

DESIGN REVIEW

STANDARDS FOR DEVELOPMENT



Design Review - Standards for Development

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1102.01 INTRODUCTION.

These standards for development have been designed to aid the developer in designing a pleasing environment supportive of the goals and objectives of the Central Area of Youngstown.

These goals and objectives are as follows:

- (a) To promote a high level of architectural character and integrity in the Central Area.
- (b) To encourage the preservation of the existing urban character, and to enrich the physical form of the Central Area.
- (c) To require that development be consistent with an established set of comprehensive standards which will encourage a better quality living environment.
- (d) To recognize the importance of protecting existing culturally and architecturally significant structures in the Central Area and to enhance, preserve and protect such structures by encouraging the successful integration of new proposals with these resources.
- (e) To facilitate economic stability and growth in the Central Area.

The planning staff, together with the Design Review Committee, shall concern themselves with the review of all proposed development projects within the Central Area. Proposals under Committee jurisdiction shall include all new construction projects as well as exterior remodeling work, demolition and/or building additions planned for existing structures.

(Ord. 94-528. Passed 1-11-95.)

1102.02 GENERAL PROVISIONS.

It is not the intent of Chapters [1101](#) and [1102](#) to discourage or restrict the imagination, innovation or variety of design schemes for downtown development but rather to encourage the designer to focus on proposing creative high quality designs which will enhance the downtown environment.

Chapter [1102](#) is subject to amendment upon the recommendation of the City Planning Commission and with the majority vote of Council.

These rules shall be supplementary to the rules set forth in the Zoning Ordinance.

(Ord. 94-528. Passed 1-11-95.)

1102.03 BUILDING REVIEW; SITE REVIEW.

All proposed construction in the Central Area, except for districts zoned I-L Industrial-Limited and I-H Industrial-Unlimited shall be reviewed with respect to architectural character and design, facade treatment, roofscape design, scale, geometry and height. Because of the special nature of industrial projects, those proposed for I-L and I-H Industrial Districts shall be reviewed on an individual basis, so that particular development needs can be taken into consideration. Residential development which is proposed for the B-1 Central Business District shall be subject to the requirements set forth in Section [1102.06](#) as well as the general provisions of this chapter.

(a) Architectural Character and Design. Consideration shall be given to the compatibility of a newly proposed project's architectural character, design and facade treatment with other sound structures in good condition that exist in the immediate project area.

Within the B-1 Central Business District, encouraging the renovation of existing structures to create a unifying historic theme shall be a priority for the Design Review Committee, particularly along West Federal Street between Market Street and Belmont Avenue, and along the intersecting streets of Phelps, Hazel and Chestnut.

Renovation and restoration to a structure's original form and character shall be encouraged where possible to highlight the individuality and distinctive architectural qualities of various buildings in the area.

If a historic storefront or facade is present underneath more recent alterations, developers are encouraged to remove such alterations to expose the storefronts and to create continuity of personal scale in relation to the sidewalks and street furniture. In some instances, renovation of the building may not be feasible, particularly where the original character of the building has been lost through extensive alteration or the original building had little or no distinguishing features.

Where plans for alterations and additions to existing property are not historic in design, they shall be reviewed for compatibility with the character of adjacent property, neighborhood or environment.

Vacant upper stories of all existing structures should be promoted for apartment, business or office use. To prevent appearance of vacant buildings, windows shall be lined with black plastic sheeting or some other material as approved by the Design Review Committee.

It is encouraged that wall clutter, including projecting air conditioning units, overhead electric service units, sign support remnants and the like, on all existing vacant or occupied structures be reduced or eliminated where possible.

(1) Facade treatment. The use of materials which bring interesting substance and texture to the overall project appearance is encouraged. Suggested materials include masonry, such as split faced or decorative block and glazed ceramic tile finishes, wood, plaster, stucco, stone, brick, marble and terra cotta. The innovative, creative or exceptional uses of other materials shall be considered by the Design Review Committee. Aluminum or metal facades are strongly discouraged. To preserve area property values, solid walls or facades lacking in design features are discouraged. New or infill materials should correspond, be complementary in contrast or be neutral to adjacent structures.

When the facade of an existing building is being restored in the Central Business District, the following standards shall apply:

A. In the event that a building is eligible to the National Register of Historic Places and Federal money is involved restoration or renovation shall follow the Secretary of the Interior's standards for historic preservation.

B. When an existing structure's original facade is architecturally or historically significant, it should be restored as such; when full restoration is not possible, necessary alterations should be compatible with the original period of the structure.

C. Original storefronts should be preserved and repaired with little or no alteration to the architectural or historic integrity of the building as a whole; false facades or other attempts at modernization should be removed. A compatible relationship should be maintained between the groundfloor treatment and overall design of the building.

D. When visible from the right of way, side and rear walls should be architecturally compatible with the main elevation and shall be considered in the architectural restoration.

E. The use of canvas awnings is encouraged to provide shelter, reduce glare and conserve energy. Awning design and placement should complement the architectural character of the building.

