

TABLE OF CONTENTS

| | | |
|-------|--|----|
| I. | Purpose and Intent..... | 3 |
| II. | Designation of River Prairie Design Overlay District Property RPDO)..... | 4 |
| III. | Definitions..... | 4 |
| IV. | Permitted Uses..... | 5 |
| V. | Proposed Developments – Criteria for Approval..... | 5 |
| VI. | Application Procedures and Approval Process..... | 5 |
| VII. | General Implementation Plan..... | 6 |
| | 1. General Implementation Plan Process..... | 6 |
| | 2. General Implementation Plan Submittal Requirements..... | 6 |
| VIII. | Specific Implementation Plan..... | 7 |
| | 1. Specific Implementation Plan Process..... | 7 |
| | 2. Specific Implementation Plan Submittal Requirements..... | 8 |
| | 3. Minor amendments to the Specific Implementation Plan..... | 10 |
| | 4. Major Amendments to Specific Implementation Plan..... | 10 |
| IX. | Design Standards and Guidelines for River Prairie Development..... | 10 |
| | 1. Access, Circulation and Parking..... | 10 |
| | A. Purpose..... | 10 |
| | B. General Standard..... | 10 |
| | C. Development Standards..... | 10 |
| | D. Access and Parking Lot Requirements..... | 13 |
| | E. Parking Lot Layout..... | 15 |
| | F. User Needs..... | 15 |
| | G. Shared Parking..... | 15 |
| | H. Drive-in Facilities..... | 16 |
| | I. Truck Traffic..... | 16 |
| | J. Setbacks..... | 16 |
| | K. Parking Lots – Required Number of Off-Street Spaces for Type of Use... 16 | 16 |
| | L. Parking Stall Dimensions..... | 24 |
| | M. Parking Lot Landscaping..... | 26 |
| | N. Transit Facilities..... | 27 |
| | 2. Stormwater Management..... | 27 |
| | 3. Exterior Lighting..... | 27 |
| | 4. Street Standards..... | 28 |
| | 5. Business Sign Design Standards and Guidelines..... | 32 |
| | A. Introduction and Intent..... | 32 |
| | B. Applicability..... | 33 |
| | C. General Sign Design Standards and Guidelines..... | 34 |
| | D. Permitted Sign Area..... | 38 |
| | E. Allowed Signs..... | 39 |
| | F. General Sign Prohibitions and Limitations..... | 47 |
| | 6. Landscaping and Tree Protection..... | 47 |
| | A. Applicability..... | 47 |
| | B. Purpose..... | 48 |
| | C. General Standard..... | 48 |

| | |
|--|----|
| D. Tree Planting Standards..... | 48 |
| E. Landscape Standards..... | 50 |
| F. Tree Protection and Replacement..... | 55 |
| G. Placement of Interrelationship of Required Landscape Plan Elements..... | 55 |
| H. Landscape Materials, Maintenance and Replacement..... | 56 |
| I. Irrigation..... | 56 |
| J. Utilities..... | 57 |
| K. Visual Clearance or Sight Distance Triangle..... | 57 |
| L. Revegetation..... | 58 |
| M. Alternative Compliance..... | 58 |
| 6. Building and Architectural Standards..... | 58 |
| 7.1 Building and Project Compatibility..... | 58 |
| A. Purpose..... | 58 |
| B. Architectural Character..... | 59 |
| C. Building Size, Height, Bulk, Mass, Scale..... | 59 |
| D. Privacy Considerations..... | 59 |
| E. Building Materials..... | 59 |
| F. Building Color..... | 60 |
| G. Land Use Transition..... | 60 |
| H. Outdoor Storage Areas/Mechanical Equipment..... | 60 |
| I. Operational/Physical Compatibility Standards..... | 61 |
| 7.2 Residential Building Standards..... | 62 |
| A. Purpose/Applicability..... | 62 |
| B. Housing Model Variety..... | 62 |
| C. Relationship of Dwellings to Streets and Parking..... | 62 |
| D. Residential Building Setbacks, Lot Width and Size..... | 63 |
| E. Garage Doors..... | 63 |
| F. Rear Walls of Multi-Family Garages..... | 64 |
| 7.3 Mixed-Use, Institutional and Commercial Buildings..... | 67 |
| A. Purpose..... | 67 |
| B. Relationship of Buildings to Street, Walkways and Parking..... | 67 |
| C. Variation in Massing..... | 69 |
| D. Character and Image..... | 70 |
| 7.4 Large Retail Establishments..... | 72 |
| A. Purpose..... | 72 |
| B. Land Use..... | 72 |
| C. Development Standards..... | 72 |
| 7.5 Convenience Shopping Center/Gas Stations..... | 81 |
| A. Purpose..... | 81 |
| B. Land Use..... | 81 |
| C. Buildings..... | 82 |
| D. Site Design..... | 83 |

River Prairie Design Standards and Guidelines

I. PURPOSE AND INTENT

- (A) **Purpose.** The purpose of these standards is to facilitate development of land in the City of Altoona's River Prairie Mixed Use Zone consistent with the allowed uses, procedures and design standards and guidelines included herein. If any development standards reflected in these standards and guidelines conflict with any other standards or guidelines reflected elsewhere in the City's Code of Ordinances, the standards and guidelines included herein shall apply to development within the River Prairie Mixed Use Zone.
- (B) **Guidelines.** The guidelines and procedures included are intended to implement the objectives of the River Prairie Development Framework Plan (the Plan) completed for the City by Schreiber/Anderson Associates, Inc. in January 2005.
- (C) **Specific objectives of the Plan include:**
- (1) Protect the Eau Claire River Corridor and other environmental features
 - (2) Promote the use of innovative and state-of-the-art storm water management practices
 - (3) Provide an integrated, efficient and economical transportation system
 - (4) Provide efficient internal and external circulation for different modes of transportation
 - (5) Encourage neighborhood designs that support a wide range of transportation choices
 - (6) Generate unique economic development opportunities
 - (7) Generate revenues to repay the city's street and utility investments
 - (8) Promote the expansion and diversification of the current economic base
 - (9) Provide adequate infrastructure and public services for River Prairie
 - (10) Support recreation, civic, and infrastructure improvements that benefit the community
 - (11) Create an identity unique to Altoona and the River Prairie site
 - (12) Promote high quality design standards and environmental accountability for all development in River Prairie
- (D) **Appendix A of the River Prairie Development Framework Plan includes a summary of general design themes for River Prairie including the following:**
- (1) Preserve and promote the site's natural character to the extent possible
 - (2) Design commercial spaces that are planned for people and enjoyed at a human scale
 - (3) Develop intimately scaled neighborhoods in which homes and vegetation are the defining factors, not pavement and garage doors

- (4) Provide a framework and incentives to inspire exemplary design

The design standards and guidelines included are intended to meet the design goals stated above; however, they are not intended to limit creativity. Rather they are established to act as a tool for site-specific design of structures, streetscapes and landscapes that recognize the natural attributes of the site and enhance the character of the community. All the design elements outlined in this chapter will contribute to the collective appearance, usability and value of the River Prairie neighborhood. The Council and Plan Commission may interpret the Standards and Guidelines with some flexibility in their application to specific projects, as not all design criteria may be workable or appropriate for any given project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the Plan Commission or Council to be more important in the particular case. The overall objective is to ensure that the intent and spirit of the Standards and Guidelines are followed and to meet the above-stated goals.

II. DESIGNATION OF RIVER PRAIRIE MIXED USE ZONING DISTRICT PROPERTY

The standards and guidelines included in this document shall apply to all lands zoned as River Prairie Mixed Use Zone as approved by the City Council and reflected on the City's official zoning map.

III. DEFINITIONS

In this chapter the following terms and words shall have the following meaning unless the context requires otherwise:

–Build-to line” means an alignment established a certain distance from the front property line to a line along which the buildings in a given block or area shall be built.

“Department” means the department of public works and planning department.

“Double Frontage Lot” means lots that have land adjacent to two non-intersecting streets.

“Human scale” means the size of a building relative to a human being. A building is considered to have good human scale if there is an expression of human activity or features that indicate the building's size. This includes consideration of walking distances, heights of buildings, design of lighting, signs, sidewalks and other features. For example, traditionally sized doors, windows and balconies are elements that respond to the size of the human body, thereby representing the building's size.

“Institutional use” means use of property for group homes; recreational uses; and schools, places of worship or assembly and child care centers.

“Mixed-use Building” a building that combines commercial and residential elements in a single property, e.g. an apartment building with store or offices.

“Pad Site” means an individual freestanding lot available for development, typically next to a mall or other retail development.

“Parking Bay” means a parking spot designated for vehicular parking.

“River Prairie Mixed Use District” means the zoning district and development standards applying to the river prairie planning area as depicted in figure 1.

“River Prairie Development Framework Plan” means a written neighborhood plan approved by the City Council.

“Single-family detached dwelling” means a free-standing residential structure meeting all applicable building codes and intended as a permanent residence for one household.

“**Xeriscape**” means an attractive, sustainable landscape that conserves water, is based on sound horticultural practices, and shows evidence of care.

IV. PERMITTED USES

In the River Prairie Mixed Use (RPMU) District, any permitted or conditional use in any of the other zoning districts in the City of Altoona, or mix of uses, may be permitted subject to the criteria listed below. Within the RPMU district, the mix of permitted uses shall be further defined by these standards and guidelines. Any plans, uses or requirements approved as part of a General Implementation Plan or Specific Implementation Plan, as described below, shall be enforced as part of this chapter.

V. PROPOSED DEVELOPMENTS—CRITERIA FOR APPROVAL

In addition to the high-level goals and guidelines stated in section I, the following criteria shall be applied to proposed development in the RPMU district as a basis for approval:

- The proposed development shall be compatible with the physical nature of the site with particular concern for preserving natural features, existing vegetation and topography.
- The proposed development shall be an asset to the community aesthetically. The buildings and uses shall blend in with the surrounding neighborhoods.
- The proposed development shall not create traffic or parking demands incompatible with existing or proposed facilities. The width and location of streets, other paving and lighting should be appropriate to the proposed use. In no case shall standards be less than those necessary to insure public safety as determined by the department.
- The proposed development shall not place avoidable stress on the city’s water supply, sanitary sewer and storm water drainage systems.
- The proposed development shall make adequate provisions for the permanent preservation and maintenance of open space.

VI. APPLICATION PROCEDURES AND APPROVAL PROCESS

Prior to the issuance of any permits for development within the River Prairie Mixed Use District, the following steps shall be completed according to the procedures outlined in this section:

- (1) The applicant shall have had an initial conference with municipal staff.
- (2) A General Implementation Plan shall be approved by the Common Council.
- (3) A Specific Implementation Plan shall be approved by the Common Council.

Initial conference. Before submitting an application for a River Prairie development project, the applicant shall schedule an appointment and meet with municipal staff to discuss the procedure for approval of a River Prairie development project, including submittal requirements and design standards.

VII. GENERAL IMPLEMENTATION PLAN

1. General Implementation Plan Process. Following the initial conference, the applicant shall submit a general implementation plan to City staff consistent with the guidelines outlined below. All required materials shall be submitted to City staff prior to a date 30 days preceding a regularly scheduled monthly Plan Commission meeting at which the materials will be considered.

- (a) At the next regularly scheduled plan commission meeting, at least 30 days from the date of submittal, the Plan Commission shall conduct a public hearing to consider a recommendation for approval or disapproval of a general implementation plan. At this public hearing, the Plan Commission shall receive a written report from municipal staff recommending approval, disapproval or approval with specified modifications. Within [20] days, following the public hearing the Plan Commission shall recommend the Common Council either:
 - i. approve the General Implementation Plan,
 - ii. approve the General Implementation Plan with modifications, or
 - iii. deny approval of the General Implementation Plan.
- (b) The Common Council shall receive the written recommendation from the Plan Commission and a report from municipal staff. Upon due consideration, the Common Council shall either:
 - i. approve the General Implementation Plan,
 - ii. approve the General Implementation Plan with modifications, or
 - iii. deny approval of the General Implementation Plan.

2. General Implementation Plan Submittal Requirements. The purpose of the general implementation plan is to establish the intent, density, and intensity for a proposed development. The General Implementation Plan shall include the following:

- (a) A general location map of suitable scale, but no less than one inch = [200] feet, which shows the location of the property within the community and adjacent parcels including locations of any public streets, railroads, major streams or rivers and other major features within [1000] feet of the site.
- (b) A site inventory and analysis to identify site assets or resources, and constraints, including but not limited to floodplains, wetlands and soils classified as ~~poorly drained~~ or ~~very poorly drained,~~ soils with bedrock at or within 42 inches of the surface, utility easements for high-tension electrical transmission lines (>69KV), steep slopes greater than [15%], and brownfields.
- (c) A conceptual site plan, at a scale of no less than one inch = [100] feet, which indicates topography in (20) twenty foot contours, consisting of a map with proposed features and existing site features and uses that will remain. These features should include building outlines, location of streets, transit stops, drives and parking areas, pedestrian and bicycle paths, service access areas for receiving material and trash removal, and other impervious surfaces. The

location of proposed and existing to remain trees and shrubs should also be included, along with any other significant features.

- (d) A conceptual storm water management plan and map which indicates topography in (2) two foot contours identifying the proposed patterns of major stormwater runoff, locations of stormwater infiltration areas, and other significant stormwater best management practices.
- (e) Identification of the architectural style(s) of the River Prairie Development and the accompanying site design style(s). The design style of the River Prairie Development shall be conveyed with drawings or computer simulations of typical proposed building elevations (including dimensions of building height and width, and facade treatment including typical signage).
- (f) A written letter or report that provides general information about the covenants, conservation easements, or agreements which will influence the use and maintenance of the proposed development. The report shall also describe the site conditions and the development objectives.
- (g) Any other information deemed necessary by the City in order to evaluate plans.
- (h) Five (5) 22" x 34" or larger copies of the above information shall be submitted along with fifteen (15), 11" X 17" reduced sets.
- (i) A utilities plan showing underground and above ground lines and structures for sanitary sewers, electricity, gas, telecommunications, etc.
- (j) The circulation system indicating pedestrian, bicycle, and motor vehicle movement systems, including existing and proposed public streets or right-of-ways; transit stops; easements or other reservations of land on the site; the location and dimensions of existing and proposed curb cuts, off-street parking (for bikes and vehicles) and loading spaces, include service access for receiving and trash removal; sidewalks and other walkway.

VIII. SPECIFIC IMPLEMENTATION PLAN

The purpose of the Specific Implementation Plan is to establish a detailed development proposal. The Specific Implementation Plan can be proposed, reviewed, and acted upon as whole or in part or phases. All required materials shall be submitted to City staff prior to a date 30 days preceding the regularly scheduled monthly Plan Commission meeting at which the materials will be considered.

1. Specific Implementation Plan Process. Following approval of the General Implementation Plan, the applicant shall submit a Specific Implementation Plan to municipal staff as noted above.

- (a) At the next regularly scheduled plan commission meeting, at least 30 days from the date of submittal, the Plan Commission shall receive a report from municipal staff recommending approval, disapproval or approval with specified modifications. The Plan Commission shall determine whether the proposed Specific Implementation Plan is in substantial conformance with the approved General Implementation Plan. Upon due consideration, the Plan Commission shall recommend that the Common Council either:
 - i. approve the Specific Implementation Plan as being in substantial conformance with the General Implementation Plan;
 - ii. approve the Specific Implementation Plan as being in substantial conformance with the General Implementation Plan with specified modifications; or
 - iii. deny approval of the Specific Implementation Plan.

- (b) Following Plan Commission recommendation, the Common Council shall receive the recommendation from the Plan Commission and the report from the planner or municipal staff. Upon due consideration, the Common Council shall either:
 - i. approve the Specific Implementation Plan as being in substantial conformance with the General Implementation Plan;
 - ii. approve the Specific Implementation Plan as being in substantial conformance with the General Implementation Plan with specified modifications; or
 - iii. deny approval of the Specific Implementation Plan.

2. Specific Implementation Plan Submittal Requirements. The applicant shall submit a series of plans, maps, and written materials which include the following information:

- (a) A general location map of suitable, but no less than one inch = [200] feet which shows the boundaries and dimensions of the property within the context of the city and adjacent parcels, including locations of any public streets, railroads, major streams or rivers and other major features within 1000 feet of the site, along with a legal description of the property.

- (b) A site inventory and analysis to identify site assets or resources, and constraints, including but not limited to floodplains, wetlands and soils classified as ~~poorly drained~~ or ~~very poorly drained~~, soils with bedrock at or within 42 inches of the surface, utility easements for high-tension electrical transmission lines (>69KV), slopes greater than [15%], and brownfields.

- (c) A site plan, including proposed topographic contours at (20) twenty foot intervals, with the following information:
 - i. the location of proposed structures and existing structures that will remain, with height and gross floor area noted;

- ii. the location of street and pedestrian lighting, including lamp intensity, design and height;
 - iii. the location of proposed open space;
 - iv. the circulation system indicating pedestrian, bicycle, and motor vehicle movement systems, including existing and proposed public streets or right-of-ways; transit stops; easements or other reservations of land on the site; the location and dimensions of existing and proposed curb cuts, off-street parking (for bikes and vehicles) and loading spaces, include service access for receiving and trash removal; sidewalks and other walkways;
 - v. location of all trees, shrubs, and ground cover (proposed or existing) to remain on the site.
- (d) A stormwater management plan consistent with Chapter 14 of Altoona City ordinances. The grading plan shall show existing and proposed ground elevations with contours (two-foot contour interval) and spot elevations at significant high points, low points, and transition points. The grading plan shall also note the finished ground floor elevations of all buildings. The plan shall also show the locations of all storm drainage sewers and structures, and infiltration or detention/retention structures; and all wetlands on the site, using the Federal Manual For Identifying and Delineating Jurisdictional Wetlands, and copies of documents completed in making the wetlands identification.
- (e) Detailed elevations of all proposed commercial buildings and typical elevations of residential buildings. Scaled elevations should identify all signs, building materials and percentage of ground floor commercial facade in windows; the location, height and material for screening walls and fences, including outdoor trash storage areas, electrical, mechanical and gas metering equipment, storage areas for trash and recyclable materials, and rooftop equipment.
- (f) A utilities plan showing underground and above ground lines and structures for sanitary sewers, electricity, gas, telecommunications, etc.
- (g) A written report or letter which completely describes the proposal and indicates covenants or agreements that will influence the use and maintenance of the proposed development. The report also shall describe the analysis of site conditions and the development objectives.
- (h) Phasing plans, where applicable.
- (i) Any other information deemed necessary by the Plan Commission or Common Council in order to evaluate plans.
- (j) Five (5) 22" x 34" or larger copies of the above information shall be submitted along with fifteen (15), 11" X 17" reduced sets.

3. Minor Amendments to the Specific Implementation Plan. Minor changes to the Specific Implementation Plan adopted by the Common Council may be approved by the Planning Department, provided that the changes do not involve:

- (a) Increases or decreases of more than [5%] in floor area of structures or number of dwelling units.
- (b) Significant changes in the exterior building material pallet.
- (c) Alteration of any conditions attached or modification to the Specific Implementation Plan made by the Common Council.

4. Major Amendments to Specific Implementation Plan. A major change to a Specific Implementation Plan which is less or more restrictive than any conditions of approval for the initial Specific Implementation Plan, shall require notification of the Plan Commission and Council and subsequent approval by a majority vote of all members of the Common Council.

IX DESIGN STANDARDS AND GUIDELINES FOR RIVER PRAIRIE DEVELOPMENT

Developments that meet the design standards and guidelines included in this section along with other applicable provisions shall be entitled to approval:

1. Access, Circulation and Parking

- (A) **Purpose.** This Section is intended to ensure that the access, parking and circulation aspects of all developments are well designed with regard to safety, efficiency and convenience for vehicles, bicycles, pedestrians and transit, both within the development and to and from surrounding areas. Sidewalk or bikeway extensions off-site may be required based on needs created by the proposed development. This Section sets forth parking requirements in terms of numbers and dimensions of parking stalls, internal landscaping and shared parking. It also addresses the placement of drive-in facilities and loading zones.
- (B) **General Standard.** The parking and circulation system within each development shall accommodate the movement of vehicles, bicycles, pedestrians and public transit, throughout the proposed development and to and from surrounding areas, safely and conveniently, and shall contribute to the attractiveness of the development. The on-site pedestrian system must provide adequate directness, continuity, street crossings, visible interest and security as defined by the standards in this Section. The on-site bicycle system must connect to the city's on-street bikeway network. Connections to the off-road trail system shall be made to the maximum extent feasible.
- (C) **Development Standards.** All developments shall meet the following standards:

- (1) *Safety Considerations.* To the maximum extent feasible, pedestrians shall be separated from vehicles and bicycles.
 - (a) Where complete separation of pedestrians and vehicles and bicycles is not possible, potential hazards shall be minimized by the use of techniques such as special paving, raised surfaces, pavement marking, signs or striping, bollards, median refuge areas, traffic calming features, landscaping, lighting or other means to clearly delineate pedestrian areas, for both day and night use.
 - (b) Where pedestrians and bicyclists share walkways, the pedestrian/bicycle system shall be designed to be wide enough to easily accommodate the amount of pedestrian and bicycle traffic volumes that are anticipated. A minimum trail width of ten (10) feet shall be required, unless the developer can demonstrate an eight or nine foot trail can accommodate the anticipated pedestrian and bicycle traffic. The trail shall meet American Association of State Highway and Transportation Officials (AASHTO) guidelines, Guide for Development of Bicycle Facilities, August 1991, or any successor publication. Additional width of up to four (4) feet may be required to accommodate higher volumes of bicycle and pedestrian traffic within and leading to business and commercial areas, schools and parks.
- (2) *Curbcuts and Ramps.* Curbcuts and ramps shall be located at convenient, safe locations for the physically disabled, for bicyclists and for people pushing strollers or carts. The location and design of curbcuts and ramps shall meet the requirements of the Uniform Building Code and the City's Americans with Disabilities Act ramp standards and shall avoid crossing or funneling pedestrian or bicycle traffic through loading areas, drive-in lanes and outdoor trash storage/collection areas.
- (3) *Site Amenities.* Development plans shall include site amenities that enhance safety and convenience and promote walking or bicycling as an alternative means of transportation. Site amenities may include, but are not limited to, drinking fountains, canopies and benches.
- (4) *Bicycle Facilities.* Commercial, civic, employment and multi-family residential uses shall provide bicycle facilities to meet the following standards:
 - (a) *Bicycle Parking.* Bicycle parking spaces shall be provided appropriate for the intended use of an area or building subject to approval by the City Council; provided, however, the number of bicycle parking spaces shall equal no less than three (3)

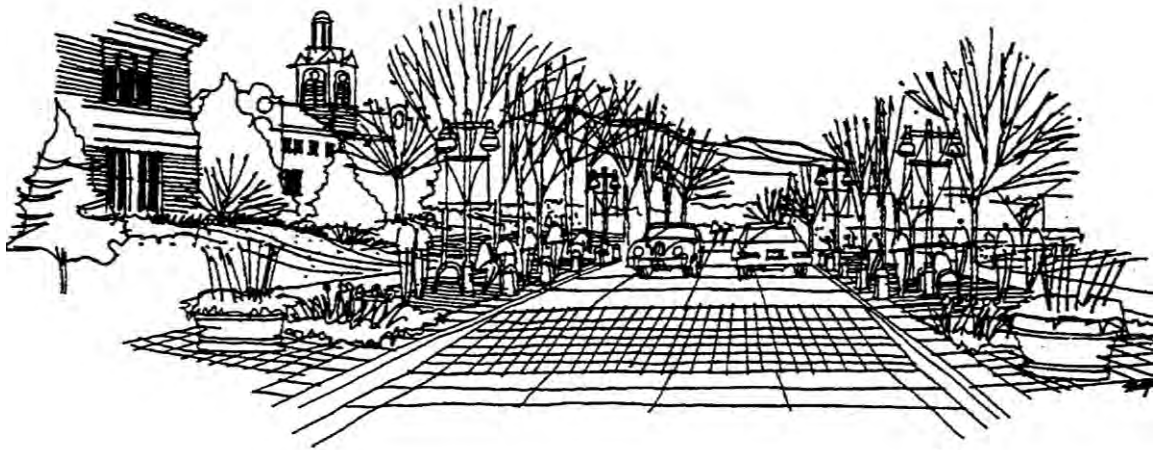
percent of the total number of automobile parking spaces provided by the development).

- (b) Location. For convenience and security, bicycle parking facilities shall be located near building entrances, shall be visible from the land uses they serve, and shall not be in remote automobile parking areas. Such facilities shall not, however, be located so as to impede pedestrian or automobile traffic flow nor so as to cause damage to plant material from bicycle traffic.
- (c) Design. Bicycle parking facilities shall be designed to allow the bicycle frame and both wheels to be securely locked to the parking structure. The structure shall be of permanent construction such as heavy gauge tubular steel with angle bars permanently attached to the pavement foundation. Bicycle parking facilities shall be at least two (2) feet in width and five and one-half (5½) feet in length, with additional back-out or maneuvering space of at least five (5) feet.

(5) *Walkways.*

- (a) Directness and continuity. Walkways within the site shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and shall not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access. Walkways shall link street sidewalks with building entries through parking lots. Such walkways shall be raised or enhanced with a paved surface not less than six (6) feet in width. Drive aisles leading to main entrances shall have walkways on both sides of the drive aisle.
- (b) Street Crossings. Where it is necessary for the primary pedestrian access to cross drive aisles or internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout of the pedestrian access shall be continuous as it crosses the driveway, with a break in continuity of the driveway paving and not in the pedestrian access way. The pedestrian crossings must be well-marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge areas and landscaping. (See Figure 2)

Figure 2
Pedestrian Crossings



- (6) *Direct On-Site Access to Pedestrian and Bicycle Destinations.* The on-site pedestrian and bicycle circulation system must be designed to provide, or allow for, direct connections to major pedestrian and bicycle destinations including, but not limited to, parks, schools, business and commercial districts and transit stops that are located either within the development or adjacent to the development as required, to the maximum extent feasible. The on-site pedestrian and bicycle circulation system must also provide, or allow for, on-site connections to existing or planned off-site pedestrian and bicycle facilities at points necessary to provide direct pedestrian and bicycle travel from the development to major pedestrian destinations located within the neighborhood. In order to provide direct pedestrian connections to these destinations, additional sidewalks or walkways not associated with a street, or the extension of a sidewalk from the end of a cul-de-sac to another street or walkway, may be required.
- (7) *Off-Site Access to Pedestrian and Bicycle Destinations.* Off-site pedestrian or bicycle facility improvements may be required to facilitate efficient pedestrian and bicycle circulation.
- (8) *Transportation Impact Study.* In order to identify those facilities that may be required in order to comply with these standards, development plans may be required to submit a Transportation Impact Study approved by the City, which study shall be prepared in accordance with the guidelines provided by the city engineer.
- (D) *Access and Parking Lot Requirements.* All vehicular use areas in any proposed development shall be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation that will use the system, (including, without limitation, cars, trucks, buses, bicycles and emergency vehicles).

- (1) *Pedestrian/Vehicle Separation.* To the maximum extent feasible, pedestrians and vehicles shall be separated through provision of a sidewalk or walkway. Where complete separation of pedestrian and vehicles is not feasible, potential hazards shall be minimized by using landscaping, bollards, special paving, lighting and other means or materials acceptable to the City engineer to clearly delineate pedestrian areas.
- (2) *Access.* Unobstructed vehicular access to and from a public street shall be provided for all off-street parking spaces. Vehicular access shall be provided in such manner as to protect the safety of persons using such access or traveling in the public street from which such access is obtained and in such manner as to protect the traffic-carrying capacity of the public street from which such access is obtained.
- (3) *Location.* Only off-street parking areas provided to serve uses permitted in a zone district predominated by residential uses will be allowed in such district.
 - (a) Required off-street parking spaces shall be located on the same lot or premises as the building or use for which they are required unless:
 - (1) such spaces are provided collectively by two (2) or more buildings or uses on abutting lots in a single parking area located within the boundaries of those abutting lots, and the total number of parking spaces supplied collectively is equal to the number of spaces required by this subdivision for each use considered separately, or
 - (2) an alternative location is approved by the Council.
 - (b) *Guest Parking.* Off-street guest parking spaces in multi-family developments shall be distributed proportionally to the dwelling unit locations that they are intended to serve. Such parking shall not be located more than two hundred (200) feet from any dwelling unit that is intended to be served.
 - (c) *Pavement.* All open off-street parking and vehicular use areas shall be surfaced with asphalt, concrete or other material in conformance with city specifications.
 - (d) *Lighting.* Light fixtures provided for any off-street parking area adjacent to a residential use or residentially zoned lot shall shield the source of light from off sight and prevent the spillover of direct light onto the residential use, while still providing security to motorists, pedestrians and bicyclists.

- (e) **Maintenance.** The property owner shall be responsible for maintaining any vehicular use area in good condition and free of refuse and debris and all landscaping in a healthy and growing condition.

(E) *Parking Lot Layout.*

- (1) ***Circulation Routes.*** Parking lots shall provide well-defined circulation routes for vehicles, bicycles and pedestrians.
- (2) ***Traffic Control Devices.*** Standard traffic control signs and devices shall be used to direct traffic where necessary within a parking lot.
- (3) ***Orientation.*** Parking bays shall be perpendicular to the land uses they serve to the maximum extent feasible. Large parking lots shall include walkways that are located in places that are logical and convenient for pedestrians.
- (4) ***Landscaped Islands.*** To the maximum extent feasible, landscaped islands with raised curbs shall be used to define parking lot entrances, the ends of all parking aisles and the location and pattern of primary internal access drives, and to provide pedestrian refuge areas and walkways. (5) ***Points of Conflict.*** The lot layout shall specifically address the interrelation of pedestrian, vehicular and bicycle circulation in order to provide continuous, direct pedestrian access with a minimum of driveway and drive aisle crossings. Remedial treatment such as raised pedestrian crossings, forecourts and landings, special paving, signs, lights and bollards shall be provided at significant points of conflict.
- (5) ***Lot Size/Scale.*** Large surface parking lots shall be visually and functionally segmented into several smaller lots according to the following standards:
 - (a) Large parking lots shall be divided into smaller sections by landscape areas. Each section shall contain a maximum of three hundred (300) parking spaces. (b) Parking lots shall be landscaped in accordance with the requirements contained in this section and other applicable sections of these standards and guidelines.

- (F) *User Needs.*** Layout and design shall anticipate the needs of users and provide continuity between vehicular circulation, parking, pedestrian and bicycle circulation. Pedestrian drop-off areas shall be provided where needed, especially for land uses that serve children or the elderly.

- (G) *Shared Parking.*** Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations shall be made to reduce the total

amount of required parking. Retail, office, institutional and entertainment uses may share parking areas. In no case shall shared parking include the parking required for residential uses.

(H) *Drive-in Facilities.* Any drive-in facilities, if permitted, shall be secondary in emphasis and priority to any other access and circulation functions. Such facilities shall be located in side or rear locations that do not interrupt direct pedestrian access along connecting pedestrian frontage. The design and layout of drive-in facilities for restaurants, banks, or other uses shall:

- (1) avoid potential pedestrian/vehicle conflicts;
- (2) provide adequate stacking spaces for automobiles before and after use of the facility;
- (3) provide adequate directional signage to ensure a free-flow through the facility; and
- (4) provide a walk-up service option as well as drive-in where such walk-up service is appropriate.

(I) *Truck Traffic.* All developments that generate truck traffic that is anticipated by the Plan Commission or City Council to adversely affect a neighborhood by creating noise, dust or odor problems shall avoid or mitigate those impacts either through physical design or operational procedures.

(J) *Setbacks.* Any vehicular use area containing six (6) or more parking spaces or one thousand eight hundred (1,800) or more square feet shall be set back from the street right-of-way and the side and rear yard lot line (except a lot line between buildings or uses with collective parking) consistent with the provisions of this Section, according to the following table:

| | <i>Minimum average of entire landscaped setback area (feet)</i> | <i>Minimum width of setback at any point (feet)</i> |
|----------------------------|---|---|
| Along an arterial street | 15 | 5 |
| Along a nonarterial street | 10 | 5 |
| Along a lot line | 5 | 5 |

(K) *Parking Lots - Required Number of Off-Street Spaces for Type of Use.*

- (1) *Residential and Institutional Parking Requirements.* Residential and institutional uses limited to group homes; recreational uses; and schools, places of worship or assembly and child care centers, shall

provide a *minimum* number of parking spaces as defined by the standards below.

- (a) Attached Dwellings: For each two-family and multi-family dwelling there shall be parking spaces provided as indicated by the following table. As noted, at least one of the required spaces for each dwelling unit must be provided in a garage:

| <i>Number of Bedrooms/Dwelling Unit</i> | <i>Parking Spaces Per Dwelling Unit</i> |
|---|---|
| One or less | 1.5 (1 in garage minimum) |
| Two | 1.75 (1 in garage minimum) |
| Three | 2.0 (1 in garage minimum) |
| Four and above | 2.5 (1 in garage minimum) |

- (b) Multi-family, Attached or Two-Family Projects Developed with Internal Streets: Parking on an internal street fronting on a lot or tract containing multi-family, attached or two-family dwellings (except for mixed-use dwellings and single-family detached dwellings) may be counted to meet the parking requirements for the development.
- (c) Single-Family Detached with parking available on minimum of one side of abutting public or private street: For each single-family dwelling there shall be a minimum of 2 parking spaces provided, one (1) garaged parking space, and one which may be open or garaged .
- (d) Single-Family Detached with parking not available on minimum of one side of abutting public or private street: For each single-family dwelling abutting a street with no parking available there shall be a minimum of 4 parking spaces provided, two (2) garaged parking spaces, and two (2) which may be open or garaged .
- (e) Group Homes: For each group home there shall be two (2) parking spaces for every three (3) employees, and in addition, one (1) parking space for each four (4) adult residents, unless residents are prohibited from owning or operating personal automobiles.
- (f) Schools, Places of Worship or Assembly and Child Care Centers: For each school, place of worship or assembly and

child care center, there shall be one (1) parking space per four (4) seats in the auditorium or place of worship or assembly, or two (2) parking spaces per three (3) employees, or one (1) parking space per one thousand (1,000) square feet of floor area, whichever requires the greatest number of parking spaces. In the event that a school, place of worship or assembly, or child care center is located adjacent to uses such as retail, office, employment or industrial uses, and the mix of uses creates staggered peak periods of parking demand, and the adjacent landowners have entered into a shared parking agreement, then the maximum number of parking spaces allowed for a place of worship or assembly shall be one (1) parking space per four (4) seats in the auditorium or place of worship or assembly, and the maximum number of parking spaces allowed for a school or child care center shall be three (3) spaces per one thousand (1,000) square feet of floor area. When staggered peak periods of parking demand do not exist with adjacent uses such as retail, office, employment or industrial uses, then the maximum number of parking spaces allowed for a place of worship or assembly shall be one (1) parking space per three (3) seats in the auditorium or place of worship or assembly, and the maximum number of parking spaces allowed for a school or child care center shall be four (4) spaces per one thousand (1,000) square feet of floor area.

- (2) *Nonresidential Parking Requirements:* Nonresidential uses will be limited to a **maximum** number of parking spaces as defined by the standards defined below. All parking spaces shall be paved with asphalt or concrete.
 - (a) The table below sets forth the number of allowed parking spaces based on the square footage of the gross leasable area and of the occupancy of specified uses. In the event that on-street or shared parking is not available on land adjacent to the use, then the maximum parking allowed may be increased by no more than twenty (20) percent if reviewed by the Plan Commission and approved by the City Council, provided that the amount of parking lot landscaping is also increased by twenty (20) percent. (This twenty-percent increase shall not apply to the "general office" use category.)

| <i>Use</i> | <i>Maximum Parking</i> |
|---|--|
| Restaurants a. Fast Food b. Standard | 15/1000 sq. ft. 10/1000 sq. ft. |
| Bars, Taverns, and Nightclubs | 10/1000 sq. ft. |
| Commercial Recreational a. Limited Indoor Recreation b. Outdoor c. Bowling Alley | 6/1000 sq. ft. .3/person cap. 5/1000 sq. ft. |
| Theaters | 1/3 seats |
| General Retail | 4/1000 sq. ft. |
| Personal Business and Service Shop | 4/1000 sq. ft. |
| Shopping Center | 5/1000 sq. ft. |
| Medical Office | 4.5/1000 sq. ft. |
| Financial Services | 3.5/1000 sq. ft. |
| Grocery Store, Supermarket | 6/1000 sq. ft. |
| General Office | 3/1000 sq. ft. or .75/employee on the largest shift or 4.5/1000 sq. ft. if all additional parking spaces gained by the increased ratio (over 3/1000 sq. ft.) are contained within a parking garage/structure |
| Vehicle Servicing & Maintenance | 5/1000 sq. ft. |
| Low Intensity Retail, Repair Service, Workshop and Custom Small Industry | 2/1000 sq. ft. |
| Lodging Establishments | 1/unit |
| Health Facilities a. Hospitals b. Long-Term Care Facilities | 1/bed .33/bed plus 1/two employees on major shift |

(b) For uses that are not specifically listed, the number of parking spaces permitted shall be the number permitted for the most similar use listed.

(3) *Alternative Compliance.* Upon written request by the applicant, an alternative parking ratio (as measured by the number of parking spaces based on the applicable unit of measurement established in the table for nonresidential land uses or the number of parking spaces based on use for recreational and institutional land uses) may be substituted in whole or in part for a ratio meeting the standards of this Section.

- (a) Procedure. Alternative compliance parking ratio plans shall be prepared and submitted in accordance with the submittal requirements for plans as set forth in this Section. Each such plan shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section. The request for alternative compliance must be accompanied by either a traffic impact study containing a trip generation analysis or by other relevant data describing the traffic impacts of any proposed recreational or institutional land use or activity.
- (b) Review Criteria. To approve an alternative plan, the Council, following a review of the Plan Commission, must first find that the proposed alternative plan accomplishes the purposes of this Section equally well or better than would a plan which complies with the standards of this Section. In reviewing the request for an alternative parking ratio plan in order to determine whether it accomplishes the purposes of this Section, as required above, the Plan Commission and Council shall take into account the number of employees occupying the building or land use, the number of expected customers or clients, the availability of nearby on-street parking (if any), the availability of shared parking with abutting, adjacent or surrounding land uses (if any), the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the city, trip reduction programs (if any), or any other factors that may be unique to the applicant's development request. The Council shall not approve the alternative parking ratio plan unless it:
1. does not detract from continuity, connectivity and convenient proximity for pedestrians between or among existing or future uses in the vicinity,
 2. minimizes the visual and aesthetic impact along the public street by placing parking lots to the rear or along the side of buildings, to the maximum extent feasible,
 3. minimizes the visual and aesthetic impact on the surrounding neighborhood,
 4. creates no physical impact on any facilities serving alternative modes of transportation,
 5. creates no detrimental impact on natural areas or features,

6. maintains handicap parking ratios, and
- (c) For institutional land uses noted above that are required to provide a **minimum** amount of parking, a request for alternative compliance to provide parking below the required minimum must follow the same procedure and be held to the same review criteria as described above, and in addition, must demonstrate:
1. that there will be no dispersal of spillover parking onto surrounding, adjacent or abutting land uses, and
 2. that there will be no dispersal of spillover parking onto surrounding, adjacent or abutting public streets (or private streets not under legal ownership of the applicant).

Notwithstanding the spillover parking prohibitions above, spillover parking may be allowed pursuant to this subsection for "Special Event Parking," meaning parking associated with a recreational facility, activity or institution expected to occur no more than four (4) times per year for school assemblies, pageants, graduations, religious celebrations or other ceremonies or events that occur so infrequently that the public can reasonably be expected to accept the inconvenience of spillover parking on such infrequent occasions.

- (4) *Exception to the General Office Parking Standard.* An exception to the general office parking standard as established shall be permitted for the purpose of ensuring that the parking provided is adequate but not in excess of the users' needs. Requests for exceptions to the general office parking standard shall be reviewed according to the procedure and criteria contained in subparagraphs (a) and (b) below. Exceptions shall be available only to those projects where the number of anticipated employees can be reasonably estimated, and such exceptions shall apply only to the ratio between the number of parking spaces and the number of employees, and not to the ratio between the number of parking spaces and the gross leasable area. If the number of anticipated employees cannot be reasonably estimated, then the applicable parking standard shall be the ratio between the number of parking spaces and the gross leasable area, and no exception to the general office parking standard will be granted under this subsection.
- (a) Procedure. All requests for exceptions to the general office parking standard shall be submitted in accordance with the submittal requirements for plans as set forth in this subsection. Each such request shall clearly identify and discuss the proposed project and the ways in which the plan will

accomplish the general purpose of this subsection. The request for an exception to the standard must be accompanied by an estimated number of employees. In addition, a traffic impact study containing a trip generation analysis or other relevant data describing the traffic and parking impacts of any proposed general office land use or activity shall be submitted.

(b) Review Criteria. To approve an exception to the standard, the Plan Commission shall review and Council must first find that the proposed project accomplishes the general purpose of this Section. In reviewing the request for an exception to the standard parking ratio and in order to determine whether such request is consistent with the purposes of this subsection, as required above, the Plan Commission and Council shall take into account the anticipated number of employees occupying the building, the number and frequency of expected customers or clients, the availability of nearby on-street parking (if any), the availability of shared parking with abutting, adjacent or surrounding land uses (if any), the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the city, travel demand management programs (if any), or any other factors that may be unique to the applicant's development request. The Council shall not approve an exception to the general office parking standard unless it:

1. does not detract from continuity, connectivity and convenient proximity for pedestrians between or among existing or future uses in the vicinity,
2. minimizes the visual and aesthetic impact along the public street of the proposed increased parking by placing parking lots to the rear or along the side of buildings, to the maximum extent feasible,
3. minimizes the visual and aesthetic impact of such additional parking on the surrounding neighborhood,
4. creates no physical impact on any facilities serving alternative modes of transportation,
5. creates no detrimental impact on natural areas or features,
6. maintains handicap parking ratios,
7. results in a ratio that does not exceed one-space-per-employee (1:1), and

8. is justified by a travel demand management program which has been submitted to and approved by the city.

(5) *Handicap Parking.*

- (a) Handicapped spaces. Parking spaces for the physically handicapped shall have a stall width of thirteen (13) feet unless the space is parallel to a pedestrian walk. Other dimensions shall be the same as those for standard vehicles. Any such spaces shall be designated as being for the handicapped with a raised standard identification sign.
- (b) Location. Handicap parking spaces shall be located as close as possible to the nearest accessible building entrance, using the shortest possible accessible route of travel. When practical, the accessible route of travel shall not cross lanes for vehicular traffic. When crossing vehicle traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk.
- (c) Marking. Every handicap parking space shall be identified by a sign, centered between three (3) feet and five (5) feet above the parking surface, at the head of the parking space. The space shall include appropriate signage and markings designating the space as a handicap parking space.
- (d) Each parking lot shall contain at least the minimum specified number of handicap spaces as provided in the table below. Regardless of the number of handicap spaces required, at least one (1) such space shall be designated as a van-accessible space, and must be a minimum of eight (8) feet wide and adjoin a minimum eight-foot-wide access aisle.

| <i>NUMBER OF HANDICAP PARKING SPACES</i> | |
|--|---|
| <i>Total Parking Spaces in Lot</i> | <i>Minimum Required Number of Accessible Spaces</i> |
| 1-25 | 1 |
| 26-50 | 2 |
| 51-75 | 3 |
| 76-100 | 4 |
| 101-150 | 5 |
| 151-200 | 6 |
| 201-300 | 7 |
| 301-400 | 8 |
| 401-500 | 9 |

| | |
|------------|--|
| 501-1,000 | 2% of total spaces |
| Over 1,000 | 20 spaces plus 1 space for every 100 spaces, or fraction thereof, over 1,000 |

(6) *Loading Zones.* All development shall provide loading zones and service areas adequately sized to accommodate the types of vehicles that use them. Such loading zones and service areas shall be indicated on the development plan and shall not impede vehicular, bicycle or pedestrian circulation.

(L) *Parking Stall Dimensions.* Parking areas for automobiles shall meet the following minimum standards for long- and short-term parking of standard and compact vehicles:

(1) *Parking Spaces.* Parking spaces shall conform with the standard car dimensions shown on Table A.

Table A

| <i>Standard Vehicle</i> | | <i>Dimensions in feet</i> | | | | |
|-------------------------|----------|---------------------------|----------|----------|----------|----------|
| A | B | C | D | E | F | G |
| 0° | 8 | 23 | 8 | 23 | 20 | 12 |
| 30° | 8.5 | 20 | 17.4 | 17 | 20 | 15 |
| 45° | 8.5 | 20 | 20.2 | 12 | 20 | 15 |
| 60° | 9 | 19 | 21 | 10.4 | 24 | 20 |
| 90° | 9 | 19 | 19 | 9 | 24* | 20** |

A-Angle of Parking

B-Stall Width

C-Stall Length

D-Stall Depth

E-Curb Length

F-Two-Way Drive Aisle Width**

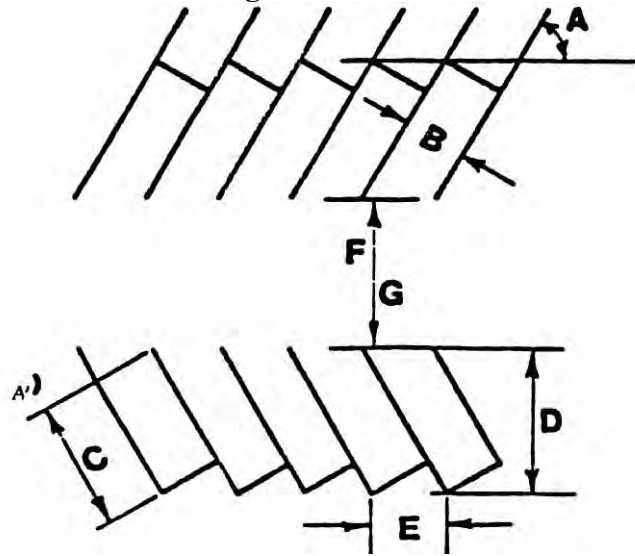
G-One-Way Drive Aisle Width

(See Figure 4)

* When garages are located along a driveway and are opposite other garages or buildings, the driveway width must be increased to 28 feet.

When an overhang is allowed to reduce stall depth, aisle width must be increased to 22 feet.

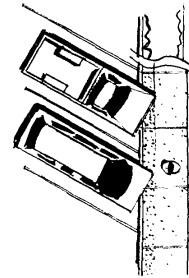
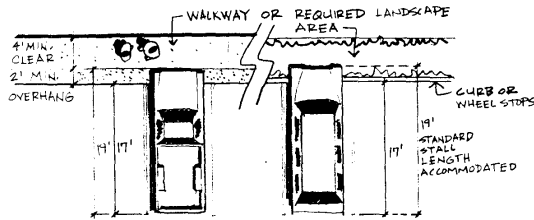
Figure 3
Parking Stall Dimensions



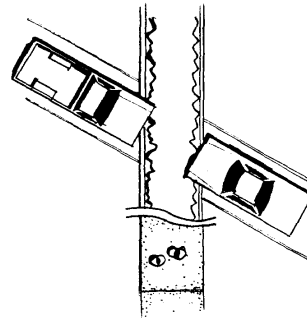
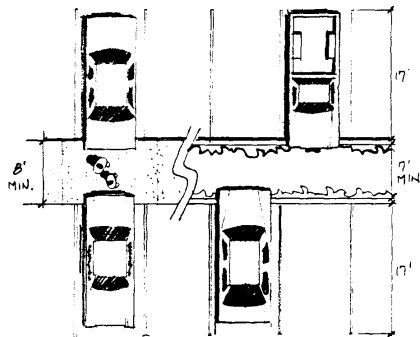
(2) *Vehicular Overhang*. The stall dimensions indicated above may be modified with respect to vehicular overhang as indicated in Figure 4, except that compact vehicle spaces may not be reduced in depth to a dimension that is less than the required depth indicated above.

**Figure 4
Vehicular Overhang for
Parking Stalls**

Parked vehicles may overhang a landscape area or walkway with a corresponding two-foot (2') reduction in paved stall length if a curb or wheel stop is provided.



Parked vehicles may overhang *both* sides of a landscape area at least 7 feet wide or a walkway at least 8 feet wide, as described above.



HEAD-IN PARKING

ANGLED PARKING

(M) *Parking Lot Landscaping.* The following minimum standards shall apply to all parking lot landscaping plans:

- (1) *Landscaping Coverage.* At least six (6) percent of the interior space of all parking lots with less than one hundred (100) spaces, and ten (10) percent of the interior space of all parking lots with one hundred (100) spaces or more shall be devoted to landscaping meeting the standards set forth in this Division and in IX 6 (E), ~~“Landscape Standards”~~.
- (2) *Installation.* Except as provided herein, no certificate of occupancy for property with an off-street parking area required to provide landscaping in conformance with these regulations shall be issued unless all landscaping on the property has been installed in accordance with an approved landscape plan for such property. In the event that such landscape installation has not been completed, an occupancy

permit may be issued upon the receipt by the city of a cash deposit, bond, letter of credit or other satisfactory financial guarantee in the amount of one hundred twenty-five (125) percent of the estimated cost of the landscaping improvements determined by an executed contract to install such landscaping or by adequate appraisals of such cost. Once the landscaping has been completely installed, the developer shall provide a 2-year warranty for replacement of any landscaping which does not remain in good condition.

- 3) *Landscape Irrigation.* Except as provided herein, no certificate of occupancy shall be issued for any building on any portion of a property required by this Article to have an irrigation system, unless the entire irrigation system has been installed in accordance with an approved irrigation plan for such property. In the event that such irrigation system installation has not been completed, a certificate of occupancy may be issued upon the receipt by the city of a bond, cash deposit or equivalent conditioned on and guaranteeing the installation of the entire irrigation system shown on the approved irrigation plan. Such bond, cash deposit or equivalent shall be in the amount of one hundred twenty-five (125) percent of the estimated cost of the irrigation system determined by an executed contract to install such irrigation system or by adequate appraisals of such cost. Any bond, cash deposit or equivalent deposited pursuant to this requirement shall be released upon certification by the Building Permits and Inspections Director that the required irrigation system has been completed in accordance with the requirements of the bond.

- (N) *Transit Facilities.* Transit stops, shelters and other transit facilities shall be installed as integral features of all developments in order to facilitate safe and efficient access to the public transit system.

2. **Stormwater Management.** The design and development of stormwater management facilities within the RPMU Zone shall meet the requirements of the City of Altoona's Stormwater Management Ordinance, Chapter 14, and demonstrate the following principles:

- A. Minimize off-site stormwater runoff;
- B. Promote on-site filtration;
- C. Utilize natural stormwater management systems wherever practical;
- D. Utilize stormwater management Best Management Practices (BMPs);
- E. Minimize the discharge of pollutants to ground and surface water; and
- F. Maintain and protect natural topography and existing land cover to the extent reasonably practicable.

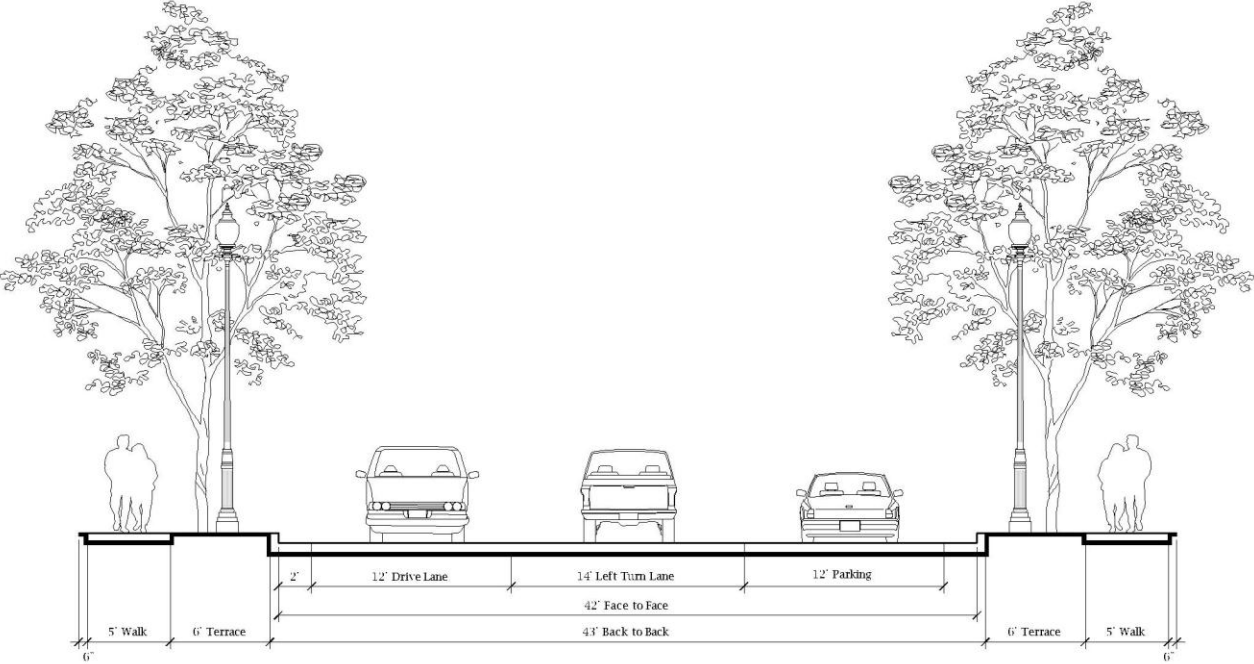
3. **Exterior Lighting/Private Utility Installations.** The styles of proposed street and private lot lighting shall be compatible with one another. All exterior lighting within the RPMU Zone shall be consistent with the standards outlined in the City's Lighting

Ordinance, in effect at the time of Specific Implementation Plan approval. Numerous smaller streetlights are more desirable than fewer, high intensity lights.

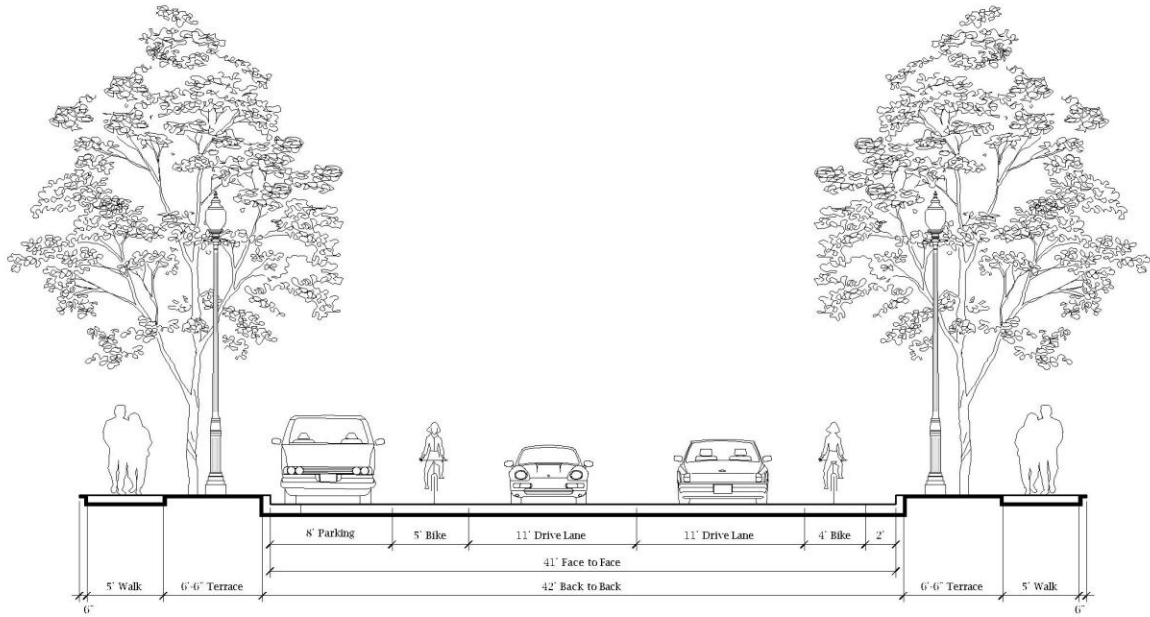
All new private utility installations shall be underground.

4. Street Standards. Motor vehicle circulation shall be designed to minimize conflicts with pedestrians and bicycles, and consideration for all modes of traffic, including pedestrian, bicycle, vehicle and buses shall be given in the overall layout and design of streets. Traffic calming features such as curb extensions, traffic circles, plantings and medians are encouraged to slow traffic speeds on local streets. Arterial streets, other than River Prairie Drive, are not allowed within the RPMU District.

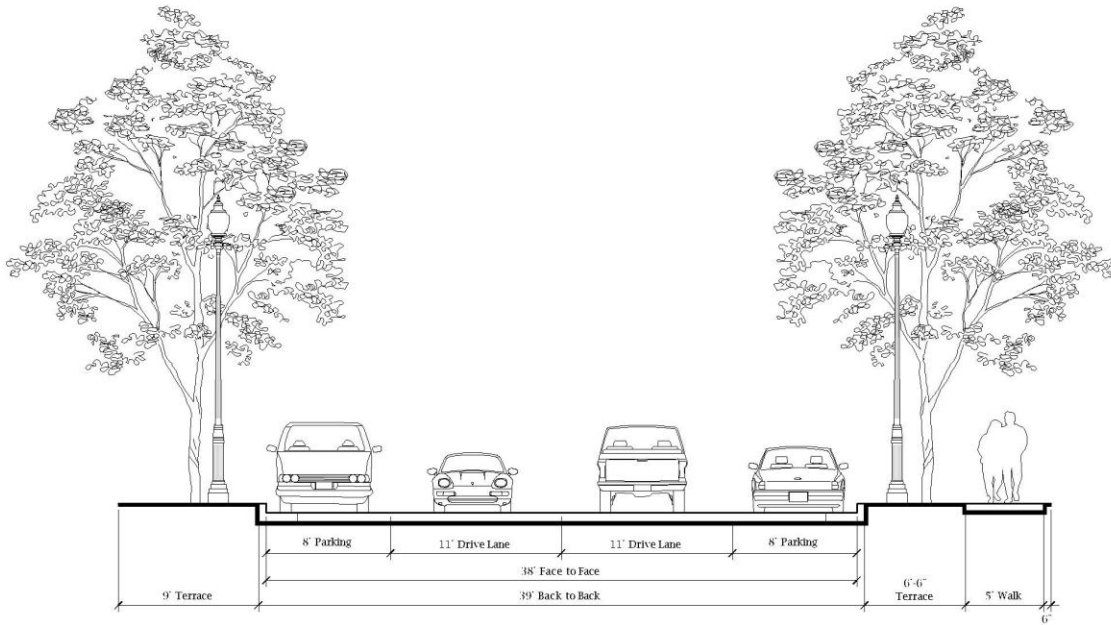
(A) Provided below are representative street cross sections for development within the River Prairie Mixed Use Zone. It is anticipated a mix of the cross sections will be used in order to meet the high level goal of the River Prairie Plan to encourage neighborhood designs that support a wide range of transportation choices. The cross sections presented are not intended to limit creativity with regard to streetscape design; other designs will be considered if they meet the intent of the plan as stated above.



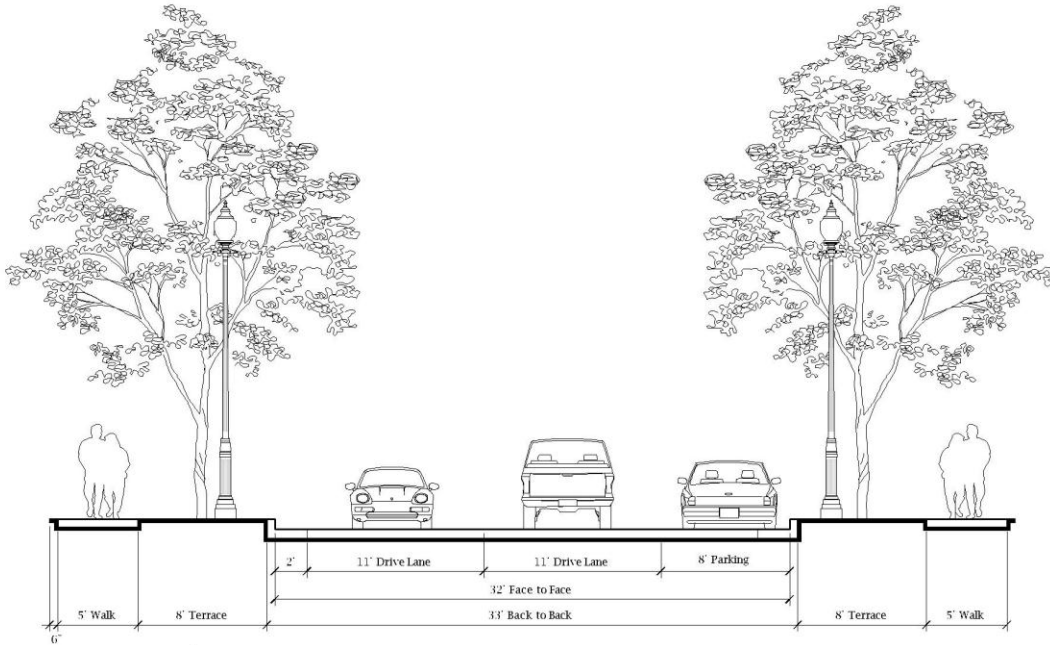
ENTRY - 66' R.O.W.



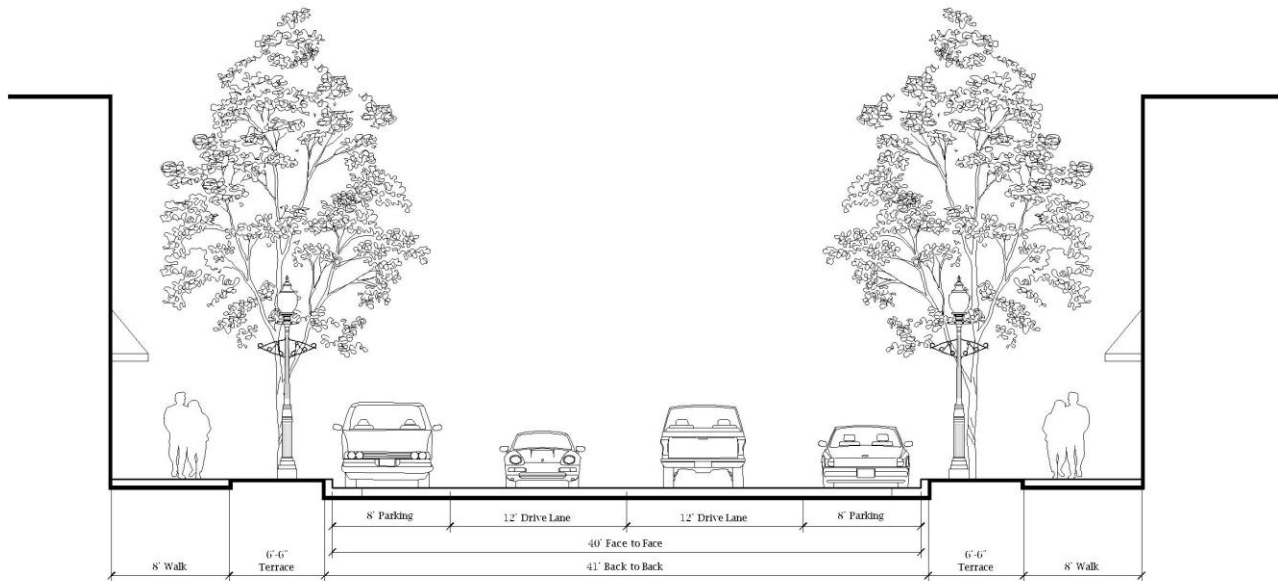
OFFICE DRIVE - 66' R.O.W.



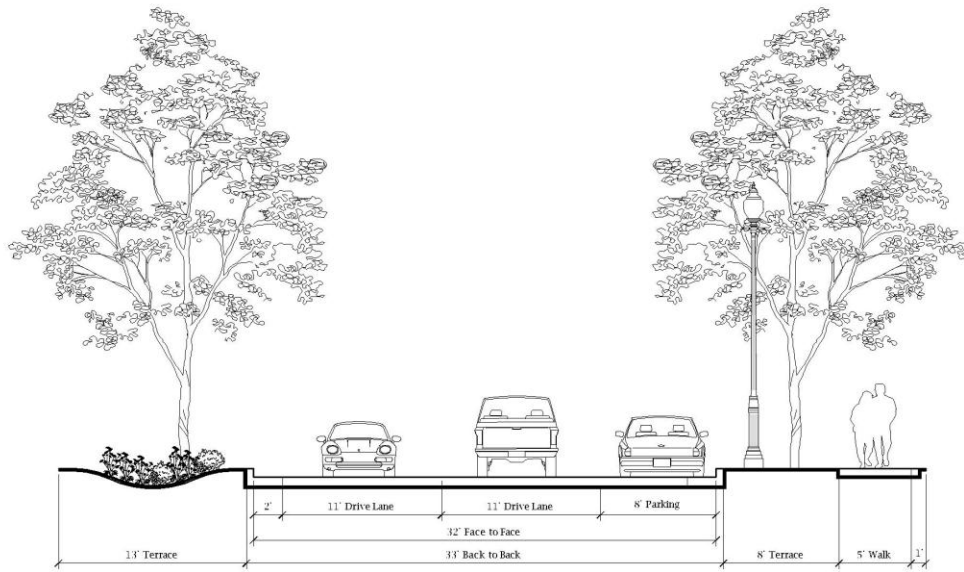
LOCAL II - 60' R.O.W.



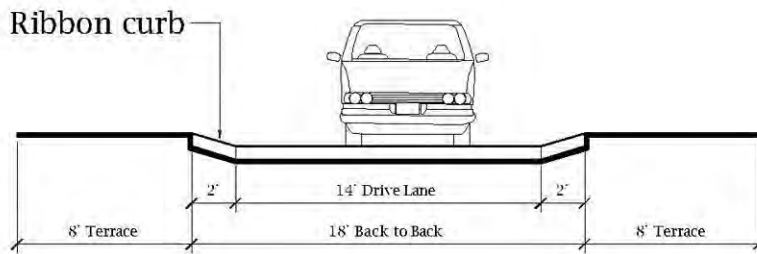
LOCAL I - 60' R.O.W.



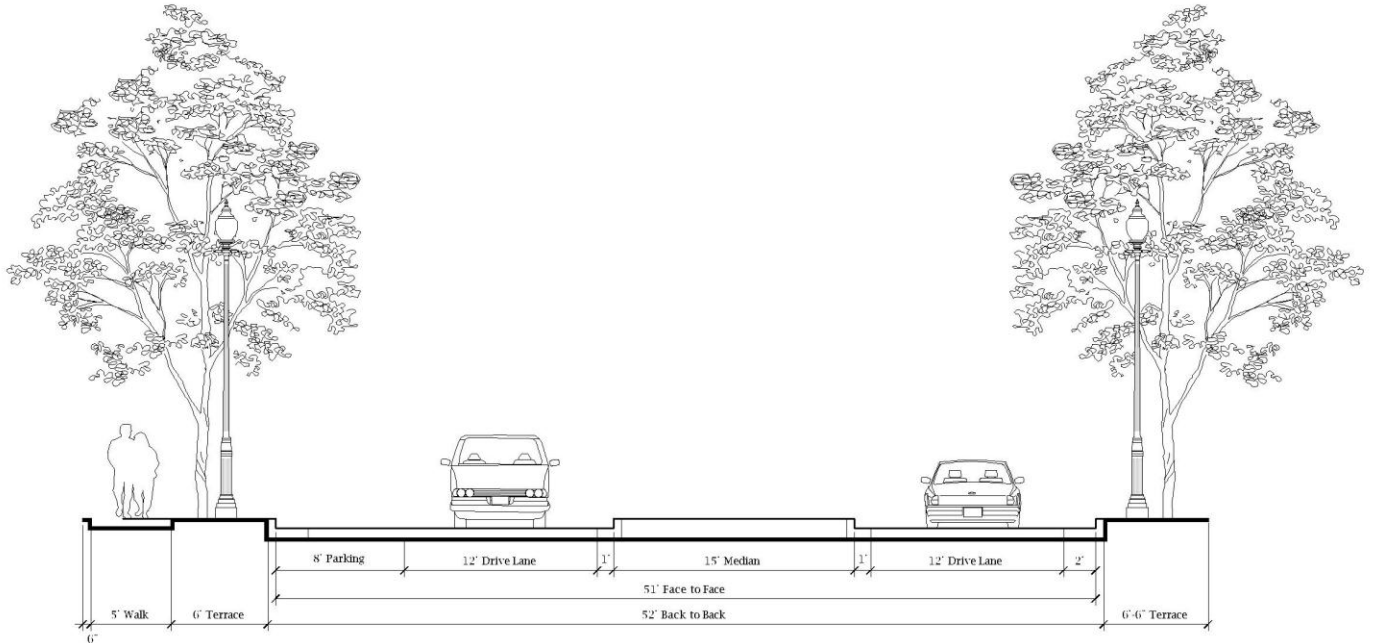
SPECIAL URBAN - 70' R.O.W.



PARKWAY - 60' R.O.W.



ALLEY - 26' EASEMENT



BOULEVARD - 70' R.O.W.

- (B) Street layouts within proposed developments shall form an interconnected system of streets primarily in a rectilinear grid or modified pattern. The use of cul-de-sacs and other roadways with a single point of access is discouraged. To the greatest extent possible, streets shall be designed to have a maximum length of 500 feet from intersection centerline to intersection centerline. Streets shall be designated to connect through to future subdivisions where appropriate.
- (C) Intersections of streets shall be at right angles wherever possible, but in no case less than 75 degrees.
- (D) Clear sight triangles shall be maintained at intersections.
- (E) The orientation of streets shall enhance the visual impact of common open spaces and prominent buildings, create lots that facilitate passive solar design, minimize street gradients, and minimize the use of double frontage lots. All streets shall extend through the development or terminate at other streets, except minor streets may temporarily “dead end” when such streets act as connections to future phases or other sites outside the RPMU and may permanently terminate in a cul-de-sac only where there will be a through connection via a pedestrian way and/or bicycle path at the terminus.

5. Business Sign Design Standards and Guidelines

- (A) **Introduction and Intent.** The intent of the Business Sign Design Standards and Guidelines (the Sign Guidelines) is to:

- Establish reasonable and improved standards for business identification.
- Provide guidance in the way signs are designed, constructed, and placed on all properties within the River Prairie Mixed Use Zone.
- Encourage creative and innovative approaches to signage within an established framework.
- Promote economic vitality in the River Prairie Mixed Use Zone.
- Enhance overall property values and the visual environment in the city by discouraging signs which contribute to the visual clutter of the streetscape.
- Ensure commercial signs are designed for the purpose of identifying a business in an attractive and functional manner, rather than to serve primarily as general advertising for business
- Ensure signs on the façade of buildings reinforce the existing character and are integrated into the architectural scheme of the building.
- Provide good examples of techniques that should be used in order to meet the City's expectations for quality business signage within the zone.
- Maintain views of natural surroundings

Each sign applicant should carefully consider each standard and guideline that applies and be able to demonstrate applicable standards and guidelines are being met.

(B) Applicability

1. The Sign Guidelines in this section will be applied during the City's review process, specifically in reviewing the general and specific implementation plans and in reviewing any sign application as provided for in Chapter 19.58 of Altoona Municipal Code.
2. The sign design guidelines are intended to help ensure quality signs that communicate their message in a clear fashion. The Sign Guidelines are not, however, intended to limit creativity or prevent installation of signs that meet the intent of the Guidelines. The Council and Plan Commission may interpret the Sign Guidelines with some flexibility in their application to specific signs/projects, as not all design criteria may be workable or appropriate for each sign or project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the Plan Commission or Council to be more important in the particular case. The overall objective is to ensure that the intent and spirit of the Sign

Guidelines are followed.

3. In addition to providing guidelines for the design of signs, this section also contains guidelines for the use of awnings in the RPMU zoning district. Projects with awnings will be reviewed using these guidelines.

(C) General Sign Design Standards and Guidelines

1. Compatibility with surroundings.

- a. **Quality signs required.** Signs play a major role in creating either a positive or negative visual image for the City. Signs should make a positive contribution to the general appearance of the street and commercial area in which they are located. A well-designed sign made of quality materials will be a major asset to a building. The City encourages high quality, imaginative and innovative sign design.
- b. **Proportional size and scale.** The scale of signs shall be appropriate for the building on which they are placed and the area in which they are located. The size and shape of a sign shall be proportional with the scale of the structure. Small storefronts shall have smaller signs than larger storefronts.
- c. **Integrate signs with the building.** Signs shall be designed so that they are integrated with the design of the building. A well-designed building facade or storefront is created by the careful coordination of sign and architectural design, and a coordinated color scheme. Signs in multiple tenant buildings shall be designed to complement or enhance the other signs in the building. Coordinated sign programs are required for multiple tenant sites.
- d. **Reduce sign impact.** Because residential and commercial uses often exist in close proximity, signs shall be designed and located so that they have little or no impact on adjacent residential neighborhoods. The illumination of signs may be restricted adjacent to residential uses.
- e. **Sign placement.** Wall signs shall be placed to establish facade rhythm, scale, and proportion.
- f. **Pedestrian-oriented signs are required.** For the most part, signs in the RPMU zoning district shall be oriented to the pedestrian. This may include wall signs, projecting signs, (especially small signs at eye level), and window signs.

Pedestrian-oriented signs do not need to be large. These signs are usually read from a distance of 15 to 20 feet. Projecting signs, banners, awnings, and wall and window graphics are effective means of communicating with passers by. These types of signs will be more effective visually when designed to complement each other and work together to form an overall image for the business.

2. **Color.**

- a. **Select colors carefully.** Color is one of the most important aspects of visual communication as it can be used to catch the eye or to communicate ideas or feelings. Colors should be selected to contribute to legibility and design integrity. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection. Too many colors used thoughtlessly can confuse the reader and negate the message of a sign.
- b. **Use contrasting colors.** Contrast is an important influence on the legibility of signs. A substantial contrast should be provided between the color and material of the background and the letters or symbols to make the sign easier to read in both day and night. Light letters on a dark background or dark letters on a light background are most legible. Light letters on a dark background work best for both day and night time use.
- c. **Avoid using too many colors.** Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs should be avoided. Small accents of several colors may make a sign unique and attractive, but the competition of large areas of many different colors often decreases readability.
- d. **Use complementary colors.** Sign colors should complement the colors used on the adjacent buildings and the project as a whole.

3. **Materials.**

- a. **Compatibility of materials.** Sign materials shall be compatible with the design of the facade on which they are placed. Consider the architectural design of the building's facade and select materials that complement the design. The selected materials should also contribute to the legibility of the sign. For example, glossy finishes are often difficult to read because of glare and reflections.

- b. **Appropriate materials.** Sign materials should be extremely durable. Paper and cloth signs are not suitable for exterior use (except on awnings) because they deteriorate quickly. If wood is used, it shall be properly sealed to keep moisture from soaking into the wood and causing the sign's lettering to deteriorate.

4. **Sign legibility.**

- a. **Use a brief message.** A brief message shall be used whenever possible. The fewer the words, the more effective the sign. A sign with a brief, succinct message is easier to read and looks more attractive because it is less cluttered. Evaluate each word. If the word does not contribute directly to the basic message of the sign, it probably detracts from it and should be deleted.
- b. **Space letters and words carefully.** Letters and words should not be spaced too closely. Crowding of letters, words, or lines will make any sign more difficult to read. Conversely, overspacing of these elements causes the viewer to read each item individually, again obscuring the message. As a general rule, letters should not occupy more than 75 percent of sign panel area.
- c. **Use symbols and logos.** Symbols and logos can be used in place of words whenever appropriate. Pictographic images will usually register more quickly in the viewer's mind than a written message. And, they can be an expression of the owner's creativity.
- d. **Limit the number of letter styles.** The numbering lettering styles that are used on a sign should be limited in order to increase legibility. As a general rule, limit the number of different letter types to no more than two for small signs and three for larger signs. Intricate typefaces and symbols that are difficult to read reduce the sign's ability to communicate. In other words, keep it simple.

5. **Sign illumination.**

- a. **Use illumination only if necessary.** Like color, illumination can provide more effective visual communication, or it can confuse the sign's message. Consider if the sign needs to be lighted at all. Lights in the window display may be sufficient to identify the business. This is particularly true if good window displays and graphics are used.

- b. Use a projected light source.** If the sign can be illuminated by a projected light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures supported in front of the sign cast light on the sign and generally a portion of the building's face as well. Projected lighting emphasizes the continuity of the structure's surface and signs become an integral part of the facade. This is not the case with internal illumination. Projected lights must be arranged in a fashion such that the light source is directed away from any passerby. The light source must be directed against the sign such that it does not shine into adjacent property or cause glare for motorists or pedestrians. Uplighting is not permitted unless fully shielded to the limits of the sign.
- c. Use small light fixtures.** The use of small, unobtrusive fixtures for external (projection) lighting is encouraged. Avoid the use of oversized fixtures that are out of scale with the sign and structure.
- d. Internal illumination.** Individually illuminated letters, either internally illuminated or back lighted solid letters with halo illumination (reverse channel), are a preferred alternative to internally illuminated plastic cabinet (can) signs. Such signs convey a subtle and attractive appearance and are very legible under moderate ambient lighting conditions. Signs comprised of individual letters mounted directly on a structure can often use a distinctive element of the structure's facade as a backdrop, thereby providing a better integration of the sign with the structure.
- e. Cabinet signs.** Internally illuminated cabinet (box construction) signs are not allowed, except as projecting signs. When such signs are proposed, the background field is required to be opaque so that only the lettering and/or logos appear illuminated. When the background is not opaque, the entire sign face becomes bright and the sign becomes visually separated from the building. As a result, this type of sign can disrupt the continuity of the facade. Internally illuminated letters (routed/stenciled/embossed) may be plastic; however, the background area of the sign panel should *not* have a glossy reflective surface. Stenciled panels with push-through graphics are strongly encouraged.
- f. Shield the light source.** Whenever projection lighting is used (fluorescent or incandescent), care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and any public right-of-way. Signs shall be

lighted only to the minimum level required for nighttime readability.

- g. Blinking or flashing signs prohibited.** Signs that use blinking or flashing lights are not permitted.
- h. Neon.** Neon back-lighted signs with opaque, reverse channel letters, neon back-lighted signs with dimensional Plexiglas letters, and signs with illuminated open-face, channel letters are appropriate forms of illuminated signs. Exposed neon tubing script is also an appropriate alternative.
- i. Electrical raceways and conduits.**
 - (1) Electrical transformer boxes and raceways are required to be concealed from public view. If a raceway cannot be mounted internally behind the finished exterior wall, the exposed metal surfaces of the raceway should be finished to match the background wall, or integrated into the overall design of the sign.
 - (2) If raceways are necessary, they should be as thin and narrow as possible and should never extend in width or height beyond the area of the sign's lettering or graphics.
 - (3) All exposed conduit and junction boxes should also be concealed from public view.

D. Permitted Sign Area

The tables below apply to the following types of signs: wall, canopy, window, plaque, tenant directory and temporary signs. Permitted sign area for all other signage is addressed individually in the specific guidelines section throughout the remainder of this section.

The allowable square footage of sign area in the River Prairie Mixed Use Zone shall be computed based upon the lineal footage of each building facade facing a public street as indicated in the following table, provided however signage is limited to two frontages.

| <u>Building Public Street Frontage (lineal feet)</u> | <u>Maximum permitted sign area per frontage</u> |
|--|---|
| 5 | 15 |
| 10 | 30 |
| 20 | 42 |
| 40 | 64 |
| 60 | 86 |
| 73 and above | 100 |

E. Allowed Signs

1. Wall Signs

Wall signs are signs mounted flush and fixed securely to a building wall, projecting no more than 12 inches from the face of a building wall, and not extending sideways beyond the building face or above the highest line of the building to which it is attached.

- a. Wall signs shall be located on the upper portion of the building, within or just above the enframed storefront opening. The length of the sign should not exceed the width of the enframed storefront.



- b. Wall signs shall be placed within a clear signable area. Signable areas are defined as an architecturally continuous wall surface uninterrupted by doors, window or architectural detail.

- c. Wall signs shall not exceed 15% of the square footage of the building façade (the exterior walls of a building exposed to public view).



- d. Wall signs shall be mounted in locations that respect the design of a building, including the arrangement of bays and openings.
- e. Signs should not obscure windows, grillework, piers, pilasters, and ornamental features. Typically, wall signs should be centered on horizontal surfaces (i.e. over a storefront opening).
- f. Wall signs shall be designed to be compatible with the storefront in scale, proportions and color.
- g. Signs should be designed to create a clearly defined edge, provide shadow relief and a substantial appearance. This effect is generally difficult to achieve by painting the sign directly on the building. For this reason, painted signs are discouraged.

2. Canopy and Awnings

- a. Sign lettering and/or logos shall comprise no more than 30% of the total exterior surface of an awning or canopy.

- b. Awnings should be mounted in locations that respect the design of the building, including the arrangement of bays and openings. Awnings should not obscure transom windows, grillework, piers, pilasters, and other ornamental features. In openings with transoms, the awnings should be mounted below the transom on the horizontal framing element separating the storefront window from the transom.
- c. The minimum height of any awning shall be 8 feet from the lowest point of the sidewalk.
- d. Awnings with back-lit graphics or other kinds of interior illumination are not permitted.
- e. Awnings should be designed to project over individual window and door openings (i.e., mounted in the reveals of openings). Awnings that are a continuous feature, extending over several windows, doors, masonry piers, or arches, are **strongly** discouraged. Awnings should be mounted on the wood or metal framing within a door or window opening (and not on the wall surrounding the opening).
- f. Shed awnings, with no end panels, are the preferred awning style. Shed awnings are visually lighter and simpler, and they are more traditional in appearance than convex (bullnose) or box awnings. Awnings with no end panels are more transparent and allow better views into storefronts. Convex-shaped (domed) awnings may be appropriate for locations with round-arched window/door openings.
- g. Awnings should have simple horizontal valances. Scalloped or decorative valances are discouraged.
- h. Awnings with a single, solid color are preferred. Awning colors should complement the colors of the building. Colors that call more attention to the awning than the building are inappropriate.
- i. Awnings with striped colors may be appropriate for some buildings without ornamental facades. Striped awnings with highly contrasting, bright colors are discouraged, including those used for corporate/franchise identity.
- j. Awnings should be retractable (or appear to be retractable), so they may be used seasonally and will appear as temporary features on a building instead of fixed architectural elements.

- k. Metal or glass canopies may be appropriate on some buildings if they are compatible in scale and overall design. Canopies should be simple in design and not obscure architectural features. Elongated bullnose entrance canopies are inappropriate because of their exaggerated scale and projection

3. Window Signs

Window signs are signs that are painted, posted, displayed or etched on an interior translucent or transparent surface, including windows and doors. This type of signage generally contains only text, but in some circumstances can express a special business personality through graphic logos or images combined with color.

- a. Window signs shall not exceed 15% of the window area so that visibility into and out of the window is not obscured.
- b. Sign copy shall not exceed 8 inches in height.
- c. Window sign copy shall be applied directly to glazed area.
- d. Window signs should be created from high-quality materials such as paint, gold-leaf, or neon. Appropriate techniques for window signs include sandblasting and etching.
- e. Window signs should be applied directly to the interior face of the glazing or hung inside the window thereby concealing all mounting hardware and equipment.
- f. Well-designed window graphics shall be used in the construction of the sign to attract attention but still allow pedestrians to view store interiors.

4. Plaque Signs

Plaque signs are small versions of wall signs that are attached to surfaces adjacent to shop front entries.

- a. Plaque signs are to be located only on wall surfaces adjacent to tenant entries.
- b. Plaque signs are to fit within an imaginary rectangle with a maximum area of 2 square feet.
- c. Plaque sign may only project a maximum of 2 inches from wall surfaces.
- d. Plaque signs are to include the business name and a business logo.
- e. Plaque signs are encouraged to include unique designs or other

visually stimulating decorations and may be irregular in outline shape.

5. Tenant Directory Signs

Tenant directory signs are signs used to identify multi-tenant buildings and businesses that do not have direct frontage on a public street.

- a. Tenant directory signs shall be constructed to be pedestrian oriented.
- b. Tenant directory signs shall be mounted flat against a solid wall or incorporated into a freestanding or monument sign located on the property on which the tenants are located.
- c. The maximum sign height, including the sign base is 6 feet.
- d. The sign copy may include the following: building or project name, project logo, address, business tenant names, and suit numbers or letters.
- e. The letter size of the building name, project name or logo shall not exceed 4 inches in height. All other copy shall not exceed 2 inches in height.
- f. Tenant Directory signs shall be designed to compliment the building they are serving.

6. Temporary Signs

Temporary signs are signs which are only permitted to be displayed the interior of a business establishment for 30 days or less, and can take the form of banners, window graphics cards integrated into a window display.

- a. Temporary signs shall not cover more than 10% of the total window and door sign area visible from the exterior.
- b. Temporary signs are permitted to contain no more than 5 square feet for text and shall not exceed 10 square feet in size.
- c. Temporary signs shall be made of durable materials and shall not incorporate fluorescent or intensely bright colors.
- d. Temporary signs shall be designed and constructed thoughtfully to reflect the quality of the business.
- e. Temporary signs are to be displayed for no more than 30 days in a calendar year.

7. Pylon/Pole Signs

A pylon/pole sign is a freestanding sign that has its supportive structure(s) anchored in the ground and has its sign face elevated above the ground level with poles or beams with the area below the sign face open.

a. The following number of freestanding signs shall be allowed in each River Prairie quadrant: two in the northwest quadrant, one in the southeast quadrant, zero in the northeast quadrant.



b. The height of freestanding signs should be designed consistent with the need to be viewed from highway 53, but in no case may exceed a maximum height of a 25 feet.

c. All freestanding signs shall be located to be viewed from the highway 53 right-of-way.

d. Freestanding pylon signs are allowed to display up to 6 individual tenant signs or 5 tenant signs and the name of the center.

e. Sign panels shall be limited in size to the width of the architectural support elements of the sign and each panel shall not exceed 100 square feet in size with a maximum of 2 parallel panels allowed.

f. Individual tenant sign panels shall be uniform in size recognizing that the major tenant or the name of the center may have a lightly larger sign panel.



g. sign structure shall be architecturally deigned and incorporate design details, materials, and colors of the associated buildings or development.

h. Complimentarty landscaping shall be provided at the base of all pylon/pole signs.

i. Freestanding signs may be internally illuminated; however, the sign copy is the only portion that is allowed to be illuminated.

The sign background or field shall be opaque. Signs with individual letters, or stenciled panels with push-through graphics are encouraged.

8. Projecting Signs

Projecting signs are affixed to the face of a building or structure and project in a perpendicular manner more than 12 inches from the wall surface of the portion of the building or structure to which it is mounted. Projecting signs are strongly encouraged and should be carefully designed to reflect the character of each building and business as well as fitting comfortably with other adjacent signage.



- a. Projecting signs shall not be mounted above the second floor window-sill in multi-storied buildings.
- b. The design of the sign should consider visually interesting elements such as square or rectangular shapes with painted or applied letters, two or three dimensional symbols or icons, irregular outlines, and or internal cut-outs.
- c. Projecting signs shall be small in scale and provide a vertical clearance of 8 feet along pedestrian areas.
- d. Projecting signs shall be oriented to pedestrians passing on the sidewalk in front of the buildings rather than to automobiles. This can be achieved by providing a minimum clearance of 12 inches between the building façade and sign and maintaining a projection of 36 inches.



- e. Mounting hardware shall be attractive and integral to the design of the sign.
- f. Projecting signs, excluding supporting rods, chains or similar hangers, shall fit within an imaginary rectangle with a maximum area of 4 square feet.

9. Marquee Signs

Marquee signs are projecting signs attached to or supported by a permanent canopy often



made of metal and glass. Marquee signs are to be installed only on buildings occupied by theaters, cinemas, performing arts centers, or parking structures.

- a. The sign copy of marquee signs shall be limited to include only the facility's name and changeable copy related to current and future attractions.
- b. The facility name portion of the sign shall not exceed 40 percent of the total sign area and the changeable copy portions of the sign shall not exceed 80 percent of the total sign area.

10. Hanging Signs

Hanging signs are similar to projecting signs except they are suspended below a marquee or under a canopy. Hanging signs are generally smaller than projecting signs due to their lower mounting height.

- a. Hanging signs shall be used only at ground floor locations except for upper floor businesses with covered entry porches and balconies.
- b. Hanging signs shall be treated similar to, but smaller than, projecting signs.
- c. Hanging signs, excluding supporting rods, chains or similar hangers, shall fit within an imaginary rectangle with a maximum area of 4 square feet.

11. Restaurant Menu Signs

Restaurant menu signs are signs that incorporate a menu containing a listing of products and prices offered by the business. Such signs help potential customers in locating a restaurant to patronize.

- a. Restaurant menu signs shall be provided for all restaurants with table service.
- b. Restaurant menu signs shall be located in a permanently mounted display box on the surface of the building adjacent to the entry. Taping a menu to a box is not an appropriate menu sign.
- c. For special circumstances in which restaurants have a considerable amount of window space, menus may be decoratively displayed in the window adjacent to the entry.
- d. High quality materials and artistic designs shall be used in the construction of menu signs.

- e. Restaurant signs are not calculated in the calculation of maximum sign area.
- f. The allowable area for restaurant menu signs shall be a maximum of 6 square feet.
- g. Restaurant signs shall be appropriate in size, location, and design to the character and architectural detail of the building.

12. Monument Signs

Monument signs are freestanding signs with a lower height configuration than traditional pylon or pole signs. Such signs are routinely used for building complexes that are separated from adjacent streets by substantial setbacks or for entry signs to retail and commercial developments with multiple tenants.



- a. Monument signs shall not exceed 8 feet in height including the sign base.
- b. For retail and commercial developments with multiple tenants, a maximum of one monument sign per primary entrance is allowed.
- c. The allowable monument sign area per face shall not exceed one-half (1/2) square foot for each lineal foot of street frontage. Lots having more than one street frontage shall count each street frontage separately. Provided, however, the maximum monument sign area permitted shall not be more than 65 square feet per face for any monument sign. Not more than two (2) sign faces shall be permitted, and such sign faces shall be parallel, with a maximum distance of eighteen (18) inches between the faces.
- d. Complimentary landscaping shall be provided at the base of all monument signs.
- e. Monument signs shall be constructed out of materials that compliment the building structure and its use.
- f. Architectural lines which compliment that of the building shall be incorporated, especially with respect to the top of the sign.
- g. Letter heights shall not exceed 12 inches.

- h. Monument signs shall be illuminated by either external fixtures designed to complement the appearance of the sign or by halo-lit illumination; provided, however, internal illumination may be permitted if designed such that only text and logos illuminate. Opaque backgrounds are required and shall be of a non-reflective material.
- i. Sign text shall be limited to the building or project name, logos and business address.

F. General Sign Prohibitions and Limitations

- a. No sign shall use any word, phrase, symbol, shape, form or character in such manner as to interfere with moving traffic, including signs which incorporate typical street-type and/or traffic control-type signage, designs and colors.
- b. No fluttering, undulating, swinging, rotating, or otherwise moving signs or other decorations shall be permitted.
- c. No illuminated flashing signs or electronic reader board signs are allowed except electronic time/temperature signs are permitted with the review of the Plan Commission and approval of the Council.
- d. No mobile signs shall be permitted.
- e. Off-premise directional signs shall be permitted only for governmental uses.
- f. No inflatable signs shall be permitted, except on a temporary basis, seven (7) days or less in duration.
- g. No advertising vehicle signs shall be permitted.
- h. No sign shall be placed so as to obstruct or interfere with traffic visibility.
- i. No off-premise advertising signs shall be permitted except for highway information signs as provided within the right-of-way of USH 53 and subject to DOT approval.

6. Landscaping and Tree Protection

- (A) **Applicability.** This Section shall apply to all development (except lots for single- family detached dwellings, which must be addressed through covenants reviewed and approved by the City) within the designated

River Prairie Mixed Use District. Note: street tree requirements still pertain to single family residential lots.

- (B) **Purpose.** The intent of this Section is to require preparation of landscape and tree protection plans that ensure significant canopy shading to reduce glare and heat build-up, contribute to visual quality and continuity within and between developments, provide screening and mitigation of potential conflicts between activity areas and site elements, enhance outdoor spaces, reduce erosion and stormwater runoff, and mitigate air pollution.
- (C) **General Standard.** All developments shall submit a landscape and tree protection plan that: (1) reinforces and extends any existing patterns of outdoor spaces and vegetation where practicable, (2) supports functional purposes such as spatial definition, visual screening, creation of privacy, management of microclimate or drainage, (3) enhances the appearance of the development and neighborhood, (4) protects significant trees, natural systems and habitat, (5) enhances the pedestrian environment, (6) identifies all landscape areas, (7) identifies all landscaping elements within each landscape area, and (8) meets or exceeds the standards of this Section.
- (D) **Tree Planting Standards.** All developments shall establish groves and belts of trees along all city streets, in and around parking lots, and in all landscape areas that are located within fifty (50) feet of any building or structure in order to establish at least a partial urban tree canopy. The groves and belts may also be combined or interspersed with other landscape areas in remaining portions of the development to accommodate views and functions such as active recreation and storm drainage.
 - (1) **Minimum Plantings/Description.** These tree standards require at least a minimum tree canopy but are not intended to limit additional tree plantings in any remaining portions of the development
 - (2) **Street Trees.** Planting of street trees shall occur in the adjoining street right-of-way in connection with the development by one (1) or more of the methods described in subparagraphs (a) through (c) below:
 - (a) Wherever the sidewalk is separated from the street by a parkway (boulevard), canopy shade trees shall be planted at thirty-foot to forty-foot spacing (averaged along the entire front and sides of the block face) in the center of all such parkway areas. If two (2) or more consecutive residential lots along a street each measure between forty (40) and sixty (60) feet in street frontage width, one (1) tree per lot may be substituted for the thirty-foot to forty-foot spacing requirement. Such street trees shall be placed at least eight (8) feet away from the edges of driveways and alleys, and forty (40) feet away from

any streetlight and to the extent reasonably feasible, be positioned at evenly spaced intervals.

- (b) Whenever the sidewalk is attached to the street, canopy shade trees shall be established in an area ranging from three (3) to seven (7) feet behind the sidewalk at the spacing intervals as required in subsection (a) above. Wherever the sidewalk is attached to the street and is ten (10) feet or more in width, or extends from the curb to the property line, canopy shade trees shall be established in planting cutout areas of at least sixteen (16) square feet at thirty-foot to forty-foot spacing.
- (c) Ornamental trees shall be planted in substitution for the required canopy shade trees required where overhead lines and fixtures prevent normal growth and maturity. Ornamental trees shall be placed at least fifteen (15) feet away from any streetlight.

- (3) *Minimum Species Diversity.* To prevent uniform insect or disease susceptibility and eventual uniform senescence on a development site or in the adjacent area or the district, species diversity is required and extensive monocultures are prohibited. The following minimum requirements shall apply to any development plan.

| <i>Number of trees on site</i> | <i>Maximum percentage of any one species</i> |
|--------------------------------|--|
| 10-19 | 50% |
| 20-39 | 33% |
| 40-59 | 25% |
| 60 or more | 15% |

- (4) *Tree Species and Minimum Sizes.* The Director of Public Works shall provide a recommended list of trees which shall be acceptable to satisfy the requirements for landscape plans, including approved canopy shade trees that may be used as street trees. The following minimum sizes shall be required:

| <i>Type</i> | <i>Minimum Size</i> |
|-------------------|---|
| Canopy Shade Tree | 2.0" caliper balled and burlapped or equivalent |
| Evergreen Tree | 6.0' height balled and burlapped or equivalent |
| Ornamental Tree | 1.5" caliper balled and burlapped or equivalent |

| | |
|---|---|
| Shrubs | 5 gallon or adequate size consistent with design intent |
| Canopy Shade Tree as a street tree on a Residential Local Street Only | 1.25" caliper container or equivalent |

Any tree plantings that are in addition to those that are made as part of the approved landscape plan are exempt from the foregoing size requirements.

(E) ***Landscape Standards.*** All development applications shall include landscape plans that meet the following minimum standards:

(1) ***Buffering Between Incompatible Uses and Activities.*** In situations where the Plan Commission or City Council determines that the arrangement of uses or design of buildings does not adequately mitigate conflicts reasonably anticipated to exist between dissimilar uses or building designs, one (1) or more of the following landscape buffering techniques shall be used to mitigate the conflicts.

(a) Separation and screening with plant material: planting dense stands of evergreen trees, canopy shade trees, ornamental trees or shrubs;

(b) Integration with plantings: incorporating trees, vines, planters or other plantings into the architectural theme of buildings and their outdoor spaces to subdue differences in architecture and bulk and avoid harsh edges;

(c) Establishing privacy: establishing vertical landscape elements to screen views into or between windows and defined outdoor spaces where privacy is important, such as where larger buildings are proposed next to side or rear yards of smaller buildings;

(d) Visual integration of fences or walls: providing plant material in conjunction with a screen panel, arbor, garden wall, privacy fence or security fence to avoid the visual effect created by unattractive screening or security fences;

(e) Landform shaping: utilizing berming or other grade changes to alter views, subdue sound, change the sense of proximity and channel pedestrian movement.

(2) ***Landscape Area Treatment.*** Landscape areas shall include all areas on the site that are not covered by buildings, structures, paving or impervious surface. Landscape areas shall consist only of landscaping.

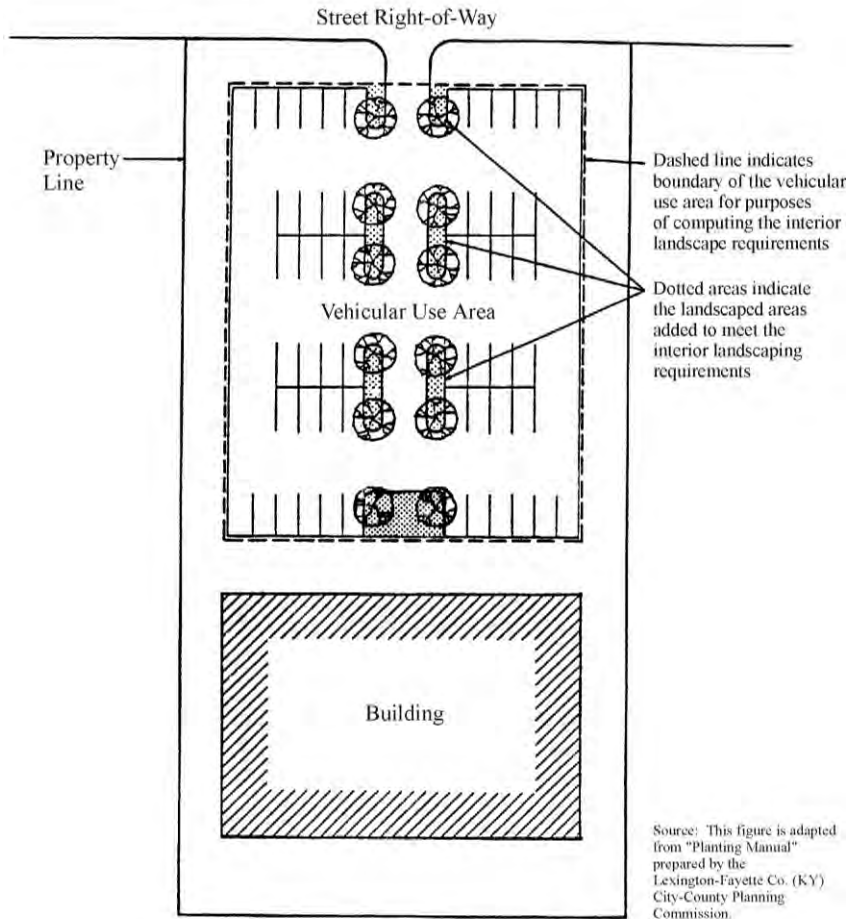
The selection and location of turf, ground cover (including shrubs, grasses, perennials, flowerbeds and slope retention), and pedestrian paving and other landscaping elements shall be used to prevent erosion and meet the functional and visual purposes such as defining spaces, accommodating and directing circulation patterns, managing visibility, attracting attention to building entrances and other focal points, and visually integrating buildings with the landscape area and with each other.

- (a) Turf grass. High-use areas shall be planted with irrigated turf grass. Nonirrigated shortgrass prairie grasses or other adapted grasses that have been certified as Xeriscape landscaping may be established in remote, low-use, low visibility areas.
 - (b) Planting beds. Shrub and ground cover planting beds shall be separated from turf grass with edging and shall have open surface areas covered with mulch.
 - (c) Slopes. Retaining walls, slope revetment or other acceptable devices integrated with plantings shall be used to stabilize slopes that are steeper than 3:1. If soil tests performed on the subject soils indicate steeper slopes are stable without the above required protection, then the maximum slope allowed without the above required protection may be increased to the maximum stated in the soils report or 2:1, whichever is less steep.
 - (d) Foundation Plantings. Exposed sections of building walls that are in high-use or high-visibility areas of the building exterior shall have planting beds at least five (3) feet wide placed directly along at least fifty (50) percent of such walls.
 - (e) Parkways. All adjoining street parkways shall include parkways (boulevards) in accordance with the road cross section specifications found in these standards.
 - (f) Agricultural Use. If outdoor space is maintained in active agricultural use, the landscape surfaces and ground cover standards above shall not apply.
- (3) *Water Conservation.* All landscaping plans shall be designed to incorporate water conservation. Water conservation landscaping principles shall be:
- (a) grouping plants with similar water requirements together on the same irrigation zones;

- (b) limiting high-irrigation turf and plantings to appropriate high-use areas with high visibility and functional needs;
 - (c) use of low-water demanding plants and turf where practicable;
 - (d) use of efficient irrigation systems;
 - (e) incorporation of soil improvements;
 - (f) use of mulches;
 - (g) provision of regular and attentive maintenance.
- (4) *Parking Lot Perimeter Landscaping.* Parking lot perimeter landscaping in the minimum setback areas required shall meet the following minimum standards:
- (a) Trees shall be provided at a ratio of one (1) tree per twenty-five (25) lineal feet along a public street and one (1) tree per forty (40) lineal feet along a side lot line parking setback area. Trees may be spaced irregularly in informal groupings or be uniformly spaced, as consistent with larger overall planting patterns and organization. Perimeter landscaping along a street may be located in and should be integrated with the streetscape in the street right-of-way.
 - (b) Screening. Parking lots with six (6) or more spaces shall be screened from abutting uses and from the street. Screening from residential uses shall consist of a fence or wall six (6) feet in height in combination with plant material and of sufficient opacity to block at least seventy-five (75) percent of light from vehicle headlights. Screening from the street and all nonresidential uses shall consist of a wall, architecturally appealing fence (chain link not permitted), planter, earthen berm, plant material or a combination of such elements, each of which shall have a minimum height of thirty (30) inches. Such screening shall extend a minimum of seventy (70) percent of the length of the street frontage of the parking lot and also seventy (70) percent of the length of any boundary of the parking lot that abuts any nonresidential use. Openings in the required screening shall be permitted for such features as access ways or drainage ways. Plant material used for the required screening shall achieve required opacity in its winter seasonal condition within three (3) years of construction of the vehicular use area to be screened.

- (5) *Parking Lot Interior Landscaping.* As required in the Access, Circulation and Parking Section, six (6) percent of the interior space of all parking lots with less than one hundred (100) spaces, and ten (10) percent of the interior space of all parking lots with one hundred (100) spaces or more shall be landscape areas. All parking lot islands, connecting walkways through parking lots and driveways through or to parking lots shall be landscaped according to the following standards:
- (a) **Visibility.** To avoid landscape material blocking driver sight distance at driveway-street intersections, no plant material greater than twenty-four (24) inches in height shall be located within fifteen (15) feet of a curbcut.
 - (b) **Maximized Area of Shading.** Landscaped islands shall be evenly distributed to the maximum extent feasible. At a minimum, trees shall be planted at a ratio of at least one (1) canopy shade tree per one hundred fifty (150) square feet of internal landscaped area with a landscaped surface of turf, ground cover perennials or mulched shrub plantings.
 - (c) **Landscaped Islands.** In addition to any pedestrian refuge areas, each landscaped island shall include one (1) or more canopy shade trees, be of length greater than six (6) feet in its smallest dimension, include at least sixty (60) square feet of ground area per tree to allow for root aeration, and have raised concrete curbs.

Figure 5: Interior Landscaping for Vehicular Use Areas



- (d) Walkways and Driveways. Connecting walkways through parking lots, shall have one (1) canopy shade tree per forty (40) lineal feet of such walkway planted in landscape areas within five (5) feet of such walkway. Driveways through or to parking lots shall have one (1) canopy shade tree per forty (40) lineal feet of and along each side of such driveway, in landscape areas within five (5) feet of such driveway.
- (e) Parking bays shall extend no more than fifteen (15) parking spaces without an intervening tree, landscape island or landscape peninsula.
- (6) *Screening.* Landscape and building elements shall be used to screen areas of low visual interest or visually intrusive site elements (such as trash collection, open storage, service areas, loading docks and blank walls) from off-site view. Such screening shall be established on all sides of such elements except where an opening is required for access. If access is possible only on a side that is visible from a public street, a removable or operable screen shall be required. The screen shall be designed and established so that the area or element being screened is

no more than twenty (20) percent visible through the screen within two years of planting if plants are used as screening materials.

- (a) Screening Materials. Required screening shall be provided in the form of new or existing plantings, walls, architecturally-appealing fence (chain link not permitted), screen panels, topographic changes, buildings, horizontal separation or a combination of these techniques.

(F) ***Tree Protection.*** Existing significant trees within the development area and within natural area buffer zones shall be preserved to the extent reasonably feasible and may help satisfy the landscaping requirements of this Section as set forth above. Streets, buildings and lot layouts shall be designed to minimize the disturbance to significant existing trees. All required landscape plans shall accurately identify the locations and species of all significant trees, each labeled showing the applicant's intent to either remove or protect.

(G) ***Placement and Interrelationship of Required Landscape Plan Elements.*** In approving the required landscape plan, the Council, with the Plan Commission's input, shall have the authority to determine the optimum placement and interrelationship of required landscape plan elements such as trees, vegetation, turf, irrigation, screening, buffering and fencing, based on the following criteria:

- (1) protecting existing trees, natural areas and features;
- (2) enhancing visual continuity within and between neighborhoods;
- (3) providing tree canopy cover;
- (4) creating visual interest year round;
- (5) complementing the architecture of a development;
- (6) providing screening of areas of low visual interest or visually intrusive site elements;
- (7) establishing an urban context within mixed-use developments;
- (8) providing privacy to residents and users;
- (9) conserving water;
- (10) avoiding reliance on excessive maintenance;
- (11) promoting compatibility and buffering between and among dissimilar land uses;

(12) establishing spatial definition.

(H) *Landscape Materials, Maintenance and Replacement.*

(1) *Topsoil.* To the maximum extent feasible, topsoil that is removed during construction activity shall be conserved for later use on areas requiring revegetation and landscaping; provided, however, topsoil used for landscaping must be of high quality to sustain landscape elements.

(2) *Plant Materials.* The selection of plant materials shall be based on the City of Altoona's climate and site conditions.

(3) *Plant Quality.* All plants shall free of any defects, of normal health, height, leaf density and spread appropriate to the species.

(4) *Installation.* All landscaping shall be installed according to sound horticultural practices in a manner designed to encourage quick establishment and healthy growth. All landscaping in each phase shall either be installed or the installation shall be secured with a letter of credit, escrow or performance bond for one hundred twenty-five (125) percent of the value of the landscaping prior to the issuance of a certificate of occupancy for any building in such phase.

(5) *Maintenance.* Trees and vegetation, irrigation systems, fences, walls and other landscape elements shall be considered as elements of the project in the same manner as parking, building materials and other site details. The applicant, landowner or successors in interest shall be jointly and severally responsible for the regular maintenance of all landscaping elements in good condition. All landscaping shall be maintained free from disease, pests, weeds and litter, and all landscape structures such as fences and walls shall be repaired and replaced periodically to maintain a structurally sound condition.

(6) *Replacement.* Any landscape element that dies, or is otherwise removed, shall be promptly replaced based on the requirements of this Section.

(I) *Irrigation.*

(1) Provision shall be made for permanent, automatic irrigation of all plant material, with the following exceptions:

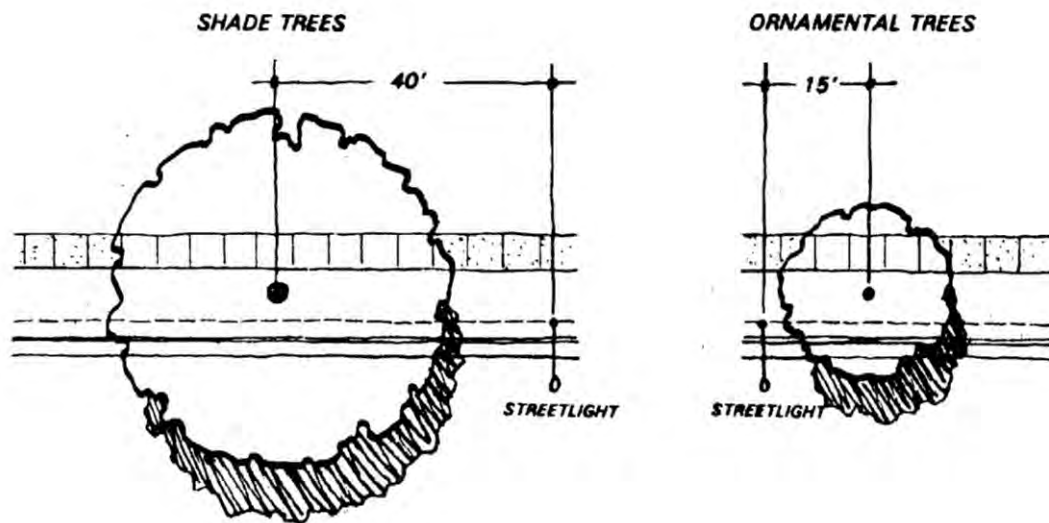
(a) certified Xeriscape landscaping which does not require any irrigation for survival.

(b) trees and other plants used to landscape a residential local street parkway (boulevard) abutting lots for single-family detached dwellings.

(J) **Utilities.** Landscape and utility plans shall be coordinated. The following list sets forth minimum dimension requirements for the most common tree/utility separations. Exceptions to these requirements may occur where utilities are not located in their standard designated locations, as approved by the Director. Tree/utility separations shall not be used as a means of avoiding the planting of required street trees.

- (1) Forty (40) feet between shade trees and streetlights. Fifteen (15) feet between ornamental trees and streetlights. (See Figure 6.)

Figure 6
Tree/Streetlight Separations



- (2) Ten (10) feet between trees and water or sewer mains.
- (3) Six (6) feet between trees and water or sewer service lines.
- (4) Four (4) feet between trees and gas lines
- (5) Street trees on local streets planted within the eight-foot-wide utility easement may conflict with utilities. Additional conduit may be required to protect underground electric lines.

(K) **Visual Clearance or Sight Distance Triangle.** Except as provided in Subparagraphs (1) and (2) below, a visual clearance triangle, free of any structures or landscape elements over twenty-four (24) inches in height, shall be maintained at street intersections and driveways.

- (1) Fences shall not exceed forty-two (42) inches in height and shall be of an open design.

- (2) Deciduous trees may be permitted to encroach into the clearance triangle provided that the lowest branch of any such tree shall be at least six (6) feet from grade.
- (L) **Revegetation.** When the development causes any disturbance within any natural area buffer zone or conservancy, revegetation shall occur at the developer's expense.
- (M) **Alternative Compliance.** Upon request by an applicant, the Council, following review by the Plan Commission, may approve an alternative landscape and tree protection plan that may be substituted in whole or in part for a landscape plan meeting the standards of this Section.
 - (1) **Procedure.** Alternative landscape plans shall be prepared and submitted in accordance with submittal requirements for landscape plans. Each such plan shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the purposes of this Section than would a plan which complies with the standards of this Section.
 - (2) **Review Criteria.** To approve an alternative plan, the Council must first find that the proposed alternative plan accomplishes the purposes of this Section equally well or better than would a plan which complies with the standards of this Section.

In reviewing the proposed alternative plan for purposes of determining whether it accomplishes the purposes of this Section as required above, the Plan Commission and Council shall take into account whether the alternative preserves and incorporates existing vegetation in excess of minimum standards, protects natural areas and features, maximizes tree canopy cover, enhances neighborhood continuity and connectivity, fosters nonvehicular access or demonstrates innovative design and use of plant materials and other landscape elements.

7. Building and Architectural Standards

Sections:

- 7.1 **Building and Project Compatibility**
- 7.2 **Residential Building Standards**
- 7.3 **Mixed-Use, Institutional and Commercial Building**
- 7.4 **Large Retail Establishments**
- 7.5 **Convenience Shopping Center**

7.1 Building and Project Compatibility

- (A) **Purpose.** The purpose of this Section is to ensure that the physical and operational characteristics of proposed buildings and uses are compatible when considered within the context of the surrounding area.

- (B) **Architectural Character.** The architecture of new development shall set an enhanced standard of quality for future projects or redevelopment in the area. Compatibility with existing architecture shall be achieved through techniques such as the repetition of roof lines, the use of similar proportions in building mass and outdoor spaces, similar relationships to the street, similar window and door patterns, and/or the use of building materials that have color shades and textures similar to those existing in the immediate area of the proposed infill development. Brick and stone masonry shall be considered compatible with wood framing and other materials.
- (C) **Building Size, Height, Bulk, Mass, Scale.** Buildings shall either be similar in size and height, or, if larger, be articulated and subdivided into massing that is proportional to the mass and scale of other structures, if any, on the same block face, opposing block face and cater-corner block face at the nearest intersection. (See Figure 7.)

**Figure 7
Infill Buildings**



- (D) **Privacy Considerations.** Elements of the development plan shall be arranged to maximize the opportunity for privacy by the residents of the project and minimize infringement on the privacy of adjoining land uses. Additionally, the development plan shall create opportunities for interactions among neighbors without sacrificing privacy or security.
- (E) **Building Materials.**
 - (1) **General.** Building materials shall either be similar to the materials already being used in the neighborhood or, if dissimilar materials are being proposed, other characteristics such as scale and proportions, form, architectural detailing, color and texture, shall be utilized to ensure that enough similarity exists for the building to be compatible, despite the differences in materials.
 - (2) **Glare.** Building materials shall not create excessive glare. If highly reflective building materials are proposed, such as aluminum, unpainted metal and reflective glass, the potential for glare from such

materials will be evaluated by the Plan Commission and Council to determine whether or not the glare would create a significant adverse impact on the adjacent property owners, neighborhood or community in terms of vehicular safety, outdoor activities and enjoyment of views. If so, such materials shall not be permitted.

(3) *Windows.*

- (a) Mirror glass with a reflectivity or opacity of greater than sixty (60) percent is prohibited.
- (b) Clear glass shall be used for commercial storefront display windows and doors.
- (c) Windows shall be individually defined with detail elements such as frames, sills and lintels, and placed to visually establish and define the building stories and establish human scale and proportion.

(F) ***Building Color.*** Color shades shall be used to facilitate blending into the neighborhood and unifying the development. The color shades of building materials shall draw from the range of color shades that already exist on the block or in the adjacent neighborhood.

(G) ***Land Use Transition.*** When land uses with significantly different visual character are proposed adjacent to each other and where gradual transitions are not possible or not in the best interest of the community, the development plan shall, to the maximum extent feasible, achieve compatibility through compliance with the River Prairie Mixed Use Zone standards regarding scale, form, materials and colors and adoption of operational standards including limits on hours of operation, lighting, placement of noise-generating activities and similar restrictions.

(H) ***Outdoor Storage Areas/Mechanical Equipment.***

- (1) No areas for outdoor storage, trash collection or compaction, loading or other such uses shall be located within twenty (20) feet of any public street, public sidewalk or internal pedestrian way, with the exception, areas for trash collection may be located within twenty (20) feet of an internal private pedestrian way.
- (2) Loading docks, truck parking, outdoor storage (including storage containers), utility meters, HVAC and other mechanical equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall design theme of the building and the landscape so that the architectural design is continuous and uninterrupted by ladders, towers, fences and equipment, and no attention is attracted to the functions by use of screening materials that

are different from or inferior to the principal materials of the building and landscape. These areas shall be located and screened so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.

- (3) Conduit, meters, vents and other equipment attached to the building or protruding from the roof shall be painted to match surrounding building surfaces.
- (4) Outside areas, used on a long-term or regular basis for inventory storage or sale, over-stock, seasonal goods, bulk items and the like shall be located within an area that is permanently screened with walls or fences. Materials, colors and design of screening walls or fences shall conform to those used as predominant materials and colors on the building. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the building.
- (5) Outside areas that are used on a temporary basis for the sale of seasonal inventory only shall be defined by nonpermanent walls or fences. Such an enclosure shall not inhibit fire access to the building or pedestrian and bicycle access to the building entrance. If chain link fencing is used, it must be vinyl-clad or covered with a mesh material. Any such enclosure shall be removed upon the conclusion of the seasonal sale period.

Subsections (4) and (5) shall not apply to temporary vendors.

- (6) All rooftop mechanical equipment shall be screened from public view from both above and below by integrating it into building and roof design to the maximum extent feasible.
- (7) All satellite dishes that are greater than two (2) meters (78.74 inches) in diameter must be screened and located as required in subsections (1) through (5) of this Section.

(I) *Operational/Physical Compatibility Standards.* Conditions may be imposed upon the approval of development applications by the Council, following review by the Plan Commission, to ensure that new development will be compatible with existing neighborhoods and uses. Such conditions may include, but need not be limited to, restrictions on:

- (1) hours of operation and deliveries;
- (2) location on a site of activities that generate potential adverse impacts on adjacent uses such as noise and glare;
- (3) placement of trash receptacles;

- (4) location of loading and delivery zones;
- (5) light intensity and hours of full illumination;
- (6) placement and illumination of outdoor vending machines;
- (7) location and number of off-street parking spaces.

7.2 Residential Building Standards

(A) ***Purpose/Applicability.*** The following standards are intended to promote variety, visual interest and pedestrian-oriented streets in residential development. These standards, along with others as deemed appropriate, will also be incorporated into covenants governing residential development within the RPMU districts. Such covenants shall be subject to review by the Plan Commission and approval by the City Council and such covenants shall include review and enforcement provisions substantially similar to the covenants adopted for the Estates at River Prairie.

(B) ***Housing Model Variety.***

- (1) Any development of fifty (50) or more single-family detached, single-family attached in groups of two (2), or two-family detached dwelling units shall have at least five (5) different types of housing models. Any development of fewer than fifty (50) single-family or two-family dwelling units shall have at least four (4) different types of housing models. The applicant shall include in the application for approval of the project development plan documentation showing how the development will comply with the foregoing requirement.
- (2) Each housing model shall have at least three (3) characteristics which clearly and obviously distinguish it from the other housing models, including different floor plans, exterior materials, roof lines, garage placement, placement of the footprint on the lot, and/or building face.
- (3) The requirements provided in subparagraphs (1) and (2) above shall not apply to developments containing ten (10) or fewer dwelling units.

(C) ***Relationship of Dwellings to Streets and Parking.***

- (1) ***Orientation to a Connecting Walkway.*** Every front facade with a primary entrance to a dwelling unit shall face the adjacent street to the extent reasonably feasible. Every front facade with a primary entrance to a dwelling unit shall face a connecting walkway with no primary entrance more than two hundred (200) feet from a street sidewalk. The following exception to this standard is permitted:
 - (a) If a multi-family building has more than one (1) front facade, and if one (1) of the front facades faces and opens directly onto

a street sidewalk, the primary entrances located on the other front facade(s) need not face a street sidewalk or connecting walkway.

- (2) *Street-Facing Facades.* Every building containing four (4) or more dwelling units shall have at least one (1) building entry or doorway facing any adjacent street that is smaller than a full arterial or has on-street parking.

(D) Residential Building Setbacks, Lot Width and Size.

- (1) *Front Yard Setback from Streets.* Front yard setbacks of every residential building and of every detached accessory building that is incidental to the residential building shall be determined during the development review process. Setbacks will be determined, in part, by considering compatibility with setbacks of adjacent development and the intended character of the development. Setbacks from garage doors to the nearest portion of any public sidewalk that intersects with the driveway shall be at least twenty (20) feet.

- (3) *Side and Rear Yard Setbacks.* The minimum side yard setback for all residential buildings and for all detached accessory buildings that are incidental to the residential building shall be five (5) feet from the property line, except for alley-accessed garages, for which the minimum setback shall be eight (8) feet. If a zero-lot-line development plan is proposed, a single six-foot minimum side yard is required. Rear yard setbacks in residential areas shall be a minimum of eight (8) feet from the rear property line, except for garages and storage sheds not exceeding eight (8) feet in wall height, where the minimum setback shall be zero (0) feet.

- (4) *Minimum Lot Width.* A minimum lot width of fifty (50) feet shall be required for any single-family detached dwelling if the garage and/or driveway is served by access from the abutting street, unless such lot also adjoins an alley or is located at the corner of two (2) public streets, in which case the minimum lot width shall be forty (40) feet.

- (5) *Maximum Size of Detached Accessory Buildings.* Any detached accessory building that is incidental to a single-family or two-family dwelling shall contain a maximum of eight hundred (800) square feet of floor area, except that the size of such building may be increased by the minimum amount necessary to accommodate a handicap accessible parking bay when such a bay is required by the city's Building Code.

- (E) *Garage Doors.*** To prevent residential streetscapes from being dominated by protruding garage doors, and to allow the active, visually interesting features of the house to dominate the streetscape, the following standards shall apply

- (1) Street-facing garage doors are only allowed if side or rear loaded garages are determined by Council not to be feasible. Allowed street-facing garage doors must be recessed behind either the front facade of the ground floor living area portion of the dwelling or a covered porch (measuring at least six [6] feet by eight [8] feet) by at least four (4) feet). As noted above, setbacks from garage doors to the nearest portion of any public sidewalk that intersects with the driveway shall be at least twenty (20) feet.
 - (2) Side or rear loaded garages doors are encouraged. The side of the garage facing the front street, however, must have windows or other architectural details that mimic the features of the living portion of the dwelling.
 - (3) Garage doors shall not comprise more than fifty (50) percent of the ground floor street-facing linear building frontage. Alleys and corner lots are exempt from this standard.
 - (4) Attached and multi-family dwellings which also face a second street or a major walkway spine shall be exempt from subsections (1) through (3) above. The façade oriented to the second street or walkway spine shall include windows, doorways and a structured transition from public to private areas using built elements such as porch features, pediments, arbors, low walls, fences, trellis work and/or similar elements integrated with plantings.
 - (5) Alternative garage door treatments shall be accepted by the Director if:
 - (a) the configuration of the lot or other existing physical condition of the lot makes the application of these standards impractical; and
 - (b) the proposed design substantially meets the intent of this Land Use Code to line streets with active living spaces, create pedestrian-oriented streetscapes and provide variety and visual interest in the exterior design of residential buildings.
- (F) **Rear Walls of Multi-Family Garages.** To add visual interest and avoid the effect of a long blank wall with no relation to human size, accessibility needs or internal divisions within the building, the following standards for minimum wall articulation shall apply:
- (1) *Perimeter Garages.*
 - (a) Length. Any garage located with its rear wall along the perimeter of a development and within sixty-five (65) feet of a public right-of-way or the property line of the development site shall not exceed fifty-five (55) feet in length. A minimum of

seven (7) feet of landscaping must be provided between any two (2) such perimeter garages.

- (b) Articulation. No rear garage wall that faces a street or adjacent development shall exceed thirty (30) feet in length without including at least one (1) of the following in at least two (2) locations:
 - (1) change in wall plane of at least six (6) inches,
 - (2) change in material or masonry pattern,
 - (3) change in roof plane,
 - (4) windows,
 - (5) doorways,
 - (6) false door or window openings defined by frames, sills and lintels, and/or
 - (7) an equivalent vertical element that subdivides the wall into proportions related to human scale and/or the internal divisions within the building.

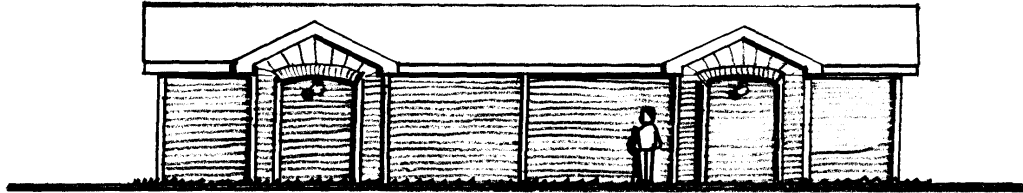
(See Figure 8.)

(2) *All Garages.*

- (a) Access Doors. Rear doorways shall be provided as determined by the Council, after Plan Commission review, to be reasonably necessary to allow direct access to living units without requiring people to walk around the garage to access their living units. (See Figure 9.)
- (b) Articulation. At a minimum, a vertical trim detail that subdivides the overall siding pattern shall be provided at intervals not to exceed two (2) internal parking stalls (approximately twenty [20] to twenty-four [24] feet). In addition, the articulation described in Section (1)(b) above is encouraged but shall not be required.

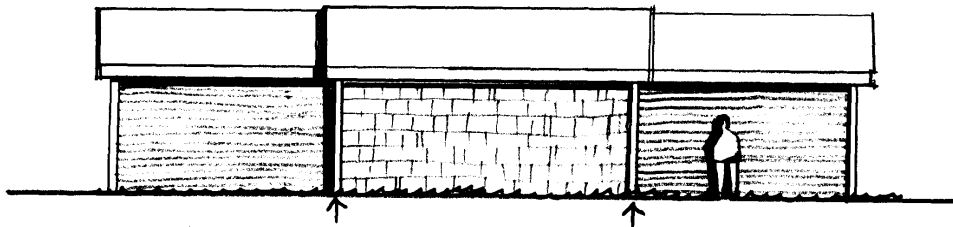
Figure 8

"THIS" OR



FALSE DOORWAYS; MULTIPLE
CHANGES IN PLANE; PLUS RELATED
ROOF FEATURES.

"THIS"



CHANGE IN PLANE
AND MATERIAL AT
TWO LOCATIONS

"NOT THIS"

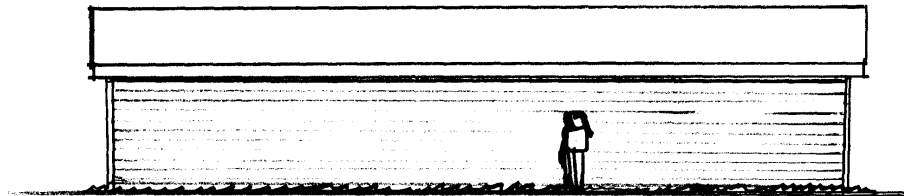
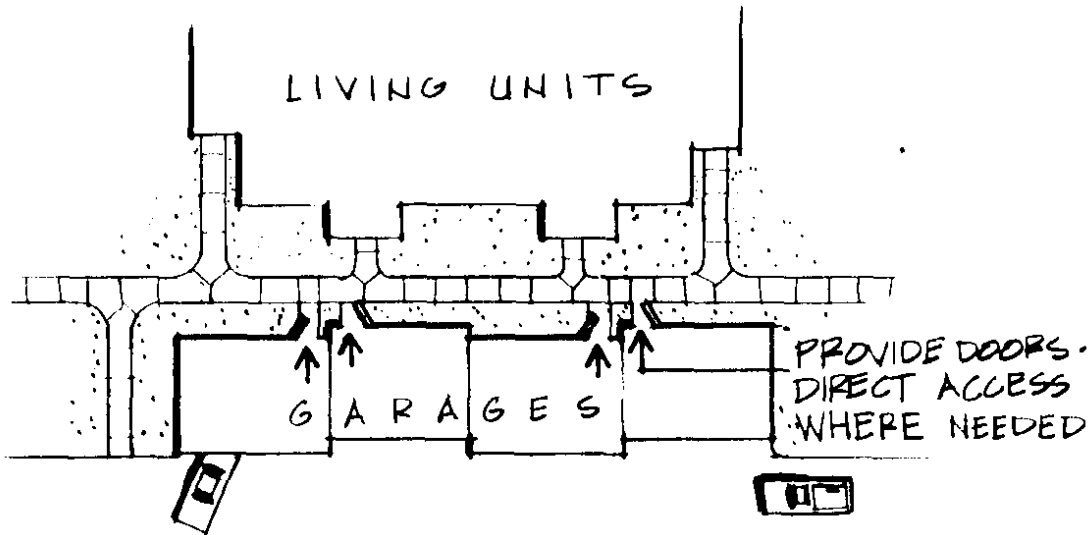


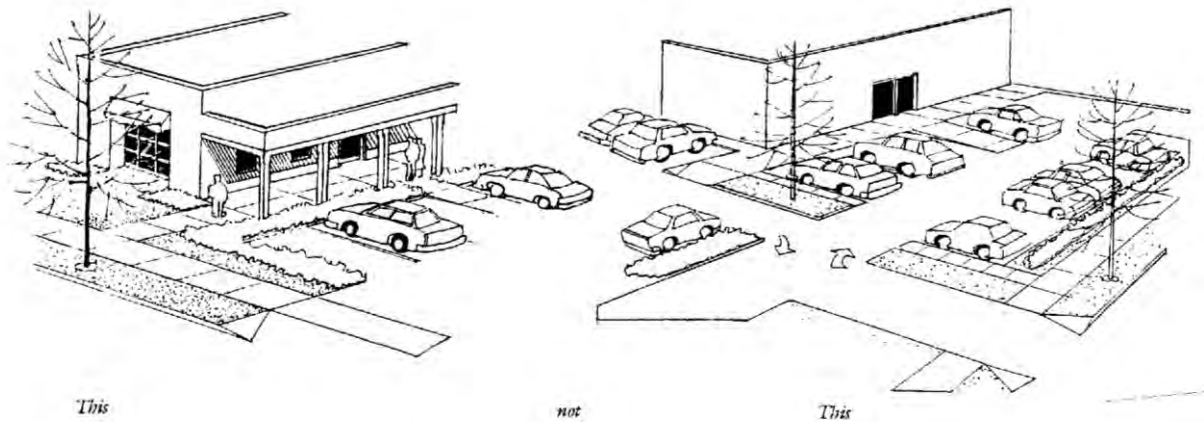
Figure 9



7.3 Mixed-Use, Institutional and Commercial Buildings

- (A) **Purpose.** These standards are intended to promote the design of an urban environment that is built to human scale to encourage attractive street fronts and other connecting walkways that accommodate pedestrians as the first priority, while also accommodating vehicular movement.
- (B) **Relationship of Buildings to Streets, Walkways and Parking.**
 - (1) **Orientation to a Connecting Walkway.** At least one (1) main entrance of any commercial or mixed-use building shall face and open directly onto a connecting walkway with pedestrian frontage. Any building which has only vehicle bays and/or service doors for intermittent/infrequent nonpublic access to equipment, storage or similar rooms (e.g. self-serve car washes and self-serve mini-storage warehouses) shall be exempt from this standard. See Figure 10.

Figure 10
Orientation to Walkways



- (2) *Orientation to Build-to Lines for Streetfront Buildings.* Build-to lines based on a consistent relationship of buildings to the street sidewalk shall be established by development projects for new buildings and, to the extent reasonably feasible, by development projects for additions or modifications of existing buildings, in order to form visually continuous, pedestrian-oriented streetfronts with no vehicle use area between building faces and the street.
- (a) To establish "build-to" lines, buildings shall be located and designed to align or approximately align with any previously established building/sidewalk relationships that are consistent with this standard. Accordingly, at least thirty (30) percent of the total length of the building along the street shall be extended to the build-to line area. If a parcel, lot or tract has multiple streets, then the building shall be built to at least two (2) of them according to (b) through (d) below, i.e. to a street corner. If there is a choice of two (2) or more corners, then the building shall be built to the corner that is projected to have the most pedestrian activity associated with the building.
 - (b) Buildings shall be located no more than fifteen (15) feet from the right-of-way of an adjoining street if the street is smaller than an arterial or has on-street parking.
 - (c) Buildings shall be located at least ten (10) and no more than twenty-five (25) feet from the street right-of-way of an adjoining street that is an arterial that does not have on-street parking.

- (d) Exceptions to the build-to line standards shall be permitted:
 - (1) in order to form an outdoor space such as a plaza, courtyard, patio or garden between a building and the sidewalk. Such a larger front yard area shall have landscaping, low walls, fencing or railings, a tree canopy and/or other similar site improvements along the sidewalk designed for pedestrian interest, comfort and visual continuity.
 - (2) if the building abuts a four-lane or six-lane arterial street, and the Council, after review by the Plan Commission, has determined that an alternative to the street sidewalk better serves the purpose of connecting commercial destinations due to one (1) or more of the following constraints:
 - (a) high volume and/or speed of traffic on the abutting street(s),
 - (b) landform,
 - (c) an established pattern of existing buildings that makes a pedestrian-oriented streetfront infeasible.

Such an alternative to the street sidewalk must include a connecting walkway(s) and may include internal walkways or other directly connecting outdoor spaces such as plazas, courtyards, squares or gardens.

- (3) in the case of Large Retail Establishments, Supermarkets or other anchor-tenant buildings that face internal connecting walkways with pedestrian frontage in a development that includes additional outlying buildings abutting the street(s) (please refer to 7.4, ~~“Large Retail Establishments”~~).
 - (4) if a larger or otherwise noncompliant front yard area is required by the city to continue an established drainage channel or access drive, or other easement.
- (C) ***Variation in Massing.*** A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.
- (1) Horizontal masses shall not exceed a height:width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed elements.

(2) Changes in mass shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect. False fronts or parapets create an insubstantial appearance and are discouraged.

(D) ***Character and Image.*** In new buildings and, to the extent reasonably feasible, in development projects involving changes to existing building walls, facades or awnings (as applicable), the following standards shall apply:

(1) ***Site Specific Design.*** Building design shall contribute to the uniqueness of the River Prairie community with predominant materials, elements, features, color range and activity areas tailored specifically to the site and its context. In the case of a multiple building development, each individual building shall include predominant characteristics shared by all buildings in the development so that the development forms a cohesive place within the zone district or community. A standardized prototype design shall be modified as necessary to comply with the requirements of this subsection.

(2) ***Facade Treatment.***

(a) **Minimum Wall Articulation.** Building bays shall be a maximum of thirty (30) feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers and fenestration pattern. In order to add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size, the following additional standards shall apply:

(1) No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty (30) feet without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, treillage with vines, or an equivalent element that subdivides the wall into human scale proportions.

(2) Side or rear walls that face walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.

(3) All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades shall be prohibited.

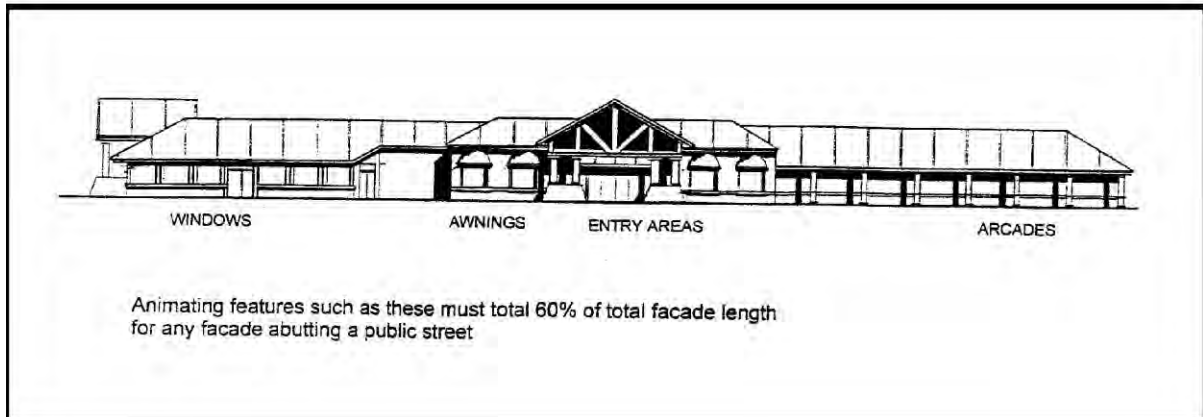
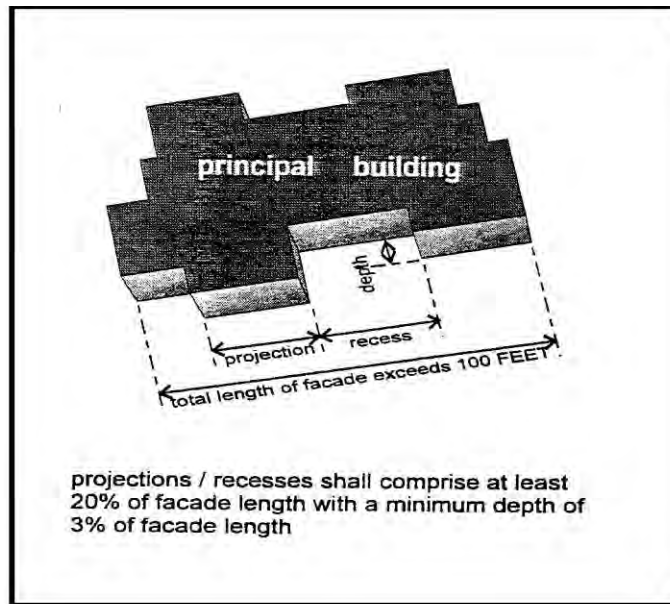
- (3) *Facades.* Facades that face streets or connecting pedestrian frontage shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, treillage with vines, along no less than fifty (50) percent of the facade.
- (4) *Entrances.* Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.
- (5) *Awnings.* Awnings shall be no longer than a single storefront.
- (6) *Base and Top Treatments.* All facades shall have:
 - (a) a recognizable "base" consisting of (but not limited to):
 - (1) thicker walls, ledges or sills;
 - (2) integrally textured materials such as stone or other masonry;
 - (3) integrally colored and patterned materials such as smooth-finished stone or tile;
 - (4) lighter or darker colored materials, mullions or panels;
or
 - (5) planters.
 - (b) a recognizable "top" consisting of (but not limited to):
 - (1) cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials;
 - (2) sloping roof with overhangs and brackets;
 - (3) stepped parapets.
- (7) *Encroachments.* Special architectural features, such as bay windows, decorative roofs and entry features may project up to three (3) feet into street rights-of-way, provided that they are not less than nine (9) feet above the sidewalk. Trellises, canopies and fabric awnings may project up to five (5) feet into front setbacks and public rights-of-way, provided that they are not less than eight (8) feet above the sidewalk. No such improvements shall encroach into alley rights-of-way.

- (8) *Drive-through lane width limitation.* No drive-through facility associated with a retail establishment or large retail establishment shall exceed eleven (11) feet in width.

7.4 Large Retail Establishments

- (A) *Purpose.* These standards are intended to ensure that large retail building development is compatible with its surrounding area and contributes to the unique community character of River Prairie. This standard shall apply to retail establishments or groups of retail businesses greater than 25,000 square feet.
- (B) *Land Use.* All large retail establishments shall be located in a master planned group of retail establishments located in a complex which is planned, developed, owned or managed as a single unit with off-street parking provided on the property. The intent of such planning is to provide for integrated pedestrian, bicycle and vehicular circulation and a consistent design theme. Indoor recreation facilities are exempt from this requirement.
- (C) *Development Standards.*
 - (1) *Aesthetic Character.*
 - (a) *Facades and Exterior Walls:*
 - (1) Facades greater than eighty (80) feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the facade and extending at least twenty (20) percent of the length of the facade. No uninterrupted length of any facade shall exceed eighty(80) horizontal feet.
 - (2) Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than sixty (60) percent of their horizontal length. (See Figure 12.)
 - (b) *Small Retail Stores.* Where large retail establishments contain additional, separately owned stores that occupy less than twenty-five thousand (25,000) square feet of gross floor area, with separate, exterior customer entrances, the street level facade of such stores shall be transparent between the height of three (3) feet and eight (8) feet above the walkway grade for no less than sixty (60) percent of the horizontal length of the building facade of such additional stores.

**Figure 12
Building Facades**

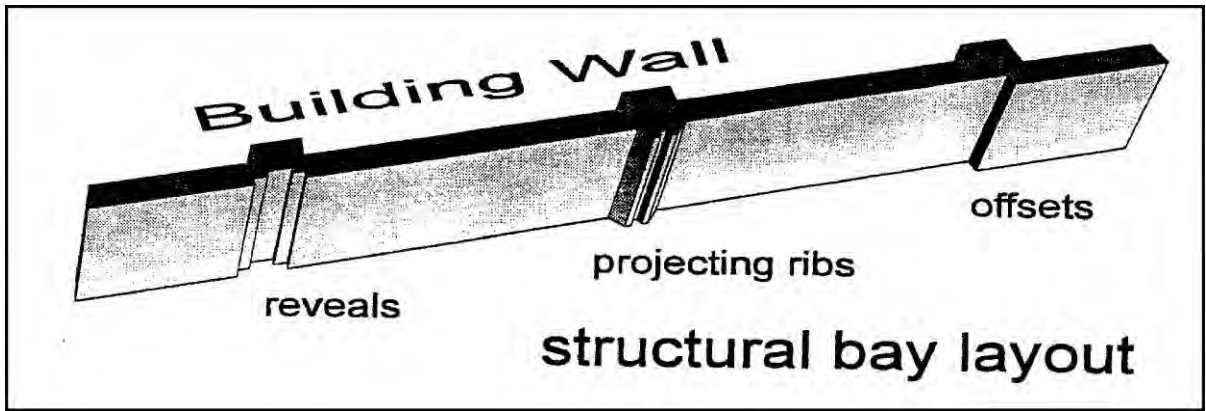


- (c) Detail Features. Building facades must include:
- (1) a repeating pattern that includes no less than three (3) of the following elements:
 - a. color change;
 - b. texture change;
 - c. material module change;

- d. an expression of architectural or structural bays through a change in plane no less than twelve (12) inches in width, such as an offset, reveal or projecting ribs. (See Figure 13.)

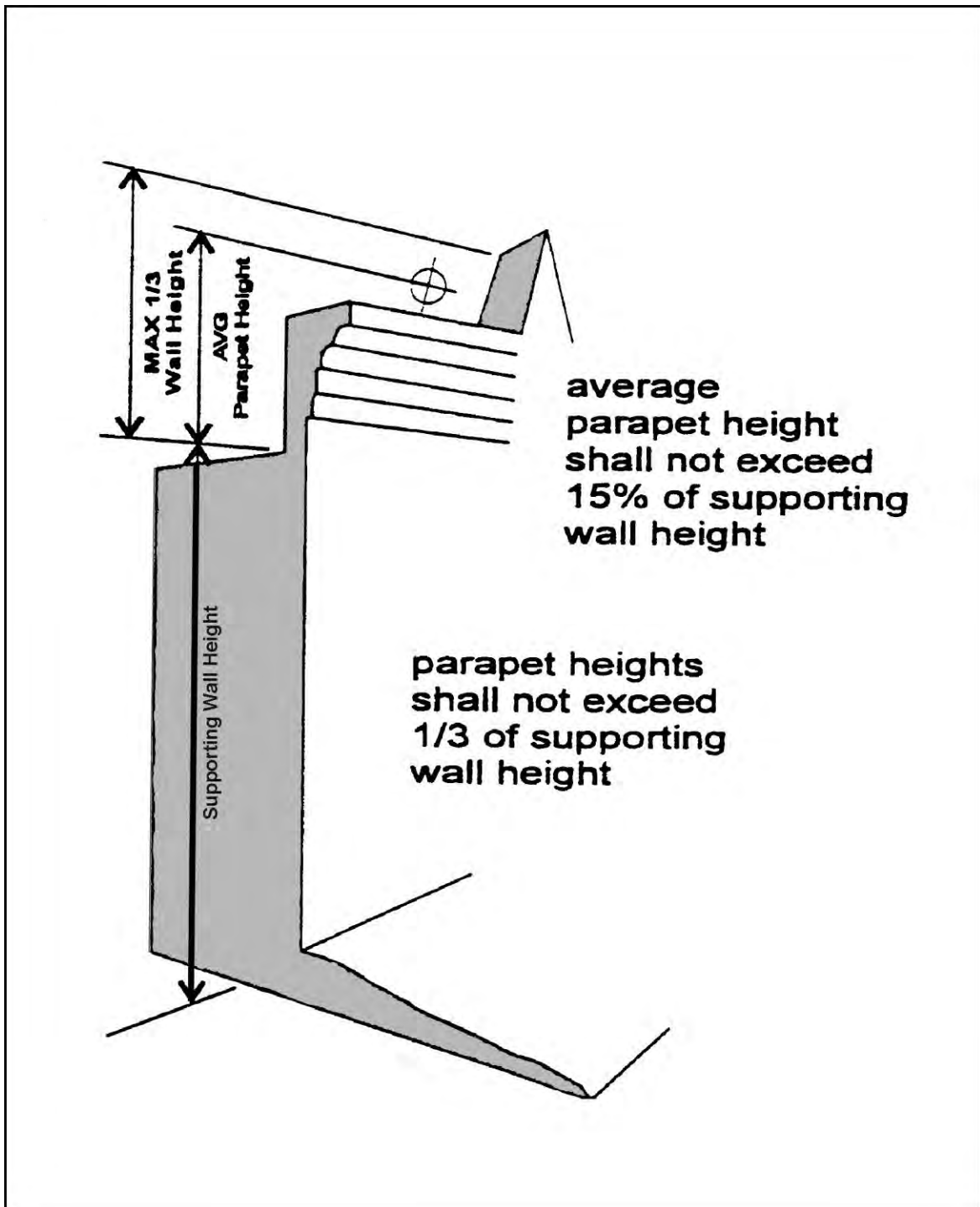
All elements shall repeat at intervals of no more than thirty (30) feet, either horizontally or vertically.

Figure 13
Expression of Architectural or Structural Bay



- (d) Roofs. Roofs shall have no less than two (2) of the following features:
 - (1) parapets concealing flat roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed fifteen (15) percent of the height of the supporting wall and such parapets shall not at any point exceed one-third ($\frac{1}{3}$) of the height of the supporting wall. (See Figure 14.) Such parapets shall feature three-dimensional cornice treatment;

**Figure 14
Parapet Standards**



- (2) overhanging eaves, extending no less than three (3) feet past the supporting walls;

- (3) sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run;
 - (4) three (3) or more roof slope planes.
- (e) Materials and colors.
- (1) Predominant exterior building materials shall be high quality materials, including, but not limited to, brick, sandstone, other native stone and tinted/textured concrete masonry units, or other high-quality building materials acceptable to the Council and reviewed by the Plan Commission.
 - (2) Facade colors shall be low reflectance, subtle, neutral or earth tone colors. The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
 - (3) Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas.
 - (4) Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels or prefabricated steel panels.

(2) *Entryways.*

- (a) Each large retail establishment on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (1) canopies or porticos;
 - (2) overhangs;
 - (3) recesses/projections;
 - (4) arcades;
 - (5) raised corniced parapets over the door;
 - (6) peaked roof forms;

- (7) arches;
 - (8) outdoor patios;
 - (9) display windows;
 - (10) architectural details such as tile work and moldings which are integrated into the building structure and design;
 - (11) integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- (b) Where additional stores will be located in the large retail establishment, each such store shall have at least one (1) exterior customer entrance, which shall conform to the above requirements.
 - (c) All building facades which are visible from adjoining properties and/or public streets or walkways shall comply with the requirements of this section.
- (3) *Site Design and Relationship to Surrounding Community.*
- (a) Entrances. To the extent reasonably feasible, **at least two (2) sides** of a large retail establishment shall feature operational customer entrances. The two (2) required sides shall be those that are planned to have the highest level of public pedestrian activity, one (1) of which shall also be the side that most directly faces a street with pedestrian access. The other of the two (2) sides having an operational customer entrance may face a second street with pedestrian access, and/or a main parking lot area.

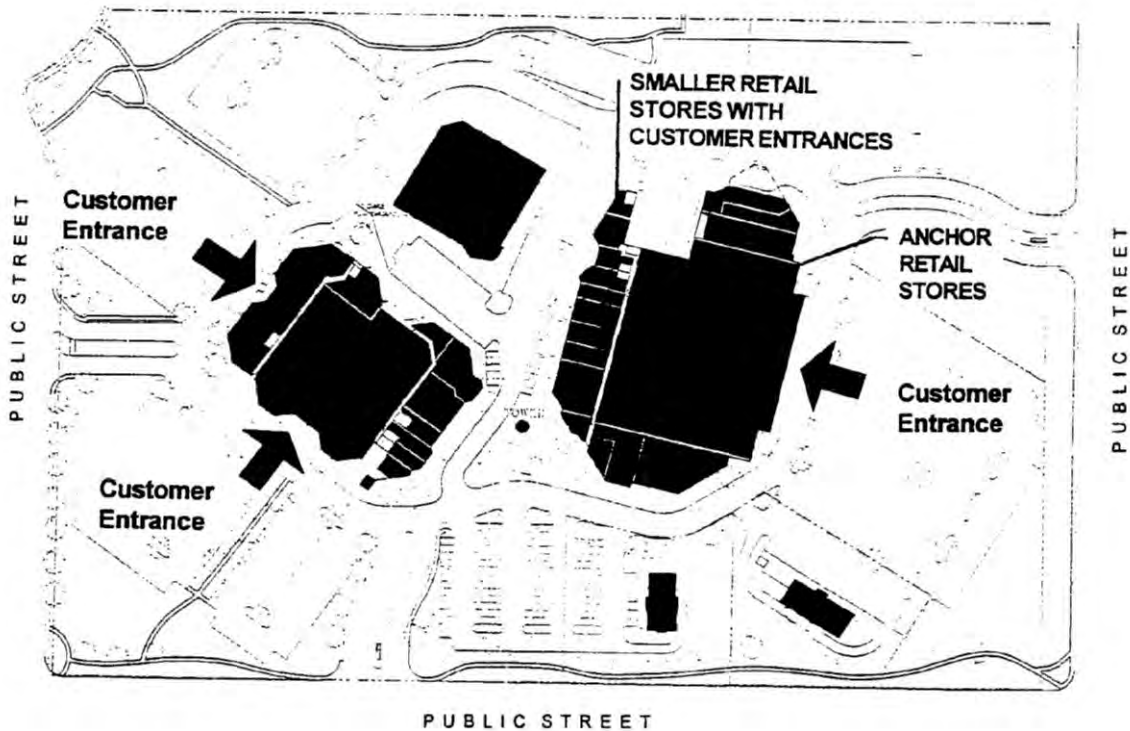
If it is not reasonably feasible for the large retail establishment to include a second side entrance that is fully operational and open to the public, then this standard may be met by attaching smaller retail store(s) ("liner stores") to the side of the large retail establishment which is expected to generate the most pedestrian activity or which faces a public street. Such liner store(s) shall, to the extent reasonably feasible, occupy no less than thirty-three (33) percent of the building elevation on which they are located and shall feature distinctive store fronts and entrances that are significantly differentiated from the large retail establishment in order to create strong identifiable entrance features. Entrances to the liner store(s) may, but need not, provide access into the large retail establishment and must be fully operational and open to customers at times that are

generally equivalent to the store hours of the large retail establishment to which they are attached. All entrances, including those of the liner store(s), shall be architecturally prominent and clearly visible from the abutting public street. (See Figure 15.) Movie theaters are exempt from this requirement.

If both of the entrance options noted above are determined not to be reasonably feasible, then this standard may be met by an alternative entrance configuration that can be shown to meet the following criteria:

1. The building is oriented, and the entrance is designed, to provide safe, convenient access for all modes of travel.
2. The entrance is located within reasonable walking distance to the entrances of other businesses so as to encourage patrons to walk from business to business.

Figure 15
Building Entrances



Example of a development with customer entrances on all sides which face a public street.

- (b) Parking lot location. To the extent reasonably feasible, no more than fifty (50) percent of the off-street parking area for the lot, tract or area of land devoted to the large retail establishment shall be located between the front facade of the large retail establishment and the abutting streets (the "Front Parking Area"). The Front Parking Area shall be determined by drawing a line from the front corners of the building to the nearest property corners. If any such line, when connected to the plane of the front facade of the building, creates an angle that is greater than one hundred eighty (180) degrees, then the line shall be adjusted to create an angle of one hundred eighty (180) degrees when connected to the plane of the front facade of the building. If any such line, when connected to the plane of the front facade of the building, creates an angle that is less than ninety (90) degrees, then the line shall be adjusted to create an angle of ninety (90) degrees when connected to the plane of the front facade of the building. Parking spaces in the Front Parking Area shall be counted to include all parking spaces within the boundaries of the Front Parking Area, including (i) all partial parking spaces if the part inside the Front Parking Area boundary lines constitutes more than one-half ($\frac{1}{2}$) of said parking space, and (ii) all parking spaces associated with any pad sites located within the Front Parking Area boundaries. Supermarkets are exempt from this requirement.

If limiting parking in front of a large retail establishment to less than 50% is determined not to be reasonably feasible, then parking lots shall be designed to limit the number of spaces located in front of the store to as few as reasonably feasible, and the parking lot shall be designed consistent with the following criteria:

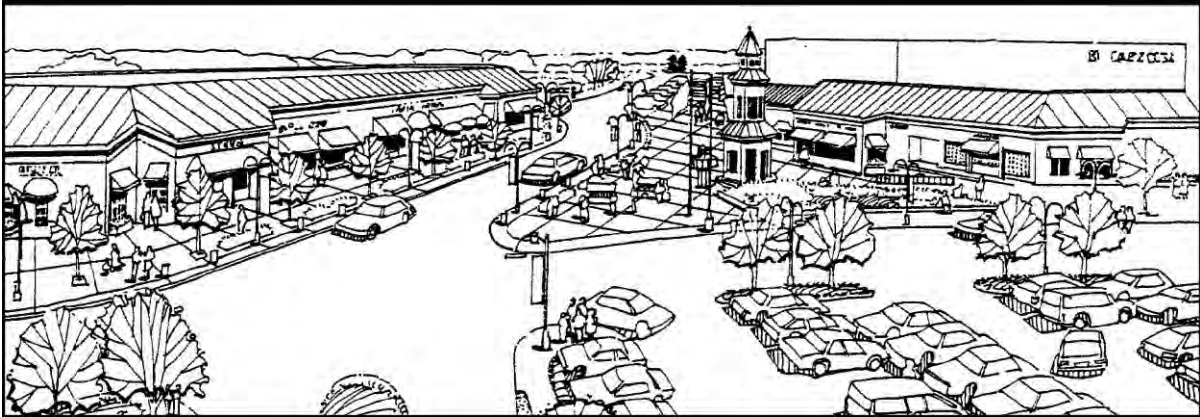
1. Parking lots designs, along with building orientation, shall deemphasize the parking area and emphasize the business or businesses the parking lot is serving.
 2. Parking lot designs shall include safe, easy access for both pedestrians and bicycles from any adjacent street and adjacent business(es).
- (c) Back sides. The minimum setback for any building facade shall be thirty-five (35) feet from the nearest property line. Where the facade faces abutting residential uses, an earthen berm, no less than six (6) feet in height, containing at a minimum evergreen trees planted at intervals of twenty (20) feet on center, or in clusters or clumps, shall be provided.

- (d) Connectivity. The site design must provide direct connections and safe street crossings to adjacent land uses for vehicles, bicycles and pedestrians.
- (4) *Pedestrian Circulation.*
- (a) Sidewalks at least eight (8) feet in width shall be provided along all sides of the lot that abut a public street.
 - (b) Continuous internal pedestrian walkways, no less than eight (8) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all large retail establishments on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers or other such materials for no less than fifty (50) percent of the length of the walkway.
 - (c) Sidewalks, no less than eight (8) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six (6) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.
 - (d) Internal pedestrian walkways provided in conformance with part (b) above shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
 - (e) All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, ADA compliant, low maintenance surface materials such as pavers, bricks or scored/stamped concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
- (5) *Central Features and Community Space.* Each retail establishment subject to these standards shall contribute to the establishment or enhancement of community and public spaces by providing a combination of the following to encourage community gathering: patio/seating area, pedestrian plaza with benches, transportation center, window shopping walkway, outdoor playground area, kiosk area, water feature, clock tower or other such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the Council, after review by the Plan Commission, adequately enhances such

community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape. (See Figure 16.)

Figure 16

Center With Community Features



- (6) *Delivery/Loading Operations.* No delivery, loading, trash removal or compaction, or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level of forty-five (45) dB, as measured at the lot line of any adjoining property.

7.5 Convenience Stores

- (A) *Purpose.* Neighborhood convenience Stores are intended to provide locations for small scale, everyday shopping, gasoline and other services assembled together in an attractive, convenient destination to primarily serve consumer demand from adjacent areas. These standards supplement the general standards for all commercial and mixed-use development, in order to promote development in which the commercial component is tempered as needed to reflect neighborhood character and minimize the garish or intrusive characteristics of commercial development.
- (B) *Land Use.*
 - (1) *Size of Development.* A convenience store shall be situated on seven (7) or fewer acres.

(C) ***Buildings.***

- (1) *Architectural Style.* Standardized architecture, recognized as a prototype of a larger chain of establishments, shall be customized as necessary to express a level of quality that enhances the distinctive character of the immediate neighborhood and the city as a whole. Forms and finish materials of buildings, signage, gasoline pump canopies and other accessory structures shall be compatible with the architectural character of the adjacent area through compliance with the following standards:
 - (a) All buildings, including gasoline pump canopies, shall utilize a consistent architectural style, with different buildings, businesses or activities in the center distinguished by variations within the architectural style.
 - (b) The sides and backs of buildings shall be as visually attractive as the front through the design of roof lines, architectural detailing and landscaping features.
 - (c) Quality finish materials shall be utilized. Such materials may include, but need not be limited to:
 - (1) brick masonry or stone;
 - (2) integrally tinted, textured masonry block;
 - (3) stucco;
 - (4) wood siding.
 - (d) Where any sloped roofs and canopies are used, they shall be covered with:
 1. high profile asphalt shingles;
 2. natural clay tiles;
 3. slate;
 4. concrete tiles - with natural texture and color;
 5. ribbed metal; or
 6. wood shakes or shingles, provided that the roof includes required fire protection.
 - (e) Vending machines and other site accessories shall be integrated into the architectural theme of the center.

- (2) *Building Placement.* Minimum building setbacks from the property line of any adjoining residential use shall be twenty (20) feet.

(D) *Site Design.*

(1) *Screening.*

- a) Convenience stores shall be screened from adjacent residential uses. Screening walls or fences shall be at least five (5) feet, but not more than eight (8) feet in height.
- b) Fences or walls shall be constructed of material similar to, or compatible with and complementary to, the primary building material and architecture. (Chain link type fences with or without wood slats or other inserts are not acceptable screening devices.) Fencing shall not impair traffic safety by obscuring views.
- c) Long expanses or fences or wall surfaces shall be architecturally designed so as to avoid monotony by use of repeating elements, alternative opaque and transparent sections, or architectural elements including pillars.

(2) *Landscaping/Streetscapes.*

- (a) Ground signage, if any, shall be incorporated into the landscape design.

(3) *Site Setbacks.*

- (a) Minimum setbacks of parking and drives from public rights-of-way shall be as follows:
 - (1) twenty-five (25) feet from any arterial right-of-way, and
 - (2) fifteen (15) feet from any local or collector right-of-way.
- (b) Minimum setbacks of parking and drives from other land uses shall be as follows:
 - (1) twenty (20) feet from the property line of any residential use, and
 - (2) five (5) feet from the property line of nonresidential uses, except a property line between buildings or uses with shared parking areas where zero (0) feet is required.