

# LIVINGSTON EAST AREA PLAN

## Public Workshop #3 Survey

Enclosed is a copy of the survey conducted at the third public workshop of the Livingston East area planning process held on Wednesday, December 3, 2008 at Walnut Ridge High School from 7:00 p.m. until 8:30 p.m.

### Instructions:

Please read the draft plan text on the following pages including the principles, policies, guidelines, and strategies. Indicate whether you agree or disagree with each policy statement. If you have comments on any of the guidelines and/or strategies, please add them in the column to the far right. If you need to attach another sheet of paper to continue your comments, please be sure that the particular guideline(s) and/or strategy(ies) you discuss is/are clearly identified there as well.

When complete, please forward the survey to Todd Singer, Columbus Planning Division, 109 North Front Street, Columbus, OH 43215 or [tasinger@columbus.gov](mailto:tasinger@columbus.gov).

For your review, the terms used in this survey are defined below.

### Principles, Policies, Strategies, and Guidelines: from general to specific

**Principle: a fundamental doctrine, belief, creed, or motivating force upon which policies are based.** “Neighborhoods will include a vibrant mix of uses (residential, retail, office, etc.).”

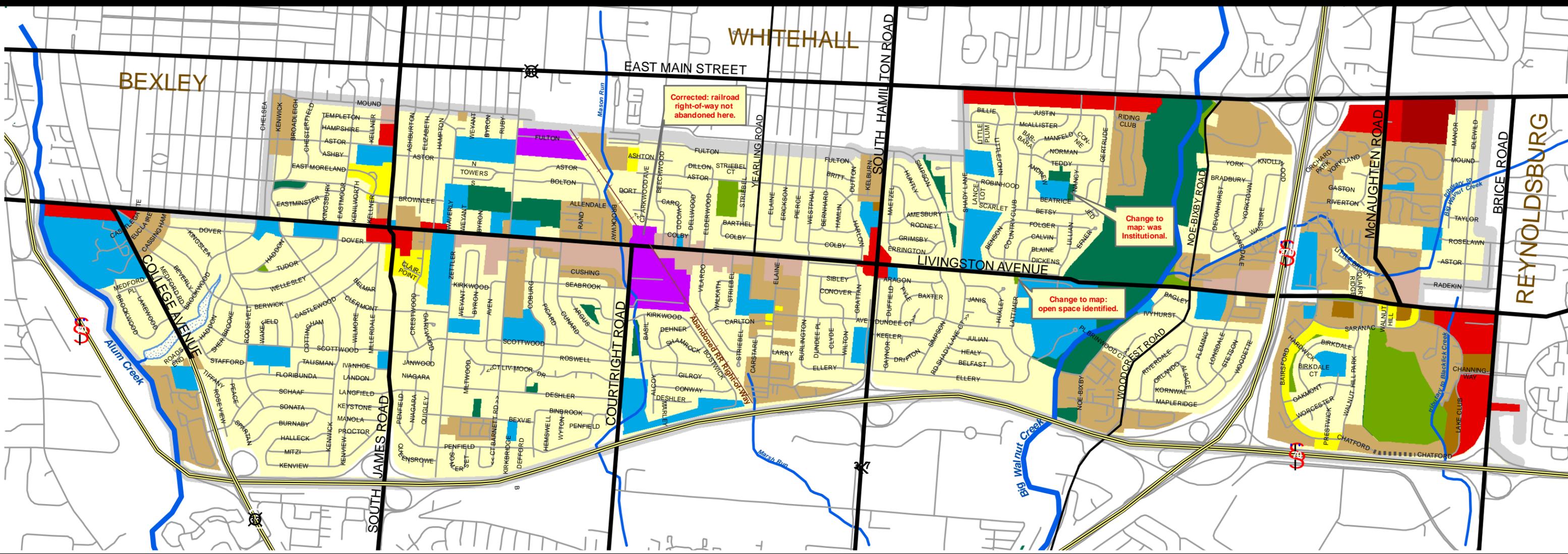
**Policy: a plan or course of action in support of a principle.** “Mixed-use development should (1) be common along portions of Livingston East’s primary roadway corridors, (2) include multifamily housing, neighborhood-scale retail, offices and other services, as appropriate, and/or (3) contribute to a walkable/bikeable urban environment.”

