

Site Organization

Placement of parking lots/areas

1

		
<p>130 Parking lot placement Preferred</p> <p>The parking lot is in the middle of the block so that the impact on the street wall and sidewalk experience is minimized. The storefront is on the sidewalk.</p>	<p>131 Parking lot placement Acceptable</p> <p>The parking lot is oriented in a way that minimizes its impact on the street frontage and pedestrian experience. Some storefront is still on the sidewalk.</p>	<p>132 Parking lot placement Unacceptable</p> <p>The parking lot destroys the continuity of the pedestrian experience. The parking lot has to be crossed to get to the storefront.</p>

When parking is located at the side of the building, landscaped buffers are required.

2



Above: low level decorative fences and walls are an appropriate tool of framing the street edge where there gaps in the building edge along the street.

3



A low hedge and shade trees enhance the public sidewalk and parking lot edge

Courtesy of Toronto City Planning

Appendix C

Redevelopment of an existing site: Bringing the site into greater conformance.

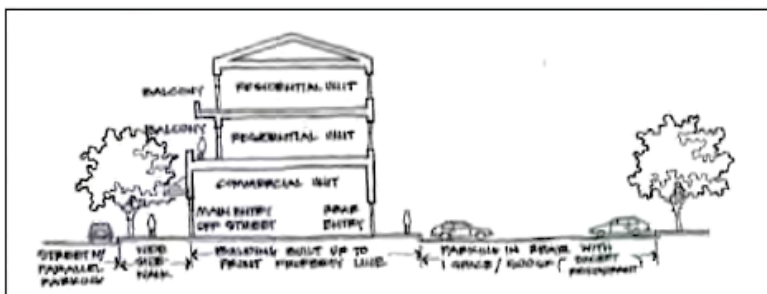
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For example, if an existing commercial site with parking in front [see panel 1] is proposed to be redeveloped, improvements should be provided up to the edge of pavement of the road fronting the lot. If the alteration is minor, bringing the façade closer to the sidewalk, or improvements such as a low wall or decorative fence with plantings at the sidewalk edge, should be provided [panel 2]. Any new buildings shall be located closer to the street (see yard requirements) with prominent pedestrian connections to the sidewalk [panel 3] and sidewalks provided where needed.

Mixed-use building scaled to fit into a walkable neighborhood

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C12 Mixed-use building

Neighborhood scale mixed-use buildings can have convenience commercial uses on the ground floor with parking behind and one or two floors of apartments above.

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Sample site organization options that work in the Route 299 Gateway zoning districts (MSMU, GB, and GH)

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- 1 Building set close to main street edge with the majority of frontage occupied by a built form.
- 2 Parking located to the rear of the building.
- 3 Vehicular accesses from the secondary public street and spaced from the intersection.
- 4 Garbage area located in an enclosure away from the public street edge.
- 5 Front yard setback space used for additional street activity space (sidewalk shopping or cafes)
- 6 Planting material used to screen the side of building abutting the public street.
- 7 Privacy fence screen the site to abutting residential properties.
- 8 Plantings and decorative walls screen the parking lot from the public street edge.
- 9 Plantings buffer between the parking area and abutting residential properties.
- 10 Landscaped and curbed parking islands physically divide the parking area.
- 11 Pedestrian crosswalks defined through the parking area.

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- 1 Building set close to main street edge with the majority of frontage occupied by a built form.
- 2 Parking located to the rear of the building.
- 3 Vehicular accesses from the secondary public street and spaced from the intersection.
- 4 Garbage area located in an enclosure away from the public street edge.
- 5 Covered (or uncovered) walkway through building connecting rear parking to store entrances.
- 6 Planting material in the front of the building to accent the storefront.
- 7 Privacy fence screen the site to abutting residential properties.
- 8 Plantings and decorative walls screen the parking lot from the public street edge.
- 9 Plantings buffer between the parking area and abutting residential properties.
- 10 Landscaped and curbed parking islands physically divide the parking area.
- 11 Drive aisles oriented perpendicular to the building for pedestrian movements.

- ① Building set close to both public street edges at the corner intersection.
- ② Parking located to the side and rear of the building.
- ③ Vehicular accesses from both public streets and spaced from the intersection.
- ④ Garbage area located in an enclosure away from the public street edge.
- ⑤ Store entrance located oriented to the corner at the intersection.
- ⑥ Planting material used to screen the side of building abutting the public street.
- ⑦ Privacy fence screen the site to abutting residential properties.
- ⑧ Plantings and decorative walls screen the parking lot from the public street edge.
- ⑨ Plantings buffer between the parking area and abutting residential properties.
- ⑩ Landscaped and curbed parking islands physically divide the parking area.
- ⑪ Pedestrian crosswalks defined through the parking area.
- ⑫ Secondary building entrances located on the rear wall facing the parking area.

