

RESOLUTION NO. _____

BEING A RESOLUTION OF APPROVAL

TO AMEND THE TEXT OF THE CITY OF MUNCIE COMPREHENSIVE ZONING ORDINANCE REGARDING A NEW WHITE RIVER CANAL OVERLAY DISTRICT

WHEREAS, the State enabling act for planning and zoning empowers the City Council of Muncie, Indiana to adopt a comprehensive zoning ordinance and also provides for amendments to said ordinance as deemed necessary from time to time; and

WHEREAS, the State enabling act also provides for amendments to the comprehensive zoning ordinance to further promote the health, safety and general welfare; and

WHEREAS, a key element of the Muncie-Delaware County Comprehensive Plan is “*Redevelopment and revitalization of existing urban areas and neighborhoods within the City of Muncie, including the Central Business District*” with a policy plan Objective B stating “*promote the revitalization of Downtown Muncie as the economic, social and cultural center of the County*”; and

WHEREAS, Objective B includes the adopted Policy stating “*Promote mixed use development and appropriate Downtown design standards through ordinance revisions*” and there is now an interest in development of an area in Downtown Muncie that capitalizes on proximity to the White River and the White River Greenway which is recognized as a premier community asset; and

WHEREAS, this interest precipitated the need to move forward with amendments to the City of Muncie Comprehensive Zoning Ordinance in order to carry out the recommendations set forth in said Comprehensive Plan with the creation of an overlay district setting forth appropriate design standards; and

WHEREAS, the Delaware-Muncie Metropolitan Plan Commission has given reasonable regard to the comprehensive plan; current conditions and the character of current structures and uses in each district; the most desirable use for which the land in each district is adapted; the conservation of property values throughout the jurisdiction; and responsible growth and development.

NOW, THEREFORE, BE IT RESOLVED by the Delaware-Muncie Metropolitan Plan Commission that the text of the City of Muncie Comprehensive Zoning Ordinance, being Chapter 150 of Title XV of the Muncie City Code, be amended, changed and supplemented as follows:

Section 1. That Article XXX of said Ordinance shall be supplemented by adding a new Section 9 as follows:

ARTICLE XXX
SECTION 9 WHITE RIVER CANAL OVERLAY DISTRICT

A PURPOSE AND INTENT

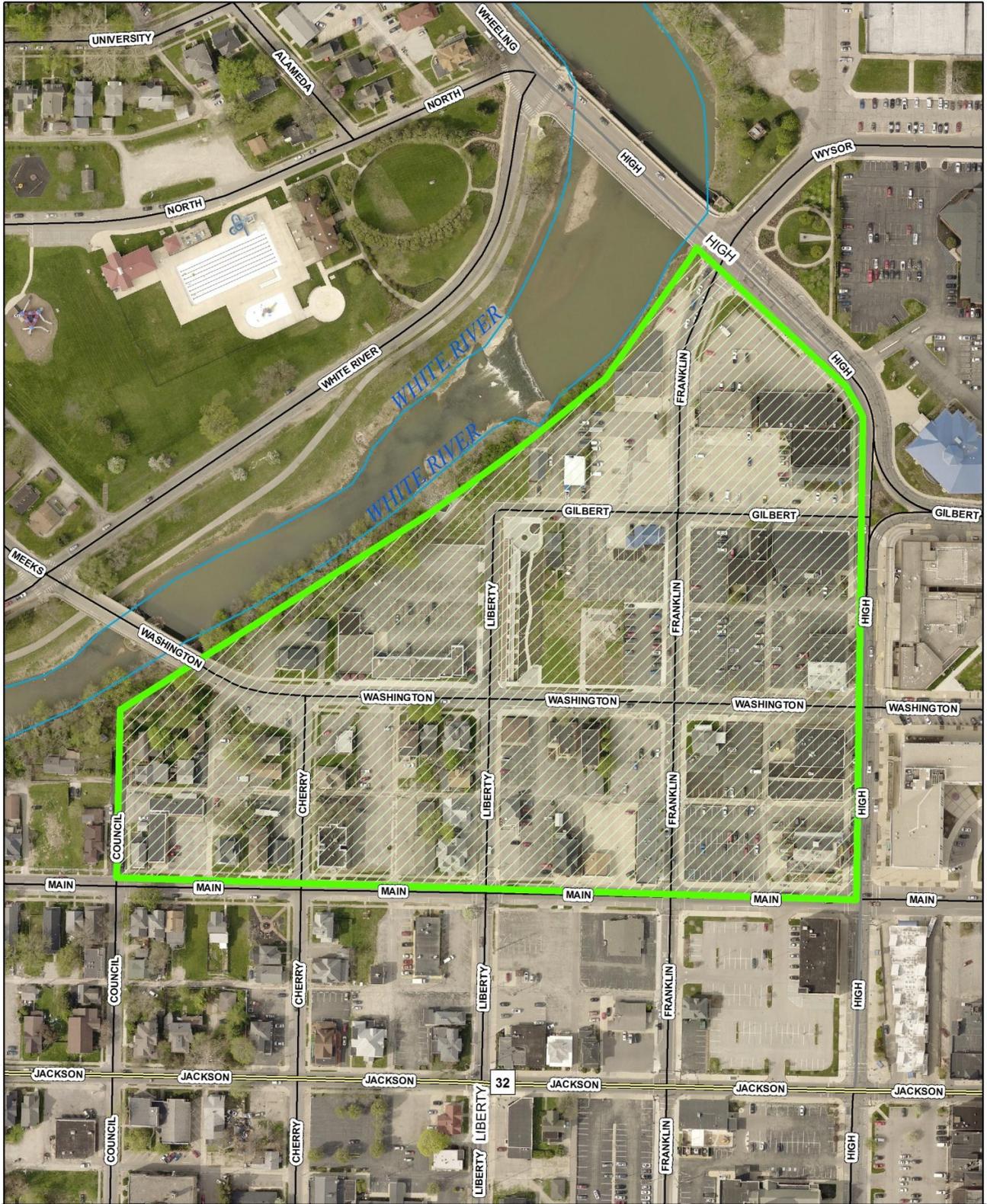
The White River Canal District is intended to transform the underutilized downtown riverfront by creating a mixed-use neighborhood with “complete streets” and waterfront access. The purpose of the District is to offer quality urban style housing options and services to create a dynamic and pedestrian friendly venue for students, recent graduates, young professionals, and baby boomers. It expands the downtown urban core and connects residents to urban cultural amenities that support live, work, play opportunities. Overall, the White River Canal District will be the impetus for attracting new development and become a benchmark for redevelopment projects in the central city that target economic development and physical enhancement essential to quality of place and quality of life. Development and redevelopment within the District shall comply with the following standards and the provisions of this Ordinance. Where standards may conflict, the regulations within the District shall prevail.

The goals of the District, which would be considered when evaluating project appropriateness, are to:

- Attract additional investment through revitalization of underutilized properties and introduction of new housing options.
- Become a premier waterfront mixed-use community that aims to be an exemplar for future developments in the City.
- Build off the river and existing greenway and create “complete streets” that are bike and pedestrian friendly.
- Maximize the use of the riverfront through redevelopment that improves access for recreation, living, entertainment, and civic functions.
- Offer a diversity of housing of types that is high in demand.
- Add a walkable mix of lifestyle service businesses.
- Re-energize the area and become a development suitable for next generation technology such as bike share, car share, and autonomous vehicles.
- Improve connections between the riverfront and the downtown core.

B APPLICABILITY

This standards and regulations set forth in this Section shall apply to development and redevelopment within the District, a geographic area shown on the following Map bounded by Council Street on the west, High Street on the east, Main Street on the south and the White River on the north.



