



New Brighton Comprehensive Plan

Appendix C—Urban Design Principles

1.0 Urban District Structure

1.0 Urban District Structure

1.1 Land Use and Buildings

Intent: Create higher-intensity, mixed-use developments that create attractive and convenient places to live, work, shop, play and be entertained.

- Allow higher intensity development that integrates employment, shopping, living, entertainment, transit, and public spaces and facilities. This intensity of mixed-use encourages active pedestrian districts, where many opportunities can be created for social interaction and neighborly gatherings.
- Uses should be mixed both vertically and horizontally. Some buildings may be occupied by a single use and surrounded by other uses, while other buildings will be occupied by different uses on different floors.
- Encourage a variety of uses that attract people throughout the day and night.
- Provide lifecycle housing opportunities within the urban districts.

1.2 Streets and District Identity

Intent: Streets in the districts should have identity and help identify locations within the district. As a public space, they should offer pleasant circulation for motorists and pedestrians, create identity for the district and provide opportunities for casual encounters among residents.

- Each district should have an identity built on a common theme, and share common materials and street furnishings. Care and order should be evident in the development pattern of each district. Plants, ranging from street trees to colorful perennial and annual flowers should be used to enliven and soften the urban edges. The urban districts should have a well developed

- A hierarchy should be developed such that the major intersection or intersections in each district serve as the focal point(s) for the district. District identity should culminate at these intersections through increased building mass, active building uses with entrances on the street, and small corner plazas with pedestrian amenities.
- Buildings and district activities should spill onto the street and become part of the identity people see as they pass through and circulate within the district.
- Locate gateway features at important intersections at the edges of each district to announce and celebrate one's arrival into the district.
- Provide public spaces along the street for resting, entering buildings and stopping to chat with friends.

1.3 Transit

Intent: Provide pleasant transportation alternatives to the automobile such that less space need be devoted to parking surfaces and driving lanes, and traffic congestion may be reduced.

- Provide prominent, functional, and attractive bicycle parking convenient to businesses and gathering places within the urban districts.
- Incorporate transit stops into the urban districts as safe, secure and attractive shelters integrated with other active uses or businesses and placed along major pedestrian routes.

1.4 Pedestrian and Public Spaces

Intent: Make it safe and pleasant to walk around and through the district such that walking becomes a viable option for residents and visitors of the district

- Provide continuous sidewalks along streets that attract high pedestrian usage such as mixed-use nodes including places to live, work, play and shop. Safe pedestrian crossings should be provided at each corner. Combine and limit curb cuts that interrupt the sidewalk and create unsafe conditions.
- Provide pedestrian paths from the street to the main entrance of each building.

- Set up a system of interior pedestrian routes that interconnect parking, residential, office and retail, such that each site is part of an overall pedestrian network.
- Provide small gathering places along the pedestrian routes for people to rest and socialize.

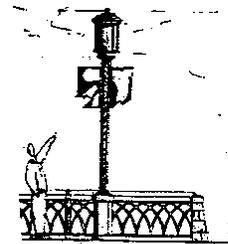
2.0 Public Spaces

2.0 Public Spaces

2.1 Streets and Streetscapes in Urban Districts

Intent: Develop an attractive and consistent streetscape within each urban district to establish a strong district identity and an inviting street environment for pedestrians and motorists.

- Maintain or acquire enough right-of-way on streets in urban districts to provide not only for the required roadway width, but also for a generously sized sidewalk and boulevard on both sides of the street. Where medians are necessary or desired, provide enough width to allow plantings and other amenities in the median.
- Create a buffer between the street and sidewalk using an eight-foot boulevard for street trees, lampposts, and other street furniture.
- Enhance pedestrian safety at crosswalks on streets with medians. Provide a buffer (such as a row of bollards) to create a pedestrian “island” on the median at the crosswalk.
- Place pedestrian scale streetlights at regular intervals along streets within urban districts. Interval will vary based on desired light levels.
- Plant street trees at even intervals along streets within urban districts. Set intervals so that a substantial tree canopy is created within the first decade after development.
- Provide pedestrian amenities such as benches and waste receptacles within the “core” of each urban district and in other high pedestrian use areas.
- Require low screening of parking lots that are adjacent to pedestrian corridors. Screens should be plantings and/or brick and metal fencing, and be approximately three feet high.



