

T-4 Urban

Introduction

The T4 Urban Transect Category within Davidson County includes the historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion.

Complete urban communities feature a carefully integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. Complete urban communities feature highly-connected street systems with sidewalk, bikeways and facilities for mass transit, providing many transportation options.

While there are many existing, complete T4 Urban neighborhoods, there are also neighborhoods that have the potential to be complete, but lack one or more the needed elements. Where this is the case, good infrastructure, desirable housing stock and/or proximity to a thriving commercial center may be the catalyst for obtaining the remaining elements of a complete neighborhood.

In T4 Urban neighborhoods, social interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. With multiple housing types and choices, there is the potential for greater socio-economic mixture of residents. Commercial centers exist within walking distance of residences and provide residents with daily needs and conveniences. Open space is also within walking distance of residences and is an essential piece in the fabric of the neighborhood. These elements create a bustling neighborhood atmosphere.

Although they are different, the T4 Urban, T3 Suburban, and T2 Rural Transect Areas are closely related. The T4 Urban Transect Area, with a denser development pattern, allows the T2 Rural Transect Area to be preserved in a more natural, undeveloped state. Meanwhile, the T3 Suburban Transect Areas combine some elements of urban and rural development patterns. In T3 Suburban Transect Areas the balance between open space and buildings tilts toward open space with vegetation framing the street, in T4 Urban Transect Areas, the balance tips toward the built environment, with buildings framing the street.

T4 Urban neighborhoods such as East Nashville and Hillsboro-West End are classic examples of complete urban neighborhoods. Meanwhile, new models such as Lenox Village and Carothers Crossing feature elements of complete urban neighborhoods and provide an option for urban living in outlying portions of Davidson County.

T4 Urban neighborhoods are composed of carefully interspersed residential building types to provide housing choice. Detached single family residential units and duplexes may exist as the predominant housing types, but single family attached housing in the form of townhomes is also common and may be found on the same block face as single family detached homes. Stacked flats and accessory dwelling units such as garage apartments also contribute to the diverse housing options in the T4 Urban Transect Category.



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The placement of residential buildings creates the neighborhood form and density unique to the T4 Urban Transect Category. The homes are spaced closer together, with shallower setbacks in relation to adjacent development and the street. With shallower front setbacks, residential buildings frame the street, but there is still a separation between the public realm of the street and the private realm of the residence. The area between the sidewalk and the resident's front porch or stoop creates a space where social interaction occurs. With the residential building closer to the street, the residents pay attention to the street, creating a safer streetscape.



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, East Nashville, Belmont-Hillsboro, and Lenox Village are all T4 Urban 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 T4 Neighborhood Maintenance policy, which has a “Building Form” principle that states “The building form is in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement.” The Community Character Manual should not be read to assume that all neighborhoods within T4 Urban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.



Given smaller lot sizes, there is a greater need for shared open space in T4 Urban Areas. Parks and open space are tightly woven into the fabric of the neighborhood. Residents in urban neighborhoods can access parks on foot, by bicycle, or by automobile. While smaller neighborhood parks are prevalent, open space may also be in the form of large recreational areas, and cultural and educational centers with green space.



Residents in urban neighborhoods are generally within a five to ten minute walk of neighborhood-scaled commercial and mixed use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor promote active uses at pedestrian level adding to the bustling atmosphere of the neighborhood.

Commercial and mixed use buildings in T4 Urban Neighborhood Centers and Community Centers are built at a scale that complements the density and housing mix around them. Commercial and mixed use buildings have shallow setbacks or are built to the sidewalk, framing the street with buildings and creating an active sidewalk with first-floor retail, offices or restaurants. Because residents are within walking distance, parking in urban centers is typically provided on the street or tucked away from view behind or beside the building.

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The T4 Urban Transect Category has a highly-connected street grid; it is comfortable to walk from a commercial center or open space because of the compact nature of the block structure and the multiple route and travel options provided by a complete street grid. Shorter block lengths in T4 Urban Areas allows residents, employees and visitors to move about the neighborhood more easily and gives the perception of shorter travel distance because destination points are perceived to be closer.

Sidewalks and bikeways exist throughout T4 Urban Areas, giving residents options in addition to the automobile to reach their destinations. Residents may also choose bus routes or other modes of mass transit, as these are more commonly found serving densely populated urban neighborhoods.

Local streets link the urban neighborhood and connect to larger streets that serve the T4 Urban Transect Area. Alley systems provide additional connections throughout the neighborhood to the local street system. Street systems in this transect category accommodate two-way traffic, on-street parking, and street trees, all of which help reduce travel speeds along these streets, add a buffer between the moving vehicle and the pedestrian, and enhance the street as a public realm.

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T4 Urban Open Space



T4 Urban Neighborhood



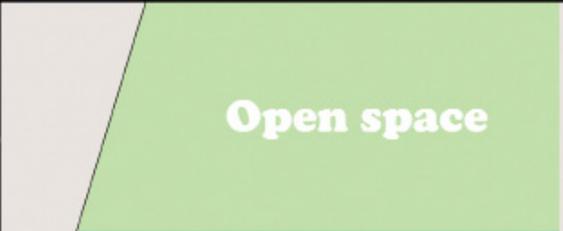
T4 Urban Center



T4 Urban Corridor

T-4 Urban

Introduction

Transect	Elements	Intent	Policy
	 <p>Open space</p>	<p>Preserve & Enhance</p>	<p>T4 Urban Open Space</p>
	 <p>Neighborhoods</p>	<p>Preserve</p> <p>Enhance & Create</p> <p>Preserve, Enhance, & Create</p>	<p>T4 Urban Neighborhood Maintenance</p> <p>T4 Urban Neighborhood Evolving</p> <p>T4 Urban Mixed Use Neighborhood</p>
	 <p>Centers</p>	<p>Preserve, Enhance, & Create</p> <p>Preserve, Enhance, & Create</p>	<p>T4 Urban Neighborhood Center</p> <p>T4 Urban Community Center</p>
	 <p>Corridors</p>	<p>Preserve, Enhance, & Create</p> <p>Enhance</p>	<p>T4 Urban Residential Corridor</p> <p>T4 Urban Mixed Use Corridor</p>

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T-4 Urban

Open Space

Urban Open Space

Policy Intent

Preserve and enhance existing open space in urban areas. T4 Urban 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 T4 Urban Open Space – *T4 Potential Urban Open Space* – may also be utilized to create open space by identifying areas that should be used for urban open space in the future.

General Characteristics

T4 Urban Open Space Areas accommodate active and passive open space land uses and feature significant contextual design to blend with surrounding established urban neighborhoods. Land uses are generally active open space land uses associated with civic and public benefit activities, and may also include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include urban gardens, hardscaped plazas, courtyards, and pocket parks. Civic and public benefit buildings may be placed prominently but sensibly within the open space.

The public realm and streetscape features the sparse use of lighting, signage, and amenities and high access to street networks, sidewalks, and on-street parking. The edges of T4 Urban Open Space Areas are firm with clearly distinguishable boundaries identified by surrounding block structure, and associated civic and public benefit land uses. The open space may be located at the center of the neighborhood or center and does significantly alter the street pattern.

Application

T4 Urban Open Space Policy is applicable to existing open space in the T4 Urban Transect Category that is to be preserved and enhanced. Enhancements to existing open space are guided by the *Metropolitan Parks and Greenways Master Plan*.

