DRAFT ORDINANCE
Overlay Provisions for Mainland Centers
11/09

Section I. Establishment of overlay provisions

This section establishes development standards and regulations for uses, structures, and lots in the Toms River Regional Center and the Northwest Center, as designated by the State Planning Commission and as set forth in the Adopted Master Plan and Development Regulations Ordinance of the Township of Toms River.

A. The Overlay provides development standards that apply to new construction of mixed-use projects.

B. Existing regulations in the underlying zone shall apply to all remodeling of, or addition to, an existing structure.

Section II. Specific Purposes

The specific purposes of this Overlay are to provide a mechanism to:

A. Revitalize older commercial areas,

B. Encourage new housing and innovative retail that is less automobile dependent,

C. Help to create pedestrian oriented neighborhoods where local residents have services, shops, jobs and access to transit within walking distance of their homes.

Section III. Definitions.

A. BUILDING FRONTAGE: The building frontage is the measurement, in linear feet, of the building or buildings that front on a major street, not including driveways and pedestrian courtyards between buildings.

B. DEVELOPMENT SITE: A parcel or group of contiguous parcels that are proposed for development as one project.

C. FOCAL POINT: An architectural feature, which may be visible from the intersecting thoroughfare streets. Examples include a distinctively designed building, clock tower, spire, public art or sculpture, fountains or other water feature, landscape feature, public plazas or landscaped open space.

D. GROUND FLOOR: Ground floor is the lowest level within a building that is accessible from and within three feet above or two feet below the grade of the street.

E. MIXED USE PROJECTS: Mixed-use projects combine residential uses with one or more of the following uses: office, retail, recreation, service, entertainment, restaurant, or community facilities. Mixed-use projects may be arranged vertically (ground-level retail, office, restaurant, entertainment, or community facility with residential uses above) or horizontally (commercial uses on a portion of the property linked by pedestrian connections to residential uses as part of a unified development project).

F. MULTITENANT BUILDING: When there is only one building in a proposed commercial development that will be occupied by multiple tenants.

G. PAD SITES: Smaller independent buildings within a larger development.

H. PEDESTRIAN REALM: The Pedestrian realm is a 20-foot wide area located between the face of the curb of a designated street and the face of the building. The pedestrian realm includes the sidewalk, and landscaped areas. The pedestrian realm may include both public and private property where the public right-of-way is not 20 feet wide. Pedestrian amenities, street trees, street furniture, bus

stop facilities, and other landscaping, as specified in this ordinance, shall be included in the public realm.

I. SINGLE-TENANT BUILDING: Only one building in a proposed commercial development that will be occupied by a single tenant, such building must be oriented toward the primary abutting street.

Section IV. **Land Use Regulations.**

A. Intent

1. The Overlay provides for a diversity of housing types including row housing, loft-type dwellings, and flats that are arranged either around courtyards or linearly along the pedestrian realm.
2. The Overlay allows for commercial uses that are neighborhood serving and that generate pedestrian activity, such as cafes, restaurants, bookstores, floral shops, retail shopping, commercial recreation and entertainment spaces, personal and convenience service stores, bakeries, travel agencies, childcare facilities, art galleries, and offices.

B. Permitted Uses

All uses and accessory uses of the underlying zone shall be permitted unless modified or as follows:

1. Residential development is permitted in conjunction with those uses listed herein in Section IV.A.2.
2. Any development under the Overlay provisions of this ordinance shall follow the Development Standards and Design Guidelines set forth in Sections V and VI herein.

Section V. Development Standards.

A. Intensity of Development

1. All development (residential, non-residential, mixed use) fronting the following streets have a maximum Floor Area Ratio (FAR) of 0.75 [***this FAR standard needs to be more closely studied]*** excluding private or public parking areas.
    a. Toms River Regional Center – Main Street, Lakewood Road, Washington Street, Water Street
    b. Northwest Dover Center – Cox Cro Road, Route 70, Lakewood Road, Massachusetts Avenue
2. Multi-family residential development, non-residential development, and mixed-use development not fronting on the streets above have a maximum FAR of 0.5.

