

DISTRICT D - The Northern District



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July 2009





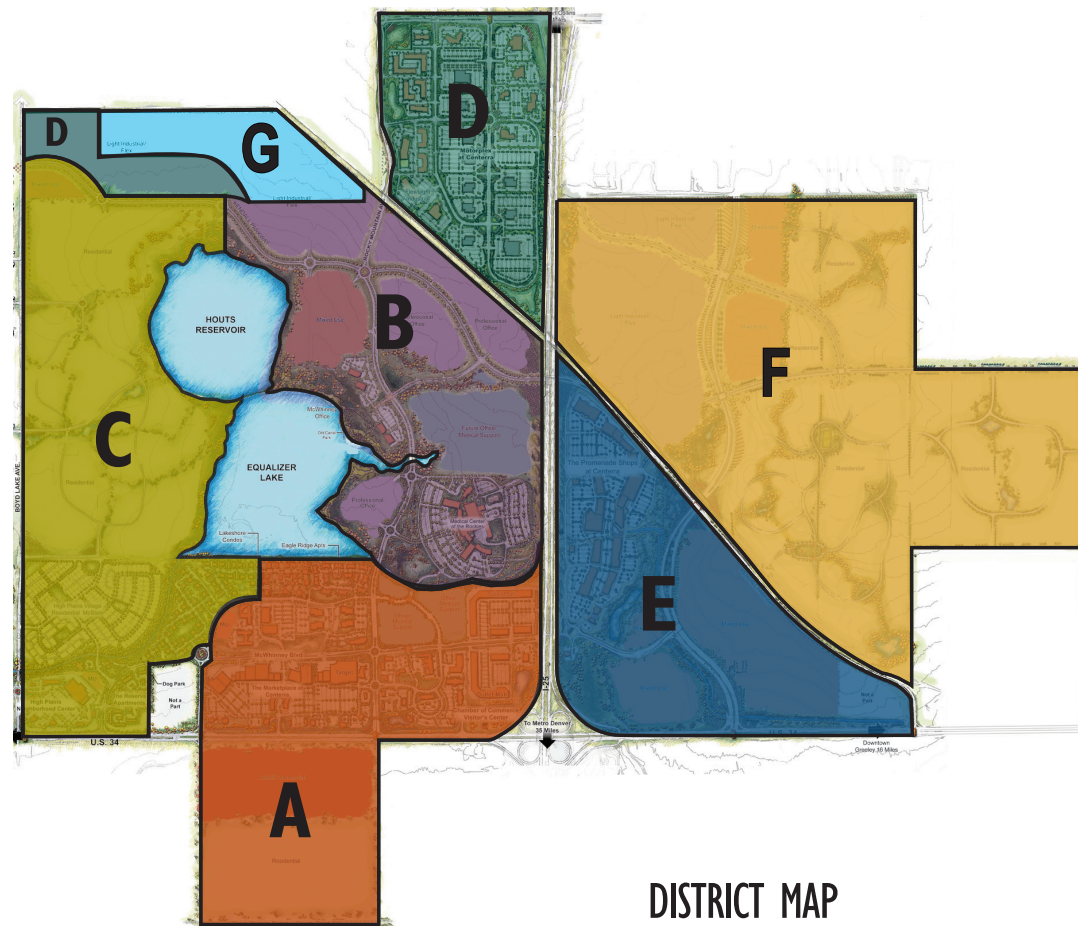

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Prepared Documents

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District and Key Map



District Description

Located within the northern portion of the Centerra, District D, the Northern District, provides an opportunity to establish a dynamic gateway image designed to “announce” the entrance into the Centerra Planned Community. From the North, this District provides a unique opportunity for a variety of uses primarily oriented towards flex-office, commercial, light industrial, office-showroom, and auto dealership pursuits in a Master-Planned context. Specifically, it is envisioned that **In-Line and Large Format Retail** uses will dominate Crossroads Boulevard, sprinkled with various Pad building sites catering to the convenience needs of motorists. **Flex Office and Research and Development** uses, primarily located contiguous to Rocky Mountain Avenue, will create a mid-level technology image designed to promote streetscape continuity by linking District D to the professional office oriented environment of the neighboring Lakefront District. Dominating the interior of District D, **Light and High Bay Industrial** uses, characterized by flex-office, light manufacturing, and warehouse/distribution functions, will cater to the needs of higher-intensity industrial users, surrounded and buffered by lower-intensity office functions and auto dealerships. **Auto Dealerships**, primarily located parallel to Interstate 25, will gain ample freeway exposure and visibility, with sales pavilions oriented towards I-25, internalizing major parking fields of inventory and auto repair facilities.

DISTRICT IMAGE



District Characteristics

1.0 SITE PLANNING

- 1.1 High-visibility uses, such as Large Format Retail and Auto Dealerships, are envisioned to be located adjacent to Interstate 25 for maximum freeway exposure.
- 1.2 In-Line Retail, Pad sites, and Large Format Retail are envisioned to be oriented towards Crossroads Boulevard, maximizing motorist convenience.
- 1.3 Flex Office and Research and Development uses are envisioned to be oriented contiguous to Rocky Mountain Avenue, promoting streetscape continuity leading from neighboring District B.
- 1.4 Light and High Bay Industrial uses are envisioned to be located internal to the site, surrounded by lower-intensity and higher image functions.
- 1.5 Flex Office and Research and Development buildings frame formal open space to be part of each site.
- 1.6 Light and High Bay Industrial loading docks located internal to the site, screened from public view.
- 1.7 Auto Dealership repair facilities located internally, buffered from public view.
- 1.8 Auto Dealership inventory parking to be located out of view of I-25.
- 1.9 Individual site developers shall incorporate Master Developer established context, streetscape, landscape, connectivity, etc. in individual site design.
- 1.10 Allow vehicular passage between individual parcels. Reciprocal Access Agreements are desired, designed to allow the passage of vehicles and pedestrians between adjacent parcels.

2.0 ARCHITECTURE

- IN-LINE RETAIL:**
- 2.1 Architecture characterized as Contextual Agrarian, utilizing indigenous building materials used in a modern fashion.
 - 2.2 Large anchor tenant complemented by a series of individual commercial storefronts.
 - 2.3 Storefront transparency is prominent, composed of large storefront windows and transoms providing ample daylighting.
- LARGE FORMAT RETAIL:**
- 2.4 Contextual Agrarian Architectural expression characterized by indigenous building materials used in a modern fashion.
 - 2.5 Large building masses broken into scale-giving elements including entrance pavilions, tower elements, cornice/parapet elements, pitched roof overhangs, and structural bays composed of articulated piers and spandrels.
 - 2.6 Articulated building entrances such as gabled pavilions, are designed to “announce” entrance into the building.
 - 2.7 Glazed entrance pavilions designed to provide internal daylighting.
 - 2.8 Use of trellis elements and arcades to provide rich layering designed to break-up large expanses of facade area.
- FLEX OFFICE AND RESEARCH AND DEVELOPMENT:**
- 2.9 Contemporary architecture characterized by durable building materials and modern

fenestration, compatible with Contextual Agrarian architecture used elsewhere in the district.

- 2.10 Standalone architecture often times containing start-up or incubator uses.
- 2.11 Smaller-scaled structural bays composed of piers, spandrels, and window area oriented towards the public realm.

LIGHT AND HIGH BAY INDUSTRIAL:

- 2.12 Contemporary architectural expressions characterized by durable building materials, compatible with Contextual Agrarian architecture used elsewhere in the district.
- 2.13 Large building masses divided by structural bays into a series of individual components.
- 2.14 Easily identifiable building entrances with optimum transparency.
- 2.15 Dock-high doors screened from public view through effective site planning, and the use of landscaping, berming, and screen walls.
- 2.16 Durable building materials including concrete, masonry, glass, stucco, and standing seam metal.

AUTO DEALERSHIPS:

- 2.17 Contemporary Contextual architectural expressions characterized by the use of indigenous building materials used in a contemporary fashion, compatible with contextual agrarian architecture used elsewhere in the district.
- 2.18 Contemporary building massing and roof forms characterized by parapets and vaults.

- 2.19 Auto showrooms with ample glazed fenestration designed to display vehicles for sale.
- 2.20 Auto repair bays oriented internally, screened from public view.
- 2.21 Compose building massing to highlight display parking along I-25 and to screen inventory parking from view from I-25.

3.0 LANDSCAPE ARCHITECTURE

- 3.1 Use of landscaping to screen and soften building architecture.
- 3.2 Large landscape buffer contiguous to Interstate 25 “announces” entrance into District D.
- 3.3 Landscape medians and islands break-up large expanses of pavement in parking fields.

4.0 SIGNAGE

- 4.1 In-Line and Large Format Retail signage promotes a lively shopping environment, characterized by wall and projecting signs that complement the Contextual Agrarian architectural image.
- 4.2 Flex Office and Research and Development signage characterized by monument and wall signage, reflecting a contemporary architectural image.
- 4.3 Signature wall signage is possibly used to identify individual Auto Dealerships.
- 4.3 Monument signage will only be allowed to identify major projects, such as a retail shopping center, business campus, or auto mall.



Vignettes



Fig. 1 - Create automobile staging areas designed to accommodate test drive vehicles.



Fig. 2 - Orient auto dealership showrooms towards the Test Drive theme street.



Fig. 3 - Provide Porte Cochere's designed to shelter patrons from the elements.



Fig. 4 - Orient auto repair facilities internally, screened from public view, cradling the service bays.

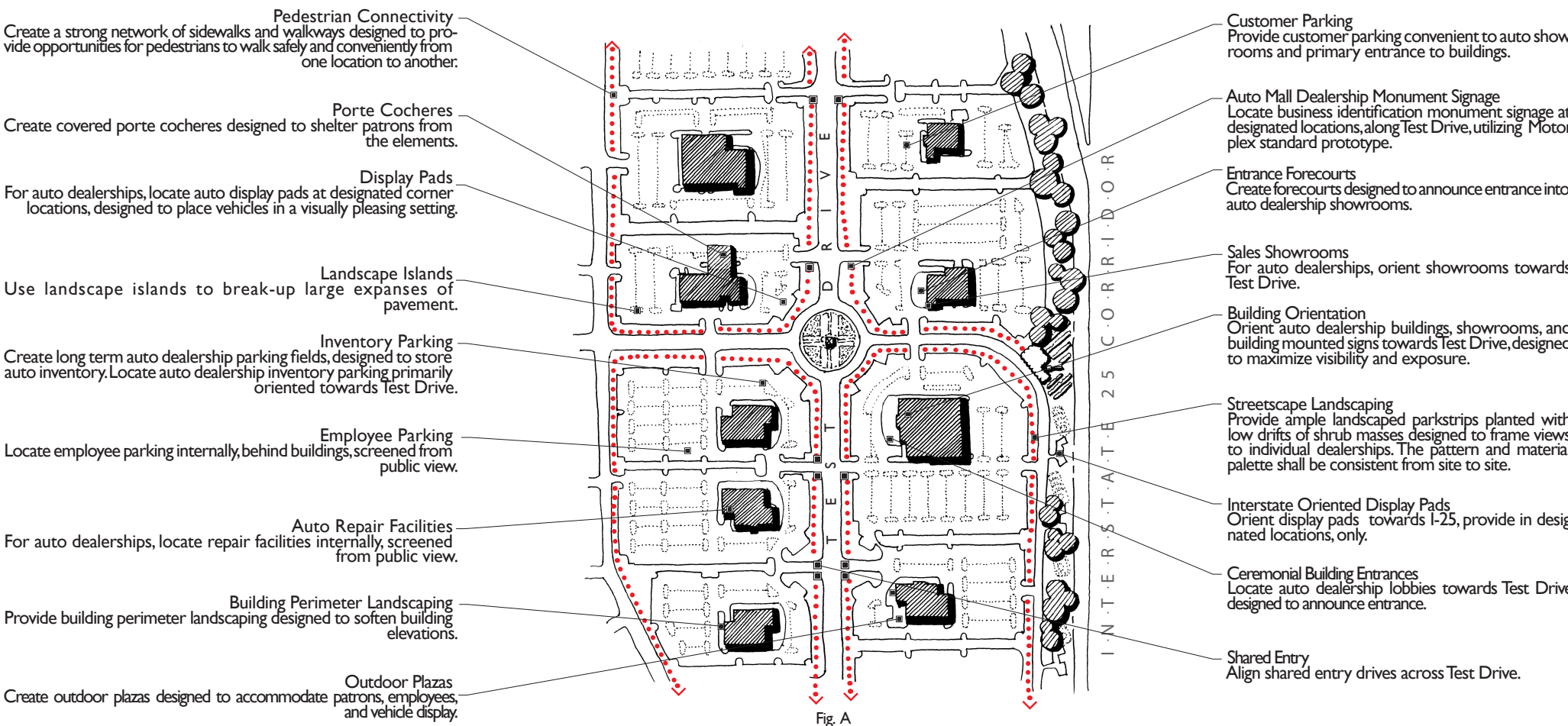


Fig. 5 - Create auto inventory parking garages that reflect the architectural style of the auto dealership.



Fig. 6 - Create landscaped parkstrips, oriented towards the public realm. Notice how the clustered tree pattern allows ample visibility to auto display pads.

Conceptual Site Plan



Guidelines and Standards (S)

Principles

- 1.0 BUILDING SITING AND ORIENTATION**

 - 1.1 **S** Orient auto dealership showrooms towards the Test Drive theme road designed to gain maximum visual exposure (fig. 1, 2, A) and accommodate pedestrian movements (fig. 1, 2, A).
 - 1.2 **S** Orient auto service, repair, and maintenance portions of buildings away from public view (fig. 4, A).
 - 1.3 Site buildings to cradle and frame meaningful formal open space, designed to accommodate auto staging areas outdoor forecourts, plazas, and pedestrian gathering spaces (fig. A).
 - 1.4 **S** Vehicles may be displayed in designated locations only. Vehicles shall not be displayed in landscape areas, setbacks, or adjacent to curb cuts.
 - 1.5 Create covered porte cocheres designed to shelter patrons from the elements (fig. A).
 - 1.6 Create forecourts designed as auto dealership staging areas (fig. A).
 - 1.7 For specific building setback, please refer to the Millennium General Development Plan.

2.0 CIRCULATION AND PARKING

 - 2.1 Locate convenience parking contiguous to building frontages designed to accommodate business patrons of Auto Dealership parcels (fig. A).
 - 2.2 Locate service, repair, and maintenance parking internally screened from public view (fig. 4, A).
 - 2.3 Allow vehicular passage between individual parcels. Provide shared access driveway along Test Drive contiguous to side property lines to prevent excessive curb cuts.
 - 2.4 **S** Use landscape medians and islands to shade and screen employee, service, and customer parked vehicles, while physically breaking-up large expanses of pavement (fig. A).
- 2.5** Locate auto dealership inventory parking internally, primarily oriented toward Test Drive (fig. A).

2.6 Locate auto dealership display pads only in designated locations oriented toward the public streetscape, for maximum exposure (fig. A).

2.7 S Establish strong pedestrian linkages, via sidewalks and trails, to connect all sites together and to provide convenient and safe passage through parking fields.

3.0 SITE ACCESS

 - 3.1 Create double-frontage lots designed to accommodate multiple site access points (fig. A).
 - 3.2 Provide site access points contiguous to Test Drive and loop road (fig. A).
 - 3.3 Align on-site internal streets and drives with neighboring parcel driveways across Test Drive, (fig. A).

