

NORTH NEVADA AVENUE CORRIDOR

URBAN REDEVELOPMENT AREA DESIGN GUIDELINES

Colorado Springs, Colorado

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Prepared for the Colorado Springs Urban Redevelopment Authority



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1. PURPOSE & INTENT OF THE GUIDELINES

The North Nevada Corridor extends from Interstate 25 to Garden of the Gods Road and is located within the northwest quadrant of Colorado Springs.

The Urban Renewal Area is 394 acres, bounded by Monument Creek to the west, Pulpit Rock Open Space to the northeast, and the University of Colorado - Colorado Springs (UCCS) campus to the southeast (refer to Figure 1.1-A).

The purpose of these design guidelines is to provide residents, developers, designers, engineers, and planners the basic information necessary to design, construct, and maintain a project that is in keeping with the guiding principles and character of the North Nevada Urban Renewal Area. The General Design Guidelines (Section 4), General Architectural Guidelines (Section 5), Signage Guidelines (Section 7) and Lighting Guidelines (Section 8) apply to all development. Additional requirements applicable to specific types of developments are contained in Special Uses Guidelines (Section 6).



Figure 1.1-A. Urban Renewal Area

2. RELATIONSHIP TO OTHER DOCUMENTS AND APPROVALS

These Design Guidelines build upon the vision and goals identified within the December 2004 North Nevada Area Corridor Urban Renewal Plan, and the North Nevada Avenue Master Plan prepared in 2008 and as subsequently amended. The Design Guidelines are considered an advisory document to be used by the Colorado Springs Urban Renewal Authority (CSURA) in the review of zone change, plat, concept plan and development plan applications. Applications for projects which have been filed with the city and properties that were developed prior to the adoption of these Design Guidelines will only be required to conform to the Design Guidelines if and when the property is redeveloped and requires a zone change, plat, concept plan and/or development plan submittal as required by the City of Colorado Springs City Code.

Since its designation as an urban renewal area (URA) by the Colorado Springs City Council in 2004, the University Village Colorado developer consolidated numerous land parcels on the west side of North Nevada Avenue and created a new retail shopping area called "University Village." This retail center now sets the standard for quality of design for future redevelopment within the URA.

City of Colorado Springs/Regional Building Department Review and Approval Requirements:

The City of Colorado Springs has adopted certain zoning ordinances, land use codes and subdivision ordinances which include use restrictions, specific requirements and various performance standards, and the Pikes Peak Regional Building Department has similarly adopted certain building codes and construction standards, methods and requirements, all of which are collectively referred to herein as the "City Land Use and Building Requirements." The standards, requirements and prohibitions contained in these Design Guidelines are in addition to, and do not supersede, the other City Land Use and Building Requirements, which City Land Use and Building Requirements must be separately complied with. To the extent that any of the provisions of these Design Guidelines are in direct conflict with the other City Land Use and Building Requirements, the more restrictive provisions shall control, with the express understanding that these Design Guidelines may be more restrictive than the City Land Use and Building Requirements, but may not be less restrictive.

Colorado Springs Urban Renewal Authority's Review and Approval Requirement:

All projects proposed within the boundaries of the URA shall also be submitted to the Colorado Springs Urban Renewal Authority (CSURA) to verify compliance with the Urban Renewal Plan and these Design Guidelines. The CSURA review and approval process is a separate but integral part of the City of Colorado Springs' development review process. CSURA will review an applicant's proposed plat, development plan, landscaping plan,

zoning application and construction drawings (including, but not limited to, plans for all buildings, structures, fencing, signage, lighting, landscaping and uses, and collectively, the “Applicant Submittal Documents”). CSURA’s review and determination of approval or disapproval may be done by CSURA administrative staff or by the CSURA Board (as determined by CSURA). CSURA may further require the applicant to present its Applicant Submittal Documents at a CSURA Board meeting. CSURA’s approval, rejection, or comments upon any or all of the Applicant Submittal Documents, including any required revisions, modifications or amendments thereto required by CSURA, will be set forth in writing and distributed to the applicant, as well as to the City’s Land Use Review Division. CSURA may exercise reasonable discretion in determining whether the Applicant Submittal Documents meet the goals, objectives, vision and standards set forth in the Urban Renewal Plan and these Design Guidelines. CSURA’s approval does not imply that the Applicant Submittal Documents comport with any other requirements, codes, restrictions or regulations, including but not limited to the other City Land Use and Building Requirements. CSURA does not have the authority to waive or otherwise alter or amend any of the other City Land Use and Building Requirements, all of which must be separately met by any applicant.

3. THE VISION

The Vision for the North Nevada Avenue Corridor Urban Renewal Area describes the characteristics of the area when development and/or redevelopment is accomplished. The design guidelines contained in this document are crafted to assist in the realization of this Vision.

The North Nevada Avenue Corridor Urban Renewal Area will be a *thriving, high-quality, mixed-use district* that is complementary to and synergistic with the University of Colorado, Colorado Springs (UCCS). The quality of the development, and the thoughtfulness with which it is designed will provide an attractive entryway to UCCS, and attract customers to shop, dine, and be entertained, as well as accommodate people who want to live, work and establish businesses in the district. Mixed uses in the same building, such as retail and commercial uses on the ground floor, and offices and residential uses above, are encouraged. Increasing the development density over time through construction of taller buildings is also encouraged, which will provide a critical mass of residents and employees to support the local businesses.