Use pedestrian scale street lights within urban districts.



Provide pedestrian amenities within urban districts.

- Utilize traffic calming devices on streets in urban districts to enhance pedestrian safety and comfort. Devices should be attractive and integrated into the overall streetscape design.

2.2 Gateways

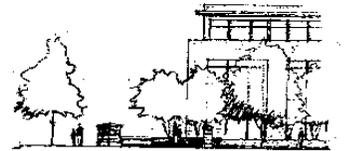
Intent: Mark the gateways into each urban district as a means to celebrate and reinforce the district's identity.

- Develop consistent signage and landscaping to use as gateway elements placed at the entrances to the urban districts. The materials and colors used in the gateways should be consistent with those used elsewhere in the urban district.
- The gateways should be designed at pedestrian scale, but must also “read” to the motorist.
- Where space allows, incorporate small pedestrian seating and gathering spaces into the gateway to indicate the pedestrian nature of the urban districts.

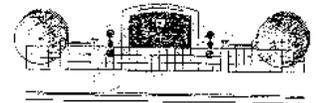
2.3 Gathering places

Intent: Create public gathering places of varying size and type to encourage people to meet and spend time in the urban districts.

- Create small plazas at the corners of major intersections to invite pedestrian activity at the core of each district. Require buildings to front the plazas with access at the corner.
- Encourage outdoor gathering spaces adjacent to sidewalks, especially near entries of restaurants, cafés and other active businesses or residences.
- Provide safe comfortable stopping places along pedestrian ways for pausing and resting. These areas may include benches, drinking fountains, and display windows.
- Gathering places that reflect or tell about the history of the city are encouraged in the city center district.
- All public areas should be designed to encourage use. Characteristics that encourage frequent use include easy access, location on a pedestrian corridor, safety and visibility, sunny exposure, and locations adjacent to building entries.



Create small plazas at the corners of major intersections.



Gathering places can tell about the history of New Brighton.

2.4 Pedestrian ways

Intent: Establish continuous walkways within the urban districts to provide safe, pleasant and uninterrupted pedestrian circulation and access to all businesses.

- As a part of master planning the urban districts, a continuous pedestrian system must be designed. This system will serve as a guide to ensure that pedestrian circulation is continuous throughout the district as sites develop one by one.
- Pedestrian circulation should occur primarily on the street, but safe and comfortable routes must be provided to and from parking areas, rear entrances to buildings, and other secondary spaces. Pedestrian routes within the urban districts should offer easy connections to the citywide pedestrian network.
- Unsafe pedestrian situations, such as curb cuts, right turn lanes, uneven paving and limited visibility need to be limited and addressed where unavoidable.

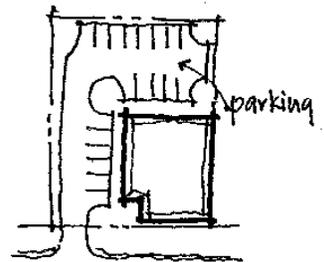
3.0 Site Development

3.1 Parking

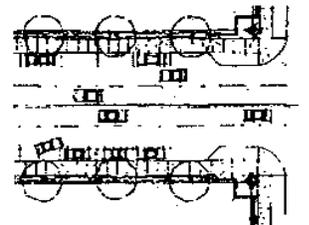
Intent : Configure and locate parking to insure that buildings and pedestrian areas are the focus of the district. Create parking to accommodate anticipated and realistic demands without overbuilding parking facilities.

- Because it detracts from the pedestrian experience, parking at the fronts of buildings and at street corners is prohibited. Instead, place parking primarily at the rear of buildings, with minimal parking at the side.
- Make access to parking areas visible from the street, with a well-lighted pedestrian route connecting the street and parking lot.
- At the core of each urban district, consider underground or structured parking to achieve a higher intensity of use.
- Plant trees within parking lots so that the lots develop a substantial tree canopy within the first decade after development.

