

## T-3 Suburban

### Introduction

The T3 Suburban Transect Category is the bridge between rural and urban transect areas; development within the T3 Suburban Transect Category is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environment. The T3 Suburban Transect Category, although moderately developed, is the Transect Category where nature is strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets, and parks, and the green space associated with civic and public benefit uses, are part of the neighborhood's design. In the T3 Suburban Transect Category, the balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity. Classic suburban models generally feature residential and non-residential land uses separated, with non-residential land uses found in suburban commercial centers. West Meade, Madison, Donelson, Crieve Hall, and Bellshire are examples of the classic suburban model within the Davidson County transect.

While the classic model is found in suburban areas in Davidson County, the more recent model, referred to here as “conventional” suburban, is also present. The conventional suburban development model places less emphasis on nature and more emphasis on the building and infrastructure. The conventional suburban model neither encloses the resident in nature as in the classic suburban model, nor does it enclose the resident with structures and streetscape as in the urban neighborhood model. Meanwhile, commercial centers, open space, and civic and public benefit uses are developed as isolated uses separated from residential land uses with low connectivity.

Suburban areas of Davidson County are encouraged to improve upon the conventional suburban model by combining elements of the classic suburban model and the traditional neighborhood form to create complete suburban communities (complete communities are defined in General Principles in the introduction). The form of development should recreate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. The classic suburban model should be modified, however, by allowing buildings to frame the street and providing enhanced connectivity between commercial, open space and civic and public benefit uses.

To achieve the desired form of a suburban neighborhood that incorporates nature into design, but allows buildings to serve a more prominent role in framing the street, housing generally has shallower and consistent setbacks and closer spacing. Existing vegetation is integrated into the suburban neighborhood to preserve the green space and dense foliage that is a characteristic of classic suburban models.



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A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated in the neighborhood. While traditional detached single family and two family housing types are prevalent, housing types also include manor or mansion homes for multifamily structures, to create the appearance of single-family structures. Other single family housing types such as town homes may become more common as well. Although the building form and placement may change from the classic suburban model, the suburban character of the residential areas is maintained by preserving existing vegetation and a balance between buildings and open space.



The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, Crieve Hall, West Meade and Riverwalk in Bellevue are all T3 Suburban neighborhoods, but each has a distinctly different character. The Community Character Policies are written to reflect that the character of individual neighborhoods will be different and should be preserved. One example is in T3 Neighborhood Maintenance policy, which has a “Building Form” principle that states “The building form is in character with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement.” The Community Character Manual should not be read to assume that all neighborhoods within T3 Suburban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.



In the classic suburban model, fewer public parks exist because open space and park activities were provided via larger yards. The current suburban model features smaller yards, so open space is typically provided in the form of a common open space within individual developments, regional public parks or open space offered in conjunction with schools or libraries. As the new suburban model evolves, open space should be carefully interwoven into the fabric of the neighborhood, creating open space that may be accessed by pedestrians or people in vehicles and that serves the needs of the immediate suburban neighborhood.



Suburban centers are an integral component of complete suburban neighborhoods. The current suburban center model is typically located on the edge of several suburban neighborhoods, and is only accessible by vehicles and limited mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods, while larger more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods.

The form of suburban centers has generally been linear, non-residential development along a major thoroughfare with one to two story buildings, deep setbacks and small building footprints in relation to the lot sizes. Suburban centers are encouraged to evolve into more intense mixed use and

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commercial nodes along major corridors – creating an actual neighborhood or community center versus strip commercial. The evolution of suburban centers calls for increased building heights and shallow building setbacks, with larger building footprints in relation to the lot size and internally and externally connected by sidewalks and bikeways. Each of these steps will lead the center to redevelop into a walkable neighborhood or community center that is less reliant on the automobile and more appealing to the pedestrian and cyclists. While suburban commercial centers have traditionally served customers “just passing through”, the evolving suburban centers will be accessible via auto, bike or on foot, truly serving the surrounding neighborhoods.

The classic suburban model is moderately connected – a practice that was generally discontinued with conventional suburban development, which has poor or nonexistent auto connectivity. Wide curvilinear streets that are without curb and gutter are commonly found in the both the classic and conventional suburban models. Curvilinear streets remain appropriate in the T3 Suburban Transect category, however, as the suburban neighborhood form evolves, curvilinear streets become more connected and narrower with curb, gutter and sidewalks. In evolving suburban neighborhoods, a highly connected street system provides multiple routes for traveling to commercial centers, civic and public benefit uses, and open space that cul-de-sacs in conventional suburban models are unable to provide.

In the T3 Suburban Transect category, residential and mixed use corridors link suburban neighborhoods to suburban centers and have a distinct character and function in the neighborhoods versus in the centers. Residential and mixed use suburban corridors are intended to allow traffic to move efficiently while also accommodating pedestrians and cyclists. In the suburban centers, the corridor will be framed by buildings and streetscape. In suburban neighborhoods and between suburban centers, the corridor should generally be framed by open space, preserving existing vegetation and land forms.



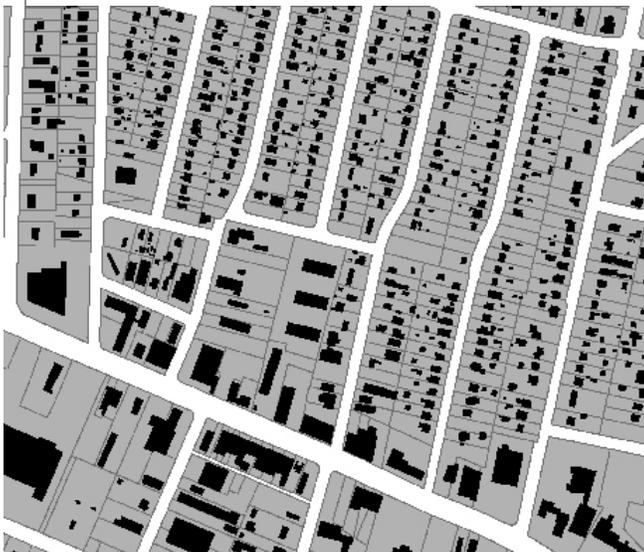
*T-3 Suburban*  
Introduction



T3 Suburban Open Space



T3 Suburban Neighborhood



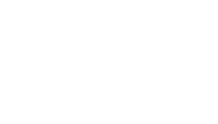
T3 Suburban Center



T3 Suburban Corridor

**T-3 Suburban**

Introduction

Transect	Elements	Intent	Policy
	 <p><b>Open space</b></p>	<p>Preserve &amp; Enhance</p>	<p>T3 Suburban Open Space</p>
		<p><b>Neighborhoods</b></p>	<p>Preserve</p>
	 <p><b>Centers</b></p>	<p>Create</p>	<p>T3 Suburban Neighborhood Evolving</p>
		<p><b>Corridors</b></p>	<p>Enhance &amp; Create</p>
		<p>Enhance</p>	<p>T3 Suburban Community Center</p>
		<p>Preserve, Enhance, &amp; Create</p>	<p>T3 Suburban Residential Corridor</p>
		<p>Enhance</p>	<p>T3 Suburban Mixed Use Corridor</p>

**T3**

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## T-3 Suburban

### Open Space

#### Suburban Open Space

#### Policy Intent

Preserve and enhance existing open space in suburban areas. T3 Suburban Open Space Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals. A variation of T3 Suburban Open Space – *T3 Potential Suburban Open Space* – may also be utilized to create open space by identifying areas that should be used for suburban open space in the future.

#### General Characteristics

T3 Suburban Open Space Areas accommodate active and passive open space land uses and may serve a larger community or smaller neighborhood. Land uses are generally active with open space associated with civic and public benefit activities, play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. T3 Suburban Open Space Areas have moderate development to allow for active open space land uses, while retaining areas of environmental significance such as steep topography, dense vegetation, and view sheds undisturbed.

Civic and public benefit buildings are located in prominent locations (with regard to lot location), but in a manner that is conscientious of any sensitive environmental features. Civic and public benefit buildings are thoughtfully designed to complement any adjacent T3 Suburban neighborhoods with regard to building form, access, parking, signage and lighting. The public realm and streetscape features the sparse use of lighting, signage, and amenities and moderate access to street networks, sidewalks, and parking. The edges of T3 Suburban Open Space Areas are firm with clearly distinguishable boundaries identified by environmental features, block structure, and associated civic and public benefit uses.

