

CITY COMMISSION AGENDA MEMO
April 22, 2008

FROM: Jason Hilgers, Assistant City Manager

MEETING: April 29, 2008

SUBJECT: South Project Concept Plan

PRESENTERS: Jason Hilgers, Assistant City Manager
Brent Bowman, BBN Architects
Ray Trail, Warren Theatres
Rick Kiolbasa, Dial Realty

BACKGROUND

City Administration has contracted for the services of Bowman, Bowman & Novick (BBN) to assist in the final design process for the South Redevelopment site plan. The site plan is comprised of the Discovery Center, a park, a hotel, conference center, parking garage, theater, restaurants, retail, office and residential uses. BBN has been charged to facilitate a public process to further design development components for the previously approved plan. While the components can't change drastically, each component can be considered as part of the larger development and possibly moved around.

On February 12, 2008, the City Commission held a work session and received a presentation from BBN on two (2) concept plans relative to the South End. These plans considered different locations for the Warren Theatre, adjustments to the surface parking lot, and modifications to the public park. Warren Theatre was also present at the meeting and confirmed its interest in the redevelopment area and the South End.

On February 26, 2008, the City of Manhattan hosted an open house for each component within the South End Redevelopment area. Information was presented for the Discovery Center, hotel and conference center, the public park, infrastructure, landscaping, streetscape, parking garage and parking lots, and the theaters. Input was taken on the location, programming, financing, and overall concept plan for the South Redevelopment area.

DISCUSSION

Since February 26, 2008, City Administration, Dial Realty, Warren Theatres, and BBN have focused on a concept plan that is workable for the prospective property owners involved and similar to the previously approved plan. There have been numerous discussions and several options considered. One of the critical factors in attracting and retaining the Warren Theatre company is surface parking stalls. The theatre has grown from roughly 30,000 sq. ft. in the original South concept plan to 50,000 sq. ft. recently. This increase has resulted in a demand for additional surface parking stalls adjacent to the Theater. Warren Theatres has presented a desire to construct 12 screens in Manhattan, in excess of 1800 seats. They have a parking demand ratio of 3:1 (seats to parking stalls). They have indicated that they will need over 600 parking stalls to serve the theatre at full occupancy. Warren has indicated a desire for 50% of these stalls as adjacent surface parking. The remainder of its patrons will compete for spaces in the parking garage as well as area on street parking with conference center and other South End patrons.

Another key component to the South End is the public acre park. This space will require additional time and effort for final design, most likely to occur with the design and programming of the Discovery Center. One of the key concerns of Warren Theatres is the competition for parking at its peak hours. They would prefer to eliminate the retail use in or to the east of the park during its peak hours. Due to this consideration, permanent restaurants have been eliminated in and to the east of the park to allow for surface parking. The park space has returned to a full acre, compared to the reduction at the last meeting. Park shelters are illustrated on the newly revised plan that may create opportunities for seasonal activities and other seasonal vendors operating during non-peak hours of the theater, and also provide venues for functions in concert with the conference center and Discovery Center, as well as special events. In order to accommodate both the increased number of parking stalls and the size of the park, the City will approach Kansas Department of Transportation (KDOT) for approval to use adjacent right-of-way.

An additional feature in the parking lot to the east of the park is a sidewalk that will eventually connect park and conference center / hotel patrons to the Depot, which will provide additional meeting and reception space. This will be an additional access point to the Depot in the South End Redevelopment area. A sidewalk connection from the Discovery Center has been part of the original design.

The South End has had a shift of retail and restaurants within the redevelopment area. Warren Theatres have proposed a restaurant within its theater. There will also be the opportunity for restaurants in the small shop space fronting the hotel and conference center. This area will lend itself to ice cream and coffee shops, in addition to deli and sandwich shops. Small restaurants could also occupy the space fronting the parking garage. An additional restaurant could also be considered on the ground floor of the residential building along 4th Street, with potential outdoor dining.

In addition to a concept plan update, BBN will also be providing an overview of the design guidelines for the South End. Please see a copy of the guidelines attached.

BBN will also have copies of the most recent concept plan for the South End available at the work session on Tuesday, April 29, 2008.

Next steps include bringing a concept plan to a joint work session of the City Commission and Planning Board for review. In addition, the City Commission will need to also consider site development issues surrounding the surface parking lot, the public acre park, security and lighting within the parking garage and the surface parking lot, concurrence from KDOT on the use of right-of-way for surface parking stalls, and a letter of understanding between the City, Warren, and Dial concerning the scheduling of significant events at the park.

In addition to the concept plan, the City and the selection committee continue to make progress in selecting a consultant to assist with the programming and internal layout of the Discovery Center. The selection committee will determine finalists for interviews this week and conduct interviews the first and second week of May 2008. The City Commission is tentatively scheduled to consider the selection committee's recommendation on May 20, 2008, and consider approving a contract in June 2008.

ALTERNATIVE

It appears the Commission has the following alternative concerning the issue at hand. The Commission may:

1. Provide direction for the South Redevelopment site plan.

RECOMMENDATION

City Administration recommends the City Commission provide feedback and direction on the South Redevelopment site plan.

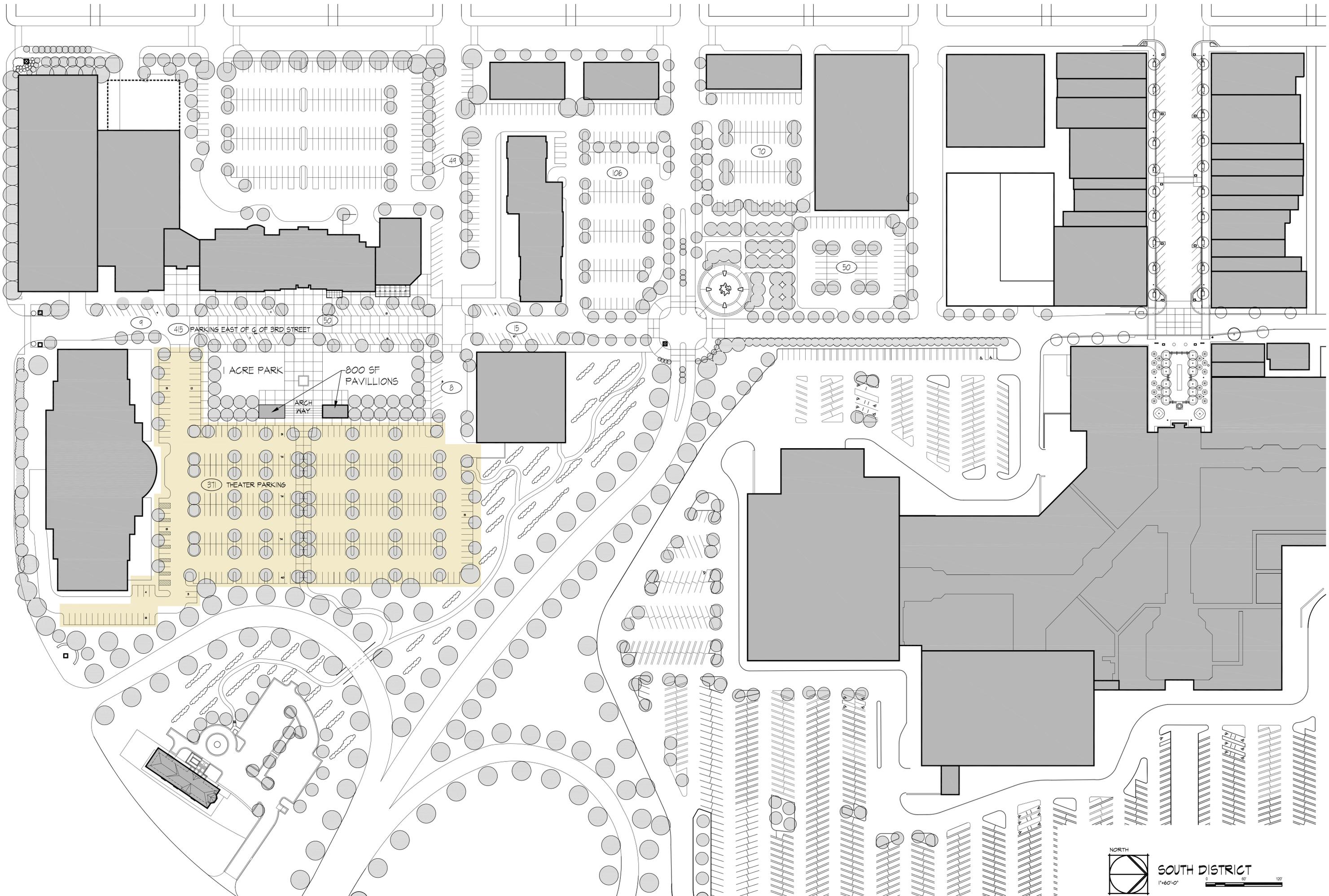
POSSIBLE MOTION

No motion necessary since this is a work session.

JH
08069

Enclosures:

1. Revised South Concept Plan
2. Warren Letter of Interest
3. South Redevelopment Design Guidelines



45 PARKING EAST OF G. OF 3RD STREET

1 ACRE PARK

800 SF PAVILLIONS

ARCH WAY

31 THEATER PARKING



SOUTH DISTRICT

1"=60'-0"





April 23, 2008

Mr. Jason Hilgers
Assistant City Manager, City of Manhattan
City Hall – 1101 Poyntz Avenue
Manhattan, KS 66502

Submitted via email: hilgers@ci.manhattan.ks.us

Dear Jason:

On behalf of Warren Theatres, I want to express to you, other City officials and the Manhattan community the continued interest of Warren Theatres in completing a business arrangement that would permit us to construct and operate a luxury movie theatre as part of the South Redevelopment project. Over the past few months as we have worked to refine our business model and discuss the project with you and representatives of Dial, we have grown only more interested in the prospect. I look forward to our continued discussion on this project on April 29, 2008

We are a relatively small movie theatre company that believes in a hand-on approach to developing, constructing, and operating each luxury theatre. As you know, we have been somewhat pre-occupied with completion of a large luxury theatre in the south Oklahoma City metropolitan area. We opened the theatre earlier this month and it has vastly exceeded our financial and market expectations.

We are now prepared to turn our attention back to the exciting project in Manhattan. We are committed to the project such that we have retained the services of an architectural firm who is working on plans. We envision a 12-screen theatre with four larger auditoriums that have specialty balcony and food and beverage service for adults 21 and older. We are working to create a theatre façade that will meet your design guidelines and compliment the overall development as well as our own Art Deco features. You can be assured of a movie theatre that will attract the entire Manhattan community, and be a regional draw.

