



FBZ Scrub Overview and Update

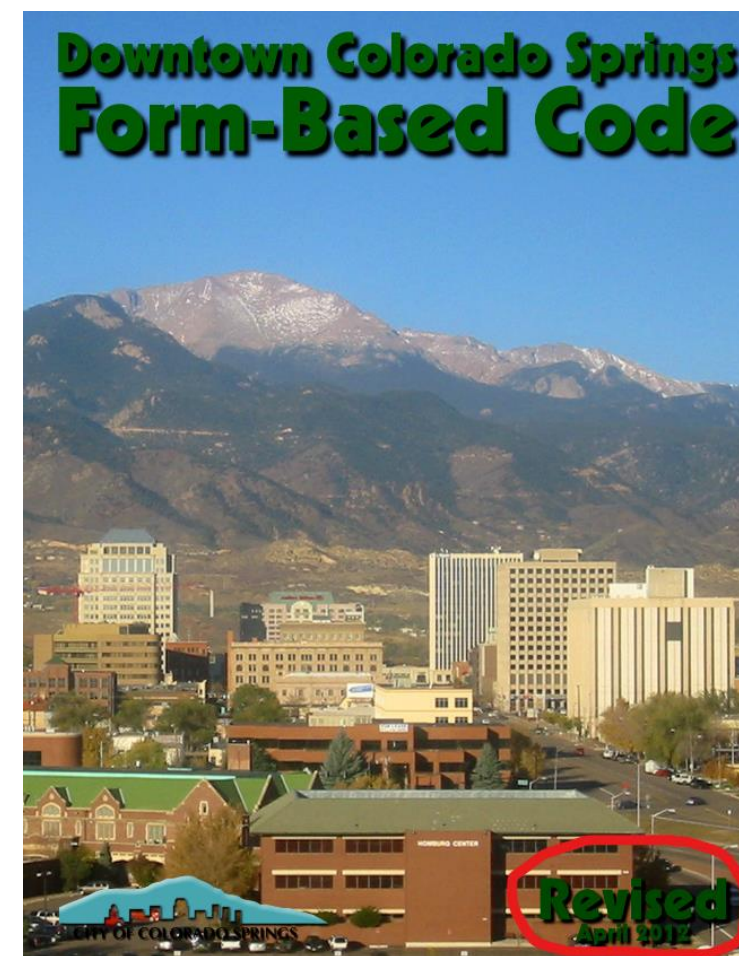
Downtown Review Board

Work Session – April 2, 2024



Early History

- Form-Based Code (FBC) adopted in 2009
 - Established the Form-Based Zone (FBZ)
 - Established development standards, guidelines, and procedures
 - Established the Downtown Review Board
- FBC was updated in 2012
 - Added MMJ considerations
 - Clarified sign standards
 - Clarified Minor Improvement Plan applicability
 - Clarified glazing calculation methodology
 - Added ability to use Administrative Relief application
 - Expanded parking exempt area
 - Other minor clarifications



FBC Scrubs

History



Since 2012:

- Successful implementation of code for many projects
- Staff has gained better understanding of issues needing clarification or improvement
- Better understanding of issues not currently addressed

Application Tracking:

- Staff has tracked application data throughout FBC implementation

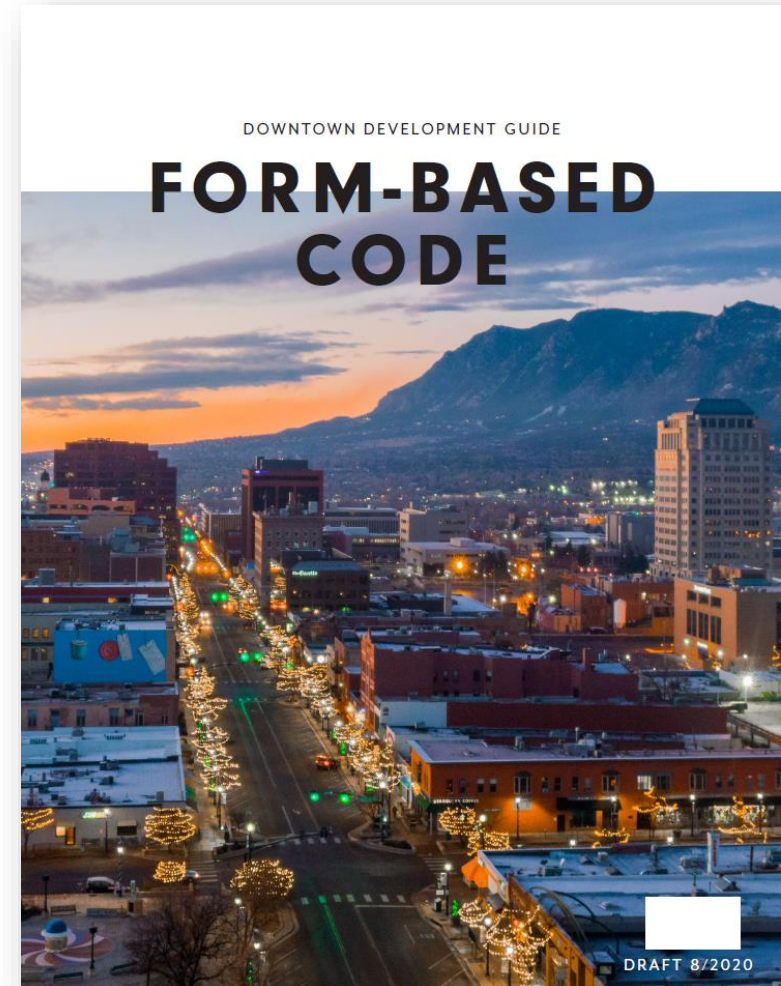
FBC Scrubs

Progress



Internal Staff Efforts

- Over the recent years, Staff has made significant progress in drafting updates to the FBC
- Address a wide range of code issues
- Also compiled updates into improved layout
- Improved maps, photos, and graphics
- Multiple work sessions with DRB



Major Topics



Section

Detail

2 – Standards, Public Space

Many changes needed to add clarity and document direction away from pavers

2 – Standards, Signs

Allow wall-mounted EMCs; specific standards for A-Frame signs; adjust separation requirements for projecting signs

3 – Density Bonus

Administrative authority to grant points; adjust threshold for a for market rate residential

4 – Design Guidelines, Multiple issues

Design Guidelines updates and improvements, including:

- Tall building design
- Street level activation
- Building design relative to City-wide code
- Public Spaces

5 – Process

Multiple updates and clarifications

This is where we left off at the conclusion of the February 6th DRB Meeting

Picking up discussion here

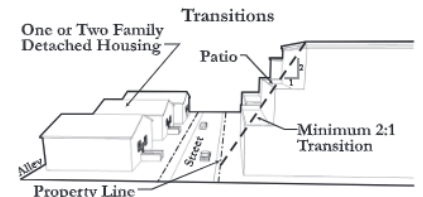
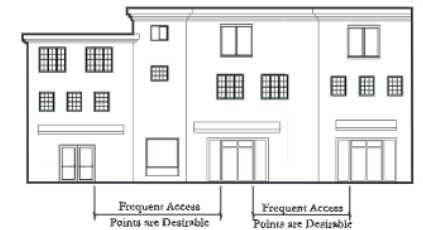
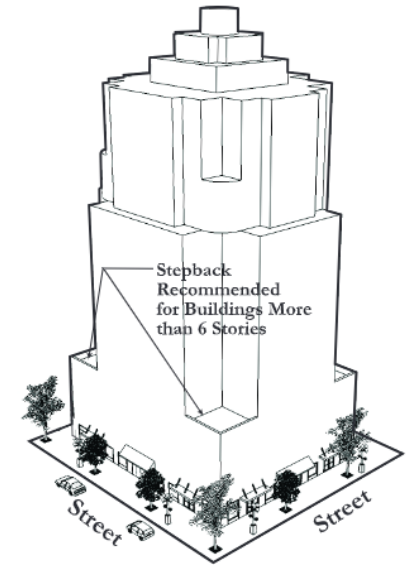
FBC Scrubs

Architectural Guidelines



Section 4.1 of Design Guidelines includes:

- Encroachments
- Architectural Detail
- Double Frontage
- Stepbacks
- Pedestrian Access
- Transitions

