ARTICLE 4. EDGE DISTRICT

Div. 4.1. Description

The Edge District is the area most removed from the Historic District. As such, greater flexibility in design is available here, in terms of form, character and materials. While this area was historically associated with the Stockyards, little evidence of this remains today and new development is anticipated here that will be less influenced by historic precedents. Therefore, greater variety in building form and materials is appropriate in the Edge District. An objective is to provide services that support the overall Stockyards area and adjacent neighborhoods.

The intent is to promote best practices in urban design, by establishing a more pedestrian and bike friendly environment and to enhance connectivity within properties and to the other parts of the Stockyards area. Streets should be designed to be active and visually engaging at the sidewalk edge.

The Edge District includes the following sub-districts:*

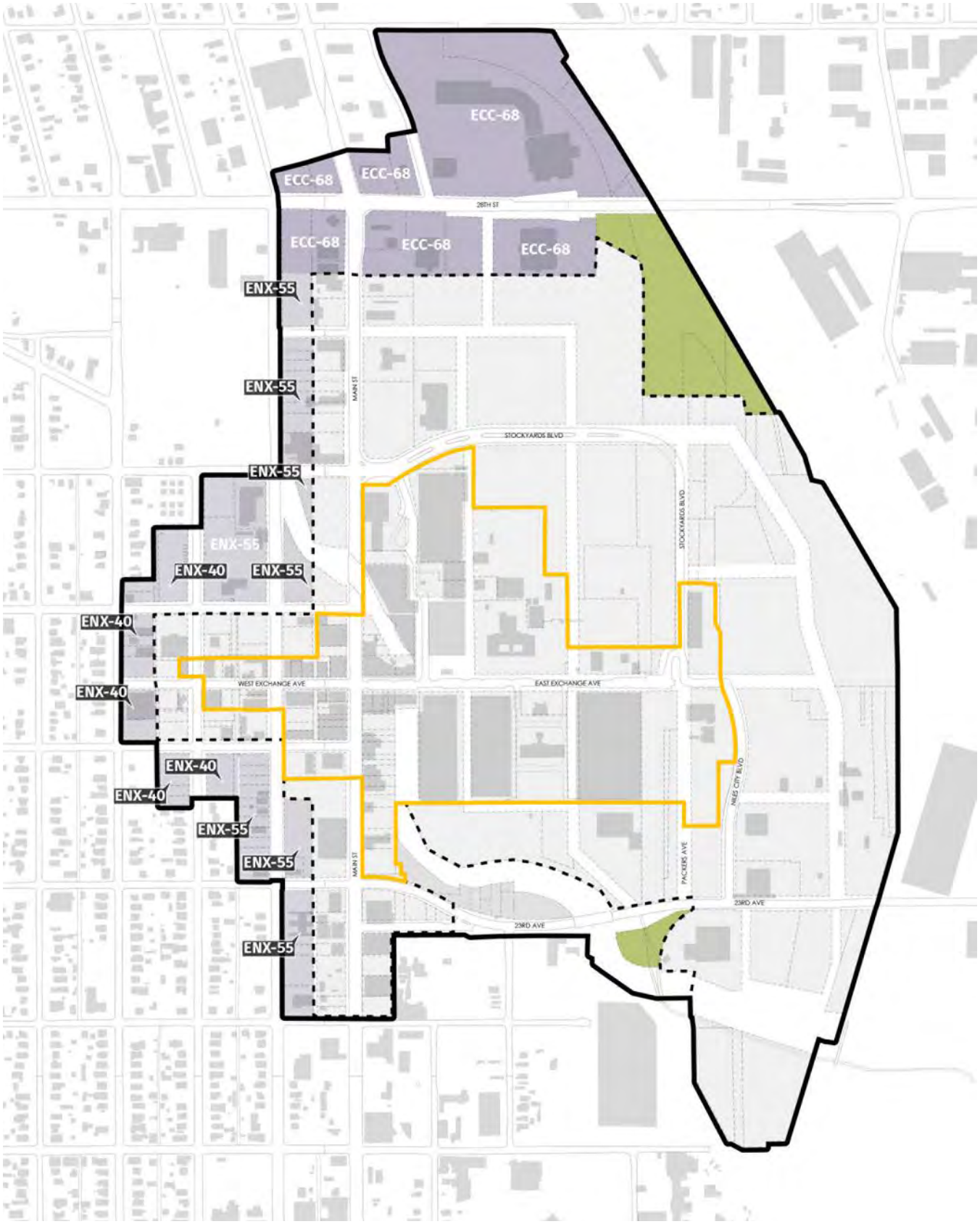
1. SY-ENX: Neighborhood Mixed Use-40, -55
2. SY-ECC: Commercial Corridor-68

*The number represents the maximum height allowed in feet for that sub-district.

This Article includes development standards (Div. 4.2 and Div. 4.3) that are mandatory and apply to all properties throughout the Edge District.