Buildings are *designed to be interesting* to both motorists and pedestrians. They are *built of high-quality materials* with varying textures, wall planes and accent features. The roadways and the buildings at their edges frame spaces that support people’s need for shelter, shade and creature comforts.

Development along North Nevada Avenue is designed to support a *continuous streetscape character*, using buildings, solid screen or landscaping to obscure large parking lots and other less attractive elements. Signs identifying businesses are sensitively placed to not overpower the streetscape or development character, while providing the information that is necessary to direct people to their destinations.

The roadway and pathway system is networked and intuitive so that *driving, walking and bicycling is convenient, comfortable, enjoyable and safe*.

4. GENERAL DEVELOPMENT GUIDELINES

4.1. BLOCK DIMENSIONS, CONNECTIVITY & DEVELOPMENT ACCESS

4.1-1. All development should be arranged in a pattern of interconnecting streets and blocks, while maintaining respect for the natural landscape and floodplain. Each block face should range between a minimum of two hundred (200) feet and a maximum of six hundred (600) feet. Block faces that exceed four hundred (400) feet in length, should include a mid-block pedestrian pass-through to connect opposite sides of block faces (Refer to Figure 4.1-A).

4.1-2. For parking lots with more than 40 spaces, parking bays shall extend no more than 20 parking spaces without an intervening tree, landscape island, or landscape peninsula. (Refer to Figure 4.1-B).

4.1-3. Internal streets should be aligned to connect with existing or planned external streets of equivalent functional classification in order to create through street connections from new development to adjacent development. Where it is necessary to prevent cut-through traffic from entering residential areas, street alignments shall be discontinuous and traffic calming improvements shall be utilized. (Refer to Figure 4.1-C. Conceptual Roadway Network Diagram).

4.1-4. Vehicular access to a new development/redevelopment should be provided through an internal street system that is coordinated with other development. No additional access to North Nevada Avenue will be allowed. Existing drive access points to businesses may remain. However it is recommended that with redevelopment, internal roads be constructed to provide alternative access to a group of parcels in order to ultimately reduce the number of drive access on North Nevada Avenue. (Refer to Figure 4.1-C. Conceptual Roadway Network Diagram).

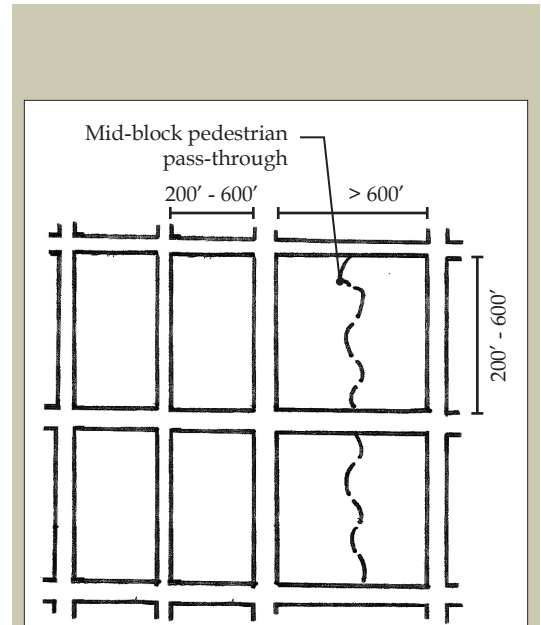


Figure 4.1-A. Block Diagram

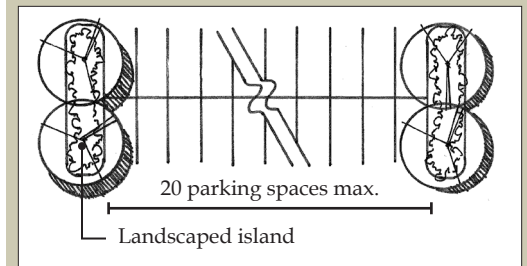


Figure 4.1-B. Parking Lot Landscaping



Figure 4.1-C. Conceptual Roadway Network Diagram

4.1-5. New parking lots should be designed to connect to future adjacent development and not require a vehicle to reenter an external street including North Nevada Avenue in order to drive between parcels. Accessing adjacent development via internal streets should be allowed.

4.1-6. Pedestrian and bicycle networks shall be provided to invite walking and bicycle use throughout the development, and to connect with regional systems in the area. Individual parcels and sites shall be integrated in an overall pedestrian system that provides direct connectivity between buildings and use areas.

4.1-7. Provide equal access in a manner that integrates handicapped-accessibility with ordinary accessibility, rather than separately.

4.1-8. Provide a connecting walkway between North Nevada Avenue and destinations interior to development, or through a large parking lot at a spacing not to exceed six hundred (600) feet, unless provided along a street (Refer to Figure 4.1-D).

4.1-9. Pedestrian walkways within the North Nevada Avenue ROW should be provided at a minimum of nine (9) feet in width (Refer to Figure 4.1-D).

4.1-10. Pedestrian walkways should provide relief from the paved expanses of parking lots and streets. Therefore, pleasant, efficient and direct pedestrian walkways should be designed with trees to shade the walks, attractive landscaping and amenities such as benches and lighting (Refer to Figures 4.1-E and 4.1-F).

4.1-11. For pedestrian walkways between rows of cars, limit car bumper overhangs so walks aren't blocked, and a minimum of 5' of walkway is kept clear.

