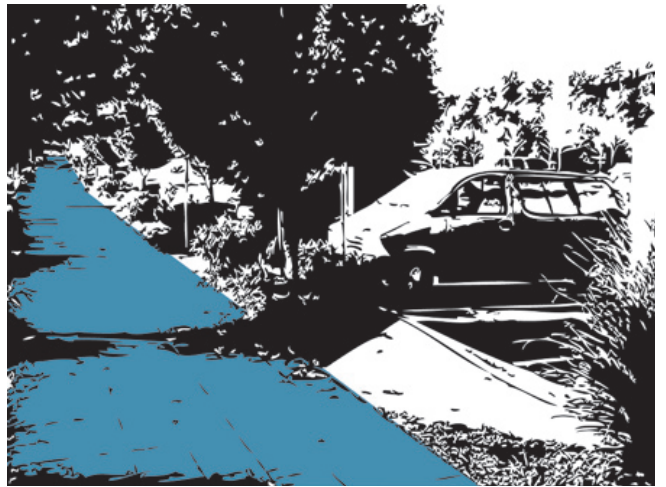


# THE CITY OF: Coeur d'Alene

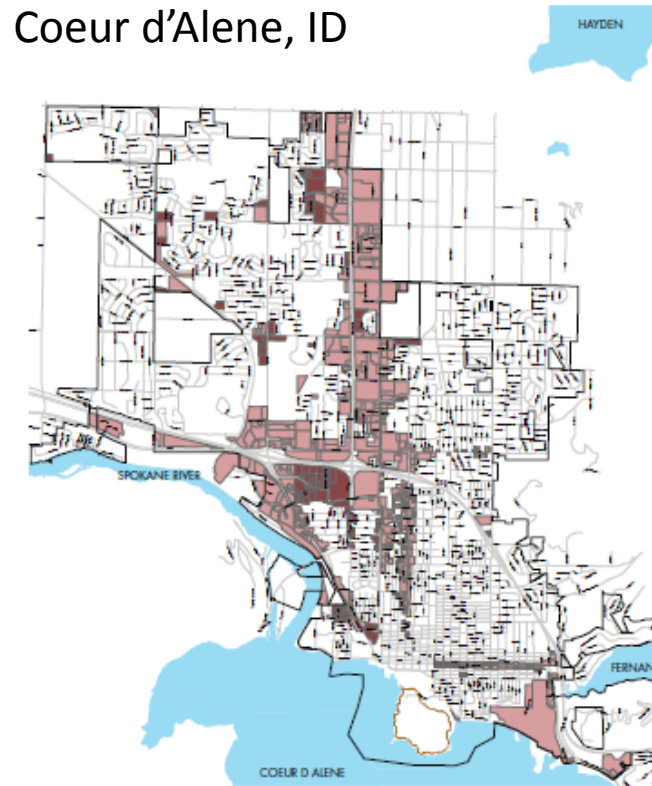


## commercial design guidelines (C-17 & C-17L)



# **Introduction and Purpose**

This section of the Design Standards and Guidelines for the City of Coeur d'Alene, ID focuses on site planning and design guidance for the commercial zones C-17 and C-17L.. These areas represent a diverse areas across the City linking neighborhoods along commercial corridors. The following standards and guidelines serve to maintain the distinct character of these areas of Coeur d'Alene while encouraging appropriate development that ensures vibrant and functional commercial areas.



## **Objectives**

1. To provide a greater emphasis on pedestrian movement.
2. To maintain and enhance the urban forest, creating habitat, enhancing air quality, and providing softer edge to development.
3. To diminish the amount of asphalt and parked cars visible from the street and to buffer it from other uses of lesser intensity.
4. To allow for infiltration of run-off, to offer shade to otherwise bare paved areas.
5. To prevent glare and spillover of lighting toward adjacent properties.
6. To encourage development that adds positively to the character and quality of the community.