We have scheduled our film marketing specialist out of Dallas to join us in Manhattan in early May for additional on-site market evaluation. We want to be assured we can bring the best in film to Manhattan when the theatre opens, along with the new hotel, conference center and parking garage. Following this evaluation, we hope to be in a position to finalize a letter of intent that City, Developer and Theatre representatives can sign.

Sincerely,

Ray Trail
Vice President, Warren Theatres

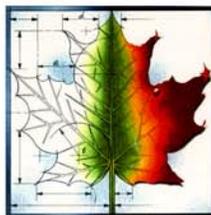


DESIGN GUIDELINES
FOR
DOWNTOWN REDEVELOPMENT

THE ARTS DISTRICT

MANHATTAN, KANSAS

PREPARED FOR
THE CITY OF MANHATTAN, KANSAS
BY BOWMAN BOWMAN NOVICK INC



DESIGN GUIDELINES for
DOWNTOWN REDEVELOPMENT – ARTS DISTRICT
MANHATTAN, KANSAS

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SECTION 1 - INTRODUCTION

History of Manhattan, Kansas

Planning Initiatives

HISTORY OF MANHATTAN, KANSAS

The “Semi-Centennial Anniversary Edition” of the Manhattan Nationalist newspaper, published June 16, 1910 opened with “nestling in the fairest valley of the State – where the arm of the Blue is thrown across the bosom of the Kaw – lies Manhattan, the city beautiful. It is not a village of which we speak – nor yet a metropolis – but a throbbing, bustling, vigorous city of 7000 inhabitants.”

Although this edition could be seen partly as shameless boosterism, there was a tremendous amount of pride in the community nearly a hundred years ago and that same civic spirit remains a driving force in the city today. From the creation of a pontoon bridge that lured the military wagons from the Rocky Ford Crossing to the town site in 1860, to the energy of putting things right after a devastating flood in 1951, there has been a legacy of progressive effort.

The most recent example of this spirit is the Town Center Mall which was built as part of a downtown redevelopment project. This effort received national attention for being a plan that protected a downtown district from the ravages of suburban mall development.

Nearly two decades later the second phase of this downtown redevelopment project is beginning to take shape. These guidelines endeavor to encourage state of the art buildings and public spaces that are appropriate to the legacy of form, scale and texture of our existing fabric. The underlying concept is authenticity. The resultant urban district must be a thoughtful extension of the city’s rich heritage as it moves into the future.



1880's photo of 3rd Street South of Poyntz. Photo courtesy of Riley County Historical Museum.



July 4th, 1883 Parade on Poyntz Avenue. Photo courtesy of Riley County Historical Museum.



Auction held on Poyntz Avenue in 1901. Photo courtesy of Riley County Historical Museum.

PLANNING INITIATIVES

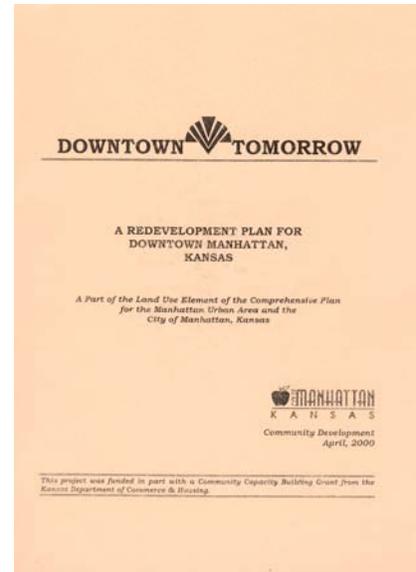
Planning Initiatives

In an effort to keep the downtown vital and enhance Manhattan's ability to serve as a regional trade area, a downtown revitalization plan was developed in the early 1980s. A new urban, rather than suburban, mall was located next to downtown.

The Town Center mall has been a success and has augmented the viability of "Main Street" or Poyntz Avenue. Some areas directly to the north and south of the new mall have continued to deteriorate.

In 1999 a Downtown Tomorrow study was undertaken to ensure the continued vitality of the downtown area. This study outlined the need to protect the downtown from continued migration of retail shopping to the edges of the city. The downtown area, including the area directly north and south of the mall, was designated as a primary redevelopment area in 2000 and the whole area has been in an Enterprise Zone since 1982. A community market study by Hammer Siler and George was then undertaken to continue this vision of a bustling district. This market study was undertaken in 2002. This study concluded that while physically there were some limitations, the best way to protect the community's investment in the mall and downtown area was to revitalize the areas to the north and south of the mall. The continuing commitment to this area as key commercial/retail district is reflected in Manhattan Urban Area Comprehensive Plan.

In 2002 the Manhattan Area Chamber of Commerce started the process of interviewing potential developers to achieve the many facets of a new vision for Downtown Redevelopment. In 2003 The Dial Companies of Omaha, Bowman Bowman Novick Inc of Manhattan, and RTKL Architects of Dallas were hired by the City Commission to develop a master plan for redevelopment of the Downtown area.



PLANNING INITIATIVES

Comments from Public Forums:

“Rather than ‘child friendly,’ I would ask that any downtown redevelopment be ‘child accessible’ or ‘family oriented;’ that there be reasons for children and families to be there.”

“Perhaps the most oft repeated point in the presentations was that the development would make downtown Manhattan ‘pedestrian friendly’.”

“New housing condos which would be attractive to vibrant retired people are needed to keep people there during off hours.”

“Definitely we need to reconnect to the river and to Linear Trail.”

“Immediate concern – downtown parking. Lack of adequate parking for business owners & employees – must be reasonably convenient for them but allow customer spaces. Solution: parking garages north and south of Poyntz. Housing — single family/duplex/apartment targeting low to middle income.....”

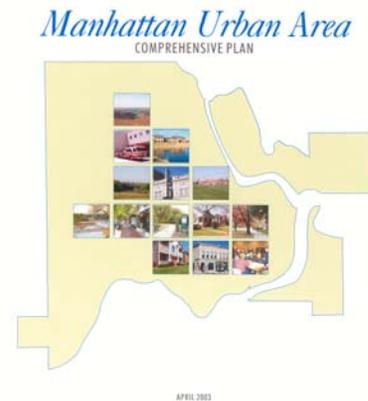
“Preserve Bethel AME for its historic values.”

“This process is extremely important as a ‘defining moment’ for the future of our city. How will people view the decisions we make today down the road? Let’s be visionary!”

“This is a unique opportunity for Manhattan to reinvent itself - - who we are and where we are going? Please encourage urban growth in core of city.....”

“Think about our history with the river and the railroad and how this could be incorporated into the plans.”

“Large shade trees, not bushes.”



Manhattan Urban Area
Comprehensive Plan



“Housing Manhattan: Planning For The Future”

A Five-Year Housing Strategy

The Housing Element of the Comprehensive Plan
for the Manhattan Urban Area and the
City of Manhattan, Kansas

Official Copy as Adopted by Ordinance No. 6150
August, 2000

HANNA-KEELAN ASSOCIATES, P.C.
Community Planning & Research
Lincoln, Nebraska

*Housing Manhattan: Planning For
the Future*

SECTION 2 – DOWNTOWN REDEVELOPMENT AREA

Purpose and Intent of Design Guidelines

The Arts District

Public Open Spaces

PURPOSE AND INTENT OF DESIGN GUIDELINES

These guidelines have been prepared to inform the direction of future developments and redevelopments, and promote a civic and functional relationship between the public streetscape and adjacent private development.

These Design Guidelines provide a clear policy for evaluating future developments with regard to design quality. Through sensitive application of the design principles included in the Design Guidelines, it is intended that each project will succeed in enriching the cultural and economic vitality of the Downtown.

The Guidelines are intended to guide design professionals, property owners, and developers in creating new site-specific contextual buildings that incorporate mixed uses and pedestrian friendly commercial activity.

All new development and redevelopment within the Downtown are required to submit development plans for review. Projects will be evaluated and reviewed for compliance with the Design Guidelines.

Applicants are encouraged to contact City Staff to arrange for a pre-application consultation.

Special Conditions

The intent of these guidelines is to increase the economic and cultural vitality of Downtown Manhattan, and it is realized that part of the attraction of Downtown is created by its historic and landmark properties. Some of these properties have characteristics that are not in accordance with the Design Guidelines, and altering them to comply with the Guidelines would damage their sentimental or historic appeal. In order to allow businesses in such properties to grow without destroying their image or their trademark characteristics, exceptions to these Design Guidelines may be deemed acceptable.

Exceptions to these guidelines may be considered by the appointed reviewing body if it is determined that the overall intent of the Design Guidelines has been met.

Sustainability

It is intended that through the application of these Design Guidelines, the Downtown Redevelopment area will be a vital component of a sustainable community. Individual developments and redevelopment projects may endeavor to incorporate sustainable design features wherever practical. These features may include adaptive reuse, brownfield development, orientation, energy efficiency, locally produced materials, living roofs, etc. Applicants may reference the U.S. Green Building Council Standards, and the LEED GREEN BUILDING RATING SYSTEM™ for further explanation of sustainable design features.

Walkability and Bikability for Downtown Manhattan

A primary intent of the redevelopment is to create an environment conducive to pedestrian circulation. Toward this end, an initiative developed by Susanne Siepl-Coates and Madlen Simon and funded by the Sunflower Foundation Healthcare for Kansans, has identified the following patterns for development.

GOALS

These guidelines are intended to create a vibrant mixed-use district with a cohesive identity founded on its historic style precedents, and variants appropriate to the context.

Promote architecture that is compatible in form and proportion with neighboring buildings.

Incorporate a variety of forms, materials, and colors in the design of buildings and groups of buildings, while maintaining a composition that results in a unified appearance.

Create buildings that are located and designed to provide visual interest and create enjoyable human scaled space.

Encourage a diversity of uses, activities and sizes of developments.

Create pedestrian connection throughout the District.

Establish gateway features.

Provide landscape features and screening to minimize the impact of surface parking and utility service areas.

Encourage quality building.

Replace marginal buildings with memorable ones.

Facilitate recruitment of additional retail businesses.

PURPOSE AND INTENT OF DESIGN GUIDELINES

Pattern 1 – In the downtown area of Manhattan, the design of streets, sidewalks and bicycle paths must be intimately connected with the design of the buildings that shape the urban space of the public realm and that feature complementary but not uniform architecture.

Pattern 2 – Urban spaces in downtown Manhattan must be enlivened in a variety of ways, including appropriately scaled and highly detailed facades, display windows with views into stores, rows of shade-giving street trees, places to rest or park a bicycle, awnings above store windows, landscaping and other street amenities.