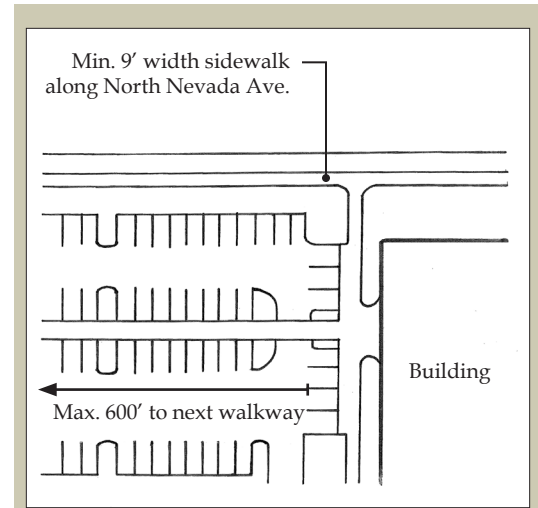


Figure 4.1-D. Pedestrian Connections

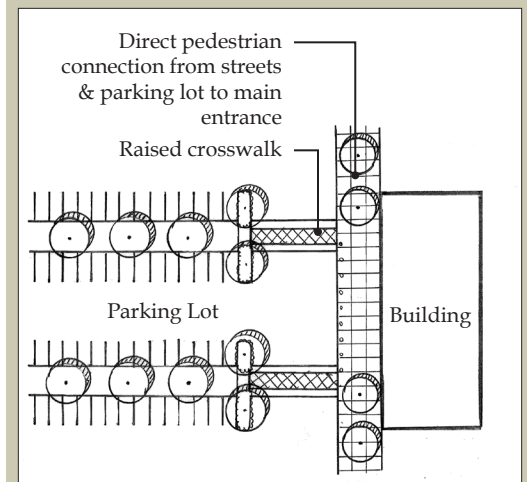


Figure 4.1-E. Pedestrian Walkways



Figure 4.1-F. University Village Pedestrian Walkway



Figure 4.1-G. University Village Crosswalk

4.1-12. Pedestrian crosswalks across major drives and streets, with the exception of North Nevada Avenue, should be designed with different paving types (Refer to Figures 4.1-G 4.1-H).

4.1-13. Provide curb bulges and pedestrian refuges along streets that include on-street parking to reduce crossing distances and provide adequately sized and visible waiting areas (Refer to Figure 4.1-H).

4.1-14. Provide bicycle parking near building entrances that equals five (5) percent of the number of parking spaces, but not less than one (1) per development.

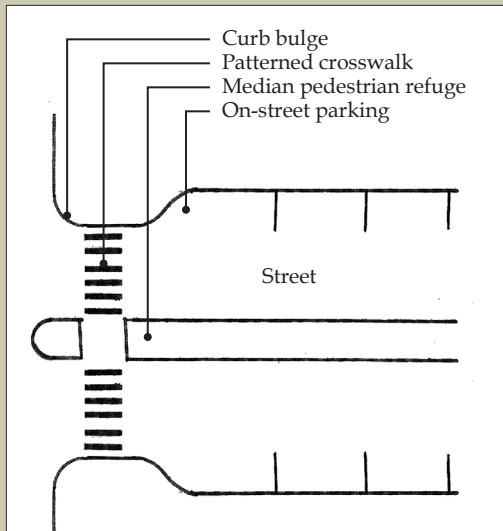


Figure 4.1-H. Pedestrian Crossing

4.2. SITING & PLACEMENT

4.2-1. For North Nevada Avenue and major connecting streets, and where constraints allow, the build-to line for the length of the street frontage should be set at or within ten (10) feet of the required setback (Refer to Figure 4.2-A).

4.2-2. To encourage pedestrian-friendly streets by bringing buildings close to pedestrian sidewalks and roadways along internal streets, the City encourages principal nonresidential buildings to be built to the back edge of the public sidewalk (zero (0) feet build-to line), except as necessary to allow room for outdoor seating and service areas, outdoor sales and displays, landscaping, emphasized entryways integral to the building design, and similar pedestrian and customer amenities. (Refer to Figure 4.2-B).

4.2-3. Where possible, and appropriate place buildings near buildings on adjacent properties and share outdoor amenities areas (e.g. central courtyards, recreation facilities, open space areas).

4.2-4. Berming, landscaping and/or reverse-mode building placement (next to street with parking behind) should be incorporated along arterial and collector roadways to create streetscapes that are not dominated by views of parking. Refer to the Colorado Springs, Colorado City Code, Chapter 7, Article 4, Part 3 Landscaping Standards for parking lot landscaping and screening requirements.

