

MIXED-USE

MIXED-USE NEIGHBORHOODS ARE THE DENSEST, MOST PEDESTRIAN-ORIENTED DEVELOPMENT TYPES.

This land use type will vary in terms of form, scale, character, and the specific mix of uses, depending on location, access considerations and existing development context.

Uses may be integrated vertically within buildings, such as residential or office over ground-floor retail, or horizontally among single-use buildings that are closely coordinated with one another. Mixed use areas may take the form of linear corridors along major roadways, large districts that serve as regional destinations for commerce, dining and entertainment, or small nodes at crossroads that serve nearby residential neighborhoods or employment areas.

Most areas designated as Mixed-Use Neighborhoods on the future land use map are in locations with existing suburban-style development. These locations offer opportunities for reinvestment, infill, redevelopment and transformation into more walkable centers of activity within the Urbanizing Area. Examples include the Third Street Corridor, the Tapp Road/SR 45/Curry Pike Area, and key intersections along the South Walnut Street Corridor.

A. TRANSPORTATION

STREETS

Large developments (greater than 5 acres) should be designed to create a system of interconnected streets and blocks. Ideally, new streets should be platted as public rights-of-way through the subdivision process; however, it may be appropriate to consider the creation of private streets, provided that they are designed and maintained to public street standards and are made publicly accessible through dedicated easements.

BIKE/PEDESTRIAN

Streets should be designed to safely accommodate pedestrian and bicycle travel, as appropriate to the larger context of transportation system and the surrounding scale and character of development. Streets should not be designed with a “one-size fits all” approach. Local streets may accommodate cyclists through an overall design that discourages high travel speeds by motorists, such as the use of narrower travel lanes (10 to 11 feet), on-street parking, and smaller curb radii at intersections (15 to 25 feet). These streets may simply require pavement markings or signage indicating that cyclists may use the travel lane. On the other hand, multi-lane roads should provide enhanced bicycle infrastructure, such as on-street bicycle lanes, cycletrack facilities, or off-street shared use paths, with special attention to transitions between different facility types.

B. UTILITIES

SEWER AND WATER

Most areas designated for Mixed Use development in the Land Use Plan are already served by sewer infrastructure. All new developments should conduct water and sewer capacity analyses and contribute to system upgrades if necessary. Major sewer line extensions or upgrades, if co-located with street alignments, should be coordinated with other roadway and streetscape improvements where possible to minimize traffic disruption and improve cost efficiency of capital improvements.

POWER

Overhead utility lines should be buried in Mixed-use areas to eliminate visual clutter of public streetscapes and to minimize system disturbance from major storm events.

C. OPEN SPACE

PARK TYPES

Small-scale parks and open spaces should be integrated into new developments and streetscapes. Mixed-Use neighborhoods may have a variety of park types, from small plazas and pocket parks along public sidewalks, to moderately-sized greens, squares and neighborhood parks. Greenway connections should be provided wherever possible.

URBAN AGRICULTURE

Encourage the creation of community gardens and small scale urban agricultural systems, integrated with parks and open spaces. These may serve

and be operated by residents, employees and businesses within a mixed-use neighborhood. Examples include restaurants with on-site gardens, or apartments and office buildings with common garden space. Attention should be paid to location and maintenance to ensure garden spaces remain well-kempt and attractive throughout the year.

D. PUBLIC REALM ENHANCEMENTS

LIGHTING

Lighting needs will vary by street type and width. Two-lane streets should provide lamp posts at a pedestrian scale (16 to 18 feet in height). Wider streets will require taller fixtures (up to 30 feet).

STREET/SITE FURNISHINGS

Successful mixed use streets require a vibrant, pedestrian-oriented public realm with an emphasis on amenities and aesthetics. Streets should have planters, benches, information kiosks, and public bicycle parking racks. These elements may occur within the public right-of-way, or on private development sites, if located at the front of the lot between the building and the right-of-way, oriented toward the public sidewalk, and made available for public use.

E. DEVELOPMENT GUIDELINES

% OPEN SPACE

The amount and type of open space appropriate for walkable, mixed use environments will vary by the location and scale of individual developments. Large consolidated developments should include prominent open spaces with public street frontage. For residential uses, open space should generally be provided with a target of 200 square feet per dwelling unit. Commercial uses over 50,000 square feet of gross floor area should provide small pocket parks or plazas accessible from the public sidewalk. It may be appropriate to institute a fee in lieu program to ensure that all new developments contribute to the creation of open spaces without requiring each individual site to physically set aside such spaces.

PARKING RATIOS

Parking requirements will vary depending on the scale and mixture of uses within individual Mixed Use areas. Shared parking arrangements should be encouraged to minimize the size of surface parking lots. On-street parking should be permitted to contribute to required parking minimums as a means to reduce surface parking and enliven mixed use streets with foot traffic.

SITE DESIGN

Front setbacks should range from zero to 15 feet, with streetscape plazas and landscape treatments between the sidewalk and building face. Buildings should frame the street, with a high amount of building frontage along the front property line. Parking should be located to the rear or side of buildings, but not between the building and street. If located to the side, parking should be screened with landscaping and/or a low street wall. Vehicular curb cuts should be used sparingly, and avoided on major thoroughfares. Access should instead be provided from the side or rear of the site. Mixed use districts should be designed with compatible mixtures of buildings, but with architectural variety as well.

BUILDING FORM

The scale, form and character of buildings will vary depending on the specific location and surrounding context of existing development and infrastructure. Mixed use areas are appropriate locations for more urban-style buildings with flat roof designs, but pitched roofs may also be used. Buildings may range from one to three stories in height. Ground floors of mixed use buildings should have taller floor to ceiling heights (12 to 18 feet) to accommodate retail and dining uses, with high amounts of window transparency (60 to 70 % of the front facade). Building facades should be designed with a clear base, middle and top. Buildings and tenant spaces should have prominent main entrances on the front facade, accessible from the public sidewalk.

MATERIALS

Mixed use buildings should have a durable and lasting character, indicative of their ability to be repurposed for various uses over time. This is best achieved through the use of brick and dimensional or cultured stone. Concrete masonry units may be used, but should have texture and color variation if used as a primary building material. Blank walls should be avoided, particularly for facades facing public streets.

PRIVATE SIGNS

Signs should be sized and designed to effectively communicate to both pedestrian and vehicular traffic without becoming a visual distraction. Wall-mounted and ground-mounted monument signs are appropriate; pole signs and roof-top billboards should be prohibited.

MIXED-USE

- + THREE STORY
- + CORRIDOR USE
- + +/-25,000 SF TOTAL
- + +/-8,000 SF RETAIL/ RESTAURANT
- + +/-20 RESIDENTIAL UNITS
- + +/-70 PARKING SPACES
- + SINGLES & MARRIED COUPLES



REAR PARKING LOT

1ST FLOOR RETAIL/ SERVICE

APARTMENTS/ CONDOS

MIXED-USE

- + ONE AND TWO STORY
- + FIRST FLOOR RETAIL
- + SMALL OFFICES
- + CORRIDOR & NODE USE
- + +/-15,000 SF TOTAL
- + +/-70 PARKING SPACES



REAR PARKING LOT

**1ST FLOOR RETAIL/ SERVICE
2ND FLOOR OFFICE**

DRAFT