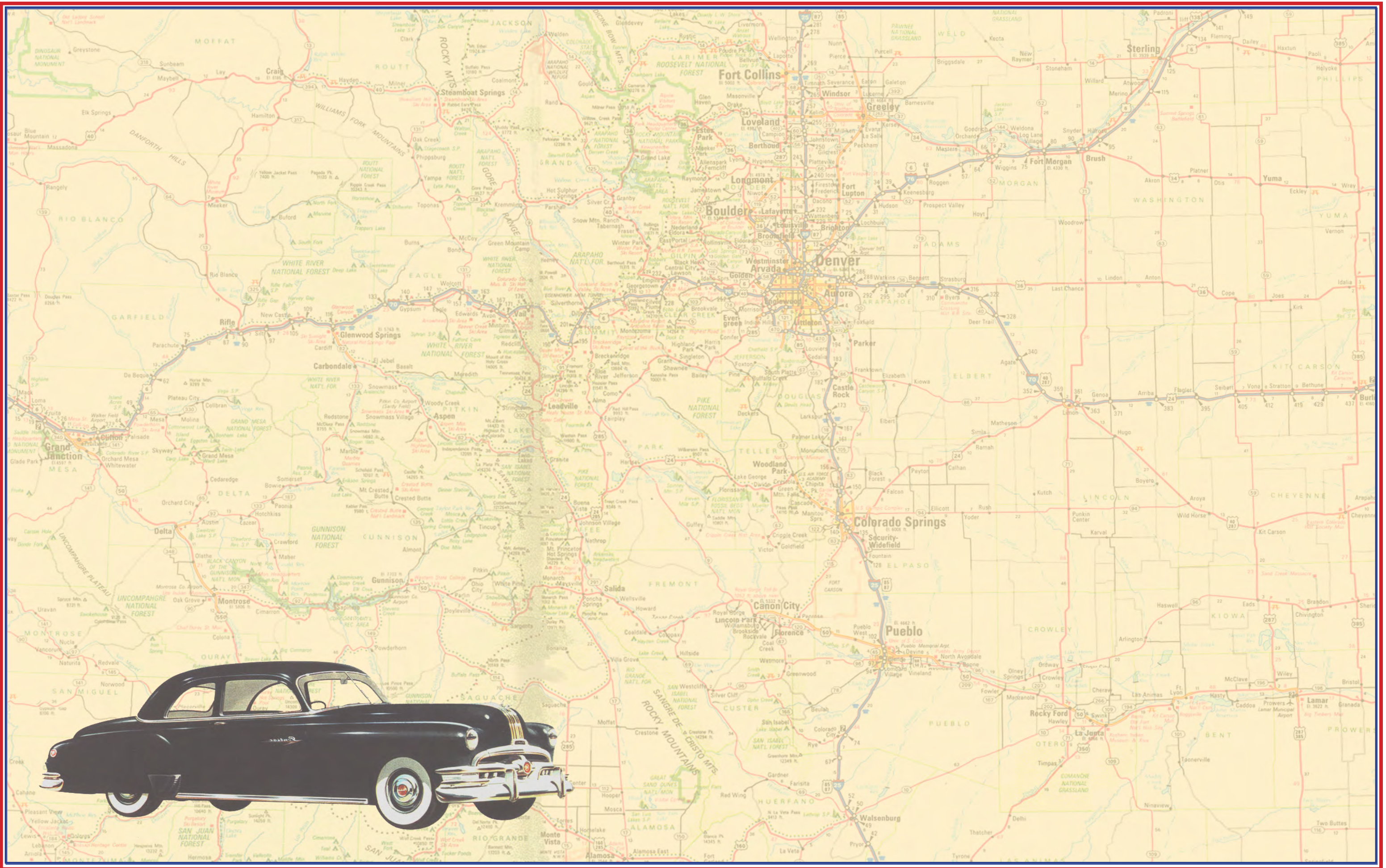


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Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines





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Background



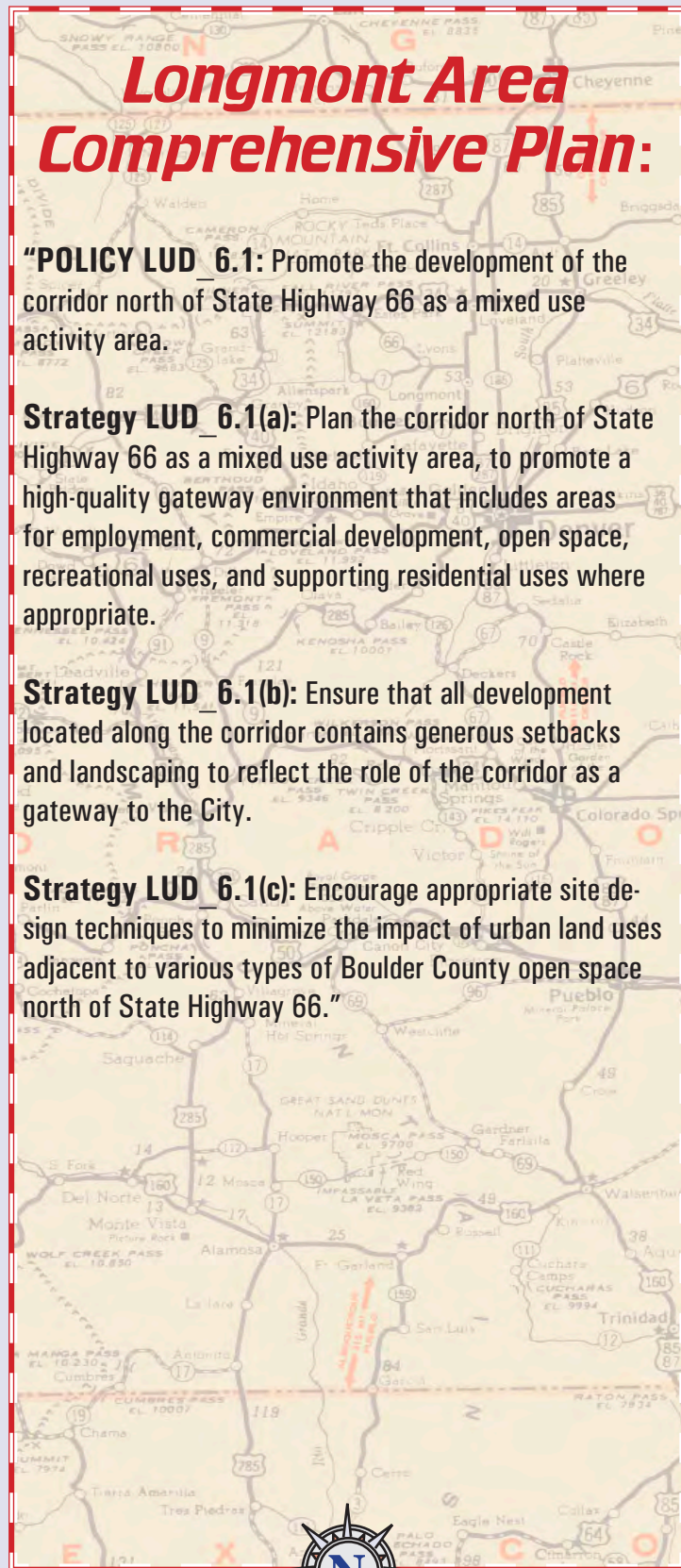
Longmont Area Comprehensive Plan:

"POLICY LUD 6.1: Promote the development of the corridor north of State Highway 66 as a mixed use activity area.

Strategy LUD 6.1(a): Plan the corridor north of State Highway 66 as a mixed use activity area, to promote a high-quality gateway environment that includes areas for employment, commercial development, open space, recreational uses, and supporting residential uses where appropriate.

Strategy LUD 6.1(b): Ensure that all development located along the corridor contains generous setbacks and landscaping to reflect the role of the corridor as a gateway to the City.

Strategy LUD 6.1(c): Encourage appropriate site design techniques to minimize the impact of urban land uses adjacent to various types of Boulder County open space north of State Highway 66."



Introduction

Extending from Colorado's eastern plains through the City of Longmont to the foot of the Rocky Mountains, Highway 66 has served as an important link from the plains to the peaks for over 80 years. Built as part of the Colorado state highway system of the 1920's, Highway 66 serves the entire Front Range and north Longmont as a key east/west linkage.

Highway corridors and the commercial uses that have developed along them have changed over time. In the early years of automobile travel, a two lane rural highway like Highway 66 was served by the occasional "filling station," roadside diner café, or motel providing respite for travelers.



Over time, strip malls or "truck stops" formed along the highway corridors at the edges of town, functional places that mostly provided service, but not places to linger or stay for long.

Today, Longmont's community leaders envision the Highway 66 corridor as a Mixed Use gateway into the city, a place of unique and distinguishing character that would demark the northern entry into the city. Set in a context that holds broad views of Longs Peak and the Front Range, this Mixed Use area would balance commercial and residential uses in a setting wholly unique to Longmont.

Introduction cont'd.

Through adoption of the 2003 Longmont Area Comprehensive Plan Update, the City of Longmont proactively established the Highway 66 Mixed Use Corridor (MUC) along the northern border of Highway 66 from Highway 287 to Hover Road.

The City's Land Development Code also designates the SH 66 corridor as a "Scenic Entryway Overlay District." Within this designation there are specific requirements used to "convey a uniform sense of history, community and design at Longmont's key entryways." The requirements will "overlay" or supplement the applicable standards found in the underlying zoning and will be in addition to the design guidelines contained herein.



Vision

Policies LUD 6.2 and LUD 7.1 of the Comprehensive Plan were written to champion the MUC as a unique gateway into Longmont through innovative site planning trends and emerging development patterns. To implement the vision established within the Comprehensive Plan for the MUC, the City Council appointed a Steering Committee in August of 2005. The Steering Committee's charge was to oversee a public/private process to establish Design Guidelines for the MUC that are functionally compatible with the City's Land Development Code. The committee was also tasked with ensuring meaningful community involvement and oversight in the visioning process for the corridor.