T4 Potential Urban Open Space Policy is applied in order to create open space by identifying areas appropriate for future use as open space. It may be applied to vacant properties, land with environmentally sensitive features, or areas where acquisition or control of the site for open space are actively pursued, particularly where there is a documented lack of park land. Creation of open space should be consistent with the *Metropolitan Parks and Greenways Master Plan*. *T4 Potential Urban 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.*

Examples of Appropriate Passive Uses (In alphabetical order)

- Cemeteries
- Courtyards
- Lawns for Informal Recreational Use
- Neighborhood Gardens
- Plazas



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Open Space

Urban Open Space



Examples of Appropriate Active Uses (In alphabetical order)

- Amphitheaters
- Ball Fields and Tennis Courts
- Cultural, Community and/or Educational Centers
- Fountains or Water Play Features
- Golf Courses
- Multi-Use Paths
- Picnic Areas
- Play Structures

Design Principles

These design principles are written for T4 Urban Open Space Policy areas. The same design principles would guide the use and any development in *T4 Potential Urban Open Space Policy Areas*, should land be secured for use as open space.



Access – T4 Urban Open Spaces are primarily accessed by pedestrians and cyclists, but are also accessed by vehicles. Vehicular access is from a prominent street and, in the urban setting, streets often frame the open space. The character of the street changes upon entering the open space. Entrances and the streets 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 buildings are prominently located, serving as a focal point in the streetscape. Civic buildings are 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 high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding neighborhoods or centers. Open spaces are highly permeable allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is high due to the proximity of highly connected street networks to the open space. T4 Urban Open Space areas however, are primarily a walk-to or bike-to destination and are accessed by pedestrians and bicyclists. Vehicular access is provided through coordinated access and circulation from prominent streets.



Density/Intensity – Not applicable in this policy category.

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Landscaping – Landscaping is generally formal. In parks and open spaces with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking or other facilities from abutting residential. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is sparsely provided. Lighting is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural markers, public art and fountains. When provided, lighting is designed to fit the context and character of an urban environment. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

Parking – Minimal parking is needed, given that the open space will be a walk-to and bike-to destination. When provided, parking is located on-street (depending on the scale and use of surrounding streets) and/or with on-site civic, community or educational buildings, with minimal visibility from the street. 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 – T4 Urban Open Space Areas typically serve the surrounding 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 assists them in finding any particular amenities in the open space in a manner that is not distracting or overwhelming to the open space or the overall streetscape.

Zoning Districts

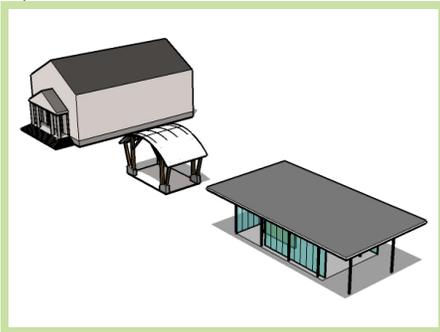
- A zoning district that is appropriate to the surrounding context or the associated project
- SP

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Urban Open Space

Building Types

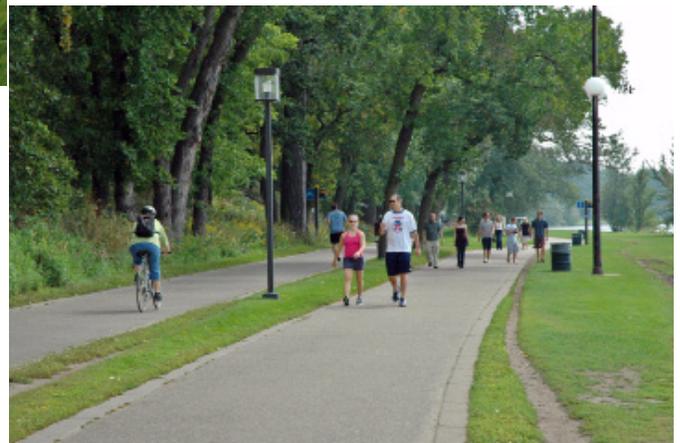


civic



Arbutus Walk, Vancouver, British Columbia

Lake Calhoun, Minneapolis, Minnesota



East Park Community Center, Woodland Street



T-4 Urban

Neighborhood

Urban Neighborhood Maintenance

Policy Intent

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

T4 Urban 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 are made to improve pedestrian, bicycle and vehicular connectivity.

General Characteristics

T4 Urban Neighborhood Maintenance Areas demonstrate an established development pattern of moderate to high density residential development and civic and public benefit land uses. Attached and detached residential buildings and civic and public benefit buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Lots are generally accessed from alleys. The public realm and streetscape features the consistent use of lighting and generally more formal landscaping. Urban neighborhood maintenance areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of T4 Urban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement.

Application

T4 Urban Neighborhood Maintenance Policy is applied to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T4 Urban 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 T4 Urban Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of buildings), environmental features, man-made features (rail lines, major utility easements, prominent 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



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Neighborhood

Urban Neighborhood Maintenance



Design Principles

Access – Alley access is common while driveway access from the street is occasionally found. Development on more prominent streets has consolidated access, preferably by side street or alley.

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

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement. Massing of buildings results in a building footprint with moderate to high lot coverage. Buildings are oriented to the street or to an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment. There is minimal spacing between buildings. Buildings are 1 to 3 stories in height.



While T4 Urban Neighborhood Maintenance areas usually contain a mixture of residential 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.



New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.



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

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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 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 to 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 high and is provided in the form of sidewalks and bikeways throughout the neighborhood.

Connectivity (Vehicular) – Vehicular connectivity is high, and is provided in the form of local streets, collectors and arterials, that create a complete street network, and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are inappropriate. The street network is complemented by an alley network that provides access to homes. 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, T4 Urban Neighborhood Maintenance Areas are intended to be moderate to high density. Density is generally between 4 and 20 dwelling units per acre, although there are some exceptions where higher densities are found. 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.

Zoning Districts

- RS3.75
- R6, RS5
- R8, RS7.5
- R10, RS10
- RM9A, RM15A, RM20A
- RM4 - 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.

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Urban Neighborhood Maintenance



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. 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.

Landscaping – Landscaping is generally formal. Street trees are common. Landscaping is encouraged to retain the existing mature trees on the building site. 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 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 blend aesthetically with the character of the neighborhood especially in historic areas.

Parking – Parking for single and two-family buildings is provided on-street, or on-site via alleys or driveways. Parking for multi-family buildings is provided in parking lots or structured parking, accessed via alleys or driveways. Parking is located behind or beside the building and is 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 developments 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.



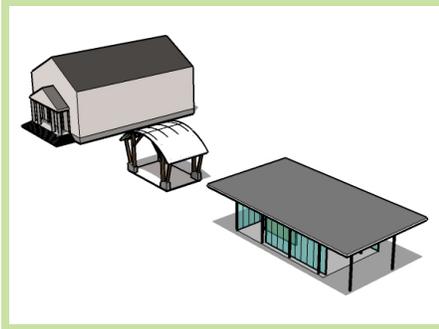
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

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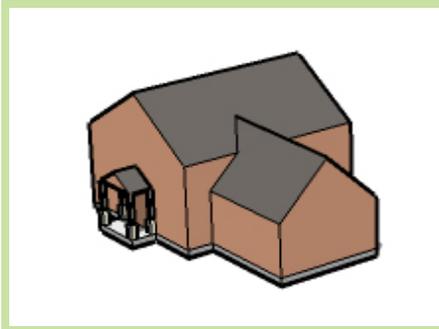
Neighborhood

