Burnsville North Gateway Design Guidelines

Prepared by DSU
April 6, 2006

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Section 1: Purpose

Introduction of the North Gateway District

The Minnesota River runs along the entire northern boundary of the City of Burnsville. Burnsville's location within the context of the Twin Cities Metropolitan Area, the vastness of the river valley, the limited bridge crossings and the significance of the land uses within the valley, all combine to emphasize the importance of the I-35W corridor as it enters Burnsville from the north.

The Minnesota River corridor and the community's aspirations for it have been at the heart of numerous community visioning and planning initiatives for at least the past two decades. Several themes have been repeated through past visioning efforts, comprehensive plans and special studies. They include the concept of Burnsville as a "river town", seeking to restore the natural systems along the river corridor, improving community access, and establishing and maintaining a strong image and community identity.

With the creation, adoption and implementation of this design framework manual, the City of Burnsville seeks to take another important step toward reaching its goals for its northern gateway and the Minnesota River Quadrant. Its purpose is to reconcile key design elements throughout the corridor and to provide an organizing framework to guide future planning, design and infrastructure investment decisions.

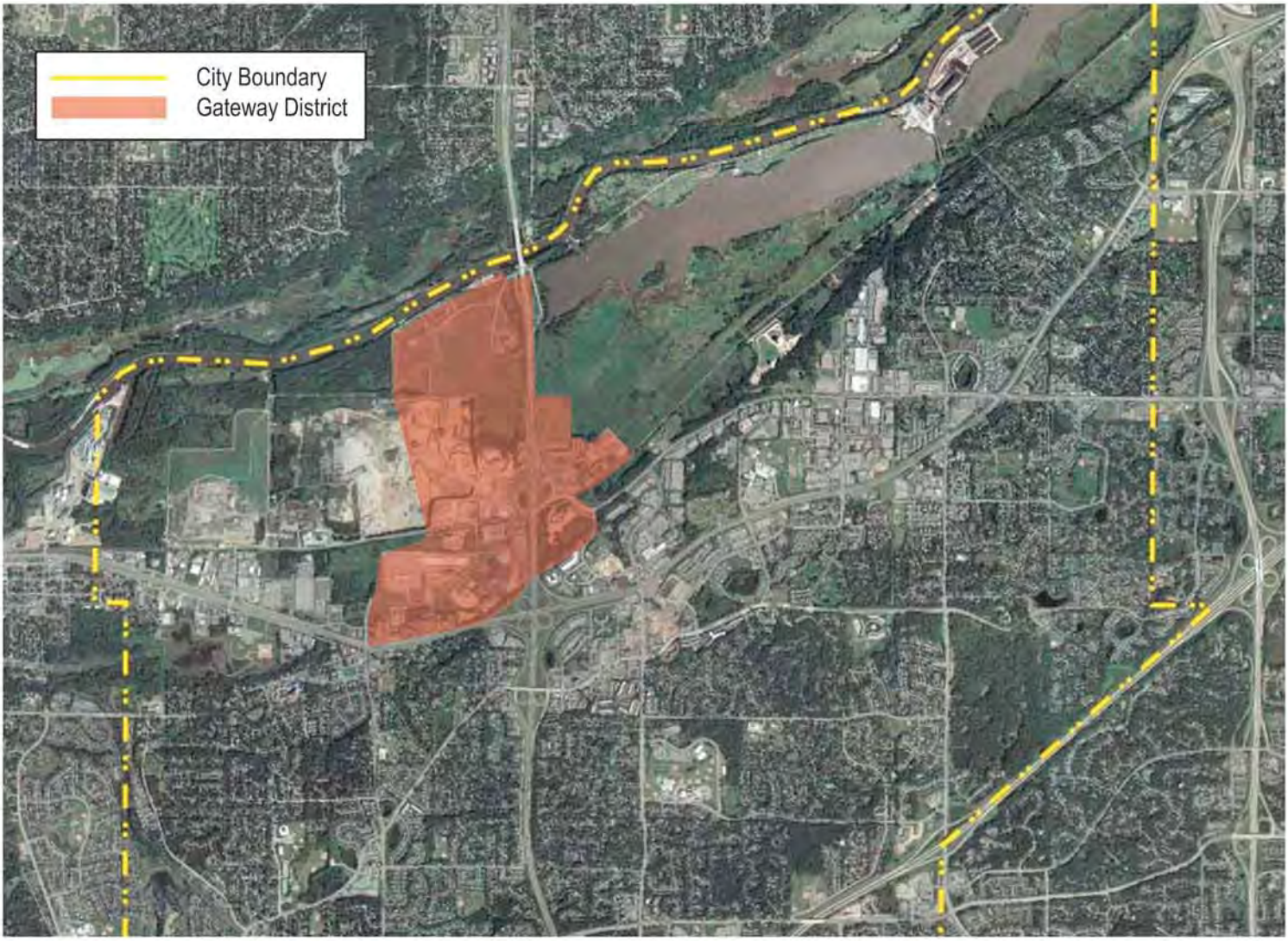

Figure 1: North Gateway Corridor Context

What Are Design Guidelines

Guidelines are to provide a flexible decision making framework and urban design principles to guide decisions related to the location of public and private developments, street improvements, and other physical improvements to the North Gateway District.

Design Guidelines, by definition, are a set of recommended design objectives for proposed development and set forth the desired character for street treatments, site design, and buildings within the North Gateway District. They suggest overall character without dictating specific design requirements. They are qualitative, not quantitative. The primary purpose of the Guidelines are to:

- Reinforce the vision for the North Gateway District
- Foster sustainable, high quality development practices and architecture
- Promote a compact, efficient development pattern
- Protect public and private investment over time in the North Gateway District

How to Use This Design Framework Manual

As a supplement to the zoning ordinance, this framework serves as a "kit of parts" for evaluating development proposals so that each development and public improvement project contributes to a positive image for the North Gateway District. Illustrations and photos are provided to communicate the intent and character of the guidelines.

Private Sector

- As the first step to any project, developers should refer to this manual in order to understand Burnsville's overall goals and to determine how their property fits into the context of the city.

- Developers should refer to the Streetscape Hierarchy Plan in order to understand community expectations for site and streetscape treatments.

- Developers should refer to the building, site and stormwater design guidelines to understand the minimum standards for quality expected by the city.

- The guidelines for parking lot edge treatments and landscaping should serve as a reference during the site design phase of a project. Developers should discuss the options for their particular site with city staff to determine if streetscape, parking, and the parking lot edge treatments will be constructed as part of the site redevelopment or in a larger public improvement project.

Public Sector

- City departments should refer to the objectives in this manual to coordinate, design, and budget for capital improvements.

- The planning, engineering, and inspections departments should refer to the guidelines when reviewing individual development proposals. Each proposed development should reinforce the principles and comply with the guidelines.

1996 North Gateway Plan

This plan recommends freeway and landscape improvements to create a positive image for motorists entering and leaving the City along I-35W. Recommendations include architectural improvements to the freeway bridges to create a distinctive gateway to the city, reinforcing the indigenous Minnesota River Valley landscape through the use of bold massings of trees, shrubs, native grasses and wild flowers. The plan also recommends using native limestone from the Kramer quarry for retaining walls and entrance monuments. The Highway 13 and Burnsville Parkway bridges and landscape improvements are the first proposed improvements in the plan to be implemented and define the character for future improvements.