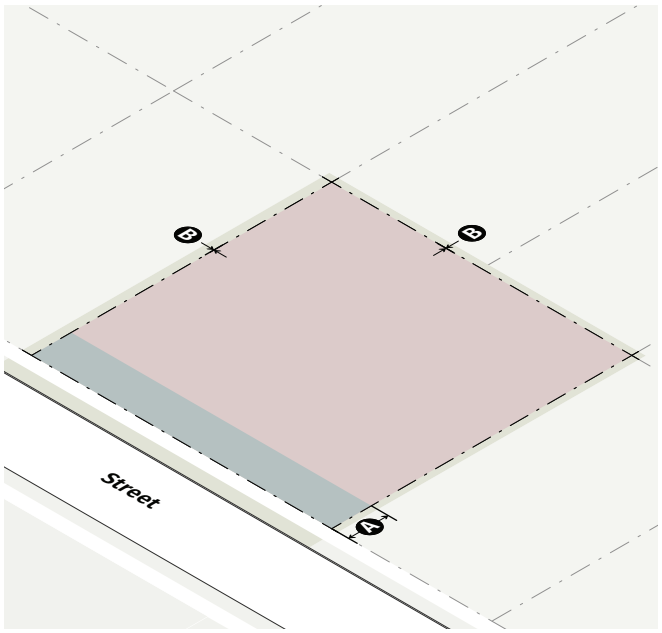
This Article also includes design guidelines (Div. 4.4). The design guidelines are intended to work in concert with the development standards to promote high quality development and best practices in urban design. They are provided as advisory information, except where a project seeks a major modification from the Urban Design Commission, in which case compliance is required.

Div. 4.2. Edge Sub-Districts



SEC. 4.2.1. NEIGHBORHOOD MIXED USE (SY-ENX)

A. BUILDING PLACEMENT



Intent

The Edge Neighborhood Mixed Use District (SY-ENX) is intended to serve as edges to the abutting Transitional Districts. A mix of uses, including commercial and multifamily residential is envisioned, which will provide supporting services and housing for the stockyards area. The intent is to promote best practices in urban design, by establishing a more pedestrian and bike friendly environment and to enhance connectivity within properties and to the other parts of the stockyards area. A wider range of street activation techniques is available in these areas.

Applicable Districts

SY-ENX-40, SY-ENX-55

Use

Allowed uses	see Div. 6.1

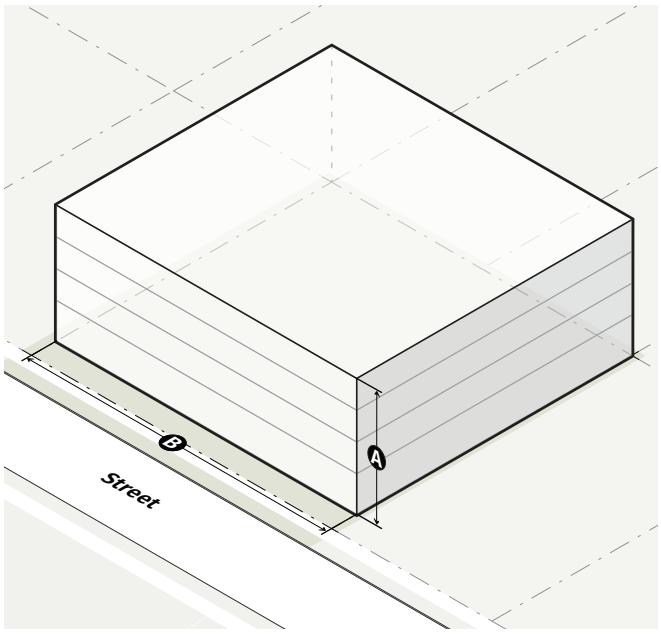
Lot

Area	n/a
Width	n/a

Building Setbacks

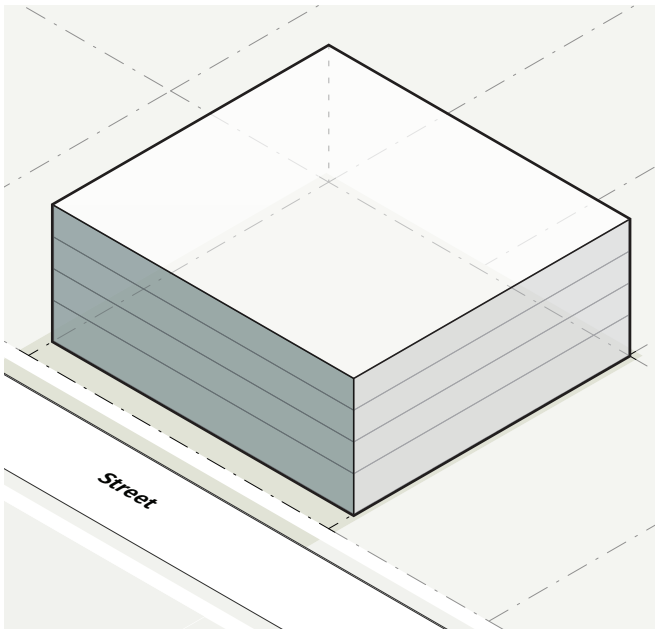
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



Building Height		
Ⓐ	Maximum height	
	SY-ENX-40	40' max
	SY-ENX-55	55' max
	Minimum height	n/a
Roof Form		see Sec. 5.2.1
	Flat	Allowed
	Traditional parapet	Allowed
	Barrel vault	Allowed
	Gable: medium pitch	Allowed
	Gable: steep pitch	Allowed
	Hipped	Allowed
Building Form		see Sec. 5.2.2
Ⓑ	Street-facing building length	150' max
	Rectilinear building	Allowed
	Angled, curved building	Allowed
Articulation		see Sec. 5.2.3

