Div. 3.1. Description

The Transition Districts are intended to provide a transition in scale and character to non-historic areas of the Stockyards. The objective is to promote development that is compatible with the Historic District along its edge, while permitting a transition to buildings of larger scale farther away from the Historic District. Development also is intended to be influenced by the design traditions of the Historic District, in terms of form, materials and character, but in more abstract ways than within the Historic District itself.

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 Transition District includes the following sub- districts:*

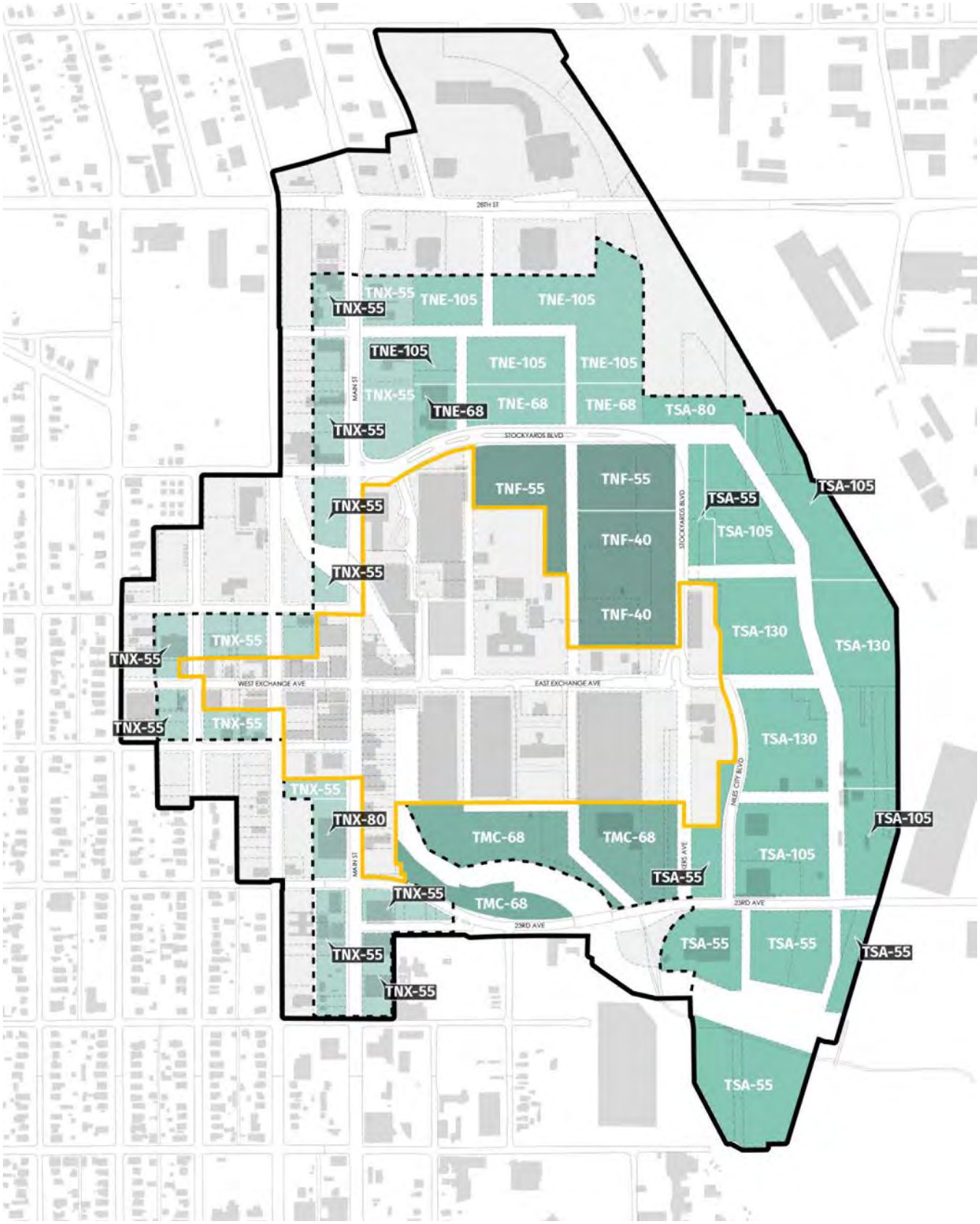
1. SY-TMC: Marine Creek-68
2. SY-TNF: North Forty-40, -55
3. SY-TNX: Neighborhood Mixed Use-55, -80
4. SY-TNE: Northern Edge-68, -105
5. SY-TSA: Swift/Armour-55, -80, -205, -130

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

This Article includes development standards (Div. 3.2 and Div. 3.3) that are mandatory and apply to all properties throughout the Transition District.

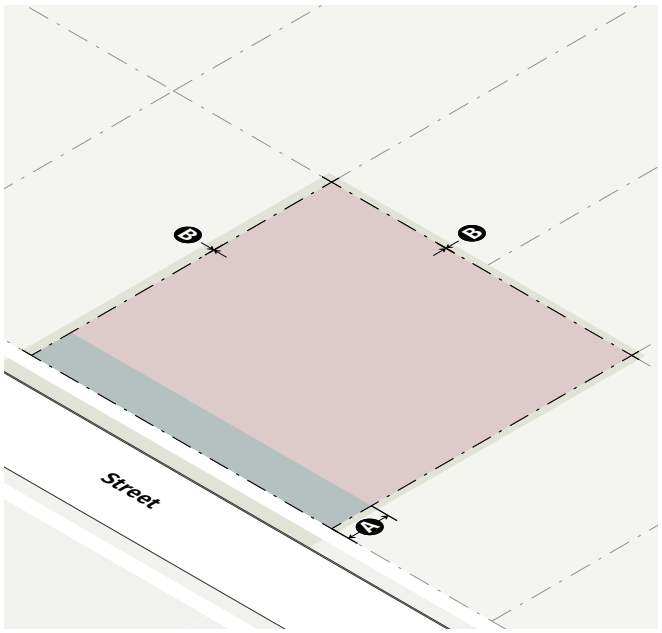
This Article also includes design guidelines (Div. 3.4). The design guidelines are intended to work in concert with the development standards to promote compatible development adjacent to the Historic District as well as high quality development and best practices in urban design. They are provided as advisory information, except where a project seeks a major modification from the Urban Design Commission, in which case compliance is required.

Div. 3.2. Transition Sub-Districts



SEC. 3.2.1. MARINE CREEK (SY-TMC)

A. BUILDING PLACEMENT



Intent

The Transition Marine Creek (SY-TMC) District is intended to accommodate development that orients to and enhances the experience along the Creek and that is sensitive to the edge of the Historic District. This includes the potential to improve connections from the Stockyards to Downtown along the Trinity Trail. An objective, therefore, is to promote development that will enhance and orient to Saunders Park and celebrate the waterfront.