Over the course of several workshops, the Steering Committee identified a number of goals for the Highway 66 MUC as "vision statements." Key among those goals were the following:

- Create a "Gateway" into the City of Longmont
- Preserve views to Long's Peak along Highway 66 and within the MUC to Longs Peak.
- Achieve a balanced mix of uses (entertainment, retail, residential, employment, civic, recreation)
- Establish both regional/destination "anchor" uses (e.g., performing arts, specialty/unique retail, sports venue), as well as a diverse neighborhood experience
- Maintain a strong pedestrian orientation with:
 - Interesting storefronts and landmarks along the street
 - Core "centers" connected by pedestrian ways and streets rather than "strip" development
- Build a Mixed Use area that is unique to Longmont, one that holds a special "Sense of Place"
- Ensure that the MUC is grounded in the goals of the Comprehensive Plan

Background Cont'd.

Vision cont'd.

The Steering Committee then facilitated preparation of the Framework Master Plan (figure A) to form the basis for future roadway alignments, sub-areas, and “activity nodes” within the corridor. The Framework Master Plan was also intended to form the basis for these Design Guidelines by providing the vision and tools to inspire future design and development within the corridor. It was not intended to define the final plan for the area; that will be left to land-owners, developers, and the City to be implemented in the future. The Framework Master Plan required an amendment to the Longmont Area Comprehensive Plan (Note: Ordinance O-2007-49 modified the Framework Master Plan).

When the Longmont City Council established the Highway 66 Mixed Use Corridor, it recognized that this area would become a new and innovative environment, unique within Longmont. It envisioned an active, distinctive, pedestrian-friendly urban environment that would become one of the key destinations in Longmont, and provide a marketable mix of uses that the general public, the development community, and the public sector would welcome. While no two mixed-use development environments are the same, the current trends in mixed-use development are different than those of the past. Today’s successful mixed-use places incorporate the latest uses and building forms, ranging from large scale office or residential buildings to a combination of small retail shops and large format box stores, in a compact, dense, and walkable pattern to a true “sense of place.”

This Framework Plan and Design Guideline document is intended to guide the character of development in this area with the goal of a compact, walkable, environment that supports a variety of uses.

Vision cont'd.

While this location is different than others around the country, some of the principles that characterize successful mixed-use environments include the following:

- A mix of three or more revenue producing uses, that create their own demand, such as,
 - Retail/Entertainment
 - Office/Employment
 - Residential
 - Hotel/Conference
 - Recreation/Cultural/Civic
- An intensity of critical mass
 - Higher density
 - Destination uses
- Integration of Uses,
 - Connected and pedestrian friendly
 - Adjacent or vertical mix of components
 - Shared parking
 - Variety of scales and types of central, public, outdoor spaces and “rooms”
- Context and Plan
 - Authentic character for the location
 - Incorporation of “soft” infrastructure and programming
 - Integrated financial, marketing, and physical plans
- Public Support
 - Zoning and entitlement incentives
 - Smaller scale street standards
 - Financial participation by the municipality (parking, land acquisition, landscape, infrastructure improvements, etc)



Framework Master Plan*



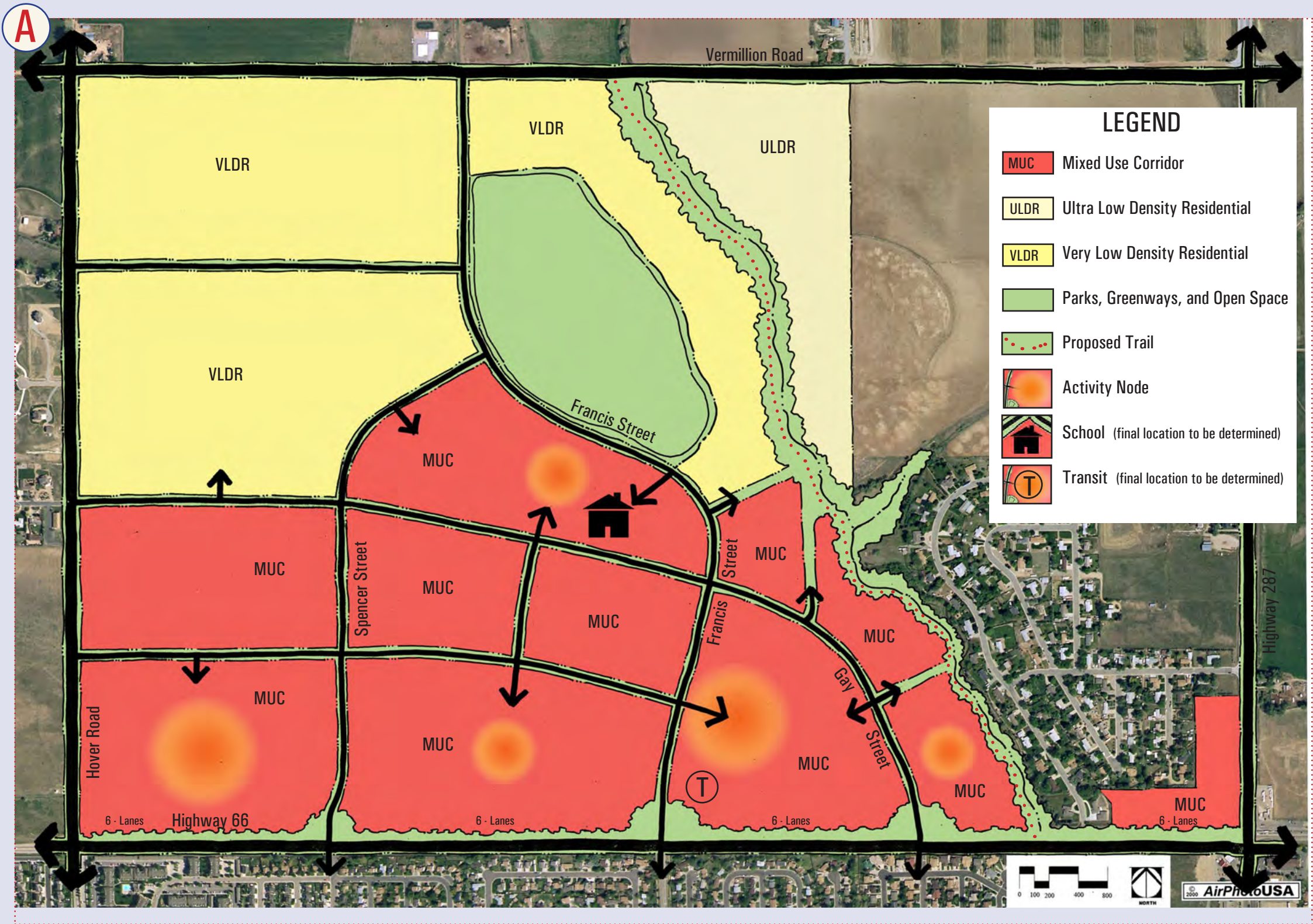
Overview

A number of alternative concept plans were prepared and a preferred alternative was selected by the Steering Committee (Figure 'A'). Within the preferred alternative Framework Master Plan, the neighborhood collectors of Spencer, Francis and Gay Streets are planned to extend to the north of Highway 66 and into the MUC designated corridor with alignments intentionally positioned to focus on and frame views of Longs Peak. These roadway extensions provide a foundation for the interconnectivity of the MUC. It is expected that all modes of transportation will be allowed to circulate and interconnect throughout the corridor from roadway access to bicycle, pedestrian and transit connections.

Also illustrated on the Framework Master Plan is an approximately 40-acre park/open space area identified as an appropriate location for a regional detention pond. This preliminary location for a detention pond facility was identified within a concurrent and preliminary drainage study. The regional storm drainage issues addressed in the parallel, but separate study focus on the northern border of Longmont that is part of a broad drainage basin from which storm water drains into existing, overtaxed storm drainage pipes along Highway 66. To work toward mitigating potential flooding concerns within the core of the City, additional analysis will continue to occur. The future detention will present unique opportunities to integrate important public gathering spaces that could include urban village greens, amphitheaters and recreation fields into a Mixed Use context.

Also identified on the Framework Master Plan is a "place holder" symbol for an elementary school. The ultimate location of schools within the MUC will be based on residential demand, and only if warranted. Similarly, a symbol for a Multi-Modal Transit Center was illustrated within the Framework Master Plan as a "place holder" with the ultimate location to be determined.

The Activity Nodes within the Framework Master Plan are envisioned as areas where a greater concentration of people and development would be expected within an area that would serve as "anchors" for each sub-area. The varying types of Activity Nodes identified for the corridor include retail, entertainment, conference/meeting, recreation, civic/worship/community, and residential neighborhood gathering spaces.



*(Note: Reflects modifications per Ordinance 0-2007-49)