4.0 SERVICE AND DELIVERY AREAS

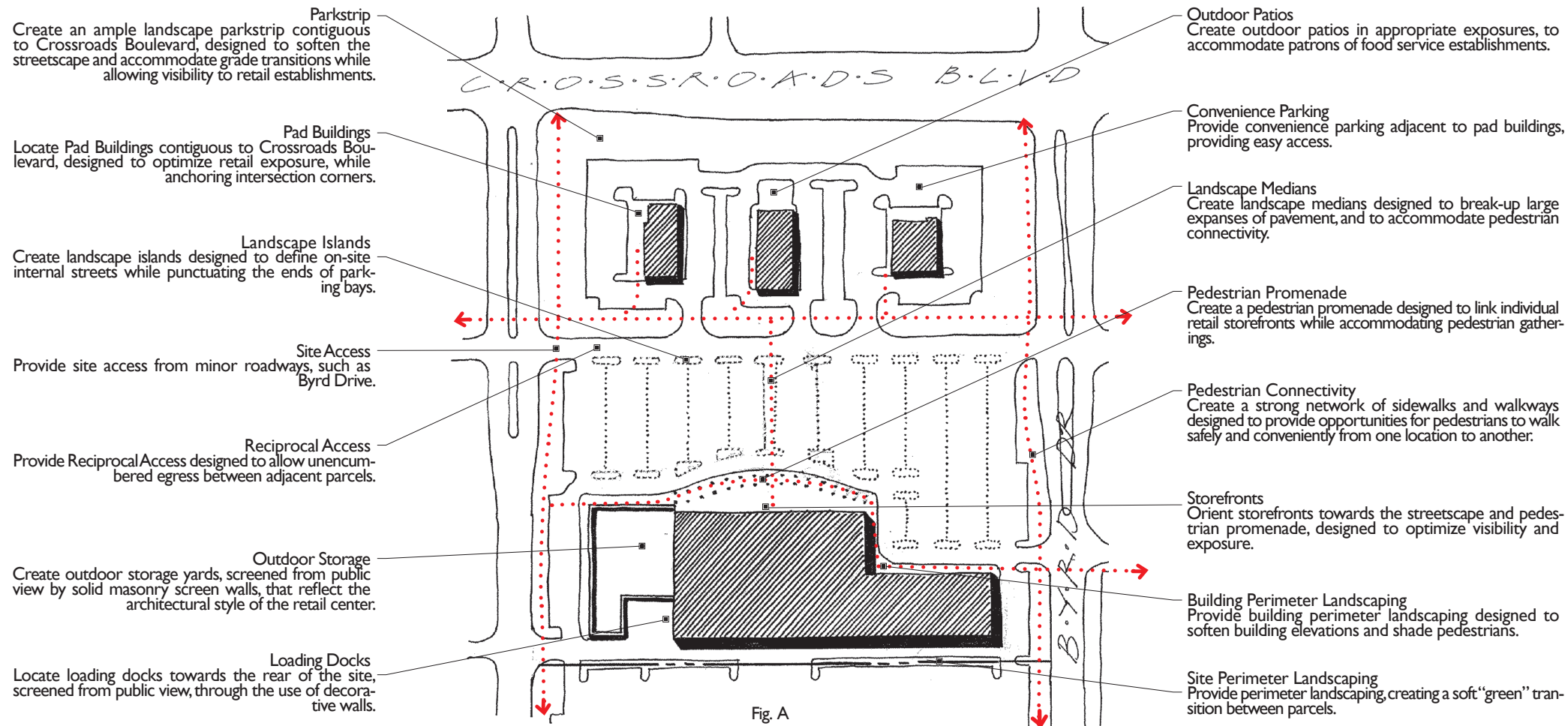
 - 4.1 **S** Avoid placing service and delivery areas where they are visible from public streets.
 - 4.2 **S** Locate loading docks, trash enclosures, and service areas internally, screened from views from adjacent roadways by buildings. Do not locate loading docks, trash enclosures, and service facilities in setback areas.
 - 4.3 Create shared service areas. Align service areas with those of adjacent buildings so that service drives may be shared between adjacent uses.
 - 4.4 Locate auto repair facilities internally screened by buildings from the public view (fig. A).

4.5 S Screen salvaged or damaged vehicles from public view with a decorative solid masonry wall.

- 1. ESTABLISH A “FRONT DOOR” TO CENTERRA BY ORIENTING BUILDING AND LANDSCAPING TOWARDS THE INTERNAL TEST DRIVE THEME ROAD.
- 2. CREATE PARKING FIELD ORIENTATIONS THAT LIMIT THEIR EXPOSURE TO THE I-25 CORRIDOR.
- 3. USE BUILDING MASSES TO BREAK-UP LARGE EXPANSES OF PAVEMENT.
- 4. INTERNALIZE DISTRIBUTION, SERVICE, DELIVERY, AND AUTO REPAIR FACILITIES, SCREENED FROM PUBLIC VIEW.
- 5. PROMOTE A UNIFIED SITE PLAN AND LANDSCAPE CHARACTER IN THE SUB-AREA, WITH POTENTIAL VARIETY ARCHITECTURAL EXPANSION.

SITE PLANNING - Crossroads Boulevard Sub-Area

Conceptual Site Plan - In-Line Retail and Pad Buildings



Vignettes



Fig. 1 - Use buildings to frame and enclose meaningful, formal open space. Notice how these In-Line Retail buildings create a pedestrian forecourt.



Fig. 2 - Orient pad buildings towards the public streetscape to optimize exposure. Locate pad buildings at corners, designed as "gatepost" entrance features.

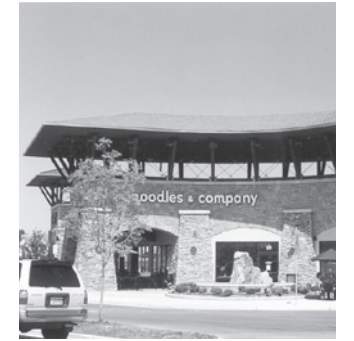


Fig. 3 - Orient In-Line Retail storefronts towards entrance forecourts, cradling outdoor pedestrian plazas and promenades.



Fig. 4 - Create outdoor patios associated with pad buildings designed to accommodate opportunities for pedestrian gatherings and outdoor dining.



Fig. 5 - Orient In-Line Retail buildings towards the pedestrian promenade, creating window shopping opportunities.



Fig. 6 - Orient perimeter landscaping adjacent to buildings. Notice how the dense evergreen border softens In-Line Retail architecture.

Principles

1. SITE SATELLITE PAD BUILDINGS AT STREET FRONTAGES AND HIGHER INTENSITY CORNER LOCATIONS.
2. LOCATE BUILDINGS TO CREATE AND FRAME MEANINGFUL OPEN SPACE.
3. SITE SATELLITE PAD BUILDINGS AND LARGE FORMAT RETAIL STRUCTURES TO BREAK-UP LARGE EXPANSES OF PAVEMENT.
4. ESTABLISH CLEAR CIRCULATION BETWEEN AND AMONGST ALL SITES AND USES.
5. DESIGN AMPLE DRIVE-THRU FACILITIES THAT CONTAIN STACKED VEHICLES WHILE SENSITIVELY ACCOMMODATING PEDESTRIAN MOVEMENTS.
6. SENSITIVELY SITE SERVICE, DELIVERY, AND OUTDOOR EQUIPMENT STORAGE FACILITIES TO MINIMIZE THEIR VISUAL IMPACT.

Guidelines and Standards (S)

1.0 BUILDING SITING AND ORIENTATION

- 1.1 Locate architecturally significant satellite pad site buildings at street intersections designed to anchor the corner. (fig. A, B)
- 1.2 Locate In-Line Retail storefronts to create and frame pedestrian promenades creating meaningful formal open space (fig. 1, 5, 7, A, B).
- 1.3 Orient freestanding satellite pad building storefronts towards the street or formal open space areas such as patios (fig. 1, 4, A, B).
- 1.4 Avoid locating parking lots between the street and satellite Pad Buildings.
- 1.5 Separate Pad sites from large parking fields with drive aisles and landscape medians designed to define pad site parking areas (fig. A, B).
- 1.6 Orient building entries so they are easily identifiable from parking lots (fig. 7).
- 1.7 Locate satellite and Large Format Retail buildings to create dispersed parking fields (fig. A, B).
- 1.8 Orient Large Format building entrances towards pedestrian promenades and entrance forecourts (fig. 7, A, B).
- 1.9 Orient building masses to frame and enclose pedestrian forecourts (fig. 1).
- 1.10 Orient pedestrian colonnades contiguous to building frontages, creating a shaded and sheltered pedestrian promenade (fig. 10).
- 1.11 Locate articulated Large Format entrances along pedestrian promenades designed to highlight entrance into Large Format structures (fig. 7).
- 1.12 Create pedestrian forecourts at Large Format building entrances designed to accommodate pedestrian gatherings and cart storage (fig. 7, 8).

2.0 FORMAL OPEN SPACE

- 2.1 Orchestrate the placement of In-Line Retail buildings to frame and enclose meaningful formal open space areas creating pedestrian friendly promenades, forecourts, courtyards, and plazas (fig. 1, 3, 5, 7, 8, 9, A, B).
- 2.2 Avoid random accumulations of buildings characterized by leftover, awkward, and unusable open space areas.
- 2.3 Orient formal open spaces to views of site amenities and activities such as architectural landmarks, fountains, and landscape features (fig. A).
- 2.4 Link formal open space areas, such as forecourts, plazas and courtyards, to pedestrian promenades (fig. 1, 3, 4, 7, 9, A).
- 2.5 Create outdoor patios associated with pad site fast food establishments, designed to accommodate pedestrian gatherings and al-fresco dining (fig. A, B).

3.0 SITE ACCESS

- 3.1 Coordinate entry points into individual parcels with the Master Plan to confine or limit vehicular and pedestrian conflicts (fig. A, B).
- 3.2 Use mid-block street intersections along minor roadways such as Byrd Drive, to provide access into the site (fig. A, B).
- 3.3 Share entrance driveways with neighboring parcels. Reciprocal Access Agreements are desired, designed to allow the passage of vehicles between adjacent parcels (fig. A).
- 3.4 Design entrance points to align with on-site focal points such as building entrances, landmark towers and formal open space features.

- 3.5 S Maintain a minimum separation of 200 feet between public street center lines or otherwise required from the City of Loveland (fig. A, B).
- 3.6 S Do not locate entrance driveways near roadway intersections. Entrance driveways should be located a minimum 200 feet from the center line of roadway intersections or otherwise required from the City of Loveland (fig. A, B).

4.0 CIRCULATION

- 4.1 Do not "wall-off" commercial sites from surrounding office and light industrial land uses.
- 4.2 Provide pedestrian and vehicular connectivity between the In-Line Retail site and adjacent office and light industrial land uses (fig. A, B).
- 4.3 Use on-site internal streets as direct extensions of adjacent public streets, providing convenient and direct vehicular and pedestrian access to the site (fig. A, B).
- 4.4 Maintain a similar parking aisle direction between adjacent parking lots (fig. A, B).
- 4.5 Provide strong pedestrian connections between various uses within the Crossroads Boulevard Sub-Area (fig. A, B).
- 4.6 S Establish strong pedestrian linkages via sidewalks and trails to connect all uses together, promoting convenient and safe passage through parking fields.

5.0 DRIVE-THRU'S

- 5.1 S Design satellite pad site drive-thru lanes to provide sufficient vehicle stacking behind the menu board to accommodate a minimum of six cars.



Vignettes



Fig. 7 - Orient Large Format entrances towards the public realm. Notice how the trellis element enhances the pedestrian promenade.



Fig. 8 - Use building masses to frame and enclose pedestrian forecourts and plazas. Notice how the buildings frame and enclose the outdoor patio.



Fig. 9 - Create promenades designed to accommodate pedestrians. Notice how the ample promenade with associated landscaping creates a continuous pedestrian landing.



Fig. 10 - Orient pedestrian colonnades contiguous to building frontages, contained within the pedestrian promenade, designed to shade and shelter pedestrians.

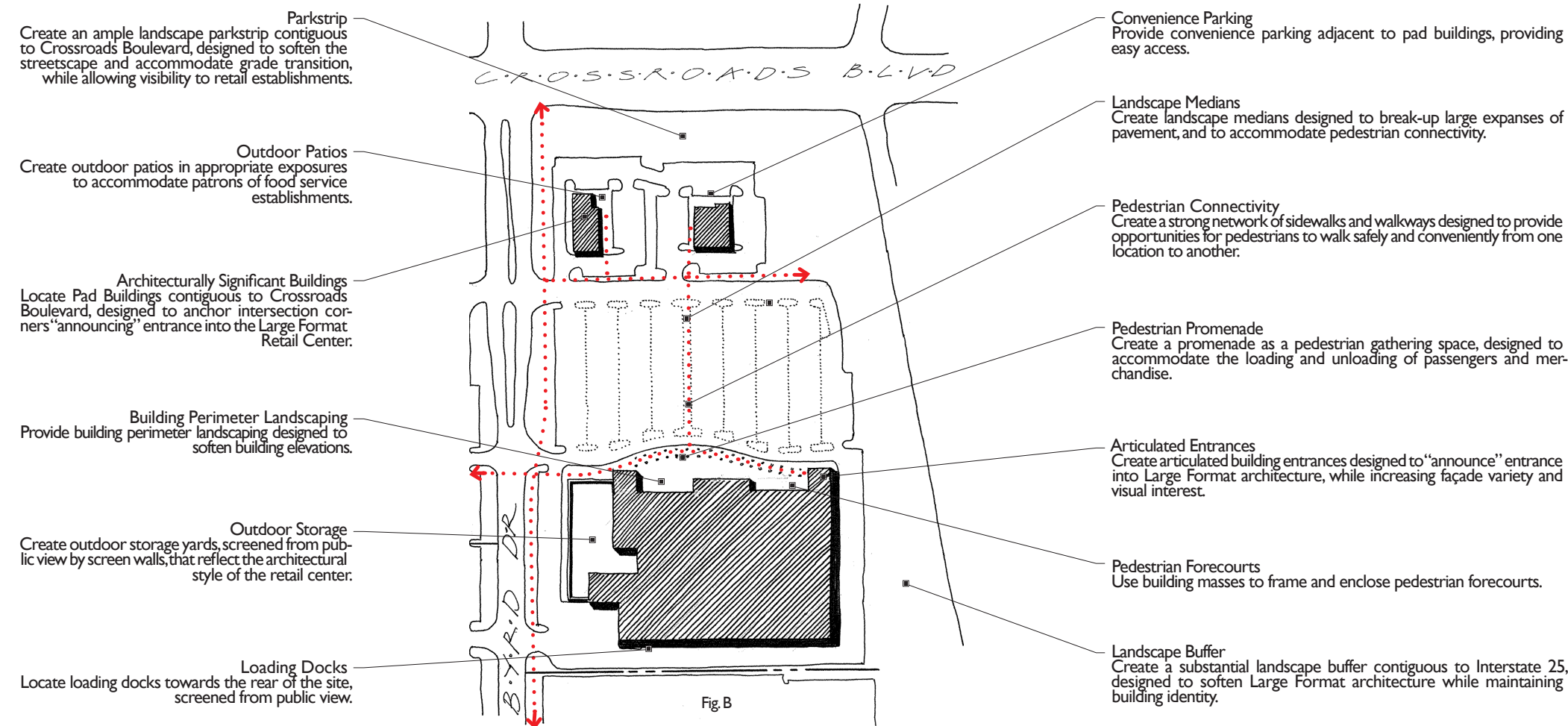


Fig. 11 - Orient loading docks towards the side or rear of Large Format buildings, screened from public view.



