

# **Lincoln City Commercial Design Standards**

As Adopted August 27, 2007

Oregon Transportation and Growth Management Program  
Code Assistance

**Prepared by**  
Siegel Planning Services LLC

Tehran Architecture & Planning LLC

<b>Table of Contents</b>	<b>Page</b>
<b>I. General Provisions</b>	<b>1</b>
A. Purpose and Intent	1
B. Applicability	2
C. Administration of Design Standards and Guidelines	3
<b>II. Guiding Principles</b>	<b>5</b>
A. Guiding Principles – Pearls	5
B. Guiding Principles – Strings	5
<b>III. Design Standards and Guidelines</b>	<b>6</b>
A. Site Design	9
B. Pedestrian Circulation	15
C. Building Design	15
D. Transportation and Streetscape Standards	23
E. Pedestrian spaces	24
F. Parking	26
G. Landscaping	26
H. Exterior Lighting	29
<b>Appendix</b>	
A. Definitions	
B. Strings and Pearls Overlay Maps	



# I. General Provisions

---

Lincoln City Commercial Design Standards – August 2007

## I. Lincoln City Commercial Design Standards – General Provisions

### A. Purpose and Intent

1. These Commercial Development Design Standards are intended to enhance and protect the city's quality of life and community image through clearly articulated commercial development design goals and policies and minimum design standards; to protect and promote the city's economic vitality through commercial design standards that encourage and reward high quality development while discouraging less attractive and less enduring alternatives; and to enhance and protect the security and health, safety, and welfare of the public. In addition, the standards are intended to serve as, interim design standards for "pearl" areas until such a time that the city adopts specific standards for each pearl.
2. In furtherance of this purpose, the city considers the following design features to be desirable elements of commercial development, and the standards set forth in this chapter are intended to facilitate incorporation of these features into all commercial development projects:
  - Access driveways that provide for safe access and egress with clear visibility of entrances and retail signage
  - Interconnected driveways with access to local streets wherever possible.
  - Consolidated access and shared driveways, where possible
  - Continuous landscape frontage, with specific standards based on building orientation and front setbacks
  - Landscaped and screened parking areas with natural landscape swales for stormwater and aesthetics.
  - Coordinated lighting, retaining walls, street furnishings, public art and landscape design that ties together the highway corridor (i.e., "string" areas between Oceanlake, DeLake, Nelscott, Taft and Cutler City).
  - Visual compatibility with development on adjacent sites.
  - Reduced visual clutter associated with overhead utilities, freestanding signs (in the pearls), rooftop signs (in the strings), and outdoor storage.
  - Quality exterior building materials, surfaces, and textures.
  - Building locations close to street sidewalks and streetscapes that provide pedestrian amenities.
  - Connections between building entrances, sidewalks and associated pedestrian areas to encourage visual and physical integration with a strong sense of place.
  - Stepped-down building scale adjacent to pedestrian routes.
  - Pedestrian-oriented ornamentation and detail at ground level in architectural and landscape designs.
  - Multi-planed pitched roofs with meaningful overhangs and weather protection features such as awnings, canopies and pedestrian arcades.
  - Regular or traditional window rhythm.
  - Articulated building forms and massing with significant wall articulation.

# I. General Provisions

Lincoln City Commercial Design Standards – August 2007

3. In furtherance of this purpose, the city considers the following design features to be undesirable elements of commercial development:
  - Poorly defined site access points.
  - Excessive surface parking lot paving and redundant driveways
  - Disjointed parking areas, confusing or unsafe circulation pattern.
  - Square, box-like structures with large, blank, unarticulated wall surfaces.
  - Highly reflective surfaces or heavily tinted glass storefronts.
  - Strongly thematic architectural styles including some forms of franchise architectural styles associated with some chain commercial establishments.
  - Inadequate landscape buffers adjacent to parking lots, walkways, streets, and the highway.
  - Visible outdoor storage, loading, and equipment areas.

## B. Applicability

1. The commercial design standards apply to all commercial and mixed-use development for which Site Plan review is required in the General Commercial and Recreation Commercial zones, and where no other plan district or overlay zone exists (e.g., Oceanlake and Taft). Different standards apply depending on whether a property is within a designated “pearl” or “string” district.
  - a. The design standards in Part II apply to properties designated GC-PO or RC-PO (“pearls”) on the Lincoln City Zoning Map. The intent of the “PO” overlay is to support the revitalization or preservation of Lincoln City’s historic village centers (Oceanlake, DeLake, Nelscott, Taft and Cutler City) by facilitating compact, pedestrian-friendly development at an appropriate village scale and character. The pearl overlay is an interim designation; it is intended to be removed as the city adopts redevelopment plans and specific design standards for the pearls.
  - b. The design standards in Part III apply to properties designated GC-SO or RC-SO (“strings”) on the Lincoln City Zoning Map.
2. Where an existing use or development is proposed to be modified through redevelopment or exterior remodeling, the standards shall apply only to that portion of the use or development that is to be modified; where more than fifty percent (50%) of the use or development is to be modified, the entire use or development, as applicable, shall comply with the provisions of this chapter.
3. The applicant has the burden of proof of demonstrating conformity with the standards and criteria of this chapter.
4. Where conflicts occur between the design standards and other Municipal Code regulations or other ordinances, the provisions of this chapter shall apply.
5. Existing uses and/or developments that do not conform to the provisions of this chapter, but were established lawfully prior to the city adopting this chapter, shall be allowed to continue, as provided in Chapter 17.64 of the Zoning Ordinance, Non-Conforming Uses.

# I. General Provisions

---

Lincoln City Commercial Design Standards – August 2007

## C. Administration of Design Standards and Guidelines

### 1. Site Plan Review

Changes in use and/or development that are subject to the city's Site Plan Review process under Section 17.52.240 also must receive approval under these commercial design standards (during the Site Plan Review process) prior to issuance of building permits. The Site Plan Review process is an administrative review by the Planning Director. The Planning Director may refer any Site Plan Review application to the Planning Commission for a public hearing when:

- a. The applicant has requested an adjustment or modification to one or more code standard(s), as provided in subsections 4, below; or
- b. The applicant requests a hearing; or
- c. The planning director determines that the size or scale of the development (vis-à-vis its appearance, traffic generation, parking, or other characteristics) warrants a public hearing.

### 2. Design Standards versus Guidelines

The code sections that follow provide intent statements, followed by standards and guidelines. Most sections contain objective standards and approval criteria; however, some criteria require the reviewing body to apply discretion. Where discretion is involved, the code provides *guidelines* to assist the reviewing body in evaluating a proposal. The following further explains the relationship between intent statements, standards and guidelines.

- A. Intent statements are not applicable approval criteria, except requests for adjustments or variance must demonstrate how the proposal conforms to the code's intent.
- B. Standards use the words "shall" or "must" and are mandatory.
- C. Guidelines use the words "should," "may," "preferred," and "discouraged," and are advisory. Guidelines supplement the standards and provide examples of acceptable or unacceptable design. Guidelines also assist in reviewing requests for adjustments and variances and may serve as the basis for approval, denial, or approval with modifications in such instances.
- D. Graphics are used to illustrate standards and guidelines. They are not intended to prescribe a particular design but serve as examples of acceptable or unacceptable design solutions.
- E. Standards and guidelines both serve as approval criteria, but the reviewing body is afforded greater latitude in applying guidelines. Where the word "should" is used, the applicant must demonstrate that the proposal is consistent with the guideline, or that applying an alternate design solution is consistent with the code's stated intent. Where a guideline conflicts with any code standard, the standard shall prevail.
- F. In the case of a proposed variance or adjustment to a code standard, the applicant must demonstrate how the variance or adjustment results in equal or greater conformity to the intent of the code and all other applicable standards and guidelines.
- G. Nullification of one standard or guideline by a court of competent jurisdiction shall not cause any other standard or guideline to be nullified (severability).

# I. General Provisions

---

Lincoln City Commercial Design Standards – August 2007

## 3. Burden of Proof

The applicant must demonstrate how his or her proposal meets all of the applicable standards contained in this chapter and other applicable city regulations. The applicant must also demonstrate that the proposal is consistent with the guidelines, or provide evidence of why a particular guideline is not relevant given the context of the site and proposed use.

## 4. Adjustments/Modifications to the Standards

The standards contained in this ordinance may be *adjusted* or *modified* without the need for a variance if the applicant demonstrates that:

- a. the code's guiding principles, as contained in Part I.A, and the intent statement(s) under the applicable standard to be adjusted (Part III), can be better met through a proposed alternative design solution, or
- b. there are practical difficulties in meeting a standard based on the necessary characteristics of an allowed use. In such cases the design must provide other features that tend to meet the goal of the standard (such as a trellis with vines, a sculpture, or a pergola).

Where the code language suggests more than one way to meet a particular standard, the applicant is encouraged to be creative and propose the most appropriate design solution given the site's context and the purpose of the code. The decision making body shall refer to the purpose and intent in Section I.A, and the intent under each standard to be adjusted, in making its decision; the purpose, guiding principles and intent statements shall serve as the approval criteria for adjustments.



## II. Guiding Principles

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

### II. Guiding Principles

#### A. Guiding Principles – Pearls

The following are intended to serve as interim design standards for areas zoned GC-PO and RC-PO until the city adopts redevelopment plans and implementing regulations for such areas. The standards reflect the following values and objectives:

- Enhance Lincoln City’s historic village centers.
- Facilitate the development of compact, walkable village centers.
- Support the formation of a mixed-use, pedestrian-oriented district serving residents and visitors.
- Develop an interconnected system of driveways or alleys with central public parking and encourage the provision of shared private off-street parking.
- Encourage architecture that is consistent with the character of each village or pearl, while ensuring that new development creates a close, intimate human-scale and architectural designs address all four sides of a building.
- Encourage the use of contextually appropriate materials, textures and colors.
- Promote storefront uses by oriented buildings and their entrances to the street or to pedestrian spaces abutting the street.
- Create vibrant pedestrian spaces (e.g., plazas, public art, café seating areas, etc.) oriented to take advantage of southern exposures; pedestrian spaces should help identify the village, create intrigue, and offer weather protection and comfort to pedestrians while adding value to adjoining properties.
- Break down large building masses and provide visual interest along the street.
- Balance rhythm and continuity – encourage creativity in the design of building elevations, rooflines and façade elements.
- Treat corner lots as focal points with vertical elements, public art, seating, and other design features.
- Provide weather protection where commercial and mixed-use buildings abut the street

#### B. Guiding Principles – Strings

“Strings” are defined as the GC- and RC-zoned properties located between designated Pearls, including parcels on both sides of Highway 101. A wide variety of site conditions exist along the highway making it difficult to apply uniform design standards. While much of the String areas are developed with commercial uses, some areas are sparsely developed. Some buildings are placed right up to the highway, while others are setback a hundred feet or more behind large fields of parking. In many locations, there are grade changes that make it difficult to access individual properties. Development in some areas has occurred in a disjointed pattern with closely spaced driveways and few secondary accesses or local street connections. Therefore, the design standards for Strings are intended to accomplish the following objectives:

- Improve transportation operations and safety for all modes of travel
- Better integrate land use and transportation planning
- Protect and enhance aesthetic values
- Contribute to the unique identity and design of each Pearl (e.g., by providing landscape and building orientation standards that distinguish between Strings and Pearls)

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## III. Design Standards and Guidelines

### A. Site Design

#### ***Intent:***

- Define the edges of the highway with noticeable transitions between Strings and Pearls.
- Institute a continuous landscape frontage (planters with shrubs and street trees) in all Strings, and tree wells only in Pearls and where String areas allow on-street parking.
- Orient buildings to streets or, where buildings are to be set back from Highway 101, require pedestrian orientation and appropriate landscaping.
- Maintain on-street parking where it currently exists.
- Remove visual clutter along the highway, such as power poles, overhead lines, rooftop signs, and internally illuminated free-standing signs over time.
- Use coastal vegetation in landscapes
- Use landscapes and building orientation to create visual transitions between Pearls and Strings.
- Maintain views to the ocean, bay, rivers, and forested hillsides and bluffs where practicable.
- Facilitate the development of a continuous pedestrian network and bicycle ways connecting Pearls and Strings and extending into adjacent neighborhoods.
- Reduce reliance on the highway for local vehicle trips (e.g., from one store to another store in the same vicinity).
- Develop an interconnected system of driveways or alleys with central public parking and encourage the provision of shared off-street parking.

