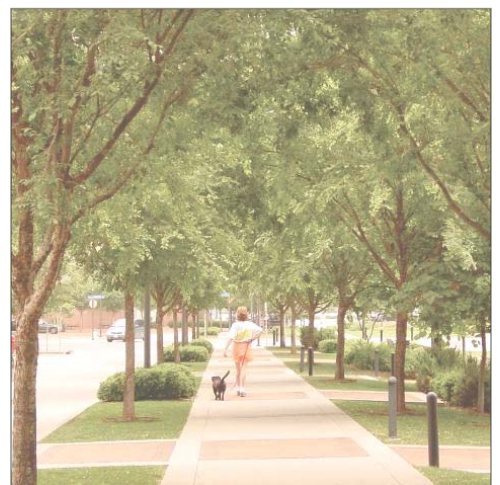


URBAN DESIGN STANDARDS

City of Wausau, WI





City of Wausau

- Brad Lenz – Planner
- Bill Hebert – Chief Inspector / Zoning Administrator
- Maryanne Groat – Finance Director
- Ann Werth – Community Development Director
- Allen Wesolowski – Project Manager
- Megan Lawrence – Economic Development Manager

City of Wausau Common Council

- | | |
|---------------|------------------|
| 1st District | William P. Nagle |
| 2nd District | Romey Wagner |
| 3rd District | David Nutting |
| 4th District | Tom Neal |
| 5th District | Gary Gisselman |
| 6th District | Keene Winters |
| 7th District | Lisa Rasmussen |
| 8th District | Karen Kellbach |
| 9th District | David Oberbeck |
| 10th District | Sherry Abitz |
| 11th District | Robert Mielke |



Planning

- Larry Witzling, PhD, AIA, PLA – Principal
- Stephanie R. A. Hacker, AICP, LEED AP – Senior Planner
- Craig Huebner – Planner
- Tanya Fonseca – Planner

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An aerial photograph of a city campus, likely a university. The image shows a dense cluster of multi-story buildings with flat roofs, interspersed with green spaces and parking lots. A prominent tall building with a blue-tinted facade and many windows stands out on the right side. In the background, a river flows through the city, and a bridge is visible. The overall scene is a mix of urban architecture and natural elements.

INTRODUCTION

PURPOSE

It is the purpose of these standards to provide designers, developers, and the City of Wausau with criteria for the evaluation of specific urban design and development proposals. Changing market conditions may suggest alternative concepts that have not been anticipated by these standards.

OBJECTIVES

The following are important objectives of the standards:

- Reach an early understanding of the important design considerations for each site in order to reduce front-end costs to developers.
- Produce building and site designs that fulfill these standards and still allow flexibility for developers to meet the needs of specific users.
- Allow flexibility in the creation of specific designs to meet both current and future market and economic realities.
- Facilitate a collaborative design approach as part of the review of all development proposals, including design meetings with City staff and officials.
- Foster greater input from the City at a very early stage in the design process.
- Ensure that all new development creates a vibrant, diverse, sustainable, attractive, and safe community.
- Create meaningful, active and social public places and streets.
- Ensure that the character of future development complements existing uses and the scale of neighboring development.
- Create and maintain optimal economic and social value as these areas develop and redevelop over time.

DETERMINATION OF APPLICABILITY

Determining whether a project must adhere to these standards will be the responsibility of the City of Wausau Planning Department (or designated review board). All projects, whether new construction or site improvements, are subject to review unless a waiver is granted by the City.

Waivers and Criteria Framework

Several criteria should be used to determine if the standards are applicable to a specific proposal. These criteria all require some level of subjective judgment to be exercised by the staff. However, these criteria do provide a general framework that will reduce arbitrary decisions and will provide applicants with reasonable expectations with regard to their proposal.

Determination of the need for review

Proposals should be evaluated relative to each of the criteria noted in this section. A proposal which meets a majority of these criteria should be reviewed. A proposal that meets none of the criteria should probably obtain a waiver. A proposal which meets some, but not all, of the criteria will require more critical thought by staff. A written explanation of the decision to review or waive the review should be provided. The criteria are as follows:

1. **Type of request:** Proposals which are not requesting any zoning change, conditional uses, or special treatment should probably not be subject to review. Proposals requesting substantial changes should be considered for review. Parcels in special purpose districts (overlay zones, historic areas, redevelopment areas) should be reviewed.
2. **Size of the lot in context of the neighborhood, district, or corridor:** Proposals on larger parcels relative to the immediate area should be reviewed. For example, in a neighborhood in which most proposals are 1-2 acres, a large proposal might be 5 acres. Along a commercial corridor where most new proposals are 5 acres, another 5 acre proposal might be considered average and less likely to be reviewed.
3. **Size of the building in context of the neighborhood, district, or corridor:** Larger proposals should be determined not only in terms of the size of the lot, but also in terms of the massing and height of the building. A three-story building in a neighborhood of two-story buildings, for example, should be reviewed.

4. **Location of the proposal with regard to urban design guideline boundaries:** Proposals which lie on the border between two areas in these standards (that is, the proposal lies within more than one urban design boundary, as shown on page 13) should be reviewed. For example, a multi-family building that falls within both an arterial corridor and a residential neighborhood should be reviewed. Conversely, a larger mixed use building next to other buildings along the same street might not require review.
5. **Proximity to civic and cultural buildings:** Buildings or proposals abutting major civic structures or cultural institutions should be reviewed to address issue of compatibility and harmony.
6. **Visibility of the proposal:** Proposals on streets with higher traffic counts (such as business arterials or major collectors) should be reviewed because they are more visible to the community and have a larger impact on the character of the neighborhood, district, or corridor. A similar proposal located on a local street with a low traffic count might not need review.
7. **Location on the lot:** Proposals in which the proposed position of the building on the parcel is significantly different than the context should be reviewed. For example, a building which is proposed for the rear section of a parcel (according to allowable standards) that deviates significantly from nearby or adjacent buildings should be reviewed.
8. **Non-typical lots or building footprints:** Buildings or lots of a non-typical geometry should be reviewed based on the assumption that they may not fit the context in a harmonious way. Buildings on non-typical parcels (such as along the river) should be reviewed.

DEGREE OF COMPLIANCE

Once a proposal is reviewed, the degree and character of compliance is also a concern. These standards cannot envision every single circumstance. Consequently, there may be occasions when strict adherence to the standards does not accomplish the intended objectives, and exceptions to those standards should occur. These exceptions might be, in some cases, more lenient, and in other cases, more strict. Such variations should be determined by City staff. When the exceptions to the standards are significant, a written explanation should be provided.

REVIEW PROCESS

The review process should include working meetings between City staff and the development team.

The number of meetings will vary depending on the complexity of the project and effort needed to resolve urban design issues. The following meetings should be considered at the beginning of the process: (1) project kick-off meeting (preliminary design), (2) working design meetings and (3) approval meetings.

1. Project Kick-Off Meeting

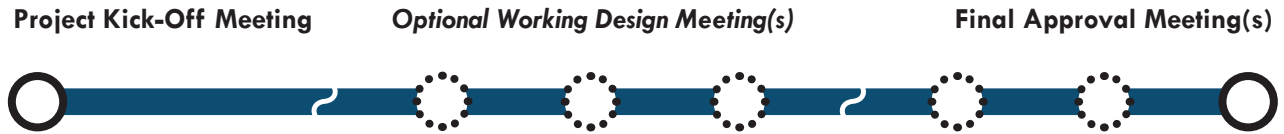
Before filing an application, applicants should arrange a meeting with City staff to discuss preliminary plans, which should include the following information (to be provided by the applicant and/or the City):

- a. Photographs and diagrams that show critical site constraints and opportunities.
- b. Neighborhood plans (covering an area approximately three times the width and length of the site) that show the relationship of the site to surrounding streets, buildings and open spaces.
- c. Conceptual site plan diagrams to aid in discussions (preferably two or three distinctly different options).
- d. Photographic examples, from other developments, depicting key features that establish the social and visual character of the proposal and the area in which it should be integrated.

Possible agenda items:

- Determine applicant status and needs
- Review prior experience as a developer, in Wausau, with project issues and markets
- Discuss developer team and expertise: engineering, site design, architecture, landscape architecture, marketing, construction, environmental, legal, etc.
- Review relevant sections of the City Zoning Code, Comprehensive Plan, Neighborhood Plans, City Land Use Plan, etc.
- Discuss a checklist of key issues to be addressed in the project development (that is, access connections, environmental issues, trail connections, and so forth)
- Review a checklist of regulations and submission needs, i.e. State, County, City
- Schedule the review process
- Determine whether a pre-development agreement should be signed

REVIEW PROCESS TIMELINE



2. Working design meetings

In order to resolve key issues, a number of working meetings between the developer and City staff may be necessary. The applicant should be encouraged to minimize investment in preparing technical drawings for these meetings and should be made aware of the likelihood that City staff may request changes to explore options and resolutions to potential issues. Working meetings should include the following information (to be provided by the developer and/or the City):

- a. Detailed context plans showing relationship of the site to surrounding streets, parking areas, pedestrian connections, buildings and open spaces.
- b. Site plan sketches, preliminary building design drawings and/or 3-D computer models showing the character of the buildings and outdoor places.
- c. Options for different design concepts as proposed by the developer and/or the City.


Possible agenda items:

- Review applicant status and needs
- Discuss concept plan
- Review checklist of regulations and submission needs
- Review prior checklist of issues to be addressed in the project development (such as street connections and environmental issues)
- Update the schedule
- Review items that still need to be addressed

3. Approval Meetings

Several public meetings may be required as part of the final City approval of the design plans. Additional meetings may be required by the City to examine alternative concepts and changes, and address unresolved issues. The applicant should be made aware of the potential length of time needed for this process, especially if it requires input from neighbors, local businesses, and others whose property abuts the site or is located near the site.

KICKOFF / WORKING / APPROVAL MEETING NOTES:

An aerial photograph of a city campus, likely a university. The image shows a dense cluster of multi-story buildings with various architectural styles, including brick and modern concrete structures. A large, rectangular green field is visible in the lower-left quadrant. The background shows a city skyline with more buildings and a river or waterway. The overall scene is a mix of urban development and open space.

DESIGN GUIDELINES & CRITERIA

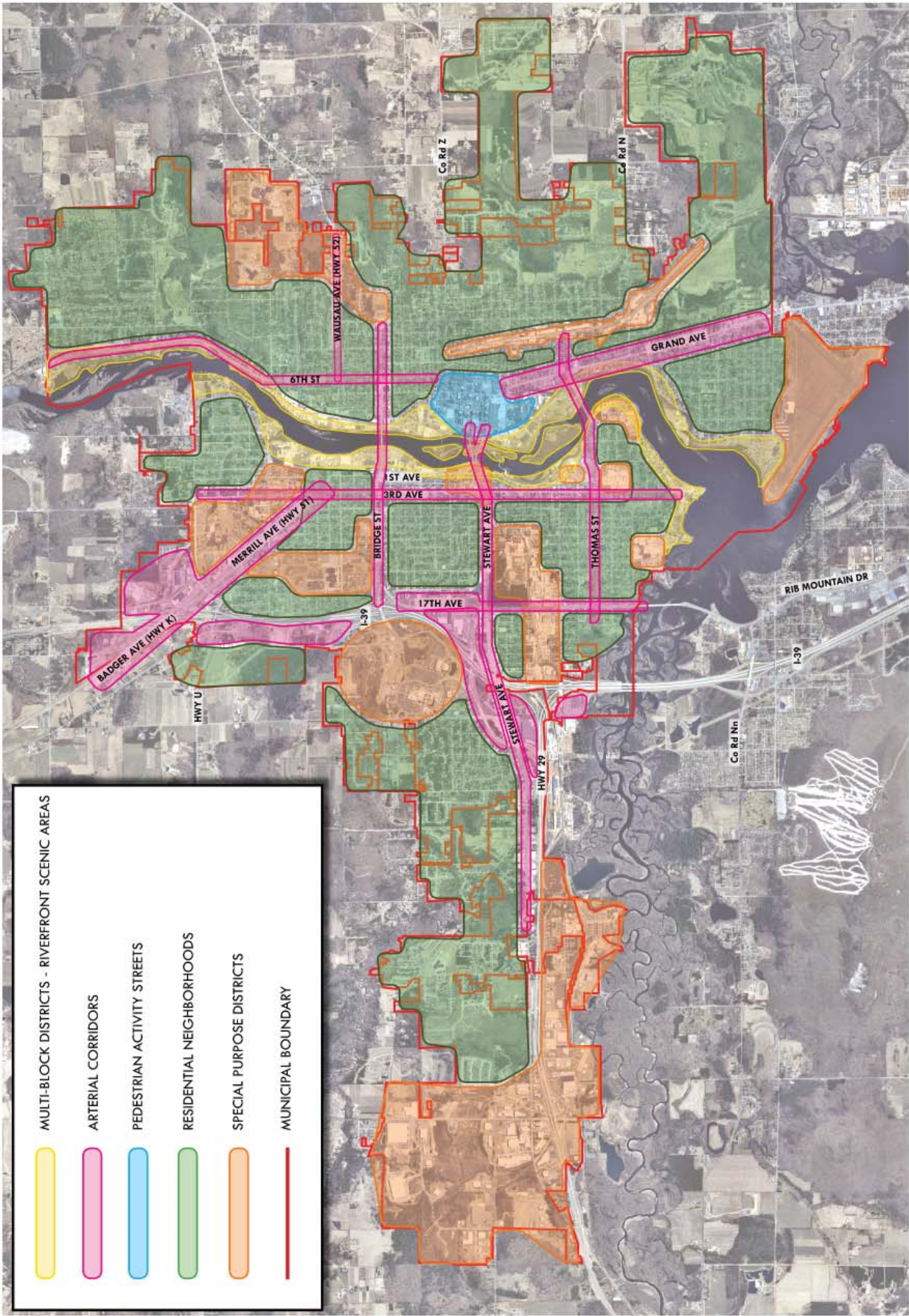
APPLYING THE PERFORMANCE STANDARDS TO FIT THE CONTEXT OF EACH PROJECT

Each project opportunity has a unique set of existing conditions that warrant correspondingly distinct design and development recommendations. For each project, there should be a written analysis of key aspects of existing conditions according to visual form, circulation, activities, landscape and streetscape, maintenance, management and sustainability defined as follows:

- A. **VISUAL FORM** — the desired visual character of the architecture and built environment in the public realm and historic relevance.
- B. **CIRCULATION** — appropriate patterns of vehicular and pedestrian movement and access (including parking) and the integration of these patterns with each other and public places.
- C. **ACTIVITIES** — the integrated set of social and economic activities associated with public places, including diverse land uses that emphasize traditional values of neighborhoods.
- D. **LANDSCAPE AND STREETScape** — the patterns of landscape and streetscape that support and complement the visual character, circulation, climate, and the intended social and economic activities of the place.
- E. **MAINTENANCE, MANAGEMENT AND SUSTAINABILITY** — the appropriate policies and programs that maintain and manage urban places for long-term success.

These five sets of criteria will vary for different subareas within a city. For Wausau, the map on the following page identifies general subareas for which more specific standards have been developed. These subareas are **NOT** like zoning districts which are based on precise parcel and lot lines. Some of these areas overlap. For example, a specific site might be part of both an “arterial corridor” as well as a “residential neighborhood.” The map should be used as a starting point for a basic understanding of different types of places within Wausau. It is important to note that some subareas listed below are not shown on the map due to the fact that these areas could be located anywhere within the City (Small Plazas and Squares, Major Civic and Commercial Buildings). City staff is expected to exercise professional judgment in how the standards should be interpreted and applied according to all of the different areas. This should be communicated to applicants early in the process. Standards for the following types of subareas have been customized for Wausau:

1. **MULTI-BLOCK PLANNED DEVELOPMENT DISTRICTS**
2. **MULTI-BLOCK DISTRICTS — RIVERFRONT SCENIC AREAS**
3. **ARTERIAL CORRIDORS**
4. **PEDESTRIAN ACTIVITY STREETS**
5. **SMALL PLAZAS AND SQUARES**
6. **RESIDENTIAL NEIGHBORHOODS**
7. **SPECIAL PURPOSE DISTRICTS**
8. **MAJOR CIVIC AND COMMERCIAL BUILDINGS**



	MULTI-BLOCK DISTRICTS - RIVERFRONT SCENIC AREAS
	ARTERIAL CORRIDORS
	PEDESTRIAN ACTIVITY STREETS
	RESIDENTIAL NEIGHBORHOODS
	SPECIAL PURPOSE DISTRICTS
	MUNICIPAL BOUNDARY

N
Not to scale

Urban Places Map
URBAN DESIGN STANDARDS
Wausau, WI

December 2014

MULTI-BLOCK PLANNED DEVELOPMENT DISTRICTS

1



1. MULTI-BLOCK PLANNED DEVELOPMENT DISTRICTS

Multi-block planned districts are typically large development areas that require new or modified streets, changes in land use, and new land division patterns.



Applicant Name: _____
 Address / Tax Key: _____
 Zoning District: _____
 Date: _____

A. VISUAL FORM

Building placement significantly impacts the character of urban design. Buildings close to the sidewalk encourage pedestrian activity and interaction, while buildings setback too far from the street emphasize a lack of continuity among buildings and create a sprawl-like appearance and condition.

VISUAL FORM NOTES: _____

- | | |
|--|--|
| <p>1. Buildings should be placed close to the sidewalk and oriented to the street or other public place. For continuous block fronts, a build-to-zone should be established which creates visual continuity from one building to the next; typically, this build-to-zone should be approximately 0 to 15 feet from the curb.</p> | <p>S
<input type="checkbox"/></p> <p>P
<input type="checkbox"/></p> <p>N/A
<input type="checkbox"/></p> |
| <p>2. Street intersections and corners should contain buildings close to the corner. Buildings should occupy approximately 60% of the build-to zone or street frontage and should occupy 100% of any street corner or intersection for a minimum distance of 60 feet from the corner.</p> | <p>S
<input type="checkbox"/></p> <p>P
<input type="checkbox"/></p> <p>N/A
<input type="checkbox"/></p> |
| <p>3. Setbacks from the sidewalk should be designed to include pedestrian activities and design features that are appealing to pedestrians who are walking within a few feet of the building façade.</p> | <p>S
<input type="checkbox"/></p> <p>P
<input type="checkbox"/></p> <p>N/A
<input type="checkbox"/></p> |
| <p>4. Where there are gaps in the build-to-zone or street frontage, alternative features should be used that create a strong continuous visual pattern such as higher ornamental fences combined with tree rows or hedges.</p> | <p>S
<input type="checkbox"/></p> <p>P
<input type="checkbox"/></p> <p>N/A
<input type="checkbox"/></p> |

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

(visual form cont.)

5. Abutting buildings should have different designs (preferably different architects) in order to create a significant aesthetic character with visual distinction in materials and style.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

6. Drive-through facilities should not face the street and should be located in the rear of buildings.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

7. Pedestrian and vehicular circulation should create a connected network inside and between parcels.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
---	--------------------------------------	--------------------------------------	--

B. CIRCULATION

CIRCULATION NOTES:

Street and Block Network

Street networks and blocks shape how places are accessed and connected.

1. Each planned district should establish a preferred street network in a modified grid that accommodates itself to the surrounding site edges and allows for multiple connections, changes in uses, and long term redevelopment options. Blocks should generally not exceed 1,600 feet in perimeter.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
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2. Where feasible, existing street grids should be extended or reestablished in newly created areas of large-scale redevelopment.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
---	--------------------------------------	--------------------------------------	--

3. A street and block plan for the commercial and mixed-use areas must be established prior to, or as part of, the first proposal for building development.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
---	--------------------------------------	--------------------------------------	--

4. For the purposes of urban design, "streets" include both public streets included in the public right-of-way as well as private circulation drives designed to have the visual character and functionality of a pedestrian friendly and active public street.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
---	--------------------------------------	--------------------------------------	--

5. The circulation must integrate pedestrian and vehicular movements in a visually appealing, friendly manner.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

6. The streets should maximize social interaction and visual continuity.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

7. Culs-de-sac should be minimized wherever possible.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
---	--------------------------------------	--------------------------------------	--

8. The street and block system should incorporate meaningful public places (including parks, plazas and squares) located in a way that they maximize public use rather than create leftover open spaces which do not add significant social value.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

9. Streets should have two-way vehicular movement to (a) make circulation easier for customers and visitors and (b) to create a diverse, slower flow of traffic.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
--	--------------------------------------	--------------------------------------	--

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

Pedestrians and Bicycles

CIRCULATION NOTES:

1. All streets should have sidewalks. Traffic signals and signage at intersections should favor pedestrian movement over vehicular movement.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. The design of circulation should utilize traffic calming methods to slow traffic and increase pedestrian safety and connections to public networks.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Design should incorporate special paving treatments to reinforce the geometric order of public places.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Adequate facilities should be provided for bicyclists and be integrated throughout the design.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. Use curb extensions to (a) improve the quality of the pedestrian environment and encourage pedestrian movement back and forth across the street and (b) create a stronger sense of safety and security between travel and parking lanes.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

Parking

1. Surface parking should be located under, behind, and/or on the side of buildings and not at the intersection of two streets, in front of the building, or between the building and street, i.e. to retain high visibility of the building.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Where possible, surface parking areas should be laid out as interconnected, smaller-surface parking areas rather than one larger parking area. All surface parking areas should require shared access points and cross-access easements.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. On-street parking should be provided when possible to maximize the efficiency of the street and to increase the pedestrian-friendly character of sidewalks as well as reduce the need for more off-street parking lots.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Surface parking areas should be designed as an integrated vehicular/pedestrian space while still providing aesthetic features similar to courtyards, plazas, or garden areas. The geometry should be orthogonal and parallel to major buildings. Parking areas should include distinctive paving patterns and material changes as a feature to identify travel lanes, parking areas and pedestrian paths.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

C. ACTIVITIES

ACTIVITIES NOTES:

- 1. Multi-block planned areas should include a broad range of activities that go beyond mixed uses to uses that are shared among multiple population groups and demographic categories. S P N/A
- 2. Multi-block districts should strive to create a live-work area with significant daytime and nighttime populations. This implies combining different modes of housing with work environments. S P N/A
- 3. Work environments should include neighborhood retail activities in locations where they can thrive economically — that are along major traffic arterials with at least 10,000 vehicles per day. S P N/A
- 4. Work environments should include office/business uses as well as industrial uses which do not have significant nuisance attributes. S P N/A
- 5. Finally, multi-block districts should include public places — not just open green space which is technically accessible, but active parks and plazas which will be occupied by people engaged in everyday activities as well as special events. S P N/A

D. LANDSCAPE AND STREETScape

LANDSCAPE & STREETScape NOTES:

The character of the landscape and streetscape is essential to the success of an urban design of buildings and streets.

- 1. The landscape and streetscape should provide visual continuity that integrates the appearance of the buildings and streets. To do this, landscaping and fencing should be designed to establish a clear edge (high enough to be the dominant visual feature) along the streets that are visible to motorists and others passing by or viewing the site. The only openings or breaks in this edge, or surfaces designed for parking or vehicular movement, shall be those allowed for entries, signage, or other provisions described in these standards. S P N/A
- 2. The landscape and streetscape is expected to include trees, hedges, ornamental plantings, pedestrian and vehicular lighting, seating, opportunities for sidewalk gathering places and restaurant seating, fencing and garden walls, and other related features. S P N/A
- 3. The landscape in parking areas should help define a public place and be located primarily along the public edges of the parking areas. S P N/A

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

4. Demolition of mature trees should be avoided. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. The landscape and streetscape should match the geometric pattern of surrounding buildings and street edges rather than create a separated or fragmented pattern.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
6. Enhanced pavement materials should be used at key locations such as crosswalks, sitting areas, and entries.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
7. Where feasible, formal park spaces should be created that can be used by local residents, employees, and visitors.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

LANDSCAPE & STREETScape NOTES:

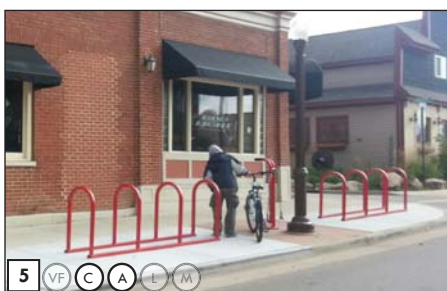
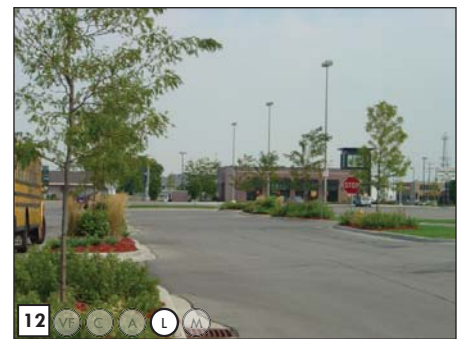
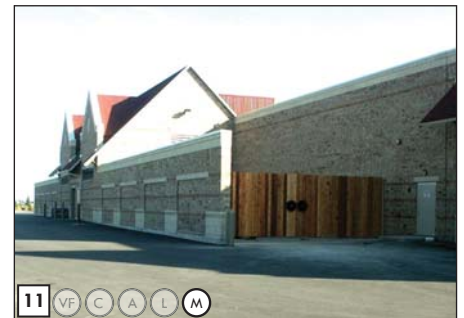
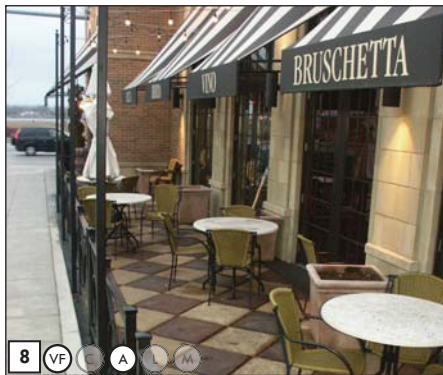
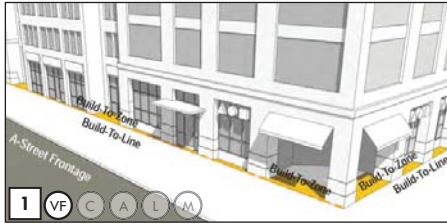
E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

1. A clear definition should be in place for the different responsibilities of public and private entities for maintenance and management. For example, maintaining banners and pedestrian rights-of-way might be the responsibility of local property owners while maintenance of public rights-of-way and infrastructure would be the responsibility of the municipality. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of these features. Consider the use of landscape easements to assign and specify land ownership and control.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Planting areas and permeable paving materials should be used to help mitigate stormwater run-off.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Service and loading areas should be designed as attractive features. Any screening devices should be designed using materials, style, and aesthetic character that are part of the overall building.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Large, multi-block developments should minimize the public visibility of utilities such as overhead electric lines or transformer boxes. Above-ground utilities should be positioned in the rear of properties or buried underground whenever possible.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

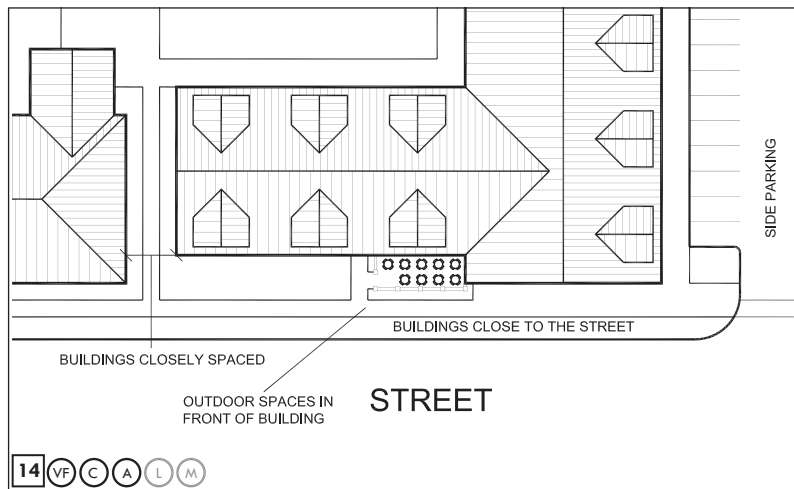
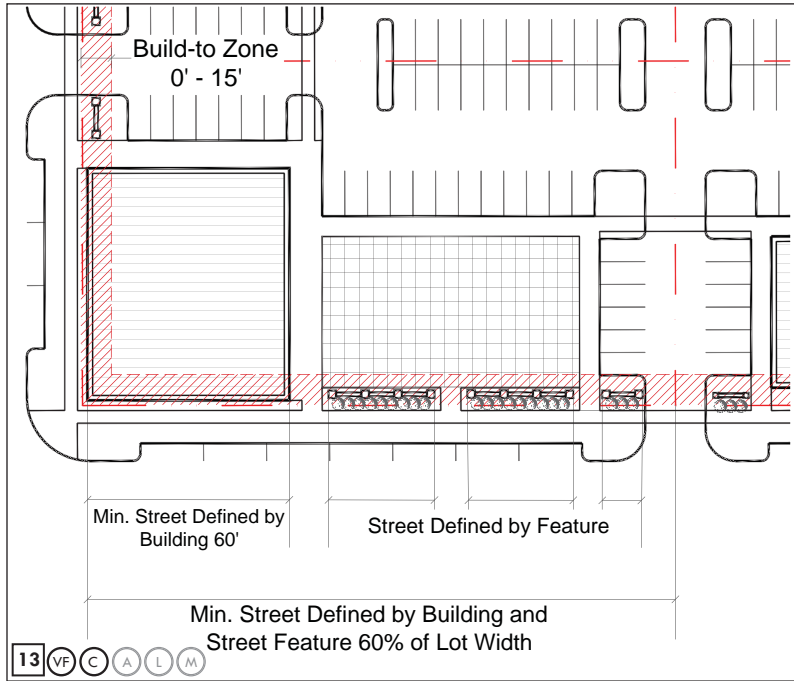
S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

IMAGE EXAMPLES - MULTI-BLOCK PLANNED DEVELOPMENT DISTRICTS



more images on the following page

IMAGE EXAMPLES - MULTI-BLOCK PLANNED DEVELOPMENT DISTRICTS (continued)



An aerial photograph of a riverfront area. On the left, a wide river flows. The right bank is lined with a road and residential houses. A large, dense area of trees is situated between the river and the road. The text 'MULTI-BLOCK DISTRICTS - RIVERFRONT SCENIC AREAS' is overlaid in the top left, and a large number '2' is in the top right.

**MULTI-BLOCK DISTRICTS -
RIVERFRONT SCENIC AREAS**

2

2. MULTI-BLOCK DISTRICTS - RIVERFRONT SCENIC AREAS

Large waterfront areas, as well as districts with significant environmental amenities, represent a special form of multi-block planned districts in urban areas. These standards are in addition to those provided in the previous section.



Applicant Name: _____
 Address / Tax Key: _____
 Zoning District: _____
 Date: _____

A. VISUAL FORM - SCENIC DRIVES

- | | | | |
|---|--|--|--|
| <p>1. Create scenic drives along edges of the Wisconsin River and other significant natural areas and environmental preserves.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>2. Place development on only one side of a scenic drive to maximize the everyday vehicular access of the general public to the high value waterfront. Use existing landscaping, when possible, to form the edge. Open areas may add to the visual impact between the drive and the natural area. When streets and drives paralleling waterfronts are double-loaded — with development on both sides — there is more economic value that accrues to the immediate property owner, but a substantial and much more widespread loss of value to others in the district.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>3. Design lots to form a single plane on one edge of the drive, with uniform setbacks and evenly-spaced buildings. This does not mean that all projections or recesses from the front façade must be prohibited.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |

VISUAL FORM NOTES: _____

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

(visual form cont.)

4. Maintain consistent building heights along the developed edge of the drive.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. Place garages so they are not a prominent feature, e.g. as a side entry or detached in the rear.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
6. Create a visual entrance piece as one enters the drive from another street type. This may be achieved with designed or preserved landscaping.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

VISUAL FORM NOTES:

B. CIRCULATION — MAXIMIZE DISTRICT ACCESS

1. Design the scenic drive in a way that slows traffic.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Establish strong “lateral” streets that are perpendicular to the river and connect the river’s edge back into the surrounding districts and neighborhoods.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Encourage pedestrian and bicycle circulation along these laterals and along the edge of the river.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

CIRCULATION NOTES:

C. ACTIVITIES — SHARED USES

1. Encourage the integration of non-residential uses when the drive intersects or links with a public space — such as a park, community facility, or commercial building.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Connect a path system to the natural features.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

ACTIVITIES NOTES:

D. LANDSCAPE AND STREETScape

1. Preserve existing environmental features on both sides of the drive.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Use the landscape to moderate the micro-climate. For example, a mix of coniferous and deciduous trees can provide a windbreak, visual interest, variety, and define the edge of a public place.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

LANDSCAPE & STREETScape NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

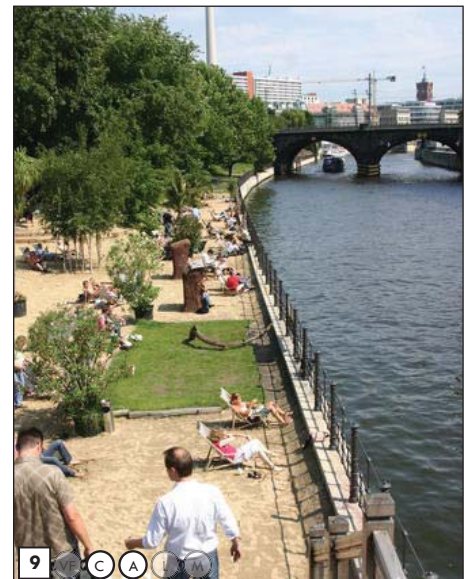
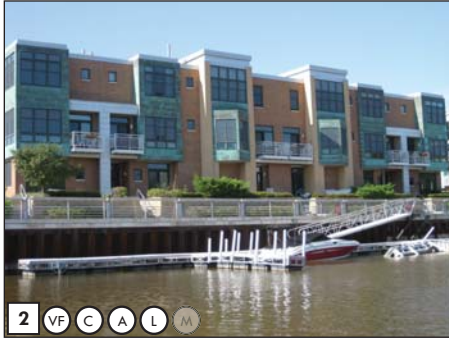
E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

1. Clearly define the different responsibilities of public and private entities for maintenance and management. For example, maintaining banners and pedestrian rights-of-way might be the responsibility of local property owners while maintenance of public rights-of-way and infrastructure would be the responsibility of the municipality. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of these features. Consider the use of landscape easements to assign and specify land ownership and control.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IMAGE EXAMPLES - MULTI-BLOCK DISTRICTS-RIVERFRONT SCENIC AREAS



VF VISUAL FORM C CIRCULATION A ACTIVITIES L LANDSCAPE & STREETSCAPE M MAINTENANCE, MANAGEMENT & SUSTAINABILITY

ADDITIONAL NOTES:

ARTERIAL CORRIDORS

3



3. ARTERIAL CORRIDORS

Subareas within a city are linked by traffic corridors and arterials, often extending from major freeway interchanges into the busiest parts of the city. Typically these arterial corridors have higher traffic volumes that can accommodate commercial, mixed-use development, multi-family residential buildings and light industry.

Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____



A. VISUAL FORM

1. The main structure of building or substantial landscaped edge should be located within 0 to 20 feet from main arterial road right-of-way and be oriented towards the street.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Each project along the edge of a corridor should use building forms, monuments, landscaping, light poles, or equivalent features to form a strong edge condition that creates visual continuity along the side of the corridor.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. On sections of arterials with large open spaces (that is, "voids" along the street), the edge of the open space should use taller landscape elements to create continuity.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. On major arterials, the sides of buildings are as visible as the front and should portray a consistent, harmonious treatment with the front of the building (that is, simply using "wraparound" corners is not sufficient).

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. New projects should have forms and massing that follow and respect the history of the site in regards to existing architecture, previous land use, or historic relevance. This includes not only buildings on abutting lots but also buildings along both sides of the street and within the general district.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VISUAL FORM NOTES:

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

(visual form cont.)

6. Signage should be integrated into and designed to be consistent with the building façade. Similar materials, colors, and styles should be used. Materials must be of high quality to prevent premature weathering of the sign. Larger signs for arterials should be favored when they are integrated with the building façade and built such that each letter is treated as a separate component attached to the wall. The City’s sign ordinance will be the basis for all designs.

S P N/A

VISUAL FORM NOTES:

Building Materials

1. Building materials of enduring quality are required, such as brick, stone, wood, fiber cement, heavy vinyl, and stucco. Using a mix of materials is recommended to create visual diversity on the building façade. The use of “Green Built”, “Energy Star”, and “LEED” rated building materials and techniques is strongly encouraged.

S P N/A

2. Enrichment of the pedestrian realm requires building materials (especially at the street level) to be of high quality. These could include items such as brick, stone, decorative concrete masonry units, metal panel systems, or other creatively used high quality and durable building materials. Materials such as corrugated metal, EIFS (Exterior Insulation and Finish System), vinyl or aluminum siding, should not be used on the building street level. Decorative finished block systems can be used along the base of the buildings, and as an accent, but are not recommended as the dominant building material on the entire building. Utility grade materials should only be used on façades of the building not visible from publicly-accessible areas.

