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**Development Incentive Zone Guidelines**  
**Exhibit B**

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Bouraxis Layton, LLC

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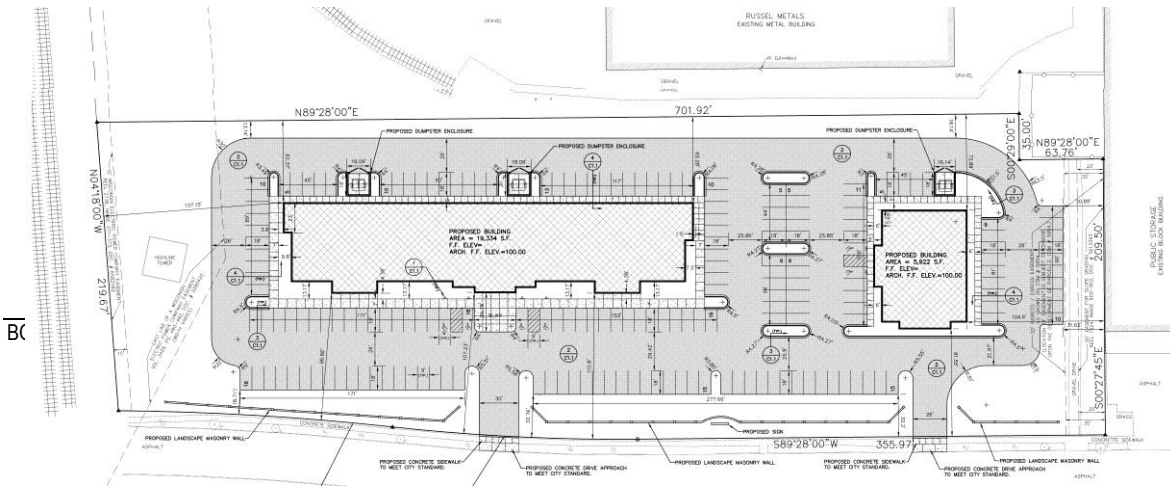
Bouraxis Layton is a proposed development bounded by Layton Avenue on the South and the SOO Line Railroad Co. on the West. The surrounding boundaries of the project are dominated by industrial buildings. The balance of the site presently contains no interior green space, and the industrial area to the North is openly visible. Bouraxis Layton is intended to complement and revitalize the industrial area. The architecture, building placement and design of the project will significantly increase the amount of landscaping, improve the streetscape, and provide a mixed-use retail experience to complement the surrounding area.

A Development Incentive Zone (DIZ) is a form of a site plan overlay district. Development Incentive Zones are established to provide timely permit review and approval of projects with unique needs. For each DIZ, guidelines are prepared to provide clear direction and encourage design excellence. The guidelines emphasize compatibility of new development with surrounding areas and provide flexibility based on site specific conditions. Section 295-1007 of the Zoning Code establishes the DIZ.

This document contains guidelines for the area north of Layton Avenue between South 10th Street and the SOO Railroad. The guidelines consist of *principles*, design goals and *standards*, specific requirements to achieve the principles. Development proposals must always follow the *principles* and meet the *standards*. If, due to unique circumstances, strict adherence to a *standard* causes undue hardship, alternatives may be considered based on their consistency with the *principles*.