B. Building Height

1. Maximum building height for new mixed-use, commercial and residential development shall be 35 feet or 3 stories in height, except that roof structures that house mechanical equipment are permitted to exceed the maximum height restriction by up to 10% with a setback of 5 feet from the building face provided they are appropriately screened from street-view with architectural elements common to the building as a whole. If the underlying zone permits a higher building height, that maximum shall apply.
2. Height transition between buildings should be designed so as to encourage architectural interest and multi-level heights, and to effectively transition to adjoining developed sites or adjoining lands that are zoned for single family development.

C. Pedestrian Orientation along Street Frontage and Setbacks

1. A minimum 20 foot wide pedestrian realm is required in front of all mixed-use, residential, or commercial projects located along designated streets. The pedestrian realm shall be measured from the face of the curb. The designated streets for each Center are as follows:
    a. Toms River Regional Center – Main Street, Lakewood Road, Washington Street, Water Street

b. Northwest Dover Center – Cox Cro Road, Route 70, Lakewood Road, Massachusetts Avenue. The Lakewood Road pedestrian realm shall not encroach on the Typical Design Section set by NJDOT at 57 feet from the centerline.

2. Front Setback shall be as follows:

   a. All buildings must have a minimum setback of 20 feet from all property lines; however, the pedestrian realm including awnings, balconies and any other decorative amenity to the building can be located within this setback envelope.

   b. Ground-floor residential shall be setback a minimum of 5 feet and a maximum of 10 feet from the interior edge of the pedestrian realm to allow for additional landscaping, stoops, and entrance porches.

   c. To create a pedestrian activity area along the street edge, new non-residential and mixed-use buildings shall be built directly adjacent to the 20-foot wide pedestrian realm at or near the same elevation of the sidewalk. Entrances to the commercial uses shall be directly from the sidewalk. However, setbacks up to an additional 10 feet from the interior edge of the pedestrian realm edge may be permitted for non-residential and mixed-use buildings to allow for pedestrian entrances, outdoor dining areas, pedestrian arcades, or for building articulation.

   d. For both residential and mixed-use projects, setbacks greater than 10 feet from the interior edge of the pedestrian realm may be permitted for a pocket park or open space feature that is oriented toward the pedestrian realm.

3. Building rear and side yard setbacks shall be as follows: Building setbacks for the rear and side shall be located at a minimum of 5 feet from the pedestrian realm in commercial/mixed use buildings and a minimum of 15 feet from residential areas to provide opportunity for individual recreation areas adjacent to residential uses.

4. For visual interest at the pedestrian level, at least 50 percent of the total ground floor building frontage of any new or reconstructed building facing the public realm shall have the following: windows with clear un-tinted glass, recessed entries, residential stoops, or recesses for outdoor dining areas. The total ground-floor frontage is the length of the building frontage along the pedestrian realm times the first floor height from finished floor to ceiling.

Section VI. Design Guidelines

A. Building Orientation.

1. Site layout and building orientation:

   a. Buildings or portions of buildings should be oriented on a site to create a strong relationship to adjacent structures, providing visual continuity and compatibility within the overall development.

   b. Linear development is discouraged. However, if it is unavoidable the development should incorporate design elements that significantly mitigate the linear effect.

   c. Varying building setbacks to enhance visual interest along the streetscape is strongly recommended. Parking setbacks from all streets should allow for adequate visual buffering or screening.

   d. Surrounding buildings or wrapping the project perimeter with parking lots, especially along the street front, is strongly discouraged.

   e. Deep setbacks behind large parking lots or vacant land should be avoided; orienting some buildings closer to the street to screen parking in the interior of the site and provide stronger pedestrian connections to buildings is a more favorable alternative.

   f. Multiple buildings in a single development project should be varied in size and mass.

g. A transition from low buildings at the site perimeter to larger and taller structures on interior of site is suggested.

2. Pad sites:

a. The location and design of smaller freestanding buildings, or "pads," can create a more inviting appearance in a larger development by visibly reducing the project's scale and by expanding the range of activities and businesses found within a single development.

b. Pad sites should be clustered together to define street edges and entry points or to enclose and create intriguing places between buildings

c. Alternatives. An applicant may submit an alternative development pattern, provided such pattern achieves the intent of the above standards and this section.

d. Focal point required. One or more focal points should be provided within larger scale developments.