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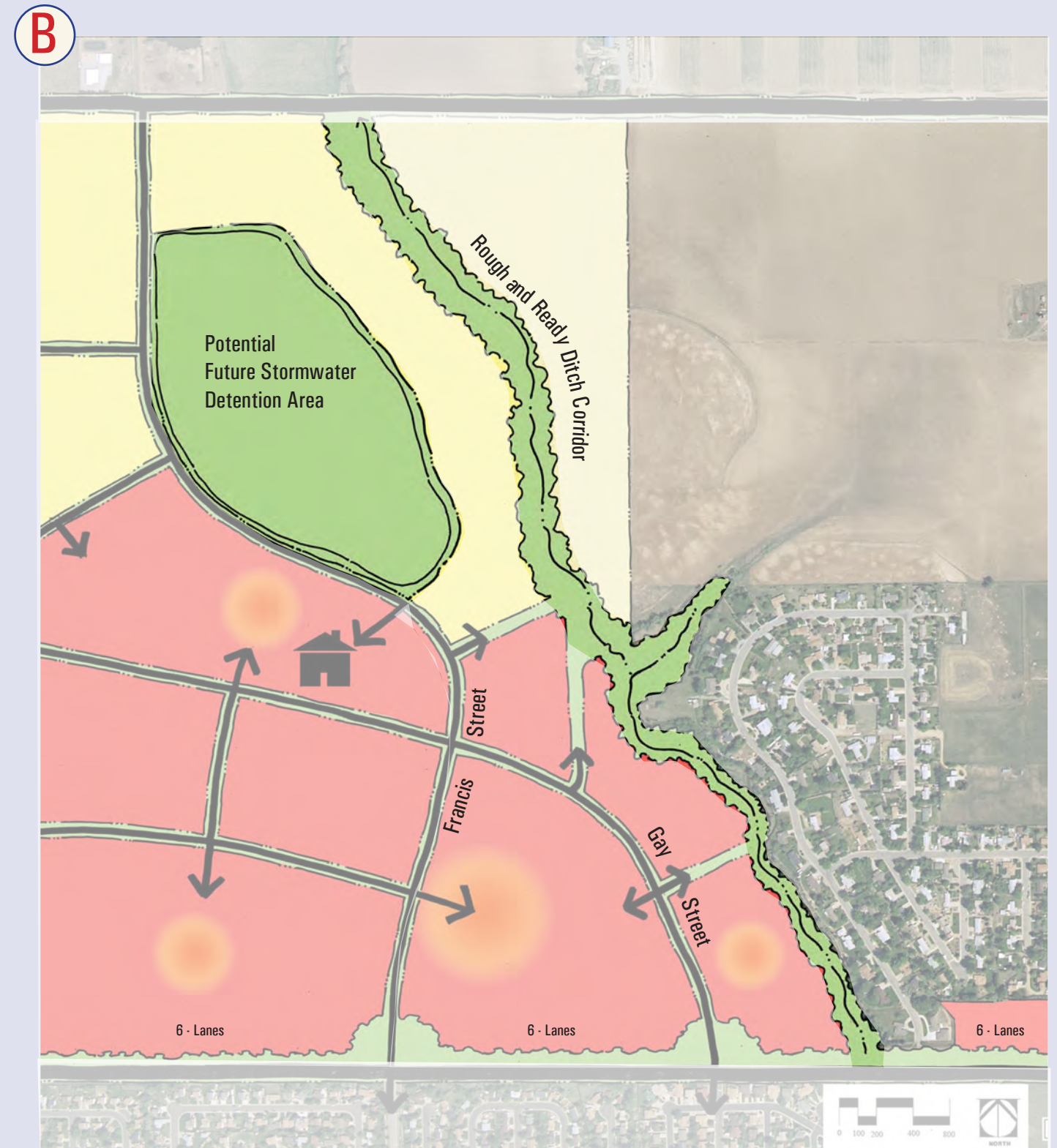
Wildlife and Habitat Preservation

Land within the study area of the Hwy 66 MUC, and further north in the Terry Lake neighborhood, sustains habitat for various species of wildlife (Figure 'B'). Historically, the main portion of this area was used for agriculture, primarily hay and crop land. As the crop land portion of this area develops, special attention should be paid to create habitats where practical, through carefully planned developments. The detention and storm drainage facilities needed to serve this area represent an excellent opportunity to further enhance wildlife habitat in this area.



The natural area created by the north-south corridor of the Rough and Ready ditch system provides habitat for a number of species of wildlife that should be maintained, preserved and where possible, enhanced. The City of Longmont Land Development Code requires detailed wildlife and habitat studies in conjunction with development planning. The City has also recently completed a Wildlife Management Plan that suggests a number of management techniques to preserve and enhance wildlife habitat in the City at appropriate locations.

The Rough and Ready ditch system also presents a pedestrian trail opportunity to serve the residents of this area including the existing Willis Heights subdivision. However, the Rough and Ready Ditch corridor should be primarily maximized as both a wildlife corridor and buffer between Willis Heights and the property to the west. The location of pedestrian trails needs to be carefully planned to protect these principles. Ideally, a north-south trail should be offset an appropriate distance from this corridor and its route altered as appropriate, especially in the most southern increment of the trail. Potential access to the trail from the Willis Heights subdivision needs to be examined carefully to provide access for the subdivision residents to the Mixed Use activities while balancing the important goals of buffering and habitat preservation. More highly detailed buffering techniques, wildlife and habitat preservation setbacks and other design related issues that deal with the natural environment will be prepared in conjunction with annexation and development plans. However, those steps are predicated on the principles of the Design Guidelines and the Longmont Area Comprehensive Plan.



Sub Areas and Activity Nodes

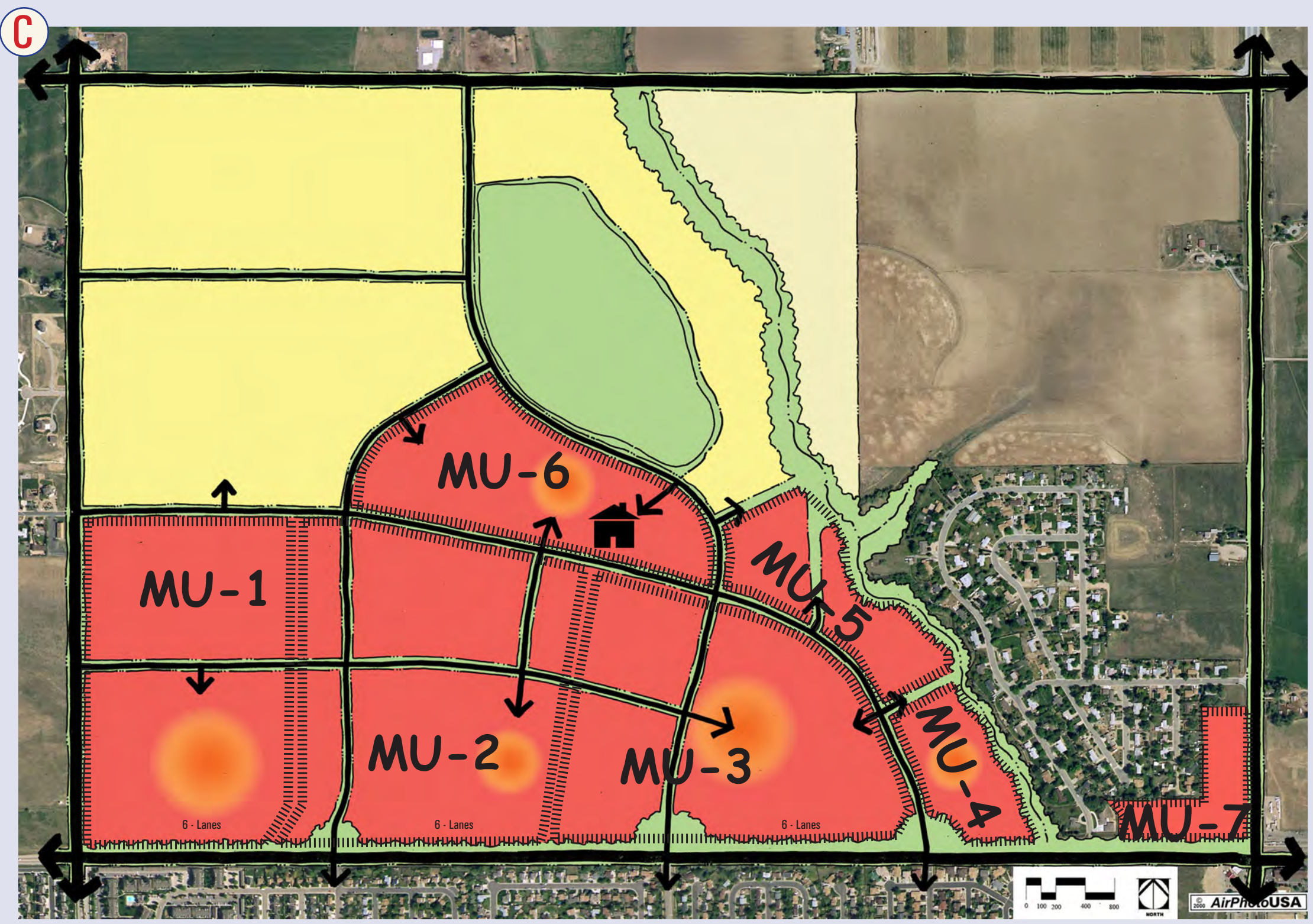
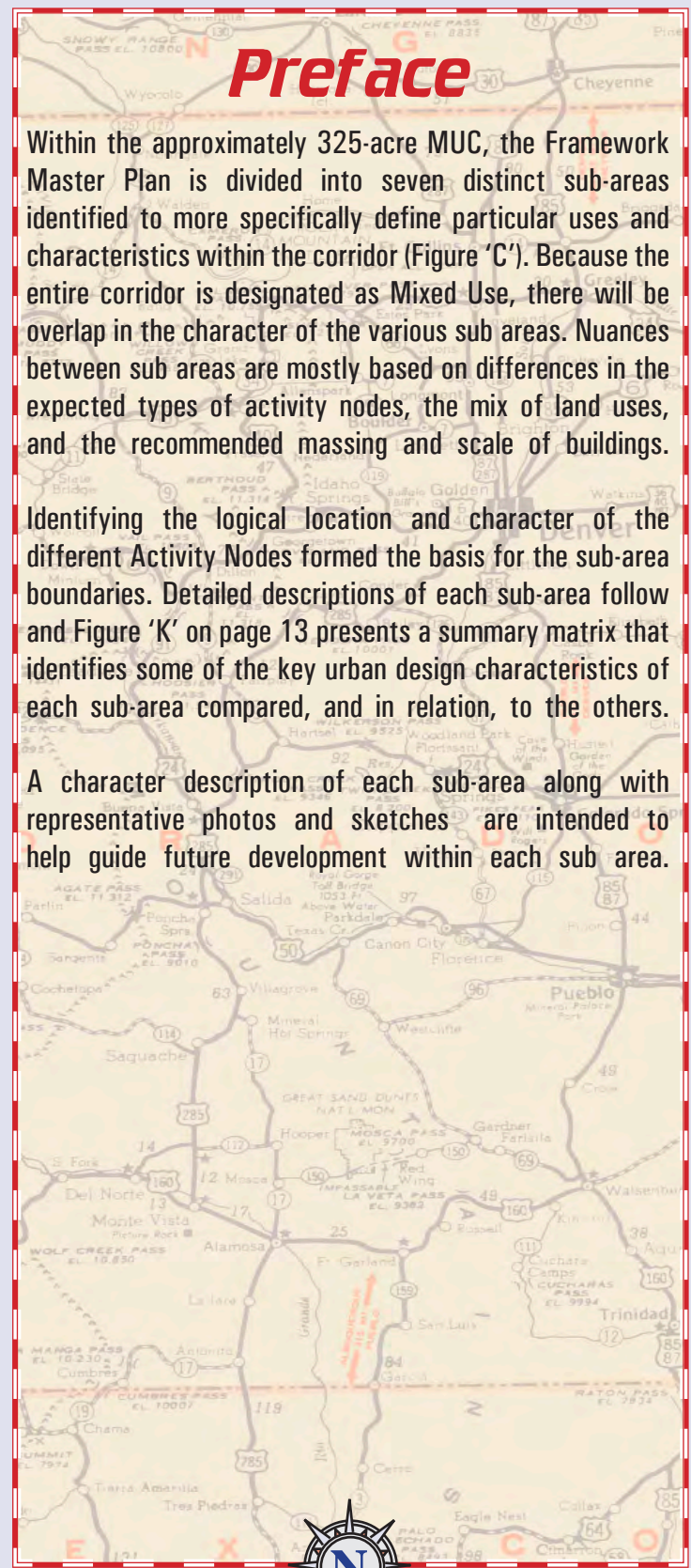


Preface

Within the approximately 325-acre MUC, the Framework Master Plan is divided into seven distinct sub-areas identified to more specifically define particular uses and characteristics within the corridor (Figure 'C'). Because the entire corridor is designated as Mixed Use, there will be overlap in the character of the various sub areas. Nuances between sub areas are mostly based on differences in the expected types of activity nodes, the mix of land uses, and the recommended massing and scale of buildings.

