# D District

## Introduction

District Transect areas generally serve a special purpose and limited function. There are six types of Districts: Destination Retail, Employment Center, Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors, and open space. In any case, Districts are designed to minimize negative impacts on adjacent development and, in the case of Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts, complement surrounding development patterns and adjacent Transect areas.

**Office Concentration District**

### *Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts*

Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts have more permeable edges and are in locations where they may interact with adjacent neighborhoods, centers, and corridors, and provide resources and positive benefits for the community.

**Major Institutional District**

### *Industrial and Impact Districts*

Industrial and Impact Districts often require greater separation or buffer from adjacent uses due to their potential significantly negative impact on surrounding neighborhoods, centers, corridors, and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses, and wholesaling. Impact Districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, and landfills.

**Industrial District**

# D District

## Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
    - Worthy of Conservation
    - Eligible for Listing in the National Register of Historic Places
    - Listed in the National Register of Historic Places
    - National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

## Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with this policy whenever such uses cease or when the areas are rezoned. Communities are sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;
- Proposal would generate minimal non-local traffic that can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;

# D District

- Proposal is consistent with the character of the transect Area in which the site is located;
- Proposal is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

## Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

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# D-DR District Destination Retail

## Policy Intent

Enhance and create Districts where large footprint, auto-centric retail, and complementary uses that may draw from regional or multistate trade areas are predominant.

## General Characteristics

District Destination Retail (D-DR) areas are characterized by the presence of one or more large-footprint, heavy traffic-generating retail uses. Their large building masses and surface parking, require buffering to lessen their impact on their surroundings. Supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large-footprint establishment. Office and high-density residential are also significant supportive uses that can help to provide transitions in scale and intensity to surrounding policy areas. These uses draw customers from large, multi-state trade areas that often attract overnight stays. As a result, these districts offer a significant economic impact on the community.

Large-footprint, generally single-story retail buildings are are accompanied by large areas of surface parking. The district areas are typically served by four-lane arterial-boulevard streets, interstate interchanges, and mass transit. The edges of D-DR areas are firm with clearly distinguishable boundaries.

## Application

This policy is applicable to areas with the specific characteristics contained herein and are desired to have large footprint, auto-centric retail activities as their primary attractor. D-DR policy is applied to locations with direct access from arterial-boulevard streets with four or more travel lanes that are within a half-mile of an interstate or freeway interchange. Internal mass transit circulation is not expected to be present.

### EXAMPLES OF APPROPRIATE LAND USES*

Required Uses:

- Large-footprint retail Office

Other Uses

- Commercial, Educational, Medical, Multi-family Residential, Recreational/Entertainment, Transportation

### ZONING*

- Specific Plan (SP)

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

# D-DR District Destination Retail

Commonly used boundaries to define D-DR areas include, but are not limited to: boundaries defined by existing or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional).

## Design Principles

### *Building Form and Site Design*

Building height, form, and orientation varies with the type of building within the area, but large-footprint retail use(s) are required. In this policy, large-footprint retail uses refer to buildings with individual first-floor tenant spaces in excess of 150,000 square feet. The location of at least one large-footprint retail use shall be designated and preserved for this use. In cases where more than one location is identified for a large-footprint use, at least one of the potential sites shall be preserved until a large-footprint use is constructed within the district.

**Massing –** Commercial buildings that contain more than 70,000 to 149,999 square feet of individual first-floor tenant space:

- Articulate their front façades and include such elements as windows and doors;
- Design parking areas in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Provide wide walkways, generous landscaping and trees, benches, and other similar enhancements such as art;
- Locate smaller outparcel buildings between the large footprint commercial buildings and internal drives or public streets to frame those interfaces; and,
- Place no more than two rows of parking in front of those smaller outparcel buildings.

Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

**Building orientation in D-DR (Courtesy Urban Land Institute)**

**Orientation –** Single-story retail buildings that are not large-footprint orient to public streets, internal drives, parking areas, or open space. At the boundary of a D-DR area such buildings orient to public streets. In cases where these buildings orient to public streets, no more than two rows of parking are placed between the building and the public street.

