

2. Commercial and Mixed Use Development

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These standards shall apply to all developments containing a commercial or industrial use.

2.1 Site Design

2.1.A. Sidewalks and Street Trees

Maintain a consistent street frontage and contribute to a visually appealing streetscape.

1. Sidewalk widths and materials shall be consistent with street frontage improvements of adjacent developments, unless determined infeasible by the City Engineer.
2. Street trees shall be provided within tree grates or minimum 4-foot-wide planting areas.
3. Street tree species shall be selected based on their appropriateness for the specific location and the local environment.

2.1.B. Building Orientation

Maintain an active pedestrian realm and ensure the visibility of businesses.

1. Buildings, trees, and landscaping shall be the predominant feature seen from the streetscape, rather than parking lots and free-standing signs.
2. Pedestrian access to the building shall be visually and functionally clear and offer a convenient alternative to walking through vehicle travel areas.
3. Buildings abutting the sidewalk are encouraged.



Buildings oriented directly along the sidewalk with pedestrian entrances. Access to an interior parking lot is lined with vegetation.

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2.1.C. Parking Lots

Reduce the visual impact of parking lots, while providing visibility for surveillance. This standard does not apply to car sales lots.

1. Parking lots shall be located behind buildings when feasible. Parking lots and drive-thru lanes that abut the public right-of-way shall be screened with at least one of the following treatments:
 - Landscape planting areas at least five feet wide, consisting of trees, shrubs and groundcover materials to achieve at least 75% coverage.
 - A combination of landscaping with low fencing or walls in a style complementary to the style of the building.
2. Driveways shall be consolidated wherever possible to minimize obstructions to pedestrian movement and reduce curb cuts. Shared driveways are encouraged.
3. Chain link fencing is prohibited when visible from a public right of way.



Side-oriented parking lot shared among multiple buildings, with planting areas between the street and the parking area.

2.1.D. Parking Lot Landscaping

Reduce the visual impact of parking lots through landscaped areas and/or architectural features that complement the overall design and character of development.

1. Planting areas consisting of trees and ground cover species are required within parking lots containing ten or more stalls.
2. The number of trees required in the internal planting areas in parking lots shall depend on the location of the parking lot in relation to the building and public right-of-way:

Location of parking lot	Number of trees per parking stall
Between building and street	One per five (1:5)
Beside building, partially abutting street	One per six (1:6)
Behind building, minimally visible from street	One per seven (1:7)

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3. Public outdoor gathering space is encouraged, by use of plazas, courtyards, sitting areas, rain gardens, or art/water features.



Parking lot containing trees throughout.

2.1.E. Parking Lot Lighting

Maintain a safe and secure pedestrian environment through the use of adequate lighting.

1. Light standards used to illuminate parking lots shall not exceed 30 feet in height. Pedestrian scale lighting shall be a maximum of 16 feet in height.
2. Lighting shall be directed downward and screened to avoid light spill and glare beyond the site boundaries.



Parking lot lights, pedestrian scale lighting, and building lighting.

2.1.F. Pedestrian Walkways

Provide safe, convenient, and attractive walkways for pedestrians through parking lots. This standard does not apply to industrial development.

1. When a parking lot is located between the building and the sidewalk, a pedestrian walkway shall be provided from the sidewalk to the main building entry.
2. Parking lots that contain more than 20 parking spaces shall provide pedestrian connections from the building to the highest concentrations of parking stalls.

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3. Pedestrian walkways through parking lots shall be a minimum of five feet wide, clearly delineated through the use of special paving, raised sidewalks, or striping.
4. Chain link fencing may not be used to separate pedestrians from vehicular traffic or to define pedestrian walkways.



Special paving through the parking lot for pedestrian access.

2.1.G. Equipment and Service Area Screening

Reduce the visual impact of service areas, mechanical equipment, and communications facilities.

1. All service, loading, and trash collection areas shall be screened by a combination of masonry, wood, or metal walls and planting areas.
2. Loading and service areas shall not face any residential use unless no other location is possible, and then shall incorporate landscape screening.
3. Rooftop equipment shall be screened so that it is not visible from the adjacent public way.
4. Communications equipment shall blend with the design of the building on which it is attached.



Masonry enclosure structure with metal gates.