Identifying the logical location and character of the different Activity Nodes formed the basis for the sub-area boundaries. Detailed descriptions of each sub-area follow and Figure 'K' on page 13 presents a summary matrix that identifies some of the key urban design characteristics of each sub-area compared, and in relation, to the others.

A character description of each sub-area along with representative photos and sketches are intended to help guide future development within each sub area.



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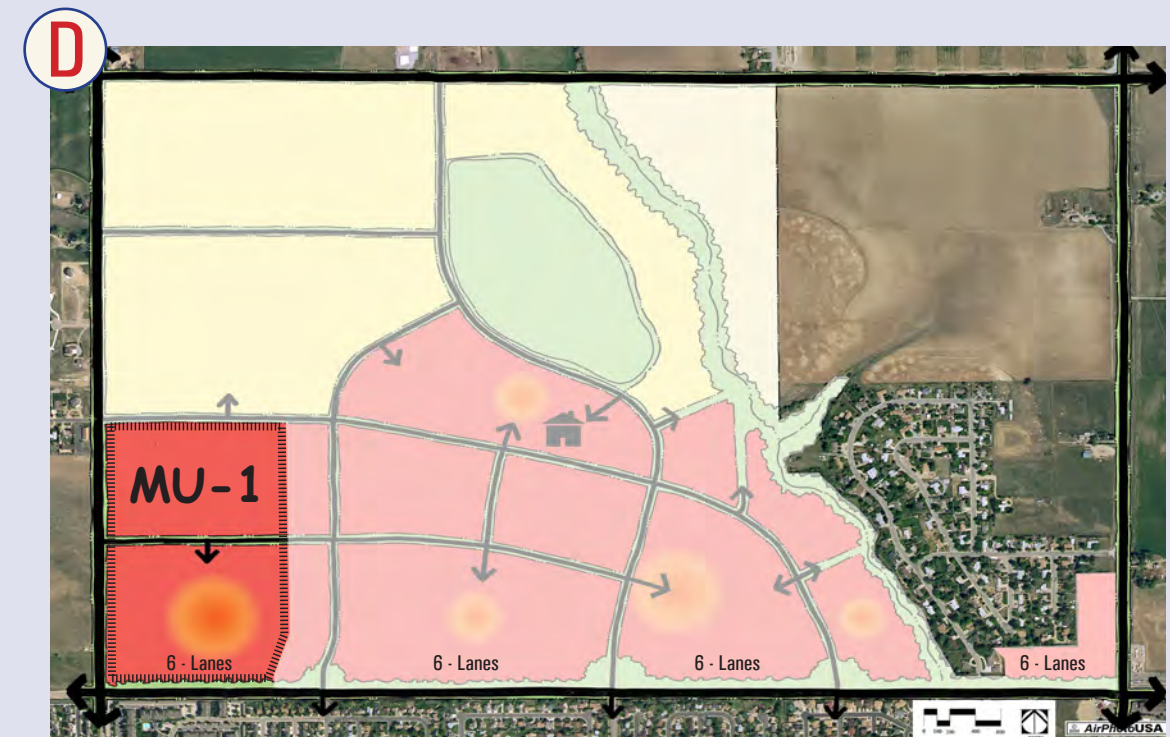
Sub Area MU 1: West Retail Gateway



Sub Area Character

Located at the western-most edge of the MUC near the intersection of Highway 66 and Hover Road, this corner area will demark the western entry into the corridor (Figure 'D'). With strong visibility from the two arterials, this sub-area will introduce the corridor through "gateway" architecture such as corner tower elements or landmark structures to create entry icons. Because of the higher volumes of traffic typical of highways and arterials, this corner is expected to draw larger format retailers in a land use mix that emphasizes commercial and office uses.

To ensure a vibrant land use mix that would encourage a pedestrian environment, higher density residential uses are also envisioned in proximity to the retail and office uses, with densities ranging from four dwelling units per acre up to 25 dwelling units per acre. The maximum Floor Area Ratios (FAR) for office and retail uses would be a 2:1 FAR. To also maintain a human scale, large building masses would be articulated and arranged into smaller building elements to diminish the scale of the buildings. Building heights would include up to a 40-foot maximum with 55-foot architectural elements such as corner towers at key locations. Such heights for architectural elements will require exceptions through the City's Land Development Code. The thoughtful placement of public plazas, pedestrian corridors, courtyards, village greens throughout this area would further enhance the pedestrian experience and establish the rich and varied mixed use environment.



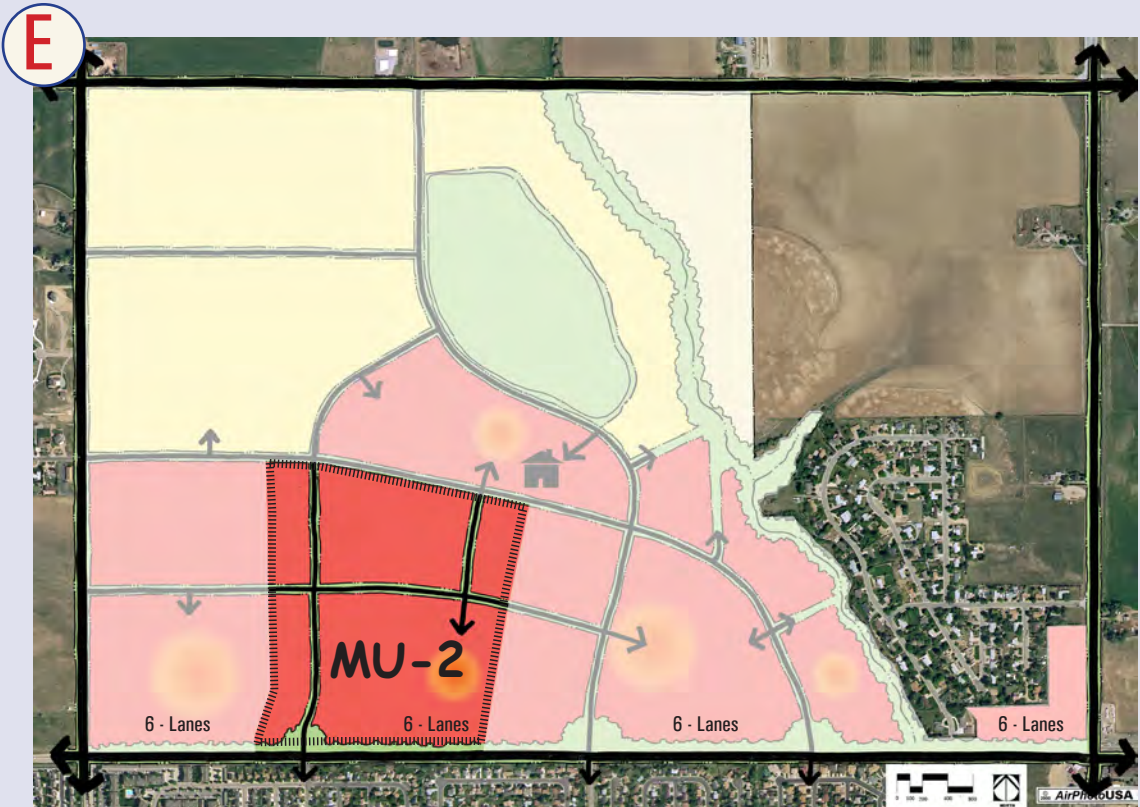
Sub Area MU 2: Mixed Urban Residential Area



Sub Area Character

Envisioned as predominately mixed residential with small service commercial shops, this sub-area will offer a unique, urban-like residential setting within a grid pattern of streets that could wrap a village green (Figure 'E'). Townhomes and apartment buildings of up to 40-foot maximum height and ranging in density from 4 to 25 dwelling units per acre mixed with small lot single family homes would frame the streets. Streetscapes with wide walkways aligned in tandem with street trees and on-street parking would create a highly walkable residential neighborhood. Small neighborhood-serving shops would punctuate corners of this sub-area, with the possibility of a vertical mix of residential and retail in a maximum Floor Area Ratio of 2:1 (FAR).

The future detention ponds within this sub-area offer opportunities to create unique urban green spaces, formal in character but functional in detention and drainage needs. Such a space could offer residents an outdoor gathering room, a space for an impromptu game of Frisbee, or a sunny bench to enjoy morning coffee and a paper. A portion of this sub-area is aligned with the large village green/detention ponds and in this location, the streets and buildings would intentionally frame and capture views of Longs Peak. These village greens, while addressing regional detention needs, are envisioned as park spaces to serve the entire corridor area and beyond. With existing land uses such as a church, a veterinary clinic and several residences, careful site planning would be required to integrate these uses comfortably into the new urban design fabric.



