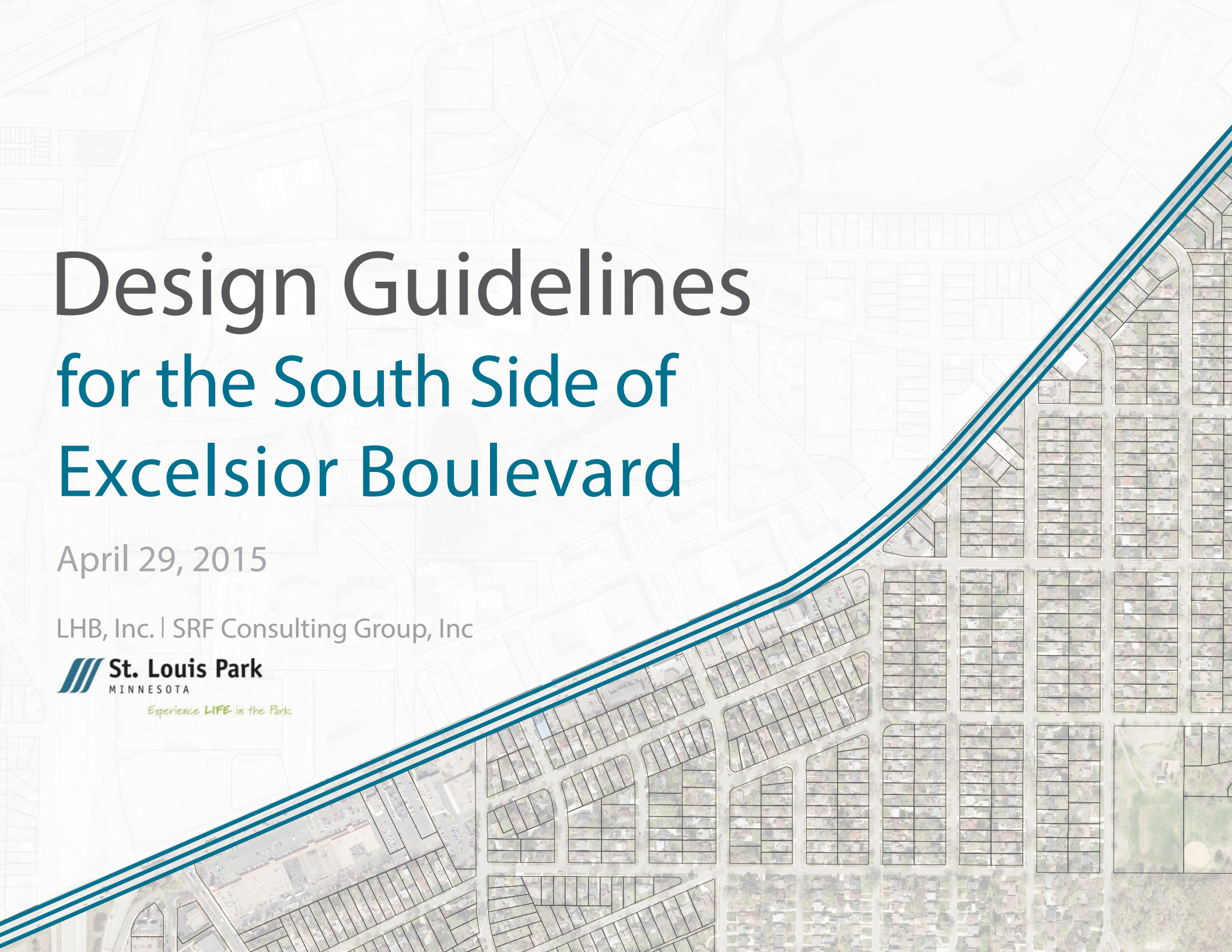




Design Guidelines for the South Side of Excelsior Boulevard

April 29, 2015

LHB, Inc. | SRF Consulting Group, Inc



Experience LIFE in the Park

Design Guidelines for the South Side of Excelsior Boulevard

Client

St. Louis Park



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Introduction



Figure 1.1 Existing image of Excelsior Boulevard at Natchez Ave/Grand Way.

Introduction

Creating a set of guidelines to shape the future of the south side of Excelsior Boulevard is a forward-looking action intended to enhance the ways the study area fits an important community corridor. The process is not reactive; during the planning process there were no imminent proposals for change. But just as important, the interests of neighbors are served as they contemplate a longer term view of primarily commercially-zoned parcels that immediately abut a residential area.

The guidelines address a series of parcels that exist in a narrow band along the south side of Excelsior Boulevard between Quentin Avenue and France Avenue. Guidance

is offered to shape:

- **the public realm**, ensuring the qualities of an extensive streetscape that defines Excelsior Boulevard are recognized as new investment occurs;
- **site design**, directing key components of the configuration of a site to maintain focus on goals related to a walkable public realm;
- **building design**, affirming the ways in which the most dominant element of a parcel establishes consistency in quality, orientation, and experience;
- **neighborhood interface**, establishing clear directions

for the ways in which development within the study area is defined relative to residential neighbors to the south; and

- **traffic, access, and parking**, suggesting patterns of movement for vehicles that are efficient and safe and encouraging integration of elements that support the use of the site with its overall design character.

These guidelines are intended as a tool to creatively shape development. They aim at intentions first, and then support the stated intentions with a series of design directions. Proponents of new development or investment might find ways to satisfy the intentions of



Figure 1.2 Possible future building design along Excelsior Boulevard.

the guidelines in ways that do not perfectly align with their more specific guidance. In this way, the guidelines are not prescriptive, but provide a way of offering guidance to developers and property owners, neighbors, and the city—all parties who have an interest in creating enduring patterns of development in the study areas oriented to goals established or reinforced during the planning process.

The guidelines do not replace the city's zoning regulations. For someone seeking to create something they feel is a better fit to a difficult parcel—or even one where there are few development constraints—the guidelines aid in defining directions that align with broader goals for the

corridor. They provide a way of establishing consistency in investment beyond zoning.

The guidelines are not a mandate, and developers may choose to invest following patterns that align exactly with a parcel's zoning. But the process used to create the guidelines suggest a more inviting long-term view of parcels within the study area, should the intentions of these guidelines be addressed as change happens on sites. They demonstrate a preference arrived at through a dialog with interested stakeholders—property owners and neighbors, and they suggest a way of extending that dialog with those who choose to make change along the south side of Excelsior Boulevard.

Context and Conditions

Context and Conditions



Miracle Mile Zone near Park Nicollet Blvd.



Excelsior and Grand Zone, at Natchez Ave



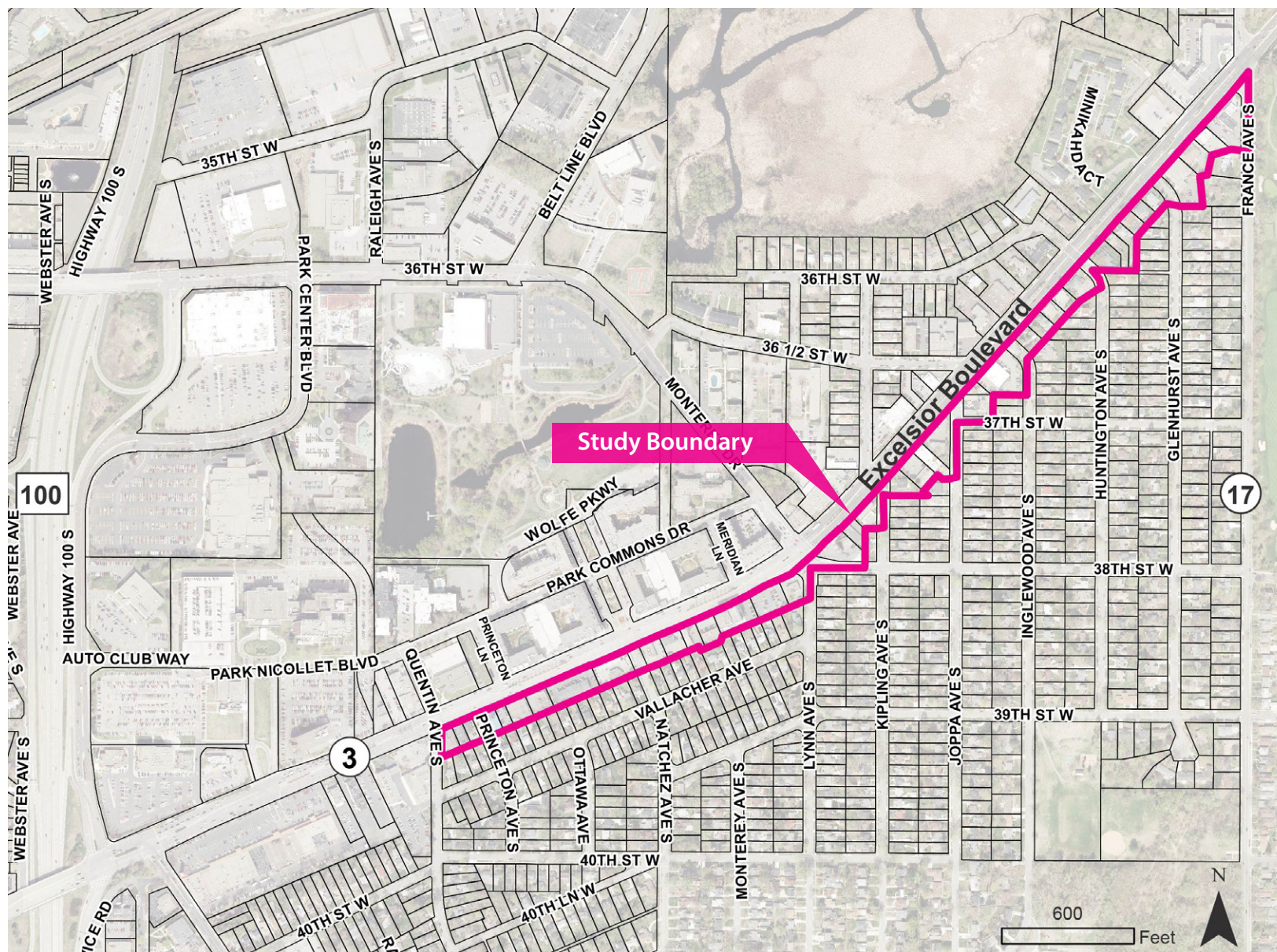
Small scale development, set close to the street



Ellipse Zone, NE of Huntington Ave

Context

The study area exists largely as a narrow band of properties along Excelsior Boulevard's south side between Quentin Avenue and France Avenue. In many cases, the parcels are less than 150 feet deep and not more than 54 feet wide, and in some cases, the parcels are oddly shaped, making redevelopment difficult. Development character varies among the parcels, sometimes with buildings advancing near the sidewalk along Excelsior Boulevard and at other times buildings receding to the rear of a site with parking being prominent and near the street.



Context and Conditions

Zone	General Location	General Character
Park Nicollet	North side of corridor, TH 100 to Quentin Ave	Large scale development, set back from sidewalk
Miracle Mile	South side of corridor, Woodale Ave to Quentin Ave	Large scale development, set back from sidewalk
Excelsior and Grand	North side of corridor, Quentin Ave to Monterey Drive	Large scale development, set back from sidewalk
Study Area	South side of corridor, Quentin Ave to France Ave	Small scale development, set near sidewalk or set back from sidewalk
Neighborhood Commercial	North side of corridor, Kipling Ave to Huntington Ave	Moderate and small scale development, set near sidewalk
Ellipse	North side of corridor, Huntington Ave to France Ave	Moderate scale development, set near sidewalk or set back from sidewalk

Figure 1.5 Corridor context zones

Corridor Context

To understand the study area, one needs to consider the entirety of the Excelsior Boulevard corridor. An early dialog with the Task Force emphasized the study area as one piece of the corridor's fabric, with patterns that stand apart from other stretches of the corridor. Broadly, development along the corridor might be characterized in five zones (see Figures 1.7 and 1.8).

The varying characters of development along Excelsior Boulevard extend through decades of its evolution. Perpetuating that character seems an appropriate guide and a way of maintaining the sense of a varied experience along Excelsior Boulevard, and recognizes the way people in St. Louis Park have viewed the corridor for just about as long. In framing guidelines, the underlying character might be viewed as one of the baselines

influencing future character of development. In this way, the scale and pattern of development in the study area might evolve, but not in ways that might appear foreign to Excelsior Boulevard.

Regulatory Context

Properties in the study area fall into three zoning classifications. While the details of specific zoning should rely on the city's zoning ordinance, the general requirements for each of the three zoning classifications can be summarized in Figure 1.11.

For commercial properties in St. Louis Park, the city uses a method of determining parking requirements based on use. This is especially important on parcels within the study area, where sites are small but the buildings might accommodate a range of uses, each driving a different demand for parking. This "registration of land

use" method assures that parking supporting an activity on a parcel is determined by the use, not the zoning classification. In doing this, a restaurant with a high parking demand could not occur on a site where the necessary parking could not be accommodated.

Land use was not a consideration in the study of the south side of Excelsior Boulevard. The guidelines, from the perspective of land use context, do not recommend changes in land use or zoning. As a result, the patterns of primarily commercial use along the boulevard is perpetuated, as is the position of a few blocks of residential use. It should be noted that the Task Force has indicated it would not object to a reconsideration of the residential land use, particularly related to diversity of residential development in these few blocks.