#### Application

T3 Suburban Open Space Policy is applicable to existing open space in the T3 Suburban Transect Category that is to be preserved and enhanced. Enhancements to existing open space are guided by the *Metropolitan Parks and Greenways Master Plan*.

T3 Potential Suburban Open Space Policy is applied in order to create open space by identifying areas appropriate for future use as open space in the T3 Suburban Transect Category. It may be applied to areas such as vacant properties, land with environmentally sensitive features that may constrain development, or areas where acquisition or control of the site for public and/or permanently preserved open space are actively pursued, particularly where there is a documented lack of park land. Creation of open space in areas identified by this Community Character Policy should be consistent with the *Metropolitan Parks and Greenways Master Plan*. *T3 Potential Suburban Open Space Policy is always used in combination with an alternate community character policy in case the property owner decides not to redevelop the land as open space.*



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### Open Space

#### *Suburban Open Space*



#### **Examples of Appropriate Passive Uses** (In alphabetical order)

- Cemeteries
- Large Greens and Lawns for Informal Recreational Use
- Natural Reserves

#### **Examples of Appropriate Active Uses** (In alphabetical order)

- Amphitheaters
- Cultural, Community, Educational, and/or Nature Centers
- Multi-use Paths
- Picnic Grounds
- Play Structures and Areas
- Recreational Sports Facilities and Fields

#### **Design Principles**

These design principles are written for T3 Suburban Open Space Policy areas. The same design principles would guide the use and any development in *T3 Potential Suburban Open Space Policy Areas*, should land be secured for use as open space.



**Access** – T3 Suburban Open Space is frequently accessed by vehicles but are also accessed by pedestrians and cyclists. Vehicular access is from a prominent road, but the road does not intrude into the open space, its character changes upon entering the open space. Entrances and the roads within the open space are designed and located to promote pedestrian and bicycle connectivity.

**Block Length** – Not applicable in this policy category.



**Building Form (Mass, Orientation, Placement)** – Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The building form is compatible with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement. Civic buildings are generally visible from the street. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.



**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided in the form of greenways and potentially sidewalks or bikeways. Multi-use paths internal to the park blend and align with sidewalks to surrounding neighborhoods or centers. Where sidewalks are not present, crosswalks or other marked paths leading to the park entrances are used.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods is moderate and is provided through coordinated access and circulation from prominent streets.

**Density/Intensity** – Not applicable in this policy category.

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### Open Space

#### *Suburban Open Space*

**Landscaping** – Landscaping is generally more formal, depending on the use of the open space. In open space with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking or other facilities from abutting residential. Meanwhile in open space with passive uses, there will be more informal landscaping. Consideration is given to the formality of landscaping of adjacent residential. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

**Lighting** – Lighting is sparsely provided. It is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and directed on-site. Lighting does not intrude into residential and non-developed areas and does not contribute to light pollution.

**Parking** – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, but are arranged in smaller groupings to provide access to multiple recreational uses with minimal disruption of the land. If parking is provided in association with buildings, parking is behind, beside or beneath the building, but not between the building and the street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. The parking perimeter is landscaped. Bicycle parking is provided.

**Service Area** – T3 Suburban Open Space Areas typically serve the surrounding community consisting of multiple neighborhoods.

**Signage** – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assist them in finding any particular amenities in the open space in a manner that is not distracting over overwhelming to the open space or the overall streetscape. Any lighting on signage is minimal and complies with the lighting design principles above.

#### Zoning Districts

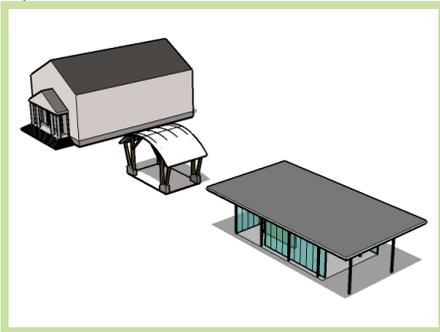
- A zoning district that is appropriate to the surrounding context or the associated project
- SP

**T-3 Suburban**

Open Space

*Suburban Open Space*

*Building Types*



civic



*Celebration, Florida*



*Forest Park, St. Louis, Missouri*

*Belle Meade Links Park*



## **T-3 Suburban**

### Neighborhood

#### *Suburban Neighborhood Maintenance*

#### **Policy Intent**

Preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm.

T3 Suburban Neighborhood Maintenance Areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### **General Characteristics**

T3 Suburban Neighborhood Maintenance Areas demonstrate an established development pattern consisting of low to moderate density residential development and civic and public benefit land uses. Attached and detached residential, and civic and public benefit buildings are found regularly spaced with moderate to deep setbacks and moderate spacing between buildings. Lots are generally accessed from local suburban streets. The public realm and streetscape features the infrequent use of lighting and generally informal and natural landscaping. T3 Suburban Neighborhood Maintenance Areas are served by moderate levels of connectivity with street networks, sidewalks, bikeways and mass transit. The edges of T3 Suburban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features.

#### **Application**

T3 Suburban Neighborhood Maintenance Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T3 Suburban Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T3 Suburban Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of homes), 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.

#### **Examples of Appropriate Land Uses** (In order of appropriateness)

Residential

Community Gardens and Other Open Spaces

Civic or Public Benefit



## **T-3 Suburban**

Neighborhood

*Suburban Neighborhood Maintenance*



### **Design Principles**

**Access** – Single access driveways from the street to an individual residence are common. Shared driveways are also appropriate. Where shared driveways currently exist, they are encouraged to be retained, particularly on corridors.

**Block Length** – Blocks are curvilinear with generous to moderate distance between intersections.

**Building Form (Mass, Orientation, Placement)** – The building form is in character with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement. Massing of buildings results in a footprint with low to moderate lot coverage. Buildings are oriented to the street, with moderate and consistent setbacks, providing large yards and moderate spacing between buildings. Buildings are 1 to 3 stories in height.



While T3 Suburban Neighborhood Maintenance areas may contain a mixture of building types, these are sometimes randomly located rather than thoughtfully placed in relation to corridors and centers. Any future mix arranges building types in strategic locations through zoning decisions that place higher intensity buildings nearer to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit.

Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.



Where development occurs on a corridor the setback is consistent with the established setback. However buildings may vary, in terms of lot size, building size, building spacing and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

A community plan may establish “Infill Areas” within Neighborhood Maintenance areas. Infill Areas are places within established neighborhoods where vacant, underutilized, or land in a nonresidential use could redevelop. Examples could include an undeveloped farm, a former country club or church, etc.. Infill Areas are different from Neighborhood Evolving areas

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### Neighborhood

#### *Suburban Neighborhood Maintenance*

because Infill Areas are generally smaller and interior to Neighborhood Maintenance areas. Infill Areas may have different Building Forms than the rest of the Neighborhood Maintenance area. If the Community Plan includes an Infill Area, it will have clearly identified boundaries and guidance on the desired residential development pattern. Special consideration will also be given on how to blend the edges of the Infill Area into the surrounding neighborhood.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity is low to moderate and may be provided in the form of sidewalks and greenways. Pedestrian and bicycle connectivity is encouraged, however, to nearby open spaces, community facilities (such as schools) and centers to offer alternate modes of transportation. Where cul-de-sacs exist, it is appropriate to provide connectivity to other cul-de-sacs or common open spaces with sidewalks or multi-use paths. Sidewalks are provided on prominent streets, while multi-use paths are appropriate on less prominent streets and/or streets featuring shoulder and swale cross-sections.

**Connectivity (Vehicular)** – Vehicular connectivity is moderate and is provided in the form of local streets, collectors, and arterials that add to the overall street network and provides residents with multiple routes and reduced trip distances. Connectivity is low where cul-de-sacs are present and any future use of cul-de-sacs is discouraged. When the opportunity presents itself, street connectivity is provided. Mass transit is generally available to commercial and residential areas and is connected to other forms of transportation including sidewalks and bikeways.

**Density/Intensity** – Density is secondary to the form of development, however, T3 Suburban Neighborhood Maintenance areas are intended to be low to moderate density. Density is generally between 1 or fewer dwelling units per acre to 20 dwelling units per acre for residential development ranging from single and two-family homes to multi-family homes. Areas with adequate infrastructure, access and the ability to form transitions and support future mass transit and the viability of consumer businesses, are most appropriate for higher density. These are primarily areas along corridors internal to the neighborhood or near larger centers and corridors adjacent to the neighborhood. In all cases, the density and its appropriate form is established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan. This analysis may result in a more specific density range than that found in this manual or may result in the continued use of the standard density range found in this manual. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Density within Infill Areas may vary from the density of the rest of the Neighborhood Maintenance area, but is designed to blend in with it. Intensity associated with non-residential development is not applicable in this policy category.