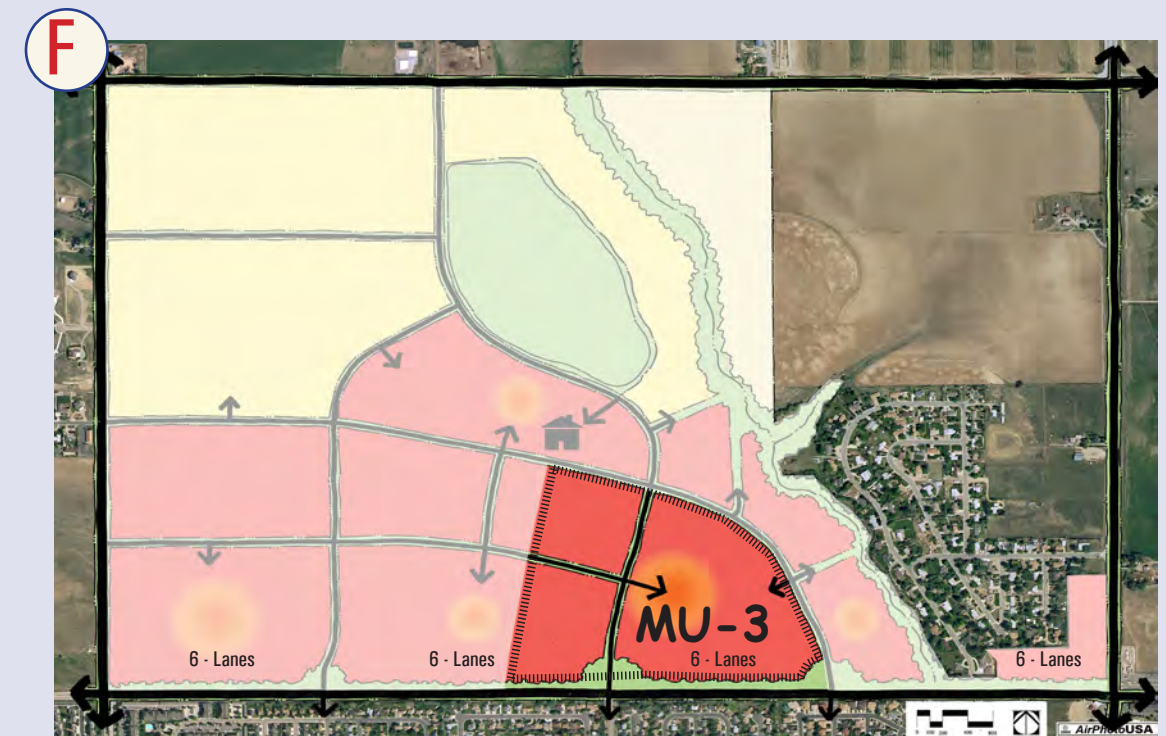
Sub Area MU 3: MUC Hub



Sub Area Character

At the crossroads of the planned extensions of Francis and Gay Streets, this sub-area would bring together the full and varied functions of everyday community living from homes and offices, to entertainment and shopping (Figure 'F'). Anticipated as the main "hub" of the MUC, this sub-area would offer a greater intensity and combination of uses with sidewalk cafes, cinemas, familiar shops, offices and grocery stores, vertically and horizontally mixed with a variety of higher density residential uses. To achieve the envisioned intensity of uses, residential densities are anticipated to range from four to 40 dwelling units per acre and maximum building heights would be up to 40-feet at the center of this sub-area. Floor Area Ratios would be up to a maximum 3:1 FAR with 55-foot architectural elements such as corner towers at key locations.

An entertainment node such as a theater complex would serve as the anchor for this sub-area. Plaza spaces, forecourts and small village greens would be interspersed throughout the sub-area to create and celebrate public spaces. Community activities such as a farmer's market, ice skating rink, festivals and fairs could be key activity generators in this sub-area. Both the architecture and the street would be scaled to the pedestrian. With generous walkways built to the front walls of buildings, storefronts will establish a consistent rhythm with ample window openings to enliven the walking/shopping experience. A transit station could make this sub-area accessible to other areas within the corridor, as well as greater Longmont, bringing in additional "foot traffic." Carefully integrated on-street parking and possible structured parking would encourage and strengthen the notion of "park once" allowing for greater walkability throughout the sub-area. The careful attention to detail, the mingling of varied uses, and the scaling of this sub-area promote and encourage a dynamic atmosphere that establishes this as the core hub of the corridor.

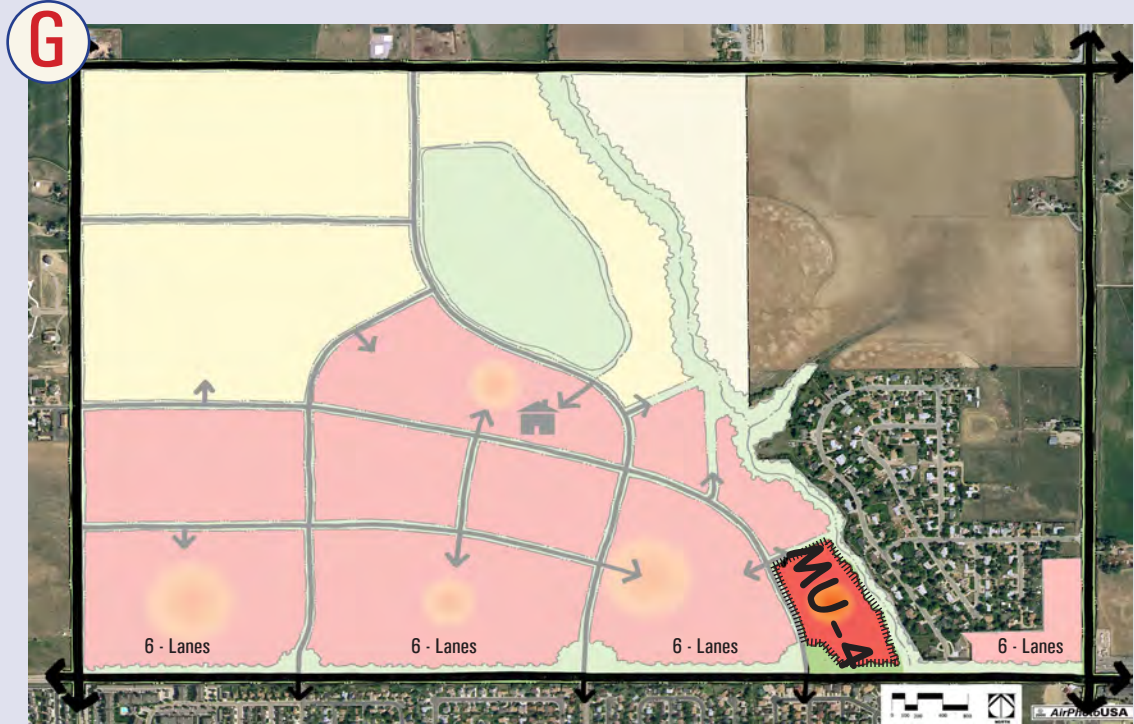


Sub Area MU 4: Cultural/Civic



Sub Area Character

Adjacent to the MUC hub and contained between the planned extension of Gay Street and the eastern edge of the corridor, is an activity node created by the existing LifeBridge Christian Church (Figure 'G'). Located adjacent to the Rough and Ready Ditch corridor, new development would be sensitive to existing residential development east of this sub-area. New development would also be sensitive to wildlife and their habitat along the Rough and Ready Ditch. With a number of amenities currently available as part of the existing church facility including worship space, performance space and indoor/outdoor recreation areas, this sub-area is anticipated to carry on cultural, religious, civic or performing arts oriented uses. Alternatively, the property could be redeveloped to include employment and residential uses. With sensitivity toward existing residential development to the east, densities in this sub-area would range from three to six dwelling units per acre and building heights would be a maximum of 30-feet.



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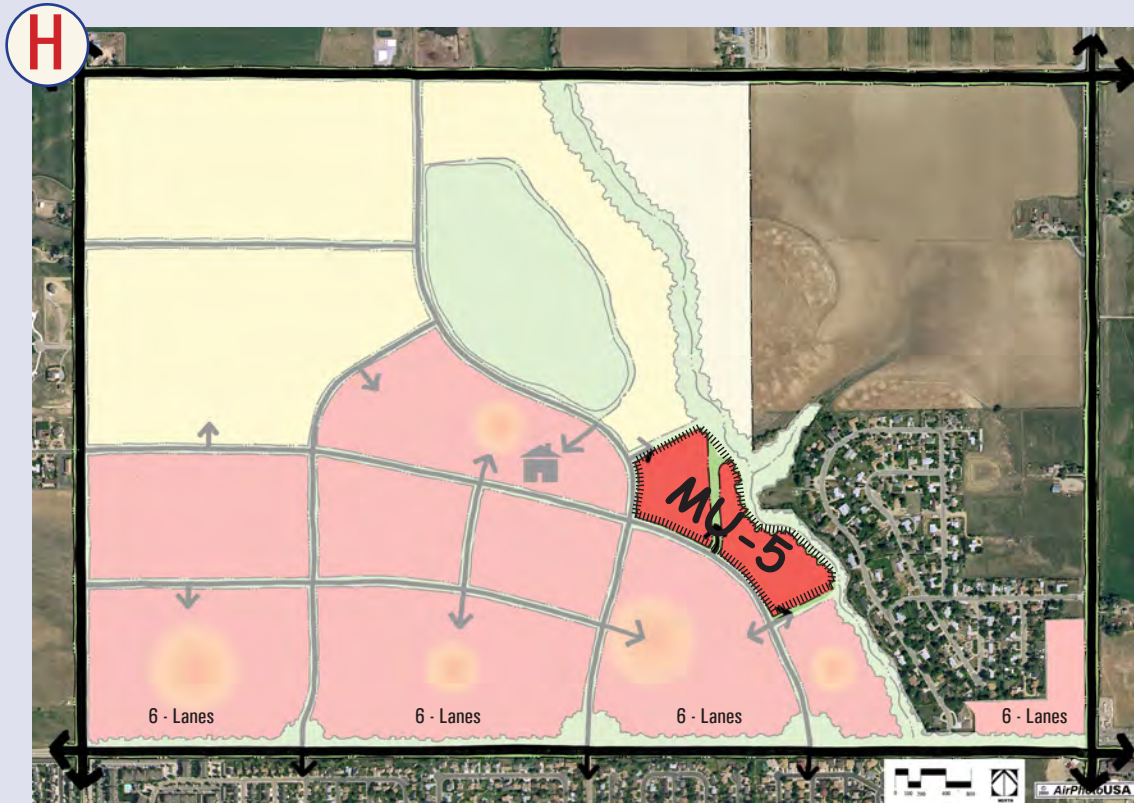
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Sub Area MU 5: Mixed Residential Area East



Sub Area Character

Planned as predominately mixed residential, this sub-area fronts onto the northeast corner of the planned extensions of Gay and Francis Streets (Figure 'H'). This sub-area would maintain a character and scale compatible with the existing residential area, located east of the Rough and Ready Ditch with densities ranging from one to six dwelling units per acre and building heights a maximum of 30-feet or no greater than 2 stories. A planned buffer adjacent to the ditch would offer a linear trail corridor serving both residential areas with the ditch also conveying a corridor for wildlife. New development also would be sensitive to wildlife and their habitat along the Rough and Ready Ditch. Small-scale office or civic uses could be allowed within this sub-area and in scale with the nearby residential area east of the corridor, with a maximum Floor Area Ratio of 0.25:1 FAR.