# **Over-Arching Principles**

## **1. Enhance the Pedestrian Experience**

- Increase safety, connectivity, comfort, and visual appeal for people moving about on foot through elements such as wider sidewalks, walkways, and street trees.

## **2. Reflect Regional Context**

- Eliminate “Anywhere USA” look. Reflect aspects of geology, sun angle, vegetation, water movement in site design and architecture.

## **3. Create Distinct “Centers”**

- Diminish, over time, the strip commercial pattern by focusing development into mixed-use areas.

## **4. Increase the Value of Commercial Land**

- Shift some uses of land area toward housing and create a demand for more intensive use than simply one story boxes surrounded by asphalt.

## **5. Improve Environmental Quality**

- Enhance the infiltration of water, increase vegetated habitat, enhance air quality – largely through reduction of pervious surfaces and added (and preserved) trees and other vegetation.

## **6. Produce a Greater Variety of Development Types**

- Encourage multiple stories, clusters of buildings, street-facing buildings, vertical forms, public spaces, parking in forms other than big lots, a mixture of uses.

## **7. Create Public Spaces**

- Encourage forecourts, courtyards, plazas, gardens, greens, seating areas, passageways, and other spaces conducive to spending time outside.

## **8. Encourage Both Horizontal and Vertical Mixed Use.**

- Incentives should be provided for including housing within development or redevelopment.

## **9. Create Transitions to Adjacent Areas of Lesser Intensity.**

- Height, bulk and landscaping standards should be used to mitigate the visual effects of greater intensity.

## **10. Significantly Increase the Presence of Trees**

- Encourage the retention of existing, larger, mature trees as well as plant new trees as sites redevelop.

## **Design Departures**

Each design guideline must be met by the proposed development. However, the design guidelines are intended to provide some flexibility in application provided that the basic intent of the guidelines is met. Compliance with these design guidelines will be determined by the city staff or the design review commission if the project is larger than 5 acres or 50,000 sq. ft. or with more than 2 departures. If the project is reviewed by the staff, an appeal may be taken to the design review commission by an aggrieved party.

**Design Departures:** An applicant may request a design departure from any of the design guidelines. The staff will review all requests for design departures on projects not subject to design review commission review. In order to approve a design departure, it must be found that:

1. The project must be consistent with the comprehensive plan and any applicable plan;
2. The requested departure meets the intent of statements relating to applicable development standards and design guidelines;
3. The departure will not have a detrimental effect on nearby properties or the city as a whole;
4. The proposed departure is part of an overall, thoughtful and comprehensive approach to the design of the project as a whole; and
5. If a deviation from a building design guideline is requested, the project's building(s) exhibits a high degree of craftsmanship, building detail, architectural design, or quality of materials that are not typically found in standard construction. In order to meet this standard, an applicant must demonstrate to the planning director that the project's design offers a significant improvement over what otherwise could have been built under minimum standards and guidelines.

## Design Departures (matrix)

SITE DESIGN		
Guideline	<i>An approved deviation from these guidelines is not considered a design departure prompting a Design Review hearing</i>	<i>Design departure may be considered Design Review Commission approval required for any project larger than 5 acres or 50,000 sq. ft. or with more than 2 departures</i>
A. Curb Cuts: Width and Spacing	X	
B. Sidewalks Along Street Frontages		X
C. Street Trees	X	
D. Grand Scale Trees	X	
E. Walkways		X
F. Residential/Parking Lot Screening		X
G. Parking Lot Landscaping		X
H. Lighting		X
I. Screening of Service and Trash Areas		X
BUILDING DESIGN		
A. Screening Rooftop Equipment		X
B. Entrance Visible from Street		X
C. Windows Facing Street		X
D. Treatment of Blank Walls		X