#### Zoning Districts

- R8, RS7.5
- R10, RS10
- R15, RS15
- R20, RS20
- R30, RS30
- R40, RS40
- RM2 - RM20 with an accompanying site plan based zoning to insure design objectives
- SP
- Other residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

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Neighborhood

*Suburban Neighborhood Maintenance*



**Landscaping** – Landscaping is generally informal and natural. Retention of the existing vegetation on the building site is encouraged. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the 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.

**Lighting** – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and projected downward.



**Parking** – Parking for single and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multi-family buildings is provided on-site on surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for civic and public benefit land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multi-family buildings and civic and public benefit uses.

**Service Area** – Not applicable in this policy category.



**Signage** – Signage is rarely used at individual residences. Signage for civic and public benefit land uses 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 civic or public benefit use of the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

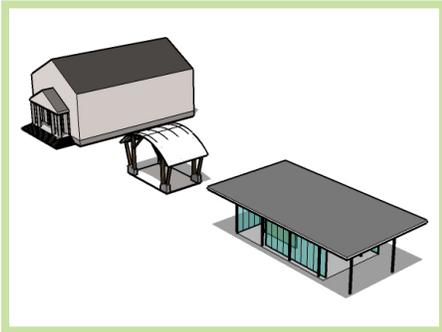
**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

**T-3 Suburban**

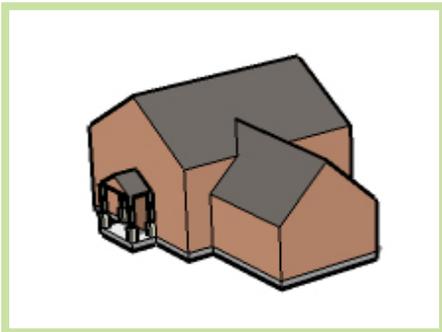
Neighborhood

*Suburban Neighborhood Maintenance*

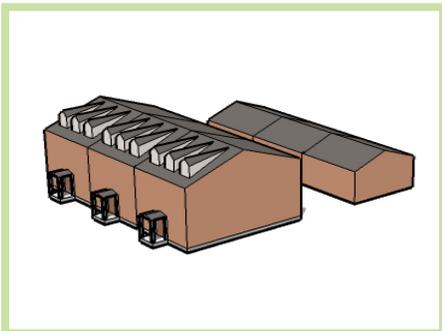
*Building Types*



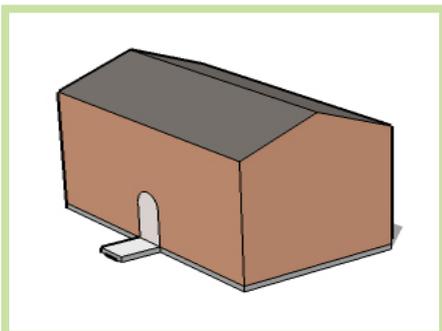
civic



house



townhouses



flats



***T-3 Suburban***

Neighborhood

*Suburban Neighborhood Maintenance*



*Established suburban neighborhoods are found throughout Nashville and are known for their charm and beauty. Left: Green Hills*



*Right: Crieve Hall*



*Left: Belle Meade Links*

## **T-3 Suburban**

### Neighborhood

#### *Suburban Neighborhood Evolving*

#### **Policy Intent**

Create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

#### **General Characteristics**

T3 Suburban Neighborhood Evolving Areas demonstrate a development pattern with moderate density residential and civic and public benefit land uses. Attached and detached residential and civic and public benefit buildings are found regularly spaced, with moderate setbacks and moderate spacing between buildings. Lots are generally accessed from local suburban streets, but may be accessed by alley. The public realm and streetscape features the consistent use of lighting and both formal and informal landscaping. T3 Suburban Neighborhood Evolving Areas are served by moderate to high levels of connectivity with street networks, sidewalks, bikeways and mass transit. The edges of T3 Suburban Neighborhood Evolving Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features. T3 Suburban Neighborhood Evolving Areas are different from “Infill Areas” in T3 Suburban Neighborhood Maintenance areas. T3 Suburban Neighborhood Evolving areas are generally larger have a different policy intent – one that places an emphasis on a more diverse housing mix and a higher level of connectivity.

#### **Application**

T3 Suburban Neighborhood Evolving Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T3 Suburban Neighborhood Evolving Policy may be applied in situations where there is an expressed interest in the area’s development pattern evolving to promote a mixture of housing types and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high proportion of vacant land, high potential for consolidation or subdivision of incongruous lots (not an established lot pattern), incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development.

Commonly used boundaries to define T3 Suburban Neighborhood Evolving Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), 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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Neighborhood

*Suburban Neighborhood Evolving*



### **Examples of Appropriate Land Uses** (In order of appropriateness.)

Residential

Community Gardens and Other Open Spaces

Civic or Public Benefit

### **Design Principles**

**Access** – Single access driveways from the street to an individual residence are common. Alley access or shared driveways are also appropriate. Where shared driveways currently exist, they are encouraged to be retained, particularly on corridors.

**Block Length** – Blocks are curvilinear and linear with moderate distance between intersections.

**Building Form (Mass, Orientation, Placement)** – The building form is in character with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement. An integrated mixture of building types, including single- and two-family homes, townhomes and stacked flats to create housing choice are found in T3 Suburban Neighborhood Evolving Areas. The mixture and placement of building types considers the street type and is designed to be cohesive throughout the development – providing a thorough mix of housing types versus groupings of single types of housing. Massing of buildings results in footprints with moderate lot coverage. Buildings are oriented to the street or to an open space. Building setbacks are generally moderate and consistent, with moderate spacing between buildings. Buildings are 1 to 3 stories in height.



While T3 Suburban Neighborhood Evolving areas may contain a mixture of building types, these are sometimes randomly located rather than thoughtfully placed in relation to corridors and centers. Any future mix arranges building types in strategic locations through zoning decisions that place higher intensity buildings nearer to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit.



Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

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### Neighborhood

#### *Suburban Neighborhood Evolving*

Where development occurs on a corridor the setback is consistent with the established built setback or as established in the Community Planning or Detailed Design Plan processes. However buildings may vary, in terms of lot size, building size, building spacing and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity is moderate, and is provided in the form of sidewalks, bikeways and greenways. Sidewalks, bikeways and greenways connect adjacent subdivisions, civic and public benefit uses, and neighborhood centers. Where cul-de-sacs exist, it is appropriate to provide connectivity to other cul-de-sacs or common open spaces with sidewalks or multi-use paths.

**Connectivity (Vehicular)** – Vehicular connectivity is moderate and is provided in the form of local streets, collectors and arterials that add to the overall street network and provides residents with multiple routes and reduced trip distances. The street network may be complemented with an alley network that provides access to residences. As T3 Suburban Neighborhood Evolving Areas redevelop, connectivity is established to provide multiple routes to destinations for residents and reduce congestion on primary roads. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

**Density/Intensity** – Density is secondary to the form of development, however T3 Suburban Neighborhood Evolving Areas are intended to be moderate density. Density is generally between 4 and 20 dwelling units per acre for residential development ranging from single and two-family homes to multi-family homes. Areas with adequate infrastructure, access, and the ability to form transitions and support future mass transit and the viability of consumer businesses, are most appropriate for higher density. These are primarily areas along corridors internal to the neighborhood or near larger centers and corridors adjacent to the neighborhood. In all cases, the density and its appropriate form is established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan. This analysis may result in a more specific density range than that found in this manual or may result in the continued use of the standard density range found in this manual. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Intensity associated with non-residential development is not applicable in this policy category.

#### Zoning Districts

- R8, RS7.5
- R10, RS10
- R15, RS15
- RM9-A
- RM15-A
- RM20-A
- RM2 - RM20 if accompanied by a site plan based zoning district to insure design objectives
- SP
- Other residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

## **T-3 Suburban**

Neighborhood

*Suburban Neighborhood Evolving*



**Landscaping** – Landscaping may be formal or informal. It is encouraged to retain the existing vegetation to preserve the randomly spaced clusters of mature trees present in a classic suburban model. 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.

