

**Appendix A: Summary of Site and Building Design Standards by Subdistrict (see district locations on Map 2)**

Subdistrict	Bellline Oriented Commercial	Industrial Center	Meinders/Triangle	Mixed Use Lakeview Village
<b>Preferred Land Uses</b>	<ul style="list-style-type: none"> <li>Highway and job oriented retail</li> <li>Hotel</li> <li>Retreat/conference center</li> <li>Sit-down restaurants</li> <li>Offices</li> <li>Medical clinic</li> <li>Financial institution</li> <li>Daycare and other job center services</li> <li>One or two fuel/convenience stores</li> <li>Contractor shops/services (especially next to U.S. Oil)</li> </ul>	<ul style="list-style-type: none"> <li>Manufacturing</li> <li>Office</li> <li>Distribution</li> <li>Contractor shops/services</li> <li>Compatible commercial (especially sites with Highway 51 visibility)</li> </ul>	<ul style="list-style-type: none"> <li>Light industrial (limited trucking and manufacturing)</li> <li>Office</li> <li>Contractor shops/services</li> <li>Uses transition to residential neighborhood to east</li> </ul>	<ul style="list-style-type: none"> <li>Multi-story, mixed-use buildings. Ground floors: neighborhood retail, offices, and services—create flexible spaces; Upper floors: housing and offices</li> <li>Offices and attached residential with lake views</li> <li>Local retail and commercial services</li> <li>Live-work unit potential</li> <li>No auto-oriented commercial uses</li> </ul>
<b>Suggested Development Intensity (FAR = Floor Area Ratio)</b>	<ul style="list-style-type: none"> <li>FAR target between 0.35 and 1.5</li> </ul>	<ul style="list-style-type: none"> <li>FAR target between 0.15 and 1.0 for Industrial uses</li> <li>FAR target between 0.35 and 1.5 for Commercial uses</li> </ul>	<ul style="list-style-type: none"> <li>FAR target between 0.15 and 1.0 for Industrial uses</li> <li>FAR target between 0.35 and 1.5 for Commercial uses</li> </ul>	<ul style="list-style-type: none"> <li>FAR target between 0.35 and 3.0</li> <li>Maximum housing density of 40 units per acre</li> <li>Maximize density/FAR near transit station</li> </ul>
<b>Urban Design Features</b>	<ul style="list-style-type: none"> <li>High-quality highway oriented commercial center; minimize standard corporate franchise design</li> <li>Building and landscape design to reflect nature-based recreation theme</li> <li>Buildings oriented toward Terminal Drive or Highway 51</li> <li>Natural building materials; generally avoid metal and vinyl siding</li> <li>Grouped back-of-building areas on double-fronted lots</li> <li>Connections between buildings</li> <li>Sidewalks on all streets</li> <li>Preserved woods and wetlands when sites develop</li> <li>Preserved lake views</li> <li>Nature trails, and bicycle lanes on Terminal Drive</li> </ul>	<ul style="list-style-type: none"> <li>Buildings &amp; entries oriented to street</li> <li>Sidewalk and bike lane on east side of Terminal Drive</li> <li>Screened outdoor storage to rear of building</li> <li>Screened roof, wall, and ground mechanicals</li> <li>Quality façade materials, emphasizing non-metal surfaces on street-parking facades</li> </ul>	<ul style="list-style-type: none"> <li>Buildings &amp; entries oriented to street</li> <li>Sidewalks on both sides of all streets</li> <li>Screened outdoor storage to rear of building</li> <li>No outdoor operations adjacent to residential neighborhood</li> <li>Screened roof, wall, and ground mechanicals</li> <li>Quality façade materials, emphasizing non-metal surfaces on street-parking facades</li> <li>Smooth transitions to residential to east: building quality, landscaping</li> </ul>	<ul style="list-style-type: none"> <li>Continue existing lakeview character</li> <li>“Transit Oriented Development” form—focus on design, density, &amp; access</li> <li>Set back building facades above the 3<sup>rd</sup> story</li> <li>Concentrate retail activity near transit stop</li> <li>Mixed-use buildings along streets &amp; open spaces</li> <li>Urban open spaces and street furniture</li> <li>On-street parking and sidewalks on both sides of streets</li> <li>Maximize lake and possible capitol views</li> <li>Preserve woods when sites develop; Build into grades</li> </ul>