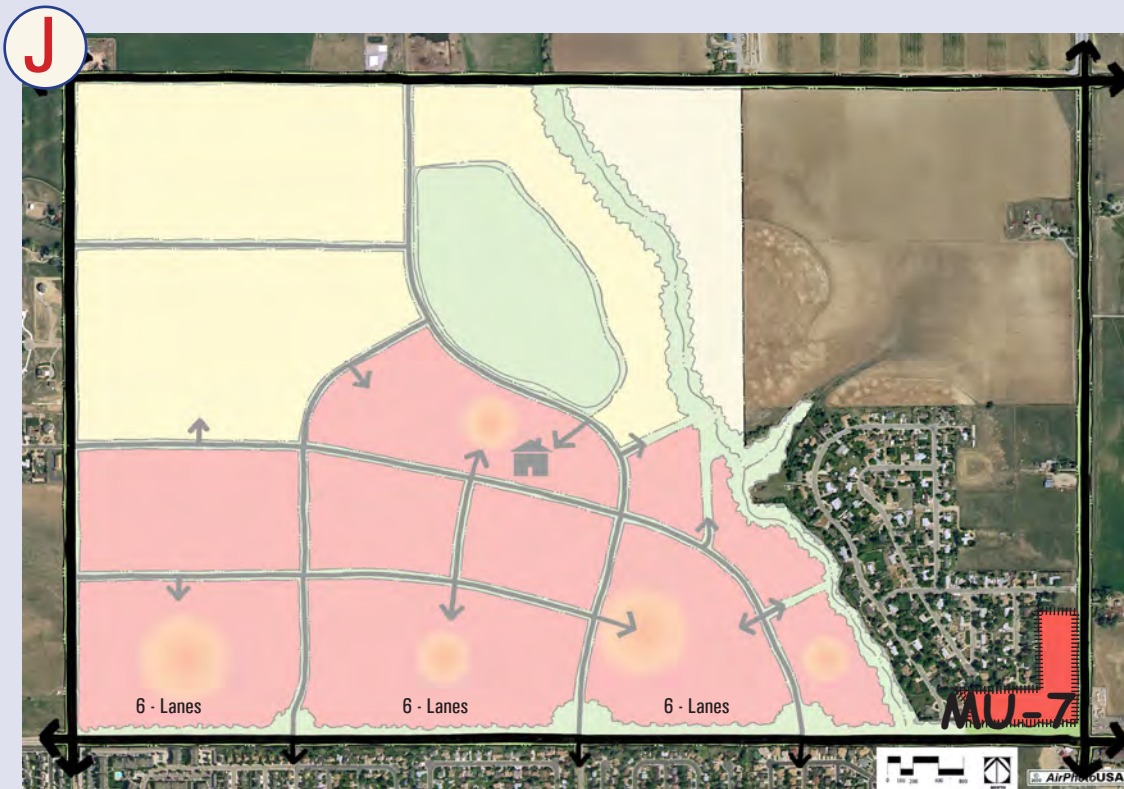


Sub Area MU 7: Gateway Commercial Area

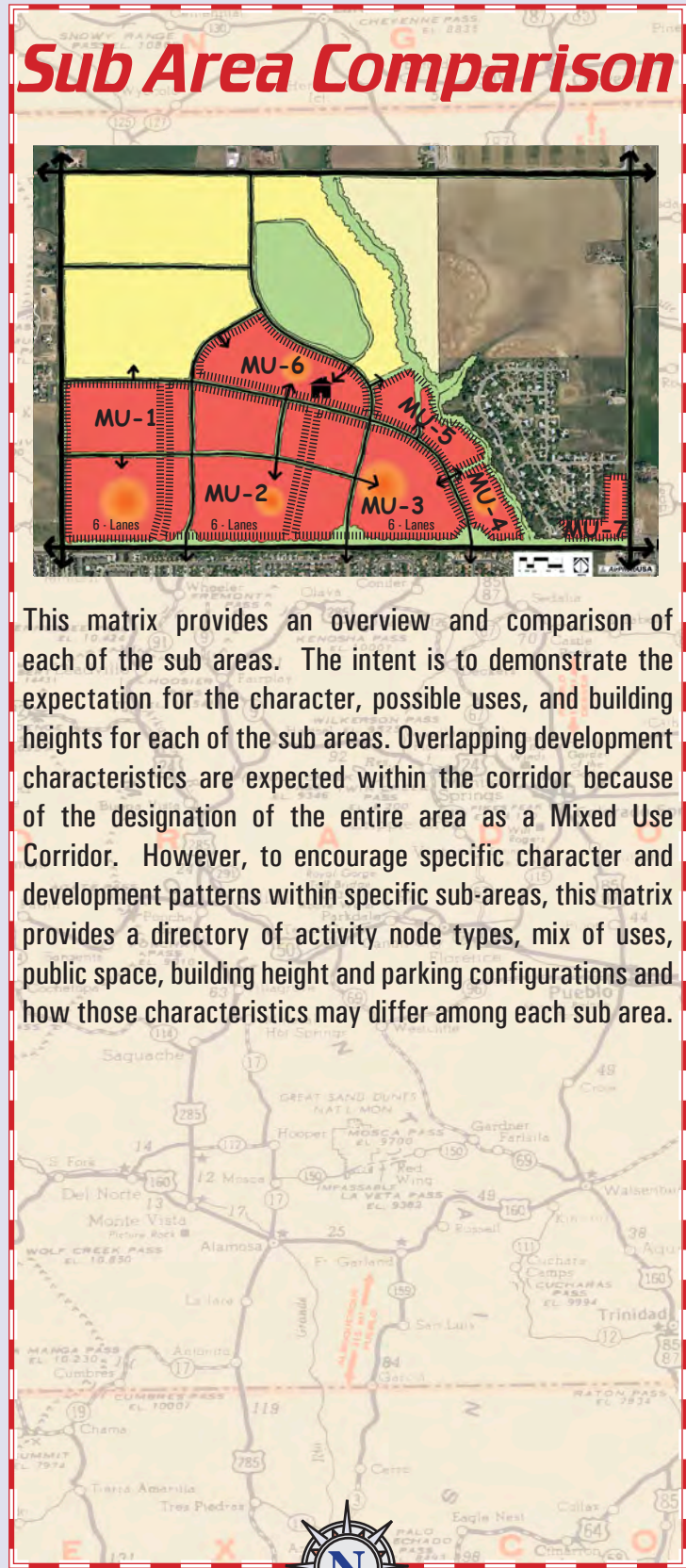


Sub Area Character

This small corner sub-area is slightly removed from the majority of the MUC corridor, but the location represents opportunities to create a northern entry into Longmont (Figure 'J'). Located at the important intersection of Highways 287 and 66, this sub-area could demark entry into the City through the use of "gateway architecture." Using unique architectural features such as a corner tower elements, this sub-area would not only herald arrival into the City but would signal entry into the special Highway 66 corridor. With the narrow, L-shape of land that encompasses this sub-area, a combination of commercial, civic and office would be the most appropriate mix of uses. Opportunities such as a Visitor's Welcome Center would emphasize the entry location and create a draw leading to the mix of uses within the balance of the MUC. Building heights would include up to a 40-foot maximum with 55-foot architectural elements such as corner towers at key locations. Such heights for architectural elements would require exceptions through the City's Land Development Code. Floor Area Ratios for this area would be up to a 2:1 maximum FAR. This area also creates an opportunity to buffer existing residential uses to the west of MU-7 as a sound barrier to Highway 287 and SH 66.



Sub Area District Matrix



K

Sub-Area	Dominant Activity Node(s)	Possible Mix of Uses	Public Spaces	Building Height	Parking Configurations
Sub-Area Mu-1	<ul style="list-style-type: none">Retail EntertainmentOpportunity for Transit	<ul style="list-style-type: none">Horizontal or Vertical MixRetailOfficeResidential	<ul style="list-style-type: none">Front WalkwaysInterior CourtyardsUrban Plaza(s)Village Green(s)	<ul style="list-style-type: none">Predominantly two-storyThree with some Four-story architectural elements to punctuate the area and serve as Gateway Landmarks	<ul style="list-style-type: none">Surface lotsOn-streetStructured
Sub-Area Mu-2	<ul style="list-style-type: none">Internal Village GreenSmall Corner RetailChurch	<ul style="list-style-type: none">Horizontal or Vertical MixResidentialCivicService Commercial	<ul style="list-style-type: none">Public WalkwaysVillage Green(s)	<ul style="list-style-type: none">Predominantly two-storyUp to three stories	<ul style="list-style-type: none">Garages/DrivewaysSurface LotsOn-streetStructured
Sub-Area Mu-3	<ul style="list-style-type: none">EntertainmentRetailOpportunity for Transit	<ul style="list-style-type: none">Horizontal or Vertical MixEntertainmentRetail: No ConventionalOfficeResidentialHotelCultural	<ul style="list-style-type: none">Public PlazasVillage Green(s)Sidewalks/Streets	<ul style="list-style-type: none">Two to three storiesLimited Three to Four-story architectural elements as Landmarks	<ul style="list-style-type: none">Surface lotsOn-streetStructured
Sub-Area Mu-4	<ul style="list-style-type: none">Conference/Meeting/Performing ArtsChurchService Commercial	<ul style="list-style-type: none">Horizontal MixCivicCulturalOfficeResidential	<ul style="list-style-type: none">Village Green(s)Indoor and OutdoorTrail Corridor within Ditch Buffer	<ul style="list-style-type: none">Two stories maximum	<ul style="list-style-type: none">Surface lotsOn-streetStructured
Sub-Area Mu-5	<ul style="list-style-type: none">Neighborhood Gathering	<ul style="list-style-type: none">Mixed ResidentialSmall Scale OfficeCivic	<ul style="list-style-type: none">Pocket ParksTrail Corridor within Ditch Buffer	<ul style="list-style-type: none">Predominantly one and two-story, three-story maximumTwo stories maximum east of sewer line eastment	<ul style="list-style-type: none">Garages/DrivewaysSurface LotsOn-street
Sub-Area Mu-6	<ul style="list-style-type: none">Neighborhood GatheringAdjacent Open/Space ParkService Commercial	<ul style="list-style-type: none">Mixed ResidentialService Commercial /RetailCivic	<ul style="list-style-type: none">Neighborhood ParksPocket ParksAmbient Neighborhood Streetscape	<ul style="list-style-type: none">Predominantly one and two storyThree story maximum	<ul style="list-style-type: none">Garages/DrivewaysSurface LotsOn-street
Sub-Area Mu-7	<ul style="list-style-type: none">Gateway Commercial	<ul style="list-style-type: none">Commercial/RetailOfficeCivic	<ul style="list-style-type: none">Front WalkwaysInterior CourtyardsUrban Plaza(s)	<ul style="list-style-type: none">Predominantly two storiesThree-story architectural elements as Gateway Landmarks	<ul style="list-style-type: none">Surface lotsStructured

