

An aerial map of a city grid, likely North Olmsted, serves as the background for the entire page. The map shows a dense network of streets and building footprints in a light tan color.

# Design Guidelines

City of North Olmsted

2006



Prepared by: Kerr+Boron Associates

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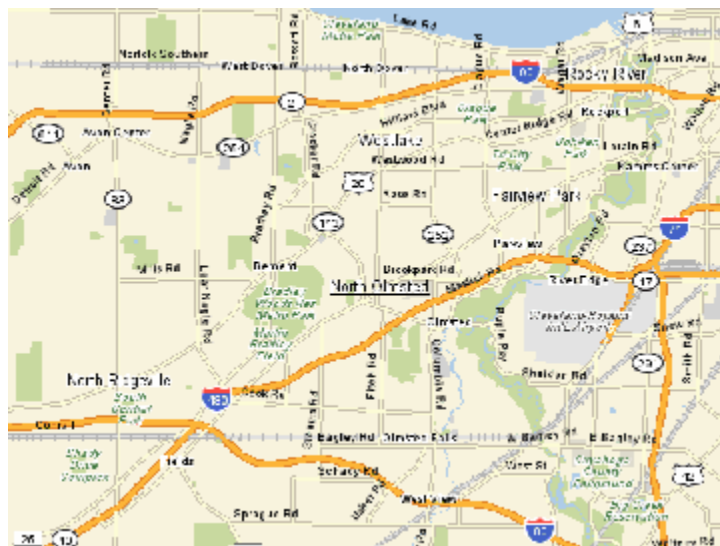
# **I. Introduction**

Every community has a sense of place; a feeling one gets from simply being in a city or from passing through. Some communities feel very modern and urban in scale; others may have a more suburban look and feel. The latter is the case in the City of North Olmsted, particularly in the commercial districts along Lorain Road, Brookpark Road and Great Northern Boulevard.

The commercial aspect of the City is successful, with a diversity of successful businesses which developed over time. This diversity in style and era of development presents a unique situation for redevelopment within the City's commercial districts. Previous patterns of development have made it challenging to address issues of consistency and uniformity of development. A further challenge is the sheer scale and vehicular nature of the City's commercial areas.

It is the City's goal to promote quality development and redevelopment in the future and to offer basic guidelines to landowners as they make improvements to their properties. In this way, the vitality of the City's commercial economy can be preserved while improving aesthetics and strengthening the community's identity.

The following design guidelines take into account that every site has unique constraints and opportunities. This document is not all encompassing nor is it meant to hinder any designer's creativity. While strict adherence to each guideline in this document may not be reasonable in every case, the overall intent of the design guidelines should be followed. These guidelines are intended to foster a greater sense of place within the City of North Olmsted.



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## **A. Purpose & Intent**

The purpose and intent of these design guidelines is to:

1. Encourage high quality of design of improvements to the built environment including site layout, architecture, landscape, streetscape and signage.
2. Implement the policies and recommendations of the City's Master Plan.
3. Facilitate economic development by encouraging quality reinvestment and redevelopment in the City's major business areas.
4. Provide a guide for landowners, developers, and other parties in the private development process to represent the City's expectations relative to development and redevelopment.
5. Provide guidance for City staff, City Council, and boards and commissions in the review, evaluation and approval of development and improvements to properties.

## **B. Approval Process**

1. The design guidelines are to be addressed in all building permit requests subject to development review under Chapter 1126 of the City's Zoning Code. This set of design guidelines is primarily focused on commercial development within the City.
2. The applicant shall address relevant design guidelines in the material submitted for development approval, showing evidence that demonstrates consistency with these guidelines.
3. The approval authority shall use these guidelines as a means of evaluating development proposals and shall have the authority to recommend changes to ensure consistency.
4. In situations where the guidelines conflict with a standard or requirement, the standard or requirement will govern.



## **II. Site Layout**

### **A. Access**

Well designed access should provide for safe and efficient vehicular ingress and egress from the public street system with provisions to maintain cross access for pedestrians.

1. Where possible, curb cuts should be combined and coordinated to reduce the overall number of curb cuts along the roadway.
2. Driveway access should be located away from nearby street intersections to facilitate traffic flow in and out of the site.
3. All driveways accessing streets with a center median shall be designed as right-in/right out driveways.
4. Pedestrian walkways shall be provided from the street to the building entry.



*Example of excessive pavement with parking lot islands*



*Example of large parking lot island*



*Example of excessive pavement without parking lot islands*

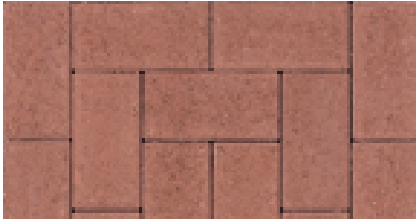
### **B. Parking**

Sufficient parking is necessary for the viability of business areas; however, parking areas should be designed in such a way to prevent excessive pavement and promote safety and accessibility for pedestrians.