F. The use of impenetrable glass in storefronts should be considered to eliminate the need for security gates and grates, and to alleviate security concerns. The use of exposed roll-down doors or grills is discouraged.

G. The character of a building is emphasized by the shape, size and placement of its windows and their decorative trim. Because of their architectural importance, therefore, the alteration or elimination of existing windows is strongly discouraged. Windows shall be provided/restored at street level wherever possible.

H. The use of interior blinds, insulating curtains or glass internal shutters and other decorative devices should be considered as an alternative to storefront alteration or elimination, particularly where energy conservation is of concern.

I. Window air conditioning units, nonfunctioning power lines, structures and signage which cover or mar the architectural features of a building should be removed.

J. The style, size, proportion and placement of signage should be designed in keeping with the architectural and historical significance of the building. Signage is generally intended for the pedestrian at ground level and should be designed accordingly.

K. External alterations which attempt to initiate the design of historic periods other than the original are inappropriate. It is preferable to use materials which are true to the original period of construction. Materials including vinyl, aluminum siding, anodized aluminum, mirrored and tinted glass, artificial stone or brick veneer are inappropriate for historic restoration, as are the use of mansard overhangs, wood shakes, nonfunctioning shutters and the like.

(2) Application of color. The application of color, whether alone or in combination with others, shall be reviewed with respect to the existing character of adjacent buildings in the surrounding area. Neutrals, earthtones and natural materials in subdued shades are encouraged. Bold, vibrant colors or color schemes, including fluorescents and neons, may not add to the quality of a project and shall be subject to stringent review.

The overall color scheme of external walls and structural elements, including windows, doors and trim, shall be reviewed. Architectural treatment of building fronts shall be compatible with materials used on the sides and rear. Where storefronts or other ground level uses are proposed, treatment of ground floor facades shall complement the treatment of the upper levels.

(3) Roofscape design. Where a roof will be visible from the street level of adjacent properties and/or public rights of way, the roof covering materials shall be subject to review. Such materials should be compatible in color, texture and design with adjacent properties.

For commercial projects in the immediate downtown business district, suggested roof materials include slate, copper, terra cotta tiles and solar panels. In addition, asphalt and wood shingles are also suggested for residential areas. On all but flat roofs, roll roofing (felt paper), aluminized flat roofing materials, aluminized

roofing paints or treatments or architectural roofing panels commonly used on pre-engineered metal buildings are strongly discouraged.

HVAC and other mechanical equipment, elevator shafts, and satellite dishes located on the roof shall be as inconspicuous as possible when viewed from adjacent properties or public rights of way at the street level vantage point. One means of accomplishing this would be to paint the equipment black. The equipment's appearance shall be well maintained.

(4) Scale, geometry, and height. The scale and geometry of a proposed building shall come under the review of the Design Review Committee to insure that it does not infringe upon the light and ventilation rights of adjacent structures. In addition, the aim of this review is to prevent a structure whose dimensions are uncharacteristic of the surrounding area. Placement and scale of window and door openings will be included in this review. New development should promote ground level pedestrian activity incorporating storefronts, open or internal arcades, and other public open spaces (such as malls, plazas, gardens) where applicable. Mallways which shorten the length of pedestrian walking distances between the blocks are also encouraged.

Maximum height requirements for all new structures are regulated through the Zoning Ordinance, Article VI, Area, Yard and Height Requirements.

The following are the suggested minimum height requirements for all new construction within the Central Area.

R-1.0	General Residential	2 stories, or 20 feet
R-1.5	Multi-Family Residential	2 stories, or 20 feet
I	Institutional	2 stories, or 20 feet
B-1	Central Business	2 stories, or 20 feet

B-3	Community Business	1 story, or 15 feet
I-L	Limited-Industrial	1 story, or 15 feet
I-H	Unlimited-Industrial	1 story, or 15 feet

(5) Demolition. The proposed demolition of any building or structure within the jurisdictional boundaries of the Design Review District shall be subject to review by the Design Review Committee. Nothing in this section shall be interpreted to supersede Ohio Basic Building Code Sections 4101:2-1-39 and 4101:2-1-40. In reviewing demolition proposals, consideration shall be given to the following factors: potential historic significance of the building or structure to be demolished, effect of demolition on surrounding property, structural integrity of the building or structure in question, proposal re-use of the property in question, and the extent to which alternatives to demolition have been explored.

Where demolition is requested by the applicant, the applicant must demonstrate that no adverse impact will result or that all reasonable alternatives to demolition have been explored and are not practical or feasible. The Design Review Committee may request the applicant to produce within a specified time frame, any of the following information to assist in determining whether demolition is justified:

A. A written report from an independent licensed professional engineer who practices as a structural engineer or architect with experience in rehabilitation as to the structural soundness of the structures on the property and their suitability for rehabilitation.

B. Testimony from the project's architect, or project developer, or project appraiser experienced in rehabilitation as to the economic feasibility of rehabilitation or re-use of the existing structure on the property. Written documentation shall be filed as official evidence of testimony.