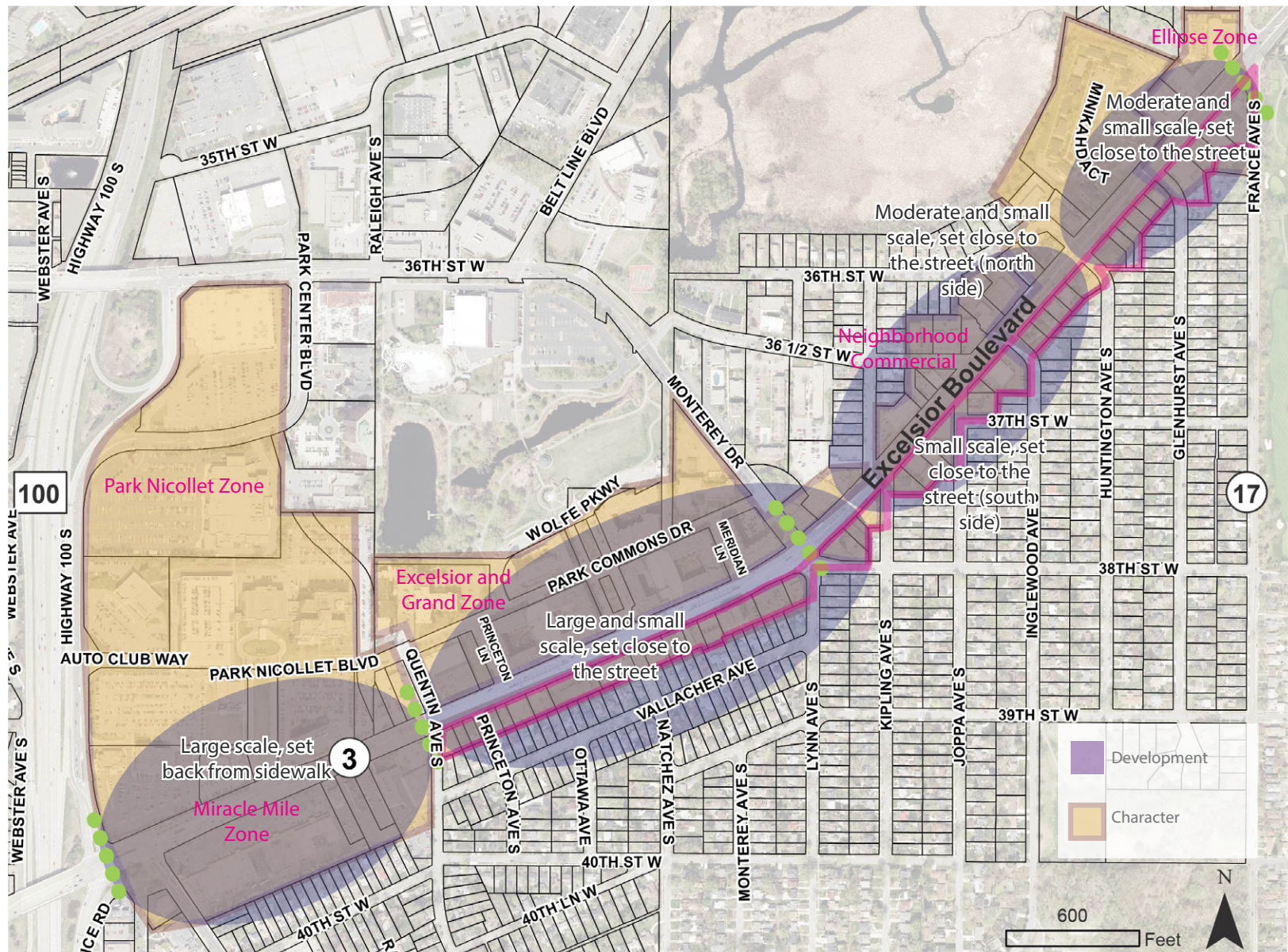


Figure 1.6 Excelsior Boulevard corridor context zones

Context and Conditions

Current Zoning, Generally	C-1 Neighborhood Commercial	C-2 General Commercial	R-3 Two-family Residence
Purpose and Effect	The purpose of this C-1 neighborhood commercial district is to provide for <i>low-intensity, service-oriented commercial uses for surrounding residential neighborhoods</i> . Limits will be placed on the type, size, and intensity of commercial uses in this district to ensure and protect compatibility with adjacent residential areas.	The purposes of the C-2 general commercial district are to: (1) Allow the <i>concentration of general commercial development for convenience of the public and mutually beneficial relationship</i> to each other in those areas located away from residential areas designated by the comprehensive plan; (2) Provide space for community facilities and institutions that appropriately may be located in commercial areas; (3) Provide adequate space to meet the needs of modern commercial development, including off-street parking and truck loading areas; (4) Minimize traffic congestion; and (5) Carefully <i>regulate the intensity of commercial development</i> as it refers to both internal site factors and external impacts.	The purpose of the R-3 two-family residence district is to provide <i>appropriately located areas for one-family and two-family dwelling units on parcels of reasonable size</i> ; ensure adequate light, air, privacy and open space for each dwelling unit; provide institutional and community services such as parks, schools, religious facilities, and community centers supportive of a residential area while safeguarding its residential character; protect residential properties from noise, illumination, unsightliness, odors, dust, dirt, smoke, vibration, heat, glare, high traffic volumes and other objectionable influences.
Height	3 stories or 35 ft	6 stories or 75 ft (certain conditions allow for greater height)	3 stories or 35 ft
Floor Area Ratio	1.2	2.0	0.25
Density	na	na	11 units per acre
Yard, front	5 ft	5 ft	25 ft
Yard, side	15 ft abutting street, 0 ft or match adjacent residential	15 ft abutting street, 0 ft or match residential if adjacent (plus additional if taller than 35 ft)	15 ft abutting street, 7 ft and 5 ft (single family) 9ft and 6ft (duplex)
Yard, rear	20 ft 10 ft abutting alley	0 ft if under 35 ft and not adjacent residential; 15 ft if adjacent residential 1/2 building height if height is 35 ft or greater	25 ft

Figure1.7 Zoning table

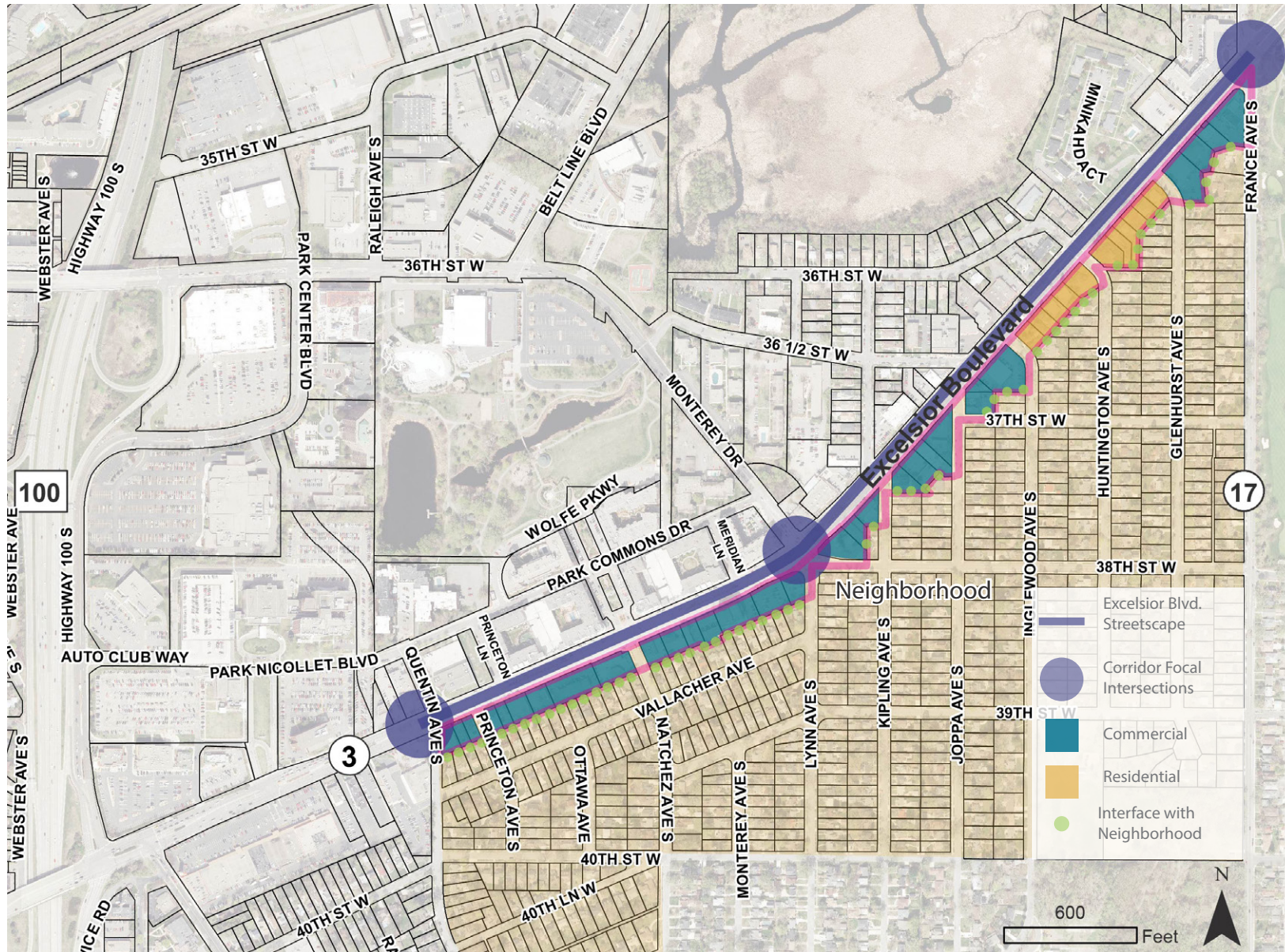


Figure 1.8 Current residential and commercial zoning

Process and Schedule



Figure 1.9 Images from the first neighborhood meeting, March 19 2014.

Planning Process

The process of defining guidelines for the South Side of Excelsior Boulevard focused on two primary methods of receiving input from the community: two neighborhood meetings, the first of which occurred at the outset of the planning process; and Task Force meetings that occurred throughout the planning process.

Neighborhood Meetings

The first of two neighborhood meetings occurred at the beginning of the planning process. At the meeting, attendees worked in small groups to respond to a series of questions and then shared the highlights of their work with the larger assembled group. Input was varied, as summarized on the following pages, but key concerns

and ideas focused on creating walkable and safe experiences. At the meeting, the following goals floated to the surface as being important to the development of the south side of Excelsior Boulevard:

- Protecting neighborhood interests
- Drawing other cities to replicate our non-conforming vision
- Creating human-scaled buildings that invite walkability
- Establishing a unified fence between commercial and residential properties
- Recognizing that over a 20-year time horizon, anything is possible

In one of the exercises, meeting participants were asked to assess their sense of the potential for change for parcels within the study area. While the groups recognized many of the parameters involved in making change happen, most suggested that nearly all the parcels in the study area would eventually change. The notion of eventual change became important in meetings with the Task Force and in framing guidelines for parcels in the study area.

A second neighborhood meeting occurred later in the planning process and included a review of the process and the directions that evolved through interactions with the Task Force. General reaction to the proposed guidelines was positive, with questions being addressed to details of the guidelines and methods of eliminating



billboards (which was not addressed during this process, but is addressed by other sections of the city ordinances).

During Neighborhood Meeting Two, participants raised questions or offered comments related to:

- **Allowed building heights:** the guidelines reinforce the underlying zoning, but allow some flexibility in height if it can be demonstrated that a better design can be achieved. For instance, a first floor height greater than 12 or 14 feet may be desirable, but may be limited for projects targeting three stories. The city may determine, in this case, that a better design can be achieved by allowing additional height (on the order of a few feet, most likely). Additional height may also
- **Billboards:** billboards were not addressed by the guidelines, but are controlled by other parts of the city's zoning ordinance.
- **Parking:** the underlying issue is one of quantity and management. The city uses a registration of land use methodology to control parking tied to the activity within a building. To date, that method has demonstrated good success in managing parking on sites.
- **Traffic:** new development or investment might increase traffic, but the incremental change would have to be compared to a fully functional and occupied (and zoning-compliant) use within the study area. It is unlikely that significant additional square footage of development could be achieved without major parcel assembly, and even then the likely change in traffic generation would be limited.
- **Development:** given the design guidelines, participants were interested to know if developers could do anything they want. In fact, a proposal for development must adhere to existing zoning or pursue a path to development using a planned unit development approach, in which case the city and

Process and Schedule

Engagement and Meeting Schedule

Neighborhood Meeting 1	Task Force Meeting 1	Task Force Meeting 2	Task Force Meeting 3A	Task Force Meeting 3B
March 19	April 22	May 6	May 27	June 3
City Council Chambers <ul style="list-style-type: none"> • Project introduction directed to need, process, outcomes • Issues definition • Questions • Solicitation for participation on task force 	Municipal Service Center <ul style="list-style-type: none"> • Project introduction focused on task force role • Neighborhood Meeting One review • Study area assessment • Vision discussion 	Citizens Bank Building <ul style="list-style-type: none"> • Detailed examination of issues • Study area needs, priorities, qualities • Possibilities for change 	Citizens Bank Building <ul style="list-style-type: none"> • Guideline topics definition • Guidelines investigations (part 1) 	Citizens Bank Building <ul style="list-style-type: none"> • Guidelines investigations (part 2) • Cross check of investigations

the developer would use these guidelines to direct development appropriately.

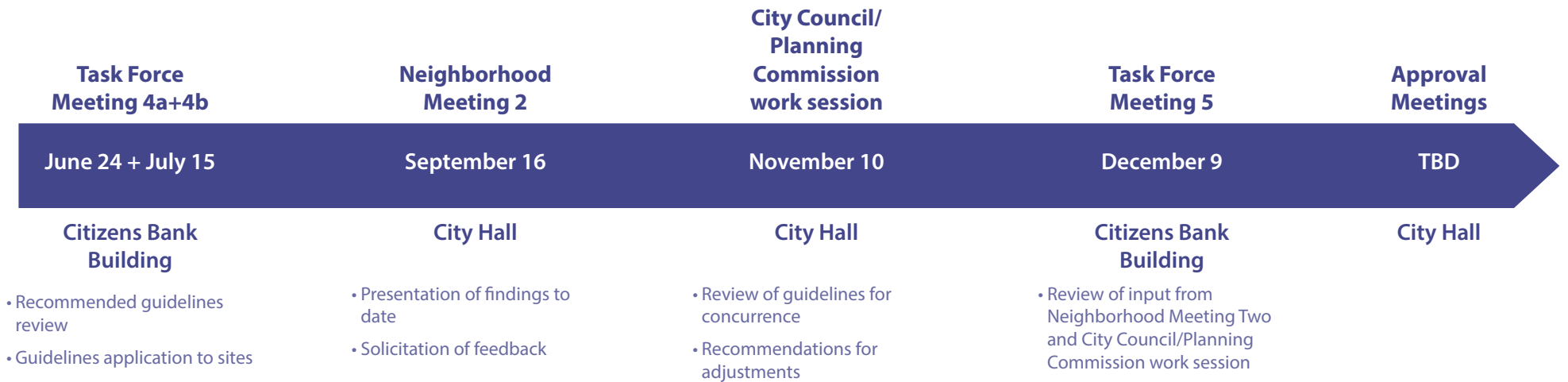
- **Pedestrian crossings:** the design guidelines do not change the character or function of the roadway or any crossings of Excelsior Boulevard. The goal, however, is to increase the pedestrian orientation of development along the south side of the boulevard, so further study may be required to ensure that increased pedestrian movements are safely accommodated considering the volumes of traffic on Excelsior Boulevard.
- **Trash and deliveries:** the guidelines suggest ways of accommodating the more utilitarian functions of development in ways that are integrated with the

design of the site and building. The nature of these functions might be coordinated by property owners to avoid conflicts with the use on the site—a strategy that would be prudent for the best use of the site. Turning movements were tested in demonstrations to ensure large vehicles could be reasonably accommodated.