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Sub Area ULDR and VLDR: Ultra and Very Low Density Residential



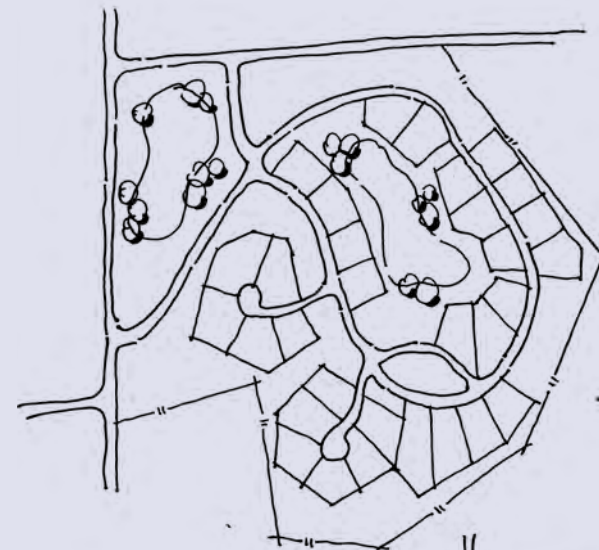
Sub Area Character

North of the Mixed Use Corridor, the area is designated as Ultra Low Density Residential (ULDR) and Very Low Density Residential (VLDR) with an overall density not to exceed one dwelling unit per five acres and one dwelling unit per acre respectively. The residential development is to be located in appropriate areas and clustered to preserve natural features, mountain views, and contiguous open space. By locating residences in clusters, the goal is to preserve sensitive areas and natural features through the concentration of residential development in areas that are best suited for building.

Cluster development creates common open space, in contrast with other forms of neighborhood development in which open space is incorporated in privately owned lots. Cluster development arranges streets and homes with sensitivity to natural features, habitat, and view corridors. Cluster developments have been found to reduce infrastructure costs, preserve sensitive areas, increase overall neighborhood connectivity, and create more usable common areas.

The overall density of ULDR is not to exceed one dwelling unit per five acres. The overall density of VLDR is not to exceed one dwelling unit per acre. Higher density development shall be concentrated near the MUC to the south and transition to lower densities to the north. Clusters should be oriented toward the MUC. Residential lots should be clustered away from Vermillion Road and away from the Rough and Ready Ditch. The Rough and Ready Ditch shall be buffered from residential lots to protect the wildlife corridor. Residential lots should cluster towards the proposed regional detention pond but not solidly surround it.

Between the proposed detention pond and the Rough and Ready Ditch residential development should be similar to that being developed east of the ULDR on the Wood Brothers' Property. There should be connectivity between clustered development and the MUC and between the clusters of residential development when it is appropriate.



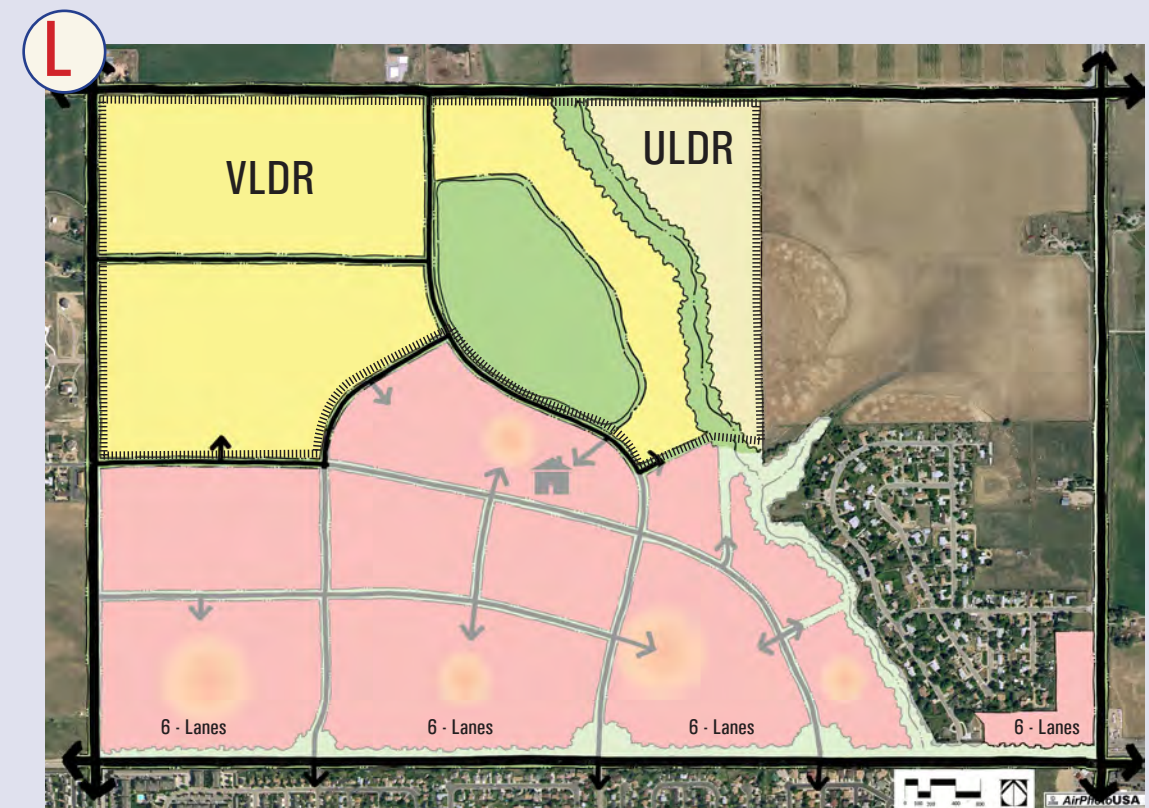
Cluster Neighborhood



Conventional Neighborhood

Some characteristics of cluster development include:

- Concentrations of residential development in higher densities on the land best suited for building, away from sensitive lands
- Compact groupings of homes oriented to open space
- Reduced roadway and infrastructure impacts
- Common open space amenities in lieu of open space being incorporated into private lots
- Public access to open space from streets and pedestrian corridors.



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August 30, 2006 (Modified on June 12, 2007)

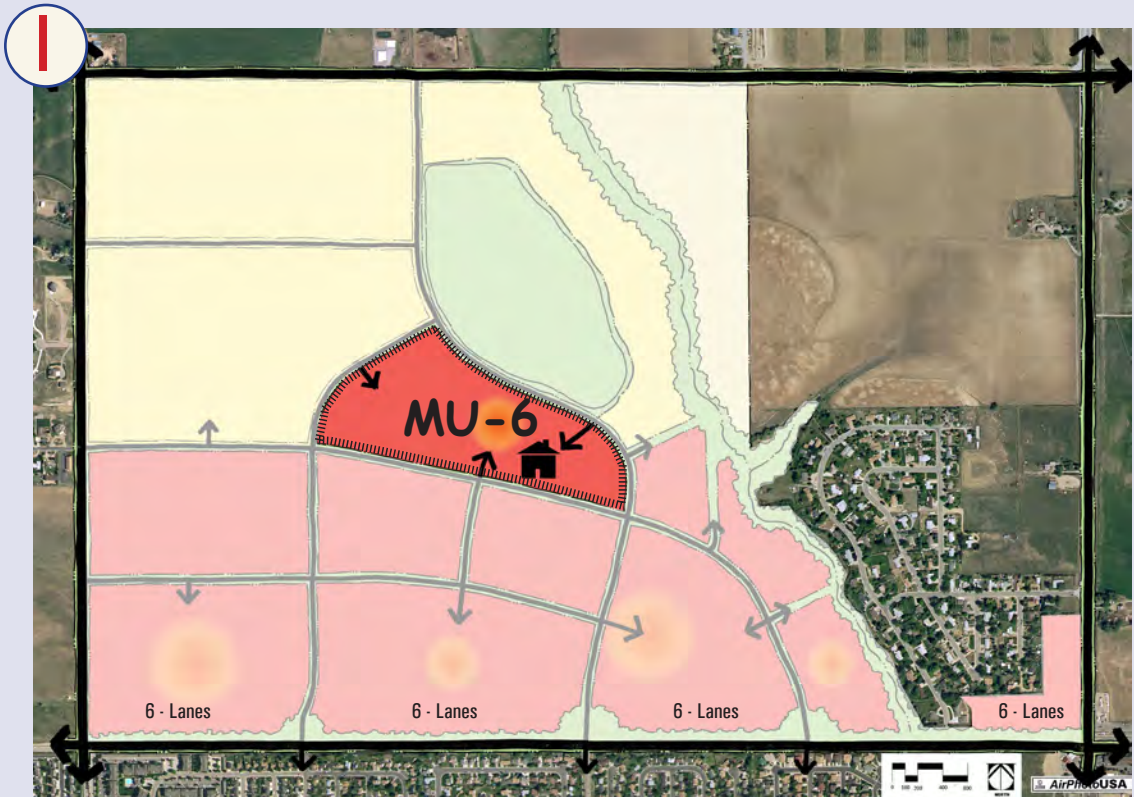


Sub Area MU 6: Mixed Residential Area West



Sub Area Character

Planned as a predominantly mixed residential area, this sub-area would take advantage of the close proximity to the large, adjacent planned neighborhood park space (Figure 'I'). The approximately 40-acre neighborhood park space north of this sub-area would be established to address regional drainage/detention needs as well as for the neighborhood's recreation. While this neighborhood park space could accommodate necessary floodwaters from storm events it could also accommodate ball fields, "sunken" gardens, polo fields or other amenities serving the mixed residential area as well as the community at large. Residential lots are encouraged to front architecture onto the neighborhood park. A variety of residential types are envisioned for this sub-area from medium density attached residential, at six dwelling units per acre, to small lot single family residential, and larger lot residential at one dwelling unit per acre. The larger lot residential would help to transition the MUC to the lower density residential uses planned to the north. It is also envisioned that this sub-area could accommodate small neighborhood serving retail uses with a maximum Floor Area Ratio of 0.5:1 FAR along with neighborhood gathering space parks as activity nodes.