Applicable Districts

SY-TMC-68

Use

Allowed uses	see Div. 6.1

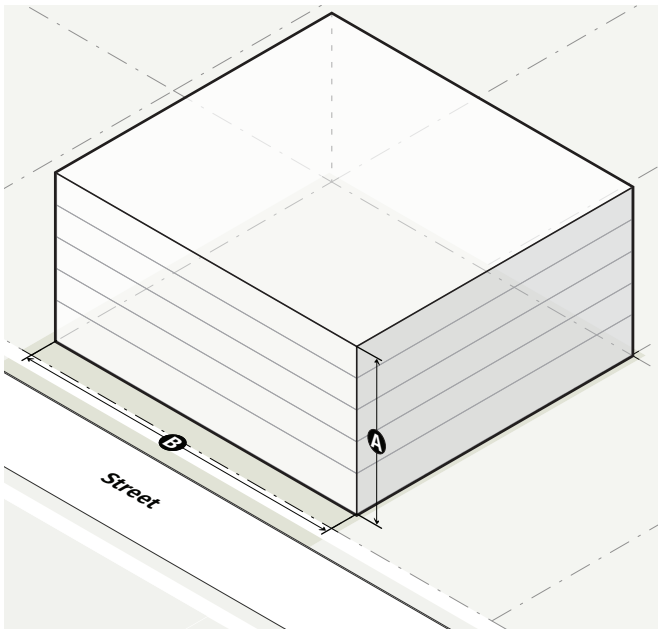
Lot

Area	n/a
Width	n/a

Building Setbacks

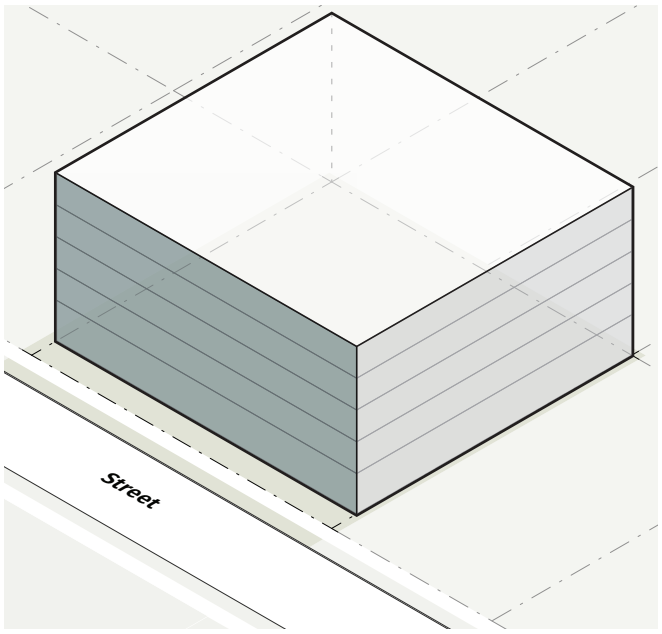
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



Building Height	
Ⓐ Maximum height	68' max
Minimum height	n/a
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Not allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Not allowed
Hipped	Allowed
Building Form	see Sec. 5.2.2
Ⓑ Creek/street-facing building length	200' max
Rectilinear building	Required
Angled, curved building	Not allowed
Articulation	see Sec. 5.2.3

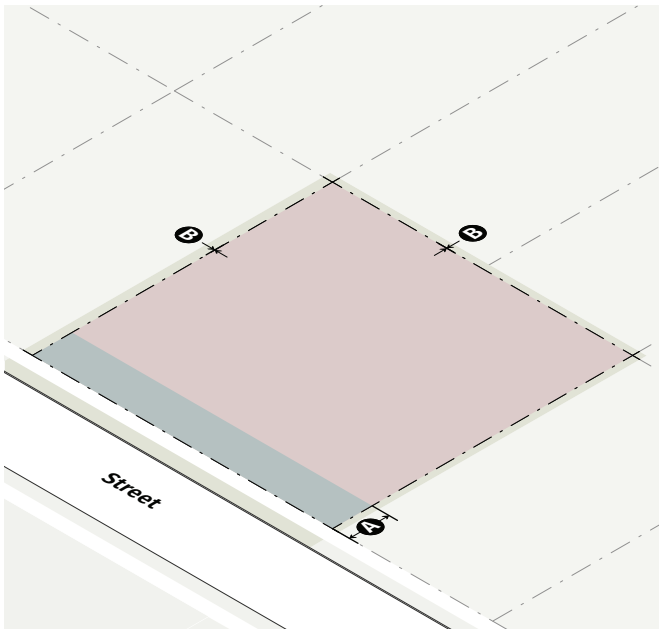
C. FRONTAGE



Applicable Frontages	see Div. 3.3
Pedestrian	--
General	◇
Marine Creek	◇
Pathway	--
Heritage Tree Lawn	◇
Historic Wall	--
Building Materials	see Sec. 5.2.4

SEC. 3.2.2. NORTH FORTY (SY-TNF)

A. BUILDING PLACEMENT



Intent

The Transition North Forty (SY-TNF) District is intended to accommodate new, mixed use development, facilitate continuing use of livestock activities and maintain opportunities for the public to experience handling of livestock in the area. Historically, this area was an active part of the Stockyards, with many pens and cattle run, but few historic features remain. As the area redevelops, an objective is to retain and reuse surviving historic features that will help to recall the historic uses, while accommodating compatible new development. This may include brick paving materials, cattle pens, and related artifacts. Reflecting portions of the grid system that originally existed here, in terms of circulation routes and view corridors, is also an objective. Buildings should be located such that views to historic buildings along Exchange Avenue are maintained.

Applicable Districts

SY-TNF-40, SY-TNF-55

Use

Allowed uses	see Div. 6.1

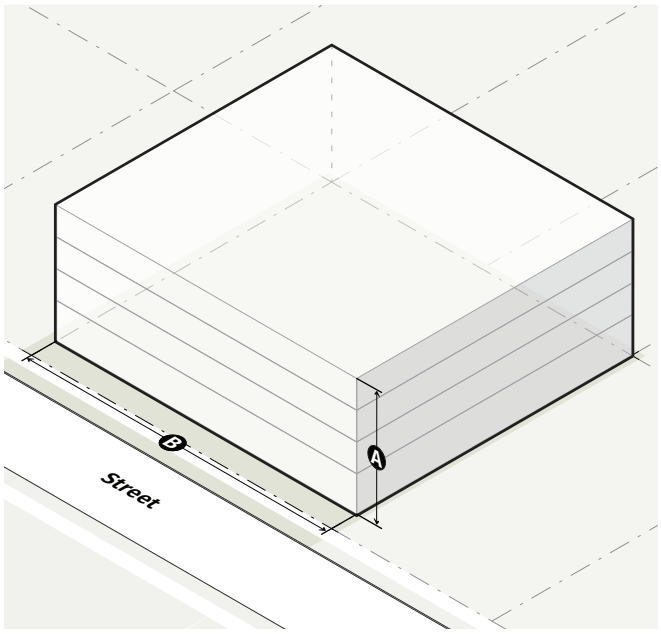
Lot

Area	n/a
Width	n/a

Building Setbacks

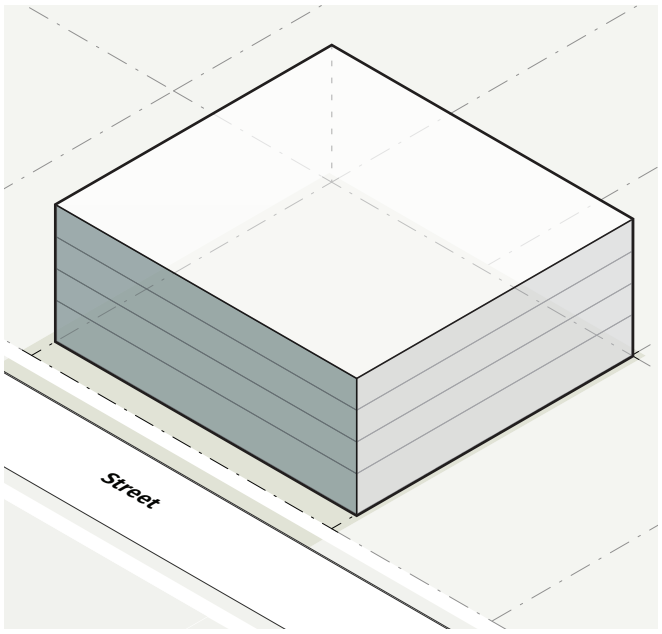
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