C. Cost estimates and cash flow analysis of the various alternative uses of the property that have been explored, including demolition. Written documentation shall be filed as official evidence of testimony.

D. Testimony and relevant documents regarding any real estate broker or firm engaged to sell or lease the property; reasonableness of the price or rent sought by the applicant; any advertisements placed for the sale or rent of the property.

E. Economic incentives and/or funding available to the applicant through federal, state, City or private programs.

F. Other information considered relevant by the Design Review Committee.

Any failure to comply with, or produce, information requested by the Design Review Committee shall constitute a violation of this section. Review will be suspended until such time as the applicant produces the requested information or complies with this section. Nonresponsiveness by the applicant of any Committee request which remains unanswered for more than sixty days will constitute a voluntary withdrawal of the request for a review by the Design Review Committee.

Any demolition activity that occurs within the jurisdictional boundaries of the Design Review District without prior approval of the Design Review Committee is a violation of this section and shall be subject to punishment as prescribed by law.

Where demolition is required and permitted, the subsequent use of the affected property shall conform to the standards listed in this chapter. Special attention shall be paid to subsection (g) hereof. Where abutting walls are damaged as a result of demolition, they shall be repaired in a manner which is consistent with the immediate environment, and which effects the least change in the original character of the remaining structure.

(Ord. 97-217. Passed 9-24-97.)

(b) Plant Materials. Provisions shall be made by the developer for the continued maintenance of all trees, shrubs, flowerbeds, grass, groundcover and other plant materials used in landscaping. Dead or dying plant materials shall be removed and replaced as necessary. Plastic or other artificial plant materials are not

considered as appropriate landscaping materials and the Design Review Committee does not look favorably upon their use. When plant materials are used for screening purposes, evergreen or similar plant varieties should be used and should be large enough at planting to be immediately effective.

Note: The developer may wish to give careful consideration to the placement of all plant materials with respect to existing or proposed steam lines.

(1) Trees. Trees should be in scale with their surroundings and planted so as not to impede pedestrian traffic flow. The character of the trees (whether rounded, spreading, weeping, upright) shall be appropriate for their location and use.

When grouped, trees should be compatible in appearance with adequate spacing allocated for proper growth. Strongly colored trees are best planted separately. Flowering varieties can be grouped for an attractive seasonal effect.

Street trees are those medium to large-size trees which are planted in paved areas, generally along the right of way. To permit pedestrian passage, they shall have a clear trunk of seven feet. Street trees shall not be placed in planters or similar containers but rather directly in the pavement, with openings large enough to allow proper aeration and to permit water to reach the root system. Spacing requirements range from thirty-five to fifty feet. The minimum diameter of street trees shall be two and one-half inches at planting.

Ornamental trees are those trees generally trained as small shrubs and used in background planting. The ornamental qualities of these trees (branching structure, seasonal interest, flower or fruit color) should be given careful consideration when planning tree placement. They may be placed in planters, providing there is adequate room for growth and development. Placement of planters shall be out of the main pedestrian right of way.

(2) Shrubs. The primary consideration in selecting shrubs should be their natural growth height and suitability to pruning. Shrubs can be used as free-standing plants, or can be planted in groups to create hedges and screens. These hedges can be used for camouflaging objectionable views or for adding contrast and seasonal interest to the landscape. Shrubs and hedges should be prevented from growing into or otherwise restricting pedestrian traffic flow.

(3) Ground cover. Plants used for ground cover can be used under taller shrubs or as low-growing carpet. The varieties used should be selected for their toughness and ability to recover from pedestrian damage. They should not be so coarse in texture or tangled in growth habit as to make litter removal difficult. Embankment plantings shall be extremely hardy, have spreading growth habit and should be tolerant of drought conditions.

(4) Grass. Grass should be used only in passive areas and should be able to withstand casual walking or sitting. To prevent worn paths or shortcuts from developing through a lawn, grassed areas can be built up or contoured into a berm or other land form. Alternately, enclosures around the grassed area can be created by using walls, fencing and shrubs to prevent such short cuts. Small spaces between buildings, areas under trees with dense foliage and shaded spaces should not be covered with grass, since dampness and the lack of sunlight and rainfall may be detrimental to grass development.

(5) Mulch. Mulching materials, including wood chips, bark, peat moss or other natural materials, may be used in plant beds, planters or other suitable areas, but shall be maintained and periodically replaced with fresh materials. To prevent possible hazards, pedestrian ways shall remain free from such materials.

(c) Paving Materials. All paving surfaces, including but not limited to entranceways, sidewalks, public open spaces and service areas shall be of permanent hard surfaces with adequate grading and drainage. Dirt and slag surfacing is not permitted. Paving shall be coordinated with the street furniture, planters, fencing and lighting elements, where applicable as well as with the proposed structure. The following paving materials are suggested for use alone or in some combination to introduce patterns, textures and colors into paving treatments and to create continuity and consistency among the streets of downtown.

