

DISTRICT D - The Northern District



- D-3 · [Location Map and District Description](#)
- D-4 · [District Image](#)
- D-5 · [Site Planning - I-25 Corridor Sub-Area](#)
- D-6 · [Site Planning - Rocky Mountain Avenue Sub-Area](#)
- D-7 · [Site Planning - Internal Core Sub-Area](#)
- D-8 · [Architecture - Auto Dealerships](#)
- D-9 · [Architecture - Flex Office/Research and Development](#)
- D-10 · [Architecture - Light and High Bay Industrial](#)
- D-11 · [Landscape](#)
- D-12 · [Street Furniture](#)

July 2026



Realberry

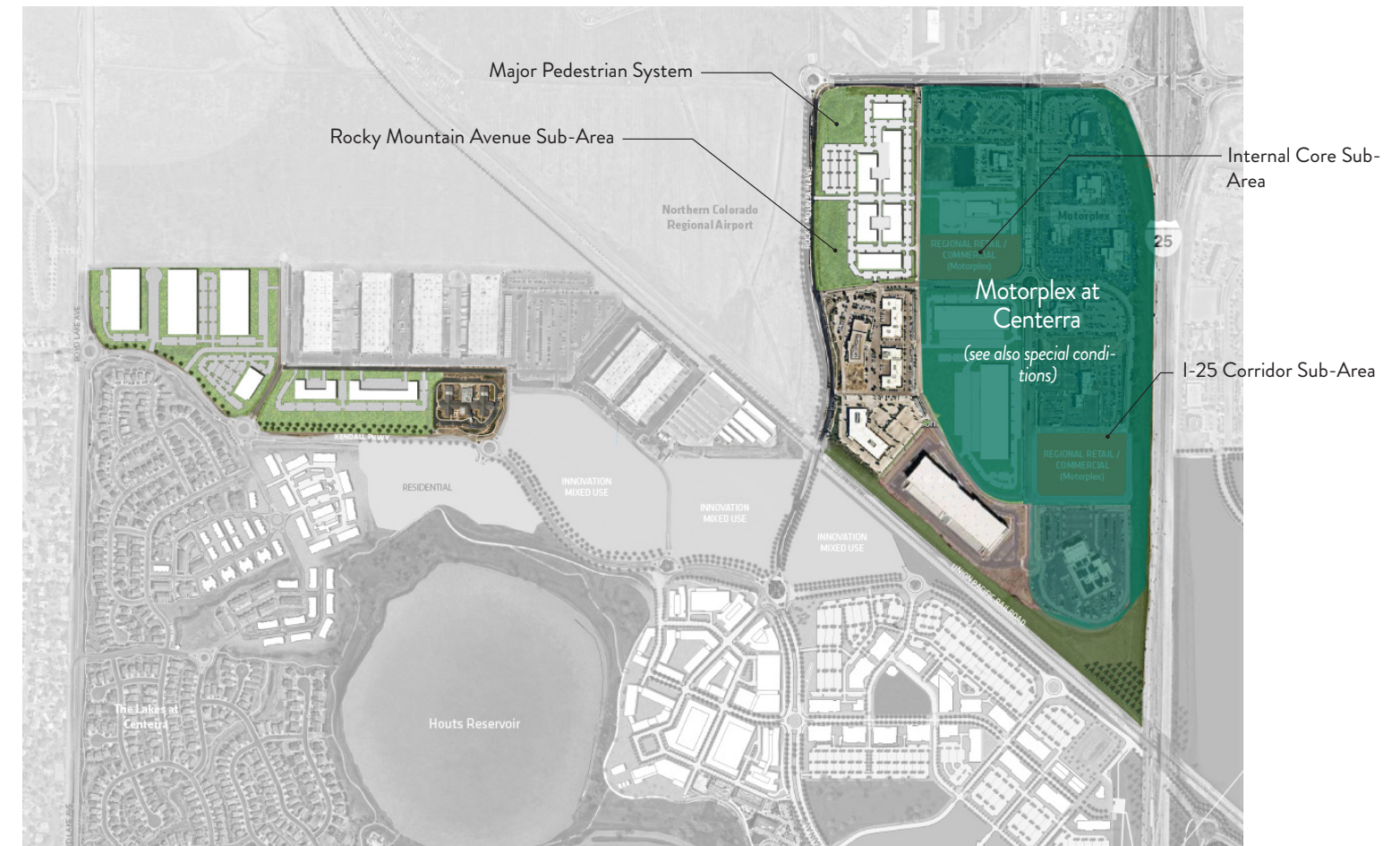
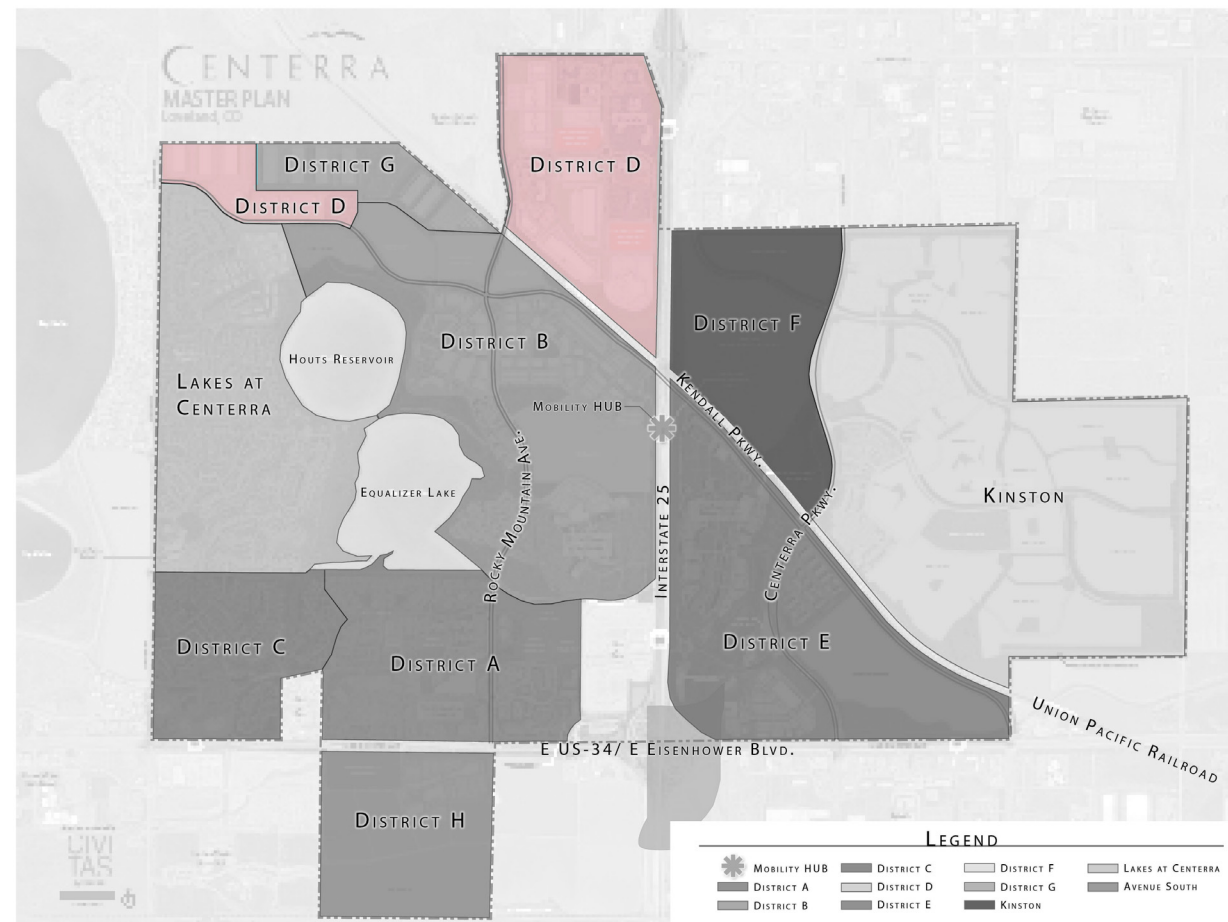
Prepared Documents

