
Policy: Where historic landscape features exist in residential areas, they should be preserved when feasible.

In areas of the Overlay Districts with traditional residential characteristics, site features that may have been seen historically include fences, sidewalks, walkways, and areas of private landscaping.

8.23 Preserve historic landscape features.

- Existing historic landscape features, such as fences, sidewalks, and trees, should be preserved and protected during construction. Replace only those portions that are deteriorated beyond repair with like design and materials.
- Existing native plantings should be preserved in place. This particularly applies to significant trees and shrubs.
- The use of rock and gravel is discouraged, and if used, should only occur as an accent element.
- Minimize the amount of hard surface paving for patios, terraces, or drives in front yards.

8.24 In new landscape designs, use materials that are compatible with the historic context.

- Landscaping schemes that are simple and subdued in character are encouraged.
- Using native trees, shrubs, and wildflowers is encouraged.
- Use plant materials in quantities and sizes that will have a meaningful impact in the early years of a project.
- Avoid use of landscaping ties or railroad ties.
- Extensive areas of exotic plantings, such as cacti and bamboo, and large ornamental rocks are inappropriate.



Existing historic landscape features, such as fences, sidewalks, and trees, should be preserved, and should be protected during construction.

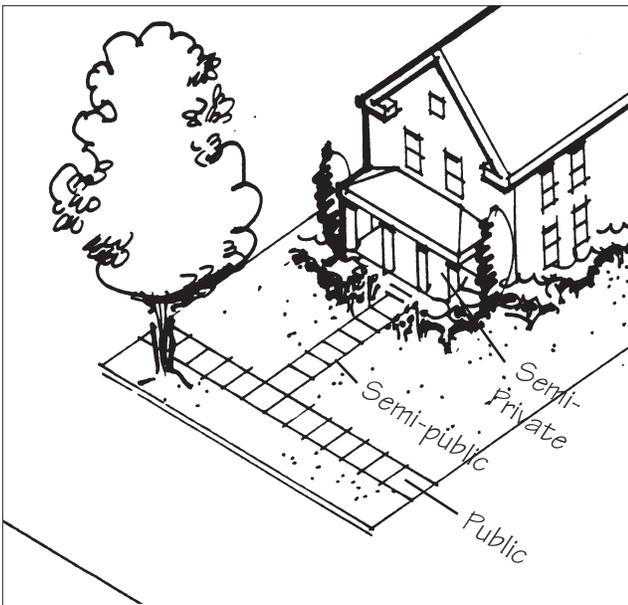
Note that special provisions in the Unified Development Code for the preservation of Heritage and Protected Trees also apply. See Chapter 8 of the Unified Development Code, which also includes landscape and fence standards.



A new fence may be considered in transitional areas with a residential context. A fence that defines a front yard should be low to the ground and “transparent” in nature, as this one is.

8.25 A new fence may be considered in transitional areas with a residential context.

- A fence that defines a front yard should be low to the ground and “transparent” in nature.
- A front yard fence should not exceed three feet in height.
- Solid, “stockade” fences do not allow views into front yards and are inappropriate.
- Chain link, concrete block, unfaced concrete, plastic, solid metal panel, fiberglass, plywood, and mesh construction fences are not appropriate.
- A side or rear yard fence that is taller than its front yard counterpart may be considered. See UDC Chapter 8 for fence standards.



Maintain the established progression of public-to-private spaces when considering a rehabilitation or infill project.

8.26 Maintain the established progression of public-to-private spaces.

- This includes a sequence of experiences, beginning with the “public” sidewalk, proceeding along a “semi-public” walkway, to a “semi-private” porch or entry feature and ending in the “private” spaces beyond.
- Provide a walkway running perpendicular from the street to the front entry.
- Use paving materials that are similar to those employed historically.

Policy: Minimize the visual impacts of mechanical equipment and service areas and equipment.

Utility service boxes, telecommunication devices, solar devices, cables, and conduits are among the variety of equipment that may be attached to a building that can affect the character of the area. Trash and recycling storage areas also are concerns. To the greatest extent feasible, these devices should be screened from public view.

8.27 Minimize the visual impact of mechanical equipment as seen from street.

- Do not locate window air conditioning units on the building's primary facade.
- Use low-profile mechanical units and elevator shafts on rooftops that are not visible from the public's view. If this is not possible, setback or appropriately screen rooftop equipment from view.
- Locate a satellite dish out of public view, to the extent feasible, and in compliance with other regulations.
- Paint mechanical equipment attached to the building fascia the same color as the fascia in order to blend into the building.
- When locating mechanical equipment be sensitive to views from the upper floors of neighboring buildings as well as other neighboring properties.
- Character defining features of existing buildings (i.e. roofline, chimneys, dormers) must be not be damaged or obscured when adding new roof mounted energy conservation systems such as solar devices.
- Skylights or solar panels should have low profiles and not be visible from the public right-of-way. These features should be installed in a manner which minimizes damage to historic materials.
- Solar shingles may be added to a roof surface visible from a public right-of-way if low or non-reflective shingles are used.
- Use solar panels and solar devices that are similar in color to roof materials and use non-reflective finishes.
- Solar panels should not be mounted to project from walls or other parts of the building.