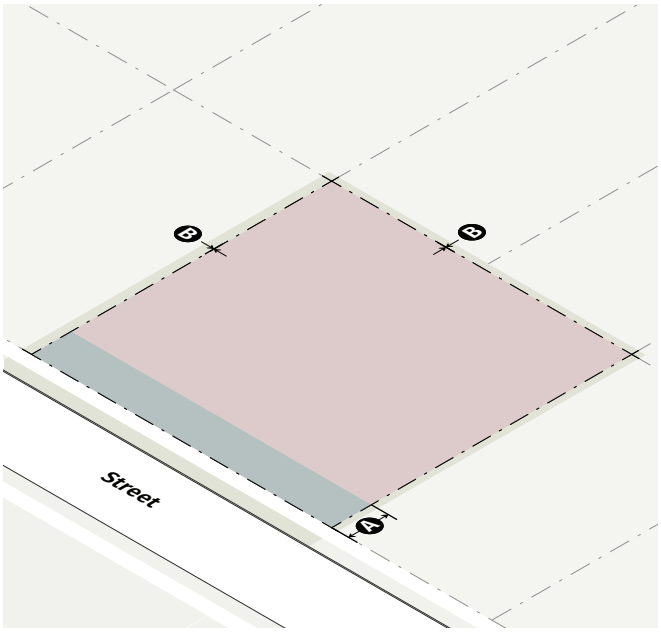
C. FRONTAGE



Applicable Frontages		see Div. 4.3
	Pedestrian	◇
	General	◇
	Marine Creek	◇
	Commercial Corridor	--
Building Materials		see Sec. 5.2.4

SEC. 4.2.2. COMMERCIAL CORRIDOR (SY-ECC)

A. BUILDING PLACEMENT



Intent

The Edge Commercial Corridor (SY-ECC) District intended to provide services that support the overall Stockyards area and adjacent neighborhoods. This may include retail shopfronts, hotels, offices and residential uses. The intent is to promote best practices in urban design, by establishing a more pedestrian and bike friendly environment and to enhance connectivity within properties and to the other parts of the Stockyards area. Streets should be designed to be visually active at the sidewalk edge. While this area was historically associated with the Stockyards, little evidence of this remains today and new development is anticipated here that will be less influenced by historic precedents. Therefore, greater flexibility in building shapes, size and materials is appropriate.

Applicable Districts

SY-ECC-68

Use

Allowed uses	see Div. 6.1

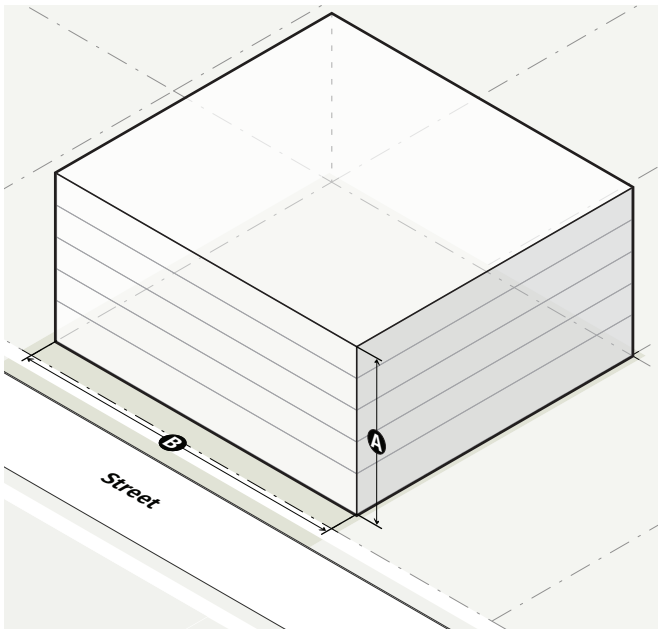
Lot

Area	n/a
Width	n/a

Building Setbacks

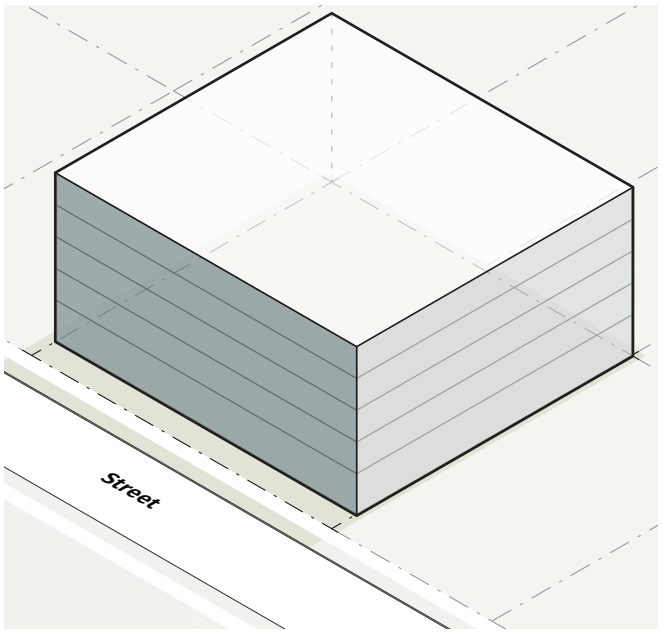
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



