HIGHWAY COMMERCIAL DESIGN MANUAL

The City of Jordan

CONTENT

HISTORY OF JORDAN'S HIGHWAY COMMERCIAL DISTRICT

This district is established to recognize the need for commercial establishments, preferably in clusters, in close proximity to major thoroughfares. The purpose of the district is to provide appropriate locations for a broad range of commercial activities which are primarily oriented to highway uses rather than the central business district and which are designed to serve local and regional customers, vehicular and non-vehicular traffic. With a highly visible view shed, these areas should be designed to enhance the aesthetics, address circulation and mobility, and include sufficient landscaping to minimize the impact typically associated with highway commercial development. Jordan's Highway Commercial Districts center around two primary highway corridors. The larger is concentrated around U.S. Highway 169, which was extended into Minnesota in 1931, paved in 1940 and had a bypass what was considered "around" Jordan in the early 1960's. Highway Commercial businesses were constructed around this "bypass" in the 1980's and 1990's, they are focused on the local streets of Triangle Lane, Creek Lane and 2nd Street West. An extension of the district occurred around Eldorado Drive and Seville Drive with additional highway commercial development beginning in 2000. A new interchange is proposed along U.S. Highway 169 and 2nd Street which will impact the access and face of this Highway Commercial District. Highway Commercial Districts are also located on the north and south sides of Jordan's historic central business district. These commercial districts are located along Highway 21 and serve as gateways into the city's downtown.

DESIGN STANDARDS MANUAL

Purpose

Design standards provide direction to decision makers, design professionals, and the public regarding site planning, building, landscaping, and infrastructure design. The principal purpose of design standards is to convey a sense of the preferred quality for a place. These standards seek to achieve compatibility among developments as well as establish minimum standards for the design and construction of Jordan's Highway Commercial District. These standards are intended to establish guidelines for exterior rehabilitation and improvements to existing buildings and to guide development of new construction in the Highway Commercial District. These standards encourage buildings to have a human scale, to create pedestrian friendly internal site layouts, and to enhance the streetscape. The design standards within this manual are intended to create quality developments within the City of Jordan's Highway Commercial District. The design standards focus on offering solutions which are flexible, allowing property owners to work in cooperation with the Jordan Planning Commission to arrive at a design which protects the integrity of the Highway Commercial District and assists in achieving the overall vision for the City of Jordan.

Design Goals

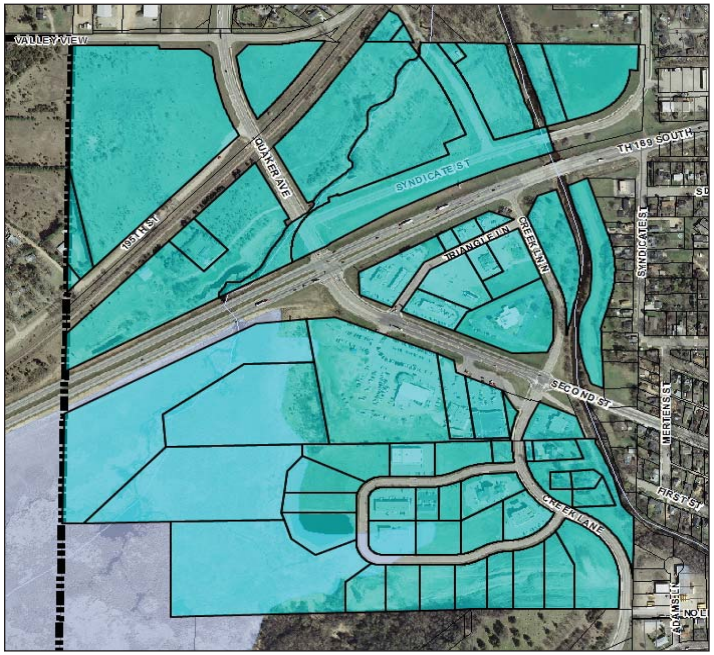
- Establish a coordinated image in the Highway Commercial District which serves as an attractive gateway into the City.
- Develop contemporary interpretations of Jordan's historic downtown, without requiring or attempting to develop a false sense of history in the buildings.
- Promote a walkable commercial district, which is pedestrian/bicycle friendly with trails and pedestrian ways.
- Link the historic Central Business District with the Highway Commercial District through streetscape design elements.
- Develop design standards which create aesthetically pleasing commercial areas, while allowing and encouraging commercial development.

Applicability

The Design Standards apply to the areas within Jordan's Highway Commercial District depicted on this map, as well as areas which may be rezoned C-3, Highway Commercial District, in the future. The design standards apply to the exterior, both improvements and new construction.

Areas North of Downtown Jordan along Hwy 21.

Areas South of Downtown Jordan along Hwy 21.



Areas within proximity of Hwy 169.

SITE DESIGN

Site design elements considered in the review of new and modified developments include building setbacks, parking, landscaping, placement and screening of services, loading and storage areas, fencing, lighting, streetscape furniture and elements, pedestrian and bicycle access, and public spaces.

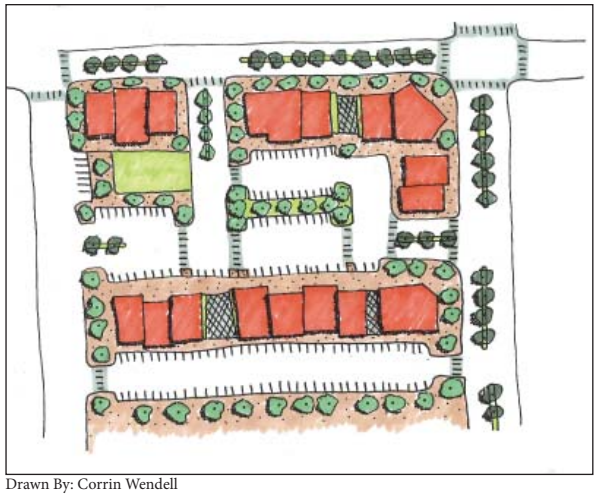
Building Setbacks

Intent:

To encourage pedestrian-oriented development, circulation and a defined building edge along the street.

Standards:

- Buildings are encouraged to be constructed as close to abutting streets as possible, while meeting required setbacks in the C-3 District, allowing buildings rather than the parking lot to be the most visible from the highway or public street.
- On lots with one street frontage, place the primary mass of building parallel to the street.
- Where appropriate and consistent with neighboring development, locate new buildings in alignment with adjacent buildings to create a defined building edge.
- Where buildings are set back from the public right-of-way, place City reviewed and approved landscaping or architectural elements (arcades or low decorative walls) along the edge of the right-of-way to define the sidewalk line.
- Please refer to Section 11.40 of the Zoning Ordinance for the Highway Commercial District required setbacks.



Drawn By: Corrin Wendell

Parking

Intent:

To design vehicle parking lots to improve the appearance and convenience of parking lot circulation for vehicles and to contribute to pedestrian life on the street.