Urban Neighborhood Maintenance

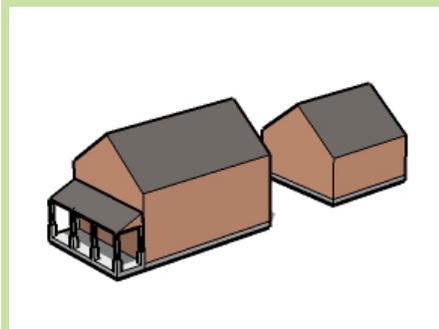
Building Types



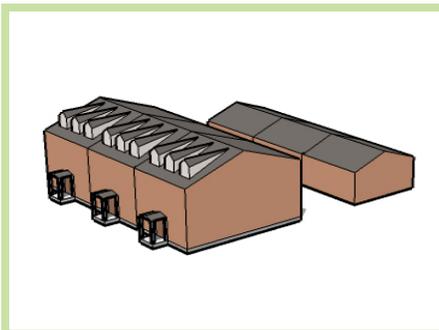
civic



house



alley house



townhouses

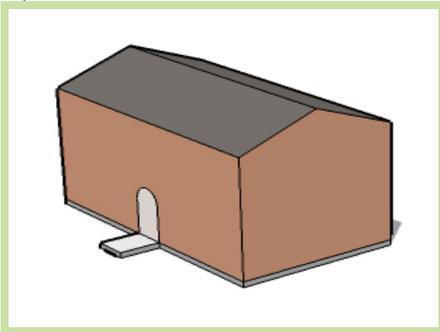


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Neighborhood

Urban Neighborhood Maintenance

Building Types



flats



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Neighborhood

Urban Neighborhood Maintenance



Apartments on Belmont Boulevard



House in East Nashville



Pedestrians on Park Avenue in Sylvan Park

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T-4 Urban

Neighborhood

Urban Neighborhood Evolving

Policy Intent

Create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban 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.

General Characteristics

T4 Urban Neighborhood Evolving Areas demonstrate a development pattern of moderate to high density residential and civic and public benefit development. Attached and detached residential and civic and public benefit buildings are found regularly spaced with shallow setbacks and minimal spacing between buildings. Lots are generally accessed from alleys. The public realm and streetscape features consistent use of lighting and more formal landscaping. Urban neighborhood evolving areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of T4 Urban Neighborhood Evolving Areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement. T4 Urban Neighborhood Evolving Areas are different from “Infill Areas” in T4 Urban Neighborhood Maintenance areas. T4 Neighborhood Evolving areas are generally larger and have a different policy intent – one that places a greater emphasis on establishing a more diverse mix of housing.

Application

T4 Urban 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. T4 Urban Neighborhood Evolving Policy is 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 vacancy rates, 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 T4 Urban 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

Urban 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 – Access by alleys is preferred. Development on larger streets has consolidated access, preferably by side street or alley.

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



Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern of the urban 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 T4 Urban 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. The massing of buildings results in a footprint with moderate to high lot coverage. Buildings are oriented to the street or an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment. There is minimal spacing between buildings. Buildings are 1 to 3 stories in height.



T4 Urban Neighborhood Evolving areas usually contain a mixture of residential building types. These are 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.



New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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

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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 built setback or as established in the Community Planning or Detailed Design Plan process. 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 high and is provided in the form of sidewalks and bikeways throughout the neighborhood.

Connectivity (Vehicular) – Vehicular connectivity is high, and is provided in the form of local streets, collectors and arterials that create a complete street network, and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are discouraged. The street network is complemented with an alley network that provides access to residences. As new development occurs, special attention is paid to the existing collector and arterial streets in the area to determine if these streets are able to support additional development. If existing streets cannot support the use generated by the evolving urban neighborhoods, improvements to these streets or reclassification of these streets may be necessary. It may also be necessary for the new development to create higher order collector or arterial streets. 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, T4 Urban Neighborhood Evolving Policy Areas are intended to be moderate to high density. Density is generally between 6 and 40 dwelling units per acre, although there are some exceptions where higher densities are found. 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

Zoning Districts

- RS3.75
- R6, RS5
- R8, RS7.5
- RM9-A-RM40-A
- RM6-RM40 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-4 Urban

Neighborhood

Urban Neighborhood Evolving



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.

Landscaping – Landscaping is generally formal. Street trees are common. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. 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 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 neighborhood.

Parking – Parking for single and two-family buildings is provided on-street or on-site, and is accessed via alleys. Parking for multi-family buildings is provided in parking lots or structured parking, accessed preferably via alleys or consolidated access from side streets. Parking is located behind or beside the buildings and is 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 developments 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.

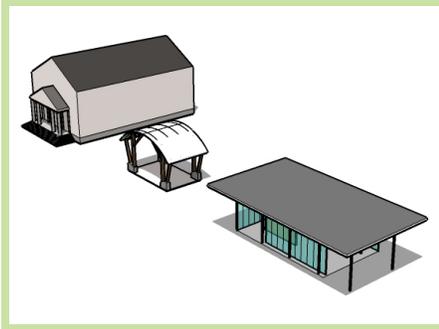
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-4 Urban

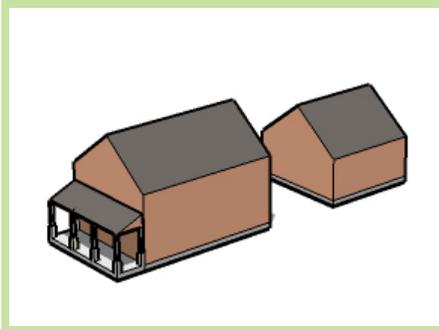
Neighborhood

Urban Neighborhood Evolving

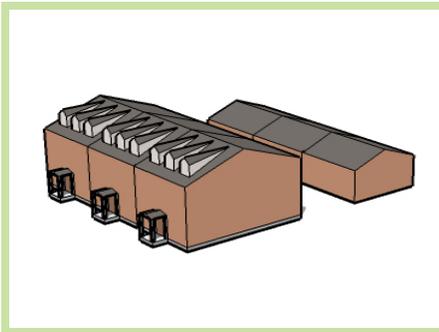
Building Types



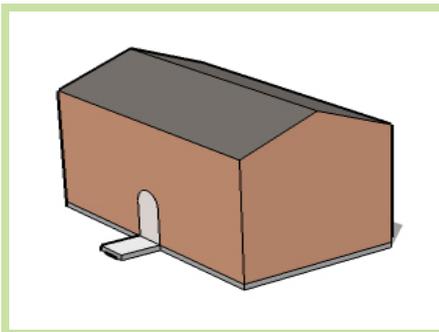
civic



alley house



townhouses



flats



T-4 Urban

Neighborhood

Urban Neighborhood Evolving

Artisan Village, Phoenix, Arizona



Cathedral Park Condominiums, Washington, D.C.

New houses in Salemtown



T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood

Policy Intent

Preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern.

General Characteristics

T4 Urban Mixed Use Neighborhood Areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development. Attached residential, mixed use, commercial, light industrial, and civic and public benefit buildings are found regularly spaced with buildings built to the back edge of the sidewalk and minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. T4 Mixed Use Neighborhood Areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of T4 Mixed Use Neighborhood Areas are firm with clearly distinguishable boundaries identified by block structure and consistent lot size, and building placement.

Application

T4 Urban Mixed Use Neighborhood Policy is applicable to areas that are zoned residential, commercial, and light industrial where the primary land use is residential, commercial, and light industrial and that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4 Urban Mixed Use Neighborhood Policy is applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, commercial, light industrial land uses 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 vacancy rates, high potential for consolidation or subdivision of lots, 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 T4 Urban Mixed Use Neighborhood 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). Because of the potential to contain commercial and light industrial ancillary to residential, this policy does not intrude into the defined boundaries non-urban mixed use neighborhood policies. 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

Mixed Use

Community Gardens and Other Open Spaces

Civic or Public Benefit



T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood



Office

Commercial*

Light industrial including non-nuisance type crafts and other “cottage” industrial, light warehousing/distribution. These are appropriate only at locations specified in the Community Plan or Detailed Design Plan.

*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 residential, commercial, office, mixed use and light industrial buildings is provided from alleys and side streets. Larger industrial uses are served by driveways. Shared access is used to avoid multiple curb cuts and pedestrian/vehicular conflict points. Access is designed to be easily crossed by pedestrians. Access into developments is aligned, where applicable, with access for development across the street. Cross access is provided between abutting developments. Coordinated access and circulation create an area that functions as a whole instead of as separate building sites.