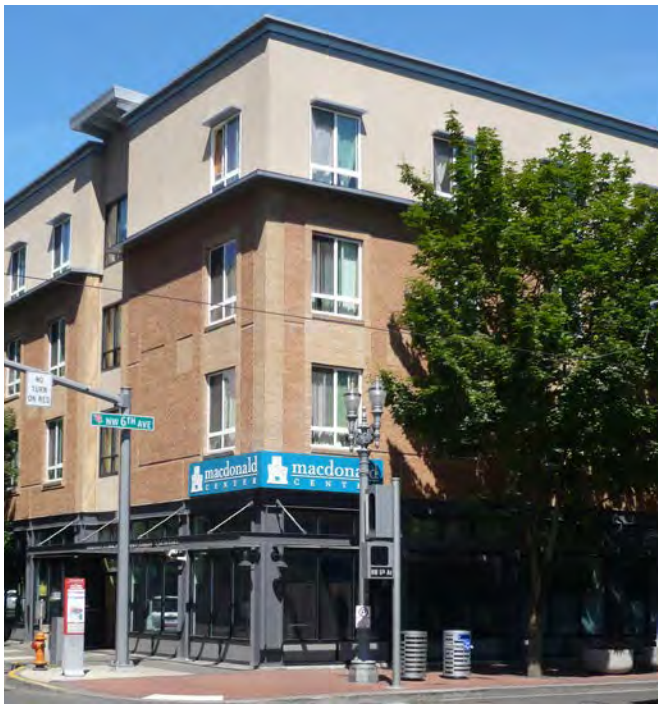
Building Height	
Ⓐ Maximum height	
SY-TNF-40	40' max
SY-TNF-55	55' max
Minimum height	n/a
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Not allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Not allowed
Hipped	Allowed
Building Form	see Sec. 5.2.2
Ⓑ Street-facing building length	250' max
Rectilinear building	Required
Angled, curved building	Not allowed
Articulation	see Sec. 5.2.3

C. FRONTAGE

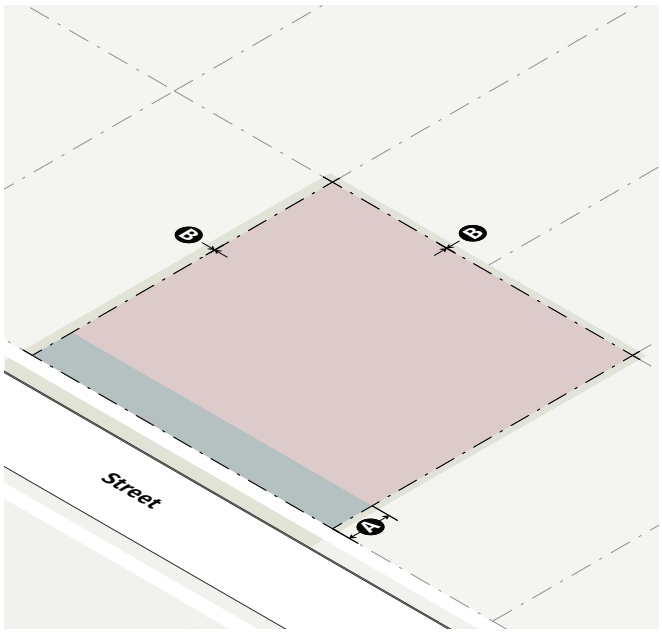


Applicable Frontages	see Div. 3.3
Pedestrian	--
General	◇
Marine Creek	--
Pathway	◇
Heritage Tree Lawn	◇
Historic Wall	--
Building Materials	see Sec. 5.2.4

SEC. 3.2.3. NEIGHBORHOOD MIXED USE (SY-TNX)



A. BUILDING PLACEMENT



Intent

The Transition Neighborhood Mixed Use (SY-TNX) District is intended to frame the edges of the Historic District along Main Street and West Exchange Avenue. The intent is to serve as a transition, in terms of building form, mass and scale, from the clearly defined context of the Historic District to the abutting neighborhoods and to provide for uses that support the Stockyards activities and serve visitors and residents in the area. The SY-TNX District is intended to accommodate a variety of building types, including shopfronts, mixed use buildings and apartments. Enhancing these areas as places for pedestrian activity is a goal and an objective is to activate the street with shopfronts and other street wall treatments to provide visual interest. A greater variety of building forms and materials is available in this area as well.

Applicable Districts

SY-TNX-55, SY-TNX-80

Use

Allowed uses	see Div. 6.1

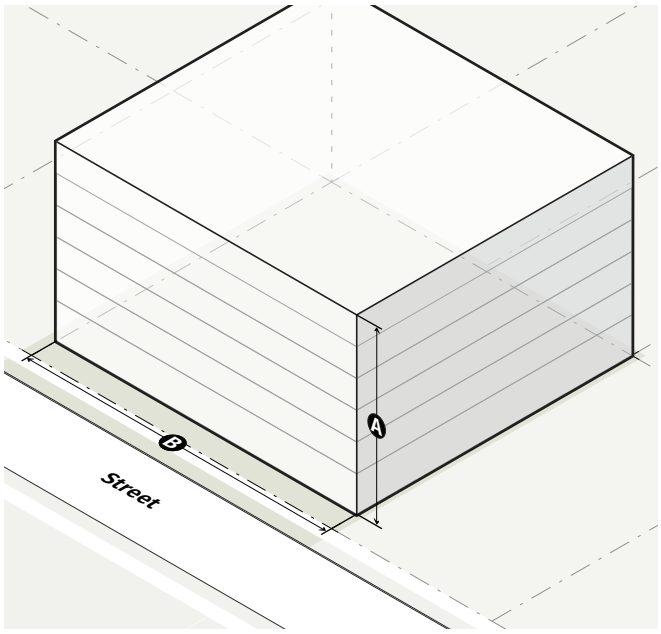
Lot

Area	n/a
Width	n/a

Building Setbacks

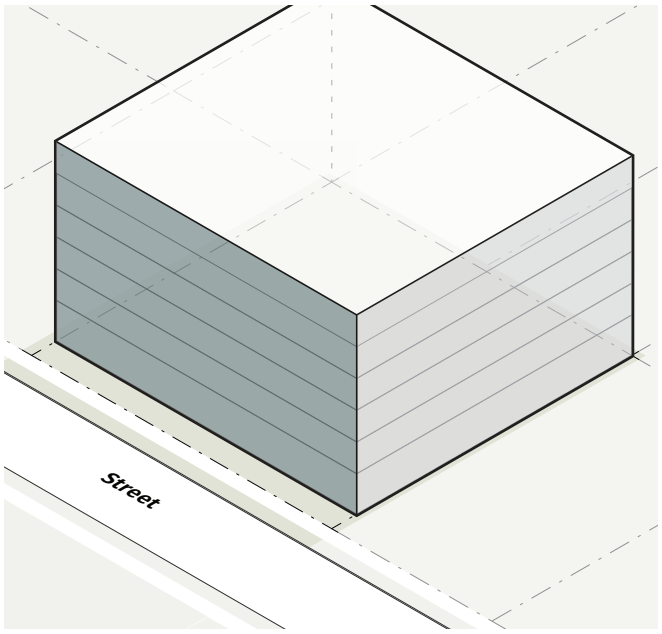
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



Building Height	
Ⓐ Maximum height	
SY-TNX-55	55' max
SY-TNX-80	80' max
Ⓑ Minimum height	2 stories of occupiable space
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Not allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Not allowed
Hipped	Allowed
Building Form	see Sec. 5.2.2
Ⓒ Street-facing building length	150' max
Rectilinear building	Required
Angled, curved building	Not allowed
Articulation	see Sec. 5.2.3

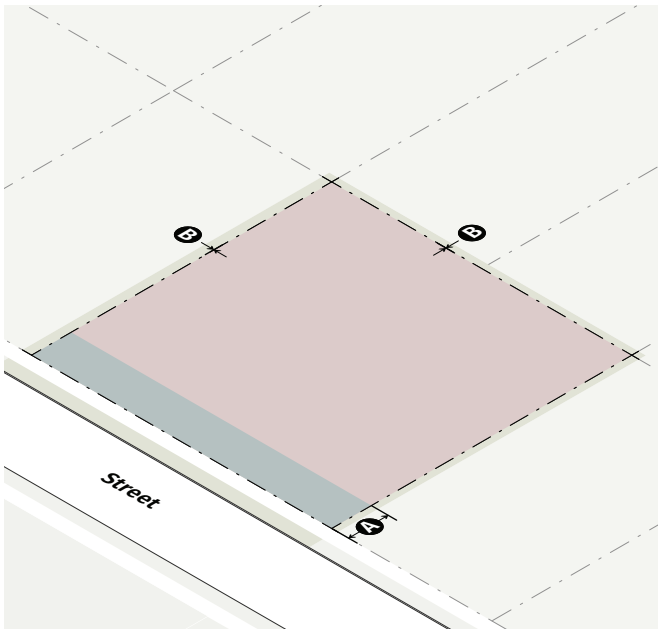
C. FRONTAGE



Applicable Frontages	see Div. 3.3
Pedestrian	◇
General	◇
Marine Creek	--
Pathway	--
Heritage Tree Lawn	--
Historic Wall	--
Building Materials	see Sec. 5.2.4

