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Introduction

District Transect Areas are large geographic areas within Davidson County that generally accommodate a single land use. Within the Davidson County Transect there are five types of Districts: Employment Center, Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors and open space. In any case, District Transect Areas are designed to minimize negative impacts on adjacent development and, in the case of Employment Center, Major Institutional Districts, and Office Concentration Districts, complement surrounding development patterns and adjacent Transect Areas.

Industrial and Impact Districts often require seclusion or, at least very sensitive treatment of adjacent uses, because of these Districts' potential to have a significant potentially negative impact on surrounding neighborhoods, centers, corridors and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses and wholesaling. Impact districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills as well as large amusement and entertainment complexes.

Industrial and Impact Districts contain uses that require buffering to lessen the impact on surrounding land uses. Heavy landscaping and limited and often controlled access reduce the permeability of the District. The Industrial or Impact Districts are not prominent; they are located near accommodating infrastructure, but generally secluded from neighborhoods and centers. Buildings in Industrial and Impact District areas have a scale and mass that best fits the function and use of the District. Buildings are generally low rise limited to three stories or less, with varying building footprints. Orientation of the building on the site and setbacks may vary, and in many cases depends on the function and operational needs of the land use.

In contrast, Employment Center, Major Institutional, and Office Concentration Districts are generally located to interact with adjacent neighborhoods, centers, and corridors, with more permeable edges to provide a resource and positive benefits for the community. Major Institutional Districts include colleges and universities, major health care facilities and other large-scale community services that do not pose a safety threat to the surrounding neighborhood or community. Office Concentration Districts include office and high density residential uses. Employment Center districts focus on creating major centers of employment with uses varying from office to select light industrial uses and secondary commercial and residential.

Major Institutional Districts are part of the fabric of the surrounding neighborhood, center or corridor. While their large geographical areas and singular land uses make them Districts, the Major Institutional Districts lend themselves to being permeable, accessible and beneficial to the community. Major Institutional Districts with educational or medical-related land uses may have controlled access to certain areas while less controlled access points welcome the surrounding community to enter and use the Districts as a community resource. The edges of educational and medical campuses are woven into the fabric of the surrounding community, only to be noticeably separated by gateway entrances and signage.



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On college or university campuses, prominent buildings are oriented to the major streets to create a noticeable, but complementary transition from the surrounding neighborhoods, centers or corridors and to distinguish the campus. Meanwhile, internal to the college or university campus, buildings often have deep setbacks and are oriented to large green spaces and courtyards.



In a medical campus, setbacks along external corridors and street networks reflect the Transect Category surrounding the medical campus. Moderate to deep setbacks are appropriate in T2 Rural and T3 Suburban Areas while shallow or non-existent setbacks are present in T4 Urban, T5 Center and T6 Downtown settings. Buildings are oriented to the street with prominent pedestrian access from the corridor and vehicular access from side streets. Parking is generally beside, behind or beneath in T2 Rural and T3 Suburban settings and behind or beneath in T4 Urban, T5 Center and T6 Downtown settings.



In addition to office uses, Employment Center and Office Concentration District areas offer a number of amenities to employees including open space and accessory commercial uses. High density residential is appropriate as a supportive and secondary use in the Employment Center and Office Concentration Districts, providing housing options for employees. Residential should be strategically located within the Employment Center and Office Concentration District areas, preferably near their edges to transition from the those Districts to surrounding residential Community Character Policies. Building height, scale, and orientation within the Employment Center and Office Concentration Districts are a reflection of their surrounding Transect Areas. Buildings are located and oriented, however, to create a pedestrian friendly environment. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Open space is also provided as hardscaped or green plazas and courtyard areas for the district employees or may be used to accommodate stormwater management or provide walking trails through the District.



Employment Center, Office Concentration, and Major Institutional Districts tend to be more compatible with, and beneficial to, the surrounding neighborhood, center or corridor. However, there may some portions of the District that would require additional buffering, for example, loading docks or other more intensive features of the use.

A connected system of few streets typifies the transportation network within Districts. Mobility is largely oriented towards the single occupant vehicle, although multiple travel modes are accommodated. Sidewalks, bikeways and mass transit service are provided.

