

# France Avenue and Excelsior Boulevard Development Guidelines



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In association with  
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City of St. Louis Park  
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## **“Mini” Group Members**

Thank you to the following “Mini” Group residents who worked diligently with city staff and the consultants to arrive upon suitable development guidelines.

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## 1.0 Introduction and Purpose

### 1.1. Purpose and Use of Development Guidelines/Design Criteria

The development guidelines address the subject site at a number of different levels. These guidelines address the area considering first, the block the parcels are located in, then the street edges, then the specific site, and finally the buildings that would be constructed.

These guidelines are a tool for the community, the Planning Commission and the City Council to assist in evaluating future development proposals for the affected parcels at Excelsior Boulevard and France Avenue.

The specific dimensions and policy directives in this document illustrate an approach for planning new development on the site. The standards address issues such as site design, building massing and height, building location and environmental design. Recommendations on circulation, access and public infrastructure have been reviewed with City and County staff.<sup>1</sup> However, final plans for access changes on Excelsior Boulevard must be approved by Hennepin County.

The city's zoning code regulations and land use guidance have legal standing related to future development on the site. Planned unit development (PUD) applications that are consistent with these development guidelines and are approved by City Council will form the basis of final agreements with a successful developer. The zoning code takes precedence in cases where minimum requirements are not stated in this document but are otherwise defined in the zoning code.

Neighbors, prospective developers and other interested parties should consult these guidelines and consider them as additional criteria reviewed on and commented on by neighborhood and city representatives in the course of an open, iterative public process. The guidelines are not, however, legally mandated requirements that must be met in order to obtain project approvals. They depict preferred conditions and represent the best case conditions for new development. As such they are the foundation of dialogue with development interests and will influence development on the affected parcels.

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<sup>1</sup> Hennepin County staff have jurisdiction over Excelsior Boulevard and France Avenue south of Excelsior Boulevard.

## 1.2. Planning Process- Creating the Guidelines

The concepts described in this document were developed over the course of several months. A “Mini” task force convened by City staff met five times in early 2005. A community Open House held on May 24, 2005 solicited additional comment from the community at large.

The City commissioned a consultant team of planners, designers and traffic engineers to work with the Task Force in order to create practical guidelines for the site. This effort was made to promote education, expand awareness of development opportunities and site limitations and prepare for new development proposals for the site.

The ‘Mini’ Task Force, consisting of nine (9) residents from the two adjacent neighborhoods of Minikahda Oaks and Minikahda Vista, property owners and at-large members (see page 4 for list) formulated a list of key issues and concerns associated with the Issues and Concerns are listed in section 4.0 below for reference.

## 1.3. Current Conditions and Policy Framework

### *Location with the Community*

The study area is located within the southeast quadrant of the City, at the municipal border with Minneapolis. Excelsior Boulevard, the study area’s southern edge, passes through St. Louis Park as an important east-west street stretching across the City. Historically, Excelsior Boulevard has been a mixed-use corridor with retail, commercial and residential uses. Recent reinvestment has occurred by both the public and private sectors. Streetscaping along the corridor has strengthened its image, identity and pedestrian environment.

### *Existing Conditions*

The sites in question are located along the north side of Excelsior Boulevard west of France Avenue as shown in Figure 1. There are a total of ten parcels included in the scope of these development guidelines.

Current day uses are a motel at the west end of the site (American Inn), a restaurant/ bar (Al’s) which comprises the middle and east end of the affected area and a dry cleaner’s (Anderson Cleaners), located on the corner lot.

### *Zoning*

Current day zoning on the site is high density residential (RC), mixed use (MX), and medium density residential (R4). Mixed use is defined in the City’s comprehensive plan as a mixed or multiple use project combining at least two of the following four uses, when approved in a PUD format:

*Commercial uses*, limited to banks, food service, printing process/supply, entertainment, restaurants, retail shops, service, showrooms and studios.

*Hotel/Motel, Office and Human Care uses*, limited to adult day care, group day care/ nursery school, medical/dental office, nursing home.

*Institutional uses* limited to community centers, libraries, museums, art galleries, parks/ usable open space and public plazas, indoor recreation.

*Residential uses* limited to cluster housing, multiple family dwellings, senior housing.