Office buildings are generally oriented to internal streets or drives, open spaces, or public streets external to the development. Parking is generally limited to two rows between buildings and streets or drives, with additional parking located beside or behind.

**Setbacks –** Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Foundations are raised to provide privacy, and stoops are provided.

**Building Height –** Building heights for office, hotel, mixed-use, and residential uses are generally one-story but may rise to 15 stories. Particularly significant locations identified as part of a community planning process may allow building heights in excess of 15 stories.

**Open Space –** D-DR areas also provide inviting, functional, and accessible open space as an integral part of the development. One or more areas of publicly accessible, usable, and inviting open space within the development are provided within each designated development area. These open spaces serve multiple

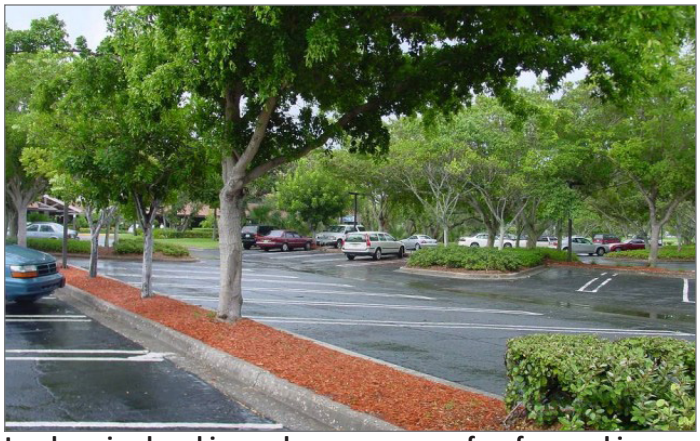
purposes. For example, a rain garden may serve as a stormwater management device as well as a site amenity. Multi-use paths and greenways within the D-DR connect to similar large networks outside of the district.

Some D-DR sites may contain sensitive natural features, cultural features, and easements that can present constraints to development and may require flexibility in building and site design while still remaining consistent with the Policy Intent and General Characteristics of D-DR policy.

**Landscaping –** Landscaping is provided in the form of street trees and other plantings and is especially important in breaking up the large expanses of surface parking and providing relief from the heat and watershed impacts caused by the high impervious surface character of D-DR areas. Low Impact Development (LID) stormwater management techniques are employed.

Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure. 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.

**Parking –** Parking is generally provided in surface lots but may also be provided in above- or below-ground parking structures. Parking may be located in front of, behind, beside, or beneath the primary building. Surface parking areas are heavily screened from adjacent Community Character policy areas and public streets at the boundaries of the district through generous landscaping, trees, berms, and walls. Structured parking along public streets at the boundaries of the area or internal drives that are directly visible to the public is generally screened by liner buildings. If a liner is not feasible, parking structures have architectural cladding and other facade treatments on walls facing such streets so as to resemble buildings with other types of uses.



**Landscaping breaking up large expanses of surface parking**

On-street parallel parking along major internal drives is appropriate. It offsets parking needs and creates a buffer between the drive and the pedestrian. Shared parking is appropriate. Bicycle parking is provided.

**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 district or the streetscape. Interstate signs and main entrance signs are consistent with signage for big-box retail. The design and location of signage complement and contribute to the envisioned character of the area. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and pedestrians, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Pillar signs may be considered subject to factors such as the overall signage needs of the D-DR area, the location, and size. Any lighting on signage is minimal.

### *Transitioning*

Building heights become lower as they get closer to surrounding lower-scale Community Character policy areas such that a seamless transition is formed. Smaller scale residential, office, and mixed-use buildings may serve as a transition from taller commercial or mixed-use activities in the District to smaller scale Community Character areas near the District.

# D-DR District Destination Retail

### *Connectivity*

**Access –** D-DR areas have frontage on, or direct access to, arterial-boulevards with four or more travel lanes that have interstate or freeway access within half-mile of the entrance to the site. Although the streets bounding a D-DR area are expected to be designed to move destination and through vehicular traffic efficiently, they must include wide sidewalks, bikeways, and access to mass transit.