While a moderate level of connectivity is provided within Districts, the District itself varies in how connected it is to adjacent land uses. As described above, Major Institutional Districts are integrated into the community. Employment Center and Office Concentration Districts will vary in their level of connectivity depending on the Community Character Policies adjacent to the District. Meanwhile, Industrial and Impact Districts are more isolated, with their location determined, in part, by the availability of infrastructure to serve them. This becomes an important issue with regard to truck traffic to Industrial and Impact Districts, where the ability to efficiently move goods to and from these Districts is balanced with the

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impact on neighborhoods, centers, corridors and open spaces surrounding the District, which trucks must pass through. In either case, surrounding infrastructure should accommodate the District without compromising the integrity of any surrounding neighborhoods, centers, corridors or open space.



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Employment Center

Policy Intent

Preserve, create, and enhance Districts where a mixture of office, commercial, and light industrial uses is predominant.

General Characteristics

D Employment Center Areas are concentrations of employment that are often in a campus-like setting. A mixture of office, commercial, and light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.

Each D Employment Center Area has a high level of internal connectivity in its transportation network for pedestrians, automobiles, transit and service vehicles, and provides opportunities for access to and from the D Employment Center Area with entrances to and from major arterial boulevard and collector avenue streets. Connectivity to the regional transportation network and public mass transit is essential

Nonresidential uses are buffered from surrounding residential by the use of native vegetation or effective landscaping and through the use of transitions in building and site design including, but not limited to, the use of smaller buildings on the perimeter of the District. Secondary and supportive uses such as retail and restaurant that are within the District are encouraged to be in locations that allow them to be accessed externally by the general population and accessed internally by the employees working within the District so that they may remain sustainable businesses.

D Employment Center Areas may incorporate systems that are unique to the District. This applies to elements such as signage, street names, building architectural standards, and lighting. The form of each D Employment Center area is further guided by a framework of development standards that is prepared for each D EC area and that considers the surrounding Community Character policy areas and other elements of the local context.

Application

D Employment Center policy is generally applicable to three types of areas. First, areas that are zoned for a combination of commercial, office, and light industrial uses. Second, areas where the primary land use mixture is commercial, office, and light industrial. Third, areas that are envisioned to become commercial, office, and light industrial. D Employment Center policy is appropriate where there is a concentration of non-retail employment uses and there is an expressed interest in the integration of those uses into the surrounding built environment while maintaining the predominance of the employment uses. Commonly used boundaries to define D Employment Center policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, higher density residential, institutional).



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The application and boundary delineation of this policy are established during the Community Planning Process or the Detailed Neighborhood Design Process.

Examples of Appropriate Land Uses (in order of preference)

Primary Uses:

Office; Educational; Medical

Vertical Mixed Use

Industrial: Light or Medium Manufacturing;

Commercial: Hotel/Motel; Communication

Industrial: Distributive business/wholesale

Secondary and Supportive Uses:

Commercial: All Other Uses

Industrial: Warehouse

Residential

Other uses may be appropriate subject to documentation that they will contribute to the policy intent of developing an area with a high concentration of jobs, ideally around 250 jobs per acre.

Design Principles



Access – Vehicular access from surrounding areas is obtained from major arterial boulevards and freeways. Such larger thoroughfares provide access to the perimeter of the District while, collector avenues, local streets and private streets provide access to buildings internal to the District.

Block Length – May vary.

Building Form (Mass, Orientation, Placement) – The mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the District's surrounding Community Character Policy Areas, the mass, orientation, and placement of surrounding buildings, and the role of the building in transitioning from the D Employment Center land use into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street or open space. While setbacks of the buildings in relation to each other may vary, buildings are placed in shallow to moderate setbacks, creating a defined space for pedestrians.



Connectivity (Pedestrian/Bicycle) – There is a high level of connectivity between streets and sidewalks within and external to the District. Walkways for pedestrians are provided from streets and large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked. Greenways and bikeways are encouraged.

Connectivity (Vehicular) – D Employment Center Areas are generally located along or near arterial boulevard streets. Connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Employment Center Area. Connectivity within the D Employment Center Area is provided through coordinated access and circulation, which may include the construction of new streets.