**Lighting** – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and projected downward.



**Parking** – Parking for single and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multi-family buildings is provided on-site on surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for civic and public benefit land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multi-family buildings and civic and public benefit uses.

**Service Area** – Not applicable in this policy category.



**Signage** – Signage is rarely used at individual residences. Signage for civic and public benefit land uses 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 civic or public benefit use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

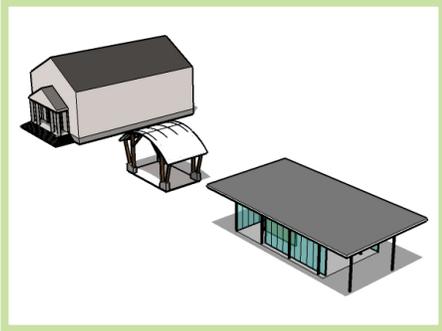
**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

**T-3 Suburban**

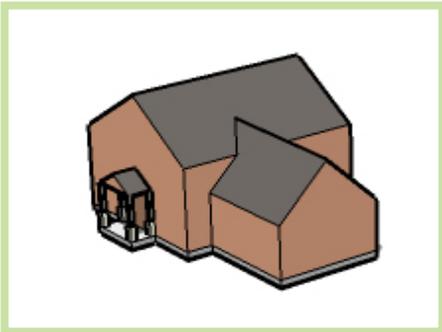
Neighborhood

*Suburban Neighborhood Evolving*

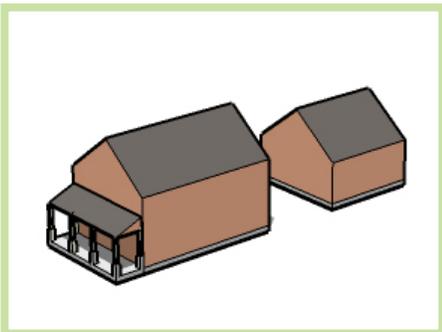
*Building Types*



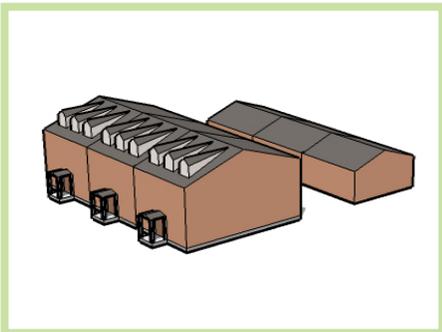
civic



house



alley house



townhouses

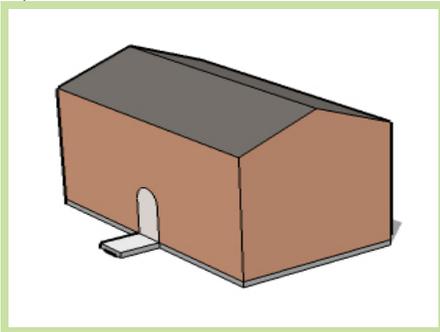


**T-3 Suburban**

Neighborhood

*Suburban Neighborhood Evolving*

*Building Types*



flats



**T-3 Suburban**

Neighborhood

*Suburban Neighborhood Evolving*



*Bradburn Village, Denver Colorado*



*Fall Creek Place, Indianapolis, Indiana*



*Daniel Island, Charleston, South Carolina*

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## T-3 Suburban

Center

*Suburban Neighborhood Center*

### Policy Intent

Enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity.

### General Characteristics

T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, civic and public benefit land uses. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive. Intensity is generally placed within edges of the T3 Suburban Neighborhood Center, not exceeding the four corners of an intersection of prominent suburban roads. Buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the buildings or provided on-street. The public realm and streetscape features the consistent use of lighting and generally formal landscaping. T3 Suburban Neighborhood Centers are served by moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Neighborhood Centers are firm with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

### Application

T3 Suburban Neighborhood Center Policy is applicable to areas where there is a concentration of land that is zoned, used or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as arterial and collectors streets.

Commonly used boundaries to define T3 Suburban Neighborhood 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), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses. Intensification takes place within the current boundaries of the center rather than through expansion of the policy. 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 order of appropriateness)

Vertical Mixed Use  
Commercial  
Office  
Residential  
Civic or Public Benefit



## **T-3 Suburban**

Center

*Suburban Neighborhood Center*



### **Design Principles**

**Access** – Access is generally provided from an arterial or collector street. Shared access is used to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

**Block Length** – Blocks are linear with moderate distance between intersections.



**Building Form (Mass, Orientation, Placement)** – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that the center serves and the infrastructure to which it has access. The massing of buildings results in a footprint with moderate lot coverage generally with 10,000 square feet or less of individual first floor tenant space, each with its own entrance. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development



Buildings, including entrances, are oriented to the prominent street or to internal streets, not onto parking. Building setbacks are shallow and consistent and may be deep enough to allow one row of parking or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal. Buildings are generally 1 to 3 stories in height.



Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point in the center. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

## **T-3 Suburban**

### Center

#### *Suburban Neighborhood Center*

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban Neighborhood Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections, through parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods is moderate. The T3 Suburban Neighborhood Center is generally located at a prominent intersection with vehicular access provided from an arterial or collector street. The impact of connectivity to the Neighborhood Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

**Density/Intensity** – Density and intensity are secondary to the form of development. The density of residential development is envisioned to be higher than that of surrounding neighborhoods.

The intensity of non-residential development is moderate with 1 to 3 story buildings and a small geographic scale, generally four corners of an intersection. Intensification takes place within the established boundaries of the T3 Suburban Neighborhood Center Policy rather than through expansion of the policy. The density and intensity of development and its appropriate form is 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, bushes, and planting strips 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 the burden on infrastructure.

**Lighting** – Lighting is consistently provided. 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

#### Zoning Districts

- MUN-A
- RM9-A, RM15-A, or RM20-A may be appropriate based on locational characteristics of the subject property.
- All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:
  - MUN
  - CN
  - CL
  - ON
  - OL
  - SCN
- Other residential or mixed use zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

## **T-3 Suburban**

Center

*Suburban Neighborhood Center*



in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, 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 on surface lots. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided.



**Service Area** – The T3 Suburban Neighborhood Center provides services to meet the daily needs of residents within a 5 minute drive.

**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 center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

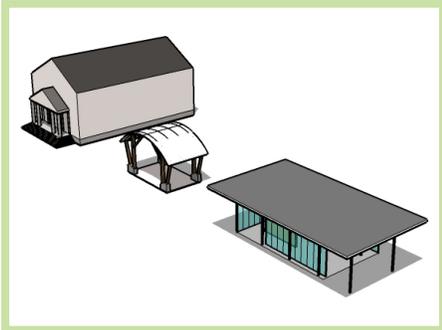
**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

**T-3 Suburban**

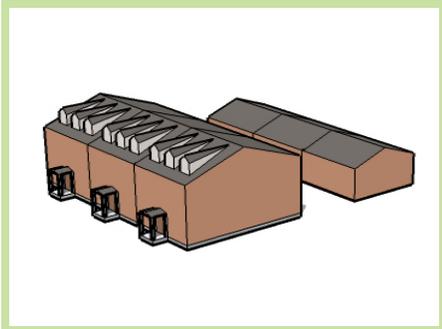
Center

*Suburban Neighborhood Center*

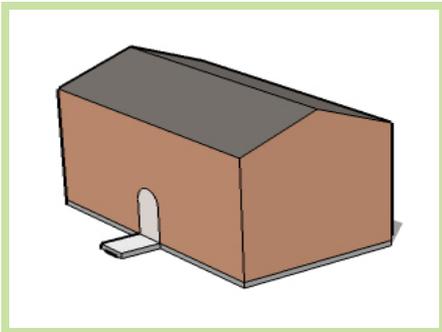
*Building Types*



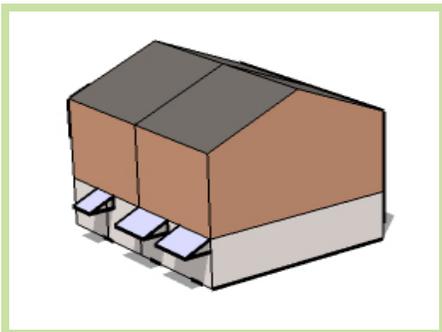
civic



townhouses



flats



live-work

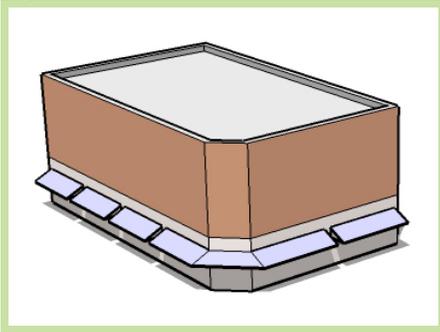


**T-3 Suburban**

Center

*Suburban Neighborhood Center*

*Building Types*



mixed use



*Vickery Village, Cumming, Georgia*

*Prospect, Longmont, Colorado*



## T-3 Suburban

Center

*Suburban Community Center*

### Policy Intent

Create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity.

