DEVELOPMENT FORM GUIDELINES

The **Development Form Guidelines** describe how the built environment should look, feel, and function (independent of the type of use). There are five types of areas that comprise the framework for the Development Form Guidelines. These areas are described below.

The **Development Form Guidelines** include a set of general guidelines as well as specific development guidelines for each of the form typologies: **Neighborhood, Corridor, Node, District, and Downtown**.

Development Form Areas:

Neighborhoods - Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.)

Corridors - Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Nodes - A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

Districts - Regional destinations that are a distinct place – different from surrounding areas – through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

Downtown - The regional center for culture, entertainment, employment, government and transportation generally with the highest densities. Transit, bike and pedestrian oriented design are of the highest importance in these areas.

The guidelines are intended to be flexible. Not every guideline will apply for every project, as many guidelines should be incorporated into development as is practical, feasible, and applicable to the unique site characteristics. Exceptions to the guidelines should be weighed against the goals and objectives of the applicable area plan and the KC Spirit Playbook. These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to preclude or inhibit creative and eclectic ideas. These guidelines are not meant to supersede any applicable laws, regulations, standards, or other requirements related to the development of a site as may be required by existing city code or other governmental agencies. These guidelines are intended to guide future development to be consistent with the existing and desired character of an area.

DEVELOPMENT FORM GUIDELINES

Development Form Guidelines – GENERAL

Architectural Character – These guidelines address the design and appearance of buildings and structures on the site

- General Character
    - Preserve and enhance historic and cultural resources as development occurs.
    - Encourage public art to be integrated into the building and site design.
- Massing and Scale
    - New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional building stock.
    - Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
    - Design buildings to provide human scale, interest, and variety using the following techniques:
        - Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
        - Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
        - Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages.
    - Building orientation and massing should respond to the existing character and built environment.
- Materials
    - Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry.
    - Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.
    - Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of stormwater runoff, enhance the local environment and reduce energy costs.

  - New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
    - Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
    - This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.

- Structured Parking
  - Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
  - Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
  - When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan.
  - "Parking podiums," where new development is placed above structured parking, are not desirable.
  - Parking structure façades should relate to the scale, proportion, and character of the district.
  - The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged.
  - Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
  - Screening should not reduce visibility for "natural surveillance".
- Windows/Transparency
  - The street level of commercial/mixed use structures should have a dominant transparent quality.
  - Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
  - Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically.

- Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable, they should be designed to increase pedestrian comfort and interest, through Some combination of the following methods:
  - Installing vertical trellis in front of the wall with climbing vines or plant materials;
  - Providing art over a substantial portion of the blank wall surface;
  - Providing active display windows;
  - Dividing the mass of the wall into sections.

- Topography
  - Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

Site Arrangement **–** These guidelines address the preservation of open and natural spaces, the location of buildings and parking, and the general pattern of development.

- Building Placement
  - Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
  - Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including
    - Outdoor café
    - Primary entrance enhancement
    - Sidewalk retail
    - Public plaza
    - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
  - In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the “canyon effect” along corridors, nodes and districts.
  - In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
    - Provides street-level, pedestrian-oriented uses.
    - Maintains a continuous, transparent, highly permeable and active street wall.

  - Where a consistent street setback exists along a block, that setback should be maintained.
  - Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.

- Development Pattern
  - In mixed use and commercial areas create a compact, dense and pedestrian friendly development pattern. Avoid large scale; auto dominated commercial developments with large parking areas and impervious surfaces.