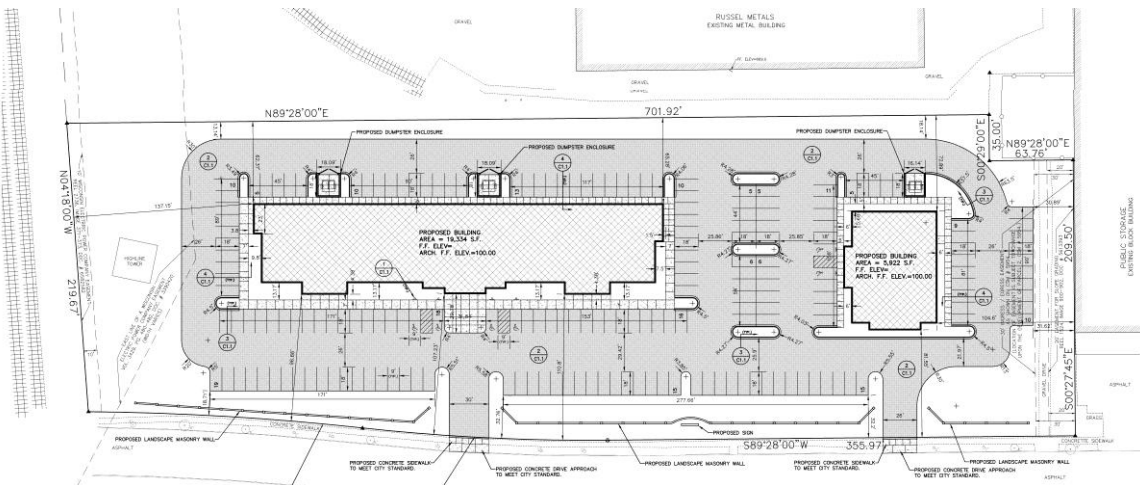
- I. Building Placement
- II. Access, Circulation and Parking
- III. Site Improvements
- IV. Building Design
- V. Signage

The site consists of in-line retail buildings intended for primary use by multiple commercial tenants on a lease basis and includes related parking and traffic areas. The buildings are in close proximity to an existing industrial area and new commercial development to the West.



## I. Building Placement Principles

- *Locate buildings to create the sense of a street along primary retail frontage.*
- *Enhance the pedestrian experience along building facades.*
- *Relate to the physical character and scale of the neighborhood.*



**Building Frontage:** Locate primary retail buildings to define and

create street frontage. The front setback from Layton Avenue may range from 70 to 80 feet.

## II. Access, Circulation and Parking

### Principles

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- *Create a balanced circulation system that accommodates mobility choices.*
  - *Encourage shared uses.*
  - *Define a clear vehicular circulation system and visually divide parking areas.*

**Standards:**

**A. Pedestrian Accommodations**

1. Differentiate pedestrian and vehicular areas with crosswalks from parking areas to building entrances. Crosswalks must be delineated in a different color, material and/or texture than parking areas.
2. Coordinate site elements (benches, bike racks, garbage and recycling receptacles, planters, etc.) throughout the entire development to enhance the pedestrian experience.

**B. Driveways**

1. Curb cuts not to exceed the width of driveways. Along Layton, 2 curb cuts are allowed pending DPW approval.
2. The maximum drive aisle width is 30 feet.
3. Align primary drive aisles with existing streets where possible.
4. Extend pedestrian access aisles from Layton Avenue to the main entries of the major tenants.
5. Aisles will include curbing, sidewalks, landscaping and site elements (i.e. planters, lighting, benches)

**C. Parking Areas**

1. Allow shared parking among tenants where possible.
2. Allow shared service areas where possible.
3. In interior parking areas, provide curbed islands with landscaping to visually divide the lot and provide pedestrian safety. At a minimum, 2 trees at each curb island are required along the primary frontage. All landscaping must conform to Chapter 295-405 of the zoning code.
4. Design all parking facilities and open spaces to work together to manage stormwater.
5. Use concrete pavement rather than asphalt to keep parking areas cool.
6. Consider using porous paving systems to extend the life of the pavement, allow for stormwater infiltration, reduce maintenance costs, and reduce the urban heat island effect in summer.

### **III. Site Improvements**

**Principles:**

- *Coordinate landscaping and site improvements with building features.*
- *Enhance the pedestrian experience.*
- *Locate site elements to define street edges, corners and drive aisles.*



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1. Locate dumpsters and service areas where they are not visible from the public street.
  2. Screen service and loading areas with wing walls using similar building materials or landscaping.
  3. Enclose and screen dumpsters and recycling units with a masonry enclosure, if visible from public streets (consistent with building materials) or opaque enclosure.
  4. Locate compactors to the rear of buildings and provide an opaque enclosure so they are not visible from the public street and to prevent noise to the abutting residential neighbors.
  5. Screen ground electrical/mechanical units (i.e. transformers, etc.) with upright coniferous shrubs spaced 3 feet around the perimeter of the unit.
  6. Outdoor cart storage is not permitted, but cart corrals are allowed throughout surface parking areas for temporary storage.