(1) Concrete. A variety of textures, such as broom finishes, and geometric patterns stamped or scored to resemble brick, stone or tile can be introduced with the use of concrete.

The use of color in pavement treatments is permitted if it has been carefully chosen to blend with the proposed building and site. Stone aggregates are available in a variety of colors, and precast concrete slabs also come in a variety of textures, colors and finishes.

(2) Stone. Slate, granite, quartzite, sandstone, marble and bluestone are all permitted paving materials. Stone cobbles, although attractive, are strongly discouraged in active pedestrian concourses. Loose stones of gravel are not permitted for paving pedestrian ways.

(3) Brick. Brick may be used for the entire paved surface or as a contrasting trim to concrete. The texture, color, size and durability should be taken into consideration for the intended use. Earthtones or a carefully selected range of colors are encouraged. Brick paving should be bonded to a concrete underlay with mortared installation or laid in a granular bed with sufficient drainage.

(d) Screens and Fences. The following materials are permitted for fencing: brick, masonry, stone, wood, wrought iron and evergreen hedging. Height and locational requirements can be found in the Zoning Ordinance.

(e) Street Furniture. The Design Review Committee shall review the use of street furniture as it relates to its environment. This review includes, but is not limited to benches and other seating arrangements, sculpture and other art pieces, planters, wastepaper containers, fountains, telephone booths, play equipment, tree grates, lighting posts/standards, kiosks and information booths. The location of street furniture in public open spaces is encouraged, but shall be placed out of direct pedestrian circulation paths.

The use of natural materials such as wood, brick, stone or living plant materials to introduce texture and interest to this element of the landscape is encouraged. The Design Review Committee discourages the use of plastic materials. Recycled oil barrels or similar means of collecting trash are also strongly discouraged.

Outdoor furniture and equipment should be appropriate for the climatic conditions of the area, and for the degree of use they are expected to receive. Factors including extent of wear and tear, vandalism or other abuse should be taken into consideration when designing and choosing street furniture.

(f) Lighting. The design, scale and placement of lighting fixtures should relate to the overall site image. Materials that are complementary to existing or proposed street furnishings should be used. Light fixtures should also be compatible with the proposed building. Suggested materials for lampposts are wood, cast iron, steel,

aluminum and concrete or other materials as approved by the Design Review Committee.

Careful consideration shall be given to the height and spacing of all lighting equipment. As a safety consideration, adequate illumination shall be maintained in all areas being served. Street lights are typically mounted at the height of thirty feet, with lower mounts used on streets of aesthetic or historic importance. In pedestrian ways requiring lighting, primary fixtures are mounted at the height of ten to fifteen feet. Lower level supplemental lighting or additional overheads should be used in potentially hazardous areas where grade changes or steps are located, for example.

Lighting equipment, when at ground level or low-mounted, shall not be an obstruction to the pedestrian, and shall be designed to avoid accidental disturbance, vandalism and electric shock if damaged.

In no case shall lighting create a glare or become a nuisance to adjacent property owner, particularly in residential areas. Additional requirements for parking lot lighting can be found in the Zoning Ordinance, Section 77.

(1) Decorative or accent lighting. Consideration should be given to illuminating particularly attractive, unusual or historically significant buildings, monuments or other features located on site with floodlights during evening hours to accent special features or qualities.

Tree, landscaping or flower beds are often lighted with units set directly in the beds and screened. Fountains and pools which are part of landscaping schemes can be illuminated through the use of submerged floodlights or similar equipment.

(2) Parking lot lighting. When commercial or private parking lots are operational during evening hours they shall be well lighted for pedestrian safety and protection from vandalism.

The internal parking area shall be lighted with omni-directional floodlighting equipment, located along principle parking aisles. Entrances shall be well lighted and clearly marked. Accent lighting, when incorporated into the landscape strip around the lot perimeter, shall not be an obstacle to the pedestrian.

(g) Allocation and Treatment of Open Space and Yards.

(1) General. Yards and open space should employ attractive paving materials, planting and landscaping, the use of street furniture where applicable, adequate lighting, screening or other elements to define the space and to relate such areas to adjoining buildings and street frontage.

Yards and open space on the site may be developed at the normal grade level, terraced or recessed to not more than four feet below ground level. Plans for open spaces incorporating sculpture, art work, murals, fountains, pools or similar water features, or other pieces of architectural significance shall be reviewed and approval is required by the Design Review Committee.

(2) Yard and height requirements. Area, yard and height requirements are set forth in the Zoning Ordinance, Article VI. Additional requirements are listed below.

In the B-1 Central Business District there are no setback requirements and construction may take place to the property lines. However, when any building is being proposed to a property line which abuts a public right of way, the developer shall be responsible for the maintenance of the paved sidewalk, sidewalk area, driveways and grass strips abutting such land. The developer is also encouraged to participate in the streetscape program as described in Section [1102.07](#).

Front yard setbacks should be in line with those of adjacent sites to promote the continuity of street frontage and to facilitate pedestrian movement.