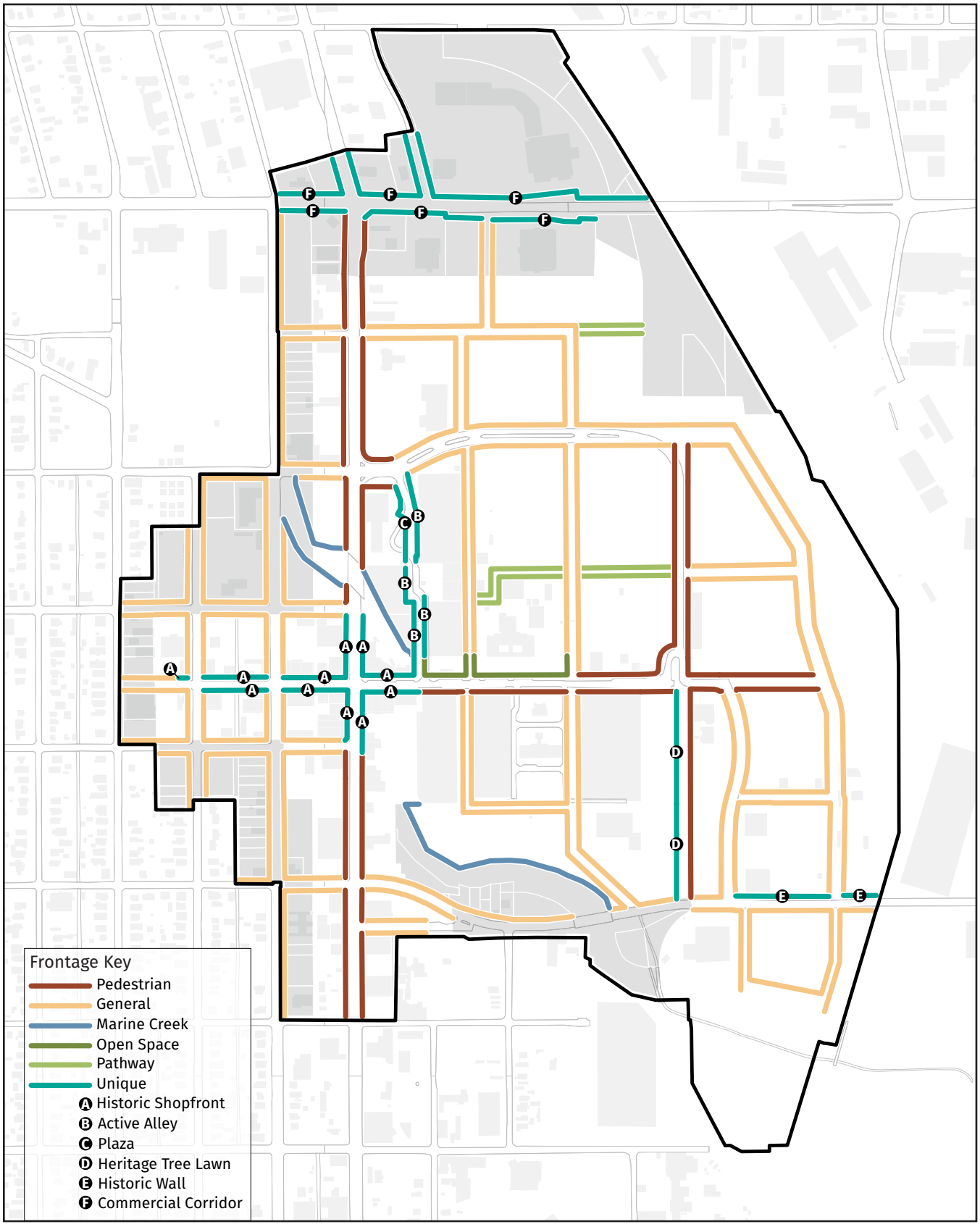
Access	
Ⓐ Maximum height	68' max
Minimum height	n/a
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Allowed
Hipped	Allowed
Building Form	see Sec. 5.2.2
Ⓑ Street-facing building length	300' max
Rectilinear building	Allowed
Angled, curved building	Allowed
Articulation	see Sec. 5.2.3

C. FRONTAGE

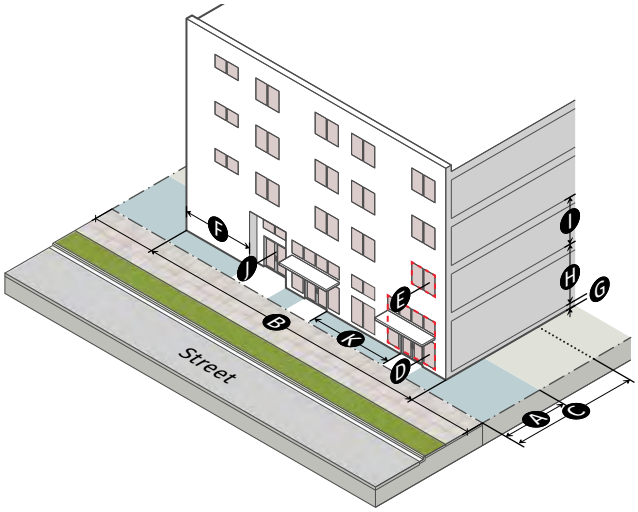


Applicable Frontages	see Div. 4.3
Pedestrian	◇
General	◇
Marine Creek	◇
Commercial Corridor	◇
Building Materials	see Sec. 5.2.4

