

North Nevada Avenue Zoning Overlay Design Guidelines

November 2017





The following guidelines are intended to be a user-friendly and a convenient way for anyone interested in developing within the North Nevada Avenue overlay area to quickly understand the basic design standards and opportunities for the area. These guidelines support three documents associated with the overlay:

1. The North Nevada Avenue Master Plan (or any subsequent iteration),
2. The North Nevada Avenue Transportation Sub-plan, and
3. The North Nevada Avenue Overlay Zone.

In 2013 the North Nevada Avenue corridor was identified by City Council as an Economic Opportunity Zone (EOZ) and, because it was a major arterial street, a priority infill area by the Infill Comprehensive Plan Supplement. As a result, and in support of the three documents listed above, the following document was drafted.

1. The goals of the community-driven Renew North Avenue Master Plan, include:

- a. A creative mix of business types and uses that support and employ our residents and serve as a regional economic magnet
- b. Connections within the area and to the community are strengthened by improved roadways and expanded transit service
- c. Our vibrant community is strengthened by housing that serves the need of existing and new residents and offers options for all ages and level of income
- d. Our corridor's streets, sidewalks, drainage, streetscape and other infrastructure function well



2. The objectives of this overlay and development standards are driven by these goals of the Renew North Nevada Avenue Master Plan and more specifically aim to:

- a. Orient buildings towards the street and trails/ waterways to encourage pedestrian accessibility & walkability
- b. Foster the development of mixed uses
- c. Encourage development of multiple story buildings
- d. Promote aesthetically pleasing building designs
- e. Encourage the incorporation of community and sustainable places and landscaping, including public art, public spaces, low impact water quality control, and LEED certified building design, which in turn enhance the desirability of the corridor
- f. Minimize visibility and impact of service areas by locating significant parking and service access away from primary streets

3. Permitted, Conditional & Not Permitted Uses (see overlay ordinance below)

4. Building Setback Standards

Front yard setbacks are established as a build-to zone, buildings, or portions of it, must be located within the distances specified below within each of the sectors. Rear and side yard setbacks will utilize a standard minimum building setback as specified below within each of the sectors:

Front Yard Build-to zone:

South sector: zero (0) to fifteen (15) feet

Central sector: fifteen (15) to eighty (80) feet

North sector: fifteen (15) to sixty (60) feet

Rear Yard Setback:

South sector: five (5) feet¹

Central sector: fifteen (15) feet¹

North sector: fifteen (15) feet¹

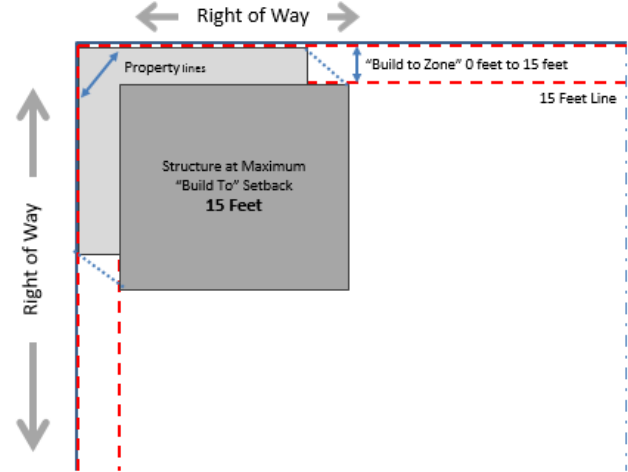
Side Yard Setback:

South sector: five (5) feet¹

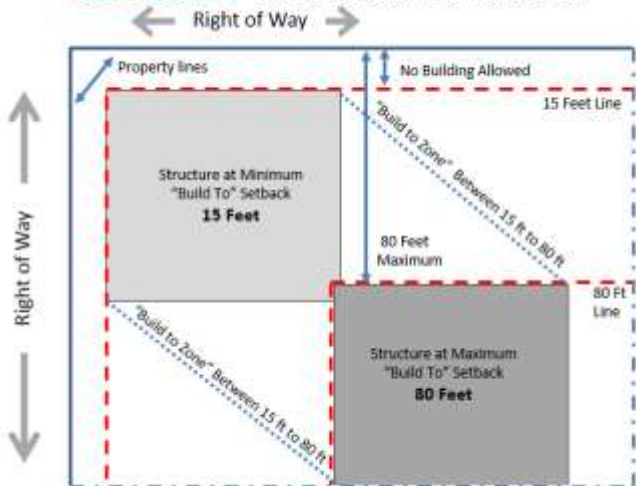
Central sector: five (5) feet¹

North sector: five (5) feet¹

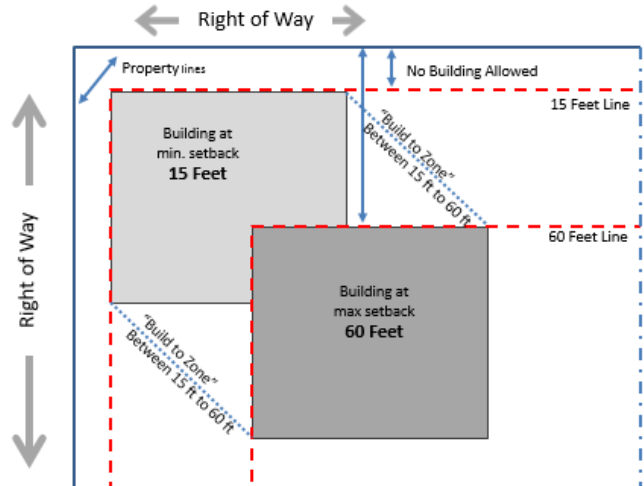
South Sector – Build to Zone – 0 to 15 Feet



Central Sector – Build to Zone – 15 to 80 Feet



North Sector – Build to Zone – 15 to 60 Feet



¹ Zero foot (0') setback is permitted if part of overall concept or development plan.

5. General Architecture Guidelines

a. Quality: All development shall provide a high level of quality in construction and materials

b. Entrances:

i. The primary entrance should face a public street and provide pedestrian connectivity to sidewalks/ trails

ii. If the building also abuts a waterway there shall be an entrance oriented towards the waterway, preferably connecting with any trails along the waterway

iii. Primary entrances should be clearly defined and provide shelter

iv. Primary entrances should be easily identifiable to both vehicular visitor and pedestrian

v. If the primary entrance is side loaded buildings shall be setback no more than 15' from the public street

c. Facades:

i. Exterior building walls facing public streets shall be articulated and proportional to human scale, avoiding large featureless façade surfaces with a single façade not exceeding 75 linear feet. Exterior walls should include architectural variety. Architectural variety may include:

a. Develop the first floor facade as primarily transparent (i.e. windows)

b. Awnings

c. Low-scale planters and site walls

d. Wainscot treatment

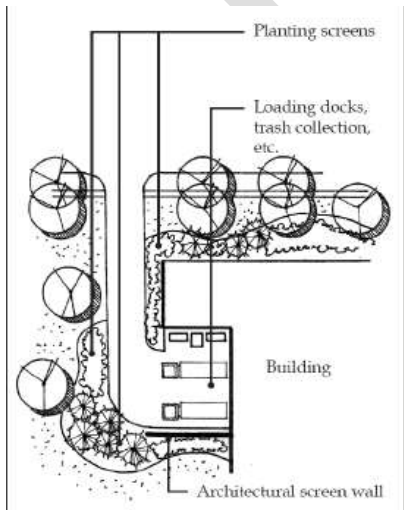
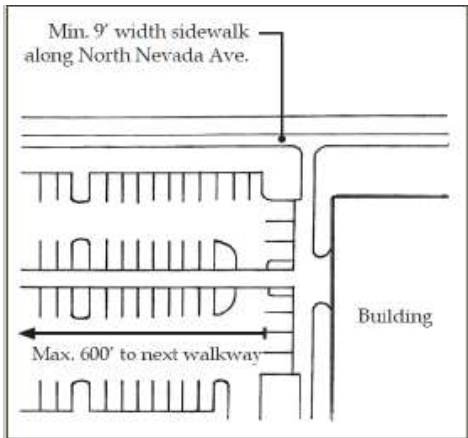
e. Clearly pronounced eaves or cornices

f. Changes in material color or texture

g. Variation in roof forms

h. Covered pedestrian frontages and recessed entries





- i. Deeply set windows with mullions
- j. Belt courses
- k. Window rhythms and patterns

ii. Exterior facades visible from a public street or private/internal drives should feature diversified building materials

d. Building Heights: Base zoning height maximum applies. Height bonuses may be granted up to a maximum of 60 feet if the development includes any three (3) or more of the following:

- i. Publically accessible green spaces/plazas/ detached sidewalk that either front a street or connect to sidewalks/trails
- ii. Publically displayed art that is minimum 1% overall project cost
- iii. Affordable housing (as defined by the U.S. Department of Housing and Urban Development) and/or mixed-income housing
- iv. LEED certified building plan design
- v. Adaptive reuse of historically significant buildings
- vi. Use of aesthetically-pleasing low impact water quality controls
- vii. Shared parking between adjacent properties

e. Rooftop Treatments & Screening:

i. Flat lined roofs shall feature cornices and/or parapet on exterior buildings façade visible from a public street or private/internal drives for decorative treatment and/or screening of building mechanics

ii. Mechanical equipment shall be screened from all sides visible from a public street or private/internal drives

6. Parking & Access

a. Major parking areas, where feasible, should be placed to the side or rear of buildings.

b. Shared parking between adjacent properties is encouraged; per City Code parking requirements may be reduced if it meets alternative parking option requirements

c. Access points, when feasible, should be shared between properties to promote limited vehicle-pedestrian conflicts.

d. Parking will be maxed at 125% of the parking standard for that particular use

e. As stated in the North Nevada Avenue Transportation Sub-Plan, as redevelopment occurs, a robust street network to create walkable blocks of approximately 500 feet should be preserved and constructed

f. The North Nevada Avenue Transportation Sub-Plan provides additional recommendations that should be followed, particularly related to access management, minor intersection improvements, major intersection improvements, and an effective roadway network

7. Fencing & Outdoor Storage

a. If fencing is necessary, open, decorative fencing is encouraged along primary streets

b. Outdoor materials/equipment storage areas should not face public streets; storage areas shall be screened per City Code Section 7.3.205.O



8. Special Uses Guidelines: The following requirements are in addition to those identified in Sections 1- 7.

- a. Loading Areas: Major loading areas should not front primary streets; alleyways or secondary streets should be utilized for loading access
- b. Multi-Tenant Retail/Mixed-Use: Where buildings contain separately owned stores with separate, exterior customer entrances, the street level facade of such stores should be transparent (i.e. windows)
- c. Drive-Through Facilities: Drive through windows, menu boards, and stacking areas should be screened to mitigate views from major roadways
- d. Convenience Retail & Gas Stations: Gas station canopies and pumps should be located behind or on the side of the cashier/convenience store building to reduce their visual impact. On a corner lot, provision of access to the site from adjacent sites or service road sins encouraged.

Canopies should be architecturally integrated with the convenience store building and all other accessory structures on the site through the use of the same or complementary materials, design motif and colors. The materials and color used on the underside of the canopy should not be highly reflective, with the intent of maximizing the amount of intensity of light. Landscaping materials and/or screen berms or walls should be installed along all portions of the street frontage, in order to screen from view the gasoline service island and pumps and any other product dispensing areas from abutting public streets and residentially zoned properties.

- e. Multifamily Housing
 - i. Facades shall be articulated with porches, balconies, bays or other offsets
 - ii. All sides of residential buildings shall be designed to the same level of quality
- f. Accessory Buildings: Accessory buildings should be similar in character and materials as primary buildings

9. Signage Guidelines

- a. All freestanding signs should have a solid base
- b. Pedestrian-scaled wayfinding signs along walkways shall be provided
- c. All sign regulations (City Code Section 7.4) shall be followed



10. Lighting Guidelines

- a. All exterior lighting on private property should be low-glare, pedestrian in scale and directed downward to reduce glare and spillage
- b. Private security lighting along primary streets is discouraged
- c. All exterior lighting after store closing should be minimized; only minimum security lighting and pedestrian lighting may remain on after this time

11. Streetscaping & Landscaping

- a. Private Landscape Architectural improvements shall include the Public Right of Way and coordinate with any Public Right of Way design guideline established for the area.
- b. Public right-of-way and Private urban landscape improvements should:
 - i. Provide native and regionally appropriate plant material (offering color and year round interest) in conjunction with Code & Policy 7.4.300 – 7.4.324 Landscape Ordinance;
 - ii. Provide sufficient space for plant material to be successful and sustainable;
 - iii. Follow City Forestry standards;
 - iv. Ensure trees & signage work together;
 - v. Provide street design elements which coordinate with Section 5 using matching Architectural materials;
 - vi. Provide public space, plazas and pedestrian walkways for inter-connectivity to include such elements as art, signage, site furnishings, planters, seat walls, green walls or screens, and unique paving;



- vii. Provide paving accents to work with Master Plan segments and individual projects;
- viii. Introduce stormwater Low Impact Development (LID) elements, where they can be effective and educational;
- ix. Design for and implement Landscape and Irrigation Best Management Practices;
- x. Assign long term maintenance and management.

DRAFT