Comprehensive access management plans control access to the district. Access to the arterial-boulevard is consolidated to the highest extent possible to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points and to optimize the operation of the arterial-boulevard for all modes of transportation. Internal circulation and all other forms of access are provided by side streets, alleys, or service lanes. Access to individual parcels and establishments within the district area is aligned with access points for development across the street. Cross access between multiple developments within a D-DR area is required. Coordinated access and circulation create a district that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

**Block Length –** Blocks along the edges of the development will vary in length according to the adjacent transect areas. Blocks internal to the development will vary and be designed to promote the operation of the uses within the district. An internal block structure is formed within the district to move people efficiently and safely within it, aid them in finding their destinations, and to help create a sense of place and a distinct identity.

**Pedestrian/Bicycle –** Pedestrian and bicycle connections to surrounding neighborhoods are frequent to provide maximum access. Pedestrian and bicycle connections within the development are high. In both cases, these connections are provided by sidewalks or multiuse paths and bikeways. All buildings in the district are accessible by sidewalks. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone.

**Vehicular –** Vehicle connections to surrounding neighborhoods and corridors are moderate to high. Connectivity within the district is provided through coordinated access and circulation, which may include the construction of new streets or internal drives. All major internal drives within the district have sidewalks or multiuse paths along both sides. Pedestrian and multi-use facilities along major internal drives are sized and designed to be consistent with comparably scaled public streets as required by the Major and Collector Street Plan.

## Zoning

Because of the special characteristics of D-DR areas, Specific Plan (SP) zoning should be used to implement the policy. The SP will need to establish multiple subdistricts in the case of large Destination Retail areas that contain a wide mixture of uses in order to be consistent with the policy.

# D-EC District Employment Center

## Policy Intent

Maintain, create, and enhance Districts where a mixture of office, commercial, and sometimes select light industrial uses are predominant.

## General Characteristics

District Employment Center (D-EC) areas are concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D-EC area.

Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D-EC areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium- to high-density residential are appropriate secondary and supportive uses within the district. These uses may also be found in mixed-use areas near the district. In general, secondary and supportive uses , such as retail and restaurants, typically make up about a quarter of the land in a developed D-EC area in order to protect its primary function of providing intense concentrations of jobs. Secondary and supportive uses are encouraged to be in locations that allow them to be accessed externally by the general population and accessed internally by the employees working within the district so that they may remain sustainable businesses.

These areas are buffered from surrounding residential properties with native vegetation or landscaping and through the use of transitions in building and site design including, but not limited to, the use of smaller buildings on the perimeter of the area.

### EXAMPLES OF APPROPRIATE LAND USES*

Primary Uses:

- Office; Educational; Medical
- Mixed Use
- Industrial: Light or Medium Manufacturing;
- Commercial: Hotel/Motel; Communication
- Industrial: Distributive business/ Wholesale

Secondary and Supportive Uses:

- Commercial: All Other Uses
- Industrial Warehouse
- Residential
- Institutional

### ZONING*

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- ORI-A, ORI
- OG
- MUG-A, MUG
- MUI-A, MUI
- IWD, IR
- Design-based zoning

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# D-EC District Employment Center

## Application

D-EC policy is generally applicable to three types of areas. First, it is applied to areas that are zoned for a combination of commercial, office, and light industrial uses. Second, areas where the primary land use mixture is commercial, office, and light industrial. Third, areas that are envisioned to become a thoughtfully designed mixture of commercial, office, and in some cases compatibly designed and located light industrial. D-EC policy is appropriate where there is a concentration of non-retail employment uses and there is an expressed interest in the integration of those uses into the surrounding built environment while maintaining the predominance of the employment uses.

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

## Design Principles

### *Building Form and Site Design*

A mix of building types is expected. The mass, orientation, and placement of buildings are based on the building type and location. Special consideration is given to the district's surrounding policy areas, mass, orientation, and placement of surrounding buildings, as well as the role of the building in transitioning from the D-EC land use into the adjacent policy areas. The building form is appropriate to the street type.

