ORDINANCE NO. 9 , 2018

AN ORDINANCE AMENDING THE LAND USAGE CODE TO ENACT NEW REGULATIONS FOR THE OLD MONTGOMERY GATEWAY DISTRICT

WHEREAS, in 2006 upon the recommendation of the Planning Commission, Council did adopt Chapter 151.1500 of the Code of Ordinances to impose specific design and development criteria upon the Old Montgomery Gateway District to ensure that new development within the District would comply with the City's Gateway Area Plan; and

WHEREAS, over the past several months, the Administrative staff has been working closely with the Planning Commission to update these guidelines in anticipation of development in the Gateway Redevelopment Area owned by the City; and

WHEREAS, the Planning Commission has held a series of public hearings on proposed text amendments to the Old Montgomery Gateway District, and on February 5, 2018, with notice and an opportunity for testimony as prescribed by law, the Planning Commission did vote 5-1 to recommend approval of the attached text amendments to Chapter 151.1500; and

WHEREAS, upon the Planning Commission's recommendation with notice and an opportunity for testimony as prescribed by law, Council did hold a public hearing on the proposed text amendments on April 4, 2018, and weighing the information compiled by the Planning Commission, Council did unanimously accept such recommendation and authorized proposed legislation to be added to Council's Agenda for consideration.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Montgomery, Hamilton County, Ohio, that:

SECTION 1. The attached updated text providing development guidelines for the Old Montgomery Gateway District codified in Chapter 151.1500 of the Montgomery Zoning Code of Ordinances are hereby adopted in their entirety as if fully rewritten herein and shall be made a part of the codified Ordinances of the City of Montgomery.

SECTION 2. All sections, subsections, parts and provisions of this Ordinance are hereby declared to be independent sections, subsections, parts and provisions, and the holding of any section, subsection, part or provision to be unconstitutional, void or ineffective for any reason shall not affect or render invalid any other section, subsection, part or provision of this Ordinance.

SECTION 3. This Ordinance shall take effect the earliest opportunity as allowable by law.

PASSED: July 11 2018

ATTEST: Connie M. Gaylor
Connie M. Gaylor, Clerk of Council

Christopher P. Dobrozsi
Christopher P. Dobrozsi, Mayor

APPROVED AS TO FORM:
Terrence M. Donnellon
Terrence M. Donnellon, Law Director

MODIFIED 03-17-17
MODIFIED 04-04-17
MODIFIED 06-01-17
MODIFIED 6-12-17

Chapter 151.15
Old Montgomery Gateway District Regulations

§ 151.1501 Purpose.
§ 151.1502 Applicability of District.
§ 151.1503 Use Regulations.
§ 151.1504 Development Standards.
§ 151.1505 Residential Lot Requirements.
§ 151.1506 Site of 2 Acres or More.
§ 151.1507 Site Layout Criteria.
§ 151.1508 Building Setbacks.
§ 151.1509 Site Layout and Building Configuration.
§ 151.1510 Pedestrian and Vehicular Access and Circulation.
§ 151.1511 Parking.
§ 151.1512 Building Design.
§ 151.1513 Scale and Massing.
§ 151.1514 Architectural Details.
§ 151.1515 Exterior Construction Materials.
§ 151.1516 Colors.
§ 151.1517 Variation of Materials And Colors in Facades.
§ 151.1518 Signage.
§ 151.1519 Lighting.
§ 151.1520 Landscaping.
§ 151.1521 Public Facilities.
§ 151.1522 Definitions.
§ 151.1523 Review Procedure.

§151.1501 PURPOSE.

The Old Montgomery Gateway District (OMG) is established in order to impose specific design criteria for both rehabilitation and new construction projects within the Old Montgomery Gateway District of Montgomery. Therefore the purposes of this Chapter are to:

(a) Ensure that new development in the Old Montgomery Gateway District shall conform to the City's general plans for the physical development of this district as embodied in the City's Gateway Area Plan.