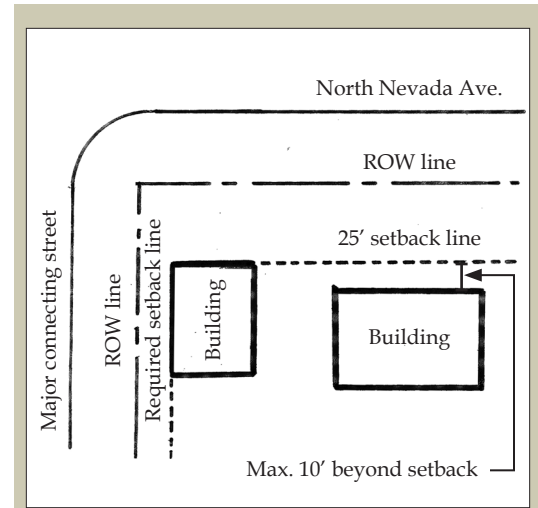


Figure 4.2-A. Building Placement at North Nevada Avenue

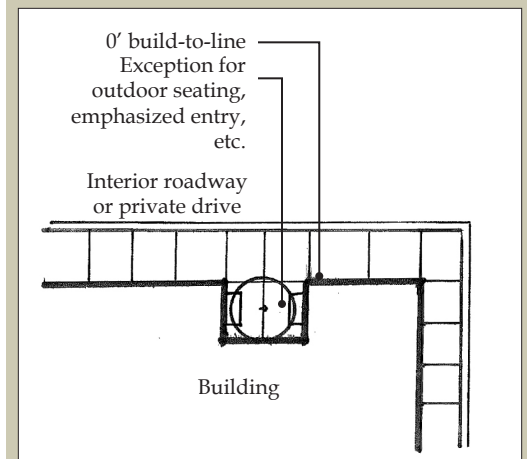


Figure 4.2-B. Building Placement Internal to Development



Figure 4.3-A. Example Photographs of Site Amenities and Features



Figure 4.3-B. North Nevada Streetscape

4.3. AMENITIES

4.3-1. Incorporate at least one (1) of the following on-site amenities or features as highly visible, easily accessible outdoor focal points or gathering areas (Refer to Figure 4.3-A):

- patio or plaza with seating areas;
- landscaped mini-park, square or green that is designed to be a public gathering area;
- public art, such as a sculpture, mural, and/or fountain, and as approved by the CSURA Board;
- protected walkways, arcades, or other easily identifiable building pass-through containing window displays and intended for general public access;
- outdoor public area visible from a public sidewalk;
- other well-designed area and/or focal feature that the CSURA Board finds consistent with the intent of this subsection; and/or
- streetscape furnishings, landscaping and amenities along North Nevada Avenue frontage that matches, at a minimum, standards set by the University Village.

4.3-2. Provide planter pots, hanging baskets, or landscape planters (at grade or raised) along pedestrian walks to break up large expanses of pavement and add visual interest.

4.3-3. Provide streetscape enhancements alongside and within the North Nevada ROW that match the recently constructed landscape, pavements, corner treatments and site amenities. (Refer to Figure 4.3-B.)

5. GENERAL ARCHITECTURAL GUIDELINES

5.1. QUALITY

5.1-1. All sides of the building should include materials and design elements consistent with those on the front façade (Refer to Figure 5.1-A).

5.1-2. Include a minimum of two (2) different façade treatments per building side (stone and stucco, etc.)

5.1-3. Develop structures that incorporate creative design while fitting within the context of the North Nevada Corridor and, where applicable, UCCS standards.

5.1-4. Provide a high level of craftsmanship in construction.

5.1-5. Design structures to be compatible with adjacent development.

5.1-6. Establish a maintenance framework that ensures a continuing high level of quality in the future.

5.2. COMPATIBILITY WITH EXISTING REDEVELOPED AREAS

5.2-1. New developments in or adjacent to existing developed areas should be compatible with or complementary to the established architectural character. Compatibility may be achieved through techniques such as:

- repetition of roof lines;
- use of similar proportions in building mass and outdoor spaces;
- use of similar relationships to the street; and/or
- use of building materials that have color shades and textures similar to those existing in the immediate area of the proposed infill development (Refer to Figure 5.2-A).



Figure 5.1-A. Example Photos of Four-sided Architectural Detailing



Figure 5.2-A. Example Photos of Existing Exterior Materials



Figure 5.3-A. Example Photos of Preferred Exterior Materials

5.3. EXTERIOR MATERIALS

5.3-1. Exterior building materials should:

- not create excessive glare;
- with the exception of windows, be natural/indigenous in character;
- be selected to provide a variety of textures per building façade, provide visual balance and avoid an excessive variety of materials;
- provide greater visual and textural interest at building entrances and architectural opportunities and areas that are highly visible to the public; and
- be chosen for their suitability, durability and visual continuity.

5.3-2. Preferred exterior materials are as follows (Refer to Figure 5.3-A):

- brick;
- textural concrete block, integral color;
- textured architectural precast panels, painted and/or cast-in textures;
- site-cast concrete panels, painted and/or cast-in textures;
- wood;
- natural stone and synthetic stone products;
- metal panels and/or accent elements;
- stucco (EIFS);
- glazing (non-reflective);
- smooth face concrete block, used in combination with other textural materials; and/or
- other similar high quality materials.

5.3-3. Prohibited exterior materials and treatments are as follows:

- highly reflective wall treatments;
- single-color/ material walls without mass breaks;
- reflective glazing, of over sixty-five (65) percent reflectivity; and
- exposed neon or color tubing (except in entertainment uses).

5.4. VARIATION IN MASSING

5.4-1. A single, large, dominant building mass should be avoided.

5.4-2. Horizontal masses should not exceed a height/width ratio of one (1) vertical to three (3) horizontal without substantial variation in massing that includes a change in height and projecting or recessed elements (Refer to Figure 5.4-A).

5.4-3. Buildings should relate well to each other by providing transitions in building heights.

5.4-4. Taller buildings (four (4) stories or more) should be stepped back or should provide significant mass breaks to decrease the apparent mass of the building. Wider, longer buildings should be stepped or broken in elevation by combination of massing breaks and/or material changes (Refer to Figure 5.4-B).