Standards:

- Shared parking between developments is encouraged in order to reduce the amount of space that must be devoted to surface parking lots.
- Off-street parking is encouraged to be located on the side and rear yards of the property rather than between the front façade of the principal building and the primary abutting street.
- It is recognized that some front yard parking lots are often required for commercial activities.
- All off-street parking areas shall be paved with Portland cement, bituminous or another durable product as approved by the City Engineer.
- Curbs or bumper stops shall be placed to prohibit vehicles from extending into sidewalks or other pedestrian ways.
- Sizable trees, decorative walls, trellises, raised walkways, articulated pavement, and other devices are encouraged to be included within the design of parking lots.
- When larger lots are developed, it is encouraged to create one or more public or private internal streets within a large site, where appropriate, include sidewalks for pedestrians.
- Please refer to Section 11.60 of the Zoning Ordinance for Off-Street Parking and Loading Spaces requirements.

City of Maple Grove

CITY OF JORDAN

Landscaping

Intent:

To enhance the overall cityscape, landscaped areas such as tree-lined streets, private landscape gardens, and parks that provide a natural sense of beauty and openness. Jordan recognizes the importance of landscaping not only as a method to shade pedestrians, screen parking areas, trash receptacles, and utilities, but also as a method of softening building features, creating green public spaces to gather and in developing continuity in design while encouraging a colorful landscape. Landscaping is a major, integral part of project design that can create a sense of entry into a building or define and enliven public spaces.

Standards:

- Landscaping elements should be selected based on their suitability for the climate, geology, and topography of the site.
- Plant materials shall be insect and disease resistant.
- It is encouraged to preserve, protect, and incorporate existing natural landscaping features and mature trees into a new development. These elements shall be incorporated into development projects to the greatest extent possible.
- New plant materials shall be appropriate to the site by complementing the color, materials, architectural style, scale, existing plant species, and nearby development.
- Please refer to Sections 11.02, 11.40 and 11.81 of the Zoning Ordinance for landscaping requirements.

City of Wayzata

Placement and Screening of Services, Loading and Storage Areas

Intent:

The location and design of building equipment and service areas is important to the overall appearance of a site. Proper location will minimize unattractive views from adjacent properties, the street, and sidewalks, and minimize potential conflicts with pedestrians.

Standards:

- Any outdoor storage, service or loading area that faces adjacent residential uses or a public street or walkway shall be screened by a decorative fence; wall or screen of plant material at least 6 feet in height, or a planting screen shall be provided parallel to the property line, street or walkway.
- Loading docks, truck parking, HVAC equipment, trash collection and other service function shall be incorporated into the design of the building so that the visual and noise impacts are reduced from adjacent properties and public streets.
- Areas for outdoor storage and sale of merchandise, where permitted, shall be permanently defined and screened with walls or fences, with materials compatible with and of similar quality to primary building materials.
- Screening of trash receptacles, air conditioner units and other utilities is required and shall not be readily visible from the public right-of-way.
- Acceptable screening includes walls and /or landscaping.
- Solar collectors, satellite dishes, communications equipment, and other rooftop equipment should be located out of view from public streets and neighboring properties.
- Visible equipment shall be constructed of non-reflective material and screened to the greatest extent feasible.
- Please refer to Section 11.40 of the Zoning Ordinance for the Highway Commercial District for screening, loading and storage requirements.

City of Maple Grove

City of Maple Grove

Fencing and Walls

Intent:

To create a unified look for the property as well as enhance the City as a whole for the benefit of the larger community. Fencing should be compatible with the character of the City in size, scale, materials, and color, and compatible with the surrounding area.

Standards:

Maintenance-free fences and walls and hedges are permitted in the yard setback area under the following conditions:

- A fence or wall not exceeding six feet in height may be constructed in any side or rear year setback area;
- A fence or wall not exceeding three and one-half feet in height may be constructed in any front yard setback area;
- No fence, hedge or wall shall cause a visual obstruction to traffic.
- Fences and walls are structures and require a building permit from the City and shall meet all Minnesota State Building Code requirements for such structures.
- Please refer to Section 11.80 of the Zoning Ordinance for the Architectural Control and Building Materials for fence requirements.

City of Wayzata

Lighting

Intent:

Decorative lighting is an integral component of the built and natural environment and contributes to the existing Highway and Downtown Commercial area image. Exterior lighting provides for safety and security of pedestrians, vehicles, and property and it is recognized that it is important to focus on the quality rather than the quantity of light.

Standards:

- Lighting shall be designed to coordinate with building architecture and landscaping.
- Building-mounted fixtures shall be compatible with building facades.
- Overall lighting levels should be consistent with the character and intensity of the surrounding area.
- All light fixtures are encouraged to be shielded or other directed to ensure that light is not directed onto adjacent properties.
- Lighting shall consider the type of traffic (vehicular and pedestrian) and speed of travel.
- Cross streets and adjacent streets will benefit by using smaller scaled fixtures.
- Pathway lights should be street-type fixtures, which provide more efficient lighting and are less susceptible to damage than bollard-type pathway lights.
- Consider fixtures that will not contribute to dark sky lighting.
- Lighting shall be of a downcast type with a screened lamp to avoid glare.
- Please refer to Section 11.40 of the Zoning Ordinance for the Highway Commercial District required lighting requirements.

City of Eagan

City of Maple Grove

City of Jordan

Streetscape Furniture and Elements

Intent:

To create lively, walkable areas within the City with the incorporation of streetscape furniture and other elements. It is encouraged to incorporate opportunities for seating and public interaction.

Standards:

- It is encouraged to create seating opportunities (e.g. low walls, raised planters, benches) in areas where pedestrians gather.
- Seating should be located where it will not interrupt the passing of pedestrians and should be placed in sheltered or protected areas, wherever possible.

City of Maple Grove


City of Maple Grove

Pedestrian and Bicycle Access

Intent:

To enhance the vitality of pedestrians and bicyclists within the City of Jordan. Through development, it is encouraged to find opportunities to create continuous networks of pedestrian related pathways throughout the City. It is encouraged to consider future connections between residential and commercial areas as well as recreational and educational facilities.

Standards:

- Sidewalks may be required along some or all public streets that abut the proposed development in order to provide pedestrians connections from all adjacent neighborhoods and activity centers.
- Sidewalks shall be provided along all front building facades that abut public parking areas.
- Large, multi-building developments near Hwy 169 should provide internal walkways, providing safe connections separated from vehicular traffic.
- Bicycle parking is encouraged in a convenient and visible location, subject to the review of the City Engineer.
- Ensure that pedestrian access is designed for disabled access in compliance with ADA and the Minnesota Building Code.


City of St. Cloud


City of Maple Grove

Public Spaces

Intent:

To encourage an inviting environment for pedestrians through the creation of activity nodes, gathering spaces, and outdoor seating.

Standards:

- New public spaces are encouraged as components of new and existing developments to enhance the pedestrian experience in the City and provide connections to surrounding areas.
- Use inviting landscape elements that provide shade, colors, and texture.
- Public gathering spaces are encouraged to be provided with amenities such as: patio/seating area, pedestrian plaza with benches, or a focal feature.
- Public spaces should have direct connectivity to the public sidewalk network.