S P N/A

3. Freestanding commercial structures shall be designed as four-sided architecture with finish grade materials used consistently on all façades (except for the south facing façade of the large format retail district building). Recommended primary materials include brick, stone and glass. Other materials such as precast concrete, decorative concrete block or decorative façade panels may be appropriate if properly detailed and integrated with the architecture. Metal and finished wood may be used as accents, but should not be the primary material for any façade.

S P N/A

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

B. CIRCULATION

CIRCULATION NOTES:

<p>1. Vehicular, pedestrian and bike linkages should be between sites that contain off-street parking through the use of shared easements. Such options shall be created when an off-street parking lot, or a driveway servicing such a lot, is located adjacent to the edge of the site. Such options shall consist of driveway alignments and parking alignments designed to facilitate vehicular movement by the general public from one off-street parking lot to another, across the edge separating the lot from the adjacent lot. This should provide for a safer entrance area onto the street.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

<p>2. Where feasible, parking areas shall be shared by adjacent users and mixed-use developments to eliminate unnecessary parking stalls and impervious pavement.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

<p>3. Service areas must be visually attractive, as they are components of public areas.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
--	--	--	--

<p>4. Parking areas shall be designed to have a positive visual impact on the landscape. This can be accomplished with strong edges of landscaping, decorative fences, lighting and/or buildings that reinforce the space as well as screening from adjacent rights-of-way.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

<p>5. Edges should include an easily identifiable entry place for motorists to pass through with a distinctive gate-like feature. Signs should be used to highlight the entrance and attract motorists. Such gateways and entrances shall be designed to allow for sufficient sight lines for traffic movement.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

C. ACTIVITIES

ACTIVITIES NOTES:

<p>1. Outdoor activities and pedestrian uses should be embedded in the development. Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other outdoor park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
--	--	--	--

<p>2. Shared uses should occur within buildings in abutting lots including: offices, retail, housing, and industry.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

<p>3. The site should host a variety of uses, such as: offices, retail, and housing to provide a compact pattern of "live, work, play" uses in proximity of each other.</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
---	--	--	--

<p>4. Building interiors should be linked to the outdoors. Promote views into buildings to attract</p>	<p>S <input type="checkbox"/></p>	<p>P <input type="checkbox"/></p>	<p>N/A <input type="checkbox"/></p>
--	--	--	--

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

customers and provide a connection between the indoor and outdoor environments.

- 5. The development should plan for outdoor activities and events including retail activities in the parking areas, seasonal events, temporary structures and outdoor eating and gathering spots.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTIVITIES NOTES:

D. LANDSCAPE AND STREETScape

- 1. The landscape and streetscape should provide visual continuity that integrates the appearance of the buildings and streets. To do this, landscaping and fencing should be designed to establish a clear edge (high enough to be the dominant visual feature) along the streets that are visible to motorists and others passing by or viewing the site. The only openings or breaks in this edge, or surfaces designed for parking or vehicular movement, shall be those allowed for entries, signage, or other provisions described in these standards.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 2. Mature landscapes must be saved and incorporated where possible.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 3. Demolition of mature trees should be avoided. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 4. Landscape on one site should fit together and dovetail with the existing or planned landscape around the site.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 5. Significant landscapes must be retained or created between buildings that can be used for everyday park and recreation activities. Include seating areas that will encourage the use of the space.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 6. Foliage should provide visual edges along side yard property lines, especially when large open spaces create side views of buildings which are dominant visual features for visitors.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 7. The landscape and streetscape is expected to include trees, hedges, ornamental plantings, pedestrian and vehicular lighting, seating, opportunities for sidewalk gathering places and restaurant seating, fencing and garden walls, and other related features.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LANDSCAPE & STREETScape NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

(landscape and streetscape cont.)

8. The landscape and streetscape should match the geometric pattern of surrounding buildings and street edges rather than create a separated or fragmented pattern.

S P N/A
[] [] []

LANDSCAPE & STREETSCAPE NOTES:

9. The landscape features should not be scattered or spread thinly across a large open space, but should be grouped together to create a significant places (such as tree groves or gardens).

S P N/A
[] [] []

10. The landscape in parking areas should help define a public place and be located primarily along the public edges of the parking areas.

S P N/A
[] [] []

11. Enhanced pavement materials should be used at key locations such as crosswalks, sitting areas, and entries.

S P N/A
[] [] []

12. Drainage from the road should be integrated with the site design. Consider options that allow for landscaping or bioswales near the road edge.

S P N/A
[] [] []

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

1. The proposal should consider the different responsibilities of public and private entities for maintenance and management. For example, maintaining banners and pedestrian right-of-way might be the responsibility of local property owners while maintenance of public right-of-way and infrastructure would be the responsibility of the municipality. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of these features. Consider the use of landscape easements to assign and specify land ownership and control.

S P N/A
[] [] []

2. Major maintenance should be reduced through the selection of appropriate landscaping, paving, and stormwater drainage. Select materials that are durable, easy to maintain, and can be repaired and replaced cost effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

S P N/A
[] [] []

3. Service and loading areas should be designed as attractive features. Any screening devices should be designed using materials, style, and aesthetic character that are part of the overall building.

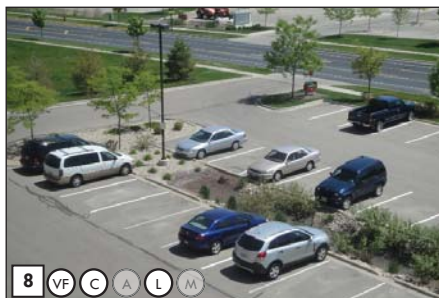
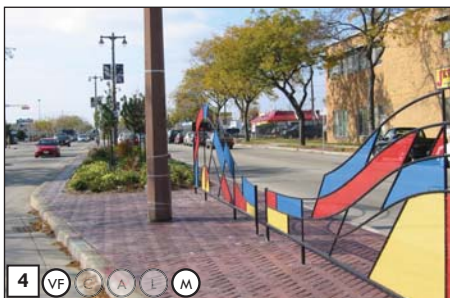
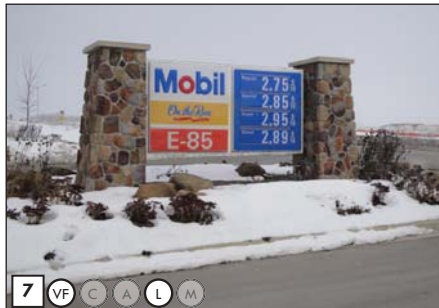
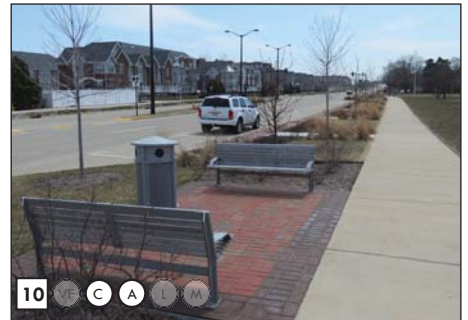
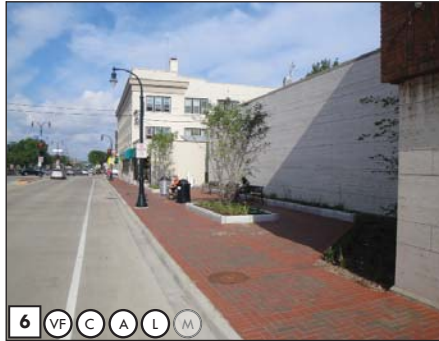
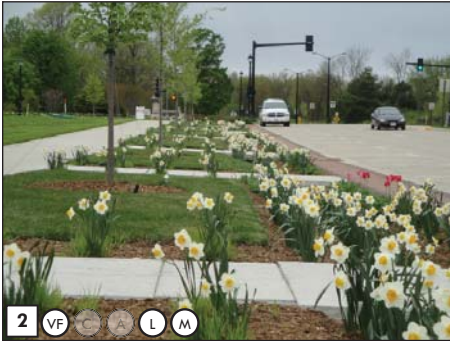
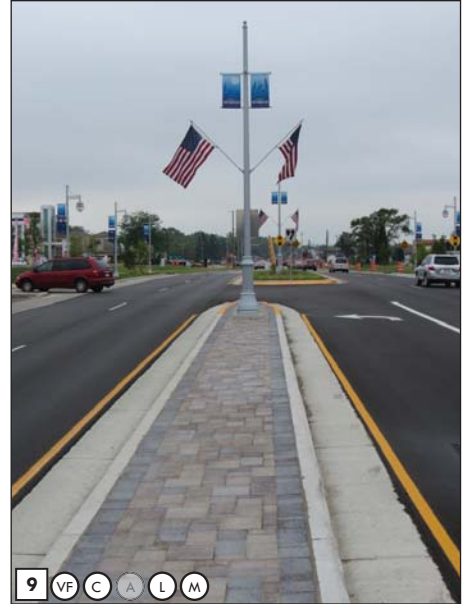
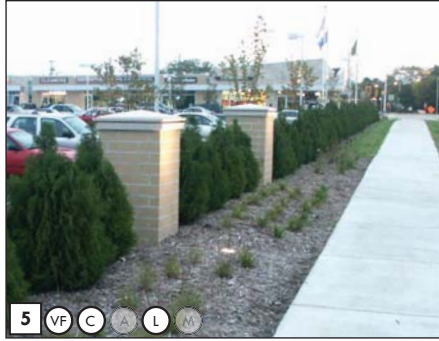
S P N/A
[] [] []

4. Large, arterial corridor developments should minimize the public visibility of utilities such as overhead electric lines or transformer boxes. Above-ground utilities should be positioned in the rear of properties or buried underground whenever possible.

S P N/A
[] [] []