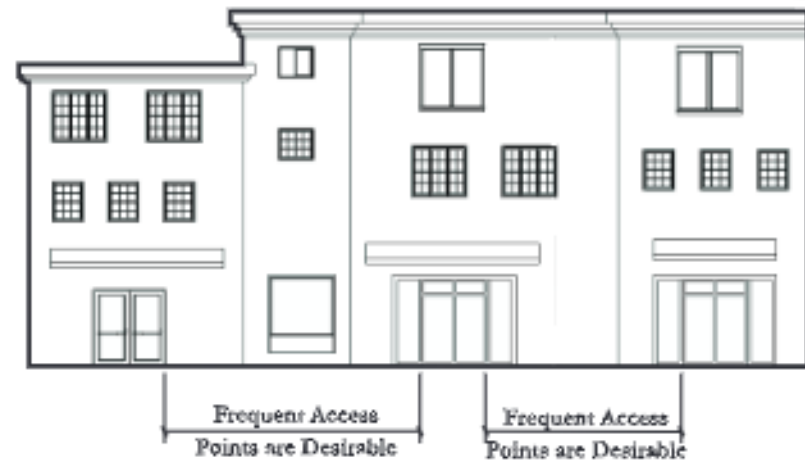


Section 4.1.5 Pedestrian Access:

- Current language fairly ambiguous

4.1.5 Pedestrian Access

To improve the pedestrian experience and increase public space activity, pedestrian access points should be located along the public frontage as often as practical. Access ways into the buildings may be into commercial spaces, individual residential units, lobbies, individual offices, shared spaces or other spaces.



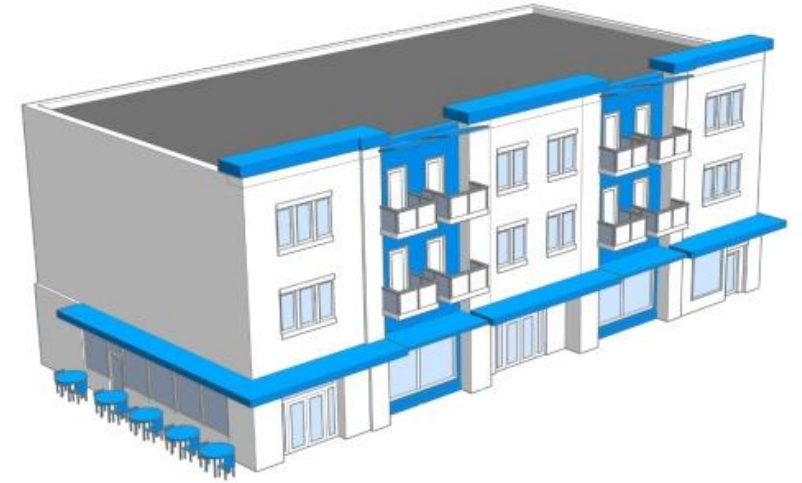
- Staff preference to leave as is, but open to discussion

Architectural Guidelines



2023 UDC Includes standards:

- New commercial and multi-family buildings
- Regulates:
 - Materials
 - Articulation
 - Street-Level transparency
 - Roof design
 - Entrances
 - Loading



Architectural Guidelines



Tall Building Design:

- Current code includes guidelines that help drive good design for tall buildings (e.g. double frontage, stepbacks, architectural details)
- But probably value in adding more guidance
- Staff's recommended issues:
 - 360-degree architecture
 - Iconic design
 - Prevent blank walls
 - Mix of materials, planes, etc.



The Briggs Manifesto:

- Drafted in 2018
- Envisioned as standards, not just guidelines
- Required base, middle, top
- Applies to 10+ story buildings
- Limits tower floorplate
- Separation requirements

Tall Buildings Suggestion

Aaron Briggs
9-28-2018

Intent:

Tall buildings are a distinct and defining component of a city's character, creating enduring landmarks and skyline for a city. One needs only to notice how often Colorado Springs residents refer to the "Holly Sugar Building" to understand how long-lived and emblematic tall buildings can be. Tall buildings should definitely be encouraged in downtown Colorado Springs, as they allow critical density of residents, jobs, and economic vitality, but if we want to build a city and a skyline that reflects the beauty of our natural surroundings, we should not systematically ignore the form of buildings above the ground floor. The following outline presents a few common-sense, non-prescriptive measures that could be added to the FBZ standards. These are not onerous or subjective from a design perspective, and leave a great degree of flexibility to designers, and I believe they would guide downtown development over these next few critical years towards a unique and high-quality cityscape.

