

## Site Layout

### Intent

The purpose of the site layout standards and guidelines is to create a coordinated development pattern that welcomes motorists into shopping areas and business developments, while promoting the natural beauty of the landscape. These commercial areas should have a “front door” feel in the way they address or face the roadway. In addition, the layout of parking areas and buildings should promote safe and efficient pedestrian travel.

### Building Orientation Standards

- Each building fronting I-35W or the frontage road should have primary entrances facing I-35W. (See page 16 for architectural guidelines)
- If a building cannot have its primary entrance facing I-35W, then the requirements for the I-35W facing elevation must meet the architectural intent listed on page 16.
- To the extent possible, locate dumpsters and service areas on the side or rear of the buildings. Where this cannot be achieved all services areas and dumpsters must be screened with architectural elements that match the building. (See page 24 for screening requirements)

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### General Setback Guidelines

- Features that can be incorporated into the setback area are as follows:
  - Signage
  - Entry drives
  - Sidewalks and Pedestrian Plazas
  - Benches and other pedestrian amenities (including shade structures)
  - Planter and retaining walls
  - Below-ground structures (utilities, etc.)
  - Sculptures, public art, and other decorative items

### General Setback Standards

- Setbacks shall be calculated from the public right-of-way. (See Figure 20.2 on page 20)
- Building and paving setbacks vary by street type and location within each character zone (See charts on page 15)
- Where two public rights-of-way intersect, the setback requirements for each shall be incorporated.
- All setback areas shall be landscaped and maintained in good condition. (See landscape standards and guidelines for specific information.)
- Building and paving setback requirements may not be waived by the UDC. This requires a variance from the Board of Adjustment, with a recommendation from the UDC.



*Fig. 14.1 Example of landscaped setback*