Fig. 12 - Create building perimeter landscape buffers designed to soften Large Format architecture.

Conceptual Site Plan - Large Format Retail and Pad Buildings



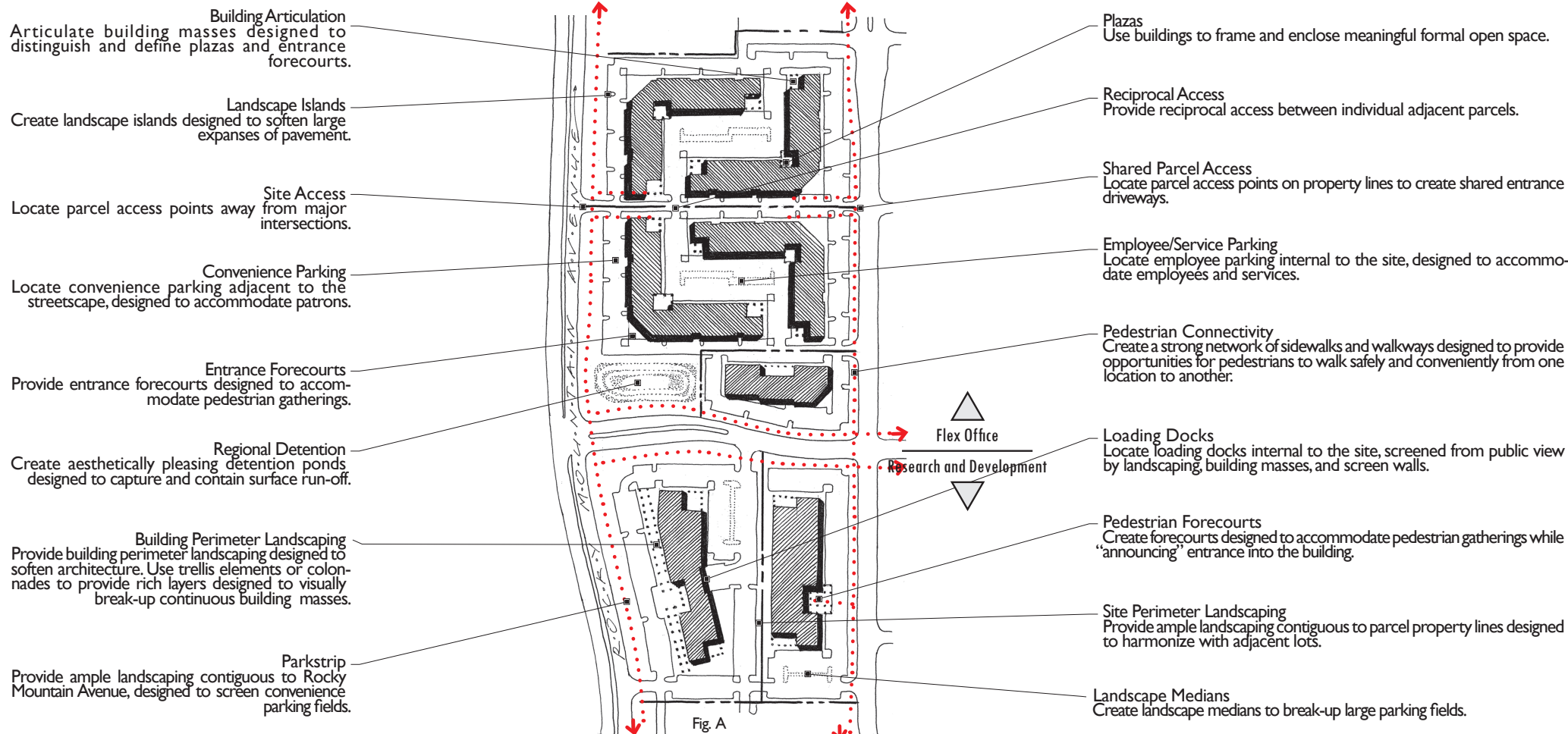
Guidelines and Standards (S)

- 5.2 Discourage pedestrian walkways that intersect with pad site drive-thru lanes.
- 5.3 Separate drive-thru lanes from site access points.
- 5.4 **S** Provide ample drive-thru aisle width based upon the following standards:
Drive-thru Aisle Width:
- Curved Sections: 12 feet
- Straight Sections: 11 feet
- 5.5 **S** Sensitive locate drive-thru circulation aisles. Drive-thru aisles shall be located a minimum of 20 feet from the public right-of-way.
- 6.0 PARKING FIELDS
- 6.1 Segment large parking lots into smaller courts enclosed and framed by tree rows designed to minimize the perceived scale of the total parking area (fig. A, B).
- 6.2 Align parking medians perpendicular to building entries. This alignment minimizes obstacles to pedestrians and encourages walking to remote parking lots (fig. A, B).
- 6.3 Use curbed landscape medians to shade and screen parked vehicles, while physically breaking-up large expanses of pavement (fig. A, B).
- 6.4 Provide landscaped islands designed to terminate the ends of parking aisles (fig. A, B).
- 6.5 Border parking areas with concrete curbs and gutters. Avoid ribbon gutters that drain down the center of drive aisles.
- 6.6 Discourage high-speed driving. Use bulb-outs, roundabouts, and textured pavement treatments to slow vehicles.

- 6.7 Provide separate convenience parking fields for satellite pad sites, buffered from long term parking areas (fig. A, B).
- 7.0 SERVICE, DELIVERY, AND OUTDOOR STORAGE AREAS
- 7.1 Avoid placing service and outdoor storage areas where they are visible from adjacent buildings.
- 7.2 Locate loading docks, trash enclosures, service facilities, and outdoor storage areas out-of-view from adjacent roadways, pedestrian walkways, and formal open space amenities (fig. 11, A, B).
- 7.3 **S** Do not locate loading docks, trash enclosures, service facilities, and outdoor storage areas in setback areas.
- 7.4 Provide separate parking areas for delivery trucks and service vehicles located away from parking lots and pedestrian promenades (fig. 11).
- 7.5 Create shared service areas. Align service areas with those of adjacent buildings so that service drives may be shared between parcels.
- 7.6 **S** Locate loading docks, trash enclosures, service facilities, and outdoor storage areas a minimum of 20 feet from any public street ROW, screened from public view (fig. 11, A, B).
- 7.7 **S** Screen pad site service facilities and trash enclosures from public view with solid masonry decorative walls, reflective of the architectural style of the pad building.

SITE PLANNING - Rocky Mountain Avenue Sub-Area

Conceptual Site Plan - Flex Office and Research and Development



Vignettes



Fig. 1 - Use buildings to frame and enclose meaningful open space, cradling and defining formal plazas and greens.



Fig. 2 - Create defined open space areas designed to accommodate pedestrian amenities. Notice how the buildings and associated colonnade enclose the outdoor “lunch-room”.



Fig. 3 - Create usable formal open space. Notice how the building mass defines and encloses the pedestrian forecourt.



Fig. 4 - Create ample parkstrips to buffer parking fields. Use earth berms, hedges, and street trees to create a soft streetscape, designed to screen buildings and parking fields.



Fig. 5 - Screen loading docks from public view, buffering the service and delivery area.



Fig. 6 - Provide building perimeter landscaping to soften façades. Notice how the hedges, shrubs, and perimeter trees provide a rich landscape layer, buffering the building from the parking field.

Principles

1. CREATE BUILDING ORIENTATIONS THAT ENHANCE AND FRAME THE STREETSCAPE CONTIGUOUS TO ROCKY MOUNTAIN AVENUE AND INTERNAL STREETS.
2. USE BUILDING MASSES TO BREAK-UP LARGE EXPANSES OF PAVEMENT.
3. LOCATE BUILDINGS TO FRAME AND ENCLOSE MEANINGFUL FORMAL OPEN SPACE.
4. CREATE INDIVIDUAL INTERNALIZED PARKING COURTS DESIGNED TO ENCLOSE AND SCREEN PARKING.
5. INTERNALIZE DISTRIBUTION, SERVICE, AND DELIVERY FACILITIES SCREENED FROM PUBLIC VIEW.

Guidelines and Standards (S)

1.0 BUILDING SITING AND ORIENTATION

- 1.1 Orient office bays related to Research & Development buildings towards the public streetscape, contiguous to Rocky Mountain Avenue (fig. 3, A).
- 1.2 Orient technology portions of Research & Development buildings towards rear distribution facilities (fig. A).
- 1.3 Site buildings to cradle and frame meaningful formal open space, designed to accommodate outdoor forecourts, plazas, and pedestrian gathering spaces (fig. 1, 2, 3, A).
- 1.4 Site front building facades contiguous to perimeter pedestrian promenades designed to accommodate pedestrian movements (fig. 3, 6, A).
- 1.5 Orient distribution, service, and delivery facilities towards the rear of Research and Development sites, screened from public view (fig. 5, A).
- 1.6 Orient Flex Office ceremonial entrances towards the public realm, designed to accommodate patrons (fig. 3, A).
- 1.7 Orient Flex Office functional entries towards internal parking areas, designed to accommodate employees (fig. A).
- 1.8 Avoid locating long-term parking between the roadway and building (fig. A).

2.0 VEHICULAR CIRCULATION AND PARKING

- 2.1 Locate convenience parking contiguous to Rocky Mountain Avenue designed to accommodate business patrons of both Flex Office and Research and Development parcels (fig. A).
- 2.2 Locate employee, distribution, service, and delivery parking internally within Flex Office

parcels, screened from public view (fig. A).

- 2.3 Allow vehicular passage between individual parcels. Reciprocal Access Agreements shall be required, designed to allow the passage of vehicles and pedestrians between adjacent parcels.
- 2.4 Use landscape medians and islands to shade and screen parked vehicles, while physically breaking-up large expanses of pavement (fig. A).

3.0 SITE ACCESS

- 3.1 Limit the number of entry access points along Rocky Mountain Avenue designed to confine or limit vehicular and pedestrian conflicts while facilitating traffic flow (fig. A).
- 3.2 Align on-site internal streets with neighboring parcel driveways across from each other (fig. A).
- 3.3 Create shared parcel access points designed to accommodate joint use driveways (fig. A).

4.0 SERVICE AND DELIVERY AREAS

- 4.1 Avoid placing service and delivery areas where they are visible from public streets.
- 4.2 Locate loading docks, trash enclosures, and service areas out-of-view from adjacent public roadways, pedestrian walkways, and formal open space amenities (fig. 5).
- 4.3 Locate loading docks, trash enclosures, and service areas internally, screened from adjacent roadways by buildings (fig. 5).
- 4.4 **S** Do not locate loading docks, trash enclosures, and service facilities in setback areas.
- 4.5 Create shared service areas. Align service areas with those of adjacent buildings so that service drives may be shared between adjacent Flex Office uses.



Vignettes



Fig. 7 - Orient building entries towards the streetscape. Notice how the entrance pavilion functions as an identifiable icon, visible from the public realm of the streetscape.



Fig. 8 - Create and define pedestrian gathering areas. Notice how the building frames the outdoor seating area.



Fig. 9 - Orient distinct building entrances towards the public realm. Notice how the articulated and easily-identifiable building recess "announces" entrance.



Fig. 10 - Use dense parkstrip landscaping to buffer large industrial buildings. Notice how the street tree clusters and ample earth berm screens the building from public view.

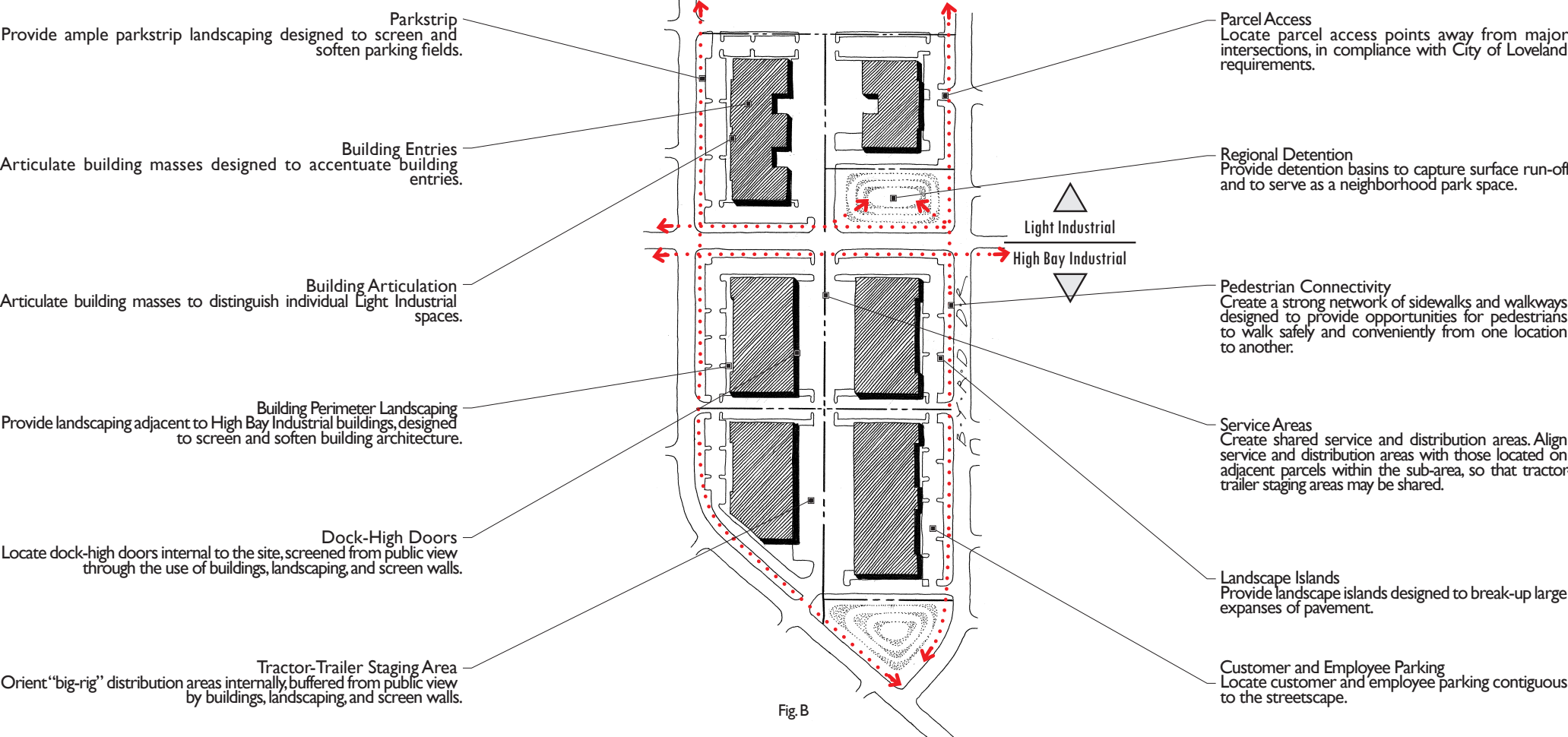


Fig. 11 - Screen service areas. Notice how the screen wall, coupled with landscaping, buffers the loading dock.



Fig. 12 - Create pedestrian promenades designed to link individual businesses.