B. Architectural Design Guidelines

Building composition refers to the overall design of a building, its relationship to neighboring buildings and to the context of the overall development. Architectural design should promote a human scale, create rhythms among neighboring buildings, and encourage individual expression within the context of pedestrian-friendly architecture. Important design considerations include building opening proportions, height to width ratios, and rooflines. The design of new infill projects or the renovation or redevelopment of existing buildings should conform to the following guidelines and standards.

1. Building relationships and compatibility:

a. Create commercial developments with a contrast in massing, ensure compatibility with surrounding developments to emphasize important corners and designate points of entry.

b. Avoid the box-like, bulky appearance of commercial buildings. Use varied materials, textures and/or colors, or provide visual breaks. Standard franchise design elements or corporate architectural design plans for buildings and signs should be modified where necessary to conform to these guidelines to ensure that such elements are unobtrusive and secondary to the overall architectural design.

c. Building elevations must consider the character of the surrounding architecture and neighborhood, and incorporate design elements to further enhance community character.

d. Linear strip development, where unavoidable, must incorporate variation in building height, building mass, roof forms and changes in wall planes in the architectural design to mitigate the linear effect. In some instances, a physical separation of one building into two or more buildings may be required. Particular attention should be made to building design when the building is adjacent to residential property or within direct public view of residential property.

e. Multiple buildings within a development must maintain a consistent style/architectural theme.

f. Entrances into buildings should be easily identified through the use of building design and detailing by incorporating projected or recessed entryways, higher rooflines and changes in building material or color.

2. Storefront and facade design. Excellent storefront design enhances the pedestrian experience by creating a visually interesting streetscape, showcasing merchandise, and identifying the mix of goods and services. Such storefront design promotes individual businesses in ways that signs alone do not.

3. Consistency of materials. Use materials that complement existing buildings when freestanding walls are used to provide security, screening and privacy. Color schemes must tie building elements together, relate separate buildings within the same development to each other, and must be used to enhance the architectural form of a building.

4. Energy-conserving design. Applicants are encouraged to consider energy-conserving design concepts, including but not limited to the following:

    a. Proper orientation and clustering of buildings to take advantage of the prevailing summer winds and to buffer against adverse winter wind conditions.

    b. Types of material and their insulation characteristics.

    c. The arrangement and design of windows and doors.

    d. Direct solar or photovoltaic energy.

    e. Day-lighting concepts.

    f. Earth sheltering with creative land forming.

    g. Natural ventilation of outdoor, indoor and attic spaces.

5. Service, delivery and storage areas.

    a. Locate loading docks, outside storage, and service areas in areas of low visibility such as at the side, rear (non-street side of buildings).

    b. No areas for outdoor storage, trash collection or compaction, loading, or other such uses must be located within 20 feet of any public street, public sidewalk, or internal pedestrian walkway.

    c. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions must be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Screening materials must be the same as, or of equal quality to, the materials used for the primary building and landscaping.

6. Mechanical equipment screening. All mechanical equipment, whether on the roof, sides of the building, or mounted on the ground, should be screened from public view. Screening should be architecturally integrated with the building through materials, color, texture, shape, size, and with design features, such as facade parapets. Mechanical/utility screening must be an integral part of the building structure and architecture and not give the appearance of being "tacked on" to the exterior surfaces. The building parapet must be the primary means of screening roof top equipment.

C. Site Access and Circulation.

A pedestrian network that offers clear circulation paths from the parking areas to building entries creates a friendlier, more inviting image. By creating a safe, continuous network of pedestrian/bicycle pathways within and between developments, pedestrians will feel more inclined to safely walk (rather than drive) within and between developments.

1. Internal vehicle circulation:

    a. Internal vehicle circulation patterns must provide a clear and direct path to the principal entrance of the primary building, outlying pad sites, and/ or each parking area.

    b. In large commercial centers, a clear system of main circulation drives containing few or no parking spaces that directly access the main drives must be established to carry the highest volumes of traffic within the site.

    c. In small commercial centers where traffic volumes are lower and pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is available in the location and design of internal drives.