WHITE RIVER CANAL OVERLAY DISTRICT BOUNDARY



C DEVELOPMENT PLANS AND PROCEDURES

Future project proposals within the District shall require a development plan that must be reviewed and approved in accordance with the procedures set forth herein.

1. RIVER DISTRICT REVIEW COMMITTEE

A specially appointed River District Review Committee (RDRC) shall be established for the purpose of reviewing and approving all Development Plans in the District.

- a. **RDRC Membership.** The RDRC shall consist of five (5) voting members appointed by the Mayor of the City of Muncie to coordinate the land use, magnitude, design, phasing and general assistance in terms of development and improvements within the White River Canal District. Appointments shall be made as follows: one member representing the Muncie Redevelopment Commission for an initial 3 year term; one member representing the Downtown Development Partnership for an initial 3 year term; one member representing the Mayor's Office for an initial 2 year term; one member representing the Metropolitan Plan Commission for an initial 2 year term; and one member who shall have a degree and/or professional experience in architecture or urban design for an initial 1 year term. Following the initial term of office, all appointments shall be for a 3 year term of office and a member is eligible for reappointment.
- b. **RDRC Rules of Procedure.** The Plan Commission office shall prepare rules of procedure relative to meeting schedules, applications, the approval process and other operational items to be approved by the RDRC.

2. DEVELOPMENT PLANS

All projects within the District requiring a permit from the City Building Commissioner's Office shall require the submission of a Development Plan to the Metropolitan Plan Commission prior to receiving a permit(s). The Plan Commission shall forward all Development Plans to the RDRC for approval. Development Plans must include the following items:

- Site Plan drawn to scale showing all existing and proposed buildings and uses. Site plans must include: parking location and layout, curb cuts, building setbacks, and any pedestrian/streetscape improvements.
- Project elevation drawings on all sides, which show all exterior materials and colors.
- Project floor plans.
- Landscaping plans, which include any existing or proposed new landscaping, streetscaping elements, screening, walls, fencing, and public art.
- Signage and lighting plans.
- Utility placement, including any storm drainage improvements.
- Information relating to the project's sustainability features and amenities.

a. Plan Exemptions and Waiver.

The Executive Director of the Plan Commission, or authorized representative, may waive individual requirements of the Development Plan submittal pending the nature of the project being submitted by the Applicant, i.e. a project for signage only would just submit signage plans.

- b. Development Plan Approval. The Executive Director shall make written findings concerning the RDRC's decision to approve, modify or disapprove the Development Plan. The Applicant may appeal any decision by the RDRC to the Plan Commission under established schedules and procedures. Approvals may include conditions such as requiring written commitments by the Applicant. Approvals may also require the Applicant to provide some level of financial guarantee (performance bond, surety, etc.) to ensure conditions and/or commitments are completed. Once approval is provided to the Applicant, no changes may be made without further approval by the Executive Director and/or the RDRC as set forth herein. Approvals provided by the RDRC are based on compliance with the guidelines established in the District. Such approvals do not substitute or replace other necessary approvals and permits which may be required.

D DEVELOPMENT STANDARDS

1. STATEMENT OF PURPOSE AND INTENT

The intent and purpose of the development standards for the District is to promote vibrancy and uniqueness by continuing to provide a mix of commercial and residential buildings in a village-like atmosphere with strong pedestrian orientation and scale. All properties are currently zoned CB Central Business. The uses and standards set forth herein shall supplement and/or supersede those set forth in the CB Zone. The primary goals for development and redevelopment are:

- Create a strong, identifiable, and unique commercial atmosphere which serves Downtown Muncie as well as the city as a whole.
- Provide a thriving mixed-use environment of pedestrian-oriented businesses, services, restaurants, offices, and residential units.
- Increase the critical mass of activity for people to live, work, shop, and play in and around the District.
- Maintain the District's history by carefully integrating new development within the existing fabric of Downtown Muncie.