Conceptual Site Plan - Light and High Bay Industrial



Guidelines and Standards (S)

- 1.0 BUILDING SITING AND ORIENTATION**

 - 1.1 Locate office portions of Light Industrial and High Bay Industrial buildings contiguous to roadways, designed to frame the streetscape (fig. 7, 9).
 - 1.2 Locate Light and High Bay Industrial buildings to accommodate convenient on-site parking adjacent to buildings (fig. B).
 - 1.3 Locate Light Industrial buildings to accommodate both street-oriented patron parking and rear-oriented employee parking (fig. B).
 - 1.4 Locate High Bay Industrial buildings towards the roadway designed to screen rear-oriented warehouse and distribution facilities (fig. B).
 - 1.5 Take advantage of mutual benefits such as shared driveways, and service aisles (fig. B).
 - 1.6 Locate building entries so they are easily identifiable from site access points (fig. 7, 9).
 - 1.7 Articulate buildings to accommodate ceremonial building entries (fig. 7, 9).

2.0 ACCESS AND DRIVEWAYS

 - 2.1 Limit parcel access points along arterial roadways to enhance traffic flow and minimize the disruption of landscaping and medians (fig. B).
 - 2.2 Align secondary internal street driveway access points with access to properties across the street, whenever possible (fig. B).

3.0 DISTRIBUTION, SERVICE, DELIVERY, AND STORAGE AREAS

 - 3.1 Avoid placing distribution, service, delivery, and storage areas where they are visible from public streets (fig. B).
- 3.2 Restrict the location of distribution, service, delivery, and storage facilities to defined areas to the rear or side of buildings (fig. B).
 - 3.3 **S** Locate accessory structures behind buildings. Accessory buildings shall not be placed between the roadway and front building elevations.
 - 3.4 Locate distribution, service, delivery, and storage areas out-of-view from adjacent roadways, entry drives, internal streets, pedestrian walkways, and formal open space (fig. 11, B).
 - 3.5 Provide separate parking areas for "big-rig" distribution vehicles, delivery trucks, and service vehicles located away from street-oriented employee parking lots and pedestrian walkways (fig. 11).
 - 3.6 Create shared service areas. Align service areas with those on adjacent parcels so that service drives may be shared (fig. B).
 - 3.7 **S** Do not locate service, delivery, and storage areas in setback areas.
 - 3.8 - Use building placements and decorative architectural screen walls, coupled with landscaping, to screen distribution, service, delivery, and storage areas from public view (fig. 11).
 - 3.9 **S** Service, delivery, and storage areas shall be constructed and maintained according to the following requirements:
 - No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored on-site, except inside a closed building or behind decorative screen walls to prevent visibility from neighborhood parcels and roadways.
 - Distribution, service, delivery, and storage areas (including dock-high doors) shall be screened (fig. 11).
 - Screen walls shall harmonize with the architectural style of the adjacent building,

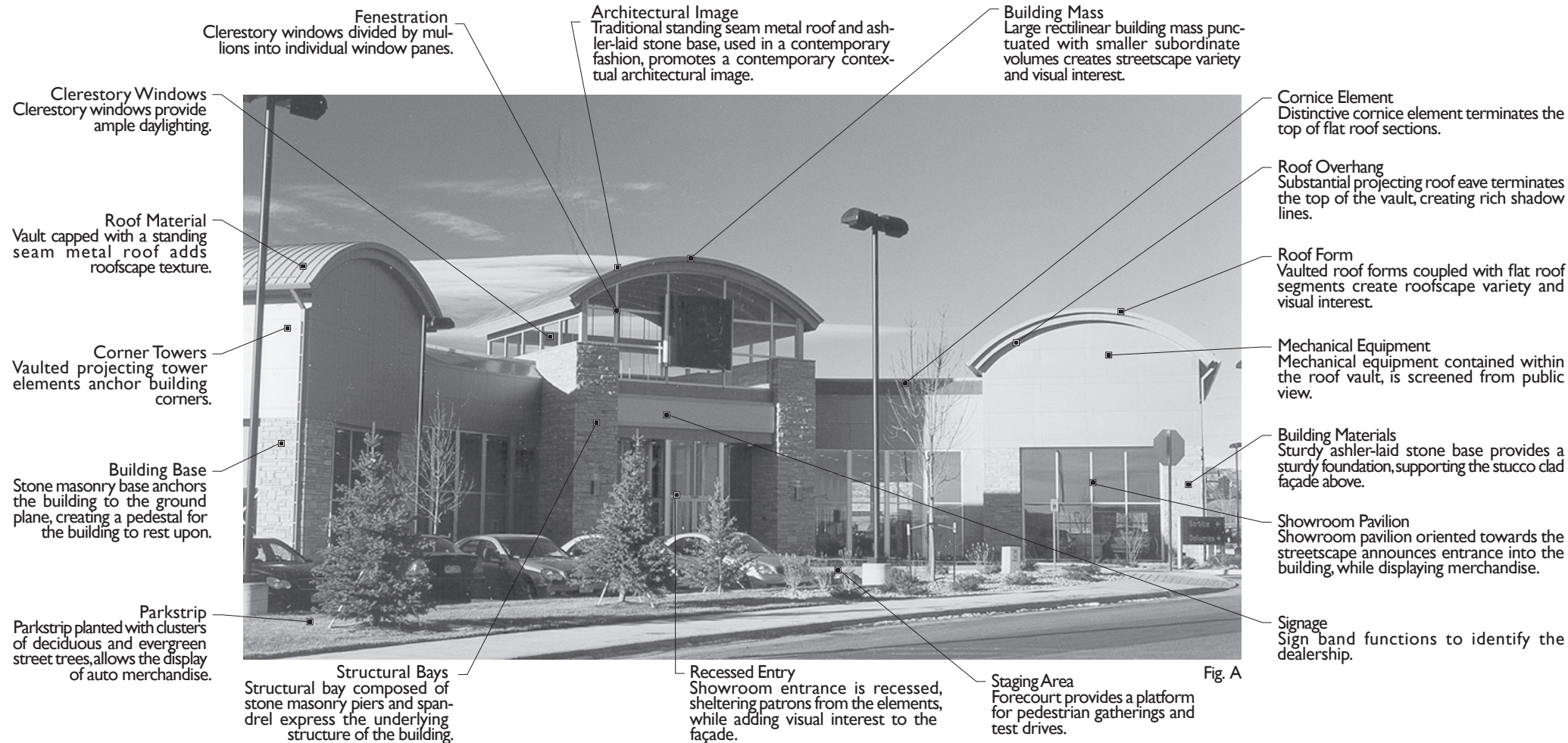
constructed of similar complimentary materials and finishes (fig. 11).

- 4.0 COMMUNICATION DEVICES**
- 4.1 Locate transmission and receiving telecommunication equipment (i.e., satellite dishes) at ground level, behind Light and High Bay Industrial structures, screened from public view.

Principles

- 1. PROVIDE OFFICE PORTIONS OF BUILDINGS ALONG THE PERIMETER OF DISTRICT D, WHILE CONCENTRATING LIGHT INDUSTRIAL AND WAREHOUSE AND DISTRIBUTION USES INTERNALLY.
- 2. PROVIDE PATRON PARKING CONTIGUOUS TO ROADWAYS WHILE CONCENTRATING DISTRIBUTION FACILITIES TOWARDS THE REAR OF THE PARCEL, BEHIND BUILDINGS.
- 3. PROVIDE BUILDINGS AND SCREEN WALLS TO BUFFER DISTRIBUTION, SERVICE, AND DELIVERY AREAS.
- 4. LOCATE DISTRIBUTION, SERVICE, DELIVERY, AND STORAGE FACILITIES INTERNALLY OR TOWARDS THE REAR OF SITES, SCREENED FROM PUBLIC VIEW.

Prototypical Elevation



Vignettes



Fig. 1 - Create distinctive showroom pavilions. Notice how the entrance pavilion punctuates the roofscape, creating a monumental entrance.



Fig. 2 - Use roof forms consistently. Notice how the vaulted roof forms are repeated, creating roofscape continuity and visual interest.



Fig. 3 - Use traditional building materials in a contemporary fashion. Notice the use of natural stone and standing seam metal that projects a contemporary contextual image.



Fig. 4 - Create auto showrooms that project a contemporary contextual image. Notice how the shed roof form and clerestory windows reflect the agrarian image.



Fig. 5 - Use building form to create automobile staging areas. Notice how the covered porte-cochere provides a platform for passenger loading and unloading.



Fig. 6 - Use auto dealership building masses to distinguish parking and display areas. Notice how the auto display area is oriented towards the street.

Principles

1. CREATE AUTO DEALERSHIPS THAT REFLECT A CONTEMPORARY CONTEXTUAL ARCHITECTURAL IMAGE.
2. CREATE AUTO DEALERSHIPS THAT PROMOTE STREETScape DIVERSITY THROUGH THE USE OF ARTICULATED BUILDING MASSES.
3. DESIGN AUTO DEALERSHIPS TO AVOID LONG EXPANSES OF BLANK WALLS AND WINDOWLESS ELEVATIONS. AUTO DEALERSHIPS SHALL USE BUILDING ELEMENTS SUCH AS STRUCTURAL BAYS, PROJECTIONS, AND PLANE BREAKS THAT HELP SEGMENT THE BUILDING MASS INTO SMALLER SCALE-GIVING COMPONENTS.
4. ORCHESTRATE THE PLACEMENT OF WINDOWS ON SALES SHOWROOMS TO CREATE PROPORTIONATE AND BALANCED WINDOW COMPOSITIONS.
5. USE BUILDING MATERIALS WITH STRONG TEXTURES AND RICH COLORS, SUCH AS STONE, THAT CREATE VISUAL DEPTH AND DETAIL.

Guidelines and Standards (S)

1.0 BUILDING MASSING

- 1.1 Design auto dealership buildings as a collection of volumes that start low at the edges and mass toward the center (fig. 2, A).
- 1.2 Segment large-scale auto dealerships into a series of individual volumes (fig. 2, A).
- 1.3 Create discernible auto sales showrooms. Use building projections to create identifiable auto showroom areas (fig. 1, A).
- 1.5 Use smaller single-story, human-scaled, building volumes as transitional elements to larger building masses, such as entrance pavilions (fig. 1).
- 1.6 [S] Parking structures shall be architecturally integrated into the main building.
- 1.7 [S] Conceal the view of cars in parking structures through solid screen walls integrated into the building architecture.

2.0 ROOF FORM

- 2.1 Create roof forms that reflect a Contemporary Contextual architectural image. Use pitched roof forms, vaults, or large flat roof overhangs to shed winter snow, provide summer shade, and shelter pedestrians from the elements (fig. 1, 2, 3).
- 2.2 Use a consistent roof form to create building continuity. Satellite auto repair buildings should use the same roof form and materials as used on the primary showroom building (fig. 1, 2, A).
- 2.3 [S] Conceal rooftop mechanical equipment. All rooftop mechanical equipment shall be contained within the roof structure, completely screened within a penthouse, or screened by a roof parapet that harmonizes with the architectural style of the building (fig. A).

3.0 FAÇADE ARTICULATION

- 3.1 Reflect the quality and integrity of the underlying structure of the building in a clear and consistent manner through the use of structural bays (fig. 1).
- 3.2 Use structural bays composed of pier and spandrels designed to segment facades into a series of individual façade components (fig. 1, A).
- 3.3 Soften building facades through the use of building projections and recesses (fig. 1, A).
- 3.4 [S] Create transparent auto dealership showrooms. Use storefront windows and fenestration to display automobiles, oriented towards the public view (fig. 1, A).
- 3.5 Use projecting colonnades or trellis elements to soften auto dealership building facades.
- 3.6 [S] Avoid flush building surfaces. Continuous all glass curtain walls shall not be permitted.
- 3.7 [S] Four-sided architecture shall be required. All building elevations shall be of equal finish and quality.

4.0 BUILDING MATERIALS

- 4.1 Use heavy, visually solid foundation materials that transition upwards to lighter wall cladding and roof materials (fig. A).
- 4.2 Use material texture, color, control joints, and patterns of materials to add visual interest to building surfaces (fig. A).
- 4.3 Avoid highly reflective surfaces that generate glare such as mirrored and reflective glass.
- 4.4 Avoid large, featureless building surfaces. Large all glass curtain walls are typically unacceptable

unless used in combination with building structural bays that can provide a sense of scale and rhythm.

[S] The following building materials shall be permitted: All material transitions shall occur at inside corners.

Building Base and Façades:

- Concrete, poured-in-place or pre-cast (sandblasted or textured)
- Concrete, with colored aggregate
- Masonry, Brick (i.e., Face Brick, FBX)
- Masonry, Split face concrete block
- Masonry, Stone Veneer (i.e., Brownstone, Sandstone, Slate)
- Masonry, Stone (i.e., Ashler-laid, Broken Rangework)
- Metal (such as I-beams, Corten steel, corrugated metal and composite metal panels e.g., stainless steel, copper, titanium, zinc), subject to DRC review and approval
- Stucco (Upper Stories only)

Windows:

- Glass, Transparent
- Glass, Lightly tinted (Allowing 80 percent light transmission, minimum)

Roofs:

- Metal, Standing Seam
- Metal, Corten Steel
- Flat Tile, (Modern Slate)
- Rolled metal or rubber membrane roofing (flat roof sections, only. Screened by a parapet wall and associated cornice)



Vignettes



Fig. 7 - Use a variety of building volumes to increase Large Format visual interest. Notice how the smaller, single-story shed roof building mass functions as a “stair step” to larger building volumes.



Fig. 8 - Use trellis elements to soften Large Format architecture. Notice how the substantial stone pier and dimensional timber trellis structure add façade variety and visual interest. Notice also that cart storage is shaded.



Fig. 9 - Terminate the top of Large Format buildings with a roof cap, providing a building terminus while creating rich shadow lines. Notice how the various gable roof forms create roofscape variety and visual interest.



Fig. 10 - Use awnings to add variety and visual interest to Large Format façades. Notice also the pitched roof form that reduces the building mass, creating a human-scaled façade.