July 2026

Some images and content supplied by **dtj** DESIGN



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 Centerra. 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 **The Motorplex at Centerra** 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 Auto Dealerships, are envisioned to be located adjacent to Interstate 25 for maximum freeway exposure.
- 1.2 Pad sites and Auto Dealerships 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 visible from I-25 is discouraged.
- 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.
- 1.11 Safety bollards shall be finished in a neutral color complementary to the building's base colors. Safety yellow is prohibited unless otherwise approved by the DRC.

2.0 ARCHITECTURE

PAD RETAIL:

- 2.1 Pad Retail architectural style reflects a contextual modern character.
- 2.2 Pad Retail architecture characterized by large buildings.
- 2.3 Pad Retail architectural style is consistent throughout the entire center.
- 2.4 Building materials are human-scaled, reflecting the architectural style of the Northern District.
- 2.5 Large buildings are visually broken into scale-giving volumes using elements such as covered arcades and structural piers.
- 2.6 One-story elements function as transitional elements to larger multi-building volumes.
- 2.7 Pad Retail buildings respond to Colorado's unique climatic conditions, characterized by pitched roofs, deep overhangs, and covered arcades sheltering patrons from the elements.

FLEX OFFICE AND RESEARCH AND DEVELOPMENT:

- 2.8 Contemporary architecture characterized by durable building materials and modern fenestration.
- 2.9 Standalone architecture often times containing start-up or incubator uses.

- 2.10 Smaller-scaled structural bays composed of piers, spandrels, and window area oriented towards the public realm.

LIGHT AND HIGH BAY INDUSTRIAL:

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

AUTO DEALERSHIPS:

- 2.16 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.
- 2.17 Contemporary building massing and roof forms characterized by parapets and vaults.
- 2.18 Auto showrooms with ample glazed fenestration designed to display vehicles for sale.

- 2.19 Auto repair bays oriented internally, screened from public view.
- 2.20 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 Flex Office and Research and Development signage characterized by monument and wall signage, reflecting a contemporary architectural image.
- 4.2 Signature wall signage is 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.