1. Parking along the frontage of commercial corridors shall be minimized and is strongly encouraged be located to the sides and rear of buildings.
2. Land-banked parking is encouraged wherein the applicant sets aside excess parking as greenspace in cases where the projected parking need is less than that required by the Zoning Code.
3. Guidelines for parking lot screening are described in Section IV.C. of these Design Guidelines.
4. Parking requirements are addressed in Chapter 1161 of the Zoning Code.



*Unilock Rustic Red Hollandstone*



*Paverlock Terra Cotta Red Halfmark*

## C. Streets and Sidewalks

1. All street and sidewalk areas are to meet Title 1, Part 9 of the Codified Ordinances. Sidewalks are to be constructed according to Chapter 903 of the Streets, Utilities and Public Services Code.
2. Concrete pavers are to be consistent throughout the entire City, helping to create a unified City street edge.
3. Street edge pavers will be
  - a. Unilock Hollandstone in Rustic Red
  - b. Paverlock Halfmark in Terra Cotta Red
  - c. Or approved equal product.



*Example of appropriate site lighting*



*Example of appropriate building lighting*

## D. Lighting

A lighting plan should provide for a level of illumination for safe and efficient movement of vehicles and pedestrians on a given property without negatively affecting neighboring properties. Beyond safety, lighting fixtures play an important part in creating the character and overall image of an area or streetscape.

1. All buildings shall include lighting at building entrances and access walks.
2. Building and site light fixtures should be compatible with the architecture of the building and other site details. All lights on site shall be consistent in style, design, size, and color.
3. Fixtures shall be maintained and kept in full working order. Burnt out lights shall be immediately replaced to ensure maximum safety.
4. Lighting plans shall be designed to reduce glare and excess ambient light.
5. Lighting requirements are addressed in Chapter 1161 of the City's Zoning Code.



*Well designed trash enclosure incorporated into site architecture and landscape*



*Less desirable trash enclosure that does not compliment site architecture or landscape.*

## **E. Loading and Service Areas**

1. All loading and service areas should be located at the rear of the building in such a manner that they are not seen from the street or building entrance.
2. Placement of loading and service areas shall also take into consideration proximity of residential areas to minimize noise impacts.
3. Loading and service areas shall be screened with fencing and/or landscaping on any side that faces the street or residential areas.
4. Trash enclosures adjacent to buildings should be screened with masonry walls that match the building.
5. Trash enclosures separate from buildings should be screened with fencing or walls that compliment the primary structure. Screening should exceed the height of the dumpster by one foot. Chain-link is not an acceptable material for fencing or screening.