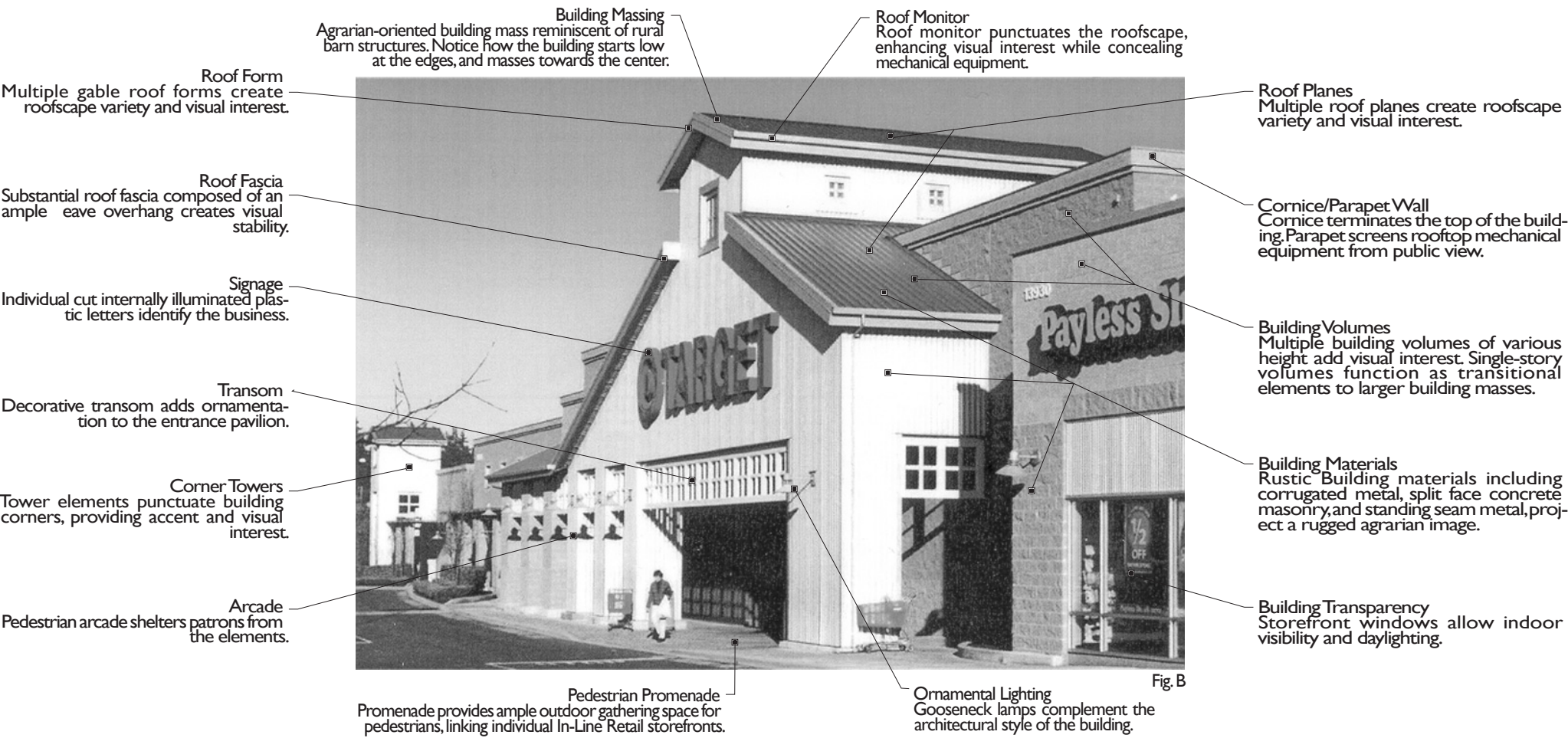


Fig. 11 - Use building materials to add texture and visual interest. Notice how the stone base anchors the Large Format building to the ground plane, with lighter board and batten walls occurring above.



Fig. 12 - Provide functional roof dormers designed to add variety and visual interest to Large Format roofscapes. Notice also the ample façade transparency created by the storefront windows.

Prototypical Elevation



Guidelines and Standards (S)

1.0 BUILDING MASSING

- 1.1 Use additive elements such as entrance pavilions to break-up Large Format architecture. (fig 12, B).
- 1.2 Use varied building elements such as towers to accentuate building corners (fig B).
- 1.3 Use covered arcades and trellis elements as single-story transitional elements to larger-scaled building masses (fig 8, B).

2.0 ROOF FORM

- 2.1 Crown Large Format buildings with a discernible roof cap (fig 7, 8, B).
- 2.2 Terminate the top of Large Format flat roofs with a substantial roof parapet/cornice element (fig 10, B).
- 2.3 [S] Conceal rooftop mechanical equipment. All rooftop mechanical equipment shall be completely screened within a penthouse or hidden behind a roof parapet (fig B).

3.0 FAÇADE ARTICULATION AND TRANSPARENCY

- 3.1 [S] Articulate Large Format façades. No façade shall exceed 50 linear feet without a façade articulation. Façade articulation techniques include the following:
 - Structural piers (fig 9, 10)
 - Punctuated building corners with material changes (fig 7)
 - Projecting trellis elements or colonnades (fig 8, 11, B)
 - Raised planters with landscaping
 - Faux window openings and awnings

- Storefront windows
- Wall plane projections or recesses (fig 7, B)
- Colonnades and trellis elements (fig 8, B)

3.2 Design Large Format façades based upon the following guidelines:

- Minimum Percentage of Storefront Façade Window Area: 25 Percent
- Minimum Percentage of Front and Side Façades that face a street or public way that contain an Arcade, Trellis Element, or Colonnade: 50 Percent

4.0 ACCESSORY STRUCTURES

- 4.1 Design Large Format accessory structures to reflect the architectural style of the shopping center.
- 4.2 Design service stations and canopies with substantial piers designed to reflect the architectural style of the primary Large Format building.

5.0 BUILDING MATERIALS

- 5.1 [S] The following building materials shall be permitted: All material transitions shall occur at inside corners.
 - Building Base:
 - Masonry, Brick (i.e., Face Brick, FBX)
 - Masonry, Stone (i.e., Ashler-laid)
 - Masonry, Stone Veneer (i.e., Brownstone, Sandstone, Slate)
 - Siding, Metal

Upper Façade:

- Masonry, Brick (i.e., Face Brick, FBX)
- Masonry, Stone (i.e., Ashler-laid)
- Masonry, Stone Veneer (i.e., Brownstone, Sandstone, Slate)
- Metal, Corrugated
- Metal, Corten
- Metal (structural metal such as I-beam spandrels subject to DRC approval)
- Siding, Metal
- Siding, Clapboards (cementitious)
- Stucco or EIPS, Smooth

Windows:

- Glass, Lightly tinted (Allowing 80 percent light transmission)
- Glass, Transparent

Roofs:

- Tile, Flat (modern slate)
- Metal, Corten Steel (pitched roof sections, only)
- Metal, Standing Seam (pitched roof sections, only)
- Rolled metal or rubber membrane roofing (flat roof sections, only). Screened by a parapet wall and associated cornice

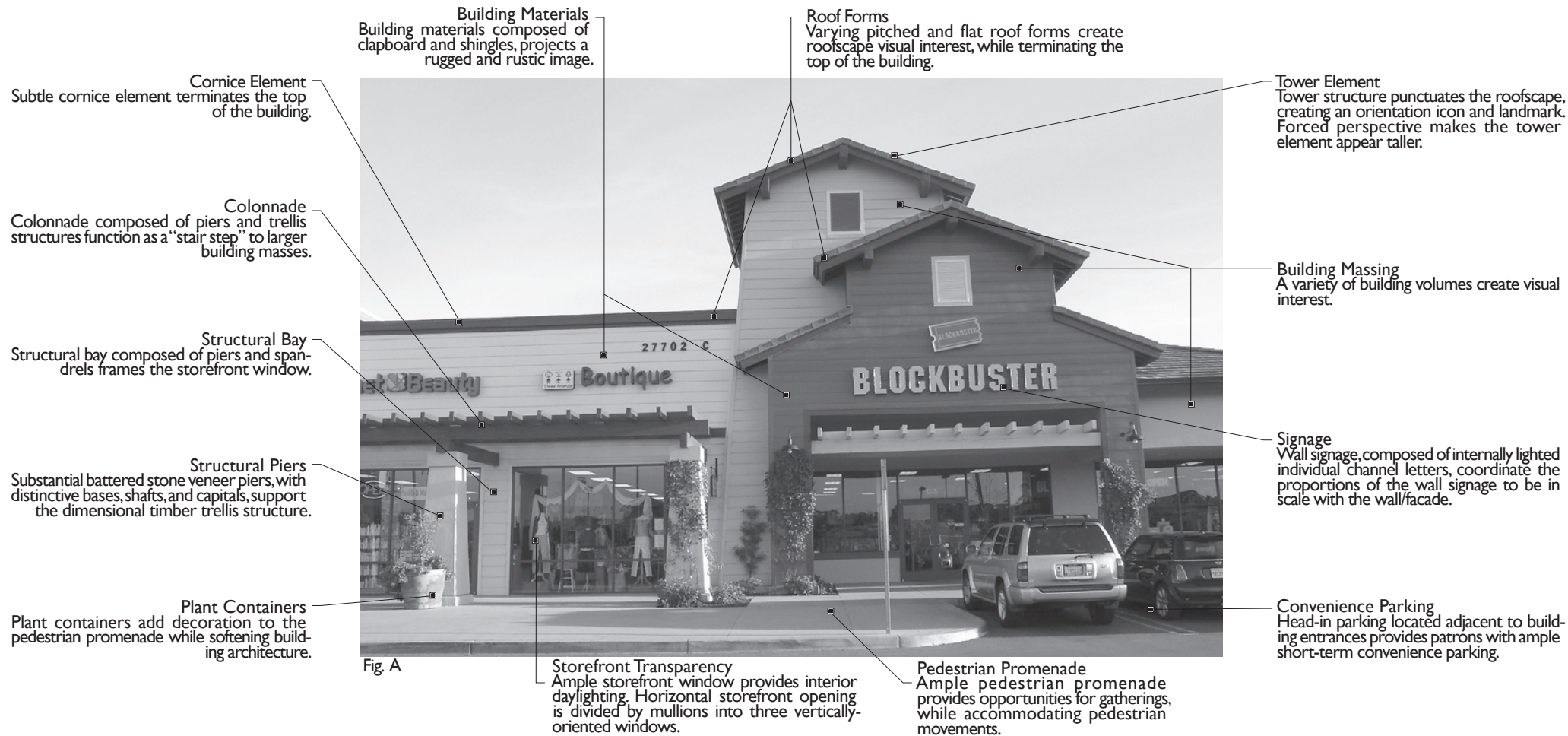
Wood:

- Wood (Wood may be used as a minor architectural element such as posts, beams, corbels, and brackets)

Principles

1. REDUCE THE APPARENT MASS AND BULK OF LARGE FORMAT RETAIL BUILDINGS.
2. TERMINATE THE TOP OF LARGE FORMAT ARCHITECTURE WITH A DISTINGUISHABLE ROOF CAP.
3. ARTICULATE LARGE FORMAT BUILDING ELEVATIONS TO INCREASE FAÇADE VARIETY AND VISUAL INTEREST.
4. PROVIDE BIG BOX TRANSPARENCY.
5. SHELTER PATRONS FROM THE ELEMENTS AT LARGE FORMAT ENTRANCES.
6. CREATE LARGE FORMAT BUILDINGS AND ACCESSORY STRUCTURES THAT REFLECT THE ARCHITECTURAL STYLE OF THE ENTIRE SHOPPING CENTER.

Prototypical Elevation



Vignettes



Fig. 1 - Punctuate building corners with tower elements. Notice how the tower element extends above the flat roof plane, accentuating the corner building mass.



Fig. 2 - Soften building facades with trellis elements. Notice how the trellis, characterized by masonry piers and dimensional timber lattice, creates a shady and sheltered pedestrian promenade.



Fig. 3 - Terminate In-Line Retail storefronts with a distinguishable roof cap. Notice how the pitched roof eave overhang signals an end to the façade.



Fig. 4 - Use building materials that reflect an agrarian image. Notice the use of corrugated metal siding which projects a rugged, rustic image.



Fig. 5 - Use awnings that conform to individual structural bays. Notice how the awning is stretched between two structural piers and spandrels.



Fig. 6 - Anchor In-Line Retail storefronts to the ground plane. Notice how the stone veneer bulkhead provides a substantial base or pedestal for the building to rest upon.

Principles

1. CREATE CONSISTENT BUILDING MASSES AND ROOF FORMS THAT REFLECT THE ARCHITECTURAL STYLE OF THE ENTIRE COMMERCIAL CENTER.
2. INCREASE BUILDING MASS AT AREAS OF HIGHER INTENSITY AND PEDESTRIAN CONCENTRATION
3. DESIGN HUMAN-SCALED BUILDING MASSES. INCORPORATE ARCHITECTURAL FEATURES THAT CREATE VISUAL INTEREST AT THE PEDESTRIAN SCALE.
4. ARTICULATE FACADES TO REDUCE THE MASSIVE SCALE AND IMPERSONAL APPEARANCE OF LARGE COMMERCIAL BUILDINGS.
5. USE BUILDING MATERIALS THAT ARE HUMAN-SCALED. PERCEIVING THE SCALE OF A BUILDING IS IMPORTANT TO A PEDESTRIAN'S ABILITY TO RELATE TO IT COMFORTABLY.

Guidelines and Standards (S)

1.0 BUILDING MASSING

- 1.1 Locate higher-intensity 'gatepost' satellite building masses at corners designed to 'announce' the commercial center (fig. 12).
- 1.2 Locate higher-intensity building masses towards the center of the building complex. Transition buildings height outward and down to adjacent developments (fig. 4, A, B).
- 1.3 Punctuate large building masses with towers designed as landmark icons (fig. 1, A).
- 1.4 Segment buildings with a distinguishable base, middle, and cap (fig. A, B).
- 1.5 Reduce building mass. Use the following techniques to diminish the size and scale of large commercial buildings:
 - Variation of roof form and height (fig. 4, 8, 10, A, B).
 - Variation of building color and texture (fig. 1, A).
 - Expression of building storefront structural bays characterized by columns/piers and spandrels (fig. 11).
 - Use of secondary roof forms such as monitors and dormers to add variety and visual interest (fig. 3, 7, 8).
 - Use of subordinate building masses such as tower elements that add variety and visual interest (fig. 1, A).
 - Use of arcades, colonnades, and trellis elements that soften building architecture (fig. 1, A, B).

2.0 ROOF FORM

PITCHED ROOFS:

- 2.1 Use a consistent roof pitch for all pitched roof forms within the commercial center, designed to knit-together or unite the entire complex.
- 2.2 Design roof forms to correspond to building functions. Use pitched roof forms to identify and accentuate building entrances and staircases (fig. 1, 4, 9, 10, A, B).
- 2.3 Avoid continuous roof planes. Sloping roof planes exceeding 60 linear feet shall incorporate one of the following elements:
 - A cross gable (fig. B)
 - A cross hip
 - A vertical roof plane break (fig. 8, B)
 - Flat roof segment (fig. 1, A, B)
 - Roof Dormers
- 2.4 Terminate the top of pitched-roofed commercial buildings with a distinctive cap. Design roof caps using the following techniques:
 - Support pitched roof eave overhangs with corbels or brackets.
 - Sheath sloped roofs with a roofing material that is complementary to the architectural style of the building.
 - Discourage radical roof pitches that create overly prominent or out-of-character buildings.
 - Incorporate roof dormers to add visual intent (Fig. 7).
- 2.5 S Screen rooftop mechanical equipment completely from public view (fig. A).

FLAT ROOFS:

- 2.6 S Terminate the top of flat-roofed commercial buildings with a distinctive cap. Design roof caps using the following techniques:
 - Terminate the top of flat roofs with a distinctive cornice and parapet wall (fig. A).
 - Distinguish the cornice from the building façade. Corbel-forward from the front plane of the building façade to articulate the cornice (fig. A).
 - Top roof parapet walls with a distinctive cap or coping (fig. A).
- 2.7 Screen rooftop mechanical equipment with a parapet wall (fig. A).

3.0 STOREFRONT ELEVATIONS

- 3.1 Create pedestrian interest at storefront elevations. Use the following elements to provide storefront elevation variety and visual interest:
 - Arcades and Colonnades (fig. 2, A, B)
 - Awnings (fig. 5)
 - Bulkheads (fig. 6)
 - Canopies
 - Storefront display windows (fig. 11)
 - Transom windows (fig. 5)
- 3.2 Provide storefront elevation transparency. A minimum of 70 percent of the total ground floor storefront area for In-Line Retail buildings should be open, composed of windows, transoms, and doors.