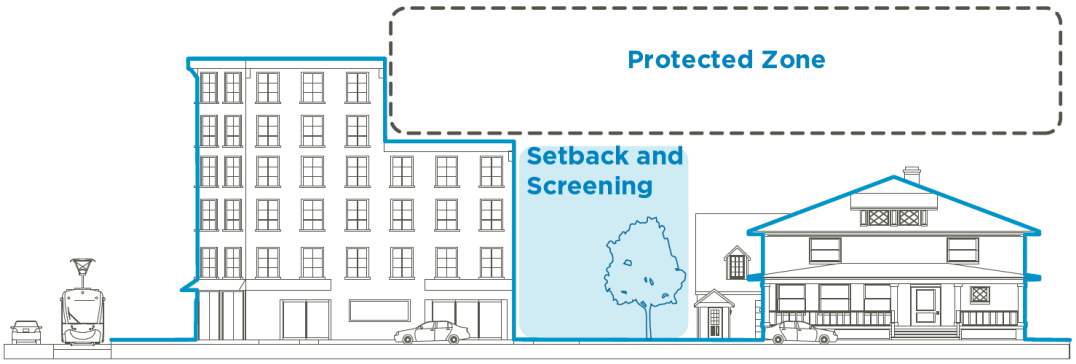
- Parking
  - Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
  - Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
  - If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
  - Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.
  - Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.

- Natural Resource Preservation
  - Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
  - Natural areas should be accessible to neighborhoods, nodes, corridors or districts and connected to greenways where possible.
  - Manage stormwater runoff as part of the overall open space system.
  - Discourage development and grading / filling on steep slopes and in floodplains.
  - Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
  - Alternative stormwater solutions should be considered in the design/construction phase. Examples include stormwater inlet alternatives, rain gardens, and drought tolerant plants.

- Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

Transitions and Screening **–** These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences, and landscaping to appropriately screen certain site elements.

- Transitions
  - Dissimilar or incompatible uses should be separated by a street or alley when possible.



Transition from Node to Neighborhood

The portion of a development site in a node near a neighborhood should be set back form the neighborhood and match the heights of existing buildings in the neighborhood in order to preserve neighborhood character.

  - When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green / Open Space Transitions techniques should be the primary transition technique used:
    - Architectural Transitions include:
      - Use similar building setbacks, height, roof forms, and massing.
      - Mitigate any larger mass of buildings with façade articulation.
      - Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
      - Use complementary materials, architectural character, and orientation of buildings.

        - Building elevations facing a less intensive use shall provide finished edges using materials consistent with primary elevations and adjacent neighborhood.
        - Reduce building height, scale, and intensity of use as development moves closer to low intensity areas.
    - Green/Open Space Transitions include:
        - Small green spaces, courtyards, squares, parks and plazas.
        - Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc.
    - A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.
    - Transitions and screening should not mask areas from view and decrease "natural surveillance."
    - Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).

- Screening
    - Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and / or berms.
    - Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.
    - Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
    - Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
    - Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
    - All screening should be designed to maintain visibility for "natural surveillance" and incorporate Crime Prevention through Environmental Design (CPTED) principles in design.

Public and Semi-Public Spaces **–** These guidelines address the design, programming, and location of public and semi-public spaces, streetscape enhancements, and gateway treatments.

- Public Spaces
    - Locate and design public spaces to support dense, mixed-use development, ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors.
    - Design public space to maintain a comfortable sense of enclosure for pedestrians, with a size, proportion, and location that integrate thoughtfully with surrounding uses.
    - Locate public space in high use areas with good visibility, access, and proximity to active uses in order to encourage activity and “eyes on the street”
    - Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted access open spaces and open spaces that are isolated from activity are discouraged.
    - Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
    - Include a variety of amenities in public space design to enhance user experience, including seating, lighting, shade landscaping, wayfinding, art, interpretive and interactive features public facilities, special pavement and other amenities.
    - Where integrated with transit facilities, design public spaces to include amenities such as bike racks, ticket kiosks or other amenities that support the use of transit and greater mobility in general.
- Streetscape
    - Streetscape enhancements should include “green” stormwater management elements.
    - On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
    - Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
    - Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
    - Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
    - Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, and other design elements.

- Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see Walkability Plan level of service guidelines).
- Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.

- Gateways
  - Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
  - Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
    - Landscaping, water features and public art.
    - Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
    - Decorative lighting, walls or fencing.
    - Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
    - Enhancement to crosswalks, including color, stenciling, and pavement treatment
  - Where right-of-way permits, develop intersections enhancements such as a gateways and landscaped focal points at nodes and major intersections. Focal points could include vertical architectural features, fountains, public art, and/or public plazas.
  - Parking areas should not abut a major street intersection or gateway.

