
  - > 50,000 SF is encouraged to be multi-story



### Drive-Through

- One-story
- Building design shall minimize or eliminate the view of the drive-through and vehicle stacking from the main street frontage

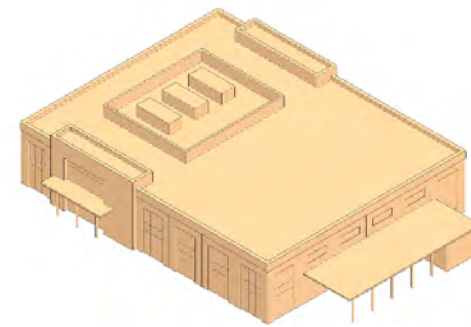


### Vehicle Oriented

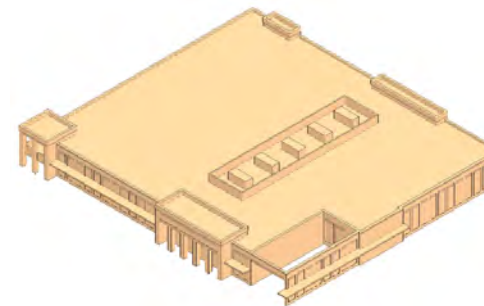
- One-story
- Building design shall minimize or eliminate the view of vehicle oriented activities from the main street frontage
- Preferred location is internal to a block, and/or incorporated into the design of a more pedestrian friendly building

# Building Forms and Types

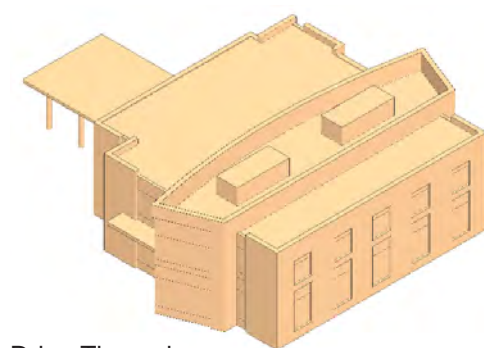
# 3



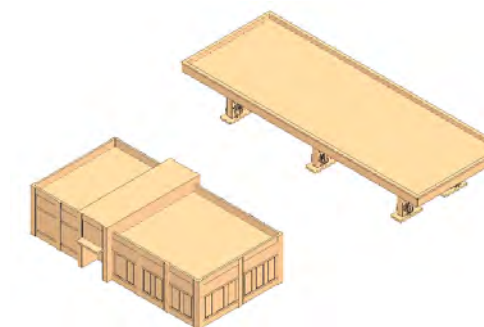
Medium-Box Retail



Big-Box Retail



Drive-Through



Vehicle Oriented



# Contextual Residential Infill

# 3

Multi-family apartments and condominiums along with high density townhouses and row-houses are allowed to infill commercial redevelopment. Residential infill shall follow the steps to creating appropriate commercial developments and incorporate the Guiding Principles with a focus on Community, Scale, and Context.

## Community

Housing shall create a sense of community via:

- Clearly defined entries and community-wide connections to welcome pedestrians
- Landscaping to provide coherence between the collection of individual buildings
- Walkable conditions to encourage pedestrian activity
- Enlivening spaces generally vacant after business hours
- Screening and minimizing the impact of parking



## Scale

Housing shall be scaled appropriately:

- Multi-family and multi-story is preferred; housing shall be a minimum of two-stories
- Single-family detached-housing is not appropriate; however, single family townhouses and row-house are appropriate
- Materials shall be appropriate for the scale, and the overall look shall not mimic scaled-up detached-housing
- Building facades shall contribute to defining street edges and community squares



## Contextual

From Traditional to Contemporary, housing shall be designed in coordination with the commercial development:

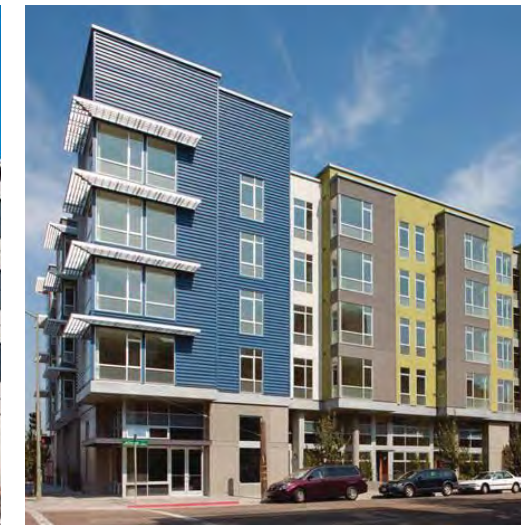
- To highlight material, scale, and overall design direction
- Housing shall be more commercial in character
- Pedestrian connections and parking plans shall be guided by the overall vision for the redevelopment
- Consideration shall be given to adjacent neighborhoods, but not necessarily as a primary consideration



# Contextual Residential Infill

# 3

## Examples



# Street Types and Patterns

# 4

## Street Pattern and Street Type

- Curving, high-speed streets are the typical condition
- Two street types:
  - Large, high-speed corridor with 6 lanes or more
  - Small, high-speed corridor with fewer than 6 lanes



Travel lanes of cartway

## Vehicle Oriented, Large

Examples: Military Highway

Fewer pedestrians are expected to traverse these areas in the immediate future, however, as more single-use low-density properties are converted to mixed-use developments, the number of pedestrians can be expected to rise. Many of these people will be traveling a greater distance than would be expected in the Traditional or Coastal Character Districts. Therefore, the goal is to create a “hikeable” buffer that promotes pedestrian use by shading and protecting them with significant tree cover. This dense buffer also provides a more pleasant experience to the patrons of roadside businesses while also serving to help calm traffic on the busy roads.

- Preferred Configuration:
  - 30' minimum between curb of parking lane and building facade
  - Variable area for trees, grasses, and water catchment or rain gardens
  - 10' minimum clearance for multi-use pedestrian and bicycle path

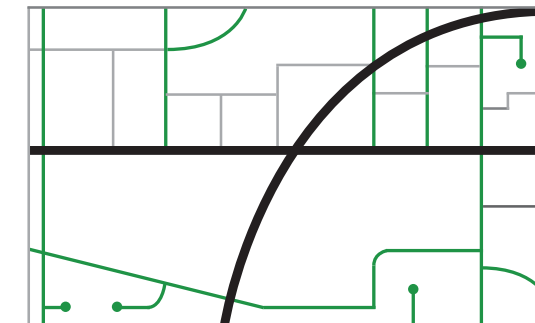
# Street Types and Patterns

# 4

## Public Right-of-Way

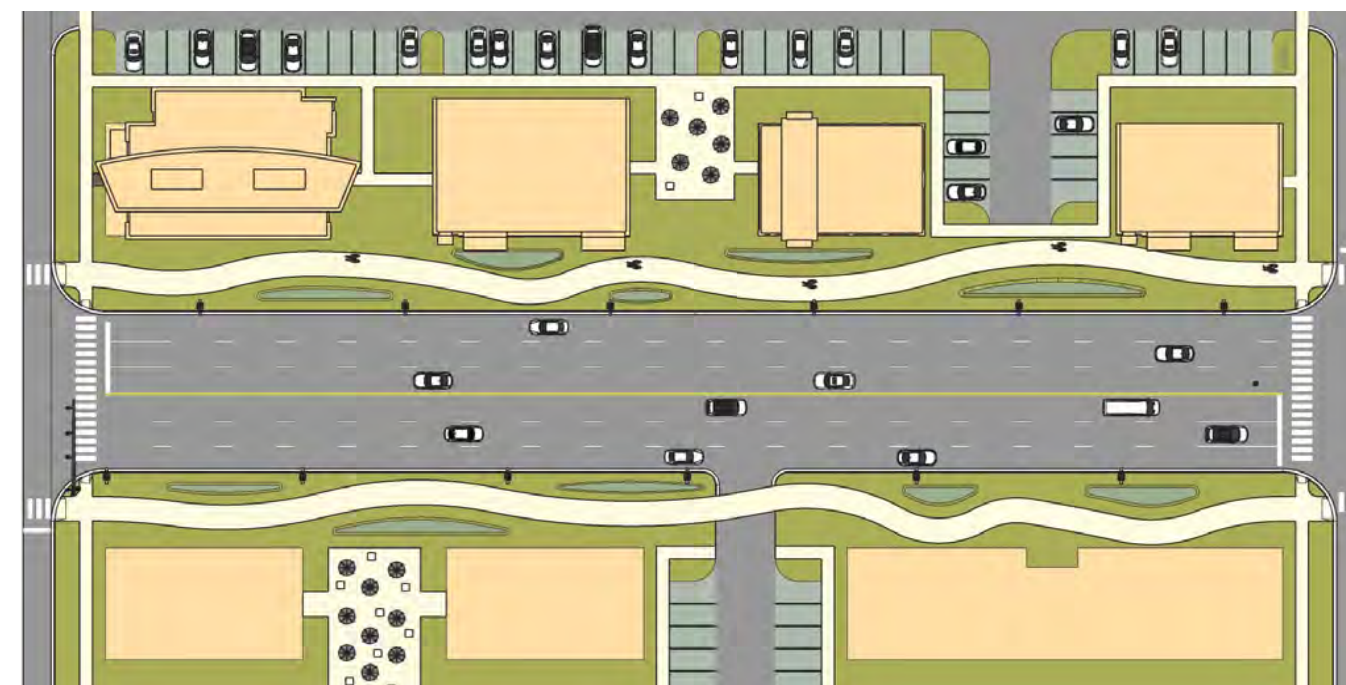
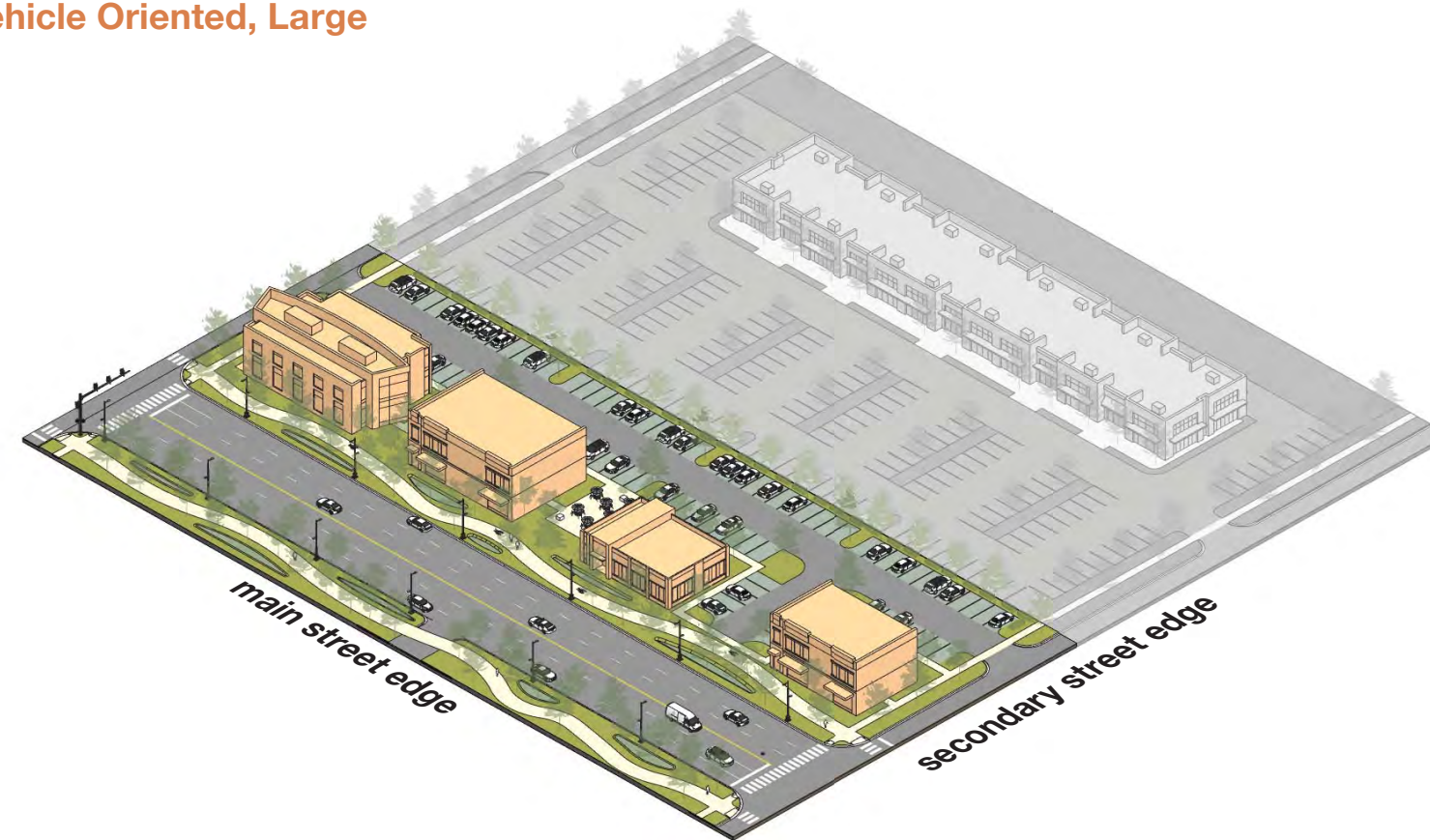
The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green, and main streets are in black

## Vehicle Oriented, Large



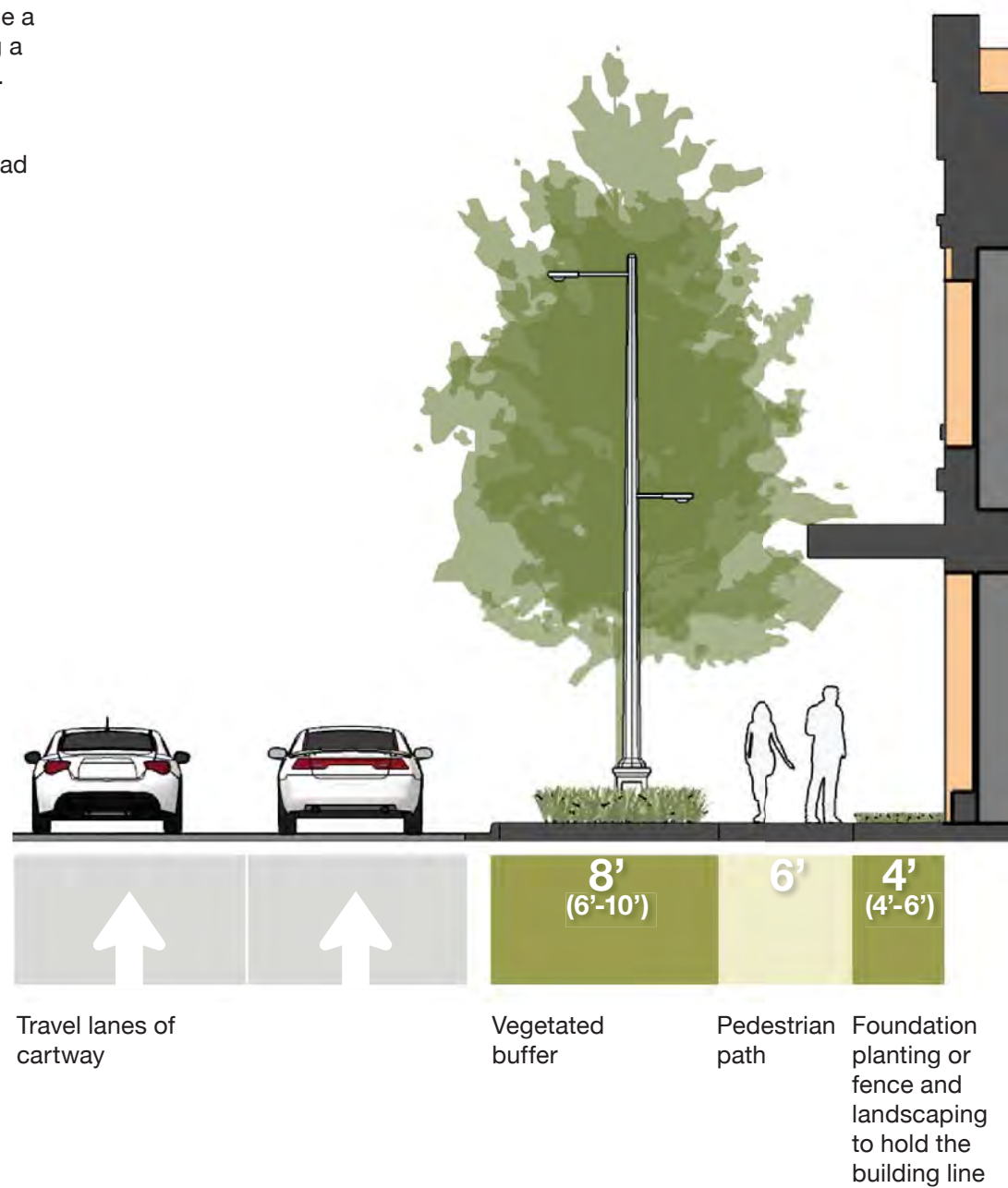
# Street Types and Patterns

# 4

## Vehicle Oriented, Small

Smaller suburban commercial streets typically connect the large commercial corridors to neighborhoods or other walkable places. To help with this transition, these roads should provide a 20' buffer from the street comprising a 10' vegetated buffer and 6' sidewalk.

- Preferred Configuration:
  - 20' minimum between curb of road and building facade
  - 10' vegetated buffer
  - 6' minimum clear for pedestrian sidewalk
  - 4' minimum foundation planting



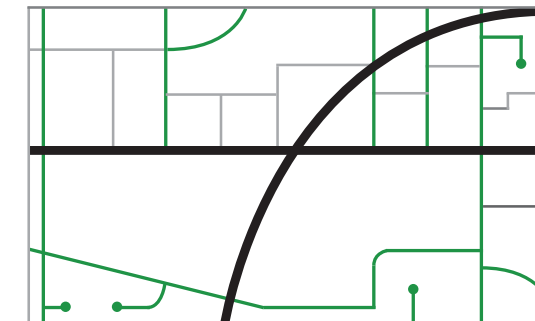
# Street Types and Patterns

# 4

## Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green, and main streets are in black

## Vehicle Oriented, Small



# Block Types and Patterns



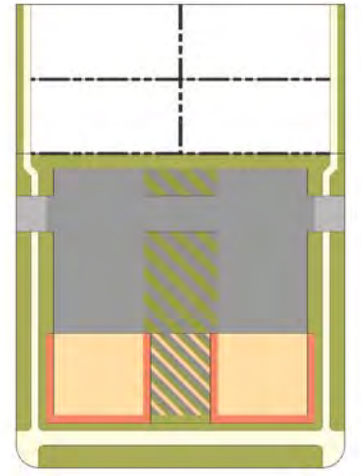
- Landscaped Area
- Commercial Use
- Pedestrian Path
- Office Use
- Primary Facade
- Residential Use
- Parking
- Roads
- Flexible Areas:**
- Parking-Building
- Landscaping-Building
- Parking-Landscaping-Building

The preferred pattern maintains continuous passive frontage of buildings and landscaping along the entire length of the block with active frontage of buildings, parking, and service internal to the block. Access to parking and service is best from the secondary side streets. The diagrams indicate the desired pattern for the block. Over time, as properties are redeveloped, the full block pattern can be realized.

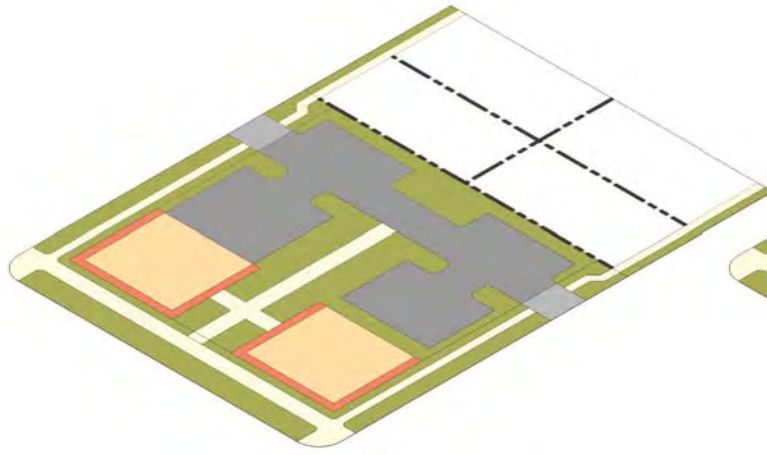
## Short Block

### Short Block

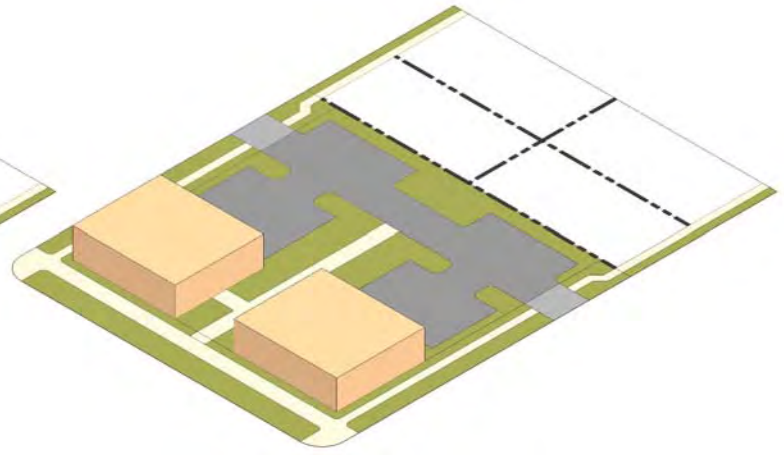
- <200' of street frontage
- Parking and access in rear of block
- Limit parking and service access to side streets (no main street curb cuts)
- 10' landscape buffer along the back property line (5' @ <100' deep lot only)
- All parking frontage must have an additional 5' minimum planting buffer beyond the building frontage line
- Not Shown - Lots >200' in depth start to allow for additional commercial or residential development at the rear of the property



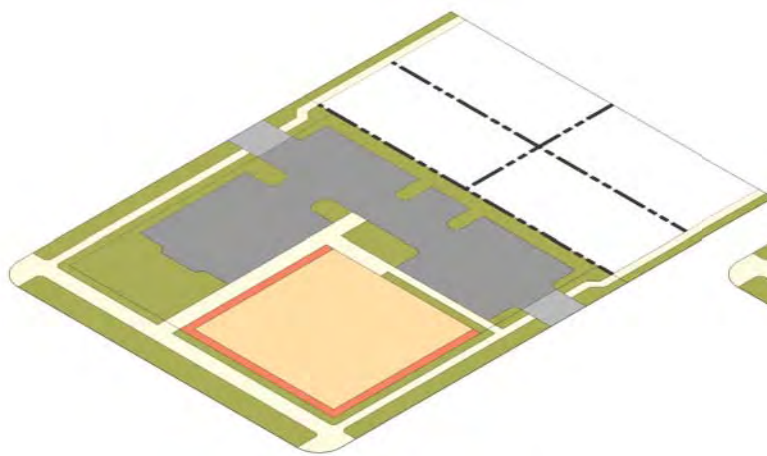
Block Guideline with 200' Deep Lots



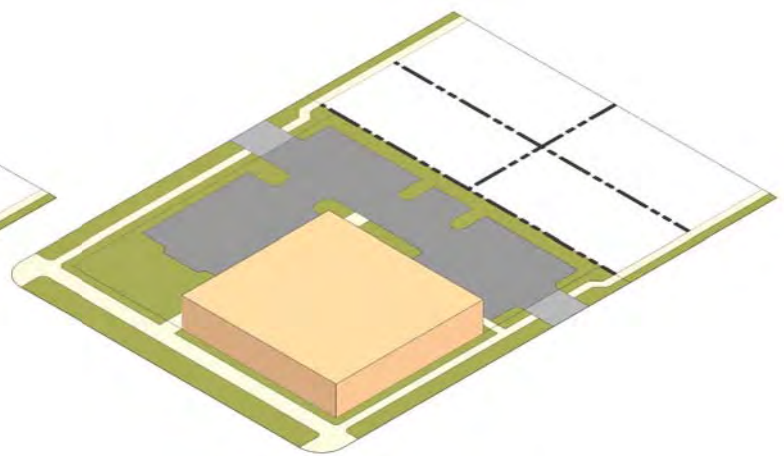
Possible Site Layout A



Possible Massing Layout A



Possible Site Layout B



Possible Massing Layout B

# Block Types and Patterns



## Block Types

- Commercial frontage types:
- Short block frontage on main street
  - Medium block frontage on main street
  - Long block frontage on main street
  - Continuous block frontage on main street

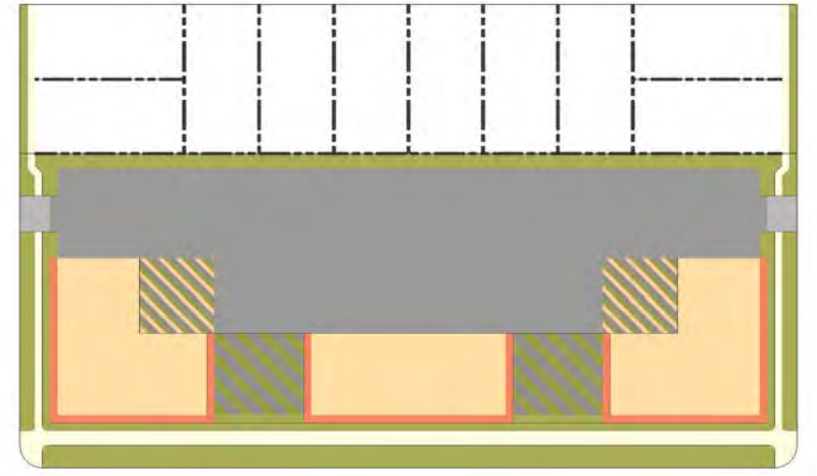


Block Types are orange, other uses are lime

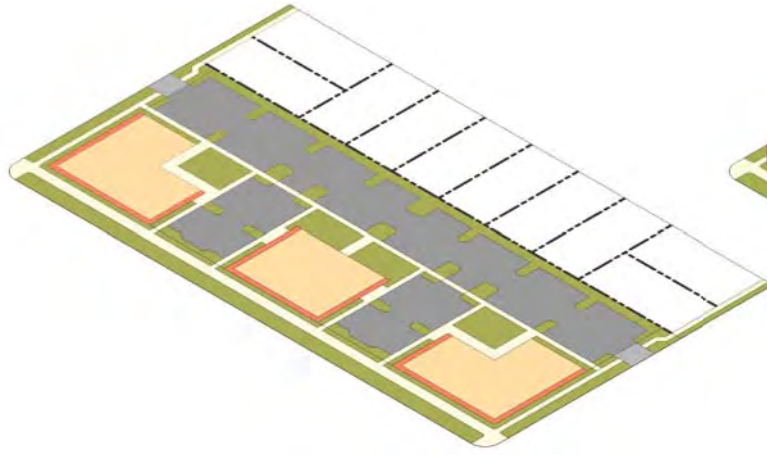
## Medium Block

### Medium Block

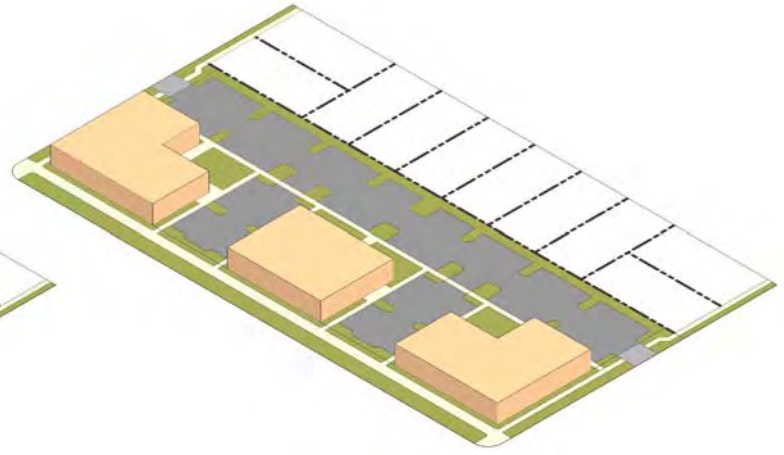
- 200'-500' of street frontage
- Parking and access internal to the block
- Limit parking and service access to side streets (no main street curb cuts)
- 10' landscape buffer along the back property line (5' @ <100' deep lot only)
- All parking frontage must have an additional 5' minimum planting buffer beyond the building frontage line
- Lots >200' in depth start to allow for additional commercial or residential development at the rear of the property



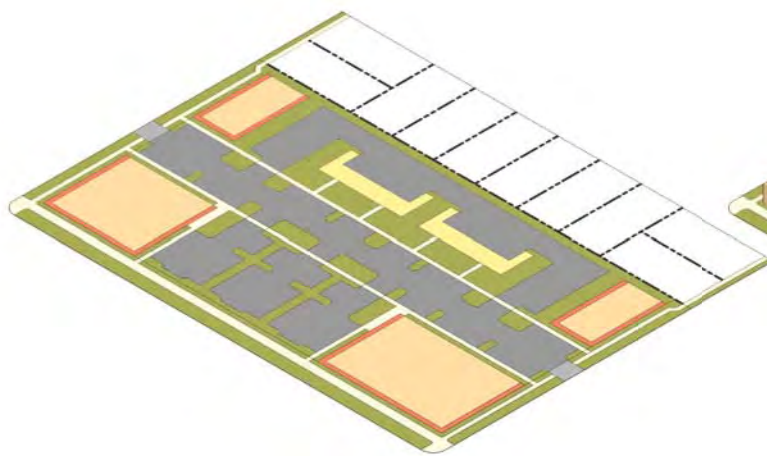
Block Guideline with 200' Deep Lots



Possible Site Layout A



Possible Massing Layout A



Possible Site Layout - 300' Deep



Possible Massing Layout - 300' Deep



# Block Types and Patterns

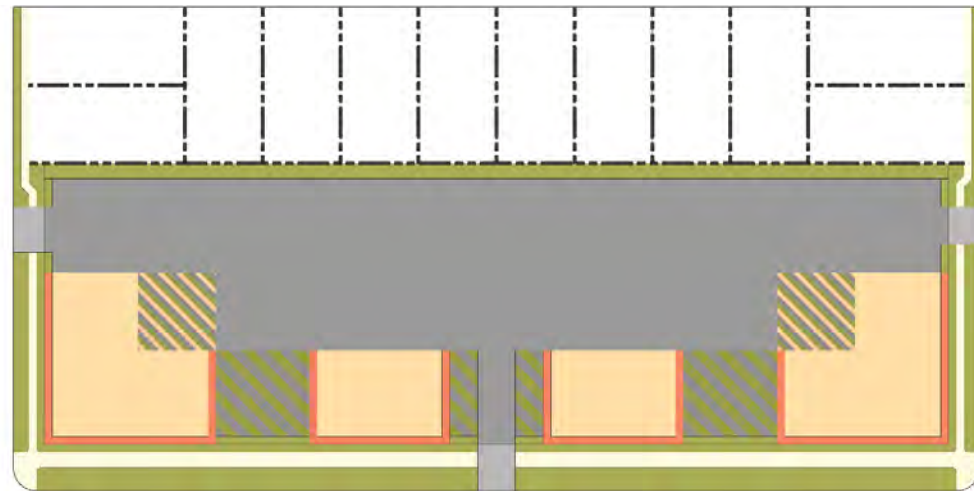


- Landscaped Area
- Commercial Use
- Pedestrian Path
- Office Use
- Primary Facade
- Residential Use
- Parking
- Roads
- Flexible Areas:**
- Parking-Building
- Landscaping-Building
- Parking-Landscaping-Building

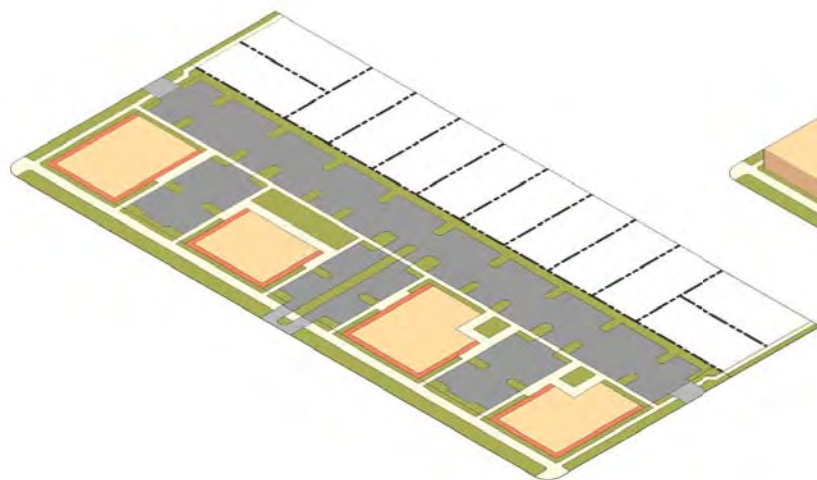
## Long Block

### Long Block

- 500'-1,000' of street frontage
- Parking and access internal to the block
- Limit parking and service access to side streets and one mid-block curb-cut
- 10' landscape buffer along the back property line (5' @ <100' deep lot only)
- All parking frontage must have an additional 5' minimum planting buffer beyond the building frontage line
- Lots >200' in depth start to allow for additional commercial or residential development at the rear of the property