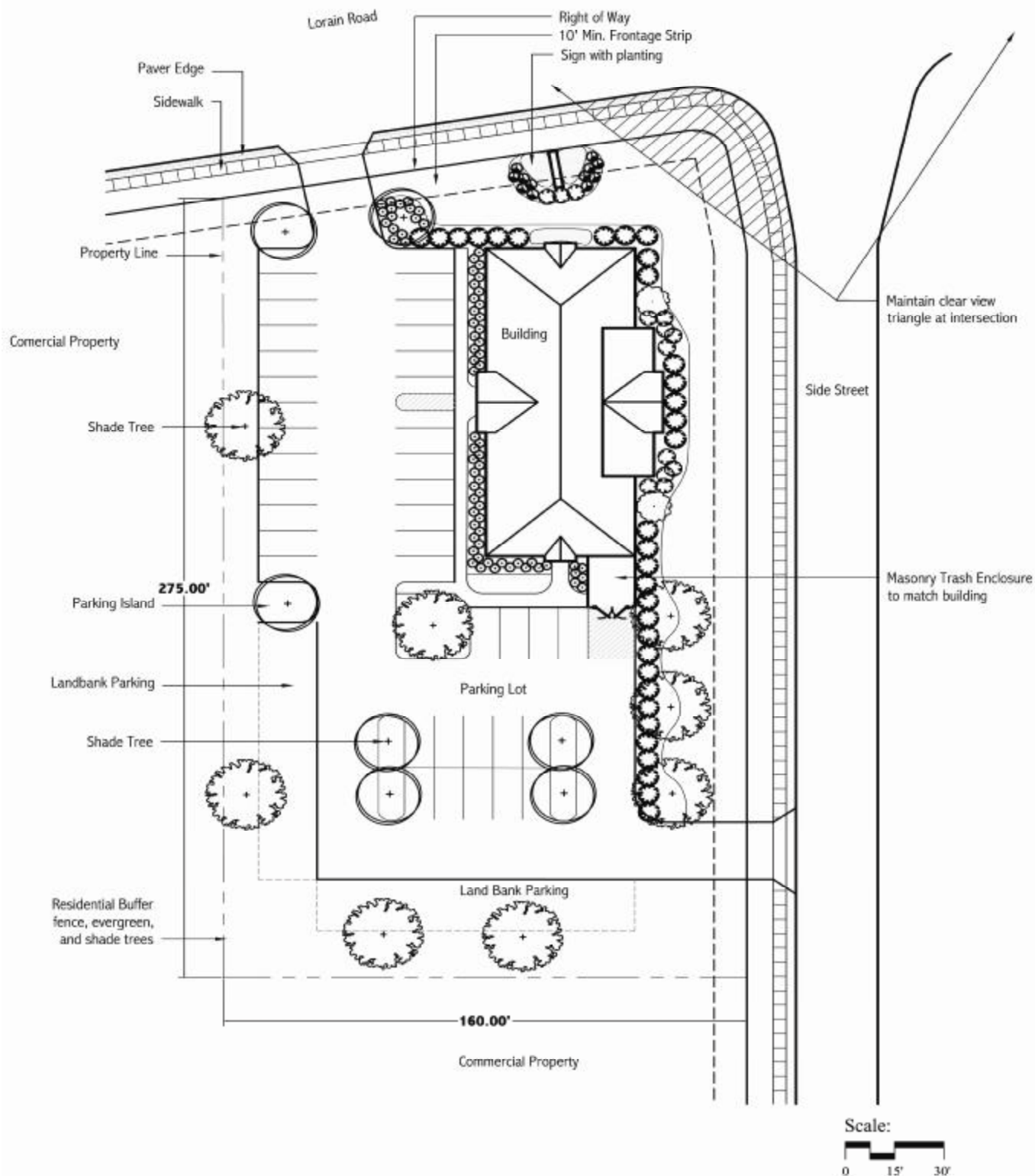
## **F. Stormwater Detention**

1. Stormwater detention facilities should be designed and sited to address aesthetic and engineering design considerations. Stormwater systems should be appropriate within the overall site design.
2. Requirements for stormwater detention are described in the City's Codified Ordinances in the Streets, Utilities and Public Services Code.



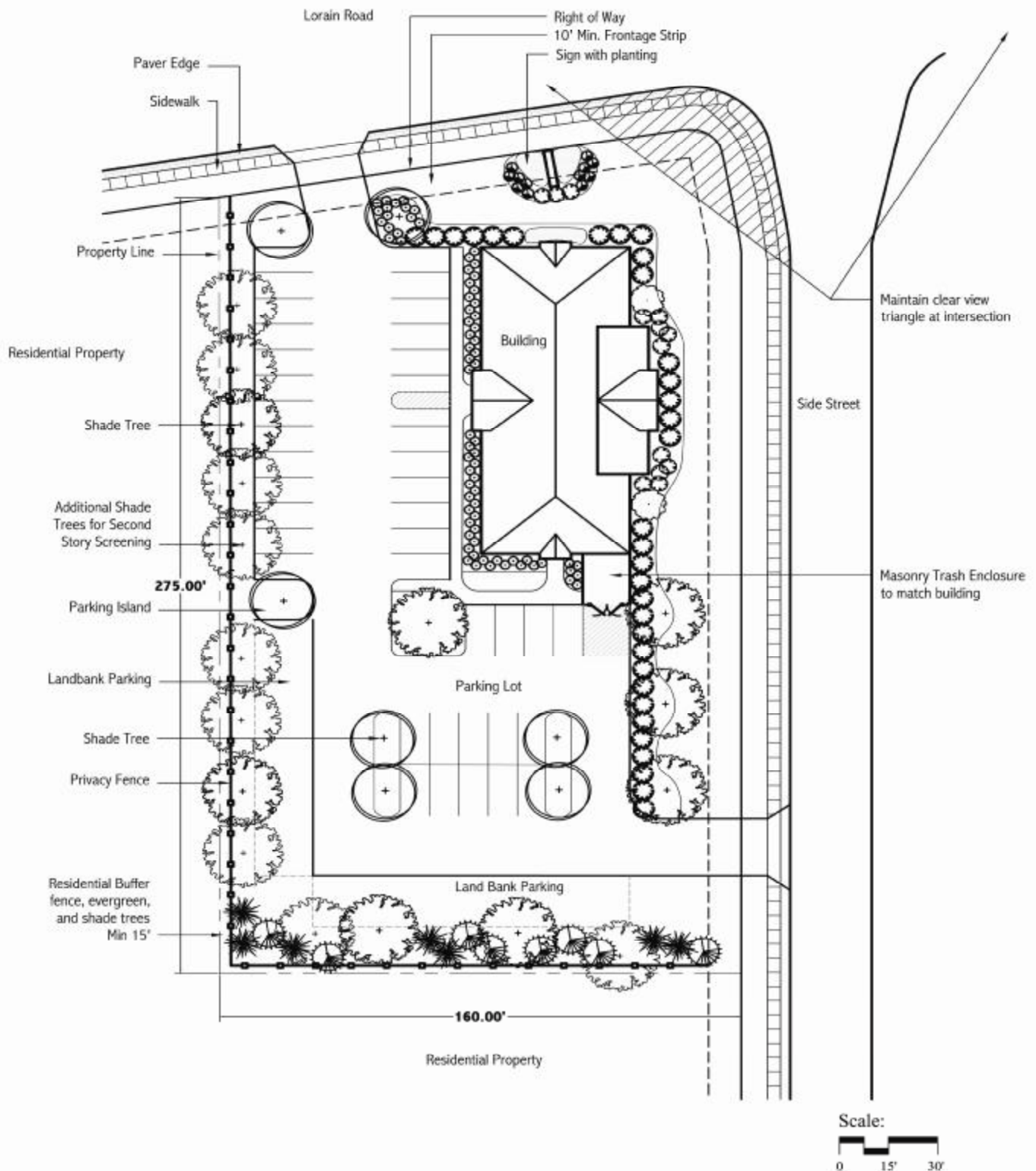
*Stormwater detention area integrated with site design*