2. Vehicle connections with adjacent properties:

a. Access points should provide continuous connections between adjacent nonresidential development parcels.

b. Common or shared service and delivery access should be provided between adjacent parcels and/or buildings.

3. On-site truck traffic/loading and circulation. Loading and delivery facilities must be separated from customer parking and pedestrian areas.

4. Pedestrian/bicycle access and circulation:

    a. Bicycle parking is required.

    b. Bikeways and pedestrian walkways should be separated and buffered from external and internal automobile circulation within parking lots. Pedestrians should feel comfortable that they are in a clearly defined pathway to the building.

    c. To enhance pedestrian safety and attractiveness of the walkway, internal pedestrian walkways within a parking lot or drive area must be distinguished from the driving surface by use of pavers, bricks, integrally colored, scored concrete, or other acceptable methods as determined by the Township.

    d. Bicycle and pedestrian circulation must be provided from the perimeter of the site to all buildings and all sidewalk areas designated to accommodate pedestrian activity.

    e. Where applicable, planned bus stops must be shown on the plans. Bus stops must be linked with pedestrian circulation system of development.

    f. Sidewalks and landscaped areas shall create a “pedestrian realm” in which walking is encouraged between uses.

    g. Decorative treatments such as stamped concrete pavers shall be included in sidewalk construction to delineate and enhance public areas. Cross walks shall be delineated and designed to create a pedestrian friendly area for walking; these areas shall be constructed with brick pavers, slightly elevated walkways and signage to ensure safety and visibility.

5. Any new development or re-development proposed in the Center must be accompanied by a traffic and circulation study to be reviewed by the approving board.

6. In instances where level of service or capacity of the local roadways will be negatively affected by the proposed development, a roadway dedication and/or easement must be provided to accommodate the impact of the development and any future improvements along that roadway.

D. Parking

Placing large amounts of parking between the front door of buildings and the adjacent street creates a detached relationship between the primary building and the street. The scale of parking areas should be reduced by locating a portion of the parking lot out of view, providing clear pedestrian circulation paths and amenity areas within parking areas, and using increased landscaping within parking lots to screen spaces and reduce the overall visual impact of large parking areas. Minimizing the visual and physical dominance of the automobile is paramount for these design standards.

1. For parking requirements, refer to Section 348-8.20, Parking.

2. If two parking spaces are assigned to one residential unit, one space per unit may be provided in tandem. If two spaces are assigned to the exclusive use of a residential unit, an additional 0.4 parking spaces per unit shall be provided for guest parking. In a mixed-use project, this additional guest parking may be shared with the parking for the non-residential use, with the approval of parking modification per Board approval.

3. Guest parking and parking for non residential uses shall be located or assigned in such a way as to distinguish it from residential parking assigned to individual units.

4. For new development within the Center, a parking reduction in the number of parking spaces required may be permitted for mixed-use projects in accordance with the Shared Parking provisions found in Section 348-8.20.R.

5. Parking along designated streets shall not be located within the area between the interior edge of the pedestrian realm and a new building fronting on the pedestrian realm.

6. Parking shall be situated in the central or rear portion of sites, out of view of the roadway frontages and located centrally, between buildings, where practical.

7. Vehicular circulation shall be designed so as to provide access from neighboring properties and through the central portion of the site. It is the goal of this provision to encourage all circulation to occur internally without significant impact to the roadway frontages.

8. Surface Parking Lots:

    a. To reduce the scale of parking areas, the total amount of parking provided should be broken up into parking blocks, separated from each other by landscaping, access drives, public streets, pedestrian walkways, or buildings.

    b. Dead-end aisles are discouraged.

    c. Separate parking areas from buildings by either a raised concrete walkway, pedestrian plaza or landscaped strip.

    d. Avoid head-in parking off major drive aisles, which causes hazardous backing movements. Handicap parking is exempt.

    e. Avoid aligning all travel lanes in parking lots in long straight configurations.

9. Parking structures and parking beneath buildings. The appearance of parking structures, whether freestanding or attached, should relate to the buildings they serve, and contribute to the character of the development. The incorporation of parking structures in a commercial development is encouraged in order to minimize impervious coverage.

    a. Provide convenient pedestrian connections between parking structures and main buildings.

    b. Separate vehicular access to parking structures from access to general surface parking lots and clearly identify the access with signs.