**Strategy: an activity or artful means used to promote a policy.** “Redevelopment of the Livingston Court Shopping Center (at the southwest corner of Livingston Avenue and Courtright Road) is recommended, possibly to include retail, office, recreational, public, and medium-density residential uses (such as town houses).”

**Guideline: a standard or measure by which to evaluate the success of a policy.** (Could include the numbers of units of various land uses at Livingston Court by a certain year.)

PRINCIPLES	Policies	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<b>LAND USE PRINCIPLE 1:</b> Neighborhoods will include a vibrant mix of uses (residential, retail, office, etc.).	Mixed-use development should (1) be common along portions of Livingston East's primary roadway corridors, (2) include multifamily housing, neighborhood-scale retail, offices and other services, as appropriate, and/or (3) contribute to a walkable/bikeable urban environment.			<ol style="list-style-type: none"> <li>1) Redevelopment of the Livingston Court Shopping Center (at the southwest corner of Livingston Avenue and Courtright Road) is recommended, possibly to include retail, office, recreational, public, and medium-density residential uses (such as town houses).</li> <li>2) Redevelopment of the York Plaza Shopping Center (on the north side of Livingston Avenue just west of the I-270 overpass) is recommended, possibly to include retail, office, and medium- to high-density residential uses (town houses and/or apartment flats, such as those designed for elderly residents).</li> <li>3) Application of the Urban Commercial Overlay and/or the Community Commercial Overlay to select commercial and mixed-use segments of Livingston Avenue is recommended. (The overlays work in conjunction with underlying zoning districts to provide additional development standards promoting a more favorable environment for pedestrians and cyclists.)</li> <li>4) A combination of mixed-use and multifamily residential development is encouraged for vacant property at the northeast corner of McNaughten Road and Livingston Avenue.</li> <li>5) The continuation of mixed uses along other segments of Livingston Avenue already containing such a mix is encouraged.</li> </ol>	
	Neighborhood scale retail redevelopment is recommended on portions of Livingston East's primary roadway corridors where existing retail uses are in currently place.			<ol style="list-style-type: none"> <li>1) Due to their high visibility locations, commercial properties at or near the northwest corner of Livingston Avenue and South Hamilton Road should be considered priority sites for redevelopment.</li> <li>2) Encourage redevelopment of other commercial sites located:               <ol style="list-style-type: none"> <li>a. on Livingston Avenue just east of the I-70 interchange;</li> <li>b. at or near the intersection of Livingston Avenue and South James Road;</li> <li>c. on the west side of South James Road between Templeton Road and Astor Avenue; and</li> <li>d. on Brice Road south of Livingston Avenue (largely on the west side of the road).</li> </ol> </li> </ol>	
	Well designed multi-family residential development is recommended along major roadway corridors, including Livingston Avenue, to provide housing alternatives and to support neighborhood scale retail uses.			While including designs and features that contribute to a healthy lifestyle, encourage social interaction, sustain property values, use green technologies, respect existing adjacent lot patterns, and create a positive sense of identity at entrances: <ul style="list-style-type: none"> <li>• Multifamily residential development is encouraged on the vacant land due south of the Burlington Coat Factory (formerly Schottenstein department store) site at 6050 East Main Street, just east of McNaughten Road.</li> </ul>	
	Single-family residential development is recommended along and near roadways with lower traffic volumes.			While including designs and features that contribute to a healthy lifestyle, encourage social interaction, sustain property values, use green technologies, respect existing adjacent lot patterns, and create a positive sense of identity at entrances: <ul style="list-style-type: none"> <li>• Single-family residential development is encouraged on the vacant land due west of the American Electric Power (AEP)-owned institutional property at the western end of Roselawn Avenue.</li> </ul>	
<b>LAND USE PRINCIPLE 2:</b> The negative impacts of industrial land uses on surrounding uses will be minimized.	Due to the largely residential nature of the area, industrial development should be very limited in location and scale.			<ol style="list-style-type: none"> <li>1) Only light industrial uses are encouraged.</li> <li>2) Light industrial uses are not recommended except in those areas designated on the draft Future Land Use Plan as appropriate for such uses.</li> <li>3) Light industrial uses will not be supported in mixed-use areas.</li> </ol>	