Site Design

A well designed parking lot

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Pedestrian and bicycle connections through parking lots

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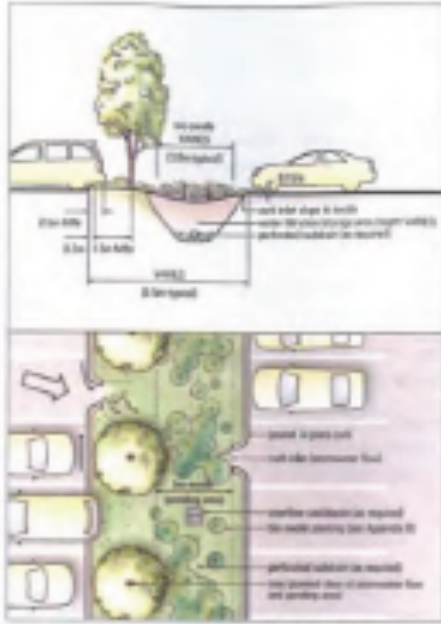


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Figure 11 is also an example of green infrastructure for managing stormwater.

N50 LID applications – commercial



Design concept for bio-retention swale with tree planting



Courtesy of Nevada Ngien Associates



Courtesy of Robin Robert Perry, City of Portland

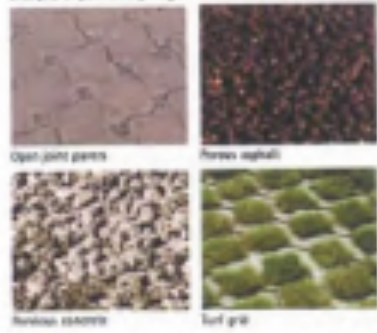


Courtesy of Tom Lipsman, City of Portland

N51 Parking lot bioswales

Large volumes of polluted water run off of commercial parking lots. To the greatest extent possible this water should be captured and cleaned in bio swales with plants before being released into the ground. (photo, top center)

Examples of permeable paving:



Photos above
Green streets can work in urban conditions.

N52 Permeable pavings

Permeable paving materials can help reduce run-off as well.

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Examples of wall-mounted signs

13-14



Wall signs should be located in a sign band on the façade, a horizontal section that divides the storefront windows from the upper façade. They should be located so as to avoid obscuring or covering façade features, including windows, doors, storefronts, building entrances, cornices, and columns.



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Recommended Practice: By placing signage on buildings in a way that complements the architecture creates a more aesthetically pleasing affect. Sign bands that accommodate all signs for a building work best.



Practice to Avoid: Signs on buildings that interfere with the architectural patterns of fenestration and facade design appear visually discordant.

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A Rite Aid pharmacy sign in Camden, Maine. This sign was designed to fit the historic building on which it was placed. The aesthetic harkens to historic, guided signs, and the size and details complement rather than detract from the architecture of the building.

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projecting signs

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monument signs

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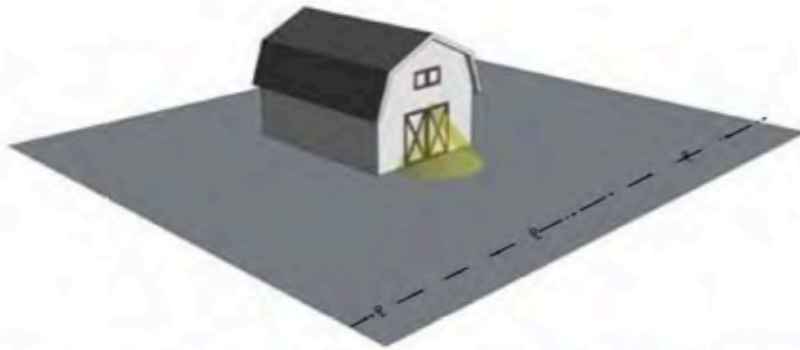
This understated sign is constructed of the same materials utilized on the building and is contextually appropriate. This is an example of how a regional chain can fit its sign to match the local character.

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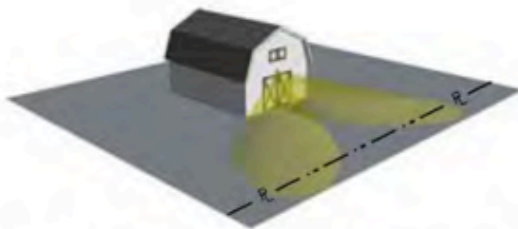


Multiple businesses are effectively displayed on this sign without clutter.

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Best Practice: Lighting, whether on buildings, along streets or on signs, should always be designed in such a way as to minimize light spilling outside the intended area, especially across vistas or directly into driver's eyes. By encasing the light elements within a fixture, the light is directed to where it is needed, rather than in any direction the bare bulb will shine.

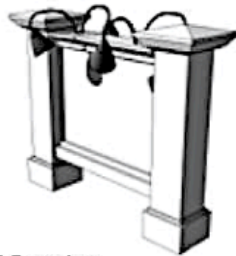


Practice to Avoid: Typical flood light type fixtures have no shield and spill bright pools of light and glare outside the intended area, potentially onto adjacent properties.

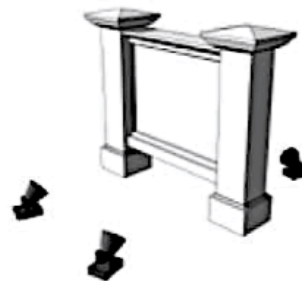


Recommended Practice: Outdoor lights, such as those found on a garage or barn, can use simple fixtures to encase the light element, reducing light spill, and motion sensors or timers to turn lights off when not needed.