Along West Federal Street between Market Street and Belmont Avenue, and along the intersecting streets of Phelps, Hazel and Chestnut, no front setback is permitted for the first or second story of any new development or restoration. The minimum height of said new development or restoration is two stories.

Front yards shall be kept free of parking, waste disposal facilities, service or loading docks and other similar activities.

When parking is present in the rear yard, it shall be effectively screened from public view by planting a four foot minimum width landscape strip around the

perimeter of the rear yard. This landscape strip should be continued along the side yards towards the front of the property where possible. This strip prevents car bumper overhang along the public right of way, reducing possible vehicular-pedestrian conflicts.

All yards shall be landscaped in a manner compatible with the immediate surroundings. Where appropriate, paving materials and planters are encouraged as substitute for, or complement to, grass or other ground cover. Paving shall be of a permanent, hard surface and decorative in design. Clay, sand, gravel, dirt or other temporary paving treatments are prohibited. When planting landscaping materials, vision clearance shall be maintained at all intersections, regardless of zoning district.

Where fencing is employed on or around the perimeter of a site, wood, brick, stone, masonry, wrought iron or evergreen hedging is permitted. When chain link fencing is proposed, consideration should be given to painting it black and accompanying it with evergreen or other plantings to soften its appearance. Planters, hedging, earthforms, berms or similar treatments used for screening or fencing are also permitted.

(3) Landscaping of building entrances. All building entrances shall be developed to make them attractive and convenient to the user. Ornamental trees, shrubs and other planting materials are encouraged, whether in planters or at the ground level near these entrances. These planting requirements may not apply in areas where extensively planted plazas have already been established. Proper signage is required for all public entrances, and when these entrances are to be operational during the evening hours, lighting shall also be provided.

(4) Pedestrian and vehicular circulation. Site and building design shall accommodate pedestrian circulation from parking structures or lots and from other buildings on the site. Pedestrian and automobile circulation shall be separated as much as possible throughout the site, with pedestrian paths designated through the use of different paving treatments.

The use of special passenger drop-off plazas, turn-arounds, motor courts and the like immediately adjacent to the building are encouraged where appropriate. Where two or more structures are in close proximity these plazas may be shared or common.

(5) Servicing, utilities and waste disposal. Servicing, loading and delivery shall be oriented towards the rear or side yard of the site whenever possible. These activities shall be located off-street and should be internalized where possible. View of the service area from public roadways, primary entry drives or drop-off plazas, courts, parking and pedestrian areas shall be screened. Paving of such service areas shall be of a permanent hard surface material and well drained.

A. Utilities. Where possible, underground placement of utility and communication lines is encouraged to reduce visual clutter. When it is necessary to place equipment above ground, it shall be screened from view and landscaped.

B. Waste Disposal. Outside dumpster areas shall be located in the rear yard where possible, enclosed and screened from public view. This area shall be paved with permanent hard surfacing and shall be accessible to vehicular servicing. The dumpster screen shall be constructed of material that is the same as or compatible with the primary building materials. The Design Review Committee recommends landscaping the area around these screens. In no instance shall dumpsters be permitted in the front yards of any site. (Ord. 94-528. Passed 1-11-95.)

1102.04 PARKING.

(a) General. All proposals, whether to create new parking facilities or to modify existing parking lots or structures, shall be submitted to the Design Review Committee for approval.

Each parking structure and/or lot should be designed with respect to the size of the property, surrounding street pattern, adjacent properties, nature of local soils and climate, and the number of cars to be accommodated. Where on site parking is required, the parking area may be internalized either within the proposed building or in attached or detached parking garages. Surface parking is permitted, but shall be oriented to the side or rear yard areas. The required number of parking spaces shall be supplied as inconspicuously and conveniently as possible in an attractive setting.

(b) Parking Garages. Proposed parking garages, whether for private or commercial use, shall come under the review of the Design Review Committee. Architectural character, design and treatment of a garage structure shall be compatible with or complementary to the principle building on the site or the adjacent structures it will be serving. The exterior elevations of parking structures should be designed to minimize

the use of blank concrete facades. In the parking garage, no part of a parked car below the hoodline should be visible from the ground level of any part of the site, adjacent sites or public right of way.

The minimum setback for a parking structure shall be the same that is required for a principle structure. Points of ingress and egress shall be clearly marked and shall be no closer than twenty-five feet to an intersection or other curb cut.

The use of planters, trellises and vegetation is encouraged for screening and decorative purposes. The Design Review Committee recommends planting a landscape strip with a minimum of four feet in width around the perimeter of the garage, consisting of some combination of evergreen trees, shrubs, vines, flowers, ground cover and lawn. When a garage is open during the evening hours, it shall be well lit both internally and externally.

(c) Surface Parking Lots. All parking proposals, whether for private or commercial use, can be found in the Zoning Ordinance, Section 77. Additional requirements are listed below.

(1) Location. In the B-1 Central Business District, private surface parking lots shall be oriented to the rear and/or side yard of the building being served.