PRINCIPLE	Policies	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<p><b>LAND USE PRINCIPLE 3:</b> Natural resource areas and open spaces will be preserved, protected, and/or appropriately used to help sustain the area.</p>	<p>Open corridors should be protected from encroachment and should be made available for appropriate, contributing uses.</p>			<p>The reservation of the partially-abandoned railroad right-of-way for future use as a shared use path is recommended.</p>	
	<p>Existing natural resources and open spaces should be protected from redevelopment and should remain in their current or similar uses.</p>			<ol style="list-style-type: none"> <li>1) The preservation, protection, and the continued recreational use of Big Walnut Park, Walnut Hill Golf Course, and smaller parks and parklands are strongly encouraged.</li> <li>2) Existing lakes, ponds, streams, wetlands, and other environmentally-sensitive areas, including on-site habitat for threatened or endangered species, should be preserved and protected.</li> <li>3) Development should be sited appropriately and avoid: slopes greater than 15 percent, poorly-drained soils, floodplains, stream corridors, wetlands and wet woodlands, springs, and other environmentally-sensitive areas.</li> <li>4) Development adjacent to natural features should be designed in a sensitive manner to highlight and complement the nearby natural environment.</li> <li>5) Parks and open spaces should be connected to neighborhoods with pedestrian and bicycle facilities. Parks and trails should be accessible to the public.</li> <li>6) The visibility of new developments from natural features and open spaces should be minimized and such developments should be screened so that they are not visually intrusive and they do not interfere with the experience within the open space system.</li> <li>7) Where new buildings abut natural areas, building and landscape materials should not conflict with the natural environment.</li> <li>8) The natural environment should be protected during development activity, with impacts mitigated and natural features incorporated into development in sensitive and creative ways.</li> <li>9) Trees greater than six inches in caliper should be preserved and protected during and after construction.</li> <li>10) Alternative methods of stormwater management should be considered (e.g., bioswales, native landscaping, naturalized detention/retention basins, etc. Please see the city of Columbus Stormwater Drainage Manual).</li> </ol>	
	<p>Where possible and appropriate, unused open spaces should be made available to fulfill the recreational needs of surrounding neighborhoods.</p>			<ol style="list-style-type: none"> <li>1) Long-term use of the vacant site of the abandoned Pinecrest School as public open space or as a city park is encouraged. (The site is located north of Livingston Avenue and west of Yearling Road -- south of Astor Avenue between Elderwood Avenue and Striebel Road.)</li> <li>2) Long-term use of the land due east of Liberty Christian Academy as a neighborhood playground is encouraged. (The site is located north of Livingston Avenue and east of Country Club Road at the northwest corner of the intersection of Beatrice Drive and Nancy Lane, just southeast of Willis Park.)</li> <li>3) Where feasible, consideration should be given to the joint use of schools and recreational facilities.</li> </ol>	



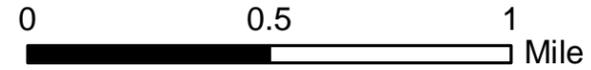
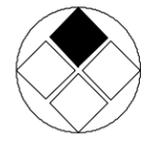
# Livingston East Area Plan