### General Characteristics

T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and civic and public benefit land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive. Intensity is generally placed within edges of the T3 Suburban Community Center, not exceeding ½ mile in diameter. Non-residential buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the building, or on-street. Setbacks may be deeper to accommodate one row of parking in front of buildings and the placement of out-parcel development associated with moderately, and in exceptional cases, large scaled retail buildings. The public realm and streetscape features the consistent use of lighting and formal landscaping. T3 Suburban Community Centers are served by highly connected street networks, sidewalks and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Community Centers are firm with residential transitions between the center and less intense suburban residential and open space areas, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

### Application

T3 Suburban Community Center Policy is applicable to areas where there is a concentration of land that is zoned, used or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial and collector streets.

Commonly used boundaries to define T3 Suburban Community 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), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



## T-3 Suburban

Center

*Suburban Community Center*



### Examples of Appropriate Land Uses (In order of appropriateness)

Vertical Mixed Use  
Commercial\*  
Office  
Civic or Public Benefit  
Transitional Residential

\*Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

### Design Principles



**Access** – Access to individual developments is provided from an arterial, collector, or side street. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Access to and within individual developments is designed to be pedestrian friendly. Internal streets and driveways are marked with crosswalks. Traffic calming elements such as raised or textured pavement are used to slow traffic on longer internal streets or drive aisles. Internal streets with limited driveway connections and sidewalks separated by grade or landscaping are introduced into substantial parking areas



**Block Length** – Blocks are linear with moderate distance between intersections. In the case of large multi-tenant developments with extensive areas of surface parking, blocks are created through an internal street system.

**Building Form (Mass, Orientation, Placement)** – The building form is in character with the envisioned T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.



The massing of non-residential buildings results in a footprint with moderate lot coverage, with 70,000 square feet or less of individual first floor tenant space, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center

## T-3 Suburban

### Center

#### *Suburban Community Center*

- environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development

Non-residential buildings, including entrances, are oriented to a street. The street wall is articulated, especially for longer building facades. If the non-residential building is internal to the development, it may be oriented to an internal street, private drive, or open space, but is not be oriented to parking. Setbacks are shallow and consistent; they may be deep enough to allow for one row of parking in front of the structure or where additional pedestrian access and areas for patios and street furniture are needed. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

Non-residential buildings are generally 1 to 3 stories, and in some locations up to 5 stories in height. The height is based on the building type and location within the center. Consideration is given to the following factors: proximity to other Community Character Policies and the role of the structure in transitioning between policies, height of surrounding buildings, and adjacent historic buildings.

Transitional residential land uses may be provided as a transition from higher intensity commercial or mixed use land uses in the center to lower intensity residential land uses near the center. The massing of residential buildings results in footprints with moderate lot coverage. Residential buildings are oriented to the street or to an open space. Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Residential buildings are 1 to 3 stories in height.

Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point in the center. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Transitions in scale and massing may be formed at the edges of the Suburban Community Center where it adjoins lower intensity community character areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections, through parking lots and at

#### Zoning Districts

- MUN-A
- MUL-A
- OR20-A
- More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.
- All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:
  - MUN
  - MUL
  - CS
  - CL
  - ON
  - OL
  - OR20
  - SCC

## **T-3 Suburban**

Center

*Suburban Community Center*



vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding suburban neighborhoods, corridors and open space is moderate. The T3 Suburban Community Center is generally found at an intersection of two arterial streets or an arterial and a collector, with vehicular access provided from an arterial, collector, or in some cases a local street. The impact of access to the Community Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.



**Density/ Intensity** – Density and intensity are secondary to the form of development. The density of residential development is envisioned to be higher than that of surrounding neighborhoods.

The intensity of non-residential development is moderate with generally 1 to 3 story buildings and the potential for up to 5 story buildings, and a moderate geographic scale, generally centered around a major intersection and not to exceed a 1/2 mile in diameter. Intensification takes place within the established boundaries of the T3 Suburban Community Center Policy rather than through expansion of the policy. The density and intensity and its 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, bushes, and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Larger trees are used to frame parking areas and internal streets. Landscaping is used to screen automobile related uses, 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 the burden on infrastructure.

**Lighting** – Lighting is consistently provided. 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 pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, does not intrude onto adjacent residential uses or neighborhoods and does not contribute to light pollution.

## T-3 Suburban

### Center

#### *Suburban Community Center*



**Parking** – Parking is provided on-street or on-site in surface lots or in structures. If parking is located in front of the primary building, then the parking is screened, from the primary street(s), by buildings on out parcels, which are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian friendly environment. One row of parking is allowed between all buildings (including outparcels) and the street. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the public and private realms. An example of such a technique would be a knee wall. Parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Surface parking is divided into sections by landscape islands and internal street networks. Parallel parking along internal streets is used to provide definition to the street, calm traffic, and enhance pedestrian use of the center. Bicycle parking is provided.

**Service Area** – The T3 Suburban Community Center provides services to meet the daily needs of residents within a 10 to 20 minute drive as well as services that are needed less frequently and provide a draw to the larger community.

**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 center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.

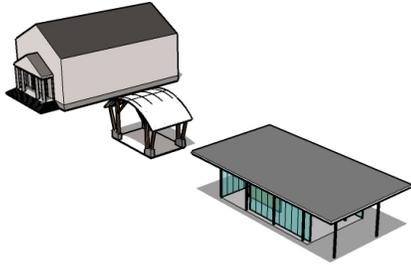
**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

### **T-3 Suburban**

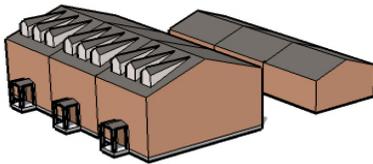
Center

*Suburban Community Center*

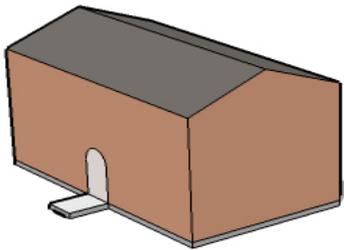
*Building Types*



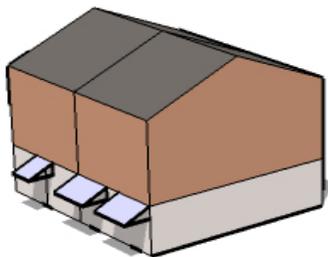
civic



townhouses



flats



live-work

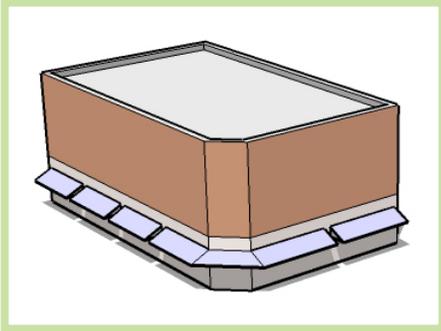


**T-3 Suburban**

Center

*Suburban Community Center*

*Building Types*



mixed use



***T-3 Suburban***

Center

*Suburban Community Center*



*Easton Town Center, Cape Cod,  
Massachusetts*

*Belmar, Lakewood, Colorado*



## **T-3 Suburban**

### Corridor

#### *Suburban Residential Corridor*

#### **Policy Intent**

Preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

#### **General Characteristics**

T3 Suburban Residential Corridors are prominent corridors that feature residential land uses and multiple modes of transportation. T3 Suburban Residential Corridors are intended to be “Complete Streets” – streets that are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 Suburban Residential Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes. These corridors often provide the boundaries to suburban neighborhoods or communities.