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

Building Form (Mass, Orientation, Placement) – The building form is generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement. However, the building form is appropriate to the street type and is designed to be compatible, on the edges of the T4 Urban Mixed Use Neighborhood Policy, with adjacent Community Character Policies.

The massing of residential buildings results in footprints with moderate to high lot coverage. Residential buildings, including entrances, are oriented to the street or an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment. There is minimal spacing between buildings. Courtyards for courtyard flats are appropriate.

The massing of non-residential buildings results in a footprint with moderate high lot coverage with individual, first floor tenant space of 10,000 square feet or less, each with its own entrance. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. 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.



T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood

The diversity of building types and uses results in a mixture of building heights. Single-family and two-family homes are 1 to 3 stories in height. Non-residential and multi-family buildings may reach a maximum of 5 stories. The height is based on the building type and location within the T4 Mixed Use Neighborhood Area. Consideration is given to the following factors: proximity to other Community Character Policies and the role of the building in transitioning between policies, height of surrounding buildings, prominence of the streets, height of adjacent historic buildings and availability of infrastructure.

The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian friendly environment. The height is based on the building type and location within the T4 Mixed Use Neighborhood Area. Consideration is given to the following factors: proximity to other Community Character Policies and the role of the building in transitioning between policies, height of surrounding buildings, prominence of the streets, height of adjacent historic buildings and availability of infrastructure. Spacing between buildings is generally minimal, except for where the industrial land use requires additional separation from adjacent building types and land uses.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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.

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.

Zoning Districts

- MUN-A
- OR20-A, OR40-A
- Other alternative zoning districts may be appropriate based on locational characteristics of the subject property.
- Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:
- RM9-RM40
- MUN
- OR20
- OR40

T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood



Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T4 Urban Mixed Use Neighborhood Areas is high in order to allow residents, employees and visitors to park and walk to multiple destinations. Sidewalks are present within the neighborhood 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 high and is provided in the form of local streets, collectors and arterials that create a complete street network, provides residents with multiple routes and reduced trip distances. Cul de sacs are inappropriate. The street network is complemented with an alley network that provides access to residential, mixed use, commercial, office and light industrial uses. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross-sections that accommodate transit stops.



Density/Intensity – Density and intensity is secondary to the form of development, however T4 Urban Mixed Use Neighborhood Policy Areas are intended to be high density. Density of residential development is generally between 9 and 40 dwelling units per acre, although there are some exceptions where higher densities are found. 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.



The intensity of non-residential development is moderate to high with mixed use, commercial and office buildings up to 5 stories. Intensification should take place within the current boundaries of the T4 Mixed Use Neighborhood Policy rather than through expansion of the policy. In all cases, the density or intensity 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 or intensity range than that found in this manual or may result in the continued use of the standard ranges 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.

Landscaping – Landscaping is formal. Street trees and/or planting strips are appropriate. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. 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 automobile related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood



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 on the street and in parking lots is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the neighborhood especially in historic areas.



Parking – Parking for single and two-family homes is provided on-street, or on-site and is accessed via alleys or side streets. Parking for non-residential and multi-family buildings is provided on-street or on-site, preferably in structured parking located behind, beside or beneath the primary building and which utilizes a liner so parking structures are not located on the public street. Surface parking is divided into sections by landscape islands and internal street networks. 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 private and public realms. An example of such a technique would be a knee wall. Parking structures and lots are screened from view. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided at multi-family developments and non-residential land uses.



Service Area – Not applicable in the policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. Monument signs are not appropriate.

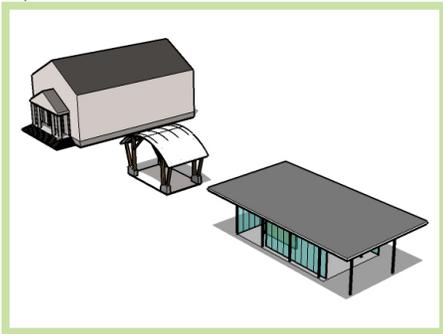
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-4 Urban

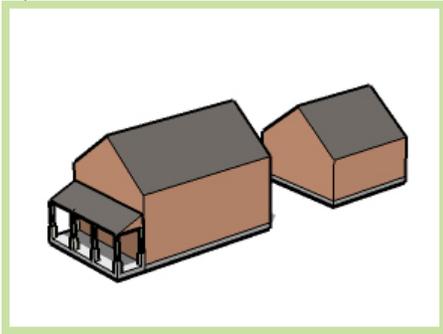
Neighborhood

Urban Mixed Use Neighborhood

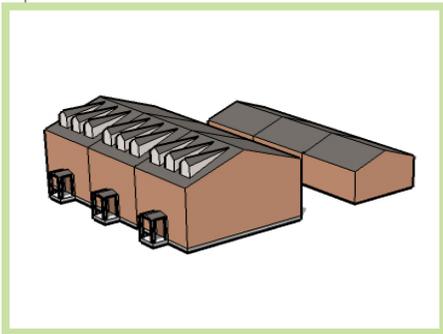
Building Types



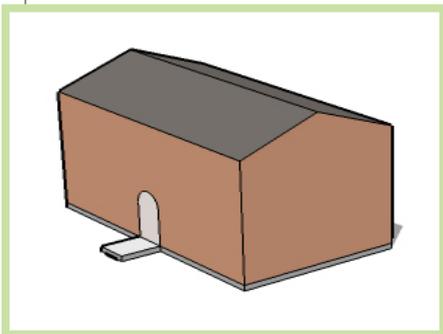
civic



alley house



townhouses



flats

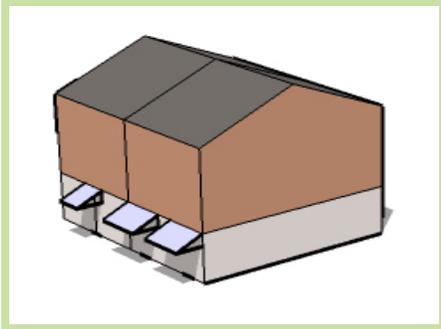


T-4 Urban

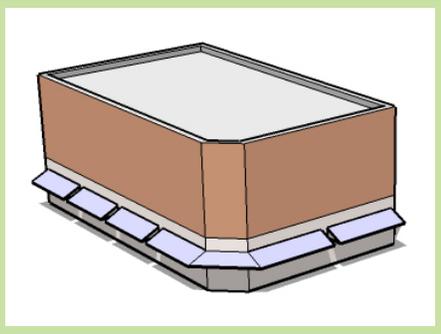
Neighborhood

Urban Mixed Use Neighborhood

Building Types



live-work



mixed use



T-4 Urban

Neighborhood

Urban Mixed Use Neighborhood

Nashville's Germantown is a perfect example of an urban mixed use neighborhood. Right: Morgan Park Place



Left: Werthan Mills

Right: 6th Avenue North and Monroe Street



T-4 Urban

Center

Urban Neighborhood Center

Policy Intent

Preserve, enhance, and create urban neighborhood centers that are compatible with the general character of urban 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

T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, civic and public benefit land uses. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk. Intensity is generally placed within edges of the T4 Urban Neighborhood Center, not exceeding the four corners of the intersection of two prominent urban streets. Buildings are regularly spaced and area built to the back edge of the sidewalk with minimal spacing between buildings. 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. T4 Urban Neighborhood Centers are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Neighborhood Centers are firm, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T4 Urban Neighborhood Center Policy is applicable to areas where there is a concentration of land that is zoned, used or intended to be used as mixed use and commercial that is situated to serve an urban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as the intersection of a local and collector.

Commonly used boundaries to define T4 Urban 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 (open space, institutional, ancillary residential). Intensification should take 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
- Civic or Public Benefit
- Residential



T-4 Urban

Center

Urban Neighborhood Center



Design Principles

Access – Access is provided from alleys and side streets. 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 short distance between intersections.