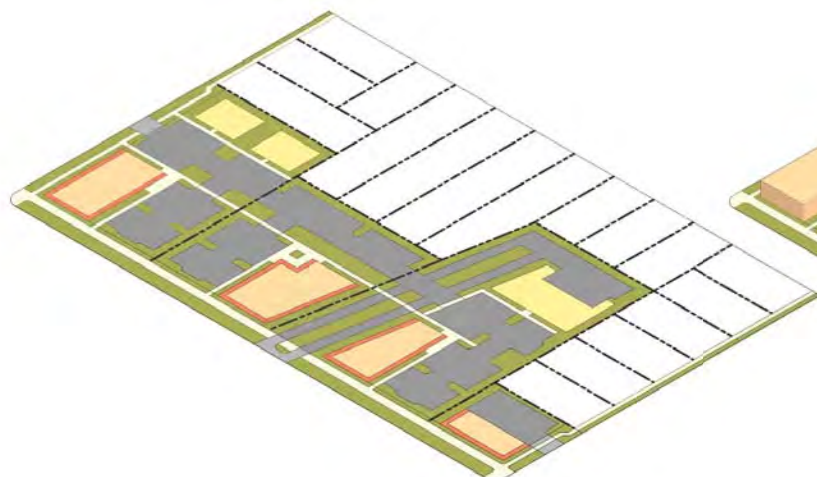
Block Guideline with 200' Deep Lots



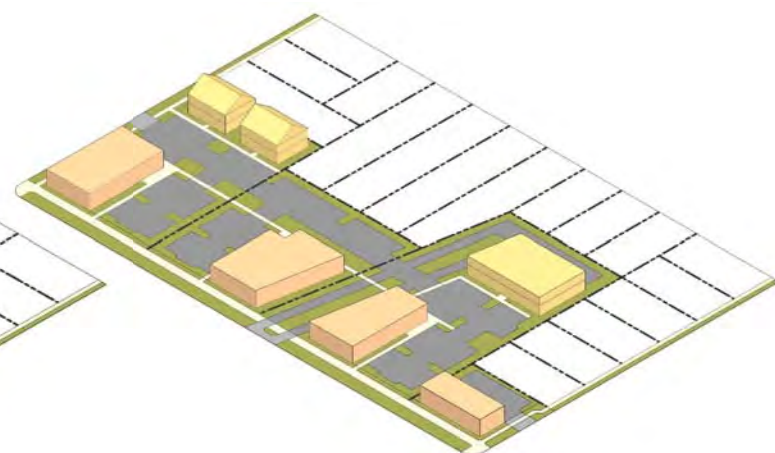
Possible Site Layout A



Possible Massing Layout A



Possible Site Layout - Irregular Block



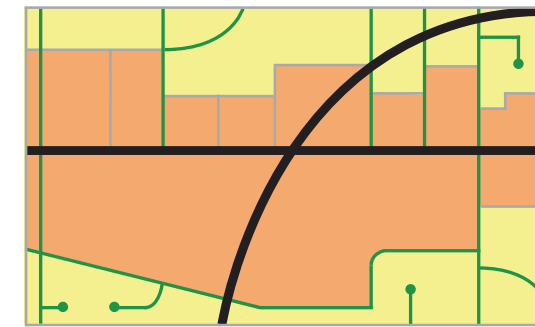
Possible Massing Layout - Irregular Block

# Block Types and Patterns



## Block Types

- Commercial frontage types:
- Short block frontage on main street
  - Medium block frontage on main street
  - Long block frontage on main street
  - Continuous block frontage on main street

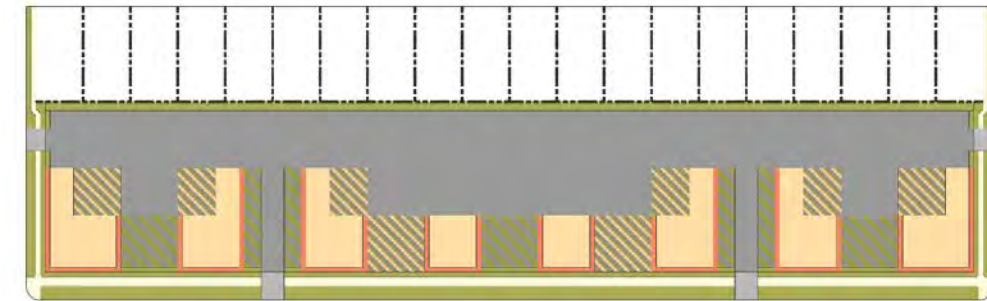


Block Types are orange, other uses are lime

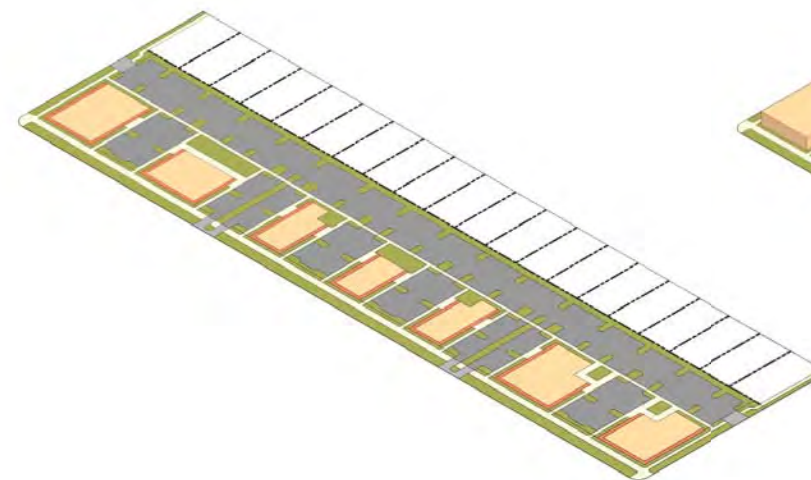
## Continuous Block

### Continuous Block

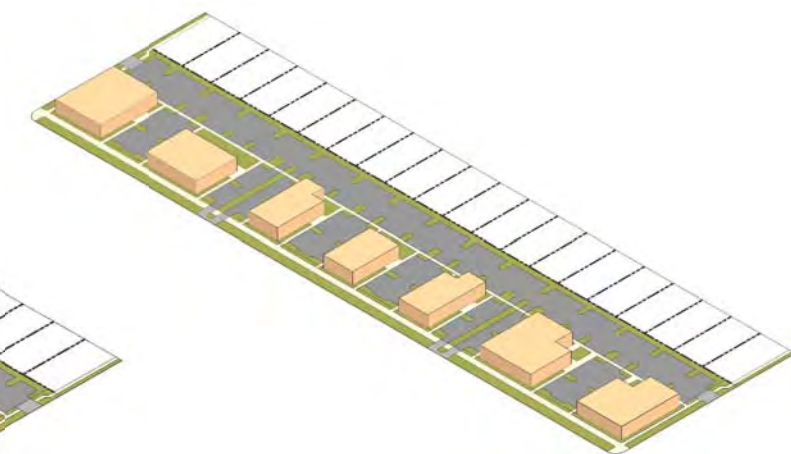
- >1,000' of street frontage
- Parking and access internal to the block
- Limit parking and service access to side streets and a mid-block curb-cut approximately every 500'
- 10' landscape buffer along the back property line (5' @ <100' deep lot only)
- All parking frontage must have an additional 5' minimum planting buffer beyond the building frontage line
- Not Shown - Lots >200' in depth start to allow for additional commercial or residential development at the rear of the property



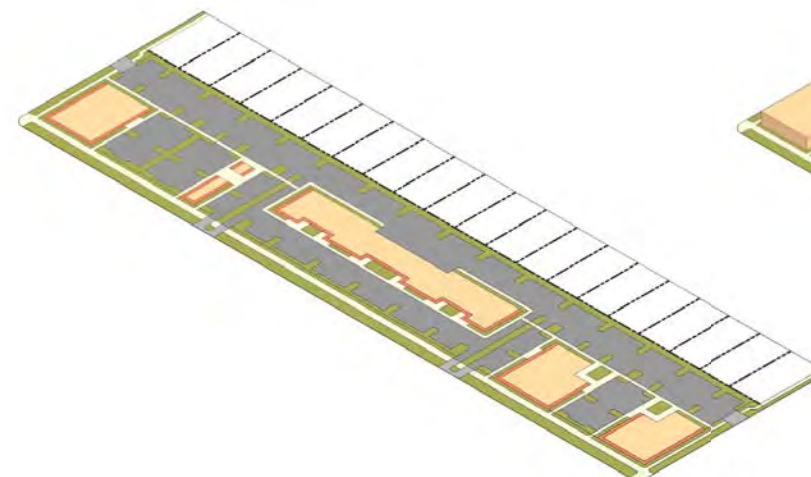
Block Guideline with 200' Deep Lots



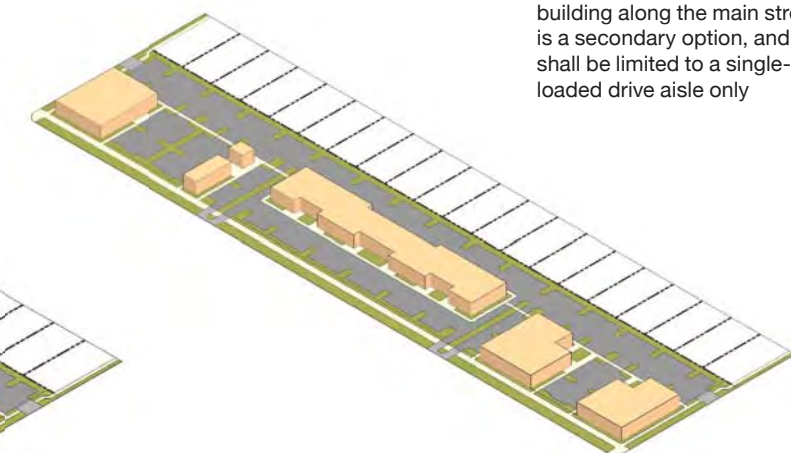
Possible Site Layout A



Possible Massing Layout A



Possible Site Layout B



Possible Massing Layout B

\*Parking in front of the building along the main street is a secondary option, and shall be limited to a single-loaded drive aisle only

# Lot Improvements



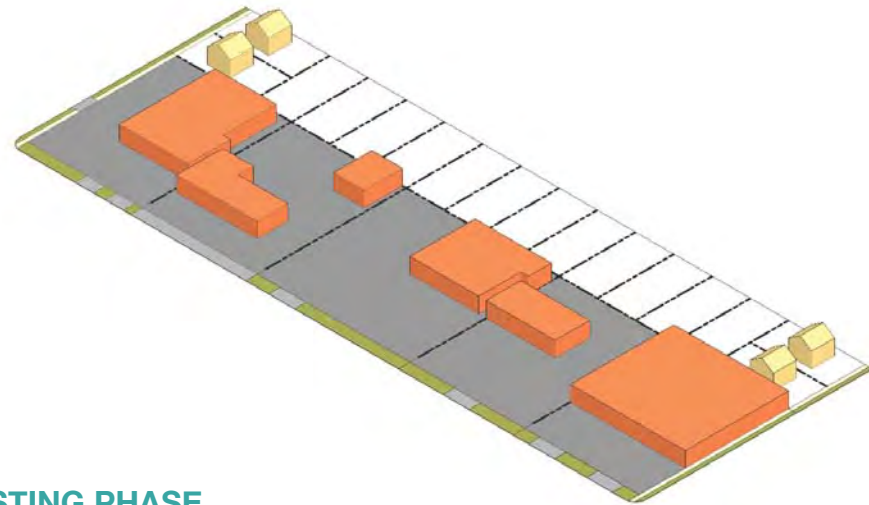
- Landscaped Area
- Commercial Use
- Pedestrian Path
- Office Use
- Existing Structure
- Residential Use
- Parking
- Roads

While individual lot redevelopment can incorporate parts of the block guidelines, to capture more value per lot and create a more vibrant commercial community; envisioning whole block redevelopment while planning for individual lot redevelopment is paramount.

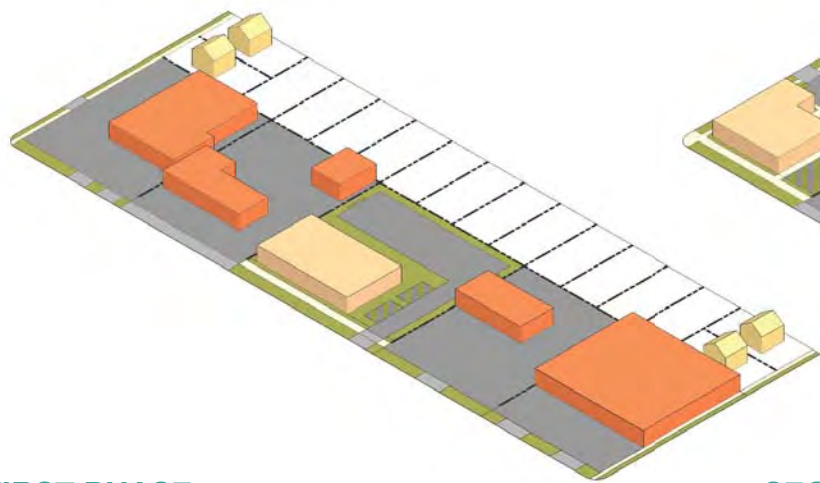
## Lot Improvements

### Transformation Block

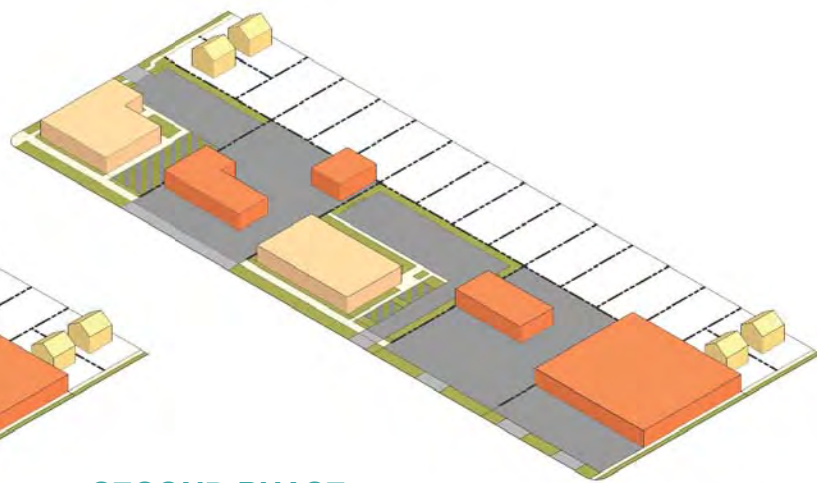
- Regular 200' X 800' Long Block
- A middle lot is redeveloped first with parking and access inclusive to the lot
- A corner lot is redeveloped second with side street access and the potential for a shared access drive aisle
- A middle lot is redeveloped third and shares access, parking, and connections with the previously redeveloped adjacent lots
- Finally, the other corner lot is redeveloped to complete a block that follows the preferred pattern



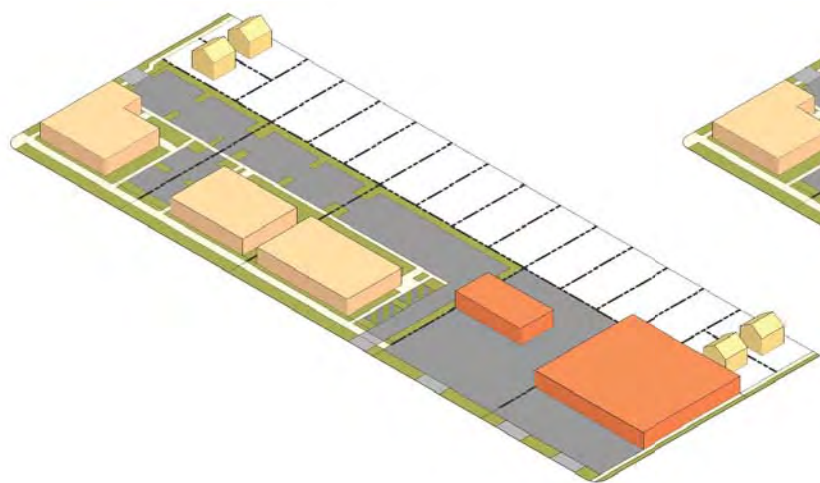
EXISTING PHASE



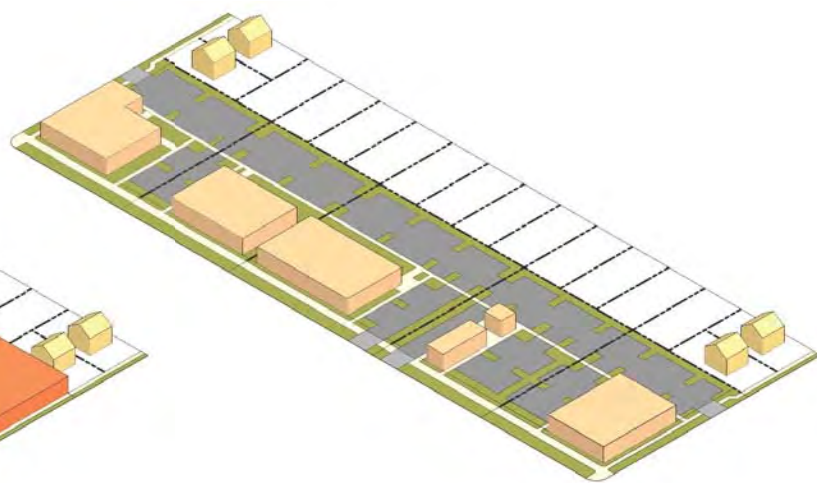
FIRST PHASE



SECOND PHASE



THIRD PHASE



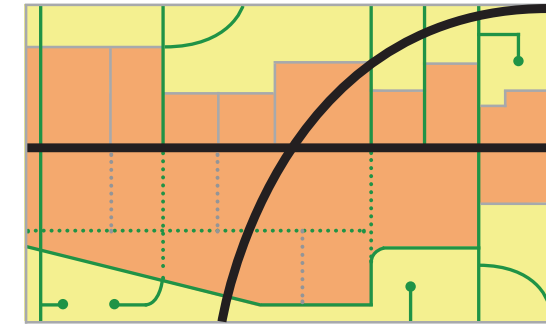
FINAL PHASE - IMPROVED BLOCK

# Lot Improvements



## Block Improvements Over Time

Lot redevelopment builds a "hikeable" community with other lots by breaking down the scale of parking, introducing shared access, and rebuilding a community-scaled grid (especially on large lots)

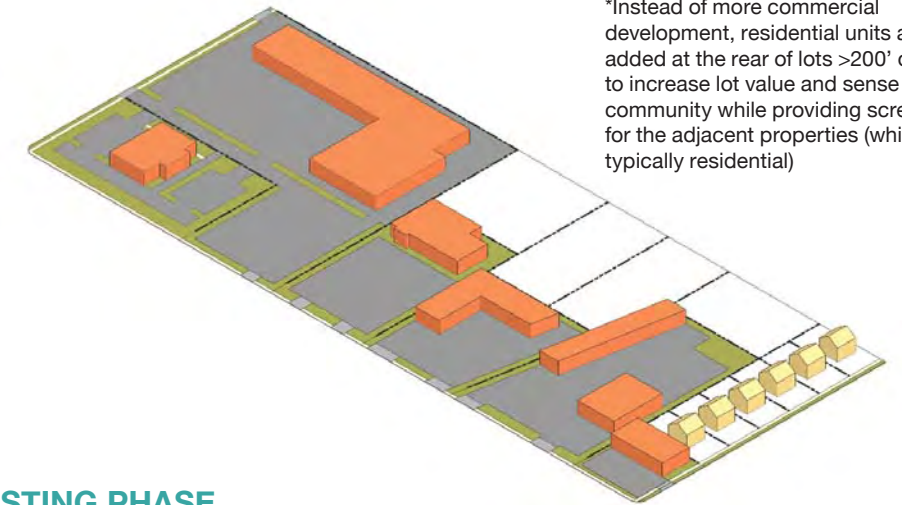


New secondary streets are dashed in green, and new lot boundaries are dashed in grey

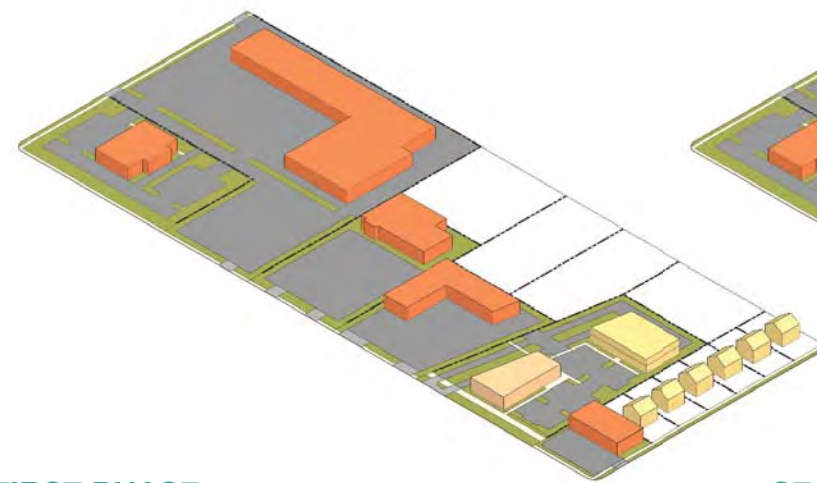
## Lot Improvements

### Transformation Block

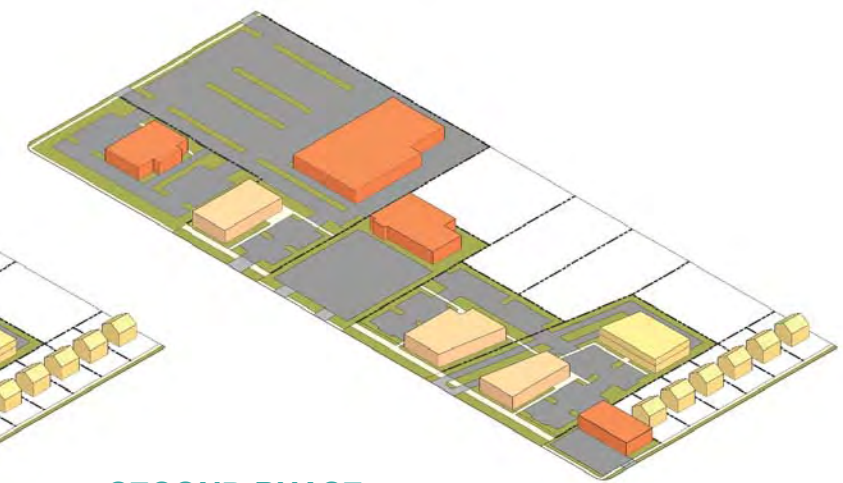
- Irregular 400' X 1,000' Continuous Block
- A middle lot is redeveloped first with parking and access inclusive to the lot
- Middle lots are redeveloped second with shared or existing vehicle access
  - A large rear lot undergoes adaptive re-use
- A middle lot is redeveloped third and shares access, parking, and connections with the previously redeveloped adjacent lots
- Finally, the rear lot is redeveloped with residential to complete a block that closely follows the preferred pattern



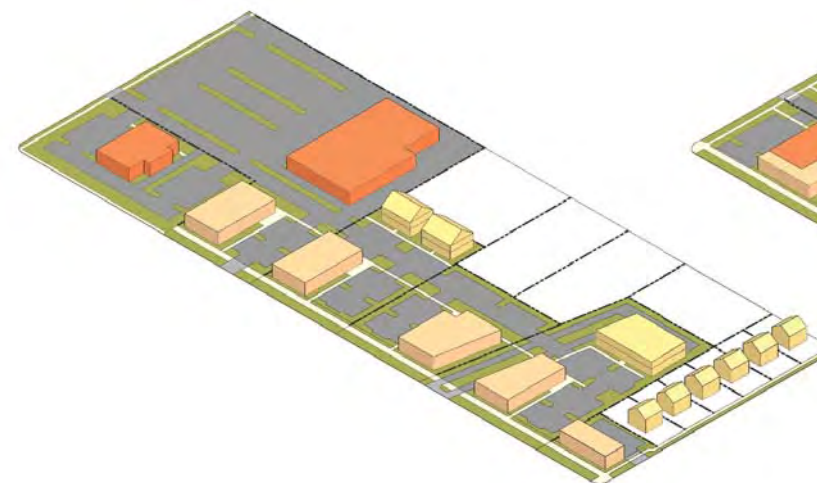
EXISTING PHASE



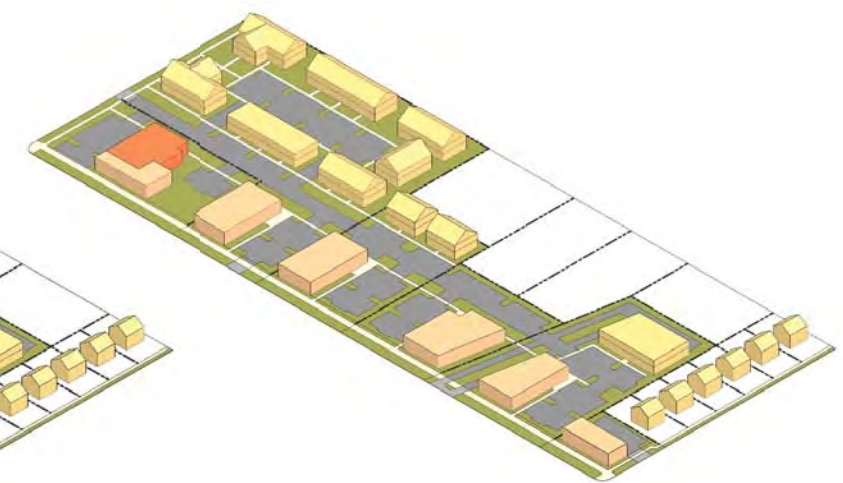
FIRST PHASE



SECOND PHASE



THIRD PHASE



FINAL PHASE - IMPROVED BLOCK

\*Instead of more commercial development, residential units are added at the rear of lots >200' deep to increase lot value and sense of community while providing screening for the adjacent properties (which are typically residential)

# Architectural Patterns

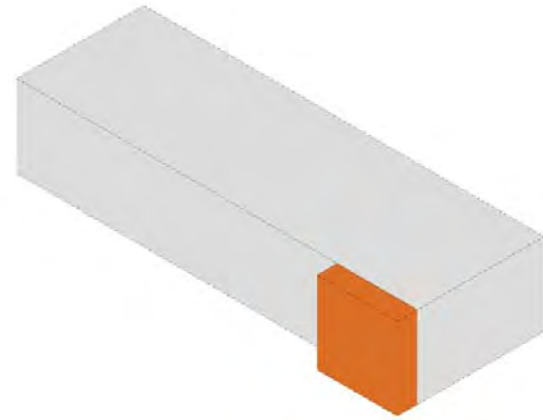
## One-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.



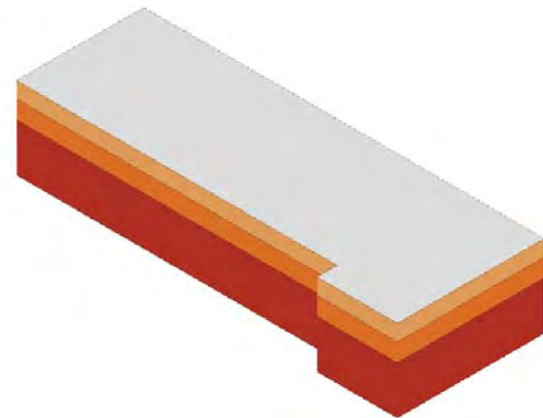
Vertical Articulation

### Horizontal

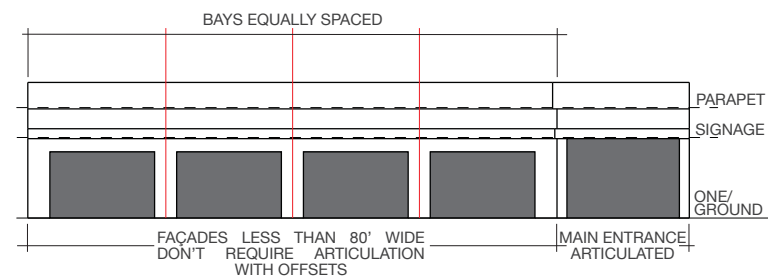
- Every building has a base, middle and top.

### Composition

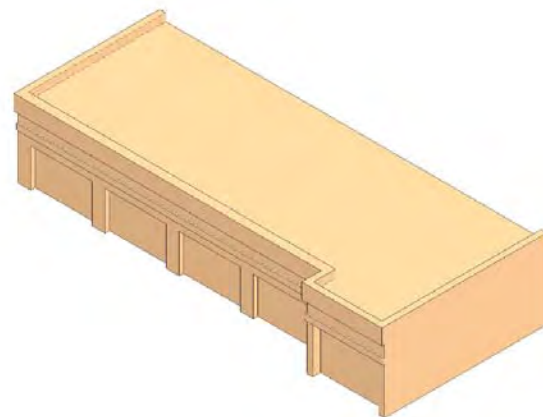
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

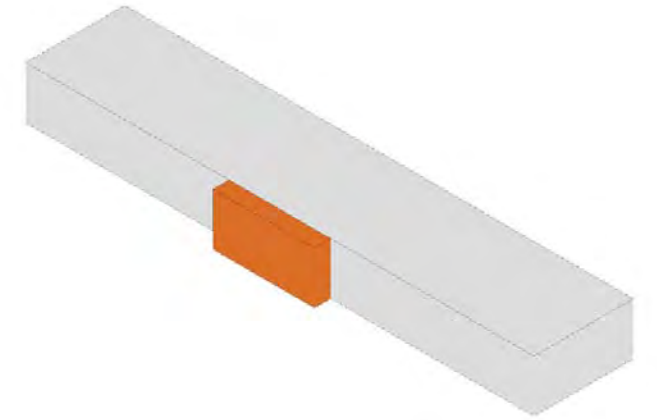
## One-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.



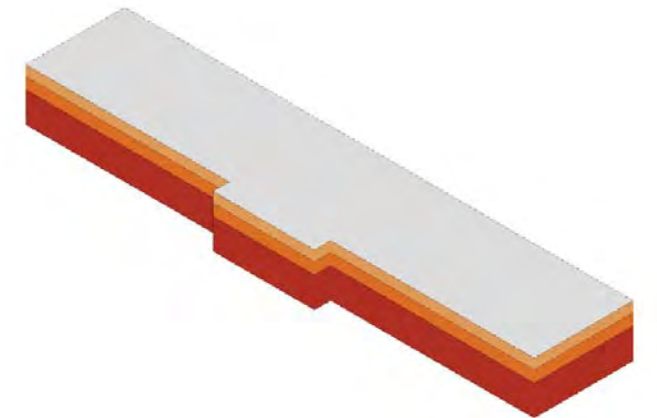
Vertical Articulation

### Horizontal

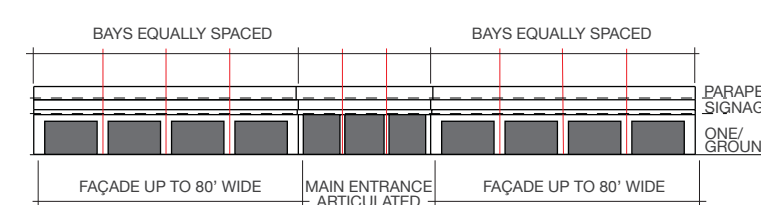
- Every building has a base, middle and top

### Composition

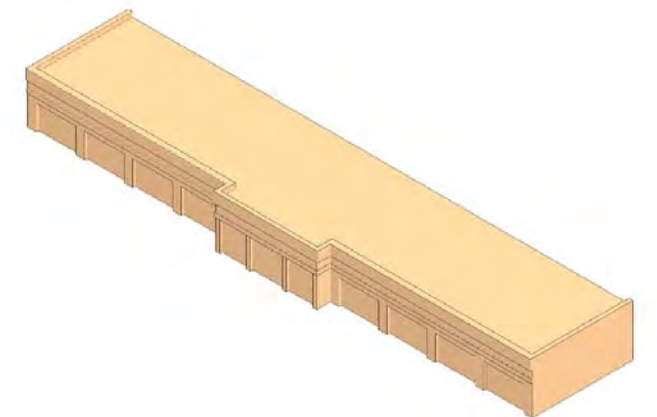
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

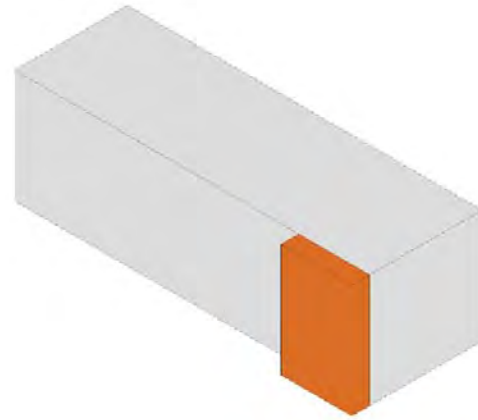
## Two-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



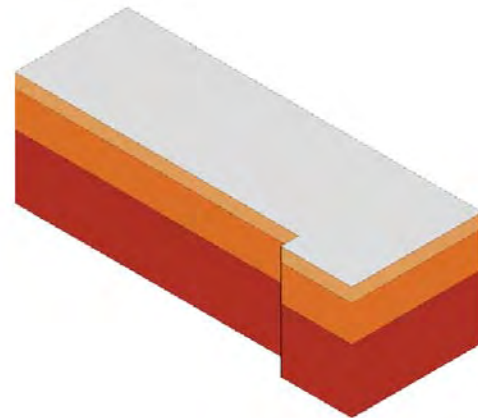
Vertical Articulation

### Horizontal

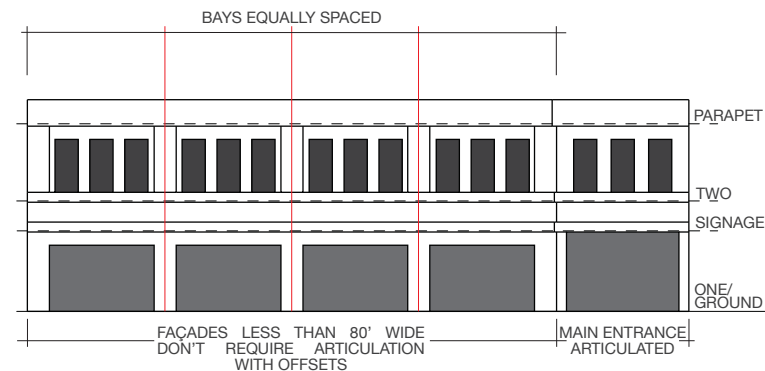
- Every building has a base, middle and top.