**Massing –** The massing of mixed-use, office, commercial, residential, and institutional buildings results in a footprint with moderate to high lot coverage. The scale and massing of industrial buildings are designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses.

**Orientation –** Buildings, including the main pedestrian entrance, are oriented to the street or open space.

**Setbacks –** While setbacks of the buildings in relation to each other may vary, buildings are placed at the back edge of the sidewalk, in shallow to moderate setbacks, creating a defined and enhanced space for pedestrians. There is minimal spacing between buildings.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

**Building Height –** Buildings of all types are generally one to greater than 20 stories tall, depending on the building type and location within the district and the character of surrounding transect and policy areas.

When considering heights for proposed developments, consideration is given to the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the D-EC area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;

# D-EC District Employment Center

- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

**Landscaping –** Landscaping with trees, shrubs, and other plantings is widespread and is used to establish a unique sense of place, assist with stormwater management, and provide effective buffering for adjacent residential areas. Street trees and other plantings are appropriate. Landscaping is provided in surface parking lots. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

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

**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 complement and contribute to the envisioned character of the D-EC area. Consideration is given to surrounding Community Character policy areas in establishing the design and location of signage. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, and awning signs are appropriate. Monument signs may be appropriate.

**Landscaping on an employment center campus**

## *Transitioning*

Buildings at the edges of the D-EC area form transitions in scale and massing where it adjoins lower-intensity Community Character policy 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 are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of D-EC policy areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
    - Are separated from lower-intensity areas by rear alleys or service lanes; and,
    - Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

# D-EC District Employment Center

### *Connectivity*

**Access –** Vehicular access from surrounding areas is obtained from arterial-boulevards, preferably with four or more travel lanes, and freeways. Such larger thoroughfares provide access to the perimeter of the district, while collector-avenues, local streets, and private streets provide access to buildings internal to the district. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length –** Varies based on the surrounding policy areas and is consistent with the existing or planned street network.

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

**Vehicular –** D-EC areas are generally located along or near arterial-boulevard streets, preferably with four or more travel lanes. Connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D-EC area. Connectivity within the D-EC area is provided through coordinated access and circulation, which may include the construction of new streets.

### Zoning

The following is the list of preferred zoning districts to implement the D-EC policy subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-EC policy that are detailed above. A site's location within the D-EC area, such as its location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OG
- MUG-A, MUG
- MUI-A, MUI
- IWD, IR
- Design-based zoning

If there are any unique conditions requiring a site-specific approach an individual rezoning application may need to be in the form of design-based zoning to accomplish the policy objectives listed in D-EC. A conceptual development plan may be developed by the Metro Planning Department for the entire D-EC to guide rezoning of sites within the area. The conceptual development plan will establish standards for the preferred method of implementing the D-EC policy for that area.

Other existing and future 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.

# D-I District Impact

## Policy Intent

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

## General Characteristics

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

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

## Application

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

### EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order::

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

### ZONING*

- IG
- Design-based zoning

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# D-I District Impact

Commercial establishments complement the major transportation terminals. Such uses may include retail, restaurants, and commercial that meets daily needs of employees and visitors. The scale of these commercial businesses is compatible to the D-I area and its surrounding community. Commercial establishments are not typically present in or near other D-I areas.

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

## Design Principles

### *Building Form and Site Design*

The building form in terms of mass, orientation, and placement of buildings is based on the building type and location. Special consideration is given to the D-I area's surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-I area into the surrounding neighborhood or adjacent policy areas.

**Orientation –** Where possible, buildings are oriented to the street.

**Building Height –** Residential uses in or near D-I areas, if present, are highly specialized, and their density will vary widely. Intensity of nonresidential development will also vary widely. Regardless of these variations, the following factors are considered when determining appropriate building heights and development intensities within D-I areas:

- Proximity to other policy areas and the role of the building or other structure in transitioning between policies (see below for further details on transitions);
- Planned height and intensity of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building or other structure makes to the overall function of the D-I area and its impacts on adjacent policy areas in terms of reducing environmental impacts through such means as the use of high operational performance standards, innovative stormwater management techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography; and
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces.