City of Wayzata


City of Wayzata

BUILDING DESIGN

Architectural design elements considered in the review of building plans include building proportion and scale, building height, building details and façade articulation, building placement and orientation, building materials, colors, fenestration, building entries, overhangs, awnings, and canopies, building roof design and materials, and corporate and franchise designs.

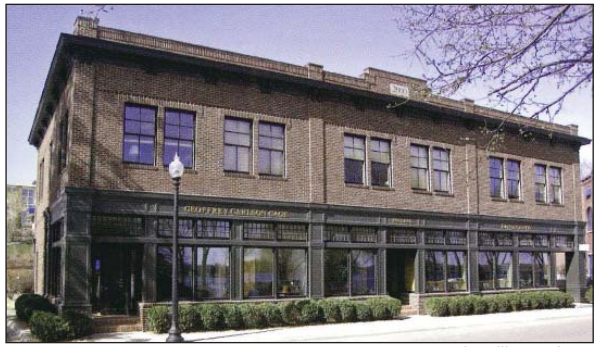
Building Proportion and Scale

Intent:

To achieve a vital pedestrian network through creating buildings that visually relate to the street at a pedestrian scale. Buildings designed with sufficient attention to scale and detail create an engaging pedestrian experience. Creating human scale usually requires reducing the apparent size, bulk, scale and height of buildings, so that they do not overwhelm pedestrians.

Standards:

- Organize the façades of a large project or building into several visually distinct parts to create the appearance of several smaller buildings.
- Dividing large or long, continuous wall surfaces is encouraged.
- Building surfaces should be relieved with a change of wall plane that provides strong shadow and visual interest.
- The modulation of building walls is required where the unbroken wall length to wall height ratio meets or exceeds 2:1.
- The minimum depth of each building wall offset at the 2:1 ratio shall be two feet.
- Greater ratios of wall length-to-height may be approved with increased wall offsets.
- The building wall offsets must extend from the grade to the roof, or top of parapet.
- Large, flat, blank, unarticulated building walls are strongly discouraged.
- Mass can be reduced by adding vertical and horizontal variations in wall and roof planes, building projections, projecting ribs, reveals, doors, beltlines, pilasters, window bays, and similar design elements.
- The use of varying materials also helps reduce the scale of walls; changes in material should occur where wall planes change.



Source: Steele-Belllows and Petit

City of Maple Grove

Building Placement and Orientation

Intent:

To organize a site in which the placement of a structure is in concert with pedestrian and vehicular circulation. Placement and organization of a site can create and enhance public scenic view corridors and enhance circulation within a block or neighborhood. Buildings should be designed to actively contribute to the life of the street.

Standards:

- Buildings are encouraged to be oriented to the street with doors, windows, and public spaces facing the street. This orientation encourages street activity and creates a lively atmosphere.
- It is encouraged to orientate the structure to which it can maximize pedestrian and vehicular circulation with adjacent properties.
- Clearly demarcated entrances facing the street are encouraged.

City of Plymouth

Building Height

Intent:

To create a variety of building heights that adds to the visual interest of the streetscape.

Standards:

- Buildings shall not to exceed three stories or 35 feet in height.
- Use variations in height and roofline to reduce the perceived height of the building.
- Buildings shall be at least 1 -1/2 stories in height.
- Please refer to Section 11.40 of the Zoning Ordinance for the Highway Commercial District height requirements.

City of Eagan

Building Details and Façade Articulation

Intent:

To use architectural and design techniques that achieves or conveys a sense of human scale. Although the methods outlined in this manual are encouraged, other approaches will be considered acceptable if they achieve the same objectives. New developments should demonstrate consideration of façade articulation and detailing with the goal of achieving a human scale environment.

Standards:

- Buildings facing Hwy 21 that have more than 25 feet in width shall be divided into smaller increments through articulation of the façade.
- Buildings near Hwy 169 that have more than 50 feet in length shall be divided into smaller increments through articulation of the façade.
- This can be achieved through combinations of the following techniques, and others that may meet the objective.
- 1) Façade modulation – stepping back or extending forward a portion of the façade.
- 2) Vertical divisions – using different textures or materials (although materials should be drawn from a common palette).
- 3) Division into storefronts, with separate display windows and entrances.
- 4) Variation in rooflines by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
- 5) Arcades, awnings, window bays, arched windows and balconies at intervals equal to the articulation interval.
- 6) Providing a lighting fixture, trellis, tree, or other landscape feature with each interval.
- Use recesses to define courtyards, entryways, circulation routes, or other outdoor spaces that are accessible from the exterior of the building.
- Buildings should contain defined bulkheads, window areas, and strong roof edge or cornice and to be an extention of the Central Business District.
- Each module shall be defined by pilasters or piers or other means to create major divisions with proportions, rhythm of openings, and general architectural character, including horizontal or vertical emphasis, scale, and stylistic features.
- Developments along Hwy 21 are encouraged to respect the architectural design and general appearance of the existing Central Business District.

Source: Steele-Bellows and Petit


Source: Steele-Bellows and Petit


City of Maple Grove


Source: Steele-Bellows and Petit

Fenestration

Intent:

To create openings that give buildings a human scale and to reinforce the importance of pedestrian activity as well as promote direct interaction and a visual connection with the street.

Standards:

- Ground- floor windows are encouraged as they allow views into and out of buildings, enliven the streetscape, increase a sense of security and allow opportunity for display of merchandise.
- Building recesses are encouraged to define entryways and window openings along the building exterior, and to provide a weather protected transition zone from sidewalk to business interior.
- Windows and openings should be generous, particularly at street level on façades adjacent to streets and lanes.
- Street level façades of commercial establishments that face Hwy 21 shall have openings of at least forty percent (40%) of the horizontal length of the building façade.
- Size and placement of windows are encouraged to be pedestrian friendly.

City of St. Cloud

Building Entries, Overhangs, Awnings, and Canopies

Intent:

To create and acknowledge that building entrances are essential elements that physically connect outdoor and indoor activity for pedestrians, making walking a more enjoyable and an interesting experience.

Standards:

- Each principal building or tenant space should have a clearly defined, highly visible customer entrance.
- Building entrances and windows should be designed to allow the building to be adapted for a variety of uses.
- Where a building only has one entrance, that entrance is encouraged to be oriented to the street.
- With buildings of multiple entrances, the primary entrance is encouraged to be oriented to the street.
- To ensure that entries contribute to the visual attractiveness of the building and are readily visible to the customer, entries to principal buildings are encouraged to feature at least two of the following features: 1) Canopy, portico, awning, overhang, arcade or arch above the entrance. 2) Recesses or projections in the building façade surrounding the entrance. 3) Peaked roof or raised parapet over the door. 4) Display windows surrounding the entrance. 5) Architectural detailing such as tile work or ornamental moldings. 6) Permanent planters or window boxes for landscaping.
- Overhangs, awnings and canopies add detail to what can otherwise be a blank façade as well as offer a welcoming feeling and temporary shelter to pedestrians.
- Overhangs, awnings, and canopy materials designed for backlighting shall not be approved.
- The minimum height of any overhang, awning or canopy shall be eight feet (8'-0") from their lowest point to the sidewalk.
- Overhangs, awnings and canopies are encouraged along lanes, plazas and doorways.
- New overhangs, awnings and canopies or similar structures which overhang or extend into the right-of-way may be allowed if approved by the City.