Building Form (Mass, Orientation, Placement) – The building form is in character with the existing T4 Urban 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 buildings results in a footprint with moderate to high lot coverage with individual, first floor tenant space of 10,000 square feet or less, each with its own entrance(s). Larger footprints may be considered on their merits subject to the ability to articulate long facades, provide multiple entrances, arrange buildings into pedestrian-friendly groupings, and avoid large unbroken expanses of pavement in associated parking areas. Buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. There is minimal spacing between buildings. Buildings are generally 2 to 3 stories in height.



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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity between the neighborhood center and surrounding neighborhoods is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban Neighborhood Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks

T-4 Urban

Center

Urban Neighborhood Center

are present within the center 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 to surrounding neighborhoods is high. The T4 Urban Neighborhood Center is generally located at an intersection of local and collector streets with vehicular access provided from alleys and side 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 2 to 3 story buildings and a small geographic scale, generally four corners of an intersection. Intensification should take place within the established boundaries of the T4 Neighborhood Center Policy rather than through expansion of the policy. The intensity of non-residential development and its appropriate form are established through 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 is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes and other plantings is provided. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. 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.

Parking – Parking is provided on-street or on-site in surface lots. Parking is primarily behind 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. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. Bicycle parking is provided.

Zoning Districts

- RM9-A-RM20-A
- MUN-A, MUL-A
- Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:
- RM9
- RM15
- MUN
- MUL
- Other mixed use or 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.



Service Area – The T4 Urban Neighborhood Center provides services to meet the daily needs of residents within a 5 to 10 minute walk.

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 pedestrians and building mounted signs, projecting signs, or awning signs are appropriate.

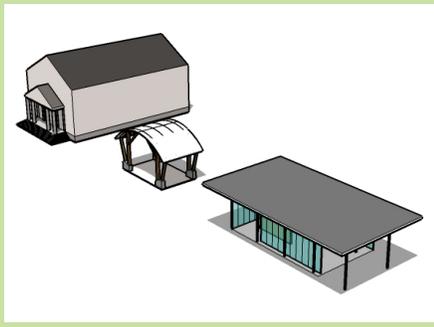
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-4 Urban

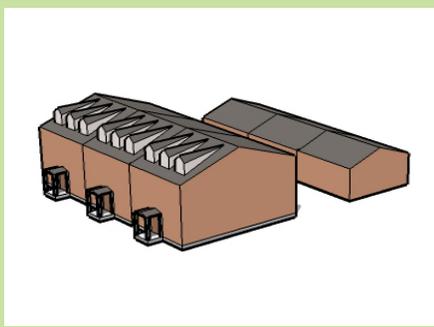
Center

Urban Neighborhood Center

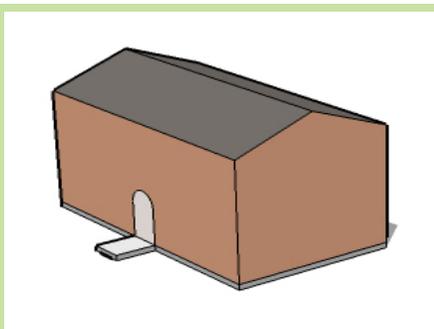
Building Types



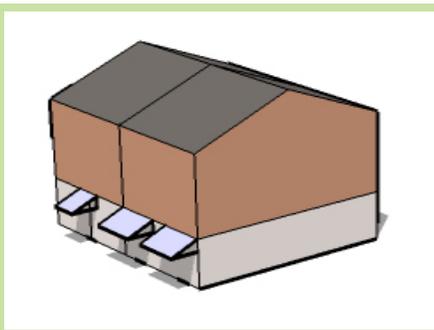
civic



townhouses



flats



live-work

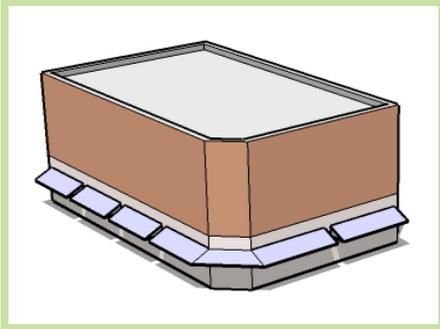


T-4 Urban

Center

Urban Neighborhood Center

Building Types



mixed use



Belmar, Lakewood, Colorado

Washington, D.C.



T-4 Urban

Center

Urban Community Center

Policy Intent

Preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas that are compatible with the general character of urban 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

T4 Urban Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets that contain commercial, mixed use, civic and public benefit land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities within a 5 minute drive or a 5 to 10 minute walk. Intensity is generally placed within edges not exceeding ¼ mile in diameter. Mixed use, commercial, civic and public benefit buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is behind or beside the building, or on-street. The public realm and streetscape features the consistent use of lighting and formal landscaping. T4 Urban Community Centers are served by highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Community Centers are firm with transitional residential between the center and less intense urban residential and open space areas, and with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T4 Urban 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 an urban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as an arterial or collector.

Commonly used boundaries to define T4 Urban 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 should take 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-4 Urban

Center

Urban Community Center



Example of Appropriate Land Uses (In order of appropriateness)

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 is provided from alleys and side streets. 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 is designed to be easily crossed by pedestrians.

Block Length – Blocks are linear with short distance between intersections.

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing T4 urban 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 to high lot coverage with individual, first floor tenant space of 30,000 square feet or less, 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 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-4 Urban

Center

Urban Community Center

Non-residential buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. 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 3 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 building 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 land uses in the center to lower intensity residential land uses near the center. The massing of residential buildings results in footprint with moderate to high lot coverage. Residential buildings, including entrances, are oriented to the street or an open space. Setbacks are shallow and regular, providing 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 to create a pedestrian friendly environment. There is minimal spacing between buildings. Residential buildings are 3 to 5 stories in height. Courtyards for courtyard flats are appropriate.

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 Urban 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.

Zoning Districts

- MUL-A, MUG-A
- OR20-A, OR40-A
- ORI-A
- RM20-A, RM40-A
- More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.
- Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:
 - RM20
 - RM40
 - MUL
 - MUG
 - OR20
 - OR40
 - ORI

T-4 Urban

Center

Urban Community Center



Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center 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 to surrounding neighborhoods and corridors is high. The T4 Urban Community Center is generally located at an intersection of arterial streets or an arterial and a collector, with vehicular access provided from alleys and side streets. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. 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 to high with generally 3 to 5 story buildings, and a moderate geographic scale, generally centered around a major intersection and not to exceed ¼ mile in diameter. Intensification takes place within the established boundaries of the T4 Urban Community Center Policy rather than through expansion of the policy. Density and intensity and the appropriate form are established through 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 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. 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 on infrastructure.

T-4 Urban

Center

Urban Community Center



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.

Parking – Parking is provided on-street or on-site in surface lots or in structures. Parking is primarily behind the building. 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 private and public realms. An example of such a technique would be a knee wall. 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. 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. Shared parking is encouraged. Surface parking is divided into sections by landscape islands and internal street networks. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.



Service Area – T4 Urban Community Centers provide services to meet the daily needs of residents within a 5 to 10 minute walk, 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 pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.