Figure 3: Highway 13 Bridge

Figure 2: 1996 Gateway Plan

Figure 4: Burnsville Parkway Bridge

Comprehensive Plan Guidance and Zoning of the North Gateway District

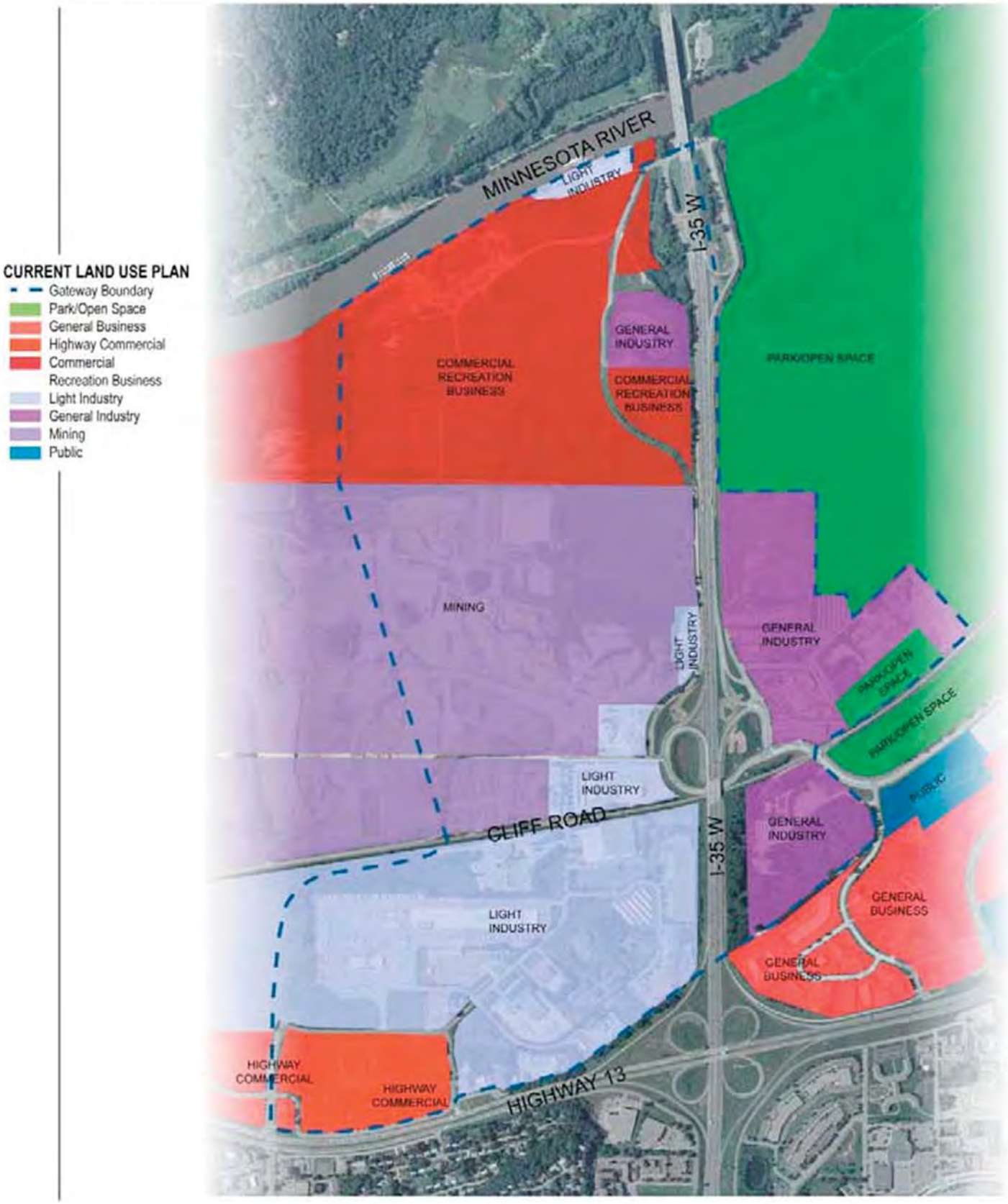

Figure 5: Current Land Use Plan

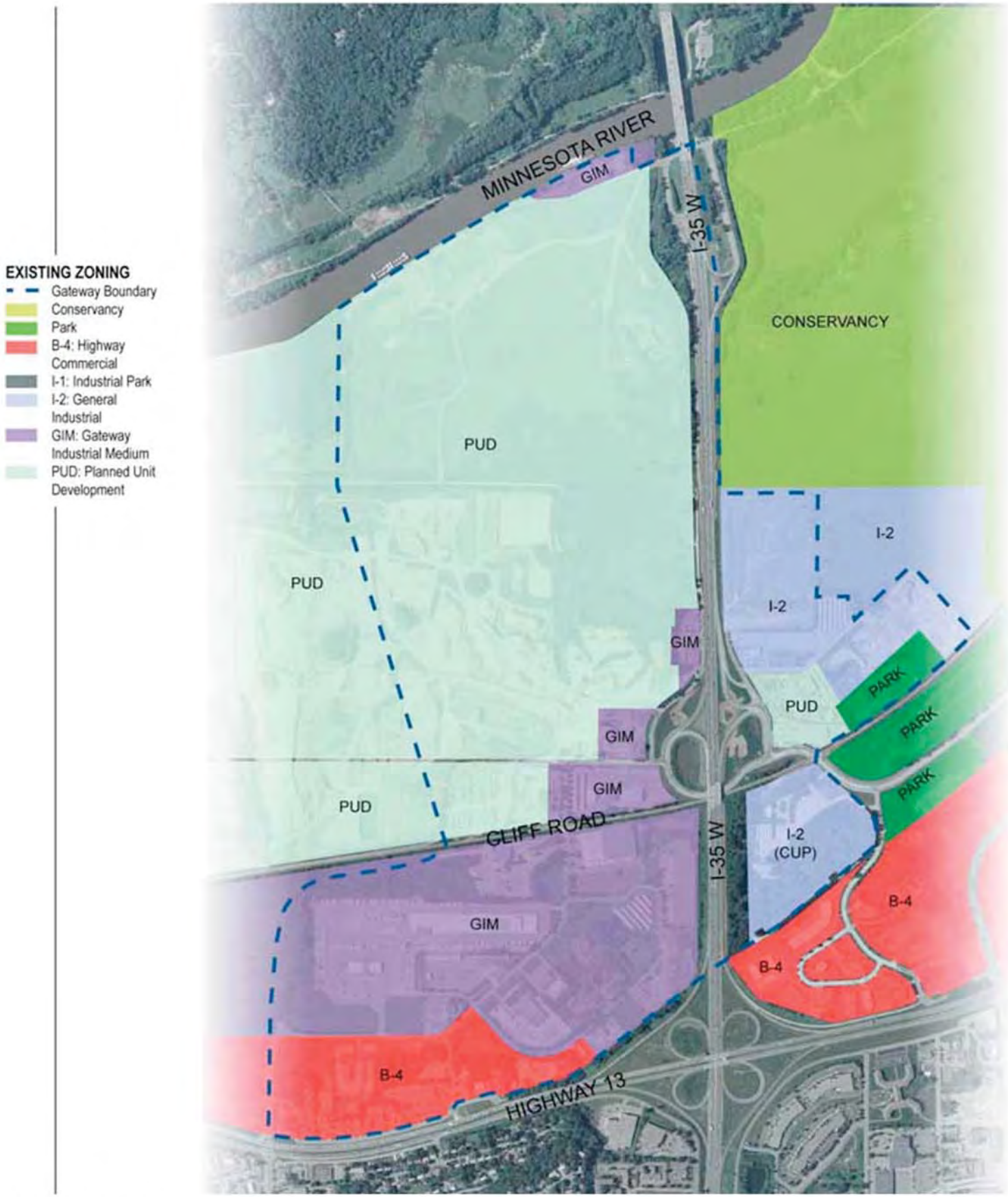

Figure 6: Existing Zoning Districts

PROPOSED LAND USE PLAN

- Gateway Boundary
- Park/Open Space
- General Business
- Highway Commercial
- Commercial Recreation Business
- Light Industrial
- Industrial Park
- Mining
- Public
- Future Park