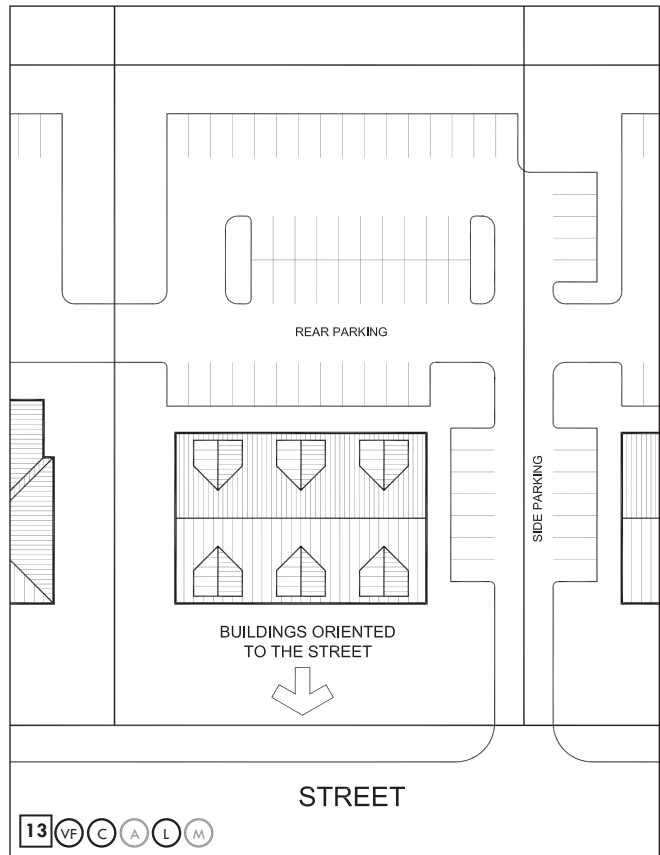
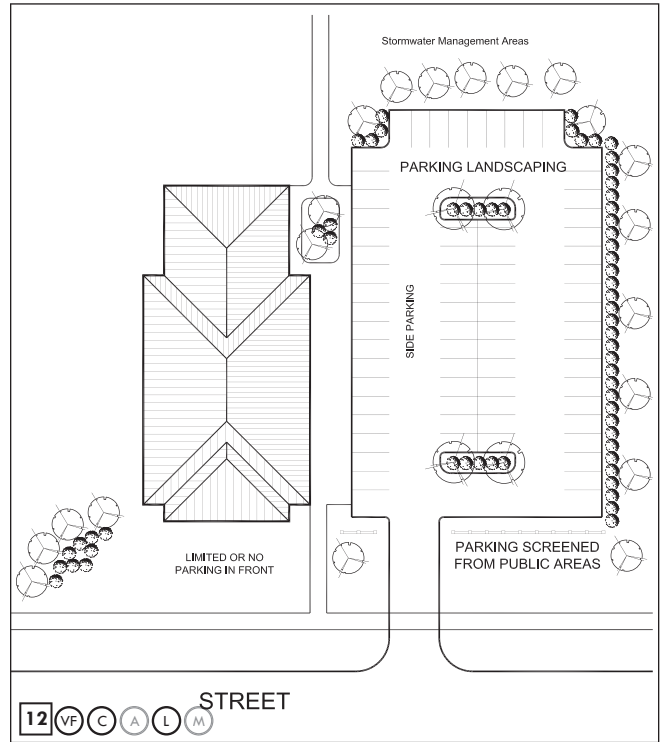
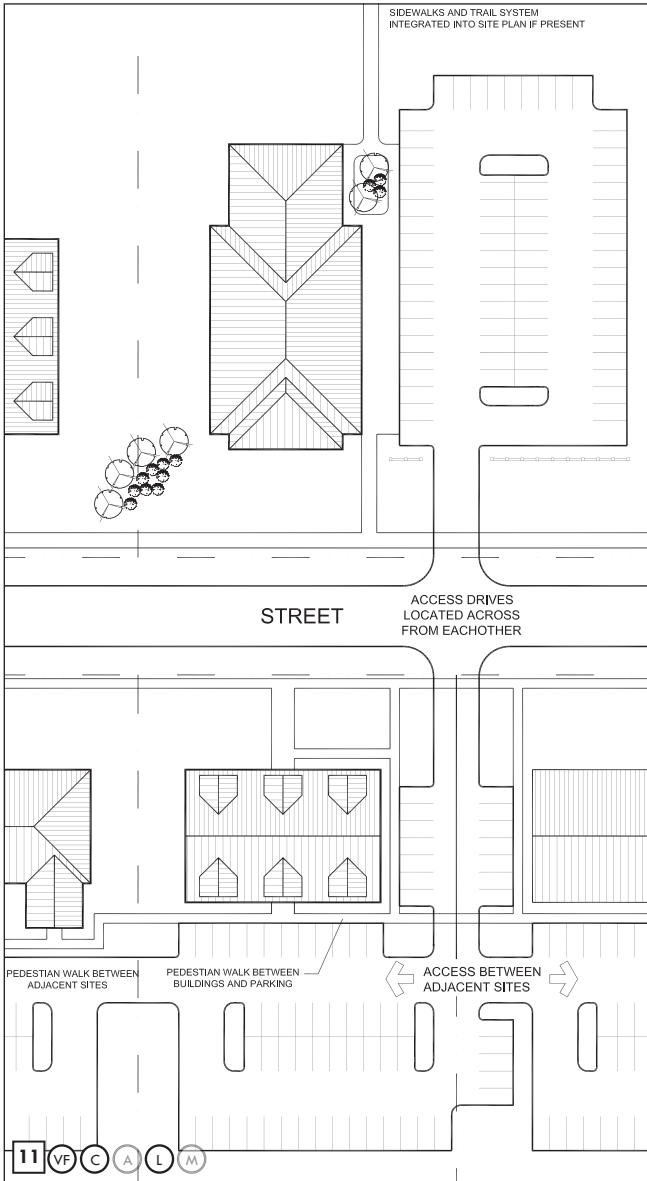
Multiple horizontal lines for notes.

IMAGE EXAMPLES - ARTERIAL CORRIDORS



more images on the following page

IMAGE EXAMPLES - ARTERIAL CORRIDORS (continued)



PEDESTRIAN ACTIVITY STREETS

4



4. PEDESTRIAN ACTIVITY STREETS

Pedestrian Activity Streets are intended to support the social and economic life of the city. They shall be created by pedestrian-scale development, while still accommodating motorists. Commercial, residential or mixed-use development should be encouraged on these streets.



Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____

A. VISUAL FORM

1. Locate all building fronts on property lines with no space or small spaces between buildings.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Reinforce the continuity of the street with street lights, paving patterns, and streetscape elements including street furniture, signage, and landscaping.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Encourage buildings with strong front façades and corresponding alignment of fenestration (openings in buildings) and ornamentation.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Encourage large windows at ground level that allow people to see activities and goods inside.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. Integrate the design of signs, awnings, and façade treatments with the architectural character and building arcade.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
6. Encourage the use of buildings at the beginning and end of the “pedestrian street” to serve as major landmarks that gives a strong sense of entering or leaving a distinct public place (not just “passing through”).	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
7. Include the use of public art or strong visual elements to establish a sense of place and develop the desired character of the area. Key points may be at the entrances, at major circulation nodes (like parking), or at building corners.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

VISUAL FORM NOTES:

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

(circulation cont.)

4. Include distinctive paving patterns, material changes, and walkways in parking areas as features that identify travel lanes, parking areas and pedestrian paths.

S P N/A

5. When additional parking is needed, place parking in the back of buildings, or in mid-block courtyards, underground, or in parking structures.

S P N/A

6. Where possible, design surface parking areas as interconnected, smaller-surface parking areas rather than one larger parking area. All surface parking areas should require shared access points and cross-access easements.

S P N/A

7. Make service areas attractive. Service areas can be visible but should be designed as visually attractive components of public areas or visually separated from such areas. Acceptable dividing elements for service areas can be any combination of fences or hedges that provide visual screening at least 5 feet high.

S P N/A

CIRCULATION NOTES:

C. ACTIVITIES

1. Require shared and mixed uses. Allow a variety of uses, such as offices, retail, and housing, to create an active environment throughout the day. Locate business activity (retail goods, services, or restaurants) on the ground floor and locate additional businesses, offices, restaurants, and housing on upper floors.

S P N/A

2. Develop plans based on the expectation that uses in buildings will change in response to shifting markets.

S P N/A

3. Encourage outdoor activities and pedestrian uses. Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.

S P N/A

4. Link building interiors to the outdoors. Promote views into the buildings to attract customers and provide a connection between the indoor and outdoor environments.

S P N/A

ACTIVITIES NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

D. LANDSCAPE AND STREETSCAPE

LANDSCAPE & STREETSCAPE NOTES:

- | | | | |
|---|--|--|--|
| <p>1. Encourage landscape continuity (not fragmentation). Landscape plans should use a limited number of tree and shrub species for the edge which are native, low maintenance, resistant to salt, and have a relatively fast growth rate. All trees and shrubs planted in groups of up to ten shall be of like species, or similar to the existing vegetation.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>2. Save mature landscapes and incorporate them where possible.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>3. Avoid demolition of mature trees. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>4. Integrate drainage from the road with the site design. Consider options that allow for landscaping or bioswales near the road edge.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>5. Use plantings to reinforce the geometry of public places. The landscaping should add to the overall character and identity of the area.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>6. Create significant landscapes between buildings that are meant to be occupied by people. Include seating areas to encourage the use of the space. The landscaping should be grouped together to create a significant place (such as tree groves or gardens) instead of scattered throughout the area.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

- | | | | |
|--|--|--|--|
| <p>1. Clearly define the different responsibilities of public and private entities for maintenance and management. For example, maintaining banners and pedestrian right-of-way might be the responsibility of local property owners while maintenance of public right-of-way and infrastructure would be the responsibility of the municipality. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of these features. Consider the use of landscape easements to assign and specify land ownership and control.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
|--|--|--|--|

S - Substantially Compliant

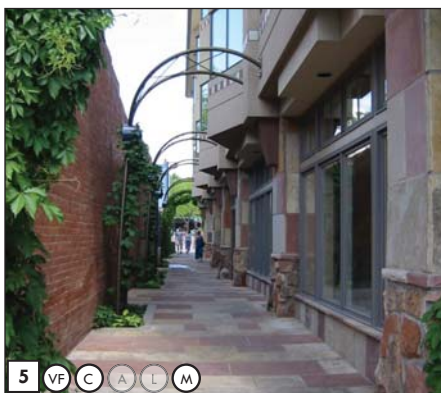
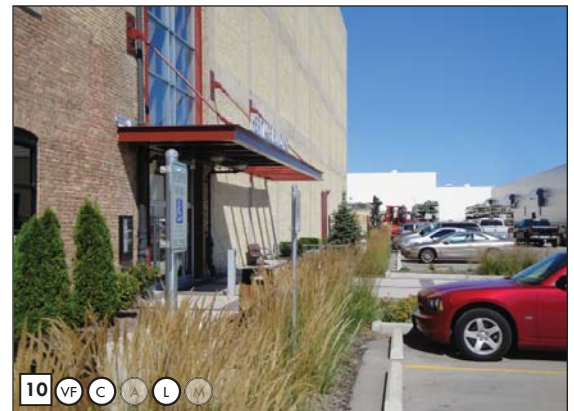
P - Partially Compliant

N/A - Not Applicable

- | | | | |
|---|--------------------------------------|--------------------------------------|--|
| 2. Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 3. Design service and loading areas as attractive features. Any screening devices should be designed using materials, style, and aesthetic character that are part of the overall building. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 4. Position above-ground utilities such as transformer boxes and overhead electrical lines in the rear of properties, or bury them underground whenever possible. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |

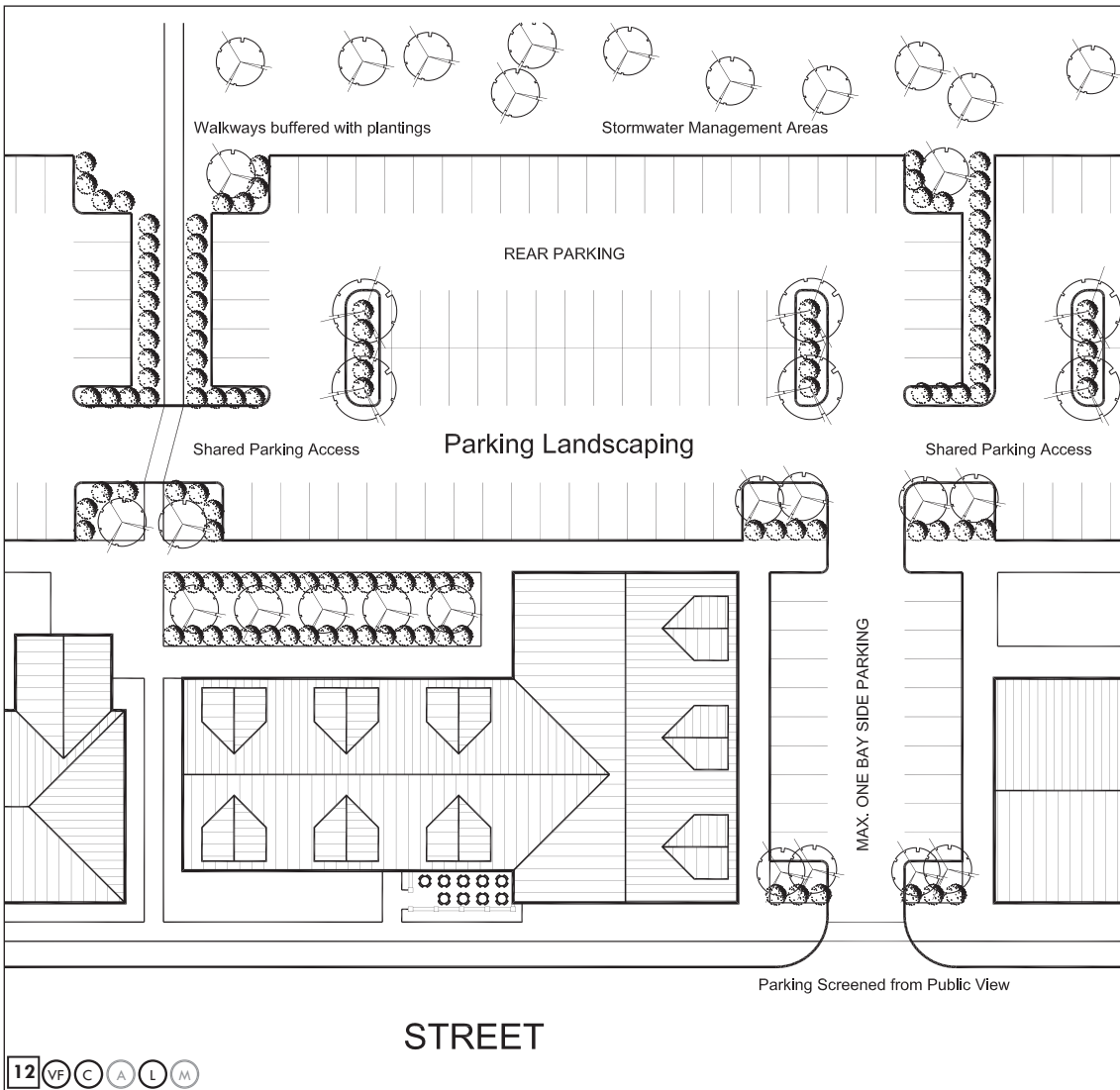
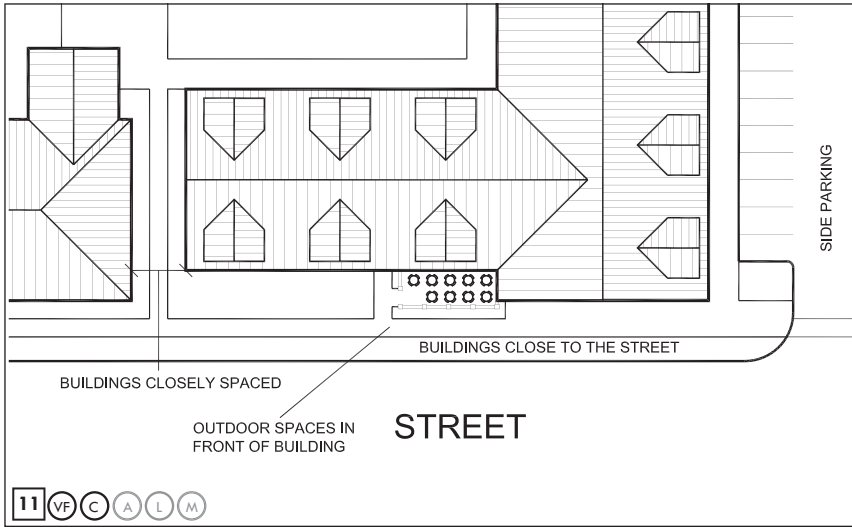
MAINTENANCE, MANAGEMENT
& SUSTAINABILITY NOTES:

IMAGE EXAMPLES - PEDESTRIAN ACTIVITY STREETS



more images on the following page

IMAGE EXAMPLES - PEDESTRIAN ACTIVITY STREETS (continued)



SMALL PLAZAS AND SQUARES

5

5. SMALL PLAZAS AND SQUARES

Wausau’s districts and neighborhoods offer major opportunities to create significant public places. Such investments increase both the social and economic value of the whole community. A few of these types of places have been noted on the map. These standards should also be useful as new plazas and squares are created. In these standards, the word “plaza” is intended to refer to areas that are related to business and retail uses and typically have more hardscape features, while the word “squares” is intended to refer to places that are surrounded primarily by residential uses.

Squares and plazas should be visual and social amenities for the surrounding community. They should be a formal attraction within the district or neighborhood. Such places, however, are not static and require constant improvements in response to changing social and market conditions. While plazas and squares are often entirely public (owned and operated by the local municipality), there are many occasions when such places are managed with public-private partnerships.

Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____



A. VISUAL FORM

- | | | | |
|---|--------------------------------------|--------------------------------------|--|
| 1. Public plazas should be defined with a continuous wall of buildings, fences, and structures with openings at key locations for vehicles and pedestrians. Where feasible, create places with simple geometric forms such as a square, rectangle, circle, or other simple polygon or curvilinear form (such as an octagon, semi-circle, oval, or ellipse). | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 2. Buildings should define the edges of squares, and should have front façades of relatively uniform heights facing the square. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 3. Surrounding buildings can vary in height, but must give visual prominence to important structures. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 4. Plazas and squares should be kept small (except for the City Center). Overly large plazas can create an empty, impersonal experience that actually diminishes the level of social interaction. The final size depends on the prominence of the associated community structures and the density of surrounding activity. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 5. Tree plantings, lighting, and fences must reinforce and match the primary geometric shape. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 6. Paving patterns should reinforce the shape of the plaza as well as the parking and circulation patterns. Create geometries that give the space greater visual order and interest. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |

VISUAL FORM NOTES:

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

(visual form cont.)

7. Vertical elements should be placed along edges to mark entrances and to be seen easily when approaching the plaza.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
8. Space for temporary structures, those which can be used for daily, weekly, or seasonal events, should be incorporated. For example, a temporary structure could be located along plaza edges for selling flowers, pumpkins, or holiday trees.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
9. Signs, awnings, and façade treatments must be integrated with the architectural character and style of the plaza.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
10. Opportunities should be evident for public art that supports the relationship of the plaza to its neighborhood — visually, symbolically, or functionally.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
11. Paving patterns and materials must be more distinctive than surrounding streets and sidewalks.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
12. The interior of squares must include ornamental features that are typical of gardens, parks, and other green spaces. The layout of the interior can vary, but outer edges should match the primary geometric shape.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

VISUAL FORM NOTES:

B. CIRCULATION

1. Encourage pedestrian and vehicular movement along the edges of plazas and squares and leave the central space relatively open for everyday activities and programmed events.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. In quieter residential areas, design squares to allow for public access along the periphery (with clear views of the landscape and other visually appealing features) and control access to the interior of the square with fences and gates.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Design the plazas to give pedestrians and drivers a strong sense of entering or leaving a distinct public place, not just “passing through.”	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Create a clear public circulation path, including travel lanes for vehicles, surrounding the square that reinforces the geometric shape. Smaller, less important squares may have public circulation only on principal edges.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. Design parking patterns to match and reinforce the geometry of the plaza.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

CIRCULATION NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

C. ACTIVITIES

ACTIVITIES NOTES:

- | | | | |
|---|--------------------------------------|--------------------------------------|--|
| 1. In plazas, along the edges, uses should focus on higher intensity retail goods and services, but allow for occasional interspersing of institutional, office, or residential uses (especially on upper levels). | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 2. In residential squares, along the edges, residential units should be designed with porches and balconies that overlook the square. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 3. Large windows should exist at ground level that allow people to see activities inside. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 4. Plans should accommodate the expectation that uses in surrounding buildings will change in response to shifting markets. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 5. Plazas should allow for shared activities in such as informal gatherings, public art, informal social interaction, passive recreation, and ceremonial purposes associated with adjacent community or residential uses. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 6. The plaza or square should add prestige and value to the district, adjoining community, or residential uses. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 7. Activities in squares must be distinct from the wider range of recreational activities that occur in larger parks, plazas and organized sports. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |

LANDSCAPE & STREETScape NOTES:

D. LANDSCAPE AND STREETScape

- | | | | |
|---|--------------------------------------|--------------------------------------|--|
| 1. Occasional tree groupings should be integrated along the edges to create areas to relax, to reinforce the edge, or to improve the pedestrian environment. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 2. The landscape should moderate the micro-climate. For example, a mix of coniferous and deciduous trees can provide a windbreak, visual interest and variety, and define the edge of a public place. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 3. In residential squares, large grass areas should be combined with plantings and ornamental features such as fountains, flower gardens, or fences. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 4. In public plazas or squares that are too large, rows of trees should be planted along the edges to create a more intimate space. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

1. The different responsibilities of public and private entities should be defined for maintenance and management. For example, maintaining banners and snow removal might be the responsibility of local property owners while maintenance of street lighting and other elements typical of standard streets could be delegated to public agencies. Where possible, assign maintenance and management of market plazas to local property owners, businesses, or neighborhood associations. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of the plaza or squares. Consider the use of landscape easements to assign and specify land ownership and control.

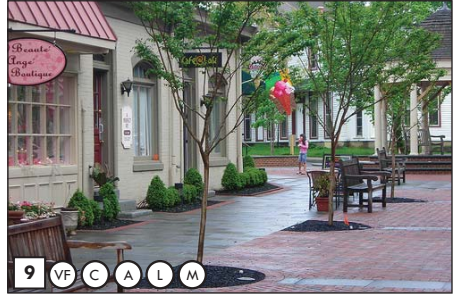
S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Major maintenance in this area should be reduced by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

IMAGE EXAMPLES - SMALL PLAZAS AND SQUARES



VF VISUAL FORM C CIRCULATION A ACTIVITIES L LANDSCAPE & STREETSCAPE M MAINTENANCE, MANAGEMENT & SUSTAINABILITY

ADDITIONAL NOTES:



RESIDENTIAL NEIGHBORHOODS

6

6. RESIDENTIAL NEIGHBORHOODS

This district allows for traditional single-family, duplex, and smaller multi-family residential development within the city where the infrastructure follows a traditional grid of tree-lined streets, front yards and integrated uses on small lots. The streets should provide a network of circulation options.



Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____

A. VISUAL FORM

- | | | | |
|--|--|--|--|
| <p>1. Design lots and layout buildings to form a single street edge with a uniform sight line, setbacks, and evenly spaced buildings. Setbacks should be measured from the property line and should not differ more than 5 feet from adjacent properties and properties across the street. This does not mean, however, that all projections or recesses from the front façade must be prohibited.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>2. Establish lot widths similar to surrounding sites. Create a symmetrical street cross-section, in which building heights, setbacks, and massing are roughly equal on both sides of the street.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>3. Place buildings to create a repetitive visual rhythm that reinforces the form of the street and the perception of the street as a unified public place.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>4. Ensure that garages are not the prominent feature (e.g. a side entry or detached garage in the rear).</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |
| <p>5. Enforce architectural regulation and criteria established for architectural materials, openings, roof pitches, and porches that match the character of the surrounding houses. Due to the variety of styles in the neighborhood, these criteria will vary from project to project.</p> | <p>S
<input type="checkbox"/></p> | <p>P
<input type="checkbox"/></p> | <p>N/A
<input type="checkbox"/></p> |

VISUAL FORM NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

(visual form cont.)

6. Design corner lots such that the residential structure creates an effective façade along both streets and, if possible, use a garage or small residential structure to front the side street.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. When multi-family units are included, make their height compatible and not vary by more than one story from abutting residential building heights. When greater heights are needed, an upper-level “step back” might be considered.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VISUAL FORM NOTES:

B. CIRCULATION

1. Design the street system for local traffic and to create vistas within the development.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Allow for parallel parking on the street.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Layout streets to link with one another and connect to streets in adjacent developments. Plan for future road extensions. Encourage the use of narrow driveways.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Minimize culs-de-sac wherever possible.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Include sidewalks on all residential streets.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CIRCULATION NOTES:

C. ACTIVITIES

1. Include shared open spaces and natural features that will attract home buyers who value direct connections to neighbors, natural landscape elements, natural environment features, fields, woodlands and trails for walking and biking. The spaces could be used for either passive or active recreational activities.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Allow a variety of residential uses including single-family, duplex, and multi-family buildings. The front façade and massing of the building should harmonize with the façade and massing of abutting properties and those across the street.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Within each neighborhood, encourage a variety of unit types that can accommodate a variety of social and economic population groups.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Encourage outdoor activities and pedestrian uses. Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTIVITIES NOTES:

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

D. LANDSCAPE AND STREETScape

LANDSCAPE & STREETScape NOTES:

1. Preserve and incorporate the existing natural features on and around the site.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Create a strong visual order. Use rhythmic planting of shade trees and street lights to reinforce the continuous street edge.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
3. Use plantings to maintain edges along roads where driveway access points occur.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
4. Integrate drainage from the road with the site design. Consider options that allow for landscaping or bioswales near the road edge.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
5. Avoid demolition of mature trees. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

1. Clearly define the different responsibilities of public and private entities for maintenance and management. For example, maintaining banners and pedestrian right-of-way might be the responsibility of local property owners while maintenance of public right-of-way and infrastructure would be the responsibility of the municipality. Alternatively, establish financing mechanisms that provide additional funds to public agencies for maintenance and management of these features. Consider the use of landscape easements to assign and specify land ownership and control. Require property owner associations to guarantee maintenance of common areas, including options for public intervention if homeowners fail to maintain the land.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>
2. Allow for proper drainage of the road, but consider options that allow for landscaping or bioswales near the road edge.	S <input type="checkbox"/>	P <input type="checkbox"/>	N/A <input type="checkbox"/>

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

(maintenance, management and sustainability cont.)