City of Eagan


City of Eagan


City of Plymouth

Building Materials

Intent:

To use building materials of authentic high quality that evoke a relationship with the Central Commercial District setting are encouraged to be used in the Highway Commercial District.

Standards:

- Exterior materials should possess certain qualities such as durability, scale, color and detailing while providing visual interest.
- Facades shall be constructed of approved materials, which include three different classes:
- Class 1 materials include: Brick, Marble, Granite or other natural stone, Textured Cement Stucco, Copper, Porcelain, EIFS and Glass.
- Class II includes: Exposed Aggregate Concrete Panels, Burnished Concrete Masonry Units, Integral colored split face (rock face) and exposed aggregate concrete block, Cast-in-place concrete, Artificial Stone, Artificial Stucco (must be reinforced to prevent damage and be a drainage-type system), Fiber reinforced cement board siding, Wood or wood-fiber siding, Prefinished metal.
- Class III materials include: Unpainted or surface painted concrete block (textured or untextured faces), Unpainted or surface-painted plain or ribbed concrete panels, Unfinished, galvanized or surface painted metal.
- Minimum material requirements: At least 50 percent of each building façade visible from a public street or walkway must be of Class I materials, except as approved under conditional use permit. Not more than 10 percent of each building façade visible from a public street or walkway may be of Class III materials. Portions of each building façade not visible from a public street or walkway may be constructed of greater percentages of Class II or Class III materials.
- The mixture of building materials must be compatible and integrated.
- Buildings shall have a mix of façade materials and design features to reduce long, blank walls.
- Design features may include, among other features, windows, doorways, cornices, niches, and recesses.
- In order to ensure continuity of materials and façade treatments on all visible façades including side and rear treatments, all building façades visible from a public street or walkway shall employ materials and design features similar to those of the front façade.

City of Plymouth

City of Maple Grove

City of St. Cloud

Colors

Intent:

To use building colors that invoke a sense of character and relationship to one another. The color palette of the City of Jordan is intended to create a unique sense of place.

Standards:

- Building colors should be aesthetically pleasing and compatible with surrounding buildings.
- Building colors shall consist of subtle, earth tone, neutral or muted colors, with low reflectance and a warm undertone.
- Warm, rich colors that are in keeping with the City of Jordan Color Palette Board are encouraged.
- Bright, primary colors or white are to be reserved for 5 percent or less of any building façade.
- Accent colors are allowed on the unglazed area occupying a maximum of 25 percent or less of building façades.
- The City of Jordan Color Palette Board is available for viewing at the City of Jordan's Planning Office.

Building Roof Design and Materials

Intent:

To create roof design in a way that reflects the character of the City, is in the appropriate scale, and has a clear relationship to the building design.

Standards:

- Roofline modulation should reflect the offset of walls in frequency and magnitude.
- Buildings that are designed with a flat roof should include a decorative parapet or form a cornice at the top to create a strong edge.
- Rooftop equipment shall be completely screened from view by a parapet wall or an enclosure using the architectural elements and exterior material from the building, provided they are consistent with these design standards.
- Both low-slope roofs with parapets and high-slope roofs with shingles or prefinished metal are acceptable.

Source: Steele-Bellows and Petit

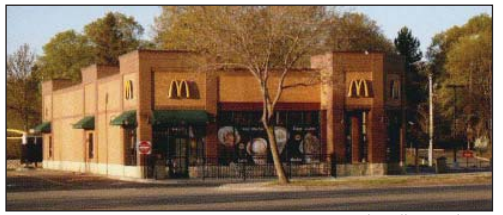
Corporate and Franchise Designs

Intent:

The City of Jordan welcomes corporate and franchise businesses to the community encouraging new building construction to integrate with the commercial areas. We encourage corporate and franchise businesses to design their buildings to be complimentary of the Jordan character and these commercial design standards.

Source: Steele-Bellows and Petit

City of Savage



Source: Steele-Bellows and Petit

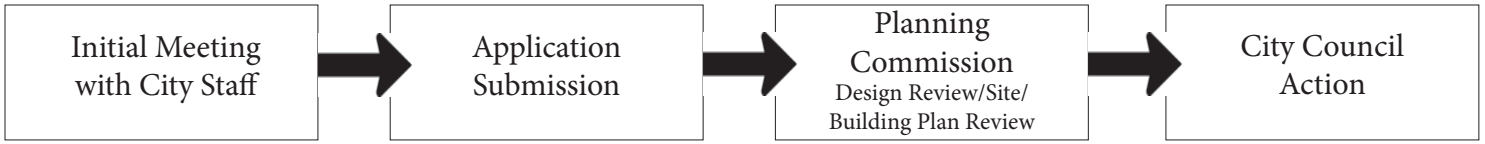
APPLICATION AND REVIEW PROCESS

The Highway Commercial Design Standards provide a framework for the City's design review process, telling staff and decision makers (e.g. the Design Review Board, Planning Commission, and City Council) how to implement the City's policies. In addition, the standards give direction to design professionals (e.g. developers and architects) and the general public regarding how to enhance the aesthetic character of the City and support the City's transportation network through the design of buildings and infrastructure. The standards also provide design professionals and the public with the criteria by which their development proposals will be evaluated. The standards in this document are not intended to be rigid standards that discourage creativity in design. Standards are guidelines and tools that are inherently flexible and are crafted to allow for innovative design solutions that are consistent with the City's goals.

A request for new construction or building or site modifications in the Highway Commercial District shall require a review process. The Planning Commission shall review the application as it relates to the Design Standards for building and site design as well as general design standards. The Planning Commission shall prepare a recommendation to the City Council for approval, conditional approval or denial. The City Council shall have the final authority on applications.

Required Data

- Design Review Application
- Elevation drawings at a scale of 1/8" to ¼" per foot.
- Site Plan at 1" = 20', showing dimensions, adjacent properties and structures.
- Landscaping, lighting, grading and drainage plan, as deemed applicable.
- Contextual sketches, if deemed needed by the Zoning Administrator.
- Material samples and color swatches, if materials/colors are being changed.



Improvements

A. Minor Improvements — Minor exterior alterations to existing buildings, but which do not require separate zoning permits. Maintenance of existing buildings requiring a building permit and replacement of materials consistent with Highway Commercial Design Standards will require only administrative review.

B. Major Improvements — Projects requiring Planning Commission approval include:
i. New building construction
ii. Projects in which the building design or materials of more than 25% of any single exterior building wall or roof surface is altered.
iii. Projects which require a variance, subdivision approval, conditional use permit, other zoning permit or amendment.
iv. Projects that alter the height of an existing building by more than two feet up or down.
v. Projects which alter the lot coverage of an existing building by more than 10%.
vi. Accessory buildings within overlay districts.