2. PERMITTED USES

Of the permitted uses listed in the CB Zone, the primary focus of the District is to encourage the following uses:

- Multi-story mixed use buildings, with residential units or office space on the upper floors and commercial uses on the ground floor
- Hotel, inn, and meeting/convention space
- Cinemas, movie theaters, performing arts venues
- Art galleries
- Health clubs, fitness centers, and outdoor recreation
- Restaurants, which may include quick-service or sit-down establishments, pubs, and bars, but establishments shall not have drive-through windows.
- Grocery stores/shops
- Other similar uses appropriately designed to foster a pedestrian-oriented, bicycle-oriented and diverse environment.

The District will place greater emphasis on building forms, site development, and materials than on specific uses provided proposed uses are consistent with the overall goals and objectives of the District.

3. GENERAL SITE DEVELOPMENT STANDARDS

The General Site Development Standards within the District are established to reinforce the overall purpose and intent, while encouraging high-quality development and improving the overall aesthetics and urban character of all areas within the District.

a. STREET NETWORK

- 1) Streets. Streets shall remain under public control, although improvements to their condition and function (i.e. new parking lanes, improved drainage, resurfacing, etc.) may be provided.
- 2) Alleys. To the fullest extent possible, alleys should continue to remain in place and serve as the primary vehicular access point to parking areas, loading areas, utility service, and trash collection for all residential, commercial, and mixed-use areas.
- 3) Sidewalks. Sidewalks shall continue to be a prominent element within the entire district, and must be present in every block on both sides of the street. Sidewalks should be wider than those along the residential streets, and should generally extend from the edge of the building all the way to the curb.
- 4) Curb Cuts. To the fullest extent possible, curb cuts shall not be permissible along any street in the District, unless they are providing access to a loading area, parking lot or parking garage. In those instances, entrance/exits to parking areas shall be along the non-primary façade of the property/building being serviced. Curb cuts shall be placed a minimum of fifty (50) feet apart from one another, and wherever possible, curb cuts shall be aligned on opposite sides of the streets from

one another. Curb cuts shall also be placed a minimum distance of sixty (60) feet from an intersection with another street.

b. ON-STREET PARKING STANDARDS

- 1) Location. All streets should accommodate dedicated on-street parking lanes on both sides of the street.
- 2) Curb extensions. Where possible, curbs at intersections shall be extended to provide further definition to the dedicated on-street parking lane and to enhance pedestrian safety. Midblock curb extensions, or bumpouts, are also encouraged along non-residential streets.
- 3) Layout. On-street parking spaces shall be parallel type spaces (not angled).
- 4) Loading Areas. Whenever possible loading areas should be limited to the rear of the buildings so they are not visible from the street. In situations where this is not possible, dedicated loading areas for commercial uses can be situated within the on-street parking lane, however, efforts should be made to incorporate a loading area into a parking space in lieu of creating a dedicated loading area along the street.
- 5) Parking Requirement. For the purposes of calculating the required number of parking spaces for a specific development type, each on-street parking space located along the public road frontage of a parcel shall count as one-half of a space when calculating the minimum required spaces.

c. OFF-STREET PARKING STANDARDS

- 1) Location. Surface parking required for new commercial and mixed-use buildings should be accommodated to the rear of the new building, accessible from the alley or side street. Shared parking shall be allowed and encouraged to the fullest extent possible. Future commercial and mixed-use projects may meet these parking requirements through an off-site parking agreement.
- 2) Needed Spaces (Residential). New residential uses shall be required to provide one (1) parking space for each dwelling unit.
- 3) Needed Spaces (Commercial). Any new non-residential use shall provide three (3) parking spaces for each one thousand (1,000) square feet of commercial space but no more than four (4) parking spaces per one thousand (1,000) square feet.
- 4) Bicycle Parking. Developments must meet the bicycle parking requirements set forth in Article XXX, Section 2.