**Transportation terminal with a landscape buffer**

# D-I District Impact

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

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

**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 complement and contribute to the envisioned character of the D-I area. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal.

## *Transitioning*

Buildings at the edges of the D-I area form transitions in scale and massing where it adjoins lower-intensity Community Character policy 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 are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of D-I policy areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings; and
- Are widely separated and generously buffered from lower-intensity areas.

## *Connectivity*

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

**Block Length –** Varies and is designed to promote the operation of the uses that exist within an impact area.

**Pedestrian/Bicycle –** Pedestrian connectivity is high within the development and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

# D-I District Impact

**Vehicular –** Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D-I area. These areas are generally located along or near arterial-boulevard streets. Connectivity within the D-I area is provided through coordinated access and circulation, which may include the construction of new streets.

## Additional Design Principles for Major Public Utilities

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

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

**Major public utility site**

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

## Additional Design Principles for Correctional Facilities

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

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

# D-I District Impact

## Additional Principles for Mineral Extraction Activities

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

- Such activities do not locate in areas of high erodability, or those susceptible to mudflows, soil creep, rockfalls, or settlement. Areas with unstable slopes are avoided.
- Operations are sited to avoid unacceptable effects on surface and ground water. In addition, adequate water and water pressure are available to meet worst-case safety requirements as well as day-to-day operational needs.
- Mineral extraction activities avoid sites or areas of archaeological or historic significance.
- Areas containing rare or endangered wildlife or plant species are avoided. Mineral extraction activities do not take place on sites where a sensitive ecological condition could not be restored.
- Normal pattern of air movement relative to existing and planned development is considered.
- The nature and extent of existing, planned, and potential development surrounding the activity throughout the expected life of the operation is considered. Operations are an acceptable distance from residential development, and adequate buffering is established.
- Effects of truck traffic generated by the operation on the level of service, access points, intersections and adjacent non-Impact District Community Character Policies is considered. Maximum daily and peak hour traffic generated is examined. Roads in the area have adequate weight-bearing ability. Truck routes do not pass through residential areas or by hospitals, schools, or unique cultural or recreational activities such as parks or museums.
- Visual impact of the operation on adjacent non-Impact District Community Character Policies is considered.
- Extent of impact of the proposed operation on open space, parkland, tourism, recreational resources, and unique geologic formations is considered.

## Zoning

The following is a list of zoning districts that may be appropriate within a given D-I area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-I policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- IG
- Design-based zoning

Other existing or future 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. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

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# D-IN District Industrial

## Policy Intent

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

## General Characteristics

District Industrial (D-IN) policy areas are dominated by one or more activities that are industrial in character. Types of uses in D-IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses.

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

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

### EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order:

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

### ZONING*

- IWD
- CS, CS-A
- IR
- OL
- OG
- Design-based zoning

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

# D-IN District Industrial

## Application

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

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

## Design Principles

### *Building Form and Site Design*

The building form in terms of mass, orientation, and placement of buildings is based on the building type and location. Special consideration is given to the D-IN area's surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-IN area into the surrounding neighborhood or adjacent policy areas.

**Orientation –** Buildings orient with main entrances facing the street.

**Setbacks –** Building setbacks vary throughout. A site plan establishes the layout of development, setbacks, and building orientation for industrial areas that involve large campus-style sites.

**Density –** If present, residential uses are highly specialized, and their density will vary widely. Intensity of nonresidential development is generally moderate.

**Building Height –** Building heights are low-rise, with tall single-story buildings being predominant.

**Landscaping –** Landscaping is generally formal. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. 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. Generous and dense landscape buffers are used to create a separation between the D-IN and adjacent non-Industrial Community Character Policies.

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

**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 complement and contribute to the envisioned character of the district. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal.

# D-IN District Industrial

### *Transitioning*

Buildings at the edges of the district form transitions in scale and massing where it adjoins lower-intensity Community Character policy 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 are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of D-IN policy areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings; and
- Are widely separated and generously buffered from lower-intensity areas.