### **C. Lighting**

1. Lighting within parking areas must be designed and located to prevent glare onto adjoining properties.
2. Use high efficiency lighting (metal halide or high pressure sodium lamps) with low cut off angle and down-lighting for landscaping.
3. Light poles within parking areas may not exceed 25 feet in height. Light poles along drive aisles and pedestrian areas are 12 feet in height.

### **D. Stormwater Management**

1. All stormwater runoff should be handled on the site avoiding direct concentrated discharge of stormwater into rivers and should use vegetated swales, channels, underground cisterns, and/or retention ponds for stormwater infiltration in place of enclosed storm sewers. If a retention pond is proposed, it must be incorporated in the overall landscape plan as a site feature.
2. Design landscape planting materials, soils and sub-soils for infiltration and evapotranspiration of rainwater.
3. Specify native plant and tree species for at least 50% of planted area in order to reduce water consumption and long-term maintenance costs and improve building energy efficiency and aesthetics.
4. Consider using green roof systems to collect and evapotranspire rainwater, thus reducing runoff as well as heating and cooling loads.

## **IV. Building Design**

### **Principles**

- *Relate to the physical character and scale of the neighborhood.*
- *Enliven building facades to enhance the pedestrian experience.*

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- *Coordinate building materials and colors to relate to the entire development.*

## **A. Massing**

### **Standards:**

1. Establish hierarchy between building elements. For example, articulate entrances and building corners.
2. Maximum height of buildings is 45 feet. Entry features and tower elements integrated with the building may exceed 45 feet in height.

## **B. Facades**

### **Standards:**

1. Variety in each building design is encouraged.
2. Front facades shall be oriented to Layton Avenue.
3. Buildings must have a storefront window system with vision glass at the first level. The minimum glazing along the primary frontage is 50% for the retail sales based on the lineal frontage of the first floor as indicated in Chp. 295-605 of the zoning code.
4. Building entrances shall be clearly identifiable and visible from streets and easily accessible and inviting to pedestrians.
5. Blank, unarticulated walls facing primary frontage and streets are not permitted. Modulate facades with articulated bays, awnings, windows and openings, varying color and texture and/or other architectural details that relate to the human scale.
6. Use lighting to enhance the architecture of the building and development as well as provide security and visual appeal.



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## C. Materials

### Standards:

1. All facades along the primary frontage, Layton Avenue must contain the most architecturally significant materials and fenestration. Significant building materials include brick (reclaimed or new), cut stone, decorative masonry and block, glass, architectural-finished metal cladding and architectural precast concrete panels. Corrugated sheet metal, vinyl siding, reflective glass, exterior insulation finish system (EIFS) and imitation stone siding are discouraged.
2. Coordinate color schemes for a cohesive appearance throughout the development.
3. Screen rooftop equipment from pedestrian view at the property line with materials and color that are compatible with the building.
4. Glazing on the first floor of commercial buildings and entrances must be transparent, vision glass. Low-E glass without tinting may be used. Opaque glazing cannot be substituted for vision glass where vision glass is required, but may be used in other areas as an architectural element if it is compatible with the overall design.
5. Samples of building materials must be submitted for review, as requested.

## V. Signage

### Principles:

- *Coordinate signage throughout the development.*
- *Promote variety for individual tenant signs.*

### A. Project Sign Standards:

1. One type A project ID sign is permitted mounted to the masonry wall along Layton Ave.
2. One type A monument sign, with a maximum height of 8 feet tall and a maximum sign area of 60 square feet on each side or one type B monument sign with a maximum height of 8 feet tall and the maximum sign area is 32 square feet on each side is permitted.
3. A construction sign measuring 64 feet in area is permitted.
4. Billboards (off-premise signs) are not permitted.
5. Pylon signs are not permitted.

### B. Tenant sign standards:

1. Type A wall signs shall be integrated into the overall design of the building. One sign per 25 lineal feet is permitted. The maximum area of wall signs is 60 square feet.
2. Individual pin-set metal letters that are back-lit are the most desirable. Internally illuminated individual letters are acceptable if raceways are not visible.

Walls signs that meet the standards may be approved administratively.