Current Opportunities

As a part of the City's Comprehensive Plan update in 2008, EDA Commissioners and Planning Commissioners identified the strengths and challenges for Jordan's Highway District. Following are comments received:

Strengths of the Highway Commercial Areas
- Highway 169 Access
- Exposure to highway traffic/customers

Challenges to Face in Existing or Future Highway Commercial Areas
- Identifying a large commercial area for a future "big box" commercial retailer
- Highway 169 access and obtaining a firm commitment from MnDOT on future interchanges
- Existing Floodplain and the impacts of the shoreland ordinance on some vacant commercial land
- The presence of a railroad and creek on the NW side of Highway 169 resulting in "unbuildable" highway commercial land

Goals and Objectives for Highway Business Development

Following are goals and objectives for the future development and redevelopment of the highway business district:

1. Parking and Access.
Commercial and service center shall be developed as cohesive, highly interrelated and coordinated units with adequate off-street parking, and appropriate regulated points of access.
Access to highway commercial areas should be planned from collector and local streets to minimize the impact and access points to Highway 169.
Parking lot standards, as they relate to landscaping, should be reviewed. The parking lot standards were subsequently updated in 2010.

2. Aesthetics and Zoning Regulations.
Zoning regulations should be updated to include additional landscaping and screening requirements.
The landscaping and screening standards were subsequently updated in 2010.
Outdoor commercial storage should be consistently regulated and enforced.

3. Nodal Commercial Development.
The City should concentrate future highway commercial areas around major highway intersections or "nodes" rather than strip commercial areas along the full length of the highway.
Highway commercial areas should be designed of a size large enough to support "big box" retail as well as complementary commercial businesses in adjacent commercial and service centers or strip malls. Parcels with 20+ acres of developable land are recommended for this size of development. The Zoning Ordinance Highway Commercial Standards were updated in 2010.

4. Transitions from commercial to residential.
An orderly transition between the highway commercial district and adjacent residential neighborhoods shall be established through appropriate allowable uses in transition areas, appropriate screening and landscaping.

5. Future Highway Commercial Areas.
Future highway commercial areas identified by the EDA, Planning Commission and Business Community include a current MnDOT site along Highway 169, which will be vacated in the future, an area along Syndicate Street across from the existing manufactured home park, a large commercial area along Highway 169, near the existing "OK Coral", a future commercial area, either highway commercial or neighborhood commercial along east Highway 282, and future commercial area north along Highway 169, near the site of a proposed future interchange.

The City of Jordan
210 East First Street
Jordan, MN 55352
(952) 492-2535

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Planning Commission
Rolf Hafslund, Chair
Gene Flynn, Commissioner
Jeanne Marnoff, Commissioner
Tom Sand, Commissioner
Sally Schultz, Council Representative
Jeff Will, Commissioner

EDA
Greg Sticha, President
Ray Sandey, Vice-President
Dan Elke, Member
Ron Jabs, Member
Joe Thill, Council Representative
Tanya Velishek, Council Representative
Dave Wolf, Member

City Administration
Ed Shukle, City Administrator

Planning Department
Corrin Wendell, AICP, Senior Planner
Emily Bodeker, Planning Intern

Planning Consultant
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GLOSSARY

Arcade
A wall composed of arches and their supporting columns.

Articulate
To give character or interest; to define.

Bicycle Facility
Any bicycle related structure, such as a bicycle parking area or bicycle path that is designed to improve or encourage bicycle use.

Bicycle Parking
A facility or piece of equipment designed to hold and lock a bicycle.

Building
Any roofed structure which may provide shelter or enclosure of persons, animals, chattel or property of any kind; when said structure is divided by party walls without openings, each portion so separated shall be deemed a separate building.

Building Composition
The putting together of various design elements to produce the building form.

Building Equipment and Service Areas
Any equipment or services intrinsic to the function of a building. These include, but are not limited to, rooftop equipment, mechanical and electrical equipment and conduits, site building and drainage facilities, HVAC ducts and piping, fire equipment, water backflow devices, trash facilities, recycling facilities, utilities, satellite dishes, antennas, and loading/unloading areas.

Building Height
The vertical distance as measured from the average grade of a building line to: the cornice of a flat roof, the deck line of a mansard roof, a point on the roof directly above the highest wall of a shed roof, the uppermost point on a round or other arch-type roof or the mean distance of the highest gable on a pitched or hip roof.

Building Orientation
The placement of a building, structure, or object on a site in relation to natural features, property lines, and other parts of the built environment (e.g. the street).

Built Environment
Any buildings, structures, infrastructure, improvements or other man-made development in an area.

Bulk
The dimensional volume of a building.

Canopy Tree
A tree that has significant upper mass and provides shade, and whose mature tree canopy is greater than or equal to twenty feet (20') in diameter.

Cantilever
A beam or truss with an unsupported end projecting past the bearing; may support any kind of projecting element including a building overhang or balcony.

Character
The nature or "personality" of a building or area.

Circulation System
A network of roads, sidewalks, bikeways, and other paths used for travel.

Compatibility
Presentation of a harmonious character between new developments and adjacent structures or the surrounding neighborhood.

Cornice
A molded projection at the top of a wall or column.

Design Review Board
A seven member committee established by the City Charter and appointed by the City Council to review and approve, conditionally approve or deny projects according to ordinance and based on guidelines related to design.

Detailing
The use of small features or elements to give character or definition to a space or building.

Development
The construction of any public improvement project, infrastructure, structure, street, or road, or the subdivision of land.

District
An area with designated boundaries set apart by some inherent characteristic or designated use.

Easement
A grant by an owner to another for a specific use of land. An easement may be granted for the purpose of construction, maintaining and use of walkways, roadways, utilities and other uses.

EIFS
Exterior insulation and finishing system (EIFS) is a type of building exterior wall cladding system that provides exterior walls with an insulated finished surface and waterproofing in an integrated composite material system.

Elevations
Drawings to scale that show the appearance of the exterior of a building.

Fenestration
The design or disposition of openings in a building or wall envelope that includes windows, doors, and wall recesses.

Form
The shape of a building.

Frontage
The boundary of a lot which abuts an existing or dedicated public street.

Hardscape
In landscape architecture, the non-living components of the design, especially walls, walks, overhead structures, stones, benches, and similar objects.

Human Scale
A scale that is comfortable and relates proportionately to human size.

Improvements
Street work, flood and drainage work, utilities and other desirable facilities to be installed or agreed to be installed for public or private streets.

Infill Development
New development on scattered vacant or underdeveloped sites in a built up area.

Infrastructure
The system of public works for a county, state, or municipality including, but not limited to, structures, roads, bridges, culverts, sidewalks; stormwater management facilities, conveyance systems and pipes; pump stations, sanitary sewers and interceptors, hydraulic structures, permanent erosion control and stream bank protection measures, water lines, gas lines, electrical lines and associated facilities, and phone lines and supporting facilities.

Landscaping
Plantings such as trees, grass, ground cover and shrubs.

Massing
The appearance of heaviness or weight, or lack thereof.

Molding
A raised bump or projection used to add interest to an otherwise flat or insignificant surface; often used at intersections of planes (walls, floors, ceilings) and around openings.

Neighborhood
Properties located in close proximity to each other with land uses that sometimes share physical similarities or distinctive characteristics.

Ordinance
A municipal regulation or law that is passed by the City Council.

Outdoor Lighting
The nighttime illumination of an outside area or object, or any

man-made light-emitting object located outdoors.