Div. 4.3. Frontages

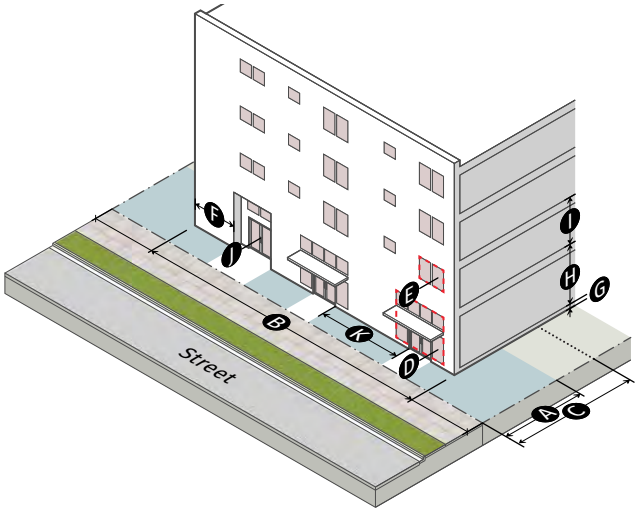


SEC. 4.3.1. PEDESTRIAN



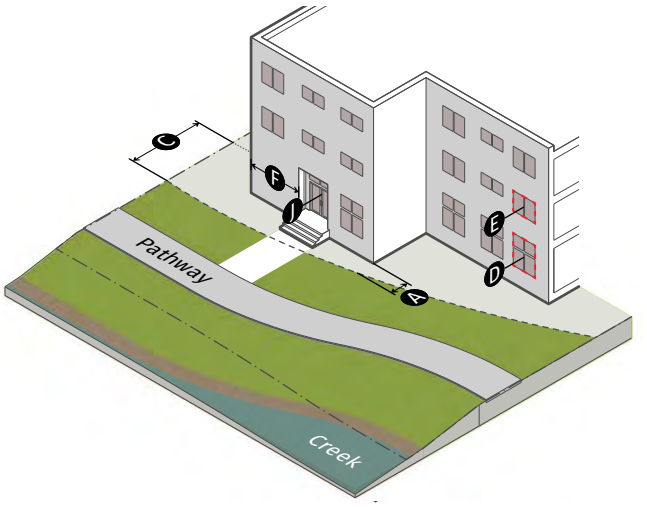
Setbacks		
Ⓐ	Build-to zone	20' max
Ⓑ	% of building facade in build-to zone	70% min
Ⓒ	Parking setback	30' min
Transparency		
Ⓓ	Ground story	60% min
Ⓔ	Upper story	20% min
Ⓕ	Blank wall area	35' max
Story Height		
Ⓖ	Ground floor elevation	0' min/ 2' max
Ⓗ	Ground story	12' min
Ⓘ	Upper story	9' min
Pedestrian Access		
Ⓙ	Entrance facing street	Required
Ⓚ	Entrance spacing along street	50' max
Building Elements		Sec. 5.1.4
	Awning/canopy	◇
	Balcony	◇
	Forecourt	◇
	Gallery	◇
	Porch	--
	Stoop	--

SEC. 4.3.2. GENERAL



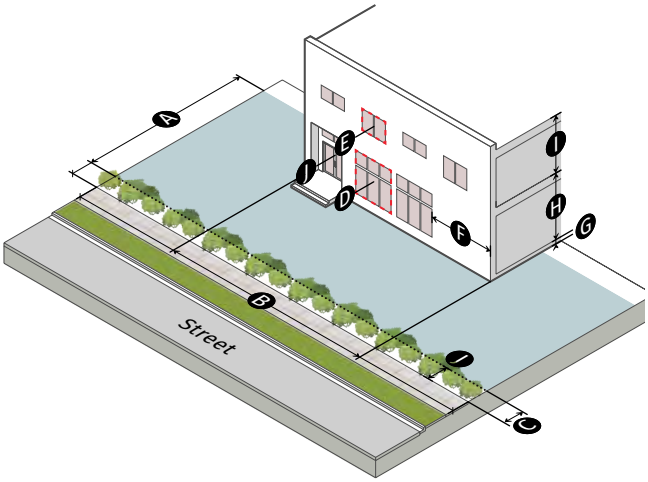
		Nonresidential Ground Floor	Residential Ground Floor
Setbacks			
Ⓐ	Build-to zone	20' max	20' max
Ⓑ	% of building facade in build-to zone	60% min	60% min
Ⓒ	Parking setback	30' min	30' min
Transparency			
Ⓓ	Ground story	40% min	20% min
Ⓔ	Upper story	20% min	20% min
Ⓕ	Blank wall area	35' max	35' max
Story Height			
Ⓖ	Ground floor elevation	0' min/ 2' max	2' min/ 5' max
Ⓗ	Ground story	12' min	12' min
Ⓘ	Upper story	9' min	9' min
Pedestrian Access			
Ⓙ	Entrance facing street	Required	Required
Ⓚ	Entrance spacing along street	75' max	125' max
Building Elements		Sec. 5.1.4	Sec. 5.1.4
	Awning/canopy	◇	◇
	Balcony	◇	◇
	Forecourt	◇	◇
	Gallery	◇	--
	Porch	--	◇
	Stoop	◇	◇