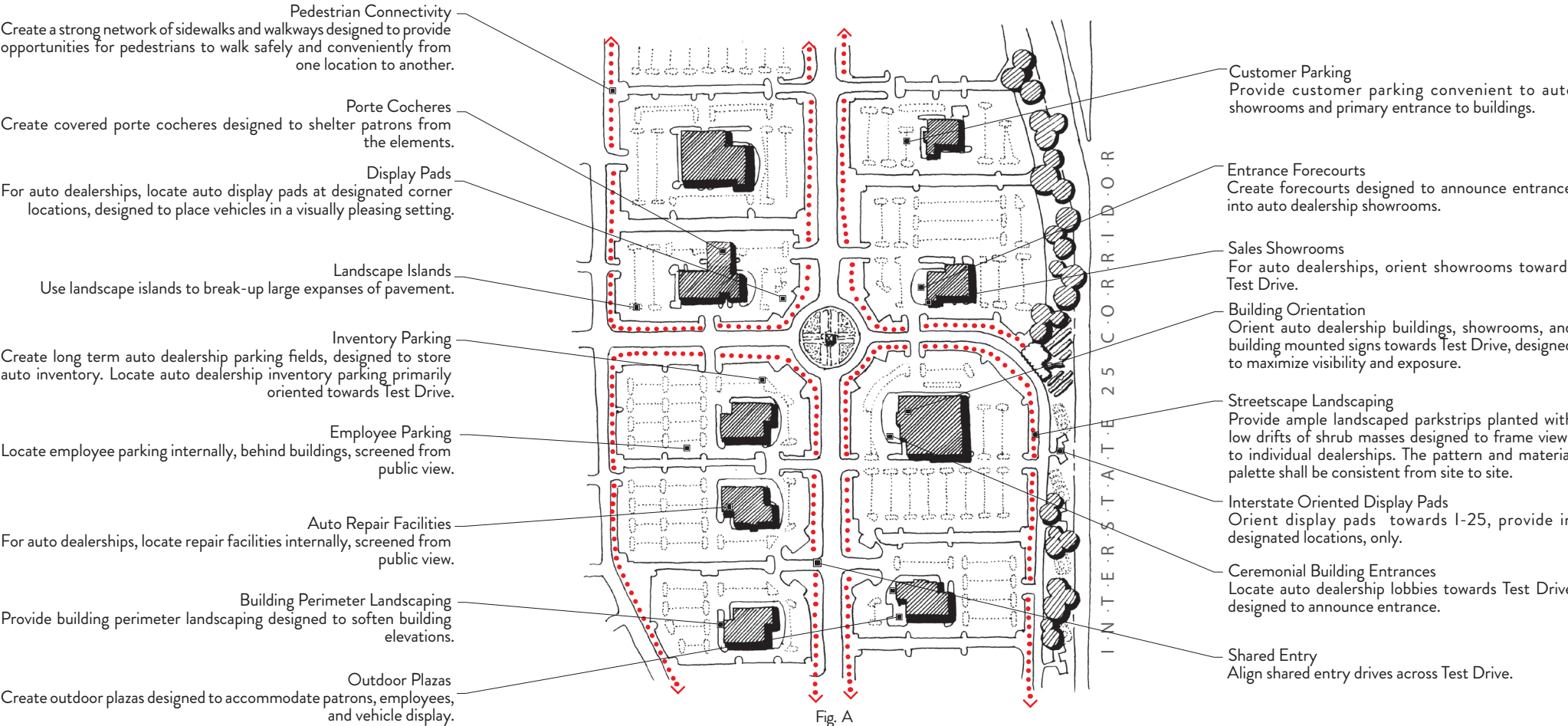


Fig. 5 - Create auto inventory parking garages that reflect the architectural style of the auto dealership.



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

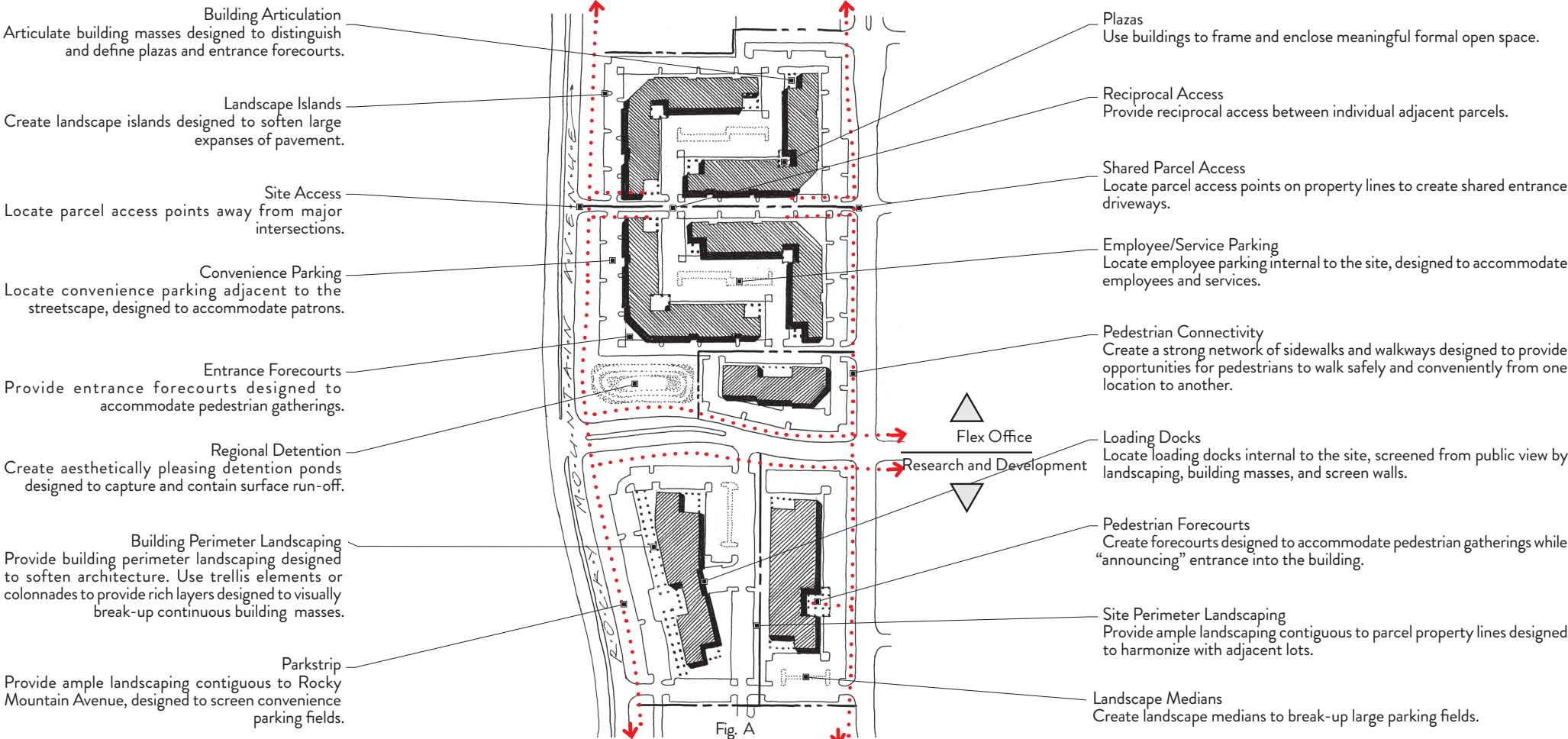
- view (fig. 4, A).
 - 2.3 Allow vehicular passage between individual parcels. Provide shared access driveway along Test Drive contiguous to side property lines to prevent excessive curb cuts.
 - 2.4 **S** Use landscape medians and islands to shade and screen employee, service, and customer parked vehicles, 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 - 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 “lunchroom”.