Along the corridor, attached and detached residential, and civic and public benefit buildings are regularly spaced with moderate spacing between buildings and moderate to deep setbacks framing the corridor with a combination of building and open space. Setbacks may be deeper to avoid environmentally sensitive features and to preserve existing natural landscaping along the corridor. The public realm and streetscape features the infrequent use of lighting and significant green space along the corridor including both formal and informal landscaping. T3 Suburban Residential Corridors provide high access management and are served by moderately connected street networks, sidewalks, and mass transit. The edges of T3 Suburban Residential Corridors are firm with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.

#### **Application**

T3 Suburban Residential Corridor Policy is applied to prominent suburban corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential uses along the corridor while providing opportunity for an evolving development pattern in regards to the size, scale, and density. T3 Suburban Residential Corridor Policy is applicable to areas that are zoned residential, where the primary land use is residential or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T3 Suburban Residential Corridors include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Residential Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



## **T-3 Suburban**

Corridor

*Suburban Residential Corridor*



### **Examples of Appropriate Land Uses** (In order of appropriateness)

Residential

Community Gardens and Other Open Spaces

Civic or Public Benefit

### **Design Principles**

**Access** – T3 Suburban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Moderate to high access management is observed by providing shared and consolidated access points at greater distances from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of environmental features. Access to the corridor is provided preferably by side streets or frontage roads. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists. Access points are consolidated and coordinated with strategic access points across all fronting streets. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.



**Block Length** – Blocks are curvilinear and linear with moderate distance between prominent intersections.

**Building Form (Mass, Orientation, Placement)** – The building form in terms of mass, orientation, and placement, are appropriate to the building type and street type/size and are designed to be cohesive throughout the development – providing a thorough mix of housing types versus groupings of single types of housing. On the T3 Suburban Residential Corridor, residential development is located to preserve the existing environmental features and land form to frame the corridor. The corridor is preferably framed by significant, dense landscaping, preserving existing trees and vegetation. If that is not possible due to depth of the site or environmental sensitive features, then the corridor is framed by the residential buildings, oriented toward the corridor with moderate to deep and consistent setbacks that preserve and create a combination of buildings and landscaping framing the corridor.



An integrated mixture of building types, including single-family attached and detached, townhouses, stacked flats and manor houses to provide housing choice, are found on T3 Suburban Residential Corridors. Massing of buildings results in a footprint with moderate lot coverage. Residential buildings internal to the development are oriented to the street or to an open space with moderate and consistent setbacks. Spacing between buildings should also preserve greenspace and environmentally sensitive features. Spacing is generally moderate. Throughout the development, buildings are 1 to 3 stories in height.



Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances,

## T-3 Suburban

### Corridor

#### *Suburban Residential Corridor*

are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods and centers is high, and is provided in the form of sidewalks and bikeways along the corridor. Crosswalks are provided at intersections, across parking lots and at vehicular access points are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding development is high. To ensure that the corridor will efficiently move vehicular traffic, shared and consolidated access points are provided. Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.

**Density/Intensity** – Density is secondary to the form of development. T3 Suburban Residential Corridors are intended to be moderate density, generally between 4 and 20 dwelling units per acre for residential development ranging from single-family attached and detached to multi-family homes. The density and its 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. Intensity associated with non-residential development is not applicable in this policy category.

**Landscaping** – Landscaping along the corridor is generally informal consisting of existing mature vegetation, regardless of whether the corridor is framed by open space or framed by residential buildings as described in building orientation. Internal to the development, away from the corridor, landscaping is generally natural and informal. Landscaping is encouraged to retain the existing vegetation to preserve the randomly spaced clusters of mature trees, similar to what is found in a classic suburban model. When developing a landscaping plan, consideration is given to the character of landscaping in adjacent neighborhoods. 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.

#### Zoning Districts

- RM9-A
- RM15-A
- RM20-A
- RS3.75
- RS5
- RM9, RM15, RM20 when accompanied by a site plan based zoning district to insure design objectives
- Other residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

## **T-3 Suburban**

Corridor

*Suburban Residential Corridor*



**Lighting** – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the corridor.

**Parking** – Parking is provided on-site and is not accessed from the corridor. Parking for single and two-family buildings is generally provided by driveways from internal streets with limited on-street parking on internal streets. Parking for multi-family buildings is provided on-site in surface lots, which are not accessed from the corridor. Parking is located behind or beside the building and is screened and/or buffered from view of internal streets and from view of the corridor. In all cases, on-site parking is accessed via side streets or frontage roads, not from the corridor. Bicycle parking is provided at non-residential uses and at multi-family developments.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage is limited to civic and public benefit uses and neighborhood identification signs. 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 corridor. Signage is scaled for pedestrians and moderately to quickly moving traffic. Monument signs are appropriate.

**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.

## **T-3 Suburban**

Corridor

*Suburban Residential Corridor*

*Street Cross Section*

### **Street Design**

In order to promote sustainable transportation options, T3 Suburban Residential Corridors are designed and operated to enable safe, attractive and comfortable access and travel for all users. In doing so a Complete Street is created, fostering sustainable transportation options and solutions. The following is a conceptual illustration of a T3 Suburban Residential Corridor, incorporating elements of the Complete Streets model.

### **T3 Suburban Residential Cross Section:**

This illustration shows the elements of a T3 Suburban Residential Corridor utilizing the Complete Street model. The illustration shows the elements used to create a Complete Street as well as the relationship of the street to buildings, parking, sidewalks, and landscaping and open space.

FS = front setback

SW = sidewalk

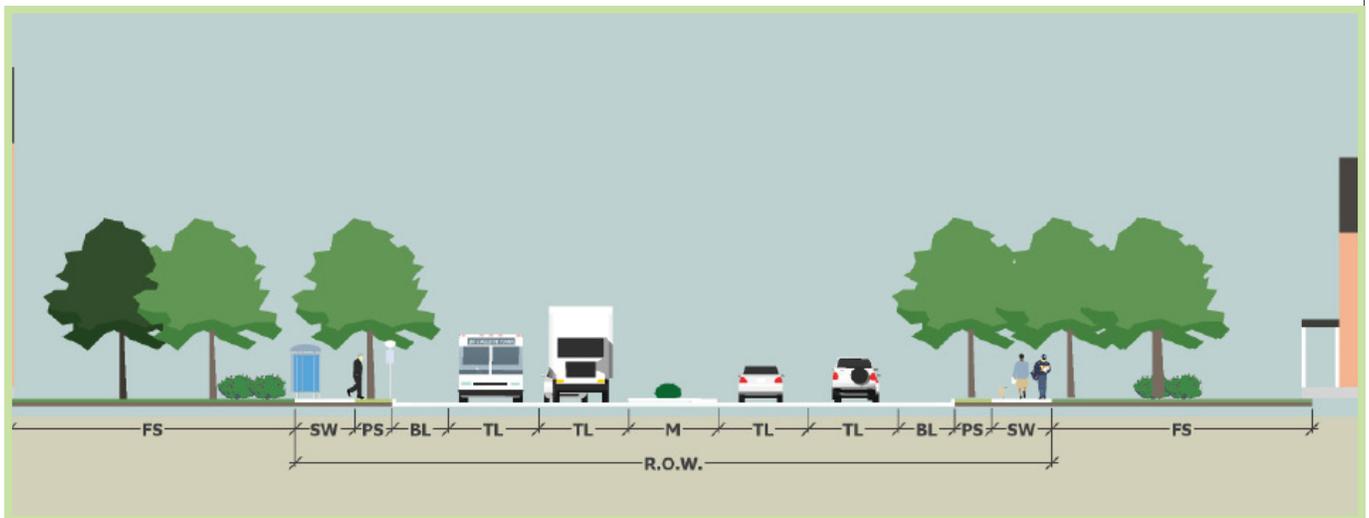
PS = planting strip

BL = bike lane

TL = travel lane

M = median

R.O.W. = right-of-way



### ***T-3 Suburban***

Corridor

*Suburban Residential Corridor*

*Street Cross Section*

#### **T3 Suburban Residential Character View:**

This illustration shows the character of a T3 Suburban Residential Corridor as viewed from a pedestrian standing at the corner of an intersection. Landscaping ranging from informal natural vegetation to formal planting strips, sidewalks, and moderate to deep front residential building setbacks, characterize the T3 Suburban Residential Corridor.