(b) Guide development and redevelopment in the Old Montgomery Gateway District to protect and enhance the City's image.

(c) Ensure that new development and redevelopment respects the City's historic qualities and resources through thoughtful and compatible design.

(d) Provide the basis for consistency and objective decision making by providing criteria and a review process to be used by the Zoning Administrator, Landmarks Commission, Planning Commission and City Council when evaluating proposed development.

(e) Provide standards for property owners, architects and contractors to aid in the preparation of appropriate plans.

(f) Increase public awareness of the value of good design in the gateway into the City.

(g) To create a more cohesive development pattern and density in the City's OMG and Core.

(h) To strengthen the current historic district by promoting redevelopment in the OMG that enhances the visual and economic vitality of the downtown.

§151.1502 APPLICABILITY OF DISTRICT.

All properties designated OMG-Old Montgomery Gateway District on the official zoning map of the City of

Montgomery shall be subject to the regulations of this chapter.

§151.1503 USE REGULATIONS.

All uses in the Old Montgomery Gateway District shall be governed as listed in § 151.1203 Schedule of Permitted Uses.

§151.1504 DEVELOPMENT STANDARDS.

All lots, buildings and structures in the Old Montgomery Gateway District shall comply with the standards set forth in this Chapter.

§151.1505 RESIDENTIAL LOT REQUIREMENTS.

Lot requirements for all residential uses as permitted in the Old Montgomery Gateway District shall be regulated as set forth in § 151.1006.

§151.1506 SITES OF 2 ACRES OR MORE.

(a) Cohesive, multi-structure developments are desirable and are strongly encouraged in the Old Montgomery Gateway District to enhance the existing urban features of the adjacent Heritage District and to present a more coordinated Gateway to the City. Any site within the Old Montgomery Gateway District which is equal to or greater than two acres shall be required to be developed with multiple-structures, and a mix of uses. Lots of 2 or more acres recorded as of the date of adoption of this ordinance may not be subdivided into smaller lots to avoid this regulation.

(b) After a Final Site Plan has been approved in accordance with Chapter 150.14, an applicant may subdivide the total development into separate parcels for tax billing purposes. The subdivided parcels shall remain subject to the approved Development Plan and shall not be considered as non-conforming lots or uses when developed under the approved Plan. Any subsequent re-development of the subdivided lots must be consistent with the approved Site Plan and shall be considered as a modification to the approved plan subject to the review and approval process of Chapter 150.14, unless such modification is exempted as provided therein.

(c) When feasible, multiple smaller lots (less than 2 acres) are encouraged to be consolidated and redeveloped under a single plan in a manner that is consistent with the standards of the OMG for multiple building developments.

§151.1507 SITE LAYOUT CRITERIA.

The layout of principal buildings, accessory structures and parking areas along Montgomery Road and Main Street are a primary identifying feature of the City. The Old Montgomery Gateway District is the entrance into an existing urbanized area that features a strongly defined street wall which creates an attractive, pedestrian street environment. The street wall is defined by buildings which are set close to the street. Creating a strongly defined street wall in the Old Montgomery Gateway District will improve the visual appearance and distinguish the City from the more suburban areas to the south. Standards for single structure developments and multi-building developments are presented as follows:

§151.1508 BUILDING SETBACKS.

The setbacks for buildings in the OMG shall be determined as follows:

(a) The use of a parking structure for setback purposes shall be determined as

follows: A parking structure shall be considered non-residential unless residential and only residential uses are built above the parking structure at the point of measure.

(b) Front Yard Setback. Front yard setbacks in the OMG are encouraged to create a street wall and buildings should be set a consistent distance from the right-of-way. The following regulations apply to front yard setbacks:

(1) The front yard setback shall be established between a minimum of zero (0) and a maximum of ten (10) feet from the right-of-way.