## North Olmsted

## Typical Lot layout - Commercial bordered by Commercial



## North Olmsted

## Typical Lot layout - Commercial bordered by Residential



*Desirable architectural detailing*



*Desirable architectural detailing*



*Desirable architectural detailing*



*Less desirable architectural detailing*

### **III. Architecture**

Design guidelines may be used to enhance the architectural design of non-residential structures, to create a strong community image, and to guide thoughtful design and development. Building elevations should consider the character of the surrounding architecture and neighborhood and incorporate design elements that further high quality development. Architectural design, scale and massing, building materials, colors, forms, roof style, and detailing should all work together to express a harmonious and consistent design.

#### **A. Architectural Elements**

##### **1. Desirable Elements**

- a. Richness of surface and texture
- b. Stone and brick as exterior wall materials; dimensional shingled roofs
- c. Significant wall articulation such as insets, canopies, wing walls, reveals, pilasters, trellises
- d. Multi-planed, pitched roofs
- e. Roof overhangs and arcades
- f. Regular or traditional window rhythm
- g. Articulated mass and bulk
- h. Pedestrian orientation
- i. Significant landscape elements of brick and/or stone
- j. Landscaped and screened parking
- k. Comprehensive sign program with strong pedestrian-scale orientation
- l. Traditional building design with base, middle and cap
- m. High performance buildings (i.e. green building practices)
- n. A specific architectural element proposed by the applicant that is acceptable to the Planning & Design Commission



*Undesirable expansive blank wall*

## 2. Undesirable Elements

- a. Large blank, unarticulated wall surfaces
- b. Unpainted concrete precision block walls; painted block
- c. Highly reflective surfaces
- d. Metal, vinyl or plastic siding; synthetic stucco, exterior insulated foam systems (e.g., dryvit) and similar materials except when used as trim; metal roofs (except for standing seam roofs)
- e. Square "boxlike" structures
- f. Mix of unrelated styles (e.g., rustic wood shingles and polished chrome)
- g. Visible outdoor storage, loading and equipment areas
- h. Disjointed parking areas and confusing circulation patterns
- i. Poor connectivity
- j. Large asphalt and/or concrete paved surfaces

## B. Architectural Guidelines

Provisions of this document are not intended to prevent the use of alternative design solutions that meet the intent and purpose of the guidelines.

### 1. Style and Scale

Commercial areas within the City have little historical character; therefore, attempts at creating historical styles will tend to be out of character with the post war architecture common in virtually all of the retail areas. While these guidelines are not intended to delimit the creation of buildings with historical overtones, the current prevailing style is distinctly one of modern contemporary architecture.

### 2. Building Details

- a. In most cases, the primary architectural façade should be oriented towards the main street adjoining the site. In cases where a side or rear entry is necessary, these elevations should be designed as primary façades, as well.



*Typical eastern Lorain Road architecture*





*360° degree architecture side one. Architectural style and details are appropriate for North Olmsted.*



*360° degree architecture side two.*



*360° degree architecture side three.*



*360° degree architecture side four.*

- b. "360° architecture" is recommended, where all sides of a building shall be treated with the same architectural style, materials, and details. This is required of buildings which are oblique to the roadway or have visual exposure on four sides.
- c. Any building over a 4,000 square foot footprint shall consider variation in roof form, building height and wall planes. Large expansive blank walls shall be avoided. Ideally, walls should include variation in materials, color, texture, and/or show changes in depth or elevation.
- d. The majority of building frontages shall consist of windows, windows with awnings, and covered pedestrian walkways.
- e. Building elements shall not function as signage.