SEC. 3.2.4. NORTHERN EDGE (SY-TNE)

A. BUILDING PLACEMENT



Intent

The Transition Northern Edge (SY-TNE) District is intended 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. Much of the area provides opportunities for views of the Historic District and to Downtown, which should be considered in the location and orientation of new buildings. While this area was historically associated with the Stockyards, little evidence of this fact remains. New development is anticipated here and will be less influenced by historic precedents. Therefore, greater variety in building form and materials is appropriate in this district. An objective of the SY-TNE District is to provide services that support the overall Stockyards area and adjacent neighborhoods. This may include retail shopfronts, hotels, offices and residential uses.

Applicable Districts

SY-TNE-68, SY-TNE-105

Use

Allowed uses	see Div. 6.1

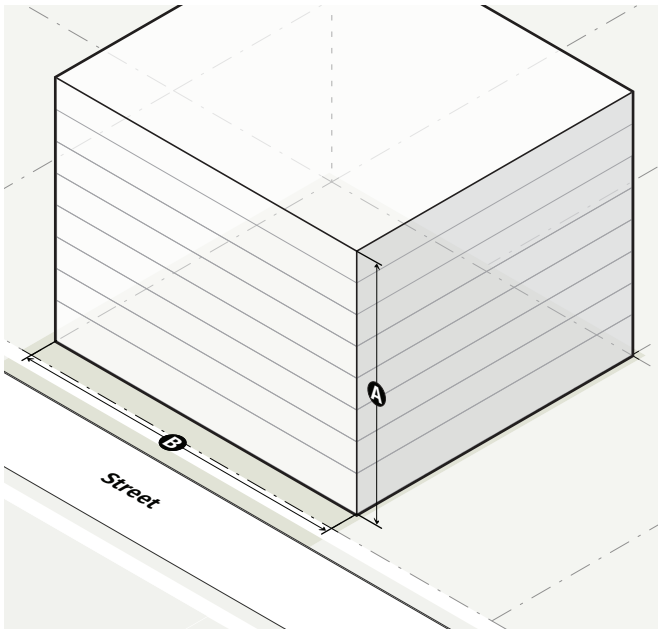
Lot

Area	n/a
Width	n/a

Building Setbacks

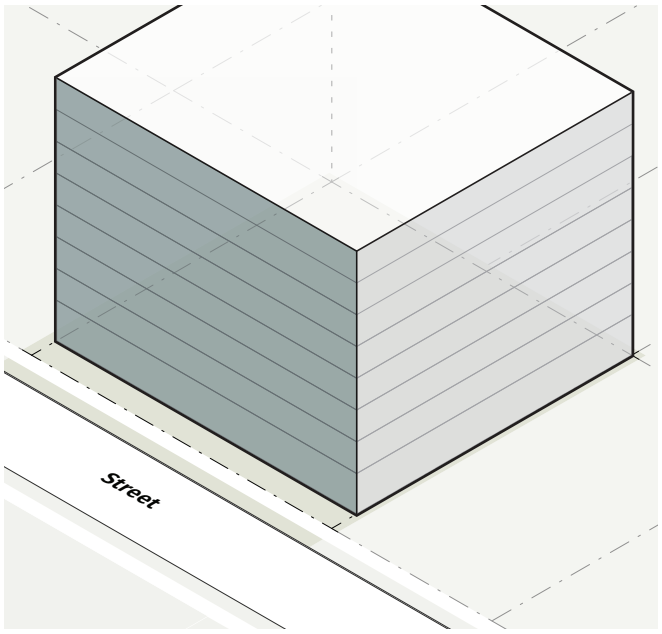
A	Front	see Frontage
B	Common lot line	0' min
	Alley	5' min

B. BULK AND MASS



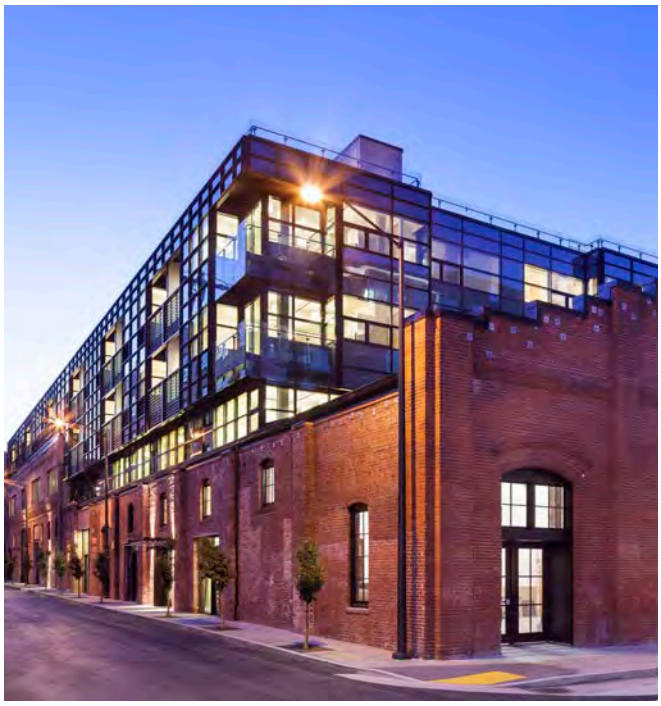
Building Height	
Ⓐ Maximum height	
SY-TNE-68	68' max
SY-TNE-105	105' max
Ⓑ Minimum height	2 stories of occupiable space
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Not allowed
Hipped	Allowed
Building Form	see Sec. 5.2.2
Ⓒ Street-facing building length	250' max
Rectilinear building	Allowed
Angled, curved building	Allowed
Articulation	see Sec. 5.2.3

C. FRONTAGE



Applicable Frontages	see Div. 3.3
Pedestrian	--
General	◇
Marine Creek	◇
Pathway	◇
Heritage Tree Lawn	--
Historic Wall	--
Building Materials	see Sec. 5.2.4

SEC. 3.2.5. SWIFT/ARMOUR (SY-TSA)



Intent

The Transition Swift/Armour (SY-TSA) District is intended to serve as a transition in scale and character from the Historic District while complementing the earlier scale and form of building in contemporary ways. An objective is to promote a mixed-use urban area with walkable streets and contextually sensitive buildings that adapt historic resources to new functions. Therefore, the SY-TSA District is intended to accommodate new development that reflects the general mass and scale of building that appeared here historically. For this reason, there is the potential for taller buildings and with larger footprints than in other parts of the Stockyards. Site design also is intended to draw upon historic precedents.