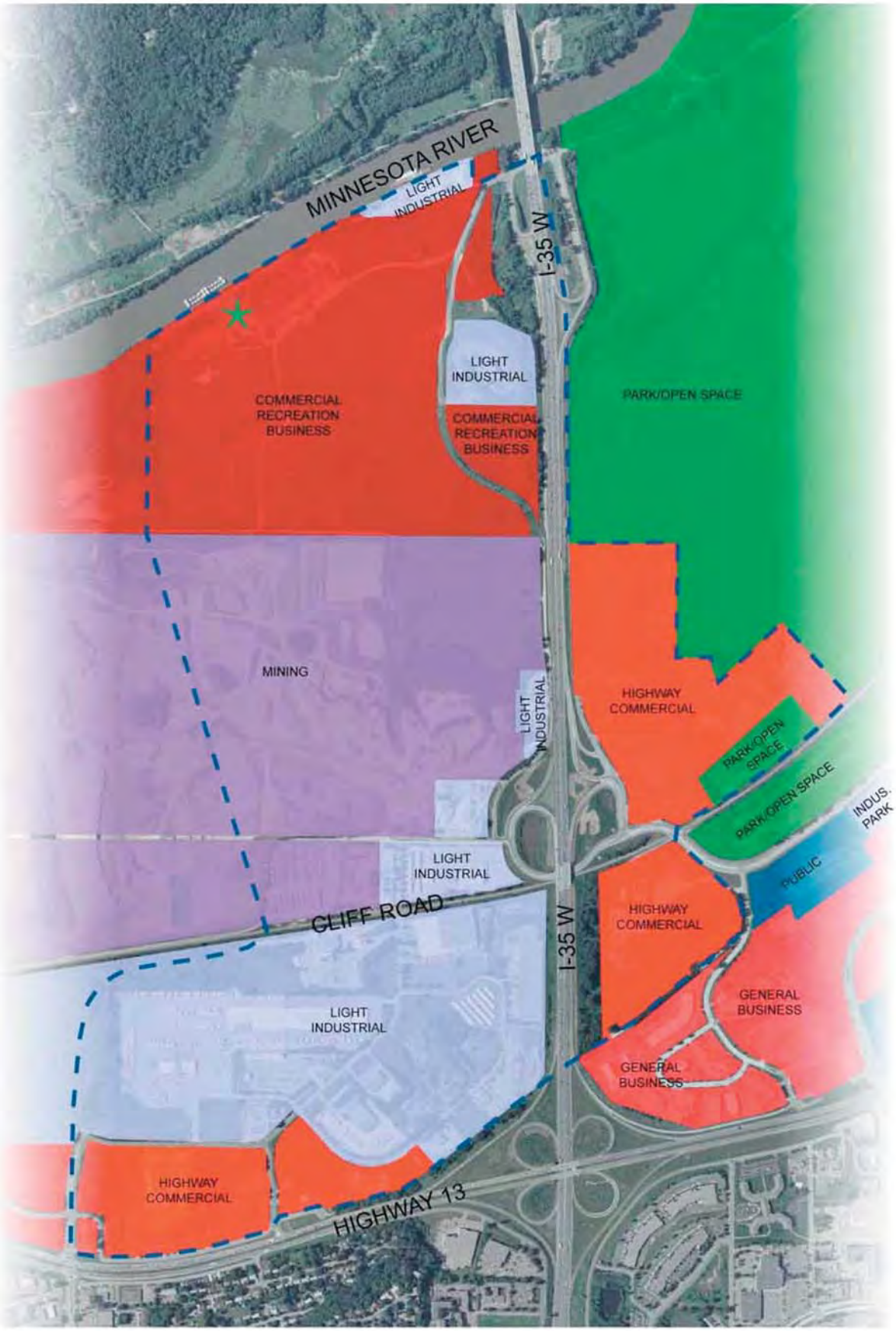

Figure 7: Proposed Land Use Plan

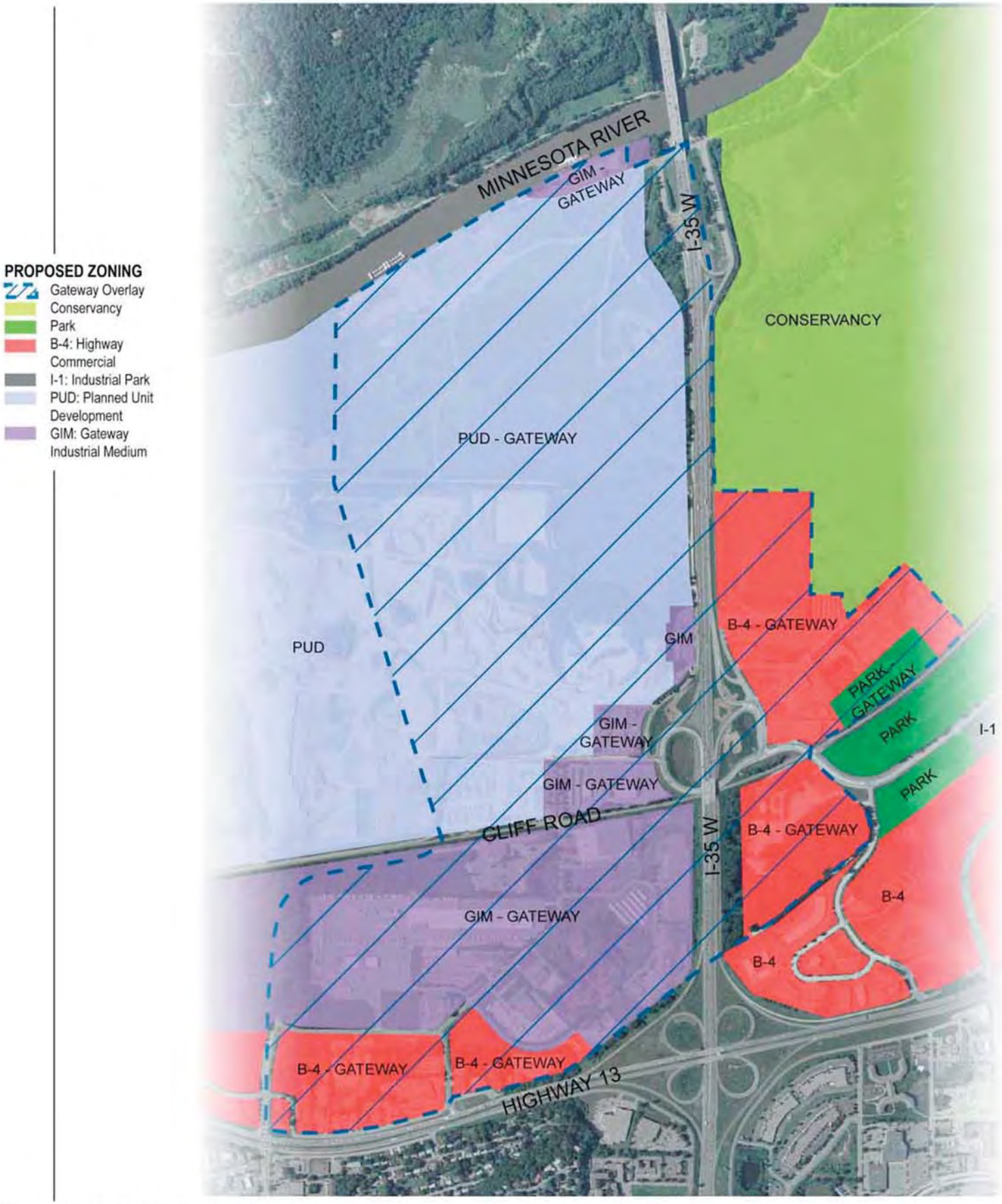

Figure 8: Proposed Zoning Districts

Current Initiatives

The City of Burnsville has prepared an illustrative plan intended to convey the long-term redevelopment potential of the Minnesota River Quadrant. This plan is part of an informational brochure that can be used to transmit pertinent information to area property owners and prospective investors.

It is important to understand that this tool is not intended to prescribe exactly what pattern, or types of uses will go on specific sites within the area. Rather it is intended to show the relationships with important, future public improvement projects and to demonstrate the community's ongoing commitment to the establishment and maintenance of a high quality and thriving area in the Minnesota River Quadrant area.

Figure 9: Minnesota River Quadrant Plan

Planned Improvements

Another important aspect of this manual is that it reflects the potential for significant change in the transportation improvements and roadway system serving the corridor. The Federal Highway Administration (FHA) and the Minnesota Department of Transportation (MnDOT) have concluded that the long range plans for this corridor should include the consolidation of the Black Dog Road and Cliff Road interchanges into a single, full-movement interchange, to be located roughly halfway between them. The drawings contained within this manual include the alternative interchange design and supporting roadway designs that currently appear to work best with the long-range development and redevelopment plans for the corridor.

Interchanges

A new interchange is currently planned at the intersection of I-35W and 118th St. Once this is constructed, the interchange at Cliff Road will be closed. The interchange alternative that appears to best support Burnsville's past and future planning for the area is a folded diamond design. This would also have the least impact on the MN Valley Federal Wildlife Refuge.

118th Street Interchange

Streets

A new road will provide access from the east side of I-35W to the new interchange at 118th St.

New Frontage Road

Bridges

Along with the new interchange at 118th St., the freeway interchange at Cliff Road will be removed. Cliff Road will be realigned to simplify the connections between the east and west sides of I-35W.

New Cliff Road Connection

North Gateway SubAreas

The Gateway corridor contains several distinct sub-areas. These areas contain dramatically different land uses and present widely varying problems and opportunities for future use. The following descriptions provide a partial explanation of the characteristics of each of these areas. It also identifies some of the key design objectives for each of these distinct areas.

The Minnesota Valley Federal Wildlife Refuge

The portion of the Minnesota River Valley, within Burnsville, that lies to the east of I-35W contains 1,440 acres of the Minnesota Valley Federal Wildlife Refuge. This area will be permanently protected from development and will remain an important visual and open space amenity forever.

Figure 10: North Gateway SubAreas

Illustrative Framework Plan

The Illustrative Plan is intended to illustrate the intent of the design objectives for each of the subareas, as well as, planned public improvements and future development that is consistent with the vision for the North Gateway Corridor.

Figure 11: Burnsville North Gateway Illustrative Framework Plan

Site Planning Guidelines

Area A

Area A is located at Burnsville's front doorstep on the west side of I-35W. This land is owned by the McGowan family and a smaller riverfront property is owned by US Salt. The McGowan property is the former site of the Freeway Landfill and it is the last landfill within the Twin Cities region that has not been certified as closed by the Minnesota Pollution Control Agency (MPCA). The site is included on the Federal Superfund list and it has a rich history associated with past efforts to close the landfill and officially address its Superfund status.

This site was approved for development of an outdoor entertainment amphitheater and the current Planned Unit Development (PUD) zoning continues to authorize the development of this use on the property. The development of the project was stalled due to litigation from the City of Bloomington and neighborhood groups in both Bloomington and Burnsville. The project could proceed, but would require the completion of an Environmental Impact Statement (EIS).

The Illustrative Plan for the Gateway Corridor anticipates a different development scenario for the McGowan property. This concept anticipated the relocation of the current trash transfer station and the removal of all of the municipal solid waste (MSW) between I-35W and a relocated frontage road, located approximately 600 feet to the west of the freeway.

The MSW removed from the new development strip would be relocated to the west and would be included in the closure plan and be covered by an impervious liner. A crushed limestone layer would be placed on top of the liner to allow the area to be used as a parking lot.

A 300 ft. wide strip along the west side of the new frontage road was identified in preliminary closure agreements between the MPCA and the landowner. The agreement stated that this area could also be developed if it were to be designed and maintained to meet stringent standards.

For decades, Burnsville has embraced the goals of improved access to the Minnesota River Corridor and public open space and trails for community use. The approved Black Dog Amphitheater PUD includes "Festival Park", a unique public/private community gathering place, near the river, restored wetlands, to be connected to future trails. If the zoning for this property changes to facilitate development consistent with the illustrative plans shown on Figure 9, Minnesota River Quadrant Plan, the City will require park dedication and consider other funding to ensure the provision and maintenance of parks and trails along the river. These are considered key goals and an integral part of Burnsville's Minnesota River Quadrant Vision.

Design Objectives

- Area A is very important because the development of this area will present the first impression of Burnsville, as motorists cross the river. It presents an opportunity to site prominent buildings with signature architecture, in areas with key visibility.

- The desired placement of buildings is described later in this document, as are the plans for site landscaping. It is important to locate the buildings so that they present an attractive façade toward the highway and utilize buildings and landscaping to effectively screen large parking areas, service and loading areas.

- The closed landfill will present significant challenges for the construction and maintenance of infrastructure. Major storm sewer improvements and surface water management will need to occur along the freeway corridor. This will present constraints for site landscaping. To the extent possible, the objective would be to preserve, restore and enhance the floodplain forest vegetation and extend it into the development. Within the development, this native landscaping would be included with other hardy and indigenous plant species to create the desired effects.