Tall Building Standards:

All tall buildings (taller than 10 stories) should have a podium, tower, and top that comply with the standards below:

Building Base (Podium) Standards:

- Intent: The building podium should function to frame the street-level experience.
- Podiums should follow form restrictions detailed in other sections as far as setbacks, frontages, fenestration, and other aspects.
- The height of the podium should generally reflect the established street wall. Where none exists, the minimum height should be 2 stories and the maximum 4 stories.

Building Middle (Tower) Standards:

- Intent: Design of towers should provide urban density while still optimizing access to sunlight and views of the sky and mountains.
- At least 10 feet step-back from podium. 20% of the tower perimeter may extend to the podium edge. Encourage outdoor amenity space on this step back.
- Separated from other towers by at least 75 feet to maximize sky views and privacy.
- Maximum floorplate of 10,000 SF
- Tower should use architectural articulation, windows, and/or mural art to enhance visual interest and prevent large blank walls.

Building Top Standards:

- The building top should be defined by a change in materials, a step-back, or articulation.
- Building roof-top mechanical (HVAC and Elevator) equipment should be wrapped by occupiable space or at least screened from view.

Flexibility:

These standards should not limit creativity or encourage homogeneity in our downtown. If a designer or developer can demonstrate that an alternative built form achieves the intent of the standards, they should be permitted and encouraged.

Reference Examples:



Wells Fargo Building
16 stories
Podium 2 stories
Zero street setback
Tower 15,000 SF floorplate
Minimal front stepbacks
Good articulation
Top Good shielding
Good definition



1st Bank Building (Holly Sugar)
14 stories
Podium 2 stories
Zero street setback
Tower 10,000 SF Floorplate
Good stepbacks
Good articulation
Top Good shielding
Moderate definition



Pioneer Plaza
12 stories
Podium No podium
Zero street setback
Tower 20,000 SF South Tower
Some stepback on some sides
Top Good shielding
Stepbacks for definition



Antlers Hotel
14 stories
Podium 2 stories
Large street setback
Tower 11,250 SF floorplate
Good stepbacks all around
Top Good shielding and definition



Colorado Square Building
14 stories
Podium No podium
Zero street setback
Tower 15,000 SF Floorplate
No stepbacks
Top Marginal shielding
No definition

FBC Scrubs

ROW Design

Existing

Proposed

4.2.5. Hardscape Elements

Hardscape elements should provide practical public features in addition to a more interesting visual environment for the pedestrian. The following principles should be considered for the design of hardscape features across the form-based code area.

- 4.2.5.1 Paved surfaces in the pedestrian way should be consistent with the public roadside standards of this Code.
- 4.2.5.2 Bike racks, trash bins, and seating should be incorporated into streetscape designs on all streets with high levels of pedestrian activity. Continuity of style throughout a neighborhood is encouraged. These elements should be durable, cost effective, and easy to maintain.
- 4.2.5.3 Corner lots located in the Central Sector should continue the existing hardscape patterns established throughout the Code area.
- 4.2.5.4 Hardscape materials and patterns should respond to their context. For example, a very large plaza with adjacent commercial activity should have more elaborative material while a less intense and smaller plaza will tend toward the simpler.



4.2.5 RIGHT OF WAY DESIGN GUIDELINES

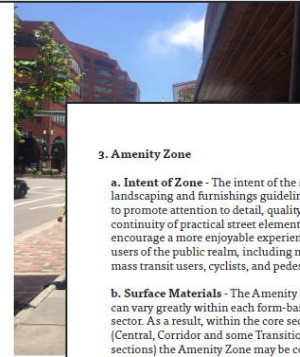
The treatments described herein are general design guidelines for the Public Roadside. These guidelines will help direct the user to design a Public Roadside that is appropriate for its location and situation. Alternatives to the following guidelines may be proposed, but they may have to be approved by the Downtown Review Board or administratively by the Planning Staff.

1. Activation Zone

a. Description - The Activation Zone can create a sense of place and character that is unique to a city or even within a block. By allowing seating or other activities outdoors and in the public right of way, Downtown becomes a visibly active and exciting place to visit. The Activation Zone does not have to be a programmed space with seating or activities. It may simply be an area for people to get out of the flow of traffic to have a conversation or window shop.

b. Width - The width of this zone is determined by the overall width of the Public Roadside and how wide the Amenity Zone and Pedestrian Way are within the Public Roadside. The Activation Zone has no set minimum width and therefore varies greatly within the form-based zone. Some areas that only have sufficient width for the Amenity Zone and Pedestrian Way may not have an Activation Zone. Frontage types that are not close to the property line may not have a well-defined Activation Zone or it may be located partially or fully on private property.

c. Additional Uses - The City promotes the use of the Activation Zone by allowing adjacent business owners to place seating, railings, displays, awnings, signs and other items in the zone. When located in the right of way, these items must be permitted through the revocable permit process to make sure City standards are followed. Businesses that provide café seating in the Activation Zone are required to control the area with railings that are secured to the pavement.