## FUTURE LAND USE PLAN

**REVISED DRAFT**



City of Columbus  
Department of Development  
Planning Division



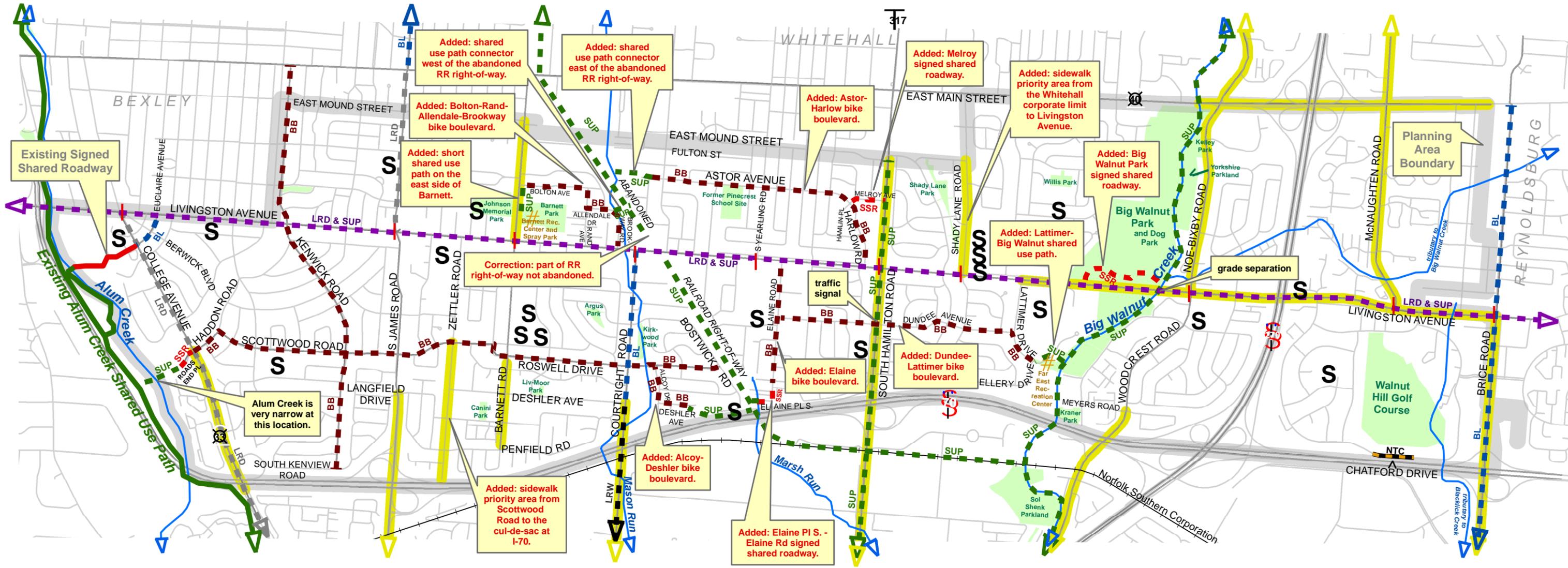
### Legend

- Residential (Single-Family)
- Residential (Two- and Three-Family)
- Residential (Multifamily)
- Commercial (Community)
- Commercial (Regional)
- Office
- Institutional
- Light Manufacturing
- Mixed Use
- Parks
- Open Space
- New Transportation Connection

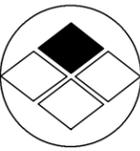
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PRINCIPLE	Policy	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<p><b>TRANSPORTATION PRINCIPLE:</b>  <b>People will be able to move about by walking, bicycle, public transportation, and motorized vehicle.</b></p> <p>Continued on page 4.</p>	<p>Accommodations for bicycling should be made within the planning area according to adopted bike plans and other neighborhood recommendations.</p>			<p>As recommended in the city's Bicentennial Bikeway Master Plan, construction of the following bikeway facilities should be encouraged:</p> <ol style="list-style-type: none"> <li>1) bike lanes (a) on Euclaire Avenue between College and Livingston avenues, (b) on Courtright Road between Livingston and Deshler avenues, and (c) on Brice Road from East Main Street southward;</li> <li>2) shared use paths (a) between the existing Alum Creek shared use path and the southwest terminus of Roads End Place, (b) along the abandoned portion of the partially-abandoned railroad right-of-way which meets Livingston Avenue just east of the Courtright Road intersection, (c) between the eastern end of Deshler Avenue and Elaine Place South at Elaine Road, (d) along the South Hamilton Road corridor from East Mound Street southward, and (e) along Big Walnut Creek;</li> <li>3) bike boulevards (a) on Haddon and Scottwood roads and on Roswell Drive between College Avenue and Bostwick Road, and (b) on Kenwick Road between East Mound Street and South Kenview Road;</li> <li>4) a signed shared roadway on Roads End Place;</li> <li>5) lane road diets (a) for College Avenue from Livingston Avenue southward, and (b) for South James Road between East Mound Street and Livingston Avenue;</li> <li>6) a lane road diet and a relatively small amount of shared use path along Livingston Avenue; and</li> <li>7) a lane road widening on Courtright Road south of Deshler Avenue.</li> </ol> <p>In addition to the Bicentennial Bikeway Master Plan recommendations, construction of the following additional bikeway facilities should be considered:</p> <ol style="list-style-type: none"> <li>8) shared use paths (a) from Allendale Drive or Brookway Road to the shared use path along the partially-abandoned railroad right-of-way, (b) from the shared use path along the partially-abandoned railroad right-of-way to the western terminus of Astor Avenue, (c) on the east side of Barnett Road from Bolton Avenue to Barnett Park, and (d) between Lattimer Drive and the Big Walnut shared use path just north of the Far East Recreation Center;</li> <li>9) bike boulevards (a) on Bolton and Rand avenues, Allendale Drive, and Brookway Road from Barnett Road to Livingston Avenue, (b) on Alcoy Drive and Deshler Avenue between Roswell Drive and the shared use path at the eastern end of Deshler Avenue, (c) on Astor Avenue and Harlow Road from the shared use path at the western terminus of Astor Avenue to Livingston Avenue, (d) on Elaine Road between Livingston Avenue and Vineshire Drive; and (e) on Dundee Avenue and Lattimer Drive between Elaine Road and the shared use path just north of the Far East Recreation Center; and</li> <li>10) signed shared roadways (a) on Elaine Road between Vineshire Drive and Elaine Place South, (b) on Melroy Avenue from its intersection with Astor Avenue, Hamlin Place, and Harlow Road to South Hamilton Road; and (c) in Big Walnut Park between the park entrance at Livingston Avenue and the Big Walnut shared use path.</li> <li>11) Properly-spaced bicycle racks should be installed in a clearly visible location near the main entrance of the following facilities: <ol style="list-style-type: none"> <li>a. city park -- at least eight per acre;</li> <li>b. school -- at least eight for every 40 students;</li> <li>c. public facilities (including libraries, recreation centers, and community centers) -- at least eight per location;</li> <li>d. commercial, retail and industrial developments over 10,000 gross feet -- at least one for every 15 employees or eight for every 10,000 gross square feet;</li> <li>e. shopping centers over 10,000 gross square feet -- at least eight for every 10,000 gross square feet; and</li> <li>f. commercial districts -- at least two for every 200 feet of frontage.</li> </ol> </li> <li>12) Properly-spaced bicycle racks should be installed adjacent to restrooms/water fountains, picnic areas, sports fields, and other activity centers in city parks at a rate of at least eight per acre of parkland.</li> <li>13) Major employers, institutions (schools, houses of worship, etc.), public facilities, and major commercial developments should provide connections to the bike and sidewalk network.</li> <li>14) Where feasible, bike lockers should be provided, especially at sites where bicycles are typically stored for an entire workday or longer.</li> </ol>	