Multifamily housing is defined at a density of 50 to 75 units per acre. Consult Figure 2 for an illustration of current day zoning.

According to current zoning, the middle portion of the site does not have a height limit. The adjacent RC district allows 6 stories or 75 feet. The medium density R4 district permits heights of 40 feet or 3 stories. The high density RC district allows buildings of 75 feet or 6 stories. The range of residential units allowed if all ten properties are considered is approximately 134 up to a maximum of 189 units if a PUD is employed on RC and MX sites.

#### *Guide Plan*

The City's Comprehensive Plan (2000) discusses the development site in the context of the Minikahda Oaks Neighborhood Plan (See Figure 2). It calls for "redevelopment of the commercial corner as mixed use including small scale retail and office use, with primarily residential uses on the north side. The transition from a commercial front to the single family area shall be mindful of scale, density, quality, aesthetics, and vehicle access. New development shall follow urban design goals set in Chapter R of the City's Comprehensive Plan."<sup>2</sup> Specific land uses are described from west to east; high density residential, commercial mixed use and medium density residential.

### 1.4. Neighborhood Issues and Concerns

Task Force meetings and prior neighborhood meetings to review earlier development proposals resulted in identification of issues, concerns, and considerations, which these guidelines respond to. A summary of those issues are listed below:

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<sup>2</sup> As quoted in the Comprehensive Plan, St. Louis Park 2000.

- Building heights, shadows, views, scale
- Development density: number of housing units and amount of commercial space
- Impact on neighborhood – sound, lighting, activities on the site
- Building visibility
- Access points (vehicular circulation)
- Building appearance/ architecture
- Traffic and parking in the neighborhood
- Comprehensive plan vision
- Current zoning
- Livable Communities
- Market feasibility
- Financial feasibility and ‘buildability’
- Inclusion of dry cleaners site
- Utilities and stormwater issues
- Underground utilities- location and/or preservation of open space corridors
- Gateway and community image
- Integration of development with neighborhood
- PUD requirements
- Provision of public space and public art
- Analysis of TIF request (‘but for’ test)
- Streetscape components- dimensions and design for Excelsior Boulevard
- Relationship to park (parking)
- Neighborhood safety
- Future further down Excelsior
- Consistency/ fit with Excelsior and Grand development
- Transit- bus shelters
- Pedestrian/ bike connections (France Ave extension)
- More walkable/ pedestrian friendly environment
- Amount of green space- trade-off with height

### 1.5. Market Analysis - Future Land Use

City staff contracted a market analyst firm, GVA Marquette Advisors, to conduct an independent study of future commercial market demand for the site<sup>3</sup>.

According to that study, the effective market or primary trade area for the site was defined as Minikahda Oaks, Minikahda Vista and Wolfe Park neighborhoods of St. Louis Park, and a portion of the Linden Hills/ Calhoun Isles neighborhoods of Minneapolis. This geography was defined by traffic patterns, man-made and natural boundaries (lakes) and the location of existing retail centers and nodes. Although there is a significant number of retail and service locations in the general area (Excelsior and Grand, Miracle Mile, Calhoun Commons and Calhoun Village, 44th and France, 50th and France), the market analyst determined that retail and/or service uses at France and Excelsior would capture more consumer dollars in the geographic area that are currently being spent at the above listed locations.

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<sup>3</sup> *Market Assessment and Demand Analysis for Commercial Development at Excelsior and France in St. Louis Park, MN.* Minneapolis, MN: GVA Marquette Advisors, April 2005.



The market analysis considered potential new commercial uses in the context of four solidly successful neighborhood centers located within approximately a mile of the Excelsior and France location. Nonetheless, retail and restaurants uses were considered highly attractive for this location in keeping with Excelsior Boulevard's re-emergence as a corridor location that focuses boutique-type retailers, home furnishing stores and hair salons, all supported by the consumer demographics in the surrounding residential neighborhoods.

Likely customers for these new uses are residents within  $\frac{1}{2}$  to  $\frac{3}{4}$  mile from Excelsior and France. Some working or daytime population will also patronize the area, as well a limited amount of drive-by customer traffic, from persons passing through by car.