- **Development focus:** participants wondered if development in the study area would be directed to a local population or have a more regional orientation. In fact, both are likely necessary for the success of the corridor, but the process did not address factors of market orientation.
- **Local character:** the orientation of the guidelines

toward Excelsior Boulevard character and local business, where possible, was appreciated. There needs to be incentives to stay for those businesses already located on the boulevard or to invest here for new businesses.

- **Cross easements:** the goal of a nearly continuous parking area behind buildings is facilitated by the use of cross easements for access. The nature of an incremental evolution is recognized, so the ultimate configuration of access and movement (and parking) can only be achieved with time. In the model that places parking behind buildings, easements for utilities may also be necessary.



Task Force Meetings

Meetings of a Task Force composed of volunteer stakeholders were organized as dialogs between members, staff, and consultants. In each of the two-hour meetings, the focus was on a guided discussion among the various interests of represented by the Task Force. Meeting Four (which focused on a discussion of draft guidelines and actually occurred during two meetings) resulted in an essential consensus on the character of development in the study area, its orientation to both Excelsior Boulevard and the neighborhood, and accommodating necessary site functions. It's probably unfair to characterize consensus as unanimous agreement because some members of the Task

Force were not present during the second session of Meeting Four, but members present determined that an incremental evolution of this part of the Excelsior Boulevard corridor following the draft guidelines—with amendments as they noted during their review—would be appropriate.

Goals, Themes and Directions

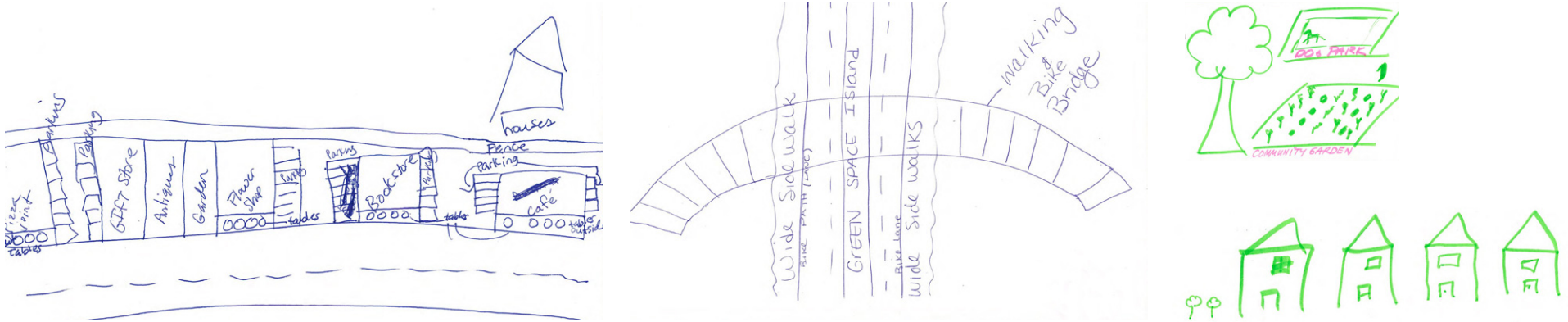


Figure 1.10 Images created by participants at the first neighborhood meeting.

Significant Directions

Several significant directions came out of these meetings:

- **Placing buildings near the sidewalk at Excelsior Boulevard**, reinforcing the pedestrian realm and better defining the sense of street edge
- **Establishing a zone for parking generally behind buildings** with the potential for cross easements to create continuous parking accessed from cross streets and, in some locations, directly from Excelsior Boulevard with parking located alongside buildings
- **Creating separation from the neighborhood** to limit intrusion of light, noise, pollution, and people through a continuous physical and landscaped barrier focused on a ten foot wide zone at the south side of the Excelsior Boulevard parcels

Development Pattern

Establishing guidelines for the south side of Excelsior Boulevard is a process that involves more than offering directions for individual parcels. In this process, several key patterns were recognized for the study area—patterns that apply broadly to all parcels:

- **Patterns of land use** are directed to underlying zoning, with most of the corridor being commercial in its orientation and the blocks between Inglewood Avenue and Glenhurst Avenue being multi-family residential;
- **Reinforcement of the streetscape** of Excelsior Boulevard, particularly in ways that support an active and more pedestrian public realm;
- **Creation of highlights** through enhanced site or

building development at key Excelsior Boulevard thresholds at Quentin Avenue, Monterey Avenue, and France Avenue;

- **A definitive and continuous interface** between the parcels that comprise the study area and the single family neighborhood to its south.

The guidelines for the south side of Excelsior Boulevard build upon these basic patterns as a means of creating a more integrated and holistic experience.

Draft Guideline Creation: Themes

Heterogeneous... varied, mixed, diverse—in both character and activity...like the Boulevard has been and is today

A place of visible human activity... where walking and biking gain equal footing with cars on the Boulevard, especially as connections are reinforced with the neighborhood

Punctuated by unique highlights... through buildings or publicly-implemented features, these highlights mark the South Side and reinforce its place as a part of the Boulevard

Connected at the public realm... allowing the character of the streetscape to be a significant part of the experience, with private realm spaces knitted to the streetscape to support the Boulevard and its human activity

Walk-able, bike-able, and park-able... where development doesn't give up on cars, but patterns aren't dominated by the infrastructure needed to support them and the resulting experience is comfortable and safe

Integrated with the neighborhood... perhaps in some places more tightly than in others, but wherever the interface happens, it becomes a place of value, not neglect

Varied in form and pattern... with some buildings pulled forward to the Boulevard and others pushed back—even on adjacent parcels, but always presenting an active face on the Boulevard and enduring

Both “stay-at” and “go-to”... having places focused on serving the neighborhood and places that attract others into the corridor, and between introduced and indigenous activities/uses

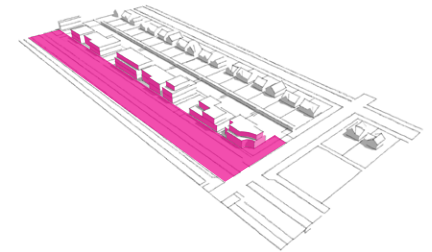
Attractive, in all of its forms... bringing people and business that lend life, vitality, and activity to the corridor, but also having the built and natural forms result in patterns that are endearing and enduring

Design Guidelines Overview

1. BOULEVARD EXPERIENCE

The south side of Excelsior Boulevard is not homogeneous in its activity or experience, with a mix of commercial and residential land uses and a variety of architectural styles reflecting of both use and era of development. It's a pattern that has typified the Boulevard for decades, and one that should be perpetuated as its South Side evolves.

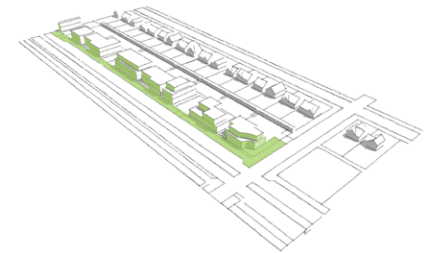
*Therefore, the intention is for a Boulevard experience that is **mixed in activity**, with **appropriately scaled and aggregated residential and commercial uses**; and that results in buildings and sites that are **stylistically harmonious, but not uniform**.*



2. PUBLIC REALM

The streetscape of Excelsior Boulevard establishes a consistent image for the length of the corridor, particularly considering the median. The public realm of the Boulevard should be reinforced with uses and built forms that reinforce the notion of visible human activity, creating a greater sense of comfort and safety and reinforcing the notion of a walkable and bike-able place.

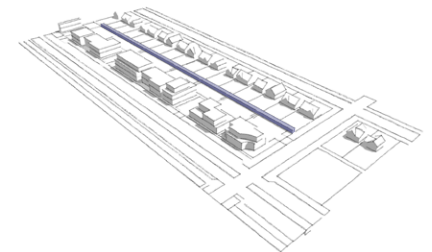
*Therefore, the public realm shall result in an **engaging site and building frontage**—particularly at commercial building faces or the spaces between the sidewalk and the building face—to **bring life and energy to the street and sidewalk**.*



3. NEIGHBORHOOD INTERFACE

The immediate relationship between the Excelsior Boulevard fronting properties and the neighborhood to the south should be valued as a pattern, whether the two are integrated or separated. The placement of buildings and the constructed features have the potential of intruding upon neighbors, but handled well, new development might enhance the livability of the neighborhood.

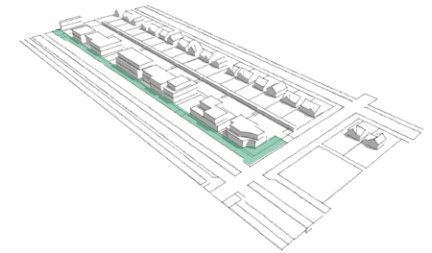
*Therefore, the neighborhood interface shall be a **place of value**—whether it's a zone of integration or separation, with both the new development and the neighborhood benefiting from the immediate relationship.*



4. SITE DESIGN

Sites surrounding buildings vary in space, form and character along the Boulevard, with some focused on accommodating support functions and others offering some level of amenity, mostly related to landscaping. In an evolution of the South Side, the metamorphosis might more directly address how people and human activity are accommodated as a part of the site design.

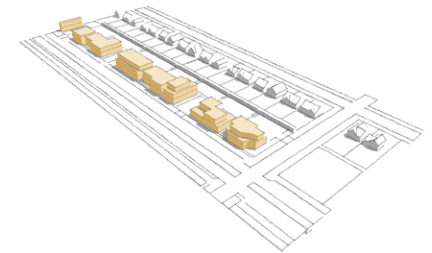
*Therefore, sites shall be developed with a **strong orientation to human scale and experience**, even in those components of the site directed to activity supporting functions.*



5. BUILDING DESIGN

Buildings are the most prominent element of the corridor. On the South Side, parcel size limits the ways buildings can be placed, but the ways in which they are designed can perpetuate the long-term patterns of a varied corridor. Equally important, buildings should relate to the human activities of the Boulevard—in scale, orientation, and detail.

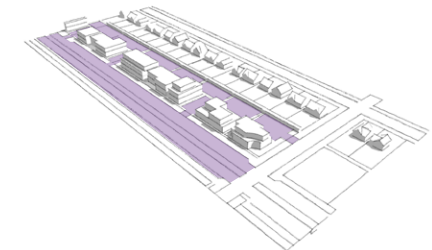
*Therefore, buildings shall be designed in ways that are **“read” as part of a human-scaled experience of Excelsior Boulevard** and that perpetuate their presence on the Boulevard, **accommodating a range of uses over their lifetimes**, allowing the buildings to become ingrained in the patterns of the Boulevard.*



6. TRAFFIC, ACCESS and PARKING

While there may be a desire to better accommodate walking and biking, cars will remain a fixture of the Boulevard. Their presence and movement bridges between public and private realms as much as any other corridor elements, so how they leave the street and are accommodated on sites needs to be a core piece of the design of the South Side.

*Therefore, the patterns of vehicle movement shall be addressed in ways that support their presence but **limit their impact on human activity** and adjacent different uses, and that result in space on sites that are designed for people, not merely for function.*



Design Guidelines

1. BOULEVARD EXPERIENCE

The south side of Excelsior Boulevard is not homogeneous in its activity or experience, with a mix of commercial and residential land uses and a variety of architectural styles reflecting of both use and era of development. It's a pattern that has typified the Boulevard for decades, and one that should be perpetuated as its South Side evolves.

*Therefore, the intention is for a Boulevard experience that is **mixed in activity**, with **appropriately scaled and aggregated residential and commercial uses**; and that results in buildings and sites that are **stylistically harmonious, but not uniform**.*

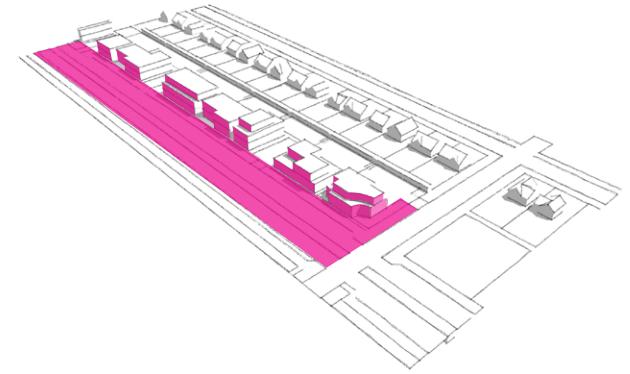


Figure 1.11 Typical block layout showing areas affected by boulevard experience design guidelines.

Guidelines

- 1.1 Development patterns shall perpetuate the mix of uses by adhering to current zoning and land use guidance to create a corridor that is **primarily commercial in orientation, with residential uses separating commercial activities** into nodes focused near France Avenue and between Quentin Avenue and Inglewood Avenue. These guidelines are intended to promote **vitality in the businesses that line Excelsior Boulevard**, in buildings that form a distinct transition between the boulevard and the neighborhood.
- 1.2 These guidelines shall be used to encourage **consistent investment in properties, either by reinvestment or through redevelopment**, that assures property owners, business owners and neighbors of the long-term character of development, but not in ways that limit creativity or force directions that cannot be economically supported.
- 1.3 To reinforce the experience of Excelsior Boulevard, development shall encourage **street level human activity, whether the activity is commercial or residential in orientation**. For commercial parcels, in particular, development shall provide inviting spaces that bring human activity near the sidewalk at Excelsior Boulevard.
- 1.4 While the corridor is a major vehicle corridor, the public realm and development shall **accommodate those movements that do not rely on personal vehicles**.