#### ***Standards:***

Due to the wide variety of site conditions and challenges posed by existing parcel configurations and development patterns, the city has adopted flexible, performance based site design standards for the strings. In determining the specific access, circulation, building orientation, and street frontage requirements for a particular project, the applicant, in consultation with the Planning Director, shall select from the prototypes on pages 7-14:

- Corner property (page 7)
- Front entrance at street (page 8)
- Building at street with side entrance (page 9)
- Building setback with side entrance (page 10)
- Parking in front with joint access and shared driveway (page 11-12)
- Parking in front without joint access or shared driveway (page 13)
- Property with grade change; retaining wall between sidewalk and building (page 14)

# III. Design Standards and Guidelines

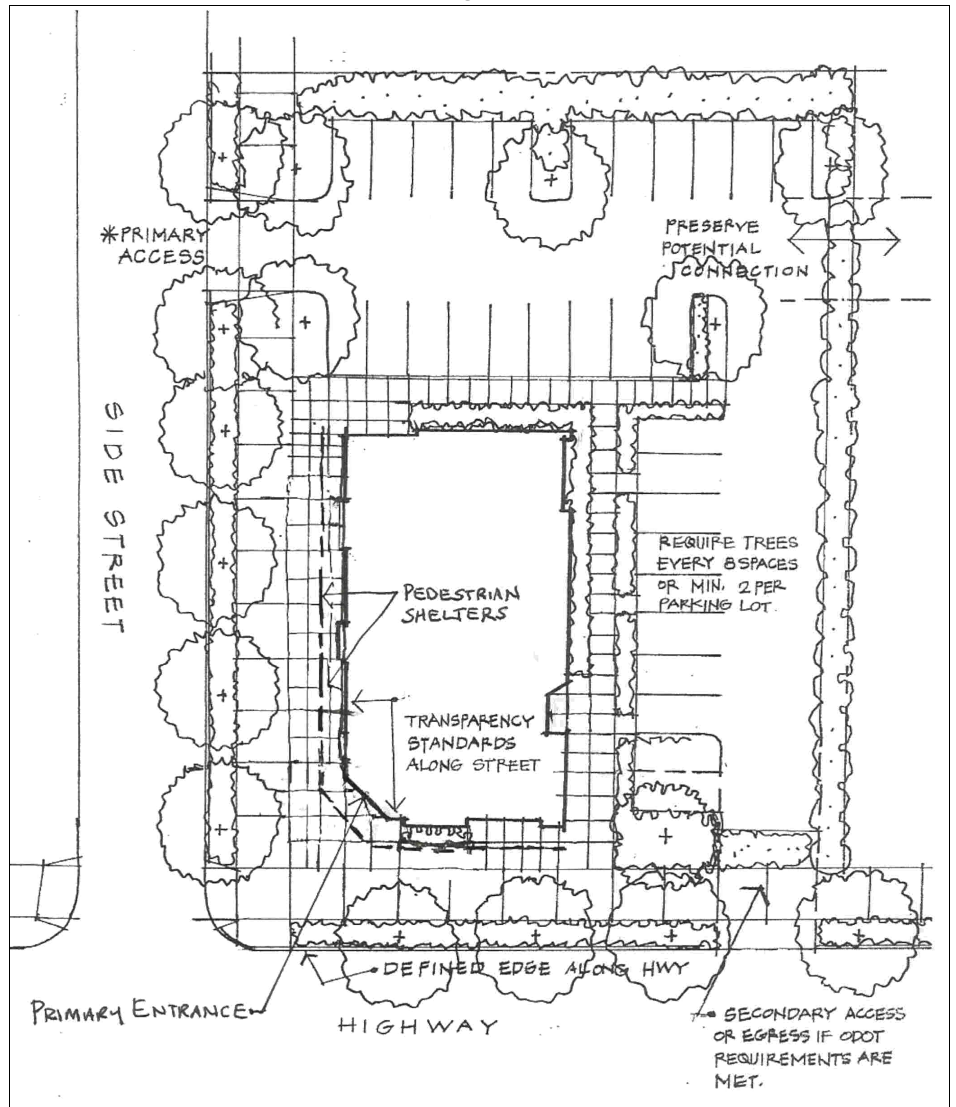
Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 1. Corner Property (Performance Standard #1)

On corner properties designated “Pearl,” buildings shall be oriented to corner, with vehicle access provided from a side street. Primary building entrances shall be located within 20 feet of a street and the building shall meet transparency and weather protection standards along all street-facing elevations. If the primary building entrance is more than 20 feet from the sidewalk, then a 10-foot landscape buffer or pedestrian space is required between the building and sidewalk.

If a property is designated “String,” the building entrance need not be oriented to a corner, provided that a minimum 20-foot wide landscape screen separates all off-street parking areas from adjacent rights-of-way (except where the screen is interrupted for walkways required by code). See Section III.G, Landscaping.

Highway access is subject to ODOT review and approval. A connection to a rear alley or shared driveway (where applicable), or a temporary turnaround where such connection cannot be made, may be required.



# III. Design Standards and Guidelines

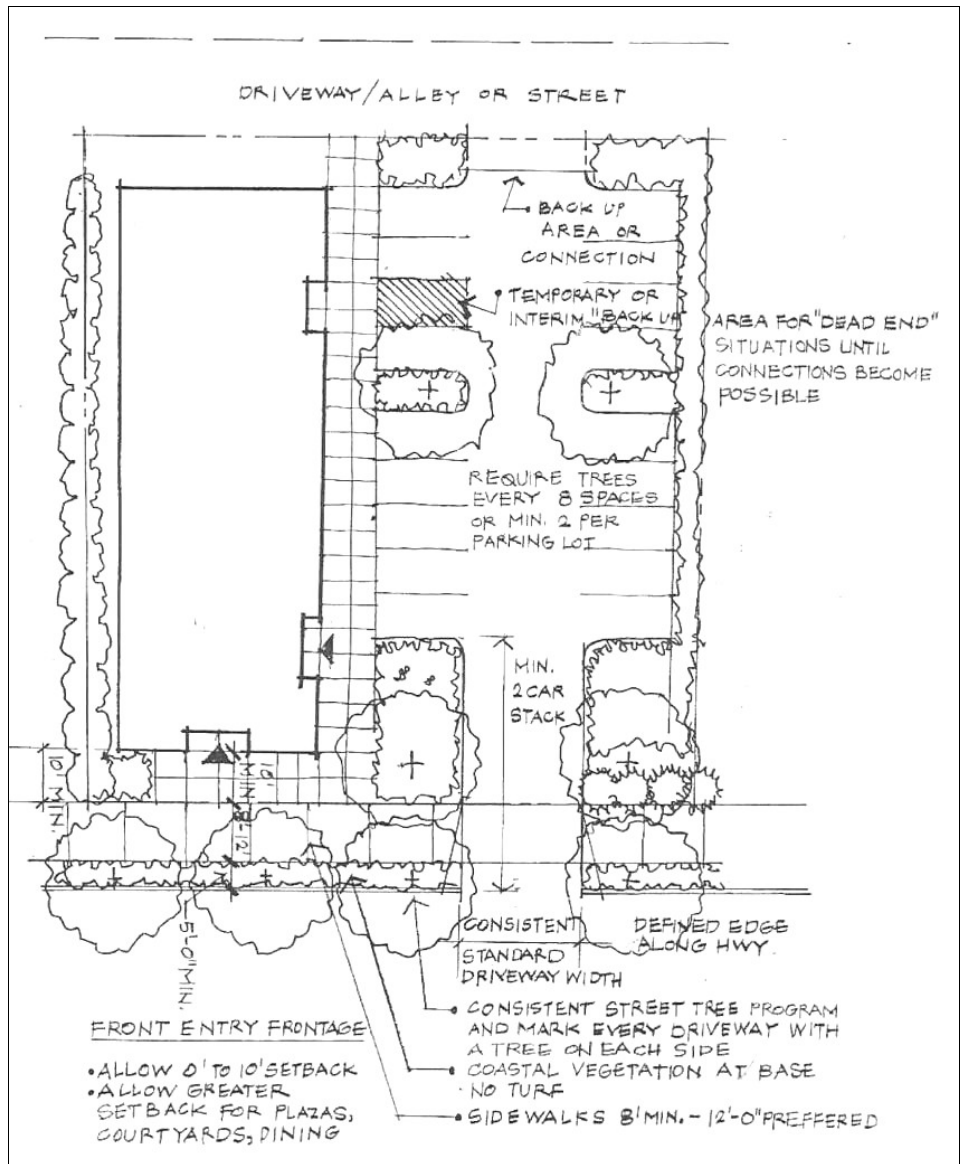
Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 2. Front Entrance at Street (Performance Standard #2)

On non-corner parcels designated "Pearl," the building shall be oriented to the street and have a primary entrance placed at street edge or within 10 feet of edge; this distance may be increased only where a pedestrian space abuts the sidewalk and primary building entrance and no parking is allowed between the building and street. The building shall meet weather protection and transparency standards along all street-facing elevations. If the primary building entrance is more than 20 feet from the sidewalk, then a pedestrian space of not less than 6 feet in width shall be required between the building and sidewalk.

If a property is designated "String," the building entrance need not be placed within 10 feet of the street edge, provided that a minimum 20-foot wide landscape screen separates all off-street parking areas from adjacent rights-of-way (except where the screen is interrupted for walkways required by code). See Section III.G, Landscaping.

Highway access is subject to ODOT review and approval. A connection to a rear alley or shared driveway (where applicable), or a temporary turnaround where such connection cannot be made, may be required.



# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

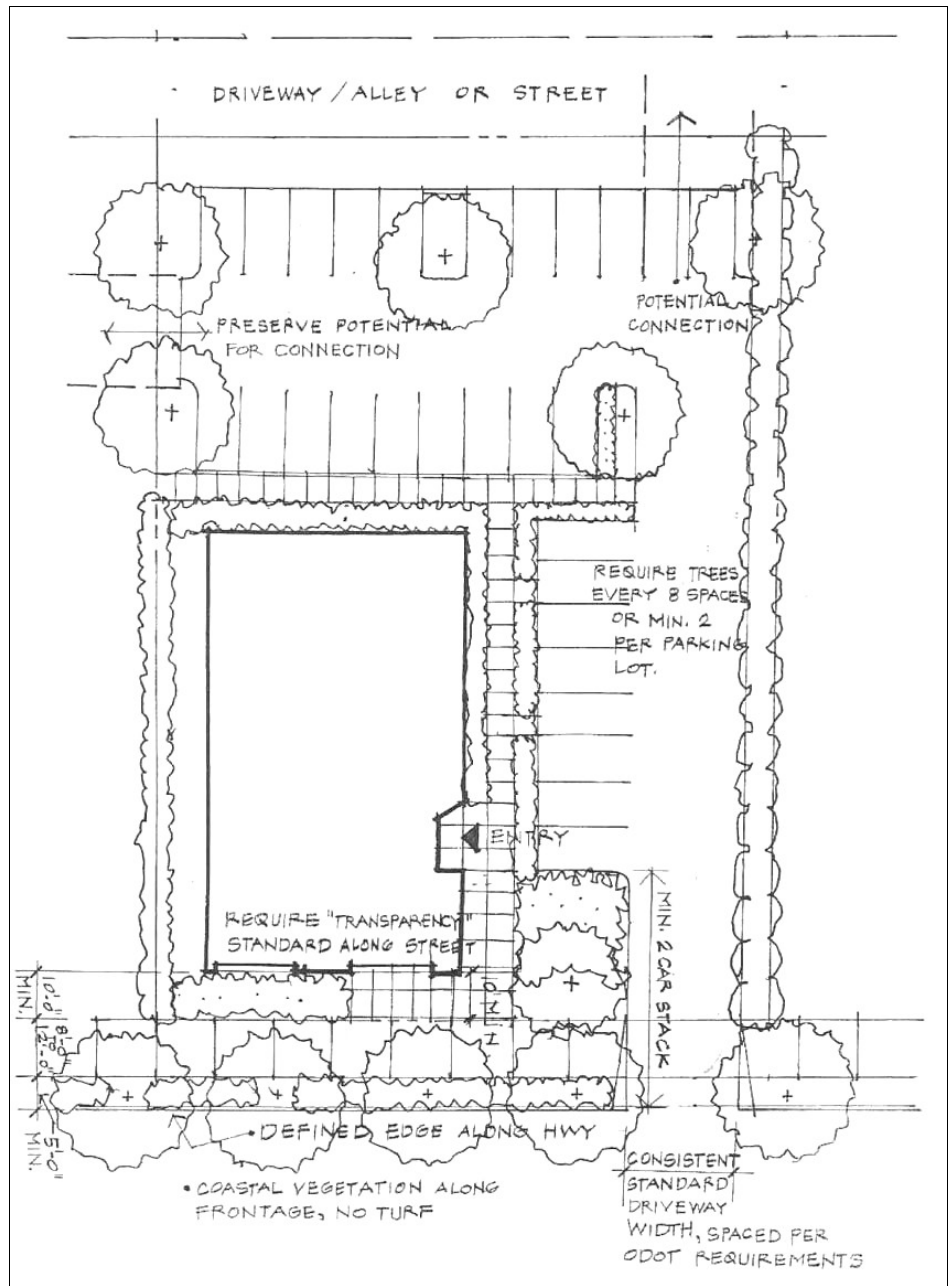
## 3. Building at Street with Side Entrance (Performance Standard #3):