(2) To meet the required setback, a building's façade must meet the site layout and building configuration requirements of § 151.1509 (a) (1).

(3) For panhandle lots see §151.1509(c) (2).

(4) *Exception for Upper Stories.* The facades of buildings above the required minimum height established in § 151.1513 (a) (1) may be set back farther than 10 feet from the right-of-way.

(5) *Exception for Multiple-Buildings*. An adequate number of buildings and front façades on each site must meet the required setback from the right-of-way to create a consistent street wall along the frontage of the site in conformance with §151.1509. However, if the frontage of the site is designed with buildings at the setback line, the Planning Commission may allow additional buildings on the site to exceed this setback if they find that the development meets the other standards of this Chapter and accomplishes the purpose of this district.

(6)

(c) Side Yard Setbacks. Side yard setbacks for development in the OMG shall be determined as follows:

(1) Buildings shall be set back a minimum of 5 feet from the side lot line when adjacent to any non-residential use outside of the OMG.

(2) When adjacent to a residential use a building must be setback a minimum of 15 feet or ½ the height of the building, whichever is greater from the side lot line.

(3) Zero side lot line structures with a shared firewall may be permitted in a development under initial common ownership.

(d) Rear Yard Setbacks. Rear yard setbacks for development in the OMG shall be determined as follows:

(1) Commercial structures shall be setback a minimum of 45 feet from the rear lot line when abutting a residential use outside of the OMG district.

(2) Commercial structures shall be setback 15 feet from the rear property line when abutting a lot within the OMG district or other non-residential district or use.

(3) Zero rear lot line structures with a shared firewall may be permitted in a development under initial common ownership.

(4) Residential structures shall be located no closer than ten feet to the rear lot line when abutting a lot within the OMG district or other non-residential district or use. Residential structures shall be setback 10 feet or ½ the height of the building, whichever is greater, from the rear lot line when

abutting a residential use outside of the OMG district.

§151.1509 SITE LAYOUT AND BUILDING CONFIGURATION.

(a) General Site Layout. Along Montgomery Road and Main Street Frontages the general site layout shall conform to the following standards.

(1) A minimum of 60% of a development's frontage on either Montgomery Road or Main Street must be occupied by building frontage, and an additional 10% may be occupied by building frontage or a site wall as specified below, which is located no farther than 10 feet from the front property line. The site wall shall be an extension of the principal or accessory building(s). The Planning Commission may allow up to 50% of a building's surface to be setback between 10 to 20 feet from the right of way to create façade articulation. Of that 50%, the building's surface may be setback farther than 20 feet provided that a plaza, raised terrace, balcony or another useful outdoor pedestrian space is incorporated along the frontage.

(2) On panhandle lots the building may be setback more than 10 feet from the public right-of-way when the lot has less than 25 feet of frontage along Montgomery Road or Main Street. The building must setback a minimum of 20 feet from the rear property line of the parcel in front of the panhandle lot.

(3) Site Walls (including wing walls, retaining walls or screen walls attached to the building) shall be constructed of solid masonry and shall have a height not less than 3 feet nor greater than 8 feet, not including ornamentation or other features.

(4) The remaining 30% of a development's frontage on either Montgomery Road or Main Street may be used for necessary vehicle and pedestrian access ways, or public use space.

(b) Parking. Parking lots or parking structures shall be regulated as follows:

(1) Parking Lots shall meet the setback standards as established in § 151.1207

(2) Freestanding above-grade Parking Structures shall not be located in the front yard and shall meet the side and rear project boundary setbacks established for buildings in § 151.1508.

(3) Below grade parking structures, which are part of a building's foundation, may be permitted to project above grade. Whenever a below-grade parking structure is constructed such that a portion of the garage extends above finished grade, no more than 50% of the footprint shall extend more than 5' above grade. For purposes of this section, above-grade garage walls, which are shielded from view by a building shall be considered as less than 5' in height. Any portion of a below-grade garage that projects above finished grade, which is visible from the right of way and not screened by a building, must have the structural components clad in a permitted primary building material as defined in Section 151.1515 (a)(1). The

Planning Commission may also require additional architectural detail and/or landscaping that creates a pedestrian friendly streetscape.