5.5. FAÇADES

5.5-1. Provide a unique architectural feature that is taller than other portions of the building on façades that face North Nevada Avenue.

5.5-2. No façade that faces North Nevada Avenue or pedestrian walkway should have a blank, uninterrupted length exceeding thirty (30) feet. Suggested variations are as follows (Refer to Figure 5.5-A):

- change in plane;
- change in color;
- recessed face;
- change in texture or masonry pattern;
- windows;
- porticos, awnings or canopies; and/or
- visual architectural features such as:
 - columns;
 - ribs or pilasters; and/or
 - piers and fenestration pattern.

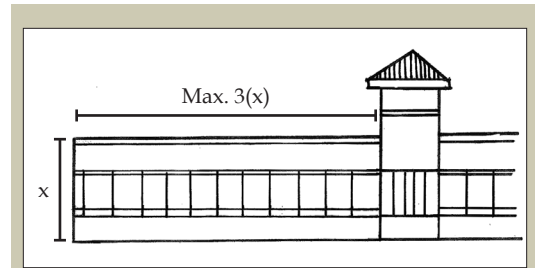


Figure 5.4-A. Building Massing

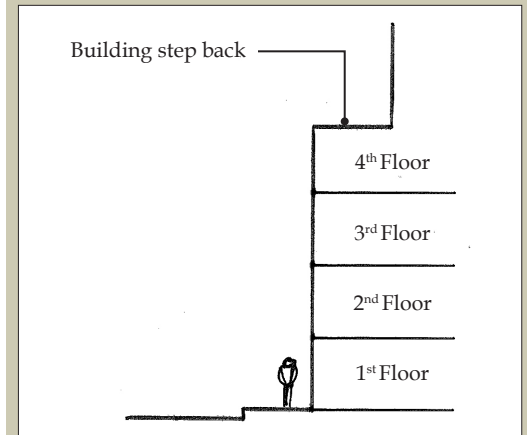


Figure 5.4-B. Building Step Back



Figure 5.5-A. Example Photos of Unique Architectural Features



Figure 5.6-A. Example Photos of Building Entrances

5.5-3. Side and rear façades of the building should include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear façades should be prohibited except where façades are not visible from the public right of way or common open space. Service entrances should be planned to be visually unobtrusive to site entries, building entrances and public right-of-ways.

5.5-4. Screen wall materials to be similar or complementary to building materials.

5.6. ENTRANCES

5.6-1. Primary building entrances should be clearly defined and provide shelter.

5.6-2. Entrances should be designed to integrate wall signs with the design of the structure.

5.6-3. Primary entrances should be easily identifiable to both vehicular visitor and pedestrian.

5.6-4. Retail buildings should feature a combination of the suggested items listed below (Refer to Figure 5.6-A):

- canopies, overhangs or porte cochères;
- recesses/projections;
- arcades, porticos;
- raised cornice parapets over the door;
- peaked roof forms at entryway;
- arches;
- material change;
- door(s) which provide a focal element at the entrance;
- functional outdoor patios;
- windows;
- architectural details such as tile work, moldings, exposed trusses, columns and other similar details, which provide interest and are integrated into the building structure and design;

- integral planters or wing walls that incorporate landscaped areas and/or places for sitting; and/or
- special features such as a sculpture, a water feature or a similar element (excluding features or images which are trademarked or in some way related to a specific business such as a logo).

5.7. ROOFTOP TREATMENTS

5.7-1. Rooftop mechanical units, dishes, and other miscellaneous equipment should be screened from view as an integral part of the building design. Screen material should be of the same or compatible material, texture and color to the building architecture (Refer to Figure 5.7-A).



Figure 5.7-A. Example Photo of Rooftop Screening

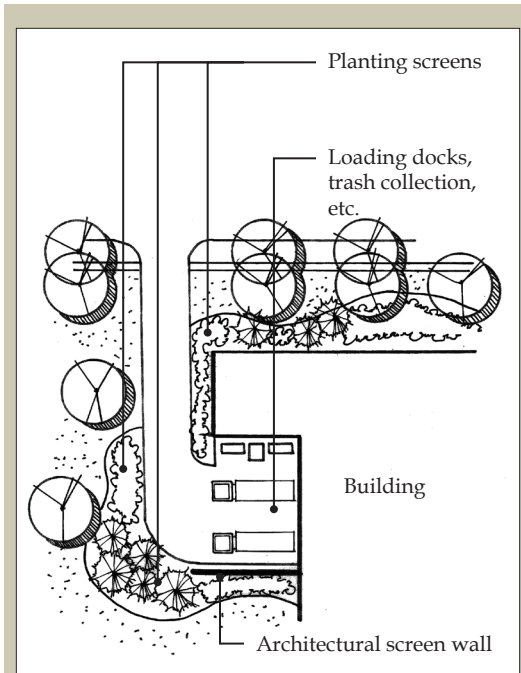


Figure 6.1-A. Service Entrances

6. SPECIAL USES GUIDELINES

The following categories define requirements in addition to those identified under the General Development Guidelines (Section 4) and General Architectural Guidelines (Section 5).

6.1. SERVICE AREAS

6.1-1. These requirements apply to, but are not limited to above-ground utility appurtenances, loading docks, storage areas, and open areas where machinery, vehicles or equipment are stored or repaired.