3. Reduce the need for major maintenance by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

S P N/A
□ □ □

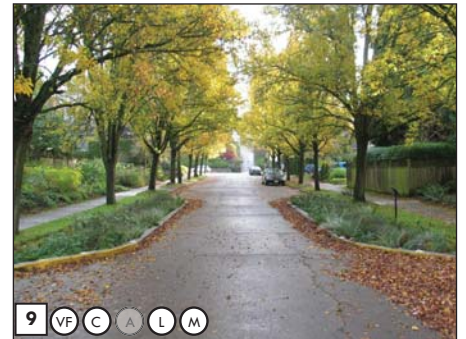
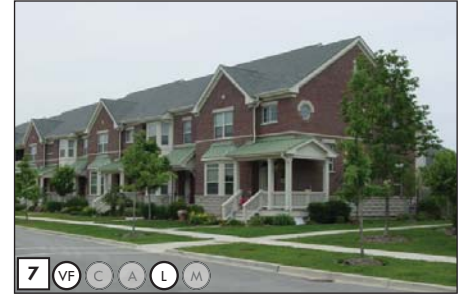
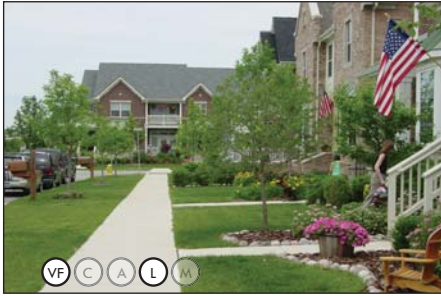
MAINTENANCE, MANAGEMENT
& SUSTAINABILITY NOTES:

4. Use preservation techniques to protect the land. Require deed restrictions, covenants and easements that guarantee land control and management of natural areas.

S P N/A
□ □ □

ADDITIONAL NOTES:

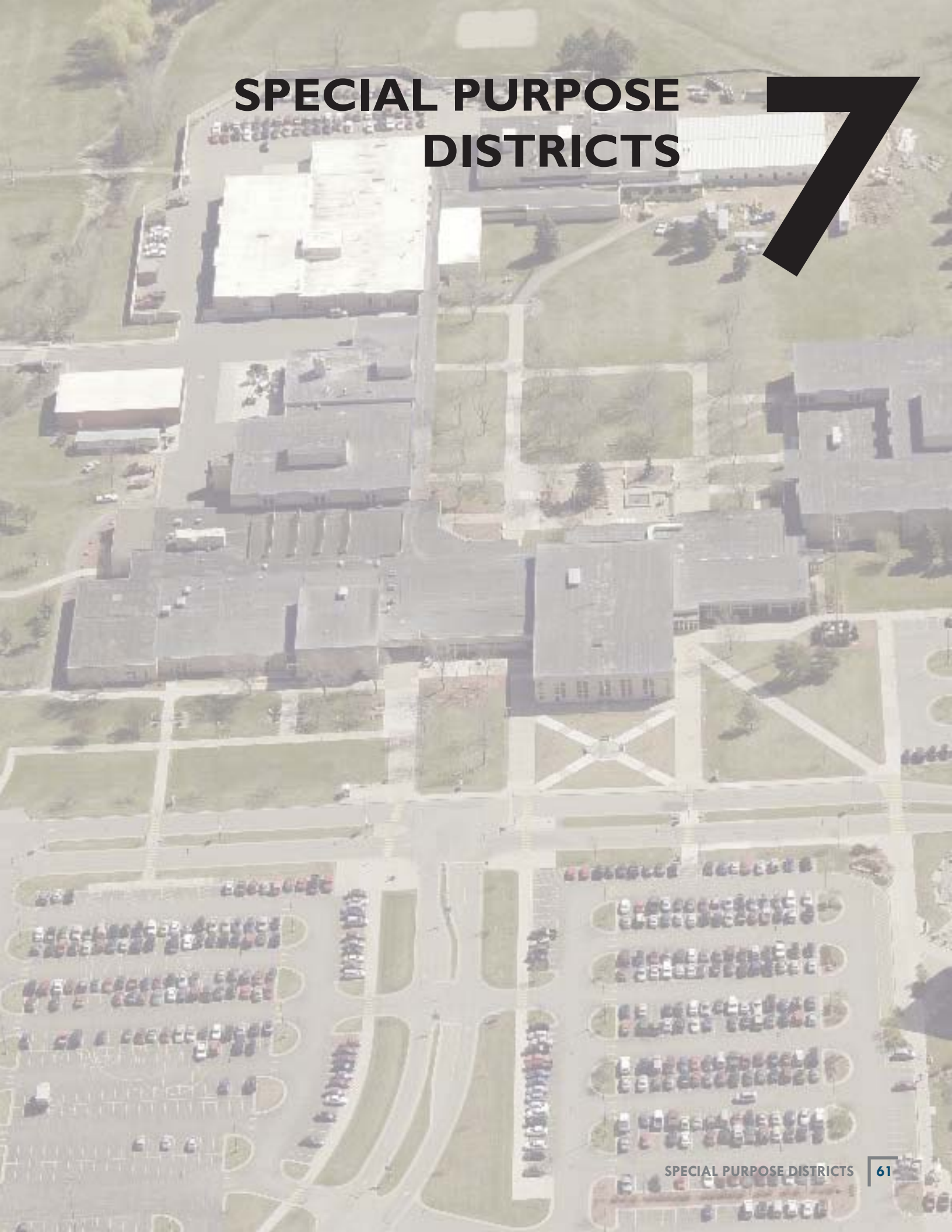
IMAGE EXAMPLES - RESIDENTIAL NEIGHBORHOODS



VF VISUAL FORM
 C CIRCULATION
 A ACTIVITIES
 L LANDSCAPE & STREETSCAPE
 M MAINTENANCE, MANAGEMENT & SUSTAINABILITY

SPECIAL PURPOSE DISTRICTS

7



7. SPECIAL PURPOSE DISTRICTS

All cities have special purpose districts that emphasize one major use such as a college campus, a business or industrial park, a civic or medical center, and a park/recreation complex. Once established, these types of special purpose districts have considerable longevity and, therefore, the urban design of the district and how it is integrated with (or fails to integrate with) surrounding neighborhoods is very critical. Friction between such special purpose districts (and the organizations that are responsible for their success) can occur with immediate neighbors, and these standards may lessen any friction.



Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____

A. VISUAL FORM

VISUAL FORM NOTES:

- | | | | |
|--|--|--|--|
| <p>1. The district should have strong visual edges along public rights-of-way that border the district. When feasible, districts should be bounded by lot lines that fall within blocks (along rear lot lines) rather than along streets which create an asymmetrical appearance and often lead to asymmetrical values.</p> | <p>S</p> <input type="checkbox"/> | <p>P</p> <input type="checkbox"/> | <p>N/A</p> <input type="checkbox"/> |
| <p>2. The overall district should feel like a campus in which buildings harmonize with each other and feel like a larger, integrated complex rather than a scattered collection of unique building forms.</p> | <p>S</p> <input type="checkbox"/> | <p>P</p> <input type="checkbox"/> | <p>N/A</p> <input type="checkbox"/> |
| <p>3. Districts should have clear entries for vehicular, cycling, and pedestrian activity.</p> | <p>S</p> <input type="checkbox"/> | <p>P</p> <input type="checkbox"/> | <p>N/A</p> <input type="checkbox"/> |
| <p>4. Within such districts, buildings should form significant outdoor places like plazas, squares, and courtyards. While such places may be owned privately, they often have the feeling of, and are used as, public spaces. Buildings should have connections to pedestrians with appropriately-scaled design details, windows along the parking areas, and pedestrian pathways.</p> | <p>S</p> <input type="checkbox"/> | <p>P</p> <input type="checkbox"/> | <p>N/A</p> <input type="checkbox"/> |

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

D. LANDSCAPE AND STREETScape

LANDSCAPE & STREETScape NOTES:

1. Landscape continuity (not fragmentation) should be encouraged. Although individual buildings within a district may have different owners, there should be strong landscape requirements which establish an overall campus-like feeling to the district. A cohesive feeling for the whole district must be a higher priority than the individual branding and imagery of each building.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Mature landscapes should be saved and incorporated where possible.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Demolition of mature trees should be avoided. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Significant landscapes should be created between buildings that are meant to be occupied by people. Include seating areas to encourage the use of the space. The landscaping should be grouped together to create a significant place (such as tree groves or gardens) instead of scattered throughout the parking area. Connect the landscape to existing landscape around the site.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Berms and other topographic changes which appear clearly artificial should be discouraged, especially as visual barriers.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

1. Major maintenance should be reduced by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Service and loading areas should be designed as attractive features. Any screening devices should be designed using materials, style, and aesthetic character that are part of the overall building.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Service and loading areas should be designed as attractive features. Any screening devices should be designed using materials, style, and aesthetic character that are part of the overall building.

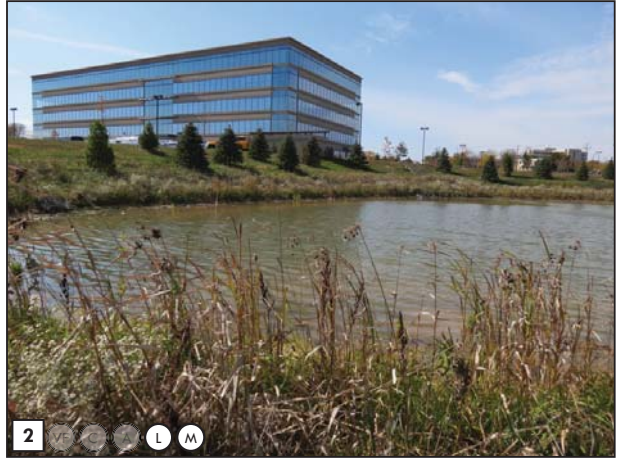
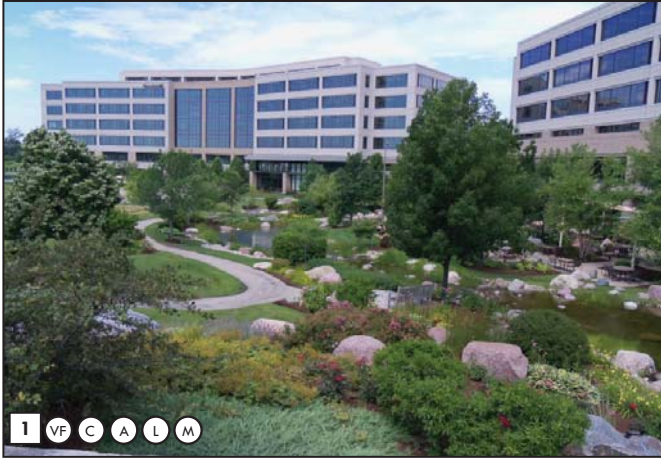
S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

IMAGE EXAMPLES - SPECIAL PURPOSE DISTRICTS



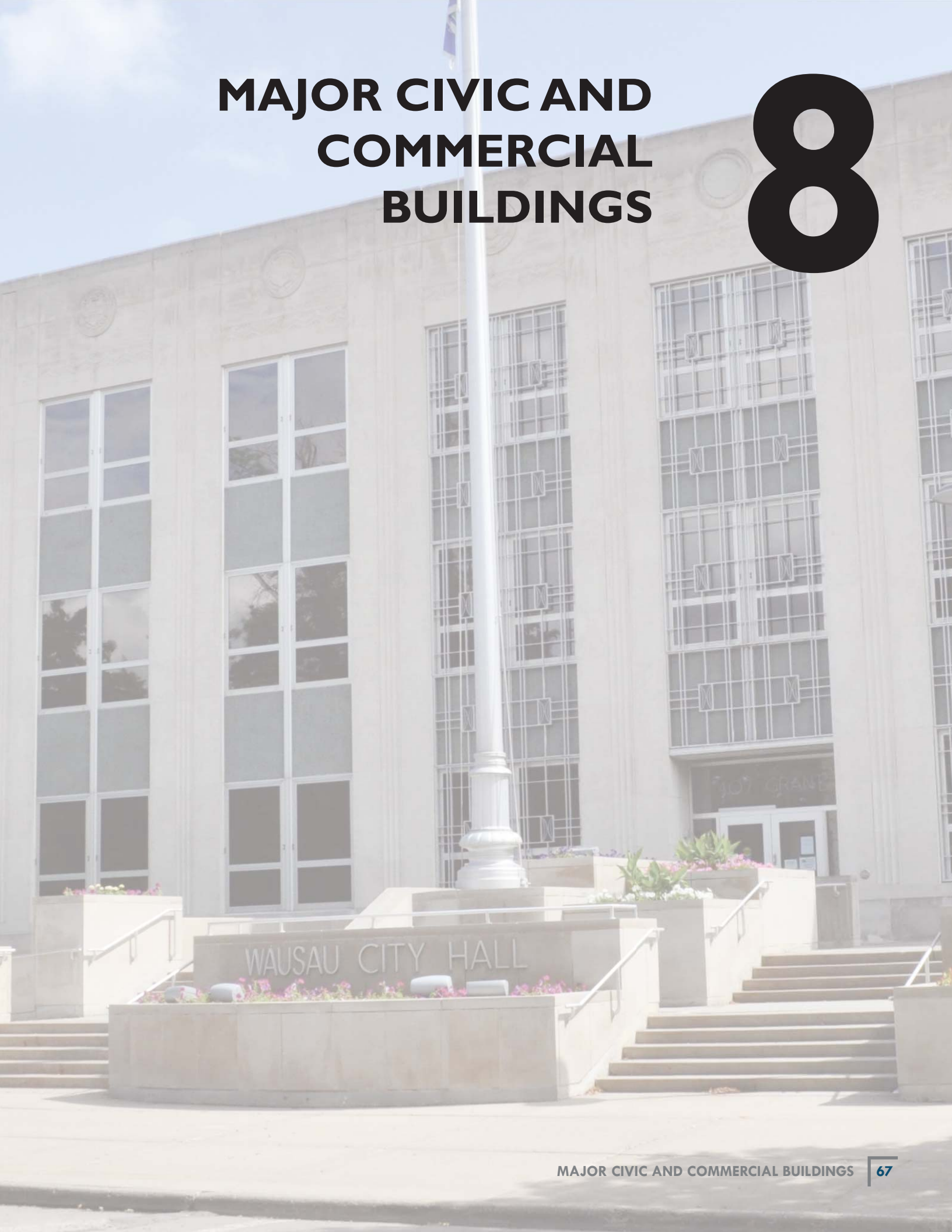
(VF) VISUAL FORM
 (C) CIRCULATION
 (A) ACTIVITIES
 (L) LANDSCAPE & STREETSCAPE
 (M) MAINTENANCE, MANAGEMENT & SUSTAINABILITY