SEC. 4.3.3. MARINE CREEK



Setbacks		
Ⓐ	Front (measured from the Marine Creek Floodway and Beautification Easement Line)	0' min
Ⓑ	% of building facade in build-to zone	n/a
Ⓒ	Parking setback	30' min
Transparency		
Ⓓ	Ground story	20% min
Ⓔ	Upper story	20% min
Ⓕ	Blank wall area	50' max
Story Height		
Ⓖ	Ground floor elevation	n/a
Ⓗ	Ground story	n/a
Ⓘ	Upper story	n/a
Pedestrian Access		
Ⓙ	Entrance facing Creek	Required
Ⓚ	Entrance spacing along Creek	n/a
Building Elements		Sec. 5.1.4
	Awning/canopy	◇
	Balcony	◇
	Forecourt	◇
	Gallery	◇
	Porch	◇
	Stoop	◇

SEC. 4.3.4. COMMERCIAL CORRIDOR



	Nonresidential Ground Floor	Residential Ground Floor
Setbacks		
Ⓐ Build-to zone	10' min/ 100' max	10' min/ 100' max
Ⓑ % of building facade in build-to zone	50% min	50% min
Ⓒ Parking setback	10' min	10' min
Transparency		
Ⓓ Ground story	50% min	20% min
Ⓔ Upper story	20% min	20% min
Ⓕ Blank wall area	30' max	30' max
Story Height		
Ⓖ Ground floor elevation	0' min/ 2' max	2' min/ 5' max
Ⓗ Ground story	12' min	12' min
Ⓘ Upper story	9' min	9' min
Pedestrian Access		
Ⓙ Entrance facing street	Required	Required
Ⓚ Entrance spacing along street	n/a	n/a
Building Elements	Sec. 5.1.4	Sec. 5.1.4
Awning/canopy	◇	◇
Balcony	◇	◇
Forecourt	◇	◇
Gallery	◇	--
Porch	--	◇
Stoop	◇	◇

Perimeter Planting	
Applies only when surface parking abuts a public right-of-way (not including an alley)	
Ⓙ Planting area depth	10' min
Planting type	3' min hedge/wall (see Sec. 7.2.1.D)

Div. 4.4. Design Guidelines

This Division presents design guidelines for the Edge District. It includes a listing of key principles for each of the groupings of sub-districts (Sec. 4.4.1 and Sec. 4.4.2), guidelines for site design (Sec. 4.4.3) and guidelines for building design (Sec. 4.4.4). Photographs and drawings included illustrate how design principles and guidelines should be exemplified in specific development projects.

SEC. 4.4.1. NEIGHBORHOOD MIXED USE (SY-ENX)

KEY PRINCIPLES

A. Convey a sense of human scale through articulation of building facades.

B. Convey the scale of traditional buildings by organizing buildings into modules.

C. Provide a high level of activation at the street level

D. Provide landscaped areas and open spaces that invite use and add visual interest

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Edge Neighborhood Mixed Use District.

» Composition (base, middle & cap)
» Variation in massing

» Treatment of a side, or secondary wall:
» Horizontal articulation (change in material)
» Masonry
» Vertical articulation (wall offset)
» Landscaped edge

» Composition (base, middle & cap)

» Vertical expression (change in materials and wall offsets)

» Vertical expression (wall offsets & change in cornice line)

» Vertical expression (wall offsets)
» Variation in cornice line

» Horizontal expression (change in materials, fenestration patterns)

» Horizontal expression (change in materials, fenestration patterns)

» Street level activation (shopfront)

SEC. 4.4.2. COMMERCIAL CORRIDOR (SY-ECC)

KEY PRINCIPLES

A. Establish a pedestrian-friendly street edge with landscaping and buildings oriented to the street along 28th Street and other internal streets.

B. Provide a sense of human scale and visual interest in building design.

C. Improve connectivity within and among parcels.

D. Accommodate new north-south street connections from 28th to Stockyards Boulevard.

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Edge Commercial Corridor District.

» Vertical articulation (wall offsets)
» Horizontal articulation (moldings, cornices and canopies)
» Detailed stucco

» Contemporary interpretation of arcade design
» Vertical articulation (of columns)

» Vertical articulation (wall offsets)
» Horizontal articulation (moldings, cornices and canopies)

» Vertical articulation (arcade/gallery)
» Horizontal articulation (spandrels, stepbacks)

» Entry identification
» Base, middle & cap

» Vertical articulation (change in materials, wall offsets)
» Variation in cornice lines

» Street level activation (arcade/gallery)
» Variation in wall planes

» Street activation of a secondary wall (foundation plantings and lattices)

» Street level activation (shopfronts and outdoor use area)
» Horizontal articulation (change in materials)
» Vertical articulation (wall offsets)

SEC. 4.4.3. SITE DESIGN

OBJECTIVES

Highlight Landscapes and Views

Properties should be planned to emphasize landscaped areas and frame important views. This includes retaining significant existing landscape features, when feasible, and planning development with abutting properties in mind, such that opportunities to plan in a coordinated manner are maximized. Planning view corridors such that they align with those on adjacent properties, and complement historic view and circulation patterns, is also encouraged.

Each Development Should Help to Build a Sense of Neighborhood

Projects should be planned to relate to adjoining properties in a positive way, by promoting connections, by planning cooperatively to make joint use of natural features that span across properties, and with designs that convey a sense of visual continuity.

Provide Positive Open Space

These include public and private spaces, promenades, plazas and courtyards. In addition, integrate and maintain natural resources for the public to experience with open space areas.

Provide Landscaping that Enhances Views from the Public Way

Landscaping should contribute to the visual continuity and delight of the area, while complementing the identities of individual sites.