- 5) **Parking Garages.** New parking garages must be clad in masonry materials consistent with the elevation of the development uses they are serving. Access to parking structures should be along non-primary facades whenever possible. Garages which are “wrapped” with other development uses in front of them are acceptable and encouraged, provided access to such garages remains clearly visible and identified as such. Bicycle storage facilities shall be provided within the parking garage to accommodate at least fifty percent (50) of the required number of bicycle parking spaces.
- 6) **Surface Parking Landscaping.** Surface parking lots shall be provided with a minimum of ten (10) feet of greenspace along all public street frontages and five (5) feet along side and rear property lines. One (1) tree and five (5) shrubs shall be planted within the greenspace areas for every seven (7) parking spaces provided with shrubs and plantings added as needed to create a semi-opaque screening effect between the street and the parking lot.

Parking lots with twenty (20) or more parking spaces are required to have the following:

- a. One (1) landscape island or peninsula shall be provided per twenty (20) spaces and the islands shall be distributed equally throughout the parking lot.
- b. Each island or peninsula shall be at least one hundred eighty (180) square feet in size.
- c. Each island or peninsula shall contain at least one (1) tree per one hundred eighty (180) square feet.
- d. At least one-half (1/2) of trees planted in islands or peninsulas shall be shade trees.

No trees may be planted in an area where there is less than two and one-half (2½) feet of soil on all sides of the tree.

d. STREETSCAPE STANDARDS

Any proposed improvements in the public right-of-way approved by the RDRC shall also be subject to obtaining a right-of-way use or right-of-way occupancy permit in accordance with standards and procedures adopted by the Board of Public Works.

- 1) **Sidewalks.** Sidewalk widths may fluctuate to allow for outdoor dining and street furnishings. Sidewalk materials should be predominately concrete. Decorative brick pavers may be used as accent materials to add visual interest to specific areas. However, decorative paving materials should be consistent in color, style, and material with adjacent buildings. Paving patterns should be simple with no more than two (2) styles and materials per “space” created. Decorative pavers may be used in places such as storefront entrances, outdoor dining areas, plazas, crosswalks, or other areas which designate pedestrian activity.

2) Furnishings and Outdoor dining. Streetscape elements may incorporate:

- Decorative pedestrian-scaled streetlights
- Decorative benches and trash receptacles
- Decorative bicycle racks
- Planters and seating areas
- Directional/identity signage
- Outdoor dining areas

When outdoor dining areas are provided, they should be fenced off with a decorative ornamental fence and should allow for a minimum of six (6) feet of pedestrian clearance between the fencing and curb.

3) Streetlights. When streetlights are a part of a proposed project, they must meet all requirements set forth by the RDRC relative to type of fixture, lighting and spacing. Streetlight fixtures may include banner holders and/or planting hangers, provided such features are consistent.

4) Street Trees. Street tree plantings within the right-of-ways is encouraged, where possible, to enhance the natural environment.

e. SUSTAINABILITY STANDARDS

Sustainable Methods. Each new development project is required to employ at least one (1) of the following sustainable methods for treatment of stormwater generated:

- Green roofs. Roofs would be constructed with a planting material to enable the storage of stormwater.
- Rain garden. Areas where rainwater can collect to slow the percolation time into the soil. A rain garden is planted with native plants which are drought tolerant to help clean the water during the infiltration process.
- Bio-swales. A bio-swale is a drainage swale which includes grass and/or native plants and vegetation designed to improve water quality by filtering water and allowing infiltration while channeling water.
- Stormwater planters. Stormwater planters are designed to accept runoff and channel it through perforated pipes at the bottom of the planter.
- Porous paving. Porous paving can include the use of pervious concrete and/or pavers designed to allow water to infiltrate rather than collect and create runoff.

The RDRC may accept alternative sustainable methods not listed above.

f. UTILITIES STANDARDS

1) Sanitary Facilities. No private septic tanks or septic systems will be permitted.