Do not locate window air conditioning units on a building's primary facade.



Minimize the visual impacts of utility connections and service boxes. This landscaping helps buffer utility boxes.

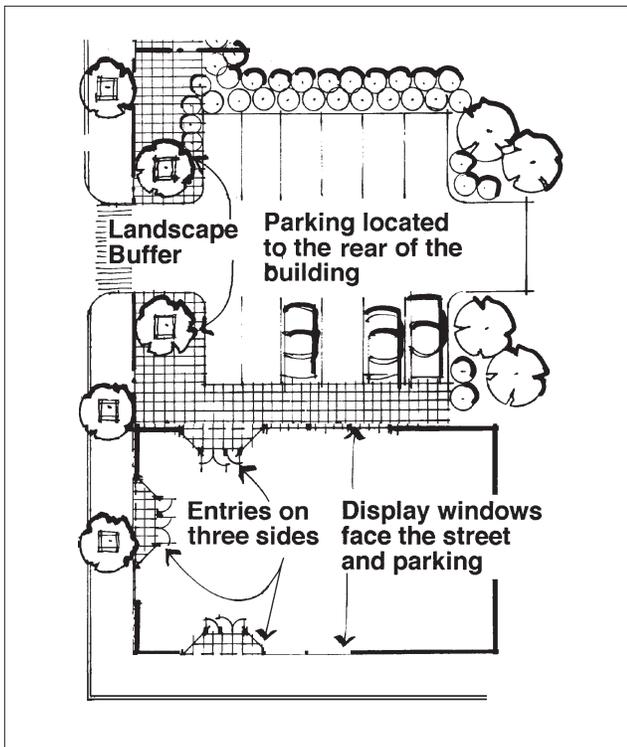
8.28 Minimize the visual impacts of utility connections and service boxes.

- Locate them on secondary walls, when feasible.
- Do not locate gas or electric meters on the roof.

8.29 Minimize the visual impacts of trash storage and service areas.

- Locate service areas away from major pedestrian routes; typically place them at the rear of a building when feasible.
- Dumpsters should be screened from view.
- Service areas are not to be used for storage of shipping containers, pallets, extra store fixtures, etc.

Policy: Minimize the visual impacts of a parking lot.



An on-site parking area should be located behind a building, where its visual impacts will be minimized.

Note that standards for buffering the edges of parking lots are set forth in Section 8.04 of the Unified Development Code and shall also apply.

New parking facilities should be designed to be attractive, compatible additions to the downtown. Using high quality materials, providing a sense of scale in architectural details and providing active uses at the sidewalk edge are methods that can mitigate the potentially negative impacts of new parking facilities. In general, a new parking facility should remain subordinate to the street scene.

8.30 Locate a surface lot such that it will be subordinate to other site features.

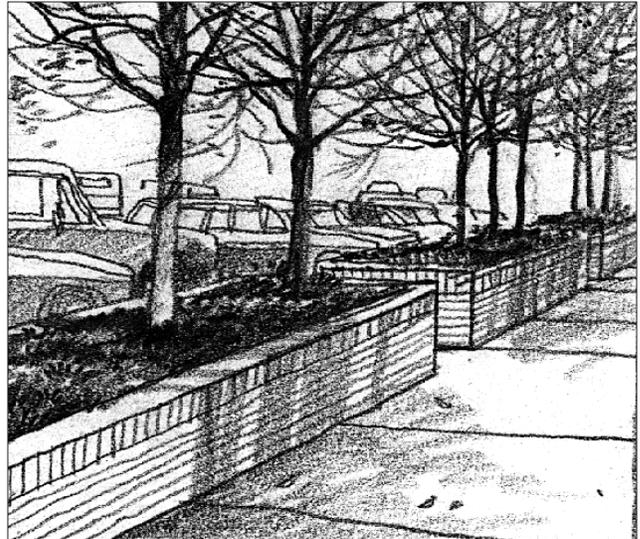
- An on-site parking area should be located behind a building, where its visual impacts will be minimized.
- Minimize the surface area of paving materials.
- It is not appropriate to demolish a structure on a building's lot or surrounding lots in order to create additional parking. This is also relevant where a detached garage of historic significance exists on a site.