# I. SITE DESIGN

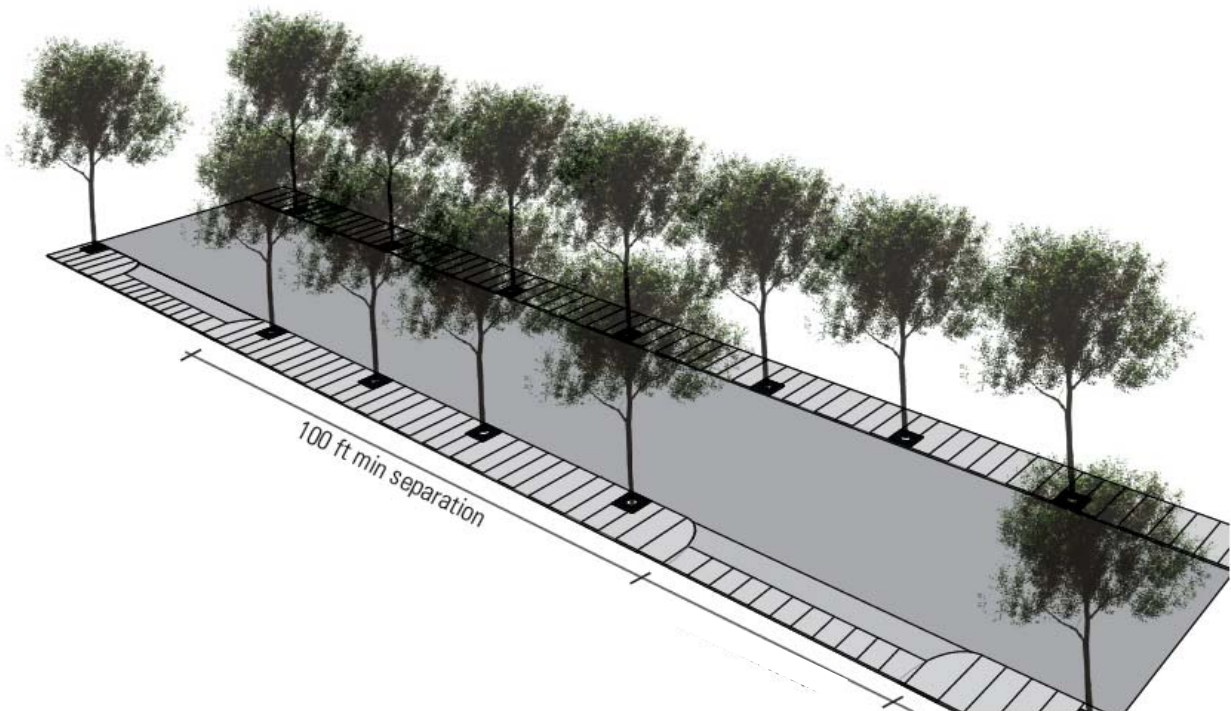
## A. Approaches: Width and Spacing

***Intent: To ensure smoother, more organized traffic movements and less disruption of pedestrian movement.***

1. Approaches shall be spaced a minimum of 100 feet apart. (This shall not preclude access to a property, however.)
2. Approaches shall not interrupt the paving material of the sidewalk with another material. The sidewalk paving shall be continuous.



curb cut with uninterrupted pedestrian pathway



# I. SITE DESIGN

## B. Sidewalks along Street Frontages

**Intent:** To ensure a safe, convenient, comfortable and continuous route for people who are walking.

1. One of two sidewalk profiles shown below are required to be provided in commercial areas along all frontages. The City's Engineer may require one design over another based on location and context of the site.
2. If abutting sidewalks are noncompliant, a design approved by the Engineering department to blend the two where they meet will be required.
3. Providing the sidewalk may result in some portion (or even all) of the sidewalk width being outside the right-of-way (that is, on private property). Where this occurs, there shall be a dedicated public access easement.

