

Chapter 6

Market Grocery Center

Anchor Store

The sector includes approximately 3.9 net acres of vacant land. This sector is designed to accommodate a grocery store of up to 50,000 square feet. An additional 5,500 square feet will be provided for retail, service, or restaurant uses in an end-cap building on the west side of the grocery store.

The central off-street parking area for the Commercial Center Core Area is located between the grocery store and the retail shops fronting the surrounding public streets. The parking area is less than 200 feet deep from the front of the grocery store to the retail shops that will line East Barnett Road. The design facilitates convenient pedestrian access to all retail street frontages within the Commercial Center Core Area in a manner that also functions well for grocery store use.

The layout presented in the Master Plan reflects site requirements commonly sought by community retail grocers. Retailers grade sites for store locations by considering elements such as visibility, access, population and household income within the sales area (i.e., the “marketshed”), and both automobile and pedestrian traffic. The Master Plan provides for an anchor store site that will be visible from the surrounding streets without hiding the smaller retail shops along the street frontages. The site is well designed to function both in the near term to serve the prevailing existing households as well as the planned transit oriented community of the future when high density residential districts are built out.



Market Grocery Center



Master Plan Layout

Sector Specific Standards

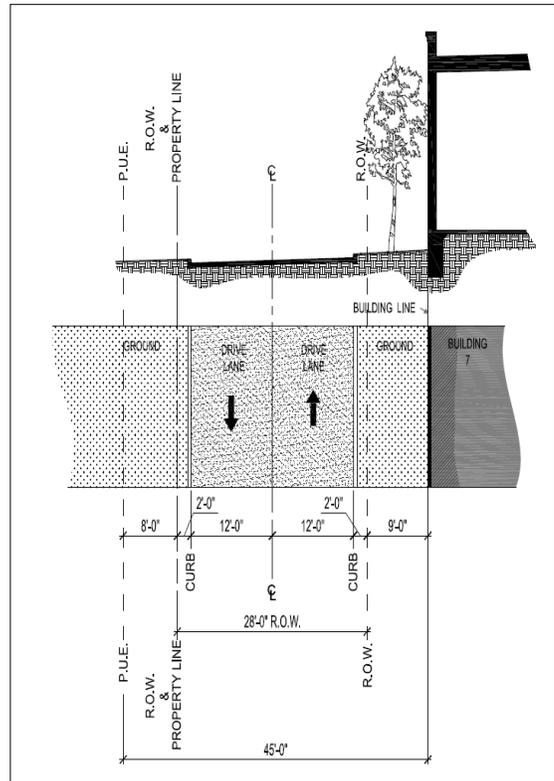
The following Design & Development Standards will apply in this sector:

1. Site Design

a) Michael Park Drive Frontage (approximately 430 feet)

- i. The preferred final alignment of Michael Park Drive is generally co-linear to the North Larson Creek Greenway with a shared-use path on the north side of the street. The preferred alignment would require use of city owned property between the existing property line and the designated greenway area to the north in order to follow the curvilinear meander of the creek.

- ii. The street alignment depicted on the Master Plan is an alternative to (i) above designed to be accommodated completely on the single ownership to the south of the existing property line (see panel). The cross section provides two twelve-foot wide travel lanes with six-inch curb facings, a nine-foot wide planter along the north building façade, and an eight-foot wide sidewalk/PUE area along the north side of the street.



Michael Park Drive – Linear Design Alternative.

- iii. For either street alignment, pedestrian lighting will be provided along the sidewalks and multi-use paths.
 - iv. An outdoor seating area oriented to the greenway area shall be provided along the north side of Building 8.
- b) Pedestrian walkways shall conform to the standards of MLDC Sections 10.773, Pedestrian Walkway Connections and Routing, and 10.775, Pedestrian Walkway Design Standards.



- c) Sidewalks, street furnishings, pedestrian light fixtures and tree wells shall be included along the interior access drives fronting the buildings.
- d) Pedestrian walkways crossing driving surfaces shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or stamped concrete.
- e) Bicycle parking shall be provided adjacent to the plaza in front of Buildings 7 and 8. An additional bicycle rack will be provided adjacent to the southeast corner of the building along the front walkway.
- f) The service and loading area to the east of Building 7 shall be designed in conformance with MLDC Section 10.742 with screening elements to minimize visual impacts from general view.

2. Building Design

- a) Final design of the building complex in this sector will be consistent with the Special Development Standards for Large Retail Structures at MLDC Section 10.725.
- b) The principal entry for the anchor store shall be located adjacent to the smaller retail building and shall include a plaza area and prominent entry feature such as a tower.
- c) Shopping cart storage shall be incorporated into the building design to screen stored carts and in a manner that avoids the plaza area.



Conceptual renderings of Buildings 7 and 8 provided by Oregon Architecture, Inc. depicts facade roof treatments with a variety of animating features, windows, repeating elements, materials, and colors with prominent entries. The renderings also illustrate the 45-foot wide Michael Park Drive design alternative where the street is located entirely within the boundaries of this sector.