Building Placement

- Buildings should be aligned parallel to the street so the facades create a continuous edge or street wall. At intersections, buildings should be placed at or near the sidewalk of both streets to "hold the corner."

Parking Area Treatments

- Parking lot frontage on pedestrian streets should be reduced, and their edges and interiors should be extensively greened with a combination of hedges, walls, trees, and other methods to screen parking lots from view from the freeway and boulevard.

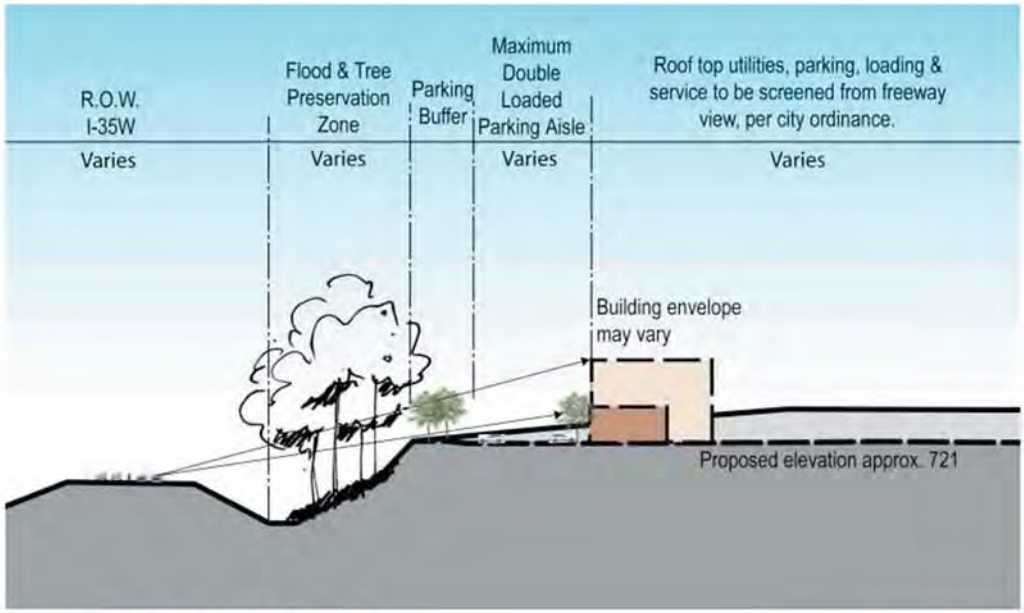

Figure 12: Area A Cross Section

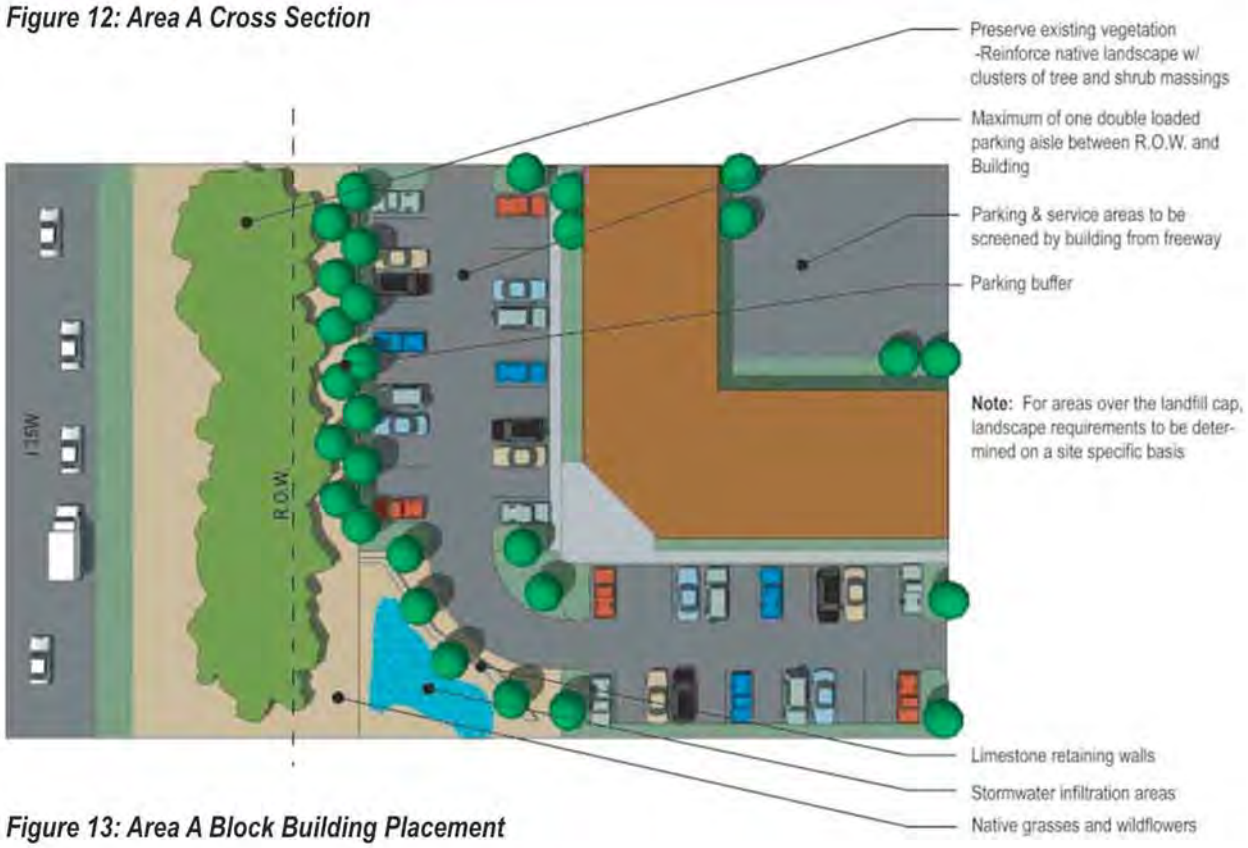

Figure 13: Area A Block Building Placement

Area B

Immediately to the south of the McGowan property is Area B. This area is all owned by Edward Kraemer & Sons (EKS). It contains a major limestone quarry. Upon completion of the mining operations, a 360-acre, clean, deep lake will form. The area located between I-35W and the future lake will present incredible future development opportunities. This strip of land will both enjoy excellent visibility from I-35W, but will also support opportunities to maximize the orientation of buildings and blocks toward the lake.

Area B will be served by a new interchange on its northern boundary. A new major collector roadway will connect with this interchange and continue south to the future TH 13/CSAH 5 interchange.

The EKS property is currently zoned PUD and that PUD provides for a high quality mixed-use development pattern along the I-35W corridor. Because the end use can only be fully achieved when the limestone mining is completed, the PUD Agreement between The City and EKS provides for updates every five years. The idea behind this provision is that market conditions change and as we approach the end use date it becomes more important for the end use plans to become more definitive. The site development plans shown in this document are very similar to those presented by EKS in the most recent five-year review. The primary modification is due to the change in freeway interchanges and related changes to the collector roadways connecting with the new interchange.

Design Objectives

- Because of the relatively shallow depth between the freeway and the lake edge, the development concept proposes to align the new collector as close to the freeway as possible. Ordinarily the city would seek to align roadways to provide service to both sides, but in this case the heavy traffic to be carried on this corridor is viewed as an impediment to the pedestrian friendly, mixed-use development opportunities within this area.

- It is also important to note that the potential freeway interchange at the north end of the EKS property presents a significant set of new opportunities. With the closing of the off ramp at Black Dog Road, the first opportunity for visitors to exit the freeway will be at the new interchange. This interchange will include a new bridge over I-35W, which means that the off ramp will come up to the bridge elevation. Once at this new bridge elevation, motorists will be afforded great views of not only the interior of the EKS development, but also out across the new lake, potentially the water front, and long views west to the future golf course on the closed landfill site. Final development plans must recognize and support these opportunities.

Figure 14: Gateway Center Concept

Building Placement

- Buildings should be aligned parallel to the street so the facades create a continuous edge or street wall. At intersections, buildings should be placed at or near the sidewalk of both streets to - "hold the corner."

Parking Area Treatments

- Parking lot frontage on pedestrian streets should be reduced, and their edges and interiors should be extensively greened with a combination of hedges, walls, trees, and other methods to screen parking lots from view from the freeway and boulevard.