Access and Circulation **–** These guidelines address how all modes of transportation access the site and move around within the site and how streets accommodate each mode of travel (private automobile, transit, cycling, and pedestrian) in a new development. These guidelines also address how different modes move between the site and adjacent areas.

- Multimodal
  - Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing distances and meet the minimum level of service as recommended in the Kansas City Walkability Plan.
  - Provide on-site bicycle parking areas in visible, active, well-lit areas near building entries.

- Pedestrian
    - Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
        - The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
        - All buildings, plazas, open space and parking areas within a development
        - All internal streets/drives to sidewalks along perimeter streets
        - Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops, and park and rides
    - Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever applicable.
    - Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into “super blocks,” street closures and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability.
    - In mixed use areas, drive-through uses are discouraged.
    - Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide crosswalks that:
        - Are well-marked and visible to vehicles;
        - Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character
        - Provide for safety for all age/ability groups.
        - Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian.
    - Avoid barriers that limit mobility between commercial developments and residential development and transit.
        - When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least once a block.
    - Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors (see Trails KC Plan) or other established trail corridor.

- Provide pedestrian access along all publicly controlled portions of the city's waterways, and encourage pedestrian access for privately controlled areas. Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- Ensure design that is accessible to all people including those with physical limitations.

- Vehicular
  - Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development.
  - Preserve, enhance, and restore the existing grid network of streets where applicable. Avoid street closures and vacations, as they erode the connectivity of the area.
  - Locate major entry driveways away from front of stores where pedestrians cross.
  - Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
  - Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.
  - New development should incorporate a system of interconnected collector and "through" streets, with a collector street connection approximately every 1/3 mile.
  - Streets should follow natural contours to minimize the impact on the natural terrain.
  - Create context-sensitive roads by utilizing street sections in the Major Street Plan that allow a generous open space strip along roadway frontages.

Sustainability

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives.
- Stormwater Management - Green Solutions and BMPs that achieve multiple benefits are encouraged. Examples include, but are not limited to:
  - Pervious Surfaces
  - Rainwater Harvesting
  - Landscaping and Street Trees

- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/landscaping to improve air quality, etc.)
- Energy - Energy efficient design and measures to reduce energy consumption are encouraged. Examples include, but are not limited to:
    - Providing alternative energy production.
    - Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation.
- Materials - “Sustainable” materials are encouraged (see Building Materials).
- Reduce Heat Island and improve air quality.
    - Minimize impervious hard surfaces and provide trees and landscaping.
    - Consider green roof or light color of roof to reduce heat.
- Transportation and Mobility - Encourage transit, biking and walking.
- Waste - Provide opportunities for recycling/composting.
- Encourage development projects requesting incentives to provide public spaces.

Development Form Guidelines – Neighborhoods

Neighborhoods are areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types; the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.)

Typical Neighborhood Characteristics:

- Neighborhoods are connected to but buffered from adjacent development with appropriate transitions.
- Neighborhood streets should be “calm” while also providing a high level of access for area residents without encouraging high “through” traffic or high traffic volumes or speeds within neighborhoods.
- Neighborhoods should provide physical and social connections, have an identity, meet residents housing needs, and be clean, healthy and well maintained.
- Neighborhoods should be connected by providing physical links (bike, pedestrian and automobile connections) with other neighborhoods, corridors, nodes and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections.
- Neighborhood identities will be supported through design standards for new housing and for quality infill housing that helps create a “sense of place” and through adaptive re-use and conservation of existing buildings and preserving historic assets.
- Neighborhoods should be inviting and safe places to live, learn, worship, and recreate and to interact with other people.
- Neighborhoods accommodate a variety of building types and densities, albeit at a lower scale, intensity and level of activity than development within Corridors, Nodes or Districts. Neighborhoods should provide a variety of housing types to increase housing choice.

Neighborhood Development Guidelines

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods.
- Homes should have prominent front doors facing the street.
- Avoid direct driveway access on major streets for low density residential properties or development with frequent driveway access.
- Building and lots should front the street and the rear of lots should back on other lots (double frontage lots should be minimized).
- Usable porches facing the street are encouraged in order to promote social interaction and provide passive eyes on the street.