The study concluded that a range of 10,000 to 15,000 square feet of retail commercial uses would be sufficiently supported by market demand. Recommended commercial uses include:

- bistro style restaurant
- wine/dessert bar
- hair salon
- movie rental
- pizza take-out
- gift card/shop
- pet store
- bike shop
- home furnishing store
- galleries
- dry cleaning

Office uses could be accommodated along with retail tenants. Medical office tenants were considered highly desirable and likely to consider locating within a new development on the site. It is assumed that all retail/commercial uses would be located on the future building's first floor at street level.

## 2.0 General Principles

*The following general principles describe the rationale behind the development guidelines.*

- Historically the study area has focused on Excelsior Boulevard. Low-density commercial uses were consistent with other commercial activity on Excelsior Boulevard. As Excelsior Boulevard evolves as a location for mixed uses, and as additional medium density housing is built in St. Louis Park, the northwest corner of Excelsior Boulevard and France becomes ever more attractive to development.

- The current day Comprehensive Plan and zoning (2005) calls for this study area to include a mix of commercial and residential land uses, a variety of building types and people-oriented scale, and size for new buildings. It is important that redevelopment of the site should result in a place with a distinct, memorable and attractive character. Moreover, the character of new development should respect the existing and emerging character of the surrounding neighborhood as well as Excelsior Boulevard.
- The site commands a strong visual presence at a moderately high traffic intersection on two major corridors to the south and east-west route. This suggests an opportunity for special design treatment as a gateway feature, public space or other physical recognition of the site's importance. Building materials should be classic, timeless and project a sense of simple elegance.
- Due to the fact that ownership of the ten subject parcels is shared among a number of property owners, it is possible that development could occur on a parcel by parcel basis. Over the course of the planning process, property owners and residents alike agreed that a multiple parcel development proposal offered the most advantages to a greater number of interested persons. Nonetheless, it is possible that development will proceed on a parcel by parcel basis which will have repercussions for site access, circulation and building massing. These issues are discussed further in section 6.1 and 6.2.

#### Summary of Planning Principles

- A mix of land uses (residential with neighborhood retail, professional or medical office) is envisioned by the City's Comprehensive Plan for the site. These land uses should serve daily needs and not be regional, destination-type commercial activity.
- Vehicle and pedestrian access to Excelsior Boulevard and France Avenue will influence building location and site configuration.
- Prominent open spaces and pedestrian-oriented street frontages are expected on Excelsior Boulevard and France Avenue.
- Encourage building design that demonstrates creative, modern interpretations of traditional architectural principles such as base, middle and top. This will assist in articulating building facades and retaining a human scale to new buildings.
- Concentrate building height and density away from the residential and public park edges of the site.

- Retain a human scale to the design and massing of buildings on the Excelsior Boulevard edge as well as on the park edge that will face any new development.
- Respect and improve the ecology of the site, through responsible stormwater management and provision of landscaping and green areas.

### **3.0 Block**

#### **3.1. Site Vehicle Access and Circulation**

##### *Current conditions*

At the present time, there are five right-in, right-out access points off Excelsior Boulevard and two full access points on France Avenue. There is one left-in access point from Excelsior Boulevard at the American Inn site location. (Refer to Figure 3).

Excelsior Boulevard is a minor arterial in Hennepin County's roadway network. Access on minor arterials is typically more restricted than current conditions permit. When redevelopment occurs at this location, it is highly likely that Hennepin County will only allow limited access for each of the parcels in question.

##### *Phasing and Sequence of New Development*

The access guidelines below apply to a comprehensive redevelopment scenario that would involve all ten parcels. In circumstances where clusters of parcels came forward for redevelopment at different times, access would be granted on a project by project basis. (See Figure 4).

##### *Access Guidelines: Comprehensive Redevelopment*

Right-in/right-out access on Excelsior Boulevard will be allowed at one location as shown on Figure 5, close to the current day American Inn access. Access to and from Excelsior Boulevard should be eliminated wherever possible.

A median break on Excelsior Boulevard allowing left-in turns will be allowed as shown on Figure 5, at its current location. Access at any other location on Excelsior Boulevard must be supported by additional study. If a new access is combined with the current day entrance to Minikahda Court Apartments, allowing access to the subject site, the current day left-in access from Excelsior Boulevard will be closed.