(4) Parking lots and parking structures shall be buffered or screened at a minimum as required in this Code per §151.3408.

(c) In multi-building developments, a parking lot may be located between a rear building and a building fronting on Montgomery Road or Main Street.

(d) Building Coverage. Building Coverage in the OMG shall be regulated as follows:

(1) Single Building Developments. A single building fronting on Montgomery Road or Main Street shall not have a footprint that exceeds 15,000 square feet

(2) Pan Handle Lots. Any building on a pan handle lot with less than 25 feet of frontage along Montgomery Road or Main Street shall be treated as a rear building for coverage purposes.

(3) Multiple Building Development. hen included in a multiple-building development on a site in excess of 2 acres a single building may have a building footprint of up to 17,500 square feet. A building with a footprint in excess of 17,500 square feet shall be permitted under the following conditions: :

i. When a building is located south of Hartfield Place and within 200 feet of Montgomery Road, the building footprint shall not exceed 20,000 square feet.

ii. When the majority of the building footprint is located more than 200' from Montgomery Road or Main Street with no building frontage on Montgomery Road or Main Street, the building may be permitted to have a footprint of up to 30,000 square feet.

iii. When a building located within 200' of Montgomery Road or Main Street has a lineal frontage along Montgomery Road or Main Street of 100' or less, the building may be permitted to have a footprint of up to 19,000 square feet.

iv. Under no circumstances may a building's footprint exceed 30,000 square feet;

v. Adequate parking for the building's use as specified in §151.3204 can be accommodated in whole or in part in on-site structured parking, which is integrated into the development design;

vi. Off-street loading areas are provided for the building in accordance with §151.3211;

vii. The building and required parking are screened from the public right-of-way by smaller buildings that address the street and meet the minimum setback and the standards of § 151.1508;

viii. The loading, parking, and trash dumpsters are adequately screened from adjacent residential uses; and

ix. The building meets all other building design standards as specified by this chapter.

(e) Loading and Service Areas. Loading and service areas shall be located and designed in such a way as to minimize visual and noise impact on adjacent

residential uses. The use of solid walls and buffer landscaping are encouraged to reduce the visual and noise impact of loading and service areas from adjacent rights-of-way and residential areas.

§151.1510 PEDESTRIAN AND VEHICULAR ACCESS AND CIRCULATION.

Safe, efficient, and convenient circulation and access to and between developments should be provided for both pedestrians and vehicular traffic. By creating a safe continuous network of pedestrian walkways within the Old Montgomery Gateway District development and adjacent Heritage District development, pedestrians will feel more inclined to safely walk (rather than drive) between stores. A pedestrian network that offers clear circulation paths from the parking areas to building entries creates a friendlier, more inviting image.

(a) Pedestrian Access and Circulation. Pedestrian facilities shall be designed to meet the following standards:

(1) Sites that are more than 2 acres shall emphasize pedestrian orientation by creating attractive pedestrian spaces that are landscaped and include other appropriate elements to facilitate pedestrian activity. Efforts should be made to incorporate public open spaces into the design of the development.

(2) All commercial developments shall provide attractive well marked pedestrian links between parking and buildings. The connections shall be clearly marked to provide safe access across traffic lanes and landscaped areas. Such walkways shall utilize decorative paving at key locations.

(3) All commercial buildings shall be public accessible via a path or walkway from a public sidewalk.

(4) Any sidewalk or walkway shall be designed to connect to adjacent walkways of either existing or future development.

(5) All redevelopment along Montgomery Road and Main Street in the OMG must comply with the streetscape master plan for the Heritage District. .