Pattern 3 – For pedestrians, bicyclists and persons in wheelchairs to get around easily and safely the city grid of streets and alleys/mews should extend through downtown Manhattan, equitably accommodating all modes of transportation.

Pattern 4 – Turn Third Street into a promenade as it connects the Town Center Mall and the Poyntz Avenue shopping District with both the Arts District and the Tuttle Creek District. Increase the realms for pedestrians and bicyclists, increase the sense of environmental comfort by providing shade trees and awnings, narrow the street space visually by adding a row of trees, return the sidewalk and street surfaces to the original brick, enhance building facades according to Design Guidelines, and enhance the overall character with a large variety of high quality amenities.

Architectural Character

The Arts District is the area generally bounded by Pierre Street to the north, Ft. Riley Boulevard to the east and south, and 5th Street to the west. Historically, this area was in a strategic position regarding transportation, being bounded by the railroad and the river to the south and east and by US 24 a bit further north. The historic Union Pacific Train Depot is a well known landmark in this district. Several transport dependent agricultural industries were located here, including grain elevators and produce distributors. The Bethel AME Church at 4th and Colorado is a landmark which recalls a culturally important neighborhood, remnants of which exist along Colorado Street. The bridge over the Kansas River lands in this District, making it an important gateway for travelers arriving from Interstate 70.

Two primary features will organize the major functions within the Arts District. First a traffic control feature at 3rd and Pierre serves as a visual gateway to the community as well as the first opportunity for motorists to engage the downtown. It also provides an essential pedestrian link between this District and the Poyntz Avenue District. The second feature is a large public green. The green will be bounded by hotels, cafes, and small retail shops, and will be anchored by a Prairie Interpretive Museum and a farmer’s market structure. The remainder of the District will consist of arterial commercial along Ft. Riley Blvd., multi-family housing or live-work studios along Colorado St., and smaller scale mixed use office/retail on Yuma.

The architectural character of the Arts District shall reflect its heritage of commerce and agriculture. A reference to the language of warehouse and light industrial buildings and traditional agrarian building forms is encouraged. The architecture should reference this District’s agrarian past, but must be visually exciting with a great deal of transparency, through the use of extensive window areas.

3rd Street will serve as the primary vehicular and pedestrian link between the three districts of the Downtown area. 4th Street will be a primary vehicular route from Ft. Riley Boulevard to the south to Bluemont Avenue and Tuttle Creek Boulevard to the north.

Development Intent

- Collaborate with the Art community on programming.
- Encourage people-watching.
- Create year-round use.
- Provide diverse shopping opportunities.
- Facilitate programming venues for the community at large with a focus on the Interpretive Center including a public courtyard or garden.
- Incorporate a rich landscape.
- Establish a vibrant and unique farmer’s market.
- Site buildings to define outdoor rooms.



THE ARTS DISTRICT

- Encourage a mix of cultural, retail, dining and gallery uses.
- Encourage mixed-use residential with live-work spaces.

PUBLIC SPACES GUIDELINES

Public Open Spaces

Throughout the Downtown area, several public open spaces will serve as civic landmarks and will highlight various cultural and commercial features within the Districts. These open spaces will organize and control traffic, especially in areas where vehicle and pedestrians will mingle. To pedestrians they will serve as points of destination along the shopping corridors. It is intended that these will be vibrant spaces with high quality materials and landscaping in order to express the importance of the Downtown environment.

The Market Green

The Market Green is a multi-use public space at the heart of the Arts District. The Market Green is a formal organizer marking the entrance to the Interpretive Center.

The Market Green is a park reminiscent of a traditional city square. It is intended primarily as a passive park with areas of open lawn and bosques of shade trees. The green may also be used for programmed activities, such as outdoor musical performances or festivals. The north and south edges of the park will be fronted with missed-use buildings contained first floor retail and upper stories with residential units overlooking the park.



The Market Green

The Gateway

The Gateway is the intersection of 3rd Street and Pierre Street. It is seen as the symbolic ‘front door’ to Manhattan for travelers arriving from Highway 177. This space will serve as an arrival landmark, a wayfinding point, and a traffic control device. From this point, motorists will have access to the Arts District, the Poyntz Avenue District, or the 4th Street corridor for through traffic. It also provides a key pedestrian connection from the Arts District to the Poyntz Avenue District and beyond, making access safe and direct. The Gateway will be a circular plaza, thoroughly landscaped, with appropriate directional signage. The street widths, landscape design, and the scale of signage, lighting, and other architectural elements will be modulated to communicate to motorists a change from a highway driving environment to a pedestrian oriented, urban business district. The Downtown area’s predominant materials, color palette, and architectural character will first be introduced at the Gateway.



The Gateway

SECTION 3 – SITE GUIDELINES

Building Orientation & Siting

Parking

Site Access

Pedestrian Environment

Screening

Landscaping

Walls and Fences

Site Lighting

BUILDING ORIENTATION & SITING

Appropriately sited buildings can greatly enhance the formation of the public streetscape. To the greatest extent possible, buildings should be sited to provide high quality, functional and livable outdoor public spaces that enhance the use of the building, the street frontage, and the surrounding neighborhoods.

- All buildings must be oriented orthogonally (parallel or perpendicular to primary streets and side streets). Where streets are curved, primary facades and entrances to buildings should front on the street.
- Where buildings in the Arts District do not extend to property lines, property edges shall be defined by the use of appropriate walls, plazas, or landscaping.
- In the Arts District building frontages shall be located close to the street right-of-way.
- In the case of multi-building developments with outlots, or pad sites, buildings on those sites shall be sited along vehicular and pedestrian routes consistent with the requirements for buildings facing a street right-of-way, or public open space.
- Building configurations that create awkward relationships with adjacent properties, buildings, and streetscape are prohibited.
- Buildings fronting multiple streets shall have consistent façade treatments on each frontage with respect to materials, scale, proportion and detailing.
- Buildings on corner lots shall incorporate a form that addresses both streets of the intersection.
- Buildings shall orient facades and main entrances toward the street, toward a plaza, or pedestrian way that directly leads to a street.
- Buildings shall be sited to create active outdoor spaces.
- Service areas and refuse storage areas shall not front onto streets and public open spaces. Such areas should be located to the rear or side of buildings, and screened from view from the street and/or public space. The use of alleys



These buildings illustrate the alignment of the facades to the street.



This building illustrates a consistent façade treatment on all sides of the building.



This building effectively addresses both streets of the intersection.

BUILDING ORIENTATION & SITING

is encouraged to locate all mechanical, electrical, and utility equipment to the extent possible.

Single-Family Rowhouse and Mixed-Use Walk-up Residential

- Housing and live/work units shall be constructed to the property line facing a street.
- The primary entrance to residences and first floor commercial spaces shall be oriented to the street.
- Off-street parking shall be located to the rear of the buildings and shall be screened from view from adjacent streets and commercial properties. Parking between the building and the adjacent street right-of-way is prohibited.
- Mechanical equipment and refuse containers should be located at the back of buildings and shall be screened from view from public streets and adjacent properties.
- Entries facing a public street shall have a transition element such as a stoop, a small porch, or other features to differentiate the private entrance from the public sidewalk.
- Narrow entry gardens between the primary façade and the property line are encouraged. Gardens shall be a maximum of 6 ft. in depth.
- See Section 5 – Supplemental Guidelines for Residential Guidelines.



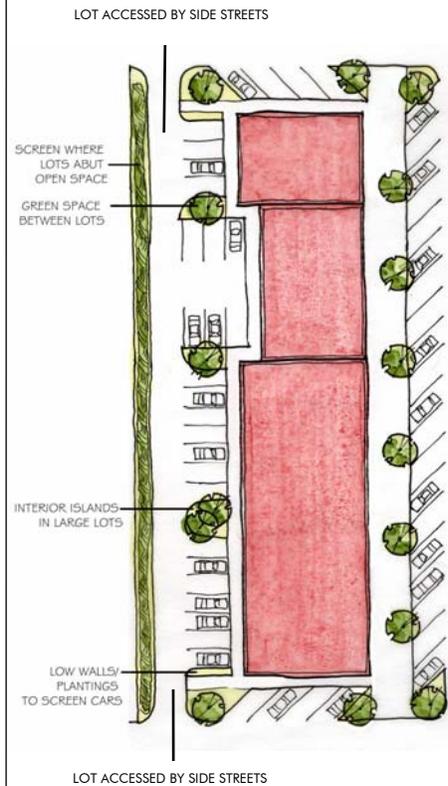
PARKING

Parking quantity should not be the only issue considered in parking area design. Physical organization, distribution, pedestrian links, and screening are issues that must be addressed in parking lots and on-street parking.

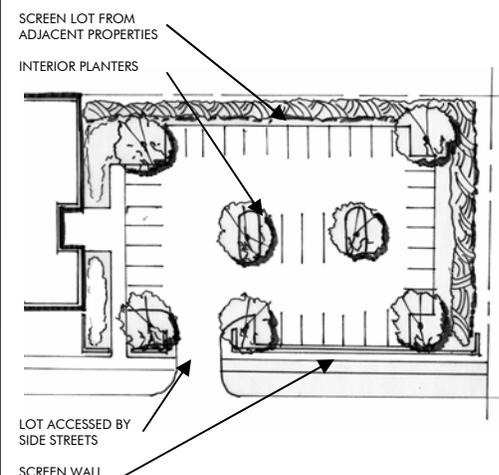
- Parking lot islands and “green space” shall be incorporated within all parking lots to provide shade and visual relief from large expanses of pavement. Parking lots shall be provided with a minimum of 6% green space.
- Parking lots shall be effectively screened from the surrounding street network. Where a parking lot abuts a street, a minimum 8’ wide buffer zone (including sidewalks) shall be required to effectively screen views to parked vehicles. Where a parking lot abuts an interior property line (not a street) a minimum of four feet shall be maintained as a green space. Screening for parking shall be a minimum height of three feet and be of either softscape (vegetation), hardscape (walls or fencing), or a combination of both. (Refer to Guidelines for Site Development – Screening).
- Parking lots and on-street parking shall be designed in such a way to provide a clear, direct path between the parking areas and the business destination.
- In general, parking lots shall be located at the side or rear of buildings. Parking lots shall not be located between a primary building façade and the street.
- Parking lot pavement materials shall be reinforced concrete, asphalt, permeable asphalt brick or concrete pavers. Dirt and/or gravel surfaces are prohibited.

Single-Family Row House and Mixed-Use Walk-Up Residential Developments

- Off-street parking shall be located to the rear of the buildings and shall be screened from view from adjacent streets and commercial properties. Parking between the building and the adjacent street right-of-way is prohibited.