3.0 Site Development

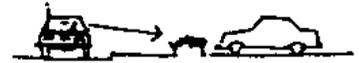


Place parking behind or at the sides of buildings.



Include on-street parking in parking calculations.

- Discourage development with excessive normal peak parking demand or development with a high peak parking demand that is not offset by joint-use parking in order to maintain intensity of development (for example, require that a movie theater’s parking be available to serve a nearby office use during the theater’s non-peak hours).
- Where traffic volumes allow on-street parking, include on street parking that fronts each site in the calculation of parking provided for a site.
- Provide employee parking in remote areas to allow customer parking nearest to the destination; prohibit employees from parking on streets in the urban districts.
- Where parking areas are adjacent to or visible from the sidewalk, the grills and bumpers of parked cars must be screened as described in Section 2.1.

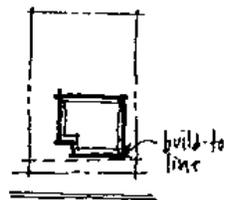
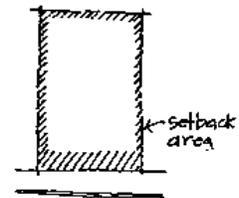


Screen the grills and bumpers of parked cars.

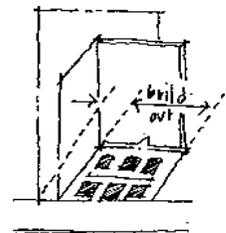
3.2 Building position on site

Intent : Insure that buildings help form the pleasant and useable spaces that build the character of the district and contribute to the public spaces of the street and sidewalk. Establish common setback and lot coverage standards to ensure compatible and maximum development in each urban district.

- Establish build-to lines (a line measured from the right-of-way which at least 70 percent of the primary structure must touch) for each urban district so that buildings “hug” the street.
- Establish setbacks (minimum distance from a right-of-way in which no structure may encroach) at the edges of the urban districts as a way to transition from the district to the surrounding buildings.
- Establish requirements for street frontage “build-out” (that portion of the primary street frontage which must be occupied by the primary structure at the build-to line or which must have a portion of any building that meets the setback line). Major intersections in the urban district should have a build out of 100 percent, excepting pedestrian passages and plaza spaces developed in concert with buildings. In the remainder of the urban district, the build-out will be less, but should be established so that buildings occupy a majority of the street frontage.
- Establish building footprint and “bay width” (the width of a storefront or segment of a continuous façade at which the building must be divided) so that a pedestrian scale is maintained



Establish build-to lines and setbacks within urban districts.



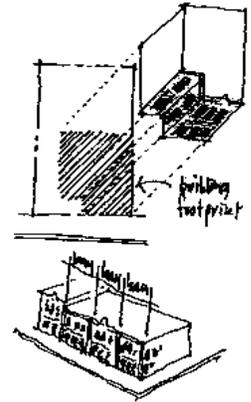
Establish requirements for street frontage build-out.

and buildings are not monotonous or overwhelming to those on foot.

3.3 Cohesion between sites

Intent : Redevelop each block such that parking, street access, pedestrian walkways and uses are coherent and effective.

- Encourage the development of uses that creatively share parking by time of day among a variety of uses in order to reduce the total amount of land dedicated to parking.
- Control the use of signage. Require freestanding signs to be scaled to be readable from both a motorist and pedestrian point of reference (within 200 feet). Encourage signs that are integral parts of the buildings.
- Lighting and landscaping should have consistency within each urban district.
- Establish a pedestrian network that connects sites in the urban district as described in Section 2.4.



Establish requirements for building footprint and bay width.

3.4 Consideration of adjacent residential neighbors

Intent : Urban districts should be sensitive to surrounding residential neighborhoods and address issues such as traffic, odor and noise that may effect adjacent residences. Connect the urban districts to the surrounding neighborhoods.