### Composition

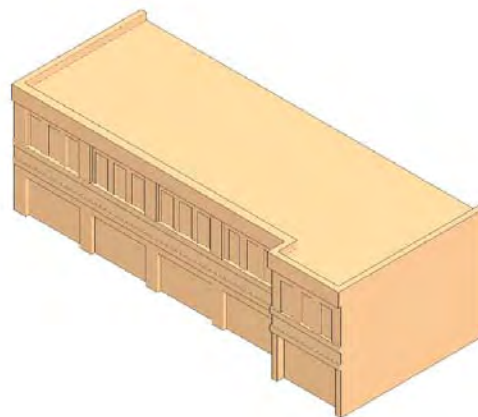
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

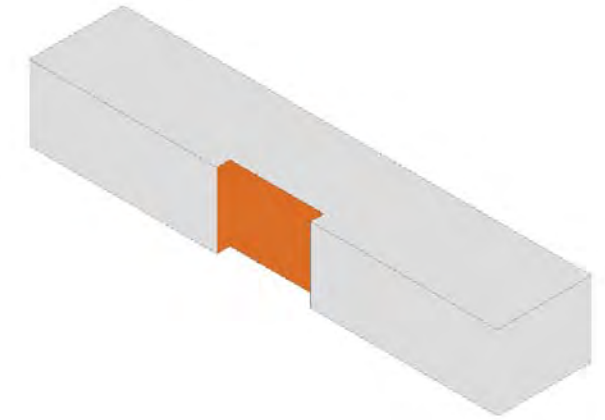
## Two-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



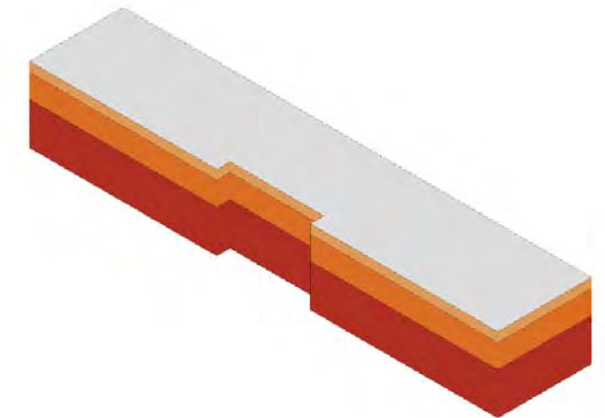
Vertical Articulation

### Horizontal

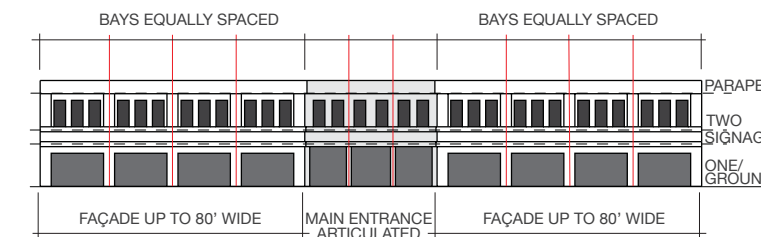
- Every building has a base, middle and top.

### Composition

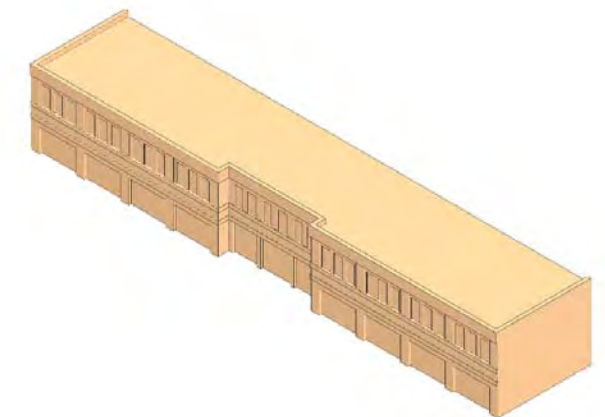
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



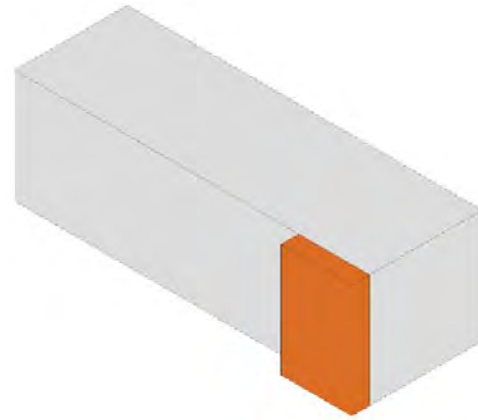
Assembly

# Architectural Patterns

## Multi-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates a offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.



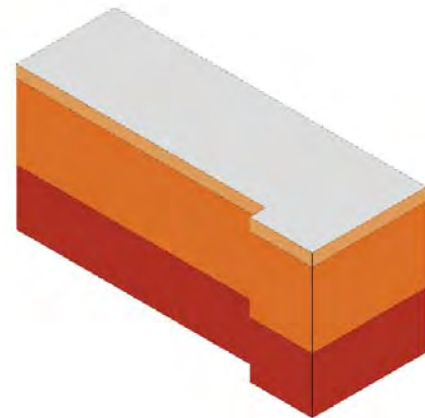
Vertical Articulation

### Horizontal

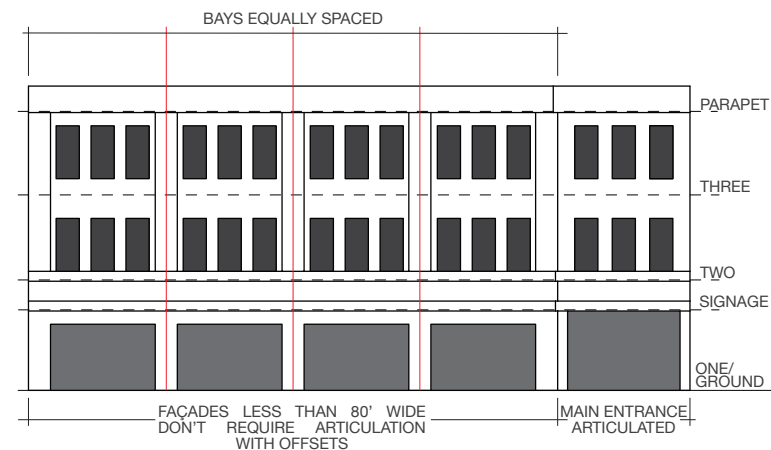
- Every building has a base, middle and top.

### Composition

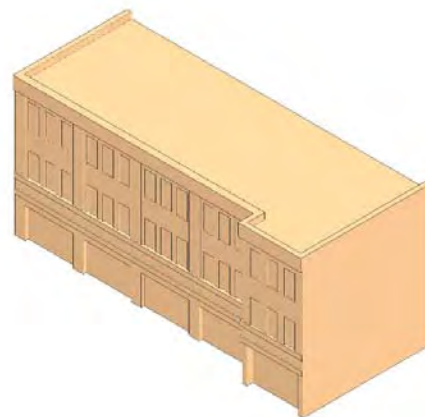
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



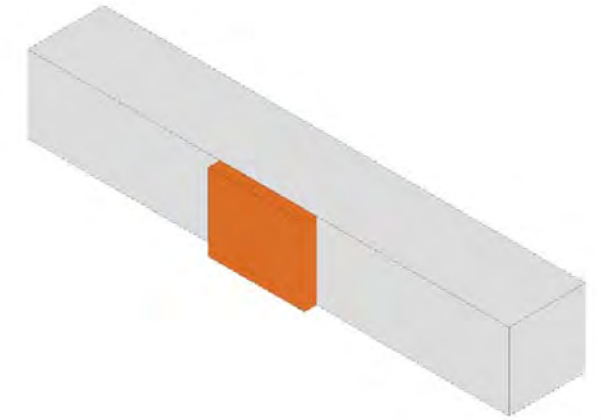
Assembly

# Architectural Patterns

## Multi-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.



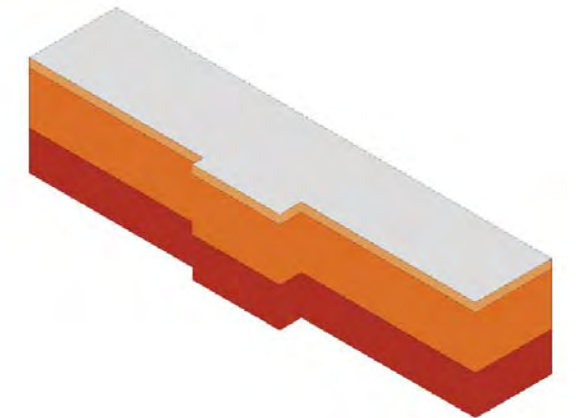
Vertical Articulation

### Horizontal

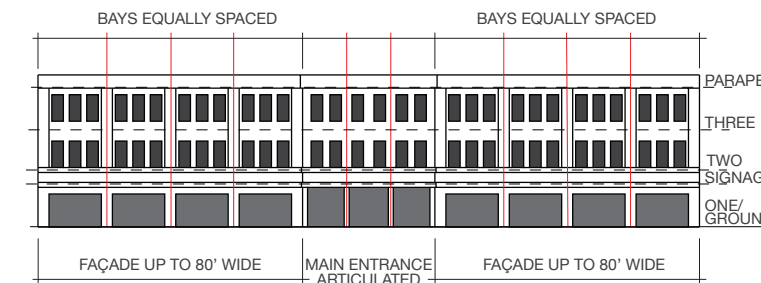
- Every building has a base, middle and top.

### Composition

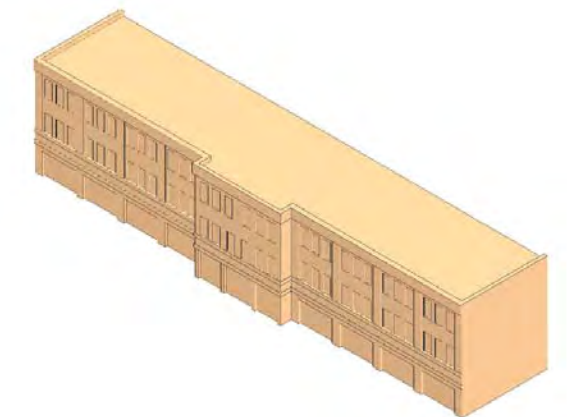
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition

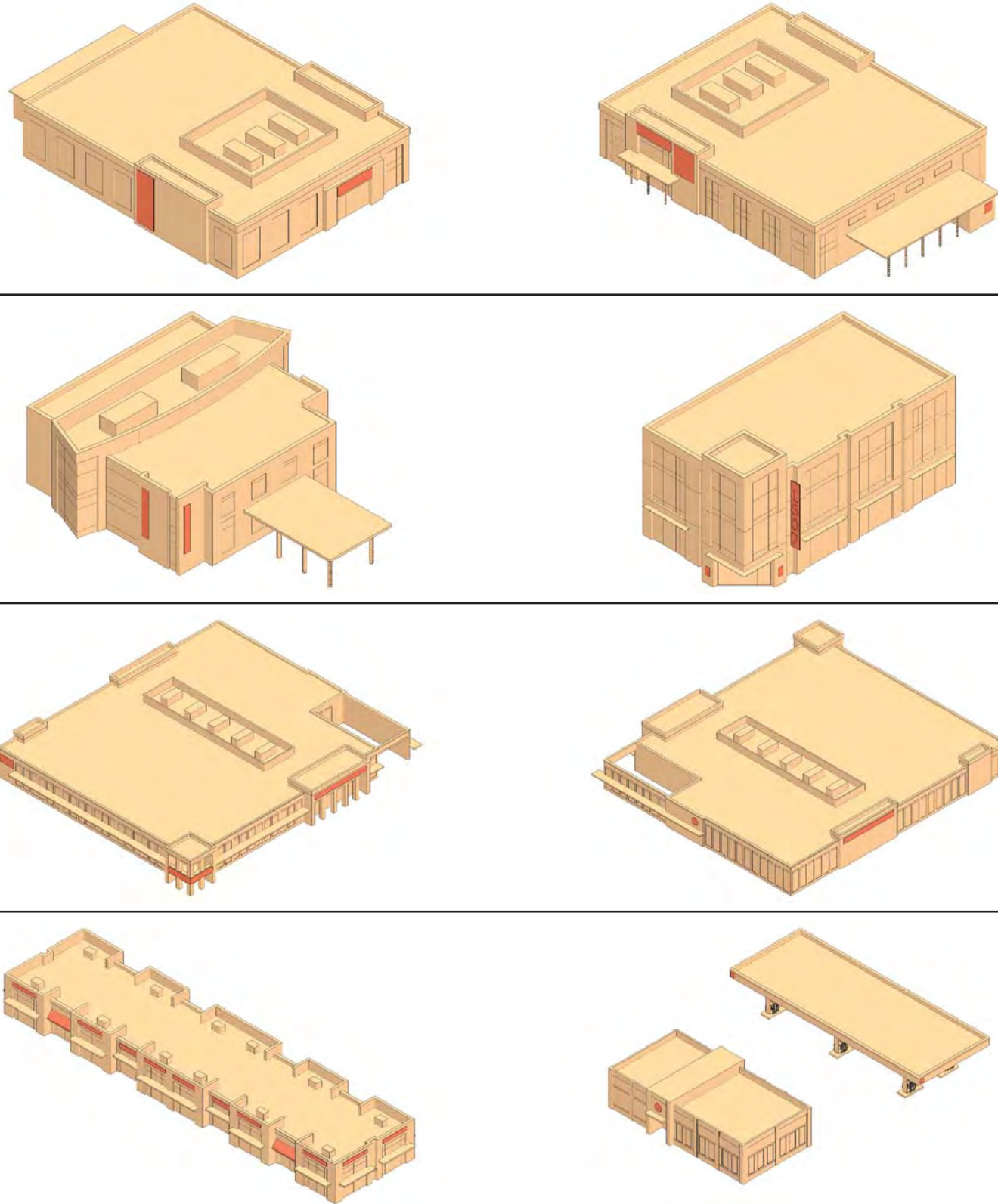


Assembly

# Signage

- Primary horizontal signage should be placed in the facade band above the first floor level
- Projecting and Blade signs should be placed near entrances or on corners
- The outer perimeter of awnings and canopies provide good placement for pedestrian oriented signage
- See Guiding Principles for guidance on multi-tenant signage

## Placement Options



# Signage

- Clean, simple signage is easiest for customers to read and is more memorable
- Many materials are suitable for long-lasting, beautiful signage; translucent plastic and vinyl are not the only options!
- Multiple scales and locations can be used to provide visibility to pedestrians and viewers in automobiles; maximum sizes and quantities can be referenced in the Zoning Ordinance.

## Examples



# Site Amenities

- Commercial sites can utilize amenities to attract customers and blend in well with the contextual neighborhood.
- Publicly accessible and visible a

## Placement Options



### 1. Paving Materials

- Paving of areas intended for pedestrian and vehicular circulation should not be all asphalt
- Areas with high pedestrian traffic should have paving that reduces:
  - heat island effect
  - rate of surface runoff
  - vehicular speeds

### 2. Screening Options

- Foliage can be used for parking screening
- When parking is located within 10' of right-of-way, an opaque wall is to be used for screening
- Dumpsters as well as loading docks require screening by opaque walls

### 3. Open Space/Garden

- Gardens should be placed in visible areas of the site

### 4. Pedestrian Facilities

- Bike racks
  - Provide shelter for the bicycle as well as the cyclist when locking and unlocking
- Outdoor seating
- Publicly accessible seating

# Site Amenities

- Paths through the site should be clearly defined by paving materials
- Foliage is a screening option that can be used to retain, and filter runoff water
- Clear delineation of vehicular and pedestrian paths can improve safety on site

## Examples



1. Paving Materials



2. Screening Options



3. Open Spaces and Gardens

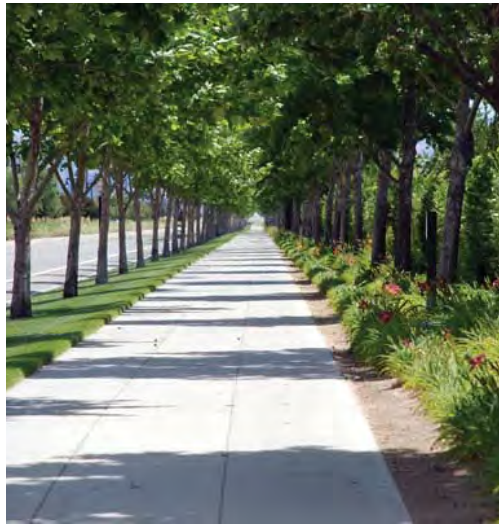


4. Pedestrian Facilities



# Landscaping 10

## Street Level Landscaping



# Landscaping 10

## Indigenous Plants for Consideration

### Deciduous Large Canopy Trees

- Hackberry (*Celtis occidentalis*)
- Sugarberry (*Celtis laevigata*)
- Sweet gum (*Liquidambar styraciflua*) – cultivar without seed pods e.g. ‘Rotundiloba’
- Black Cherry (*Prunus serotina*)
- Bald Cypress (*Taxodium distichum*)
- White oak (*Quercus alba*)
- Swamp white oak (*Quercus bicolor*)
- Willow oak (*Quercus phellos*) – cultivar with narrower canopy e.g. ‘Hightower’
- Water oak (*Quercus nigra*)
- Pin oak (*Quercus palustris*)
- Persimmon (*Diospyros virginiana*) – edible fruit
- Black tupelo (*Nyssa sylvatica*) – cultivar with narrower canopy e.g. ‘Forum’

### Evergreen Large Canopy Trees

- Eastern red cedar (*Juniperus virginiana*)
- Loblolly pine (*Pinus taeda*)
- American holly (*Ilex opaca*)
- Live oak (*Quercus virginiana*) – cultivar with narrower canopy e.g. ‘Highrise’
- Southern magnolia (*Magnolia grandiflora*)

### Small Canopy Trees

- Yaupon holly (*Ilex vomitoria*) – tree & weeping varieties available
- Little Gem Magnolia (*Magnolia grandiflora* ‘Little Gem’)
- Sweetbay magnolia (*Magnolia virginiana*)
- Common serviceberry (*Amelanchier arborea*)
- Eastern serviceberry (*Amelanchier canadensis*)

### Shrubs

- Red chokeberry (*Aronia arbutifolia*)
- Sweet pepperbush (*Clethra alnifolia*)
- Inkberry holly (*Ilex glabra*)
- Yaupon holly (*Ilex vomitoria*) – dwarf cultivars available
- Waxmyrtle (*Morella cerifera*)
- Southern bayberry (*Morella caroliniensis*)
- Northern bayberry (*Morella pensylvanica*)
- Beach plum (*Prunus maritima*) – edible fruit
- Smooth sumac (*Rhus glabra*)
- Elderberry (*Sambucus nigra* ssp. *canadensis*) – edible fruit
- Highbush blueberry (*Vaccinium corymbosum*) – edible fruit
- Arrowwood (*Viburnum dentatum*)
- Salt bush (*Baccharis halmifolia*)
- Marsh elder (*Iva frutescens*)

### Perennials

- Hibiscus (*Hibiscus moscheutos*)
- Marsh mallow (*Kosteletzkya virginica*)
- Asters (*Aster* spp.)
- Blanket flower (*Gaillardia* spp.)





# Coastal Character District

## Community Patterns: Essential Attributes

### Community Patterns

- Pedestrian friendly mixed-use streets with a variety of building types and uses
- Well landscaped pedestrian spaces, buffered from cars with landscape treatment using plant materials appropriate for a coastal climate
- Easy relationship between indoor spaces and outdoor gathering places, along the sidewalk, in courtyards, or at the edge of parking lots
- Active building frontage along the street where appropriate and facing outdoor gathering places within the site
- Small scale shops and buildings to provide a diverse character
- Parking and service areas easily accessible from the street, but screened from it with landscaping and building location
- Corner buildings to serve as gateway buildings for the residential side streets



### Architectural Patterns

- Primary role of the architecture:
  - Define and enhance the pedestrian friendly quality of the street spaces and outdoor gathering places on site
  - Building massing and form that either creates a room-like space along the street or supports the creation of social gathering spaces within the site, e.g. courtyards/patios
  - Cornices and other architectural elements that either define the public space or the volume of the building
  - Large, clear, glass display windows provide transparency between the public space and shop interiors
  - Defined area for signage
  - No blank walls facing the street unless designed as finished facade
  - Resilient design and construction to handle coastal storms and flooding
- Architectural character using the elements from the Coastal Pattern Book, e.g. porches and simple



# Coastal Character District: Overview of Commercial Districts and Corridors



## Coastal Character District

- Notable commercial districts include:
  - Ocean View Shopping Center Area
- Notable commercial thoroughfares include:
  - Ocean View Avenue
  - Shore Drive

### Street Type and Patterns

- Rectangular grid of streets are the typical condition
- Angled or curved streets are an exception
- Two street types:
  - Pedestrian friendly with slow moving traffic
  - Vehicle oriented with fast moving traffic

### Block Type and Commercial Patterns

- Majority of blocks are approximately 200' X 500'
- Commercial frontage types:
  - Short block frontage on main street
  - Long block frontage on main street
  - Full block frontage
- Preferred pattern:
  - Active street frontage
  - Internal block access through street frontage determines lot patterns
  - Parking lots and service activities internal to the block

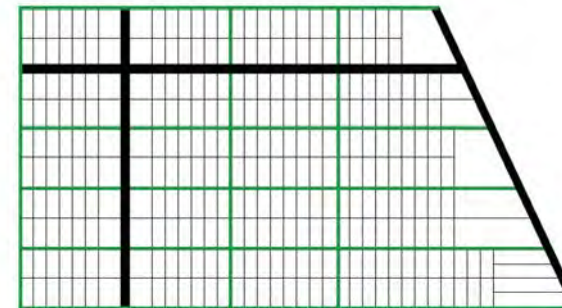
### Lot Types

- Standard lot depth is 100'
- Short block frontages:
  - Lots have been expanded by acquiring adjacent non-commercial properties
  - Short block lots sizes include: 100', 150', and 200' deep lots
- Long block frontages:
  - Lots have been expanded by acquiring adjacent non-commercial properties to create through block lots
  - Long block lot sizes include: 100' and 200' deep lots

# Matrix: Community Patterns and Appropriate Commercial Building Types

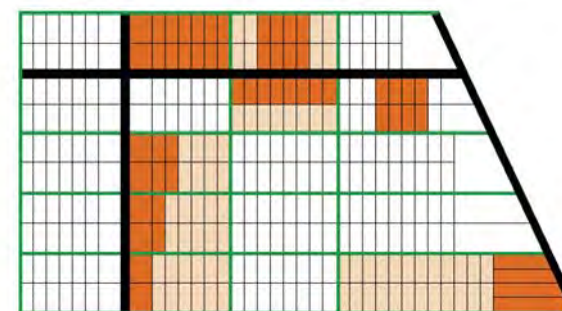
Street Type and Lot Type determine which Building Types and Forms will function well on a site.

## Street Type and Patterns



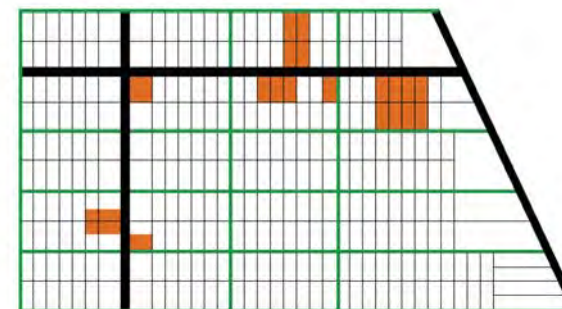
- Main streets are in BLACK
- Secondary streets are in GREEN

## Block Type and Commercial Patterns



- Commercial lots are DARK ORANGE
- Non-commercial lots are LIGHT ORANGE

## Lot Types



- Commercial lots are in DARK ORANGE

		BUILDING FORMS AND TYPES									
		TRADITIONAL STREET ORIENTED			VEHICLE/PARKING LOT ORIENTED						
		IN-LINE RETAIL SHOPS	SMALL BOX COMMERCIAL	STAND-ALONE MIXED USE	IN-LINE MIXED-USE	VEHICLE ORIENTED	DRIVE-THRU	MEDIUM-BOX RETAIL	BIG-BOX RETAIL		
STREET TYPES	PEDESTRIAN FRIENDLY	PREFERRED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
	VEHICLE ORIENTED	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
LOT TYPE	CORNER	100' DEEP	25'-50' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			50'-100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			> 100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		200' DEEP	20'-50' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			50'-100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			> 100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
	MID-BLOCK	100' DEEP	20'-50' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			50'-100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
			> 100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	
		200' DEEP	20'-50' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			50'-100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS
			> 100' WIDE	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS	ACCEPTABLE WITH APPROPRIATE DESIGNS

# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Traditional, Street Oriented Commercial, Retail, and Related Uses:

- Corner Stores
- In-Line Retail Shops
- Drug Stores
- Restaurants
- Small Scale Food Stores
- Small-Box Commercial
- Offices
- Mixed-Use: Retail/Residential, Retail/Office, Office/Residential, and Retail/Office/Residential
- Apartments
- Carriage Houses

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### In-Line Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors



### In-Line Commercial

- One-story (though the massing and facade composition shall be two-story)
- Street oriented retail frontage
- Facade divided into bays to provide flexibility and design articulation
- Local precedent along Colley Avenue in Ghent and Granby Street in Riverview



### Stand-Alone Mixed-Use

- Multi-story
- Street oriented retail frontage
- Shop fronts divided
- First floor: retail/office
- Upper floor(s): retail/office/residential
- Separate entry for upper floors
- Appropriate bookend(s) for In-Line Mixed-Use
- Local precedent located in East Beach

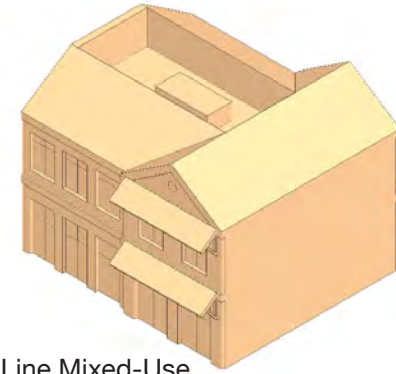


### Small-Box Commercial

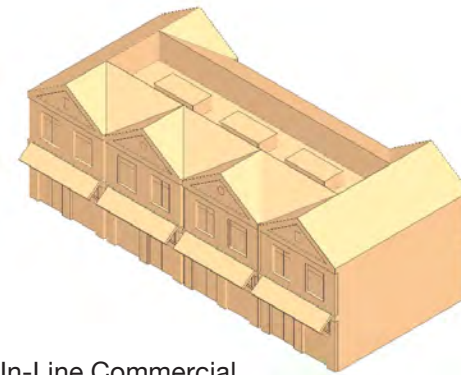
- One-story (though the massing and facade composition shall be two-story)
- Up to 7,500 SF
- Typically stand-alone, though simple modification allows for bookending with adjacent buildings

# Building Forms and Types

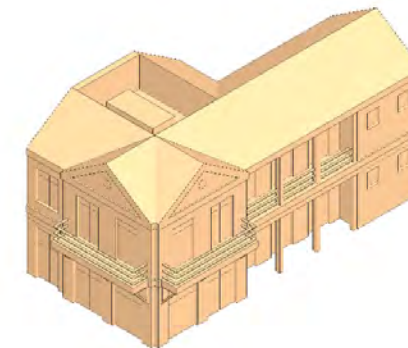
# 3



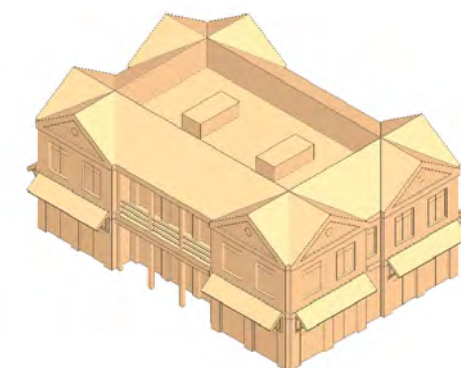
In-Line Mixed-Use



In-Line Commercial



Stand-Alone Mixed-Use



Small-Box Commercial



# Building Forms and Types

# 3

The multiple types of commercial uses described in the Zoning Ordinance can typically be accommodated by one or more of the listed building forms. The Building Forms and Types section will identify the potential building form or forms for your use.

## Vehicle and Parking Lot Oriented Commercial, Retail, and Related Uses:

- Gas Stations
- Drive-Through Buildings: Restaurants, Drug Stores, and Banks
- Grocery Stores
- Medium-Box Retail
- Big-Box Retail
- Large Office Buildings

The challenge is to find ways of accommodating all these uses and maintaining the character and image of the Character District. Building forms are undergoing change in response to changes in the way we shop. The emphasis is now on the “experience” and on personalized service. Many start-up digital retailers now need a physical location as a showroom; however stores can be smaller since they do not need to keep a large inventory.



### Medium-Box Retail

- One-story (though the massing and facade composition shall be two-story)
- Often includes a drive-through
- 7,500 SF - 20,000 SF
- Typically stand-alone, though simple modification allows for bookending with adjacent buildings



### Big-Box Retail

- One-story (though the massing and facade composition shall be two-story)
- Typically zoned Commercial-Regional
- 20,000 SF - 50,000 SF
  - > 50,000 SF shall be added via additional floor levels



### Drive-Through

- One-story (though the massing and facade composition shall be two-story)
- Building design shall minimize or eliminate the view of the drive-through and vehicle stacking from the main street frontage

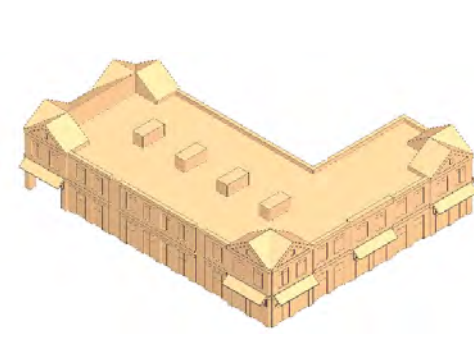


### Vehicle Oriented

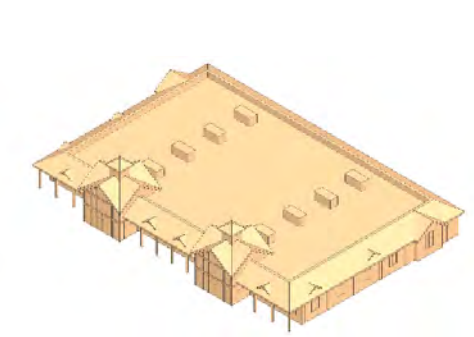
- One-story (though the massing and facade composition shall be two-story)
- Building design shall minimize or eliminate the view of vehicle oriented activities from the main street frontage
- Preferred location is internal to a block, and/or incorporated into the design of a more pedestrian friendly building (reference the model image that masks its primary uses as a automotive shop)

# Building Forms and Types

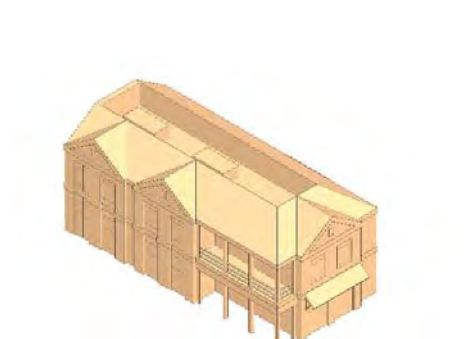
# 3



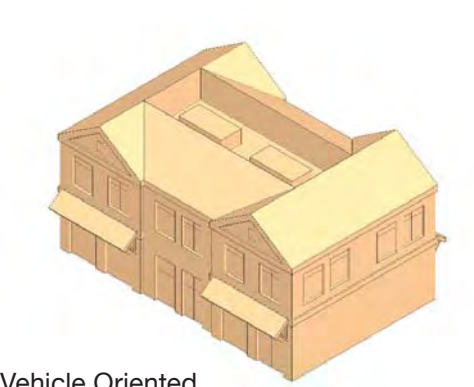
Medium-Box Retail



Big-Box Retail



Drive-Through



Vehicle Oriented



# Street Types and Patterns

# 4

## Street Pattern and Street Type

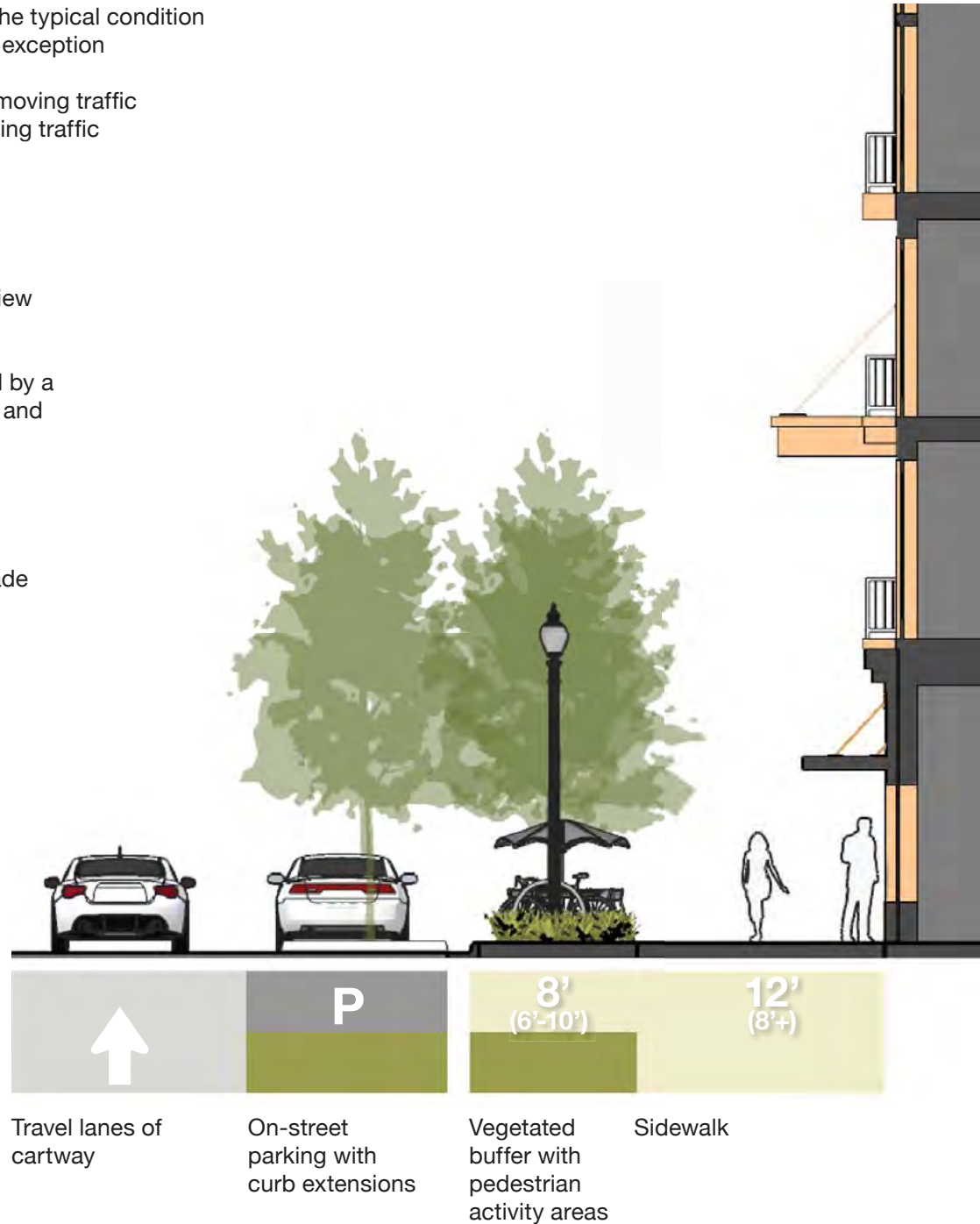
- Rectangular grid of streets are the typical condition
- Angled or curved streets are an exception
- Two street types:
  - Pedestrian friendly with slow moving traffic
  - Vehicle oriented with fast moving traffic