Landscaping – Landscaping in the form of trees, bushes, and other plantings is widespread and is used to establish a unique sense of place, to

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assist with stormwater management, and to provide effective buffering for adjacent residential areas. Street trees and other plantings are appropriate. Landscaping is provided in surface parking lots. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

Lighting – Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting on the street and in parking lots supports the operation of the District and is projected downward.

Parking – Parking is ideally located behind or beside buildings, particularly when D Employment Center areas adjoin Urban, Center, or Downtown Transect areas. Up to two rows of parking in front of buildings may be appropriate. Other parking arrangements are designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of such parking lots are heavily landscaped to screen parking from view of the street.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the D Employment Center area. Consideration is given to surrounding Community Character policy areas in establishing the design and location of signage. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs are appropriate. Monument signs may be appropriate.

Zoning Districts

A conceptual development plan will be developed for the entire District Employment Center area before any site within the area is rezoned. The conceptual development plan will establish standards for the preferred method of implementing the District Employment Center policy for that area.

Once the conceptual development plan is prepared, the following is the list of preferred zoning districts to implement the District Employment Center policy:

- OR20-A, OR40-A, ORI-A, OR20, OR40, ORI
- OG
- MUG-A, MUI-A, MUG, MUI
- IWD, IR

If there are any unique conditions requiring a site specific approach an individual rezoning application may need to be accompanied by an Urban Design Overlay or Specific Plan to accomplish the policy objectives listed in D Employment Center.

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Policy Intent

Create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

General Characteristics

D Impact Community Character Policy Areas are dominated by one or more activities that have the possibility of having a significant, adverse impact on an area. Typical principal uses include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills, production facilities and large amusement and entertainment complexes.

Uses that support the primary use are appropriate. Examples include administrative and storage functions; food service and vehicle rentals serving passengers at transportation terminals; and hotels, shops, and food services supporting major amusement and entertainment complexes. Open space areas are appropriate as an amenity for workers and/or patrons of D Impact Districts and for transition and buffering. In general, permanent residential activities are not appropriate in D Impact Districts.

Application

D Impact Policy is applicable to areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding non-Impact District Policy areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest maintaining or enhancing the separation of the use from the surrounding community.

Commonly used boundaries to define D Impact Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D Impact District areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Examples of Appropriate Land Uses (In alphabetical order)

Airports and Other Major Transportation Terminals
Amusement and Entertainment complexes
Correctional Facilities
Hazardous Industrial Operations
Landfills
Major Public Utility
Mineral Extraction and Processing



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Commercial establishments are complementary to the amusement/entertainment and major transportation terminals D Impact District uses. Such retail may include retail, restaurants, and commercial designed to meet daily needs of employees and visitors. Commercial businesses are at a scale that is compatible to the D District Impact Area and its surrounding community. Commercial establishments are not typically present in or near other D Impact District Areas.

Design Principles

Access – Vehicular access for larger Impact activities is from major arterials and freeways. Smaller Impact activities, such as electrical substations, may be accessed from collector or even local streets. Larger thoroughfares provide access on the outer areas of the D Impact Area while private, local access and service streets provide access to buildings internal to the D Impact Area. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within the D Impact District.

Building Form (Mass, Orientation, Placement) – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the D Impact District's surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Impact District Area into the surrounding neighborhood or adjacent Community Character Policy Areas. Where possible, buildings are oriented to the street.

Connectivity (Pedestrian/Bicycle) – Pedestrian connectivity is high within the development and is provided in the form of sidewalks, walkways and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Impact Area. D Impact Areas are generally located along or near arterial streets. Connectivity within the D Impact Area is provided through coordinated access and circulation, which may include the construction of new streets.

Density/Intensity – Residential uses in or near D Impact Areas, if present, are highly specialized and their density will vary widely. Intensity of nonresidential development will also vary widely. In all cases, the density and intensity and their appropriate form are established through the Community Planning process or Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form



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of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Generous and dense landscape buffers are utilized to aid in creating a transition between the D Impact District Area and adjacent non-Impact Community Character Policies.

