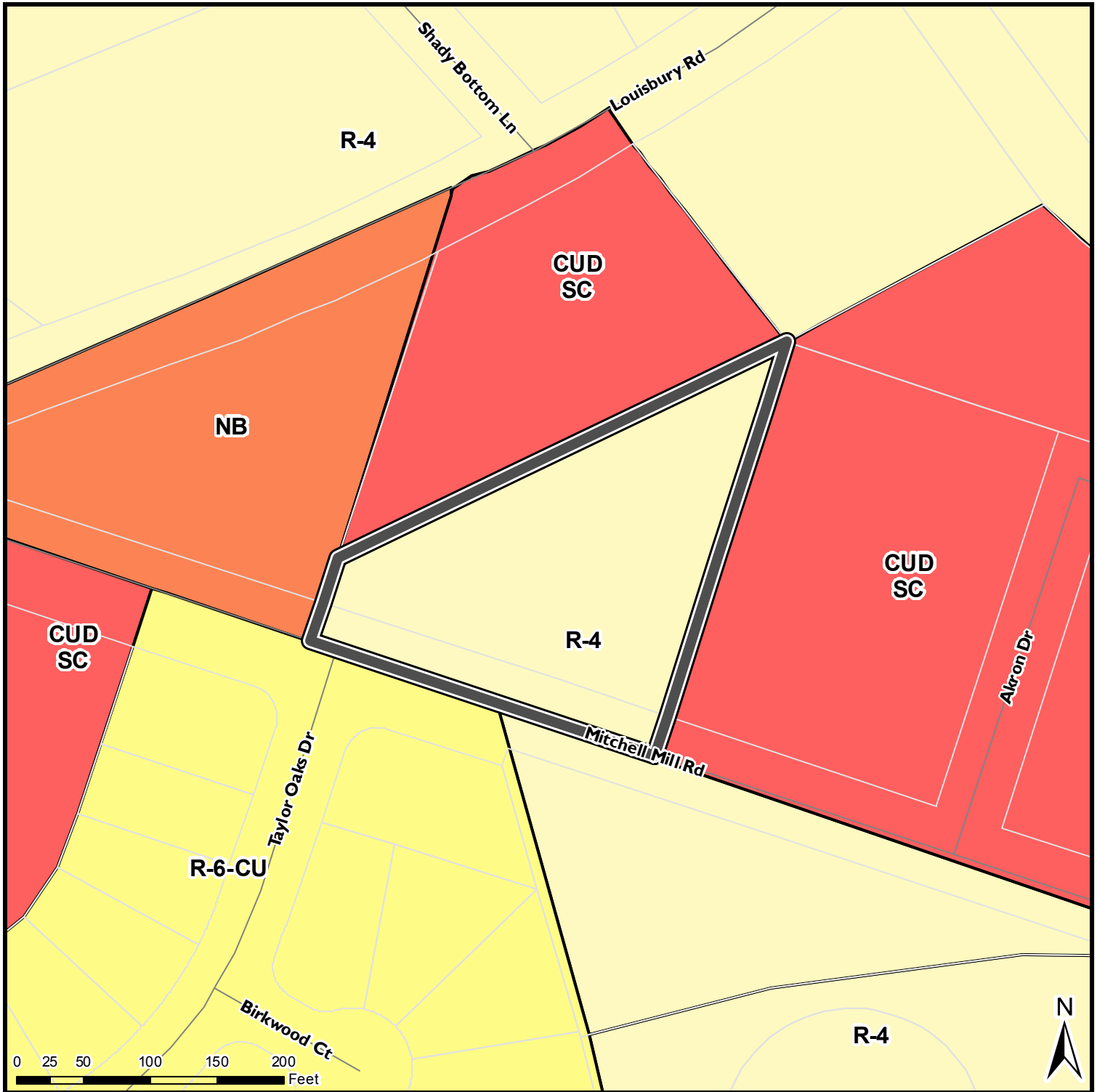


Existing Zoning Map

Z-5-2014



Submittal Date

1/17/2014

Request:

1.05 acres from

R-4

to IX-3-CU

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11570

Case Information Z-5-14 Mitchell Mill Rd

<i>Location</i>	Mitchell Mill Road, north side, just east of its intersection with Forestville Road Address: 4107 Mitchell Mill Road PIN: 1747668297
<i>Request</i>	Rezone property from R-4 to IX-3 CU
<i>Area of Request</i>	1.05 acres
<i>Property Owner</i>	Sanchez Brothers Masonry, Inc. Attention: Juan Sanchez 4107 Mitchell Mill Road Raleigh, NC 27587
<i>Applicant</i>	Justin Eldreth Klish and Eldreth, PLLC 304 Glenwood Avenue Raleigh, NC 27603
<i>Citizens Advisory Council</i>	Forestville CAC Latika Vick, forestvillechair@gmail.com
<i>PC Recommendation Deadline</i>	July 22, 2014

Comprehensive Plan Consistency

The rezoning case is Consistent Inconsistent with the 2030 Comprehensive Plan.