6.1-2. No areas for outdoor storage, trash collection or compaction, loading or other such uses should be located within fifty (50) feet of the North Nevada Avenue right-of-way, and should be located at the rear or side of the associated building.

6.1-3. Loading docks, truck parking, outdoor storage, utility meters, HVAC and other mechanical equipment, trash collection, trash compaction and other service functions should be located and screened so that the visual and acoustic impacts of these functions are contained and buffered from the North Nevada right-of-way or public sidewalks and trails (Refer to Figure 6.1-A).

6.1-4. Screening measures should provide sixty (60) percent coverage of the screened element and be incorporated into the overall design of the building and site, so that the architectural design of the building and screening is compatible. Suggested screening materials include:

- plants;
- walls that are the same as the primary building material;
- fences;
- topographic changes; and/or
- a combination of these techniques.

6.1-5. Screening materials are not to be constructed of plain or smooth faced concrete block and/or wood fencing.

6.2. LARGE TENANT RETAIL

6.2-1. These standards are intended to ensure that large, retail building development (>25,000 gross SF) is compatible with its surrounding area and exhibits similar four-sided architectural treatments.

6.2-2. Façades greater than one hundred (100) feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least 3 percent of the length of the façade and extending at least twenty (20) percent of the length of the façade (Refer to Figure 6.2-A).

6.2-3. No uninterrupted length of any façade should exceed thirty (30) percent of the façade's total length, or one hundred (100) horizontal feet, whichever is less (Refer to Figure 6.2-A). Wall plane interruptions can be any of the following:

- change in plane;
- change in color;
- recessed face;
- change in texture;
- windows;
- porticos, awnings or canopies;
- columns; or equivalent.

6.2-4. Screening can be used as a substitute for wall plane interruptions on secondary building façades.

6.2-5. Primary ground floor façades that face public streets should have arcades, display windows, entry areas, awnings or other such features along no less than fifty (50) percent of their horizontal length.

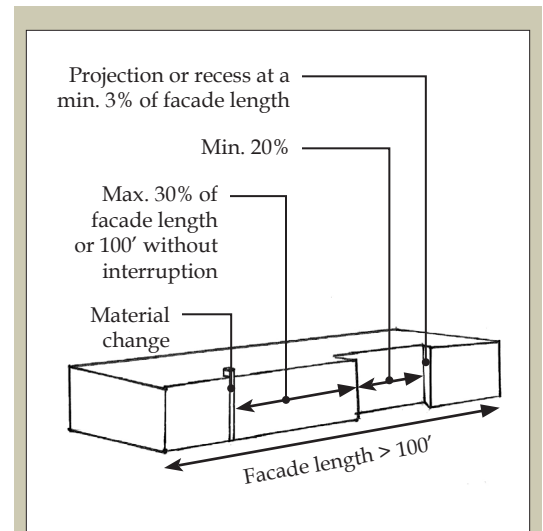


Figure 6.2-A Façade Variation



Figure 6.3-A. Example of Multi-Tenant Retail Facade



Figure 6.4-A. Example of Individual Retail Building

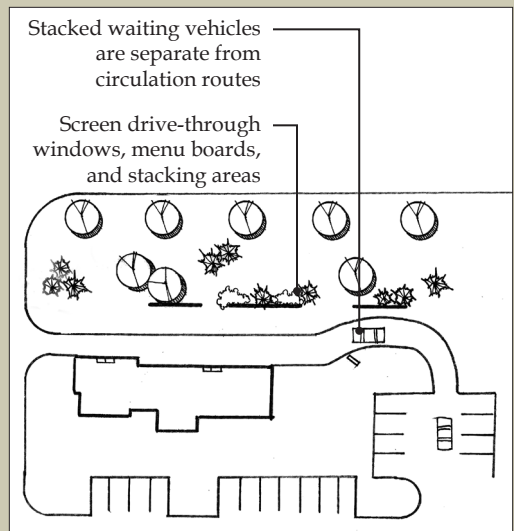


Figure 6.4-B Example of Drive-Through Facility

6.3. MULTI-TENANT RETAIL/ MIXED USE

Where buildings contain separately owned stores with separate, exterior customer entrances, the street level façade of such stores should be transparent (i.e. windows) between the height of three feet and eight feet above the walkway grade for no less than sixty (60) percent of the horizontal length of the building façade of such stores (Refer to Figure 6.3-A).

6.4. INDIVIDUAL RETAIL/RESTAURANT/COMMERCIAL BUILDINGS

6.4-1. Standardized architecture buildings should not be allowed unless the architectural design meets the requirements of these guidelines.

6.4-2. Buildings should incorporate foundation plantings adjacent to a minimum of fifty (50) percent of the perimeter of the building (Refer to Figure 6.4-A).

6.4-3. There should be no stacking of waiting vehicles into the public right-of-way, primary interior circulation routes or across pedestrian walkways.

6.4-4. Drive-through windows, menu boards and stacking areas should be screened to mitigate views from major roadways (Refer to Figure 6.4-B).

6.5. ENTERTAINMENT USES

6.5-1. Entertainment uses are considered specialty commercial uses that generally include, but are not limited to theaters, nightclubs and bars, billiard halls and other similar uses.

6.5-2. Entertainment uses are encouraged to express a high level of design individuality that is compatible with the design guidelines.

6.5-3. Entertainment uses should emphasize building entrances through architectural forms and materials, specialty lighting, signage or other elements which collectively express and dramatize their function.