Provide Landscaping that Enhances Pedestrian Activity Within a Site

Landscaping should help to define functional areas within the site, such as walkways and outdoor use areas. These places should be designed to facilitate their use throughout the year.

Keep Parking Subordinate

Parking lots should not dominate the setting. They should be visually buffered.

A. Views

Views from the public right-of-way to natural features also should be maintained. Significant views may occur from major public open spaces, street intersections, bridges and roadway overlooks.

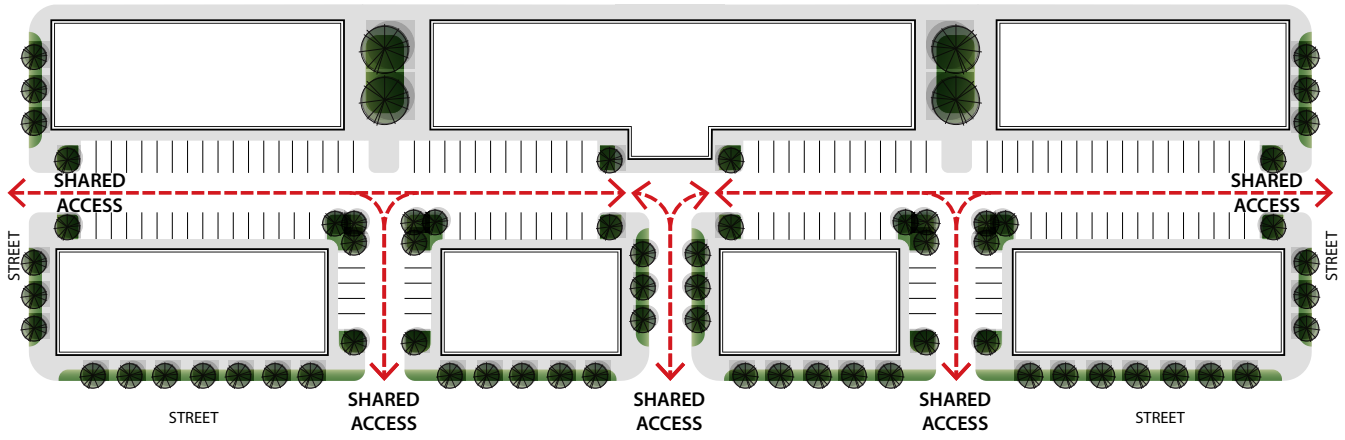
1. Enhance views from the public right-of-way to scenic natural features and landmarks, when feasible.
    a. Locate a building to maintain key views as they are seen from the public right-of-way.

Enhance views from the public right-of-way to scenic natural features and landmarks, when feasible.

B. Auto Connectivity

Connections to auto circulation systems on adjoining properties and within properties that permit access without returning to the street, should be provided, when feasible, to permit convenient access and to reduce traffic on abutting public streets.

1. Provide direct automobile access within or to an abutting property, when feasible.
    a. Even where an adjoining parcel is presently undeveloped, reserve the opportunity to provide a connection in the future.



Use shared drives to access parking areas.

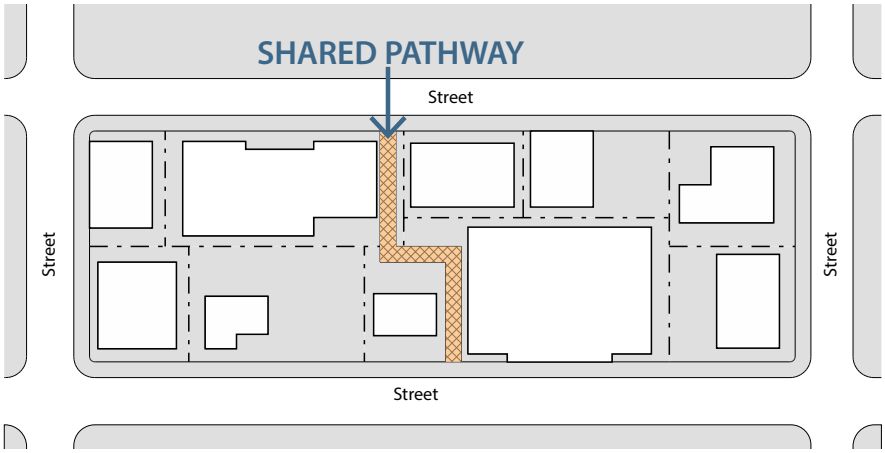
Provide convenient connections for pedestrians and bicyclists between buildings on an individual site.

C. Pedestrian and Bicycle Connectivity

Safe and convenient pedestrian and bicycle access should be provided to the regional trail system and among properties to achieve a sense of being an integrated neighborhood and to reduce dependence upon automobiles. In addition, the internal site circulation system should be coordinated.

SEE DIV. 8.2 FOR NEW CONNECTION STANDARDS

1. Provide convenient connections to regional and neighborhood pedestrian and bikeway circulation systems.
   a. Provide connections to regional trails when they abut a property or are in close proximity.
   b. Provide a clearly defined, direct connection from internal walkways to adjoining public sidewalks.
   c. Provide convenient pedestrian and bikeway connections among abutting properties.



Provide convenient connections to regional and neighborhood pedestrian and bikeway circulation systems.

D. Open Space

The development of open space is encouraged in order to enhance a site as a place for pedestrians. Buildings and other site functions should be planned to create outdoor space that serve public, private, passive and active uses.