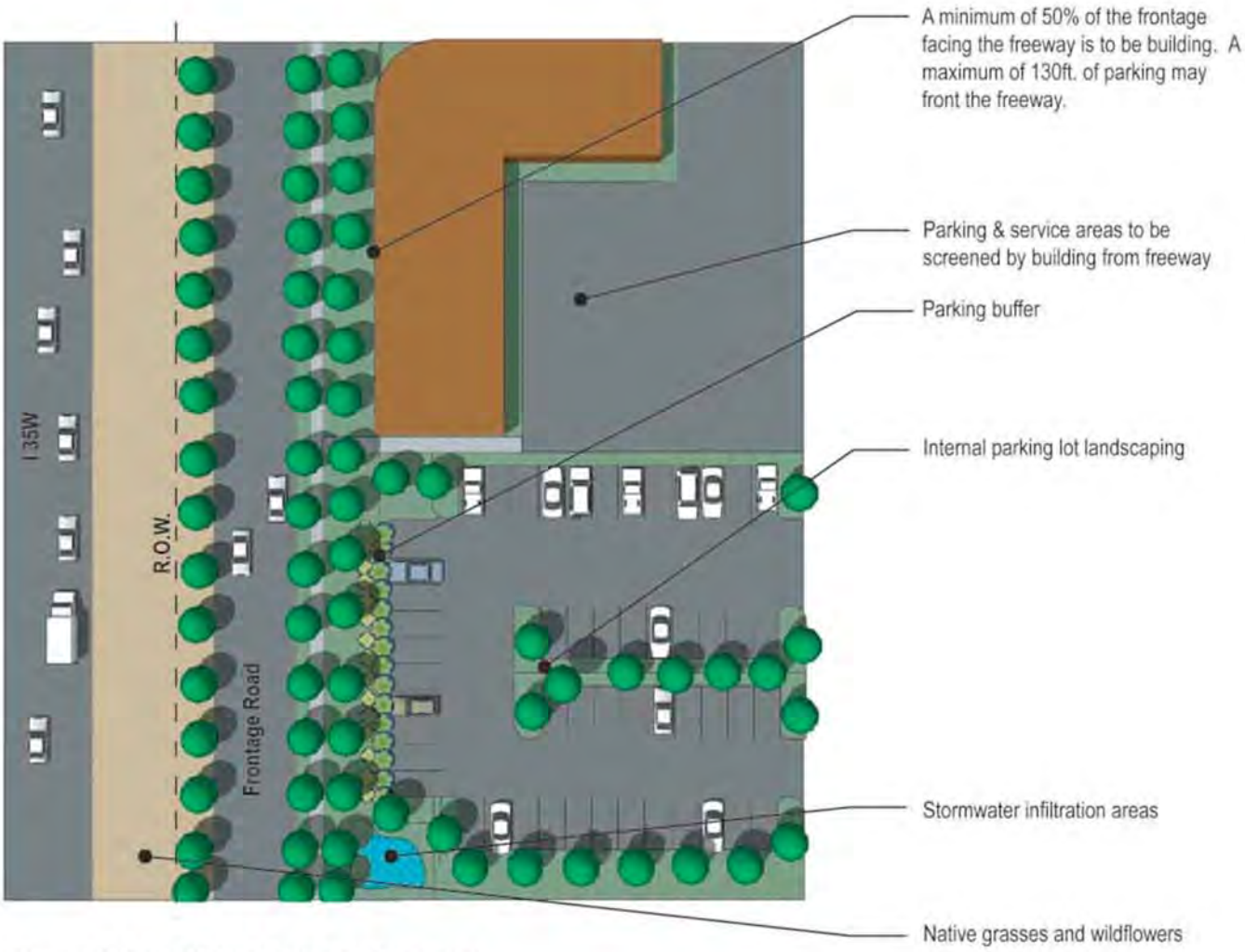

Figure 15: Area B Block Building Placement

Area C & E

Area C sits in the northwest quadrant of I-35W and TH 13. The area enjoys close proximity to and some good visibility from both of these major roadways. Since TH 13 bridges over I-35W the direct views into this area from the freeway are fairly limited. Much of the land sits significantly lower than the freeway and TH 13 too.

The westbound on ramp from southbound I-35W offers some potentially excellent long views, but also presents the challenge of looking down onto the rooftops of closer buildings. The long-range development potential of this land will require the successful improvement of the TH 13/CSAH 5 interchange and the extension of CSAH 5, across the railroad tracks, linking up with the new interchange and Cliff Road.

The redevelopment of this area is also challenged by the large number of existing businesses, in varied sizes and conditions. Consequently, site acquisition and assembly will present significant challenges. The area is also known to contain very significant development challenges due to soil conditions. These challenges are related to soils containing high volumes and depths of peat. These conditions vary widely across the area.

Area E is located in the northeast quadrant of I-35W and TH 13. It presents many of the same topographical challenges described in Area C. It also contains a stand of significant vegetation along the freeway corridor and along the south side of the parcel. The Minnesota River bluff line also runs through the south side of this site.

The area was used as a portland cement distribution facility. A conditional use permit was approved for a relocated Burnsville Volkswagen facility in recent years. It has not yet been built. That approved cup assumed that the concrete silo would have to remain on the site and it now appears that it may not have to stay on the site. There has been some preliminary discussions about the expansion of the automobile sales use of this site to potentially accommodate another business.

Many of the image and character issues were addressed in the approved PUD. Any expansion of this use would necessitate the continuation of that level of quality. Further, it will require greater scrutiny about the conservation of the trees and the protection of the bluff line. The front door of this development will be oriented toward Cliff Road and the preserved trees will continue to screen most of the potentially objectionable views of rooftops and service areas.

Design Objectives

Building Placement

- Buildings should be placed to screen parking and services from the fronting street.

Parking Area Treatments

- Parking lot frontage should be reduced, and their edges and interiors should be extensively greened with a combination of hedges, walls, trees, and other methods to screen the view to parking lots from streets and sidewalks. Preserve existing vegetation and topography along I-35W to screen parking and service areas from the freeway. The sightlines from the freeway shaped by the topography and vegetation will determine the amount of parking allowed from the toe of slope to the building. These conditions will be defined on a site by site basis.