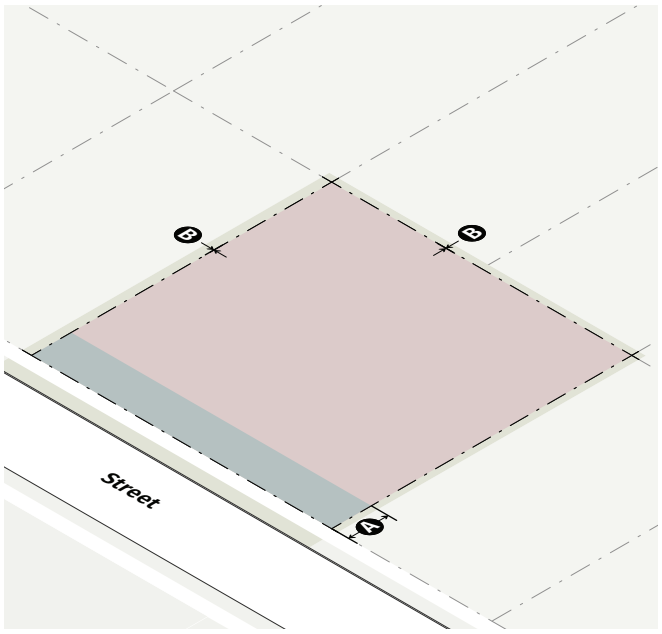
Applicable Districts

SY-TSA-55, SY-TSA-80, SY-TSA-105, SY-TSA-130

Use

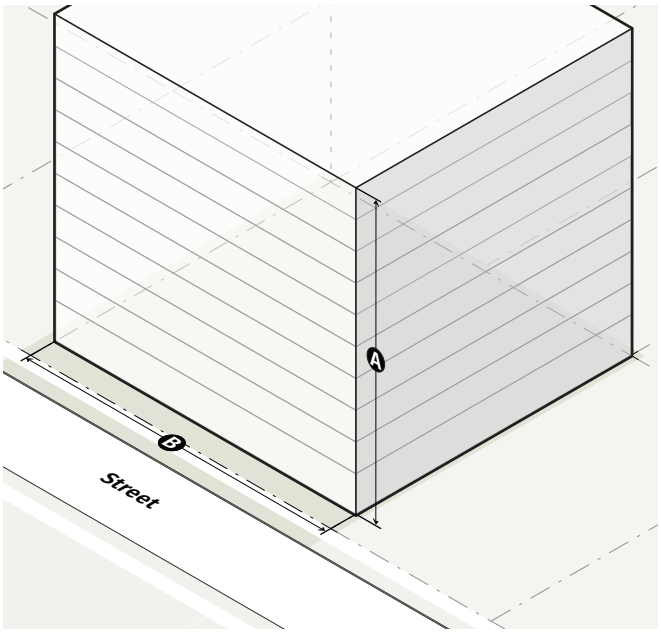
Allowed uses	see Div. 6.1

A. BUILDING PLACEMENT



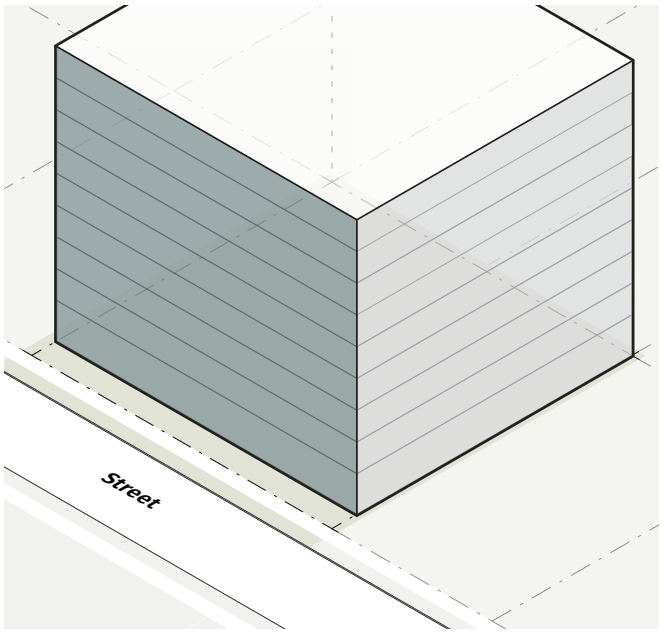
Lot	
Area	n/a
Width	n/a
Building Setbacks	
Ⓐ Front	see Frontage
Ⓑ Common lot line	0' min
Alley	5' min

B. BULK AND MASS



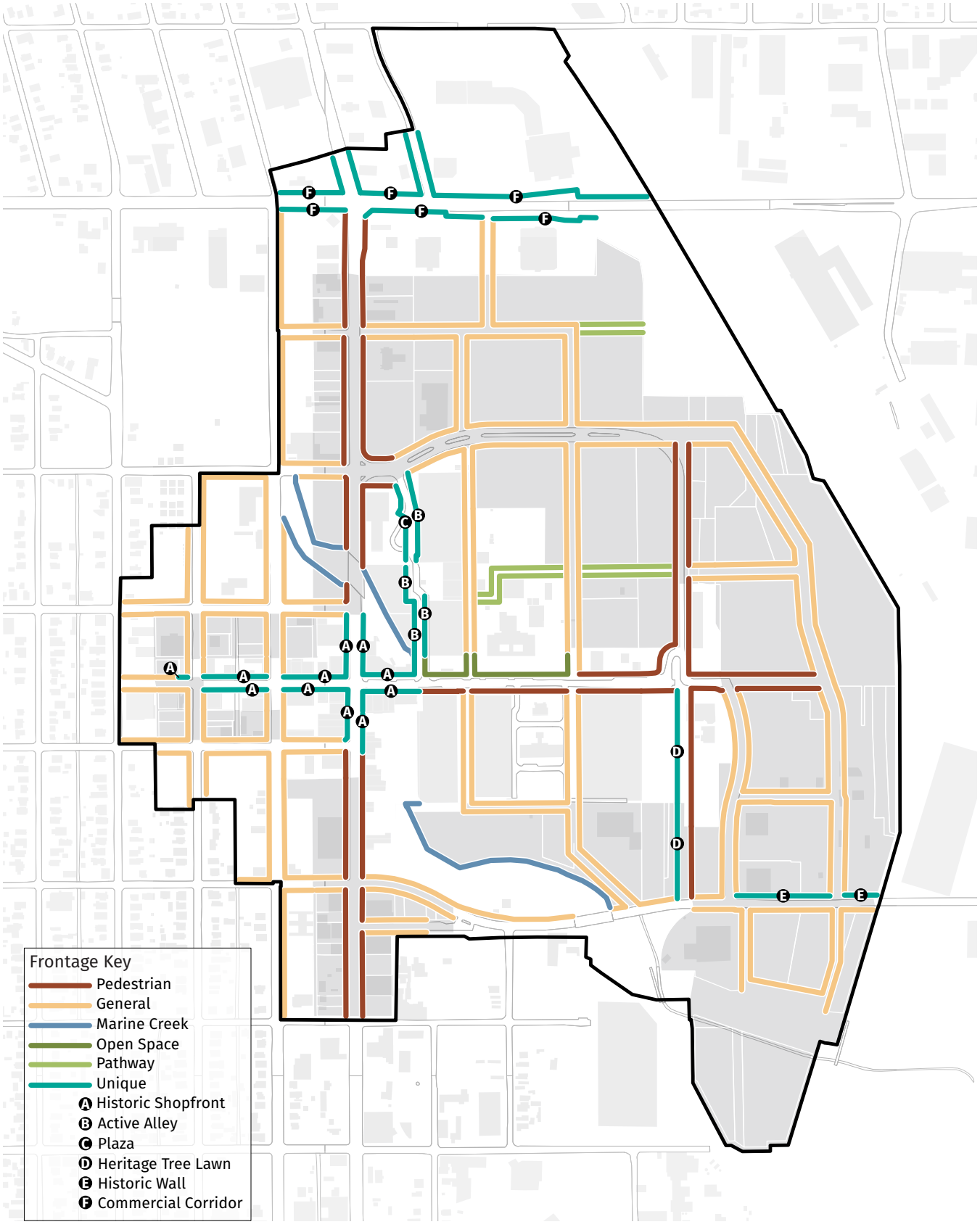
Building Height	
Ⓐ Maximum height	
SY-TSA-55	55' max
SY-TSA-80	80' max
SY-TSA-105	105' max
SY-TSA-130	130' max
Ⓑ Minimum height	2 stories of occupiable space
Roof Form	see Sec. 5.2.1
Flat	Allowed
Traditional parapet	Allowed
Barrel vault	Allowed
Gable: medium pitch	Allowed
Gable: steep pitch	Not allowed
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