PRINCIPLE	Policies	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
	<p>Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic, and cultural areas.</p>			<ol style="list-style-type: none"> <li>1) Sidewalk construction should be encouraged along the following roadways, as identified in the Operation Safewalks program: (a) College Avenue south of Haddon Road, (b) South James Road south of Langfield Drive, (c) Barnett Road north of Livingston Avenue and between Roswell Drive and Penfield Road, (d) Courtright Road south of Deshler Avenue, (e) South Hamilton Road from East Mound Street southward, (f) Noe-Bixby Road north of Livingston Avenue, (g) Woodcrest Road south of Meyers Road, (h) Livingston Avenue east of Lattimer Drive, (i) McNaughten Road north of Livingston Avenue, and (j) Brice Road south of Livingston Avenue.</li> <li>2) In addition to the Operation Safewalks locations, sidewalk construction should be considered: (a) along Zettler Road south of Scottwood Road and (b) along Shady Lane Road north of Livingston Avenue.</li> <li>3) Connection of the two dead ends of Chatford Drive (south of Walnut Hill Golf Course) should be encouraged by construction of either a roadway with sidewalks or a shared use path.</li> </ol>	
<p><b>TRANSPORTATION PRINCIPLE:</b>  <b>People will be able to move about by walking, bicycle, public transportation, and motorized vehicle. (continued)</b></p>	<p>Roadway improvements and enhancements should be sensitive to the context in which they occur, and should contribute to a pedestrian friendly, walkable environment.</p>			<ol style="list-style-type: none"> <li>1) Road improvements should be consistent with relevant "Complete Streets" policies and guidelines, thus encouraging roadway design with use by several modes of transportation in mind.</li> <li>2) Major intersections, especially those near major activity centers, should, where feasible, be improved for pedestrians. Potential treatments include: (a) crosswalks delineated with additional striping or an alternative pavement material such as brick or textured/colored pavement, (b) timers that show the number of seconds remaining before the traffic signal changes, (c) enhanced pedestrian signage, and (d) bump outs (raised sidewalk areas extending into the street and, thereby, narrowing it). Priority intersections with Livingston Avenue that should be considered for these treatments include those at: College Avenue and Berwick Boulevard, South James Road, Barnett Road, Courtright Road, South Yearling Road, South Hamilton Road, Shady Lane Road, Noe-Bixby and Woodcrest roads, McNaughten Road, and Brice Road (in coordination with Reynoldsburg).</li> <li>3) Traffic control signs should be grouped and consolidated on existing utility poles wherever feasible.</li> <li>4) Street trees are recommended on all public and private streets, as approved by the Columbus City Forester.</li> <li>5) Gateways should be developed at principal points of entry to the Livingston East area.</li> <li>6) Traffic calming devices should be proposed for new streets adjacent to schools, parks, libraries, and other community facilities.</li> </ol>	



City of Columbus  
 Department of Development  
 Planning Division



Date: December 2008

# Livingston East Area Plan

## FUTURE TRANSPORTATION PLAN

**REVISED DRAFT**

### Legend

- Planned and Proposed New Facilities
- ■ ■ Bike Boulevard
  - ■ ■ Bike Lane
  - ■ ■ Lane Road Diet
  - ■ ■ Lane Road Widening
  - ■ ■ Shared Use Path
  - ■ ■ Signed Shared Roadway (Bike Route)
  - ▬▬▬ Sidewalk Priority Areas
  - ■ ■ Existing and Potential Parks and Public Open Space
  - ■ ■ New Transportation Connection (Chatford Drive)
  - ■ ■ Lane Road Diet and Shared Use Path Changed: was bike path.
  - ■ ■ Lane Road Widening
  - ■ ■ Shared Use Path
  - ■ ■ Signed Shared Roadway (Bike Route)
  - ▬▬▬ Sidewalk Priority Areas
  - ■ ■ Existing and Potential Parks and Public Open Space
  - | Priority Pedestrian Improvement Intersections
  - S School Site

PRINCIPLE	Policy	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<p><b>URBAN DESIGN</b></p> <p><b>PRINCIPLE 1:</b> New and redeveloped commercial, mixed, and light industrial uses will be designed to contribute to neighborhood character and to accommodate multiple modes of transportation.</p> <p>Continued on page 6.</p>	<p>Commercial and mixed-use development and redevelopment along major corridors should be guided by appropriate standards addressing density, building setbacks, screening, lighting, graphics, parking, and others project features contributing to a walkable/bikeable environment.</p> <p>Continued on page 6.</p>			<p>1) The development of commercial overlay designations for the Livingston East area should be considered, especially for the commercial and mixed-use segments of Livingston Avenue. The Urban Commercial Overlay (UCO) and/or the Community Commercial Overlay (CCO) may be appropriate for these areas as well as at intersections with commercial or mixed-use development along other major roadways, such as South James, South Hamilton, and Brice roads.</p> <p>2) Until such time that overlay(s) may be implemented, the following guidelines should be utilized in the review of development applications:</p> <ul style="list-style-type: none"> <li>a. A consistent level of detailing and finish should be provided for all sides of a building (i.e., “four-sided” architecture).</li> <li>b. Flat, plain building walls should be discouraged. This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Building surfaces over 20 feet high or 50 feet long should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.</li> <li>c. Front elevations for retail buildings should be divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human-scale details.</li> <li>d. The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the area. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.</li> <li>e. Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, installation of transparent windows, and other techniques that emphasize human-scaled design features at the ground floor level.</li> <li>f. Generally, buildings should be generally parallel to the street, with the primary façade facing the major street.</li> <li>g. Building façades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets.</li> <li>h. Accessory structures and uses (loading docks, dumpsters, outdoor displays, etc.) should be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and/or out of view from adjacent properties and public streets.</li> <li>i. Taller or denser development is not necessarily inconsistent with older, lower-density development but must be designed with sensitivity to existing structures.</li> <li>j. Leadership in Energy and Environmental Design (LEED or green building) technologies are encouraged for commercial buildings.</li> <li>k. Signs should be placed and sized on buildings such that they are in keeping with the scale and size of the building façades and general streetscape, so as not to obscure or interfere with architectural lines and details. They should be designed to be effectively read by the motoring, cycling, and/or walking public.</li> <li>l. Sign design should relate to the general theme of the surrounding district and should be incorporated into the building architecture. Freeway signs, pole signs, billboards, benches signs, roof signs, larger overhanging signs, LED and other such electronic or digital signs, and excessively large signs that interfere with visual character are discouraged.</li> <li>m. Large commercial developments should use integrated signage with an emphasis on wall and building signs and central identification signage rather than multiple freestanding signs along the street frontage. In such developments, monument ground signs should be encouraged.</li> <li>n. Lights should be fully shielded, recessed, and directed downward to enhance safety without glare, hot spots, or spillover into adjacent properties.</li> <li>o. Convenient, safe, well-marked, and attractive pedestrian connections should be provided from the public street to commercial, office, mixed-use and multifamily building entrances.</li> <li>p. Parking should use the minimum possible amount of space, should be hidden to the greatest extent possible, and should be located to the rear or the side of the building.</li> <li>q. Adjacent parking lots should provide pedestrian connections, thus encouraging their use where parking may be very limited.</li> </ul> <p>Continued on page 6.</p>	