1.1, 1.2, 1.3,



1.1, 1.2, 1.3, 1.4, 1.5



1.4, 1.5, 1.6



1.4, 1.5

Figure 1.12 Images showing elements of the boulevard experience.

1.5 Several locations along Excelsior Boulevard define “gateways” to the corridor and merit special attention in site and building design. In particular, special site or building features (including, but not limited to, public art, articulation of building elements to emphasize publicly-oriented building elements, special landscape features or treatments, and signage, if approved by the city) are encouraged at Excelsior Boulevard’s intersections with Quentin Avenue, Monterey Avenue, and France Avenue.

1.6 The City of St. Louis Park has a keen orientation to sustainability, even to the degree that it is becoming a keystone quality of the community. The city’s orientation to sustainability shall be reflected in development on Excelsior Boulevard’s south side in ways that are measurable and demonstrate significant improvements in energy and water use and stormwater management intersections with Quentin Avenue, Monterey Avenue, and France Avenue.

Design Guidelines

2. PUBLIC REALM

The streetscape of Excelsior Boulevard establishes a consistent image for the length of the corridor, particularly considering the median. The public realm of the Boulevard should be reinforced with uses and built forms that reinforce the notion of visible human activity, creating a greater sense of comfort and safety and reinforcing the notion of a walk-able and bike-able place.

*Therefore, the public realm shall result in an **engaging site and building frontage**—particularly at commercial building faces or the spaces between the sidewalk and the building face—to **bring life and energy to the street and sidewalk**.*

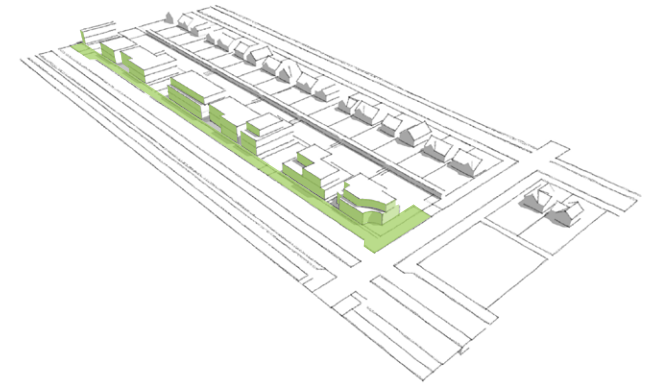


Figure 1.13 Typical block layout showing areas affected by public realm guidelines.

Guidelines

- 2.1** The character of streetscape elements from Excelsior Boulevard shall be extended into publicly accessible private spaces along the corridor (at either Excelsior Boulevard or crossing streets) to establish the sense of a **continuous public realm and a safe, inviting, walking-focused public realm outside of the roadway**.
- 2.2** At the point of transition to the neighborhood, there shall be a **clear demarcation of the neighborhood “entry” created within the public realm** and focused on areas of the right-of-way outside of the curbs.
- 2.3** Where transit facilities exist along the corridor, **the design of sites shall be organized to support transit with safe, convenient, and protected amenities** for transit users. To the extent possible, features supporting transit shall be incorporated into the design of a site and/or building.
- 2.4** Sidewalks along Excelsior Boulevard shall be established at not less than **10 feet wide**, with at least six feet clear of obstructions along the length of any property.
- 2.5** The **presence of on-street parking** shall be incorporated into the patterns of the public realm and the overall site design by **providing safe and accessible passage for those parked in on-street spaces**. In accordance with city policies, on-street spaces along the frontage of a property may be counted as a part of the parking supply for that parcel.



2.3



2.4



2.5



2.1, 2.4, 2.5

Figure 1.14 Images showing elements of the public realm.

Design Guidelines

3. NEIGHBORHOOD INTERFACE

The immediate relationship between the Excelsior Boulevard fronting properties and the neighborhood to the south should be valued as a pattern, whether the two are integrated or separated. The placement of buildings and the constructed features have the potential of intruding upon neighbors, but handled well, new development might enhance the livability of the neighborhood.

*Therefore, the neighborhood interface shall be **a place of value**—whether it's a zone of integration or separation, with both the new development and the neighborhood benefiting from the immediate relationship.*

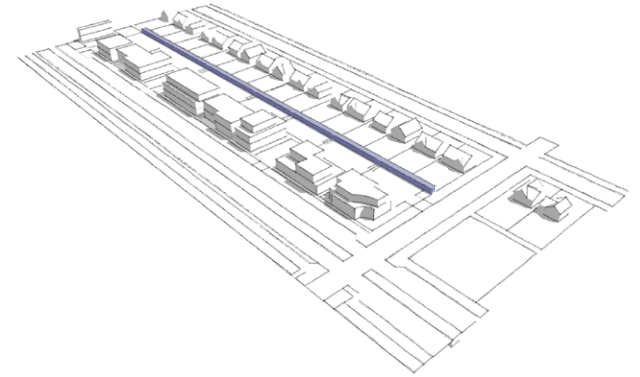


Figure 1.15 Typical block layout showing area affected by neighborhood interface design guidelines.

Guidelines

- 3.1** With the goal of efficiency in use of the site while protecting adjacent properties, sites shall be organized and buildings placed to **minimize the intrusion of light, noise, activity, and other negative impacts of commercial development** into neighboring residential properties.
- 3.2** To establish continuity along the interface with and separation from the residential properties to the south, **a boundary zone shall be created of not less than 8 feet in width and continuous along the entirety of the Excelsior Boulevard parcel** using materials and treatments that are enduring and create value for properties on both sides of the boundary. The goals of minimizing intrusions (see 3.1) from commercial properties past the boundary area a primary goal. Should the separation result in yard space on the residential side, that space shall be maintained perpetually by the Excelsior Boulevard use.
- 3.3** Because the preferred location for parking supporting a building's use is behind the building and nearest the residential neighborhood, **the design of the separation must address the impacts of vehicles using the parking areas** and practices to manage the parking area when the building is not active.
- 3.4** To further define the boundary between commercial and residential properties, **separation shall prevent easy access to it by pedestrians.**
- 3.5** Service functions for buildings may occur in the zone nearest the residential neighborhoods. **To limit the impacts of these activities, regular services shall be directed to times that limit impacts on neighbors.**



3.2, 3.4



3.2, 3.4



3.1, 3.2, 3.4



3.1, 3.2, 3.4

Figure 1.16 Images showing possible neighborhood interface treatments.

Design Guidelines

4. SITE DESIGN

Sites surrounding buildings vary in space, form and character along the Boulevard, with some focused on accommodating support functions and others offering some level of amenity, mostly related to landscaping. In an evolution of the South Side, the metamorphosis might more directly address how people and human activity are accommodated as a part of the site design.

*Therefore, sites shall be developed with **a strong orientation to human scale and experience**, even in those components of the site directed to activity supporting functions.*

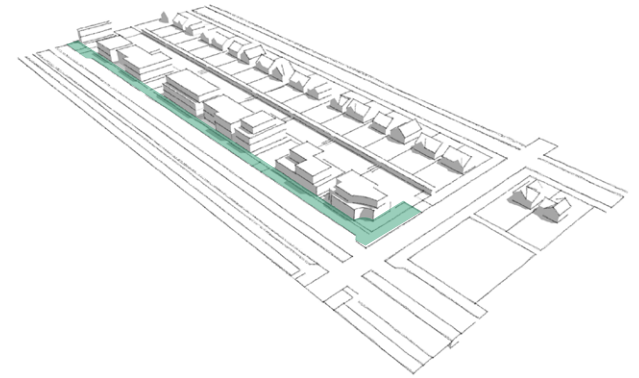


Figure 1.17 Typical block layout showing areas affected by site design guidelines.

Guidelines

- 4.1** As a whole, sites shall be designed to support the notion of an Excelsior Boulevard corridor oriented to **human-scaled experiences, to maximizing “green” space on sites and the feeling of a “green” corridor**, screening of functional site elements so that **human activities and spaces for visible human activity on sites are prominent**, and to placing buildings where they best reinforce activity and an orientation to Excelsior Boulevard.
- 4.2** To facilitate coherent and efficient patterns on sites, ease of function, consistency in addressing Excelsior Boulevard and the neighbors to the south, and facilitate opportunities for sharing functional areas, **parking areas shall be located continuously along the rear portion of each site or shall provide for connections between parcels along this portion of each site**. Parcels at ends of blocks must provide access at that location. **Parked cars shall be screened from views from adjacent residential sites** through the use of plantings or permanent screening.
- 4.3** **Sites may be accessed from Excelsior Boulevard directly**, provided the access point considers a point of access shared with the adjacent parcel. In the event the patterns of site development use an access point on Excelsior Boulevard, the **site plan shall still provide a connection to parking located behind buildings** on at least one side of the site.
- 4.4** To establish continuity along the public realm and to screen parking from public view, **parking areas along Excelsior Boulevard and any crossing streets shall be screened by architectural features or plantings**. Architectural features, if used, shall be designed to reflect the patterns and materials of the primary building on the parcel; plantings, if used, shall be composed of combinations of evergreen and deciduous shrubs and perennials that allow for interest in all seasons. Plantings shall include over-story trees to provide shade over the public sidewalk and a sense of continuity in a plane generally aligning with the street-facing façade of the building.

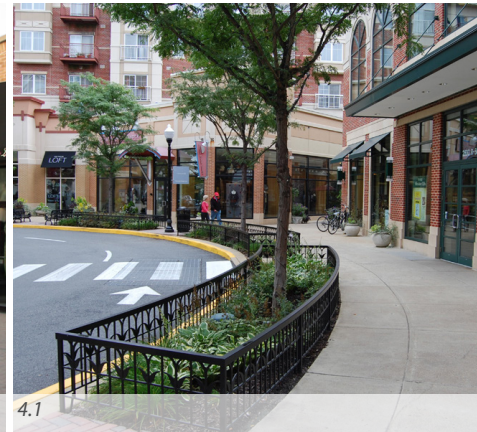


Figure 1.18 Images showing possible site design treatments.

4.5 Development density for parcels shall be guided by existing city controls, although limited site areas for unaggregated parcels will naturally limit development based on a lack of available space for parking, and unless methods of accommodating parking other than surface parking are used, city controls will limit density on even aggregated parcels.

4.6 Drive-up windows or drive-through facilities are discouraged due to limited site area for stacking based on the smaller parcel sizes, unless it can be clearly demonstrated that those facilities do not impede the creation of or intrude upon pedestrian zones or create negative impacts on nearby residential parcels.

4.7 Service areas (including trash and recycling enclosures, loading areas, and other building support functions) that are within the building or screened with materials that extend from the building are preferred. Access to any service area must occur from within the parcel and shall be located in ways that limit the maneuvering necessary for access by any service vehicle. Service areas separated from buildings shall be screened by permanent materials that substantively match the materials, patterns, and details used in the building, with landscaping that is an extension of the landscape patterns of the site. The service area shall be located so that no direct views into a service area occurs from a public street or from a walkway serving the primary building entry.

Design Guidelines



Figure 1.19 Images showing possible site design treatments.

- 4.8** Walkways between a public sidewalk and the primary building entry shall highlight the path to the primary building entry through architectural features, landscaping, and lighting. Walkways that are covered or partially covered by architectural features are encouraged, provided those features are designed consistent with the materials and patterns of the building.
- 4.9** A walkway that crosses a vehicular path or parking area shall extend the sidewalk materials through the vehicular path or parking area.
- 4.10** Lighting used on sites shall be consistent in color and designed to prevent trespass of illumination onto adjacent sites. To the extent practicable, lighting shall be integrated with the design of buildings. Lighting sources shall not be visible.
- 4.11** Any landscape improvements proposed as a part of a plan for development shall become the requirement for planted improvements. Any plantings that die must be replaced, unless it can be demonstrated that the growth of other plants fulfill the purpose of the originally planned and planted materials.



4.2

Figure1.20 Continuous, connected parking lots behind buildings.

Design Guidelines

5. BUILDING DESIGN

Buildings are the most prominent element of the corridor. On the South Side, parcel size limits the ways buildings can be placed, but the ways in which they are designed can perpetuate the long-term patterns of a varied corridor. Equally important, buildings should relate to the human activities of the Boulevard—in scale, orientation, and detail.

Therefore, buildings shall be designed in ways that are “read” as part of a human-scaled experience of Excelsior Boulevard and that perpetuate their presence on the Boulevard, accommodating a range of uses over their lifetimes, allowing the buildings to become ingrained in the patterns of the Boulevard.

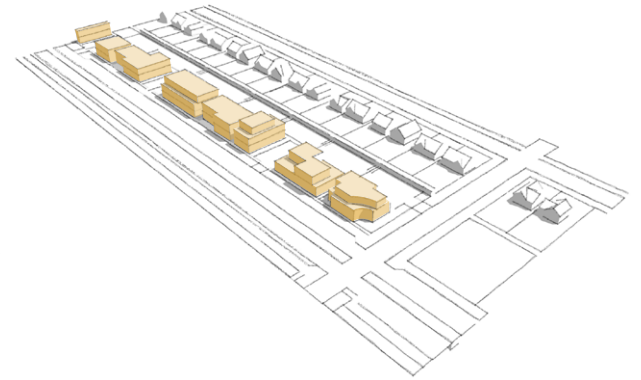


Figure 1.21 Typical block layout showing areas affected by building design guidelines.

Guidelines

- 5.1 The mass of a building on a site shall occur on a parcel in ways that reinforce the public realm as a **mixed mode, varied, and human-scaled corridor** while protecting residential neighbors, with the **primary mass of the building pulled “forward” on a parcel.**
- 5.2 Current zoning ordinances limit building heights, but **flexibility in overall height may be permitted if the design demonstrates the benefits to the experience of the corridor** or if the building or site includes features benefiting the community.
- 5.3 The design of buildings shall address all sides of the structure in terms of **designed character, materials, fenestration, and details**, with ornament and signage that is integral to the overall building design.
- 5.4 Buildings shall be placed to **reinforce the pedestrian orientation of Excelsior Boulevard** with most of their street-facing façade occurring at or near the front property line.
- 5.5 Building taller than two stories shall have the upper floors set back from street frontages at least 10 feet as a means of maintaining a more human-scaled experience along Excelsior Boulevard.
- 5.6 Building materials and details shall be **holistic in design** (not additions or used solely for the purpose of ornament) and not materials that are representations of other materials (such as manufactured stone or false brick). **Materials shall be durable and constructed with a sense of human craft.** Termination of materials or changes in materials across a façade shall occur in ways that are integral to the material used; in particular, a change in materials at exterior corners is discouraged. Details of construction and materials shall be scaled to human experiences, particularly at street level facades along Excelsior Boulevard.



