

Downtown Architecture Standards for Old Town Urban Renewal Area

In addition to any other architectural and design standards used throughout the City, the following standards shall be used to review all site plans required in accordance with Section 26-16-7.1 for properties in the Old Town Urban Renewal District. The document “Vision Statement Design Standards and Guidelines” dated August 24, 2000, is adopted by reference for use to help illustrate the intent of the subsections below.

- (a) Commercial developments must be linked with surrounding areas by extending city streets, sidewalks, and/or paths directly into and through the development, thereby providing convenient, direct pedestrian, bicycle and vehicle access to and from the development.
- (b) Developments must be accessible to pedestrians, pedestrians with impaired mobility, and bicyclists as well as motorists. Site plans shall emphasize the following: pedestrian access to the site and buildings; gathering areas for people; and auto access and parking lots.
- (c) Walkways must be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access.
- (d) Driveway crossings must place priority on the pedestrian access and the material and layout of the pedestrian access must be continuous as it crosses the driveways, with a break in the continuity of the driveway paving and not in the pedestrian access way. Continuous driveway aisles located directly in front of a building are discouraged. Where possible, shared driveways will be encouraged to reduce disruption of pedestrian passage.
- (e) The design emphasis must not be placed solely on parking and drive-through functions.
- (f) The establishment of buildings on isolated “pad sites” surrounded by parking lots and driveways, and that offer mainly auto-oriented signage to define entrances, is discouraged. Even relatively massive development can be configured into “blocks” or other spaces, proportioned on a human scale and city block scale; and need not be proportioned on a monolithic, auto-oriented scale.
- (g) Required parking shall be provided to the greatest extent possible by spaces at the rear or sides of the building.
- (h) Where possible, buildings shall be located to front on and relate primarily to streets. Building setbacks from local and collector streets should be minimized in order to establish a visually continuous, pedestrian-oriented streetfront. If a minimized setback is not maintained, the larger setback area shall have landscaping, low walls or fencing, a tree canopy and/or other site improvements along the sidewalk designed for pedestrian interest, scale and comfort.
- (i) Building facades may be recessed if an arcade, awnings, or similar structure(s) abuts the front setback.
- (j) Awnings or canopies, which provide a generally consistent cover along the pedestrian walk are strongly encouraged. Canvas is the preferred material, although other water proofed fabrics may be

used; metal or aluminum awnings shall not be used unless otherwise approved by the City. Structural overhangs are desired to maintain a more continuous weather protected walk.

(k) All materials, colors, and architectural details used on the exterior of a building shall be compatible with the building's style, with other properties in the general business area, and with each other. This standard shall not be interpreted to preclude any unique architectural styles deemed appropriate to the use.

(l) Standardized "corporate" or strongly thematic architectural styles associated with chain-type restaurants and service stores are strongly discouraged unless they accommodate the desired image for the City and are compatible with adjacent structures and uses.

(m) Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated with recesses and projections in order to break-up the image of the wall's mass.

(n) Buildings having single walls exceeding fifty (50) feet in length shall incorporate one or more of the following for every fifty (50) feet: changes in color, graphical patterning, changes in texture, or changes in material; projections, recesses and reveals; windows and fenestration; arcades and pergolas; towers; gable projections; horizontal/vertical breaks; or other similar techniques.

(o) The architectural treatment of the front facade shall be continued, in its major features, around all visibly exposed sides of a building. Blank wall or service area treatment of side and/or rear elevations visible from the public viewshed is discouraged.

(p) Windows shall be vertically proportioned wherever possible. Street-level storefront windows are strongly encouraged. Office and residential windows organized in a generally regular pattern are encouraged.

(q) Transparent entries and large store front windows are strongly encouraged. Recessed and other styles of window openings are desired.

(r) As far as practicable, all air conditioning units, HVAC systems, major exhaust pipes or stacks, elevator housing and satellite dishes and other telecommunications receiving devices shall be thoroughly screened from view from the public right-of-way and from adjacent properties by using walls, fencing, roof elements, and landscaping. In addition, all trash facilities and loading areas shall be properly screened.

(s) Intense, bright or fluorescent colors shall not be used as the predominant color on any wall or roof of any primary or accessory structure. These colors may be used as building accent colors.

(t) All sloping roof areas with a pitch of three in twelve (3 in12) or greater, and visible from any public or private right-of-way, shall be surfaced with attractive and durable materials. All roofs with a slope of less than 3/12 shall have attractive parapets to provide screening of roof and systems described in (r).

(u) Avoid large expanses of continuous concrete paving.

(v) Encourage outdoor dining and other people-oriented places.

City of Lafayette Urban Renewal Districts