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- Locate houses parallel to the street to further define the street edge and public presence.
- Transitions should be provided adjacent to parking lots and between developments of varying intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide Transitions and Screening section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.
- Dead-end and cul-de-sac streets are discouraged.
- Additional Guidelines for Infill Housing in Neighborhoods
    - As new construction on infill sites occurs within older, established urban neighborhoods the following basic guidelines should be utilized. To preserve the special qualities of an older neighborhood, new construction should respect the existing character. New construction includes "infill" (replacement) buildings, additions to existing buildings and new outbuildings such as garages, sheds, and carports. New construction should be compatible but differentiated from the older buildings. It should reflect the use of mass, pattern, alignment and proportion/scale of other buildings on the block.

Alignment

Alignment is the arrangement of objects in a straight *line*. The *directional emphasis* of those objects is also important (i.e. horizontal, vertical, north/ south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.

The floor lines, roof, windows, and entry of the third house do not align with those typically found along this street.

Proportion/Scale

Proportion is a *ratio* which compares the *dimensions* of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is described as being " out of scale."

Although the second house reflects alignment in the placement of the windows, entry, cornice and roof, its proportions are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.

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Mass

Mass deals with the *size* of a building (or building part) as well as its *form*. The dimensions of height, width, and depth contribute to a building' s overall *volume* (the amount of space a structure occupies). The *form* of a building gives *shape* to a building' s volume.

The volume and form of the third house distracts from the streetscape.

Pattern

Pattern is the arrangement of similar objects in a *regular* and *repetitive* manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.

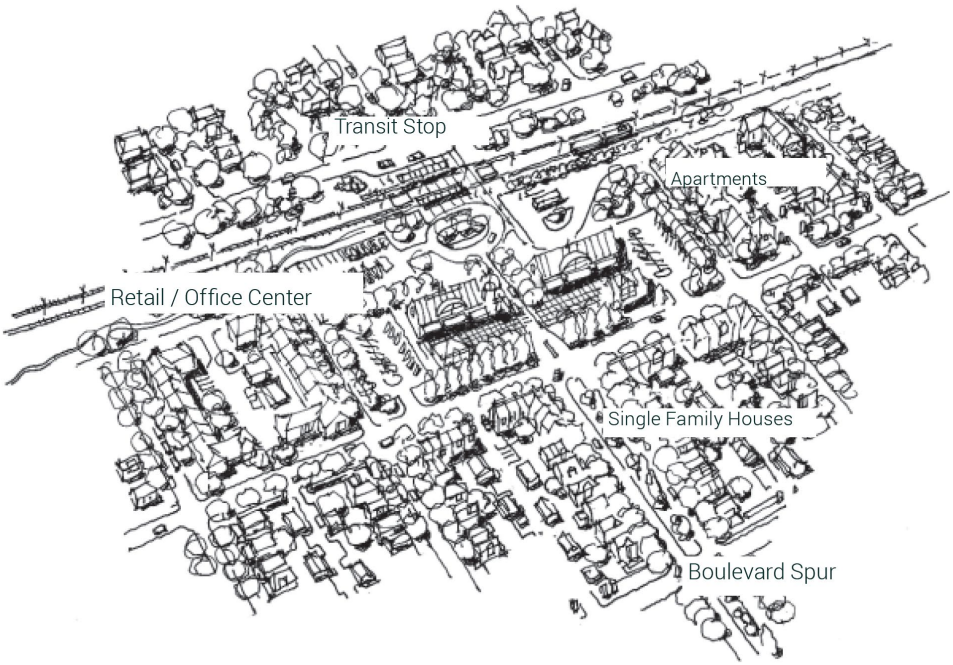
The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and sits low to the around.