5.1, 5.3, 5.4, 5.6



5.1, 5.3, 5.4, 5.7, 5.8, 5.11, 5.12



5.1, 5.3, 5.4, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12

Figure 1.22 Images showing possible building types and configurations.

5.7 Walls oriented to streets shall be articulated with doors and windows to encourage interaction between the public sidewalk and the interior of commercial street level uses. No section of wall longer than 24 feet shall be void of windows or doors. A door oriented to Excelsior Boulevard shall remain accessible during typical business hours.

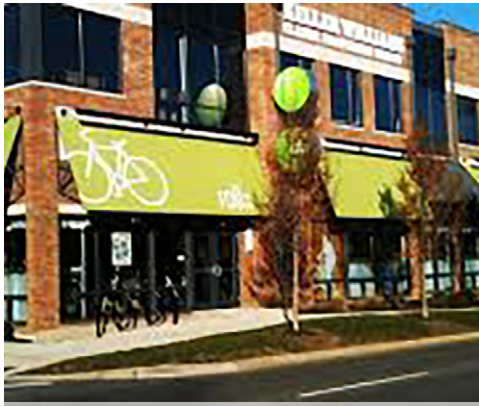
5.8 Windows at street level shall be transparent and be sufficient in extent to highlight a sense of human activity in the building at each level of the building.

5.9 For residential buildings, features that highlight human activity—or the sense of human activity, such as terraces, balconies, or other outdoor private or common spaces, shall be a part of the design of residential buildings.

5.10 Vehicle entry doors shall not be oriented to Excelsior Boulevard.

5.11 The design of the building shall highlight the building entry through architectural elements, lighting, landscape elements, or other features that call attention to the entry, and the building entry shall always be oriented to and clearly visible from Excelsior Boulevard. Other building entries may be highlighted, but shall not take precedence over an entry oriented to Excelsior Boulevard. A parcel with frontage on two streets may utilize a corner entry that gives equal prominence to Excelsior Boulevard and the intersecting street. At entries, the door itself shall be designed to be the focal of the entry experience.

Design Guidelines



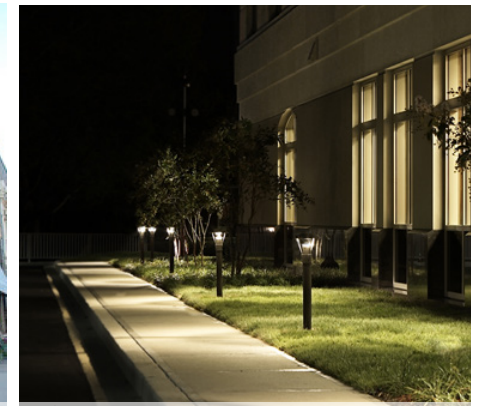
5.7, 5.8, 5.12



5.7, 5.8, 5.12



5.7, 5.8, 5.11, 5.12



5.13

Figure 1.23 Images showing possible building types and configurations.

5.12 Signage shall be designed to be integral to the building, shall not obscure architectural features or elements, and shall be limited to street level facades. Signs that project over sidewalks are encouraged. While these guidelines encourage a balance between the vehicle-dominated environment of the roadway and the pedestrian nature of Excelsior Boulevard's sidewalk areas, signage is encouraged to be scaled to the experience of the pedestrian.

5.13 Lighting used as a part of the building shall be consistent with the color of lighting used on sites. Lighting on buildings shall be designed to illuminate features of the building or site spaces, but not to indiscriminately spread illumination across building facades or sites.



5.1, 5.3, 5.4, 5.6, 5.7, 5.8, 5.11, 5.12

Figure 1.24 Possible building configuration.

Design Guidelines

6. TRAFFIC, ACCESS and PARKING

While there may be a desire to better accommodate walking and biking, cars will remain a fixture of the Boulevard. Their presence and movement bridges between public and private realms as much as any other corridor elements, so how they leave the street and are accommodated on sites needs to be a core piece of the design of the South Side.

Adequate parking and convenient access is necessary to support redevelopment or reinvestment in parcels, but the focus on development on sites should be directed to buildings and site spaces, not parking. Because of the incremental nature of development and redevelopment activities on the south side of Excelsior Boulevard, guidance for three scenarios for parking are described:

- Redevelopment of an individual parcel
- Concurrent redevelopment of adjacent parcels under separate ownership
- Assembly of several adjacent parcels into a larger redevelopment site

*Therefore, the patterns of vehicle movement shall be addressed in ways that support their presence but **limit their impact on human activity** and adjacent different uses, and that result in space on sites that are designed for people, not merely for function.*

Guidelines

- 6.1** In general, **parking shall be organized to provide adequate on-site parking** to minimize the need for on-street parking and impacts on adjacent neighborhoods. **Shared parking is encouraged between parcels** on the south side of Excelsior Boulevard between Quentin Avenue and France Avenue. Consistent with the north side, on-street parking bays on the south side of Excelsior Boulevard may be permitted. Additional analysis and approval by Hennepin County will be required to determine their location, need, and justification.
- 6.2** **Parking supply in excess of city minimum standards shall be discouraged**, however parking that addresses the potential range of activities in a building must be considered.

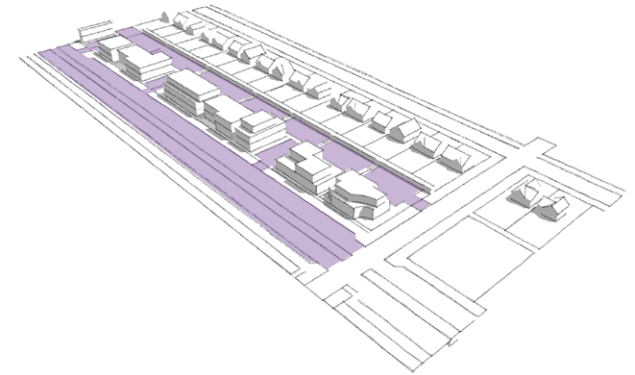


Figure 1.25 Typical block layout showing areas affected by traffic, access and parking design guidelines.



Figure 1.26 Images showing possible traffic, access and parking configurations.

6.3 Surface parking areas shall be located behind buildings to the extent practicable to encourage continuity of building frontages along Excelsior Boulevard. **If not possible, the parking area should be located on the side of the building.** Driveways and drive aisles shall be minimized in width and provide good visibility of pedestrians from vehicles using the driveway.

6.4 For end parcels located adjacent to a street crossing Excelsior Boulevard, **access to the parking areas should be located on the crossing street** in order to perpetuate and enhance pedestrian activity along the Excelsior Boulevard sidewalk.

6.5 Access to and from Excelsior Boulevard should be eliminated or consolidated wherever possible. At a minimum, Hennepin County will allow limited access for each parcel and may limit access to no net increase along the corridor. **For access from Excelsior Boulevard, existing median breaks for left turn movements will be allowed at their current locations.** Additional median breaks on Excelsior Boulevard will not be allowed.

6.6 Large surface parking lots are discouraged. Where necessary to support development, they should be broken up with **landscape areas to provide visual relief** and locations for **trees to significantly shade hard surfaces**, incorporate **green infrastructure** to the extent practicable to assist in stormwater management, and introduce other features that humanize the parking experience on sites.

Design Guidelines



Figure 1.27 Images showing possible traffic, access and parking configurations.

6.7 Parking for bicycles and non-traditional vehicles should be provided on sites in visible and accessible locations, with amenities that encourage their use.

6.8 For the redevelopment of an individual parcel, the following guidelines apply:

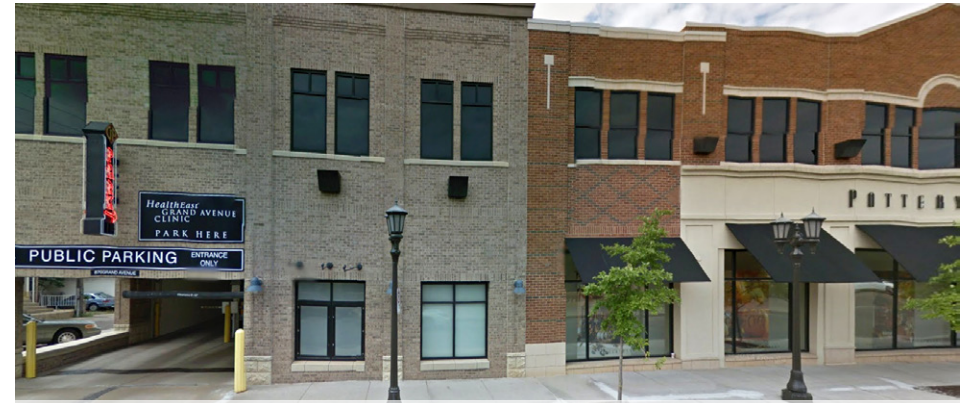
- **6.8.1** For end parcels located adjacent to a secondary street, access to the parking areas should be located on the secondary street, not along Excelsior Boulevard.
- **6.8.2** For mid-block parcels, shared use of an internal drive aisle to surface parking areas behind (preferred) or alongside the buildings should be considered by establishing cross easements among property owners, if possible.
- **6.8.3** For mid-block parcels, the internal drive aisle to surface parking areas located behind (preferred) or alongside the buildings should be designed using a minimum side yard setback. This would allow the opportunity for an adjacent parcel (redeveloping at a later date) to share the internal drive aisle by establishing cross easements among property owners.

6.9 For the redevelopment of two adjacent parcels under separate ownership where the redevelopment is concurrent, the following guidelines apply:

- **6.9.1** For end parcels located adjacent to a secondary street, access to the parking areas should be located on the secondary street, not along Excelsior Boulevard. An internal drive aisle behind the buildings should connect the two parcels by establishing cross easements, allowing two-way traffic and access to surface parking.
- **6.9.2** For mid-block parcels, shared use of an internal drive aisle to surface parking areas located behind (preferred) or alongside the buildings should be considered by establishing cross easements among property owners.



6.1, 6.3, 6.8.1, 6.9.1, 6.10.2



6.10.1

6.10 For the **redevelopment of assembled parcels**, the following guidelines apply:

- **6.10.1** If feasible, **structured parking should be located within the building massing, below grade or in portions of the building not facing onto public streets.**
- **6.10.2** For **end parcels** located adjacent to a secondary street, **access to the parking structures or surface parking should be located on the secondary street**, not along Excelsior Boulevard. **An internal drive aisle behind the buildings should traverse multiple parcels** by establishing cross easements, allowing two-way traffic and access to surface parking.
- **6.10.3** For **mid-block parcels**, **shared use of an internal drive aisle** to surface parking areas behind the buildings should be considered by establishing cross easements among property owners.

6.11 The allowed development densities essentially limit any increase in traffic resulting from redevelopment of parcels on the south side of Excelsior Boulevard. **As parcels redevelop, impacts on traffic may require study depending on the proposed land use type, size, and density assumptions.**

Considerations for Code Revisions

Considerations for code revisions

The design guidelines are not a mandate for change, but certain elements may merit further consideration for modifications to zoning. While zoning ordinance changes are a different process, those elements that might be studied are included in the following table.

Elements	Considerations
Drive aisle width	As a part of the definition of guidelines, the width of drive aisles in other communities was researched. It is apparent from the investigation that 22 feet for drive aisles is workable, and that given the predominately limited parcel depth, even three feet (the difference between the city's current standard for drive aisle width and the width proposed in these guidelines) may have a considerable and positive impact on development of the sites and aligning with the goals for the corridor.
Building height	The guidelines advocate for flexibility in overall building height if a better building design could be achieved. Whether additional height is necessary for first floor height, additional parapet height to screen rooftop mechanical units, or some other feature of the building that affects height, the city's current effort to consider form-based codes might offer better guidance for overall building height than can be achieved in these guidelines or through the city's current building height standards.

Figure 1.28 Table of code revisions to be considered.

Elements	Considerations
Parking quantity	In demonstrations performed as a verification of the guidelines, a parking standard aligned with current zoning was used as a key parameter. A ratio of 4.0 spaces per 1,000 square feet is a fairly common standard for commercial uses (not including restaurant-type uses), in the future the ratio might seem too high, particularly for a corridor that might be evolving to better serve uses who are pedestrians or bicyclists. Two features of the city's current zoning might become important in a change: the ability for a site's parking supply to include adjacent street parking and the city's practice of registering land use to define necessary parking.
Sideyard setback	Current zoning establishes a greater setback at sideyards adjacent to street, but the guidelines encourage advancing buildings on sites to create greater interaction with public sidewalks. Maintaining the current requirement might be at odds with other goals for the corridor as discussed in these guidelines, and to the extent that other considerations for building placement near intersections (sight distance triangle requirements, for instance), the sideyard setback for street frontages might be modified to reduce the setback.
Required rear yard	One of the keystone elements of the guidelines is establishing a rear yard that allows for separation consistently along the boundary, creating a separation of eight feet that allows for isolation between uses, and when coupled with the reduction in drive aisle width, has a minimal effect on developable area of the parcel.