For residential development, all required parking shall be provided for on the same lot occupied by the main building, with internalized parking preferred. For other uses, more than fifty percent (50%) of the required parking shall be provided for on the same lot with the balance provided on private property within 400 feet of the main use.

(2) Access. Curb cuts for access drives connecting commercial or private surface parking lots to the right of way shall be no closer than twenty-five feet to an intersection or other curb cut. Parking shall not be permitted in these drives. To prevent excessive vehicular traffic flow interruptions and to reduce vehicular-pedestrian conflict, no more than two access drives into any one lot shall be permitted. New curb cuts will not be permitted on West Federal Street between Market Street and Belmont Avenue.

(3) Peripheral lot treatment. All sides of a commercial or private parking lot abutting a public right of way (including streets, sidewalks and public open spaces) shall be treated as follows:

A landscape strip at least four feet in width shall be provided around the periphery of the parking lot. It is strongly recommended that this easement be planted with some combination of trees, shrubs, flowers, grass and ground cover. Decorative paving may also be used in combination with the above materials.

A fence or screen shall be provided along the inside of the landscape strip, and shall be not less than four feet, nor greater than six feet in height. This fence shall serve to prevent car bumper overhang onto any abutting public right of way. Convenient breaks along fences or screens shall be provided to allow for surveillance, security and pedestrian access.

Materials for the screen shall be permanent in nature with wood, masonry, brick, stone, wrought iron, compact evergreen hedging or some combination thereof permitted. It is suggested that if chain link fencing must be used, it shall be painted black and accompanied by evergreen or other plantings to soften its appearance. Railroad ties are strongly discouraged.

The screen can be built in the form of a planter, earthform or berm, taking all or part of the width of the landscape strip. The combined height of such screening methods and their plantings shall not be less than four feet. Fences, planters, earthforms or berms may be used individually or in some combination.

All parking lots, regardless of perimeter treatment, shall have pedestrian access to the public right of way and to all buildings served.

Where the parking lot abuts private property, including open lots, buildings, private drives or aisles, the landscape strip requirements shall be the same.

(4) Internal lot treatment, public and private parking lots.

A. Configuration. While the configuration of the parking lot is left to the designer, each stall shall be a minimum of nine feet by nineteen feet, exclusive

of drive aisles and turning bays. Where traffic is one-way, access aisles shall be a minimum of twelve feet in width; where traffic is two-way, access aisles shall be a minimum of twenty-four feet in width.

B. Paving. Paving shall be of a permanent hard surface, with standing concrete or better quality curbs and gutters. Paving materials should approximate those in the landscape guidelines and incorporate decorative elements. Such paving shall be properly graded and drained to dispose of all surface water, with grading and drainage plans approved by the Commissioner of Engineering.

C. Landscaping. The landscaping requirements listed below are exclusive of requirements for peripheral lot treatment.

The Design Review Committee looks favorably upon the development plans which incorporate the use of planting islands for the internal portion of large parking lots, both private and public, which accommodate more than 100 cars. These islands should be placed either at the end of each row of car stalls or within the row, with a minimum of one island per twenty-five car stalls. End islands should be a minimum of five feet by fifteen feet for a single row of cars, with one shade tree planted or five feet by thirty feet for double rows, with two shade trees planted.

Where islands are within the row of cars, they should be a minimum of five feet by five feet. Tree guards, grates, bollards, curbing or wheelstops should be used to protect trees from car damage. End islands may also incorporate some combination of shrubs, flowers, ground covers, mulch or paving.

Sidewalks placed between rows of parked cars shall be paved and shall be wide enough to accommodate bumper overhang. Decorative parking and landscaping should be incorporated into these pedestrian ways. In all cases, the line of vision clearance for vehicles traveling through the lot shall be maintained.

When more than one private parking lot is proposed on the same site and they are to be adjacent to each other, they shall be separated by a landscaped buffer four feet minimum in width.

(5) Additional requirements for commercial lots. Attendant booths or kiosks shall be permanent in nature. Materials used in construction shall approximate those prescribed for new construction, Section [1102.03](#)(a)(1).

Such structures shall be placed on concrete islands. Commercial parking lots shall not be within 100 feet of each other along the same side of a public right of way. It is suggested that there be only one sign per lot entrance, no larger than six square feet, with the name of the business, the word "parking" or simply the letter "P" encircled. In addition, there shall be one sign per kiosk or booth indicating the parking rates and hours of operation. (Ord. 94-528. Passed 1-11-95.)

1102.05 SIGNAGE.

The review of signage proposed for development projects shall address size, scale, geometry, location on building or site, materials, colors, detail, legibility, illumination, movement and wall or ground anchorage details.

(a) General Guidelines. These requirements are supplementary to the City's signage regulations. Private signs shall be designed with reasonable proportions and in keeping with the area and its buildings. Signs which combine inventiveness, excellence in lettering, coordination with the buildings colors and materials, legibility, creative lighting and effective use of logos or decorative devices are desired.

Signage is generally intended for the pedestrian at ground level and should be designed with this in mind.