Parapet
A wall that rises above a flat roof.

Pathway
A type of pedestrian facility that is located on private property. Pathways can serve a variety of functions, including linking separate buildings on a single site, linking buildings on adjacent sites, and connecting private buildings to sidewalks.

Pedestrian
A person who walks or uses a means of conveyance propelled by human power (other than a bicycle).

Pedestrian Amenities
Items that enhance the walking experience for the pedestrian. Examples include seating areas, canopy trees or other landscaping elements, lighting, drinking fountains, news racks, trash containers, and telephones.

Pedestrian Facilities
Improved walkways that are designed to carry pedestrian traffic between destinations.

Pedestrian Friendly Design
Development that is designed with an emphasis primarily on pedestrian access to the site and building, rather than on automobile access and parking.

Pergola
A trellis supported by columns.

Permit
A written allowance that must be obtained from a governing body in order for a certain project to be undertaken.

Planning Commission
The Planning Commission of City, except when otherwise designated.

Plaza
An open space that occurs along a circulation route; a meeting or gathering place.

Proportion
The relationship of height to width and depth.

Public Right-of-Way
Includes, but is not limited to, any street, avenue, boulevard, lane, mall, highway, sidewalk or other pedestrian pathway, bike path, trail, or similar place that is owned or controlled by a public entity.

Return
A surface that adjoins and recedes from the main face of a building (e.g. the side of a molding that trims a window or a small portion of a wall at a right angle to the main façade).

Reveal
A recessed edge, especially the exposed masonry surface between a window jamb and the main face of the wall.
Roofline
The highest point of a structure including parapets, but not including spires, chimneys, or heating or cooling mechanical devices.

Scale
The relative dimensions or size of a building or related feature.

Setback
A required open space on a lot, which is unoccupied and unobstructed by a structure from its lowest ground level to the sky, except as expressly permitted in this Chapter. A setback shall extend along a lot line and at right angles in such lot line to a depth or width specified in the setback regulations for the district in which it is located.

Sidewalk
A type of pedestrian facility that is located in the public right-of-way and owned and maintained by the City for public use at all times of the day. In the grid, sidewalks are generally provided around the perimeter of blocks and connect the street frontage of private lots.

Site
A parcel or lot that is occupied or will be occupied by a use or structure.

Street
A public or private thoroughfare with a minimum right-of-way width of 24 feet which is used or intended to be used for passage or travel by motor vehicles. Streets are further classified by the functions they perform. See Section 11.02 for further description.

Streetscape
The visual appearance of the neighborhood as seen from the street.

Structure
Anything constructed, the use of which requires a location on the ground or attached to something having a location on the ground, including portable structures, earthen structures, water and storage systems, drainage facilities and parking lots.

Trellis
A frame put together by crossing wood strips or beams.

Urban Design
The large scale organization of a city, dealing with the massing and organization of buildings and the spaces between them, but not with the architecture of individual buildings.

Veranda
An open sided, raised sitting area with thin columns that support its roof. Typically a veranda will extend along an entire sidewall or wrap around a building.

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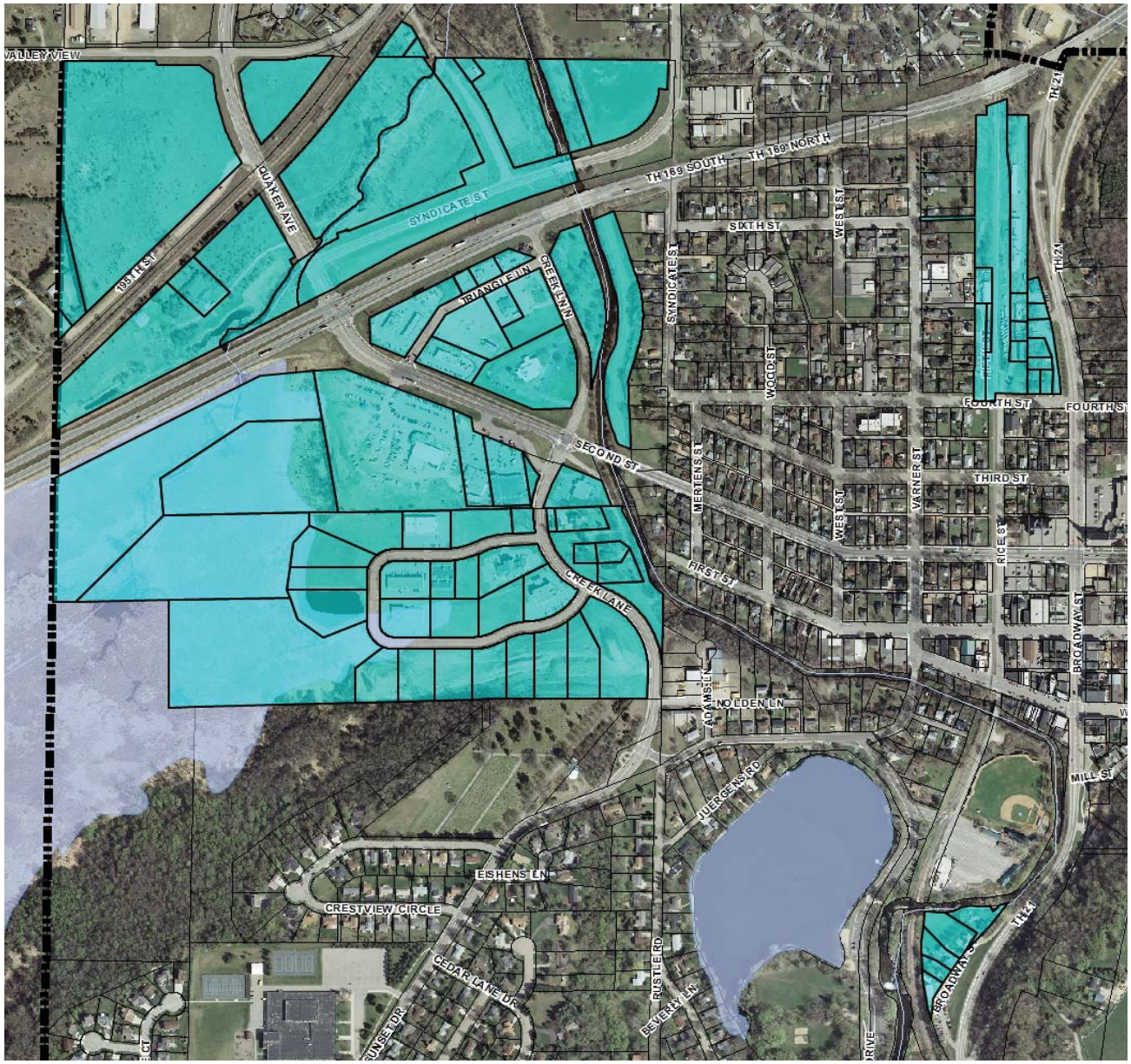
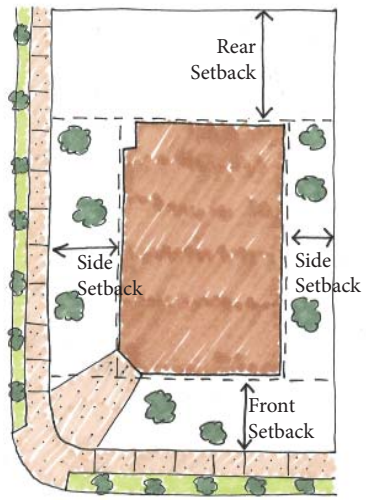
HIGHWAY COMMERCIAL DISTRICT AREAS



APPENDIX A: DESIGN MANUAL GALLERY

The purpose of these design standards is to retain the unique character of the City of Jordan while encouraging new development and achieve compatibility among existing developments. This gallery provides a series of local images that exemplify the type of development that is encouraged within the Highway Commercial District.