8.31 Locate a parking lot so it will minimize gaps in the continuous building wall of a block.

- Where a parking lot shares a site with a building, place the parking at the rear of the site (preferred) or beside the building (if there are no other options).

8.32 Where a parking lot abuts a public sidewalk, provide a visual buffer.

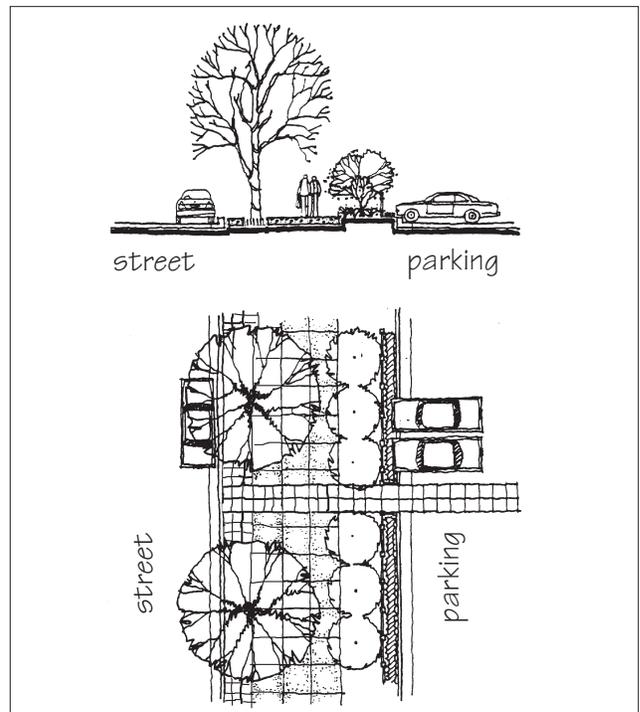
- This may be a landscaped strip or planter.
- Consider the use of a wall as screen for the edge of the lot.
- Use a combination of trees and shrubs to create a landscape buffer.
- Where a parking lot exists that is presently not screened or landscaped, consider a landscaping program or an infill building that relates to the surrounding historic context.
- See also the City of Georgetown's Unified Development Code for more guidance on appropriate parking lot landscaping and screening.



Where a parking lot abuts a public sidewalk, provide a visual buffer. Consider the use of a wall as screen for the edge of the lot. Materials should be compatible with those of nearby buildings.



Use a combination of trees and shrubs to create a landscape buffer.

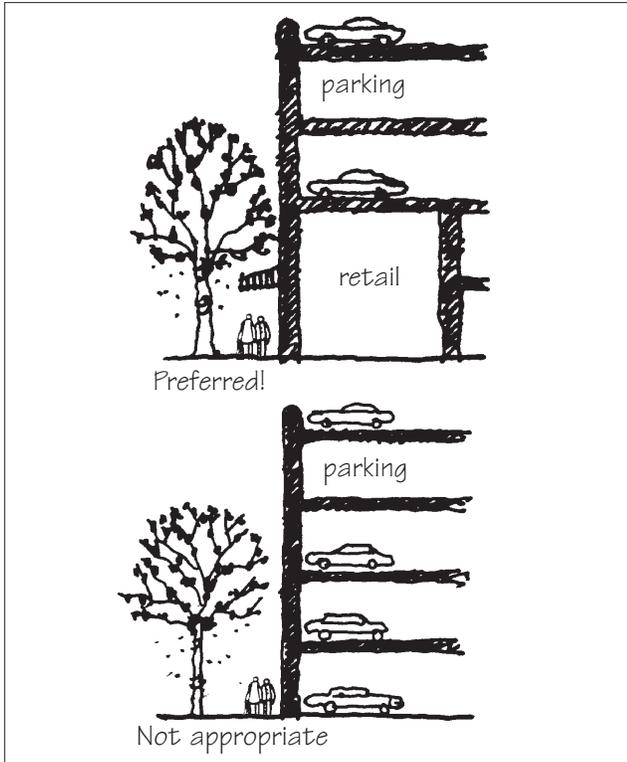


Where a parking lot abuts a public sidewalk, provide a buffer.



Where a parking lot abuts a public sidewalk, provide a visual buffer. (Bellingham, WA)

Policy: Minimize the visual impacts of a parking structure by designing it to enhance the activity of the streetscape.



The ground level of a parking structure should be wrapped by retail, office, or some other active use along the street edge.



A part of this infill building is a parking structure that is set back from the front and sides of a retail wrap. The openings in the parking section reflect window proportions similar to those seen historically in the area. (Boulder, CO)

Parking structures should be designed to enhance activity of the street level. At a minimum, a parking structure should help to animate the street and be compatible with the surroundings. The visual impact of the cars themselves should be minimized.