Future Land Use Map Consistency

The rezoning case is Consistent Inconsistent with the Future Land Use Map.

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Community Mixed Use
<i>URBAN FORM</i>	Mixed Use Center
<i>CONSISTENT Policies</i>	None noted
<i>INCONSISTENT Policies</i>	<ol style="list-style-type: none"> 1. Policy LU 1.2 – Future Land Use Map and Zoning Consistency 2. Policy LU 1.3 -- Conditional Use District Consistency 3. Policy LU 5.6 -- Buffering Requirements 4. Policy UD 1.10 – Frontage 5. Policy UD 7.3 – Design Guidelines



Zoning Staff Report – Case Z-5-14

Conditional Use District

Case Summary

Overview

The site is 1.05 acres in northeast Raleigh just east of Forestville and Louisbury Roads, near the Rolesville jurisdiction. The general area is called Wake Crossroads. The site is occupied by a landscape contractor's yard with an office trailer, an accessory building, parking lot, and storage and display of building materials. To the north is a vacant lot and to the east is an office trailer and parking area. To the west is a convenience store with fuel sales. To the south, across Mitchell Mill Road, is the Springfield neighborhood, comprising single family houses built in the early 2000s. To the southeast of the site, across Mitchell Mill Road, a retail development (SP-20-12) and housing development (GH-20-13) are under construction. Along Mitchell Mill Road are a variety of land uses including mobile homes, parking lots for construction equipment, and to the west, small commercial establishments.

The site and adjacent sites on the north side of Mitchell Mill Road are designated for Community Mixed Use on the Future Land Use Map. Just to the west, on the south side of Mitchell Mill Road are several properties designated for Neighborhood Mixed Use. The neighborhoods to the south are designated Low Density Residential. The site and several nearby properties are designated as a Mixed Use Center on the Urban Form Map.

The site is currently zoned R-4 and is surrounded on three sides by Shopping Center Conditional Use (SC CUD) and Neighborhood Business (NB) zoning. Properties to the south, across Mitchell Mill Road, are zoned R-6 CUD and R-4.