Building Setbacks



Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Parking

City of Maple Grove

City of Saint Paul

City of Bloomington

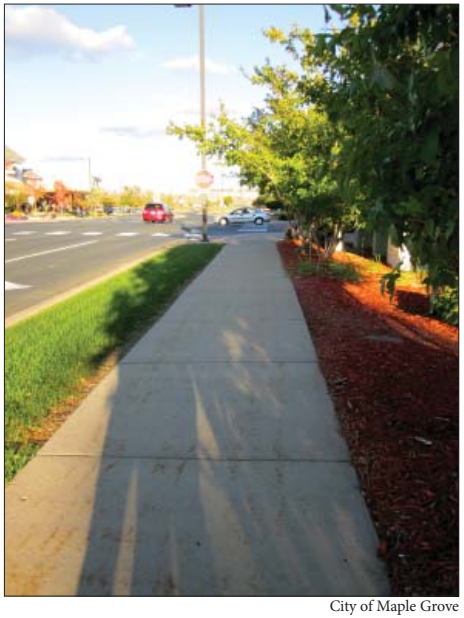
Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Drawn By: Corrin Wendell

Landscaping



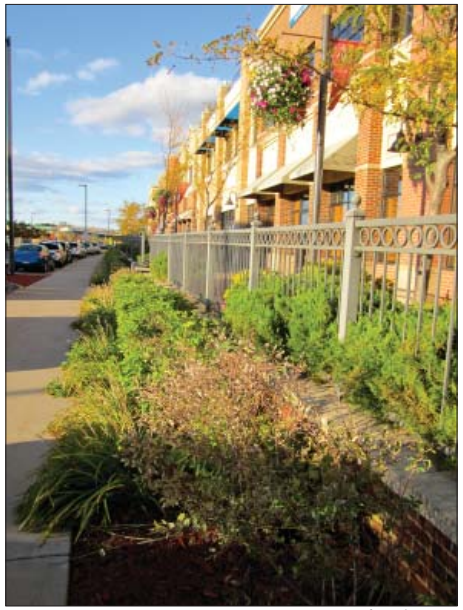
City of Maple Grove

City of Wayzata

City of Wayzata

City of Maple Grove

City of Maple Grove



City of Maple Grove

City of Maple Grove

Placement of Screening Services, Loading, and Storage Areas

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

Fencing and Walls

City of Wayzata

City of Wayzata

City of Edina

City of Maple Grove

Lighting

City of Eagan

City of Wayzata

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

Streetscaping Furniture and Elements

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

Pedestrian and Bicycle Access

City of St. Cloud

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Maple Grove

Public Spaces

City of Maple Grove

City of Wayzata

City of Maple Grove

City of Maple Grove

City of Maple Grove

City of Eagan

City of Maple Grove

Building Proportion and Scale

City of St. Cloud

Source: Steele-Bellows and Petit

City of Woodbury

City of Maple Grove

City of St. Cloud

Building Placement and Orientation

Source: Steele-Bellows and Petit

City of Woodbury

City of Plymouth

City of Bloomington

City of Saint Paul

Building Height

City of Eagan

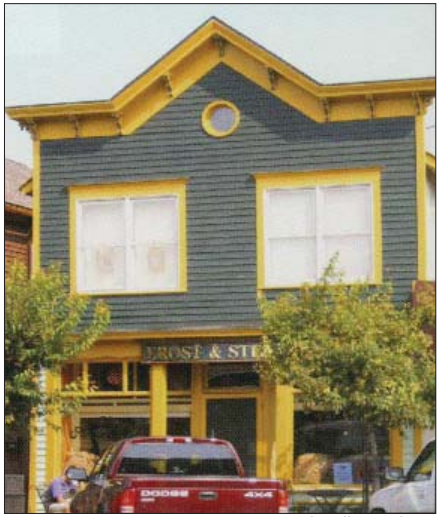
City of Plymouth

Source: Steele-Bellows and Petit

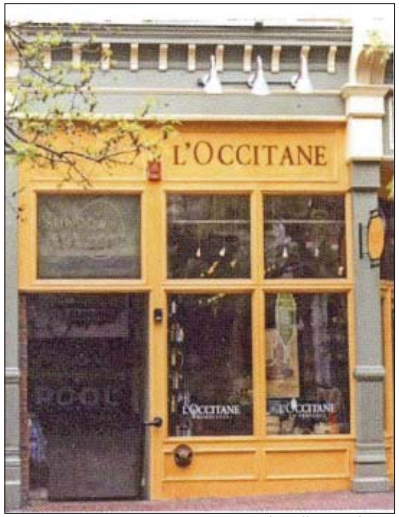
City of Bloomington

City of Richfield

Building Details and Facade Articulation



Source: Steele-Bellows and Petit



Source: Steele-Bellows and Petit

Source: Steele-Bellows and Petit

City of Maple Grove

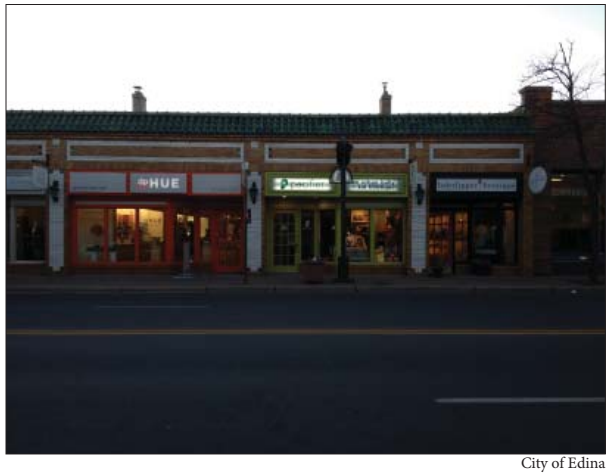
City of Saint Paul

City of Saint Paul

Fenestration

City of St. Cloud

City of Maple Grove



City of Edina

Source: Steele-Bellows and Petit

City of Bloomington

Building Entries, Overhangs, Awnings, and Canopies


City of Eagan


City of Eagan


City of Maple Grove

City of Saint Paul

City of Woodbury

City of Eagan


City of Plymouth


City of Maple Grove

Building Material

City of Plymouth

City of Alexandria

City of Maple Grove

City of St. Cloud

City of St. Cloud

City of Plymouth

Colors


City of
Jordan
Minnesota
Jordan
Central Business District Design Standards Color Palette
Primary Building Colors
Accent Colors

Building Roof Design and Materials

City of Maple Grove

Source: Steele-Bellows and Petit

City of Saint Paul

Source: Steele-Bellows and Petit

Source: Steele-Bellows and Petit

Corporate and Franchise Design

Source: Steele-Bellows and Petit

Source: Steele-Bellows and Petit

Source: Steele-Bellows and Petit

Source: Steele-Bellows and Petit

City of Savage

APPENDIX B: SAMPLE SITE PLAN

1 Buildings are encouraged to be oriented to the street with doors, windows, and public spaces facing the street. This orientation encourages street activity and creates a lively atmosphere.

