

EVALUATION CHECKLIST – Office

P = partially met ? = cannot determine (-) N/A = not applicable

4.0 DISTRICT DEVELOPMENT STANDARDS - OFFICE	YES	NO	COMMENTS
4.1 The office zones are envisioned as campus-style suburban office development where greens and landscaping play a prominent role in public open space delineation.	-	-	
4.2 Buildings should front major roadways with parking located behind the buildings.	x		
4.3 Building arrangements should provide convenient and safe pedestrian connections between buildings and parking lots, and other civic or public uses.	x		
4.3 Permitted base density is 10,000 square feet per acre; w/ bonus up to 12,000 sf	?	?	Square footage measurements not delineated in site plan. Proposed density is 228units/9.05ac=25du/ac
4.1 Streets			
4.1.1 Streets within the Office District should be two-way.	x		
4.1.2 On-street parking is discouraged.	x		
4.1.3 Sidewalks should be provided to encourage walking and should be setback a minimum of 10 feet from the street.	p	p	No new sidewalk construction is proposed along Central College Rd. Sidewalks are proposed for interconnectivity between parking lots and buildings.
4.1.4 Street trees should be provided on both sides of the street at a minimum of 40 feet on center.	x		
4.1.5 Streets should connect with each other. Cul-de-sacs are discouraged.	x		
4.2 Parking			
4.2.1 Primary parking should be located behind office buildings and not between the primary street and the office buildings. Minimal short-term visitor and “drop-off” parking can be provided at the front of the building.	x		
4.2.2 Parking lots between buildings should be interconnected to encourage parking areas shared among buildings and to reduce paved areas.	x		
4.2.3 Parking areas should be screened from view by evergreen landscape materials or masonry walls to a height of no less than four feet.	?	?	Screening measurements and information not delineated in submission.
4.2.4 Parking areas located behind buildings should include curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the visual impact of the parking areas.	x		
4.2.5 Use of non-automotive transportation such as walking and bicycling is encouraged. Bicycle parking should be convenient, covered and located near all building entrances.	?	?	Bicycle parking not clearly delineated in proposed site plan
4.2.6 The maximum amount of parking permitted is one space per 250 square feet.	x		
4.3 Civic Space			
4.3.1 Office buildings should be setback from the primary street right-of-way a minimum of 50 feet to maintain a natural greenway as a visual amenity.	-	-	
4.3.2 Common open spaces or greens that are framed by buildings and that create a	x		

“campus-like” office environment are encouraged.			
4.4 Site Orientation			
4.4.1 Buildings should be oriented to front the primary public roadways.	x		
4.4.2 All lots should front on public or private roads.	x		
4.4.3 When open space between buildings occurs, pedestrian connections shall be established between the rear parking area and the sidewalk in the front of the building.	x		
4.5 Architecture			
4.5.1 Buildings should be sited in relationship to each other to provide convenient pedestrian connections between each building, to parking, and to any other civic or public uses within convenient walking distances.	x		
4.5.2 The maximum building height is three stories, not to exceed 65 feet in height.	?	?	3 stories proposed in rendering. Height not delineated in submission
4.5.3 Any side of a building which faces a public right-of-way or green shall be of compatible materials and style as the other sides of the building.	x		