1. Develop open space for the site.
    a. Define open space by clustering buildings in larger developments.
    b. Position this space such that it can be shared by adjoining buildings, when feasible.
    c. Consider orienting open space to views of activities, architectural landmarks or natural features to provide visual interest.
2. Provide public access and views to open space, when feasible.
    a. Decorative surface materials and landscaping should be integrated as design features.
    b. Reuse historic brick pavers whenever feasible.

Reuse historic brick pavers whenever feasible.

The development of open space is encouraged in order to enhance a site as a place for pedestrians.

Position outdoor space such that it can be shared by adjoining buildings, when feasible.

E. Landscape

Landscaped areas that can be enjoyed, both visually and functionally, should be provided in a project when feasible. Landscaped areas of an individual parcel should be coordinated with that of adjoining properties as well, such that mutual benefits can be maximized.

SEE DIV. 7.2 FOR LANDSCAPING STANDARDS

1. Coordinate landscaped areas with that of adjacent parcels such that they may be perceived as a larger area.
    a. Also position landscaped areas to link access points with those of adjoining properties.
2. Organize uses to maximize natural assets of the site.
    a. When a stormwater detention facility is to be provided, position it in green space and design it to be an amenity.
    b. Locate a service area away from natural green space that is to be retained on the site.

Use a consistent plant palette throughout the property.

Landscaped areas that can be enjoyed, both visually and functionally, should be provided in a project when feasible.

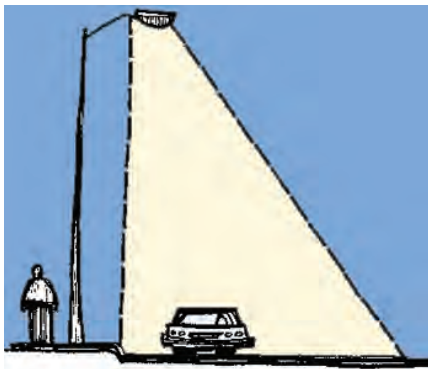
F. Site Lighting

Site lighting should be designed to facilitate safe and convenient circulation of motorists, bicyclists and pedestrians. Light levels should be sufficient for safety. However, light spill onto adjacent properties and into the night sky should be minimized.

SEE DIV. 7.3 FOR SITE LIGHTING STANDARDS

1. Minimize the level of lighting across parking areas.
    a. Focus higher light levels at key crossing points and intersections, rather than uniformly across a lot.
    b. In other areas of a surface lot, provide a lower level of lighting, while also meeting safety needs.
2. Provide lighting for pedestrian ways that is appropriately scaled to walking.
    a. Mount lights for pedestrian ways on short poles or consider using light posts (bollards).
3. Light fixtures should be in character with the setting.
    a. Fixtures should be compatible with architectural and site design elements.

Provide lighting for pedestrians that is appropriately scaled to walking.



Lighting should be shielded to prevent off-site glare.

G. Service Areas

Service areas should be visually unobtrusive and should be integrated with the design of the site and associated buildings.

SEE SEC. 7.2.3 FOR SCREENING STANDARDS

1. Minimize the visual impacts of service areas.
    a. Orient a service entrance, waste disposal area or other similar use toward service lanes and away from major streets.
    b. Screen service entrances with walls or plantings.
    c. When it will be visible from a public way, a service area screen should be in character with the building and site it serves.

Minimize the visual impacts of service areas.

SEC. 4.4.4. BUILDING DESIGN

OBJECTIVES

Complement the Design Traditions of the Stockyards Area

Buildings should complement the design traditions of the Stockyards area, in terms of building and roof forms, scale, materials and other design elements. Flat roofs with varied parapet lines and cornices are a key part of this tradition. Rectilinear building forms are the primary building form and should be provided.

Buildings that appear to be in scale with those seen traditionally also should be encouraged. Where a new building would be larger than those existing in the area, it should establish a transition in scale, to reduce the impact of building scale on the adjacent property, as well as on the neighborhood.

Buildings should complement the design traditions of the Stockyards Area, in terms of building and roof forms, scale, materials and other design elements.

Achieve High Quality Design

Buildings in the commercial corridors should convey a high quality of design, in terms of their materials and details, as well as through a consistent organization of forms and elements. This quality should establish a standard for design throughout the community.

Buildings in the commercial corridors should convey a high quality of design, in terms of their materials and details, as well as through a consistent organization of forms and elements.

Design for Durability

Buildings should be designed for the long term with durable materials.

Enhance the Pedestrian Experience

Each improvement project should contribute to a pedestrian-friendly environment. This includes defining the street edges and walkways with buildings and spaces that are visually interesting and that attract pedestrian activity.

Enhance the pedestrian experience. Each improvement project should contribute to a pedestrian-friendly environment.

A. Building Character

A new building should complement the design precedents of the stockyards area while expressing its own time.

1. Innovative new designs that draw upon regional design traditions are preferred.
    a. Design a building to provide a sense of authenticity in building and material.
    b. Standardized "franchise" style architecture is discouraged.
2. The exact imitation of historic styles is inappropriate for new construction.
    a. Contemporary interpretations of historic building forms, massing, materials and details that occurred traditionally in the form district are appropriate.

Design a building to provide a sense of authenticity in building material.

Innovative new designs that draw upon regional design traditions are preferred. These example buildings incorporate timber framing that resembles the construction of the pen areas in the Stockyards.