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.

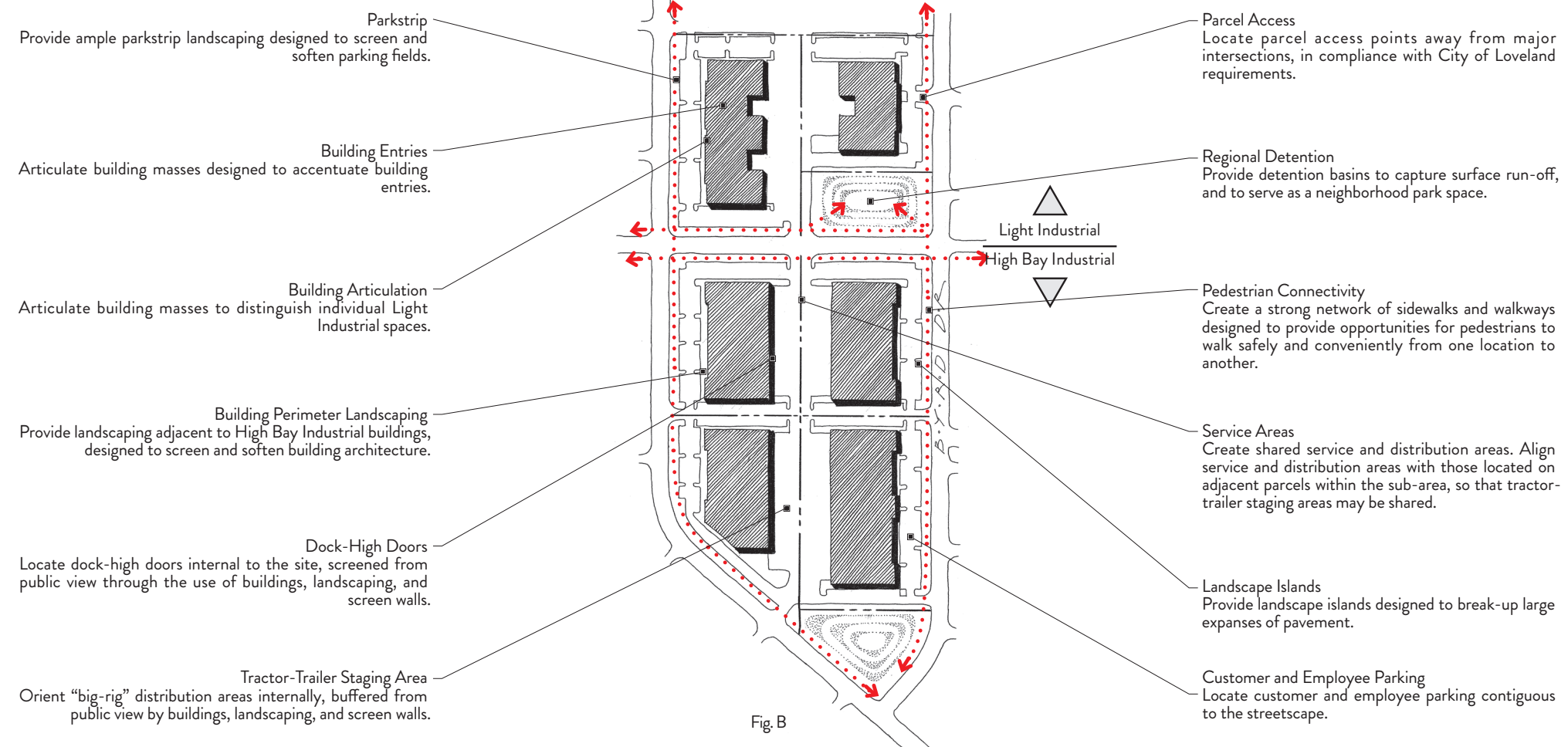


Fig. 11 - Screen service areas. Notice how the screen wall, coupled with landscaping, buffers the loading dock.