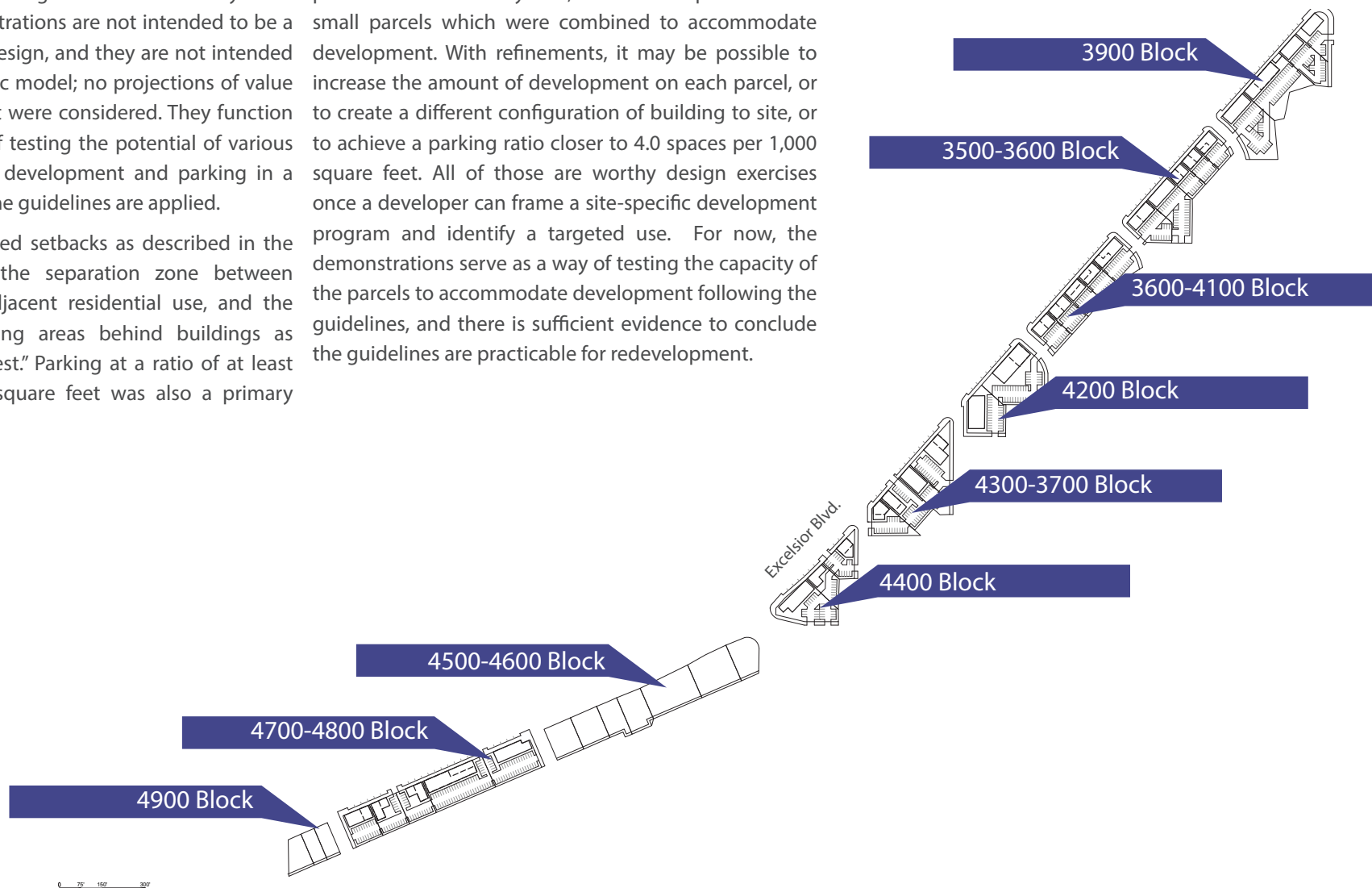
Demonstrations

Demonstrations

As a means of validating the design guidelines, demonstrations of development capacity were prepared for several parcels, including some with relatively small footprints. The demonstrations are not intended to be a site plan or an actual design, and they are not intended to serve as an economic model; no projections of value or cost of development were considered. They function primarily as a means of testing the potential of various sites to accommodate development and parking in a proper balance when the guidelines are applied.

The demonstrations used setbacks as described in the guidelines, including the separation zone between the parcel and the adjacent residential use, and the configuration of parking areas behind buildings as key elements of the “test.” Parking at a ratio of at least 4.0 spaces per 1,000 square feet was also a primary parameter.

The demonstrations suggest that new development following the guidelines is possible on each of the parcels within the study area, with the exception of a few small parcels which were combined to accommodate development. With refinements, it may be possible to increase the amount of development on each parcel, or to create a different configuration of building to site, or to achieve a parking ratio closer to 4.0 spaces per 1,000 square feet. All of those are worthy design exercises once a developer can frame a site-specific development program and identify a targeted use. For now, the demonstrations serve as a way of testing the capacity of the parcels to accommodate development following the guidelines, and there is sufficient evidence to conclude the guidelines are practicable for redevelopment.



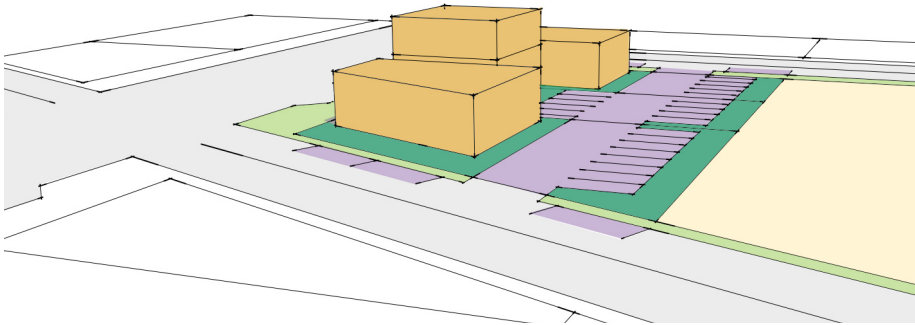


Figure1.29 Potential layout for the 4900 block - rear of development view

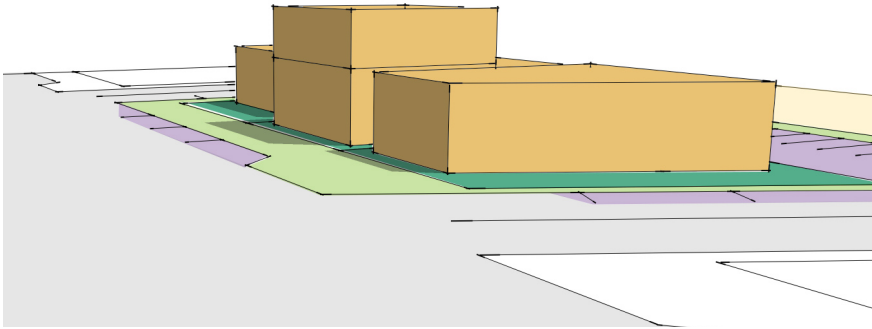


Figure1.30 Potential layout for the 4900 block - Excelsior Blvd. view.

4900 Block	4911 Excelsior Blvd.	4907 Excelsior Blvd.	4901 Excelsior Blvd.
Site area	8368 sf	5850 sf	5850 sf
Proposed building footprint	2105 sf	1437 sf	1757 sf
Parking provided	8 on site 3 on street 11 total	10 on site 2 on street 12 total	5 on site 4 on street 9 total
Footprint area	2105 sf	1437 sf	1757 sf
Second floor area	—	1437 sf	—
Total floor area	2105 sf	2874 sf	1757 sf
FAR	0.25	0.25	0.30
Parking ratio	5.23 spaces/1000 sf	4.18 spaces/1000 sf	5.12 spaces/1000 sf

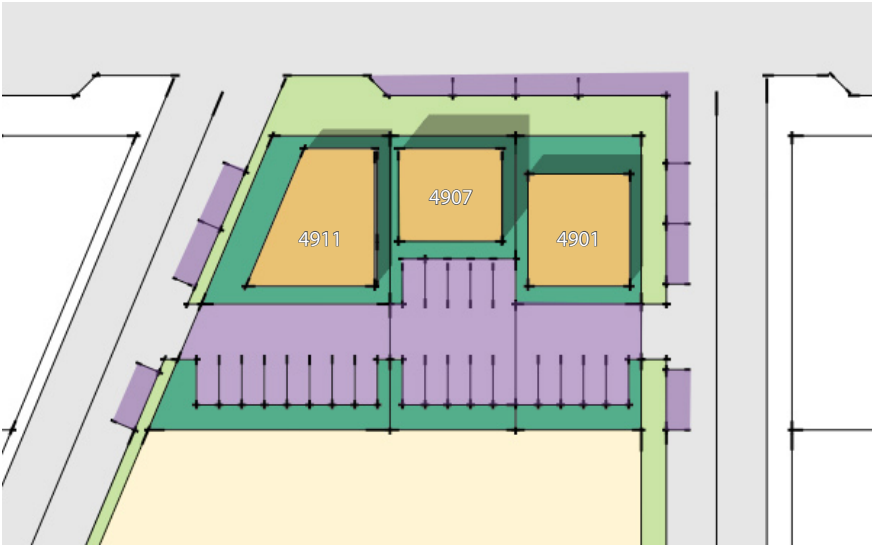


Figure1.31 Potential layout for the 4900 block.

Demonstrations

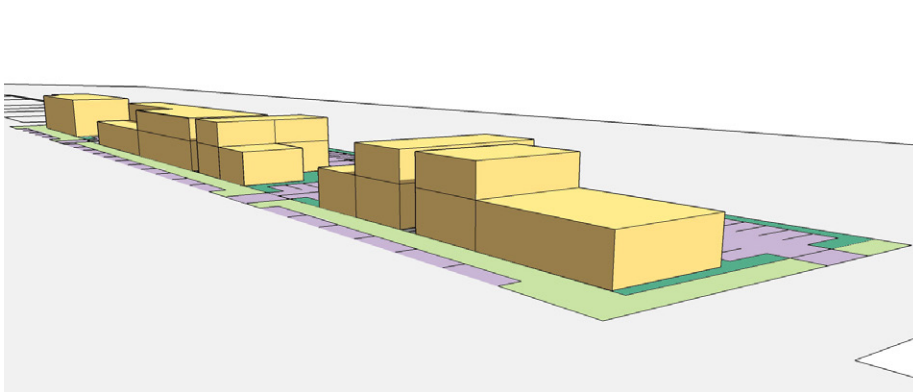


Figure 1.32 Potential layout for the 4700-4800 block - Excelsior Blvd view.

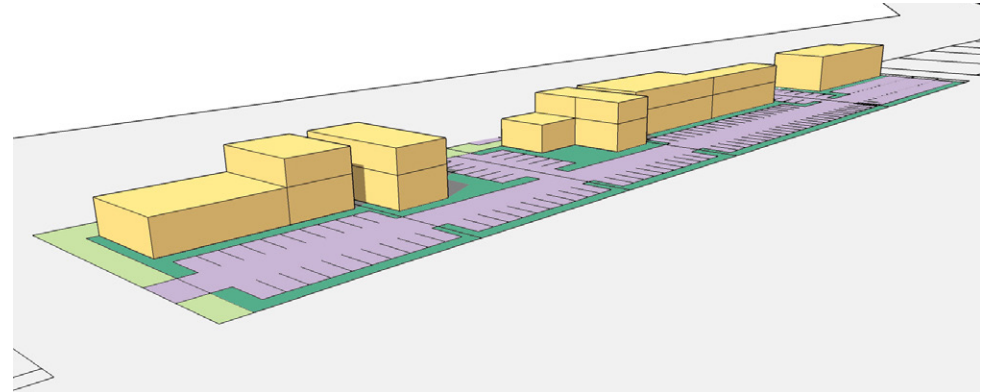


Figure 1.33 Potential layout for the 4700-4800 block - rear of development view.

4700-4800 Block	4825 Excelsior Blvd.	4811 Excelsior Blvd.	4801 Excelsior Blvd.	4725 Excelsior Blvd.	4701 Excelsior Blvd.
Site area	11919 sf	11825 sf	12003 sf	26580 sf	20000 sf
Proposed building footprint	4025 sf	2738 sf	2738 sf	8193 sf	5128 sf
Parking provided	20 on site 3 on street 23 total	16 on site 3 on street 19 total	16 on site 3 on street 19 total	50 on site 8 on street 58 total	38 on site 5 on street 43 total
Footprint area	4025 sf	2738 sf	2738 sf	8193 sf	5128 sf
Second floor area	1464 sf	1825 sf	1817 sf	6128 sf	5128 sf
Total floor area	5489 sf	4563 sf	4555 sf	14321 sf	10256 sf
FAR	0.46	0.39	0.38	0.54	0.51
Parking ratio	4.19 spaces/1000 sf	4.16 spaces/1000 sf	4.17 spaces/1000 sf	4.05 spaces/1000 sf	4.19 spaces/1000 sf

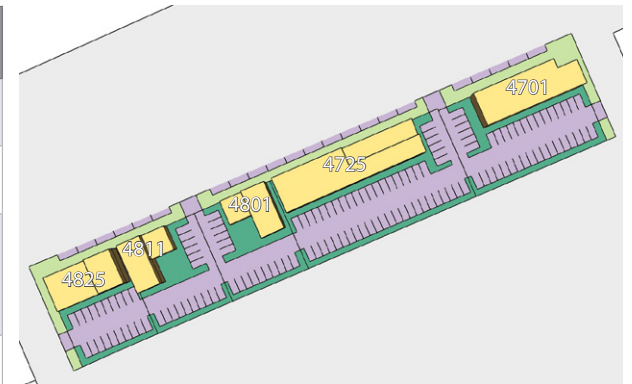


Figure 1.34 Potential layout for the 4700-4800 block.

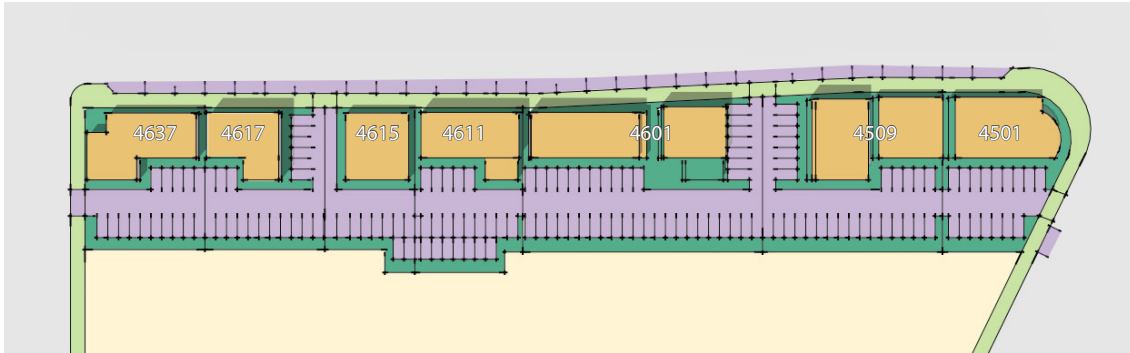


Figure1.35 Potential layout for the 4500-4600 block.