## **T-3 Suburban**

Corridor

*Suburban Residential Corridor*

*Street Cross Section*

### **T3 Suburban Residential Corridor Aerial View:**

This illustration shows the character of a T3 Suburban Residential Corridor from a bird's eye view at the corner of an intersection. A Complete Street accommodates all modes of travel including vehicular, pedestrian, and bicycle. Therefore, pedestrian crosswalks, bike lanes and mass transit stops are clearly marked and are coordinated along the corridor. A median with left-turn bays may be present if right-of-way width allows. Medians provide safety through predictability for pedestrians crossing the intersection and vehicles making left turns through the intersection.

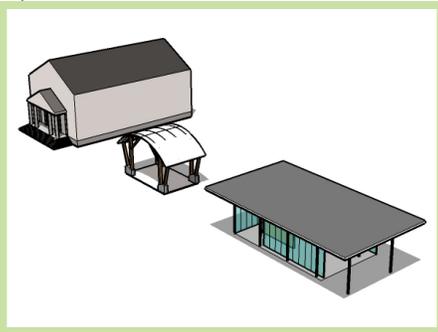


### ***T-3 Suburban***

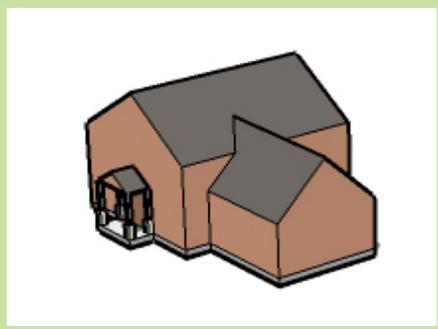
Corridor

*Suburban Residential Corridor*

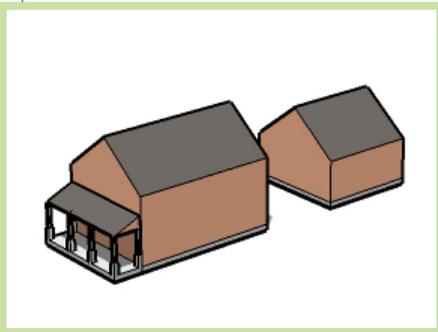
*Building Types*



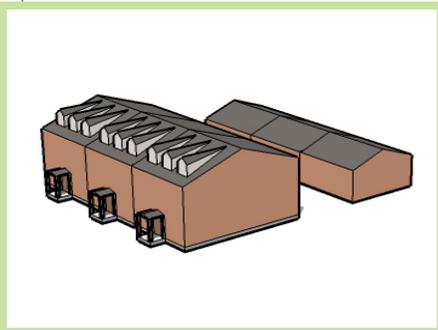
civic



house



alley house



townhouses

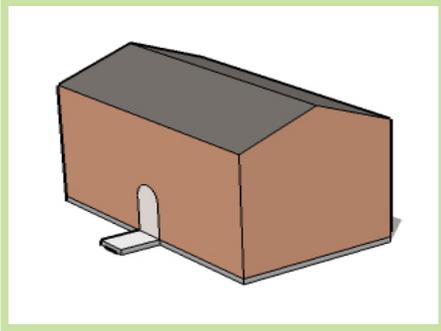


**T-3 Suburban**

Corridor

*Suburban Residential Corridor*

*Building Types*



flats



***T-3 Suburban***

Corridor

*Suburban Residential Corridor*

*7th Avenue, Vancouver*



*Baldwin Park, Orlando, Florida*

*Bradburn Village, Denver, Colorado*



## **T-3 Suburban**

### Corridor

#### *Suburban Mixed Use Corridor*

#### **Policy Intent**

Enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

#### **General Characteristics**

T3 Suburban Mixed Use Corridors are pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation. T3 Suburban Mixed Use Corridors are intended to be Complete Streets – streets that are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 Suburban Mixed Use Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of modes of transportation. These corridors often provide the boundaries to suburban neighborhoods or communities.

Along the corridor, buildings are regularly spaced with moderate spacing between buildings and are generally built to the back edge of the sidewalk. 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 formal landscaping. T3 Suburban Mixed Use Corridors provide high access management and are served by highly connected street networks, sidewalks, and mass transit. The edges of T3 Suburban Mixed Use Corridors are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

#### **Application**

T3 Suburban Mixed Use Corridor Policy is applied to prominent suburban corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regards to the size, scale, and density. T3 Suburban Mixed Use Corridor Policy is applicable to areas that are zoned residential, commercial, and mixed use, where the primary land use is residential, commercial, and mixed use, or that are envisioned to become predominately residential and mixed use with higher intensity commercial areas concentrated at major intersections.

Commonly used boundaries to define T3 Suburban Mixed Use Corridors include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Mixed Use Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



## **T-3 Suburban**

Corridor

*Suburban Mixed Use Corridor*



### **Examples of Appropriate Land Uses** (In order of appropriateness)

Vertical Mixed Use

Residential

Commercial\*

Office

Civic or Public Benefit

\*Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

### **Design Principles**



**Access** – T3 Suburban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Moderate to high access management is observed by providing shared and consolidated access points, but at greater distance from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of topography. Access to the corridor is provided preferably by side streets or frontage roads, or when necessary, from shared or consolidated driveways that provide connectivity to adjacent development. Curb cuts are limited to minimize vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.



**Block Length** – Blocks are linear with moderate distance between intersections.

**Building Form (Mass, Orientation, Placement)** – The building form in terms of mass, orientation, and placement are appropriate to the building type and street type/size and are designed to be cohesive throughout the development.



The massing of non-residential buildings results in a footprint with moderate lot coverage, with 10,000 square feet or less of individual first floor tenant space. To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development

## T-3 Suburban

### Corridor

#### *Suburban Mixed Use Corridor*

Non-residential buildings, including entrances, are oriented to the corridor. If internal streets or side streets are created with the development, buildings internal to the development are oriented to the internal or side street, not onto parking. Setbacks are shallow with the building built to back edge of the sidewalk. Setbacks may be moderate to allow for one row of parking in front of the building or where additional pedestrian access and areas for patios are needed. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. Spacing between buildings is moderate. Non-residential buildings are generally 1 to 3 stories in height.

The massing of residential buildings results in a building footprint with moderate lot coverage. Residential buildings frame and are oriented to the corridor, or, if internal to the development, to an internal street or an open space. Setbacks on the corridor are shallow to moderate and consistent. Setbacks for residential buildings internal to the development are shallow and consistent. In both cases, setbacks provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. Spacing between buildings is moderate. Residential buildings are generally 1 to 3 stories in height.

Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Transitions in scale and massing may be formed at the edges of the Suburban Mixed Use Corridor where it adjoins lower intensity community character areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers and open space is high and is provided in the form of sidewalks or multi-use paths and bikeways. Pedestrian connectivity within the T3 Suburban Mixed Use Corridor is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor and 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 is moderate to high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T3 Suburban Mixed Use Corridor has moderate to high connectivity in the form of shared and consolidated access points, and intersecting local and collector streets. The impact of access to the Mixed Use Corridor on adjacent neighborhoods is considered,

#### Zoning Districts

- RM9-A
- RM15-A
- RM20-A
- MUN-A
- MUL-A
- OR20-A
- More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.
- All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:
  - RM9
  - RM15
  - RM20
  - MUN
  - MUL
  - OR20

## **T-3 Suburban**

### Corridor

#### *Suburban Mixed Use Corridor*



balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Access points are preferably provided by existing intersecting local or collector streets. If intersecting local or collector streets are not available, then access drives are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.



**Density/Intensity** – Density and intensity is secondary to the form of development. T3 Suburban Mixed Use Corridors are intended to be moderate density, generally from 9 to 20 dwelling units per acre although there are some exceptions where higher densities are found. Areas with adequate infrastructure and access are most appropriate for higher density.

The intensity of non-residential development moderate with generally 1 to 3 story buildings. Intensification takes place within the established boundaries of the T3 Suburban Mixed Use Corridor Policy rather than through expansion of the policy. The density and intensity and their appropriate forms are established during the Community Planning Process or the Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan.



**Landscaping** – Landscaping along the corridor is generally formal in association with non-residential development and may be a mixture of formal and informal landscaping with residential development. Landscaping includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. Between the sidewalk and the building, landscaping adds visual interest in the front setback and serves to screen from view the parking in front of the building. In surface parking lots, landscaping in the form of trees and other plantings are provided. Landscaping is used to screen automobile related uses, 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 of infrastructure.