### 3. **Roof Lines**

All buildings shall have a defined roof line. Three-dimensional rooftops and variation in rooflines are encouraged.

### 4. **Entrances and Windows**

- a. Entrances shall be easily identifiable. Projecting or recessed entryways, higher rooflines, changes in building material and color can be used to highlight entryways.
- b. Any canopy shall have a strong connection to the building it is associated with and be compatible in design with surrounding architectural form.
- c. Reflective or mirrored glass is discouraged.

### 5. **Materials and Color**

- a. Building materials should be natural materials such as brick and stone in natural, warm tones.
- b. Any strong or intense colors shall be limited to signage.
- c. Darker colors are recommended for roofs, with the exception of flat roofs where lighter colors reduce solar heat gain.



- d. Any metal roofs shall have a low gloss finish to reduce glare.
- e. Eco-friendly materials are highly encouraged.

## 6. Mechanical Units

- a. Mechanical equipment shall be screened from view.
- b. Rooftop units should be substantially set back from main building walls and are encouraged to be designed as a part of the building or enclosed with similar architectural treatment as the main building.
- c. Fencing is not permitted on rooftops for screening.



*Screened mechanical unit*



*Typical drive-thru*

## 7. Drive-Thru Facilities

Drive-through windows should be designed to be cohesive with the commercial structure and add visual interest by making them an integral part of the design of the commercial development.

- a. Drive through windows shall not be placed between the right-of-way and the associated building unless an 8 foot wide landscape buffer of a length to cover the entire drive-through cueing or stacking area is installed and maintained.
- b. Drive-through windows on either side of a building that are visible to pass-by traffic should be screened by a 5 foot landscape buffer of a length to cover the entire drive-through cueing or stacking area. A permanent covered porte-cochere structure over the window is required. The port-of sufficient length to cover the drive-through and service window. It should be integrated structurally and architecturally into the design of the building.



*Typical fast food drive-thru window*

## 8. **Signage**

Signs serve the functions of providing business identification, improving way finding, and guiding vehicular and pedestrian circulation. Additionally, signs can help to unify and improve the physical and aesthetic qualities of development in North Olmsted, particularly the streetscape of the City's major commercial corridors.

- a. All signs shall comply with the provisions of Chapter 1163 of the City's Zoning Code. Where signage for multiple units or tenants is proposed, the applicant shall submit a Master Sign Plan as specified in Chapter 1126 of the Zoning Code.
- b. Signage materials should be durable. All signs shall be maintained and kept in full repair.
- c. Signs should be architecturally compatible with the building. Color and material selection for signage should relate to the color scheme and materials of the associated building.
- d. Illuminated signs should not overpower other signs or building façades.
- e. Grounds signs shall not be located inside of the public right-of-way.
- f. The base of ground signs should be constructed with masonry. Additionally, the base area should be landscaped with plant materials and maintained in good condition.

## Signage Examples



*Poor use of color and uniformity*



*Good use of color, stone base, and landscaping*



*Poor use of color and uniformity, landscaping obscures signage*



*Good use of color and location*



*Example of signage incorporated into the building façade*



*Good use of color, uniformity, and landscaping*



*Effective landscaping*



*Effective landscaping*



*Effective landscaping*



*Effective landscaping*

## **IV. Landscape**

Landscaping is a significant factor in making business areas attractive. It can help create a sense of entry into a building or complex and enliven public spaces. Landscape design should enhance the property, compliment the site architecture, be compatible with surrounding landscapes, and be appropriate for the specific site location and scale. Landscaping can also help to reduce the amount of impervious surfaces, promoting drainage while improving the aesthetics of expanses of paved areas.

### **A. General Guidelines**

#### **1. Planting Materials**

- a. Each landscape should have a mix of varying plant material – deciduous and evergreen – including shrubs, shade trees, ornamental trees, perennials, groundcovers, and annuals.
- b. Existing trees should be preserved wherever possible and incorporated into landscape design.
- c. All plant materials should be suited to North Olmsted's climate. Plants to be used in the right-of-way or in parking areas should be salt and drought tolerant to help ensure the success of the plant material.
- d. Consider the mature size of planting materials in selection of landscaping.
- e. No artificial plant material should be used.
- f. The minimum size for street trees in the right-of-way is 2 inches in caliper.



## 2. Plant Lists

It should be noted that the following list is a guide for planting. Not all trees are suitable for every site. Consultation with a professional is recommended to ensure proper selection of appropriate plant materials for a specific location.



*Serviceberry Tree*

### SMALL TREES:

Less than 25 feet high at maturity; recommended planting strip shall not be less than 3 feet wide.