E. Site Amenities and Open Space

Site amenities and pedestrian-scale features, such as outdoor plazas, street furniture, playgrounds, statuary and sidewalk cafes in commercial developments, offer attractive spaces for customer and visitor interaction and create an inviting image for both customers and employees. Such amenities can vary widely in size, in type, and in degree. Buildings, trees, walls, topography, and other site features within a commercial development should be oriented and arranged to surround the gathering places and lend a human scale. The use of site amenities can also provide pedestrian spaces at the entry to buildings, which can break up the expanses of parking, improve the overall development quality, and contribute to the character of an area. Site amenities may also qualify as a green/open space transition area.

1. Minimum area devoted to site amenities.

    a. New commercial developments with a parking ratio of less than five spaces per 1,000 square feet of gross floor areas must provide a minimum of 10 square feet of site amenities, open areas, and public gathering places for each 10 parking spaces.

    b. New commercial developments with a parking ratio of five per 1,000 square feet of gross floor area or greater must provide a minimum of 15 square feet of site amenities, open areas, and public gathering places for each 10 parking spaces.

    c. Recreation and leisure space shall be provided for each residential-only or mixed-use project containing residential uses. The required minimum amount of open space for a

mixed-use project is two hundred fifty (250) square feet per residential unit. The minimum open space may be met through a combination of common and private open space. All required open space shall be usable.

d. Site amenities should be located close to and provide convenient access to the building on site in order to encourage frequent use.

2. Allowed site amenities.

a. Site amenities may consist of any of the following:

i. Patio or plaza with seating area;

ii. Mini-parks, squares, or greens;

iii. Well-designed bus stops, if applicable;

iv. Customer walkways or pass-through containing window displays;

v. Water feature;

vi. Clock tower;

vii. Public art; and/or

viii. Any other similar, deliberately shaped area and/or focal feature that, in the municipality's judgment, adequately enhances such development and serves as a gathering place.

b. Furnish spaces with pedestrian amenities such as benches, landscaping, and/or recreational areas. These outdoor spaces must be functional and must not appear as left-over spaces

c. Provide seating that is useable year-round. Position seating such that it is buffered from exposed areas and takes advantage of sunny locations.

d. All common amenities within industrial developments must be owned and maintained by the developer or by an organization established for such purposes.

e. Where feasible, create a sense of enclosure for outdoor seating areas.

f. Fifty (50) percent of the open space area required may be provided in private open space such as patios, balconies and roof top terraces; however, such private open space must have a minimum area of 60 square feet and a minimum dimension of 6 feet.

g. In order to meet the requirements of this section, no more than 25 percent of the total required open space area may be counted within structures and no more than 25 percent of the required space may be provided on roofs.

3. Aggregation allowed.

a. In commercial developments containing more than one building, the required area may be aggregated into one larger space, provided such space is within easy walking distance of the major tenant(s) in the development and any transit stops.

b. Any such amenity/area must have direct access to the public sidewalk network.

c. The amenity/area must be constructed of materials that are similar in quality to the principal materials of the primary buildings and landscape.

F. Landscape design.

Landscaping for commercial areas will enhance the aesthetics and create a pedestrian-friendly environment. Landscaping also performs the task of breaking up the mass of commercial buildings, softening architectural materials and providing screening of service structures and loading areas. Besides defining building and parking area entrances, sound landscape design serves functional purposes as well by providing shade,

screening and climate control. Landscaping the corridors along perimeter streets and internal driveways should provide a visually cohesive design.

