GOAL SUPPORTING CRITERIA (GSCs)

The **Goal Supporting Criteria** are a set of statements that provide a practical framework for evaluating future projects and decisions in Kansas City. These criteria should be used to help determine whether a proposed project, initiative, development, or policy is generally consistent with the comprehensive plan or not. Each criterion relates to one of the ten citywide **Goals** of the Playbook. Analyzing a project through the lens of these criteria will provide a picture of how well a project does or does not advance the **Goals** of the comprehensive plan. For each applicable **GSC**, **indicate how likely it is that the proposed project, as submitted, will…**

Attract and retain new residents while ensuring current residents can age-in-place?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Contribute to the city's environmental sustainability and resiliency?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Enhance or create new mobility options and foster a more connected city?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Incorporate new technology and innovation to further the city's smart city goals?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Increase equity by embracing diversity and creating economic opportunity?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Increase housing choice and improve access to affordable housing for all Kansas City residents?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Lead to equitable and sustainable growth or revitalization?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Preserve and celebrate community character, history, art, and culture?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Promote high-quality design?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

Protect or expand the system of parks, boulevards, and open spaces?

- How likely is it that this project will meet this Playbook Goal?
- How could the proposed project be changed to better meet this Playbook Goal?

GLOBAL DESIGN GUIDELINES (GDGs)

The **Global Design Guidelines** relate to physical characteristics that are desirable everywhere, regardless of community context, and should be used during the review of development proposals. These guidelines should be consulted during the design phase of any public or private projects in order to ensure consistency with the comprehensive plan. They should also be paired with the **Development Form Guidelines** (next section) which provide more specific guidance based on the specific context of each project. For each applicable **GDG**, **indicate how likely it is that the proposed project, as submitted, will…**

Avoid creating or perpetuating barriers, including barriers to physical connectivity, to social connectivity, and to economic connectivity?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Be supported by infrastructure designed to be useful for 100 years or more?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Create new neighborhoods and districts with distinct and identifiable character?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Effectively use infill sites or existing infrastructure contiguous to existing development?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Embrace and integrate with the surrounding areas and not be inwardly focused?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Fit within or add value to the character of the surrounding area?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Improve access to daily needs, particularly in equity priority areas, and help to create a "complete community"?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Improve opportunities for affordable housing, particularly near transit and employment centers?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Make walking, biking, transit riding, and scooter riding safe, convenient, and inviting and accommodate safe and convenient access for all modes of travel?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Preserve or create open space, respect existing topography, and minimize the impact of development on the natural environment?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Preserve, refurbish, and reuse historic buildings and landmarks on the site?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Provide a desirable mix of uses or increase housing diversity?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Provide features expressly intended to enhance safety and inclusiveness for persons of all ages and abilities?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Provide streets that form a continuous network with frequent connections?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

Provide well-designed and activated public spaces?

- How likely is it that this project will meet this GDG?
- How could the proposed project be changed to better meet this GDG?

DEVELOPMENT FORM GUIDELINES (DFGs)

This first section of general **Development Form Guidelines** describes how the built environment should look, feel, and function (independent of the type of land use) in a particular area. General **DFGs** are organized across several categories that are related to development. These development form categories include: **architectural character, site arrangement, transitions and screening, public and semi-public spaces, access and circulation, and sustainability.** For each general **DFG** category, **indicate if it is applicable/not applicable to the project. Then for each category, provide specific feedback on how the proposed project could better meet those guidelines.**

Architectural Character Guidelines

General Character

- Preserve and enhance historic and cultural resources as development occurs
- Encourage public art to be integrated into the building and site design

Massing and Scale

- New construction should relate to the mass, pattern, alignment, and proportion/scale of the existing or traditional building stock
- Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm
- Design buildings to provide human scale, interest, and variety using the following techniques:
    - Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
    - Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture
    - Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages

Materials

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, case stone, terracotta, tile, and masonry
- Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs
- Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of stormwater runoff, enhance the local environment, and reduce energy costs
- New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were
    - Care should be taken to avoid nostalgic reproductions and confusion of the historical record
    - This guideline does not preclude consideration of the use of materials, scale, or massing found in older buildings. Preservation or restoration of original façade materials is desired

Structured Parking

- Design new parking structures so that they are not significantly visible from the public right-of- way. Underground parking is encouraged
- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible
- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan

- "Parking podiums," where new development is placed above structured parking, are not desirable
- Parking structure facades should relate to the scale, proportion, and character of the district
- The exterior finish and architectural articulation should enhance the façade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged
- Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a façade with frontage on a street
- Screening should not reduce visibility for "natural surveillance"

Windows/Transparency

- The street level of commercial/mixed use structures should have a dominant transparent quality
- Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations
- Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically
- Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through some combination of the following methods:
    - Installing vertical trellis in front of the wall with climbing vines or plant materials
    - Providing art over a substantial portion of the blank wall surface
    - Providing active display windows
    - Dividing the mass of the wall into sections

Topography

- Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors

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Site Arrangement Guidelines

Building Placement

- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas, and open space areas are encouraged behind or alongside buildings
- Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
    - Outdoor café
    - Primary entrance enhancement
    - Sidewalk retail
    - Public plaza
    - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
- In order to maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the 'canyon effect' along corridors, nodes, and districts
- In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
    - Provides street-level, pedestrian-oriented uses
    - Maintains a continuous, transparent, highly-permeable, and active street wall
- Where a consistent street setback exists along a block, that setback should be maintained
- Use landscaping to define and enhance the sense of arrival at appropriate site entries and to visually frame buildings

Development Pattern

- In mixed use and commercial areas create a compact, dense, and pedestrian-friendly development pattern. Avoid large-scale, auto-dominated commercial developments with large parking areas and impervious surfaces

Parking

- Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street
- Design new development so that parking is not located between the street and the building frontage in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees
- Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways

Natural Resource Preservation

- Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character, and drainage patterns
- Natural areas should be accessible to neighborhoods, nodes, corridors, or districts and connected to greenways where possible
- Manage stormwater runoff as part of the overall open space system
- Discourage development and grading/filling on steep slopes and in floodplains
- Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used
- Alternative stormwater solutions should be considered in the design/construction phase, examples include: stormwater inlet alternatives, rain gardens, and drought tolerant plants
- Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks

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Transitions and Screening Guidelines

Transitions

- Dissimilar or incompatible uses should be separated by a street or alley when possible
- When dissimilar or incompatible uses are located adjacent to one another, the following architectural transitions and green/open space transitions techniques should be the primary transition technique used:
    - Architectural transitions include:
        - Use similar building setbacks, height, roof forms, and massing
        - Mitigate any larger mass of buildings with façade articulation
        - Reduce building heights, intensity of use, and densities as development moves closer to low intensity areas
        - Use complementary materials, architectural character, and orientation of buildings
        - Building elevations facing a less intensive use shall provide ‘finished’ edges using materials consistent with primary elevations and adjacent neighborhood
        - Reduce building height, scale, and intensity of use as development moves closer to low intensity areas
    - Green/open space transitions include:

    - Small green spaces, courtyards, squares, parks, and plazas
- Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc.
- A combination of landscaping, walls, and/or fences should be used where other transition tools are not possible or not adequate
- Transitions and screening should not mask areas from view and decrease 'natural surveillance'
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods

Screening

- Screen all trash dumpsters, storage areas, service areas, loading areas, and mechanical and technology equipment with a combination of landscaping, decorative walls, fences, and/or berms
- Any wall or fence shall be constructed of durable materials such as masonry, wrought iron, or heavy wood that complement the materials used in the building façade. Plywood, chain link, and transparent materials are discouraged
- Where chain link or security fending is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative
- Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above
- Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings
- All screening should be designed to maintain visibility for 'natural surveillance' and incorporate Crime Prevention Through Environmental Design (CPTED) principles

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Public and Semi-Public Spaces Guidelines

Public Spaces

- Locate and design public spaces to support dense, mixed use development ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors
- Design public space to maintain a comfortable sense of enclosure for pedestrians with a size, proportion, and location that integrate thoughtfully with surrounding uses
- Locate public space in high use areas with good visibility, access, and proximity to active uses in order to encourage activity and 'eyes on the street'
- Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted- access open spaces and open spaces that are isolated from activity are discouraged
- Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses
- Include a variety of amenities in public space design to enhance user experience including seating, lighting, shade landscaping, wayfinding, art, interpretive and interactive features, public facilities, special pavement, and other amenities
- Where integrated with transit facilities, design public spaces to include amenities such as bike racks, ticket kiosks, or other amenities that support the use of transit and greater mobility in general

Streetscape

- Streetscape enhancements should include 'green' stormwater management elements
- On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists
- Design sidewalks to comfortably accommodate pedestrians with landscaping, amenities, and other functions supportive of a complete street
- Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk

- Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users including lighting, visibility, enclosure, and proximity to active uses
- Design streets to enhance comfort and safety and minimize conflicts between pedestrians, cyclists, transit, and automobiles using access management, buffering, intersection treatments, and other design elements
- Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists
- Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Walkability Plan level of service guidelines for pedestrian street crossings

Gateways

- Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections and entries into neighborhoods, nodes, and districts
- Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
    - Landscaping, water features, and public art
    - Plazas with pedestrian amenities such as seating, shade, and triangulation elements
    - Decorative lighting, walls, or fencing
    - Monument-style signs, if appropriate, with landscaping to announce district or neighborhood
    - Enhancement to crosswalks including color, stenciling, and pavement treatment
- Where right-of-way permits, develop intersection enhancements such gateways and landscaped focal points at nodes and major intersections. Focal point could include vertical architectural features, fountains, public art, and/or public plazas
- Parking areas should not abut a major street intersection or gateway

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Access and Circulation Guidelines

Multimodal

- Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit, and automobiles. Minimize street crossing distances and meet minimum level of service as recommended in the Kansas City Walkability Plan
- Provide on-site bicycle parking areas in visible, active, well-lit areas near building entries

Pedestrian

- Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
    - The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street
    - All buildings, plazas, open space, and parking areas within a development
    - All internal streets/drives to sidewalks along perimeter streets
    - Major pedestrian destinations located within the adjacent areas including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops, and park and rides
- Provide direct, safe, and convenient access to public transit facilities and integrate into the overall site design whenever applicable
- Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into ‘super blocks’, street closures, and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability
- In mixed use areas, drive-through uses are discouraged
- Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide

crosswalks that:

  - Are well-marked and visible to vehicles
  - Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character
  - Provide for safety for all age/ability groups
  - Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian

- Avoid barriers that limit mobility between commercial developments and residential development and transit
  - When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least once a block
- Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors or another established trail corridor
- Provide pedestrian access along all publicly controlled portions of the city's waterways and encourage pedestrian access for privately controlled areas. Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, dive-aisle, or driveway it should be clearly delineated by a change in paving materials, color, texture, or height
- Ensure design that is accessible to all people including those with physical limitations

Vehicular

- Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors, and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development
- Preserve, enhance, and restore the existing grid network of streets where applicable. Avoid street closures and vacations, as they erode the connectivity of the area
- Locate major entry driveways away from front of stores where pedestrians cross
- Provide convenient access for service and delivery vehicles without disrupting pedestrian flow
- Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible
- New development should incorporate a system of interconnected collector and 'through' streets, with a collector street connection approximately every 1/3 mile
- Streets should follow natural contours to minimize the impact on the natural terrain
- Create context-sensitive roads by utilizing street sections in the city's Major Street Plan that allow a generous open space strip along roadway frontages

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Sustainability Guidelines

Sustainability

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives
- Green solutions and BMPs that achieve multiple stormwater management benefits are encouraged. Examples include but are not limited to:
  - Pervious surfaces
  - Rainwater harvesting
  - Landscaping and street tress
- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/landscaping to improve air quality, etc.)

- Energy efficient design and measures to reduce energy consumption are encouraged. Examples include but are not limited to:
    - Providing alternative energy production
    - Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation
- 'Sustainable' materials are encouraged in building design
- Measures to reduce the heat island effect and improve air quality are encouraged, including:
    - Minimize impervious hard surfaces and provide trees and landscaping
    - Green roof or light color of roof to reduce heat
- Encourage transit, biking, and walking in project design
- Provide opportunities for recycling and composting
- Encourage development projects requesting incentives to provide public spaces

SITE-SPECIFIC DEVELOPMENT FORM GUIDELINES

In addition to the general **Development Form Guidelines** above, there are also guidelines that are specific to the form (**Corridor, Node, District, Neighborhood, Downtown**) that a project site is located within. "Development form" generally describes the typical physical, built character of an area. These site-specific development form guidelines are intended to help ensure that new development is compatible with the existing and desired form of an area. **First determine the project's development form designation (according to the Area Plan the project is located in). Then provide specific feedback on how the proposed project could better meet the applicable form guidelines.**

Neighborhood Form Guidelines

Neighborhood Form Definition

Neighborhoods are areas for household living featuring primarily residential land uses but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by:

- Mix of building types
- Design and character of buildings and public spaces
- Road patterns
- Civic spaces (parks, boulevards, etc.)