### *Connectivity*

**Access –** Vehicular access is from arterial-boulevards, preferably with four or more travel lanes, and freeways. Larger thoroughfares provide access on the outer areas of the district while private, local access and service streets provide access to buildings internal to the district. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length –** Block length varies and is designed to promote the operation of the uses.

**Pedestrian/Bicycle –** Pedestrian connectivity is high and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Clearly marked crosswalks are provided at intersections and vehicular access points. Pedestrian and bicycle connectivity includes connectivity to existing or planned mass transit.

**Vehicular –** Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate. Truck traffic serving the district avoids local streets, especially residential streets, outside the district. D-IN areas are generally located along or near arterial-boulevard streets. Connectivity within the D-IN area is provided through coordinated access and circulation, which may include the construction of new streets.

## Zoning

The following is a list of zoning districts that may be appropriate within a given D-IN area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-IN policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- IWD
- CS, CS-A
- IR
- OL
- OG
- Design-based zoning

Other existing or future 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. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

# D-IN District Industrial

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# D-MI District Major Institutional

## Policy Intent

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

## General Characteristics

District Major Institutional (D-MI) areas are dominated by major institutional activities, often in a campus setting. These areas are part of the fabric of the surrounding neighborhood, center, or corridor. While their large geographical areas and singular land uses make them districts, the D-MI areas lend themselves to being permeable, accessible, and beneficial to the community. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and uses that are ordinarily ancillary to the principal use. Ancillary activities vary according to the primary use and may include a range of residential, offices, and small-scale convenience services.

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

### EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order::

- Ancillary Commercial
- Ancillary Residential
- College and University Campuses
- Hospitals
- Medical Campuses

### ZONING*

- MUG-A, MUI-A
- ORI-A
- Design-based zoning

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

# D-MI District Major Institutional

## Application

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

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

## Design Principles

### *Building Form and Site Design*

The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-MI area into the surrounding neighborhood or adjacent policy areas.

**Orientation –** In all cases, the orientation of the building and entrances engage the public realm and create a pedestrian-friendly environment. Typically in urban areas, the building and main pedestrian entrance orients to the street with the front building façade generally built to the back edge of the sidewalk. In suburban areas, building orientation and setbacks may vary and create a pedestrian friendly environment with landscaping, street trees, benches, and other similar streetscape enhancements.

On college or university campuses, prominent buildings orient to the major streets where they create a noticeable, but complementary transition from the surrounding neighborhoods, centers, or corridors and to distinguish the campus. Internal to the college or university campus, buildings often orient to large green spaces and courtyards.

**Setbacks –** Building may have a shallow to moderate setback indicative of its prominence. In a medical campus, setbacks along external corridors and street networks reflect the transect area surrounding the medical campus. Moderate to deep setbacks are appropriate in districts that are surrounded by or adjacent to T2 Rural and T3 Suburban areas, while shallow or non-existent setbacks are present in districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings.

**Density –** Residential uses in D-MI areas generally take the form of dormitories or short-term housing that is high density.

**Open space in a Major Institutional area.**

# D-MI District Major Institutional

**Building Height –** Intensity of non-residential development will vary widely. Intensity will be higher near T4 Urban and T5 Center transect areas and moderate in T2 Rural and T3 Suburban transect areas. Determination of appropriate building heights based on the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the D-MI area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

**Open Space –** Open space is provided as hardscaped or green plazas and courtyard areas or may be used to accommodate stormwater management or provide walking trails through the district.

**Landscaping –** Landscaping is formal. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Transitions between the district and other Community Character Policies is best created by transitions in building form and uses; however, in some cases generous and dense landscape buffers are used to aid in creating a transition.

**Parking –** Parking is provided on-street or on-site in structures or surface lots. Parking is generally beside, behind, or beneath in districts surrounded by or adjacent to T2 Rural and T3 Suburban settings. Parking is generally behind or beneath in districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings.

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

# D-MI District Major Institutional

**Signage –** Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D-MI area or the streetscape. The design and location of signage complement and contribute to the envisioned character of the district. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal.

## *Transitioning*

The edges of educational and medical campuses are woven into the fabric of the surrounding community, though noticeably separated by gateway entrances and signage.