A new internal circulation road should traverse the site. (See Figure 5). This road should pass along the length of the site and at a minimum, allow two-way traffic and access to parking. The road could be located as a buffer between new buildings and the existing park, or internal to the development and farther from the park/ neighborhood edge. This throughway could be

achieved by cross-easement among private parties. A new intersection that combines access to the Minikahda Court Apartments with a connection to the rear-circulation road is important because it would allow full directional movement and meet Hennepin County's traffic and access spacing criteria.

If this option is pursued, the south leg (Glenhurst) should be modified to narrow the curblines as a means of reducing traffic speed and volume. Curblineline changes on France Avenue north of the site access should also be considered. Narrowed curb lines designed as a "choker" for car traffic could assist in reducing vehicle speed and volume and diverting attempted through trips on France Avenue north of the site. (Refer to Figure 6).

### 3.2. Traffic

New traffic generated as a result of development will be limited by restrictions on development density. There is no significant difference in the number of trips generated by mixed use versus all residential development. Additional traffic study may be required, contingent upon land use and density assumptions.

### 3.3. Gateways

The northwest corner of France Avenue and Excelsior Boulevard should be treated as a community gateway. It is an important community entry point for westbound traffic on Excelsior Boulevard and can also be seen by traffic moving northbound on France Avenue.

- Suitable treatment alternatives can incorporate elements of: public art, distinctive architectural solutions, vertical streetscape elements, landscape treatment and City approved signage.

As a part of a development proposal, the design must incorporate a gateway element.

### 3.4. Land Use

Based upon the current land-use guide plan, the zoning classifications, and the results of the GVA Marquette market analysis, the land-use patterns should be predominantly residential with a mixed use component of neighborhood retail/service/professional office up to 15,000 square feet of space.

A "residential only" land use alternative is a possible development scheme for this site. This would require a change to the Comprehensive Land Use Plan from Mixed Use to a residential category, and a corresponding change to the zoning map from mixed use to a residential zoning district. These changes may be initiated by the City or by the owner of the subject property.

Retail uses should be focused on Excelsior Boulevard at the street level and at the street face or frontage.

Neighborhood and residential edges (to the north and west) should be residential in nature. Development should also be sensitive to residential uses south of Excelsior Boulevard.

Land use will be consistent with approved land use guiding and zoning. PUD applications may alter the exact location and residential density of allowed uses consistent with these development guidelines.

Height and density of approved land uses will be determined by zoning allowance and conformance with related guidelines.

### **3.5. Park, Open Space and Trail Connections**

Access to the adjacent neighborhood park will occur from trail linkages in the neighborhood and on the north side of the park. Park access from Excelsior Boulevard or France Avenue should be limited. Pedestrian access to the park from a new residential building is an important linkage that a development scheme must include.

Community/regional trail access from the development site will be allowed. Opportunity for limited parking for neighborhood park activities should be pursued within the study area or immediate surroundings. The City Park and Recreation staff will be consulted during the development review process to verify parking need and demand.

## **4.0 Street**

### **4.1. Streetscape**

Streetscape components of the existing Excelsior Boulevard design will be adhered to along the site edges. See Figure 7 for an illustrative diagram.

France Avenue frontage (on the west side from Excelsior Boulevard north to the property line) will be treated per the existing Excelsior Boulevard design.

Transit amenities on Excelsior Boulevard will be integral to the streetscape as built elsewhere on Excelsior Boulevard.

The sidewalk dimension is to be a minimum of 10 feet. Street trees are strongly recommended per the Excelsior Boulevard design vocabulary.

On-street parking, in bays, is an acceptable feature to accompany new development on the site contingent upon Hennepin County approval.

## 5.0 Site

### 5.1. Development Density

Residential density allows up to 134 units<sup>4</sup>. If a PUD approach is employed, the number of residential units can increase.

Commercial square footage should not exceed a maximum of 15,000 square feet.

These density recommendations are based on limitations to site access and the ability to provide parking. Traffic impacts resulting from new development are more or less equivalent regardless of the land use types (commercial, residential) at the level of likely development intensity suggested by the market demand analysis and the zoning allowance for residential uses.

For building height guidelines, consult Section 6.2 of this document.

### 5.2. Parking

#### General guidelines

The provision of parking spaces will meet the demand of residential and commercial land uses defined by the zoning code and/or independently commissioned studies.