- a. **Trident Maple** – brilliant red fall color.
- b. **Hedge Maple** – small leaves, single trunk tree
- c. **Serviceberry** - avoid planting near walks
- d. **Hawthorn** – Thornless Cockspur, Crimson Cloud 'Superba', Ohio Pioneer, and Winter King varieties recommended.
- e. **Redbud** – spring flowers, interesting structure
- f. **Crabapple** – Centurion, Harvest Gold, Prairifire, and Sugar Time varieties recommended. Avoid planting near walks

### MEDIUM TREES

Less than 40 feet high at maturity, recommended planting strip should not be less than 4 feet wide.

- a. **Little Leaf Linden** – small, dense, dark green foliage and inconspicuous small, fragrant flowers in June.
- b. **Flowering Pear** – pyramid tree bearing large masses of white flowers and tiny fruit, fall color is wine red. Redspire, Chanticleer, or Cleveland Select varieties recommended.
- c. **Ruby Red Horsechestnut**



*Honey Locust Tree*

### LARGE TREES

Exceeding 40 feet high at maturity; recommended planting strip should not be less than 5 feet wide.

- a. **Thornless Honeylocust** – graceful, spreading variety casts light shade, no leaf problem. Imperial, Shademaster, Halka and Skyline varieties recommended.
- b. **Red Oak** – massive tree with broad top, relatively fast growing





*London Plane Tree*

- c. **Sweetgum** – a broadly pyramidal tree with star shaped leaves that turn bright scarlet in autumn, interesting corky bark. Fruit can be a nuisance
- d. **London Plane** – a vigorous, quick growing tree with a tall, straight trunk, flaky bark is light colored underneath.
- e. **Silver Linden** – a spreading upright tree with leaves that appear two-tone in autumn.
- f. **Pin Oak** – dominant central leader, sun loving
- g. **Halka Zelkova** – vase shaped, rapid growing

#### UNDESIRABLE TREES

While many tree species are quite applicable and adaptable for North Olmsted's challenging urban streetscape, the following are varieties of trees not appropriate for use within the streetscape environment. Primary reasons for discouraging the use of these undesirable tree species include:

- Weak branching habit, resulting in the frequent release of fallen branches.
  - Producer of messy fruit, creating a slip hazard on the pavement and sidewalk surfaces.
  - Prone to damage by insects, diseases and nutrient deficiencies.
  - Producer of numerous viable seeds, creating an invasive plant impact upon the surrounding landscape.
- a. **White/Paper Birch** - Susceptible to disease
  - b. **Black Locust** - Insect pests
  - c. **Box Elder** - Breakage and insect pests
  - d. **Moline Elm** – Breakage
  - e. **Siberian Elm (Chinese Elm)** – Breakage
  - f. **European Mountain Ash** - Susceptible to being blown over by wind
  - g. **Ginkgo (Female)** - Offensive smelling berries
  - h. **Mulberry** - Fruit objectionable on street
  - i. **Poplars** - Breakage; insect pests, disease-prone
  - j. **Silver Maple** - Breakage; surface roots
  - k. **Seedless Ash** – insect & disease-prone
  - l. **Tree of Heaven Coarse** – breakage
  - m. **Tulip Tree** - Insect pests; leaves drop in dry periods
  - n. **Willows** - Breakage; insect & disease-prone; surface roots
  - o. Any other type of tree having similar problems.

## TREES USED FOR SCREENING

### EFFECTIVE

- a. Round, densely branched deciduous trees
- b. Mature evergreen trees with a dense form and significant height

### NOT EFFECTIVE

- c. Any tree that is very columnar in form spaced too far apart
- d. Loosely branched deciduous trees
- e. Small or transparent evergreen trees



*Example of effective use of street trees*



*Well maintained and massed landscaping*

### 3. **Planting and Maintenance**

- a. Clear sight triangles are to be maintained at all intersections and drive entrance and exit ways. Only planting under 24 inches is allowed in the sight triangle area.
- b. No street tree maturing at more than 15 feet may be planted under utility lines.
- c. No evergreen trees are permitted in right-of-way.
- d. All planting beds and tree rings to be consistently mulched with 3 inches of shredded hardwood mulch.
- e. Plantings should be massed together to create a full, connected landscape. Plantings should not be overly pruned into tiny balls and squares but allowed to grow together to form more natural looking hedges.
- f. Landscaping should be maintained continuously – including watering, weeding, pest control, pruning, and replacement of dead or diseased materials. Any replacement plant should be of the same species and
- g. All plantings are to be appropriately irrigated, including all buffering areas.
- h. Spring and especially fall planting is highly encouraged. Success rate of landscape installations drops significantly with summer installation.
- i. Consult with City Forester on plant selections.