PRINCIPLE	Policies	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<b>URBAN DESIGN PRINCIPLE 1:</b> New and redeveloped commercial, mixed, and light industrial uses will be designed to contribute to neighborhood character and to accommodate multiple modes of transportation. (continued)	Commercial and mixed-use development and redevelopment along major corridors should be guided by appropriate standards addressing density, building setbacks, screening, lighting, graphics, parking, and others project features contributing to a walkable/bikeable environment. <b>(continued)</b>	<b>Agreement or lack thereof is to be indicated on page 5 at the start of this policy.</b>		3) Until such time that the overlay(s) may be implemented, the following additional guidelines should be utilized in the review of mixed-use development applications.  Wherever possible, mixed-use development should: <ol style="list-style-type: none"> <li>a. include a variety of building types and sizes as well as unique architectural features such as towers, public plazas, fountains, public art, and other amenities;</li> <li>b. place the most active uses on the ground floor of buildings in areas where the greatest level of pedestrian activity is desired;</li> <li>c. occur at key intersections and create a destination, sense of place, and/or community gathering spot;</li> <li>d. incorporate one common building type;</li> <li>e. be constructed so as to encourage public transit and pedestrian and bicycle use;</li> <li>f. include the minimum possible amount of space as parking and encourage shared parking arrangements, and</li> <li>g. merge seamlessly with existing neighborhoods through pedestrian-friendly site design/building orientation and multiple pedestrian access points.</li> </ol>	
	Landscaping, screening, and accessory uses should be incorporated in order to minimize the impact of commercial, mixed-use, and light industrial development on adjacent residential uses.			<ol style="list-style-type: none"> <li>1) In context with its location, all development should be landscaped and buffered as appropriate. Particular attention should be paid to screening and buffering between very different, incompatible uses. Screening materials that are different from and inferior to the principal materials used in a building's construction should be avoided.</li> <li>2) Landscaping should be used to support stormwater management goals for filtration, percolation, and erosion control, including the planting of rain gardens. Landscaping should include a mix of deciduous, ornamental, and evergreen plant material.</li> <li>3) The use of pervious surfaces should be encouraged to minimize stormwater runoff and increase infiltration. This treatment is ideal for areas with low vehicle traffic volumes, including overflow parking, emergency vehicle lanes, and pedestrian areas.</li> <li>4) All trees (including street trees) should meet the following minimum size at the time of planting: shade trees -- 2 1/2 inches caliper (i.e., the width or diameter measured six inches from the ground); ornamental trees -- 1 1/2 inches caliper; and evergreen trees -- 5 feet in height.</li> <li>5) All trees and landscaping should be well maintained. Dead items should be replaced within six months or the next planting season, whichever occurs first. The size of the new material should equal the size of the original material when it was planted or arranged.</li> <li>6) All parking lots visible from roadways should be screened with a continuous wall, a decorative fence, or a hedge that reaches a minimum 75% opacity (degree to which one cannot see through it) within five years. Walls should reflect building architecture and material.</li> <li>7) Parking lots should be planted with shade trees (at least 2 1/2 inches caliper) with a minimum of one tree per ten parking spaces. At least half the trees should be located within the interior of the parking lot. A minimum soil area of 162 square feet should be provided for each tree to ensure long-term viability.</li> </ol>	
	Light industrial development should be high in quality and limited in its impacts on adjacent land uses.			<ol style="list-style-type: none"> <li>1) Buildings should exhibit a "corporate" architectural character of high quality materials, design, and color.</li> <li>2) Buildings should be oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc., are not facing public rights-of-way or residential or institutional uses.</li> <li>3) Screening of loading and outdoor storage and activities should comply with all applicable city codes.</li> <li>4) Parking should be hidden to the greatest extent possible and located to the rear or the side of the building.</li> <li>5) No overhead bay doors or loading docks should be oriented toward a property line.</li> <li>6) Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets. (See landscaping guidelines and strategies above.)</li> <li>7) Where feasible, safe bike and pedestrian access should be provided to encourage workers to use alternative modes of transportation.</li> </ol>	