Neighborhood Form Characteristics

- Neighborhoods should be connected to but buffered from adjacent development with appropriate transitions
- Neighborhood streets should be 'calm' while also providing a high level of access for area residents without encouraging high 'through' traffic or high traffic volumes or speeds within neighborhoods
- Neighborhoods should provide physical and social connections, have an identity, meet residents' housing needs, and be clean, healthy, and well-maintained
- Neighborhoods should be connected by providing physical links (bike, pedestrian, and automobile connections) with other neighborhoods, corridors, nodes, and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections
- Neighborhood identities will support thorough design standards for new housing and for quality infill housing that helps create a 'sense of place' and through adaptive re-use and conservation of existing buildings and preserving historic assets
- Neighborhoods should be inviting and safe places to live, learn, worship, and recreate and to interact with other people
- Neighborhoods accommodate a variety of building types and densities, albeit at a lower scale, intensity and level of activity than development within corridors, nodes, or districts. Neighborhoods should provide a variety of housing types to increase housing choice

Neighborhood Form Guidelines

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods
- Homes should have prominent front doors facing the street
- Avoid direct driveway access on major streets for low density residential properties or development with frequent driveway access
- Building and lots should front the street and the rear of lots should back on other lots (double frontage lots should be minimized)
- Usable porches facing the street are encouraged in order to promote social interaction and provide passive 'eyes on the street'

- Locate houses parallel to the street to further define the street edge and public presence
- Transitions should be provided adjacent to parking lots and between developments of varying intensity and scale. Transitions should fit within the context of the area
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns
- Natural areas should be accessible to the neighborhood and connected to greenways where possible
- Dead-end and cul-de-sac street are discouraged
- As new construction (i.e., infill, additions, and new outbuildings) on infill sites occurs within older, established urban neighborhoods, the following basic guidelines should be utilized:
    - Preserve special qualities of older neighborhoods and respect existing character
    - New construction should be compatible but differentiated from the older buildings
    - Reflect the use of mass, pattern, alignment, and proportion/scale of other buildings on the block

Corridor Form Guidelines

Corridor Form Definition

Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns, either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally residential or mixed use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses. Corridors represent more than mere physical connections. They also link history, culture, and ideas. They provide an overlapping web which gives the city form and enriches the lives of residents. Corridors link areas within and outside the city, provide settings for important amenities, and establish a series of landmarks by which to navigate.

Corridor Form Characteristics

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation
- Corridors generally benefit from a high level of access for vehicles, transit, and pedestrian and therefore are appropriate for higher intensity uses
- Corridors are often a part of 'image streets' which are the streets that help set the tone of the area by establishing visual and aesthetic standards
- Corridors should have a diversity and density of activities to encourage pedestrian activity
- Corridors generally provide 'through' access to connect different areas of the city
- Corridors can be predominantly residential or mixed use with typically higher scale and intensity than adjacent neighborhoods

Corridor Form Guidelines

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor
- Where corridors also correspond with an area's 'image streets', enhanced streetscape/gateway improvements and a high quality of development should be provided
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include 'green' stormwater management elements as well as landscaped open spaces
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability
- Provide cross access between parking areas to minimize street curb cuts and adjacent access points
- Corridors should be highly permeable to provide frequent 'local' access to adjacent neighborhoods, districts, and nodes (particularly for pedestrians)
- Development along transit corridors should incorporate the principles of transit oriented development

- Building massing and orientation should generally run parallel to the corridor
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for 'eyes on the street'. Views into and out of windows should not be obstructed by signage or obstructed by window material
- Parking should be located at the rear of the property behind buildings or in a garage
    - Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block
    - Where feasible, parking is encouraged to be in below grade structures
- Additional surface parking lots are discouraged
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians

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Node Form Guidelines

Node Form Definition

Nodes are small, compact areas that diverge form the surrounding patterns, but due to scale and design they complement both the function and character of the area. Nodes typically occur at or adjacent to the intersection of major corridor.

Nodes can have different intensities of use and building scale.