Shared use parking reduction as well as transit ridership reduction will be considered an element of PUD approvals.

Bicycle parking should be provided in easily accessible locations. Specific requirements for bicycle parking are defined per City code. Bicycle parking should be visible from storefronts or office building front doors for security purposes.

Landscaping in parking lots should follow guidelines defined in the zoning code.

Occasional parking for neighborhood park use could be accommodated on-site for additional shared parking reductions.

#### Within or Underneath Structure

Primary parking will occur within the building mass, below grade or within parking structures.

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<sup>4</sup> Current zoning (RC and MX districts) allows greater density, between 130 and 189 units if all ten parcels are considered comprehensively. However, neighborhood preferences for lower density have been consistently communicated to prospective developers.

Garage doors or entrances to parking structures should not occupy more than 30 feet of street-facing frontages within each block.

#### On-site surface

Surface parking will occur behind the building massing, screened from adjacent properties and pedestrian thoroughfares. No more than 25 feet of street-facing frontage on Excelsior Boulevard or France Avenue can be used to access parking areas.

No surface parking should be permitted between buildings and sidewalks.

#### On-street

On-street parking bays on Excelsior Boulevard may be permitted, although parking spaces of this type are not consistent with Hennepin County guidelines. Permission to locate these parking bays will require additional study to determine need and justification and will be subject to approval by Hennepin County.

### **5.3. Edge Buffering**

Landscape or architectural buffering of adjacent parcels, residential land use and the neighborhood park will be expected.

Architectural buffering can be achieved through façade articulation, location of primary entrances and choice of materials. Consult Section 6.3 of this document for more information.

Landscape buffering can be achieved through the use of planted materials, fencing or screening.

Front (Excelsior Boulevard), side and rear yard setbacks will be consistent with dimensions established in the zoning code for the approved land uses. The preservation of pedestrian pathways and access points may require additional setback depending on where access points are located. Setbacks related to the street edge and building location are defined in 6.3.

### **5.4. Landscaping**

#### Parking Lot Landscaping Requirements

Where parking lots abut streets, a landscaped frontage shall be provided on the parcel adjacent to the sidewalk.

Landscaped frontages used as buffers should include at least one of the following:

*Low fence or wall.* Between 24 to 36 inches high, within 3 feet of the street's sidewalk, with trees planted not more than 30 feet on center

*Hedgerow.* Tall columnar trees planted not more than 30 feet on center.

*Trellis.* Supported by posts not more than 15 feet apart on center, within 3 feet of the street's sidewalk and trees planted not more than 30 feet on-center

*Equivalent feature.* Screens views of parked cars and spatially defines the street by creating a notable edge.

Exact height and approach to buffer design should meet the City's zoning ordinance and be reviewed with the adjacent property owner.

#### Connecting Walkway requirements

Building entrance connections to sidewalks will be achieved through connecting walkways. Connecting walkway guidelines are defined as follows:

*Width and Clearance.* The width of the paved walking surface must be at least 6 feet clear. Any covered structure such as a trellis must have at least 10 feet clear height, but must not obstruct visibility.

*Paving.* Connecting walkways must be paved with a special paving or concrete in a pattern or color that contrasts with the surrounding pavement.

*Tree Planting.* Connecting walkways must be planted with either shade trees spaced 30 feet on center or a shade structure such as a trellis with climbing vines.

*Lighting.* Connecting walkways must be equipped with lighting on one side, at least 3 feet in height in order to be visible in deep snow drifts or snow banks. Lighting standards spaced a maximum of 30 feet apart and a maximum of 10 feet tall are recommended.

Plant materials will be hardy, tolerant of drought conditions. All landscaped areas must incorporate irrigation, in accordance with city code.

### **5.5. Utilities/ Infrastructure**

Current utility corridors found within the site, storm and sanitary sewer will not be built upon with structures unless agreement is made with the City as to satisfactory alternate provisions. If relocation of utilities is to occur, the developer will bear all related costs.

### **5.6. Massing**

Alternatives exist for building massing and building placement. Building locations should be sensitive to residential edges and neighborhood scale.



Building mass should be clustered at the midpoint of the site, with lower heights and lesser massing on the south side of the neighborhood park, along the north edge of the development parcels.