(6) Streetscape design elements and materials used to construct new public walkways, connecting sidewalks and streetscape enhancements may vary from the Heritage District Standards provided that such variations are complementary to the Heritage District Standards.

(7) Parking area design shall include provisions for pedestrian access from parking areas to building entrances.

(b) Vehicular Access and Circulation. Vehicular access and circulation shall be designed to meet the following standards:

(1) Primary Vehicle Entrances. The number and location of vehicle entrances to a commercial development shall be consistent with the City Access Management Standards Chapter 94.18. The specific locations of primary vehicle entrances are subject to review by the City Engineer and the approval of the Planning Commission and will be based on the following factors to promote good traffic management practices:

i. A site shall not be separated into additional tracts or plats to

artificially allow additional access points.

ii. The development shall minimize the number of curb cuts with shared access being preferred.

iii. Provide adequate improvements to the right-of-way to handle increases in traffic generated by the development. These improvements may include but are not limited to, turn lanes and traffic control devices.

iv. Where possible, access points should align with previously-approved or constructed access points on the opposite side of the street to reduce conflict points.

(2) Internal Vehicle Circulation. Safe and efficient internal circulation shall be provided. Where possible internal vehicle circulation should be designed as follows:

i. Streets internal to the development should be designed with a hierarchy of circulation: major access drives from Montgomery Road and/or Main Street shall have no parking for a distance of 150 feet from Montgomery Road and/or Main Street, while on-street parking shall be encouraged on secondary streets which connect to major access drives.

ii. Internal driveways or aisles that are intersected by crossing traffic should either have their centerlines aligned or be offset by at least 60 feet.

(3) On-Site Truck Traffic/Loading and Circulation. Every development is required to provide on-site loading and delivery facilities. Where on-site loading and delivery facilities are located adjacent to customer parking and pedestrian areas.

i. Truck circulation paths shall be designed with adequate curve radii and maneuvering room so that trucks do not fully obstruct traffic flow in the public right-of-way during loading. .

ii.

iii. Loading areas must be designed such that trucks do not partially or fully obstruct traffic flow on Montgomery Road or Main Street during loading activities.

(4) Connections to Adjacent Non-Residential Uses. To the maximum extent feasible vehicular and access connections shall be provided between adjacent non-residential development parcels.

§151.1511 PARKING

Parking in an urban setting is often difficult and in order to promote an urban setting, surface parking and structured parking shall be designed in a way to reduce its visual impact from Montgomery Road and Main Street.

(a) To promote an urban density parking should be provided as follows in Multi-Building Developments:

(1) Structured parking is encouraged for 50% of the required parking on sites with multi-building developments.

(2) The City may, at its discretion permit a reduction in the number of off-street parking spaces required for a development to as much as 50% of the required spaces per § 151.3204.

(b) Surface Parking. Surface parking lots shall be designed in accordance with

Chapter 151.32 Off-Street Parking and Loading Regulations.

(1) Surface parking shall be limited to no more than 35% of the site area. Parking on public streets shall not be included in the 35% surface parking limitation.

(2) Adequate screening and interior landscaping shall be provided for surface-parking as specified in § 151.3408 (Screening and Landscaping of Parking Lots).

(c) Parking Structures. Parking structures are permitted in compliance with §151.1509(b).

§151.1512 BUILDING DESIGN

The architecture and general design of the buildings in the Old Montgomery Gateway District will be the strongest feature in creating an image for the Gateway into the City. Building design for the Gateway should be of a high quality with attention to the creation of a human scale environment that ties into the historic architectural character of the Heritage District.

§151.1513 SCALE AND MASSING

The relationship of a building's height to its apparent width is a major contributing factor to the overall character of the Old Montgomery Gateway District. Buildings in the Old Montgomery Gateway District should respect the historic architectural character of the adjacent Heritage District in scale and massing. The following standards shall apply to all buildings in the Old Montgomery Gateway District.