Node Form Characteristics

- Nodes are compact development with a small development 'footprint'
- Buildings that reinforce or re-create the street wall place inviting entrances on the sidewalk and shift parking lots to the side and rear areas
- Intersections are reinforced with building mass
- Nodes serve the motorists, the transit user, and the pedestrian
- Nodes range in scale from small neighborhood centers to regional centers
- Nodes have clearly defined edges and transitions

Node Form Guidelines

- Small pedestrian scale blocks should be utilized in nodes. Large 'superblocks' that degrade the street connections are discouraged
- Traffic calming strategies should be applied at entry points to neighborhoods
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the city
- Transitions to a node from other area types should be relatively seamless while maintaining a sense of place and arrival to the node
- Nodes should be well-connected to but appropriately transitioned to adjacent neighborhoods, districts, and corridors
- Nodes should complement adjacent development
    - Special care should be taken to protect surrounding neighborhoods from encroachment of mixed-use development and potential resulting nuisances
    - Building architecture, orientation, and scale are harmonious with adjacent residential areas
- Building placement should reinforce the street edge
- Surface parking lots should be located behind or alongside buildings
- Any new structure should be built with the façade covering at least 70% of the primary street frontage

- Buildings should be designed to provide 'human scale' and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective, and mirrored glass is not appropriate
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity
- Streets within nodes should accommodate all modes
- Sidewalks should be wide within a node and accommodate landscaping, pedestrian lighting, outdoor seating, and other elements/activities that encourage pedestrian activity
- Nodes should include streetscape improvements, gateways, and public spaces/plazas integrated with development to create a cohesive and special character
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings
- Development within nodes should preserve and reuse historically valuable buildings

District Form Guidelines

District Form Definition

Districts are regional destinations that are a distinct place (different from surrounding areas) through common activities or themes among uses, the intensity of building patters, or the design characteristics of buildings and civic spaces. Districts typically have a defined 'center' and recognized edges or transitions to surrounding areas.

District Form Characteristics

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education, and employment
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a 'master plan' prepared to guide future development which addresses all topics covered by citywide guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

District Form Guidelines

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas
    - It is important to ensure a harmonious interface with adjacent neighborhoods, nodes, and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity
    - Locate buildings, parking lots, and access to avoid conflicts with adjacent areas
        - Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility
        - Service facilities, loading docks, parking lots, and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing, or walls
- In districts with an established or unique character (e.g., architectural theme) new development should reflect and complement that character by incorporating:
    - Key materials and building styles
    - Utilizing consistent building heights and setbacks, massing, scale, and pattern
    - Including similar or complementary uses
- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas

- Districts are regional attractions and therefore should be designed to ensure a high level of access and wayfinding for all modes of transportation
    - Districts should generally be walkable, bikeable, and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service throughout
    - Vehicular access and circulation should be designed to provide multiple vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets
    - Districts should include a clear wayfinding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan
    - For industrial areas, truck traffic through adjacent neighborhoods should not be permitted
    - High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility
- Districts should include individual gateway features which establish an overall gateway theme for the district. Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians

Downtown Form Guidelines

Downtown Form Definition

The regional center for culture, entertainment, employment, government, and transportation generally with the highest densities of residents, employees, and visitors and the highest scale of development. Transit, bike, and pedestrian oriented design is of the highest importance in these areas.

Downtown Form Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint
- Development in downtown areas should create a distinct, authentic, and vibrant urban environment that is attractive and safe to residents, workers, and visitors
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living
- Development in downtown areas will maintain downtown areas as a center of business, employment, government, culture, entertainment, and tourism
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options
    - Street crossings are not barriers
    - Routes are direct
    - Sidewalks are continuous, wide, and in good condition
    - Private development and public spaces are designed to encourage pedestrian activity
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity), and environmental (planet) systems are aligned to work toward the plan vision and that none of these systems are compromised in the process

Downtown Form Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation, and site access for automobiles should reflect this. Pedestrian, bike, and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
    - Provides street-level, pedestrian oriented uses
    - Maintains a continuous, transparent, highly permeable and active street wall
    - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic
- Drive-through uses and surface parking lots are discouraged
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations
- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas, and open space areas are encouraged behind or alongside buildings
- On residential streets, buildings may be set back to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right-of-way
- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged
- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expresses on lower floors and should be restricted to upper floors
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area
- Downtown development should generally be denser than other parts of the greater downtown area and should include uses with a high concentration of employees, residents, and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged
- Downtown development should be compact with very high lot coverage
- Development in downtown should follow transition guidelines when adjacent to neighborhoods or areas with lower scale development
- New downtown development should include public art and public open spaces and plazas
- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas
- Development in the downtown area should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings
- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans
- Downtown development should accommodate on-site bike and scooter circulation and parking

- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below- grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses
- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc.) When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services
- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management and renewable energy production