Figure1.36 Potential layout for the 4500-4600 block - Excelsior Blvd view.

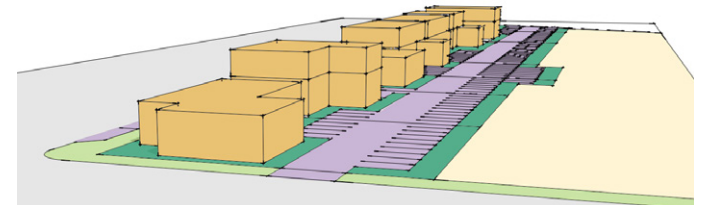


Figure1.37 Potential layout for the 4500-4600 block - rear of development view.

4500-4600 Block	4637 Excelsior Blvd.	4617 Excelsior Blvd.	4615 Excelsior Blvd.	4611 Excelsior Blvd.	4601 Excelsior Blvd.	4509 Excelsior Blvd.	4501 Excelsior Blvd.
Site area	11800 sf	11800 sf	9325 sf	12075 sf	24747 sf	19793 sf	12171 sf
Proposed building footprint	3812 sf	2705 sf	2860 sf	3446 sf	6231 sf	5483 sf	4054 sf
Parking provided	15 on site 3 on street 18 total	20 on site 3 on street 23 total	10 on site 2 on street 12 total	21 on site 3 on street 24 total	40 on site 7 on street 47 total	28 on site 5 on street 33 total	16 on site 3 on street 19 total
Footprint area	3812 sf	2705 sf	2860 sf	3446 sf	6231 sf	5483 sf	4054 sf
Second floor area	—	2705 sf	—	2320 sf	5377 sf	2709 sf	—
Total floor area	3812 sf	5410 sf	2860 sf	5766 sf	11608 sf	8192 sf	4054 sf
FAR	0.32	0.23	0.31	0.29	0.25	0.28	0.33
Parking ratio	4.72 spaces/1000 sf	4.25 spaces/1000 sf	4.20 spaces/1000 sf	4.16 spaces/1000 sf	4.05 spaces/1000 sf	4.03 spaces/1000 sf	4.69 spaces/1000 sf

Demonstrations

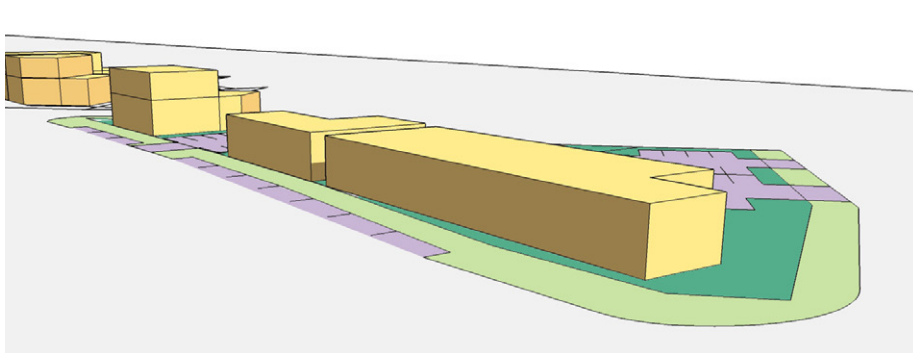


Figure 1.38 Potential layout for the 4400 block - Excelsior Blvd view.

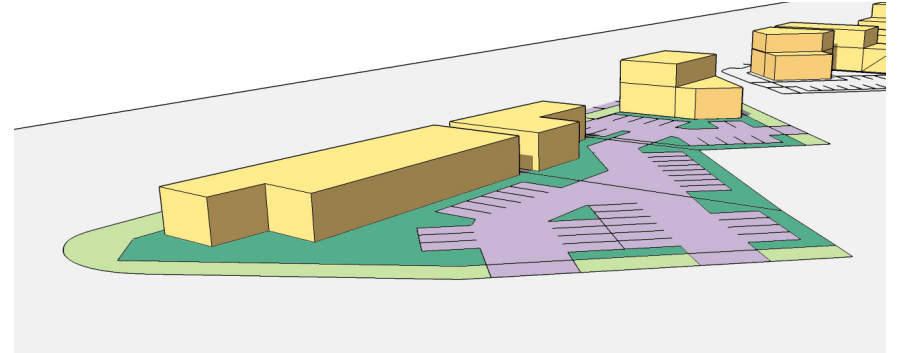


Figure 1.39 Potential layout for the 4400 block - rear of development view.

4400 Block	4419 Excelsior Blvd.	4415 Excelsior Blvd.	4409 Excelsior Blvd.
Site area	20163 sf	9191 sf	11066 sf
Proposed building footprint	5575 sf	2309 sf	2539 sf
Parking provided	23 on site 4 on street 27 total	8 on site 3 on street 11 total	15 on site 3 on street 18 total
Footprint area	5575 sf	2309 sf	2539 sf
Second floor area	—	—	1671 sf
Total floor area	5575 sf	2309 sf	4210sf
FAR	0.28	0.25	0.38
Parking ratio	4.84 spaces/1000 sf	4.76 spaces/1000 sf	4.28 spaces/1000 sf

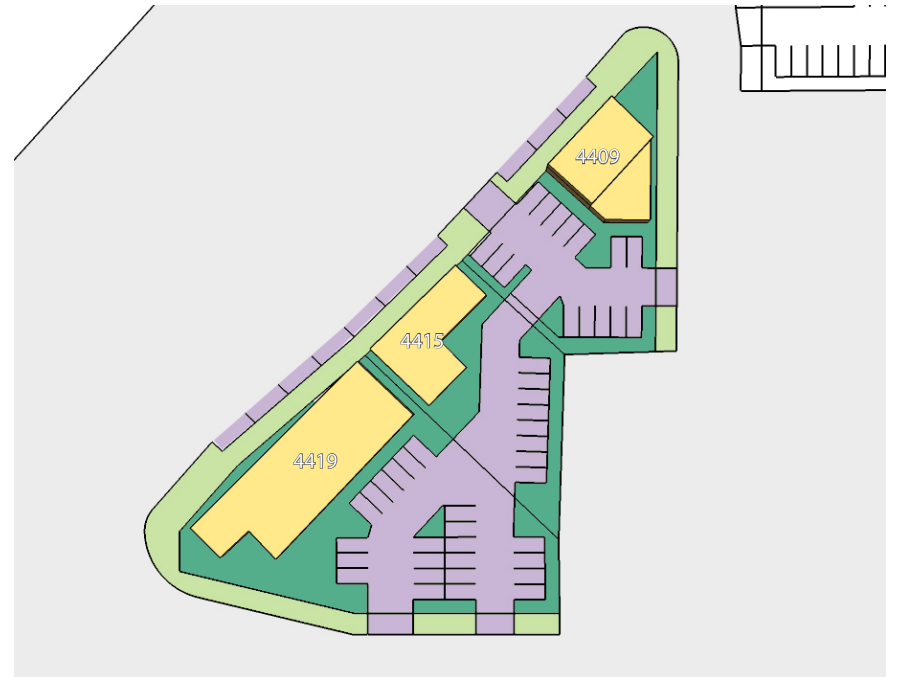


Figure 1.40 Potential layout for the 4400 block.

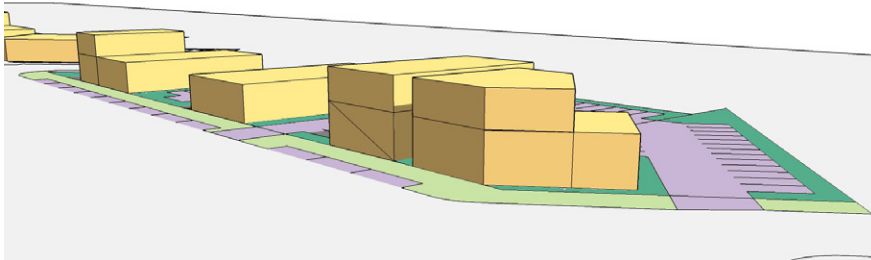


Figure1.41 Potential layout for the 4300-3700 block - Excelsior Blvd view.

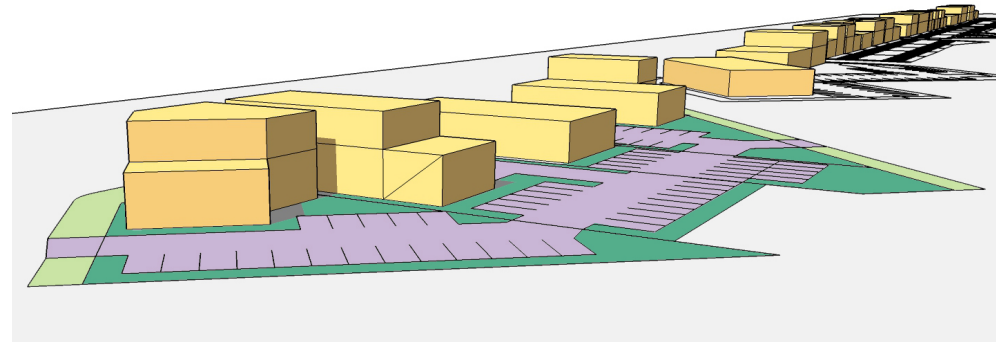


Figure1.42 Potential layout for the 4300-3700 block - rear of development view.

4300-3700 Block	3757 Excelsior Blvd.	4331 Excelsior Blvd.	4321 Excelsior Blvd.	4301 Excelsior Blvd.
Site area	12228 sf	15872 sf	11809 sf	19551 sf
Proposed building footprint	2549 sf	3126 sf	4260 sf	4960 sf
Parking provided	18 on site 1 on street 19 total	24 on site 2 on street 26 total	17 on site 2 on street 19 total	20 on site 7 on street 27 total
Footprint area	2549 sf	3126 sf	4260 sf	4960 sf
Second floor area	1823 sf	2352 sf	—	1535 sf
Total floor area	4372 sf	5478 sf	4260 sf	6495 sf
FAR	0.36	0.35	0.36	0.33
Parking ratio	4.35 spaces/1000 sf	4.75 spaces/1000 sf	4.46 spaces/1000 sf	4.16 spaces/1000 sf

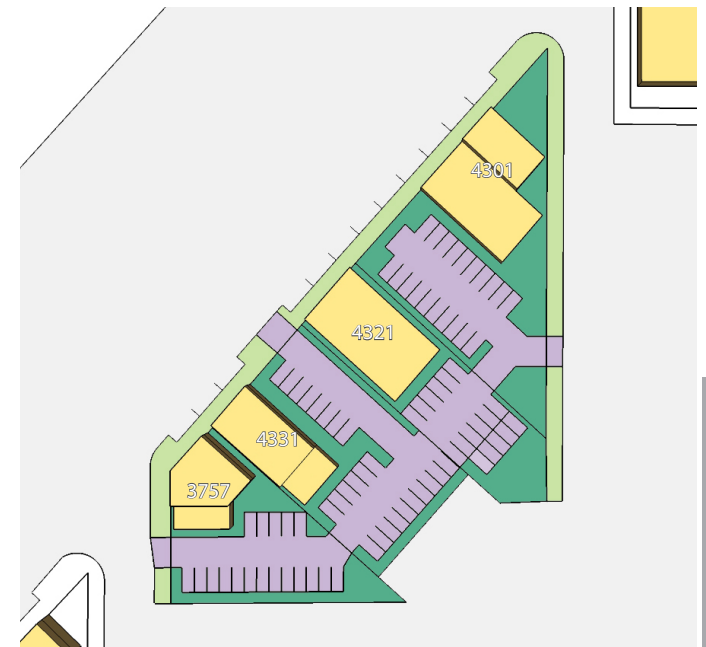


Figure1.43 Potential layout for the 4300-3700 block.

Demonstrations

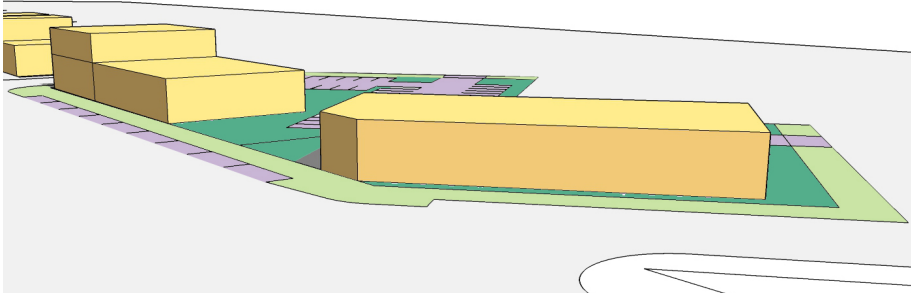


Figure 1.44 Potential layout for the 4200 block - Excelsior Blvd view.

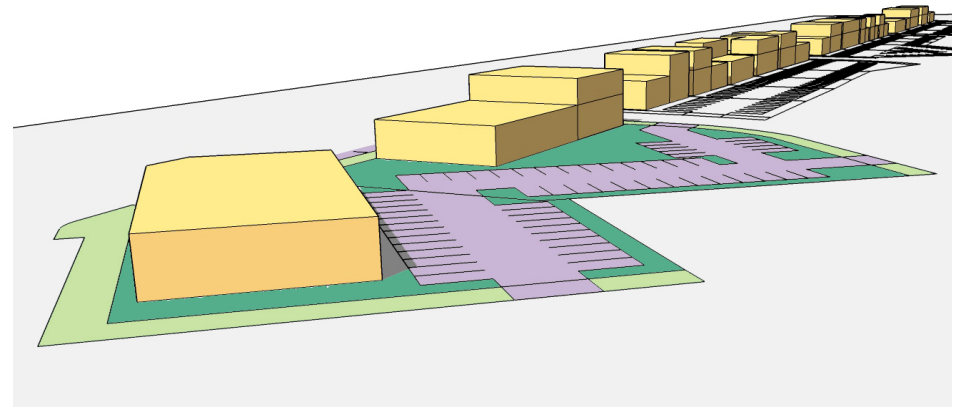


Figure 1.45 Potential layout for the 4200 block - rear of development view.