*Example of effective buffer between residential and commercial using mounding, fencing, deciduous, and evergreen trees.*



*Example of fencing with deciduous and shade trees*



*Example of a mounding with deciduous and shade trees*

## **B. Residential Buffering**

Buffers create visual and physical barriers between residential and other incompatible uses in order to prevent conflicts between these uses, to safely separate vehicular and pedestrian traffic, and to screen the appearance of parking areas from public rights-of-way and adjacent properties using one method or a combination of methods including landscaping, fencing, mounding, and walls.

### **1. Buffer Guidelines**

- a. Natural buffers such as mounding or landscaping are preferred.
- b. All buffers should create a 100% opaque screen from the street.
- c. Appropriate buffer materials should be selected sensitive to the uses being screened.
- d. All buffers should be well maintained in structure and appearance.
- e. Buffers should include a mix of landscape materials: for example, deciduous shade trees, evergreen trees, ornamental trees, and shrubs.
- f. Trees located in buffers should be staggered to help create the most effective buffer.
- g. Any other effective buffering element proposed by the applicant may be considered by the Planning & Design Commission.



*Fencing should not drastically change grade along mounding or other grade changes.*



*Example of effective board-on-board fence*



*Example of effective mounding used to screen a large commercial building.*

## 2. Walls & Fences

- a. Walls and fences used for residential screening shall be a minimum height of 6 feet and a maximum height of 8 feet.
- b. Acceptable wall materials include brick, natural stone, veneer stone, and split face block.
- c. Acceptable fence materials include vinyl and wood (cedar, treated SYP, or redwood). Chain link fences shall not be used for residential screening.
- d. Walls and fences shall be natural colors and blend with the materials and architectural style of primary buildings.
- e. Walls and fences are not to be constructed on top of mounding and should follow a flat grade whenever possible.
- f. Other appropriate wall or fence designs proposed by the applicant may be considered by the Planning & Design Commission.

## 3. Mounding & Landscaping

- a. Mounds shall be a maximum of 3:1 slope (horizontal distance: vertical rise) and must be used with landscaping to achieve required opacity.
- b. Landscape buffers shall be installed at a minimum of 66% opacity, reaching 100% opacity within three years of installation.
- c. Deciduous trees used for screening shall be a minimum of 2 1/2 inches in caliper.
- d. Evergreen trees used for screening shall be a minimum of 7 to 8 feet at planting.
- e. All landscaping will be maintained by the developer.





Existing example of a well designed frontage strip



Existing example of a well designed frontage strip



Existing example of a well designed frontage strip

## C. Parking Lot and Site Landscaping

In order to help screen parked vehicles and reduce excessive heat build-up, emissions, and the appearance of vast expanses of pavement, landscape areas should be provided in and around parking areas.

### 1. Frontage Strip

The frontage strip is a landscaped area located along the length of front and corner lots in commercial areas. Landscaping in the frontage strip creates a visual separation between the property and the roadway and will become a unifying element throughout the City. Recognizing different lot sizes, configurations and pre-existing conditions, several frontage strip options are available.

- a. **General Business:** Applicant shall provide for a landscaped area of no less than 20 feet from the right-of-way, which includes a combination of manicured turf, shrub hedge, trees, annuals and/or perennials.

*General Business alternative:* Applicant shall provide for a landscaped area of no less than 15 feet from the right-of-way, which includes manicured turf, trees, shrubs and other plantings along with an ornamental fence of a maximum height of 3 feet to be located on the interior of the landscaping. Ornamental fencing may be brick, stone, or other decorative material.



- b. **Limited Business:** Applicant shall provide for a landscaped area of no less than 10 feet from the right-of-way, which includes a combination of manicured turf, shrub hedge, trees, annuals and/or perennials.  
*Limited Business alternative:* Applicant shall provide for a landscaped area of no less than 6 feet from the right-of-way, which includes manicured turf, trees, shrubs and other plantings along with an ornamental fence of a maximum height of 3 feet to be located on the interior of the landscaping. Ornamental fencing may be brick, stone, or other decorative material.
- c. No parking shall be permitted within the frontage strip.
- d. Other appropriate frontage strip designs proposed by the applicant may be considered by the Planning & Design Commission.

## 2. **Perimeter Landscaping**

Perimeter landscaping requirements define parking areas within commercial areas and prevent two adjacent lots from becoming one large expanse of paving. Perimeter landscaping requirements do not preclude the need to provide vehicle access between commercial lots.

- a. Perimeter landscaping areas shall be a minimum of 10 feet wide when abutting non-residential districts.
- b. Perimeter landscaping areas shall include a combination of manicured turf, trees, shrubs and other plantings.
- c. Other appropriate perimeter landscaping designs proposed by the applicant may be considered by the Planning & Design Commission.