Parking quantity is only one of many issues that should be considered when designing parking lots. Landscaping, screening and access are issues that should be well designed both in small lots (above) and large lots (below).



PARKING

- Off-street parking for residential developments shall be provided in quantities conforming to the City of Manhattan Zoning Regulations.
- Private garages are encouraged. Garage entrances shall not open on a public street or open space.

SITE ACCESS

Convenient and safe access to individual properties is critical to the commercial success of the Downtown. Site access shall provide for the safe movement of both pedestrian and vehicular traffic.

- Direct vehicular access onto or into every parcel is not necessary or practical in a downtown urban setting.
- Service and delivery access areas shall be separated from on-street parking areas and sidewalks. Service and delivery access areas shall be discreetly located, utilizing alley access whenever feasible.
- Combinations of on-street parking, shared parking lots and garages and alleys serve to provide vehicular access in close proximity to buildings.
- Curb-cuts and driveways that lead from a street to a parking garage or rear parking lot across primary sidewalks along a street frontage should be minimized to avoid interrupting pedestrian flows and building fronts.
- Curb-cuts onto local streets shall be no larger than 30 feet in width and shall be spaced at least 30 feet apart. Curb-cut geometries shall conform to the Street and Drive Standards of the City of Manhattan.
- Size and spacing of curb-cuts onto arterial and collector streets shall conform to City of Manhattan Standards.

PEDESTRIAN ENVIRONMENT

Convenient, safe, and direct access to individual properties is critical to the commercial success of the Downtown. Site access shall provide for the safe movement of both pedestrian and vehicular traffic.

- Primary sidewalks are those which are located along a street frontage in commercial and/or retail blocks. Secondary sidewalks are those which are located along a street frontage in residential and live/work blocks, or that are internal to individual parcels and serving parking and service areas.
- Primary sidewalks shall be as wide as practicable within the Downtown but no less than eight feet wide. Secondary sidewalks shall be a minimum of five feet wide. When adjacent to on-street parking, primary and secondary walkways should be increased in width to prevent vehicle overhangs from encroaching into the minimum sidewalk width
- Sidewalks that incorporate activities such as dining or sitting areas should provide an open pedestrian corridor along the building face to promote window shopping and a safe pedestrian flow.
- Walkways must comply with the Americans with Disabilities Act Accessibility Guidelines.
- The incorporation of amenities such as seasonal planters and urns, benches, bike racks, and trash receptacles are required within the walkway system adjacent to individual properties. These amenities shall be coordinated with the City to ensure compatibility with public streetscape improvements. Amenities shall be placed to provide a continuous clear zone for pedestrians, and be placed to avoid conflict with vehicular sight lines at ingress/egress locations.
- Newspaper boxes shall be grouped together and placed within a screening element to minimize the visual impact along the corridor.
- Service and delivery access areas shall be separated from on-street parking areas and sidewalks. Service and delivery access areas shall be discreetly located, utilizing alley access whenever feasible.



Sidewalk Landscaping



Sidewalk Landscaping

SCREENING

Minimizing or eliminating the views to undesirable areas will improve the overall visual quality of the Downtown. Appropriate areas to be screened include parking lots, delivery areas, loading docks, dumpsters, ground mounted mechanical equipment, utility service connections, ice and vending machines, freezers and coolers, and transformers.

- Where service areas and utility banks are located adjacent to residential property, a minimum eight feet of green space with appropriate year-round screening shall be maintained.
- Screening can be accomplished by the incorporation of softscape (plant materials) or hardscape (fences and walls).
- Plant materials are encouraged for screening uses if they provide sufficient year-round density to provide adequate screening.
- Architectural elements such as fences and walls shall be of solid construction to prevent visibility of the area to be screened. Fences and walls screening equipment or service areas shall be located and sized to adequately conceal the area in question, and shall be no less than six feet in height.
- Fences and walls shall be designed to reflect and/or complement the architectural style of the adjacent building and shall incorporate similar materials to that of the adjacent building.
- Screening elements shall be maintained in good repair. Painted surfaces should be free of peeling and faded paint. Landscape screening should be trimmed as required to provide a quality appearance. Landscape screening shall incorporate underground irrigation. Regular maintenance of plant materials such as fertilization is also required in order to maintain an effective level of screening.
- Refer to Guidelines for Site Development – Landscaping, and Walls and Fences for additional requirements.



Landscaping can be used to screen parking lots.

LANDSCAPING

Effective and attractive landscaping can greatly enhance property values and contribute to the year-round pedestrian experience throughout the Downtown. Landscaping is also a recommended material for use as a screening element as described in the Guidelines for Site Development – Screening.

- Property owners shall provide landscaping on private property that is compatible with that on public property to ensure a consistent appearance.
- Shade along the corridor is a priority. Street tree plantings utilizing fruitless species are encouraged.
- Automatic irrigation systems are recommended for landscaped areas and street tree plantings. When an area is too small to warrant an automatic irrigation system, the incorporation of “quick couplers” are encouraged to provide the water service necessary for manual watering.
- Refer to Guidelines for Site Development – Parking, and Screening, for additional landscape requirements.
- Regular maintenance of plant materials such as watering, fertilizing and pruning is required to provide a quality appearance.
- Refer to Guidelines for Site Development – Parking, and Screening, for additional landscape requirements.



Property owners are encouraged to provide landscaping elements.



Property owners should landscape with materials compatible to that of public property.



Landscaping can create pleasant courtyards in an urban setting.

WALLS AND FENCES

Material and design details for walls and fences within the corridor should be designed to complement the architectural character of the Downtown. Both quality design and materials are paramount to this initiative. Walls and fences are also acceptable methods for screening.

- Similar to screen walls and fences, the materials and style of non-screening walls and fences shall match or complement those of adjacent buildings.
- Chain link, wood, stockade, or corrugated metal fencing is not appropriate and is prohibited.
- Walls shall be designed to provide architectural interest. This can be accomplished by incorporating variations in color, texture, and materials, slight changes in elevation of fence or wall panels, or by varying setbacks to create undulating surfaces that break up long stretches of the wall or fence. Variation of panel design can also serve to create visual interest in long stretches of walls or fences.
- Walls exceeding 25 feet in length shall incorporate plant materials for added visual interest.
- Convenient pedestrian openings shall be coordinated with the surrounding sidewalk system and parking lot and building entrances. Effective sight lines shall be maintained in pedestrian openings of walls and fences to avoid safety hazards.



Convenient pedestrian openings should be incorporated into walls.

SITE LIGHTING

Effective site lighting can enhance the pedestrian and vehicular environments and can encourage nighttime activities.

- Lighting shall be architecturally integrated with the overall site design, pedestrian and vehicular circulation routes.
- Control light intensity to limit light pollution and glare in residential areas. Except for very low wattage ornamental lighting, all fixtures must be full cut-off design, mounted in a horizontal position as designed.
- Use down-lighting, bollards, or wall-mounted sconces to reinforce circulation corridors.
- Area lighting shall result in an average minimum .5 foot candle and a maximum 1 foot candle at all pedestrian areas.
- Flashing, pulsating, or moving lights, and non-commercial lighting fixtures are prohibited.
- The use of color correct fixtures such as metal halide is preferred.
- In parking lots, no cobrahead lights or building mounted flood lights are allowed. Lights in parking lots shall have a minimum height of 12' and a maximum height of 25'. Light sources are to be directed away from residential neighborhoods with full cut-off hoods and shades. Area lighting shall result in an average minimum .8 foot candles and a maximum 1.6 foot candles in all parking areas.
- At pedestrian promenades and primary sidewalks, ornamental light fixtures shall be used to enhance the pedestrian environment and to relate new development areas to the rest of the Downtown. The light fixture style, material, color and scale



SITE LIGHTING

shall be coordinated with the public right-of-way lighting for the Downtown area.

- At public plazas, cable suspended light fixtures may be used to differentiate the space from the rest of the pedestrian and vehicle circulation paths and to promote a festive atmosphere.

SECTION 4 – BUILDING GUIDELINES

Building Facades

Building Proportion and Scale

Building Materials

Building Roofs

Display Windows

Building Entrances

Building Awnings and Canopies

Building Signs

Building Lighting

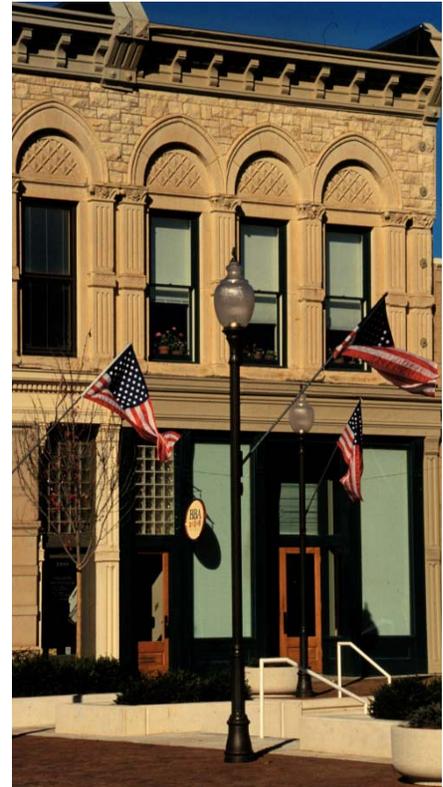
Parking Structures

BUILDING FACADES

Façade Treatments

Forms and elevations of new buildings should be detailed and articulated to create interesting facades. All elevations of the building will be evaluated in the Design Review.

- Provide consistent, sympathetic treatment of all exterior facades in regards to color, materials, architectural form, and detailing. A mix of complementary building materials is encouraged, but not to be overdone (see Building Materials). Individual façade elements shall respect the scale of immediately adjacent building elements.
- Vary setbacks on wall surfaces to form entrances, express structural elements, or to create special exterior areas such as planters, seating, etc.
- Building elements that create strong patterns of shade and shadow shall be incorporated.
- Visible rear and side facades shall provide consistent visual interest by incorporating characteristics similar to the front façade.
- Stylized, nostalgic, or thematic architecture which is characteristic of a particular trend, unrelated, historic period, or regional style is prohibited, particularly when the intent is to use the building as advertising. Corporate or franchise styles which do not conform to the purpose, intent and conditions of these Guidelines, are prohibited.
- Provide a concentration of building details at ground or sidewalk level to create visual interest and enhance the pedestrian environment. It also helps to promote walk-in commercial activity, and retail identity.
- Art and/or specifically designed ornamentation integrated into building facades are encouraged. Art and murals shall not be used as signage or advertising and shall harmonize with the prevailing color palette of the district.
- Large areas of undifferentiated or blank facades are prohibited.