2 Buildings are encouraged to be constructed as close to abutting streets as possible, while meeting required setbacks in the C-3 District, allowing buildings rather than the parking lot to be the most visible from the highway or public street.

3 On lots with one street frontage, place the primary mass of building parallel to the street.

4 Where appropriate and consistent with neighboring development, locate new buildings in alignment with adjacent buildings to create a defined building edge.

5 Sidewalks may be required along some or all public streets that abut the proposed development in order to provide pedestrians connections from all adjacent neighborhoods and activity centers.

6 It is encouraged to create seating opportunities (e.g. low walls, raised planters, benches) in areas where pedestrians gather.

7 Sidewalks shall be provided along all front building facades that abut public parking areas.

8 Shared parking between developments is encouraged in order to reduce the amount of space that must be devoted to surface parking lots.

9 Curbs or bumper stops shall be placed to prohibit vehicles from extending into sidewalks or other pedestrian ways.

10 Sizable trees, decorative walls, trellises, raised walkways, articulated pavement, and other devices are encouraged to be included within the design of parking lots.

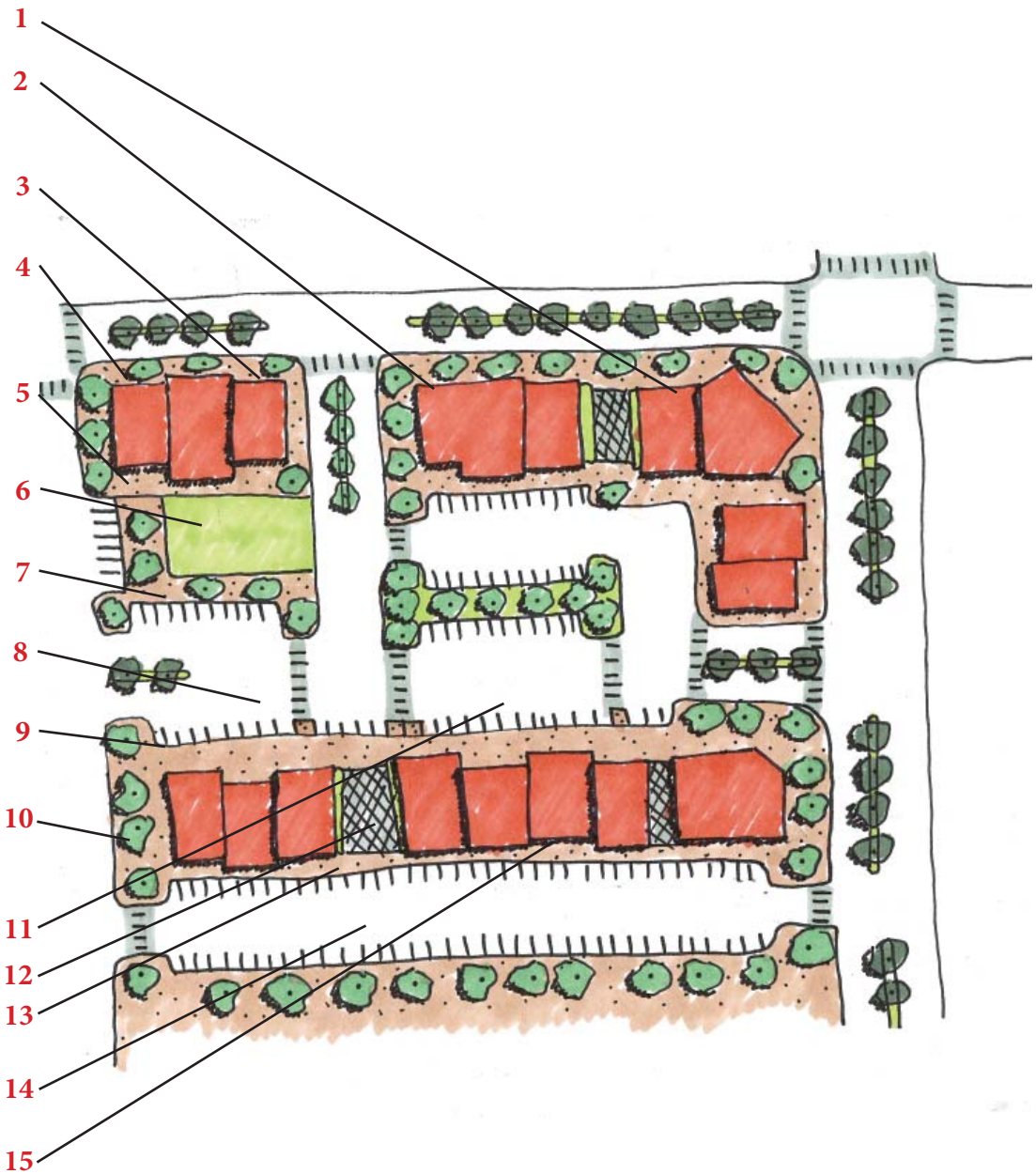
11 When larger lots are developed, it is encouraged to create one or more public or private internal streets within a large site including, where appropriate sidewalks for pedestrians.

12 New public spaces are encouraged as components of new and existing developments to enhance the pedestrian experience in the City and provide connections to surrounding areas.

13 Use recesses to define courtyards, entryways, circulation routes, or other outdoor spaces that are accessible from the exterior of the building.

14 It is encouraged to orientate the structure to which it can maximize pedestrian and vehicular circulation with adjacent properties.

15 Organize the façades of a large project or building into several visually distinct parts to create the appearance of several smaller buildings.



Drawn By: Corrin Wendell

APPENDIX C: TABLE

This table shows standards that are specific to the developments along Hwy 21 or Hwy 169.

Highway 21 Developments	Building Design	Standards
	Building Details and Facade Articulation	Buildings that have more than 25 feet in width shall be divided into smaller increments through articulation of the façade. Developments are encouraged to respect the architectural design and general appearance of the existing Central Business District.
	Fenestration	Street level façades of commercial establishments shall have openings of at least forty percent (40%) of the horizontal length of the building façade.

Source: Boncher

Highway 169 Developments	Site Design	Standards
	Parking	When larger lots are developed, it is encouraged to create one or more public or private internal streets within a large site, where appropriate, include sidewalks for pedestrians.
	Pedestrian and Bicycle Access	Large, multi-building developments should provide internal walkways, providing safe connections separated from vehicular traffic.
	Building Design	**Standards**
	Building Details and Facade Articulation	Buildings that have more than 50 feet in length shall be divided into smaller increments through articulation of the façade.