*Perimeter landscaping between connected parking lots*



*Large interconnected parking lots with no perimeter landscaping.*

### 3. Interior Parking Lot Landscaping

Interior parking lot landscaping adds color and interest, relief from rows of parked cars and large expanses of asphalt, and adds shade to parking areas. Planting islands can also assist with vehicle circulation.

- a. Interior parking lot landscaping areas shall be a minimum of 5% of the total parking lot area. Each island should be a minimum width of 6 feet.
- b. Calculations are based upon all areas within the lot's perimeter, including planting islands, curbed areas, corner lots, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Land-banked parking is excluded from calculations. Landscaped areas outside the parking lot may not be used to meet the requirement.
- c. Acceptable plantings in interior parking lot areas include deciduous shade trees, low ground cover, and grass. Tree species selected for interior parking lot landscaping should be slow to moderate growing, require little maintenance, and be able to tolerate sun, wind, glare, reflected heat, salt and other conditions.
- d. Interior parking lot landscaping shall not interfere with good visibility for security and traffic safety purposes.
- e. Interior parking lot landscaping areas should be curbed and surrounded by pavement on at least two sides. Long linear landscape islands running the length of the parking lot are encouraged over end-of-row parking islands.
- f. Fewer, larger planting areas or islands are more ideal than more numerous, smaller areas or islands.



*Well landscaped parking lot island of appropriate size*



*A successful tree in a large parking lot island*



*A successful parking lot island*



*An unsuccessful parking lot island*

## Frontage Strip Examples

Before



*Existing Site Before: Poor sidewalk and pavement condition, lack of sign uniformity, no parking lot screening.*

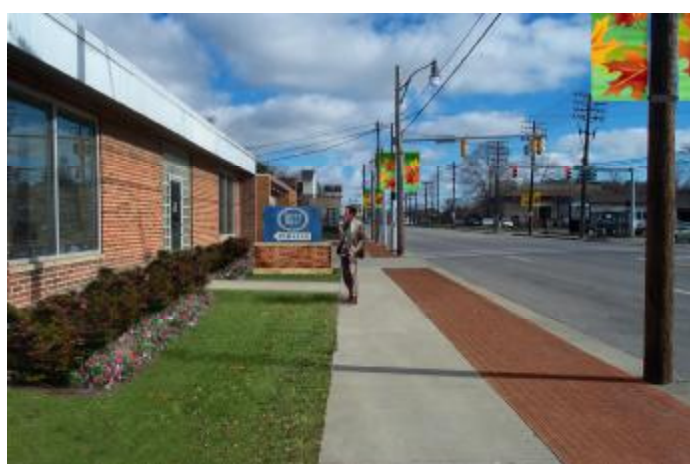
After



*Site After: Improved site frontage strip features: pavers, improved sidewalk, combined curb-cuts, landscaping, fencing, parking screened from view, and signage mounted on masonry base.*



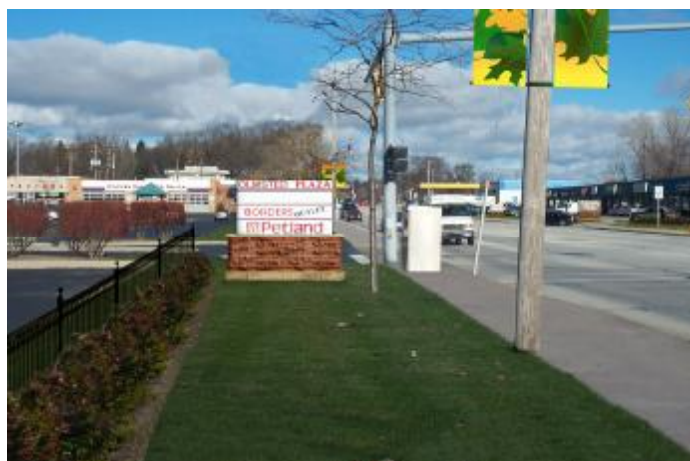
*Existing Site Before: Excessive pavement, lack of sign uniformity, no landscaping.*



*Site After: Improved site frontage strip features: pavers, designated sidewalk, reduced pavement, landscaping, and signage mounted on masonry base.*



*Existing Site Before: Excessive pavement, lack of sign uniformity, no landscaping, no parking lot screening.*



*Site After: Improved site frontage strip features: pavement removal, landscaping, fencing, parking screened from view, and signage mounted on masonry base.*



## Frontage Strip Examples

Undesirable

Desirable



*Excessive pavement in the frontage strip*



*Nice existing example of frontage strip layout*



*Lack of frontage strip, pavers, and parking lot screening*



*Desirable frontage strip with pavers, landscaping with parking behind*



*Existing newspaper and advertisement boxes lack uniformity*



*Proposed unified boxes*



## North Olmsted Streetscape Study