**Lighting** – Lighting is consistently provided. 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 pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, does not intrude onto adjacent residential uses or neighborhoods and does not contribute to light pollution.

**Parking** – Parking is provided on-site in surface lots and shared parking is encouraged. One row of parking may be considered between non-

## **T-3 Suburban**

### Corridor

#### *Suburban Mixed Use Corridor*



residential buildings and the street. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the public and private realms. An example of such a technique would be a knee wall. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. On-site surface parking is divided into sections by landscape islands and internal street networks. On-site surface parking is also screened from view of the street and from view of abutting residential properties. 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 streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage complies with the lighting design principles above.

**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.

## **T-3 Suburban**

Corridor

*Suburban Mixed Use Corridor*

*Street Cross Section*

### **Street Design**

In order to promote sustainable transportation options, T3 Suburban Mixed Use Corridors are designed and operated to enable safe, attractive and comfortable access and travel for all users. In doing so a Complete Street is created, fostering sustainable transportation options and solutions. The following is a conceptual illustration of a T3 Suburban Mixed Use Corridor incorporating elements of the Complete Street model.

### **T3 Suburban Mixed Use Corridor Cross Section:**

This illustration shows the elements of a T3 Suburban Mixed Use Corridor utilizing the Complete Street philosophy. The illustration shows the elements used to create a complete street as well as the relationship of the street to buildings, parking, sidewalks, and landscaping and open space.

FS = front setback

SW = sidewalk

PS = planting strip

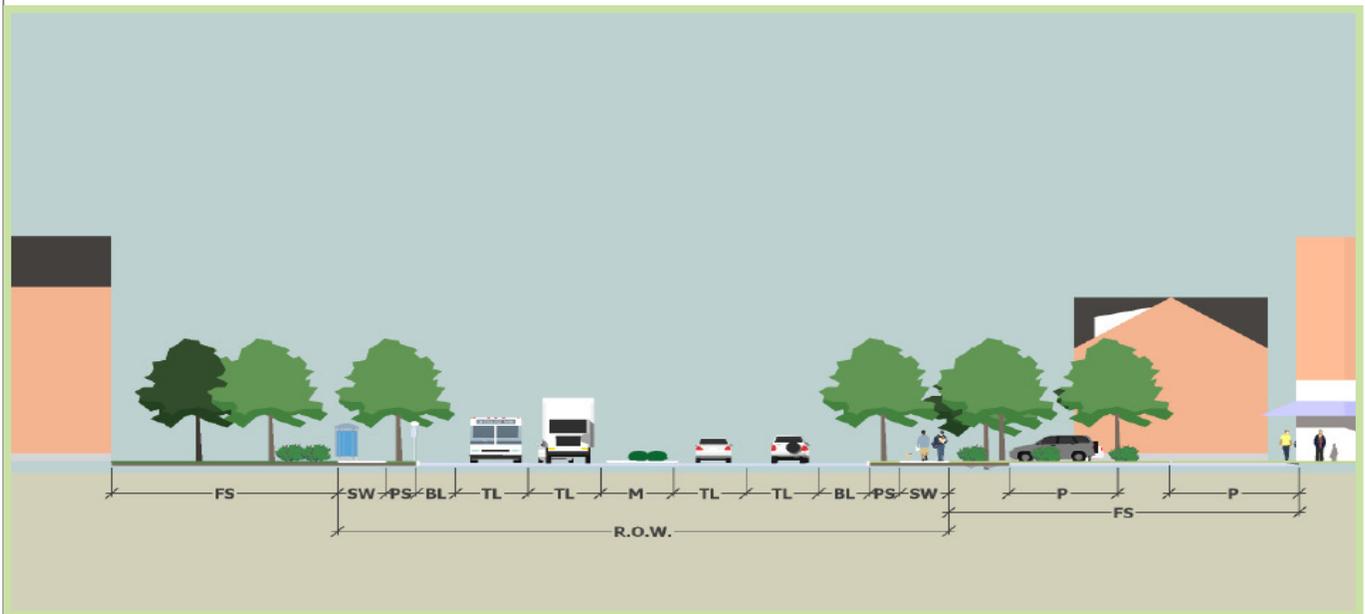
BL = bike lane

TL = travel lane

M = median

P = parking

R.O.W. = right-of-way



## **T-3 Suburban**

Corridor

*Suburban Mixed Use Corridor*

*Street Cross Section*

### **T3 Suburban Mixed Use Corridor Character View:**

This illustration shows the character of a T3 Suburban Mixed Use Corridor as viewed from a pedestrian standing at the corner of an intersection. Landscaping ranging from natural vegetation, to informal designed landscaping to formal planting strips, sidewalks, and moderate to deep front residential building setbacks, characterize the T3 Suburban Mixed Use Corridor. One row of parking may be located between the street and non-residential buildings.



### ***T-3 Suburban***

Corridor

*Suburban Mixed Use Corridor*

*Street Cross Section*

#### **T3 Suburban Mixed Use Corridor Aerial View:**

This illustration shows the character of a T3 Suburban Mixed Use Corridor from a bird's eye view at the corner of an intersection. A complete street accommodates all modes of travel including vehicular, pedestrian, and bicycle. Therefore, pedestrian crosswalks along public streets and within parking lots, bike lanes, and mass transit stops are clearly marked and are coordinated along the corridor. A median with left-turn bays may be present if right-of-way width allows. Medians provide safety through predictability for pedestrians crossing the intersection and vehicles making left turns through the intersection.

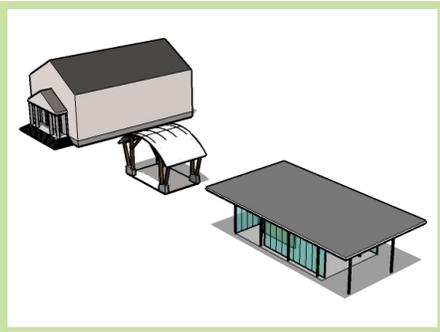


**T-3 Suburban**

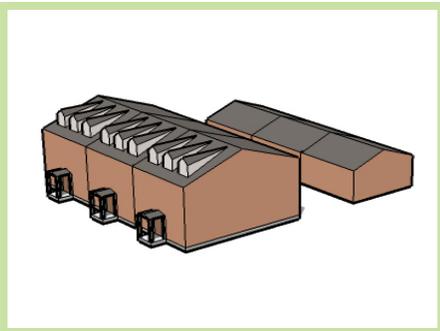
Corridor

*Suburban Mixed Use Corridor*

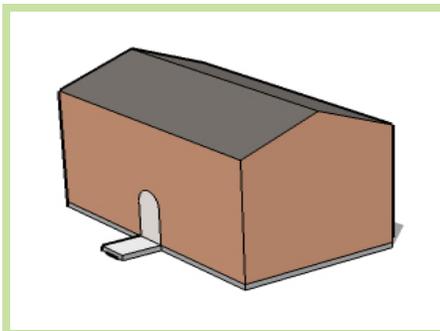
*Building Types*



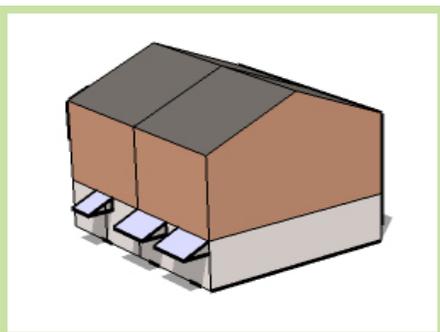
civic



townhouses



flats



live-work

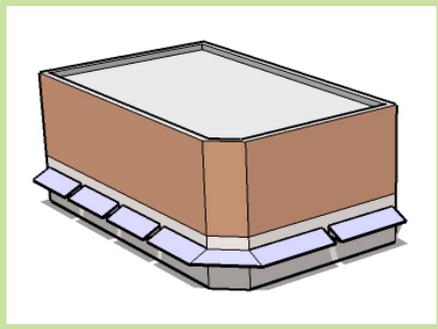


**T-3 Suburban**

Corridor

Suburban Mixed Use Corridor

Building Types



mixed use



*The vision for suburban mixed use corridors is for them to become more intense, pedestrian friendly, and more mixed use in character over time.*

*Below: Clay Terrace, Carmel, Indiana*



*Above: Orenco Station, Portland, Oregon*

*Below: Arbutus Walk, Vancouver, British Columbia*