Development Form Guidelines – Corridors

Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally residential or mixed-use land uses. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Typical Corridor Characteristics

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are appropriate for higher intensity uses.
- Corridors are often a part of the Great Streets framework identified in the FOCUS Kansas City Plan and/or “Image Streets” which are the streets that help set the tone of the area by establishing visual and aesthetic standards.
- Corridors should have a diversity and density of activities to encourage pedestrian activity.
- Corridors generally provide “through” access to connect different areas of the city.
- Corridors can be predominantly residential or mixed use with typically higher scale and intensity than adjacent neighborhoods.



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Corridor Development Guidelines

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor.
- Where corridors also correspond with an area's image streets or Great Streets (FOCUS), enhanced streetscape/gateway improvements and a high quality of development should be provided.
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include "green" stormwater management elements as well as landscaped open spaces.
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Corridors should be highly permeable to provide frequent "local" access to adjacent neighborhoods, districts and nodes, particularly for pedestrians.
- Development along transit corridors should incorporate the principles of Transit Oriented Development.
- Building massing and orientation should generally run parallel to the corridor.
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for "eyes on the street". Views into and out of windows should not be obstructed by signage or obstructed by window material.
- Parking should be located at the rear of the property behind buildings, or in a garage.
    - Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block.
    - Where feasible, parking is encouraged to be in below grade structures.
- Additional surface parking lots are discouraged.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Development Form Guidelines – Nodes

A node is a small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

Typical Node Characteristics

- An example of this development type is the historical fabric demonstrated at 39th Street and Main Street.
- Nodes are compact development with a small development "footprint".
- Buildings that reinforce or re-create the street wall place inviting entrances on the sidewalk and shift parking lots to the side and rear areas.
- Intersections are reinforced with building mass.
- Nodes serve the motorists, the transit-user and the pedestrian.
- Nodes range in scale (per the FOCUS Urban Core Plan) from small neighborhood centers to regional centers.
- Nodes have clearly defined edges and transitions

Node Development Guidelines

- Small pedestrian scale blocks should be utilized in nodes. Large "superblocks" that degrade the street connections and are discouraged.
- Traffic calming strategies should be applied at entry points to neighborhoods.
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the city.
- Transitions to a Node from other area types should be relatively seamless while maintaining a sense of place and arrival to the Node (see Transition and Screening Guidelines).
- Nodes should be well connected to but appropriately transitioned to adjacent neighborhoods, districts and corridors.
- Nodes should complement adjacent development.
    - Special care should be taken to protect surrounding neighborhoods from encroachment of mixed-use development and potential resulting nuisances.
    - Building architecture, orientation and scale are harmonious with adjacent residential areas.
- Building placement should reinforce the street edge.
- Surface parking lots should be located behind or alongside buildings.

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- Any new structure should be built with the facade covering at least 70% of the primary street frontage.
- Buildings should be designed to provide “human scale” and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective and mirrored glass is not appropriate.
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Streets within nodes should accommodate all modes.
- Sidewalks should be wide within a node and accommodate landscaping, pedestrian lighting, outdoor seating and other elements/activities that encourage pedestrian activity.
- Nodes should include streetscape improvements, gateways, and public spaces/plazas integrated with development to create a cohesive and special character.
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings.
- Development within nodes should preserve and reuse historically valuable buildings.

Development Form Guidelines – Districts

Districts are regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined "center" and recognized edges or transitions to surrounding areas.

Typical District Characteristics

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education and employment.
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution.
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a "master plan" prepared to guide future development which addresses all topics covered in the Citywide Guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

District Development Guidelines

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
    - It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
    - Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
    - Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility.
    - Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- In districts with an established or unique character (e.g., architectural theme) new development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.
- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas.

- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
    - Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
    - Vehicular access and circulation should be designed to provide multiple vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets.
    - Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan.
    - For industrial areas, truck traffic through adjacent neighborhoods should not be permitted.
    - High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility.
- Districts should include individual gateways features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Development Form Guidelines – Downtown

The downtown area is the regional center for culture, entertainment, employment, government and transportation generally with the highest densities. Transit, bike and pedestrian oriented design is of the highest importance in these areas

Typical Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

Downtown Development Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit-oriented design is important to downtown character and automobile-oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setbacks may be considered for purposes that augment street level pedestrian activity and extend the public realm.