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

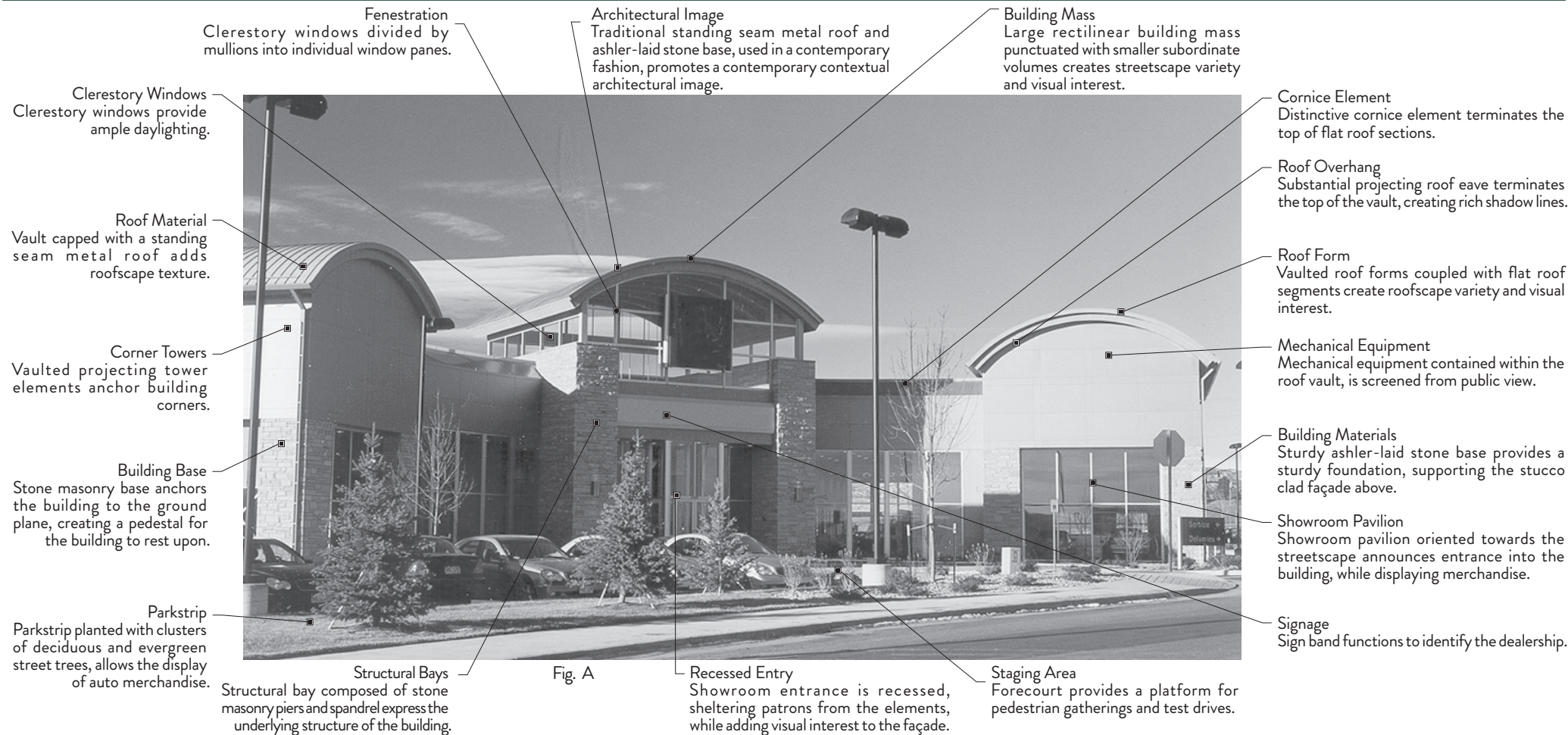
- 4.1 **S** Locate transmission and receiving telecommunication equipment (i.e., satellite dishes) at ground level, behind Light and High Bay Industrial structures, or on roofs screened from public view.

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.

ARCHITECTURE - AUTO DEALERSHIPS

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. 1).
- 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 panel's e.g., stainless steel, copper, titanium, zinc), subject to DRC review and approval
- Stucco (Upper Stories only)

Windows:

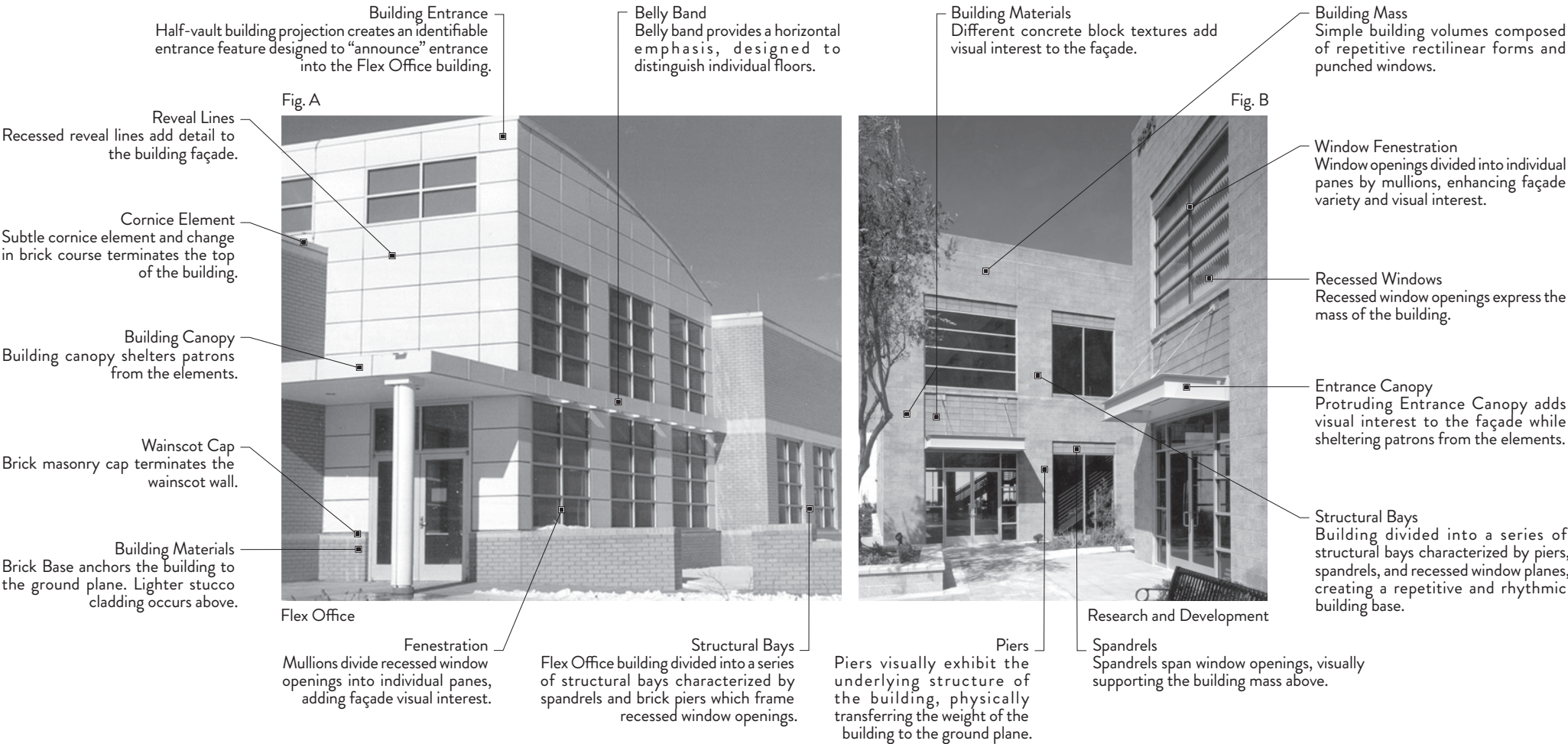
- Glass, Transparent
- Glass, Lightly tinted (Allowing 80 percent light transmission, minimum)

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)

ARCHITECTURE - FLEX OFFICE AND RESEARCH AND DEVELOPMENT

Prototypical Elevation



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



Fig. 4 - Layer wall planes. Notice how the colonnade adds layering to the façade, creating rich shadow patterns which express depth.



Fig. 5 - Create a distinctive roof cap. Notice how the substantial hipped roof terminates the top of the Research and Development Office building.

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. 3, 5, A, B).
- 1.2 Use structural bays to break-up larger building masses designed to reduce perceived building scale (fig. 1, 2, 5, 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. A).
- 2.2 **S** Use the following techniques to differentiate the building base from upper story façades:
 - Masonry pedestal with cap (fig. 5, 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, 3, 5, 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).

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.

ARCHITECTURE - LIGHT AND HIGH BAY INDUSTRIAL

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 facade variety and visual interest. Notice how the building projections coupled with the cornice elements create ample facade articulation.