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Recommended Practice: Mounting spotlights directly on freestanding signs reduces the amount of light that escapes the sign boundaries and can eliminate excess light spill. Lighting fixtures and the housing for the lights can be designed in a manner that provides uniform illumination for the sign surface.

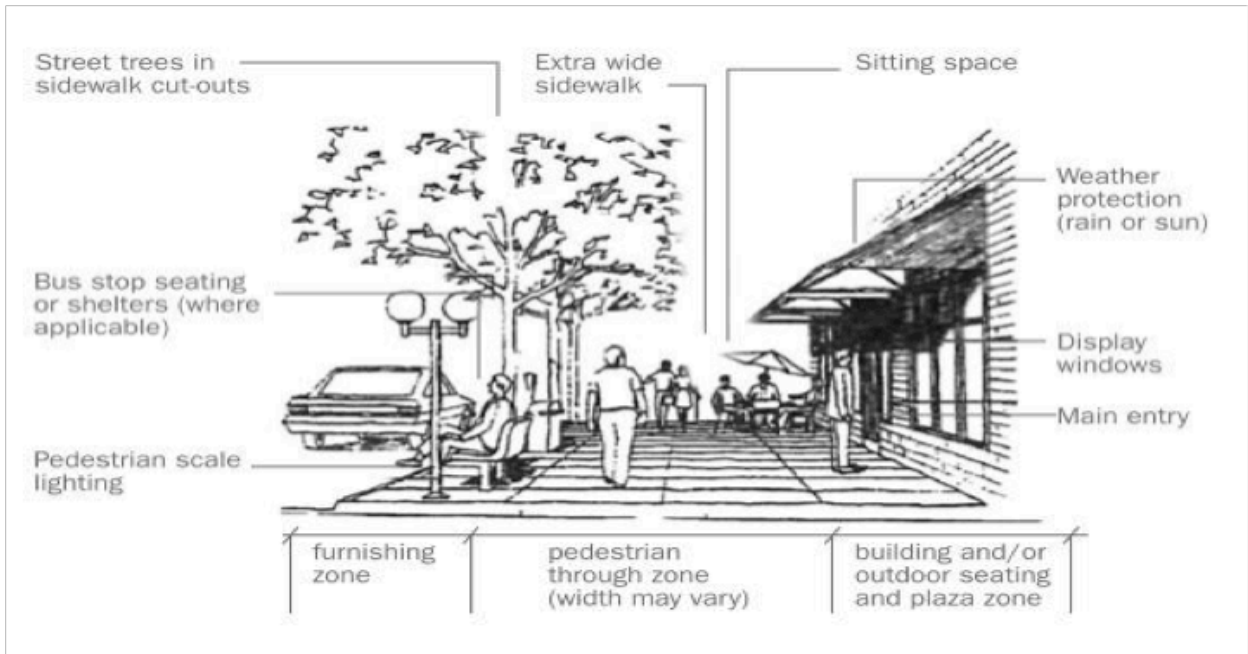


Practice to Avoid: Lighting signs with ground mounted spotlights results in excess light which can escape outside the sign boundary and cause unnecessary glare on roadways.

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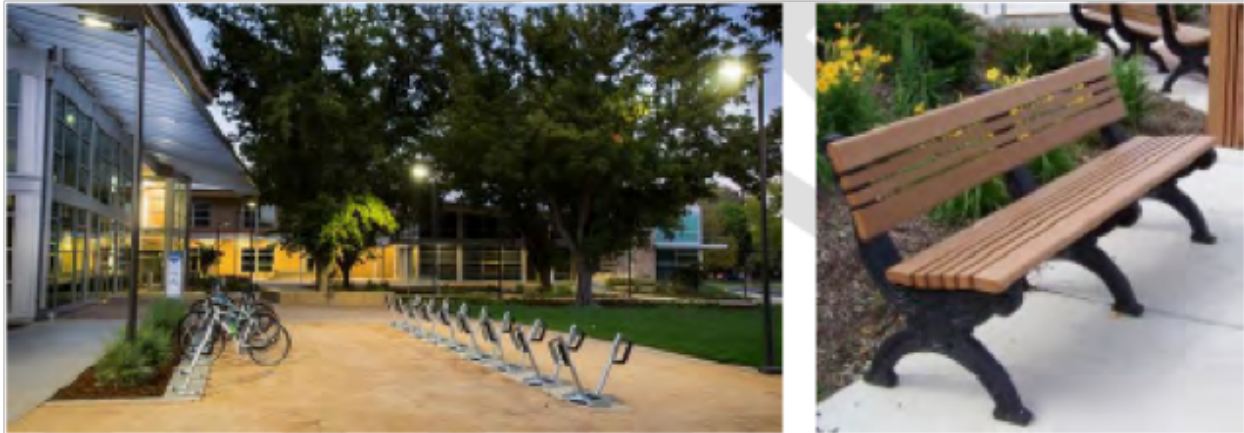
site furnishings

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an inviting streetscape

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Appendix C

building facades

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