The visual impact of any illumination during evening hours shall be taken into consideration by the Design Review Committee. Illuminations shall not be by harsh, colored lights and shall not flash or pulsate.

Signage shall not employ moving parts, or emit noise, smoke or other foreign substances so as not to distract motorists or cause a safety hazard.

It is recommended that signage be limited to two per building. Letter height on signage should not exceed twenty-four inches.

Signage for multiple tenant buildings shall be reviewed by the Design Review Committee on a case-by-case basis. One consolidated sign identifying all building tenants is recommended.

(b) Permitted Signage. The following is a summary list of permitted signs:
Walls signs, including directories, plaques and signs for building or business identification

Ground signs, including dedication and memorial monuments and monuments for building or business identification

Signage painted on windows

Canopies and awnings

Marquee signs (theaters, hotels, motels, inns only)

Parking lot or parking garage signs

Temporary signs (by permit only)

(1) Wall signs. Wall signs are those signs which are attached flat against the wall of any building or structure. They shall be architecturally integrated with the building upon which they are displayed. No sign shall project more than twelve inches from the wall of the building or structure. The bottom edge of a wall sign shall not be less than eight feet above the sidewalk, except for those signs which do not project over three inches beyond the face of the building over public property. Wall signs shall not cover the ornamental features of a building. Wall signs should relate to the cornice line of the buildings and should reinforce the pedestrian scale.

One sign is permitted per street front. All copy shall be clear, legible and in good contrast to sign background material. Illumination of signage shall not produce a glare. Signs painted directly on the wall of a building are included in this category.

(2) Ground signs. A ground sign is any detached sign supported by uprights, braces or a foundation. They stand independent of a building or structure. Billboards are not included in this category.

Ground signs and monuments shall be architecturally compatible with the building to which they are related. One ground sign is permitted per street frontage. Signage constructed as part of a landscape area shall be compatible with those landscape elements.

Placement of all ground signs or monuments shall be reviewed by the Design Review Committee. No sign shall be placed in front of the building setback requirements. Clear sight shall be maintained at all times along a public right of way for vehicular as well as pedestrian safety. All ground signs shall have a side yard clearance of at least five feet from buildings and lot lines.

No ground sign shall at any given point be more than twenty-two feet nor less than two feet above grade line, and shall be properly supported and braced.

Copy shall be clear, legible and in good contrast to background material. Illumination is permitted, either internally or by concealed floodlight. The base of monuments may be landscaped with combination of low growing bushes, plants or flowers.

(3) Window signs. Window signs are those signs in which all lettering, logos and illustrations are painted directly on the glass surface of windows, doors, or storefront bays. It is recommended that such signs not exceed thirty percent (30%) of the total glass area of the window.

Lettering of all window signs shall be clear, using colors which are compatible with the building facade or storefront. One window sign per street front is permitted to create a more uniform street front.

(4) Canopies and awnings. Canopies and awnings shall be architecturally integrated with the character of the building to which they are attached. A minimum clear space of seven feet under canopies or awnings shall be required for safe pedestrian passage.

(5) Marquee signs. Marquee signs shall be constructed entirely of metal or noncombustible materials and may be attached to or hung from a marquee. When hung from a marquee, at its lowest level the signs shall be at least nine feet above sidewalk or ground level.

Signs shall not extend outside the line of the marquee. Signs may be attached to the sides and front of a marquee and such signs may extend the entire length and width of such marquee, provided the sign does not exceed more than six feet above nor one foot below such marquee, but under no circumstances shall any sign have vertical dimensions greater than six feet.

(6) Parking lot and garage signs. Signs which identify parking lots or garages, whether commercial or private, shall not exceed six square feet in area. One sign per entrance is permitted to maintain proper sight clearance.

One additional sign is permitted per kiosk or attendant booth with copy limited to identifying the parking rates and hours of operation. This sign shall not exceed four square feet.

(7) Temporary signage. Temporary signage, relating to advertisement, construction of announcement, real estate, banners, flags or pennants shall be permitted pursuant to Section 2307 of the existing City signage regulations. In addition, all banners, flags or pennants, whether suspended from marquees, canopies, awnings, utility poles or similar means, shall not be hung lower than eight feet above the sidewalk or ground level to allow for safe pedestrian passage. The placement of such temporary signage shall first be approved by the Design Review Committee before any permits are issued.

(c) Prohibited Signage. The following signs are prohibited:

(1) Portable or trailer signs, including those with changeable copy, shall not be on permanent display.

(2) Free-standing signage, other than those noted, including pole signs and sandwich boards.

(3) Signs which are hung in such a manner so as to swing or move freely.

(4) Signs projecting into a right of way so as to cause possible vehicular or pedestrian hazard.

(5) Temporary signs, other than those noted.

(6) No sign painted or printed on paper muslin or other fabric shall be extended over public property or posted, tacked or otherwise secured on any exterior surfaces of buildings or other surfaces of other fixed objects except as provided under temporary signage.

(7) No sign shall be erected or placed over the face of an existing sign. No additional sign or advertising device shall be attached to or suspended from any sign.