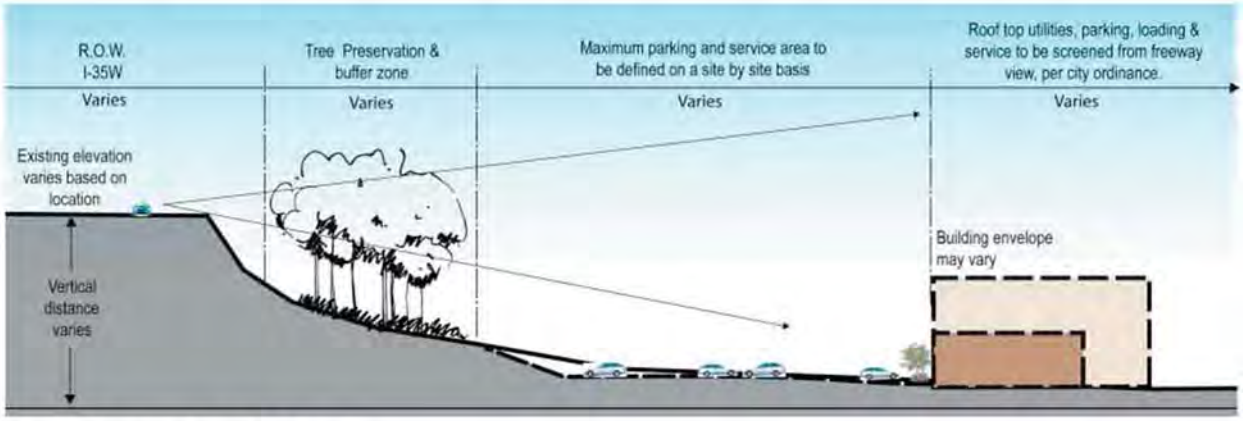

Figure 16: Area C and E Section

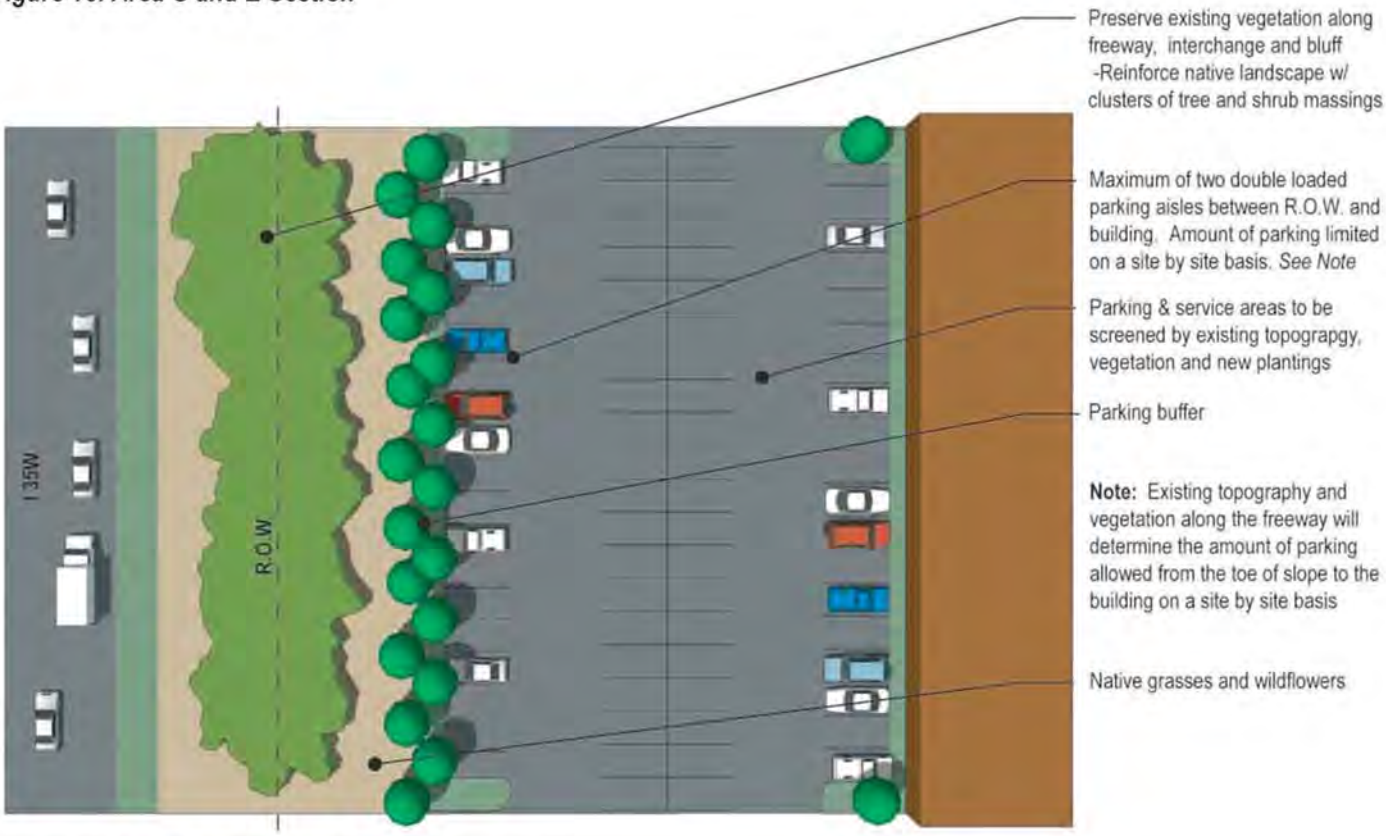

Figure 17: Area C and E Block Building Placement

Area D

Area D is located to the north of the Cliff Road interchange. It is bounded by I-35W on the west and the Minnesota Valley Federal Wildlife Refuge on the east. The area contains existing development, notably a newly renovated automobile dealership (Dodge of Burnsville) a storage facility, Northern Tool and Equipment and some others. The most significant undeveloped parcel is the McGowan property on the north end. This site is currently occupied by a golf driving range and it is the site of a former dump and is known to contain demolition material, fly ash and some limited MSW.

Obviously the site conditions and the implications of its status as a former dump present significant constraints and complications. The potential for a new interchange, the relationship with a new major collector connecting to the new interchange and the relationship with the future development on the west side of I-35W all present opportunities.

Design Objectives

- Because it abuts the wildlife refuge on the north, this property offers the first development site on the east side of the freeway. This is a prominent location and its development should establish a positive image. While its former use will complicate and add cost to the construction of buildings on the site, its image cannot be totally dominated by expansive surface parking.

- For all of these reasons, the building or buildings and associated landscaping must be strategically placed on this parcel. The following sections of this manual reflect those strategies.

Building Placement

- Buildings should be positioned to buffer a majority of the parking, loading and service areas from the frontage road and I-35W to the street.

Parking Area Treatments

- Parking lot frontage should be limited to one double loaded aisle between building and frontage road. Their edges and interiors should be extensively greened with a combination of hedges, walls, trees, and other methods to screen parking lots.

Figure 18: Area D Block Building Placement

Hierarchy of Street Types and Treatments

The streets within the North Gateway District provide a framework for redevelopment.

A hierarchy of streets is proposed which responds to the functions they serve and the desired scale and quality. The street corridors should be designed as part of the open space network by providing a balance between mobility, livability and sustainability. In terms of mobility, the streets should provide adequate capacity to serve future growth. In terms of livability, the streets should provide for alternative forms of transportation, such as bicycles and transit and be designed for safety and comfort for both pedestrians and drivers. In terms of sustainability, the streets should be designed as narrow as possible to provide adequate capacity, to minimize impervious surfaces and stormwater runoff, as well as minimizing construction costs and long term maintenance costs.

The term "streetscape," refers to a street's character. Street design is shaped by the relationships of land uses, buildings, parking areas, sidewalks, landscaping, and street furnishings.

Note- Key roadways connecting with freeway interchanges will be designed to function as A-minor arterials. The sketches provided below represent community design objectives. Actual corridor design will need to comply with all applicable Federal, State and County standards and respond to the unique site constraints present within the Gateway area.

Figure 19: Streetscape Hierarchy Plan

Boulevards

Tree-lined boulevards serve as A-minor Arterials, providing the primary connections throughout the east and west sides of the North Gateway Area to I-35W. The boulevards also act as the front door to most of the proposed businesses in the area and should present a distinctive character. Treatments include:

- Pedestrian and bicycle linkages to surrounding development, transit facilities, and open spaces
- Landscaped medians, where possible
- Tree-lined boulevards
- Walkways ranging in width between 5 and 8 feet
- Pedestrian-scale lighting
- Directional signage

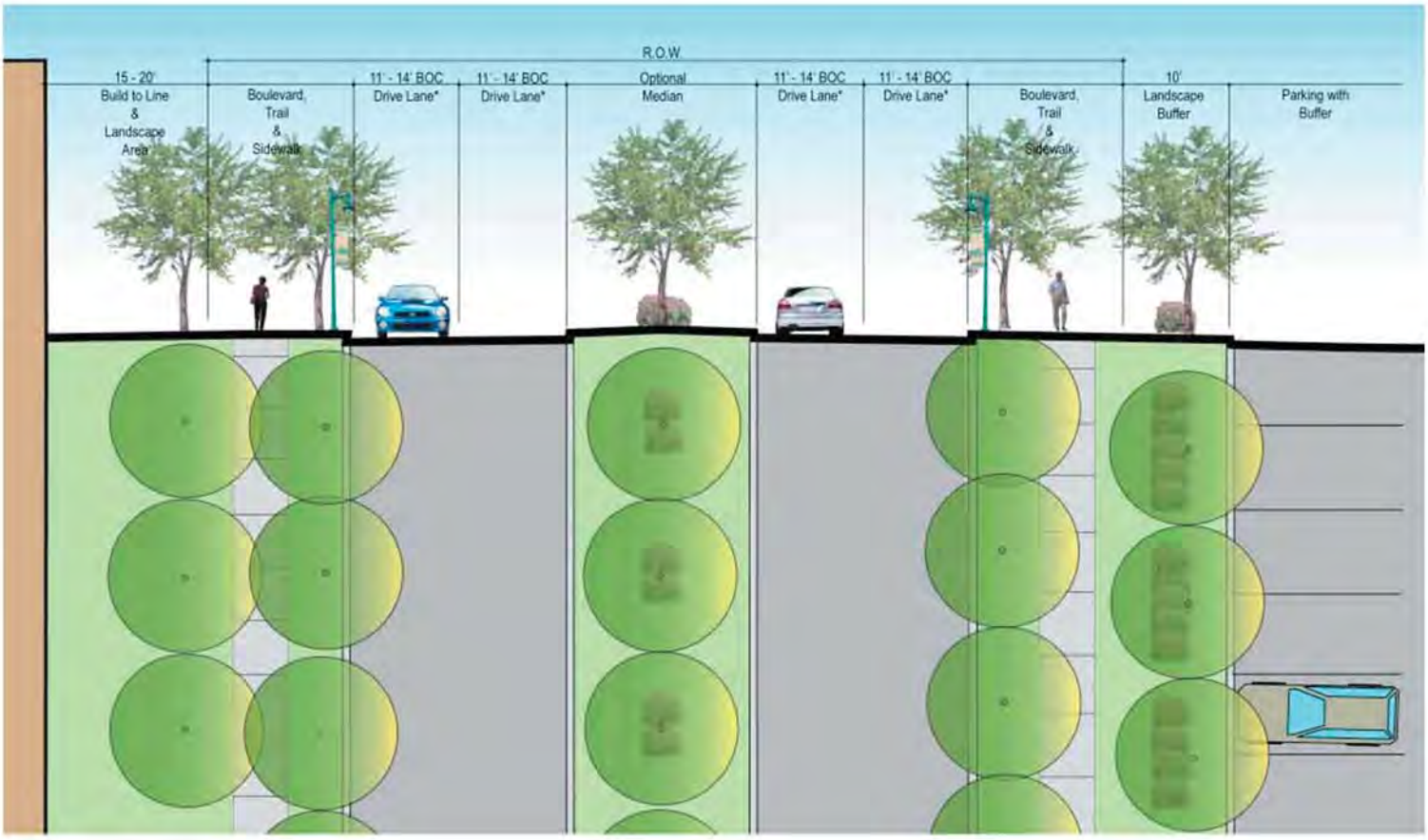

Figure 20: Typical Boulevard Section

* Whenever possible, drive lane widths should be 11 ft.