6.5-4. Entertainment uses should be segregated from other uses that are sensitive to greater amounts of light, noise and vehicular/ pedestrian traffic.

6.6. CONVENIENCE RETAIL & GAS STATIONS

Gas station canopies and pumps should be located behind the cashier/convenience store building where possible to reduce their visual impact. On a corner lot, provision of access to the site from adjacent sites or service roads is encouraged, rather than directly from the abutting streets.

Canopies on such sites should not exceed sixteen (16) feet, six (6) inches in total height. Canopies should be architecturally integrated with the convenience store building and all other accessory structures on the site through the use of the same or complementary materials, design motif and colors. Lighting fixtures or sources of light that are a part of the underside of the canopy should be recessed into the underside of the canopy so as not to protrude below the canopy ceiling surface. The materials and color used on the underside of the canopy should not be highly reflective, with the intent of minimizing the amount and intensity of light (Refer to Figure 6.6-A).

Materials and colors used should be consistent with surrounding development. Bright accent colors, intended to express corporate or business logos, may be used only on a limited basis. These accent color areas should not be internally illuminated.

Landscaping materials and/or screening berms or walls should be installed along all portions of the street frontage necessary, in order to screen from view the gasoline service islands and pumps and any other product dispensing areas from abutting public streets and residentially zoned properties. No wooden fences or wall should be used for these purposes. These requirements should be additional to and made part of all other landscape requirements stipulated by the performance standards, as they apply to such sites.



Figure 6.6-A. Example Photo of Convenience Store / Gas Station Canopy



Figure 6.7-A. Apartments with Porches and Balconies



Figure 6.7-B. Varied Multifamily Building Materials

The minimum distance from the outside edge of the fuel pump island and a required drive lane should be no less than twelve (12) feet. The minimum distance from the end of a fuel pump island and a required drive lane should be no less than fifteen (15) feet.

6.7. MULTIFAMILY HOUSING

6.7-1. Materials shall be similar and compatible within each immediate neighborhood.

6.7-2. Facades shall be articulated with porches, balconies, bays or other offsets. (Refer to Figure 6.7-A.)

6.7-3. All sides of residential buildings shall be designed to the same level of quality, and incorporate stone or brick elements, or other high quality material (Refer to Figure 6.7-B).

6.8. ACCESSORY BUILDINGS

6.8-1. Accessory buildings should be similar in character and materials as primary buildings.

6.9. PARKING STRUCTURES

6.9-1. Where parking structures abut streets, retail and other uses shall be required to minimize interruptions in pedestrian interest and activity.

6.9-2. The architectural design of parking structures shall be compatible in architectural design with adjacent buildings in terms of style, mass, material, height, roof pitch and other exterior elements.

6.9-3. Vehicular entrances shall be located to minimize pedestrian/auto conflicts.

7. SIGNAGE GUIDELINES

7.1. SIGN GUIDELINES

7.1-1. All freestanding signs should have a solid base (Refer to Figure 7.1-A).

7.1-2. For individual businesses there should be no more than one (1) freestanding identity sign per street frontage and a maximum of two (2) per premise.

7.1-3. Maximum height for all freestanding signs associated with convenience stores is eight (8) feet.

7.1-4. Freestanding identity signs should be set back a minimum of eight (8) feet from the face of curb or edge of pavement of a public street, and should not be placed within the right-of-way.

7.1-5. Freestanding identity signs should be separated by one hundred fifty (150) feet minimum.

7.1-6. Multi-tenant signs associated with a group of businesses should be separated by two hundred fifty (250) feet minimum and include a maximum of five (5) business names.

7.1-7. Provide pedestrian-scaled wayfinding signs along walks. Wayfinding signage should include signs with arrows indicating directions to key structures, facilities, trailheads/links, outdoor plazas, etc. as well as maps of the immediate area where appropriate.

7.1-8. Provide business signage oriented to the primary direction of pedestrian travel, as well as clear address numbers at entrances at the pedestrian level in order to increase visibility and orientation.



Figure 7.1-A. Example of Multi-tenant Freestanding Sign.



Figure 7.1-8. Example of Pedestrian-Oriented Business Signage

7.2. PROHIBITED SIGNS

7.2-1. The following signs are prohibited:

- pole signs;
 - animated, exposed light bulb and flashing signs;
 - roof signs;
 - portable signs;
 - hand-lettered signs executed in the field;
 - plastic faced sign cabinets with illuminated background; and
 - formed plastic or injection-molded plastic signs.
- Electronic Message Signs (EMT's) must comply with the City's sign code, including cycle length.

8. LIGHTING GUIDELINES

8.1. ROADWAY LIGHTING

8.1-1. Provide low glare roadway lighting with effective lighting at conflict zones such as pedestrian crossings, parking lot entries and intersections.

8.1-2. Provide pedestrian lighting or roadway lights at each pedestrian crosswalk and at each roadway intersection and parking lot entry. Light poles should be consolidated as necessary to avoid visual clutter.

8.2. NON-RESIDENTIAL LIGHTING

8.2-1. Provide pedestrian scale lighting along key walk connections and coordinate with parking lot lighting and landscaping (Refer to Figure 8.2-A).

8.2-2. Provide low glare, uniform parking lot lighting.

8.2-3. Current IESNA recommended practices should be followed including “Lighting for Exterior Environments” RP-33-99 and “Lighting for Parking Facilities” RP-20-98.