## Pedestrian Friendly Secondary Street

Examples: 1st Bay Street, Cape View Street

The pedestrian space is protected by a combination of landscape buffers and on-street parking

- Preferred Configuration:
  - On-street parking
  - 20' minimum between curb of parking lane and building facade
  - 8' area for tree
  - 12' clear for pedestrian path



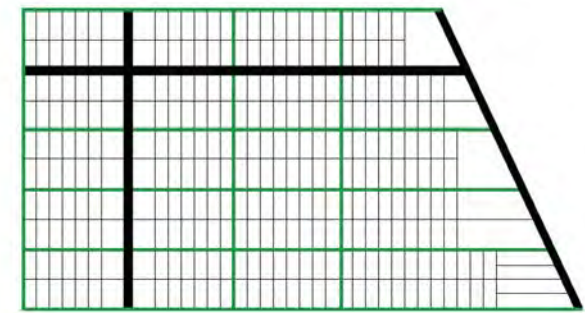
# Street Types and Patterns

# 4

## Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

## Pedestrian Friendly Secondary Street



# Street Types and Patterns

# 4

## Street Pattern and Street Type

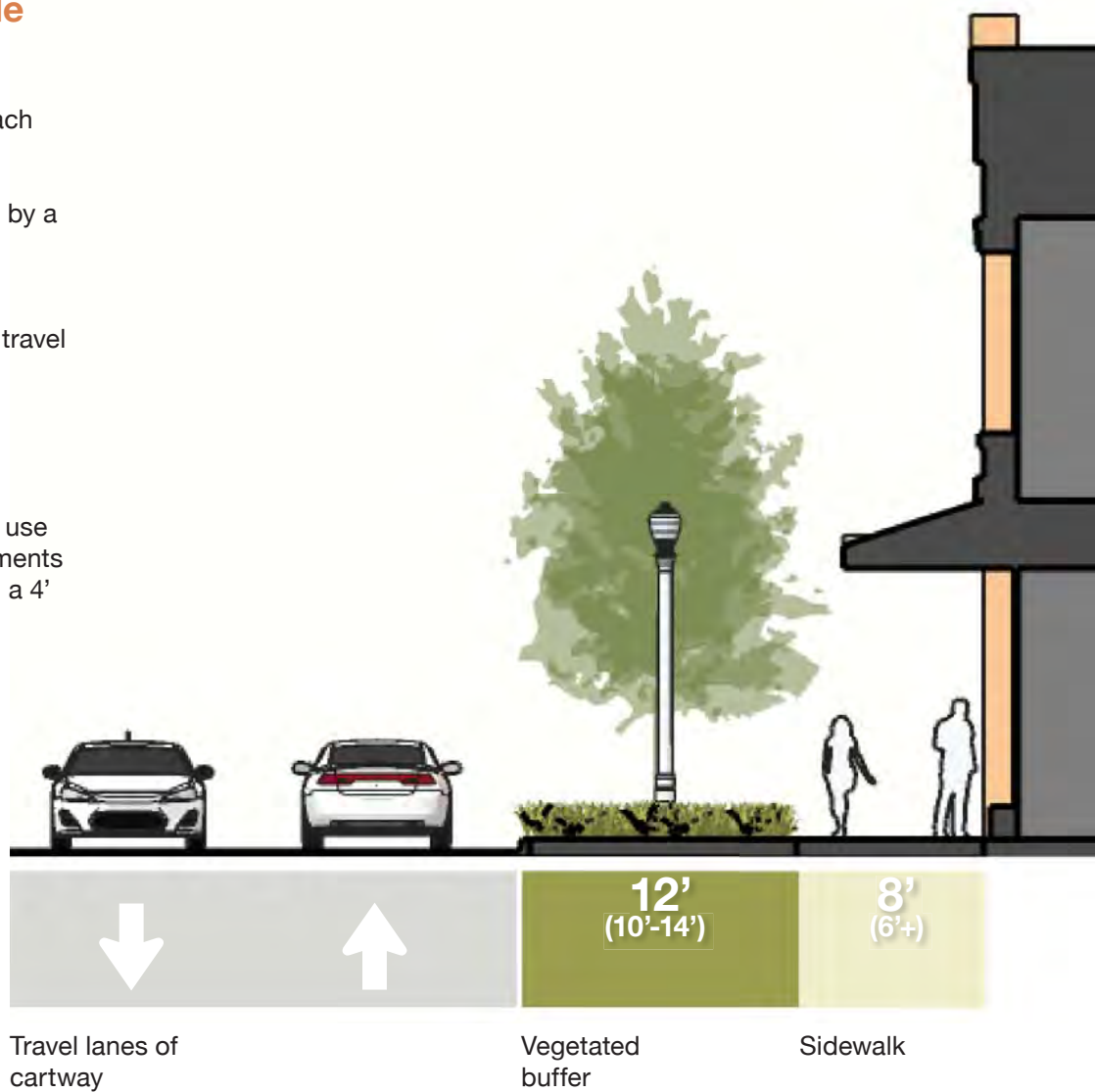
- Rectangular grid of streets are the typical condition
- Angled or curved streets are an exception
- Two street types:
  - Pedestrian friendly with slow moving traffic
  - Vehicle oriented with fast moving traffic

## Pedestrian Friendly Side Street

Examples: 20th Bay Street, N. Beach View Street

The pedestrian space is protected by a landscape buffer

- Preferred Configuration:
  - 20' minimum between curb of travel lane and building facade
  - 12' area for tree
  - 8' clear for pedestrian path
- Acceptable Configurations:
  - If on-street parking is desired, use curb extension landscape elements to form an 8' parking lane with a 4' vegetated buffer



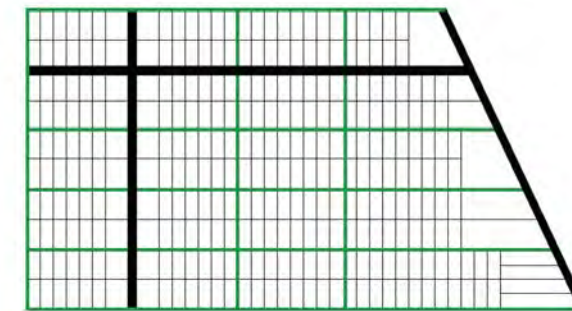
# Street Types and Patterns

# 4

## Public Right-of-Way

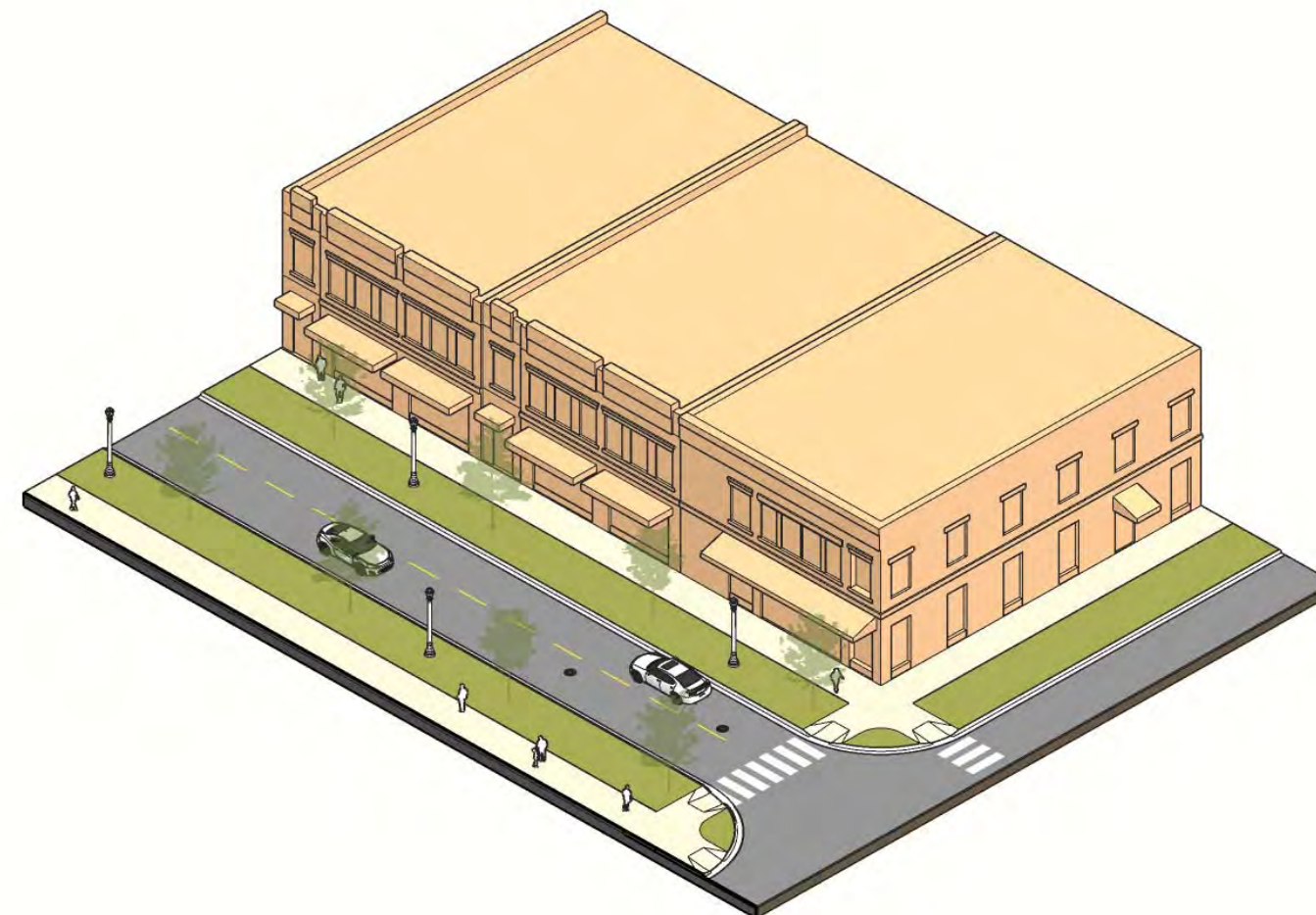
The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

## Pedestrian Friendly Side Street

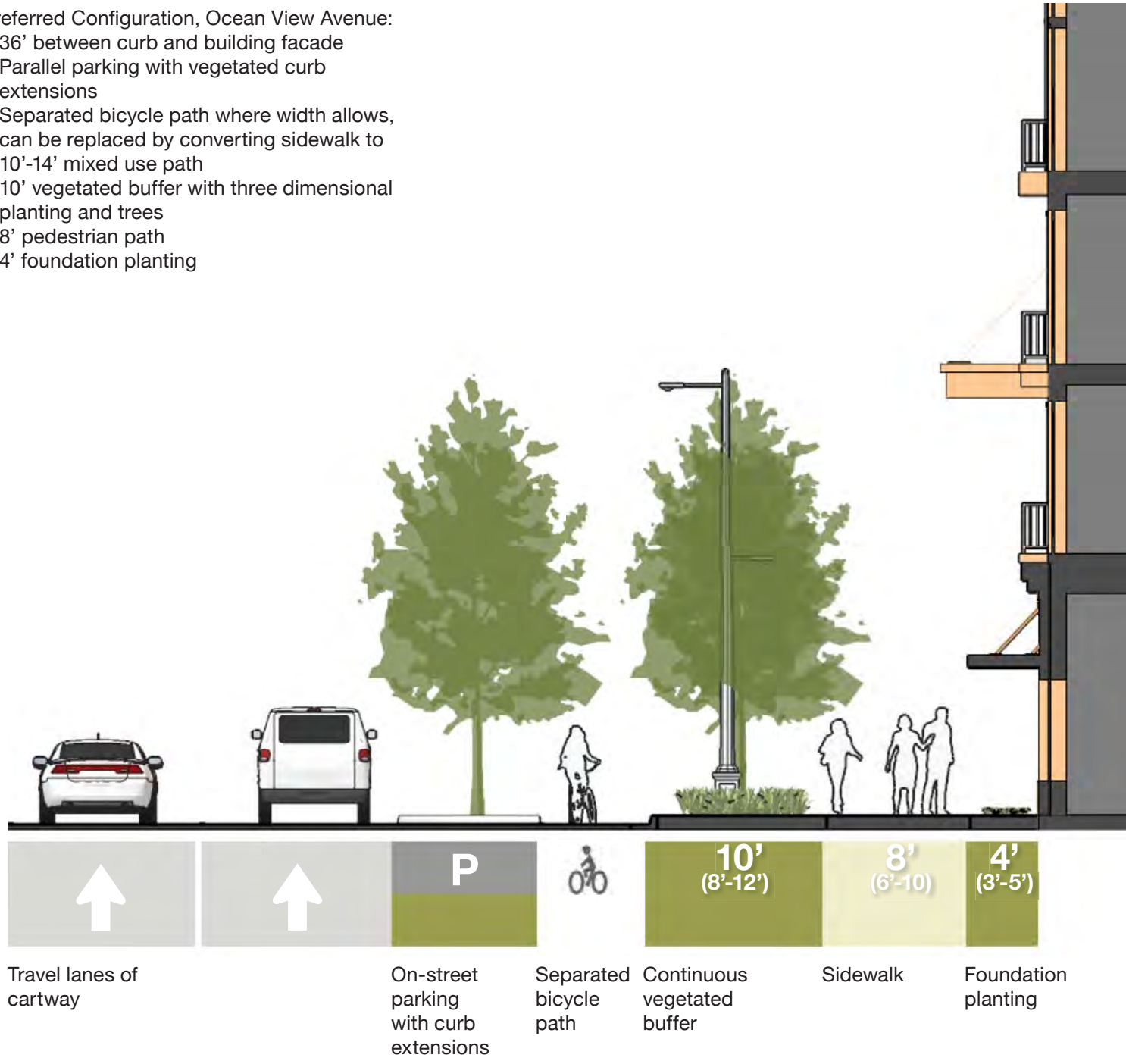


# Street Types and Patterns

## 4

### Vehicle Oriented Primary Street

- Preferred Configuration, Ocean View Avenue:
  - 36' between curb and building facade
  - Parallel parking with vegetated curb extensions
  - Separated bicycle path where width allows, can be replaced by converting sidewalk to 10'-14' mixed use path
  - 10' vegetated buffer with three dimensional planting and trees
  - 8' pedestrian path
  - 4' foundation planting



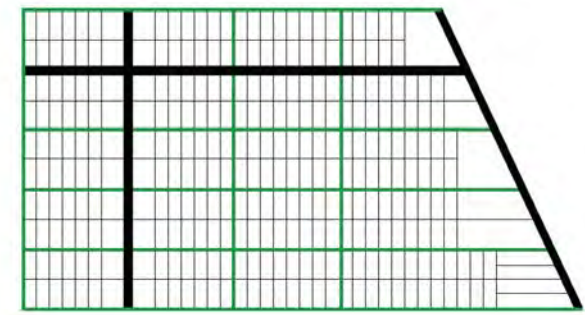
# Street Types and Patterns

## 4

### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

### Vehicle Oriented Primary Street



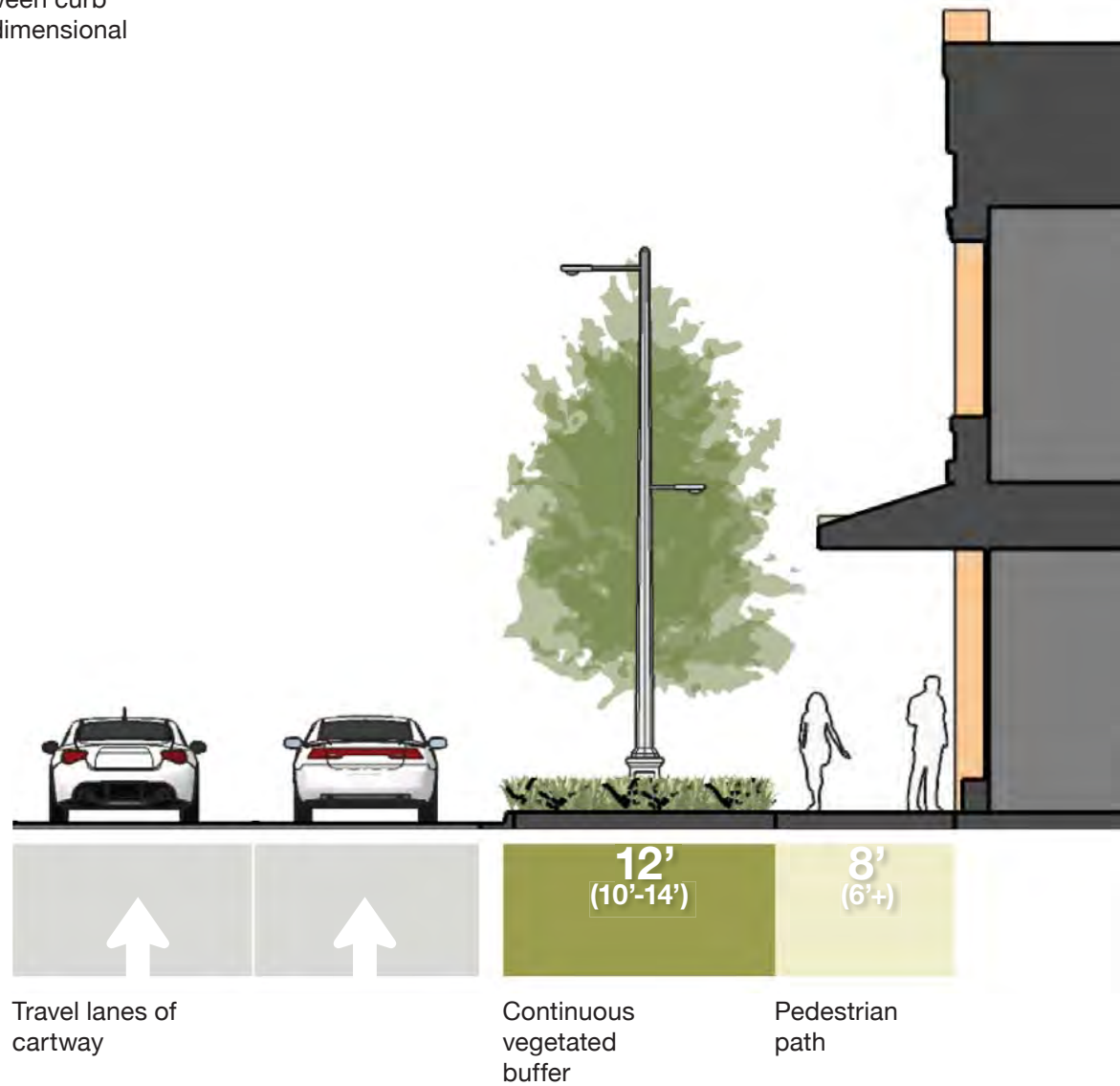
# Street Types and Patterns

## 4

### Vehicle Oriented Alternative

Narrow portions of Ocean View Ave.

- Acceptable Configuration:
  - Minimum 20' between curb and building facade
  - 12' vegetated buffer between curb and sidewalk with three dimensional planting and trees
  - 8' pedestrian path



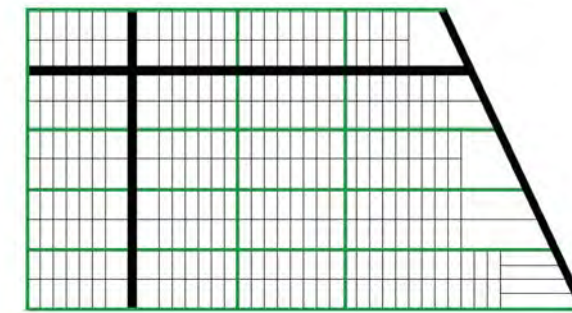
# Street Types and Patterns

## 4

### Public Right-of-Way

The preferred patterns for the public right-of-way may require adjustments to existing conditions:

- Option 1: Extend pedestrian zone into the street
- Option 2: Provide a set back for the building facade



Secondary streets are in green and main streets are in black

### Vehicle Oriented Alternative





# Block Types and Patterns



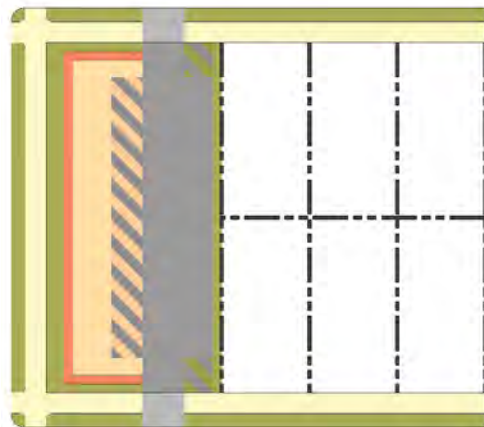
- Landscaped Area
- Pedestrian Path
- Primary Facade
- Parking
- Commercial Use
- Office Use
- Residential Use
- Roads
- Flexible Areas:
  - Parking-Building
  - Landscaping-Building
  - Parking-Landscaping-Building

The preferred pattern maintains continuous active frontage along the full block with service and parking internal to the block. Access to service and parking is best from the side street. The diagrams indicate the desired pattern for the block. The guidelines for individual properties follow this pattern for parking and access. Over time, as properties are redeveloped, the full block pattern can be realized.

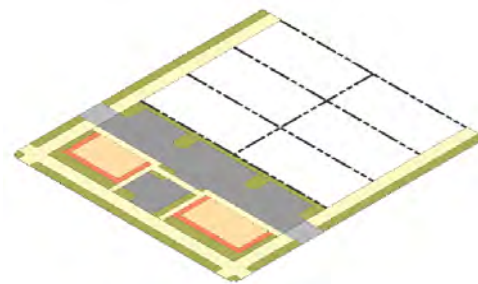
## Short Block

### 100' Deep Lot

- Parking and access in middle of block
- 5' minimum landscape buffer along the back property line (100' deep lot only)
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 45% on the side street
- All parking frontage must have a 5' minimum landscape buffer



Block Guideline



Possible Site Layout A

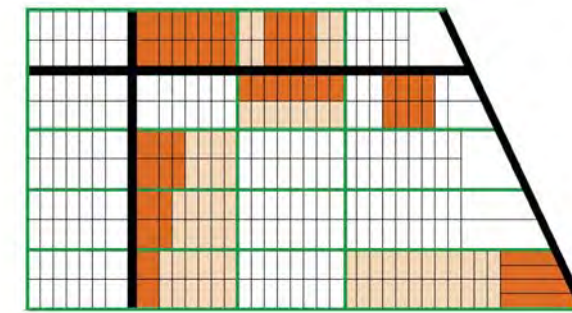
# Block Types and Patterns



## Block Types

The majority of blocks are approximately 200' X 500'

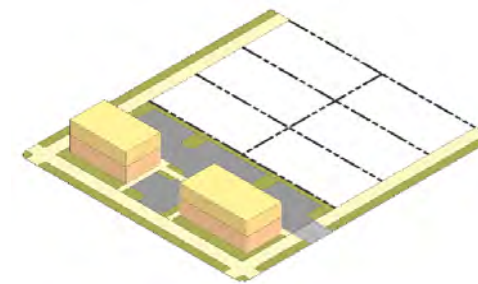
- Commercial frontage types:
- Short block frontage on main street
  - Long block frontage on main street
  - Full block frontage



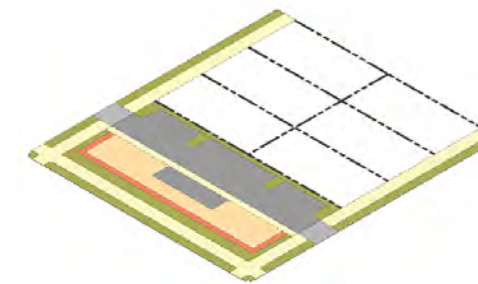
Block Types are in shades of orange (orange for commercial and light orange for other)

## Short Block

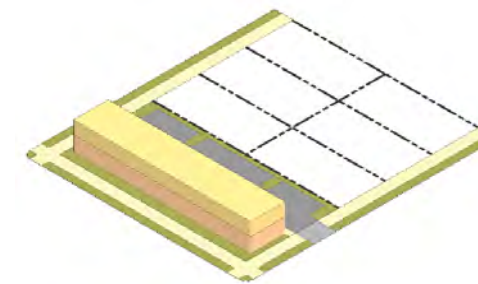
### 100' Deep Lot



Possible Massing Layout A



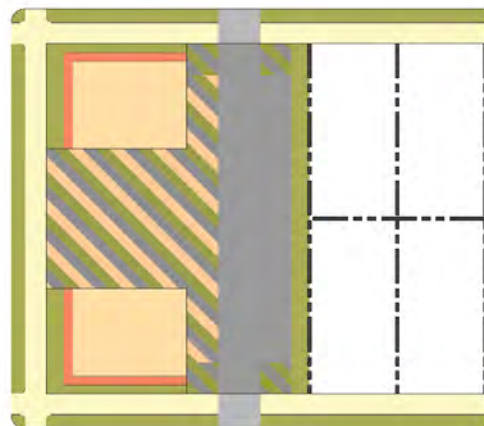
Possible Site Layout B



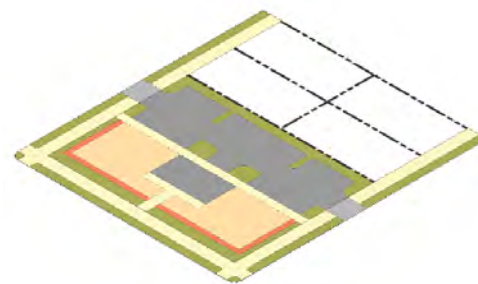
Possible Massing Layout B

### 150' Deep Lot

- Parking and access in middle of block
- 10' minimum landscape buffer along the back property line
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 40% on the side street
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking

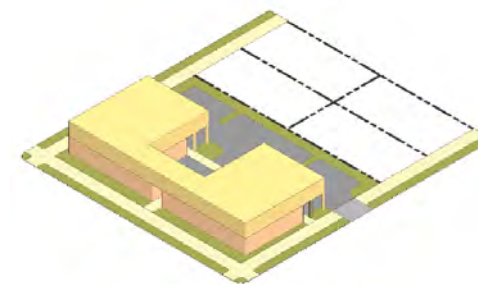


Block Guideline

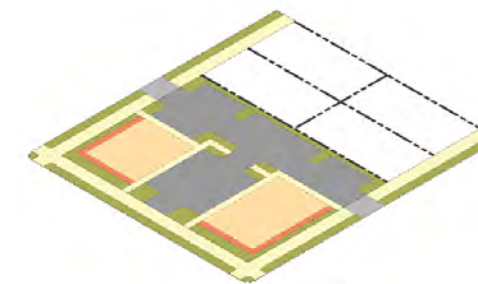


Possible Site Layout A

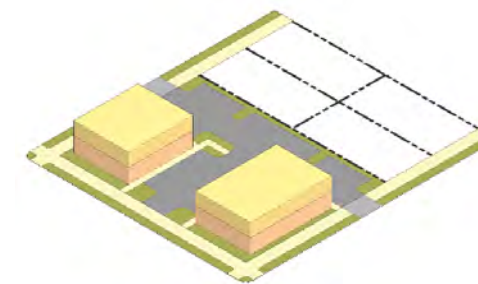
### 150' Deep Lot



Possible Massing Layout A



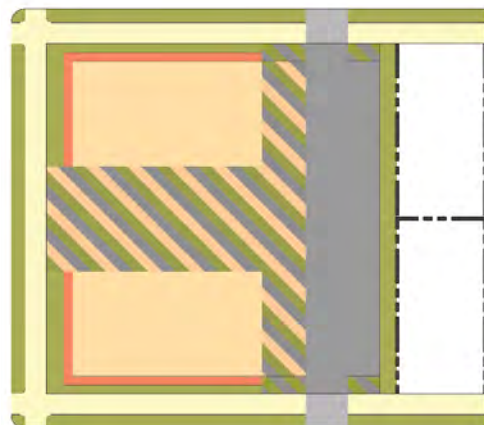
Possible Site Layout B



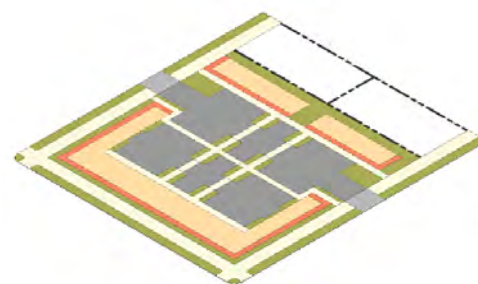
Possible Massing Layout B

### 200' Deep Lot

- Parking and access in middle of block
- 10' minimum landscape buffer along the back property line
- Breaks in the frontage are acceptable if limited to 30% of the frontage on the main street and 35% on the side street
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking

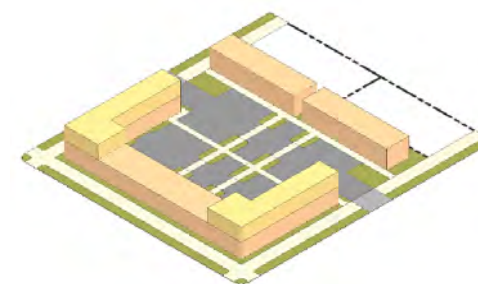


Block Guideline

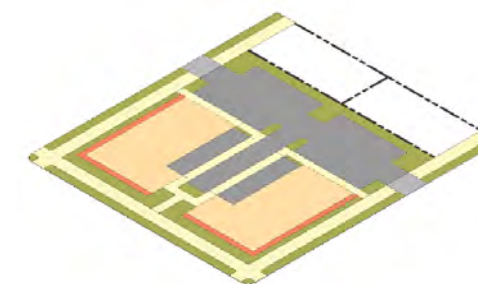


Possible Site Layout A

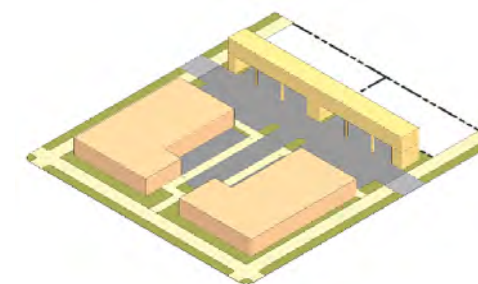
### 200' Deep Lot



Possible Massing Layout A



Possible Site Layout B



Possible Massing Layout B

# Block Types and Patterns

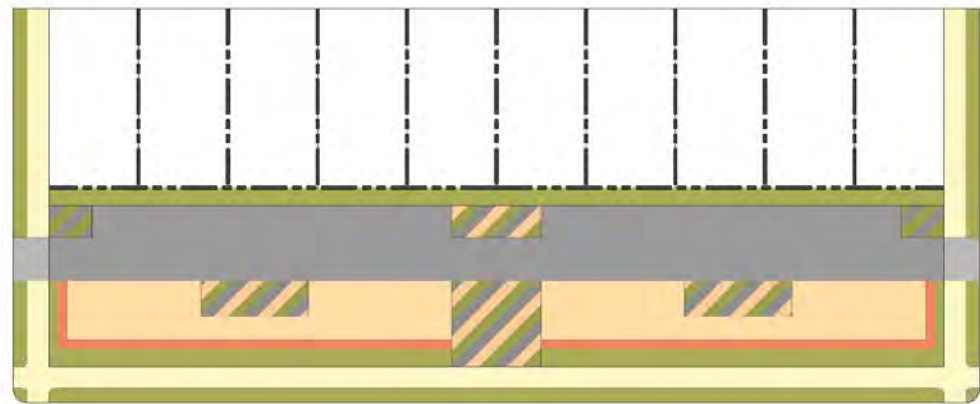


- Landscaped Area
- Commercial Use
- Flexible Areas:
- Pedestrian Path
- Office Use
- Parking-Building
- Primary Facade
- Residential Use
- Landscaping-Building
- Parking
- Roads
- Parking-Landscaping-Building

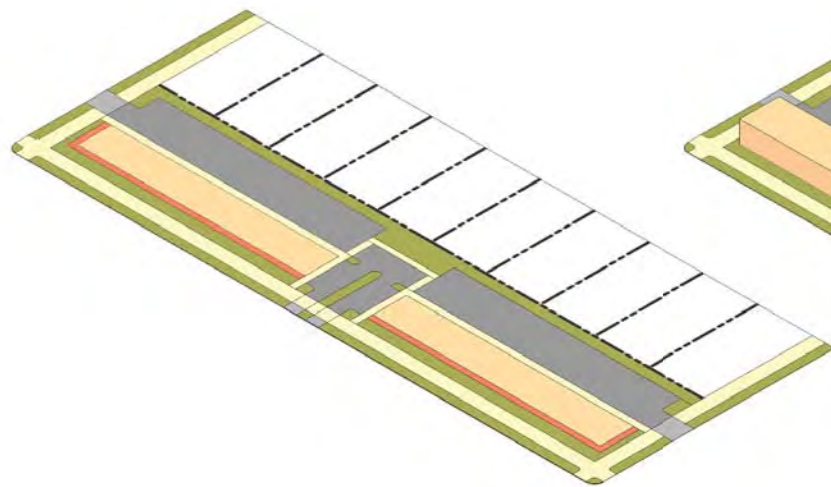
## Long Block

### 100' Deep Lots

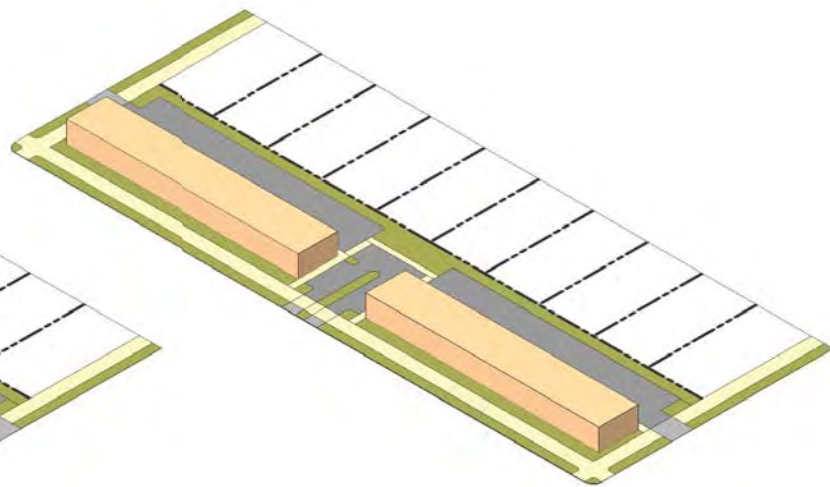
- The long frontage should be broken to provide access to the middle of the block. It should be a maximum of 20% of the frontage and a maximum of 30% per break with a maximum cumulative break of 45% on the long side
- 5' minimum planting buffer along the back property line (100' deep lot only)
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking



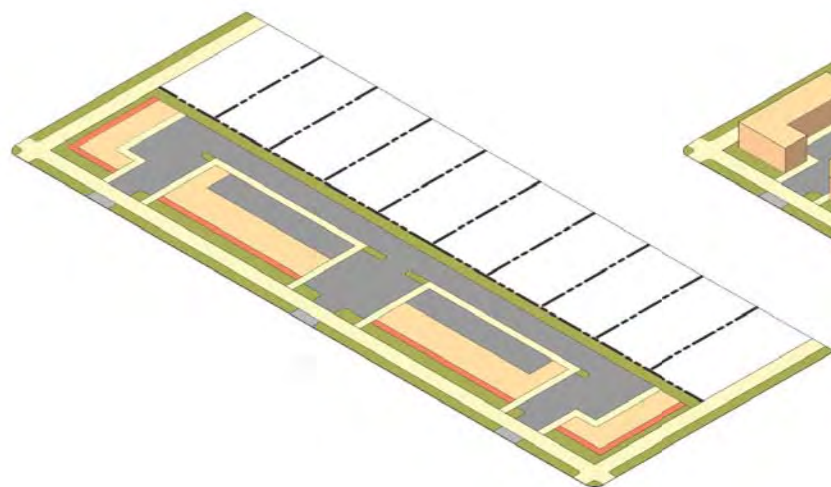
Block Guideline



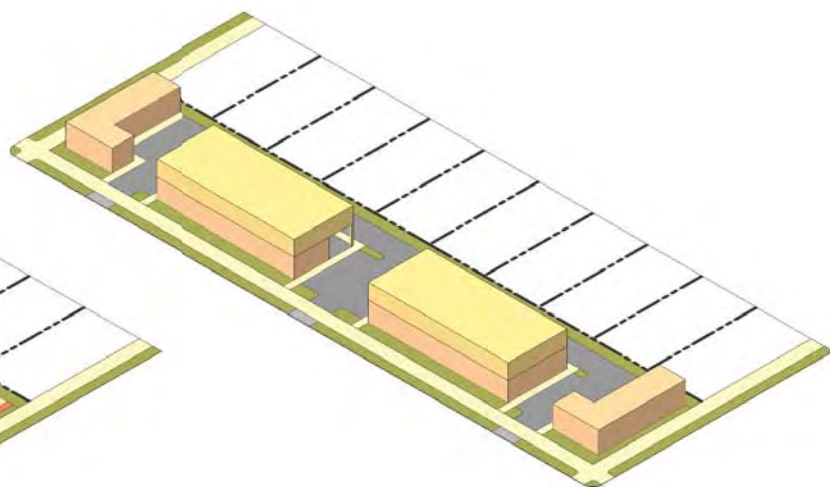
Possible Site Layout A



Possible Massing Layout A



Possible Site Layout B



Possible Massing Layout B

# Block Types and Patterns



## Block Types

The majority of blocks are approximately 200' X 500'

- Commercial frontage types:
- Short block frontage on main street
  - Long block frontage on main street
  - Full block frontage

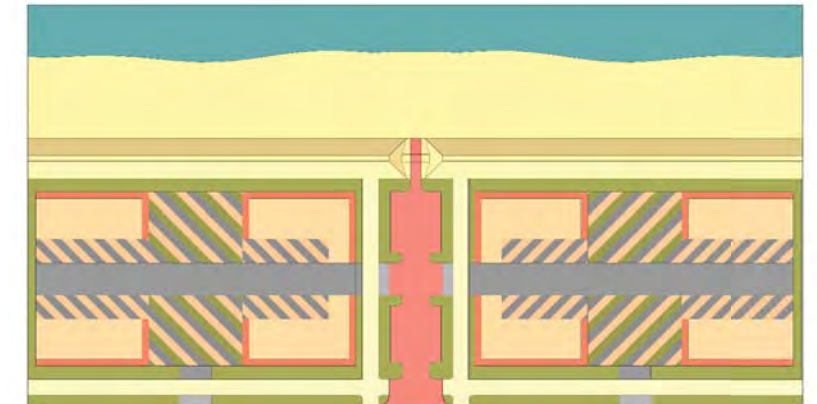


Block Types are in shades of orange (orange for commercial and light orange for other)

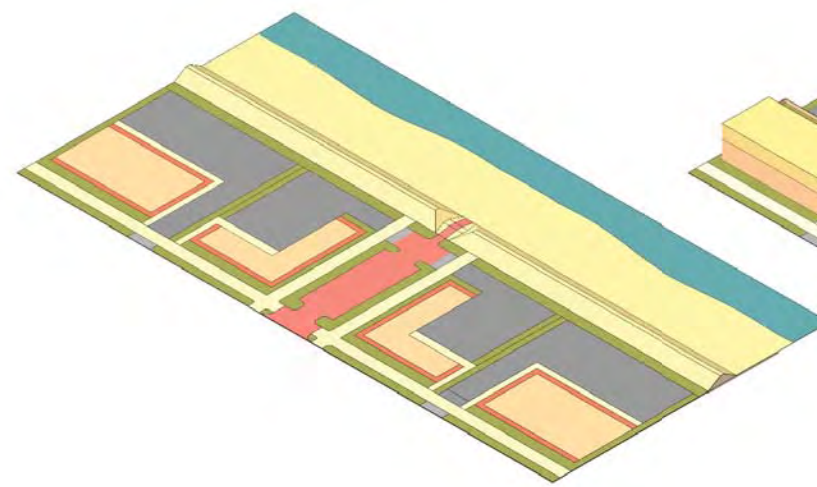
## Beach Block

### 150' Deep Lots

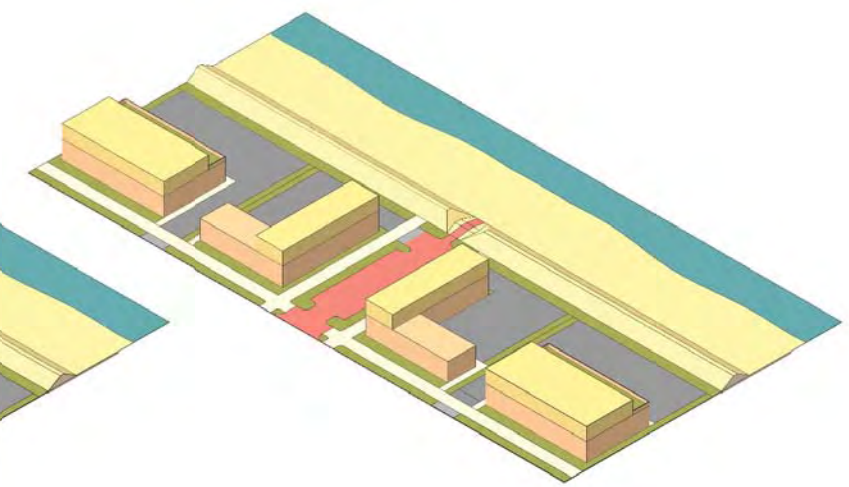
- The long frontage should be broken to provide access to the middle of the block. It should be a maximum of 20% of the frontage and a maximum of 30% per break with a maximum cumulative break of 45% on the long side
- All parking frontage must have a 5' minimum landscape buffer or a carriage house or other ancillary structure screening the parking



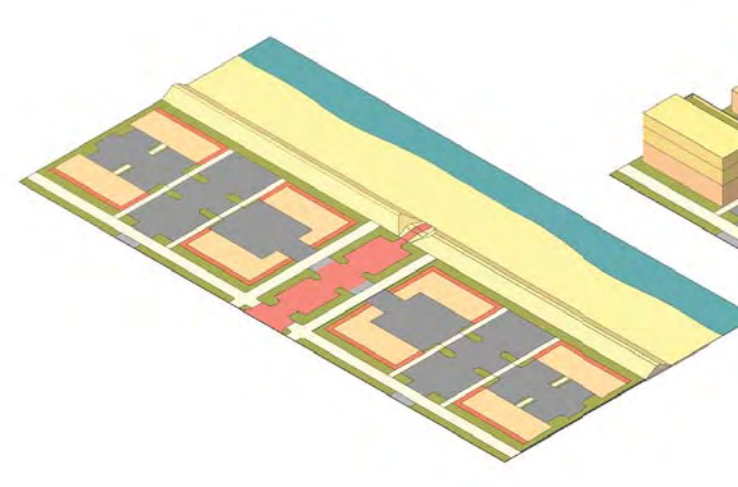
Block Guideline



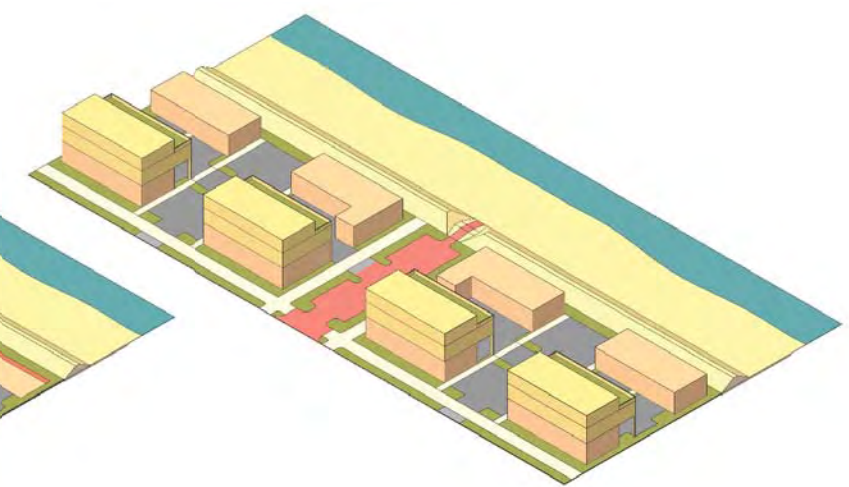
Possible Site Layout A



Possible Massing Layout A



Possible Site Layout B

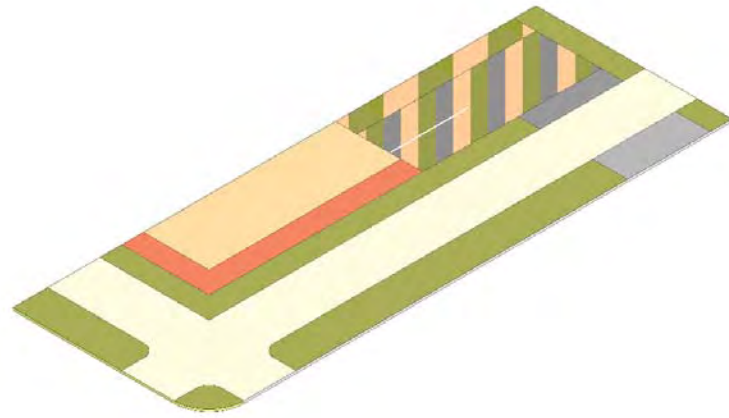


Possible Massing Layout B

# Lot Patterns

- Landscaped Area
- Commercial Use
- Flexible Areas:
- Pedestrian Path
- Office Use
- Parking-Building
- Primary Facade
- Residential Use
- Landscaping-Building
- Parking
- Roads
- Parking-Landscaping-Building

## Lot Guidelines 100' Deep Corner Lot



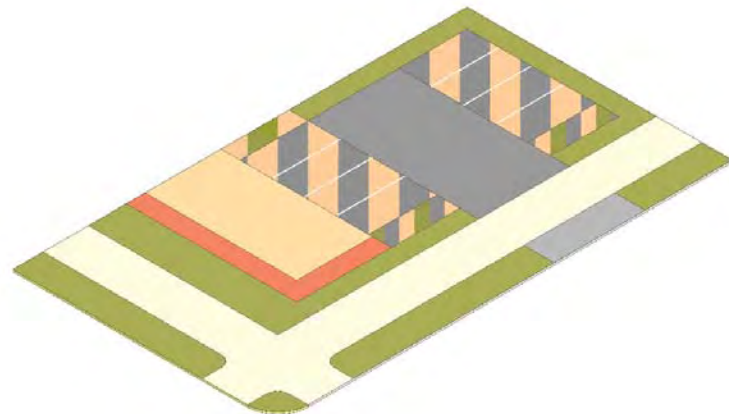
Lot Guideline

### 25' - 50' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking
- Sites less than 2,500 SF have no parking requirement for retail or office, but do require 1.75 spaces per residential unit

### 50' - 100' Wide Lot

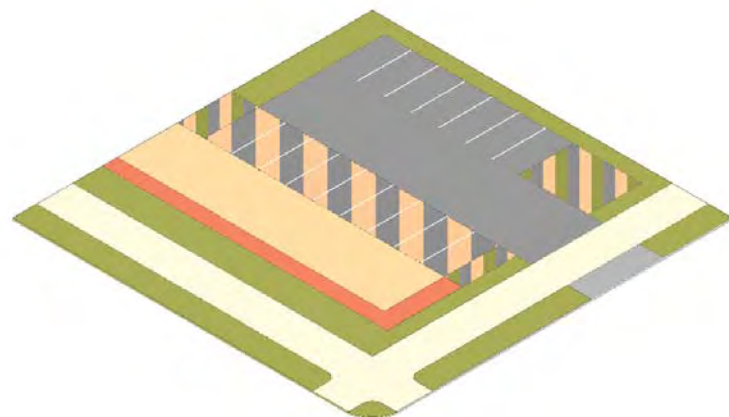
- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



Lot Guideline

### >100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



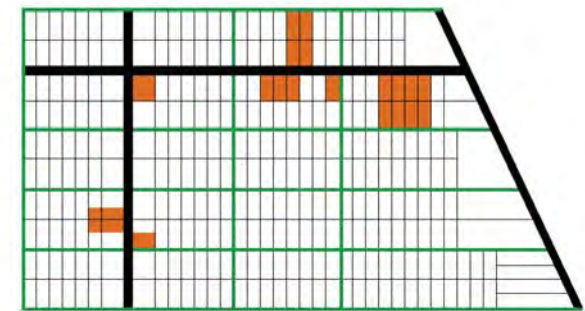
Lot Guideline

# Lot Patterns

## Lot Capacities 100' Deep Corner Lot

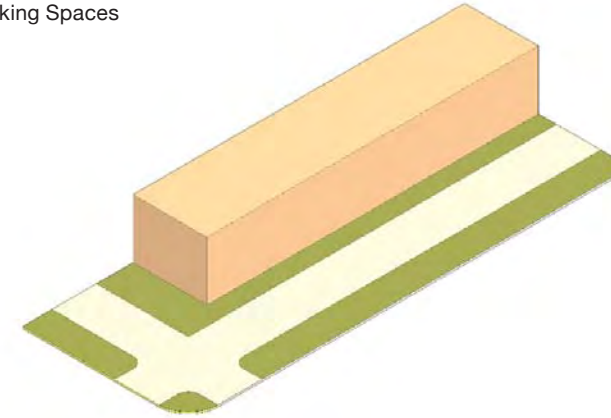
### Building Envelope and Capacity

The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.75 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



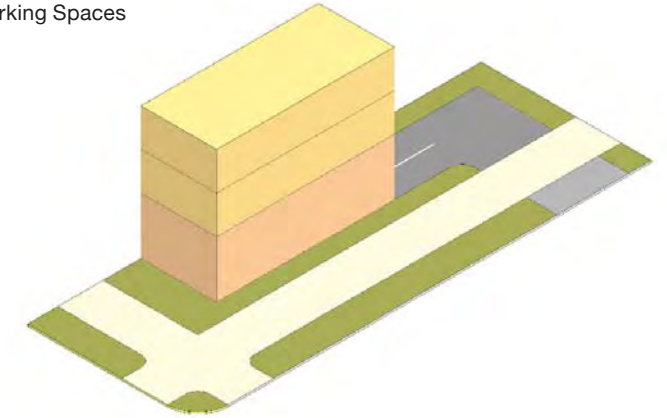
Lot Types are in orange

**Example: 25' X 100' Lot**  
Commercial: 1,800 SF  
0 Parking Spaces



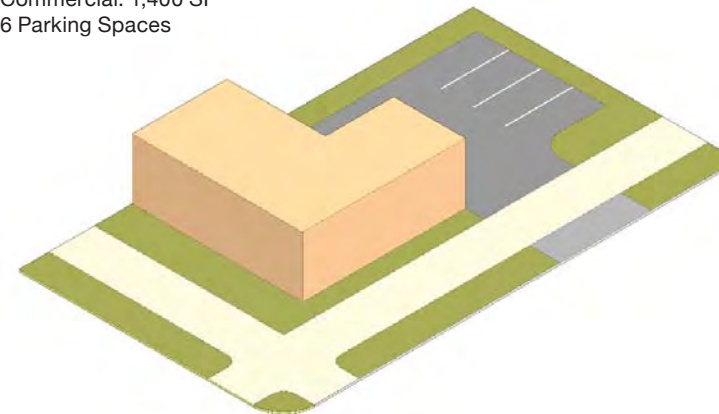
Minimum Lot Capacity

Commercial: 940 SF  
2 Apartments  
2 Parking Spaces



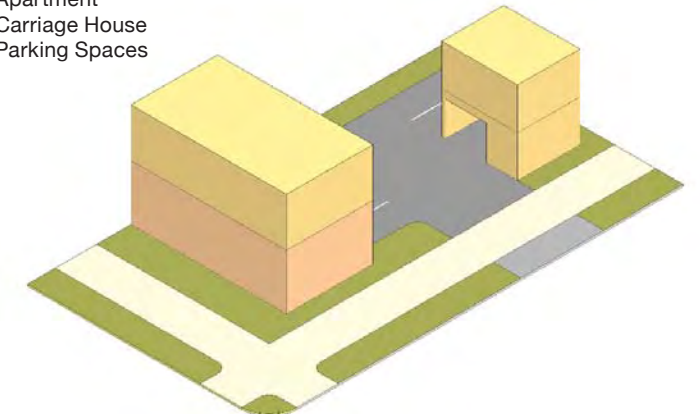
Maximum Lot Capacity

**Example: 50' X 100' Lot**  
Commercial: 1,400 SF  
6 Parking Spaces



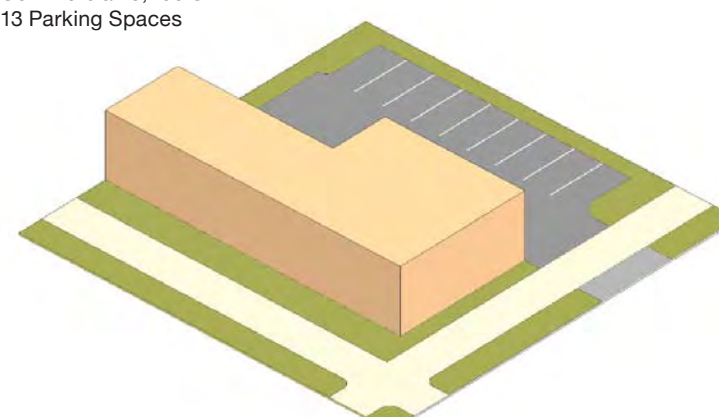
Minimum Lot Capacity

Commercial: 1,125 SF  
1 Apartment  
1 Carriage House  
7 Parking Spaces



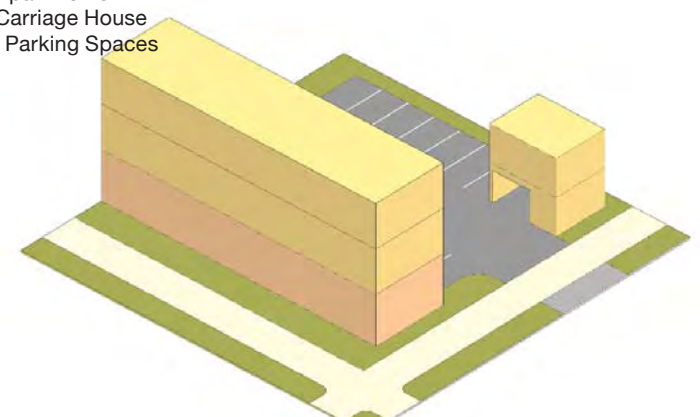
Maximum Lot Capacity

**Example: 110' X 100' Lot**  
Commercial: 3,200 SF  
13 Parking Spaces



Minimum Lot Capacity

Commercial: 2,200 SF  
4 Apartments  
1 Carriage House  
17 Parking Spaces

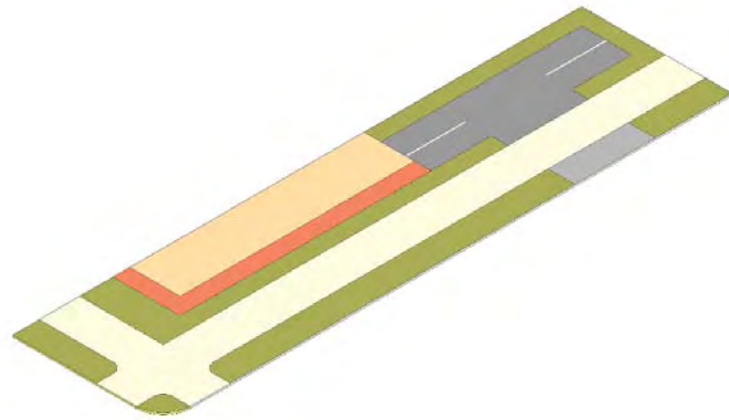


Maximum Lot Capacity

# Lot Patterns

## Lot Guidelines >100' Deep Corner Lot

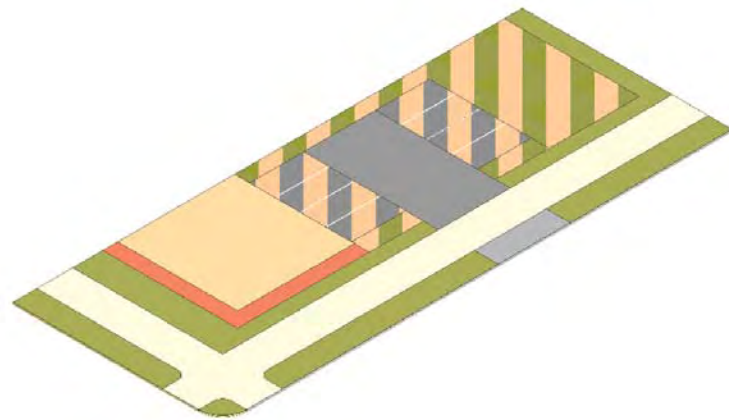
- |                 |                 |                              |
|-----------------|-----------------|------------------------------|
| Landscaped Area | Commercial Use  | Flexible Areas:              |
| Pedestrian Path | Office Use      | Parking-Building             |
| Primary Facade  | Residential Use | Landscaping-Building         |
| Parking         | Roads           | Parking-Landscaping-Building |



Lot Guideline

### 25' - 50' Wide Lot

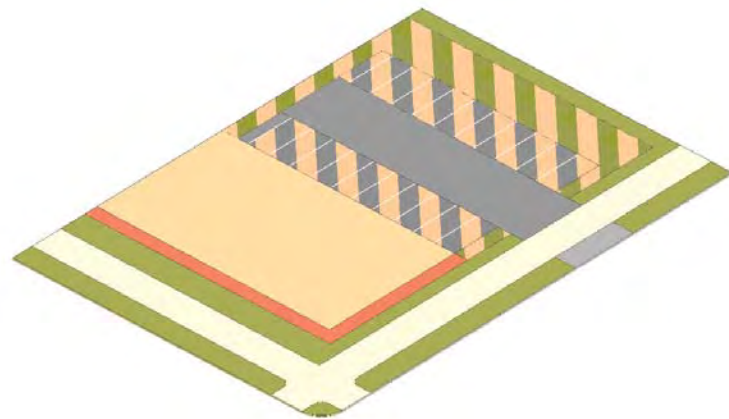
- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



Lot Guideline

### 50' - 100' Wide Lot

- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



Lot Guideline

### >100' Wide Lot

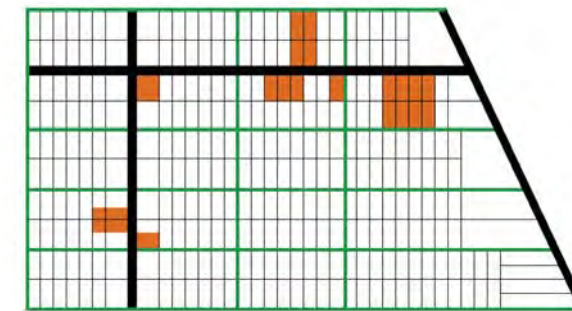
- Front and Side Facade Zones: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
  - Side facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking (consult Planning Department for 25' wide lots)
- 5' landscape screen or carriage house or ancillary structure between sidewalk and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking

# Lot Patterns

## Lot Capacities >100' Deep Corner Lot

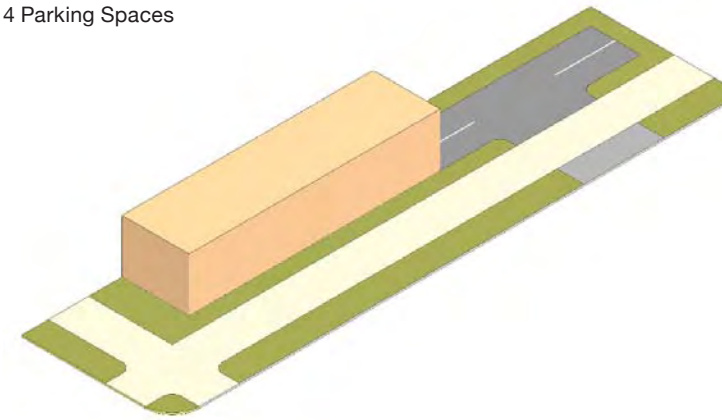
### Building Envelope and Capacity

The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.75 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



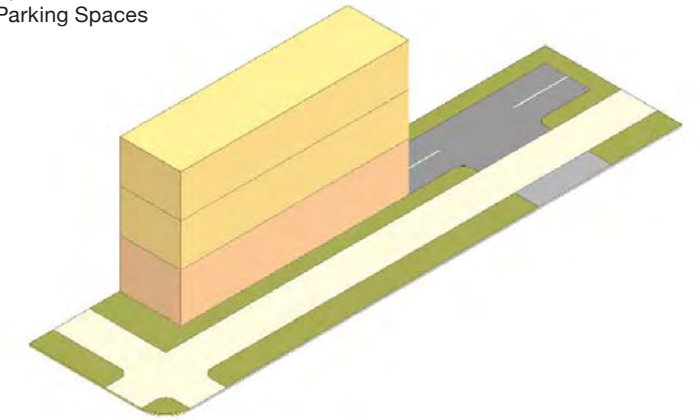
Lot Types are in orange

**Example: 50' X 150' Lot**  
Commercial: 1,500 SF  
4 Parking Spaces



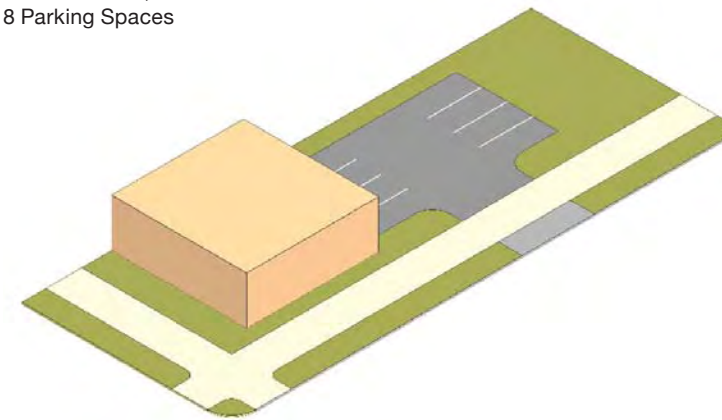
Minimum Lot Capacity

Commercial: 1,500 SF  
2 Apartment Units  
4 Parking Spaces



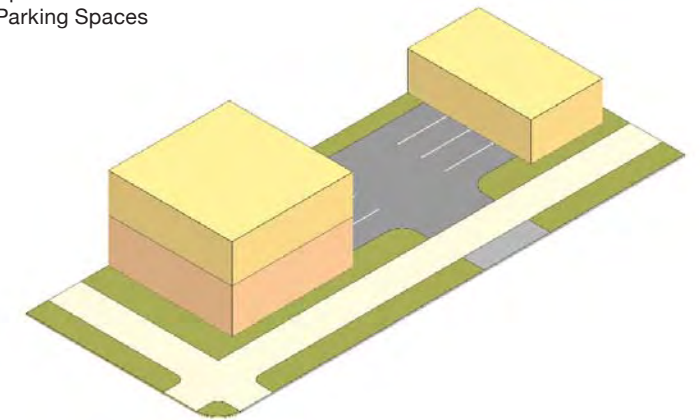
Maximum Lot Capacity

**Example: 100' X 150' Lot**  
Commercial: 2,000 SF  
8 Parking Spaces



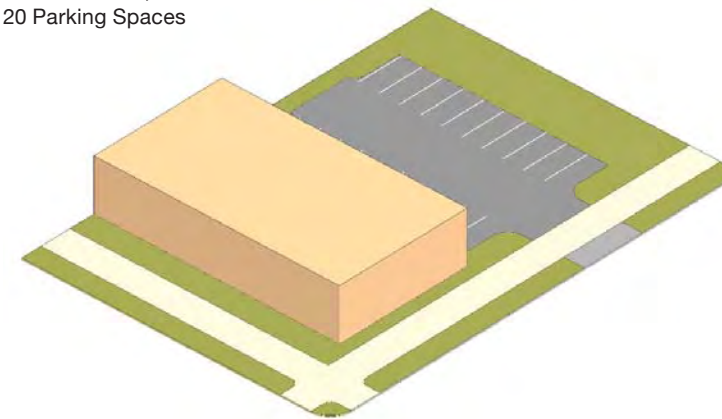
Minimum Lot Capacity

Commercial: 1,900 SF  
3 Apartment Units  
8 Parking Spaces



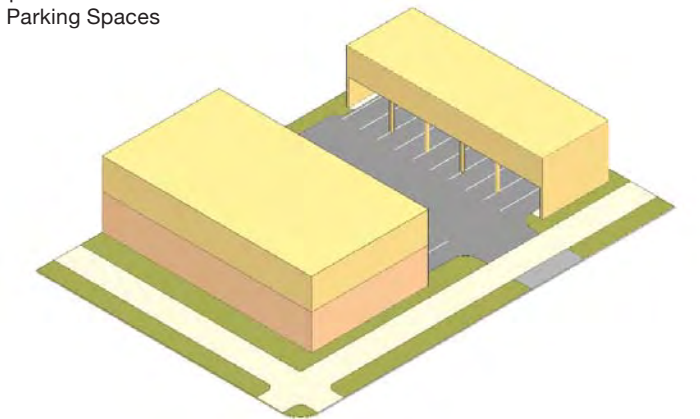
Maximum Lot Capacity

**Example: 110' X 150' Lot**  
Commercial: 5,000 SF  
20 Parking Spaces



Minimum Lot Capacity

Commercial: 5,000 SF  
7 Apartment Units  
20 Parking Spaces

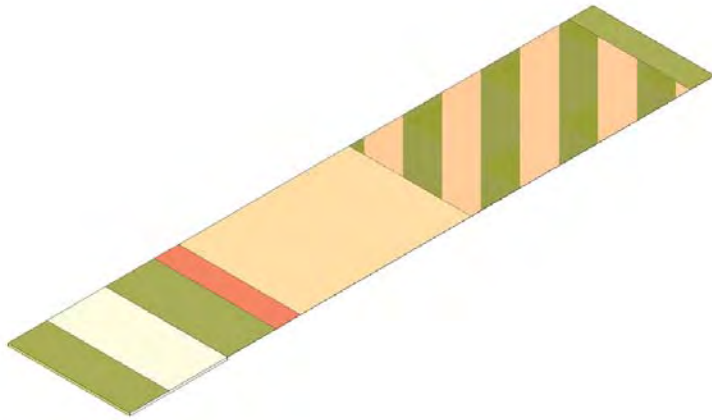


Maximum Lot Capacity

# Lot Patterns

- Landscaped Area
- Commercial Use
- Pedestrian Path
- Office Use
- Primary Facade
- Residential Use
- Parking
- Roads
- Flexible Areas:**
- Parking-Building
- Landscaping-Building
- Parking-Landscaping-Building

## Lot Guidelines 100' Deep Mid-Block Lot



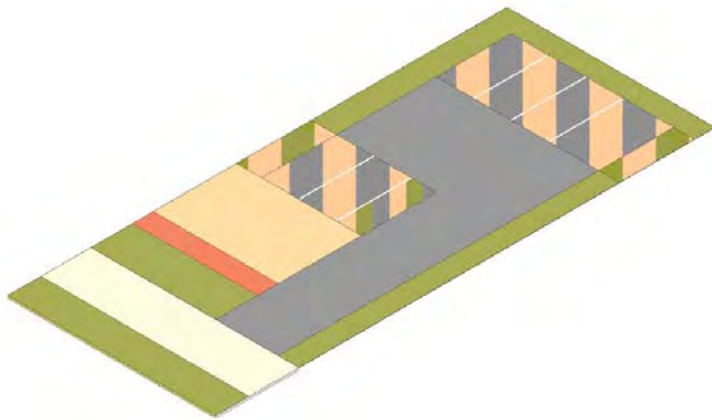
Lot Guideline

### 25' - 50' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
- 6' minimum landscape buffer between adjacent commercial property and parking where applicable (consult Planning Department for 25' wide lots)
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking
- Sites less than 2,500 SF have no parking requirement for retail or office, but do require 1.75 spaces per residential unit

### 50' - 100' Wide Lot

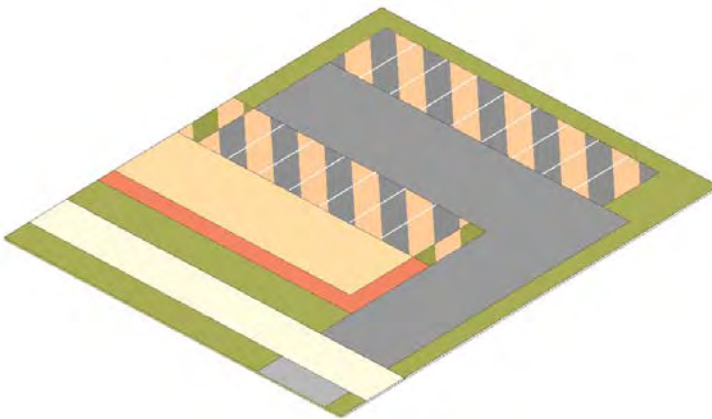
- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