Lighting – Lighting is provided to enhance the operation of the D Impact District. Lighting is used for safety at buildings, safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Impact District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of parking lots are heavily landscaped to screen parking from view of the street.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the D Impact Area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Design Principles for Major Public Utilities

These principles apply to major public utilities such as regional water and wastewater treatment facilities, electric power stations, waste transfer stations, and landfills. Considerations for the location of major public utilities outside of industrial zoning districts include:

- Major public utilities locate in areas where they will not interfere with the quality of existing or planned development. Adequate screening and buffering is established to minimize the visual impact of such facilities on surrounding areas. Facilities which generate noise or odor at a level which would not reasonably be expected in a residential area do not locate in those areas.
- Major public utilities do not locate in areas where their presence

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would have unacceptable impacts on water quality, air quality, vegetation, or wildlife.

- Traffic generation, especially traffic attributable to trucks, is considered in light of current and anticipated levels of service, road conditions, access points, intersections and adjacent non-Impact District Community Character Policies. Generated traffic is not hazardous and does not conflict extensively with the traffic patterns of surrounding development. Truck traffic is not routed through residential areas except along freeways and major arterial streets.
- With the exception of municipal landfills, major public utilities are central to their service areas.
- The location of major public utilities meets with any criteria specified in system plans such as master water and sewerage plans.

Additional Design Principles for Correctional Facilities

These principles apply to penal and correctional institutions where people are held long-term for a violation of law. Considerations for the location of a correctional facility outside of an industrial zoning district include:

- Any proposed site is large enough to provide an adequate buffer zone, on-site visitor and employee parking, and adequate security measures.
- The facility is visually screened from surrounding planned or existing development.
- Pedestrian and vehicular traffic generated by a facility does not conflict with existing and anticipated traffic in the surrounding area.
- Adequate utility, drainage, parking, loading, and other necessary facilities to serve the proposed use is available. Access via public transportation, proximity to hospitals, and adequate fire protection is also considered.

Additional Principles for Mineral Extraction Activities

These principles apply to any mine, surface mine, pit, or quarry operation. Considerations for siting mineral extraction activities:

- Such activities do not locate in areas of high erodability, or those susceptible to mudflows, soil creep, rockfalls, or settlement. Areas with unstable slopes are avoided.
- Operations are sited to avoid unacceptable effect on surface and ground water. In addition, adequate water and water pressure are available to meet worst-case safety requirements as well as day-to-day operational needs.
- Mineral extraction activities avoid sites or areas of archaeological or historic significance.
- Areas containing rare or endangered wildlife or plant species are avoided. Mineral extraction activities do not take place on sites where a sensitive ecological condition could not be restored.
- The normal pattern of air movement relative to existing and

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- planned development is considered.
- The nature and extent of existing, planned, and potential development surrounding the activity throughout the expected life of the operation is considered. Operations are an acceptable distance from residential development, and adequate buffering is established.
- The effects of truck traffic generated by the operation on the level of service, access points, intersections and adjacent non-Impact District Community Character Policies is considered. Maximum daily and peak hour traffic generated are examined. Roads in the area have adequate weight-bearing ability. Truck routes do not pass through residential areas or by hospitals, schools, or unique cultural or recreational activities such as parks or museums.
- The visual impact of the operation on adjacent non-Impact District Community Character Policies is considered.
- The extent of impact of the proposed operation on open space, parkland, tourism, recreational resources, and unique geologic formations is considered.



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Industrial

Policy Intent

Preserve, enhance, and create Industrial Districts in appropriate locations.

Create and enhance areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

General Characteristics

D Industrial Community Character Policy Areas are dominated by one or more activities that are industrial in character. Types of uses in D Industrial Areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

Uses that support the main activity and contribute to the vitality of the D Industrial District are also found. Examples include administrative and storage functions, specialized retail, office, food service, and convenience services. Open space areas are also found as an amenity for workers and/or patrons of industrial activities and for transition and buffering to adjacent development.

D Industrial Districts typically have a highly connected internal street network adequate for the movement of freight traffic, which is also connected to external interstate systems and arterials. In general, permanent residential activities are not found in D Industrial Areas. An exception may be the edge of an industrial area along the interface with an area containing or planned to contain residential activities. Such exceptions are considered case by case, with careful attention to design in creating a complementary transition to residential areas. The interface of large industrial areas is also designed to complement surrounding neighborhoods, centers and corridors.