Vignettes



Fig. 7 - Use Secondary roof elements to animate the roofscape. Notice how the roof dormers punctuate the roof, adding visual interest to the roofscape.



Fig. 8 - Use a variety of roof plane breaks to add visual interest to the roofscape. Notice how the cross-gable roof forms animate the roofscape while the monitor adds greater visual relief.



Fig. 9 - Create distinctive entrance pavilions. Notice how the pavilion punctuates the roofscape, coupled with distinctive dimensional timber brackets and large storefront windows that present a welcoming and perceivable entrance.



Fig. 10 - Provide articulated building masses to provide variety and visual interest. Notice how the one-story arcade functions as a "stair step" to larger building volumes. Notice also the use of hip, gable and flat roof forms.

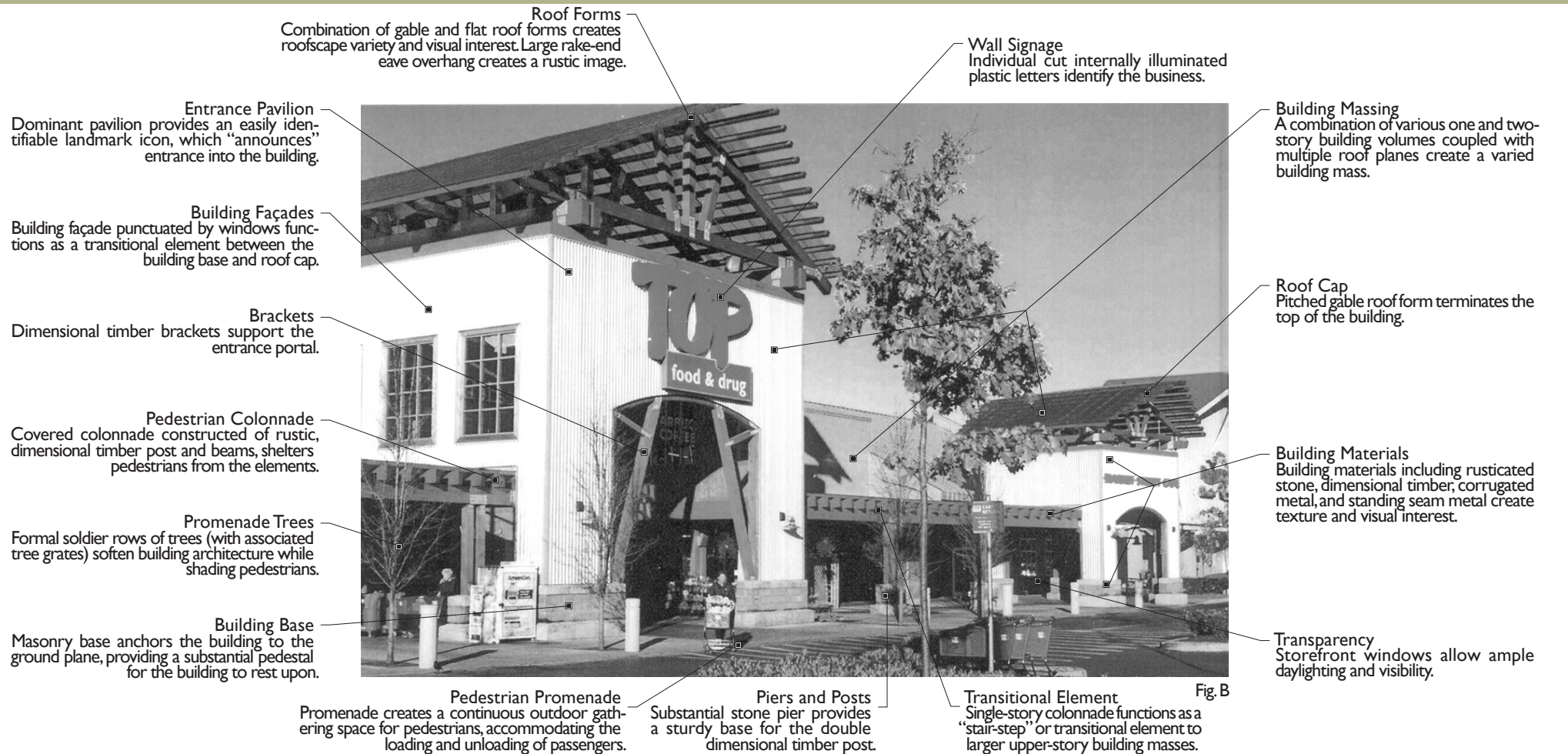


Fig. 11 - Create covered colonnades that shelter pedestrians from the elements. Notice the ample arcade that shades commercial patrons.



Fig. 12 - Create satellite pad building architecture that complements the entire shopping center. Notice how this typical corporate eatery reflects a rustic image consistent with the shopping center.

Prototypical Elevation



Guidelines and Standards (S)

3.3 Create visual rhythms with structural bays that divide storefronts into a series of repetitive components. Storefronts shall be segmented through the application of vertically repeating columns, piers, posts, and horizontally-oriented spandrels (fig. 11).

4.0 SIDE AND REAR ELEVATIONS

4.1 Promote four-sided architecture. Use similar storefront elements on side and rear building elevations that are visible from public view (fig. 1).

4.2 Incorporate architectural elements designed to articulate large commercial building facades. Use the following techniques to provide side and rear façade variety and visual interest to those facades visible from public view:

- Colonnades: Projecting from the building (fig. 2, B).
- Building Offsets: Changes in wall plane (fig. 1, 9, 10, 12, A, B).
- Color Change: Changes in building color.
- Material Change: Changes in building material (fig. 1, A, B).
- Projections: Protruding from the building (fig. 1, 4, 12, A, B).
- Reveals: Recessed into the building

4.3 Express structural piers. Side and rear facades shall express structural piers by projecting columns/piers a minimum of 12 inches from the building face.

5.0 BUILDING MATERIALS

5.1 Use building materials that are familiar in their dimensions and can be repeated in understandable modules or units (human scale).

5.2 Use materials such as brick and stone that help people interpret the size of a building.

5.3 Combine building materials in dimensional modules such as brick, stone, and individual shingles that can be visually measured.

5.4 Avoid large, featureless building surfaces such as large all glass curtain walls.

5.5 Use heavier materials such as brick and stone at the building base, designed to anchor the building to the ground plane (fig. 6, B).

5.6 S The following building materials shall be permitted: All material transitions shall occur at inside corners.

Storefronts:

- Glass, Lightly Tinted (Allowing 90 percent light transmission)
- Glass, Transparent
- Masonry, Brick (i.e., Face Brick, FBX)
- Masonry, Split face concrete block
- Masonry, Stone (i.e., Ashler-laid, Broken Rangework, Pitched Face, Quarry-faced)
- Masonry, Stone Veneer (i.e., Brownstone, Granite, Sandstone, Slate)
- Metal, Corten
- Metal, Corrugated
- Metal (structural metal such as I-beam spandrels)
- Siding, Clapboards (cementitious)
- Tile (Bulkheads and decorative accents only. Use traditional semi-gloss glazed transparent 4 x 4" square Dal tile with deep colors such as Cobalt Blue, Vermilion, Timberline Green, Sunflower, Grape, Black)

Side and Rear Façades:

- Concrete, sandblasted or textured (subject to DRC approval)
- Concrete, with integral color (subject to DRC approval)

- Glass, Lightly Tinted (Allowing 80 percent light transmission)
- Glass, Transparent
- Masonry, Brick (i.e., Face Brick, FBX)
- Masonry, Split face or smooth face concrete block, integrally colored
- Masonry, Stone (i.e., Ashler-laid, Broken Rangework, Pitched Face, Quarry-faced)
- Masonry, Stone Veneer (i.e., Brownstone, Granite, Sandstone, Slate)
- Metal, Corrugated
- Metal, Corten
- Metal (structural metal such as I-beam spandrels)
- Siding, Clapboards (cementitious)
- Stucco, Smooth (EIPS allowed on upper facade only)

Roofs:

- Tile, Flat (modern slate)
- Metal, Standing Seam
- Metal, Corten
- Rolled metal or rubber membrane roofing (Flat roof sections, only. Screened from public view by a parapet and associated cornice)

Wood:

- Wood (Wood may be used as a minor architectural element such as posts, beams, corbels, and brackets)

Prototypical Elevation

Building Entrance

Half-vault building projection creates an identifiable entrance feature designed to “announce” entrance into the Flex Office building.

Reveal Lines

Recessed reveal lines add detail to the building façade.

Cornice Element

Subtle cornice element and change in brick course terminates the top of the building.

Building Canopy

Building canopy shelters patrons from the elements.

Wainscot Cap

Brick masonry cap terminates the wainscot wall.

Building Materials

Brick Base anchors the building to the ground plane. Lighter stucco cladding occurs above.

Fig.A

Flex Office

Building Materials

Different concrete block textures add visual interest to the façade.

Building Mass

Simple building volumes composed of repetitive rectilinear forms and punched windows.

Window Fenestration

Window openings divided into individual panes by mullions, enhancing façade variety and visual interest.

Recessed Windows

Recessed window openings express the mass of the building.

Entrance Canopy

Protruding Entrance Canopy adds visual interest to the façade while sheltering patrons from the elements.

Structural Bays

Building divided into a series of structural bays characterized by piers, spandrels, and recessed window planes, creating a repetitive and rhythmic building base.

Fig.B

Research and Development

Fenestration

Mullions divide recessed window openings into individual panes, adding façade visual interest.

Structural Bays

Flex Office building divided into a series of structural bays characterized by spandrels and brick piers which frame recessed window openings.

Piers

Piers visually exhibit the underlying structure of the building, physically transferring the weight of the building to the ground plane.

Spandrels

Spandrels span window openings, visually supporting the building mass above.

Vignettes

Fig. 1 - Express the underlying structure of the building through the use of distinctive piers, spandrels, and recessed windows that express mass, stability, and strength.

Fig. 2 - Recess windows, expressing the mass of the building. Notice the prominent lintel which spans the window opening, visually supporting the building mass above.

Fig. 3 - Rest buildings on a discernible base. Notice how the stone veneer base provides a pedestal for the building to rest upon.

Fig. 4 - Distinguish building corners through the use of tower elements that anchor corners, creating visual interest.

Fig. 5 - Layer wall planes. Notice how the colonnade adds layering to the façade, creating rich shadow patterns which express depth.

Fig. 6 - Create a distinctive roof cap. Notice how the substantial hipped roof terminates the top of the Research and Development Office building.

Principles

1. CREATE FOUR-SIDED ARCHITECTURE CHARACTERIZED BY ALL BUILDING ELEVATIONS EXPRESSING VARIETY AND VISUAL INTEREST.

2. CREATE BUILDINGS COMPOSED OF A DISCERNIBLE BASE, MIDDLE, AND CAP.

3. EXPRESS FAÇADE COMPONENTS IN WAYS THAT HELP ESTABLISH BUILDING SCALE AND STRUCTURE.

4. CREATE CLEARLY IDENTIFIABLE BUILDING ENTRANCES.

5. PROMOTE DAYLIGHTING BY PROVIDING AMPLE WINDOW AREA, ATRIUMS, AND SKYLIGHTS.

6. USE BUILDING MATERIALS AND COLORS THAT EXPRESS A SENSE OF SOPHISTICATION, PERMANENCE, AND DURABILITY.

Guidelines and Standards (S)

1.0 BUILDING MASSING AND SCALE

1.1 Use smaller-scaled building modules to break-up large building masses designed to reduce the perceived scale of Flex Office and Research and Development buildings (fig. 4, 6, A, B).

1.2 Use structural bays to break-up larger building masses designed to reduce perceived building scale (fig. 1, 2, 6, A, B).

1.3 S Avoid glass boxes and unarticulated façades. Boxy and monotonous building masses that lack a sense of scale shall not be permitted.

2.0 BUILDING BASE

2.1 Rest the building on a discernible base, designed as a pedestal visually supporting the weight of the building (fig. 3, A).

2.2 S Use the following techniques to differentiate the building base from upper story façades:

- Masonry pedestal with cap (fig. 3, 6, A, B).
- Color material variation between the base and upper façade
- Raised planters
- Berming against the building (30 inches, minimum)
- Window awnings and canopies
- Belly bands (fig. 2, A, B)

3.0 FAÇADE ARTICULATION

3.1 Discourage weak or token expressions of structure or an inconsistent statement of structure.

3.2 Reflect the quality and integrity of the underlying structure of the façade in a clear and

consistent manner through the use of structural bays (fig. 1, 2, A, B).

3.3 Segment the façade into a series of structural bays composed of a column/pier, recessed window, and spandrel designed to visually segment an otherwise massive façade into a series of individual units (fig. 1, 2).

3.4 S Avoid flush building surfaces. Continuous all glass curtain walls dropped straight into the ground plane without transition shall not be permitted.

3.5 Recess windows to express building mass (fig. 1, 2, A, B).

4.0 BUILDING CAP

4.1 Crown the building with a distinguishable cap designed to terminate the top of the building (fig. 2, 4, 6, B).

4.2 S Conceal rooftop mechanical equipment. All rooftop mechanical equipment shall be contained within the pitched roof structure, completely screened within a penthouse, or hidden behind a roof parapet (fig. B).

5.0 BUILDING MATERIALS

5.1 S The following building materials shall be permitted: All material transitions shall occur at inside corners.

Façades:

- Concrete, poured-in-place, pre-cast, and tilt-up (sandblasted or textured)
- Concrete, with light colored aggregate
- Masonry, Split face concrete block
- Masonry, Stone Veneer (i.e., Brownstone, Sandstone, Slate)

- Masonry, Stone (i.e., Ashler-laid, Pitched Face)
- Masonry, Brick (i.e., Face Brick, FBX)
- Metal (such as I-beams, Corten steel, or corrugated metal, subject to DRC review and approval)
- Stucco, Smooth
- Sustainable Materials are encouraged

Windows:

- Glass, Lightly tinted (Allowing 80 percent light transmission)
- Glass, Transparent
- Openable Windows are encouraged

Roofs:

- Metal, Standing Seam
- Metal, Corten Steel
- Rolled metal or rubber membrane roofing (Flat roof sections, only. Screened by a parapet wall and associated cornice).

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D-14

CENTERRA

Design Guidelines

DISTRICT D - The Northern District

Vignettes



Fig. 7 - Distinguish the building entry. Notice how the entrance tower pavilion punctuates the roofscape, functioning as an identity icon while clearly identifying the building entry.



Fig. 8 - Layer building planes to increase façade variety and visual interest, creating a layered effect that adds rich shadow patterns.



Fig. 9 - Use building recesses to add visual interest to façades. Notice how the distinctive, deeply set building recess, coupled with a trellis element, creates rich shadow patterns, enhancing façade variety.



Fig. 10 - Use building projections to increase façade variety and visual interest. Notice how the building projections coupled with the cornice elements create ample façade articulation.



Fig. 11 - Segment building façades into a series of individual structural bays composed of piers, spandrels, and window openings.



Fig. 12 - Create a distinctive cap, designed to terminate the top of the building. Notice how the distinct protruding cornice element creates a distinguishable building cap.

Prototypical Elevation

Building Massing
Simple rectilinear building masses with surface decoration, allow ample interior space for light manufacturing and warehouse/distribution facilities.