Lot Guideline

### >100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking

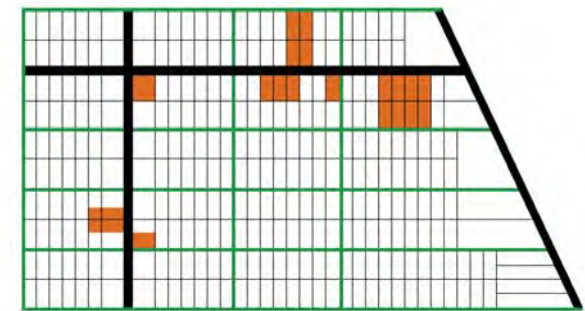


Lot Guideline

# Lot Patterns

## Building Envelope and Capacity

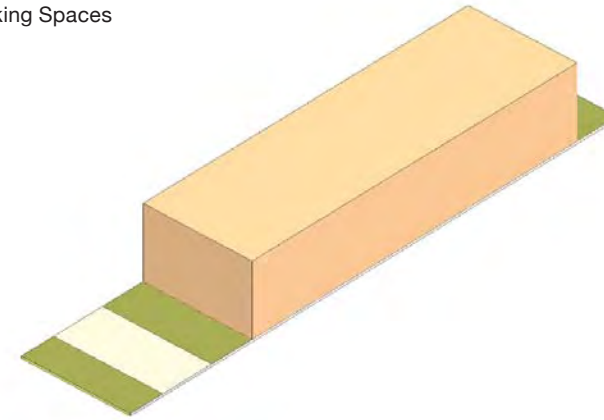
The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.75 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



Lot Types are in orange

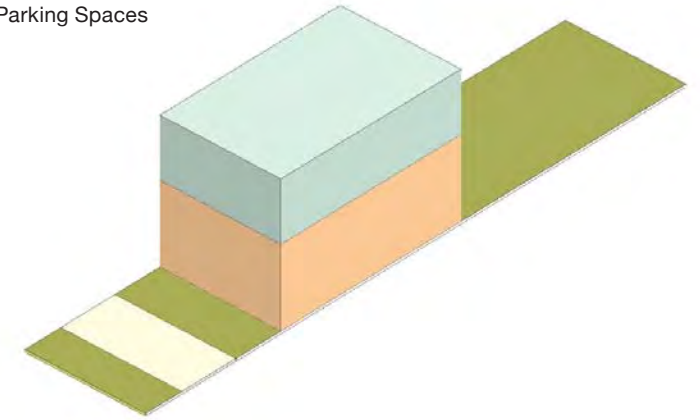
## Lot Capacities 100' Deep Mid-Block Lot

**Example: 25' X 100' Lot**  
Commercial: 2,000 SF  
0 Parking Spaces



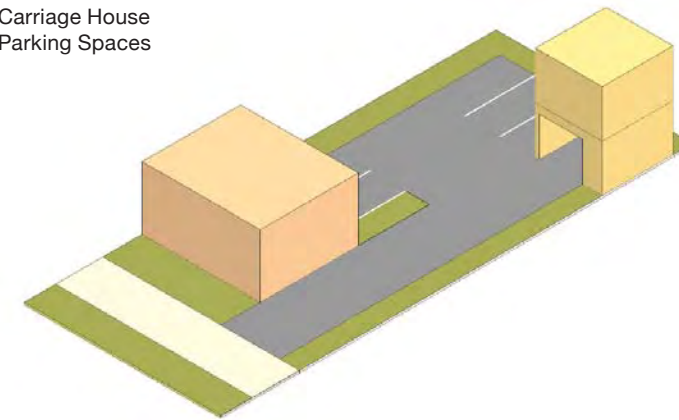
Minimum Lot Capacity

Commercial: 1,000 SF  
Office: 1,000 SF  
0 Parking Spaces



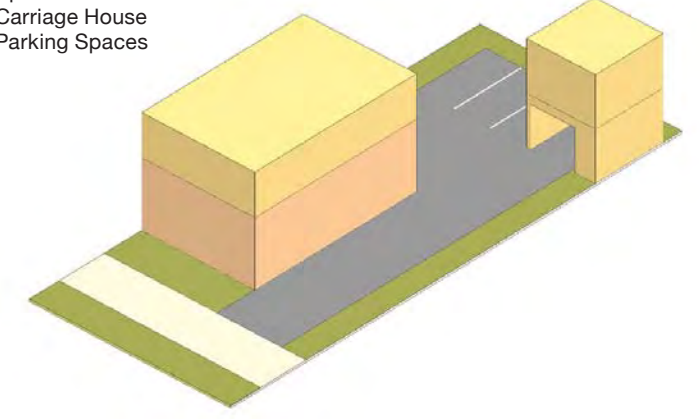
Maximum Lot Capacity

**Example: 50' X 100' Lot**  
Commercial: 750 SF  
1 Carriage House  
6 Parking Spaces



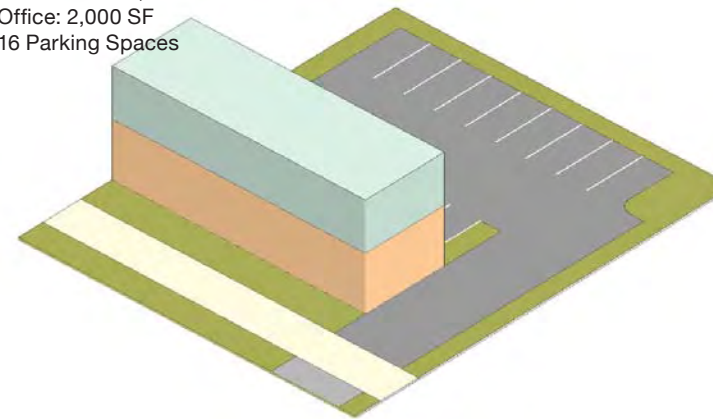
Minimum Lot Capacity

Commercial: 1,200 SF  
2 Apartment Units  
1 Carriage House  
6 Parking Spaces



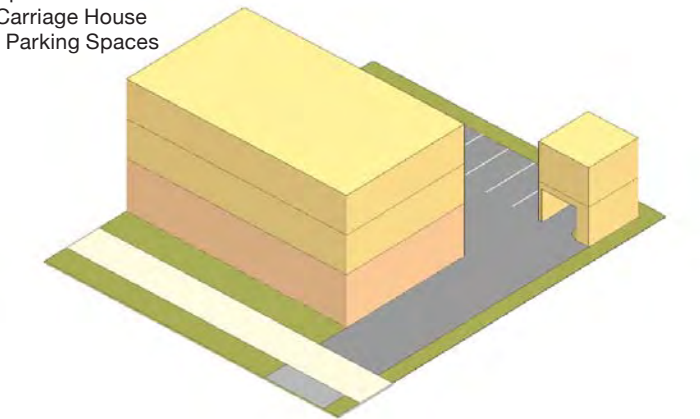
Maximum Lot Capacity

**Example: 110' X 100' Lot**  
Commercial: 2,000 SF  
Office: 2,000 SF  
16 Parking Spaces



Minimum Lot Capacity

Commercial: 3,400 SF  
6 Apartments  
1 Carriage House  
16 Parking Spaces

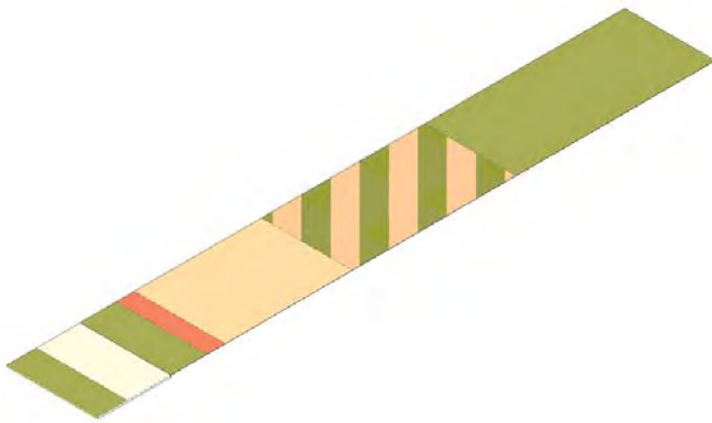


Maximum Lot Capacity

# Lot Patterns

- Landscaped Area
- Commercial Use
- Flexible Areas:
- Pedestrian Path
- Office Use
- Parking-Building
- Primary Facade
- Residential Use
- Landscaping-Building
- Parking
- Roads
- Parking-Landscaping-Building

## Lot Guidelines >100' Deep Mid-Block Lot



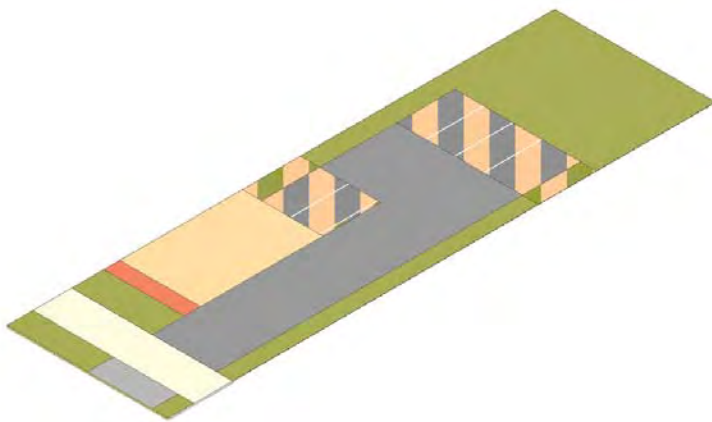
Lot Guideline

### 50' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 100% active use
- 6' minimum landscape buffer between adjacent commercial property and parking where applicable (consult Planning Department for 25' wide lots)
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking

### 50' - 100' Wide Lot

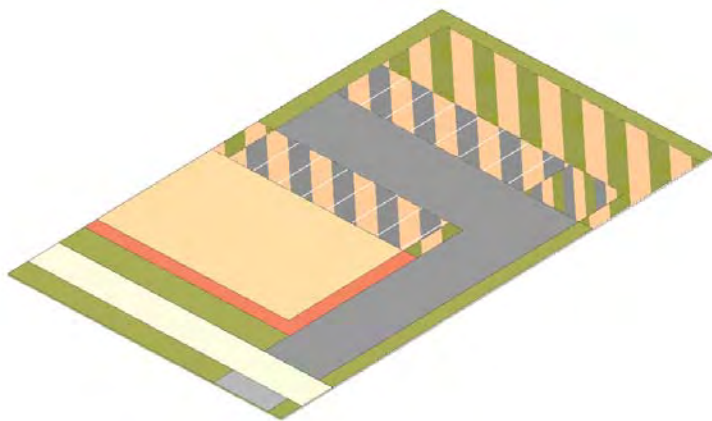
- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 60% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking



Lot Guideline

### >100' Wide Lot

- Front Facade Zone: Facades placed on front and side property lines or setback line adjusted for public right-of-way pattern
  - Front facade: 70% active use
- 6' minimum landscape buffer between adjacent commercial property and parking
- Ground floor building coverage a maximum of 25' deep with double loaded parking or 45' with single loaded parking

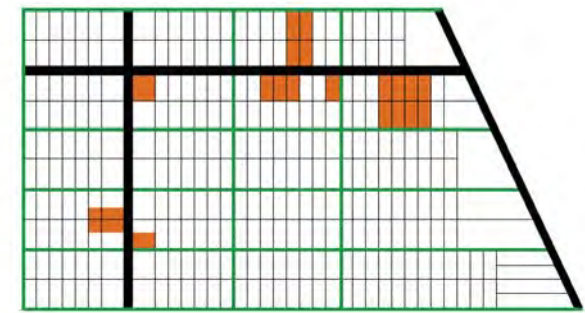


Lot Guideline

# Lot Patterns

## Building Envelope and Capacity

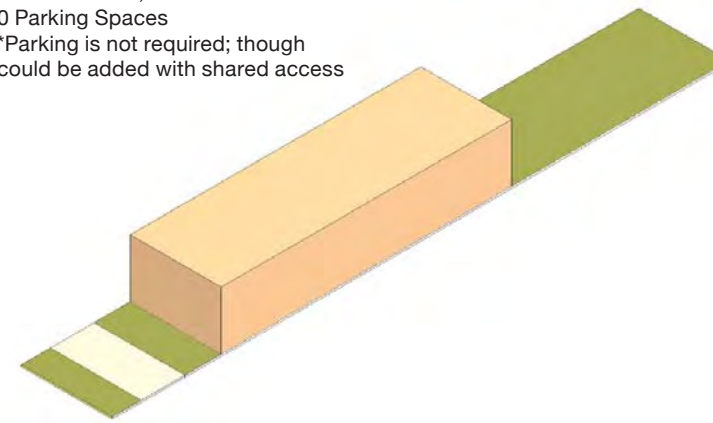
The Building Envelope is determined by the combination of set-back and parking requirements. The examples demonstrate some of the possible configurations. Parking is calculated at 1 space per 300 SF for commercial development and at 1.75 spaces per residential unit. A 50% share of parking is assumed for mixed-use development.



Lot Types are in orange

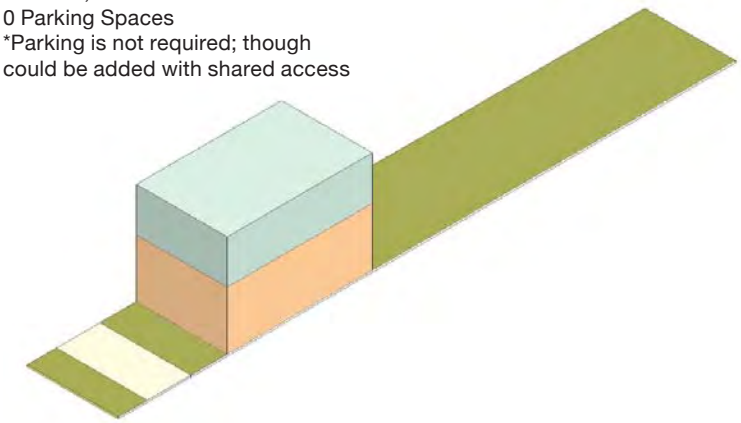
## Lot Capacities >100' Deep Mid-Block Lot

**Example: 50' X 200' Lot**  
 Commercial: 2,000 SF  
 0 Parking Spaces  
 \*Parking is not required; though could be added with shared access



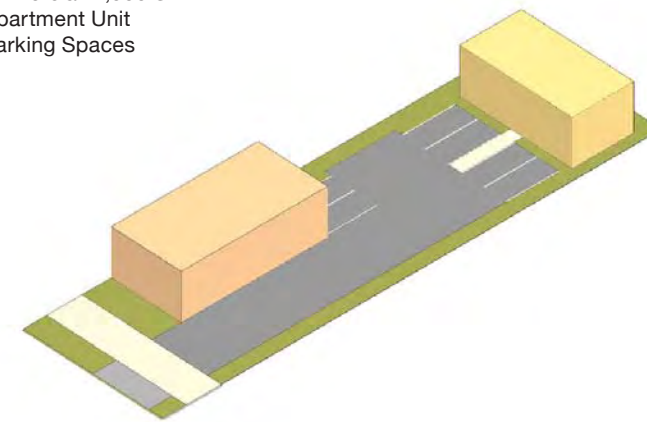
Minimum Lot Capacity

Commercial: 1,000 SF  
 Office: 1,000 SF  
 0 Parking Spaces  
 \*Parking is not required; though could be added with shared access



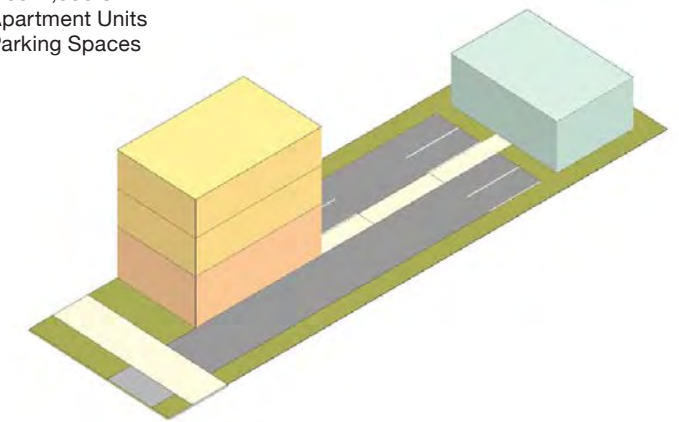
Maximum Lot Capacity

**Example: 100' X 200' Lot**  
 Commercial: 1,500 SF  
 1 Apartment Unit  
 6 Parking Spaces



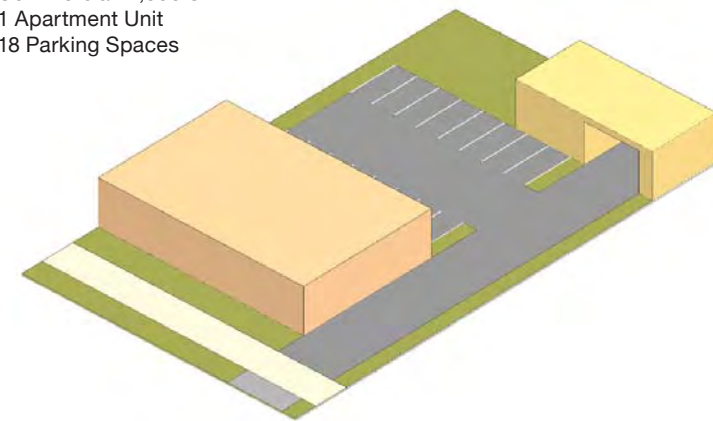
Minimum Lot Capacity

Commercial: 1,200 SF  
 Office: 1,000 SF  
 2 Apartment Units  
 6 Parking Spaces



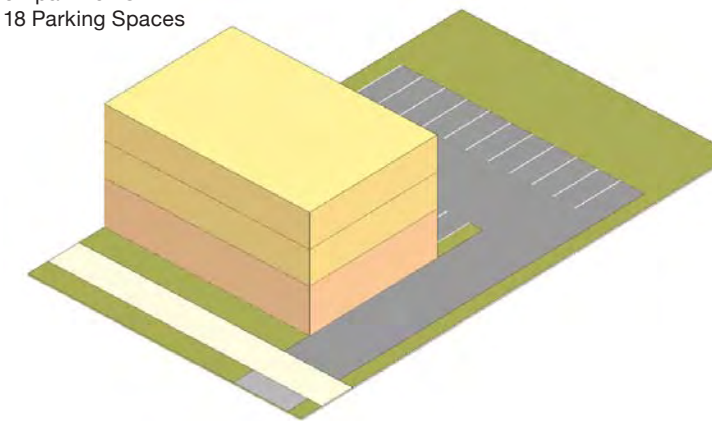
Maximum Lot Capacity

**Example: 200' X 200' Lot**  
 Commercial: 4,000 SF  
 1 Apartment Unit  
 18 Parking Spaces



Minimum Lot Capacity

Commercial: 4,000 SF  
 6 Apartments  
 18 Parking Spaces



Maximum Lot Capacity

# Architectural Patterns

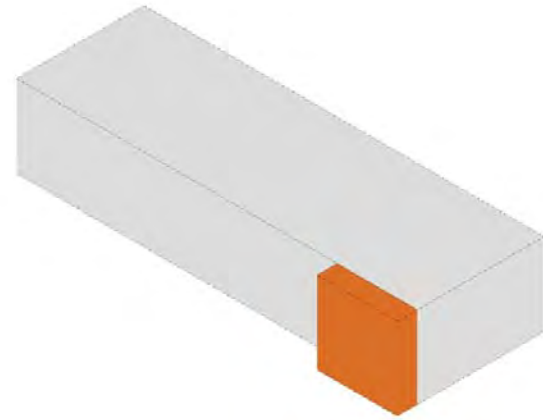
## One-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.
- The preferred massing and facade composition shall be two-story



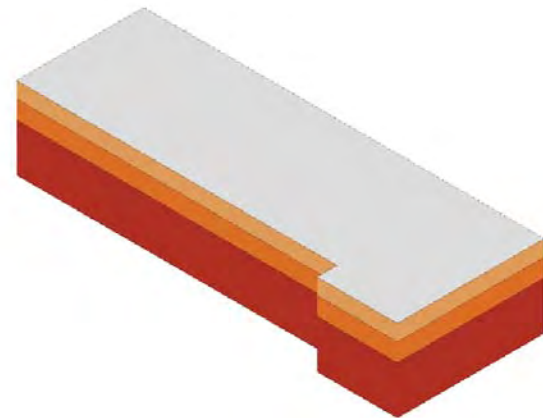
Vertical Articulation

### Horizontal

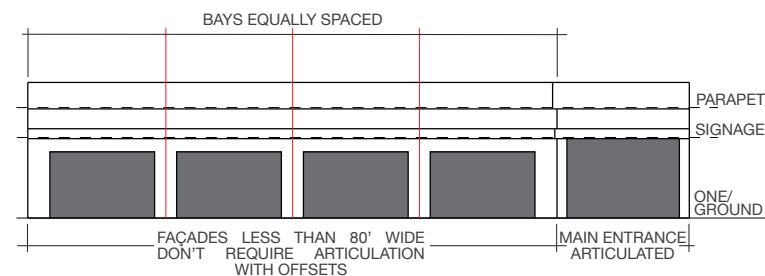
- Every building has a base, middle and top.

### Composition

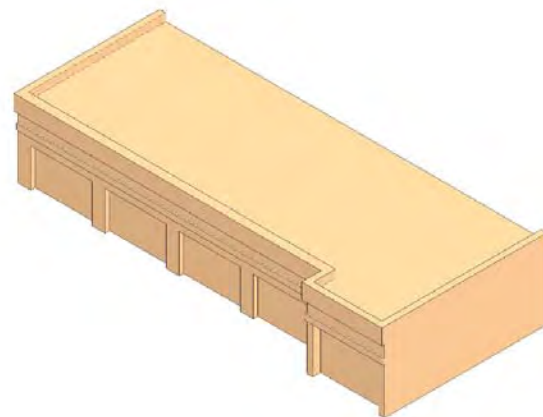
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

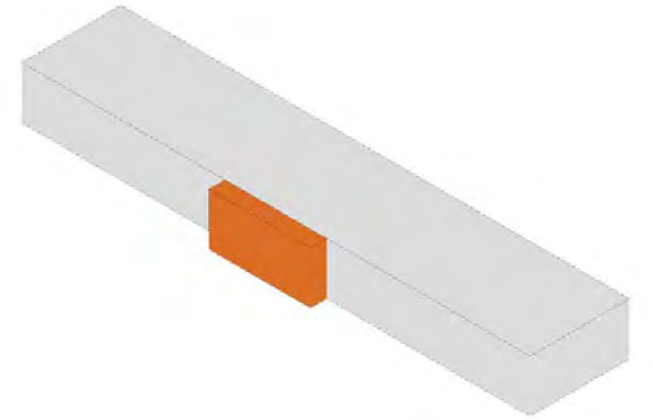
## One-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 22'.
- The preferred massing and facade composition shall be two-story.



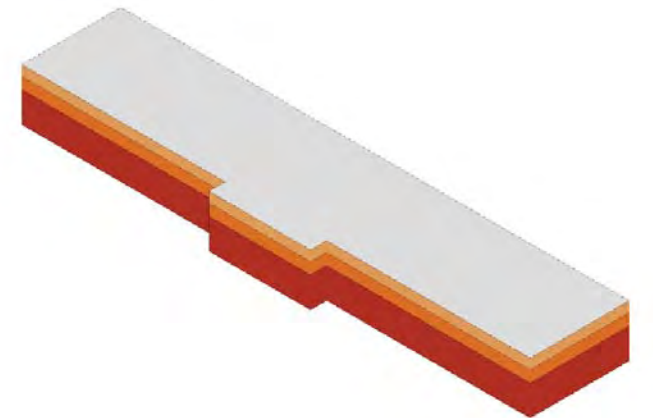
Vertical Articulation

### Horizontal

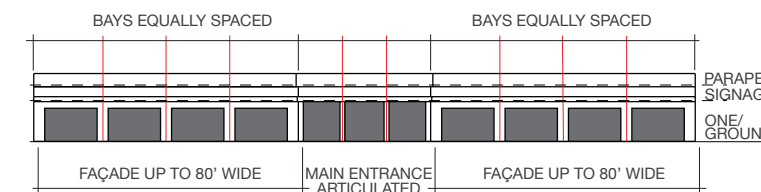
- Every building has a base, middle and top

### Composition

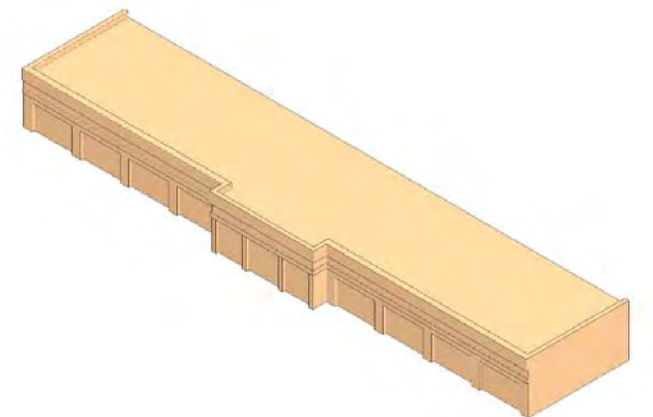
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

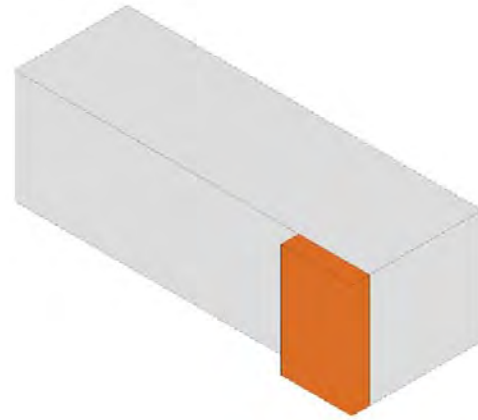
## Two-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates an offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



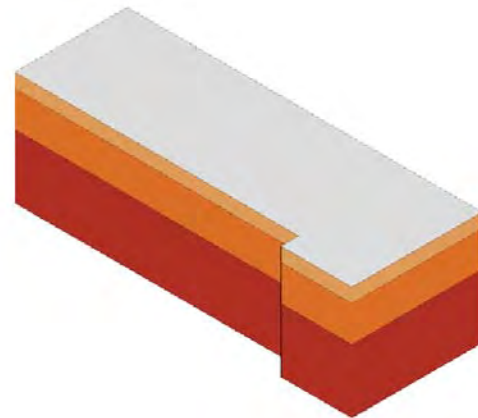
Vertical Articulation

### Horizontal

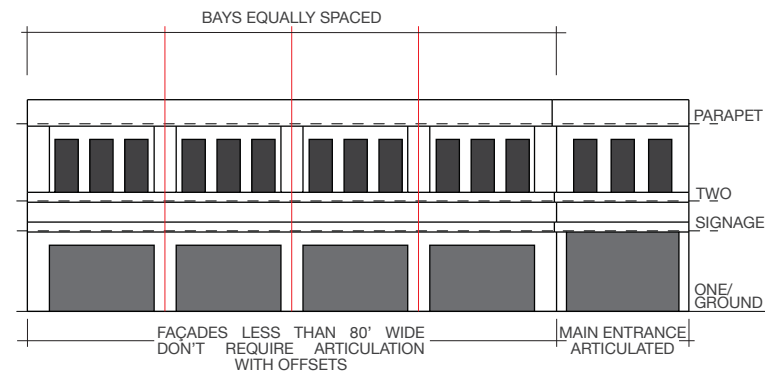
- Every building has a base, middle and top.

### Composition

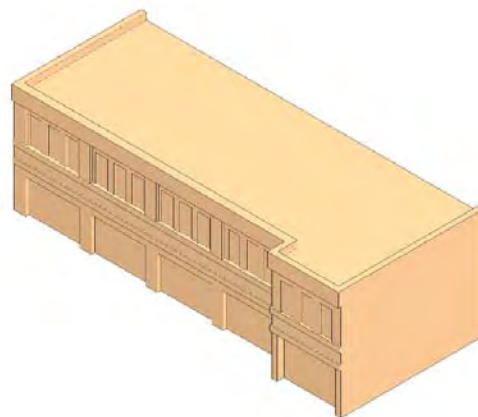
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

# Architectural Patterns

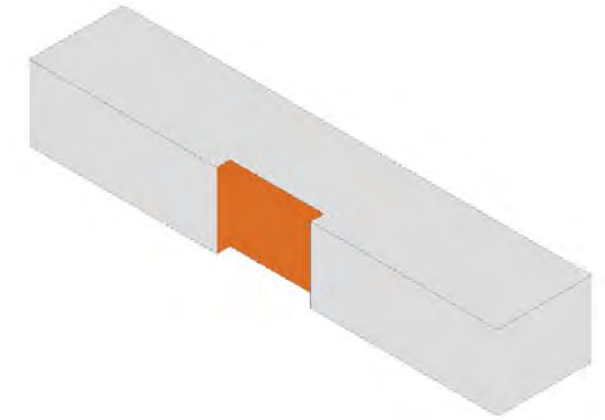
## Two-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.

### Massing

- Preferred minimum facade height in facade zones is 30'.



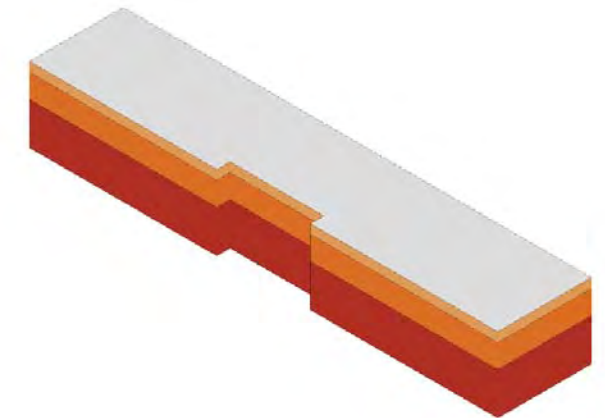
Vertical Articulation

### Horizontal

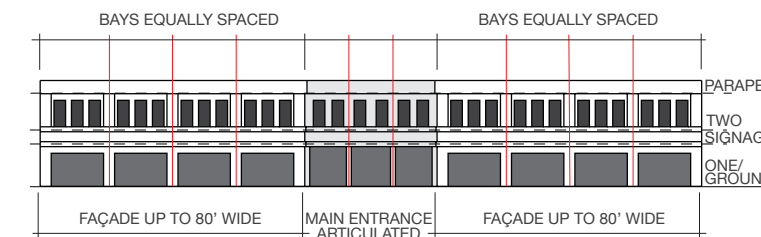
- Every building has a base, middle and top.

### Composition

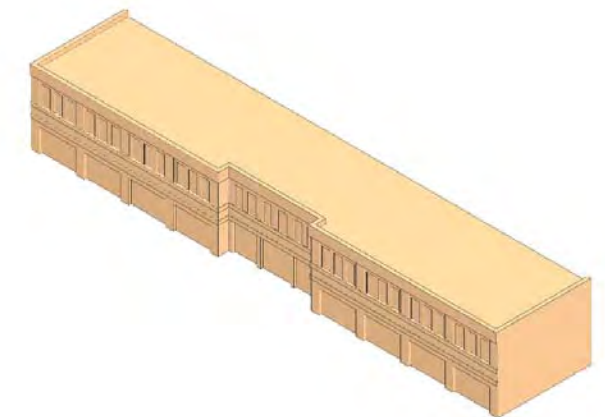
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



Assembly

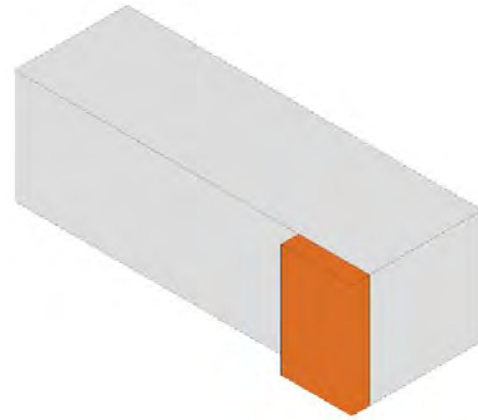


# Architectural Patterns

## Multi-Story Buildings with < 80' Length Facade

### Vertical

- Facades less than 80' in length are not required to have relief of the building footprint; however the long mass of the facade should be articulated into elements which range proportionally from 2 to 5 element zones in width. The architectural treatment of these elements should be consistent for the full height of the building.
- The massing shown indicates a offset entry located on the end of the building as a means to bring relief to the uninterrupted facade.



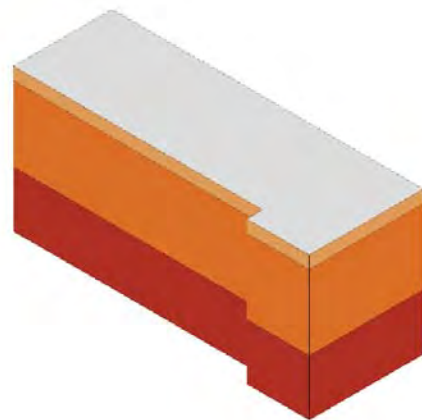
Vertical Articulation

### Horizontal

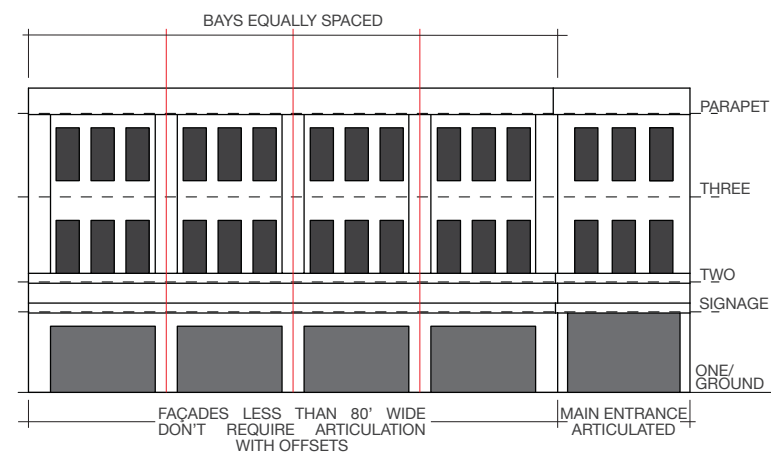
- Every building has a base, middle and top.