8.2-4. Large parking lots (over two (2) rows of cars) may utilize twenty-five (25) foot to thirty-five (35) foot poles, with a maximum initial lamp lumen rating of 22,000 lumens.

8.2-5. Smaller parking areas (two (2) rows of cars or less) may utilize twenty (20) foot to twenty-five (25) foot poles with a maximum initial lamp lumen rating of 12,000 lumens.

8.2-6. Only fully-shielded luminaires should be used for parking lot lighting.

8.2-7. Parking lot lighting should not produce more than 0.3 footcandles (line of sight) at the property line.

8.2-8. No parking lot lighting should spill into environmentally sensitive areas.

8.2-9. Lighting at store façades, must be building-mounted and pointing downwards.



Figure 8.2-A. Example of Non-Residential Lighting.

8.2-10. Exterior lights and sign lights must be turned off one (1) hour after store closing. Only a minimum security light level may remain on after this time.

8.2-11. Loading dock lighting must utilize occupancy sensors, such that lighting is off unless a truck is unloading.

8.2-12. All building-mounted security lighting must be pointed down and completely shielded.

8.2-13. Outdoor canopies such as at drive-through windows and gas stations should not be lighted over five (5) footcandles average and ten (10) footcandles maximum. All luminaires in canopies should be recessed with flat lenses.

8.2-14. All lighting equipment with lamps over 5,000 lumens should be IESNA full cutoff type.

8.2-15. Key signage should be lighted to provide visual cues for navigation. All signage lighting should be mounted at the top of the sign aiming down or integrated into the sign. Direct view of internally lighted sign is not permitted. Internally lighted signs with backlight letters or that have an indirect light appearance should be permitted.

8.3. RESIDENTIAL LIGHTING

8.3-1. All street and pedestrian pole-mounted lights (ten (10) foot to eighteen (18) foot pole height) should be fully shielded with a maximum initial lumen rating of 4,800.

8.3-2. If trees are to be planted near light poles, the lenses of the luminaires must not be higher than sixteen (16) feet above grade.

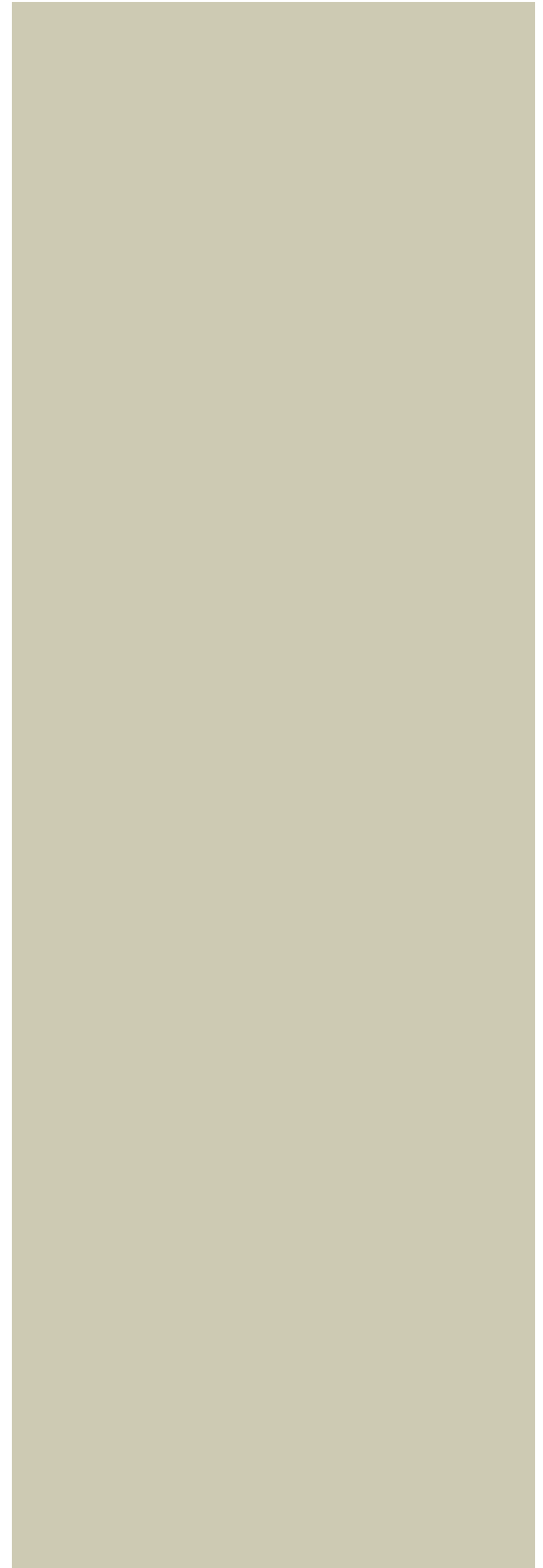
8.3-3. Residential lights should have a maximum initial lumen rating of 925 per luminaire.

8.3-4. Garage-mounted luminaires may glow softly but must have good glare control and produce minimal uplight. Compact fluorescent lamps with a maximum initial lumen rating of 925 should be used. Lights should be on motion sensors or timers so that the lights are normally off.

8.4. LIGHTING RESTRICTIONS

8.4-1. The following lights are not permitted:

- floodlights or other non-controlled luminaires;
- lamps over 2,400 lumens;
- vertical lamps over 5,000 lumens; and
- unshielded wall packs.





LOGAN SIMPSON DESIGN INC.