<b>Principal Building Setbacks</b>	<ul style="list-style-type: none"> <li>Minimum of 50% of front building wall 10’ to 30’ from Terminal Drive right-of-way <b>-OR-</b></li> <li>Minimum of 50% of front building wall at 30’ to 80’ from Highway 51 right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of 50% of front building wall 20’ to 35’ from Terminal Drive or McFarland Street right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of 50% of front building wall 20’ to 35’ from street right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of 75% of front building wall 5’ to 20’ from Siggelkow right-of-way</li> <li>Site other buildings to take advantage of views and topography</li> </ul>
<b>Recommended Building Height</b>	<ul style="list-style-type: none"> <li>Generally 1 to 4 stories</li> <li>Hotel maximum height of 6 stories</li> </ul>	<ul style="list-style-type: none"> <li>Generally 1 to 3 stories</li> </ul>	<ul style="list-style-type: none"> <li>Generally 1 to 3 stories</li> </ul>	<ul style="list-style-type: none"> <li>Generally 2 to 5 stories</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>Parking on all streets, except Terminal Drive</li> <li>Surface parking to rear of buildings with limited, screened side yard and Highway 51 frontage parking</li> <li>Parking to inside of minimum building setbacks</li> <li>Encourage shared parking</li> <li>Landscaped parking lots; divide large lots into pods</li> <li>Bike parking facilities</li> </ul>	<ul style="list-style-type: none"> <li>Parking on all streets, except Terminal Drive</li> <li>Employee parking/loading to side or rear</li> <li>Visitor parking spaces permitted in front</li> <li>Parking to inside of minimum building setbacks</li> <li>Landscaped parking lots</li> <li>Bike parking facilities</li> </ul>	<ul style="list-style-type: none"> <li>Parking on all streets, except Triangle Street before upgrade</li> <li>Employee parking/loading to side or rear</li> <li>Screen parking and loading from residential neighborhood</li> <li>Visitor parking spaces permitted in front</li> <li>Parking to inside of minimum building setbacks</li> <li>Landscaped parking lots</li> <li>Bike parking facilities</li> </ul>	<ul style="list-style-type: none"> <li>Parking on all streets except Terminal Drive</li> <li>Surface parking to rear of buildings with limited side yard parking</li> <li>Encourage underground, structured, and shared parking; bike parking facilities near transit stop</li> <li>No greater than 40’ of parking lot frontage on street (except where building is set back to protect trees, maximize lake views, or along Highway 51)</li> </ul>
<b>Stormwater Principles</b>	<ul style="list-style-type: none"> <li>Maximize on-site water quality &amp; infiltration, including from parking lots and rooftops</li> <li>On-site water quality features</li> </ul>	<ul style="list-style-type: none"> <li>Maximize on-site water quality and infiltration, including from parking and roof</li> <li>On-site and regional management approaches</li> </ul>	<ul style="list-style-type: none"> <li>Maximize on-site water quality and infiltration, including from parking lots and rooftops</li> <li>On-site and regional management approaches</li> </ul>	<ul style="list-style-type: none"> <li>Urban stormwater management approaches</li> <li>On-site water quality features</li> </ul>
<b>Signs</b>	<ul style="list-style-type: none"> <li>Ground and first floor signs</li> <li>Building (not sign) visibility emphasized</li> <li>Remove and do not allow billboards</li> </ul>	<ul style="list-style-type: none"> <li>Monument and first floor signs</li> </ul>	<ul style="list-style-type: none"> <li>Monument and first floor signs</li> </ul>	<ul style="list-style-type: none"> <li>On-building, first floor signs</li> <li>Themed, small-scale projecting signs encouraged</li> <li>Monument signs allowed at sites away from Siggelkow</li> </ul>

Note: See plan text for further explanation of standards in above described districts