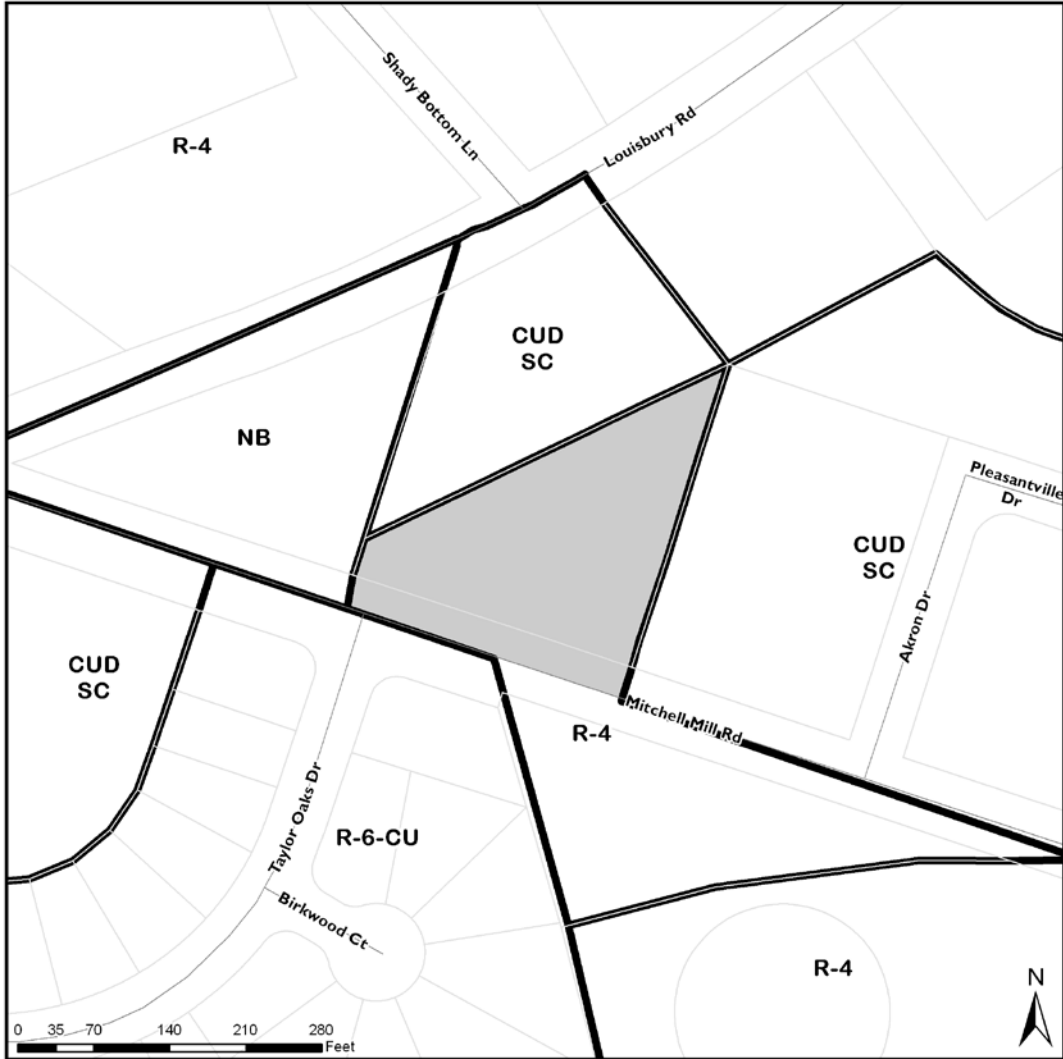
The use is in violation of the Zoning Ordinance. The property owners were cited on October 21, 2013 for extending the storage yard area for masonry items into the front and back yard areas. Being in an R-4 zoning district, this is an expansion of a nonconforming use and is prohibited per Unified Development Ordinance (UDO) Sec. 10.3.2, Nonconforming Uses.

Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none"> 1. The proposal is inconsistent with the Future Land Use Map and the Urban Form Map. 2. The use is incompatible with the surroundings. 3. There is no provision for screening of unsightly uses, such as piles of building materials. 	<i>Suggested Mitigation</i>	<ol style="list-style-type: none"> 1. Change the request to CX or NX, prohibiting all industrial uses. 2. Offer an urban frontage as part of the rezoning request. 3. Provide for screening of building materials
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ZONING REQUEST

Existing Zoning Map Z-5-2014



Submission Date
1/17/2014

Request:
1.05 acres from
R-4
to **IX-3-CU**



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	R-4	SC CUD	R-6 CUD, R-4	SC CUD	NB
<i>Additional Overlay</i>	N/A	N/A	N/A	N/A	N/A
<i>Future Land Use</i>	Community Mixed Use	Community Mixed Use	Low density residential	Community Mixed Use	Community Mixed Use
<i>Current Land Use</i>	Contractor's office and storage yard	Vacant	Single family housing, vacant	Office trailer and parking	Convenience store with fuel sales
<i>Urban Form (if applicable)</i>	Mixed Use Center, Mitchell Mill Rd. is an Urban Thoroughfare	Mixed Use Center, Louisbury Rd. is an Urban Thoroughfare	Mitchell Mill Rd. is an Urban Thoroughfare	Mixed Use Center, Mitchell Mill Rd. is an Urban Thoroughfare	Mixed Use Center, Mitchell Mill Rd. is an Urban Thoroughfare

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	4 dwellings per acre	Not capped by conditions
<i>Setbacks:</i>		
<i>Front:</i>	30'	3'
<i>Side:</i>	10'	3'
<i>Rear:</i>	30'	0' or 6'
<i>Retail Intensity Permitted:</i>	Not allowed	0.36 FAR
<i>Office Intensity Permitted:</i>	Not allowed	0.65 FAR

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	1.05 acres	1.05 acres
<i>Zoning</i>	R-4	IX-3 CU
<i>Max. Gross Building SF (if applicable)</i>	Cannot be determined	39,876 sq. ft.
<i>Max. # of Residential Units</i>	4	32 (only permitted in mixed use building)
<i>Max. Gross Office SF</i>	Not allowed	29,525 sq. ft.
<i>Max. Gross Retail SF</i>	Not allowed	16,475 sq. ft.