A façade with appropriate visual interest and human scale.

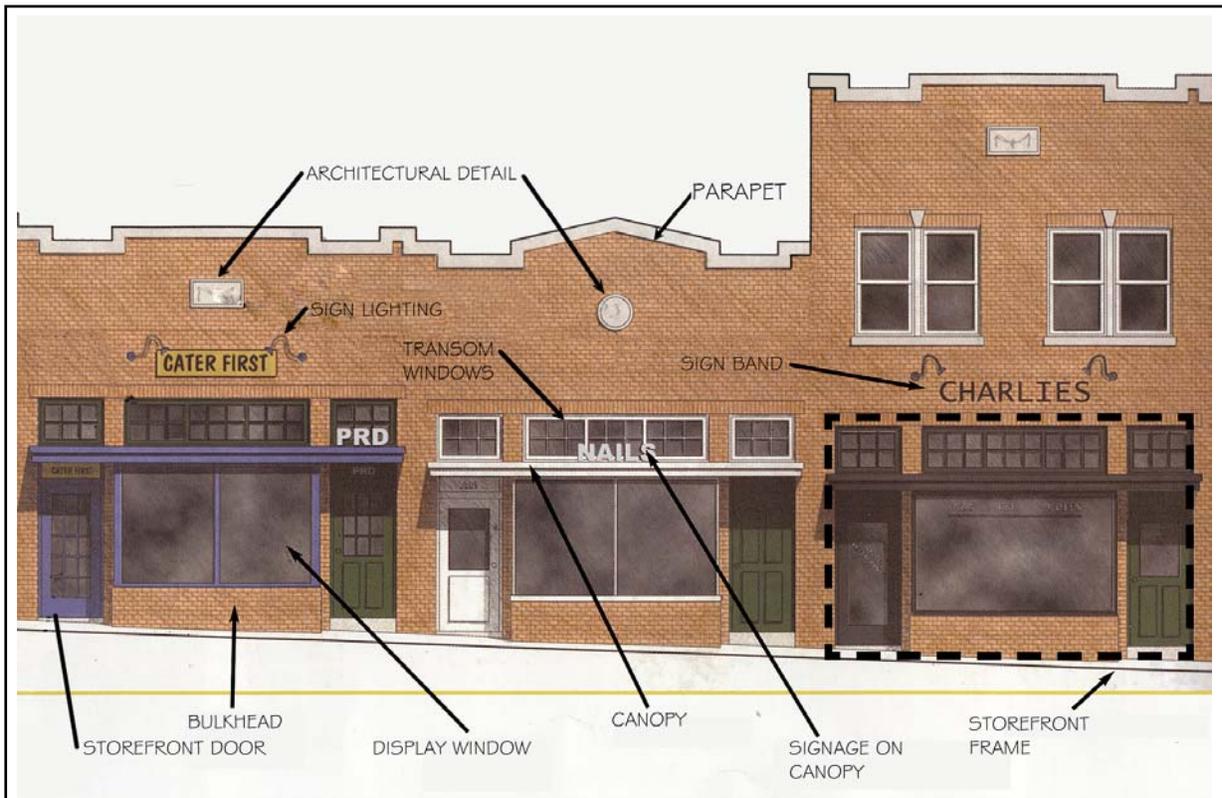


A first floor façade designed to facilitate "window shopping."

BUILDING FACADES

Existing Facades:

- Diversity of architectural design shall be encouraged within the Downtown, especially that which includes local character and materials.
- Building facades shall be well maintained. When restoring an existing façade, avoid sandblasting or using harsh chemicals to clean masonry.
- Covering, altering, or damaging historically significant architectural details and façade elements is prohibited.
- Building elements and materials that contribute to the original character of the building shall not be removed.
- Historic unpainted masonry shall not be painted. Painting a portion of a multi – tenant building is prohibited.



The anatomy of a storefront facade

BUILDING FACADES

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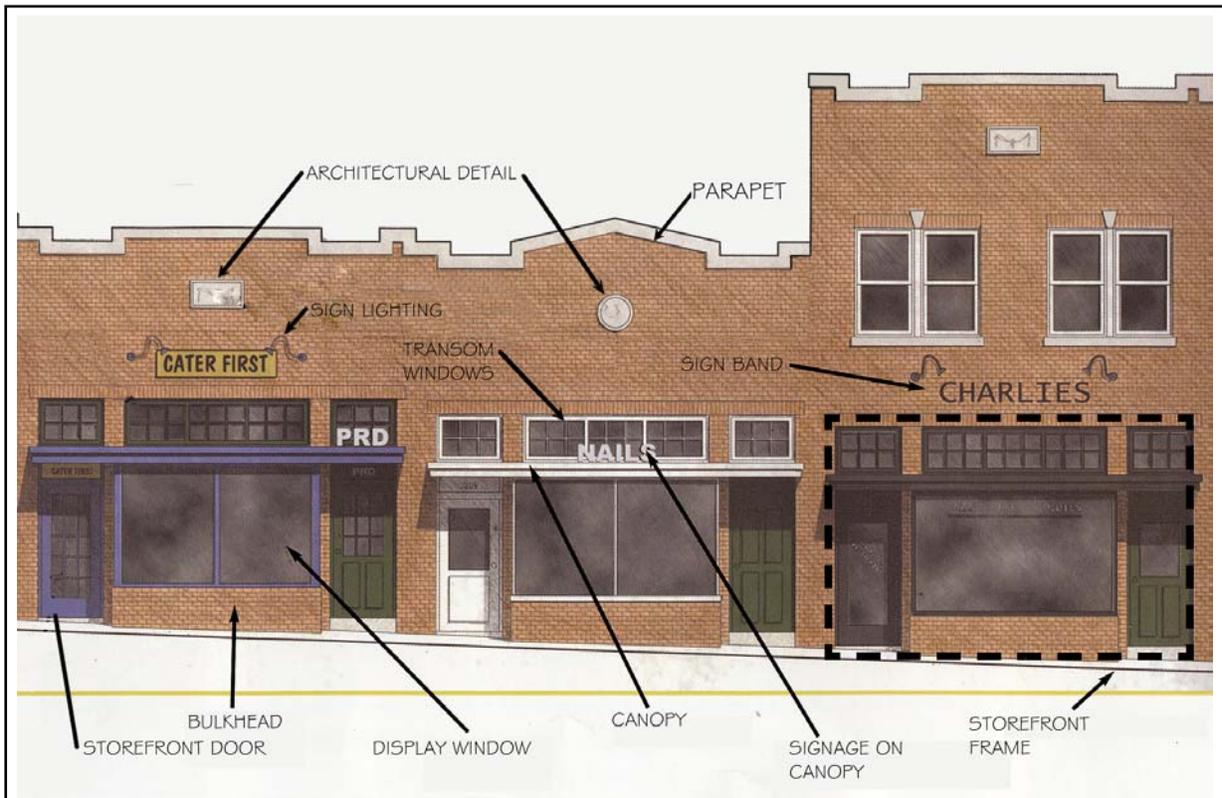


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The anatomy of a storefront facade

BUILDING FACADES

New Facades:

- Each building façade oriented to a street or public space shall provide architectural variety and human scale. Elements which may be used to achieve this include expression of building structure; patterns of openings that provide surface variation; changes in color, texture or materials; art, or ornamentation integral to the building.
- Primary building facades shall include elements of variation in plane and shadow such as windows recessed at least 3 inches, recessed entries, projecting sills or beltcourses, balconies, pilasters or cornices.
- The building facades should generally be perceived as having 3 distinct divisions including a ground floor, a middle, and a top. In buildings of 3 stories or less, the top may be a cornice or ornamental cap.
- Facades that face the streets or public open spaces shall be built to the edge of the building line to create a “street wall.”
- Facades that face streets or public open spaces shall have articulating features or elements to create human, pedestrian scale.
- Façade walls that face streets or public open spaces shall not have uninterrupted walls of greater than 25’ in length without articulating features such as changes in plane, pilasters, display windows, arcades, colonnades, or pedestrian entries.
- Buildings that occupy a corner facing two streets shall include features that reinforce both public street environments. Pilasters, corner entry features, tower features, and display windows are encouraged at corners.
- Commercial buildings that occupy a corner facing two streets shall have at least one pedestrian level window or entrance within 10’ of the building corner on each façade. Such display windows shall conform to the guidelines for display windows in other sections of this document.



Façade elements provide human scale.



Retail building with appropriate façade elements and a prominent pedestrian entry.

BUILDING FACADES

- Retail buildings shall have prominent pedestrian entries oriented toward streets or public open spaces. Retail buildings with frontages along two streets or open spaces are required to have pedestrian entrances in only 1 façade, although entries in all facades facing streets are encouraged.
- Awnings or canopies are encouraged at entries and/or display windows, and shall follow guidelines stated in other sections of this document.
- Taller buildings adjacent to lower buildings shall establish scale relationships with lower buildings through methods such as compatible horizontal alignment of fenestration and architectural features, and height and form transitions from one building to another.
- All buildings shall be designed specifically for the context and character of the project. Iconic, corporate, or standard building design will be allowed only if they meet the purposes, intent and conditions of these guidelines.
- See Section 5 Supplemental Guidelines for Residential Facades.

A façade that addresses 2 sides of an intersection.

BUILDING PROPORTION AND SCALE

The scale of the existing building facades along Poyntz Avenue is a good model of appropriate scale and portion. The “street wall” and height of the buildings form the space of the street, while the relative size and alignment of common building elements such as entries, transom lines, and awnings, relate to the sidewalk and pedestrians. Facades are varied in materials, colors, and design, but are unified by appropriate size and proportion.

- Buildings shall be designed to be compatible in scale and proportion to buildings within their immediate context. Designs should incorporate architectural elements that relate to the human scale.
- Lower levels of buildings shall be differentiated architecturally from upper levels. Facades with a parapet shall terminate in a cornice or ornamental cap.
- Incorporate elements that give the building perceptible scale. Large buildings in particular shall be designed to reduce their perceived height by dividing the building mass into smaller scale components.
- Rhythm and repetition of building elements is strongly encouraged. This is accomplished through incorporation of regular or patterned units that are organized to provide a continuance, flow or sense of movement.
- Organize building elements and the spaces between them in a logical sequential manner.
- Spaces between building masses (i.e. alleys, recessed entries, courtyards) shall be scaled and proportioned to maximize the comfort of users. These public areas should not be dark or secluded spaces. They shall incorporate detailing that adds interest, orientation, and spatial definition.

What is proportion?

Proportion is defined as the relation between respective parts or between parts and the whole, in a building or any work of art, whether considered purely visual or numerically.

What is scale?