1. Parking lot landscaping.
    a. Interior parking lot landscaping:
        i. Use parking lot landscaping to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles.
        ii. Provide trees and other landscape screening to shield large parking areas from adjacent lots.
        iii. Landscaped islands and walkways, are encouraged in large parking lots, which will help to break up the visual expanse of blacktop and encourage safe pedestrian travel areas.
    b. Perimeter parking area landscaping:
        i. Provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, provides a visual cohesion along streets, helps buffer automobile traffic, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character;
        ii. A low continuous landscaped hedge;
        iii. A low decorative masonry wall in combination with landscaping.
2. Entryway landscaping announces and highlights entries into the development for the visiting public.
    a. Building setback areas along thoroughfare, collector, or residential streets, or along private drives, must be landscaped;
    b. Articulate building facades with landscaped seating areas to provide visual interest and pedestrian-friendly places;
    c. Landscaping at street intersections and driveway corners must "pull back" to open view lines into the site and to create corner features and should not interfere with required sight triangles.
3. Pedestrian Realm Landscaping
    a. Landscaping is to include street trees planted at a minimum of 20 ft. separation on center
        i. Minimum Planting Heights
            1. Shade Trees: 2 ½ inches to 3 inches caliper; B&B.
            2. Flowering trees: eight feet to 10 feet in height; B&B.
            3. Evergreen trees: seven feet to eight feet in height; B&B.
            4. Shrubs: 24 inches to 30 inches in height or spread.
        ii. Tagged with a durable label indicating the genus, species, variety and cultural requirements, including watering and fertilization.
        iii. Planted in a tree pit that is 12 inches wider than the root ball on all sides, and backfilled with a planting soil mix that is 1/3 leaf compost, 1/3 original soil, and 1/3 topsoil by volume.
        iv. With a saucer or ring of packed soil around the finished planting hole to catch and hold water.
        v. Mulch (four inches thick) applied around each individual or group of trees.

b. Grassed areas are to include native and low maintenance species to reduce water usage and maintenance.

c. Landscaped planters or beds shall be located in public spaces such as sidewalks and landscaped areas.

4. Special attention should be paid to preserving use of natural features and vegetation which are significant because of unique character, history, size, variety and/or growth habits.

5. Site furnishings include benches, waste receptacles, planters, railings and bollards. Visual consistency of these elements is desired throughout each development. All components of outdoor site furniture should be low maintenance, highly durable and resistant to vandalism, graffiti and theft.

    a. Use outdoor seating that is comfortable, attractive, durable and easy to maintain;

    b. Locate benches at major building entryways, drop-off areas, transit stops, pedestrian courtyards and plazas;

    c. Locate benches in areas that receive direct sunlight in the winter, are sheltered from winds and shaded in the summer;

    d. Where seating is fixed, provide a variety of arrangements (both linear and grouped) which accommodate two to six persons.

G. Crime prevention. Integrate site-planning principles, such as easy surveillance of common areas and walkways, into the design of new commercial developments to lessen the likelihood of crime within the development. Commercial development site planning should integrate the principles of "Crime Prevention through Environmental Design," (CPTED). These principles include:

1. Territoriality. Space within the development and along the edges should be well defined and delineated to create a sense of ownership, such that intruders stand out. This may be accomplished through the use of pavement treatments, landscaping, art, signage, screening, fencing, and similar techniques.

2. Natural surveillance. Create an environment where it is possible for people engaged in their normal behavior to observe the spaces around them. Maximize a space's visibility through thoughtful design of building orientation, window placement, entrances and exits, landscaping of trees and shrubs, and other physical obstructions. Utilize nighttime illumination of parking lots, walkways, entrances, stairwells, and related areas that promote an environment in which natural surveillance is possible.

3. Access control. Access control may include, but is not limited to, use of fences, walls, landscaping, and lighting to prevent or discourage public access to or from dark or unmonitored areas. In addition, sidewalks, pavement, lighting, and landscaping areas should be used to guide the public to and from primary development entrances and exits.

4. Activity support. Create activity support by placing new or existing activities in an area so that individuals engaged in a particular activity become part of the natural surveillance of other areas.

G. Lighting

Prominent lighting fixtures and layout patterns contribute to unified exterior lighting design of commercial developments in addition to promoting safe vehicular and pedestrian access to and within a development.

1. Pedestrian walkway lighting.

    a. Pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on building or landscape walls must be used to light pedestrian walkways.

    b. Accent lighting on buildings is encouraged as a security feature.

    c. Every attempt should be made to consider the impacts the additional lighting will have on the surrounding environment. Off-site glare onto adjacent properties or right-of-way is not permitted and over-lighting areas and high contrast between properties should be avoided. Concealment of the light source should be a design consideration.