- 2) Public Water. No private wells or water tanks are permitted.
- 3) Gas/Electric. Outdoor heating tanks (propane tanks or oil tanks) are not permitted. Any connection made to the existing electric network must be made via underground connections, and no new overhead power lines will be permitted. In those instances where existing overhead electric mains may require relocation, efforts shall be made to bury these lines whenever possible.
- 4) Communications. New overhead communications lines are not permitted, and cell towers are not permitted. Satellites dishes and small cell technologies are allowed provided installation of any satellite dish or small cell antenna is not located along the primary façade of a structure and generally cannot be viewed from the street.
- 5) Equipment Visibility. Any utility meters and equipment required for new structures should be located away from the primary façade of a building to the fullest extent possible, and should be landscaped and screened. Rooftop mounted equipment must be positioned so they cannot be seen from the street. Any equipment which promotes sustainability and energy efficiency, such as solar panels or building mounted wind systems, is encouraged. Placement of all such features should be done in a manner to minimize their visual impact from the street and from pedestrian ways and gathering places.

g. TRASH COLLECTION AND SERVICE AREAS

Trash collection, recycling collection, dumpsters, storage areas and similar service areas, no located within the buildings, shall be screened from public view using building mass, walls or fences with gates and landscaping. The screening shall be a minimum of six (6) feet in height and materials used should be compatible with the primary structure materials.

h. LANDSCAPING AND PUBLIC ART

Each development shall include landscaping and a public art feature. A minimum of 5% of the site shall be landscaped with plantings that include trees, shrubs, grasses and flowering plants to be approved by the RDRC. Sustainability features and parking lot tree plantings may count toward this requirement. At least one public art feature shall be incorporated into the site development plan to be approved by the Muncie Arts and Culture Council. The public art feature may be located on-site or within the District. Any art located within the right-of-way requires approval from the Board of Works.

i. LANDSCAPE MAINTENANCE

Trees, vegetation, irrigation systems, fences, walls and other landscape material that are installed as required per this ordinance, the Plan Commission and/or the Board of

Zoning Appeals are essential elements of a project. The landowner, and their successors in interest, are responsible for the regular maintenance of all landscaping elements such that they are kept in good condition. Specifically:

- 1) All plant material shall be maintained alive, healthy, and free from disease and pests and all required plant materials which die following their installation shall be replaced with identical varieties or suitable substitutions.
- 2) All landscaped areas shall be free of weeds, litter, graffiti, and similar signs of deferred maintenance.
- 3) All landscape structures such as fences and walls shall be repaired or replaced periodically to maintain aesthetically appropriate and structurally sound conditions.
- 4) The maintenance and routine care of plant material located within the rights-of-way shall be the responsibility of the adjacent property owners.

For purposes of this section, maintenance and care shall include but not be limited to pruning, watering, fertilizing, and mulching, or any item that would constitute a safety hazard to pedestrian or vehicular traffic.

j. LIGHTING

Lighting provided on-site and off-site to ensure safe movement of persons and vehicles and for security purposes shall conform to the following:

- 1) All lighting shall be designed and arranged so as to minimize glare and reflection on adjacent properties. All lights shall be of a "cut-off" type with the lighting element completely shielded on all sides and top, excluding historic ornamental light fixtures and globes.
- 2) The maximum height of free standing lights shall not exceed twenty (20) feet and the maximum height of lighting fixtures for pedestrian areas, including sidewalks adjacent to streets, is sixteen (16) feet.
- 3) Site lighting shall be of uniform design and materials, and shall compliment the architecture and landscape of the developed site.
- 4) Lighting shall not cause illumination of adjacent residential properties and shall provide warm white lighting. Lights shall be located to provide maximum visibility and safety.

4. BUILDING DEVELOPMENT STANDARDS

a. BUILDING FORMS

New commercial and mixed use buildings should be evaluated based on the relationship between the subject property and adjacent structures. New mixed-use buildings should strive to maintain (or create) a consistent “street wall” rhythm, but one that varies and creates visual interest to the pedestrian. Relationships to adjacent buildings should contribute to the continuity of the street wall. Gaps between new buildings which interrupt the street wall are discouraged. In the event a new building is constructed in a given block where there is no established street wall, the subject property must strive to establish a new pattern. Large building facades should be designed to reduce the perceived bulk by dividing the building mass into smaller scale components.