On properties designated “Pearl,” and where the Planning Director determines that a building may have its primary entrance placed on a side elevation not facing a street, a primary building entrance shall be placed within forty (40) feet of a street right-of-way and a pedestrian pathway shall connect the entrance directly to the right-of-way. There shall be no parking located between the building and any highway frontage. The building shall meet weather protection and transparency standards on all street-facing elevations.

If the primary building entrance is more than 20 feet from the sidewalk, then a pedestrian space of not less than 6 feet in width shall be required between the building and sidewalk. See Section III.E, Pedestrian spaces.

Where a property is designated “String,” the building entrance need not be placed within 40 feet of a street right-of-way, and surface parking may be located between the building and street, provided that a minimum 20-foot wide landscape screen separates all off-street parking areas from adjacent rights-of-way (except where the screen is interrupted for walkways required by code). See Section III.G, Landscaping.

Highway access shall be subject to ODOT review and approval; a connection to rear alley or shared driveway (where applicable), or a temporary turnaround where such connection cannot be made, may be required.



# III. Design Standards and Guidelines

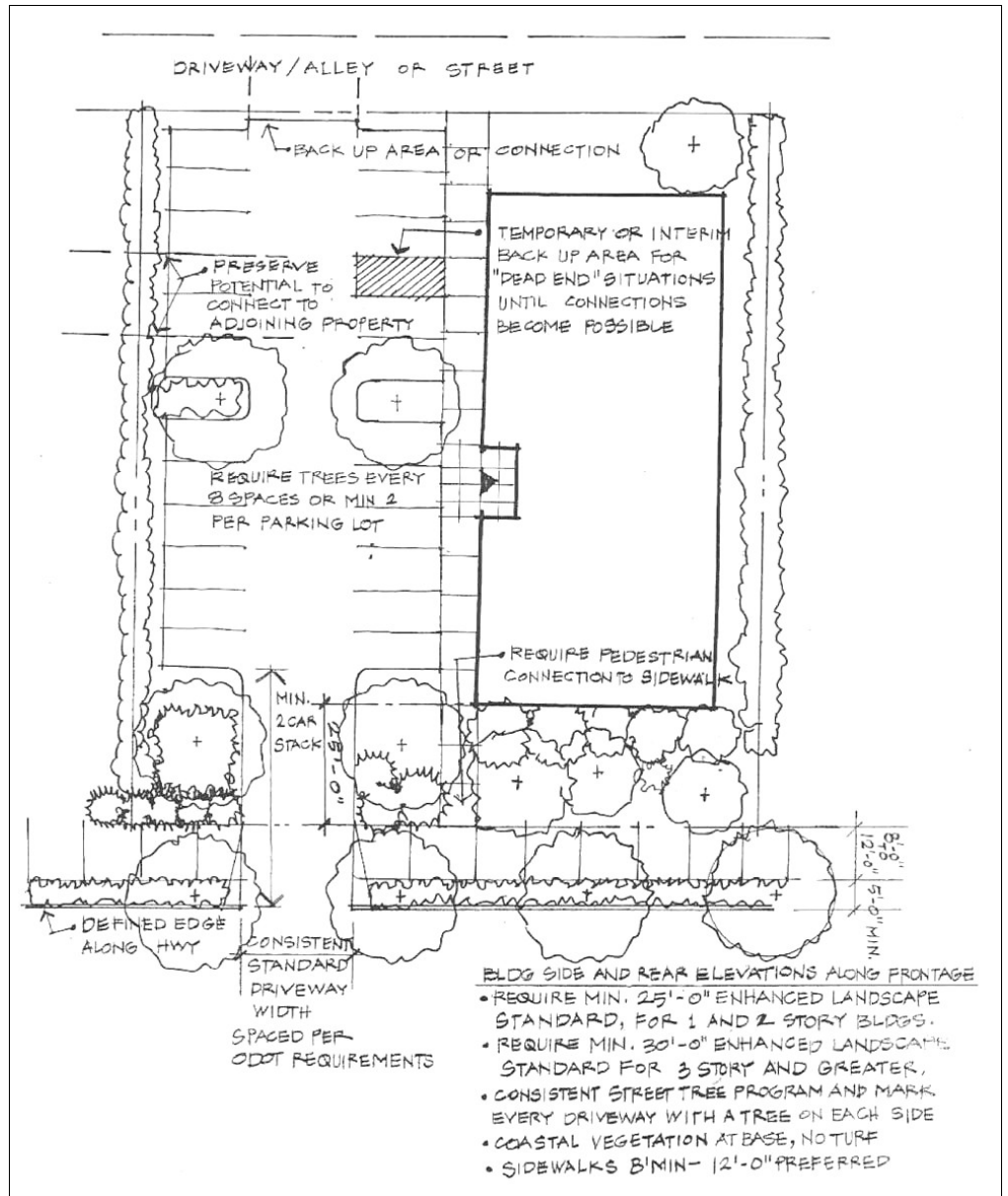
Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 4. Building Setback with Side Entrance (Performance Standard #4):

Where the Planning Director determines that a building may be oriented to an internal parking area and it may have its primary entrance placed on a side elevation (Strings only), the following standards shall apply: All street-facing elevations and elevations on which a primary building entrance is placed, shall meet the transparency and weather protection requirements of this code.

There shall be no parking placed between the building and highway; buildings with primary entrances more than forty (40) feet from the highway edge need not meet weather protection and transparency standard along the highway frontage provided that a landscape buffer of twenty-five to thirty (25-30) feet in width shall be required (plantings shall conform to the "volume landscape" requirements of this code). See Section III.G, Landscaping.

Highway access shall be subject to ODOT review and approval; a connection to a rear alley or shared driveway (where applicable), or a temporary turnaround where such connection is not possible, may be required.



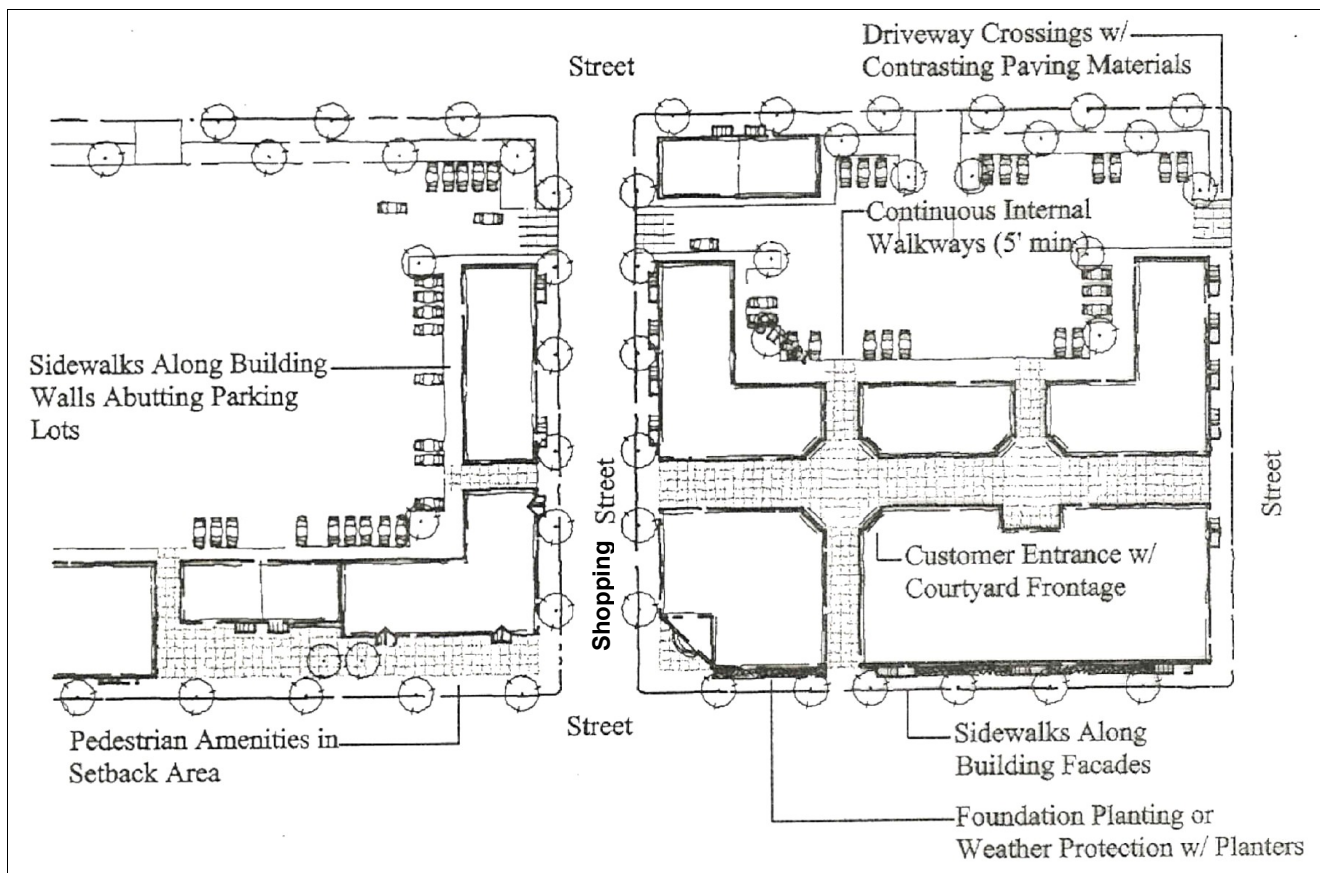
# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 5. Parking in Front (Performance Standard #5)