(d) Exempt Signage. Signage which is exempt from the requirements set forth in this section includes the following:

(1) Institutional signage. Institutional signage includes those signs for public, charitable or religious institutions.

(2) Integral signs. Decorative or architectural features built into the walls of buildings as an integral part of their design including memorial plaques or tablets, cornerstones, historic tablets and the like consisting of bronze, brass, glass, marble, stone, aluminum, stainless steel or other similar materials.

(3) Municipal signs. Signs required by law to be maintained or posted through governmental order, rule or regulation. This includes directional and traffic signs, legal notices, railroad and danger signs, public safety and convenience signs (such as those indicating public transit service, public utilities, pedestrian

convenience information), flags or other government insignia. (Ord. 94-528. Passed 1-11-95.)

1102.06 RESIDENTIAL DEVELOPMENT IN B-1 CENTRAL BUSINESS DISTRICT.

All proposals for residential development within the B-1 Central Business District shall be reviewed on an individual basis by the Design Review Committee. Proposals shall be subject to the requirements of this section as well as other sections as deemed necessary by the Committee, based on the nature of the project.

(a) New Residential Development Projects. The ground floor or basement level gross floor area can be devoted to commercial or office space use in mid to high-rise development proposals. Commercial uses not directly related to the rental or sale of the units are not permitted in low-rise or garden-style residential proposals.

Principal buildings shall be set back from the right of way a minimum of twenty-five feet. No parking is permitted in this setback area. Side and rear setback from the right of way shall be a minimum of fifteen feet.

When two or more buildings are proposed for the same site, they shall be a minimum of thirty feet apart, with no dwelling unit facing the rear of any other dwelling unit or structure. Garden-style and townhouse development are limited to a minimum of four or maximum of eight units per building. Parking shall be provided at the rate of 1.25 spaces per dwelling unit, or one space for every three units when the development is solely for elderly housing. Additional parking spaces required for commercial or office uses shall also be provided as stipulated in the Zoning Ordinance.

Parking in secured, covered garages or underground structures is encouraged. In the case of townhouse development, when individual attached garages are proposed for each dwelling unit the balance of the parking requirement shall be provided for in off-street parking bays. Where attached garages are not provided, separate garage structures, off street parking bays or some combination is expected. All surface parking lot shall be located in the rear of the development and shall be pursuant to the requirements of Section [1102.04](#).

(b) Apartment Conversions: Existing Buildings. The following requirements shall apply to existing buildings which are being converted into apartments, lofts or other residential units.

Developers are encouraged to retain and promote commercial or office uses at the ground level. All changes to the exterior of the building shall conform to the requirements of Section [1102.03](#).

Where front, side or rear yards are present, they should be landscaped. Such yards and vacated alleyways leading to or from the block's interior should be designed to accommodate a plaza or open space suitable for passive recreation for the tenants. Developers are encouraged to remove existing pavement in these areas and to sod or seed with grass or other ground cover. The planting of some combination of trees, shrubs, flowers and ground cover is recommended at the ground level or in planters. Building entranceways shall be landscaped and lighted. Where an existing building is on the property line adjacent to a public right of way, the developer is encouraged to participate in the Streetscape Program as described in Section [1102.07](#). Consideration should be given to building security systems.

Parking is required and shall be supplied at 1.25 spaces per dwelling unit. When on site, the design of parking lots shall follow the requirements of Section [1102.04](#). However, due to the nature of the development, land for the required parking may not be available on site. The required parking shall therefore be provided on a permanent basis in a private or leased lot that is located within 300 feet of the building entrance. (Ord. 94-528. Passed 1-11-95.)

1102.07 STREETSCAPE PROGRAM.

Because zoning does not require setback requirements in the Central Business District, construction can and often does take place to the property line. This leaves little space for landscaping or other visual relief, except in the public right of way.

The City mandates through Section [913.05](#) of the Streets, Utilities and Public Services Code that the property owner has the responsibility of keeping land, including paved sidewalks, sidewalk areas including driveways and grass strips abutting such land in repair and free from nuisance. Where the property owner would like to get further involved with landscaping the right of way abutting his property, the following guidelines are set up.

(a) Paving. The continuation of the downtown design theme is encouraged through the use of decorative paving materials in earthtone colors, particularly in walkways, building entrance areas, median strips, tree cut-outs or other appropriate areas of public right of way.

(b) Landscaping. When street trees are planted, they should have two and one-half inch minimum diameter trunks and should be placed thirty-five to forty feet apart. Tree guards should be utilized to protect trunks from damage. Tree cut-outs should provide for adequate drainage and aeration. All attempts to landscape are encouraged, whether directly at ground level or through the use of attractive planters.

(c) Any street furniture that is proposed such as benches, trash receptacles, planters and the like, shall be placed out of direct pedestrian circulation; and shall conform to requirements set up in Section [1102.03](#)(b) to (g)

(d) Plans for streetscape proposals shall be made available to the Design Review Committee for their review and approval. (Ord. 94-528. Passed 1-11-95.)