Urban Avenue

The primary east-west street located within the core of Area B is intended to serve as the entrance and open space link as well as the center of activity within the future mixed use center. The sidewalks lining these commercial streets will include the most intense streetscape treatment in the North Gateway District, including:

- On-street parking
- Generous sidewalk space to accommodate outdoor cafes, community festivals, public art, sidewalk sales, and other activities
- Streetscape elements, such as street trees, pedestrian-scale lighting, kiosks, directional signs, sculpture, and benches

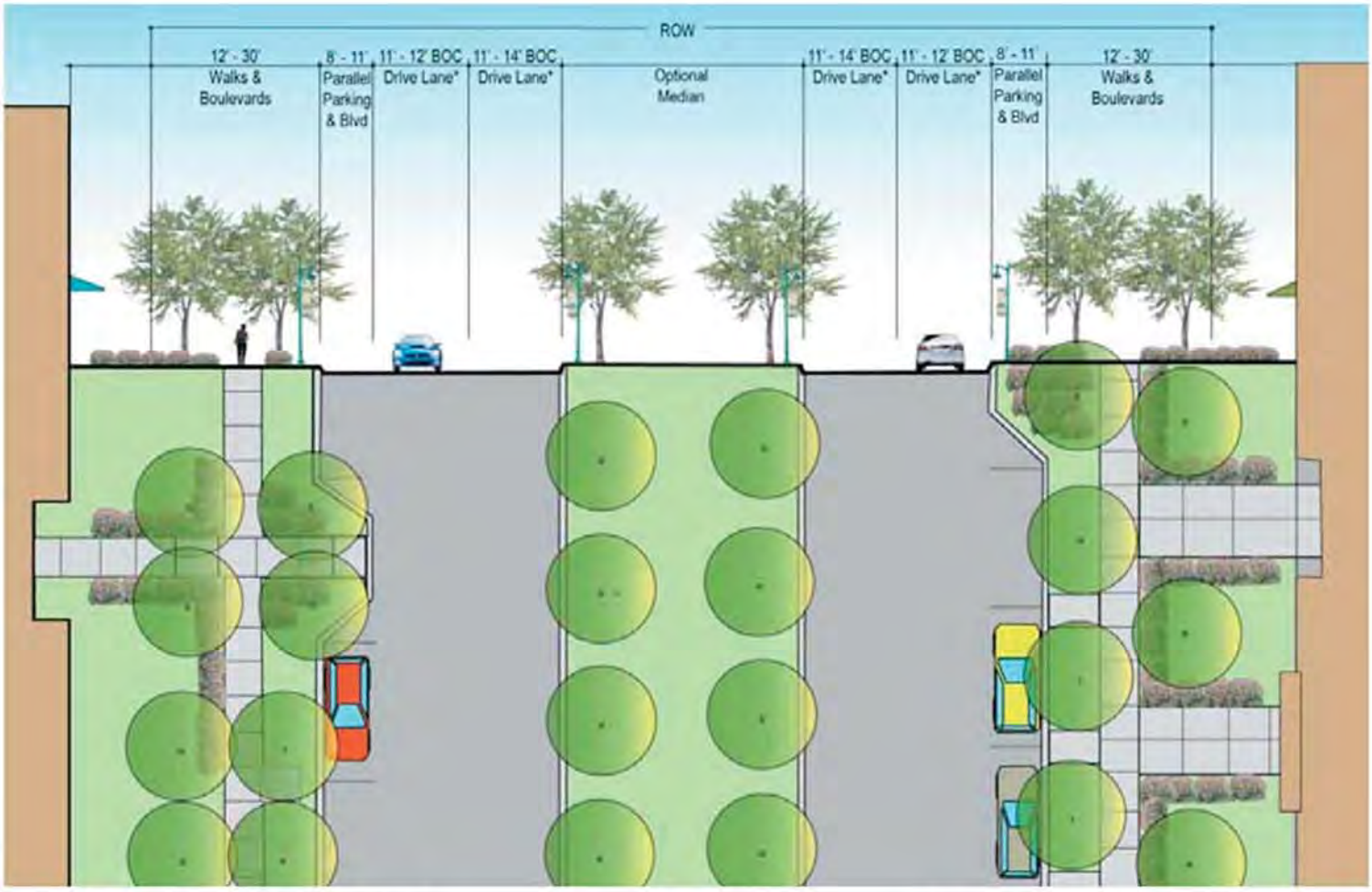

Figure 21: Typical Urban Avenue Section

* Whenever possible, drive lane widths should be 11 ft.

Parkway

The proposed parkway in Area C serves as an open space for the future medical campus and a parkway connector to the future lake. Streetscape treatments will add continuity throughout and may include:

- A generous median to provide passive and informal open space
- Parallel parking bays defined with curb bump-outs, where possible
- Tree-lined boulevards
- Walkways ranging in width between 5 and 8 feet
- Pedestrian-scale lighting
- Traffic calming measures such as neck downs and raised crosswalks at intersections
- On-street bike lanes
- Stormwater infiltration areas

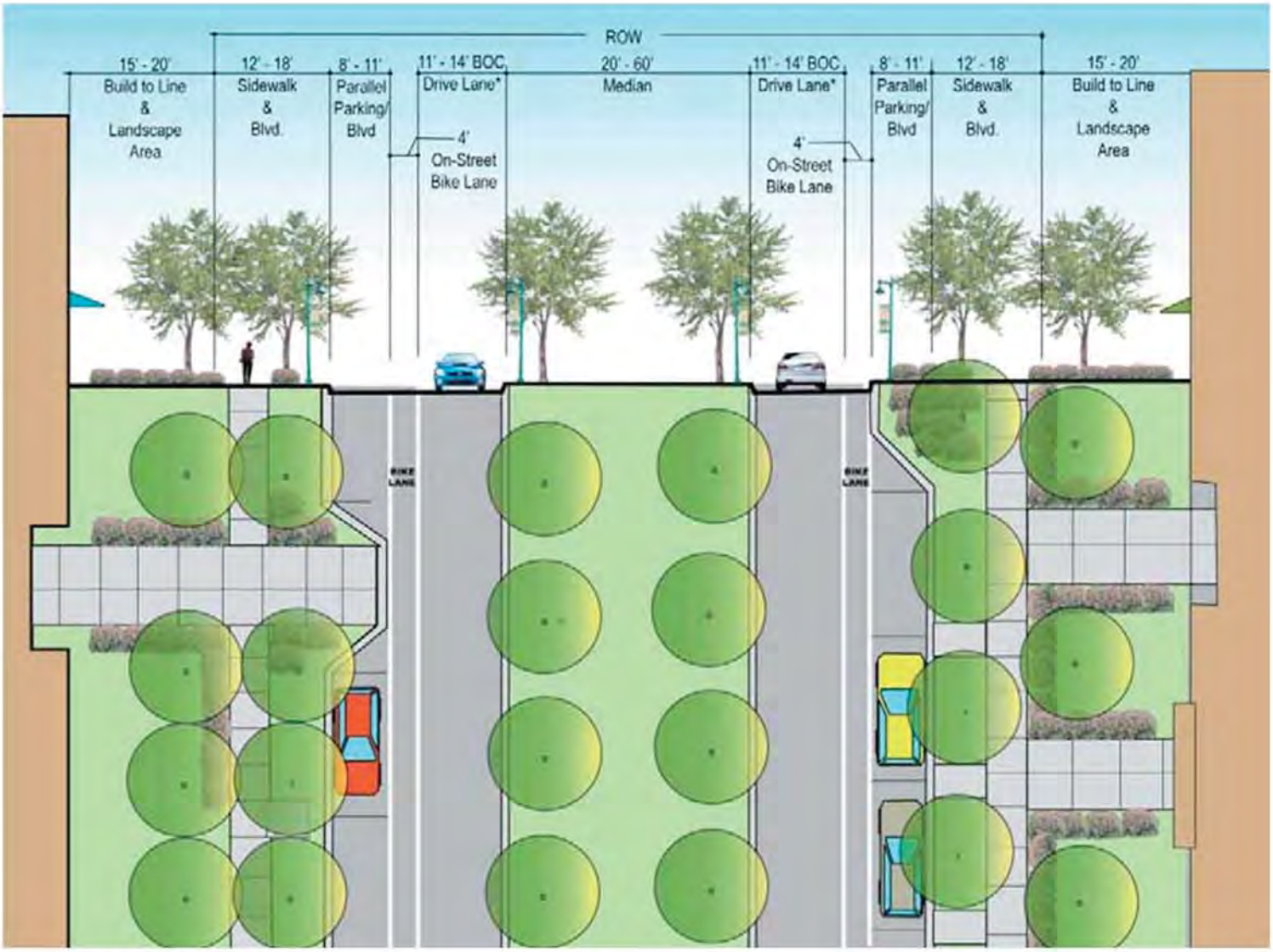

Figure 22: Typical Parkway Section

* Whenever possible, drive lane widths should be 11 ft.

Local Street

Local streets serve as linkages between districts and business, transit facilities and parks. Local streets have the lowest intensity of streetscape treatments, and may include:

- Parallel parking
- Tree-lined boulevards
- Walkways ranging in width between 5 and 8 feet
- Pedestrian-scale lighting
- Optional median