- Plantings and fencing should be used to buffer businesses from surrounding residences where deemed necessary.
- Require businesses to develop a maintenance schedule to upkeep property, including regular collection of litter from grounds and buffers.
- Discourage use of residential streets for short cutting by incorporating traffic calming measures where appropriate.
- Provide attractive pedestrian connections from the neighborhood to the pedestrian corridors of the urban district.

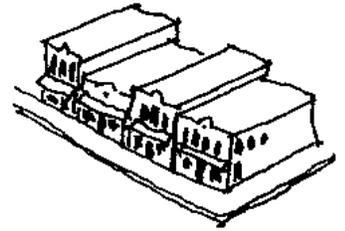
4.0 Buildings

4.0 Buildings

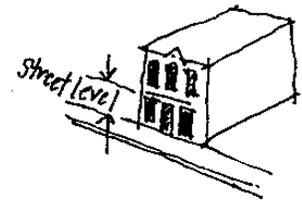
4.1 Architectural Character and Style

Intent : Buildings should help form the character and identity of the district through careful design.

- Formula and “corporate” architecture, franchise patterns and buildings that are designed as signs shall be prohibited in the urban districts.
- Each building shall be encouraged to explore some level of individual expression in order to reflect the sense of a district rather than a strip center.
- Buildings should generally have a height of two stories in the urban districts. To accent the focal points in the district, buildings at major intersections may be three to four stories. One-story buildings should be discouraged because they lessen the intensity of development within the urban district.
- Prohibit large, blank wall surfaces; require windows, doors and other means of articulating large surfaces. Require vertical articulation on exterior walls at intervals of at least 20ft along the length of visible walls.
- Incorporate public use spaces such as entrances, display windows, and benches along building edges to connect buildings to pedestrian walkways.
- Require at least 40% transparent window and door surfaces at street level on facades facing streets or pedestrian walkways.
- Require integration of mechanical systems into the form of the building.
- Require trash storage areas to be enclosed and incorporated into buildings.
- Prohibit the use of pylon signage in the urban districts. Instead, develop guidelines for signage that encourage small ground level signs and signs that are integral parts of buildings. Signs in the urban district should always be of a small scale that reads from within 200 feet.
- Building layouts should offer a mixture of uses and flexibility of uses over time.



Buildings should explore a level of individual expression.



Provide a minimum of 40% transparency at street level.

- Encourage extension of buildings that connect the interior activities of the building with the street. Examples may include awnings, door details, special paving, temporal signage and planters.

4.2 Building Materials

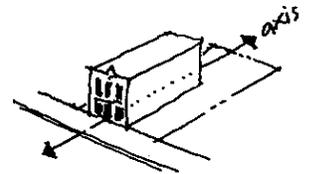
Intent: Buildings should be of quality materials and construction methods that ensure an enduring building stock.

- Materials should be durable, easily maintained, and attractive at close distances (for people walking on sidewalks or driving slowly by). All building materials shall be scaled to pedestrians when structures are close to public right-of-way or a walkway that is intended for public use. Avoid the use of “jumbo” brick or other large-scaled materials.
- Brick, stone, wood, EIFS (exterior insulating finish system) or high quality precast concrete are acceptable finish materials; high quality metal (matte finish preferred) or synthetic siding may be acceptable if used in combination with other acceptable materials; wood frame or masonry construction is acceptable.
- Transparent glass shall be used in the majority of street level windows; mirrored glass at street level is not acceptable.
- Canvas awnings or extension of the roof material for awnings is encouraged; nylon awnings or other synthetic materials, as well as those awning structures illuminated from within are not acceptable in the urban districts.

4.3 Relationship/position/entries

Intent: Buildings should support the identity of the district, support pedestrian use and have a strong relationship to the street

- Buildings should be designed so that the major entrance is highlighted and fronts on the street or a major pedestrian path. Entrances facing parking lots are encouraged, but must always be secondary to the pedestrian entrance.
- Each building in the urban district should have its primary axis orientation perpendicular to the street it fronts.



Align primary building axis perpendicular to the street.