ADDITIONAL NOTES:

A large, empty rectangular box with a thin black border, occupying the lower half of the page. It is intended for a drawing or additional notes.

MAJOR CIVIC AND COMMERCIAL BUILDINGS

8



8. MAJOR CIVIC AND COMMERCIAL BUILDINGS

These urban design standards are, in most cases, not intended to discuss the specific architectural character of buildings, except when the architecture is clearly a significant part of the overall urban and community design of a specific subarea. There are, however, some buildings which by virtue of their size and landmark character are inherently part of the urban design of a community. This includes major civic buildings (city hall, museum, school or library) and major commercial structures (such as a tall office building or large retail store or complex). Often a large building may be under the immediate design direction of a not-for profit organization (such as a YMCA) or a board or district not directly accountable to the City (such as a private college or hospital). In such cases, these standards are intended to assist Wausau in shaping the way in which the architecture of such structures fits with the urban design character of the community.

Applicant Name: _____

Address / Tax Key: _____

Zoning District: _____

Date: _____



A. VISUAL FORM

- | | | | |
|---|--------------------------------------|--------------------------------------|--|
| 1. Create a strong visual image with the major façade of the building facing the primary public space. Create secondary façades facing the other public spaces surrounding the building. Buildings should have a visually distinguishable base, middle and top. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 2. Locate civic buildings in relevant places, along parks, squares, neighborhood main streets or major streets. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 3. Make the building distinctive and more prominent than surrounding buildings, especially in relation to any residential or commercial architecture. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 4. Create features on the building which serve as landmarks from a distance, such as a tower, entrance, or roof form. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 5. Reinforce the geometries of the surrounding public places with the edges of the building — buildings should not be set back further than adjacent buildings unless the setback is being used to create a public place such as a gateway, plaza or square. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 6. Ensure the exterior landscape, paving and site features are responsive to, and in keeping with, the corresponding elements in adjacent public spaces. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |
| 7. Design civic buildings to allow for public access along the periphery, with clear views of the building and other visually appealing features. | S
<input type="checkbox"/> | P
<input type="checkbox"/> | N/A
<input type="checkbox"/> |

VISUAL FORM NOTES:

S - Substantially Compliant

P - Partially Compliant

N/A - Not Applicable

(visual form cont.)

8. Encourage ground level windows and openings that allow people to see activities inside the building (day and night) as well as allowing persons inside to view exterior activities. Buildings along street fronts should include generous amounts of windows. Windows and entries should generally be designed with vertical proportions and should avoid continuous horizontal elements such as ribbon windows and continuous awning overhangs.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VISUAL FORM NOTES:

9. Along areas where there are no entries or windows, incorporate details in façades such as niches, pedestrian-oriented signage, lighting, seating areas or garden elements.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Include outdoor gathering spaces, such as cafes, seating areas, and plazas at the ground level, and design them with a geometry that is visually integrated with the setback areas, sidewalks and pedestrian zone along the street.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Building Materials

1. Require building materials of enduring quality such as brick, stone, wood, fiber cement, heavy vinyl, and stucco. Using a mix of materials is recommended to create visual diversity on the building façade. The use of "Green Built", "Energy Star", and "LEED" rated building materials and techniques is strongly encouraged.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Enrich the pedestrian realm through building materials (especially at the street level) of high quality. These materials could include items such as brick, stone, decorative concrete masonry units, metal panel systems, or other creatively-used, high-quality, and durable building materials. Materials such as corrugated metal, EIFS (Exterior Insulation and Finish System), vinyl or aluminum siding, should not be used on the building street level. Decorative finished block systems can be used along the base of the buildings, and as an accent, but are not recommended as the dominant building material on the entire building. Utility grade materials should only be used on façades of the building not visible from publicly accessible areas.

S	P	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

B. CIRCULATION

CIRCULATION NOTES:

- | | | | |
|--|--------------------------|--------------------------|--------------------------|
| 1. Encourage pedestrian and vehicular movement along the edges of the building, especially at corners and other locations that are the natural points of approach for pedestrians. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| 2. Reduce the prominence of parking lots. Parking lots should be placed behind the buildings or in carefully screened courtyards that are located mid block — never in the form of an off-street parking lot in front of the building or on the corner of the block. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

C. ACTIVITIES

ACTIVITIES NOTES:

- | | | | |
|--|--------------------------|--------------------------|--------------------------|
| 1. Include specific opportunities for the creation of public art on or within buildings that supports the relation of the building to its neighborhood (visual, symbolically or functionally). | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| 2. Contain specific interior places that are oriented to neighborhood activities (such as a meeting room, classroom or exhibit area) which provide a direct opportunity for neighborhood residents to use the building. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| 3. In some cases, include within a major civic building (such as a hospital or library) other uses such as retail services along a ground floor facing a street, or residential units in apartments on upper floors. Both examples are occurring with increasing frequency in urban areas to create vibrant districts with major civic and commercial buildings. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| 4. Provide space, where appropriate, for the inclusion of related mixed-use activities that can enliven surrounding public places, such as small spaces for retail activities that serve the occupants of the building as well as the surrounding neighborhood. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| 5. Include activity in adjacent plazas and squares that supports (and is supported by) the activities contained in adjacent buildings. In public squares, this inclusion typically implies food services and other retail goods/services associated with the local population of users. | S | P | N/A |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

S - Substantially Compliant P - Partially Compliant N/A - Not Applicable

D. LANDSCAPE AND STREETScape

LANDSCAPE & STREETScape NOTES:

- 1. Preserve natural amenities where possible to protect the natural character of the city. Link these features together or to an overall trail system which links natural features throughout the area. S P N/A
- 2. Create landscape elements that enhance the geometry and pattern of the building and integrate it with the surrounding public places. Particularly for new buildings, a site should be selected which has an adjacent public space for events, or in which a new space can be created. S P N/A
- 3. Avoid demolition of mature trees. If existing trees are deemed necessary to remove for the purpose of development, relocation of the tree(s) or replacement of the tree(s) must occur. The replacement(s) shall have at least equal shade potential and other approved characteristics comparable to those of the tree removed. Replacement shall be diameter inch for diameter inch removed, i.e., one (1) eighteen (18") inch diameter = six (6) trees at three (3") inches diameter. S P N/A

E. MAINTENANCE, MANAGEMENT AND SUSTAINABILITY

MAINTENANCE, MANAGEMENT & SUSTAINABILITY NOTES:

- 1. Ensure buildings, including the exterior site conditions, are maintained by their occupants — this should include any special provisions for controlled access to the interior of the site. S P N/A
- 2. In some cases, establish specific agreements to divide responsibilities for maintenance and management between public and private entities — for example, special features such as ornamental landscapes and public art could be managed and maintained by property owner. S P N/A
- 3. Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost effectively. Use materials that can be repaired easily in case of vandalism or graffiti. S P N/A

ADDITIONAL NOTES:

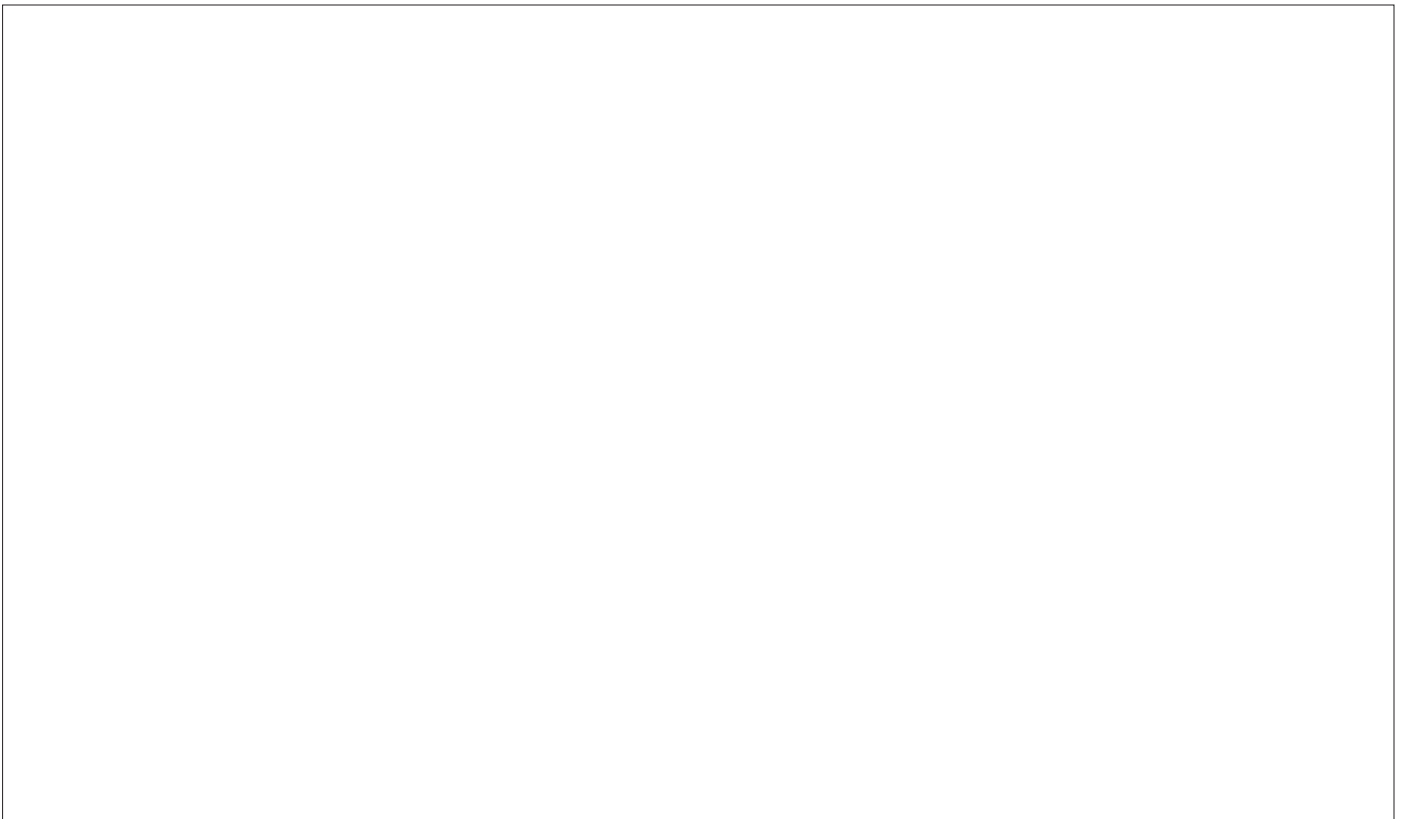


IMAGE EXAMPLES - MAJOR CIVIC AND COMMERCIAL BUILDINGS