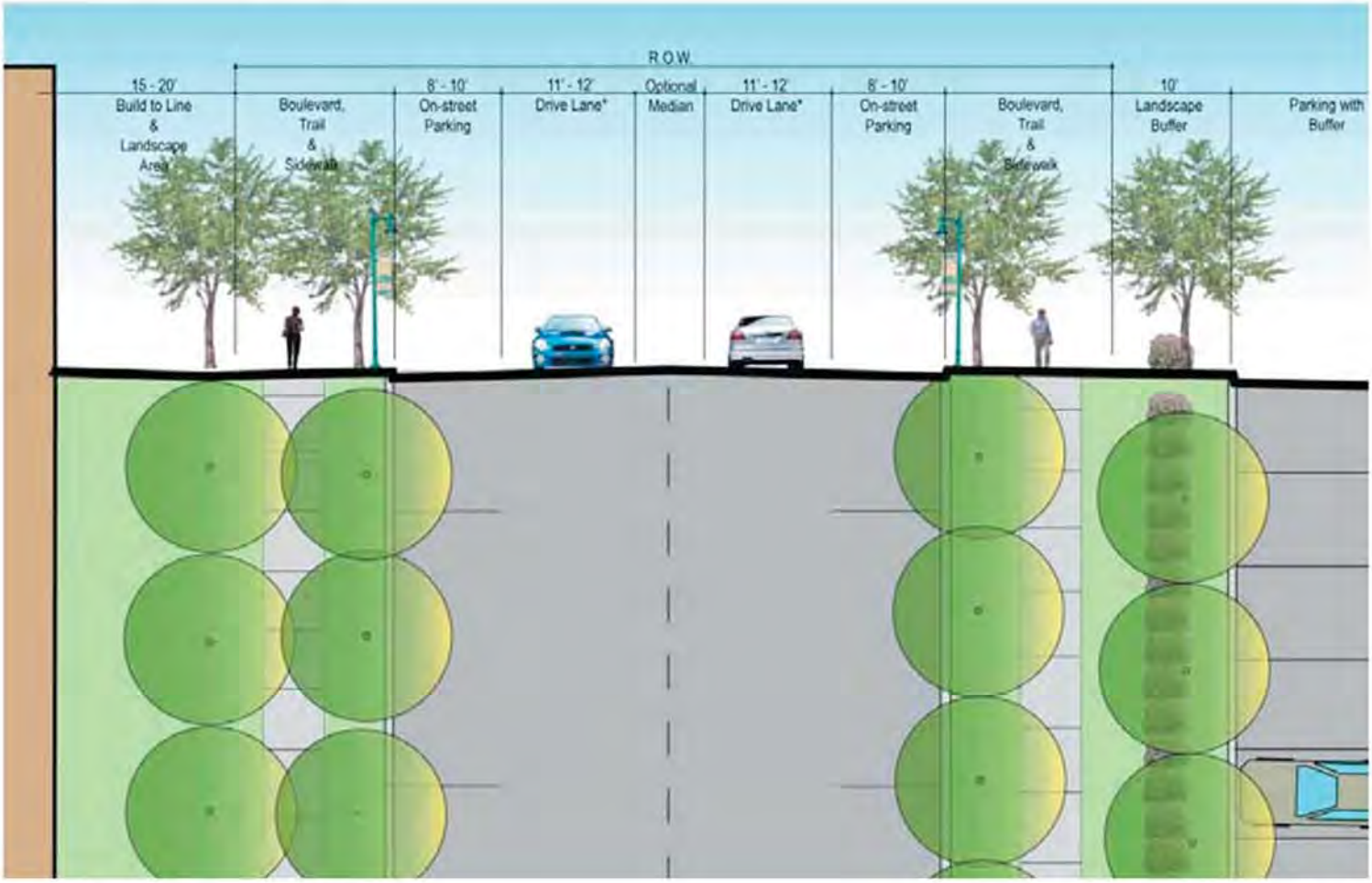

Figure 23: Typical Local Street Section

* Whenever possible, drive lane widths should be 11 ft.

Gateway Bridges

Changes to the I-35W interchanges will require reconstruction of new bridges. This presents an opportunity to create distinctive bridges and continue the theme initiated with the Highway 13 and Burnsville Parkway bridges.

All SubAreas

The following standards will apply to development in all of the subareas within the North Gateway District.

Location and Screening of Service, Loading and Storage Areas

Any outdoor storage, service or loading area shall be screened as provided in the City Zoning Ordinance.

Loading docks, truck parking, HVAC equipment, trash collection and other service functions shall be incorporated into the design of the building or screened with walls of similar design and materials to the principle building. Landscape material shall also be incorporated to create a screen of at least 6 feet in height. This will help ensure that the visual and noise impacts of these functions are fully contained.

Lighting

Exterior lighting shall be the minimum necessary for safety and security. Overall light levels should be consistent with the character and intensity of the surrounding areas. Lighting should be designed to relate to building architecture and landscaping. Pedestrian scaled lighting, not exceeding 15 feet in height, should be located adjacent to walkways and entrances to commercial buildings.

Parking lot lighting should be consist of cutoff fixtures and located below the mature height of trees located in parking lot islands.

Landscape Treatments

Landscaping should reinforce the indigenous plant communities found in the Minnesota River Valley and the existing woodlands through the use of bold massings of trees, shrubs, native grasses and wild flowers. Native limestone should be incorporated into retaining walls, entry monuments, and other site features where appropriate.

Stormwater Treatments

Alternative systems will be explored wherever feasible.

Building Types - All SubAreas

Buildings should address the street, providing windows and access points to create interest and variety.

Office and Institutional

Mixed Use

Car Dealerships

Facade Treatment and Ground Level Expression

Defined Base, Middle and Top

Office, Commercial and Mixed-use buildings in the North Gateway District should have a well-defined base, middle and top. The base, or ground floor, should appear visually distinct from the upper stories, through the use of a change in building materials, window shape or size, an intermediate cornice line, an awning, arcade or portico, or similar techniques. The base or ground floor of the building should include elements that relate to the human scale, including texture, projections, doors and windows, awnings, canopies or ornamentation.

Distinct Modules

The primary facade(s) of buildings of 40 feet or more in width should be articulated into smaller increments through use of different textures, division into storefronts with separate display windows, ornamental features such as arcades or awnings, or by division of the building mass into several smaller segments.

Ground Level Expression

Ground Level Expression refers to the way in which a building meets the street. This building/ pedestrian interface is a crucial part of urban design and should provide visual interest, opportunities for sociability, and overall pedestrian safety and comfort. Some methods to distinguish the ground floor from upper floors include: creation of an intermediate cornice line, use of different building materials or detailing, and use of awnings, trellises or arcades. The use of windows and clear entrances will also enhance a building's appearance on the street, and may be further augmented by pocket parks, outdoor cafe seating, and plantings.

Mixed - Use

Building with articulated facade, various window sizes and colorful awnings. Top, middle and ground floor; distinct horizontal modules; interesting corner treatment; and a variety of window shapes

Office/ Institutional

Buildings w/ defined top, middle and base. Facades define entry and provide visual interest and outdoor pedestrian environments

Office/ Institutional

Office, Institutional with defined entry and ground floor visual interest

Car Dealerships

Car Dealerships incorporate unique structures and monuments

Car Dealerships

Car Dealerships with defined front entrance and articulated facade. Minimal parking in front of building

Structured Parking

Parking structures should comply with all design guidelines for non-residential buildings.

- If possible, the ground floor facade facing should be designed with architectural details similar to other commercial or office buildings
- A parking structures facade should express top, middle and base modules
- Vines or other seasonal landscaping should be used to soften the design of the structure
- All entrances (pedestrian and vehicular) should be clearly defined
- Entrance drives to the parking structure should be located to minimize conflicts with pedestrian traffic

Treat as Buildings

Good architectural detailing, high quality materials, defined entrance driveways, and readable signs.

Top, Middle and Base

Ground level Interest and Security

Ornamental metal work and high quality construction materials.

Building Materials

All buildings should be constructed of high-quality materials and utilize green, sustainable building practices through the demolition, site preparation, construction, operation and maintenance phases of the building cycle.

- **The Primary building materials** should cover at least 60% of the facade. The materials must be integrally colored and may consists of brick, natural stone, precast concrete units or glass.
- **Secondary building materials** should cover no more than 30% of the facade and may consist of decorative block, stucco, dryvit, cement board siding, or architectural metal panels.
- **Accent materials** may be used on up to 10% of any of the building's facades. These materials may include door and window frames, lintels, cornices, architectural metalwork, glass block, copper flashing, or similar materials.

Primary Materials

Stone or Precast Concrete and brick facades over more than 60% of the buildings

Secondary Materials

Decorative block stone highlights building entry and cornice

Accent Materials

Architectural metal work and window framing

Rear Facades and Entries

The rear entrance to a building may become the primary entrance when parking is located in the interior of a block. Rear building entrances should be improved to include signs, lighting, canopies, windows, landscaping and other complementary elements to create a safe and welcoming access to building entrances.

If parking is located in the rear of a building but no entrance is provided, then a lighted walkway, small identification signs and a directional sign to the front of the building should be provided.

Roof Design

A building's roof line can establish its individuality and interest. Techniques that add interest include varying heights and cornices within an otherwise unified design scheme, using roof line changes to note entrances or bays, and establishing contrasting roof lines at street corners.

Roof variation, and vertical elements clearly define the building character.

High quality materials and articulated roof line.

A distinctive curved roofline delineates the building entrance.

Green Roofs

Sustainable architecture is a goal of the gateway district. Green roofs provide a useful tool in helping reduce impervious surface, ponding requirements as well as improve water quality. Buildings are encouraged to incorporate a combination of the following green roof types:

- **Intensive:** Full pedestrian access and use.
- **Semi-intensive:** Limited pedestrian access and use.
- **Extensive:** Non-public access roof space.

Extensive Green Roof

Extensive Green Roof

Semi-intensive

Roof Top Equipment

Roof top mounted mechanical equipment must be completely screened from view from adjacent properties, streets and open spaces. If possible, rooftop mechanical equipment should be screened from view by the building parapet. If a screening material other than the parapet wall is proposed, the equipment should be grouped within a single enclosure and the screen should be designed with durable materials that are compatible with the architectural treatment of the principal building.

Signs

Commercial districts, with their many businesses vying for attention, can become cluttered with signs. This is particularly true in auto-oriented commercial areas, but can also be the case in pedestrian-centered urban cores. Signs in pedestrian areas should address the scale of the pedestrian, should be simple in materials and message, and enhance the overall street environment. This is not to say that signs cannot be colorful, unusual, or noticeable – in fact, interesting signs can add a memorable dimension to a commercial area. In essence, signs should effectively communicate the character of the business they advertise without overwhelming the pedestrian streetscape.

Signs in residential areas that identify neighborhood entry points should be of the appropriate scale and constructed of the same high quality materials as the residential buildings.

Entry Sign

High quality materials, and simple design.

Building Sign

Readable wall signs with simple graphics

Monument Sign

Commercial monument sign with readable graphics and quality materials.