Buildings need to be oriented to the street, with primary building entrances and windows facing the primary street frontage. Secondary entrances may be allowed, accessible to side streets, alleys, and off-street parking areas. Irregular building forms at random angles to the street are discouraged.

Multiple building complexes are encouraged to maintain a consistent orientation to one another along the street wall. Variations should be provided in both horizontal and vertical elements relating to massing and design to help create greater visual interest.

Free standing single-use commercial buildings should be used sparingly and only for specific commercial uses. If a single-story commercial building is constructed (such as a free standing grocery store), the building must have high ceilings to help reinforce the street wall effect. Single story and/or single use buildings must be at least 22 feet in height, and should still be positioned close to the street and other adjacent buildings.

b. BUILDING SETBACKS

In keeping with the existing CB Zone setbacks, new buildings may have a zero foot front yard setback to the property line or proposed right-of-way line, whichever is greater, provided an ample pedestrian zone is established between the building façade and curb. No building may be setback more than twenty (20) feet from the street to maintain a street wall effect and the setback area shall be used for outdoor dining, public gathering space and/or public art displays. When an outdoor dining area is provided there should be a minimum six (6) foot setback from the curb to the fencing for such dining area. Side yard and rear yard setbacks can be zero (0) feet to the property line, provided the property is not adjacent to an alley or residential property. In such instances, a minimum five (5) foot setback shall be required.

c. BUILDING HEIGHTS

New buildings must appear to be at least two (2) stories in height with a minimum

height of twenty-two (22) feet. Commercial and mixed-use buildings shall have a minimum first floor height of fourteen (14) feet floor to floor above ground level (parking structures may be slightly lower in height), with upper floors having a minimum of ten (10) feet floor to floor

d. BUILDING DESIGN AND MATERIALS

- 1) Façade Styles. A specific architectural style does not need to be specified and repeated in this zone; however, complementary design features, styles, and materials should be used to create a consistent downtown village atmosphere. Multiple buildings completed as part of one larger project should have varied architectural elements – including different roof forms, façade treatments, signage placement, and other details to help reinforce the feel of a traditional downtown village.

New commercial and mixed use buildings should also have a strong cornice line to reinforce the street wall. Other architectural elements which help create visual interest, such as window bays, variations in wall plane, roof features, etc. are encouraged. Dormers and balconies and other architectural treatments should be used to help articulate façade details.

- 2) Building Materials. Building materials and colors should be consistent with the existing materials' palette in Downtown Muncie. Patterns, colors, and details are encouraged to be varied to generate greater architectural interest and variety.

Brick, stone, and any other long-lasting quality material as approved by the RDRC are the preferred primary building materials, along with storefront glass, for new mixed-use and commercial buildings. Stucco and concrete may be used for accent features, but should not be a dominant material. Decorative block, synthetic plaster, wood trim, and synthetic stone elements should be used only for accent material purposes and should be limited in their use on primary facades. Concrete block, exterior insulation finish system (EIFS), metal, or wood should not be used on a building façade visible from any street.

Masonry colors should complement existing buildings in the downtown area, and generally would consist of traditional brick colors or natural earth tones. Contrasting colors for accent features are acceptable provided they are compatible. The use of primary colors or excessive bright and brilliant colors is discouraged.

- 3) Windows and Fenestration. Large blank or windowless elevations which face a street are not permitted. If a blank wall cannot be avoided, such walls should be articulated with architectural elements.

The ground floor of new commercial and mixed use buildings should have a minimum window surface of sixty percent (60%), and a maximum window

surface of eighty percent (80%). Deeply tinted or highly reflective glazing is not permitted. Upper floor windows shall be designed in proportion to the building width and height and should align where possible with the ground floor storefront pattern. Windows should be constructed with durable materials, with aluminum and wood being the preferred materials.