Entrance Pavilion
Distinguishable pavilion "announces" entrance into the building. Notice how the projecting pavilion tower is capped by a distinctive overhanging roof form, which functions as an identity icon.

Fenestration
Protruding mullions divide window openings into individual windows, adding visual interest.

Canopy
Projecting entrance canopy shelters patrons from the elements.

Roof Form
Contemporary flat roof form with parapet wall screens mechanical equipment from public view.

Building Materials
Building composed of textured concrete piers and lightly sandblasted concrete spandrels, creates a durable surface. The entrance pavilion is clad with metal panels.

Cornice
Subtle cornice element terminates the top of the building.

Structural Bay
Structural bays composed of concrete piers and in-filled spandrels create simple visual relief.

Surface Reveal
Recessed reveal lines provide surface indentations that subtly define building segments.

Building Perimeter Landscaping
Perimeter landscaping softens building elevations.



Fig. C

Ornamental Piers
Ornamental masonry piers frame and enclose the entrance pavilion.

Guidelines and Standards (S)

1.0 BUILDING MASSING

- 1.1 Create a simple ground floor building base designed to visually anchor the building to the ground plane (fig. 10, C).
- 1.2 Crown the building with a distinguishable cap, designed to visually terminate the top of the building (fig. 7, 12, C).
- 1.3 **S** Distinguish the ground floor base from upper story façades. Increase ground floor height, based upon the following requirements:
 - Minimum Ground Floor Height: 16 Feet

2.0 ROOF FORM

- 2.1 Use distinguishable roof forms. Use the following roof forms to create a identifiable roof cap:
 - Hip (fig. 6)
 - Vault (fig. A)
 - Flat roof with a distinctive cornice (corona) (fig. 12)
 - Flat roof with a large protruding roof overhang (fig. 7, C)
- 2.2 **S** Conceal rooftop mechanical equipment. All rooftop mechanical equipment shall be contained within the pitched roof structure, completely screened within a penthouse, or screened by a roof parapet that harmonizes with the architectural style of the building (fig. 12, C).

3.0 BUILDING FAÇADES

- 3.1 Reflect the quality and integrity of the underlying structure of the façade in a clear and consistent manner through the use of structural bays (fig. 10, 12, C).
- 3.2 Express and distinguish both horizontal floor lines and vertical structural piers (fig. 10, C).

- 3.3 Segment the building into a series of structural bays composed of a column/pier and spandrel designed to visually segment an otherwise massive façade into a series of individual units (fig. 10, 12, C).

- 3.4 **S** Discourage unarticulated architecture. Boxy and monotonous façades that lack a sense of scale shall not be permitted on sides subject to public view.

- 3.5 Discourage weak or token expressions of structure or an inconsistent statement of structure.

- 3.6 **S** Avoid flush building surfaces. Continuous all glass curtain walls dropped straight into the ground plane without transition shall not be permitted.

4.0 BUILDING MATERIALS

- 4.1 Use texture and application of color to add visual interest to an otherwise ordinary building surface.
- 4.2 Use material texture, color, control joints, and patterns of materials to add visual interest to building surfaces.
- 4.3 Avoid highly reflective surfaces that generate glare such as mirrored and reflective glass.
- 4.4 Avoid large, featureless building surfaces. Large all glass curtain walls are typically unacceptable unless used in combination with building structural bays that can provide a sense of scale and rhythm.
- 4.5 **S** The following building materials shall be permitted: All material transitions shall occur at inside corners.

Building Base and Façades:

- Concrete, poured-in-place, pre-cast, and tilt-up (sandblasted or textured)
- Concrete, with light colored aggregate
- Masonry, Brick (i.e., Face Brick, FBX)

- Masonry, Stone (i.e., Ashler-laid, Broken Rangework)
- Masonry, Stone Veneer (i.e., Brownstone, Sandstone, Slate)
- Metal (such as I-beams, Corten steel, or corrugated metal, subject to DRC review and approval)

Windows:

- Glass, Transparent
- Glass, Lightly tinted (Allowing 80 percent light transmission)

Roofs:

- Metal, Standing Seam
- Metal, Corten Steel
- Rolled metal or rubber membrane roofing (Flat roof sections, only. Screened by a parapet wall and associated cornice (corona)).

Principles

1. CROWN BUILDINGS WITH A DISCERNIBLE BUILDING CAP.
2. CREATE ARTICULATED BUILDING FAÇADES THAT PROVIDE VARIETY AND VISUAL INTEREST BY EXPRESSING BUILDING STRUCTURE.
3. PROMOTE FAÇADE ARTICULATION BY SEGMENTING BUILDING WALLS INTO A SERIES OF INDIVIDUAL STRUCTURAL BAYS.
4. CREATE A DISTINGUISHABLE PAVILION DESIGNED TO IDENTIFY THE BUILDING ENTRY.
5. USE DURABLE HIGH-QUALITY BUILDING MATERIALS.

On-Site Landscaping

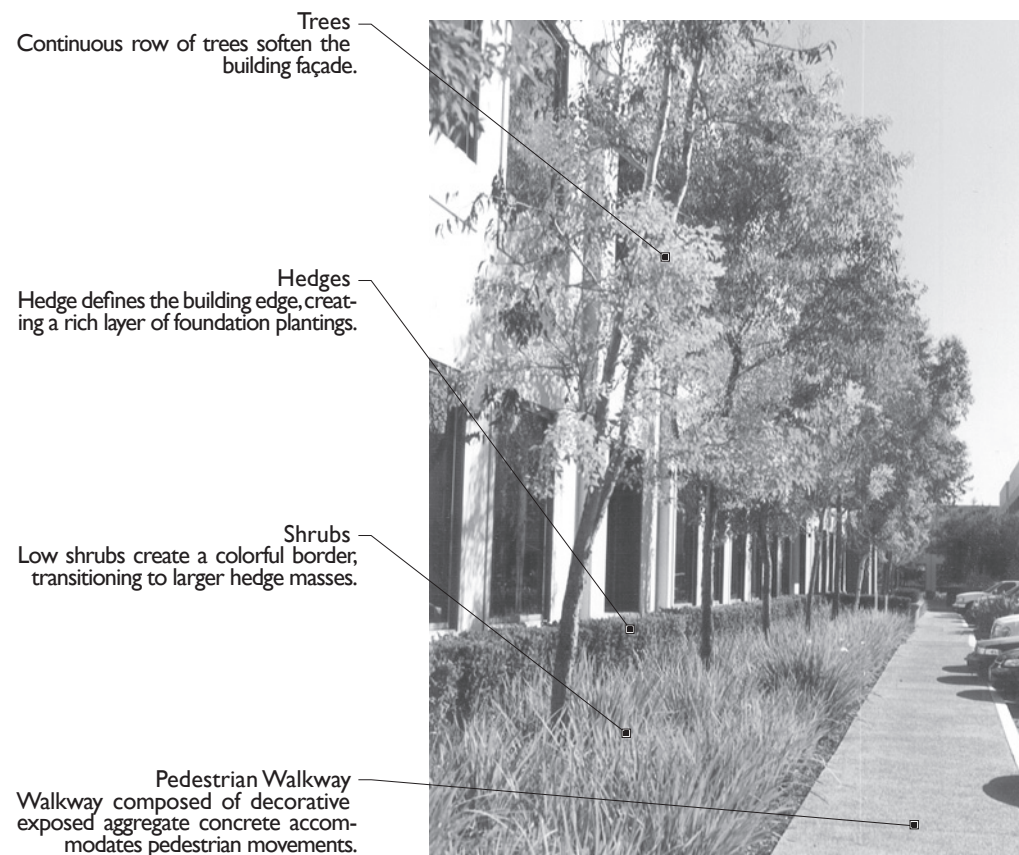


Fig. A

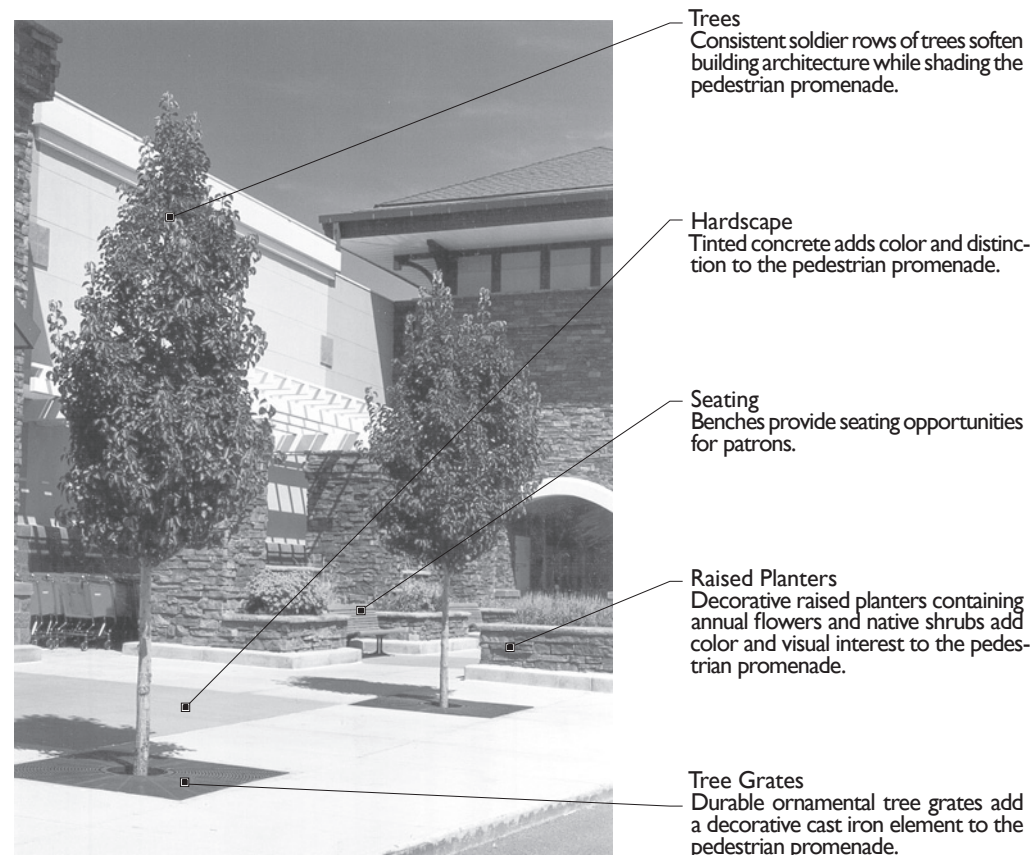


Fig. B

Vignettes



Fig. 1 - Use trees, shrubs, and ground covers to encircle and enclose on-site detention ponds. Notice also the decorative stone retaining wall that adds visual interest.



Fig. 2 - Use trellis elements and colonnades to soften building architecture.



Fig. 3 - Use planters within In-Line Retail and Large Format centers to soften pedestrian promenades. Notice how the colorful annuals add life and animation to the sidewalk.



Fig. 4 - Use landscaping to frame and enclose formal open space. Notice the consistent tree rows and hedge that define and enclose the outdoor plaza.



Fig. 5 - Use landscaping to soften building architecture. Notice how the dense planting of evergreen trees buffer the building from the streetscape.



Fig. 6 - Use landscape medians to segment parking fields into a series of individual parking courts. Notice the tree rows that create a defined "outdoor room".

Principles

1. CREATE A COHESIVE ON-SITE LANDSCAPE DESIGN THAT UNIFIES DISTRICT D. CREATE INDIVIDUAL SUB-DISTRICT LANDSCAPE STATEMENTS THAT COMPLEMENT AND HARMONIZE WITH THE OVERALL DISTRICT D LANDSCAPE THEME.
2. RELATE FORMAL AND INFORMAL LANDSCAPE PATTERNS TO LAND USE INTENSITY, CIRCULATION CONFIGURATIONS, AND NATURAL FEATURES.
3. PROMOTE THE USE OF ON-SITE LANDSCAPING THAT PROVIDES SHADE, FRAMES VIEWS, IS VISUALLY INTERESTING IN WINTER, AND SOFTENS BUILDING ARCHITECTURE.
4. CREATE LANDSCAPES THAT REINFORCE THE SPATIAL RELATIONSHIPS OF FORMAL OPEN SPACE FEATURES.
5. CREATE LANDSCAPE PATTERNS THAT BREAK-UP LARGE EXPANSES OF PAVEMENT.
6. USE A CONSISTENT PALETTE OF STREET FURNITURE ELEMENTS TO UNIFY IN-LINE RETAIL AND LARGE FORMAT SITES (CROSSROADS BOULEVARD SUB-AREA).

Guidelines and Standards (S)

1.0 GENERAL

- 1.1 Overall requirements for landscaping are outlined in the General Landscape Design Guidelines section. Included is a Recommended Plant List tailored to the desired landscape image for District D - The Northern District.
- 1.2 As a major unifying element, the Master Developer will provide the design of all streetscape and common area landscape to provide structure and consistency to the district. Individual property owners/developers will be responsible for the installation and maintenance of the landscape.
- 1.3 **S** Refer to the Millennium GDP and City of Loveland Site Planning Performance Standards and Guidelines for detailed bufferyard performance standards.
- 1.4 Coordinate on-site landscape design with the overall Landscape Master Plan for off-site streets and common areas. Provide a "seamless" transition to off-site landscape areas.
- 1.5 Use landscaping to soften parcel perimeter edges. Avoid harsh lines at property edges, such as abrupt changes in mulch type or plant materials placed in an obvious line.
- 1.6 Use landscaping to soften Right-of-Way edges. Provide a gradual transition of trees, shrubs, and ground covers designed to harmonize with off-site landscaping.
- 1.7 Soften building facades visible from public areas or high use areas with trees, shrubs, and ground covers (fig. A).
- 1.8 Locate plant materials to shelter buildings and formal open spaces from winter winds, allowing solar exposure in the winter, and provide summer shade (fig. 4).
- 1.9 Use ornamental accent landscaping at site entrances designed to "announce" entrance.
- 1.10 Create formal landscape patterns to frame and enclose pedestrian plazas and forecourts (fig. 4).

- 1.11 Use plant containers and raised planters at building entrances, along pedestrian promenades, and within plazas to add annual color (fig. 2, 3).
- 1.12 Create landscape medians and islands to break-up large expanses of pavement (fig. 6, 7, 8, 9).
- 1.13 Use plant materials to create sheltered outdoor areas, designed to accommodate pedestrian gatherings (fig. 4).

- 1.14 **S** Group plants with similar water requirements together.

2.0 I-25 CORRIDOR SUB AREA: OFFICE AND AUTO DEALERSHIPS

- 2.1 Accentuate office entries and auto dealership staging areas with enhanced hardscape elements and formal tree plantings in tree grates.
- 2.2 Create clustered perimeter landscape treatments designed to allow visual penetration to auto dealership display pads.
- 2.3 Use perimeter building landscaping to soften office and auto dealership architecture (fig. A).

3.0 CROSSROADS BOULEVARD SUB-AREA: IN-LINE RETAIL AND LARGE FORMAT RETAIL

- 3.1 Create formal soldier rows of trees to accent linear pedestrian promenades (fig. 3, B).
- 3.2 Use tree grates and guards to accommodate formal tree plantings along pedestrian promenades and within plazas (fig. B).
- 3.3 Arrange plant materials to harmonize with the architectural style of In-Line and Large Format Retail establishments, accenting pedestrian promenades, softening facades, and screening nuisances (fig. B).
- 3.4 Use landscaping to soften In-Line and Large Format architecture, reducing the perceived scale of these large commercial buildings (fig. 5).