(a) Building Height. The vision for the Old Montgomery Gateway District is to allow for mixed-use developments with increased density and shared below grade public parking garages to promote a pedestrian-friendly environment which is complementary to the Heritage District. Due to significant topography changes in the Old Montgomery Gateway District, it may be necessary for below-grade parking structures which are incorporated into a buildings' foundation to extend above finished grade. For the purposes of this section, the top of the garage podium shall be considered the final-grade for the purposes of measuring a building's height. The height of all buildings in the Old Montgomery Gateway District shall meet the following standards:

(1) The minimum height for all buildings shall be two stories.

(2) The maximum building height of buildings fronting onto Montgomery Road, north of Hartfield Place, or Main Street is three stories, not to exceed 48 feet. For buildings within 200' of Montgomery Road or Main Street located north of Hartfield Place, the top of building shall not exceed the elevation of 850'.

(3) Buildings fronting on Montgomery Road, with their entire footprint south of Hartfield Place, may have a height of up to four stories, not to exceed 60 feet. For buildings within 200' of Montgomery Road located south of Hartfield Place, the top of building shall not exceed the elevation of 860'.

(4) The maximum height of buildings abutting a residential use within the Heritage District shall not exceed 40 feet.

(5) The maximum height for all other buildings shall not exceed 60 feet or an elevation of 850'.

(6) A building's vertical and horizontal dimensions should be roughly in proportion to each other, without over-emphasis of either dimension.

Horizontally oriented long buildings shall be visually broken up through the use of recesses or setback variations, to cause the facade to appear as a series of proportionally correct masses. The building's articulation should help establish a human scale and provide visual rhythm and interest.

§151.1514 ARCHITECTURAL DETAILS

To create a more interesting and inviting environment, all buildings shall include architectural details, including but not limited to cornices, and window and door trim. Buildings shall be designed with an architectural style that respects the historic character of the Heritage District but adequately accommodates the intended modern uses. When authentic architectural details such as windows and doors are not feasible simulated openings may be approved.

(a) Roof Type. The roof types of buildings in the OMG shall be designed in conformance with the following regulations:

(1) For approximately every front 60 feet of building façade a variation of roof type is encouraged to reduce visual monotony and assist in development of a human scale environment.

(2) Gabled roofs are encouraged; however, other roof types may be approved by the Planning Commission on a case by case basis.

(3) When gabled roofs are used the design of the roof pitch may vary, but should not be less than ¼ of the building height as measured from the grade line to the gutter.

(4) When flat roofs are used, decorative cornices and parapet roof lines shall be incorporated.

(b) Building Entrances. The building entrances in the OMG shall be designed in conformance with the following regulations:

(1) When a commercial building has frontage on Montgomery Road or Main Street, the building entrances should be encouraged to face onto Montgomery Road or Main Street when feasible.

(2) When a residential building has frontage on Montgomery Road or Main Street, the first floor entrances should be located facing onto Montgomery Road or Main Street when feasible. Access to upper stories from Main Street and Montgomery Roads is strongly encouraged.

(3) When a new road is proposed for interior circulation and meets the streetscape standards as detailed in the City's Streetscape plan, buildings may be oriented to face on to these streets and the entrance may also be oriented to these streets.

(4) In all cases the main entrance of the building shall be easily identifiable, and should provide an introductory statement for a building using architectural articulation or landscaping or a combination of both.

(5) Entrances should be designed to allow individual business to present a clear image without compromising the sense of unity of the façade or development.

(c) Windows. Windows in the OMG District shall be designed in conformance with the following regulations:

(1) Windows in all structures shall exhibit symmetry and proportion to the building. Individual window proportions shall be more vertical

than horizontal, with the height being approximately one and a half times the width of the window. Display windows on the first floor of commercial structures may be larger and have more of an emphasis on the horizontal dimension.

