

DESIGN REVIEW CHECKLIST
Leadbetter Road Pump Station
DR16-13 February 28, 2017

The purpose of this sheet is to provide a simplified and expedited review of the design review principles and guidelines using objective review standards. The standards are intended as tool for the decision-maker in making findings that the proposal either achieves compliance with the intent of the principles or reasonably mitigates any conflict. When reviewing the check sheet, the proposal should as a whole “meet” the standards and thus be generally consistent with the overriding principles. [Compliance or non-compliance with any one standard is not a determinant. However, where several standards fail, they should be offset by standards that exceed other standards]

Standard Principles and Guidelines

1. Landscaping should be done with a purpose. It should be used as a tool to integrate the proposed development into the surrounding environment as well as each of the major project elements (e.g. parking, buildings(s), etc.).				
Exceeds	Meets	Fails	NA	
				Landscaping, including trees, shrubs, and vegetative groundcover, is provided to visually screen and buffer the use from adjoining less intense uses and screening parking or other components viewed as being less intrusive.
				Signs are located on buildings or incorporated into the landscaping so as not to be the main focus either during the day or night. (e.g. low signs with vegetative backgrounds to soften visual impact). If illuminated they shall be front lit. Efforts have been made to make signs vandal resistant.
				Outdoor furniture samples have been submitted consistent with the overall project design.
				Proposed fencing is incorporated into the landscaping so as to have little or no visual impact.
				The vegetation to be utilized includes native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Tree List. Retain significant trees if feasible.
				Landscape lighting - low voltage, non-glare, indirect lighting is directed, hooded or shielded away from neighboring properties.
				Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and will not conflict with any City approved street lighting plans for the street.
				Parking and building lighting is directed away from surrounding properties through the use of hooding, shielding, siting and/or landscaping.
2. All attempts should be made at minimizing the removal of significant natural features. Significant natural features should be integrated into the overall site plan.				
Exceeds	Meets	Fails	NA	

				Existing trees over 6" dbh that are not required to be removed to accommodate the proposed development are retained and incorporated into the landscape plan.
				Rock outcroppings, forested areas and water bodies are retained.
3. Buildings should have a "finished" look. Any use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance.				
Exceeds	Meets	Fails	NA	
				Use of corrugated materials, standing seam, T-1 11, or similar siding materials are questionable, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality.
				Buildings walls or fences visible from roadways should be articulated in order to avoid a blank look. The walls can be broken up by including some combination of window/display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.) awnings, or similar devices.
				The use of bold colors has been avoided unless used as minor accents.
				Higher density/larger structures abutting lower density residential structures have been designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate.
4. A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.				
Exceeds	Meets	Fails	NA	
				The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

Specific Principles and Guidelines

Commercial / Mixed Use				
Exceeds	Meets	Fails	NA	
				On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping.
				Buildings shall be placed as close to streets and roads unless site constraints make it impossible or characteristics of the surrounding properties already developed make it incompatible. Otherwise, retail frontage setbacks shall not exceed 25 feet from back of curb.
				Window and door placement shall be provide a high degree to transparency at the lower levels of the building, office and retail buildings shall provide a minimum solid to void ratio of 60%/40%, storefront windows shall be used frequently to enliven the sidewalks.
				Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
				Intersections should be illuminated, but not dominated by lighting. Incorporating lighting into the landscape should be encouraged to

				illuminate the quality of the natural environment. Street light poles and lamps should be compatible with other nearby lighting on the same street.
				Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park like environment. Parking lot landscaping should be credited toward the total landscaping requirement.
				Circulation and Connections: Pathways define traffic/pedestrian movement. Buildings brought up to the road help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
				Developments surrounded by residential areas or adjacent to residentially zoned properties should be built with a residential feel (i.e. size, scale, and materials compatible with neighboring buildings).
				Buildings over two stories should have the third story and above offset from the first two stories, if surrounding developments are less than three stories or land use designations on adjacent sites do not allow more than three story development.
				Pathways define traffic/pedestrian movement. Buildings brought up to the road help define these movements.
				New streets intersecting commercial properties should be designed to create a safe environment. "Coving" techniques and "round-a-bouts" should be considered for traffic calming when appropriate.