### Composition

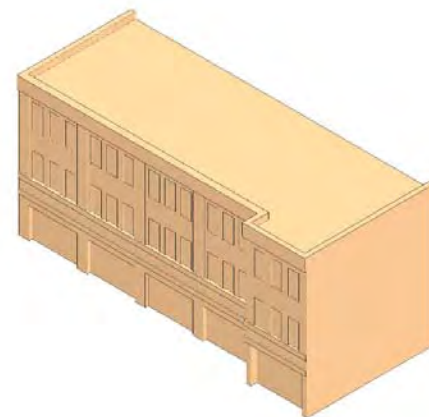
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition



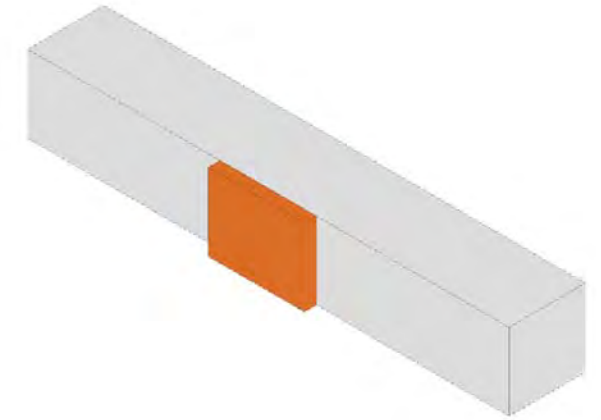
Assembly

# Architectural Patterns

## Multi-Story Buildings with > 80' Length Facade

### Vertical

- Facades greater than 80' in length are required to have relief of the building footprint; the long mass of the facade should be articulated into bays which range from 2 to 5 bays in width proportionally spaced along the facade. The architectural treatment of these bays should be consistent for the full height of the building.
- The massing shown indicates a grand entry centered on the building as a means to bring relief to the uninterrupted facade.



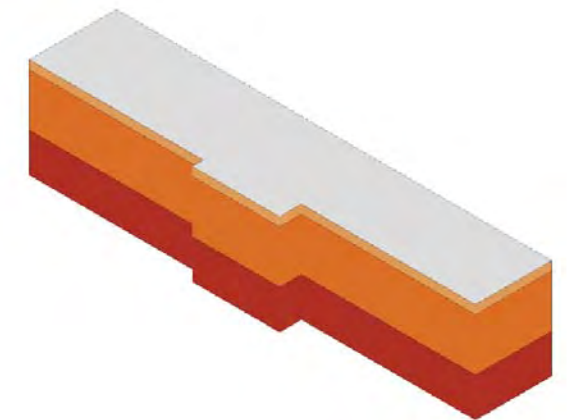
Vertical Articulation

### Horizontal

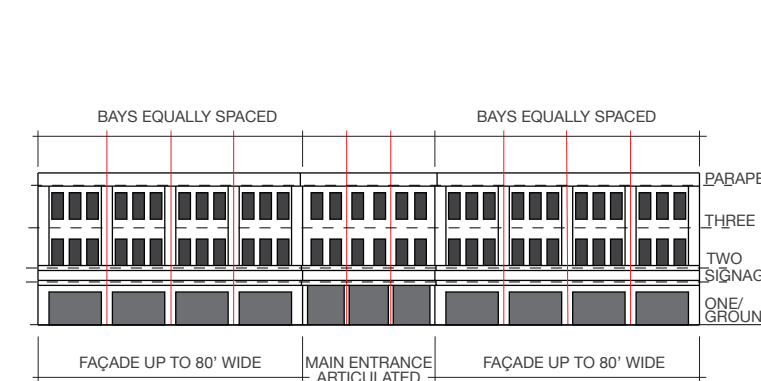
- Every building has a base, middle and top.

### Composition

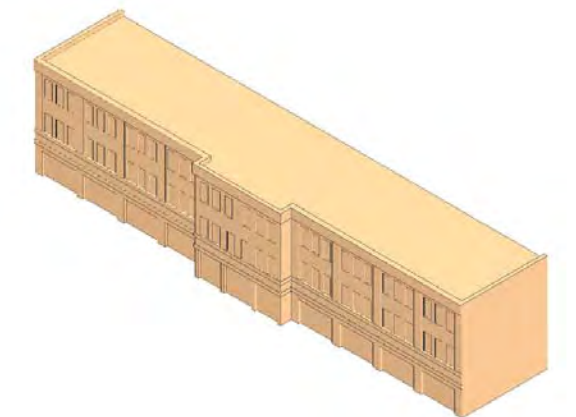
- Windows and doors, as well as other elements, should be placed in the center of bays.
- Appropriate proportions vertically for windows: 6:7.5, 4:6, 5:8.



Horizontal Articulation



Composition

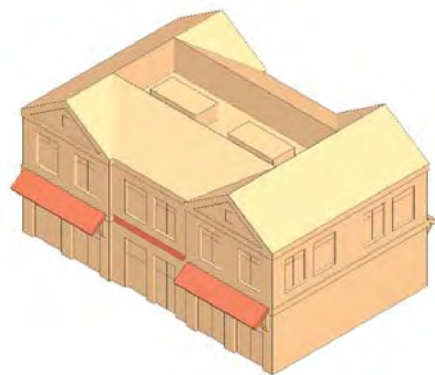
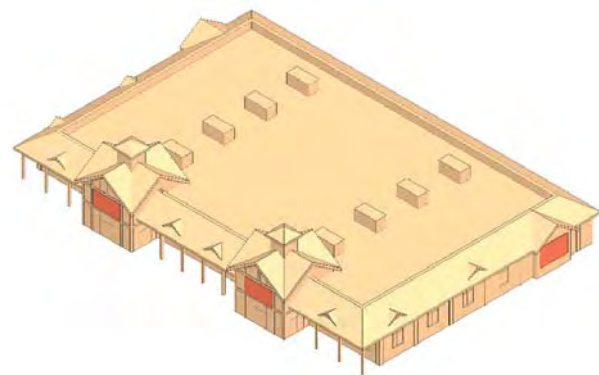
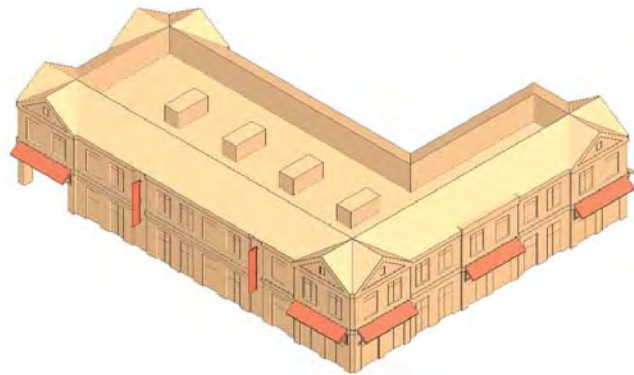
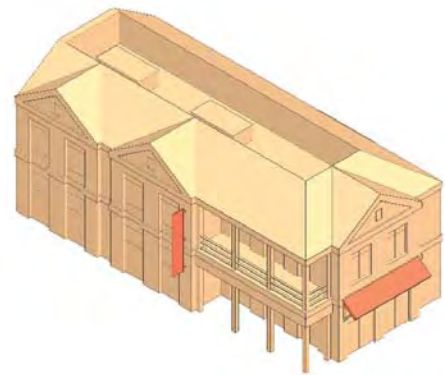
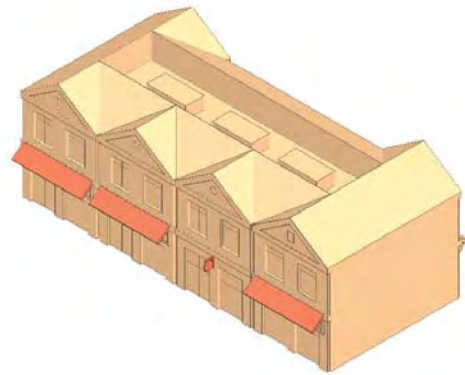
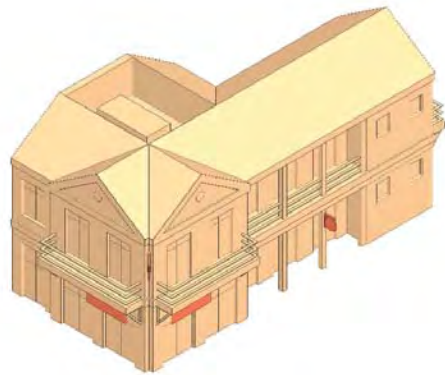
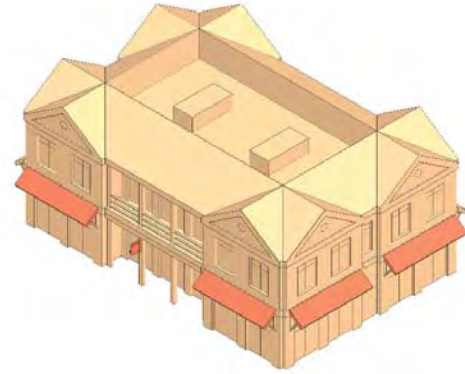
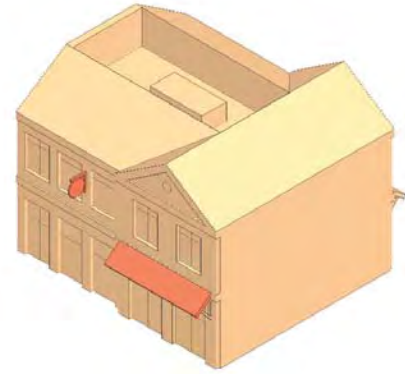


Assembly

# Signage

- Primary horizontal signage should be placed in the facade band above the first floor level
- Projecting and Blade signs should be placed near entrances or on corners
- The outer perimeter of awnings and canopies provide good placement for pedestrian oriented signage

## Placement Options



# Signage

- Clean, simple signage is easiest for customers to read and is more memorable
- Many materials are suitable for long-lasting, beautiful signage; translucent plastic and vinyl are not the only options!
- Multiple scales and locations can be used to provide visibility to pedestrians and viewers in automobiles; maximum sizes and quantities can be referenced in the Zoning Ordinance.

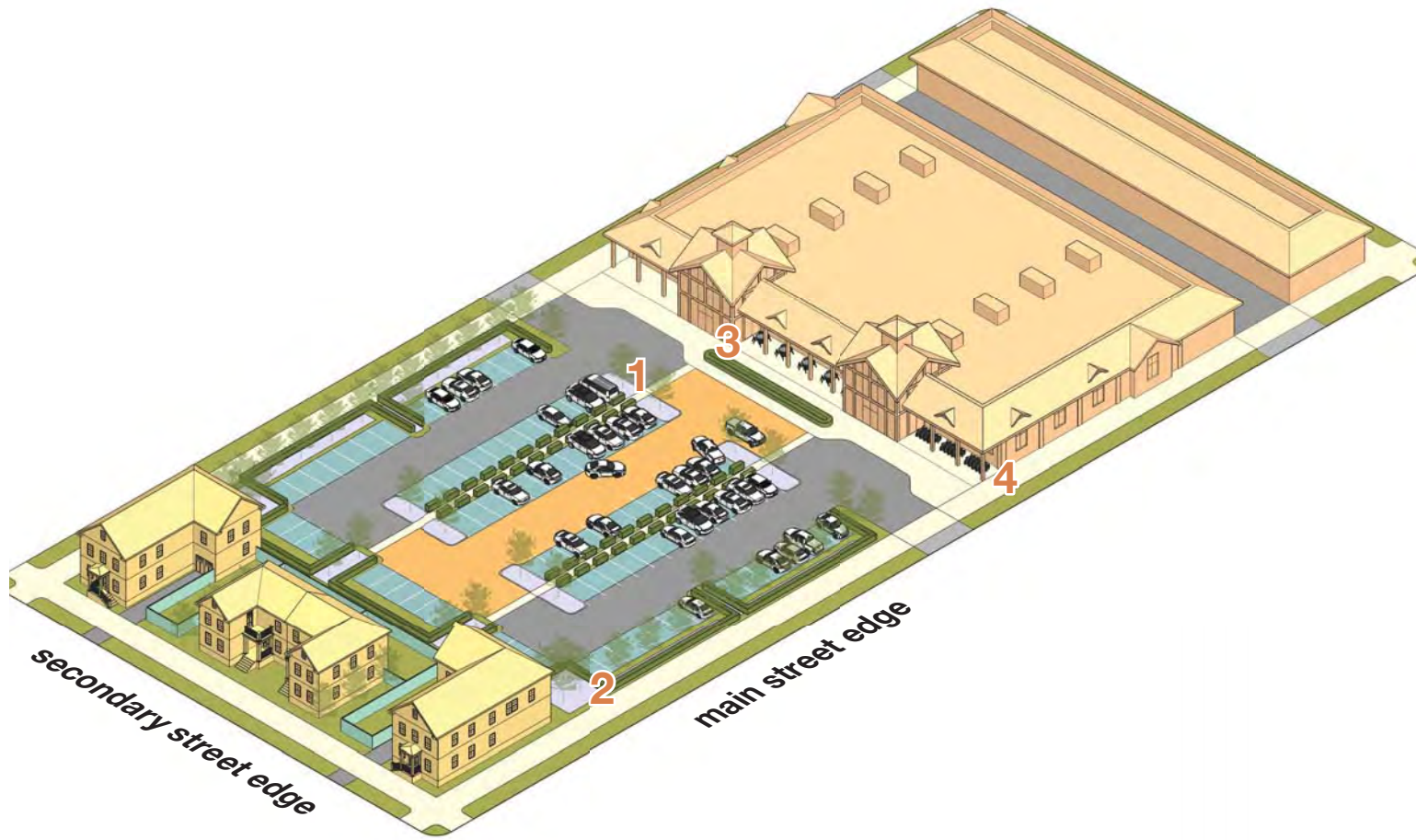
## Examples



# Site Amenities

- Commercial sites can utilize amenities to attract customers and blend in well with the contextual neighborhood.
- Publicly accessible and visible

## Placement Options



### 1. Paving Materials

- Paving of areas intended for pedestrian and vehicular circulation should not be all asphalt
- Areas with high pedestrian traffic should have paving that reduces:
  - heat island effect
  - rate of surface runoff
  - vehicular speeds

### 2. Screening Options

- Foliage can be used for parking screening
- When parking is located within 10' of right-of-way, an opaque wall is to be used for screening
- Dumpsters as well as loading docks require screening by opaque walls

### 3. Open Space/Garden

- Gardens should be placed in visible areas of the site

### 4. Pedestrian Facilities

- Bike racks
  - Provide shelter for the bicycle as well as the cyclist when locking and unlocking
- Outdoor seating
- Publicly accessible seating

# Site Amenities

- Paths through the site should be clearly defined by paving materials
- Foliage is a screening option that can be used to retain and filter runoff water
- Clear delineation of vehicular and pedestrian paths can improve safety on site

## Examples



1. Paving Materials



2. Screening Options



3. Open Spaces and Gardens

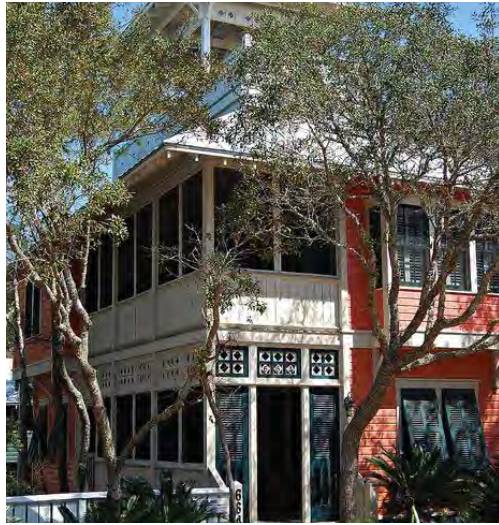


4. Pedestrian Facilities



# Landscaping 10

## Street Level Landscaping



# Landscaping 10

## Indigenous Plants for Consideration

### Deciduous Large Canopy Trees

- Hackberry (*Celtis occidentalis*)
- Sugarberry (*Celtis laevigata*)
- Sweet gum (*Liquidambar styraciflua*) – cultivar without seed pods e.g. ‘Rotundiloba’
- Black Cherry (*Prunus serotina*)
- Bald Cypress (*Taxodium distichum*)
- White oak (*Quercus alba*)
- Swamp white oak (*Quercus bicolor*)
- Willow oak (*Quercus phellos*) – cultivar with narrower canopy e.g. ‘Hightower’
- Water oak (*Quercus nigra*)
- Pin oak (*Quercus palustris*)
- Persimmon (*Diospyros virginiana*) – edible fruit
- Black tupelo (*Nyssa sylvatica*) – cultivar with narrower canopy e.g. ‘Forum’

### Evergreen Large Canopy Trees

- Eastern red cedar (*Juniperus virginiana*)
- Loblolly pine (*Pinus taeda*)
- American holly (*Ilex opaca*)
- Live oak (*Quercus virginiana*) – cultivar with narrower canopy e.g. ‘Highrise’
- Southern magnolia (*Magnolia grandiflora*)

### Small Canopy Trees

- Yaupon holly (*Ilex vomitoria*) – tree & weeping varieties available
- Little Gem Magnolia (*Magnolia grandiflora* ‘Little Gem’)
- Sweetbay magnolia (*Magnolia virginiana*)
- Common serviceberry (*Amelanchier arborea*)
- Eastern serviceberry (*Amelanchier canadensis*)

### Shrubs

- Red chokeberry (*Aronia arbutifolia*)
- Sweet pepperbush (*Clethra alnifolia*)
- Inkberry holly (*Ilex glabra*)
- Yaupon holly (*Ilex vomitoria*) – dwarf cultivars available
- Waxmyrtle (*Morella cerifera*)
- Southern bayberry (*Morella caroliniensis*)
- Northern bayberry (*Morella pensylvanica*)
- Beach plum (*Prunus maritima*) – edible fruit
- Smooth sumac (*Rhus glabra*)
- Elderberry (*Sambucus nigra* ssp. *canadensis*) – edible fruit
- Highbush blueberry (*Vaccinium corymbosum*) – edible fruit
- Arrowwood (*Viburnum dentatum*)
- Salt bush (*Baccharis halmifolia*)
- Marsh elder (*Iva frutescens*)

### Perennials

- Hibiscus (*Hibiscus moscheutos*)
- Marsh mallow (*Kosteletzkya virginica*)
- Asters (*Aster* spp.)
- Blanket flower (*Gaillardia* spp.)



# Applications

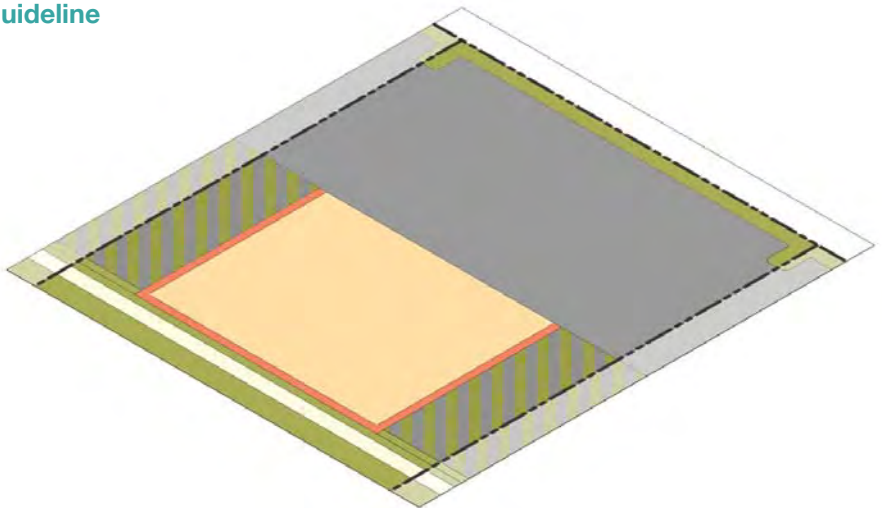
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

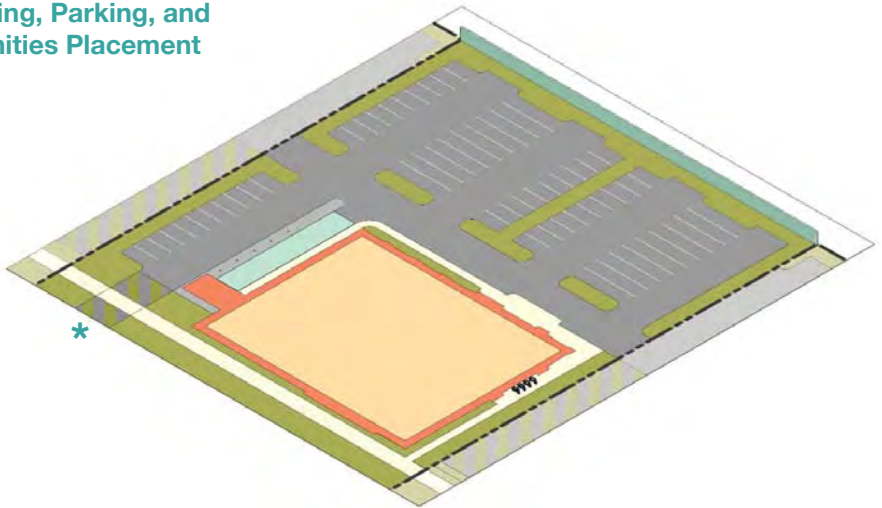
### Medium-Box Retail

- 250' wide X 300' deep mid-block lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and heavy landscaping
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, enclosed refuse and covered loading
- Amenities required, but not shown, include long-term bike storage
- \* The preferred block pattern consolidates main street access; though individual, interior-block parcel redevelopment access is anticipated and allowed for - Consideration should be given to future, adjacent-parcel redevelopment either through shared, main street access, or shared, secondary street access

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



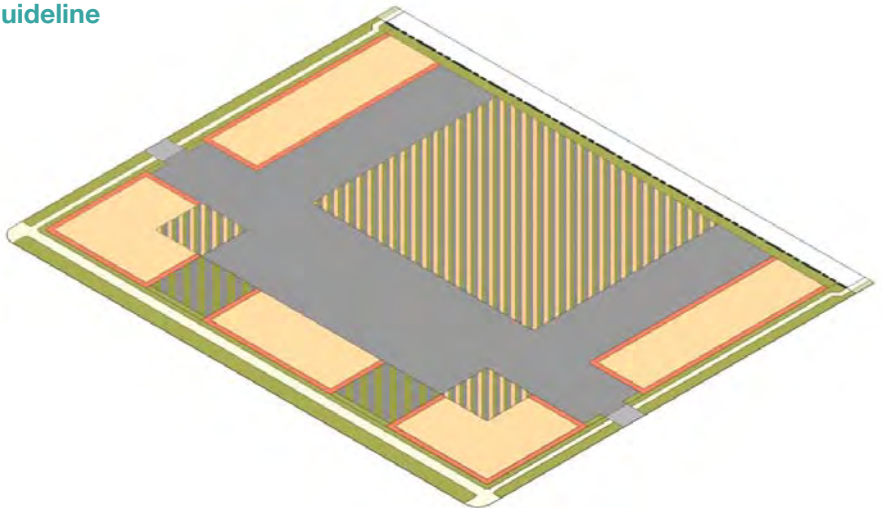
# Applications

## Development Concept

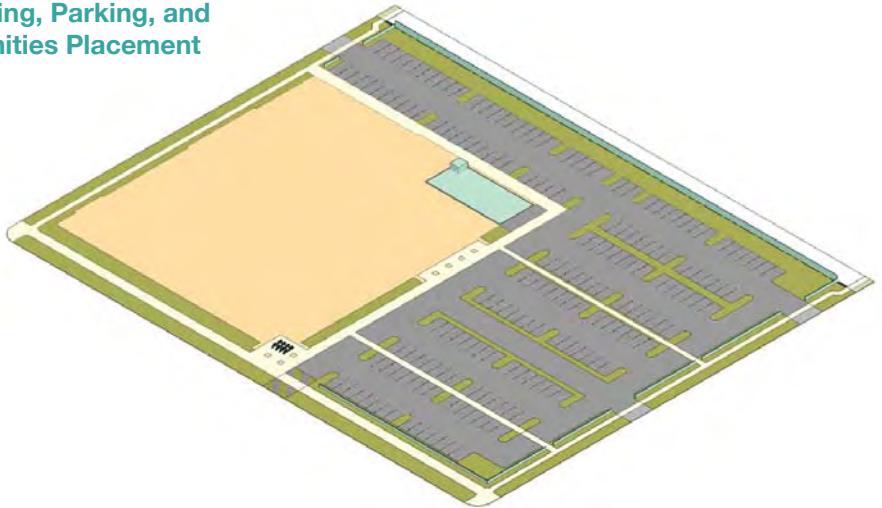
### Big-Box Retail

- 500' wide X 400' deep medium block lot condition
- First floor is retail
- As shown, this block development shares its parking and access with residential properties that double as parking lot screening
- Parking shall be screened from the right-of-way by fencing and heavy landscaping
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, enclosed loading and refuse zone, parking lot pathways
- Other: See Step 9 - Amenities for additional information about this application

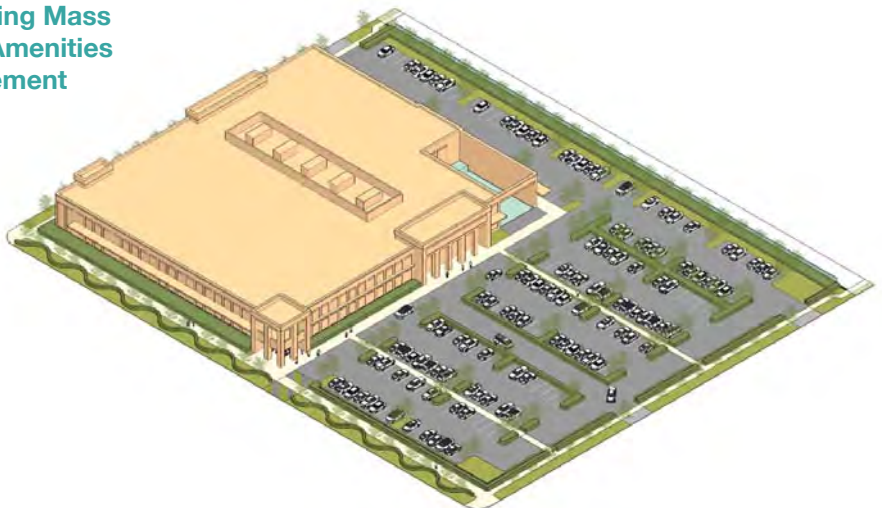
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

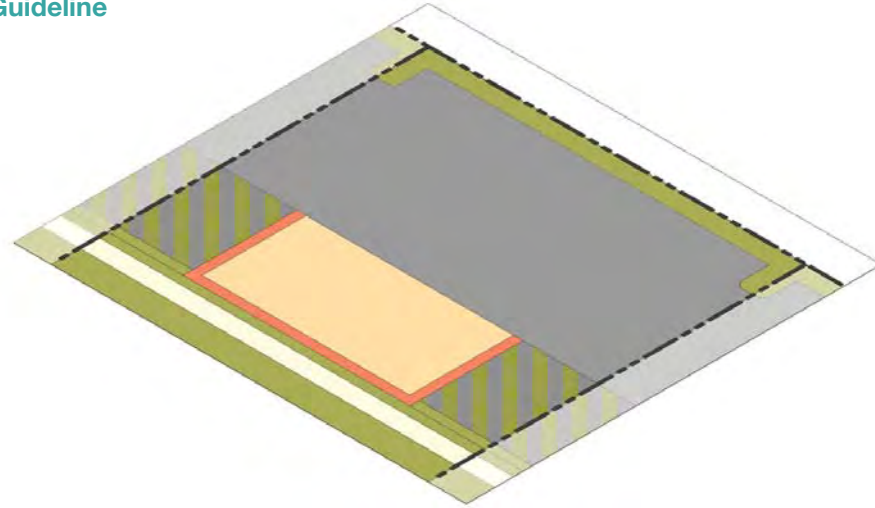
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

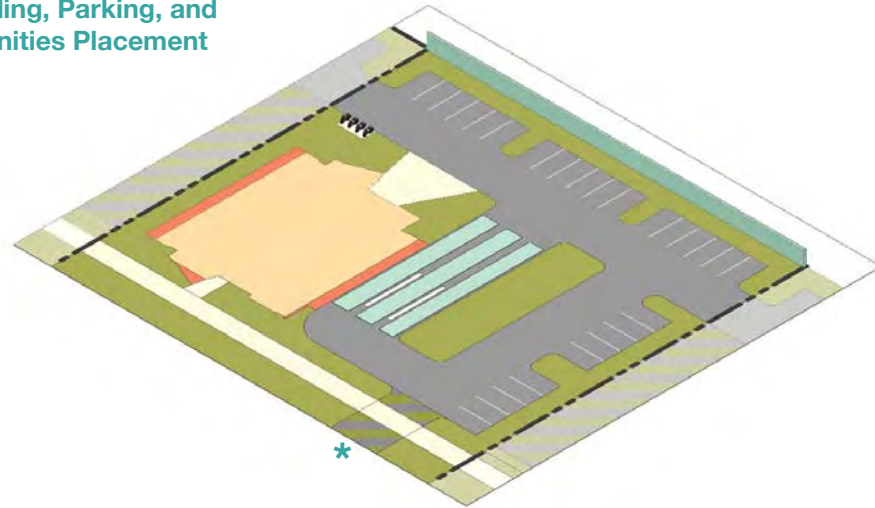
### Drive-Through

- 200' wide X 200' deep mid-block lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and heavy landscaping
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, and vehicle stacking for drive-through
- Amenities required, but not shown, include long-term bike storage
- \* The preferred block pattern consolidates main street access; though individual, interior-block parcel redevelopment access is anticipated and allowed for - Consideration should be given to future, adjacent-parcel redevelopment either through shared, main street access, or shared, secondary street access

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



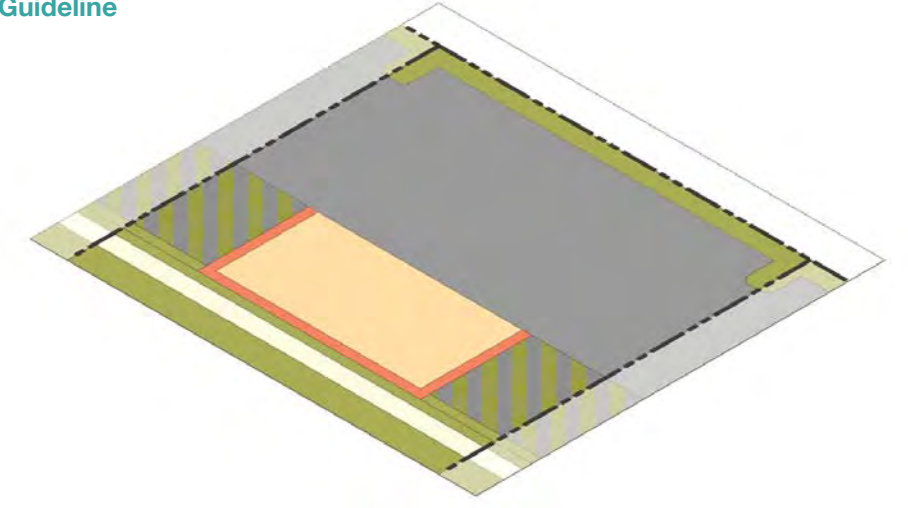
# Applications

## Development Concept

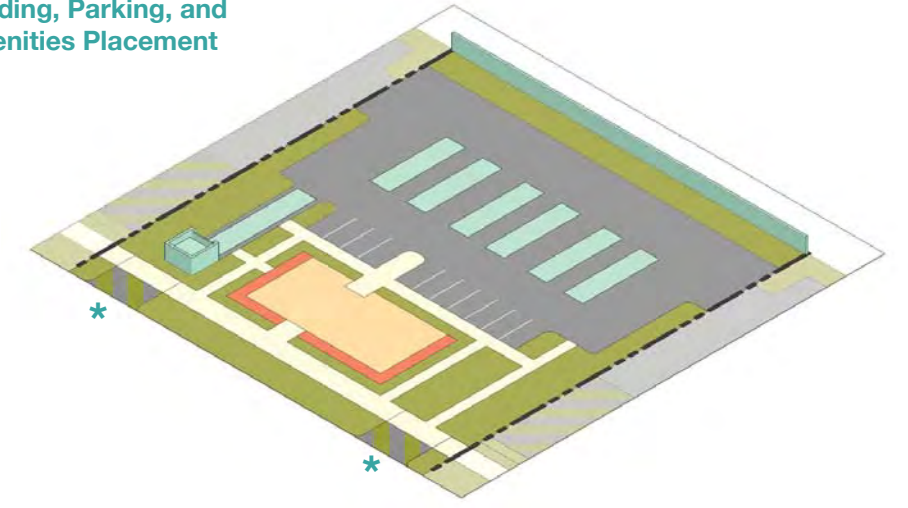
### Vehicle Oriented

- 200' wide X 200' deep mid-block lot condition
- First floor is retail
- Parking and vehicle related functions shall be screened from the right-of-way by heavy landscaping
- Amenities include ample open space (with potential for stormwater management), 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, and enclosed refuse
- Amenities required, but not shown, include short-term and long-term bike storage
- Other: The developer is encouraged to incorporate this use into a larger mixed-use development, and to site the building internal to a block
- \* The preferred block pattern consolidates main street access; though individual, interior-block parcel redevelopment access is anticipated and allowed for - Consideration should be given to future, adjacent-parcel redevelopment either through shared, main street access, or shared, secondary street access

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

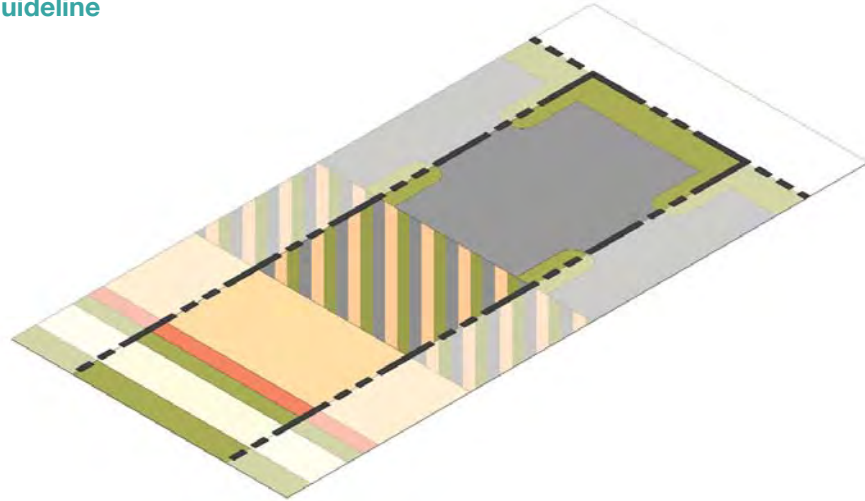
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