DEVELOPMENT FORM GUIDELINES

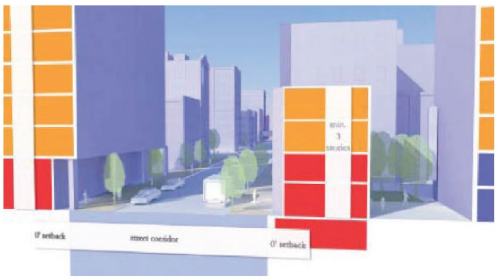
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
    - Provides street-level, pedestrian-oriented uses.
    - Maintains a continuous, transparent, highly permeable and active street wall.
    - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive-through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.
- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.

Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.

Downtown Residential districts are districts with a mix of commercial and residential structures. The residential units in these districts tend to be in multi-plex structures of various sizes, or in upper floors of commercial structures.

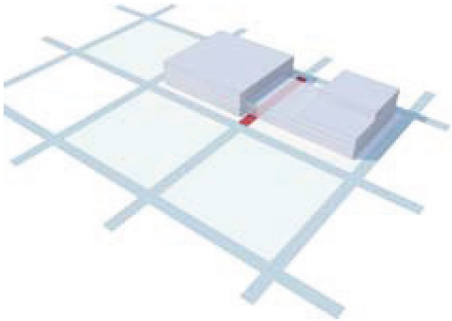
Downtown Mixed Use districts contain commercial uses, but are most successful when incorporating many diverse uses.



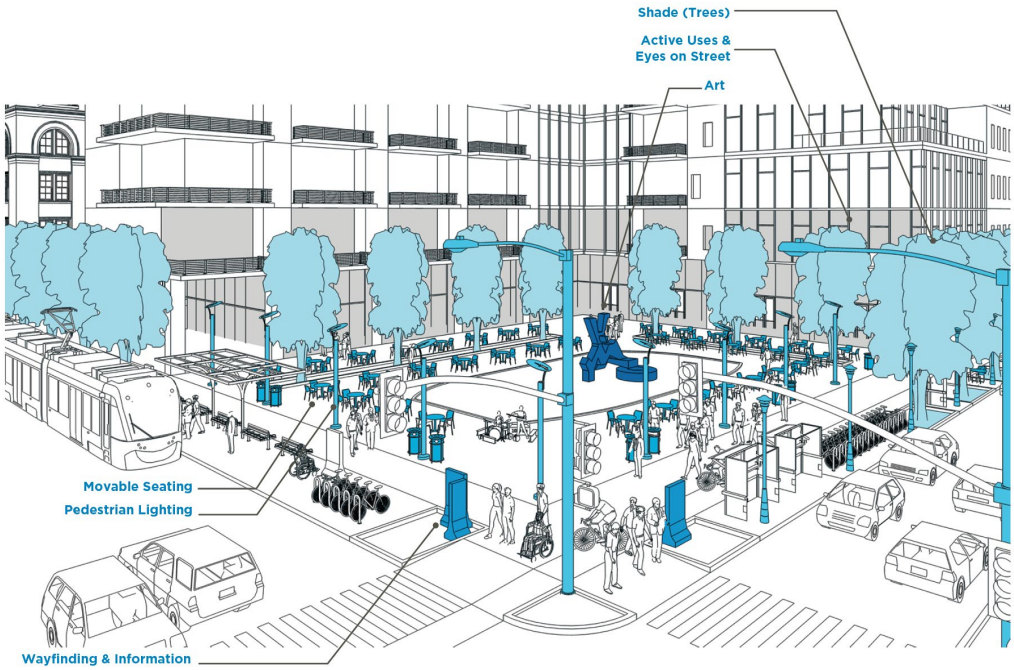
Downtown Core districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential, and other uses.