(2) Windows that are visible from a public right-of way, shall be divided into vertically proportioned components, through multi-part windows or other divided lights. Other than first-floor display windows and bay windows in residential structures, windows should be detailed with architectural elements, such as projecting sills, molded surrounds, lintels, transoms and/or mullions. Grilles in airspace and snap-on grille style windows are prohibited.

(3) Window and door openings on the ground floor of a commercial building should occupy no less than 50% of the building's façade length on any façade facing Montgomery Road or another public street.

(4) Windows shall be constructed of clear glazing and tinted glazing shall not be used.

(5) All-vinyl windows are prohibited. Extruded aluminum-clad or vinyl-clad wood windows may be permitted, if appropriate. Composite wood/PVC/fiberglass windows are permitted (i.e. Fibrex)

§151.1515 EXTERIOR CONSTRUCTION MATERIALS

The character of the Old Montgomery Gateway District is enhanced by the use of quality building materials that reflect the desired image of the City of Montgomery. The following standards apply to the exterior of all buildings in the Old Montgomery Gateway District.

(a) Permitted Materials. The use of exterior building and finishing materials in the OMG shall be in conformance with the following regulations:

(1) Primary Materials-Buildings in the Gateway shall have a primary exterior covering of brick, stone, natural wood clapboard, wood board and batten, wood shingles or modern manufactured materials that create the appearance of the materials listed above except as prohibited here in.

i. The color of brick is encouraged to be in the red orange range. The color should be uniform rather than being mottled or speckled.

(2) Accent Materials-Buildings in the OMG may incorporate any of the above permitted primary materials as an accent. Exterior insulated finish systems, and decorative concrete masonry units may be used on a building in the gateway as an accent that comprises no more than 15% per side of the building's exterior wall surface;

(3) Other materials that are not listed as prohibited may be approved by the ~~City~~ Landmarks Commission on a case by case basis as a primary or accent building material.

(b) Prohibited Materials. Exterior covering materials that are prohibited include vinyl, aluminum or steel siding, standard concrete masonry units or tilt-up concrete.

§151.1516 COLORS

(a) Permitted Colors. The base colors used on buildings in the Old Montgomery Gateway District should be the natural color of the material in the case of brick or

stone or of a neutral, muted pallete. Brighter, more vivid colors should be reserved for limited use as trim or accent. Permitted colors may be further regulated as established in §151.1523(a).

(b) Prohibited Colors. No fluorescent, reflective, metallic or neon colors shall be used in the construction of a building in the Old Montgomery Gateway District.

§151.1517 VARIATION OF MATERIALS AND COLORS ON FACADES

Variation of materials and colors on facades is permissible, provided the variation enhances the human scale of the buildings, and is used to define specific elements of the building. General guidelines for variations in materials are:

(a) A maximum of three colors, excluding the natural color of brick or stone, may be used on a single structure, except in the case where the building's façade is designed to appear as more than one building. In such case, each element may use a combination of colors as approved by the Landmarks Commission but the overall color scheme of the building should be coordinated.

(b) Changes in materials should occur at inside corners of buildings or transition with an appropriate trim detail. Material changes at outside corners or in the middle of a wall give an impression of thinness and artificiality which should be avoided.

(c) The use of a coordinating trim material is encouraged on all facades of a building, and should be used to break larger wall planes into smaller more human scale elements.

(d) The number of materials on the exterior of a building should be limited to a few complementary materials.

(e) A palette of proposed materials and colors should be submitted by the applicant for approval by the Landmarks Commission.

§151.1518 SIGNAGE

(a) Signage shall comply with the standards of §151.30: Sign Regulations.

(b) Signs should respect the overall architectural composition of the building and its scale while not overwhelming the façade.

(c) Sign colors shall relate to the style and period of the building. In general sign colors shall be muted rather than vivid. Paint shall be flat, satin or semi-gloss.

(d) Corporate identity colors or logos may be permitted and shall be used with restraint.