### Profile #1

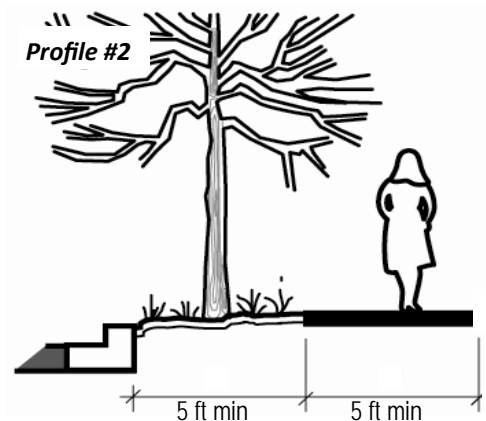
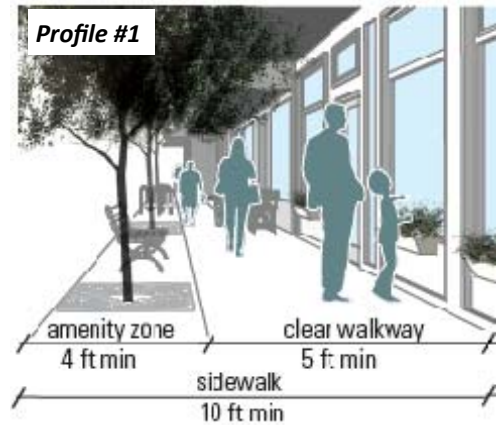
1. The sidewalk width shall be a minimum of 10 feet from back of curb to back of sidewalk.
2. This total width shall include a clear, unobstructed zone at least 5 feet wide for pedestrian movement. No objects, poles, or other vertical elements shall be located in the zone, so that ADA requirements are always met.
3. At least 4 feet of the total width shall consist of an amenity zone, directly behind the curb, that contains street trees, lighting, signal poles, directional signs, newspaper boxes, mailboxes, and any other vertical objects or street furnishings.
4. Note that there is a 1-foot wide flexible portion of the total width that may fall in either the clear, walkable zone or the amenity zone.

### Profile #2

1. The sidewalk width shall be a minimum of 5 feet wide located 5 feet from the back of curb and shall be clear and unobstructed for pedestrian movement.
2. The 5' landscaped area shall be planted and meet street tree guidelines.
3. This design may be allowed when no on street parking is provided or anticipated.



sidewalk with at least a 5 foot clear zone and 4 foot amenity zone



# I. SITE DESIGN

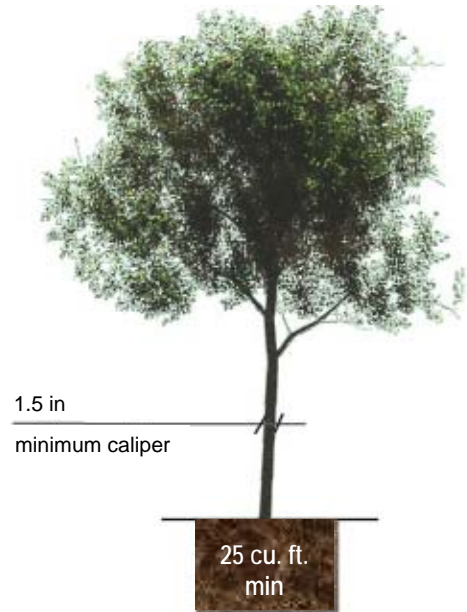
## C. Street Trees

***Intent: To maintain and enhance the urban forest, creating habitat, enhancing air quality, and providing softer edge to development.***

1. Street trees shall be a minimum caliper established by the Urban Forestry Standards at the time of planting. Trees shall be planted in a quantity equivalent to one for each 35 feet of street frontage, but may be grouped with spacing that is not uniform as approved by the Urban Forester.
2. Each street tree shall be planted in a planting area with a minimum of 25 cubic feet of soil, in order to receive adequate water and air refer to urban forestry standards for further planting instructions. The tree pits shall be planted with grasses, shrubs or ground cover or covered with tree surrounds, such as grates.
3. Trees shall be selected from an approved list of species maintained by the City, see Coeur d'Alene Urban Forestry Standards.
4. Maintenance and watering is the responsibility of the property owner. Irrigation is required if less than 100 sq.ft of pervious surface.
5. If a tree is destroyed by accident or other means, the property owner is responsible for replacing it within one year.