DEVELOPMENT FORM GUIDELINES

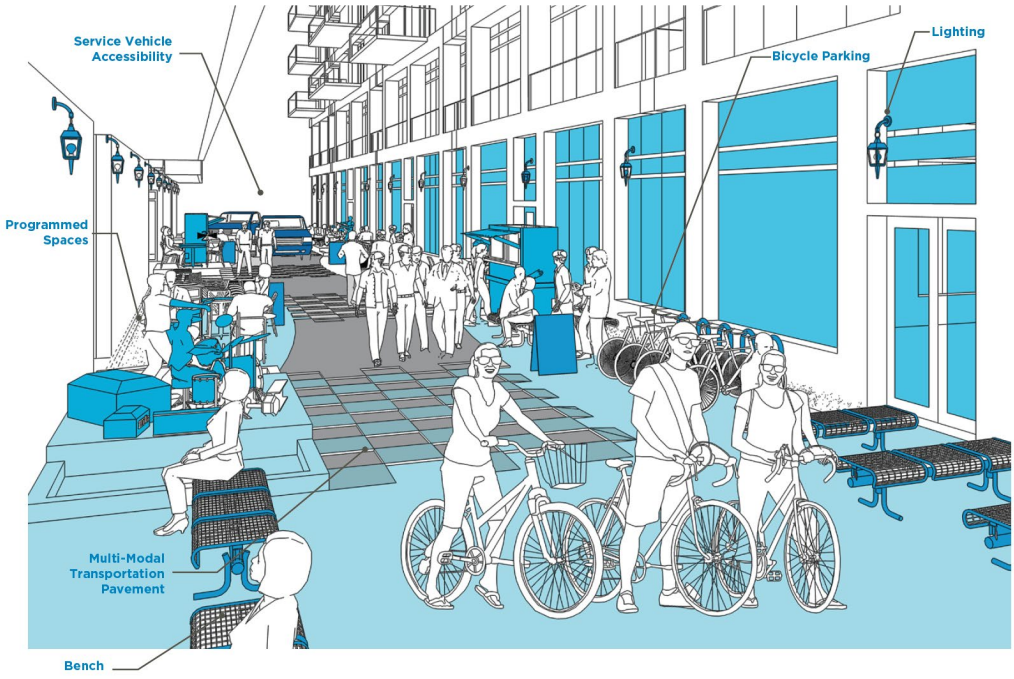
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way.
- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



- To enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the GDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.
- Development in downtown areas should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development.
- New downtown development should include public art and public open spaces and plazas.

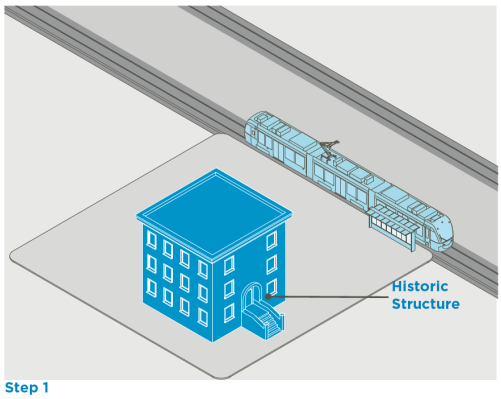


- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian-oriented areas.

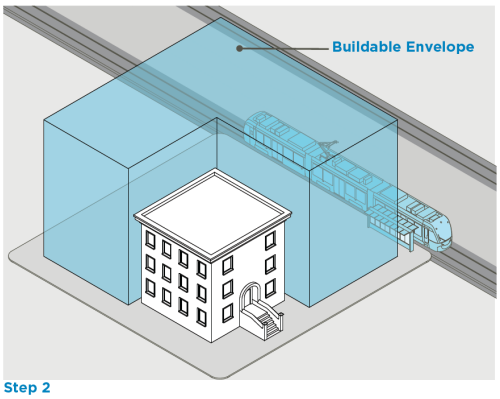


DEVELOPMENT FORM GUIDELINES

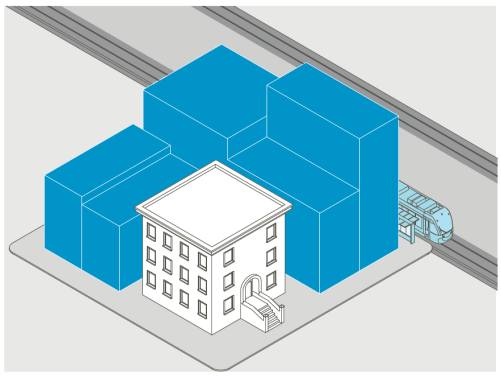
- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.