2. Pedestrian

a. The free movement within a hazard



3. Amenity Zone

a. Intent of Zone - The intent of the street landscaping and furnishings guidelines is to promote attention to detail, quality, and continuity of practical street elements that encourage a more enjoyable experience for all users of the public realm, including motorists, mass transit users, cyclists, and pedestrians.

b. Surface Materials - The Amenity Zone can vary greatly within each form-based zone sector. As a result, within the core sectors (Central, Corridor and some Transition sections) the Amenity Zone may be concrete or pavers whereas the less dense areas of the transition sectors may utilize organic materials such as mulch or grass.

c. Public Amenities - Amenities that should be placed within this zone include, but are not limited to, the following: street furniture, trash receptacles, trees, light poles, ADA and pedestrian ramps, planters, parking meters, bus stops, traffic signs, mail boxes, landscaping, public art, fire hydrant, A-frame signs, and bike racks. Sidewalk cafés may also be permitted in the Amenity Zone.

d. Alternatives to Standards - The treatments described in figure XX are considered the minimum standards regarding design and materials. Alternatives may be approved by Planning Staff administratively or by the Downtown Review Board when justified.

f. The following table provides information on the design and composition of the Amenity Zone.

4. Hardscape Elements

Hardscape elements should provide practical public features in addition to a more interesting visual environment for the pedestrian. The following principles should be considered for design of hardscape features across the form-based code area.

a. Paving Standards - Paved surfaces in pedestrian way should be consistent with public roadside standards of this Code.

b. Street Furniture - Bike racks, trash bins and seating should be incorporated into streetscape designs on all streets with high levels of pedestrian activity. Continuity of street furniture throughout a neighborhood is encouraged. These elements should be durable, cost effective, and easy to maintain.

c. Corner Lots - Corner lots located in the Central Sector should continue the existing hardscape patterns established throughout the Code area.

d. Materials - Hardscape materials and patterns should respond to their context. For example, a very large plaza with adjacent commercial activity should have more elaborative material while a less intense and smaller plaza will tend toward the simple.



6. Bicycle Storage

a. Location in the Right of Way - The bike racks may be provided on private property or in an appropriate location within the Amenity or Activation Zone.

b. Location Near Building - Bike racks and/or storage areas should be located as close to a main entryway as possible. The racks can be located no further than 100 feet from the entry points to all building types. Bike racks and/or storage areas should be located near high bike traffic areas, but should not impede the function of the Pedestrian Way.

c. Aesthetics - Bike racks should be easy to recognize, attractive, and functional. To maintain a uniform look throughout the Downtown, the City has chosen a bike rack design that is functional and aesthetically pleasing and can also be used by the Pike Ride bike share bicycles. These racks can be obtained through the City or directly from an approved vendor.

d. Safety - To ensure the safety of cyclists and their parked bikes, bike storage areas should be well lit and designed according to the needs of the user. Bike cages or lockers should be provided for long-term bike parking where warranted.



Next Steps



Future Actions

- Additional Work Sessions to DRB
 - Process
 - Definitions
 - Map changes?
 - Others, as needed
- Stakeholder outreach and coordination
- Legal review
- Public hearing at DRB
- Possible hearing at CPC (if enlarging FBZ)
- City Council hearing



Questions?



Major Topics



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Detail

2 – Standards, Public Space

Many changes needed to add clarity and document direction away from pavers; separate presentation needed on this issue

2 – Standards, Signs

Allow wall-mounted EMCs; specific standards for A-Frame signs; adjust separation requirements for projecting signs

3 – Density Bonus

Administrative authority to grant points; adjust threshold for affordable units; remove points for market rate residential

4 – Design Guidelines, Multiple issues

A separate session will be necessary for Design Guidelines updates and improvements; issues for consideration:

- Tall building design
- Street level activation
- Building design relative to City-wide code
- Other?

5 – Process, DRB

5 – Process, Warrants

Add Near North End as possible neighborhood representative