(e) Sign materials may be wood, composite wood, metal or high density urethane (HDU) with painted or vinyl letters. Other materials may be permitted, if appropriate.

(f) Wall signs should be affixed on a continuous, flat, vertical, opaque surface and cannot project more than 6" from the building surface. Signs may not cover architectural features.

(g) Wall and projecting signs should have a simple design and shall not have more than three (3) lines of letters

(h) Halo/backlit and externally illuminated signs are permitted. The illumination source for a sign should be compatible with the sign and the building. The light source for a halo/backlit sign shall not be visible. All sign lighting should be directed toward the sign and shall be white only. .

(i) Internally illuminated, back-lit neon signage is prohibited, with the exception of internally illuminated "Open" signs in the window, not to exceed three square feet in size.

MODIFIED 03-17-17
MODIFIED 04-04-17
MODIFIED 06-01-17
MODIFIED 6-12-17

(j) Wall and projecting signs should not extend higher than the bottom sill of the second story window, or above the lowest point of the roof, or over 25 feet above grade (whichever is lower). They must be at least 6" from the lintel or other trim of the window above or below it.

(k) Window signs may only be applied directly to the inside surface of the window glass. The letters should be 4" or less and symbols cannot be larger than 8".

§151.1519 LIGHTING

(a) Lighting shall be appropriate to the district in type, design, location and quantity.

(b) Lighting shall be appropriate to the district in type, design, location and quantity.

(c) Lighting shall be used in a limited manner, and only to highlight architectural details on a building, illuminate a sign, or to illuminate walkways and/or parking areas.

(d) Lighting used to illuminate parking areas shall meet the standards established in § 151.3212 Lighting.

§151.1520 LANDSCAPING

(a) Landscaping and screening shall be provided as specified in Chapter 151.34 Landscaping and Screening Regulations.

(b) Any principal access or new roads constructed in a development shall meet the standards for streetscaping, tree planting and pedestrian elements as established in the City's Streetscape plan.

§151.1521 PUBLIC FACILITIES

Adequate public facilities must be available to support the proposed development.

§151.1522 DEFINITIONS.

Architectural Style - The characteristic form and detail of buildings in a particular period.

Articulation (Architectural) - The variation in a building's surfaces which identify or divide the building into distinct and significant parts.

Building Frontage - The portion of a building's exterior wall which is parallel to the development frontage and the public street right-of-way or easement.

Development Frontage - The portion of the development site which abuts a dedicated public street right-of-way or easement.

Cornice- Any horizontal member, structural or nonstructural, projecting outward from the exterior walls at the roofline, including eaves and other roof overhang or any molded projection which finishes or crowns the part to which it is attached.

Façade- The exterior walls or surfaces except the roof of a building exposed to public view.

Grade- For the purpose of this chapter, grade shall be defined as the elevation of the sidewalk when present, or street elevation of Montgomery Road or Main Street at the center of the building.

Human Scale- The proportional relationship of a particular building, structure, open space enclosure or streetscape element to the human form and function.

Street Wall- The portion of a building wall facing the street or landscaping which creates a wall to the street, as a wall to a room.

MODIFIED 03-17-17
MODIFIED 04-04-17
MODIFIED 06-01-17
MODIFIED 6-12-17

§151.1523 REVIEW PROCEDURE.

(a) The Zoning Administrator, subject to approval by the Landmarks Commission, may adopt certain rules and regulations setting forth the pallete of colors, roof materials, building materials and other construction materials acceptable in the Old Montgomery Gateway District for the enforcement of this Code.

(b) All new and redevelopment projects in the Old Montgomery Gateway District shall be subject to the development plan review procedures set forth in Chapter 150.14.

(c) Applications for exterior changes to property in the Old Montgomery Gateway District that is neither a listed landmark nor subject to development plan review shall comply with the procedures set forth in § 150.1207.

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MODIFIED 04-04-17
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MODIFIED 6-12-17