Buildings at the edges of the district form transitions in scale and massing where it adjoins lower-intensity Community Character policy 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 are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of D-MI policy areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

## *Connectivity*

**Access –** Arterial-boulevard streets provide vehicular access, while local and service streets provide access to areas within the district. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length –** Block length is designed to promote the operation of the uses that exist within D-MI areas or as part of the existing or planned surrounding street network.

**Pedestrian/Bicycle –** Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided with sidewalks or multiuse paths and bikeways. All buildings are accessible by sidewalks. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

**Vehicular –** Vehicular connectivity to surrounding neighborhoods and corridors is moderate to high.

**Pedestrian, bicycle, and vehicular connectivity**

# D-MI District Major Institutional

D-MI areas are generally located along or near arterial-boulevard streets. Connectivity within the district is provided through coordinated access and circulation, which may include the construction of new streets.

## Zoning

The following is a list of zoning districts that may be appropriate within a given D-MI area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-MI policy as detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- MUG-A, MUI-A
- ORI-A
- Design-based zoning

Other existing or future 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. Site plan-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

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# D-OC District Office Concentration

## Policy Intent

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

## General Characteristics

Office is the predominant use in District Office Concentration (D-OC). Complementary uses may include daily convenience retail, restaurants, health clubs, and medium-to high-density residential in mixed-use buildings. Complementary uses are in locations that allow external access by the general public and internal access by employees and visitors.

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

The district's transportation network has a high level of internal connectivity for pedestrians, automobiles, and service vehicles, and provide opportunities for access to and from the area with entrances to and from arterial-boulevard and collector-avenue streets. Connectivity to local external transportation networks and public mass transit is essential; where connections to public mass transit are not available, regional connectivity is also appropriate.

### EXAMPLES OF APPROPRIATE LAND USES*

In order of appropriateness:

- Office
- Mixed Use (may include residential, which is only supported in this form)
- Commercial
- Institutional

### ZONING*

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OL
- OG
- Design-based zoning

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

# D-OC District Office Concentration

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

## Application

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

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

## Design Principles

### *Building Form and Site Design*

The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-OC area into the surrounding neighborhood or adjacent policy areas.

**Orientation –** Buildings are oriented to the street.

**Setbacks –** While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding transect area. If the surrounding transect area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban transect areas, moderate to deep setbacks are appropriate.

**Building Height –** Buildings of all types in D-OC areas vary in height depending on the building type and location within the D-OC area and the character of surrounding transect and policy areas.

When considering heights for proposed development, consideration is given to the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the D-OC area in terms of creating

**Live/work in D-OC policy**

pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;

- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

**Landscaping –** Landscaping is formal. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings is provided. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Transitions between the district and other policy areas are best created by transitions in building form and uses; however, in some cases generous and dense landscape buffers are used to aid in creating separation.

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

**Signage –** Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D-OC area or the streetscape. The design and location of signage complement and contribute to the envisioned character of the D-OC area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, awning signs, are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal.

### *Transitioning*

Buildings at the edges of the D-OC area form transitions in scale and massing where it adjoins lower-intensity policy 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 are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of D-OC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;

# D-OC District Office Concentration

- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Pay particular attention to articulating facades that face lower-intensity policy areas.

### *Connectivity*

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

**Block Length –** Block length varies based on the surrounding policy areas and is consistent with the existing or planned street network.

**Pedestrian/Bicycle –** Pedestrian and bicycle connectivity to surrounding neighborhoods is high and provided with sidewalks or multiuse paths and bikeways. All buildings have sidewalk access. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

**Pedestrian realm in D-OC policy.**

**Vehicular –** Vehicular connectivity to surrounding neighborhoods and corridors is generally moderate but may be high in T4 Urban and T5 Center transect areas. D-OC areas are generally located along or near arterial-boulevard streets. Connectivity within the D-OC area is provided through coordinated access and circulation, which may include the construction of new streets.

## Zoning

The following is a list of zoning districts that may be appropriate within a given D-OC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-OC policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered.

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OL
- OG
- Design-based zoning

Other existing or future 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. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.