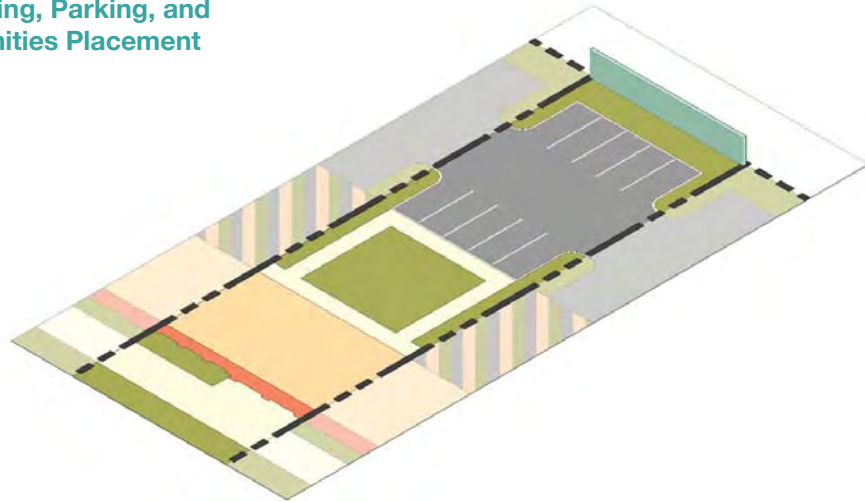
### In-Line Mixed-Use

- 50' wide X 150' deep mid-block lot condition
- First floor is retail or service commercial
- Second floor is either commercial or residential
- As shown, this lot development is dependent on sharing parking access with adjacent properties
- Full facade frontage is encouraged and shown, though the possibility exists for an access drive aisle to the back
- Amenities include ample open space (with potential for stormwater management), 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use
- Amenities required, but not shown, include short-term and long-term bike storage, and enclosed refuse

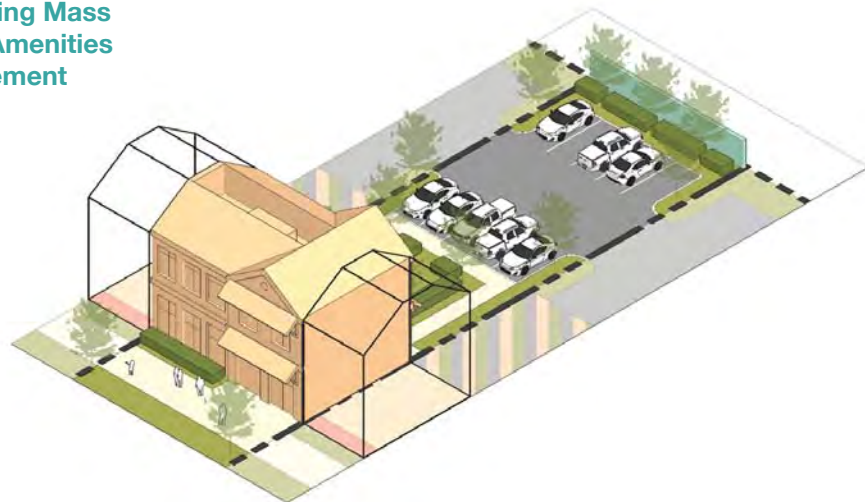
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



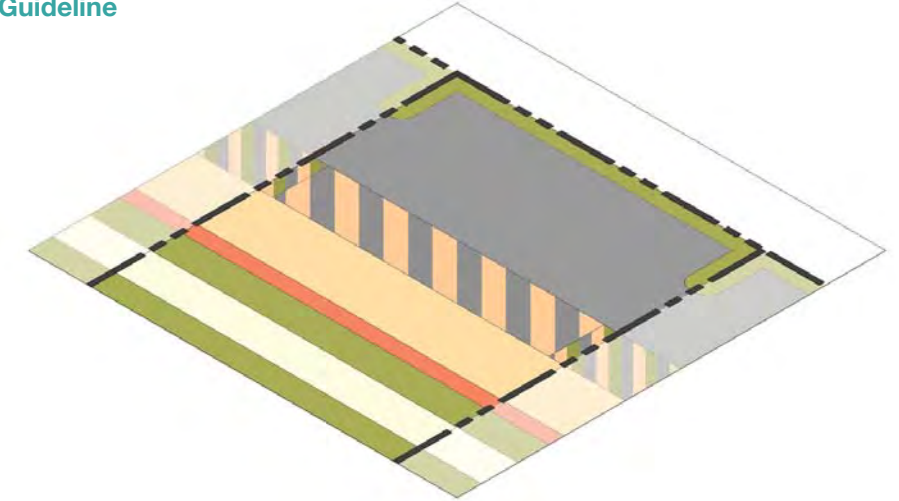
# Applications

## Development Concept

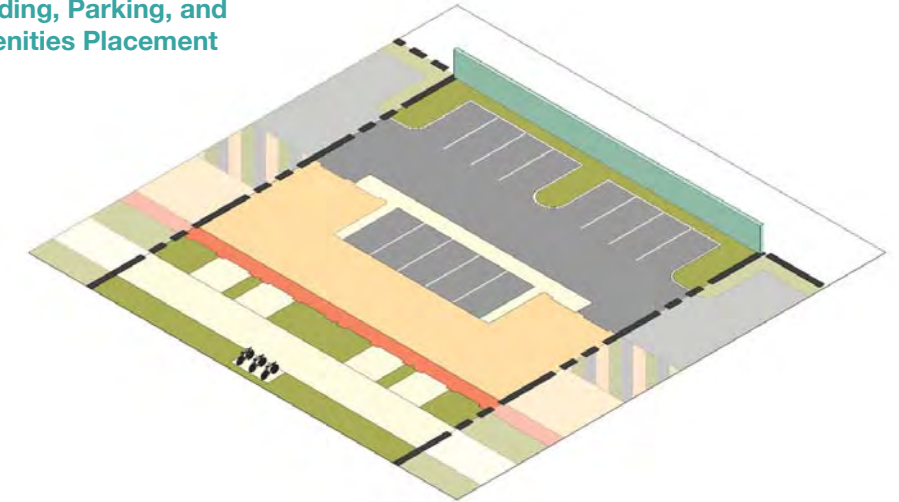
### In-Line Commercial

- 100' wide X 100' deep mid-block lot condition
- First floor is retail or service commercial
- As shown, this lot development is dependent on sharing parking access with adjacent properties
- Full facade frontage is encouraged and shown, though the possibility exists for a pedestrian access corridor
- Amenities include 8' tall fencing and 5' (only allowed at 100' deep lots) of landscape buffer at the rear adjacent to properties zoned for another use, short-term bicycle parking is coordinated within the pedestrian right-of-way
- Amenities required, but not shown, include enclosed refuse structures as needed
- Other: In-Line Commercial is typically one-story; however for the Coastal Character District, the massing and facade composition shall be two-story as shown

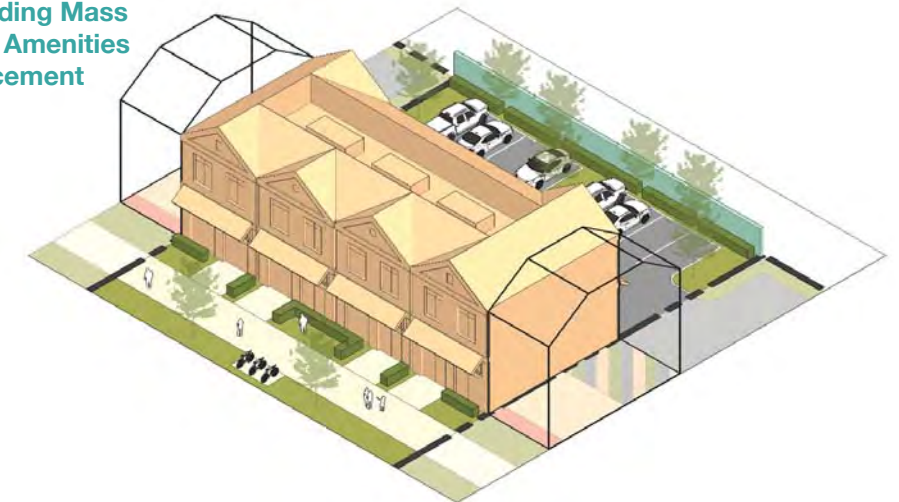
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

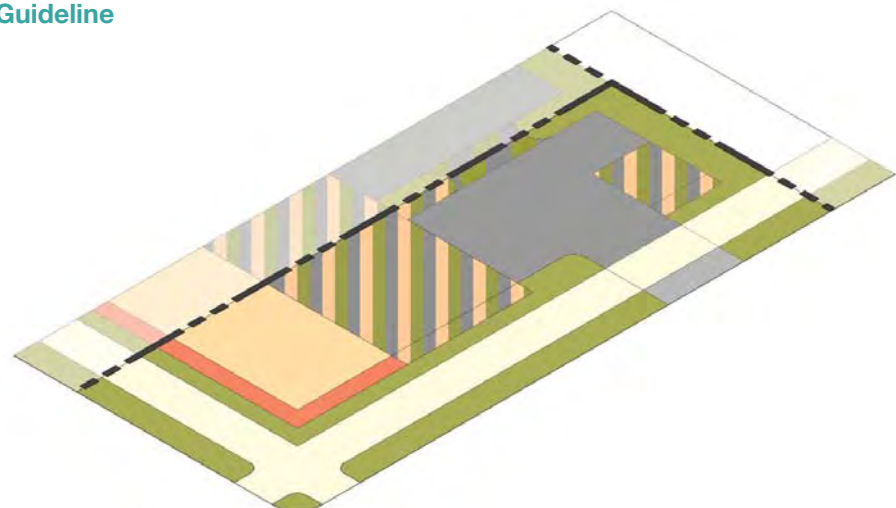
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

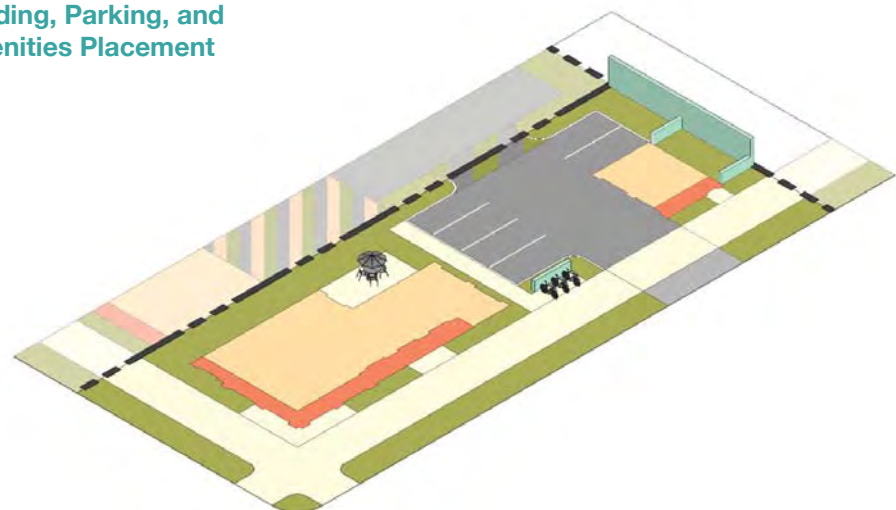
### Stand-Alone Mixed-Use

#### Lot Guideline

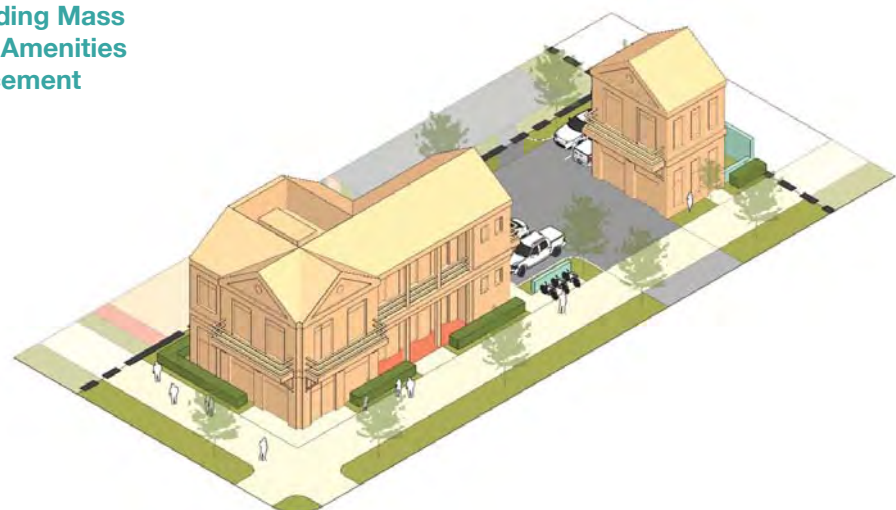
- 50' wide X 150' deep corner lot condition
- First floor is retail or service commercial
- Second floor is either commercial or residential
- As shown, this lot development has the potential to share its parking access with adjacent sites, parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include a matching carriage house, ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use
- Amenities required, but not shown, include long-term bike storage and enclosed refuse



#### Building, Parking, and Amenities Placement



#### Building Mass and Amenities Placement



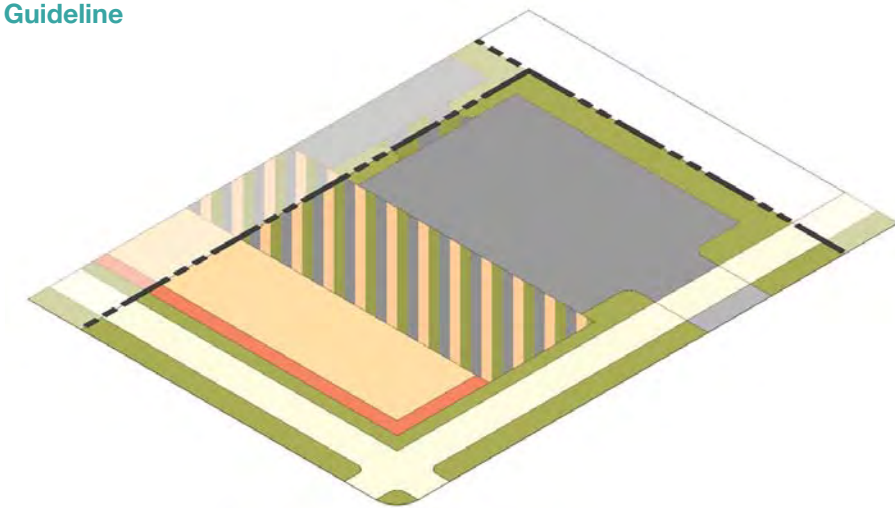
# Applications

## Development Concept

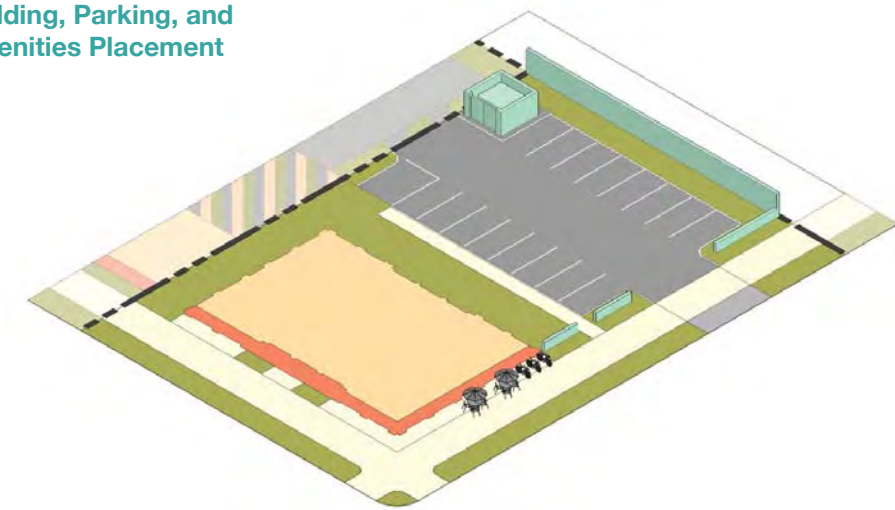
### Small-Box Commercial

#### Lot Guideline

- 100' wide X 150' deep corner lot condition
- First floor is retail or service commercial
- As shown, this lot development has the potential to share its parking access with adjacent sites, parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged; though a small 10' setback at the side property line is shown in keeping with the character of the building type
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks and seating, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, and enclosed refuse
- Amenities required, but not shown, include long-term bike storage
- Other: Small-Box Commercial is typically one-story; however for the Coastal Character District, the massing and facade composition shall be two-story as shown
- Other: This is an example of small-box commercial used as a bookend to adjacent uses
- Other: Per the block patterns, the side street is to have greater facade coverage; however, the small size of the lot limits efficient use of the building and parking footprints - The developer shall work to balance both requirements to arrive at an acceptable design



#### Building, Parking, and Amenities Placement



#### Building Mass and Amenities Placement





# Applications

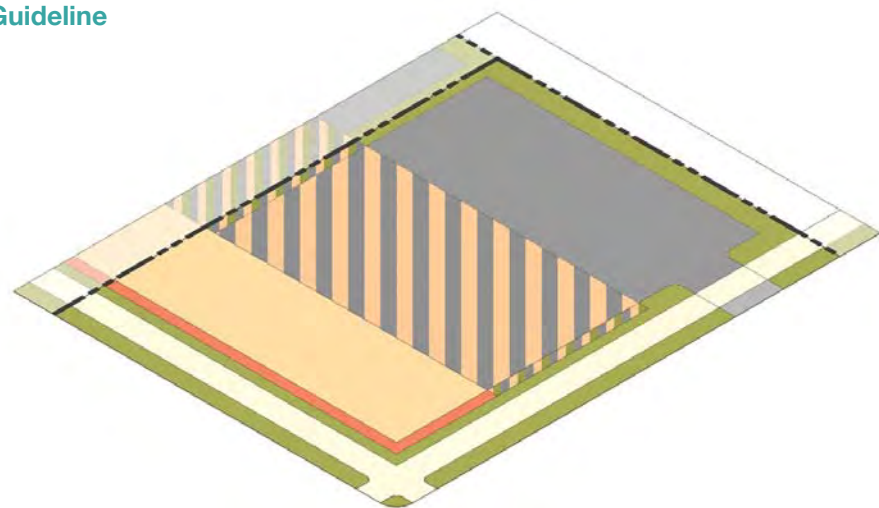
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

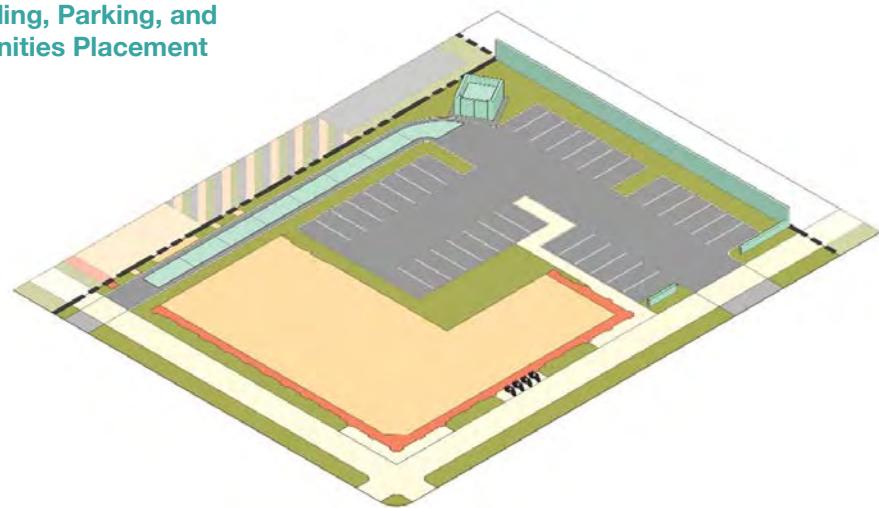
### Medium-Box Retail

- 150' wide X 200' deep mid-block lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown, and complete at drive-through
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, enclosed refuse, and vehicle stacking for drive-through
- Amenities required, but not shown, include long-term bike storage
- Other: Medium-Box Commercial is typically one-story; however for the Coastal Character District, the massing and facade composition shall be two-story as shown
- Other: This is an example of medium-box retail used as a bookend to adjacent uses
- Other: Sight triangles and pedestrian safety shall be considered for vehicle existing adjacent to, or from, a building

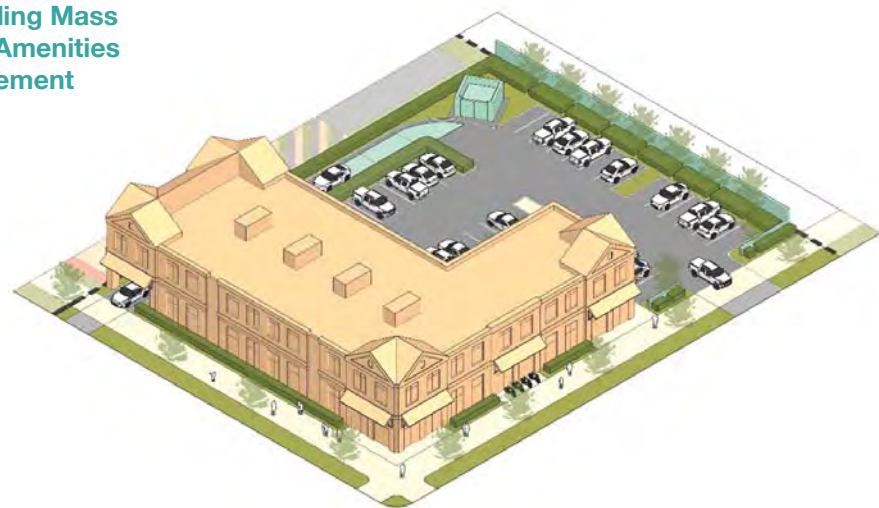
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



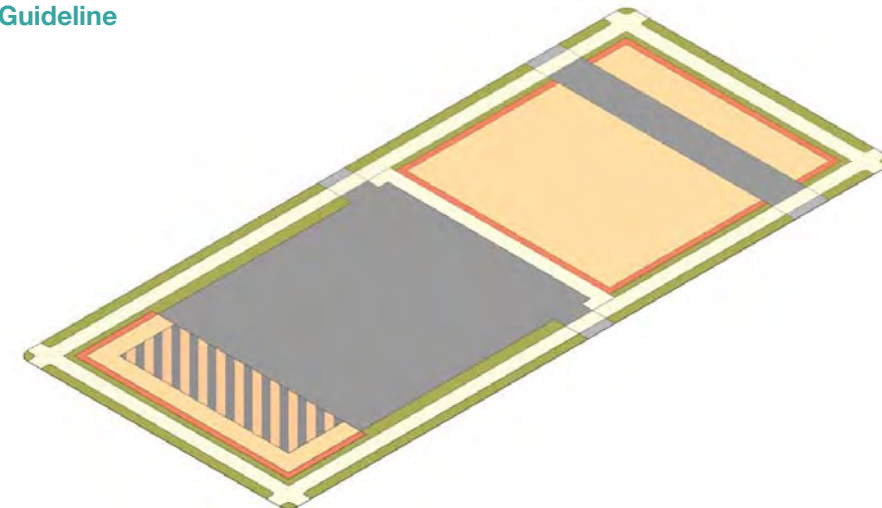
# Applications

## Development Concept

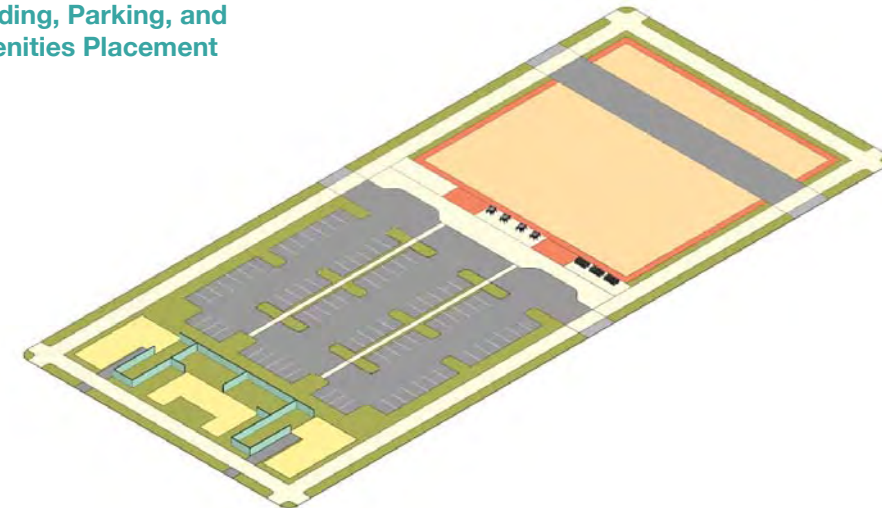
### Big-Box Retail

- 500' wide X 200' full block lot condition
- First floor is retail
- As shown, this block development shares parking with adjacent residential properties that double as parking lot screening
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged and shown
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks, enclosed loading and refuse zone
- Other: Big-Box Retail is typically one-story; however for the Coastal Character District and the building's overall area, a two-story building is the appropriate design
- Other: See Step 9 - Amenities for additional information about this application

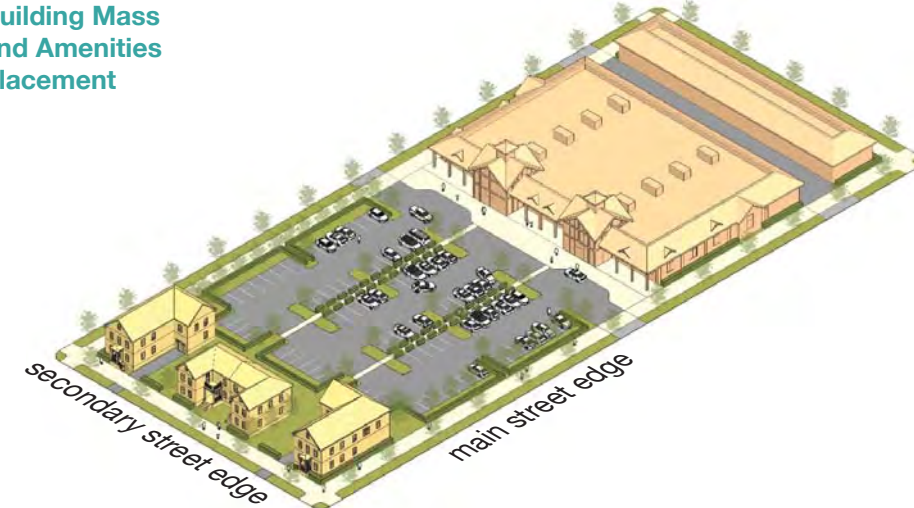
Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



# Applications

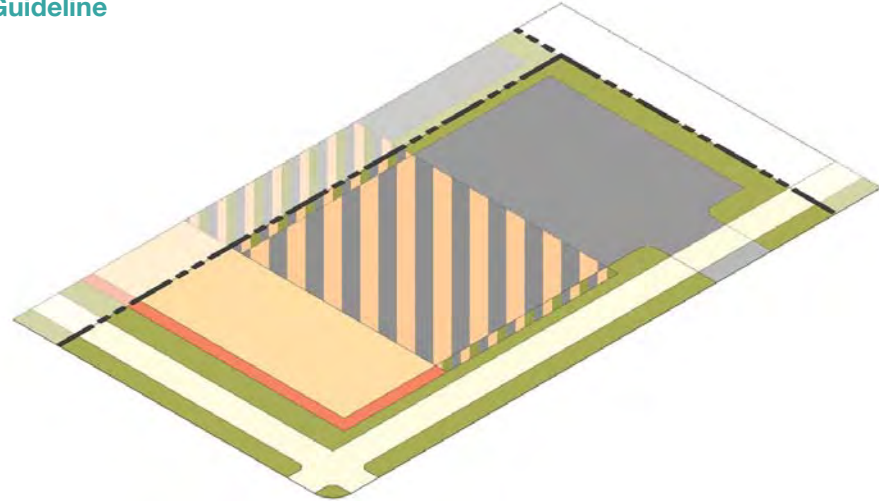
Landscaped Area	Commercial Use	Flexible Areas:
Pedestrian Path	Office Use	Parking-Building
Primary Facade	Residential Use	Landscaping-Building
Parking	Roads	Parking-Landscaping-Building

## Development Concept

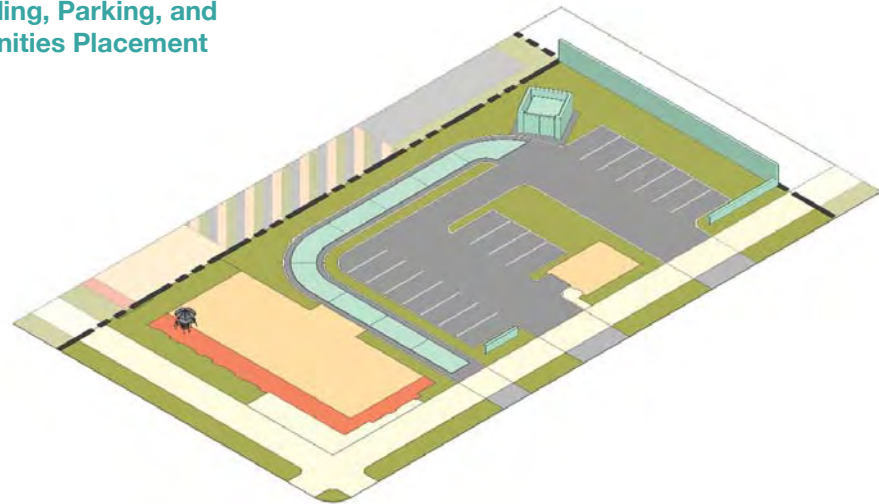
### Drive-Through

- 100' wide X 200' deep corner lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged; though a 10' setback at the side property line is shown in keeping with the character of the building type
- Amenities include ample open space (with potential for stormwater management) public seating, 8' tall fencing and 10' of landscape buffer at the rear adjacent to properties zoned for another use, enclosed refuse, and vehicle stacking for drive-through
- Amenities required, but not shown, include long-term bike storage and public access bicycle locks
- Other: Per the block patterns, the side street is to have greater facade coverage; however, the small size of the lot limits efficient use of the building, parking, and stacking footprints - The developer shall work to balance both requirements to arrive at an acceptable design - For example, a carriage house is an appropriate design option to screen the parking and complete the side street frontage
- Other: Sight triangles and pedestrian safety shall be considered for vehicles existing adjacent to, or from, a building

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement



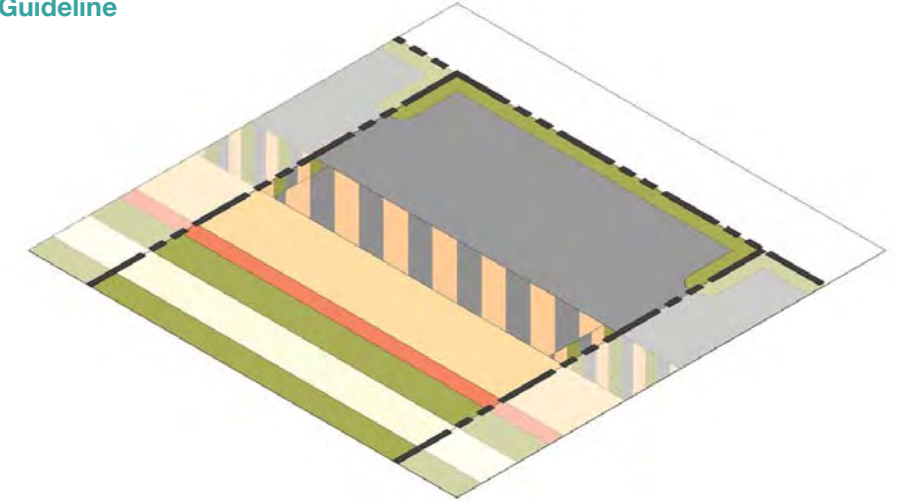
# Applications

## Development Concept

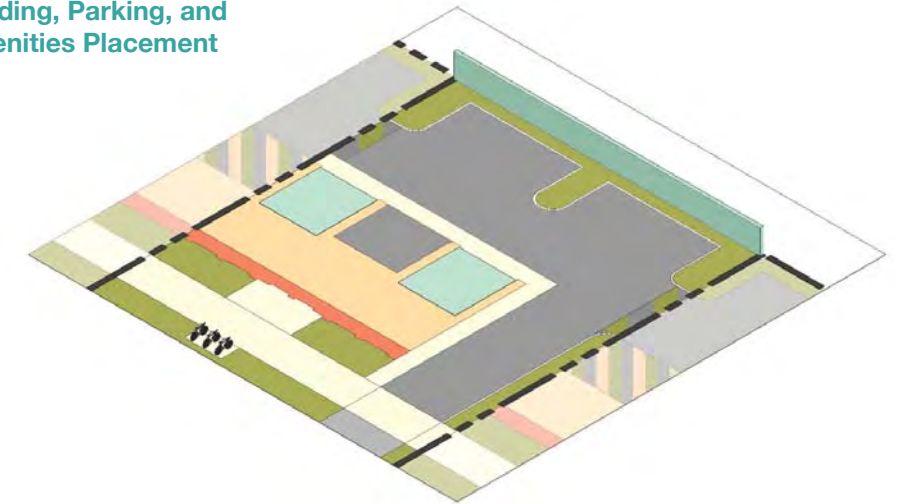
### Vehicle Oriented

- 100' wide X 100' deep corner lot condition
- First floor is retail
- Parking shall be screened from the right-of-way by fencing and landscaping
- Full facade frontage is encouraged though a mid-block access way is shown for compatibility with the use
- Amenities include ample open space (with potential for stormwater management), public access bicycle locks and seating, 8' tall fencing and 5' of landscape buffer at the rear (100' deep lots only) adjacent to properties zoned for another use, and enclosed refuse
- Amenities required, but not shown, include long-term bike storage
- Other: Vehicle oriented is typically one-story; however for the Coastal Character District, the massing and facade composition shall be two-story
- Other: Vehicle Oriented uses are preferred internal to a block, or incorporated into the design of a more pedestrian friendly building (as shown)
- Other: Sight triangles and pedestrian safety shall be considered for vehicles existing adjacent to, or from, a building

Lot Guideline



Building, Parking, and Amenities Placement



Building Mass and Amenities Placement