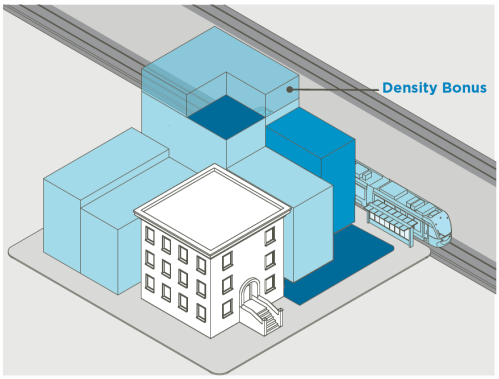
Step 1
Identify and preserve historic or otherwise significant structures in development area.



Step 2
Identify maximum height and F.A.R. allowed by zoning.

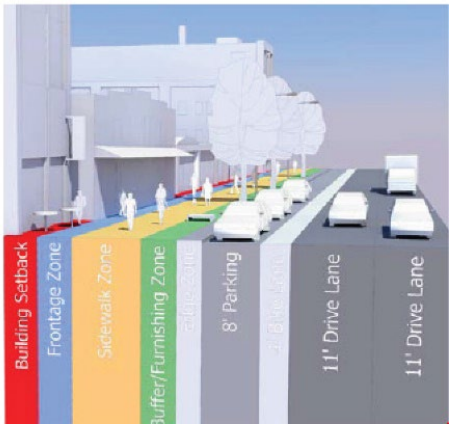


Step 3
Adjust massing to increase density on transit corridor and match existing neighborhood scale.

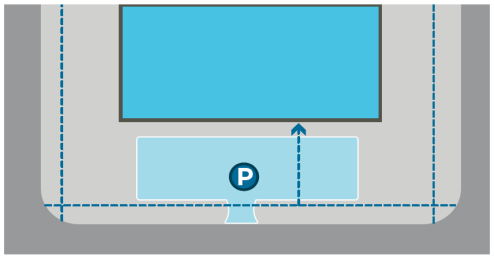


Step 4
Provide open space and pathways for pedestrian flow.

- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans.
- Downtown development should accommodate on-site bike and scooter circulation and parking.

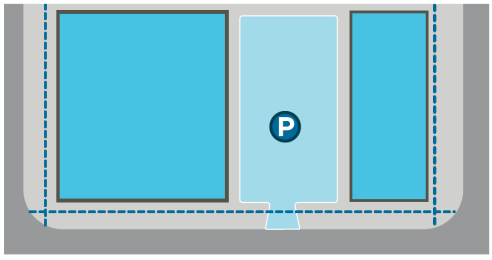


- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed-use garage. Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses.



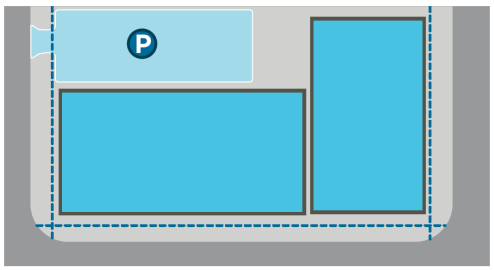
Avoid

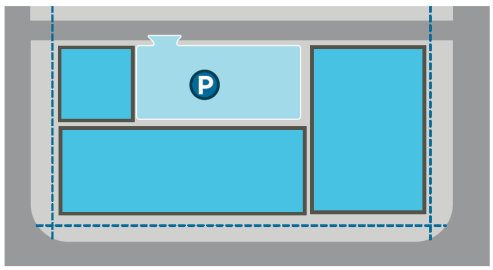
Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.



Acceptable

Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.





Ideal

Whenever possible, surface parking should be placed behind buildings and accessed by side streets or by rear alleys.

- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc.). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services.
- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production.