Application

D Industrial Policy is applicable to areas that are zoned industrial, where the primary land use is industrial or those are envisioned to become industrial. D Industrial policy is applied in situations where there is an area with a concentration of a singular industrial use and there is an expressed interest in the separation of the use from the surrounding community.

Commonly used boundaries to define D Industrial Policy Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D Industrial District areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



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Industrial



Examples of Appropriate Land Uses (In alphabetical order)

Ancillary Day Care
Ancillary Residential
Commercial
Distribution
Manufacturing
Office
Production Facilities
Storage
Warehousing
Wholesaling



Design Principles

Access – Vehicular access is from major arterials and freeways. Larger thoroughfares provide access on the outer areas of the D Industrial District while private, local access and service streets provide access to buildings internal to the D Industrial District. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within the D Industrial District.



Building Form (Mass, Orientation, Placement) – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the D Industrial District's surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Industrial District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented with the main entrances facing the street. Building heights are low-rise, with tall single story buildings being predominant. The setbacks vary throughout. For industrial areas that involve large campus-style sites, the layout of development, setbacks, and building orientation are established in a site plan.



Connectivity (Pedestrian/Bicycle) – Pedestrian connectivity is high and is provided in the form of sidewalks, walkways and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Industrial Area. D Industrial Areas are generally located along or near arterial streets. Connectivity within the D Industrial Area is provided through coordinated

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access and circulation, which may include the construction of new streets.

Density/Intensity – Residential uses in D Industrial Areas, if present, are highly specialized and their density will vary widely. Intensity of nonresidential development is generally moderate. In all cases, the density and intensity and their appropriate form are established through the Community Planning process Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Generous and dense landscape buffers are utilized to aid in creating a transition between the D Industrial District and adjacent non-Industrial Community Character Policies.

Lighting – Lighting is provided to enhance the operation of the D Industrial District. Lighting is used for safety at buildings, safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Industrial District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. There are no more than 2 rows of parking between the building and the street with the remainder of the parking behind or beside the building. The perimeters of parking lots are heavily landscaped to screen parking from view of the street. On-street parking is limited to delivery vehicles. Off-street parking is preferred to minimize moving truck/train conflicts with parked vehicles. Shared parking is appropriate for neighboring businesses.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the D Industrial District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Zoning Districts

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- CS
- IWD
- IR
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Major Institutional

Policy Intent

Preserve, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

General Characteristics

D Major Institutional Districts are dominated by one or more major institutional activities, often in a campus setting. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and government community facilities as well as uses that are ordinarily ancillary to the principal use. Appropriate ancillary activities within D Major Institutional Districts vary according to the primary use and may include different types of residential development, offices, and small scale convenience services supported mainly by the primary institutional activity.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding Transect Area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. D Major Institutional Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of D Major Institutional Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

Application

D Major Institutional Policy is applicable to areas that are zoned institutional or office, where the primary land use is institutional and office, or that are envisioned to become institutional and office. D Major Institutional Policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use.

Commonly used boundaries to define D Major Institutional Districts include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



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Major Institutional



Examples of Appropriate Land Uses (In alphabetical order)

Ancillary Commercial
Ancillary Residential
College and University Campuses
Government Community Facilities
Hospitals
Medical Campuses

Design Principles

Access – Vehicular access is obtained from arterial streets, while local and service streets provide access to areas within the District. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within the D Major Institutional District.

Building Form (Mass, Orientation, Placement) – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Major Institutional District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street or open space.



Typically in urban areas, the building and main pedestrian entrance is oriented to the street with the front building façade generally built to the back edge of the sidewalk. The building may also have a shallow to moderate setback to indicate its prominence. In all cases, the orientation of the building and entrances engage the public realm and create a pedestrian friendly environment. In suburban areas, building orientation and setbacks may vary and a pedestrian friendly environment may be created through the use of landscaping, street trees, benches, and other similar streetscape enhancements.



Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks or multi-use paths and bikeways. All buildings are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.



Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is moderate to high. D Major Institutional Areas are generally located along or near arterial streets. Connectivity within the D Major Institutional Area is provided through coordinated access and circulation, which may include the construction of new streets.