When defining the concept of relative size, the term scale is used. Scale relates to the relationship of one element to another or of one element to the whole; also, the proportional relation that a representation of an object or area bears to the object or area itself.



Elements such as this second floor balcony humanize the building scale for pedestrians.

BUILDING PROPORTION AND SCALE

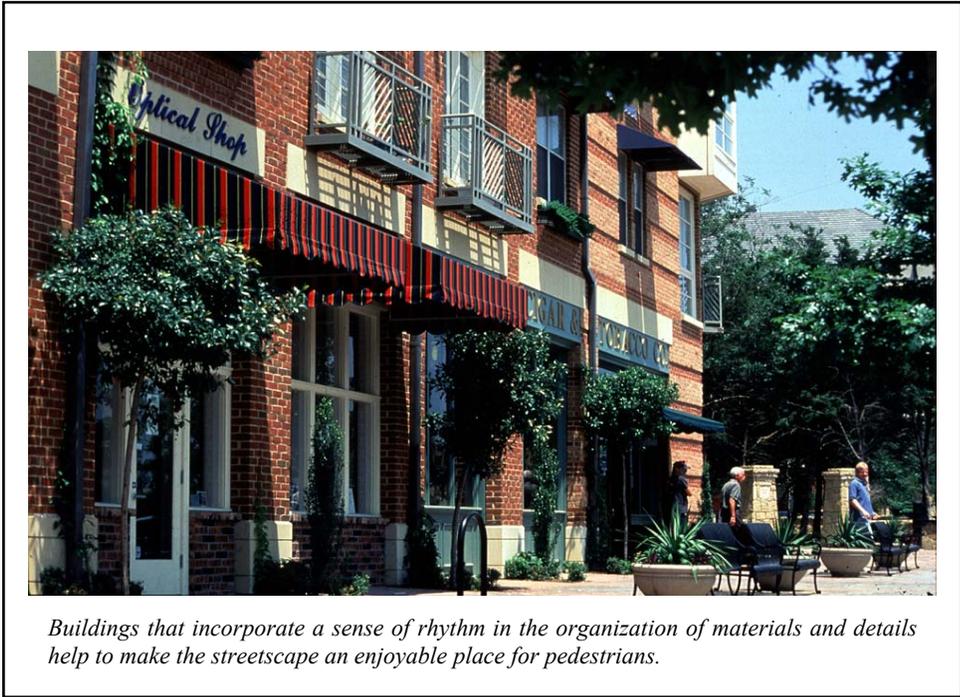
- Use columns, fenestration, doorways, roof elements, wall patterns, light fixtures, signs, paving patterns and landscape to create rhythm.
- See Section 5 – Supplemental Guidelines for Residential Buildings.



Awnings, landscaping and paving patterns create a pleasing rhythm in this retail courtyard.



Spaces between buildings, such as this alley, should be scaled, proportioned and detailed to maximize user comfort.



Buildings that incorporate a sense of rhythm in the organization of materials and details help to make the streetscape an enjoyable place for pedestrians.

BUILDING MATERIALS

Designers, property owners, and developers are encouraged to creatively blend new construction with existing in ways consistent with a singular district. The selection of quality building materials is paramount to achieving this goal.

Retail/Commercial Buildings

- Buildings shall be built of high quality, sustainable long-term components. Non-durable materials such as thin layer synthetic stucco (EIFS) are prohibited on any façade or elevation facing a street or public open space, and to 35% of any other building façade or elevation.
- Buildings shall be constructed to be as maintenance free as possible. Exterior materials shall be considered permanent surfaces to last the life of the building.
- Materials shall not artificially simulate other materials. If brick is proposed, it shall be real brick – not Z brick, plastic stone, or other such imitation material.
- Predominant exterior building materials shall include hard surfaced exterior wall materials such as:
 - stone,
 - brick,
 - ceramic tile,
 - colored and textured concrete masonry units,
 - cementitious siding at residential upper stories.
- The following are prohibited as exterior building materials:
 - Smooth face concrete block
 - Tilt-up and pre-cast concrete panels (except in parking structures)
 - T-1-11 plywood and other wood shingle, and composite sheet sidings
 - Vinyl and/or aluminum lap siding.



Bulkheads should be built out of sturdy, long lasting materials.



Quality materials such as brick and masonry not only create a long lasting structure, but allow for attractive detailing.

BUILDING MATERIALS

- Within the Arts District, corrugated metal panels may be used as a siding material in public buildings designed to recall agricultural precedents.
- Clear glass is preferred; glass that is highly tinted or tinted in unnatural colors or with a reflective finish is not permitted.
- Color and texture for architectural finishes shall be selected to provide visual unity. Colors that offer low reflectance in subtle neutral or natural tones are preferred over the use of high intensity, metallic, fluorescent, or black. Brighter colors may be featured at trim and accent areas. Material and/or color changes shall occur at a change of plane in building elements. However, material or color changes at outside corners of a building that give an impression of an artificial façade are prohibited.
- Predominant colors for building facades shall match or complement the natural limestone, brick, beige, and brown tones existing throughout the Downtown.
- Designers shall choose accent colors that complement the predominant color of the building façade, but the combination of body coat and accent colors should never exceed a total of four colors on the building façade.

Residential Buildings

- See Section 5 – Supplemental Guidelines for Residential Guidelines.



Clear glass, masonry, and metal trim are some of the recommended materials.

BUILDING ROOFS

When creating infill construction, roofs should not only be designed to protect a business from the elements, but also to reinforce the lines, scale, and style of it's neighboring buildings.

- Rooflines should reinforce the horizontal or linear aspect of the Downtown streetscape. Roofs should be simple geometric forms consistent with the area.
- False roofs, including mansard roofs, are prohibited.
- Exposed gable or hip roofs are prohibited (see exception below).
- Roof mounted mechanical equipment shall be hidden from pedestrian view by roof parapet walls.
- In the Arts District, gable roof forms are permitted in buildings designed to recall agricultural precedents. Gabled roof materials shall be terne-coated, galvanized, polyester-coated, or fluorocarbon-coated steel roofing. Wood shakes, wood shingles, asphalt or fiberglass composition shingles, roll roofing, and single-ply membrane or built-up roofing materials are prohibited on gable roofs.

“The Universal, Eternal, and Inviolable 11th Commandment: Thou shalt not allow one more mansard roof in San Jose.”

An excerpt from *16 Rules for Developers*, in *Rebuilding Downtown San Jose: A Redevelopment Success Story* by Jay Claiborne



DISPLAY WINDOWS

The goal of every competitive business is to attract customers and generate increased sales. Storefront display windows offer the greatest marketing opportunity to attract the attention of passers-by and to generate new sales.

- In the Arts District the first floor buildings fronts shall incorporate a large expanse of glass; at least 70% of the facade. Hotel, motel, and residential buildings are excepted.
- Storefront display systems shall retain the simplicity of the design characteristics of the District. Historic features such as decorative moldings shall be preserved, and new windows shall match the original.
- When restoring an existing building, tinted or textured glass shall be replaced with transparent glass to increase visibility. Consider “low E” glazing to reduce negative effects of ultra violet rays. New storefront display windows shall be of transparent glass. Highly tinted or reflective glass is prohibited.
- Glass block shall not be substituted for storefront display windows.
- Use vertical framing. Avoid horizontal window division except to divide storefront display windows from transom windows.
- Elevate display windows above sidewalks approximately 18-24 inches. Bulkheads shall be constructed out of sturdy, easy to maintain materials.
- Businesses are encouraged to provide tasteful and frequently updated window displays that can market a variety of goods and service a business offers, and give the storefronts character and interest.
- Use aluminum or wood frame construction that provides adequate insulation and prevents condensation.



Storefronts should have interesting and regularly updated displays.



Storefronts should provide a clear view of the shop's merchandise.



Elevate display windows above sidewalks 18 to 24 inches.

BUILDING ENTRANCES

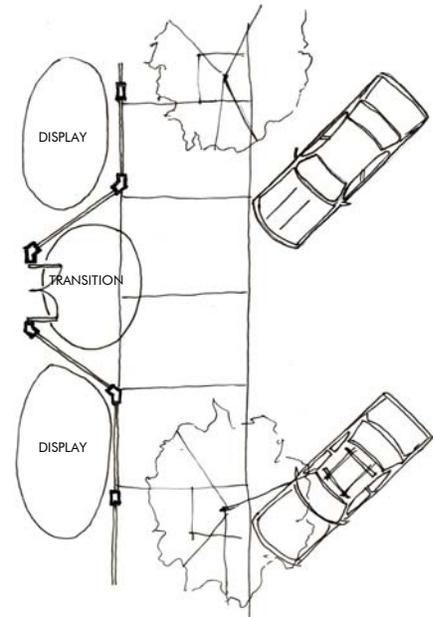
Entrances

Entrances should be designed to allow individual businesses to present a clear defining image without compromising the sense of unity of the whole building block or façade.

- Entrances shall be accentuated and oriented in a way that engages the primary public street.
- Entrances shall be easily identifiable.
- Entrances to individual stores or uses shall be articulated.
- Large buildings that front multiple streets are encouraged to provide multiple entrances. Likewise, buildings that front on-site parking areas shall provide entrances convenient to them.
- An appropriate use of civic art and artistic crafting of building materials can help distinguish building entrances.
- A recessed entry provides a pleasant transition from the sidewalk to the interior of a commercial building. It helps ease the change from the public street to the more private interior. Recessed entrances also provide a safe place for entry doors to open without extending into the public right-of-way.
- Buildings with recessed entrances shall have the door positioned parallel to the street (except at corner entries). The sidewalls of the recessed entry should continue the storefront display.
- Commercial doors act as part of the storefront display area, and shall continue the same general principles of the display window and bulkheads.
- Solid doors with no glass are prohibited. Similarly, residential style doors are prohibited on all commercial applications.



Corner entrances are an effective way of engaging multiple streets.



Recessed entries provide a safe, convenient place for entering and exiting a business.



Sidewalls of a recessed entry should continue the storefront display.

BUILDING ENTRANCES

- Heavily ornamented doors (leaded glass, fancy window shapes, etc.) shall be avoided. Rather, subtle decorations such as metal kickplates, decorative hardware, or professionally painted signs are encouraged to make the front door special.
- Secondary doors (such as those leading to 2nd floor spaces) shall have smaller windows, and be placed less prominently than the main commercial entrance.
- Buildings with rear parking lots shall incorporate rear doors with the same design principles as front entrance doors.
- Sealing or closing-off existing entry doors, blocking them with merchandise or any obstruction, or covering glass door panels with an opaque material is prohibited.
- See Section 5 – Supplemental Guidelines for Residential Entrances.