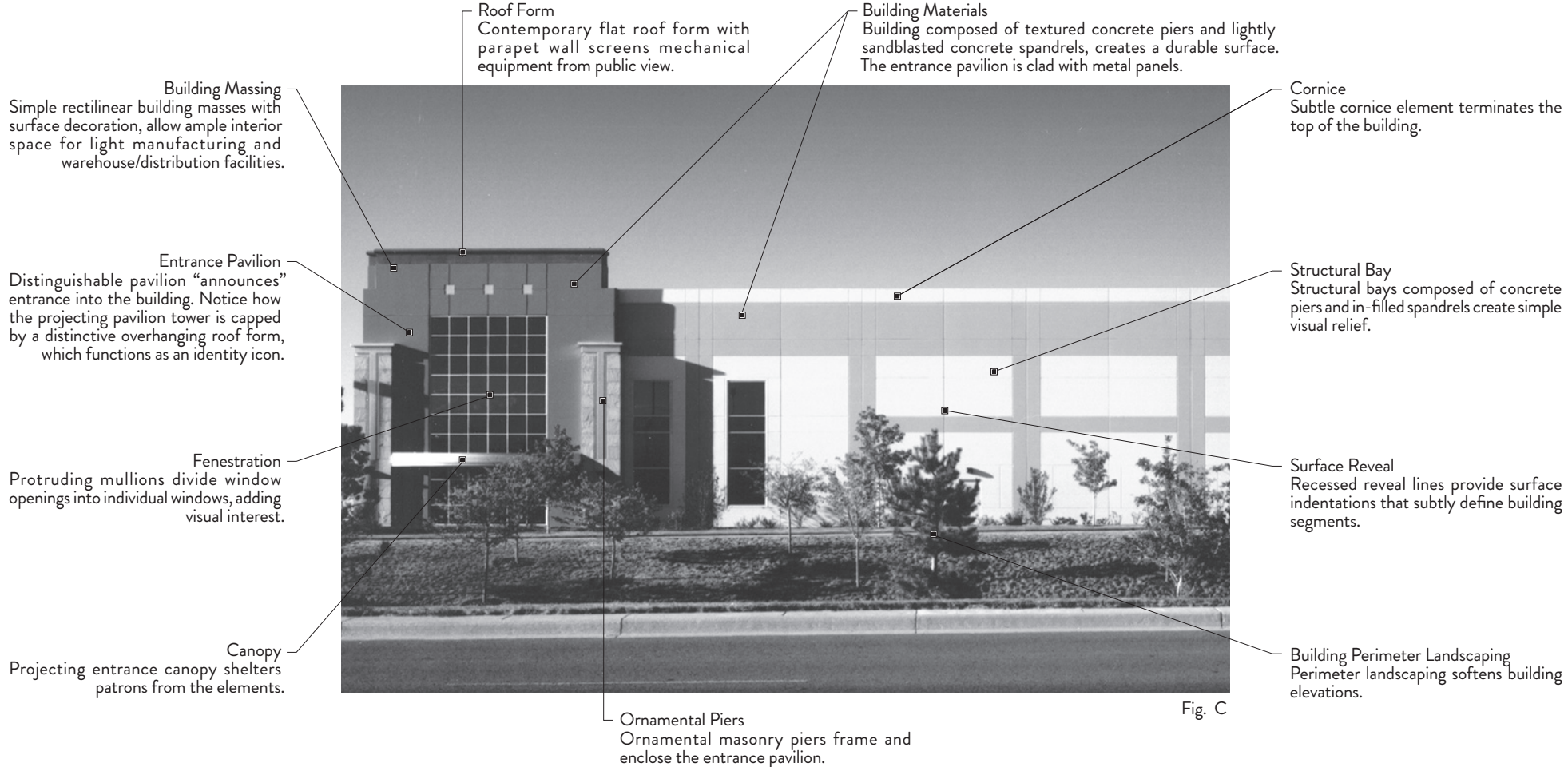


Fig. 11 - Segment building facades into a series of individual structural bays composed of piers, spandrels, and window openings.



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



Principles

1. Crown buildings with a discernible building cap.
2. Create articulated building facades 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.

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 facades. 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 facades 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)).

