

Draft

North Avenue Overlay Zone District Standards and Guidelines



**The Following Boards
Are
Draft Concepts**

North Avenue Overlay Zone District

Elements of the Overlay District

- **Streetscape** which emphasizes a pedestrian scale.
- **Site Design** which promotes more building and less landscaping.
- **Right-of-way** shared by all modes of transportation and users.
- **Incentives** to encourage development and redevelopment of the corridor.
- **Removing Barriers** for development and redevelopment.
- **Creating Safe Access** to North Avenue businesses.



North Avenue can be?

- Improved through the use of streetscape features creating a visually interesting corridor;
- A safer pedestrian and transit experience; and
- Bring life to the corridor creating a sense of place where people want to return.

The overlay district's requirement for new building construction to be built abutting or within 10 ft of the street enhances the pedestrian experience and creates visual interest at a human scale along the corridor.

North Avenue Overlay Zone District

Property owners will have a choice!

The North Avenue Overlay Zone District is optional and incentive based. A landowner/ developer will have the ability to develop by using either:

1. The overlay standards as adopted in the North Avenue Overlay Zone District; or
2. Develop under the City Municipal Code as established at the time of development using the “Base” zone district and follow the same requirements that any other development would have to follow developing in other areas of the city.



The District will help the corridor achieve the vision established by the two corridor plans. In most cases along North Avenue, the current (or “Base”) zoning is Light Commercial (C-1)

SITE DESIGN

ON-SITE STANDARDS

Landscaping and Buffering Standards

1. Reduce the total square footage of landscaping required for new development using the overlay district by requiring:
 - Landscaping for parking areas only.
 - No street trees in front of buildings that are set back from street 10 ft. or less.
 - No buffer landscaping between land uses.
 - No frontage landscaping along North Avenue, except for parking lots.
 - No landscaping along access driveways to rear parking lots.
2. A decorative screen wall may be substituted for the required screening between a parking lot and North Avenue. Shrub plantings in front of a wall are not required.

Setback Standards

1. Proposed changes to setbacks include the following:
 - Front** = 0 ft. (currently 15 ft in the C-1 zone)
 - Side** = 0 ft. (currently 0 ft in the C-1 zone)
 - Rear** = 0 ft. (currently 10 ft in the C-1 zone and where property is adjacent to residentially zoned property. An 8 ft wide landscaping strip and wall are required in C-1).
2. The maximum building setback for all new building construction including additions is 10 ft with exceptions for public plazas, outdoor seating areas, and other pedestrian spaces and open spaces.
3. Parking is not permitted between the building and the right-of-way.

Awning Guidelines

1. Awnings extending toward the Right-of-Way from the street are encouraged. They help provide visual interest to the corridor and enhance the pedestrian experience. Setbacks for awnings may overhang into the Right-of-Way up to 6 ft.

Building Entry Standards

1. Front door access from the street is required. Additional access may be provided on the side of the building and/or rear of the building to parking areas or other pedestrian facilities.

Parking Standards

1. All development shall meet the requirements of the base zone for parking with possible exceptions for:
 - a. Shared parking.
75% of spaces count for each business?
 - b. On-street parking on corner lots.
2 on-street spaces count as 1 onsite parking space?

Business Signage along North Avenue Standards

Signs should communicate information and not add to visual pollution.

1. Building signage (flush wall, façade, roof and projecting) is the preferred signage and the sign allowance for each is the same the Code allows in all zone districts.
2. Freestanding Monument Signage is permitted.
 - a. The height of the sign and support shall not exceed 12 feet from the finished site grade. (Note: same as for 24 Road Signage standards.)
 - b. Sign face area shall not exceed 100 square feet per sign. (Note: same as for 24 Road Signage standards.) Sign shall be calculated within the overall sign allowance.
 - c. For properties with more than 200 linear feet of North Avenue frontage a second monument sign is permitted.
3. "A-frame" signage is permitted within the right-of-way between the curb and the building only in front of buildings meeting the Overlay district standards. All A-frame signs shall be removed after business hours.

RIGHT-OF-WAY

Pedestrian / Sidewalk Standards

The sixteen feet of right-of-way area north and south of the existing curb along North Avenue will be designed as part of the Federal Highway grant the City has been awarded for North Avenue.

Within the sixteen feet of area, the following is planned.

1. An 8 ft. detached public sidewalk with an 8 ft. strip of land (“parkstrip”) separating the sidewalk from the street. The “parkstrip” is part of the pedestrian corridor and will include pedestrian and transit amenities including landscaping and hardscape features. This width will be adjusted when existing circumstances will not allow for this standard.
2. Hardscape features and materials include, but are not limited to the following:

Benches

Transit pullouts

Bike racks

Planters

Art / sculpture

News Stands

Pedestrian lighting

Transit shelters

Trash cans

Water features

Banners, hanging baskets

Mail boxes



Right-of-way Standards

1. Eliminate the requirement of providing a 14 ft. multi-purpose easement along the North Avenue frontage, currently required for new development. This will allow for buildings to be constructed closer to the street. Utilities would be located either in the street ROW or to the rear of properties, in the alley, etc.
2. All new development shall dedicate sufficient right-of-way to ensure there is 50 feet of half right-of-way for North Avenue. Generally this dedication will be 10 ft. for each side of the street.

INCENTIVES

For Using the Overlay Zone District

A goal of the North Avenue Overlay Zone District is to help revitalize North Avenue and implement the North Avenue Corridor Plan.

As proposed, property owners have the option to develop using the existing zone district (typically C-1). Or, they may develop using the proposed Overlay Zone District which provides these incentives.

1. Up to a 50% reduction in required onsite landscaping.
2. Reduced setbacks from property lines
3. Greater visibility of businesses from the street.
4. Safer access into businesses for vehicles, bikes, pedestrians and for people with disabilities.

Other incentives proposed could include:

5. Reducing or eliminating drainage fees on North Avenue?
6. Reducing the number of Utility Taps by the number of combined lots. Cap old taps with City Crews to reduce the cost of work in the ROW.
7. City help with water quality issues - Establish City owned sites/facilities for mitigating water quality issues.
8. Eliminating parks and open space fees for residential uses within mixed use development.

You tell us! Besides those incentives we have listed above, what incentives would you like the City to consider providing to encourage the use of the Overlay District?

Your suggestions:

9.

10.

11.

12.

REMOVING BARRIERS

Removing barriers to development and redevelopment

1. For Remodel/Expansion projects, create a list of options which brings the built environment (i.e. building, access, landscaping) more into conformance with the Corridor Plans and Overlay District. The following are examples.
 - a. When adding an addition or remodeling an existing business, add a front door instead of more landscaping in the parking lot.
 - b. Replace a pole sign with a monument sign and reduce the total landscaping requirement for the site or it replaces a percentage of landscaping normally required for the expansion/remodel.

You tell us! Besides those examples we have listed above, what additional barriers would you like the City to consider removing to encourage the use of the Overlay?

Your suggestions:

- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.

CREATING SAFE ACCESS

Providing safe access to North Avenue Businesses

1. Minimize the number of traffic conflict points into and out of a business.
2. Better define driveways into businesses and access between businesses.
3. Provide turn lanes where appropriate.
4. Create pedestrian, bike and transit friendly amenities.
5. Maximize the use of existing local streets and alleys for access.