Density/Intensity – Residential uses in D Major Institutional Districts generally take the form of dormitories or short-term housing that is high density. Densities of 20 to 60 units per acre are common. Intensity of non-residential development will vary widely and will tend to be higher near T4 Urban and T5 Center Transect Areas and moderate in T2 Rural and T3 Suburban Transect Areas. In all cases, the density and intensity

D - District

District

Major Institutional

and the appropriate form are established through the Community Planning process or Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Transitions between the D Major Institutional District and other Community Character Policies is best created by transitions in building form and uses, however in some cases generous and dense landscape buffers may be utilized to aid in creating a transition.

Lighting – Lighting is provided to enhance the operation of the D Major Institutional District. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Major Institutional District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is provided on-street or on-site in structures or surface lots. Whether structured or surface, parking is located behind, beside or beneath the primary building. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D Major Institutional District or the streetscape. The design and location of signage complements and contributes to the envisioned character of the District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Zoning Districts

- MUG-A, MUI-A
- ORI-A
- MUG
- MUI
- OG
- ORI
- Zone changes to the above districts to have an accompanying Institutional Overlay to insure policy objectives or zoning should be SP based on the use characteristics of one of the above base districts.

D - District

District

Major Institutional

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

D - District

District

Office Concentration

Policy Intent

Preserve, enhance, and create Districts where office use is predominant and could be supplemented with complementary uses. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

General Characteristics

The predominant use in D Office Concentration Districts is office. Complementary uses may also be present including daily convenience retail, restaurants, health clubs, and medium to high density residential. Complementary uses within the District are in locations that allow them to be accessed externally by the general public and internally by employees and visitors to the District.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding Transect Area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. D Office Concentration Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of D Office Concentration Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

D Office Concentration Districts have a high level of internal connectivity in its transportation network for pedestrians, automobiles, and service vehicles, and provides opportunities for access to and from the District with entrances to and from major arterials and collector streets. Connectivity to local external transportation networks and public mass transit is essential; where connections to public mass transit are not available regional connectivity is also appropriate.

Office uses abutting surrounding residential development provide a complementary transition through changes in building form and massing or may be buffered by the use of native vegetation or formal landscaping.

Application

D Office Concentration Policy is applicable to areas that are zoned primarily for office use, where the primary land use is office, or that are envisioned to become predominantly office. D Office Concentration Policy is applied in situations where there is an area with a concentration of a singular office use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the office use.

Commonly used boundaries to define D Office Concentration Districts include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, and residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



D - District

District

Office Concentration



Examples of Appropriate Land Uses (In order of appropriateness)

Office
Commercial
Residential
Civic

Design Principles

Access – Vehicular access is obtained from arterial boulevards and freeways for larger and more intense concentrations, while collector avenue, local and service streets provide access to smaller concentrations and to buildings internal to the larger Districts. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within the District.



Building Form (Mass, Orientation, Placement) – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Office Concentration District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding Transect Area. If the surrounding Transect Area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban Transect Areas moderate to deep setbacks are appropriate.



Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks or multi-use paths and bikeways. All buildings are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.



Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is moderate. D Office Concentration Areas are generally located along or near arterial streets. Connectivity within the D Office Concentration Area is provided through coordinated access and circulation, which may include the construction of new streets.

Density/Intensity – Residential uses in D Office Concentration areas generally take the form of multifamily or short-term housing and are high density. Densities of 20 to 60 units per acre are common, with higher densities being found in larger and more intense office concentrations. Intensity of nonresidential development will vary widely and will tend to be high near T4 Urban and T5 Center Transect Areas and moderate in

D - District

District

Office Concentration

T3 Suburban and T2 Rural Transect Areas. In all cases, the density and intensity and the appropriate form are established through the Community Planning process or Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Transitions between the D Major Office Concentration District and other Community Character Policies is best created by transitions in building form and uses, however in some cases generous and dense landscape buffers may be utilized to aid in creating a transition.

Lighting – Lighting is provided to enhance the operation of the District. Lighting is used for safety at buildings, safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Office Concentration District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is provided on-street or on-site in structures or surface lots. Whether structured or surface, parking is located behind, beside or beneath the primary structure. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D Office Concentration District or the streetscape. The design and location of signage complements and contributes to the envisioned character of the D Office Concentration Area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Zoning Districts

- OR20-A, OR40-A, ORI-A
- OL
- OG
- OR20
- OR40
- ORI
- SP



Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.