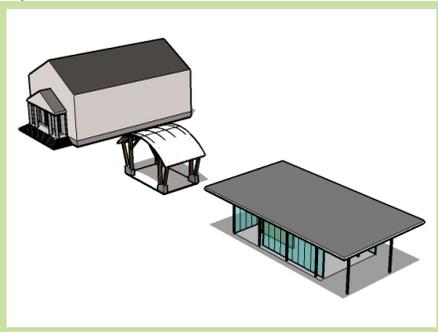
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-4 Urban

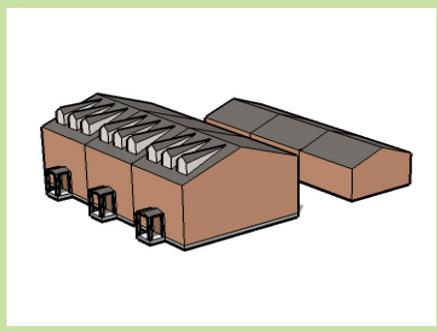
Center

Urban Community Center

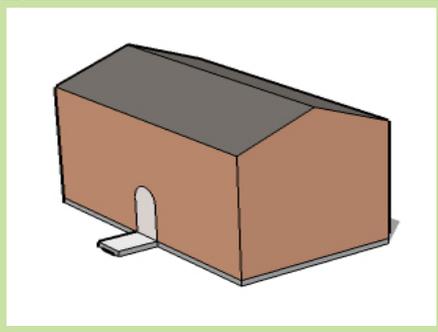
Building Types



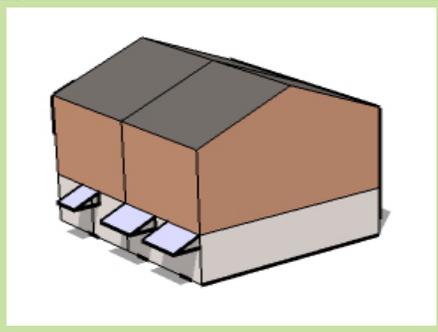
civic



townhouses



flats



live-work

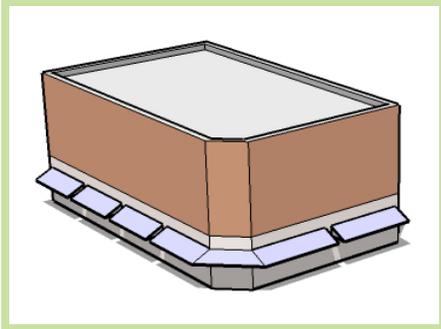


T-4 Urban

Center

Urban Community Center

Building Types



mixed use



T-4 Urban

Center

Urban Community Center



*The Market Common Clarendon,
Arlington, Virginia*

Clinton Street, Portland



T-4 Urban

Corridor

Urban Residential Corridor

Policy Intent

Preserve, enhance and create urban residential corridors that support predominately residential land uses; are compatible with the general character of urban 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

T4 Urban Residential Corridors are prominent corridors that accommodate residential land uses and multiple modes of transportation. T4 Urban 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. T4 Urban 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 urban neighborhoods or communities.

Attached and detached residential, and civic and public benefit buildings are found regularly spaced, with minimal spacing between buildings and shallow setbacks framing the corridor with buildings. The public realm and streetscape features the consistent use of lighting and formal landscaping. T4 Urban Residential Corridors provide high access management and are served by highly connected street networks, sidewalks, and mass transit. The edges of T4 Urban Residential Corridors are firm with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.

Application

T4 Urban Residential Corridor Policy is applied to prominent urban corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential use along the corridor while providing opportunity for an evolving development pattern in regards to the size, scale, and density. T4 Urban 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 T4 Urban Residential Corridor Policy 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 T4 Urban 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-4 Urban

Corridor

Urban 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 – T4 Urban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. High access management is observed. On existing T4 Urban Residential Corridors the existing block pattern should be maintained and not fragmented with additional streets or driveways. On new corridors, shared and consolidated access points are provided at shorter distances from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of environmental features. Access to the corridor is provided preferably by side streets or existing driveways. 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. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist the development of an alley system or adding to the existing alley system is also encouraged. 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 to short 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. The width and prominence of the corridor often calls for larger buildings to balance the street. A mixture of residential building types including single family attached and detached as well as multi-family in the form of townhouses, stacked flats or manor homes are appropriate. The massing of buildings results in a footprint with moderate to high lot coverage. Buildings frame the corridor providing shallow to moderate setbacks to create some distinction between the public realm of the street and sidewalk and the private realm of the residence. Spacing between buildings is generally moderate to minimal. Buildings, including entrances, are oriented to face the corridor. Buildings are 1 to 3 stories in height.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.



T-4 Urban

Corridor

Urban Residential Corridor

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.

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 is high and is provided in the form of regularly spaced, intersecting streets - locals, collectors and arterials. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, shared and consolidated access points are provided. Development provides adequate facilities to accommodate 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. T4 Urban Residential Corridor Policy is intended to be moderate to high density, generally between 15 and 60 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. In all cases, 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 formal. The T4 Urban Residential Corridor features in the setback, private residences' lawns, street trees and planting strips, to soften the street wall created by buildings oriented along the corridor. Landscaping retains existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. 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. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Zoning Districts

- RM15-A-RM60-A
- Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:
 - RM15
 - RM20
 - RM40
 - RM60
- 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-4 Urban

Corridor

Urban Residential Corridor



Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. 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 blend aesthetically with the character of the neighborhood especially in historic areas.

Parking – Parking for single and two-family homes is provided on-street or on-site. Parking for multi-family buildings is provided on-street and in parking lots or structured parking. On-site parking for multi-family buildings is located behind or beside the primary building and is screened from view of the corridor. In all cases, on-site parking is accessed via alleys or side streets and 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 generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

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-4 Urban

Corridor

Urban Residential Corridor

Street Cross Section

Street Design

In order to promote sustainable transportation options, T4 Urban 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 T4 Urban Residential Corridor, incorporating elements of the Complete Streets model.

T4 Urban Residential Corridor Cross Section:

This illustration shows the elements of a T4 Urban 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. On-street parking is appropriate along T4 Urban Residential Corridors, but it is generally prohibited near intersections, to make way for buses and service vehicles.