Subtle decorations such as metal kickplates, and decorative hardware are encouraged.

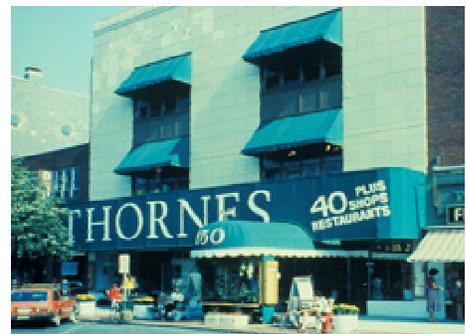


Secondary entrances and signage should not be as prominent as primary entrances.

BUILDING AWNINGS AND CANOPIES

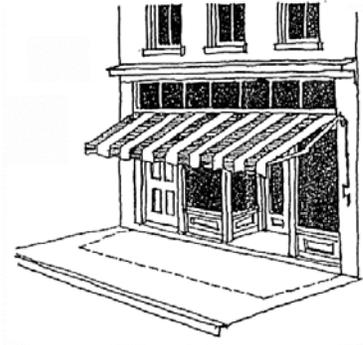
Metal canopies and fabric awnings serve to provide a pleasant sidewalk space for shoppers, add character and interest, and may serve as backdrops for signage and graphics. Awnings are a desirable feature in the Downtown (especially on south facing facades), but inappropriately designed, they can significantly reduce the appeal and diversity of the streetscape.

- Awnings and canopies shall fit the opening they are intended to cover.
- Awnings and canopies shall not extend across multiple openings or buildings.
- Awnings and canopies shall be designed to create visual interest and diversity for individual businesses.
- Awnings and canopies for a single business must be consistent in color, pattern, and mounting.
- Awnings and canopies across the front of one building with multiple businesses shall be aligned horizontally and be of a common profile.
- Fabric and canvas awnings are encouraged. Solution dyed acrylic is the preferred material due to its good mildew and abrasion resistance and dimensional stability. A diverse range of colors and patterns are available, and should be selected to enhance building features and complement building colors.
- Back-lit or internally lit awnings are prohibited.
- Elaborate facings or extravagant designs on awnings or canopies shall be avoided. Flat canopies shall be simple and unadorned.
- Graphics and signs on awnings and canopies shall be appropriately scaled and located.



BUILDING AWNINGS AND CANOPIES

- Awnings and canopies must provide a minimum vertical clearance of 8 feet from pavement level.
- Permanent canopies and marquees are permitted if they fit the architectural style and aesthetic of the building.
- Awnings and canopies shall not conceal architectural details of the building.
- Refer to the City of Manhattan Zoning Regulations for additional awning requirements and size limitations.



BUILDING SIGNS

Building signs convey more about an individual store (and business district) than any other storefront element. Signs can add visual interest and detail to a building, as well as communicate the quality of business within. In order for signs to be effective, they must be harmonious in scale and color with the building and neighboring buildings. The desired intent is for signage to be integrated such that it becomes a natural part of the building façade. All signage must conform to the adopted zoning regulations of the City of Manhattan.

- Signs must be professionally crafted.
- Signs shall fit the overall proportions of the building and be integrated into the building design.
- Signs shall be mounted no higher than the bottom of second story windows in multi-story buildings.
- Signs shall not call attention to themselves at the expense of neighboring businesses by virtue of their color, scale, lighting, materials, or other obtrusive features. Signs should not dominate the building façade.
- Signs that impact surrounding residential areas with light pollution or obstruction of sight lines are not allowed.
- Secondary and/or rear entrance signs are required when parking is available behind or on sides of the building, or where deliveries are made.
- Advertising placards which obscure views into and/or out of windows are prohibited in storefront windows.
- Signs shall not interfere with operable doors, windows or architectural detailing.
- “Shingles” or projecting signs that are pedestrian oriented are encouraged, shall be designed to be proportional to the building façade. Business name signs painted on plate glass are also encouraged.
- The address and hours of operation shall be displayed.
- Directory signs for buildings containing multiple businesses are permitted.



Creative and careful selection of specific sign elements can help to promote the personality of a business.



Oversized and ill- designed signage can leave a negative impression.



Cluttering windows with too many signs can block views of merchandise and present a confusing and overwhelming image. Advertising placards such as this are prohibited.

BUILDING SIGNS

- Creative signs (within the context of the building) and signs that incorporate bold and vibrant colors (while exemplifying good graphic design) are encouraged. The incorporation of logos or icons is also encouraged.
- Individual cut and mounted aluminum or bronze letters are acceptable.
- Signs shall be installed on the frieze or sign band of a building, or on windows, doors, or awnings. Establish a sign band on buildings that may not have a clearly demarcated area for signs.
- Neon signs that advertise products or sales are prohibited.
- Refer to City Sign Ordinance for additional requirements, and prohibitions.



Signs should fit in their sign band, as in this example.



Exterior menu displays and area directories are a great way to attract customers.

<p><i>Gold leaf on glass</i></p>	<p><i>Layered and hand-painted sign</i></p>	<p><i>Pedestrian orientated shingle or projecting sign</i></p>
<p><i>Pin mounted, individually cut letters</i></p>	<p><i>Metal sign with dimensional letters</i></p>	<p><i>Creative metal sign</i></p>

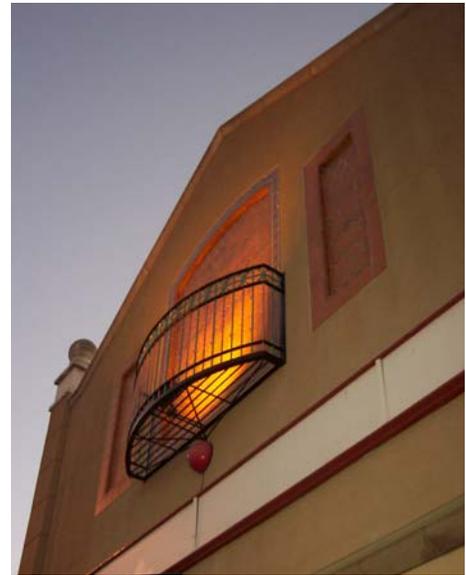
BUILDING LIGHTING

Effective façade lighting can enhance the pedestrian environment and create a dramatic visual effect that encourages nighttime activity.

- Lighting shall be architecturally integrated with the building style, material, and color.
- Control lighting intensity to assure light pollution and glare are not directed toward neighboring areas and motorists. Use full cut-off fixtures with diffusing or other lenses to control adverse lighting effects.
- Use down-lighting, bollards, and wall-mounted sconces to reinforce circulation corridors.
- Area lighting shall result in a minimum 1/2 foot candle at all pedestrian areas.
- Illumination of portions of buildings, direct or indirect, may be used where the utility or aesthetic results can be demonstrated. Use lighting to illuminate signage or special architectural details, and to illuminate merchandise in display windows.
- Wall mounted flood lights, flashing, pulsating or moving lights, non-commercial lighting fixtures, or the use of neon tubing to border windows and doors is prohibited.
- The use of color correct fixtures, such as metal halide, is preferred.
- Building mounted floodlights used to illuminate parking lots are prohibited.
- Except for very low wattage ornamental lighting, all fixtures must be full cut-off design, mounted in a horizontal position as designed.



Illuminating a storefront at night provides advertising, discourages criminals, and promotes nighttime activity.



Carefully designed lighting of architectural details can make the ordinary seem dramatic.



Pedestrian areas should be well lit.

PARKING STRUCTURES

Parking Structures are an effective way of creating a large amount of parking in a limited area. Parking structures should incorporate design features that effectively mask the building as a parking structure. Creativity, attention to detail, and an understanding of the site should be utilized when designing these structures.

- The inclusion of retail, commercial or office uses is encouraged along street frontages at the ground floor of parking structures.
- Unless otherwise specified, parking structures in the Districts should be constructed to zero-lot lines.
- Primary façades of the parking structure shall be designed to be compatible with neighboring buildings. Parking structures shall respect adjacent property by providing appropriate transitional elements such as pedestrian alleys, green spaces or height reductions.
- Facades of parking structures shall adhere to the same building quality and aesthetic requirements outlined elsewhere in the Building Guidelines.
- Parking structures shall provide clearly defined pedestrian entrances and circulation.
- Parking structures shall be screened so that views of cars from the street level are limited.



The inclusion of retail, commercial and office use is encouraged at the street level of parking structures.



Parking structures should incorporate the same level of architectural detail as other buildings.



Required fenestration for parking garages can be accomplished with screen elements, giving the structure a more solid look.

SECTION 5 – SUPPLEMENTAL GUIDELINES

Small Scale Residential Guidelines

Small Scale Residential Guidelines

The Arts District and the Tuttle Creek Boulevard District will include new small-scale multi-unit residential developments including single-family rowhouse and mixed-use live/work walk up units. It is intended that this housing will be transitional form between the existing single-family detached dwelling neighborhoods to the west and larger scale urban apartment developments within the Districts. This housing should maintain the character of a traditional medium density urban housing street.

Building Orientation and Siting

- To the greatest extent possible, housing and live/work units should be constructed to the property line facing a street.
- The primary entrance to residences and first floor commercial spaces shall be oriented to the street.
- Off-street parking shall be located to the rear of the buildings and shall be screened from view from adjacent streets and commercial properties. Parking between the building and the adjacent street right-of-way is prohibited.
- Off-street parking for residential developments shall be provided in a minimum ratio of 1 parking space per bedroom for each dwelling unit.
- Private garages are encouraged. Garage entrances shall not open on a public street or open space.
- Mechanical equipment and refuse containers should be located at the back of buildings and shall be screened from view from public streets and adjacent properties.
- Entries facing a public street shall have a transition element such as a stoop, a small porch, or other feature to differentiate the private entrance from the public sidewalk.
- Narrow entry gardens between the primary façade and the property line are encouraged. Gardens shall be a minimum of 6 ft. in depth.

Building Massing and Facades

- Any façade, which faces a street or public open space, shall have windows and shall be designed and constructed in character and quality similar to the primary façade.



An example of urban housing.



Entry garden and stoops activate the pedestrian environment.

Small Scale Residential Guidelines

- Windows shall make up a minimum of 15% of the area of the primary façade.
- In attached rowhouse developments, individual dwelling units shall be differentiated from one another through articulating architectural features. Such features may include changes in plane, changes in color or material, varied roof forms, variation in the rhythm of windows, balconies, bay windows, stoops, porches, or canopies.
- Attached rowhouse developments shall be 2 or 3 stories in height. First floor spaces may be occupied by commercial/retail use with residential and/or studio space on upper floors.
- Attached residential developments shall use durable, quality, low-maintenance materials on all facades. Acceptable materials include:
 - brick
 - stone
 - colored and/or textured concrete masonry units
 - cementitious siding
- When materials are discontinuous across a façade, vertical transitions shall occur at changes of plane. Masonry transitions shall occur at inside corners or shall continue around outside corners, a minimum of 24 inches. Exposed edges of masonry veneer at outside corners are prohibited.