- 4) Building Entrances. All buildings must have clearly defined and articulated entrances to both the ground floor uses and any upper floor uses. First floor building facades should be dominated by open glass storefronts. The main exterior entrance shall face the primary street frontage or be oriented to the corner. Secondary entrances may be allowed accessible from side streets and off-street parking areas. Elements such as canopies or other architectural features are encouraged to help identify main entrances.

Primary commercial entrances should be emphasized with larger doors or door/window combinations, and may include overhangs, unique roof forms, arches, or other architectural details.

- 5) Roofing. A flat (low slope) roof must be used unless another roof type is approved by the RDRC. A flat roof must be enclosed by parapets of at least forty-two inches (42”) in height, or as required to conceal mechanical equipment. Expression lines are encouraged to distinguish the parapet from the upper stories of the building and to define the top of the parapet. Green roofs are permitted, and encouraged. Unusual roof types, such as mansard or barrel roofs are not permissible. Roof colors should complement the building’s primary color.

e. LIGHTING

- 1) Commercial. Commercial storefront windows and entrances should be well lit to better enhance the pedestrian-oriented character of the District. New lighting fixtures should be consistent in style and scale to the exterior façade of the building.

Appropriate lighting styles should be used for the following purposes:

- Define building entries;
- Illuminate the sidewalk area;
- Light signage features; and/or
- Highlight prominent architectural elements.

All new commercial and mixed use buildings must have a well-defined entrance with a minimum of one (1) exterior light fixture clearly indicating the entrance area and building address. Additional lighting may be provided to light storefronts, facades, signs, and any other architectural element.

- 2) Residential. New residential structures with a common entrance (apartments) must have a well-defined entrance with a minimum of one (1) exterior light clearly indicating the entrance area and building address. Residential structures with a private entrance (townhomes, brownstones, retirement villas) must also have a minimum of one (1) exterior light adjacent to its entrance. Building lighting must be integrated into the design of the residence and reflect the character of the building and surrounding neighborhood. Lighting should be attached to the building façade.

f. AWNINGS

When utilized, building awning design and colors should be consistent and complimentary in color and style with the overall building façade and adjacent buildings. Awnings should be located in line with adjacent awnings. Awnings should be constructed with a metal armature with a canvas, metal or vinyl membrane. Internally lit awnings are not permissible.

g. ADDRESS IDENTIFICATION

All commercial, mixed use and residential buildings are required to display their address numbers which should be incorporated as a decorative element into the building's design. Building address numbers should be near the primary entrance and visible from the street. The use of vinyl applied labels is discouraged.

h. SIGNAGE

In addition to the provisions set forth elsewhere in Article XXX, the following provisions shall apply in the District.

Business signs may be wall mounted or projecting signs or incorporated into the awnings over storefronts. Free standing pole signs, off-premise signs, and building-mounted off-premises signs are not permitted.

Business signage should whenever possible be incorporated into the building's architecture with materials and elements consistent with the building's façade and style. Business signage should be simple and easy to read with letters consistent to the scale of the building. Signage lighting needs to be compatible with the architecture of the building. Internally lit sign panels (such as box signs) are not permitted. Business signage may not exceed ten percent (10%) of the façade.

Wall mounted signs should not project more than twelve (12) inches from the building façade. A projecting sign should be oriented to pedestrian rather than vehicular traffic in terms of scale and placement. Projecting signs should be no greater than twenty-five (25) square feet in size, and extend no further than forty-two (42) inches from the façade. No more than one (1) projecting sign is permitted per business.

Business signage may also be provided by window lettering, either painted or vinyl applied. Window lettering should be proportional to the size of the glass opening and must be limited to one central location on the primary display window or door. Large window graphics such as clings and decals may be allowed on a case-by-case basis.

Section 2. That this resolution is hereby adopted this ____ day of _____, 2018.

**DELAWARE-MUNCIE METROPOLITAN
PLAN COMMISSION**

President

ATTEST:

Marta Moody, Secretary