<i>Max. Gross Industrial SF</i>	Not allowed	29,525 sq. ft.
<i>Potential F.A.R</i>	Cannot be determined	0.87

*The development intensities for proposed zoning districts were estimated using the **Envision Tomorrow** impact analysis tool. Reasonable assumptions are factored into the analysis to project the worst case development scenario for the proposed rezoning. The estimates presented in this table are rough estimates intended only to provide guidance for analysis in the absence of F.A.R's and density caps for specific UDO districts.

The proposed rezoning is:

Compatible with the property and surrounding area.

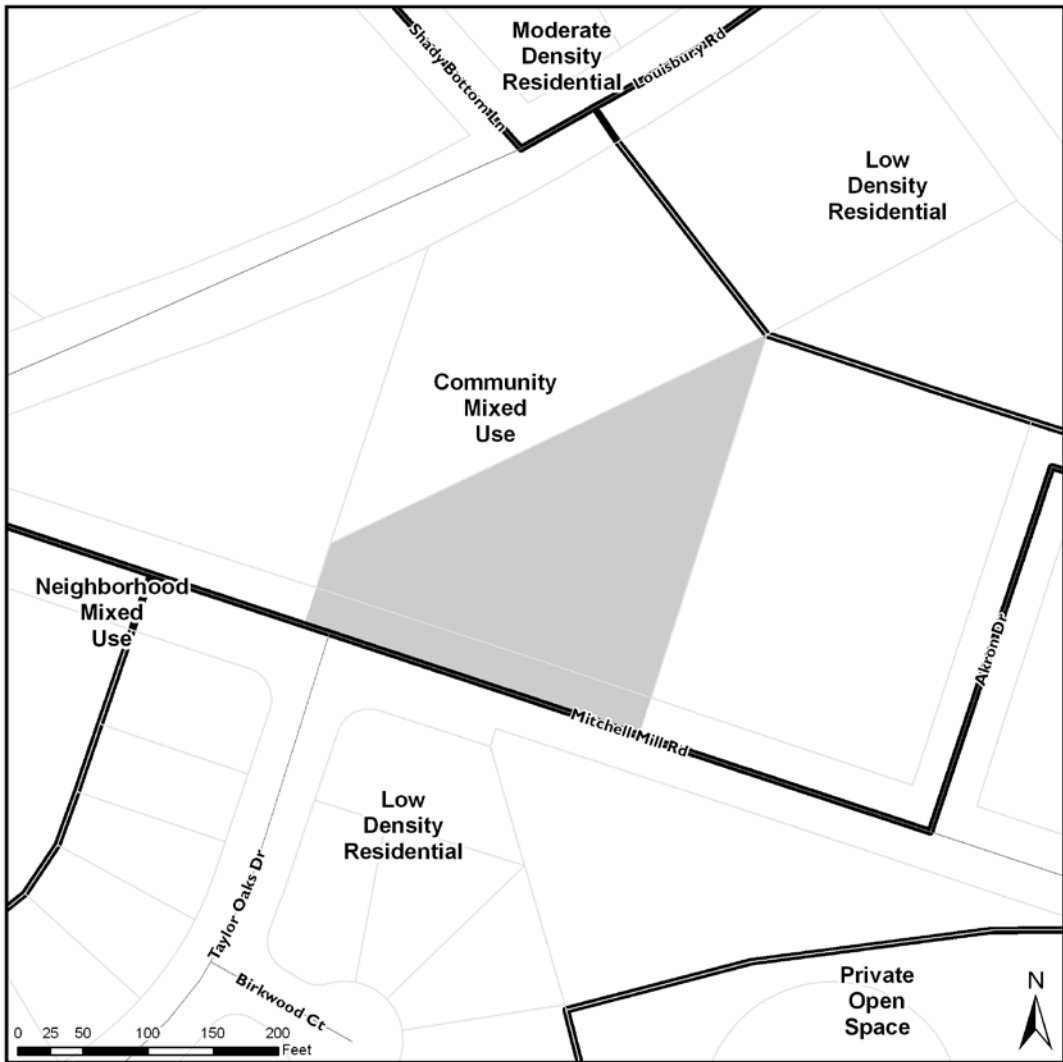
Incompatible.

Analysis of Incompatibility:

Current development in the vicinity includes scattered retail, residential and rural uses. A contractor's yard, storage, and sales of landscaping materials are not compatible with current adjacent and nearby uses. The uses on the site would be more appropriate in an industrial area. Across Mitchell Mill Road is a single family development, and just to the west of that neighborhood a new shopping center is under construction. The general area is quickly becoming suburban in nature. The use is incompatible with housing, and is not the kind of use envisioned in the Community Mixed Use Future Land Use category.

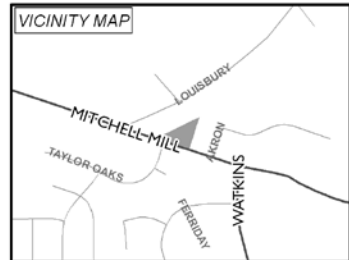
FUTURE LAND USE MAP

Future Land Use Map Z-5-2014



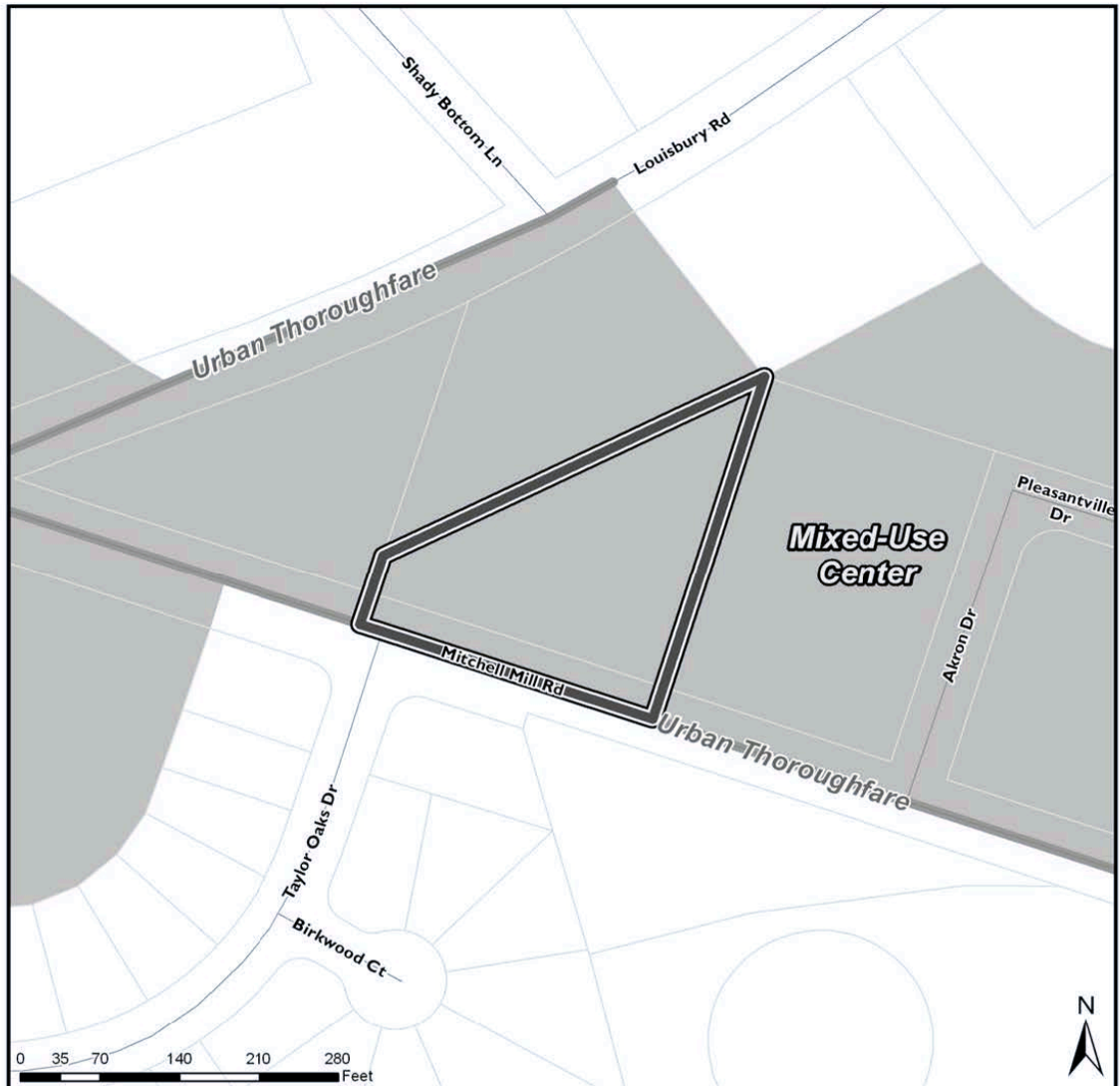

Submittal Date
1/17/2014

Request:
1.05 acres from
R-4
to **IX-3-CU**



Urban Form Map

Z-5-2014

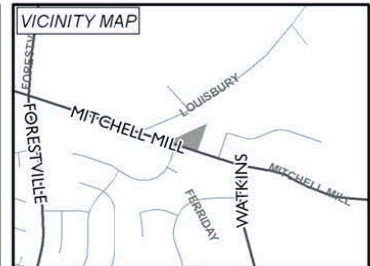


**Submittal
Date**

1/17/2014

Request:

1.05 acres from
R-4
to **IX-3-CU**



2. Comprehensive Plan Consistency Analysis

2.1 Future Land Use

Future Land Use designation:

Community Mixed Use.

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

The site and adjacent sites are designated for Community Mixed Use. The applicant's desired use is incompatible with the Community Mixed Use Future Land Use designation for this area of the city. The Community Mixed Use category calls for retail, office, and residential uses; a contractor's yard, storage, and sale of landscaping materials are not in keeping with this category. Contractor's yards as described in Sec. 6.5.2.4 of the UDO are Light Industrial uses. The proposed use would be more appropriate in an area designated as Business and Commercial Services or General Industrial on the Future Land Use Map.

2.2 Urban Form

Urban Form designation:

Mixed Use Center with Urban Thoroughfare frontage designation

Consistent with the Urban Form Map

Inconsistent with the Urban Form Map

Analysis of Inconsistency:

The Comprehensive Plan states:

"Mixed-use centers bring together medium- to high-density residential and nonresidential uses within a walkable, bicycle-friendly, and/or transit-accessible development framework. Uses can be mixed vertically, within buildings; or horizontally, when tightly clustered in a pedestrian friendly arrangement. Due to the diversity of uses and activities, mixed-use centers are typically vibrant destinations that attract attention due to their level of activity. Fundamentally, a mixed-use center should provide a full service environment and diverse land uses—residences, offices, retail, service, entertainment, civic, and open space—for residents, employees, and visitors."

"Urban Thoroughfares...are planned or programmed for public investments such as bike lanes and or pedestrian-oriented streetscapes that encourage multiple modes. An urban or hybrid frontage approach is recommended, based on context."

A contractor's yard is an inappropriate land use for a Mixed Use Center. It is an industrial use and could hinder redevelopment of the vicinity for the types of uses envisioned for a Mixed Use Center. The designation of this portion of Mitchell Mill Road as an Urban Thoroughfare suggests that a frontage be offered as part of the rezoning request.

2.3 Policy Guidance

The rezoning request is **inconsistent** with the following policies:

1. Policy LU 1.2 – Future Land Use Map and Zoning Consistency
The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.
2. Policy LU 1.3 -- Conditional Use District Consistency
All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.
3. Policy LU 5.6 -- Buffering Requirements
New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.
4. Policy UD 1.10 – Frontage
Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.
5. Policy UD 7.3 – Design Guidelines
The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The proposed base zoning and the uses allowed by the conditions are inconsistent with the Future Land Use Map. Conditions should provide for screening and buffering. The area is a Mixed Use Center; consequently a frontage should be part of the rezoning application. The rezoning petition should address the Design Guidelines.

2.4 Area Plan Policy Guidance

Wake Crossroads Area Plan

Policy AP-WC 3: Wake Crossroads Buffer Land Use
Mixed-uses with an emphasis on office, service, and higher-density residential uses should be located outside the Wake Crossroads retail core transitioning with lower intensities to the adjacent single family neighborhoods.

The site is in a transition area as designated in the Wake Crossroads Plan; consequently office, service and higher-density residential uses are suggested for this site.



The site is outlined in black.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

The proposal may provide for a greater variety of goods and services available in the area.

3.2 Detriments of the Proposed Rezoning

The use of the property has been cited as a zoning violation. This rezoning request is an attempt to remedy that violation. The use is not compatible with nearby existing single family housing, and it is likely in the future that more housing will be built in the immediate vicinity of the site. Ongoing use as a contractor's yard could discourage future development that might otherwise support the Community Mixed Use designation of the Future Land Use Map and Mixed Use Center designation of the Urban Form Map.

4. Impact Analysis

4.1 Transportation

1. Mitchell Mill Road is classified as a four lane divided avenue according to Map T-1 of the 2030 Comprehensive Plan and requires a total of 90' of R/W. The petitioner will need to dedicate 45' of R/W measured from the existing centerline to the subject parcel if the R/W does not currently exist.
2. A traffic impact not study is not recommended

Impact Identified: None

4.2 Transit

Currently the closest transit stop to this location is located at Perry Creek/Louisburg Rd and is served by Route 25L Triangle Town Connector.

Impact Identified: None

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Neuse
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None

Impact Identified: None

4.4 Parks and Recreation

This site is adjacent to a proposed greenway connector (see Wake Crossroads Plan map, p. 9). At time of site plan review, additional area may be requested for placement of a multi-use path. Park services will be served by the undeveloped Watkins Road Property.

Impact Identified: None

4.5 Urban Forestry

The subject parcel proposed for re-zoning is smaller than two acres and is not subject to any of the provisions of Article 9.1 Tree Conservation.

Impact Identified: None

4.6 Designated Historic Resources

N/A

4.7 Community Development

N/A

4.8 Appearance Commission

N/A

4.9 Impacts Summary

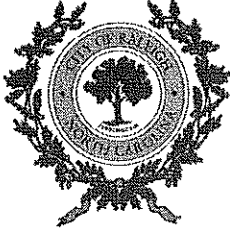
The impacts on City infrastructure and services from the proposed rezoning will be minimal.

4.10 Mitigation of Impacts

None suggested

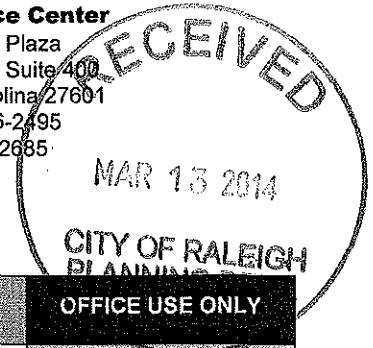
5. Conclusions

The proposal is inconsistent with the Future Land Use Map and the Urban Form Map and is incompatible with the surrounding area, especially in light of existing and anticipated nearby residential development. If the rezoning is approved, a site plan will be required. Significant site improvements including landscaping, edging and/or paving of parking areas, buffering, and screening of building and landscaping materials will be shown on the site plan.



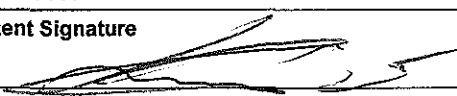
Planning & Development

Development Services
Customer Service Center
 One Exchange Plaza
 1 Exchange Plaza, Suite 400
 Raleigh, North Carolina 27601
 Phone 919-996-2495
 Fax 919-516-2685

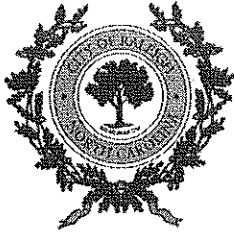


Rezoning Application

Rezoning Request		OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan		Transaction Number
Existing Zoning Classification: R-4 R-4 Proposed Zoning Classification Base District IX-3 CU		381960
If the property has been previously rezoned, provide the rezoning case number.		2-5-14
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences.		

GENERAL INFORMATION		
Property Address 4107 Mitchell Mill Rd. Raleigh, NC 27587		Date 3/1014
Property PIN: 1747668297000		
Nearest Intersection: Louisburg Road		Property size (in acres) 1.05
Property Owner/Address Sanchez Brothers Masonry, Inc. Attn: Juan Sanchez 4107 Mitchell Mill Rd. Raleigh, NC 27587	Phone: (919) 291-3637	Fax n/a
	Email n/a	
Project Contact Person/Address Justin Eldreth Klisch and Eldreth, PLLC 304 Glenwood Ave. Raleigh, NC 27603	Phone (919) 833-5322	Fax (919) 516-0802
	Email Justin@klisheldreth.com	
Owner/Agent Signature 	JOSE P. SANCHEZ	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



Planning & Development


Revision 01.09.14

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number	Z-5-14	Transaction Number 381960
Date Submitted		

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	Use of the subject property will be limited to all uses allowed in NX, with the addition of the following: a. contractors storage including landscaping contractor and others who perform services off-site, but store equipment and materials of perform fabrication or similar work on site, and b. retail sales limited to building and landscaping supplies
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature 	Print Name JOSE P. SANCHEZ
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Revision 01.09.14



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The current zoning is for residential but the property is in between a Neighborhood Business and parcels of land zoned for Shopping Centers
2.	<p>The proposed rezoning is consistent with the following Comprehensive Plan policies:</p> <ul style="list-style-type: none"> a) LU 1.1 Compliance with the Future Use Map Purpose – rezoning would ensuring the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses. As the Future Use Map shows this area to be one that will become Commercial Mixed Use in the future, allowing residential and retail areas to coexist, the rezoning would only allow the subject property to function as a retail property sooner; b) LU 1.3 Conditional Use District Consistency - the conditional use of community mixed use, or retail use, would fit in best with the surrounding plots of land, which are NB and CUD SC as the property next door is a gas station with dumpsters next to the subject property; c) LU 1.4 Future Land Use Map Maintenance and Revision - meet the Future Use Map which is zoned for mixed use; d) LU 2.1 Placemaking - meeting the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character; e) LU 3.1 Zoning of Annexed Lands - when the property was recently annexed it should have been zoned for commercial use in accordance with the Future Use Map, which allows for the retail use, such as is happening on the subject property. Zoning the annexed land as residential will limit the development of the subject property as few people would be inclined to build a house on land that will eventually be zoned as commercial mixed use and will be surrounded by shopping centers; f) LU 3.2, 3.4 Location of Growth - rezoning promotes the development of vacant lands within the city limits first and prompt development. The subject property is so close in proximity to the location of garbage receptacles behind a gas station. It's location near that neighborhood business alone would limit the use for many potential owners. But for the current use, or use that is substantially similar, this property would likely remain vacant for quite some time – maybe even until the entire area was purchased for large scale commercial development as anticipated by the Future Use Map; g) LU 4.8 Station Area Land Use - rezoning would allow Complementary mixed-uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas; h) LU 5.1 Reinforcing the Urban Pattern - New development should be visually integrated with adjacent buildings and more generally with the surrounding area. The adjacent building is a neighborhood business containing noxious vapors and flame hazards. Allowing another business next door would reinforce that urban pattern and provide a buffer to future residential development nearby. The general surrounding area is already slated to contain a Family Dollar. i) LU 6.1 Composition of Mixed-Use Centers – As a mixed-use centers the area would bring people together and provide opportunities for active living and interaction. As mentioned before, It is unlikely that anyone else would use this property for anything other than a vacant lot. Allowing mixed use would drive more customers to the NB's in the area and attract new home buyer to surrounding areas; j) LU 7.1 Single-Family Lots on Major Streets - No new single-family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets. The

2.	<p>The proposed rezoning is consistent with the following Comprehensive Plan policies:</p> <ul style="list-style-type: none"> a) LU 1.1 Compliance with the Future Use Map Purpose – rezoning would ensuring the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses. As the Future Use Map shows this area to be one that will become Commercial Mixed Use in the future, allowing residential and retail areas to coexist, the rezoning would only allow the subject property to function as a retail property sooner; b) LU 1.3 Conditional Use District Consistency - the conditional use of community mixed use, or retail use, would fit in best with the surrounding plots of land, which are NB and CUD SC as the property next door is a gas station with dumpsters next to the subject property; c) LU 1.4 Future Land Use Map Maintenance and Revision - meet the Future Use Map which is zoned for mixed use; d) LU 2.1 Placemaking - meeting the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character;
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PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1.	<p>As land is bordered on the majority of its property lines by neighborhood businesses and commercial property, and as the property across the street will shortly become a retail "dollar store," and as the entire neighborhood is zoned for Community Mixed Use on the Future Use map and meant for retail and residential mixed use on a large scale, no one is going to buy this property to develop for single family living. If the property were rezoned and used for retail space, the subject property would actually be cleaned up and developed for retail use and actually utilized in an efficient manner, rather than left abandoned, unkempt, or vacant (as it was listed on the Comp Plan's Existing Use map and prior to the current owners making use of the land. The appropriate retail use would make the property more aesthetically pleasing and more attractive to developers who may later wish to purchase and develop several pieces of property in this area.</p>
2.	<p>The proposed rezoning is consistent with Public Benefit for the following reasons:</p> <ul style="list-style-type: none"> a) predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses b) best fit with the surrounding plots of land, which are NB and CUD SC, c) prompt development of vacant lands within the city limits first d) visual integration with adjacent buildings, which are NB, and more generally with the surrounding area, which are CUD SC; e) bring people together and provide opportunities for active living and interaction; f) protect single-family residential lots from having direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets; g) infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts. (LU 8.12).
3.	
4.	

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i>
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i>
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i>
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i>
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i>
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i>
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i>
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i>
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i>

11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>
16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>