street trees lining the sidewalk



*For planting instructions and approved species refer to the City Urban Forestry Division:*  
<http://www.cdaid.org/urban/index.html>



# I. SITE DESIGN

## D. Grand Scale Trees

***Intent: To reinforce the character of Coeur d'Alene by preserving existing grand scale trees.***

1. In order to support the natural beauty of Coeur d'Alene, grand scale evergreen and deciduous trees with a minimum 20- inch DBH measured at 4.5 feet above the ground and/or 45 feet in height, should be retained if they are located within 20 feet of a public street. Grand scale trees may be removed if they are determined to be unhealthy or a hazard by the City's Urban Forester.



Grand scale trees saved during construction



illustration showing DBH measurement

# I. SITE DESIGN

## E. Walkways

***Intent: To ensure that there is a clear route of movement for pedestrians from the public street to a building entrance.***

1. Each development shall include at least one paved walkway connecting the sidewalk along each street frontage to the entrance(s) of building(s) on the site.
2. The walkway shall be a minimum of 5 feet in width.
3. Where the walkway crosses a parking lot, a color, paving pattern, or “ladder” striping shall be used to differentiate it from driving surfaces.
4. Ideally, landscaping should be provided along one side of the walkway, except where it crosses a drive lane.



pedestrian path through parking lot



distinct paving and landscaping

# I. SITE DESIGN

## F. Residential/Parking Lot Screening

***Intent: To diminish the amount of asphalt and parked cars visible from the street and abutting residential by buffering it from less intensive uses.***

1. Along any street frontage, parking lots shall be separated from the sidewalk by a planting strip, a minimum of 6 feet wide. This strip shall be planted with trees having a minimum caliper of 1.5" and equivalent in number to that produced by one tree every 35 feet. Not less than 20% of the trees shall be a native evergreen variety. However, trees may be grouped. In addition, there shall be evergreen shrubs at least 30" in height at time of planting, no less than 48" on center. A masonry wall, 24"- 42" in height, with ground cover, may be substituted for the shrubs. A combination of all of the above, i.e., trees, shrubs, wall and ground cover, are encouraged.
2. Where a site abuts a residential district, there shall be a planting strip, at least 10 feet in width containing evergreen trees along the area bordering the two districts. This strip shall be planted with trees 8 to 12 feet tall spaced no more than 25 feet apart. In addition, there shall be evergreen shrubs at least 30" in height at time of planting, no less than 48" on center as approved by the urban forester.
3. The Planning Director may approve other approaches to screening, so long as the intent is satisfied.



planting strip between sidewalk and parking lot



wider planting strip between parking lot for commercial use and residential development

*For planting instructions and approved species refer to the City Urban Forestry Division:*

<http://www.cdaid.org/urban/index.html>

# I. SITE DESIGN

## G. Parking Lot Landscaping

***Intent: To allow for infiltration of run-off, to offer shade to otherwise bare paved areas, and to visually soften expanses of parking.***

1. Within any parking area located between the building façade and a street, there shall be at least one medium to large species tree planted for every 6 parking stalls.
2. Within any parking area located to the side of a building, there shall be at least one medium to large species tree planted for every 8 stalls.
3. Within any parking area located behind a building, there shall be at least one tree planted for every 12 stalls.
4. Trees may be distributed throughout the parking area or grouped, so long as the grouping is within the parking area. Trees shall be a minimum of 1.5" in caliper and planted in a planting area of at least 50 square feet per tree with a minimum 4 foot dimension. Not less than 20% of the parking lot trees shall be a native evergreen variety. Curbs or wheel stops shall be installed to prevent vehicle overhangs from damaging the landscaping.
5. By retaining any existing medium or larger sized trees within in a parking area will count as the equivalent of 2 new trees. (Refer to Urban Forestry Standards for dimensions)
6. In addition to trees, shrubs and perennials shall be planted as understory at the base of tree planting beds. Shrubs shall be at least 18" in height at time of planting, no less than 48" on center.