Urban housing with entry gardens.

SECTION 6 – CHECKLISTS

Site Guidelines Checklist

Building Design Checklist

SITE GUIDELINES CHECKLIST

The following Site Design Guideline Checklist is intended to assist in the evaluation of development plan submittals. As such, the Checklist is only a summarized version of the requirements contained in the Design Guidelines, and shall not be used in the interpretation of specific requirements contained therein.

Building Orientation and Siting

- The building is oriented orthogonally with the local streets, and does not create an awkward relationship with the street or adjacent properties.
- **Arts District:** buildings should be sited to follow the predominant building to street relationship of adjacent buildings, and property lines are defined by plazas, landscaping, or walls
- Buildings that front multiple streets have a consistent façade treatment and have a form that addresses both streets.
- In multiple building developments, buildings on pad sites should be sited to define streets or pedestrian ways.
- Service areas are located to the rear or side of buildings and are screened from public view.

Parking

- Parking lots have a minimum of 6% green space, and on street parking has 100 s.f. of green space for every 10 cars.
- Parking lots are screened from the street network with a minimum 8' buffer and screened from adjacent properties with a minimum 4' buffer. Screens are to be a minimum of 3' high and composed of walls, fences or vegetation.
- Parking lots should include a clear pedestrian path from the parking areas to the place of business.
- Parking is located to the side or rear of buildings, unless technically infeasible.
- Commercial parking is not located between a primary building façade and a street or public space.
- Parking for single-family rowhouses or live/work units is located to the rear of the buildings and screened from view from adjacent streets and commercial property.
- Residential off-street parking is provided at a minimum of 1 parking space per bedroom for each dwelling unit.
- Parking lot pavement in concrete, asphalt, permeable asphalt, brick, or concrete pavers.
- Parking areas serving Large Retail Buildings is buffered from streets by landscaped areas not less than 15 feet in width.
- Landscaped areas representing 5% minimum of the total contiguous parking area is distributed throughout the parking area. No point is more than 70 feet from a landscaped area.
- Trees are located within the parking area at a ratio of not less than 1 per 5,000 s.f. of parking area.

Site Access

- Primary street sidewalks shall be a minimum of 8' wide. Secondary sidewalks shall be a minimum of 4' wide. Sidewalks shall be ADA compliant.
- Pedestrian amenities (benches, trash receptacles, etc.) are included and coordinated with the City of Manhattan.
- Curb cuts, existing and new, are no larger than 30 feet in width and spaced at least 30 feet apart.
- Delivery and service access is separated from on street parking areas and sidewalks.

SITE GUIDELINES CHECKLIST

Screening

- Softscape screening are appropriate for the application and provisions for watering and upkeep are included, and hard-scape screening is of solid construction, at least 6' high, kept in good repair and matches or compliments the building's architectural style.
- Residential areas are screened from utility banks and service areas by a minimum of 8' of green space and appropriate vertical screening.

Landscaping

- Landscaping opportunities along major public ways are capitalized on.
- Automatic irrigation or quick couplers are provided for the upkeep of landscaping.
- Non-living materials do not cover more than 25% of landscaped areas..

Walls and Fences

- All walls and fences match or complement the building's architectural style. Chain link or Wooden Stockade Fencing are not used anywhere in the project.
- Walls include architectural details and walls 25' or longer incorporate plant materials. Walls include convenient pedestrian openings.

Site Lighting

- Lighting is architecturally integrated with the overall site design.
- Area lighting results in a minimum ½ foot candle in pedestrian areas and .2 foot candles in parking areas.
- Flashy, pulsating, and moving lights are not used.
- No cobra-head or building mounted flood lights are used for parking lot illumination.
- Light poles do not exceed 35' in height.
- Parking lot light sources are directed away from residential neighborhoods with full cut-off hoods and shades.
- At pedestrian promenades and primary sidewalks, ornamental light fixtures have been coordinated with public right-of-way lighting throughout the downtown.

Other Considerations:

Applicant's design incorporates the following creative design elements / solutions:

Applicant's Design lacks sufficient attention to the following:

SITE GUIDELINES CHECKLIST

BUILDING GUIDELINES CHECKLIST – ARTS DISTRICT

The following Building Design Guideline Checklist is intended to assist Manhattan City staff and the Urban Area Planning Board, in the evaluation of development plan submittals. As such, the Checklist is only a summarized version of the requirements contained in the Design Guidelines, and shall not be used in the interpretation of specific requirements contained therein.

Building Facades

- All visible facades are treated similarly with respect to color, material, form, and detailing.
- All visible facades respect the scale of immediately adjacent buildings.
- Building details are appropriately located to enhance pedestrian access.
- Wall surfaces incorporate features that create a strong pattern of shade and shadow.
- Building facades have 3 distinct horizontal divisions; ground floor, middle, and top (or cornice).
- Long blank uninterrupted walls have been avoided on walls that face streets or green spaces.
- Traditional urban roof forms and parapets are included (no hipped and/or gabled forms). (See Special Exception for Arts District.)
- The building façade establishes relationships to adjacent buildings, through compatible, horizontal alignment of fenestration and architectural features.
- Primary residential building facades face a street or public open space and shall include a minimum of 15% window area.
- In rowhouses, individual dwelling units are differentiated from another through articulating architectural features.
- Discontinuous materials occur at changes of plane.
- Architectural details of an existing façade are not to be covered, altered, or damaged.
- Elements and materials that contribute to the original character of the building are not to be removed. Sandblasting or chemical cleaning of masonry will not be done.
- Multi-tenant buildings should be painted as one building.

Building Proportion and Scale

- The building is compatible in scale and proportion with other buildings in the immediate context.
- The building incorporates elements that relate it to the human scale. Design treatments of lower levels differentiate them from upper levels.
- Large buildings are reduced in perceived scale by dividing the building mass into smaller components.
- The building incorporates a sufficient sense of rhythm through the use of columns, fenestration, or other building elements.
- Spaces between building masses are scaled to maximize the comfort of users and incorporate features that promote activity and use.
- Attached rowhouse type residential units shall be 2 or 3 stories in height.

Building Materials

- Building is constructed out of durable, sustainable, maintenance free materials such as stone, brick, ceramic tile, and colored and textured CMU. Simulated materials are not used.

BUILDING GUIDELINES CHECKLIST – ARTS DISTRICT

- There is no smooth face concrete block, tilt up or precast concrete panels, wood shingle, or composite sheet sidings used as the exterior finish material. No façade has more than 35% of its area covered in Exterior Insulation Finish System.
- Colors for exterior finishes are selected to provide visual unity. The predominant color of the building matches or complements the natural yellow, pale tan, beige, brick, and brown tones existing throughout the area.
- Accent colors compliment the body coat, and there are no more than 4 colors on the building façade.
- In residential buildings, cementitious siding is used only on side and rear facades, and on street-facing facades above the first floor. EIFS is prohibited in residential buildings.

Building Roofs

- There are no false roofs or mansards in the design. The roof form is composed of simple geometry appropriate to the District.
- Roof mounted mechanical equipment is hidden by the use of parapets.

Display Windows

- In the Arts District at least 70% of the first floor building fronts is composed of transparent glass on the primary façade. Highly tinted or reflective glass is not used.
- Display windows are elevated above sidewalks 18 to 24 inches through the incorporation of bulkheads.
- New windows match the existing windows, and all storefront systems retain the simplicity of the design characteristics of the District.

Building Entrances

- Primary entrances engage the street, are easily identifiable.
- Convenient entrances from on-site parking are provided.
- The main entrance door is appropriately situated parallel and preferably recessed to the street and is of appropriate style.
- Solid, residential, or heavily ornamented doors are not used.
- No existing entry door is sealed, blocked, or covered with an opaque material.
- Large buildings fronting multiple streets have multiple entrances.

Building Awnings and Canopies

- Awnings or canopies do not extend across multiple buildings.
- Awnings or canopies create visual interest for individual businesses.
- Awnings or canopies fit the opening they are intended to cover.
- Awnings or canopies are consistent in color, pattern and mounting.
- Awnings or canopies allow a vertical clearance of 8 feet from pavement level.
- Back lit or internally lit awnings are not used.
- Graphics and signs are appropriately scaled.
- Elaborate or extravagant designs are not used.
- Awnings or canopies do not conceal features or architectural details of the building.

BUILDING GUIDELINES CHECKLIST – ARTS DISTRICT

Building Signs

- Signs are professionally crafted, fit the overall proportions of the building, do not dominate the building façade, and are mounted no higher than the bottom of second floor windows in multi-story buildings.
- The sign either fits in an established sign band or an appropriate sign band has been created for the sign.
- Signs do not obstruct site lines or create light pollution for neighboring properties.
- Advertising placards are not used, and signs do not interfere with architectural detailing or operable doors and windows.
- Address and hours of operation are displayed. A directory sign is included if the building has multiple businesses.
- There is no box sign proposed or present. Signs are of preferred materials such as wood, metal and glass.
- Neon signs do not advertise products or sales.
- Quality historical signs are being preserved.
- Creative signs that incorporate bold and vibrant colors and the incorporation of logos or icons are encouraged.
- Signs conform to the City of Manhattan Sign Ordinance.

Building Lighting

- Lighting is integrated with the building style, material and color.
- Fixtures do not reveal the light source, and incorporate diffusing lenses or other measures to eliminate light pollution to residential areas.
- Building mounted flood lights are not used to illuminate parking lots.
- Cobra-head fixture lights are not used.
- Lighting incorporates color-correct lamps such as metal halide.
- Circulation corridors are lit by wall mounted sconces, bollards, or down lighting. Area lighting results in at least ½ foot candle at all pedestrian areas.
- Portions of the building are illuminated directly or indirectly for utility purposes or to highlight architectural details and signage.

Parking Structures

- Retail or commercial space is included on the first floor.
- Parking structure facades adhere to the building and site design guidelines and incorporate design features that effectively mask the building as a parking structure.
- Views of cars are screened from the pedestrian level, and clearly defined pedestrian entrances are included.
- Parking structures are constructed to zero lot lines.

Other Considerations:

Applicant's design incorporates the following creative design elements / solutions:

BUILDING GUIDELINES CHECKLIST – ARTS DISTRICT

Applicant's Design lacks sufficient attention to the following:
