

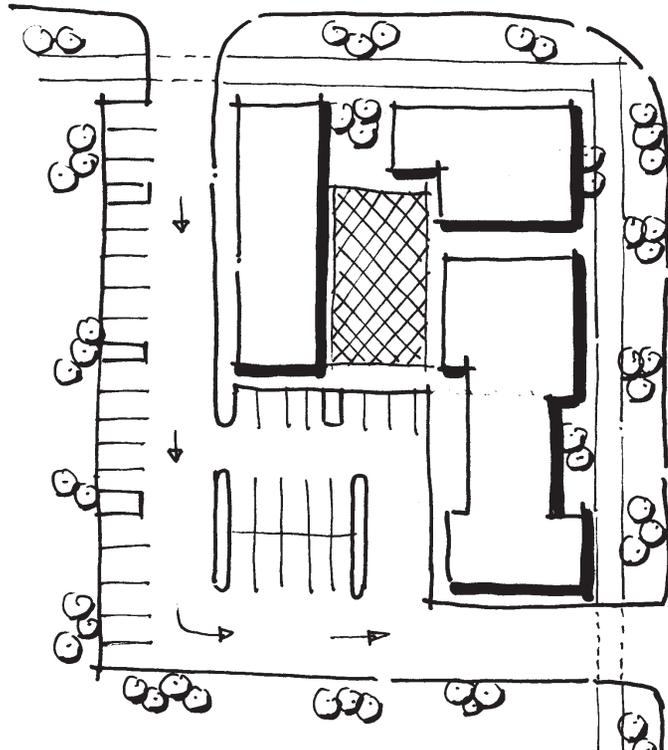


Site planning refers to the relationship between buildings, parking areas, and pedestrian spaces

3.2 SITE PLANNING

Site planning refers to the preparation of the site for development and the arrangement of and relationship between buildings, parking areas, and pedestrian spaces. Lot grading and drainage should be coordinated in the initial design phase of the project to ensure the most natural and least invasive approach is used.

Site amenities, entries, and features should be coordinated to complement one another and create a unified project appearance. Circulation systems should be designed to allow for customers and deliveries to easily reach the site, circulate through the parking lot, and exit the site. Clear, easily understandable circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion. Parking areas should be landscaped to minimize summer glare and heat buildup and to reduce the negative visual impact associated with large areas of paving.



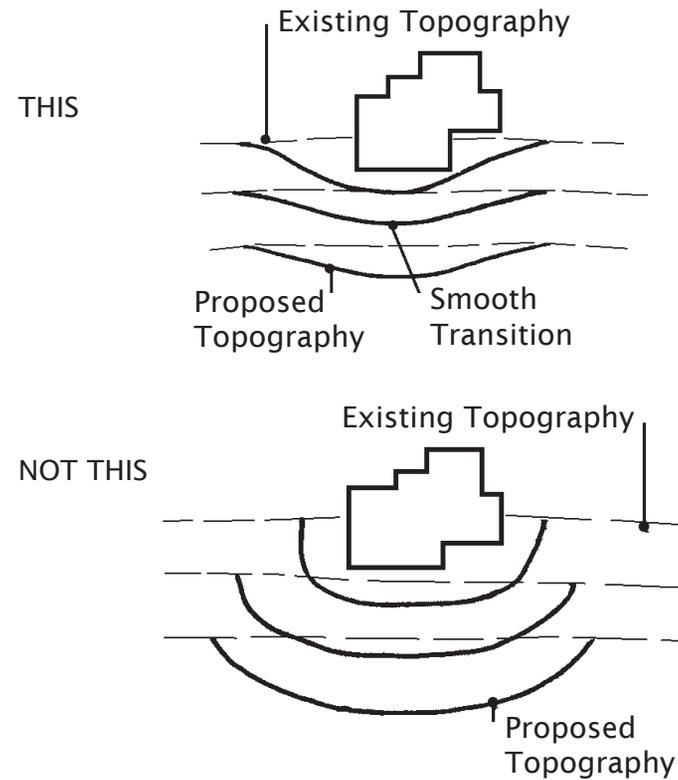
Circulation patterns should be easily identifiable

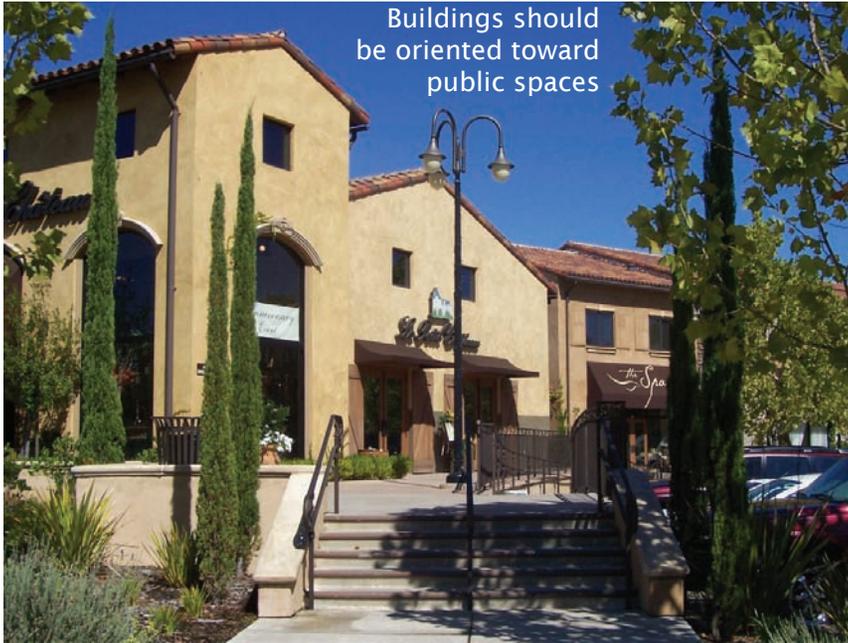




A. GRADING AND DRAINAGE

1. Excessive cut and fill should be avoided by following natural contours when possible. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural land forms.
2. Slopes should be rounded and contoured to blend with the existing terrain and to minimize grade differentials with adjacent streets and properties.
3. Project plans should address the disposal of excess soil material as necessary.
4. Grading should retain as much natural vegetation as possible. Tree removal is discouraged.
5. Project design should provide for controlled drainage of stormwater runoff away from buildings.
6. Detention basins should not be located within the front setback unless designed as an attractive landscape element. Stormwater retention ponds should be designed as landscape features rather than as large, unadorned depressions in the site.
7. The use of bioswales is encouraged when this option is feasible for meeting NPDES goals and objectives.





Buildings should be oriented toward public spaces



Changes of grade and dense plantings of shrubs and trees can provide permanent buffering and screening

B. LOT LAYOUT

1. Site layout should take advantage of the natural environmental setting through the following:
 - providing view sheds from public places,
 - using natural materials indigenous to the area,
 - integrating native landscaping, and
 - recreating a sense of natural topography in site layout.
2. Structures should be located and constructed to both preserve and take advantage of scenic views.
3. Changes of grade, fences, walls, earth berms, and dense plantings of shrubs and trees can provide permanent buffering and screening to reduce or minimize the conflicts that one type of land use may cause to another.
4. Buildings should be oriented towards public spaces and should not back onto existing or planned amenities such as parks, open space, etc.
5. Dated “L” shaped suburban shopping centers should be avoided. Clusters of smaller buildings with pad buildings at the street edge are strongly encouraged.
6. Where buildings are provided in clusters, the areas between buildings should be purposely designed, not simply leftover spaces between buildings.



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June 3, 2008

C. PROJECT FEATURES

1. A combination of the following accent features should be incorporated into the project entry: standard ornamental landscaping, landscaped medians, architectural monuments, and/or enhanced paving.
2. Project entry features should reflect the overall architectural identity or character of the development.
3. Outdoor spaces, such as plazas and courtyards, should be designed and integrated into the project.
4. Outdoor spaces should provide pedestrian amenities, such as shade, benches, fountains, landscaping, public art, etc.
5. Employee break areas and outdoor use areas should be sheltered as much as possible from the noise and traffic of adjacent streets and other incompatible uses.
6. Outdoor furniture and fixtures should be compatible with the project architecture and should be carefully considered as integral elements of the project.



Interactive plaza



Fountain



Outdoors spaces should provide seating



Example of a custom bus stop

7. Outdoor furniture should be included in and shown on all site and landscaping plans.
8. Newspaper racks, bus stops, and on-site furnishings should be compatible with the design of the main structure.
9. Exterior vending machines are discouraged.



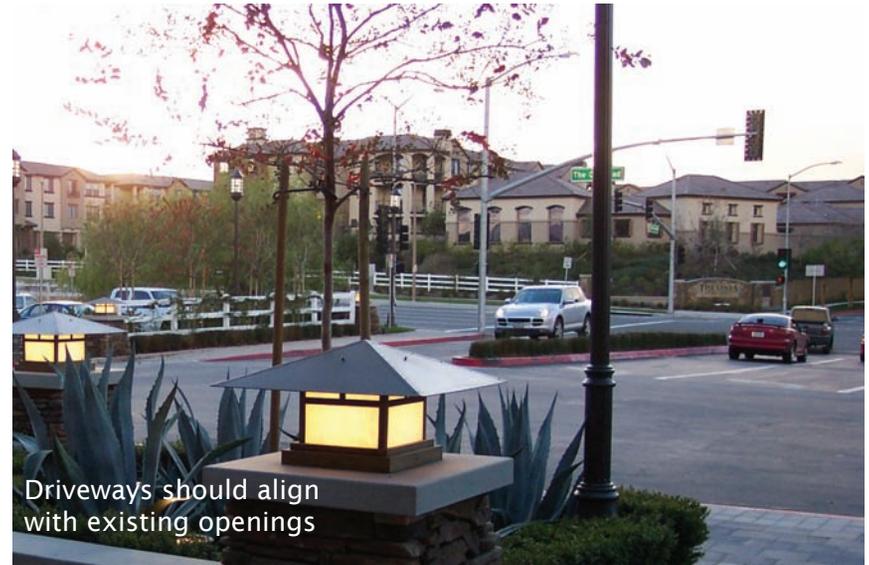
3.7

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D. ACCESS AND CIRCULATION

1. Driveway entries should align with existing or planned median openings and adjacent driveways.
2. Site plans should avoid or eliminate unnecessary driveway entrances. Reciprocal access drives are strongly encouraged to link adjacent properties.
3. Circulation systems should be designed to allow for customers and deliveries to easily reach the site, circulate through the parking lot, and exit the site.
4. Clear, easily understandable circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion.
5. Curb cuts on corner lots should not be located closer than 150 feet from a curb return. Where parcel size precludes this distance, the curb cut should be located as far from the curb return as possible. The larger the right-of-way of the street, the greater the distance should be from the curb cut to the curb return. A curb return is defined as the point where the radius of a curve or intersection ends.





Parking areas should have landscaping and clear pedestrian areas



Pedestrian walkways are clearly identifiable

E. PARKING LOT LAYOUT

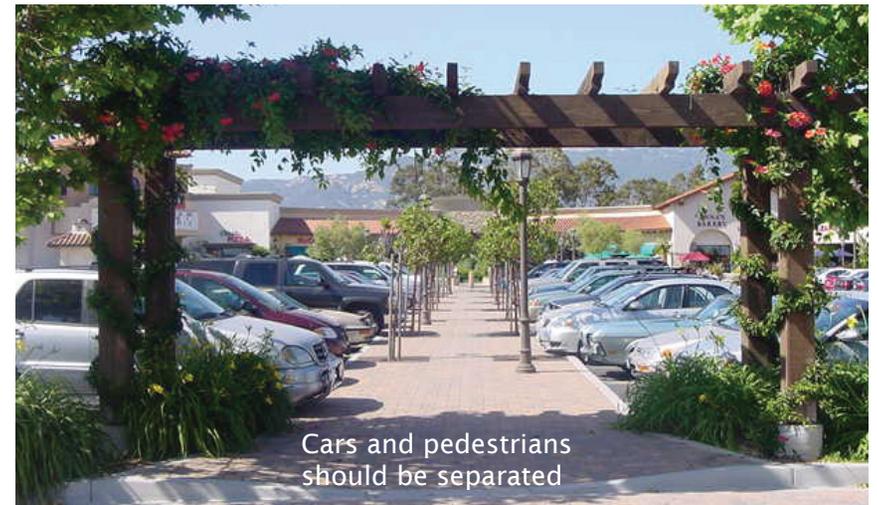
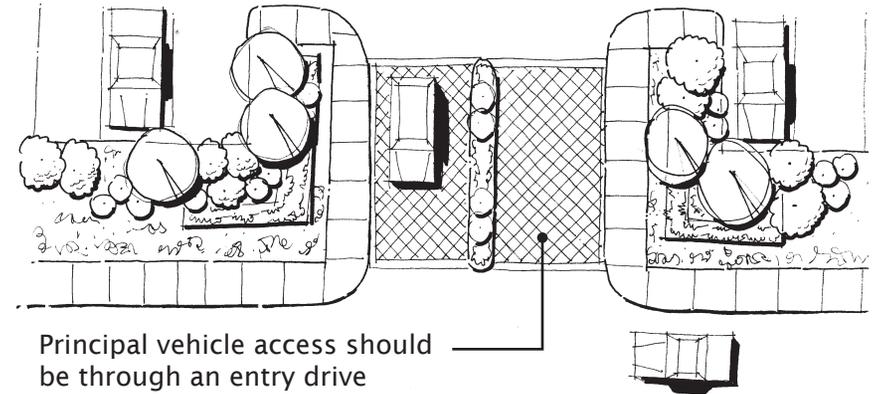
1. Parking areas and cars should not be the dominant visual element of the site or streetscape.
2. Large expanses of paved areas and long rows of parking spaces should be avoided. Instead, parking areas should be broken up with landscaping islands and buildings where feasible.
3. Shared parking between adjacent businesses and/or developments is encouraged.
4. Parking areas should include specialty landscaping, decorative lighting, and clear pedestrian/vehicular circulation areas.
5. Parking lots should provide areas for bicycle parking.
6. Parking lots on corner sites should not be located near the intersection.
7. Parking lots adjacent to and visible from public streets should be adequately screened from vehicle view by rolling earth berms, low screen walls, landscaping, or changes in elevation. Screening should be a minimum of three feet in height at the time of installation, measured from the interior of the parking lot.



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8. Parking areas should be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles should be minimized.
9. Principal vehicular access should be through an entry drive rather than a parking aisle. Parking spaces should not be located along the main drive aisle to eliminate problems caused by vehicles backing into the primary circulation path.
10. Parking lots with more than 100 stalls should incorporate the following entry elements:
 - A minimum 7-foot wide center landscaped median from the public street to the first bisecting parking aisle.
 - A minimum 4-foot wide sidewalk on at least one side of the drive aisle to connect the street to the front cross aisle.
 - Two 10-foot landscaped parkways flanking both sides of the entry drive.
11. A minimum 40-foot stacking distance should be provided between the edge of the travel lane and the first parking space. Additional stacking distance should be required when the driveway is used for access to drive-through lanes or loading dock areas used by large vehicles.





A landscape strip should be provided between a building and paved area

12. Trellises, bollards, and other decorative pedestrian amenities should be provided within parking lots to create a pedestrian atmosphere and reduce vehicular visual dominance.
13. Where there is no plaza, pedestrian space, or an entrance, a landscape strip with a minimum width of six feet should be provided between a building and parking and paved areas.
14. In parking areas with six or more banks of parking stalls, pedestrian paths should be provided within landscape islands to connect parking areas and building entries. Trellises and other pedestrian-scale amenities are encouraged in and along pedestrian paths.
15. Pedestrian drop-off areas should be a minimum of nine feet wide and located outside vehicle circulation aisles and pedestrian pathways.





F. PEDESTRIAN CONNECTIONS

1. Consider pedestrian circulation patterns when designing parking lots. Provide for the safe and efficient movement of pedestrian to and from buildings.
2. Pedestrian walkways should be safe, visually attractive, and well defined by landscaping, lighting, and specialty paving.
3. Developments should provide easily identifiable pedestrian access to building entrances and key areas within the site from the street, sidewalk, parking areas, and bus stops.
4. Textured paving, as opposed to a painted stripe designation, should be provided at crosswalks within the project provided it does not conflict with ADA access requirements.
5. Sidewalks at building entries should be a minimum of 11 feet wide where adjacent to head-in parking to allow for car bumper overhang and 9 feet wide where adjacent to a landscaping buffer or drive aisle.
6. Walkways should be provided along paths of likely travel through landscaped areas to protect landscaping from foot traffic. Flowering and fruit-bearing trees should be avoided in pedestrian walkways and ADA path of travel areas to maintain clear passageways.



Walkways should be provided along likely paths of travel