8.33 Design a parking structure so that it creates a visually attractive and active street edge.

- When feasible, a parking structure in the area should be wrapped with retail, commercial, or another active use along the street edge to shield the cars from the street and to add activity to the street.
- Other methods of accomplishing this include, but are not limited to:
 - Retail/commercial wrap
 - Murals or public art
 - Landscaping
 - Product display cases/show windows



New parking facilities should be designed to be attractive, compatible additions to a commercial area. Using high quality materials, providing a sense of scale in architectural details and providing active uses at the sidewalk edge are methods that can mitigate the potentially negative impacts of new parking facilities. (Lexington, KY)

8.34 In the Downtown Overlay District, a parking structure shall be compatible with traditional buildings in the surrounding area.

- Respect the regular window pattern and other architectural elements of adjacent buildings.
- Maintain the alignments and rhythms of architectural elements, as seen along the street.
- Continue the use of similar building materials.
- Avoid multiple curb cuts. These complicate turning movements and disrupt the sidewalk.
- Express the traditional widths of buildings in the area.



This single infill building is divided into smaller building modules that reflect traditional building widths. Upper floors step back from the front, thus maintaining the traditional two-story scale of the street.

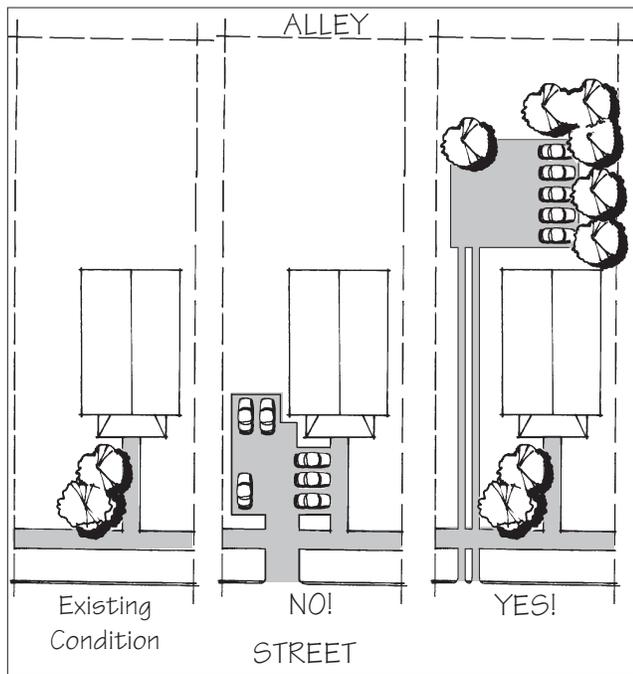


This parking structure incorporates a wrap of retail stores along the street edge. The storefronts are contemporary interpretations of the historic downtown context. (Boulder, CO)

Policy: The visual impacts of parking in areas with residential character should also be minimized.



A parking area should be located to the rear of a site.



Do not use a front yard for parking. Instead, use a long driveway, or alley access, that leads to parking located behind a building.

8.35 Minimize the visual impacts of a parking area.

- A parking area should be located to the rear of a site.
- Do not use a front yard for parking. Instead, use a long driveway, or alley access, that leads to parking located behind a building.

8.36 A new parking pad, carport, or garage should be located to the side or rear of a lot, and detached from the main structure.

- Consider providing only ribbon paving. This will reduce visual impacts—as well as allow more drainage through soils.
- Consider sharing a single drive and curb cut where multiple driveways are needed.
- A driveway should lead directly from the street to the parking area.
- A parking pad located in the front of a residence is inappropriate.

8.37 Preserve an historic garage or outbuilding structure when feasible.

- Use the garage for parking. It may be appropriate to alter an historic garage to accommodate contemporary vehicles.
- Garage doors visible from the street:
 - Repair rather than replace original or historic doors that are significant to the character of the garage, if technically feasible.
 - If repair of historic garage doors is not technically feasible, new replacement doors may be approved if they duplicate the existing size, shape, proportion, profiles, hardware, details, glazing, panel type and design, and operation, and fit within the existing opening.
- New garages or carports must be compatible in style, size, material, roof profile, and details with the historic principle building on the lot.
- Siding on garages should match the cover material on houses, except that wood siding is acceptable in cases where the house is constructed of masonry.
- Avoid demolition. See UDC Section 3.13 for any proposed demolition in the Overlay Districts.
- In some cases, it may be appropriate to reposition the historic garage on its original site in order to accommodate other needs.
- Also incorporate on-street parking spaces in calculations for parking needs, where allowed by HARC. See UDC Section 9.02.060.



Preserve a garage that may have historic significance, when feasible.