PRINCIPLE	Policy	Agree with Policy?	Disagree with Policy?	Guidelines and Strategies	Your general comments, if any:
<p><b>URBAN DESIGN PRINCIPLE 2:</b> Residential development will be compatible with the context in which it is located and will contribute to the long-term quality and vitality of the community.</p> <p>(Context is defined by the architectural/historical character, materials, colors, density, and land-use patterns of adjacent and nearby buildings.)</p>	<p>Residential development should be guided by appropriate standards addressing building scale, design, construction, and orientation; roadway patterns; etc.</p>			<ol style="list-style-type: none"> <li>1) Natural ventilation, sunlight, and views should be maximized.</li> <li>2) Convenient, safe, well marked and attractive pedestrian connections should be provided from the public street to building entrances.</li> <li>3) New construction should be integrated with the existing fabric and scale of development in surrounding neighborhoods.</li> <li>4) Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity including care not to cast shadows and create wind tunnels or impede vehicular or pedestrian movement to/from existing development.</li> <li>5) The architectural style of new buildings should not be literal duplications of historic styles. Instead, new designs should be contemporary interpretations of traditional buildings, especially styles found throughout the area. These interpretations should be similar in scale and overall character to historical precedents, but should differ in terms of detailing.</li> <li>6) New buildings should be consistent in mass and scale to the buildings to which they are visually linked.</li> <li>7) Larger buildings should be divided into smaller modules or bays to match nearby patterns.</li> <li>8) Buildings should have a clearly visible base, body, and cap.</li> <li>9) Solid-to-void ratios on façades visible from a public street should be similar to that seen on comparable buildings.</li> <li>10) Architectural elements should be encouraged to avoid the appearance of blank walls.</li> <li>11) The roof shape of a building should be comparable with the buildings to which it is visually linked.</li> <li>12) The exterior materials of buildings and other structures should be compatible with the predominant materials, textures, and colors of the façades of the building to which it is visually linked.</li> <li>13) Materials should include brick, masonry, stone, stucco, and/or terracotta as appropriate to the location. Other materials may be appropriate provided that they are visually compatible with more traditional materials.</li> <li>14) Infill housing should complement existing housing and ensure a variety of housing types to meet the needs of the area population.</li> <li>15) Future overall residential densities for a given neighborhood should be consistent with existing densities as indicated on the draft Future Land Use Plan.</li> <li>16) Infill housing should be parallel and face the public street, front doors should face the street, and a walkway or stoop should be provided linking the front door to the sidewalk or the driveway. Houses should not back onto streets, parks, and/or natural features.</li> <li>17) The pedestrian orientation of residential neighborhoods should be respected.</li> <li>18) Houses should include front porches that are at least eight feet deep.</li> <li>19) Wherever possible, Leadership in Energy and Environmental Design (LEED or green building) technologies are encouraged.</li> <li>20) Infill subdivisions should be designed to respect the existing lot pattern established within neighborhoods.</li> <li>21) Traditional suburban, curvilinear block and street designs should be avoided and cul-de-sacs should be strongly discouraged.</li> <li>22) Streets that form a "T" intersection should be visually terminated with a building centered on the terminus, a public park, or other feature that provides visual interest and a sense of place.</li> <li>23) Garages should be located behind the house if the site is served by an alley. Otherwise, garage door openings facing a frontage street should not exceed 40 percent of the width of the house façade (which includes the width of the garage).</li> <li>24) When facing the front, residential garages should be positioned to deemphasize their visual presence on the street.</li> <li>25) New multi-family and mixed-use buildings with six or more units should have more than one building type and or façade option, thus providing a variety of façade treatments.</li> <li>26) Scale transitions should be provided between higher-density development and lower-density neighborhoods.</li> </ol>	