4200 Block	4245 Excelsior Blvd.	4201 Excelsior Blvd.
Site area	18025 sf	31747 sf
Proposed building footprint	6347 sf	7649 sf
Parking provided	24 on site 2 on street 26 total	37 on site 7 on street 44 total
Footprint area	6347 sf	7649 sf
Second floor area	—	3192 sf
Total floor area	6347 sf	10841 sf
FAR	0.35	0.34
Parking ratio	4.10 spaces/1000 sf	4.06 spaces/1000 sf

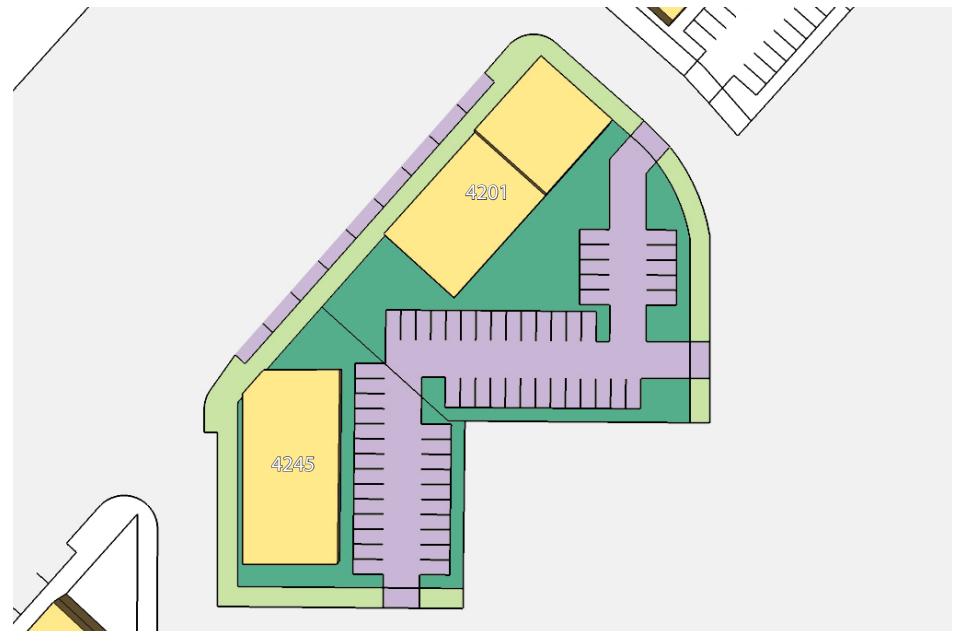


Figure 1.46 Potential layout for the 4200 block.

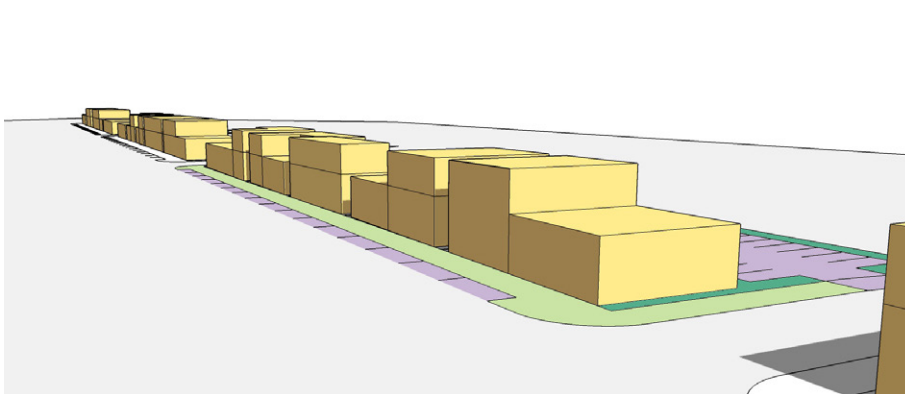


Figure1.47 Potential layout for the 3600-4100 block - Excelsior Blvd view.

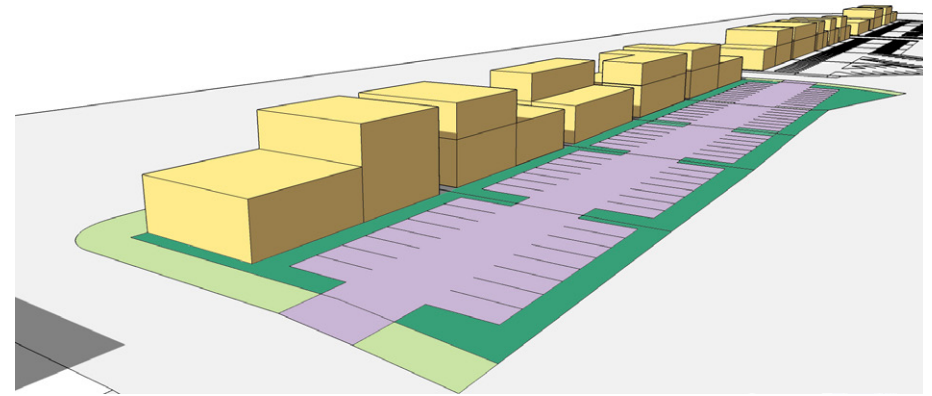


Figure1.48 Potential layout for the 3600-4100 block - rear of development view.

3600-4100 Block	4143 Excelsior Blvd.	4131 Excelsior Blvd.	4121 Excelsior Blvd.	4115 Excelsior Blvd.	3600 Excelsior Blvd.
Site area	9832 sf	9846 sf	8790 sf	9003 sf	14523 sf
Proposed building footprint	3125 sf	3128 sf	2751 sf	2796 sf	4473 sf
Parking provided	16 on site 2.5 on street 18.5 total	16 on site 3.5 on street 19.5 total	14 on site 3 on street 17 total	16 on site 3 on street 19 total	21 on site 4 on street 25 total
Footprint area	3125 sf	3128 sf	2751 sf	2796 sf	4473 sf
Second floor area	1480 sf	1564 sf	1375 sf	1942 sf	1667 sf
Total floor area	4605 sf	4692 sf	4126 sf	4738 sf	6140 sf
FAR	0.47	0.48	0.47	0.53	0.42
Parking ratio	4.02 spaces/1000 sf	4.16 spaces/1000 sf	4.12 spaces/1000 sf	4.01 spaces/1000 sf	4.07 spaces/1000 sf

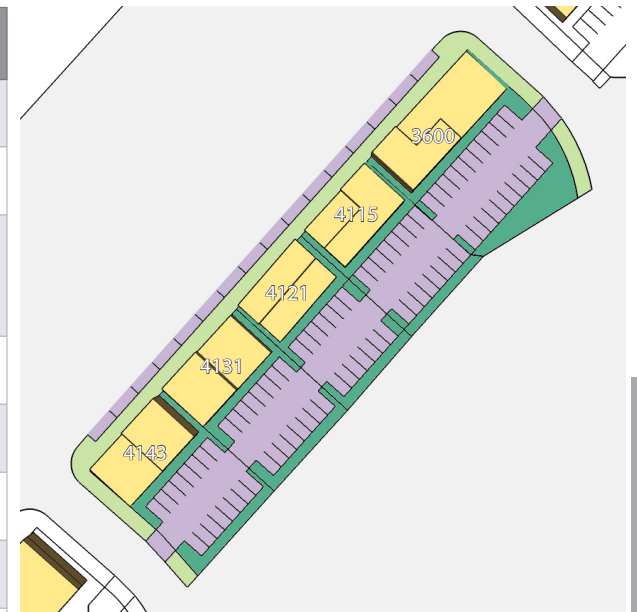


Figure1.49 Potential layout for the 3600-4100 block.

Demonstrations

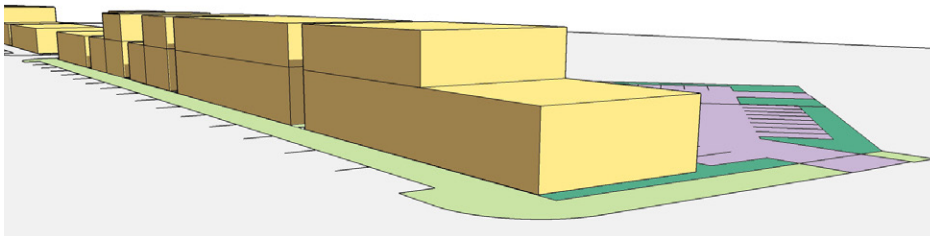


Figure1.50 Potential layout for the 3500-3600 block - Excelsior Blvd view.

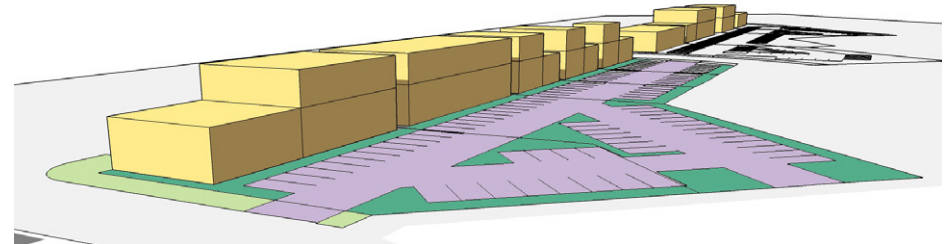


Figure1.51 Potential layout for the 3500-3600 block - rear of development view.

3500-3600 Block	3601 Excelsior Blvd.	4031 Excelsior Blvd.	4015 Excelsior Blvd.	4011 Excelsior Blvd.	3500 Excelsior Blvd.
Site area	14655 sf	20634 sf	8033 sf	8169 sf	8834 sf
Proposed building footprint	3965 sf	4079 sf	2427 sf	2524 sf	2951 sf
Parking provided	23 on site 3 on street 26 total	33 on site 5 on street 38 total	13 on site 3 on street 16 total	14 on site 2 on street 16 total	13 on site 2 on street 15 total
Footprint area	3965 sf	4079 sf	2427 sf	2524 sf	2951 sf
Second floor area	2350 sf	4079 sf	1358 sf	1332 sf	732 sf
Total floor area	6315 sf	8158 sf	3785 sf	3856 sf	3683 sf
FAR	0.43	0.40	0.47	0.47	0.42
Parking ratio	4.12 spaces/1000 sf	4.66 spaces/1000 sf	4.23 spaces/1000 sf	4.15 spaces/1000 sf	4.07 spaces/1000 sf



Figure1.52 Potential layout for the 3500-3600 block.

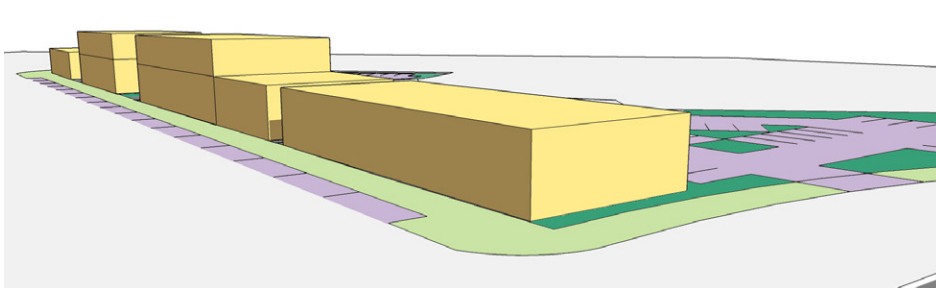


Figure1.53 Potential layout for the 3900 block - Excelsior Blvd view.

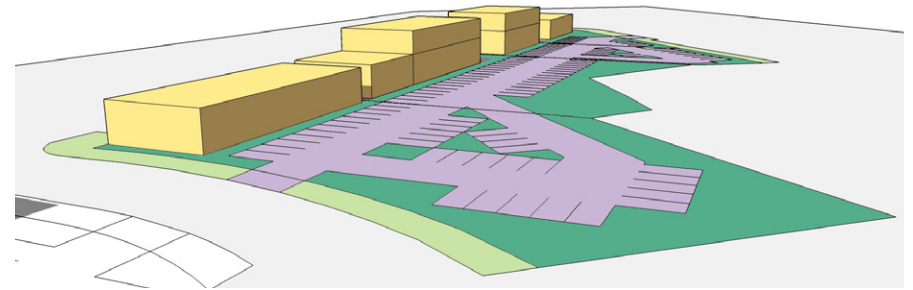


Figure1.54 Potential layout for the 3900 block - rear of development view.

3900 Block	3947 Excelsior Blvd.	3939 Excelsior Blvd.	3929 Excelsior Blvd.*	3921 Excelsior Blvd.	3901 Excelsior Blvd.
Site area	26542 sf	15816 sf	567 sf	16309 sf	11261 sf
Proposed building footprint	4405 sf	5891 sf	—	3338 sf	2987 sf
Parking provided	37 on site 4 on street 41 total	36 on site 4 on street 40 total	—	23 on site 4 on street 27 total	10 on site 2 on street 12 total
Footprint area	4405 sf	5891 sf	—	3338 sf	2987 sf
Second floor area	4405 sf	3968 sf	—	3338 sf	—
Total floor area	8810 sf	9859 sf	—	6676 sf	2987 sf
FAR	0.33	0.62	—	0.41	0.27
Parking ratio	4.65 spaces/1000 sf	4.06 spaces/1000 sf	—	4.04 spaces/1000 sf	4.02 spaces/1000 sf

* City bus shelter

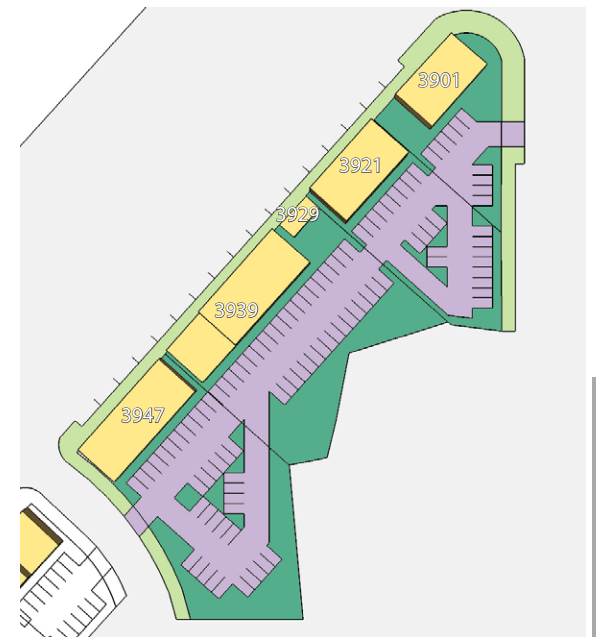


Figure1.55 Potential layout for the 3900 block.