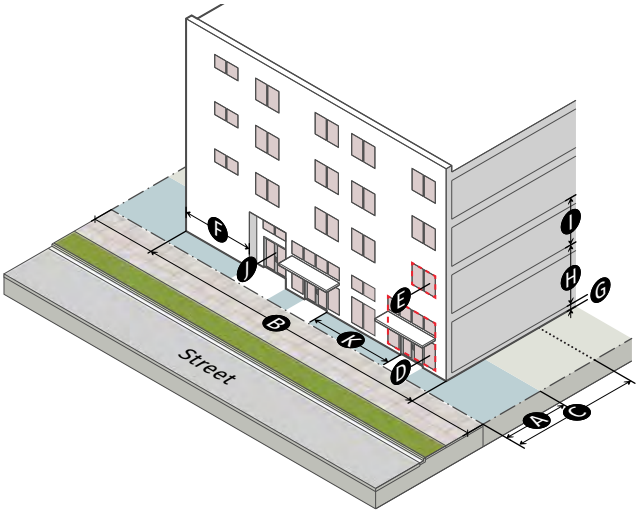


Applicable Frontages	see Div. 3.3
Pedestrian	◇
General	◇
Marine Creek	--
Pathway	--
Heritage Tree Lawn	--
Historic Wall	◇
Building Materials	see Sec. 5.2.4

Div. 3.3. Frontages

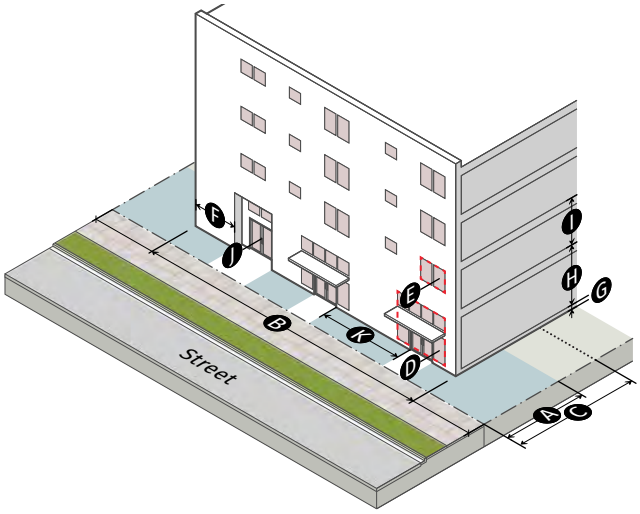


SEC. 3.3.1. PEDESTRIAN



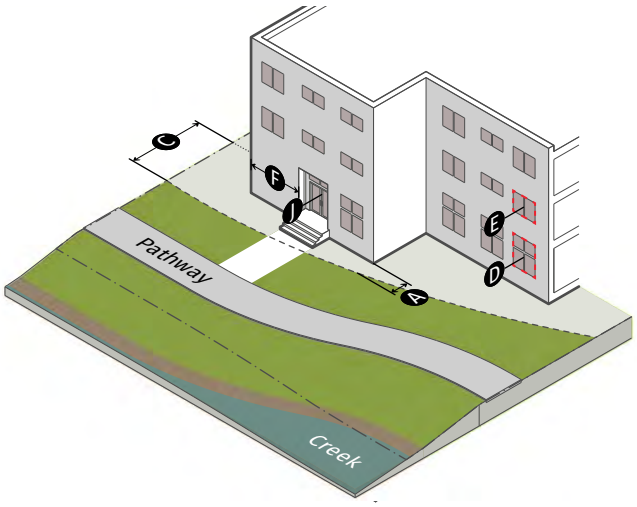
Setbacks	
Ⓐ Build-to zone	15' max
Ⓑ % of building facade in build-to zone	70% min
Ⓒ Parking setback	30' min
Transparency	
Ⓓ Ground story	60% min
Ⓔ Upper story	20% min
Ⓕ Blank wall area	25' max
Story Height	
Ⓖ Ground floor elevation	0' min/ 2' max
Ⓗ Ground story	13' min
Ⓘ Upper story	9' min
Pedestrian 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. 3.3.2. GENERAL



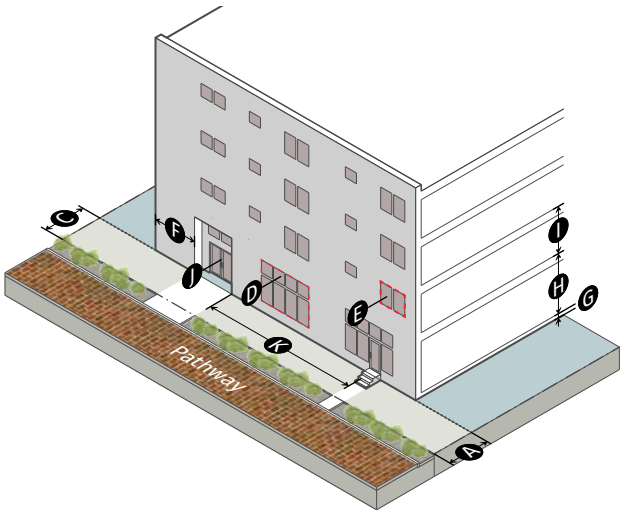
	Nonresidential Ground Floor	Residential Ground Floor
Setbacks		
Ⓐ Build-to zone	15' max	15' max
Ⓑ % of building facade in build-to zone	60% min	60% min
Ⓒ Parking setback	30' min	30' min
Transparency		
Ⓓ Ground story	40% min	20% min
Ⓔ Upper story	20% min	20% min
Ⓕ Blank wall area	35' max	35' max
Story 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. 3.3.3. MARINE CREEK



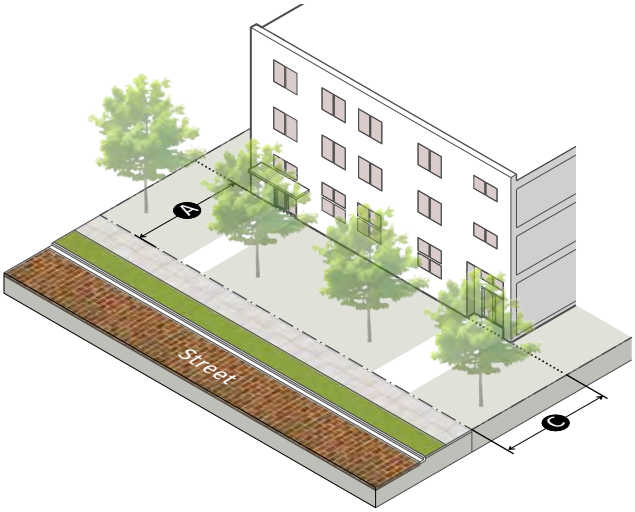
Setbacks	
Ⓐ Front (measured from the Marine Creek Floodway and Beautification Easement Line)	0' min
Ⓑ % of building facade in build-to zone	n/a
Ⓒ Parking setback	30' min
Transparency	
Ⓓ Ground story	20% min
Ⓔ Upper story	20% min
Ⓕ Blank wall area	50' max
Story Height	
Ⓖ Ground floor elevation	n/a
Ⓗ Ground 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. 3.3.4. PATHWAY