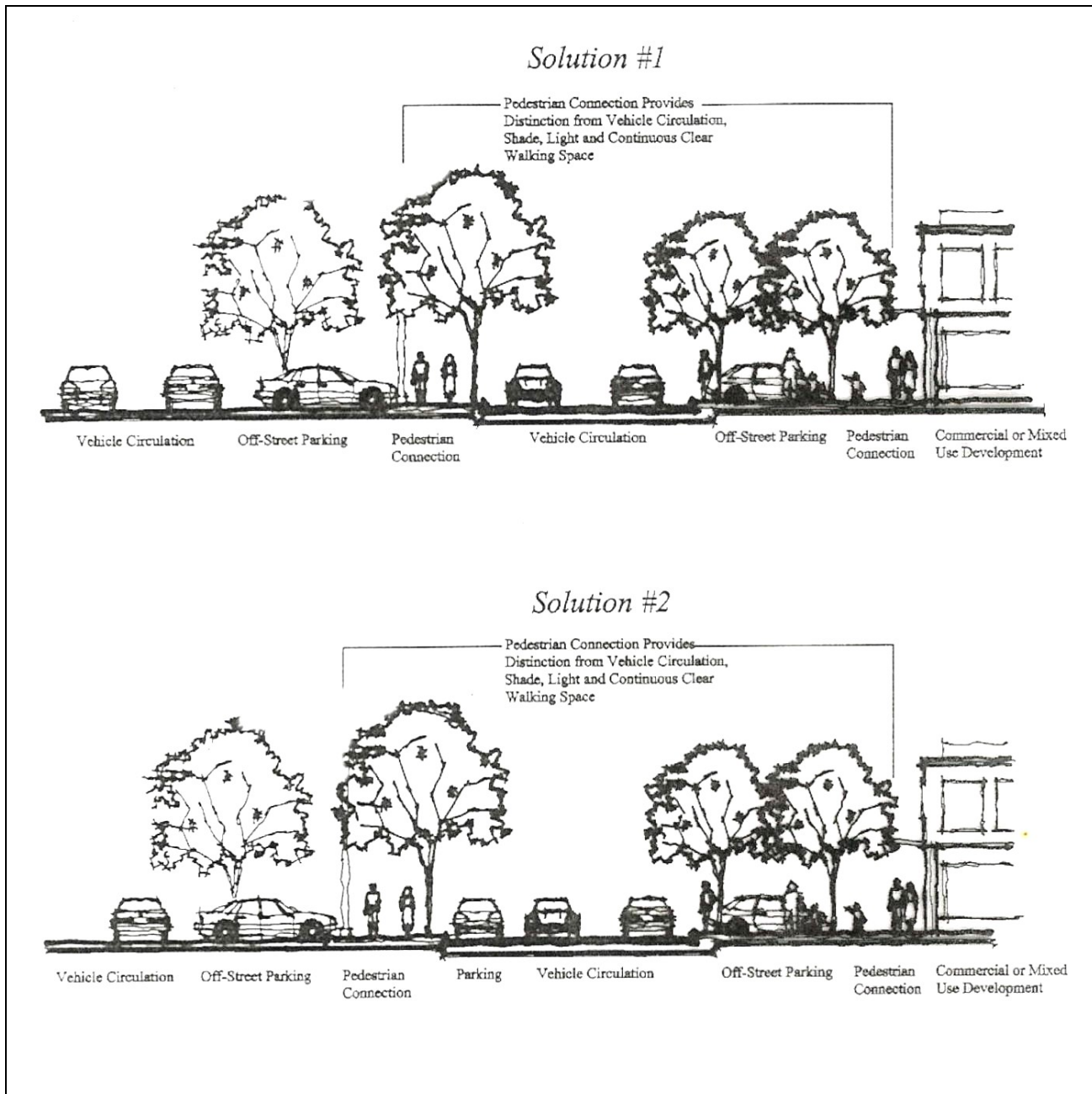
Where the Planning Director finds that multiple buildings and/or building pads should be set back from the highway right-of-way behind surface parking and oriented to internal driveways instead of streets (Strings only), such driveways shall be designed as “shopping streets.” Shopping streets shall contain, at a minimum, on-street parking, sidewalks/walkways with raised curbs, street trees and pedestrian lighting, as generally shown below. Such buildings may have their primary entrance(s) placed along the shopping street instead of a public street; in such cases, primary building entrances shall be within ten (10) feet of a walkway (8-foot minimum width), except where a pedestrian space (e.g., plaza or outdoor seating area) is provided the setback may be increased accordingly. Surface parking shall be setback and screened from the highway right-of-way behind a twenty (20) foot (minimum) landscape buffer. Buildings shall meet weather protection and transparency standards along all shopping streets. See Section III.D, Building Design and Section III.G, Landscaping.

Highway access is subject to ODOT review and approval; connection to a rear alley or abutting driveway (where applicable), or a temporary turnaround where such connection is not possible, may be required.



### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007



Examples of internal shopping streets that meet the building orientation requirement when building(s) not oriented to the highway (Strings only). Note: The above driveways do not have to extend through to Highway 101, provided that a pedestrian connection is made to required sidewalk.



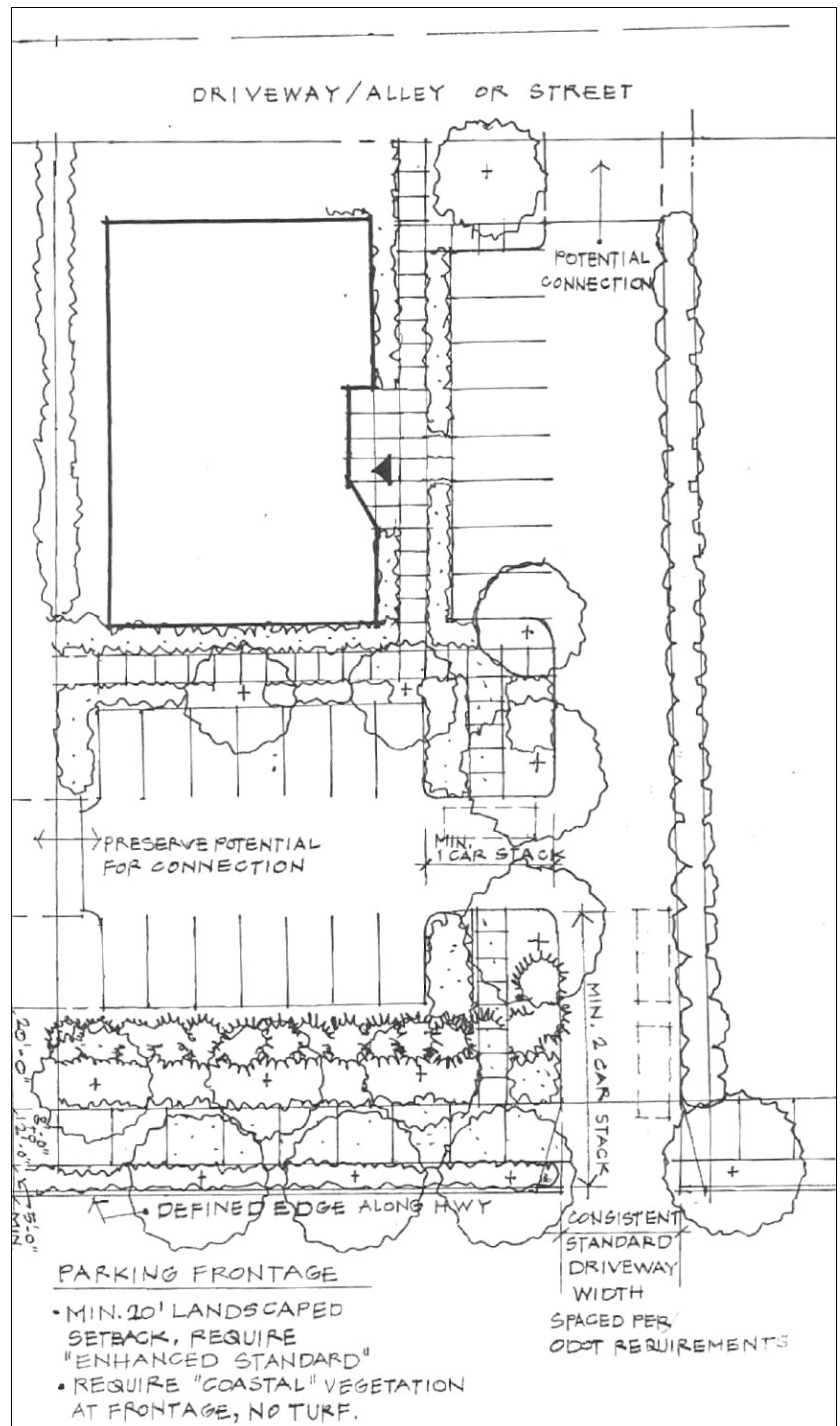
### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

#### 6. Parking in Front without Shopping Street (Performance Standard #6):

Where the Planning Director finds that it is necessary to place surface parking between a building's primary entrance and the highway or other public street (Strings only), and it is not possible to develop an internal shopping street as described above, e.g., due to the small size of a property, its configuration, or other physical site constraints, then the following standards shall apply: all surface parking and internal drives shall be setback at least twenty (20) feet from the highway right-of-way behind a landscape buffer; adequate vehicle queuing distances shall be provided between the highway right-of-way and all parking areas, subject to review and approval by ODOT; a six (6) foot minimum width walkway shall connect the primary building entrance to a public sidewalk with three (3) foot minimum width planter strips placed between such walkways and abutting driveways; raised or textured paving with ADA wheelchair accessible ramps shall be provided at all pedestrian crossings of vehicle areas; and provisions shall be made for potential future driveway extensions as adjacent properties or develop or street connections can be made. See also, Section III.G, Landscaping.

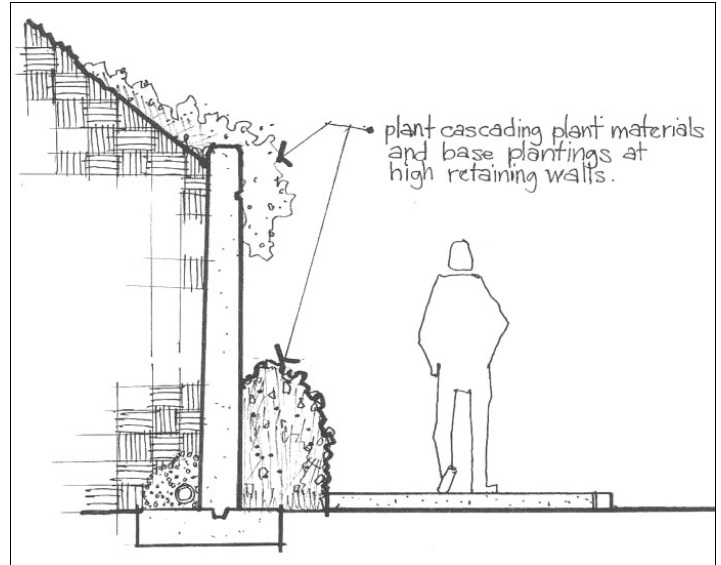
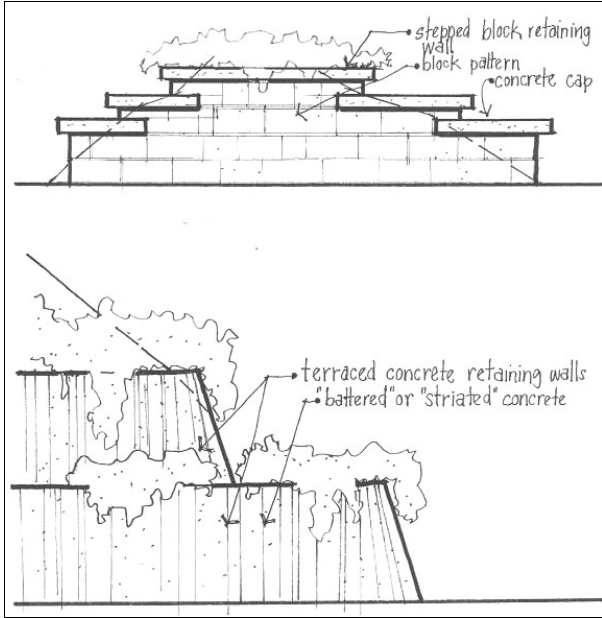
Highway access is subject to ODOT review and approval; connection to a rear alley or abutting driveway (where applicable), or a temporary turnaround where such connection is not possible, may be required.



### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

7. **Property with Grade Change (Performance Standard #7):** Where retaining walls are required adjacent to a public right of way (Strings or Pearls), they shall incorporate rusticated concrete block, striated or battered concrete, or natural stone. Applications for Site Plan review shall include proposed retaining wall detail drawings.



# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## B. Pedestrian Circulation

Pedestrian facilities shall be provided in accordance with the site design standards in Section III.A.

## C. Building Design

### ***Intent:***

The building design standards reflect the following community values:

- Eclectic coastal architecture
- Building orientation to streets to create a sense of enclosure and human scale
- Articulated building facades to break up large volumes and promote human scale
- Contextually appropriate materials, textures and colors
- Storefront character (windows, pedestrian shelter, furnishings, etc.)
- Corner buildings that serve as focal points with vertical elements, furnishings and/or public art

### ***Standards:***

#### **.1 Height.**

- a. Maximum Height. Maximum height is established by the underlying zone.
- b. Minimum Height. Buildings within Pearls (GC-PO or RC-PO zoned properties) shall be built to a height of not less than eighteen (18) feet where those buildings are required to orient to a public right-of-way. The minimum height is intended to maintain a sense of enclosure and a human scale relative to the street. Single story buildings shall incorporate parapets, towers or other design elements that reach the minimum height. Single-story structures of less than eighteen (18) feet in height and fronting onto Highway 101 may be approved by the reviewing authority where the proposed building is replacing an automobile oriented use in defined in Municipal Code Section 17.32.030.

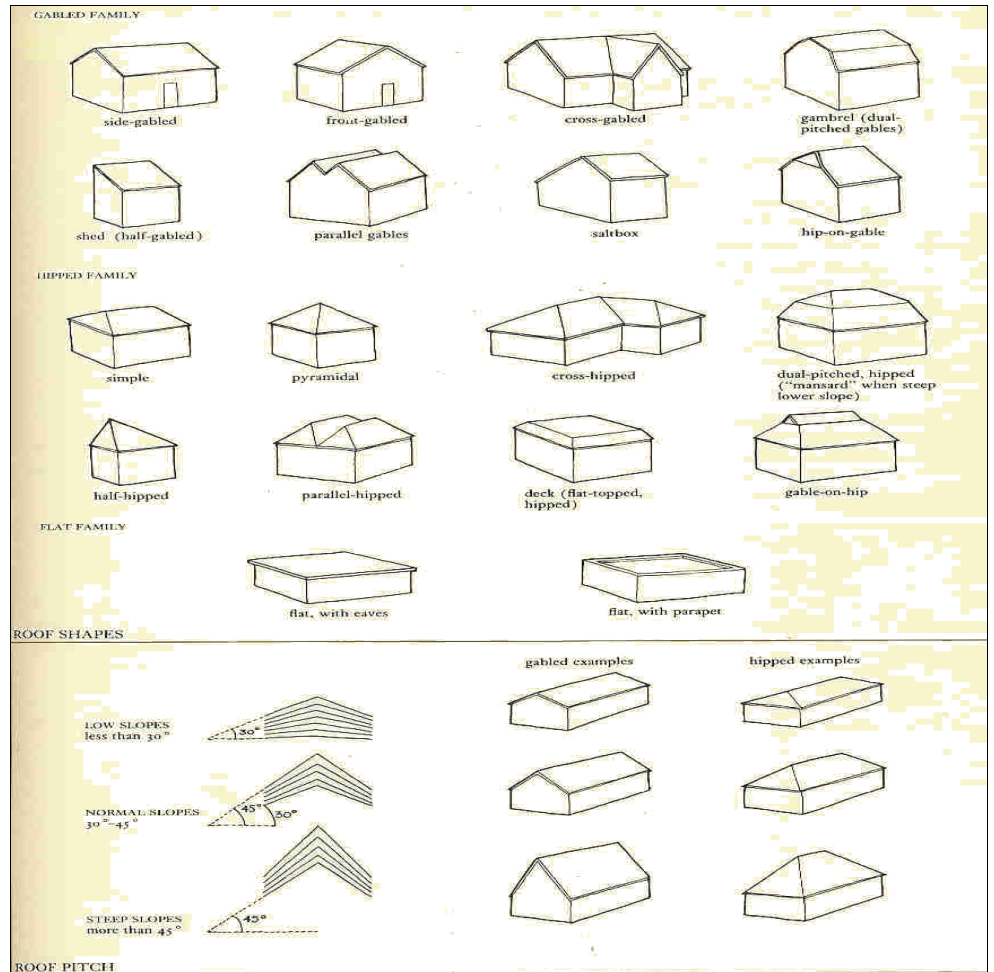
#### **.2 Building Form**

- a. Overall Design. Architectural designs shall address all four sides of a building, for example by continuing architectural elements (e.g., articulation, materials, detailing, etc.) around building corners. New buildings should not mimic any other building in their form or detailing, but instead should reflect the predominant form(s) within each Pearl or String, as applicable, while expressing individuality.
- b. Stepped Rooflines. Height should vary from building to building to avoid a homogenous appearance. This standard is met by using stepped parapets, gables, or slightly dissimilar height from building-to-building. Abrupt changes in height between buildings can be managed by having the taller building follow the horizontal lines of the shorter building along the ground floor, and by having the taller building reference elements or detailing of the shorter building(s) on its upper stories. See also, Storefront Character, below.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

**.c** Roof Forms. Roof elevations shall predominately conform to one of the following: flat with stepped parapet, gabled, or hipped. Secondary roof forms may include towers, dormers, turrets or other features with rounded (e.g., split-barrel), shed (e.g., dormer), pyramidal, or crossing elevations. Gambrel, dual-pitched (e.g., hipped “mansard”), deck (flat-topped, hipped), A-frame, and similar roof forms are discouraged. Where roofs are pitched, a minimum pitch of at least 30 degrees should be maintained.



# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## .3 Window Transparency.

- .a **Applicability.** The window transparency requirement does not apply to the auditorium portion of a theater (but does apply to the lobby and concession area), to the guestroom portion of a motel, hotel, or resort (but does apply to the lobby and other portions), or to multiple-family dwellings (but does apply to the commercial parts of mixed use buildings incorporating multiple-family dwellings).
  - .b **Standard.** Consistent with a desired storefront character, and to avoid the creation of large blank walls, buildings shall have large display windows, windowed doors and transom windows. In the Pearls this standard is met when the ground floor, street-facing elevation of a building is comprised of at least sixty percent (60%) transparent windows. In the Strings this standard is reduced to forty percent (40%). Window area is measured as a section extending the width of the street-facing elevation between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane eighty (80) inches above the sidewalk grade. Upper floors may have less window area, but should follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. Buildings not containing a street-facing elevation, such as those that are setback behind another building and those that are oriented to a pedestrian space (e.g., side plaza or court), shall meet the transparency standard on all elevations abutting pedestrian spaces(s) and on elevations containing a primary entrance. (Recommended: Figures C4 and C5).
4. **Building Orientation.** New buildings within Pearl areas shall be placed not more than twenty (20) feet from a public right-of-way, consistent with the performance standards in Section III.A, Site Design. This standard is met when at least 50 percent of the street-facing elevation is placed within twenty (20) feet of the right-of-way, or the primary building entrance is placed within ten (10) feet of the right-of-way and directly connected to a public sidewalk. New buildings within String areas shall be placed not more than forty (40) feet from public right-of-way or shopping street, consistent with the performance standards in Section III.A, Site Design. Primary building entrances may be oriented to a front yard or a side yard, consistent with the above standards.
  5. **Primary Entrances.** Buildings shall have clearly defined primary entrances that provide a weather-protection shelter for a depth of not less than five (5) feet (e.g., either by recess, overhang, canopy, portico and/or awning) extending from the building entry. See also, Section C, Pedestrian Shelters.
  6. **Secondary Entrances.** Buildings in Pearl areas should provide at least one entrance for every forty (40) feet of street frontage, consistent with a walkable storefront character. Where it is not practical to provide entrances every forty feet (e.g., a large building is designed for only one or two uses requiring street access), building entries may be spaced an average of ninety (90) feet apart or less.
  7. **Armature of the Block.** In Pearl areas, where practical, the width of buildings fronting Highway 101 should extend from side lot line to side lot line, to create a human scale and to maintain continuity of the storefront character.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 8. Building Mass (Strings and Pearls)

a. Articulation. Building elevations shall incorporate offsets or divisions to reduce the apparent building scale and to improve aesthetics. Elevations of a structure shall be divided into smaller areas or planes to minimize the appearance of bulk as viewed from any street, pedestrian space or adjacent property. When an elevation of a primary structure is more than 800 square feet in area, the elevation must be divided into distinct planes of not more than 800 square feet. For the purpose of this standard, areas

of wall planes that are entirely separated from other wall planes are those that result in a change in plane such as a recessed or projecting section of the structure that projects or recedes at least one foot from the adjacent plane, for a length of at least six (6) feet. Changes in plane may include but are not limited to recessed entries, bays, stepped parapets, secondary roof forms (e.g., gables, lower roof sheds, dormers and towers), building bases, canopies, awnings, projections, recesses, alcoves, pergolas, porticos, roof overhangs, or other features that are consistent with the overall composition of the building. See also, subsection C.7 a, Horizontal Rhythms (Recommended: Figures C4 and C5)

b. Street Level/Upper Floor. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials and/or fenestration. (Recommended: Figures C4 and C5)

## 9. Accessibility

Accessibility shall be provided consistent with applicable buildings codes. Where wheelchair ramps are required, the ramp design shall incorporate materials and detailing similar to the base of the building.

## 10. Openings

a. Ground Floor Windows. Ground floor elevations shall conform to subsection C.3 and should contain windows that are framed by piers or pilasters (sides); awnings, canopies or trim/hoods (tops); and kick plates or bulkheads (base). Decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged. (Recommended: Figures C4 and C5.)

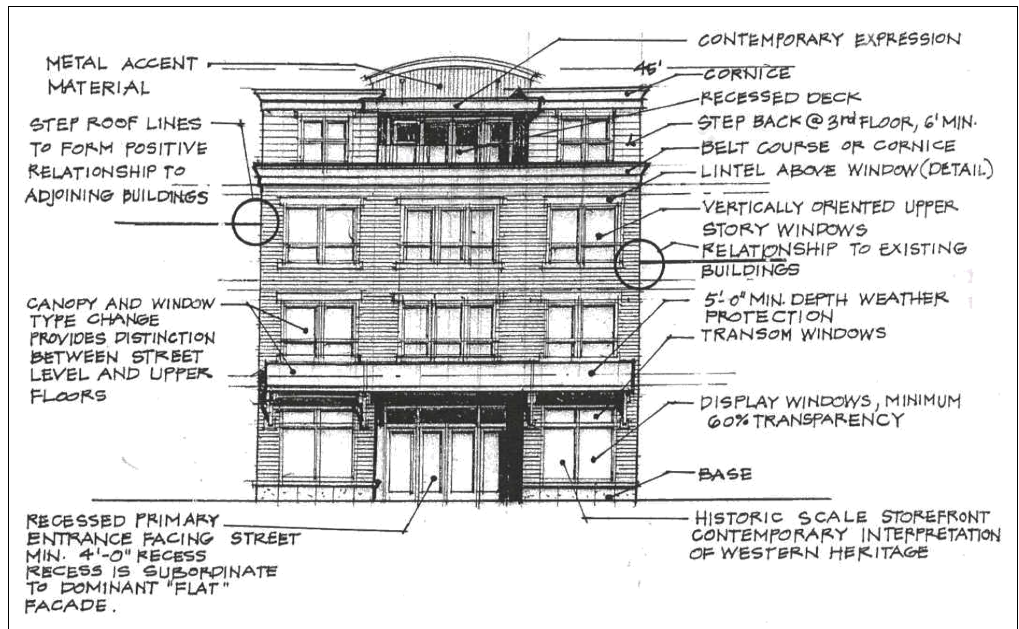


Figure C4: Example of Acceptable Building Elements (applicable to single- or multistory buildings)

### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

- b. Upper Floor Windows. Upper floor window orientation should be primarily be vertical, or have a width that is no greater than the width of the ground floor windows. (Recommended: Figures C4 and C5.)
- .c Projecting Windows, Display Cases. For durability and aesthetic reasons, display cases, when provided, shall be integral to the building design (not affixed to the exterior) and contain trim or other detailing consistent with the overall composition of the building.
- .d Entrances. Ground level entrances shall be at least partly transparent. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door.
- .e ATMs and Service Windows. Where ATMs or service windows are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter. Where drive-up windows or similar automobile oriented uses are provided they shall conform to the standards in Section 17.32.030.
- .f Corner Entrances. Buildings on corner lots should have corner entrances, consistent with Section III.A, Site Design. Such entrances are not required to be recessed, but shall have an awning or canopy of at least five (5) feet in depth for weather protection. Where a corner building is to be built in a Pearl area but does not have a corner entrance, it shall provide for a corner plaza consistent with Section E, below, or architectural features shall be provided honoring the corner as a pedestrian space; such features may include but are not limited to an alcove with seating, public art (e.g., sculpture or fountain), a vertical building element such as a tower (e.g., clock tower), or other feature approved through Site Plan review. (See also, Section E, Pedestrian spaces.)
- .g Remodels. The scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns, weather protection shelters, and other features should be visually compatible with the overall composition of the building (i.e., including building materials, color, detailing, etc.). The approval body may require modifications to a proposed design to address scale and proportion.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## 11. Horizontal Rhythms

- a. **Horizontal Lines.** New building designs and exterior remodels should establish prominent horizontal lines and avoid blank walls. Examples of such horizontal lines include: the base below a series of storefront windows; an existing awning or canopy line, or belt course between building stories; and/or an existing cornice or parapet line. It is not necessary for new lines to match existing lines. (Recommended: Figures C4 and C5)
- b. **Ground Floor/Upper Floor Division.** A clear visual division shall be maintained between the ground level floor and upper floors, for example, through the use of a belt course, transom, awnings or canopies. (Recommended: Figures C4 and C5)
- c. **Building Base.** Buildings shall have a foundation or base, typically from ground to the bottom of the lower windowsills, with changes in volume or material, to give a sense of strength and symmetry. (Recommended: Figures C4 and C5)



Figure C5: Rhythm, Massing, and Building Openings

## 12. Vertical Lines

New construction or front elevation remodels shall reflect a vertical orientation, either through breaks in volume or the use of surface details, to divide large walls and create a human scale. Building designs for

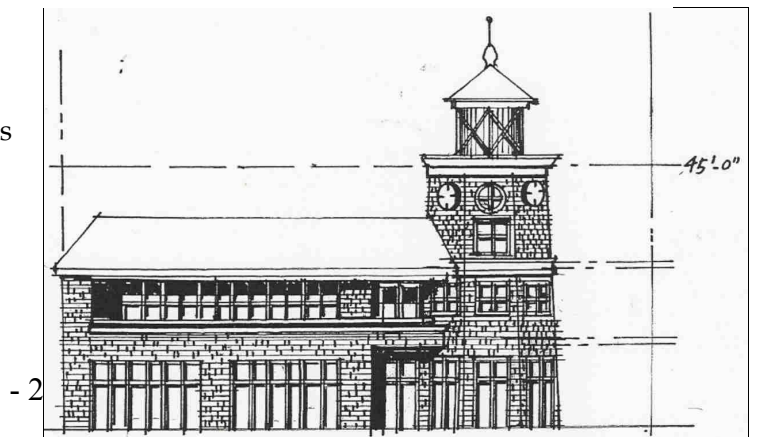


Figure C8: Example of vertical element and desirable building height on a corner property in a Pearl.



### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

corner properties in Pearl areas should accentuate the corner location with a vertical element.  
(Recommended: Figure C8)

#### 13. Materials and Color

- a. Primary Materials. Exterior building materials shall predominately consist of painted or natural stain wood, stone, brick, rusticated concrete block (warm tones) or comparable cladding. Rough-hewn wood, timbers and metals may be used as accents but not as the primary exterior cladding. The following may not be used as primary cladding on new buildings: corrugated metal, foam/synthetic stucco, and similar materials as determined by the decision body. See also, Secondary Materials and Substitute Materials, below.
- b. Change in Materials. Elevations shall incorporate changes in material that define a building's base, middle and top and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way or plaza may utilize changes in texture and/or color of materials in the interest of affordability, provided that the design is consistent with the overall composition of the building.
- c. Secondary Materials. Any of the materials listed as primary materials may also be used as secondary materials or accents. Metals such as copper, steel, iron, bronze and similar appearance metals may be used as trims or accents (e.g., flashing, weather protection features, ornamentation, etc.) when compatible with the overall building design, and subject to review and approval through Site Plan review.
- d. Substitute Materials. Substitute materials that are equal in appearance and durability to those in subsections 'a' and 'c' may be approved at the discretion of the reviewing authority through Site Plan review. The applicant will be required to provide specifications from the manufacturer.
- e. Color. Color schemes should be simple and coordinated over the entire building to establish a sense of overall composition. Color schemes should tie together signs, ornamentation, awnings, canopies and entrances. There shall be no more than one base color for each twenty-five (25) feet of the front elevation; one base color for the entire front elevation is preferred. Using only one or two accent colors is also preferred, except where precedent exists for using more than two colors with some architectural styles (e.g., Arts and Crafts). Natural wood finishes are appropriate for doors, window sashes and trim, signs, canopies and other architectural accents. Luminescent, sparkling, neon and "day-glow" colors are not allowed (e.g., outlining building), except that neon signs are allowed subject to applicable sign codes. Metals shall be brushed finish or painted in mute or earth-tones to minimize glare.
- f. Contemporary Designs. Materials that provide a contemporary interpretation of local architecture styles, including Arts and Crafts, Art Deco, and Vernacular (beach cottage) styles are encouraged. Buildings that resemble suburban strip-malls (e.g., picture windows extending to near grade level) and those that use highly reflective glass, clerestory windows and/or similar non-traditional features are discouraged.

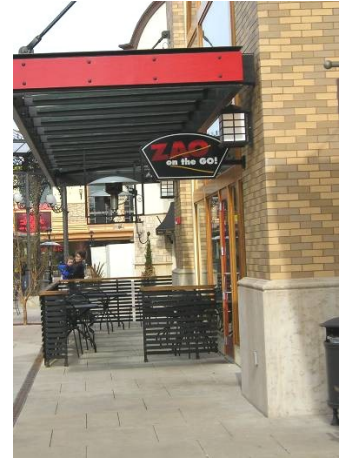
# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

- g. Restoration and Rehabilitation. Restoration and rehabilitation projects should incorporate original materials and design elements (e.g., previously covered over), to the extent practicable.

## 14. Pedestrian Shelters

Awnings, canopies, recesses or similar pedestrian shelters shall be provided along at least sixty percent (60%) of a building’s ground floor elevation(s) where the building abuts a sidewalk, plaza, pedestrian access way, or outdoor seating area. Pedestrian shelters used to meet the above standard shall extend at least five (5) feet over the pedestrian area, shed rain away from building entrance(s), be proportionate to the building in its dimensions, and not obscure the building’s architectural details. If mezzanine or transom windows exist, the shelter shall be below such windows where feasible.



## 15. Mechanical Equipment

- a. Screening. When mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment is adjacent to a street, sidewalk or pedestrian space, it shall be screened from view all streets. Where such equipment is installed on a side or rear building elevation and is adjacent to an alley, access way, or pedestrian space, its appearance shall be minimized or screened using materials and/or colors that are similar to those used on the subject building. Standpipes, meters, vaults and similar equipment should not be placed on a front elevation when other alternative locations exist; such equipment shall be placed on a side or rear elevation when practicable.
- b. Rooftops. Rooftop mechanical units shall not be visible from any street.
- c. Ground-Mounted Units. Ground-mounted mechanical units shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges may also be used as screens where there is adequate sunlight and irrigation to ensure their successful growth.

Pedestrian shelters may come in a variety of forms, materials, and colors provided they fit the overall composition of the building. Actual designs should address the location and function of the shelter, building codes, architectural compatibility, durability, and right-of-way constraints, if any.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

---

## D. Transportation and Streetscape Standards

### ***Intent:***

The relationship between the local street system, Highway 101 and adjoining properties is important from both a transportation planning and a land use perspective. Oregon Department of Transportation (ODOT) is the permitting authority for all access onto Highway 101. As the permitting agency for land use, the city works cooperatively with ODOT to manage development adjacent to the highway. The city's design standards are intended to implement the community's vision of a cohesive streetscape, with on-street parking, wide sidewalks, weather protection (pedestrian) shelters, benches, pedestrian-scaled lighting, public art, opportunities for café seating, and other amenities. A safe, inviting and comfortable pedestrian environment benefits businesses, highway users and the community as a whole.

### **Standards:**

In addition to site design standards in Section III.A, the following provisions apply to all new development:

1. **Transportation Plan Conformity.** New development shall conform to the policies, standards, specifications and design details (e.g., street sections) contained in the city's Transportation System Plan (TSP) and the standards in Section III.A. When streetscape improvements are required of new development, such improvements shall conform to the TSP.
2. **Streetscapes.** Where a project is subject to a redevelopment plan, it shall conform to applicable streetscape provisions (e.g., sidewalks, street furnishings, etc.) of the redevelopment plan.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## E. Pedestrian Spaces

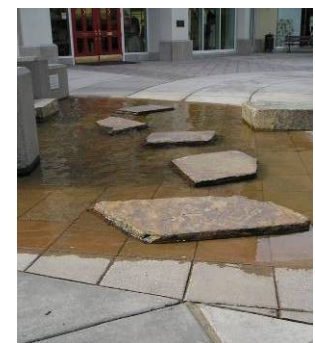
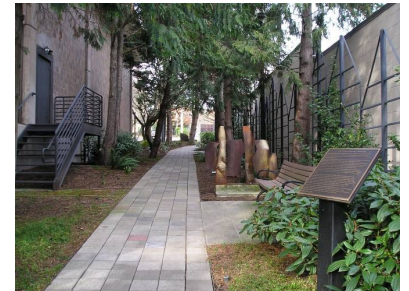
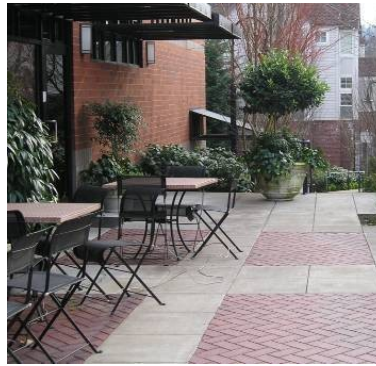
### Intent:

The increased development intensity, mixture of uses, pedestrian activity, close building orientation and minimal private open space envisioned for the Pearl areas require that pedestrian space be provided along building frontages and in breaks between buildings. Pedestrian space, such as plazas, extra-wide sidewalks, outdoor seating areas, pedestrian access ways between buildings, alcoves and pocket parks, provide visual relief, pedestrian resting areas and opportunities for socialization. Pedestrian spaces do not have to be publicly owned or maintained. Therefore, projects within Pearl areas are required to contribute their proportionate share of pedestrian space. String area projects are encouraged to incorporate appropriate pedestrian space. Pedestrian spaces count toward the required minimum landscape area in each zone.

### Standards:

- 1. Pedestrian Space Standard.** At least three percent (3%) of every Pearl development site, except for residential developments, shall be designated and improved as pedestrian space. The highest priority locations for pedestrian space are those areas with the highest pedestrian activity (e.g., street corners and mid-block pedestrian access ways) that have a western or southern exposure (within 45 degrees of true south or west). Where no such area exists, then pedestrian space should be provided as an extended sidewalk or walkway connecting multiple developments.

The reviewing authority may find that the creation of pedestrian space is not practicable based on the project location or other relevant factors. In such cases, the city may accept an in lieu fee equal to the fair market value of the land and improvements that would have otherwise been required. The fair market value shall be



Pedestrian spaces should serve as focal points and gathering places, giving the downtown a unique identity and sense of place. Pedestrian amenities may include, but are not limited to outdoor seating areas or cafes, pedestrian access ways, weather protection, plazas, benches, public art, and street furnishings such as bicycle racks and pedestrian lighting (e.g., bollards) at crossings.

### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

determined after the City approves the Site Plan review application and before issuance of any building permits on the project.

- 2. Dimensions.** All pedestrian spaces shall have dimensions of not less than eight (8) feet across and have a surface area of not less than sixty-four (64) square feet.
- 3. Public Access.** Such areas shall abut a public right-of-way or otherwise be connected to and visible from a public right-of-way by a sidewalk or pedestrian access way; access ways shall be identifiable with a change in paving materials (e.g., pavers inlaid in concrete or a change in pavement scoring patterns and/or texture). Where a right-of-way connection is not possible, the owner shall be required to provide a public access way easement to the pedestrian space. Pedestrian spaces shall not be gated or closed to public access, unless otherwise required by the city. (Recommended: Figures E1 and E2.)

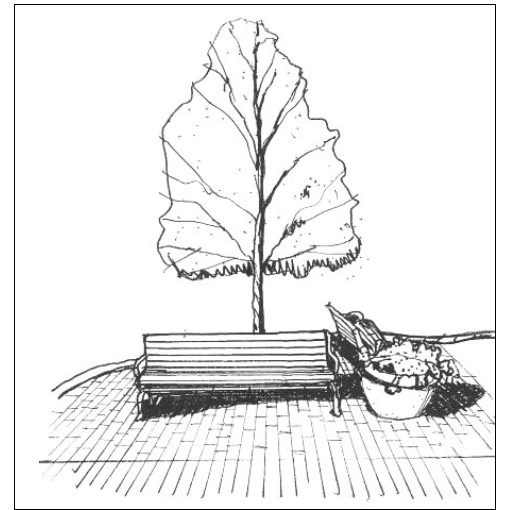


Figure E1: Example of a small pedestrian space containing approximately 64 square feet.

- 4. Pedestrian Amenities Required.** Where pedestrian space is required, it shall contain pedestrian amenities such as plaza space, extra-wide sidewalks (i.e., outdoor café space), benches, public art, pedestrian-scale lighting, way finding signs (as approved by the city) or similar pedestrian areas in an amount equal to or greater than one-half of one percent (0.5%) of the estimated construction cost of the subject building(s). Where a pedestrian space adjoins a building entrance it should incorporate a canopy, awning, pergola, portico, or similar weather protection feature. Pedestrian amenities such as seating, planters, public art and pedestrian lighting (e.g., antique lamps or bollard lights) at street corners or pedestrian access ways may be counted in fulfilling the 0.5% requirement. (See Figure E2) Cost estimates for pedestrian amenity improvements shall be prepared by a licensed architect, landscape architect, or other qualified professional, and shall be subject to review and approval by the Planning and Community Development Director.

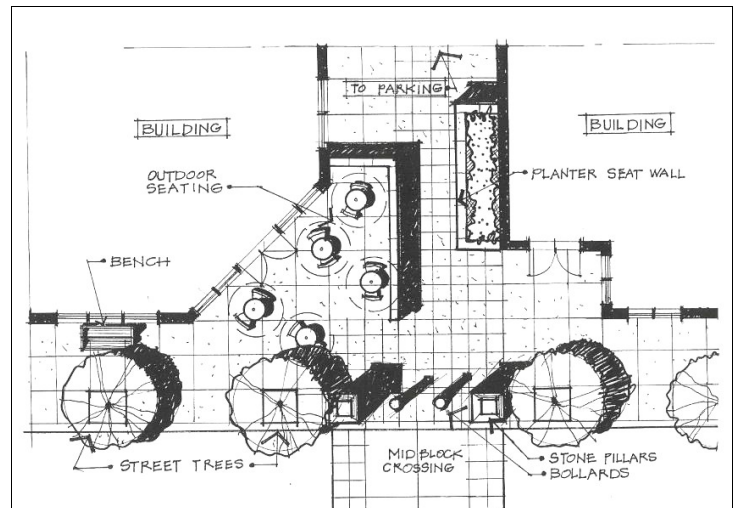


Figure E2: Example of preferred types of pedestrian amenities, shown with access way between buildings leading to an internal parking area or street end.

- 5. Mechanical Equipment and Garbage Storage Areas.** Mechanical equipment and garbage storage areas are not counted in the pedestrian space(s) required under subsection E.1. Such facilities shall be screened completely from view and set back twenty (20) feet or more from a pedestrian space for aesthetic reasons and to minimize odors and noise.

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## F. Parking

The off-street parking standards are the same as provided in Chapter 17.56 of the Municipal Code, except that credit toward minimum parking standards shall be granted for on-street parking spaces abutting the development. Shared parking between uses is allowed, in conformance with Section 17.56.060.

## G. Landscaping

### ***Intent:***

Lincoln City is identifiable, in part, by its shore pines and other coastal vegetation. While it is inevitable that some existing trees will be removed with new development, native vegetation should be preserved where practicable or otherwise replanted in required landscape areas. Trees and hedges serve as windbreaks and visual screens in an area that is otherwise being exposed to high winds. Grassy swales capture and cleanse surface water runoff before it infiltrates into the ground or seeps onto the beach. Mature vegetation also enhances real estate values. For these reasons, as well for aesthetic reasons, the city requires that all new developments and redevelopment projects attempt to save mature vegetation that is not within building envelopes and provide landscaping in surface parking areas, as buffers between uses, within street planter strips, and to soften the appearance of large building elevations. Landscaping must conform to the following provisions, in addition to those in Section 17.52.100.

### ***Standards:***

1. **Mature Landscaping.** Site plans shall incorporate existing, mature vegetation that is not within building envelopes and not within areas that are required to be graded or excavated (e.g., for utilities, foundations, and driveways) into the project's landscape design to the greatest extent practicable. Where mature tree removal is unavoidable (e.g., a tree's location precludes reasonable development consistent with prescribed building envelopes, required building orientation, or public improvement requirements), mitigation shall be required as per subsection 3.g, below.
2. **Volume Landscaping and Screening.** Large trees and/or shrub planting may be required in quantities exceeding the base requirements of this code to mitigate adjustments to other standard or the loss of mature trees as described under subsection H.1.
3. **Minimum Landscape Standards.**
  - a. All off-street parking and vehicular use areas (including driveways and loading docks) shall have perimeter landscaping of not less than four (4) feet in depth, and interior landscaping covering at least ten percent (10%) of the entire vehicular use area.

The Planning Commission may reduce the minimum landscape area to not less than five percent (5%) where the development preserves and protects one or more existing mature trees. The commission shall use its discretion in awarding credit, provided that more credit may be awarded to projects that preserve the largest or most visible trees as viewed from public rights-of-way including the beach. Areas with preserved trees are counted toward the required parking lot landscaping.
  - b. Each separate landscape area shall be a minimum of twenty four (24) square feet with a minimum dimension of at least five (4) feet and, on parking lot islands and in park strips along a street, shall contain at least one tree. All remaining land in the landscape area shall be covered

### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

by a combination of shrubs, ground cover plants or other city-approved non-vegetative ground cover.

- c. All required buffer strips, screens, and other required landscape areas shall be planted at a density to ensure the intended buffering or screening intent is met; in no case shall a landscape area have less than one (1) tree per 200 square feet of surface or less than one (1) shrub per 50 square feet of area.
  - d. Required trees and shrubs shall be non-invasive species that are known to thrive in the Northern Oregon coastal environment.
  - e. The following guidelines apply:
    - Vegetation native to the Pacific Northwest coast is encouraged
    - Turf and grass is discouraged, except in residential developments
    - Species should be those contained in the Lincoln City Tree Planting Guide & List of Recommended Species, or
    - Species recommended by a licensed nurseryman as being suitable for the local climate, as approved by the Planning Director.
  - f. Trees shall be at least two (2) inch caliper at time of planting.
  - g. When tree mitigation is required the number of mitigation trees required shall be equal to the total number required to achieve at least half of the number of inches of mature tree(s) removed (diameter measured at 4-feet above grade). For instance, if a 12-inch diameter tree is removed, then at least two 3-inch trees of the same or comparable species shall be planted. Alternatively, the reviewing authority may require fewer trees of a larger size be planted.
  - h. Irrigation systems shall be provided for all planted areas for a period of at least two (2) years, or until it is demonstrated that new plants have become naturalized.
  - i. Shrubs shall be at a least 3-gallon size when planted.
  - j. If hedges are planted for screening, plants shall be at least of an initial size so that the required screening will be achieved within 2 years.
  - k. Trees shall be planted so that encroachment below 8 feet into a public right-of-way can be prevented without long-term detriment to the subject tree.
  - l. Landscaping shall preserve an adequate line of site around vehicle accesses.
  - m. All landscaping materials shall be in vigorous and healthy growing condition and shall be installed according to common planting procedures, with consideration given to soil condition. The property owner is responsible for maintaining and replacing, as necessary, all approved landscape plants on his property those within abutting rights-of-way (e.g., street trees).
4. **Parking Area Landscaping.** Surface parking areas shall have perimeter landscaping, as described above. Surface parking lots containing more than twenty (20) parking stalls shall be divided into rows of not more than twelve (12) continuous parking spaces. (Recommended: Figure G1.
  5. **Water Quality.** Where a surface parking area incorporates water quality filters/swales and porous paving materials, such as pavers set in sand, concrete blocks allowing grass to grow through, and/or porous concrete (e.g., particularly along walkways and in parking areas that are used infrequently), the reviewing authority may allow additional building (lot) coverage, consistent with

# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

the standards in Table II.B. Porous paving may also be used for small areas, such as the first four (4) feet of a parking lot's perimeter, where it would help reduce or slow surface water runoff. (Recommended: Figure G1.)

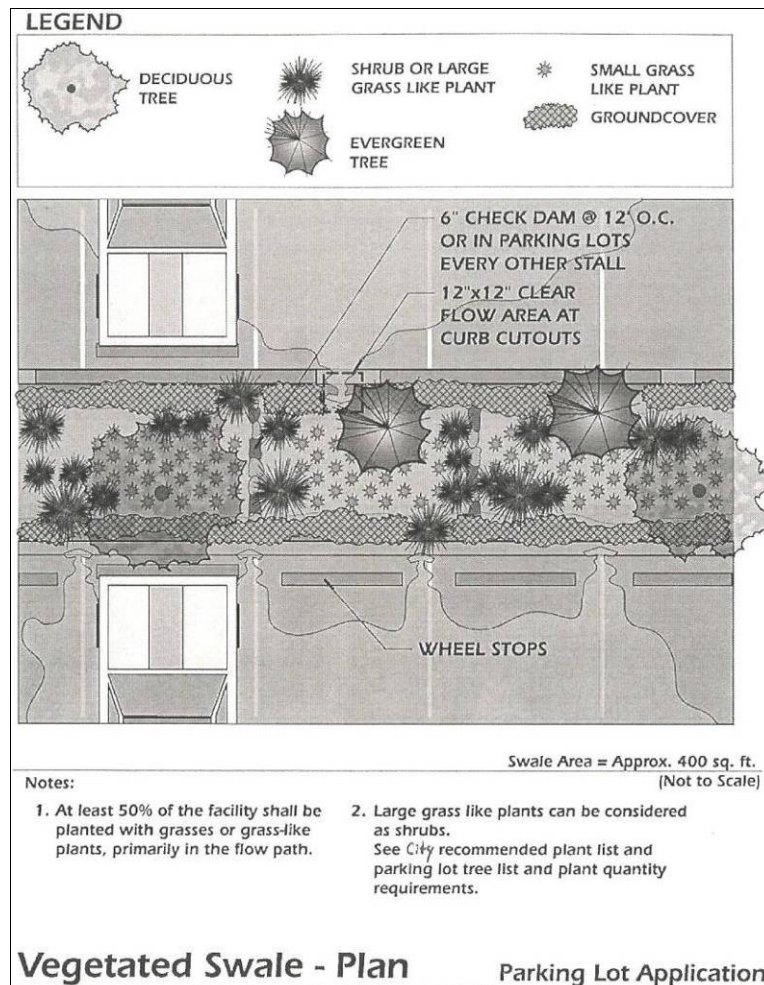
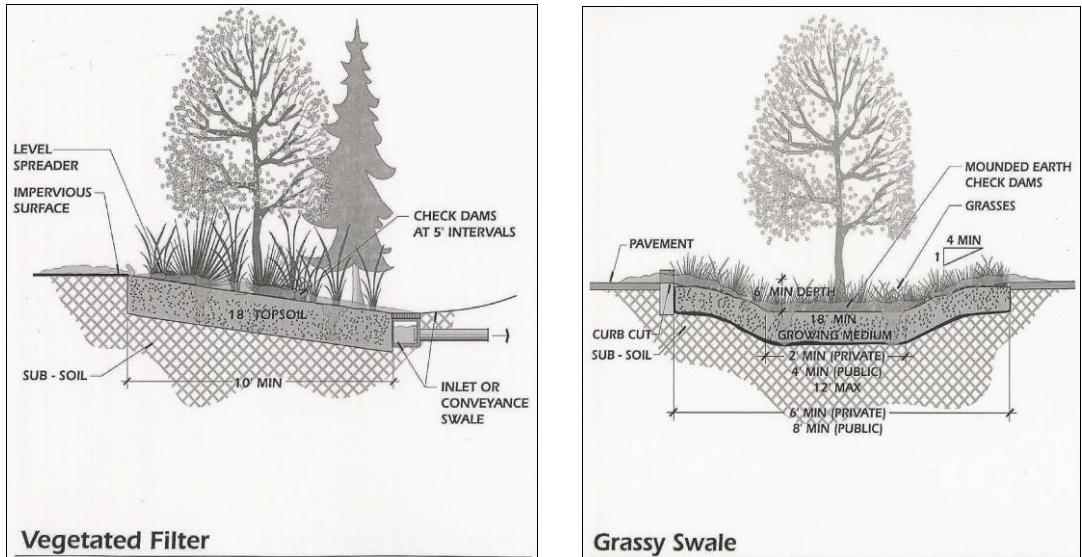