- 3.5 Create a substantial landscape buffer adjacent to the Interstate 25 corridor, designed to soften Large Format architecture while maintaining building identity and visibility.
- 3.6 Use a consistent palette of street furniture elements, including pedestrian lighting, tree grates, tree guards, trench drains, seating, trash receptacles, and bicycle racks designed to unify In-Line Retail and Large Format sites.

4.0 ROCKY MOUNTAIN AVENUE SUB-AREA: FLEX OFFICE AND RESEARCH AND DEVELOPMENT

- 4.1 Provide ample building perimeter landscaping designed to soften building facades (fig. A).
- 4.2 Use landscaped trellis elements and colonnades designed to soften building architecture while creating continuous covered pedestrian walkways (fig. 2).
- 4.3 Use trees to frame and enclose meaningful formal open space such as pedestrian forecourts and plazas (fig. 4).
- 4.4 Use trees, shrubs, and ground covers to encircle and enclose on-site detention ponds, creating a pedestrian-oriented amenity, connected to pedestrian systems (fig. 1).

5.0 INTERNAL CORE SUB-AREA: LIGHT AND HIGH BAY INDUSTRIAL

- 5.1 Provide ample building perimeter landscaping designed to soften building facades (fig. A).
- 5.2 Use trees to frame and enclose meaningful formal open space such as pedestrian forecourts (fig. 4).
- 5.3 Use trees, shrubs, and ground covers to encircle and enclose on-site detention ponds, creating a pedestrian-oriented amenity.
- 5.4 Use screen walls with landscaping designed to screen distribution, service, delivery and outdoor storage areas.



Vignettes



Fig. 7 - Use parking lot landscape islands to break-up large expanses of pavement. Notice the canopy-style trees that provide ample shade.



Fig. 8 - Use tree rows to segment large parking fields into outdoor rooms. Notice how the windrow style plantings break-up large expanses of pavement.



Fig. 9 - Use landscape islands at the ends of parking aisles to define the parking field. Notice how the ground plane includes flowering plants.



Fig. 10 - Use outdoor chairs and tables to accommodate employee lunchtime activities (Keystone Ridge Pullman Courtyard series).



Fig. 11 - Use plant containers within forecourts, plazas, and along pedestrian promenades to add animation and color.



Fig. 12 - Provide round “hockey puck” luminaries within parking lots, designed to direct light downward (Kim Lighting CC/CCS Series).

In-Line and Big Box Retail - Conceptual Street Furniture Palette



Pedestrian Lighting
Noral - Cato



Pedestrian Lighting
Sternberg Lighting - Gallery



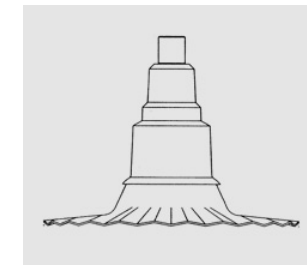
Seating
Du Mor, Inc. - Bench 118



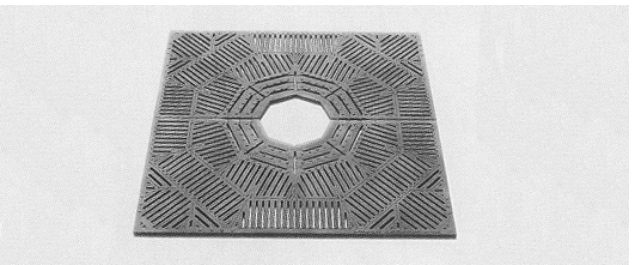
Seating
Timberform - 2824-6



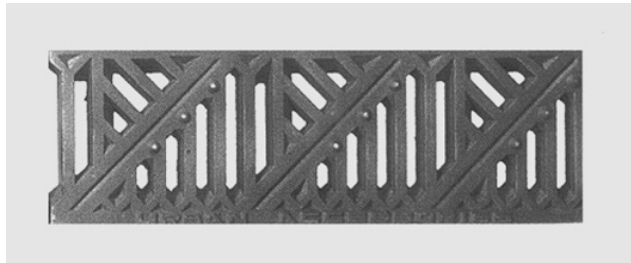
Pedestrian Lighting
Devine Lighting - BCR161



Pedestrian Lighting
Western Lighting - FXH322



Tree Grate
Urban Accessories - Title-24



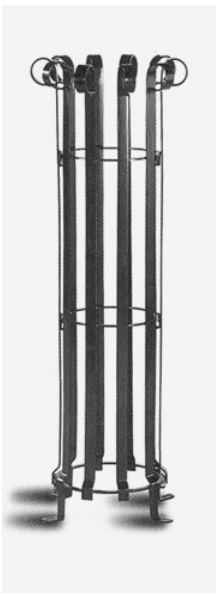
Trench Drain
Urban Accessories - Angle



Bike Rack
BRP Enterprises - WA2-11-SM-SF



Trash Receptacle
Wabash Valley - LRB32F



Tree Guard
Wabash Valley - TG1



Seating (Rocky Mountain and Internal Core Sub-Areas)
BRP Enterprises - PA301-PF

Guidelines and Standards (S)

6.0 STREET FURNITURE

6.1 Use decorative street furniture to unify the District. Street furniture shall have a discernible base, shaft, and capital that supports the luminary.

6.2 Provide decorative street furniture. Street furniture shall be provided, based upon the following guidelines:

Pedestrian Lighting:

- Location: Plazas and pedestrian walkways
- Style:
 - Noral - Cato
 - Sternberg Lighting - Gallery
 - Devine Lighting - BCR161
 - Western Lighting - FXH322
- Color: TBD
- Height: 10-12 feet (maximum)
- Maximum Illumination: 4,800 Lumens

Seating:

- Du Mor Inc. - Bench 118
- Timberform - 2824-6
- BRP Enterprises - PA301-PF

Trash Receptacles:

- Wabash Valley - LRB32F

Tree Grates:

- Urban Accessories - Title-24

Tree Guards:

- Wabash Valley - TG1

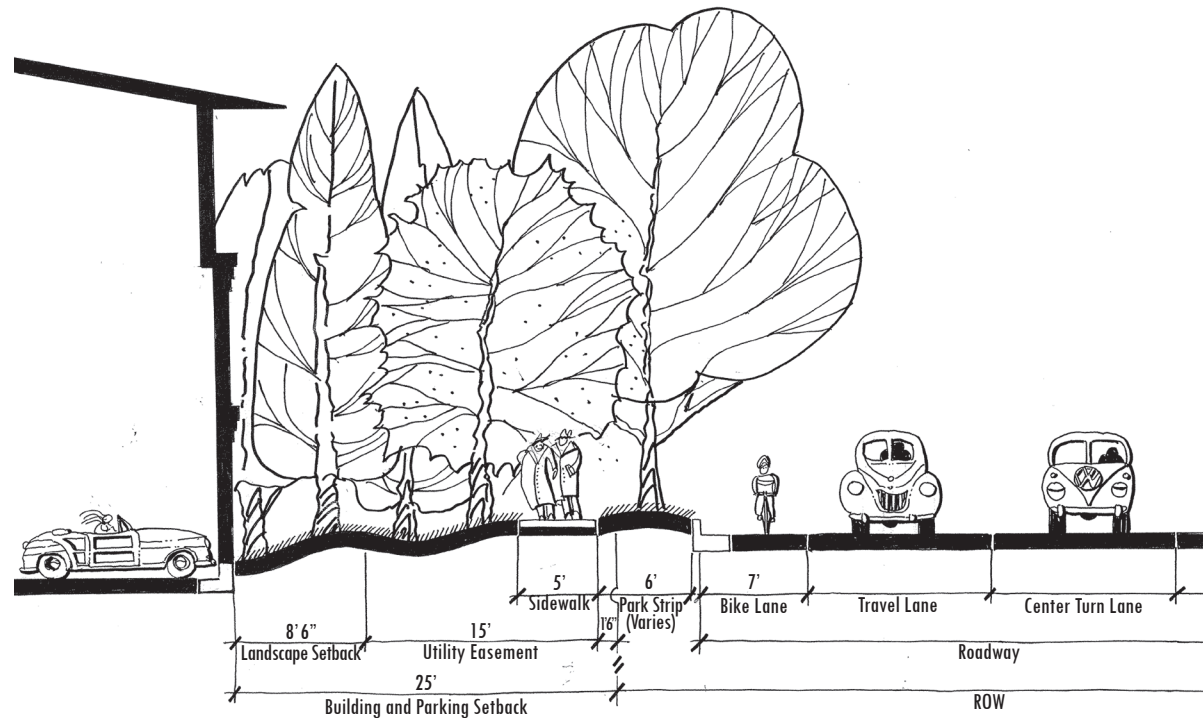
Trench Drains:

- Urban Accessories - Angle

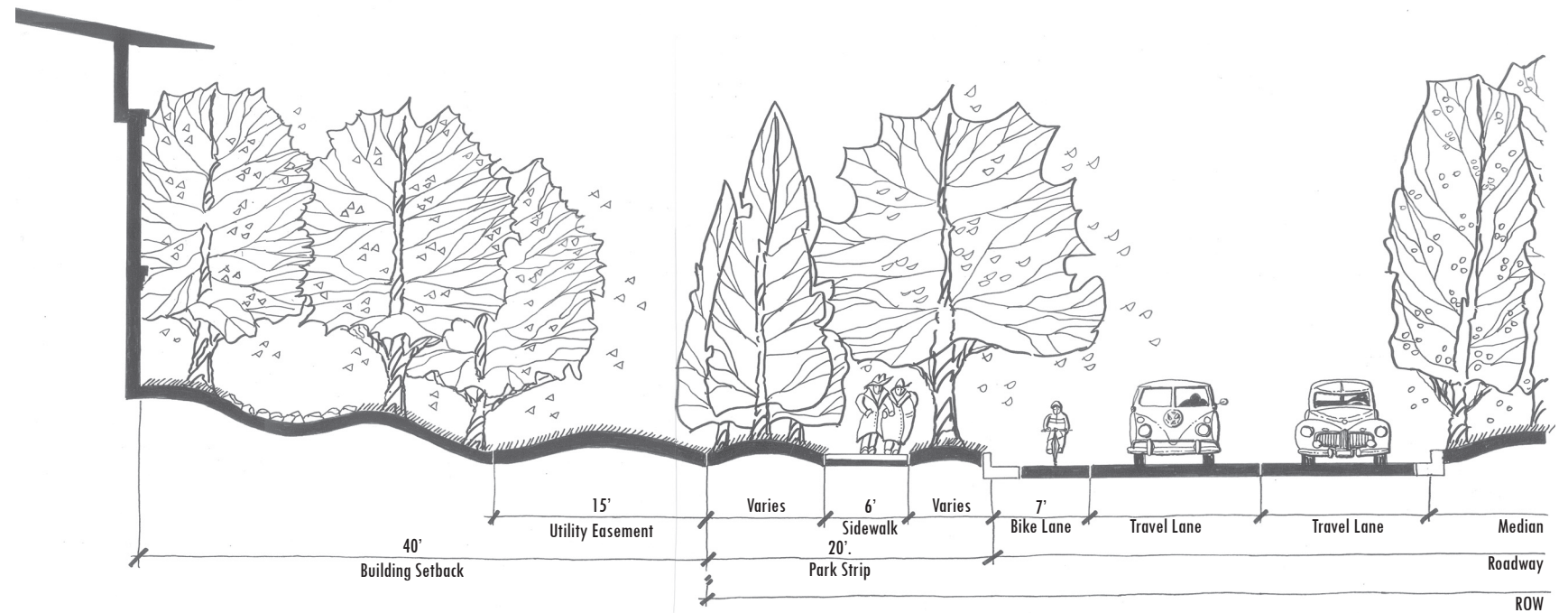
Bike Racks:

- BRP Enterprises - WA2-11-SM-SF

2-Lane Collector



4-Lane Arterial



Principles

1. DESIGN THE PUBLIC/PRIVATE INTERFACE TO FACILITATE PEDESTRIAN AND BICYCLE MOVEMENTS.
2. ENCOURAGE PEDESTRIAN MOVEMENTS, BY CREATING PEDESTRIAN-FRIENDLY DETACHED SIDEWALKS, AND TO ACCOMMODATE FUTURE TRANSIT POTENTIAL .
3. CREATE A PEDESTRIAN-FRIENDLY ENVIRONMENT BY PROVIDING LANDSCAPED PARKSTRIPS THAT CORRESPOND TO THE SIZE AND CAPACITY OF ADJACENT STREETS.
4. CREATE AN INFORMAL STREETScape IMAGE BY ORCHESTRATING DRIFTS OF DECIDUOUS AND EVERGREEN TREES.

Guidelines and Standards (S)

1.0 GENERAL

- 1.1 S Coordinate streetscape landscaping with the overall Landscape Master Plan for off-site roadways, edge conditions, and common areas.
- 1.2 S For additional setback and height standards, refer and verify with the Millennium GDP.

2.0 2-LANE MAJOR COLLECTOR

- 2.1 Design the Public/Private Interface based upon the following guidelines:
(Refer to the Millennium General Development Plan and the City of Loveland Street Standards for additional criteria)
 Bike Lanes: Two lanes, 5' wide, adjacent to parking or turn lane.
 On-Street Parking: Two lanes, 7' wide, except within 200' of intersections.
 Parkstrip: 6' wide minimum. Parkstrip width varies as it meanders.
 Sidewalks: 6' wide minimum. Sidewalk meanders between the parkstrip and utility easement.
 Walls: Walls shall be placed outside of the landscape buffer yard.
 Landscaping: See Landscape Master Plan.
 Landscaping Responsibility: Landscaping shall be the responsibility of the adjacent property owner HOA.
 Curb and Gutter: Vertical curb and gutter.
 Building Setback:
 - Mixed Use Village Center: 0'
 - Light Commercial: 25'
 - Heavy Commercial: 25'
 - Multi-family: 30'
 - Townhomes: 14'

- Senior Housing: 30'
- Parking and Landscape Setback:
- Light Commercial: 25'
- Heavy Commercial: 25'

3.0 4-LANE ARTERIAL

- 3.1 Design Public/Private Interface based upon the following guidelines:
(Refer to the Millennium General Development Plan and the City of Loveland Street Standards for additional criteria)
 Bike Lanes: Two lanes, 5' wide.
 On-Street Parking: None
 Parkstrip: 10' wide minimum. Parkstrip width varies as it meanders.
 Sidewalks: 6' wide minimum. Sidewalk meanders between the parkstrip and utility easement.
 Walls: Walls shall be placed outside of the landscape buffer yard.
 Landscaping: See Landscape Master Plan.
 Landscaping Responsibility: Landscaping shall be the responsibility of the adjacent property owner HOA.
 Curb and Gutter: Vertical curb and gutter
 Building Setbacks:
 - Mixed Use Village Center: 15'
 - Light and Heavy Commercial: 40'
 - Multi-family/Townhomes: 40'
 - Senior Housing: 40'
 Parking and Landscape Setback: 40'

- 3.2 Regulate building height, based upon the following maximum guidelines:
 - Light and Heavy Commercial: 55 feet
 - Office: 85 feet
 - Hospitals: 90 feet
 - Hotel: 120 feet
 - Industrial/Civic/Public: 90 feet
 - Light and Heavy Industrial: 45 feet
 - Multi-Family Residential: 40 feet
 - Single-Family Attached Residential: 40 feet