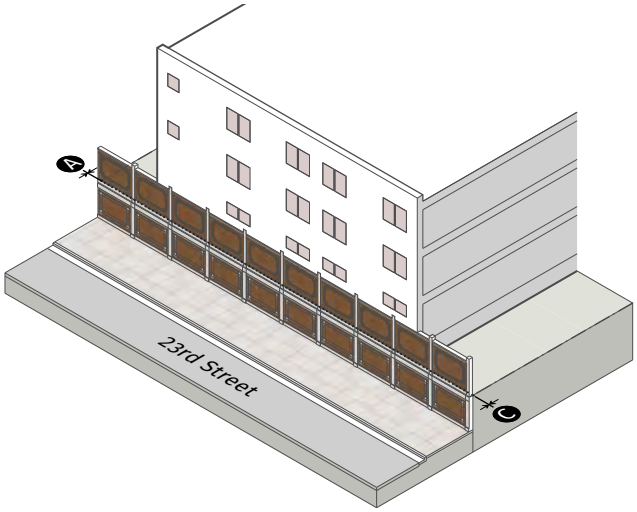
	Nonresidential Ground Floor	Residential Ground Floor
Setbacks		
Ⓐ Front	5' min	5' min
Ⓑ % of building facade in build-to zone	n/a	n/a
Ⓒ Parking setback	5' min	5' min
Transparency		
Ⓓ Ground story	50% min	20% min
Ⓔ Upper story	20% min	20% min
Ⓕ Blank wall area	30' max	30' max
Story Height		
Ⓖ Ground floor 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 pathway	Required	Required
Ⓚ Entrance spacing along pathway	100' max	125' max
Building Elements	Sec. 5.1.4	Sec. 5.1.4
Awning/canopy	◇	◇
Balcony	◇	◇
Forecourt	◇	◇
Gallery	◇	◇
Porch	--	--
Stoop	◇	◇

SEC. 3.3.5. HERITAGE TREE LAWN



Setbacks	
Ⓐ Front (min)	30' min
Ⓑ % of building facade in build-to zone	n/a
Ⓒ Parking setback	30' min
Transparency	
Ⓓ Ground story	n/a
Ⓔ Upper story	n/a
Ⓕ Blank wall area	n/a
Story Height	
Ⓖ Ground floor elevation	n/a
Ⓗ Ground story	n/a
Ⓘ Upper story	n/a
Pedestrian Access	
Ⓙ Entrance facing street	n/a
Ⓚ Entrance spacing along street	n/a
Building Elements	Sec. 5.1.4
Awning/canopy	◇
Balcony	◇
Forecourt	◇
Gallery	◇
Porch	◇
Stoop	◇

SEC. 3.3.6. HISTORIC WALL



Setbacks	
Ⓐ Front	0' min
Ⓑ % of building facade in build-to zone	n/a
Ⓒ Parking setback	0' min
Transparency	
Ⓓ Ground story	n/a
Ⓔ Upper story	n/a
Ⓕ Blank wall area	n/a
Story Height	
Ⓖ Ground floor elevation	n/a
Ⓗ Ground story	n/a
Ⓘ Upper story	n/a
Pedestrian Access	
Ⓙ Entrance facing street	n/a
Ⓚ Entrance spacing along street	n/a
Building Elements	Sec. 5.1.4
Awning/canopy	--
Balcony	◇
Forecourt	--
Gallery	--
Porch	--
Stoop	--

Div. 3.4. Design Guidelines

This Division presents design guidelines for the Transition District. It includes a listing of key principles for each of the groupings of sub-districts (Sec. 3.4.1 through Sec. 3.4.5), guidelines for site design (Sec. 3.4.6) and guidelines for building design (Sec. 3.4.7). Photographs and drawings included illustrate how design principles and guidelines should be exemplified in specific development projects.

SEC. 3.4.1. MARINE CREEK (SY-TMC)

KEY PRINCIPLES

A. Development that is "double-fronted," in that it orients to the Creek and to the periphery of the Historic District

B. Structured parking that is compatible with the "two fronts," of the Creek and periphery of the Historic District.

C. Maintain the "axis" along Mule Alley to Marine Creek.

D. Maintain the "axis" along the western edge of Stockyards Station.

E. Accommodate a potential pedestrian bridge with gateway elements, located along axis between the horse and mule barns.

F. Accommodate animal exhibition uses, such as an open air warm-up ring, potentially south of Stockyards Station.

G. Accommodate the opportunity for a water taxi connection to Downtown.

H. Accommodate opportunities to celebrate the waterfront with public space.

CHARACTER IMAGERY

These images below illustrate the design guidelines and objectives for the Transition Marine Creek District.

» Traditional flat roof form
» Accented entry
» Window alignment
» Vertical articulation (wall offset)

» Outdoor dinning space
» Traditional materials

SEC. 3.4.2. NORTH FORTY (SY-TNF)

KEY PRINCIPLES

A. Accommodate livestock circulation.

B. Accommodate options for trailer parking and linear park space along the stormwater pipe easement.

C. Accommodate a pedestrian overpass to the Swift/ Armour area in its original location.

D. Preserve historic structures.

E. Accommodate additional livestock and horse uses.

F. Provide for retail opportunities along existing streets,

G. Accommodate a new north-south connector street.

H. Strategically locate structured parking to be subordinate to active public ways.

I. Convey the historic pattern of pens and livestock runs in the location of walkways, streets, and open space.

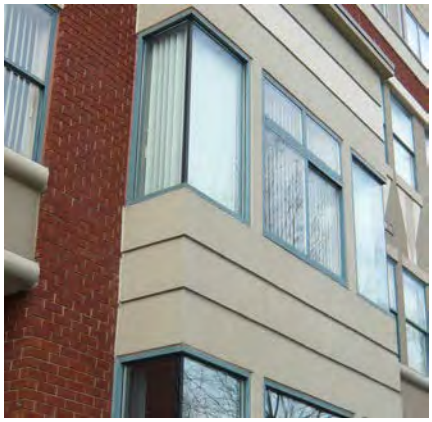
J. Orient new buildings to express the historic grid pattern.

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Transition North Forty District.

» Base-middle-cap composition
» Change in materials
» Street front activation (stoops and entrances)
» Traditional materials

» Horizontal articulation (alignment of decorative moldings, window sills and balconies)
» Vertical articulation (wall offsets)



» Street level activation (shopfront)
» Vertical articulation (wall offsets)
» Horizontal articulation (alignment, etc.)

» Street level activation (planter and entry)

» Screened parking
» Active use at street level
» Clearly defined entry
» Horizontal articulation (spandrels and fenestration)

» Street level activation (shopfront)

SEC. 3.4.3. NEIGHBORHOOD MIXED USE (SY-TNX)

KEY PRINCIPLES

A. Orient new buildings to express the historic grid organization.

B. Maintain historic view corridors and circulation routes

C. Transition in building scale when abutting the edge of the historic district.

D. Activate the street level.

E. Provide a sense of human scale and visual interest.

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Transition Neighborhood Mixed Use District. They include images that draw upon traditional shopfront designs, but with contemporary details. Building massing also is similar in scale to traditional commercial buildings in the area.

» Street level activation (shopfront)
» Masonry materials
» Entry identification

» Horizontal expression (fenestration patterns)
» Vertical expression (wall offsets)

» Parking screened
» Active street level

» Horizontal expression (fenestration patterns)
» Vertical expression (wall offsets)

» Street level activation (shopfront)
» Masonry materials
» Entry identification

» Horizontal expression (upper floor stepback)
» Fenestration patterns

» Street level activation (shopfront)
» Masonry materials
» Entry identification

» Rowhouses with stoops
» Vertical expression (moldings & change in materials)

» Vertical articulation
» Horizontal expression

» Street level activation (shopfront)
» Masonry materials
» Composition (base, middle & cap)

» Street level activation (shopfront)
» Masonry materials
» Entry identification

SEC. 3.4.4. NORTHERN EDGE (SY-TNE)

KEY PRINCIPLES

A. Establish a pedestrian-friendly street edge

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.

E. Provide retail shopfront activity along Stockyards Boulevard.

F. Accommodate opportunities to provide "double-fronted" buildings along the edge of the stormwater detention area as it becomes open space amenity.

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Transition Northern Edge District. These include more examples of residential uses, as well as commercial. They also include some that draw upon the historic use of wood framing, as it appeared in buildings and pens in this area.