On-Site Landscaping

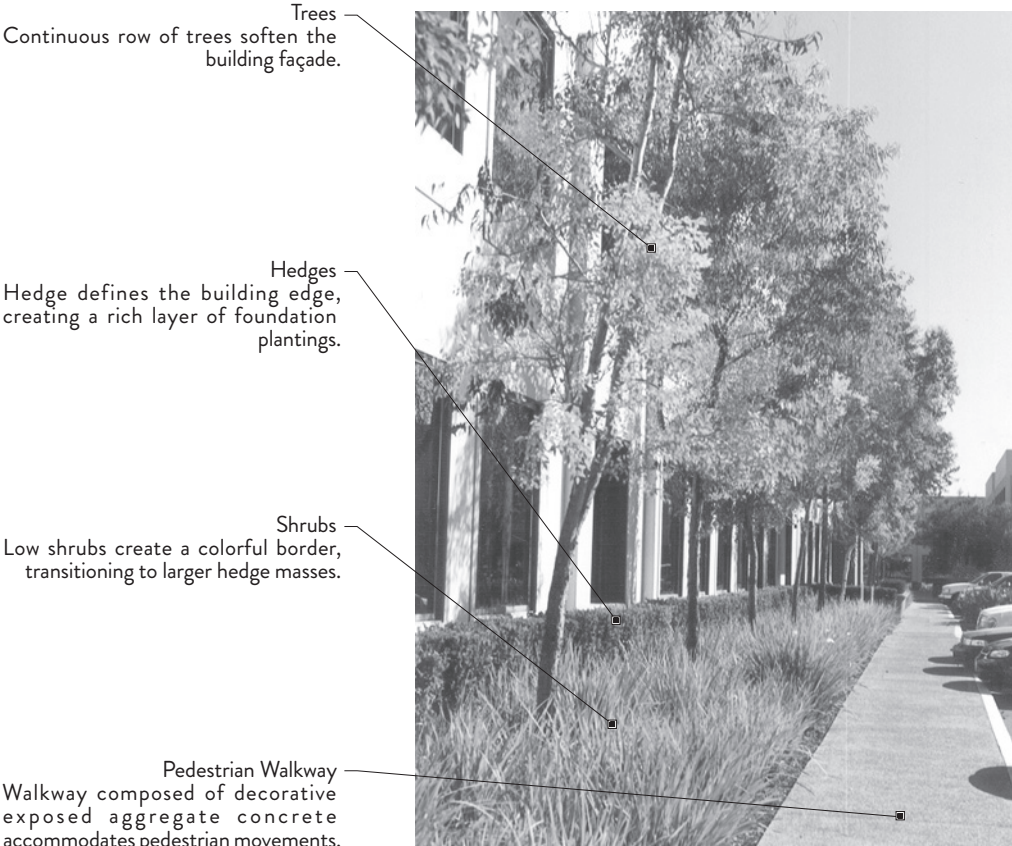


Fig. A

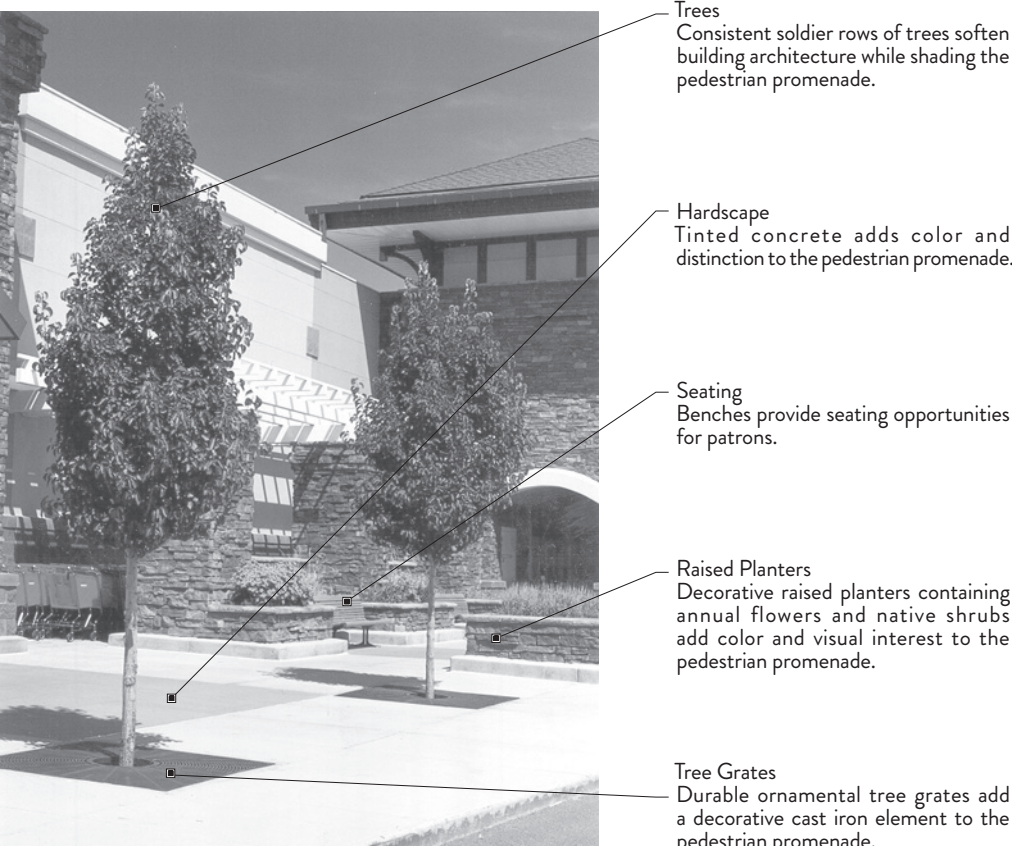


Fig. B

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".

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 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: PAD SITES

- 3.1 Use tree grates and guards to accommodate formal tree plantings along pedestrian promenades and within plazas (fig. B).
- 3.2 Arrange plant materials to harmonize with the architectural style of building, accenting pedestrian promenades, softening facades, and screening nuisances (fig. B).
- 3.3 Use landscaping to soften architecture, reducing the perceived scale of these large buildings (fig. 5).
- 3.4 Create a substantial landscape buffer adjacent to the Interstate 25 corridor, designed to soften architecture while maintaining building identity and visibility.
- 3.5 Use a consistent palette of street furniture elements, including pedestrian lighting, tree grates, tree guards, trench drains, seating, trash receptacles, and bicycle racks.

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).

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).

LANDSCAPING & STREET FURNITURE

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



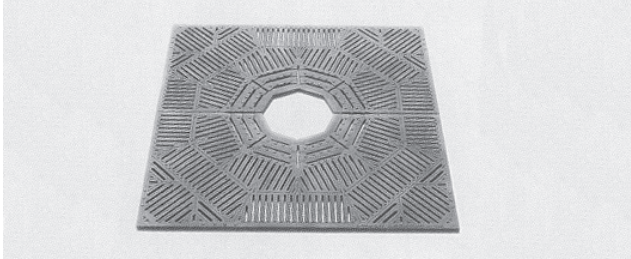
Seating
Timberform - 2824-6



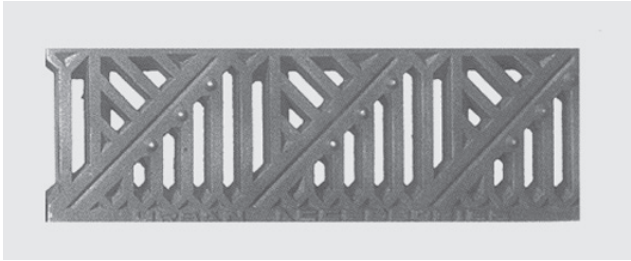
Pedestrian Lighting
Devine Lighting - BCR161



Pedestrian Lighting
Western Lighting - FXH322



Tree Grate
Urban Accessories - Title-24



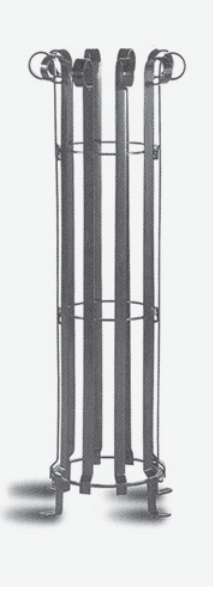
Trench Drain
Urban Accessories - Angle



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)

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.

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, or other as approved by the DRC:

- 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 - LBR32F
- Tree Grates:
 - Urban Accessories - Title-24
- Tree Guards:
 - Wabash Valley - TG1
- Trench Drains:
 - Urban Accessories - Angle
- Bike Racks:
 - BRP Enterprises - WA2-11-SM-SF