FS = front setback

SW = sidewalk

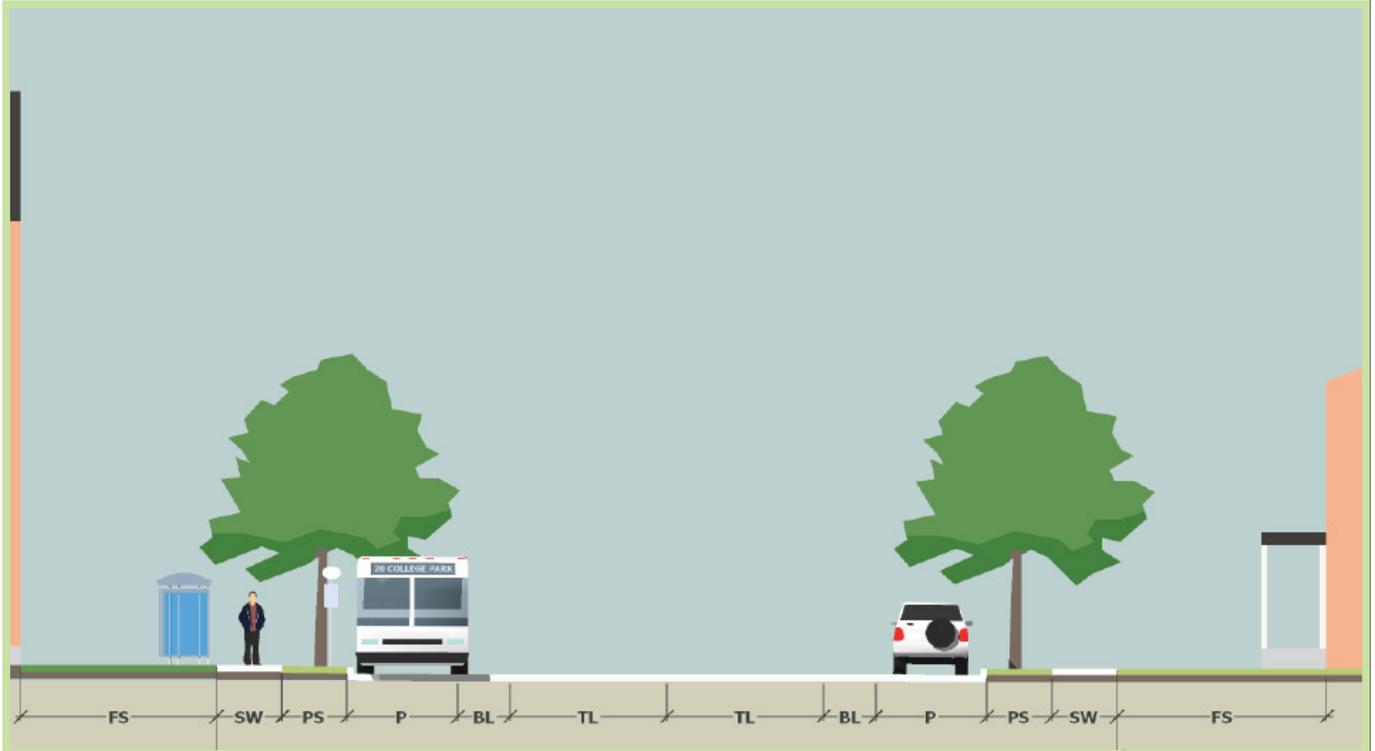
PS = planting strip

P = parking/transit

BL = bike lane

TL = travel lane

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



T-4 Urban

Corridor

Urban Residential Corridor

Street Cross Section

T4 Urban Residential Character View:

This illustration shows the character of a T4 Urban Residential Corridor as viewed from a pedestrian standing at the corner of an intersection. On-street parking, formal landscaping that includes planting strips and street trees, sidewalks, and shallow to moderate front residential building setbacks, characterize the T4 Urban Residential Corridor.



T-4 Urban

Corridor

Urban Residential Corridor

Street Cross Section

T4 Urban Residential Corridor Aerial View:

This illustration shows the character of a T4 Urban 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.

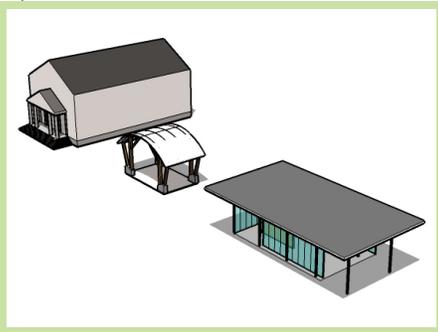


T-4 Urban

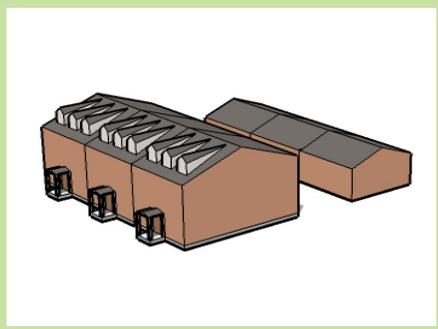
Corridor

Urban Residential Corridor

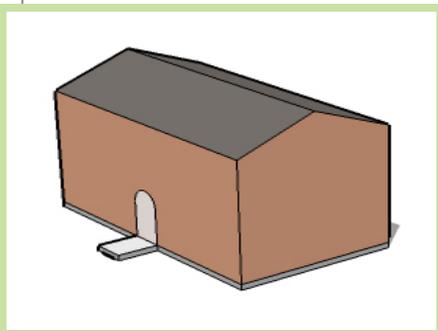
Building Types



civic



townhouses



flats



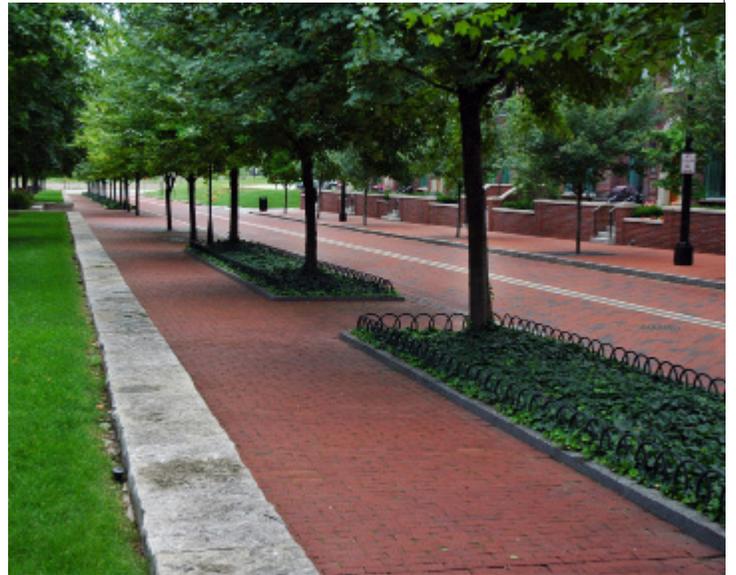
T-4 Urban

Corridor

Urban Residential Corridor



11th Avenue, Portland, Oregon



The Arena District, Columbus, Ohio



Charlottesville, Virginia

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T-4 Urban

Corridor

Urban Mixed Use Corridor

Policy Intent

Enhance urban 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 urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

General Characteristics

T4 Urban Mixed Use Corridors are pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation. T4 Urban 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. T4 Urban 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 urban neighborhoods or communities.

Along the corridor, buildings are regularly spaced, generally built to the back edge of the sidewalk and with minimal spacing between buildings. 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. T4 Urban Mixed Use Corridors provide high access management and are served by highly connected street networks, sidewalks, and mass transit. The edges of the T4 Mixed Use Corridors are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T4 Urban Mixed Use Corridor Policy is applied to prominent urban 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. T4 Urban 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 T4 Urban Mixed Use Corridor Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, spacing of buildings, etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T4 Urban 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-4 Urban

Corridor

Urban 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 – T4 Urban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. High access management is observed. On existing T4 Urban Mixed Use Corridors, the existing block pattern is maintained and not fragmented with additional streets or driveways. On new corridors, shared and consolidated access points are provided more frequently, at shorter distance from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of topography. Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Shared access limiting curb cuts is used to minimize conflict points between vehicles, pedestrians and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist the development of an alley system or adding to the existing alley system is also encouraged. 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 to short distance between prominent intersections.

Building Form (Mass, Orientation, Placement) – The building form in terms of its mass, orientation, and placement are appropriate to the building 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 to high lot coverage, with 10,000 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 environment that serves as a destination within the center; and

T-4 Urban

Corridor

Urban Mixed Use Corridor

- Providing one or more areas of publicly accessible, usable, and inviting open space within the development

Non-residential buildings, including entrances, are oriented to the corridor. If internal streets or side streets are present or created, buildings internal to the development are oriented to the internal or side street. The front building facade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be allowed to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. Non-residential buildings are generally 3 to 5 stories in height.

The massing of residential buildings results in a footprint with moderate to high lot coverage. Residential buildings, including entrances, are oriented to the corridor, or, if internal to the development, to an internal street or an open space. Setbacks are shallow and consistent, providing 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 to create a pedestrian friendly environment. Courtyards for courtyard flats are appropriate. Residential buildings are generally 3 to 5 stories in height.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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 Urban 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 urban neighborhoods, centers and open space is high and

Zoning Districts

- RM20-A-RM60-A
- MUL-A, MUG-A
- OR20-A, OR40-A, ORI-A
- Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:
- RM20
- RM40
- RM60
- MUL
- MUG
- OR20
- OR40
- 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-4 Urban

Corridor

Urban Mixed Use Corridor



is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban 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 high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T4 Urban Mixed Use Corridor has high connectivity in the form of regularly spaced, intersecting locals, collector, and arterial streets. To further improve connectivity in the T4 Urban Mixed Use Corridor, access points are preferably provided by existing intersecting local, collector, or arterial streets. If intersecting streets are not available, then access drives from the corridor 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. T4 Urban Mixed Use Corridors are intended to be high density, generally from 9 to 40 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 is moderate to high with generally 3 to 5 story buildings. Intensification takes place within the established boundaries of the T4 Urban 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 formal and includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. In surface parking lots, landscaping in the form of trees, bushes 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 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

T-4 Urban

Corridor

Urban Mixed Use Corridor

in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the corridor.