Figure G1: Typical parking lot landscape concepts, incorporating water quality features.



# III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## H. Exterior Lighting

### **Intent:**

The number, size, design and placement of lights all contribute to creating a safe and aesthetically pleasing development. Excessive lighting contributes to light pollution, glare and light trespass, and it diminishes views of the night sky. Outdoor lights should function primarily as tools for pedestrian way finding and business visibility. Business visibility does not require that owners fully illuminate their building and parking areas. Urban renewal plans for some areas (e.g., Taft and Oceanlake) include sidewalk lighting (antique street lamps) that, together with modest on-site lighting in developments, will enable motorists and pedestrians to recognize businesses and safely walk to them. Lights in String areas need not be designed to a “highway scale.”

### **Standards:**

Outdoor light fixtures shall not be installed without Site Plan review approval. Where a light fixture is required as part of a larger project, the lighting package shall be reviewed under the following guidelines and standards. Where an outdoor light fixture is to be installed apart from any other development application, it shall be processed administratively. Outdoor lighting that does not conform to current standards, but conformed to city standards prior to the effective date of this section are allowed to continue as non-conforming until such time that the light fixture and/or building is remodeled or replaced.

1. **Contextual Design.** Exterior lights shall be designed to fit their particular location and function. They should be simple in character and similar in color and intensity to those used traditionally. High pressure sodium lights are appropriate, except where good color rendition is required; enhanced color rendition high pressure sodium lamps, or more uniform spectrum lamps, may also be used.
  - a. Pedestrian ways and entrances that are not otherwise illuminated by building-mounted lights or streetlights shall be illuminated using bollards, step lights, or other low-profile fixtures that are appropriate for walkways and plazas. Illumination between 1.0-2.0 foot-candles for such areas is required.
  - b. Building-mounted lights should complement the building background in style; using lights to draw attention to (wash) architectural elements is permitted, provided that unshielded, high intensity light sources and sources that direct light upward without cut-offs are not permitted. (See subsection 2 below.)
  - c. Antique-style lights are preferred over recessed can lights and globe fixtures. Contemporary light fixtures that draw on historic elements or provide a new interpretation of an historic style are encouraged.
  - d. Maximum initial luminance of outdoor sales areas, storage areas and service station canopies and similar areas shall not exceed twenty (20) foot-candles, except as otherwise approved by the Planning Director.
  - e. Maximum initial luminance of parking lots shall not exceed four (4) foot-candles, except as otherwise approved by the Planning Director.
2. **Impacts of Lighting.** The visual impacts of site and architectural lighting, such as overspray of lights onto adjacent residential properties and lights shining into the night sky, shall be avoided.

### III. Design Standards and Guidelines

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

- a. Light poles shall not exceed a height of twenty (20) feet.
- b. Only shielded lights are permitted. Shielding should be integral to the light fixture and direct light downward. **Exception:** *Up-lighting of official flags may be allowed provided that the luminance level is minimized.*
- c. Lighting associated with service areas, parking lots and parking structures, as well as streetlights, shall be shielded or provide cut-offs to avoid glare, light pollution (night sky) and light spillover onto residential properties. Luminance at the property line, or no more than five (5) feet over the property line shall be zero.
- d. The Planning Director may require the installation and use of timers or activity switches to prevent unnecessary sources of light by controlling the length of time that exterior lights are in use late at night.
- e. Lights used to wash a building elevation (including any signs) shall not wash more than seventy-five percent (75%) of the façade. Interior lights (e.g., store displays, etc.) are exempt.
- f. Uplighting is prohibited. Where lighting is used to wash an exterior wall, the use of recessed eave lighting is preferred. The maximum illumination limits for wall washing are 1.0 foot-candle for dark colored surfaces and 0.5 foot-candle for light colored surfaces.
- g. The manufacturer's data or measurement shall be provided to demonstrate conformance with Section I. Photometric plans are required with Site Plan review applications, unless waived by the Planning Director.

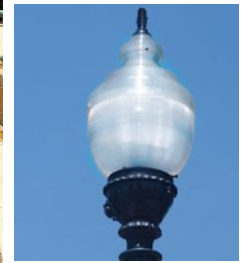


Figure J: Examples of acceptable lights

# Appendix A - Definitions

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

## A. Definitions

*Note: The following definitions are informational. Where conflicts occur between the definitions below and an adopted building code, the adopted building code shall apply. For terms that are not defined below and are not defined in the building code, the reviewing authority will use its discretion in selecting from professional source materials that are most relevant to the question at hand.*

1. **Accessibility** means the locational and design characteristics of a use, structure, or facility that permit it to be reached by one with a disability, as prescribed under the American With Disabilities Act and associated building codes and guidelines.
2. **Alcove** means a recessed section of a building's exterior wall; may provide weather protection, outdoor seating or other pedestrian amenities.
3. **Basement** means the lowest story of a building where fifty percent or more of the floor is located below the grade plane.
4. **Belt course** means a horizontal course in a masonry wall that is of a different color, texture, size, or material and which is compatible with the overall form and architectural composition.
5. **Bollard** means a post of metal, wood or masonry, or a combination thereof, that is used to separate or direct traffic (vehicles, pedestrians or both). Bollards may contain sidewalk or pathway lighting.
6. **Clerestory** means a window that extends from the ground floor of a building to near the top of an outside wall.
7. **Corbel** means a projection a building out from a masonry wall, sometimes to support a load and sometimes for decorative effect.
8. **Cornice** means the exterior trim of a structure at the meeting of the roof and wall.
9. **Façade** means the front or principal face of a building, any side of a building that faces a street, way, or pedestrian space.
10. **False-front** means a front wall that extends beyond the sidewalls or rooftop of a building to create a more imposing façade. (See also, "parapet.")
11. **Fenestration** means the arrangement and design of windows and doors in a building.
12. **Grade** means the surface elevation of the ground.
13. **Grade Plane** represents the average of the finished ground level adjoining the building at all exterior walls or, for common wall buildings, the exterior walls and common wall. Where the finished

## Appendix A - Definitions

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

---

ground level slopes away from the exterior wall(s), the reference plane is established by the lowest points within the area between the building and the property line or, where the property line is more than six (6) feet from the building, between the structure and a point six (6) feet from the building.

14. **Guideline** means a recommended approach, parameter, example, and/or rationale for interpreting, applying, and/or modifying a standard through the design review process. For the purpose of design review, the photographs, illustrations, and diagrams contained in this document are intended to be used as guidelines, except where an illustration contains a specific dimensional requirement or is accompanied by the words “shall” or “must,” then the illustration is intended as a standard.
15. **Height.** Height is measured from the grade plane to the highest point on a flat roof, including any parapet, or to the average height of the highest gable on a pitched or sloped roof.
16. **Lintel** means a heavy horizontal beam of wood or stone over an opening of a door or window to support the weight above it.
17. **Medallion** means a small decorative detail used to accent a building’s exterior.
18. **Mezzanine** means an intermediate level between a ground floor and the upper story(ies) occupying a partial area of floor space.
19. **Parapet** means a low protective wall at the edge of a roof.
20. **Pedestrian-scale lighting** means lighting that is designed and located to illuminate a sidewalk, pathway or other area that is used principally by pedestrians. Bollards, wall-mounted lights and step lights are typical of pedestrian-scale lighting.
21. **Pedestrian space** means a public gathering space, such as a plaza, square, outdoor seating area, alcove, sculpture garden, or similar space, oriented to pedestrians and connecting one or more developments to the adjacent streetscape.
22. **Pediment** means a low-pitched gable over a portico, door or window; may be used to reduce the scale of a building façade.
23. **Pier** means a portion of a wall between windows, doors or other openings.
24. **Pilaster** means a shallow pier used to buttress a wall; or a rectangular column with a capital and base, projecting only slightly from a wall as an ornamental motif.
25. **Pocket park** means a small plaza or landscaped pedestrian space, typically less than one-quarter acre and not for recreational use.

# Appendix A - Definitions

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

---

26. **Portico** means a porch or entrance to a building consisting of a covered and often columned area; may be used to address building orientation standards where redeveloping a building to meet the front property line is not feasible.
27. **Public art** means artwork in the public realm, regardless of whether it is on public or private property, or whether it is acquired through public or private funding. Public art can be a sculpture, mural, manhole cover, paving pattern, lighting, seating, kiosk, gate, fountain, engraving, carving, fresco or similar artwork which is approved through design review. In evaluating public art proposals, the reviewing authority may refer to guidelines and inventories prepared by the City of Lincoln City, the National Trust for Historic Preservation and/or other references it deems appropriate.
28. **Spandrel** means the blank space between windows and successive stories; or the area between the top of a column or pier and the apex of the arch springing from it.
29. **Split-barrel roof** means a rounded roof that resembles a barrel split in half and resting rounded side up.
30. **Standard** means a requirement for the purposes of design review approval. Dimensional requirements and provisions containing the words “shall,” “must,” “not permitted,” “prohibited,” “required/requirement,” or similar prescriptive or proscriptive terms indicate the presence of a standard.
31. **Streetscape** means the interface between development and a public street along the development’s street frontage; it typically includes storefronts, building entrances, weather protective canopies or awnings, pedestrian spaces such as plazas and curb extensions at intersections, a building front zone along the sidewalk where outdoor seating may occur, a through zone for pedestrians, a street furnishings zone for lights, trees, and other furnishings, and on-street parking where applicable.
32. **Transom** means a window immediately above a window or door; may or may not be hinged to a transom.
33. **Transparency (windows)** means non-reflective glass with a visible transmittance rating of 0.50 or greater, per the National Fenestration Rating Council.
34. **Turret** means a small tower extending above a building.
35. **Wayfinding sign** means a directional sign that is part of an overall sign program for a district, neighborhood, or other city-recognized area as approved through design review.

# **Appendix B – Pearls and Strings Overlay Map**

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007

---

# Appendix D – Case Studies

---

Lincoln City Commercial Design Standards – Planning Commission Recommended Version June 2007