parking lot located behind commercial building



parking lot located on the side of commercial building



# I. SITE DESIGN

## H. Lighting

***Intent: To prevent glare and spillover of lighting toward adjacent properties, especially residential areas.***

1. All lighting fixtures shall be equipped with a “full cut-off,” either an external housing or internal optics, that directs light downward.
2. Multiple, shorter poles (12’-18’) are preferable to fewer and taller poles. No poles shall be over 30’.



examples of cut-off lighting fixtures

# I. SITE DESIGN

## I. Screening of Service and Trash Areas

***Intent: To minimize the visibility of these functions.***

1. Loading docks shall be screened from views from the street or any adjacent residential area by walls, landscaping, or a combination of both.
2. Trash collection areas shall be located within enclosed structures comprised of masonry walls or other durable material at least six feet high, with a gate that can be closed. The gate shall be similarly treated or located in an area not visible from the street or pedestrian walkway.
3. Other mechanical equipment located on the ground and visible from the street shall be screened in a similar manner.



trash enclosures



screening of a retail outdoor storage area

## II. BUILDING DESIGN

### A. Screening Rooftop Equipment

***Intent: In order to screen rooftop mechanical and communications equipment from the ground level of nearby streets and residential areas.***

1. Painting rooftop equipment or erecting fences are not acceptable methods of screening rooftop equipment.
2. Mechanical equipment must be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.
3. Any rooftop mounted voice/data transmission equipment shall be integrated with the design of the roofs, rather than being simply attached to the roof-deck.



enclosed mechanical rooftop equipment



cell transmission equipment integrated into brick building

## II. BUILDING DESIGN

### B. Entrance Visible from Street

**Intent: To have commercial and pedestrian activity visible from streets.**

1. Main entrances to buildings should be visually prominent and located where they can be seen from the street. Building entrances shall do at least one of the following:
  - Locate the building entrance along the street
  - Create a visually prominent entrance with pedestrian connection from the street
  - If the doorway does not face the street, create an architecturally prominent overhang over a clearly marked and well-maintained path that connects the entry to the sidewalk.
2. Techniques for making entrances prominent include a projecting canopy, a roof form over the entrance, a tower form, a landscaped forecourt or some combination of these elements.



visually prominent entrance



visually prominent entrance with pedestrian connection



architectural overhang leading from the street to front entrance



## II. BUILDING DESIGN

### C. Windows Facing Street

***Intent: To have commercial activities visible from streets.***

1. At least 20% of any ground level façade of a commercial building that faces a street shall be windows with clear, “vision” glass. On the facade, this required window area shall be located between 2 feet above grade and 10 feet above grade.
2. Interior display shelving shall not be placed against the windows.



ample transparency along pedestrian street



window displays along pedestrian routes



## II. BUILDING DESIGN

### D. Treatment of Blank Walls

***Intent: To soften the visual impact of walls that do not have windows.***

1. Any wall that faces a street shall incorporate at least three of the following features:
  - An architectural plinth (a stone or masonry base at least 36" high)
  - Belt course(s) of masonry
  - Trellis with vines planted that will grow vertically
  - Recesses at least 4 feet wide and 2 feet deep
  - Overhanging roof
  - Decorative tile work
  - Accent lighting
  - Artwork that does not contain a commercial message
  - Evergreen hedge
  - Seating (benches or ledges)
  - A feature not on the list that meets the intent, as approved by the Planning Director.



examples of various blank wall treatments