Street presence is important but setbacks and height limitations on the Excelsior Boulevard edge should be observed so that the effect is one of “terraced” building mass for a portion of the street frontage. See Figure 8 for more detail.

### **5.7. Setback/ Build-to**

A site specific build-to line of a minimum 10 feet will generally be defined as shown in Figure 9. Buildings are to be built 10 feet back from the sidewalk. This reflects Excelsior Boulevard streetscape design as well as commercial front yard requirements as defined in the zoning code.

It is important to enforce the build-to line as a requirement to ensure that development maintains a street presence that is welcoming to pedestrians.

Building edge articulation is encouraged to provide interest, variety and additional landscape space.

### **5.8. Stormwater**

Site related runoff will be treated on site through rain gardens, site treatment basins and/or best management practices (BMPs) to meet city requirements.

### **5.9. Lighting**

All site lighting will be indirect source. Mounting height should be a maximum of 20 feet from the ground on building walls or on freestanding light standards. Edge lighting and parking lot lighting will incorporate pattern shutoffs to minimize light distribution to adjacent parcels.

Lighting that “washes” entire building faces will not be allowed.

### **5.10. Signage**

Generally signs designed to identify buildings and individual building tenants while respecting the character and human scale of buildings are anticipated. Signs above the first floor (14’ height) are generally not acceptable. Signs shall not obscure architectural elements such as pilasters, cornice lines, capping or the edge of openings. All signage will be consistent with City zoning standards.

Sign formats such as projecting or hanging signs as well as pedestrian-oriented signs are recommended for any proposed development.

## 6.0 Building

### 6.1. Massing and Setbacks

Primary building mass should be clustered in the mid to southern portions of the site. The goal is to achieve a greater mass of buildings located closer to Excelsior Boulevard and France Avenue than the neighborhood park and surrounding single family neighborhood.

Building design should highlight the location of building entries. Primary pedestrian entries shall be clearly expressed and be recessed or framed by a sheltering element such as an awning, arcade, porch or portico. Greater height may be used to accentuate entrances in the form of tower elements, tall openings or a central mass at an entry plaza. This could be used as a gateway treatment to focus attention on key locations within the site. See Section 3.3 for additional detail.

Build-to lines are shown on France Avenue and Excelsior Boulevard. Setbacks are shown on the north and west side of the site. See Figure 9 for additional detail. Where build-to lines are shown, buildings shall be sited at a minimum of ten (10) feet from a street or plaza and shall occupy at least 80 percent of each block's linear street frontage. The primary entries to buildings must face onto build-to lines on Excelsior Boulevard and France Avenue rather than onto rear or side parking lots or alleys.

### 6.2. Height

The primary goal is well designed buildings. Generally, the preference is for the overall height of buildings to be no more than four stories.

For proposals that include buildings taller than four stories, additional design review related to lighting, façade materials, overall mix of heights, views from the neighborhood and shadow patterns will be mandatory, in addition to any zoning code provisions.

For example, the building's first story should not exceed 14 feet in height, the second story should not exceed 12 feet in height and all additional floors should not exceed 10-11 feet in height, measured from finished floor to ceiling.

In its entirety, new development on the site should be in the range of 3 to 4 stories, with a maximum of 46 feet. Some limited opportunities to build to 5 stories (a maximum roofline height of 59 feet) are possible for portion of the buildings, if there are corresponding 3-story portions and it is determined through the PUD process that the overall design is preferable. Uniform 5 story heights at any location on the site are not desired. Buildings with

varied heights are preferred as they may improve 'human scale' by allowing building mass and height to cluster at compatible locations while maintaining lower heights at edges closest to single family dwellings.

### 6.3. Façade Articulation and Entrances

#### General Provisions

- All sides of buildings shall have the same level of architectural detail and window openings.
- Entries at corners should address both streets.

#### Articulation- Non Residential (See Figure 8)

- Street facing facades should follow build-to lines as indicated in section 6.1.
- Street facing building facades shall not have a section of blank wall exceeding 30 linear feet without being interrupted by a window or entry.
- Along built to lines, the ground floor of parking structures must contain shops or other occupied spaces.
- Garage doors or entrances to parking structures shall not occupy more than 30 feet of street facing facades within each block.