» Street level activation (shopfront)
» Masonry materials
» Composition (base, middle & cap)

» Contemporary interpretation of wood framing of early stockyards buildings and pens

» Variation in roof line
» Wall offsets
» Horizontal expression

» Variation in roof line
» Change in materials
» Horizontal expression (balconies)

» Horizontal articulation (spandrels and balconies)
» Street level activation (balconies)

» Horizontal articulation (change in materials)
» Vertical articulation (wall offsets)

» Variation in roof line
» Wall offsets
» Horizontal expression

» Street level activation (shopfront)

» Articulation (variation in roof form)
» Masonry

» Horizontal expression (stepdown in front)
» Vertical expression

SEC. 3.4.5. SWIFT ARMOUR (SY-TSA)

KEY PRINCIPLES

A. Preserve sight lines along the original rail spur locations.

B. Re-create the central open space between the Swift and Armour sites.

C. Where feasible, integrate existing buildings into new development.

D. Create a system of urban streets and blocks with buildings fronting streets and open spaces.

E. Draw from historic height and massing precedents.

F. Buffer new uses from the adjacent active rail line.

G. Provide compatible building heights along Packers Avenue as a transition to the historic district.

CHARACTER IMAGERY

These images illustrate the design guidelines and objectives for the Transition Swift/Armour District. These examples include some that have a more "industrial" character, in terms of materials, forms and detailing.

» Vertical expression (change in materials)
» Composition (base, middle & cap)

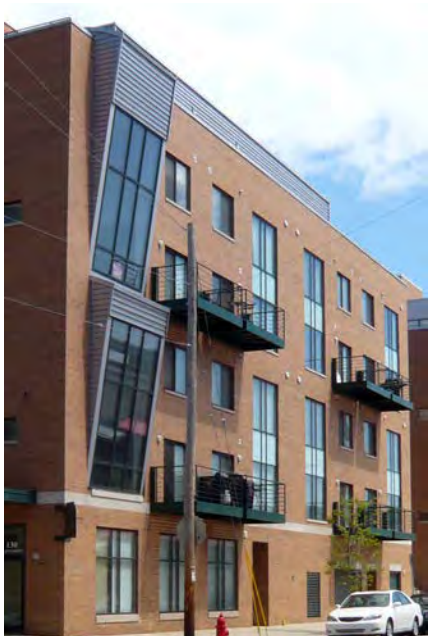
» Outdoor use area

» Vertical expression (change in materials, balconies & fenestration)

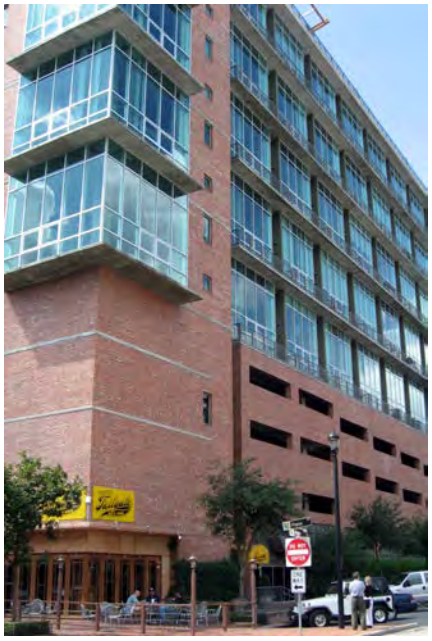
» Horizontal expression (change in materials & fenestration patterns)

» Composition (base, middle & cap)
» Vertical expression (wall offsets)

» Masonry materials
» Setback



» Vertical expression (wall offsets and change in materials)
» Horizontal expression (balconies and fenestration patterns)



» Street level activation (shopfront)
» Vertical expression

» Vertical expression (wall offsets and change in materials)

SEC. 3.4.6. 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.

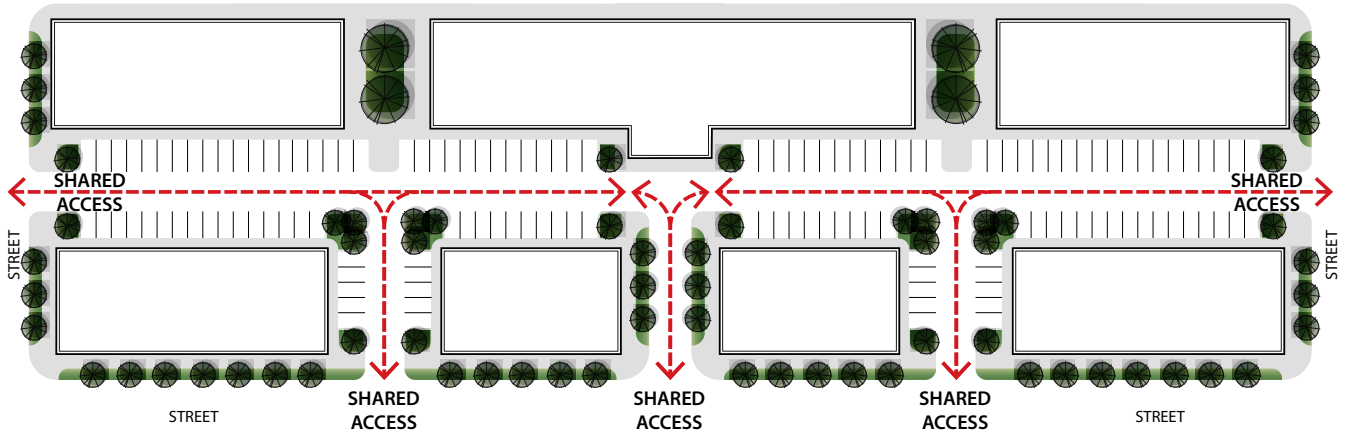
1. Enhance views from the public right-of-way to scenic natural features and landmarks, when feasible.
    a. Locate a building to maintain key views as they are seen from the public right-of-way.

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.

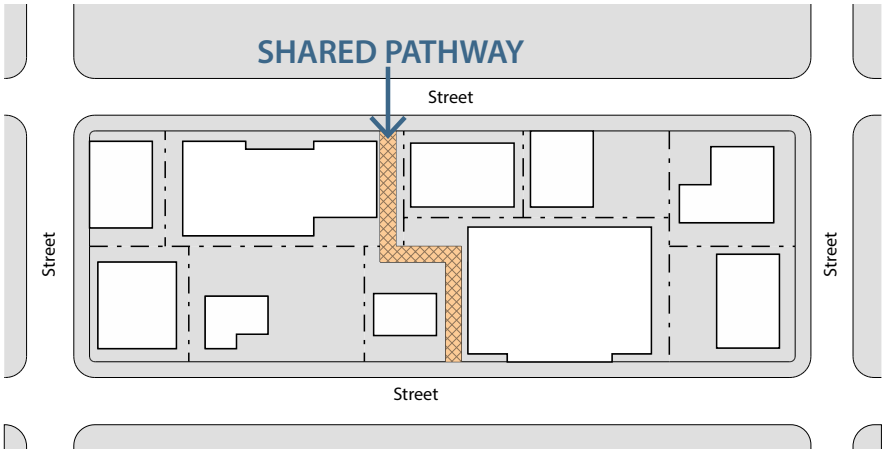
Provide convenient connections for pedestrians and bicyclists between buildings on an individual site.

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.

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

Reuse historic brick pavers whenever feasible.

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.

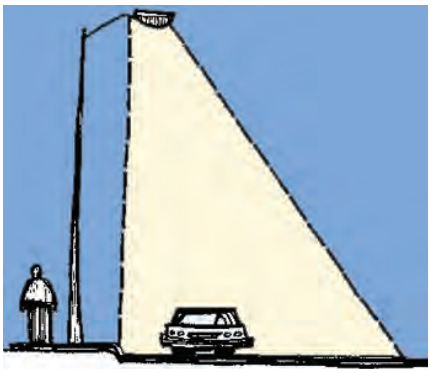
F. Site Lighting

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.

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

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.

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

SEC. 3.4.7. 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.

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.

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 that attract pedestrian activity.

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 and 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.