2. Storefront lighting. Building facades should be highlighted through "up" lights or accent lights placed on the facade, or through gooseneck lights mounted on the building facade to highlight facade features and signs. Accent lighting of buildings and landscape to highlight features and elements is encouraged, such as the use of indirect lighting, cove lighting, "wall washing," rim or eaves lighting, and overhead down lighting.
    a. Direct storefront lighting onto the facade or the sidewalk immediately in front of the store.
    b. Lighting should be shielded to prevent glare on adjacent properties.
    c. Display windows should be accented by using lights placed inside the building.
    d. All lighting fixtures should be compatible with the architectural design of the building.
3. Exterior site lighting. Exterior light fixtures should be compatible and relate to the architectural character of the buildings on a site. Site lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements, without causing any off-site glare.
    a. Poles and fixtures should be designed to be architecturally compatible with structures and lighting on adjacent properties.
    b. Illuminate all intersections with perimeter public roads with similar poles and fixtures used internal to the development.
    c. Parking lot lighting should be unobtrusive and provide safe light for orderly functions.
    d. Landscape lighting should enhance and complement, not overpower, the landscape materials.

H. Sign Design

Signage in retail commercial centers is generally intended to identify to the user the location of a specific business or retail center. If signs are visible from a public street, they must not compromise public safety by attracting undue attention. Signage must be subservient to the overall design and impression of the architecture. Signs should be consistent with overall project design but should be subordinate to architectural and landscape elements. All signage must conform to § 348-8.26 of this Development Ordinance.

1. Tenant signage may be prohibited on the back/rear elevation of buildings that are visible from other non-retail commercial properties or public streets, with the exception of signage necessary for delivery or door identification that will not exceed two square feet and be nonilluminated.
2. Monument signs must not be placed within the sight triangle of any intersection or access drive with a public street. Monument signs must incorporate design and materials that match the architecture of the development.

I. Green Building Technology

The U.S. Green Building Council has developed a series of guidelines designed specifically for the commercial building industry, including LEED™ (Leadership in Energy and Environmental Design) Rating Systems, such as LEED™ NC 2.2 for new construction and major renovations and LEED™ CI for commercial interiors renovation. These guidelines are required to be integrated into the design and construction of projects in the Center. Each of the below items are required to be addressed in each application for development in the Center, however not every item below is required to be included in the development. Site specific conditions and coordination with the Board Engineer will determine what Green Building technologies are applicable;

1. Utilization of alternative and sustainable energy sources such as solar panels, green areas/ green roofs, stormwater recharging systems and solar lighting to increase resource efficiency,
2. Utilization of water conservation techniques including gray-water reuse for non-potable water utility, high efficiency fixtures and instant water heaters,

3. Conservation of rainwater for use on green roofs for on-site stormwater management and re-capture for use in on-site irrigation systems,
4. Integration of materials to reduce the “heat island effect” such as reflective pavement surfaces, and roofs, low maintenance landscaped areas, shading at south facing exposures, and shading devices such as shade trees or awnings appropriate for building orientation
5. Energy efficient and recycled building materials that are manufactured within the region, that are rapidly renewable and are responsibly harvested with bother conservation and protective measures to our natural resources such as recycled steel and concrete, renewable woods i.e. bamboo, materials with recycled content including carpeting and masonry products. Include high performance insulated glazing on windows based on site orientation. Specify lights that do not contribute to light pollution. Utilize high efficiency fixtures and sensors for low occupancy areas. Use energy star appliances. Install continuous metering equipment. Install HCFC and CFC free HVAC equipment. Design refrigeration and fire suppression systems without the use of CFCs, HCFCs or Halons. Utilize photovoltaic roof tiles and panels. Capture energy through solar and wind power for on-site energy use. Install geothermal technology for heating and cooling of buildings.
6. Indoor environmental quality can be improved by meeting ASHRAE 62-1999 standards to reduce indoor pollutants by utilizing low emitting materials, designing points of access to minimize the introduction of pollutants and allowing occupants to have control with regard to both their thermal comfort and daylight and views including operable windows for comfort. Provide carbon monoxide detectors.