Parking – Parking is provided on-street or on-site in surface lots or in structures. Parking is primarily behind the building. 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 private and public realms. An example of such a technique would be a knee wall. Limited parking is allowed beside the building and is designed to cause minimal disruption to the continuous active street level uses in buildings that frame the street and create a pedestrian friendly environment. On-site surface parking is screened from view of the street and from view of abutting residential properties. Surface parking is divided into sections by landscape islands and internal street networks. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. 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 pedestrians and building mounted signs, projecting signs, or awning 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-4 Urban

Corridor

Urban Mixed Use Corridor

Street Cross Section

Street Design

In order to promote sustainable transportation options, T4 Urban 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 T4 Urban Mixed Use Corridor incorporating elements of the Complete Street model.

T4 Urban Mixed Use Corridor Cross Section:

This illustration shows the elements of a T4 Urban Mixed Use 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. On-street parking is appropriate along T4 Urban Residential Corridors, but it is generally prohibited near intersections, to make way for buses and service vehicles.

SW = sidewalk

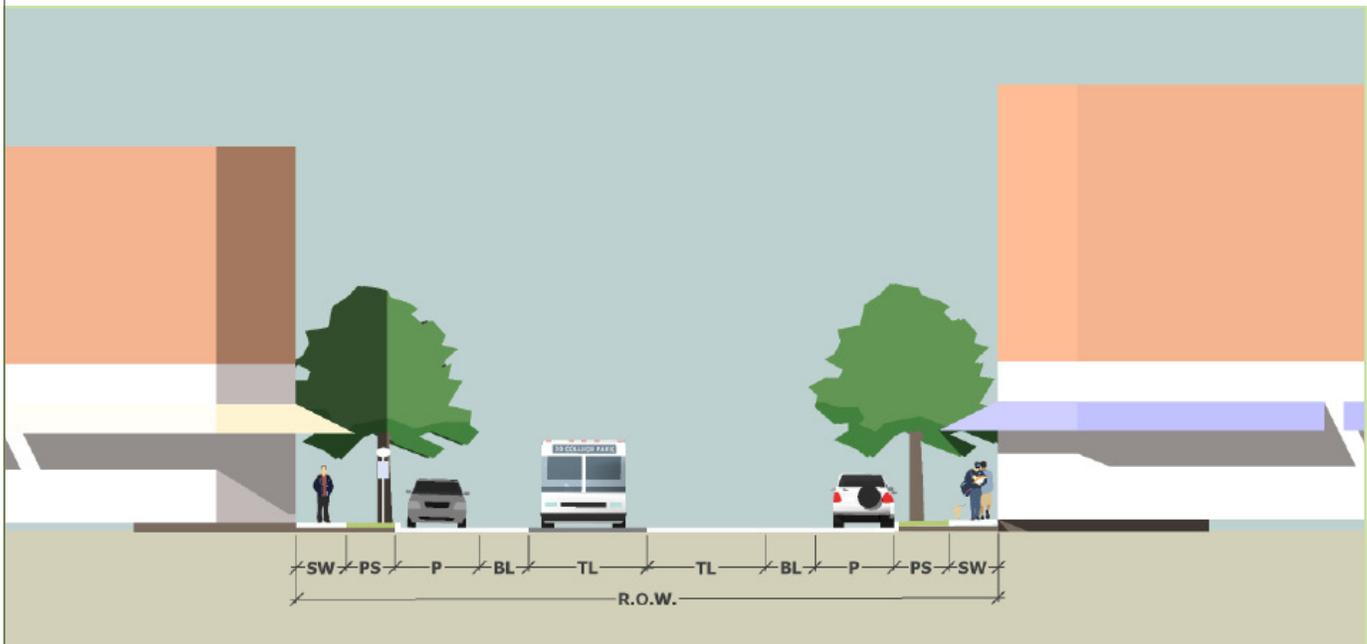
PS = planting strip

P = parking

BL = bike lane

TL = travel lane

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



T-4 Urban

Corridor

Urban Mixed Use Corridor

Street Cross Section

T4 Urban Mixed Use Corridor Character View:

This illustration shows the character of a T4Urban Mixed Use Corridor as viewed from a pedestrian standing at the corner of an intersection. On-street parking, formal landscaping in the form of street trees, sidewalks, and buildings built to the back edge of the sidewalk characterize the T4 Urban Residential Corridor.



T-4 Urban

Corridor

Urban Mixed Use Corridor

Street Cross Section

T4 Urban Mixed Use Corridor Aerial View:

This illustration shows the character of a T4 Urban 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, 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.

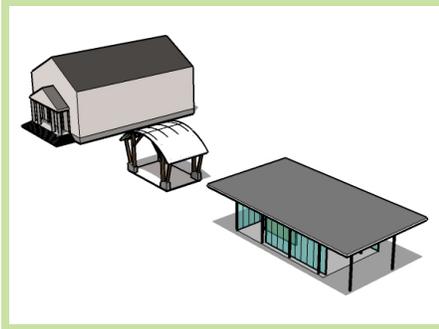


T-4 Urban

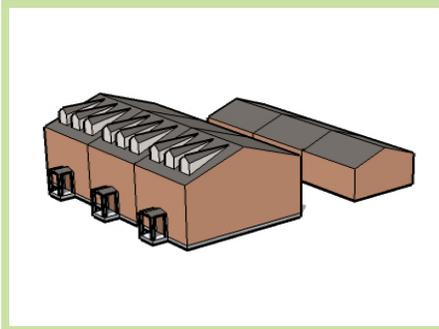
Corridor

Urban Mixed Use Corridor

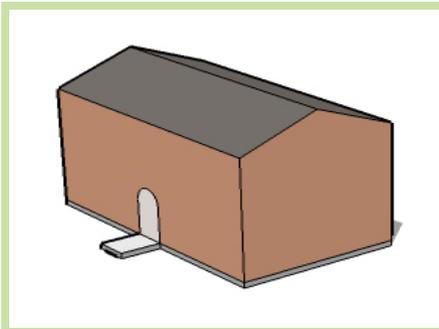
Building Types



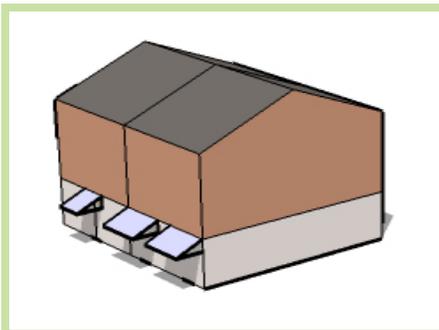
civic



townhouses



flats



live-work

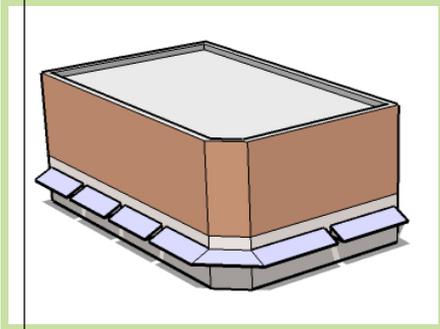


T-4 Urban

Corridor

Urban Mixed Use Corridor

Building Types



mixed use



T-4 Urban

Corridor

Urban Mixed Use Corridor



11th Avenue Portland, Oregon

Arbutus Walk, Vancouver, British Columbia



Fifth and Main, East Nashville

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