#### Articulation- Residential

- The front facades of attached housing shall read as a series of distinct vertical building forms of bays along a street wall. The overall composition of the main building shall highlight proportion and rhythm along a series of bays and the overall building mass. Pilasters, columns, reveals, window openings and other details may be used to achieve this effect.

#### Transparency and Entrances - All Non-residential Buildings

- At least 60 percent of the linear length of street facing facades must contain windows, doors or arcades at all levels (stories). Clerestory windows or other high, non eye-level windows do not count towards the 60 percent requirement.
- Primary pedestrian entrances should be located on build-to street frontages.
- Vehicular entrances may be located on these frontages provided that the driveway is no wider than 30 feet along the street frontage. See Building Massing, Section 6.1 for additional detail about entrances.

### Transparency and Entrances - Residential Buildings

- For both detached and attached housing, unit entries must be clearly marked through articulation, porches, greater massing or thickness or recessed entries.
- For low density residential buildings located on the east side of the site, residential garage doors visible from a street or park shall consist of articulated panels and incorporate at least two of the following features:
  - o Indoor living space or balcony space built over the garage with clear site lines between the street and these spaces.
  - o Strong shadow lines around the garage face created by recessing the door one foot behind the adjacent building plane, or extending a trellis or bay window at least two feet in front of the garage face.
  - o For multiple car garages, intervening posts at least one foot in width must separate the garage into individual doors each no more than nine (9) feet in width.
- All street facing residential facades should have windows covering at least 25 percent of the façade area.

## 6.4. Building Materials

### General Provisions

Exterior materials and finishes should convey a sense of integrity and durability. Buildings shall support regional traditions and maintain a level of craft in the process of construction. Exterior finishes shall be primarily of Class I materials per the city's zoning ordinance.

Buildings must incorporate consistent, pedestrian-scale textures and details on all sides. Materials that are obviously simulated or prefabricated are not to be used. Clear glass must be used for windows and doors. Mirrored glass is not to be used.

### Doors and windows

Front doors must have a substantial, high quality appearance. Plain, flat doors are not to be used. Raised panel doors are preferred.

Horizontal 'slider' windows and window frames with metallic finishes are not permitted. Vinyl or other finishes with an appearance of painted wood are acceptable. Mirror or tinted glass is not to be used.

### Consistent treatment on all elevations

The street side elevation of any building located at a street corner or siding onto open space or publicly accessible commons must have the same materials, finishes, level of detail as the front elevation, with multiple windows.

To avoid an 'applied' look, material changes must not occur at external corners but may occur at reverse or interior corners or as a return at least 6 feet from external corners.

### Screening (service areas, trash enclosures, parking, different land uses)

Service areas (including trash receptacles/storage) must be located away from and screened from view of streets, parks and plazas, landscaped walkways as well as residential areas.

Access to service areas (loading, trash collection) must be internal to the site and directly accessible to trucks, without requiring additional circulation around the development.

Where service areas cannot be avoided along a street, park or plaza, they must be recessed within the building envelope. Cyclone, chain link, or wire fencing should not be allowed. No fence may be constructed on a drainage utility easement without an encroachment permit from the City.

Service and loading areas should be screened as noted below.

#### *Non-residential*

Appropriate screening solutions include vine covered walls or fences, trellises, arcades, dense landscaping reaching a height of 6 feet or some combination thereof.

Fences of up to 8 feet in height shall be constructed of a non-metallic material and be 90 percent opaque, per City code.

#### *Residential*

Fence types and heights are defined in the City's zoning code, Section 14, 4-4. Generally, fences shall not exceed 3 ½ feet in a front yard, or 6 feet in a side or rear lot line.

## 7.0 Phasing and Sequence

There are two scenarios for redevelopment. One is that all ten parcels are addressed as a comprehensive development and PUD application. The other is that individual property owners pursue redevelopment independently of each other.

The key issues to be addressed for each scenario are a) site access; b) seamless integration of new buildings constructed at different times by different entities along build-to lines and c) consistency in use of building materials and design features.

### *Site access*

Site access will be accommodated differently depending the timing of redevelopment. The access guidelines below apply to a comprehensive redevelopment scenario that would involve all ten parcels. In circumstances where clusters of parcels came forward for redevelopment at different times, access would be granted on a project by project basis.