SECTION I: Design Guidelines Introduction

City Regulations Prevail: I - 1

Preface: I - 1

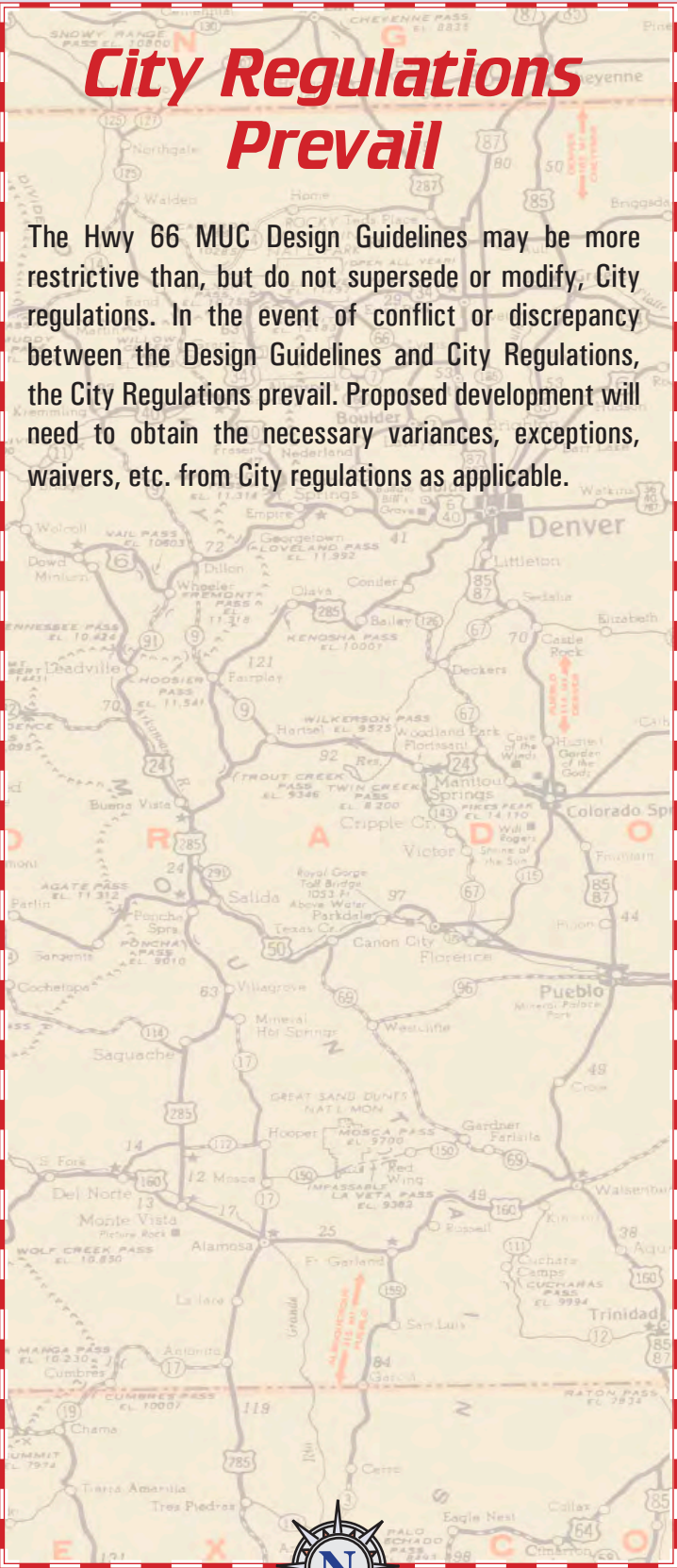
Purpose and Intent: I - 1

Who Uses These Guidelines: I - 1

How the Design Guidelines are Organized: I - 1



Design Guidelines Introduction



The Hwy 66 MUC Design Guidelines may be more restrictive than, but do not supersede or modify, City regulations. In the event of conflict or discrepancy between the Design Guidelines and City Regulations, the City Regulations prevail. Proposed development will need to obtain the necessary variances, exceptions, waivers, etc. from City regulations as applicable.

Preface

A successful development depends on setting, view corridors, amenities, environmental sensitivity, and the economic market. The physical appearance of the site, architecture, and landscape is also critical to the success of any community. Achieving a healthy and vibrant image is the goal of these guidelines. They advocate a strong and consistent community design vision for the Highway 66 Mixed Use Corridor (MUC), with architecture and landscaping that is reflective of the Colorado region. These Design Guidelines are intended to help implement the broad vision and development values for the Highway 66 MUC into the future, but do not constitute regulations for development within the MUC. To ensure that the recommendations of the guidelines are achievable, these guidelines are intended to be functionally compatible with, and a supplement to, the City of Longmont Development Code (LDC). Because ultimate buildout may not occur for a number of years into the future, the intent of the guidelines is to maintain flexibility and responsiveness to market conditions over time while still providing the vision and ground rules necessary for a successful development style that would span the years.

Purpose and Intent

These Design Guidelines provide people with a clear statement of the design Principles and Guidelines for development within the Highway 66 MUC. The description of design Principles, coupled with specific Design Guidelines is intended to assist in the identification and implementation of a strong, consistent design direction and level of quality. In addition, a variety of graphic images have been assembled to assist in the design of creative and aesthetically pleasing mixed use commercial and residential sites, buildings, and landscapes.

The intent of these guidelines is to encourage creative individual site planning, architectural, and landscaping statements, that when viewed as a whole, produce an equally outstanding community environment.

Who Uses These Guidelines

These design guidelines are to be used by parcel developers and builders (and their consultants) and the City, in developing new commercial and residential projects within the Highway 66 MUC.

How the Design Guidelines are Organized

This Document is divided into seven major components that include:

1. Introduction

The Introduction component outlines the Purpose and Intent of the Design Guidelines, and describes how the document is organized and who are the ultimate users.

2. Site Planning

The Site Planning Component includes Principles and Guidelines which relate to such topics as Building Siting and Orientation, Blocks, Streets, and Parking. The intent is to create a pedestrian friendly environment that is well connected and integrated. Various elements have been identified for all anticipated land uses to achieve this desired goal.

3. Traditional Mixed Use Commercial

The Traditional Mixed Use Commercial Design Guidelines Section relates to traditional street-adjacent buildings and associated formal urban open space. Design Principles and Guidelines related to Architecture and Landscaping have been specifically tailored to address issues pertinent to traditional mixed use developments that exhibit an urban sensibility. Specific components contained within this section include:

Architecture - The Architecture component is concerned with traditional mixed use commercial storefronts that frame and enclose the streetscape in a formal manner. This component deconstructs the traditional commercial storefront into three basic elements that include the building base (that anchors the building to the ground plane), middle (composed of storefront display windows and upper-story facades), and the roof cap. This component encourages form-giving elements, such as tower elements, articulated building corners, awnings, and canopies that create visual relief to traditional street walls.

Landscape Architecture - The Landscape Architecture component contains design Principles and Guidelines tailored to addressing specific landscape issues related to an urban environment.



Design Guidelines Introduction



4. Conventional Commercial

This section relates to Conventional Commercial developments and includes design Principles and Guidelines related to Architecture and Landscape Architecture. The intent of this section is to encapsulate all relative design information pertaining to Conventional Commercial developments designed to successfully balance the placement of buildings with on-site parking and open space features. Specific elements contained within this Section include:

Architecture - The Architecture component is concerned with creating a consistent design theme for all buildings within a commercial center, while orchestrating building elements such as building massing, roof form, storefront elevations, side and rear elevations, and building entrances. Of particular concern is the deconstruction of Grocery Store and Large Format architecture, with the intent of creating stand-alone buildings that exhibit four-sided architecture, creating visual interest.

Landscape Architecture - The Landscape Architecture component is intended to address issues related primarily to site perimeter, building, and parking lot landscaping. Specific design criteria are provided to ensure that building facades are softened through the use of landscaping. In addition, landscape guidelines are included to ensure that large expanses of pavement are mitigated through the use of landscape medians and islands.

5. Single Family Attached and Multi Family Housing

This section relates to Single Family Attached and Multi-Family units and includes design Principles and Guidelines related to Architecture.

The intent of this section is to create a document that contains all relevant design information related to attached residential products. Specific elements contained within this section include:

Architecture - The Architecture component describes the various architectural characteristics and details that comprise the single family attached or multi-family building. The Architecture component provides design solutions related to both Traditional and Conventional attached architecture, and addresses issues that range from Building Massing and Roof Form to Recessed Entries and Covered Porches.

6. Single Family Detached Housing

The Single Family Detached Residential Design Guidelines Section relates to single family detached homes and is designed to be all encompassing, containing design Principles, Guidelines, and Standards related to Architecture and Landscaping. The intent is to create a self-contained section, which encompasses all relevant design information primarily catering to the production homebuilder. Specific elements contained within this section include:

Architecture - The Architecture component is concerned with the style, design, and aesthetics of the single family detached home. The component deconstructs the single family detached home into a series of architectural elements (e.g., Building Massing; Roof Form; Façade Articulation; and Building Materials) and applies Principles, Guidelines, and Standards tailored to addressing specific design issues.

7. Alternative Compliance Section

These guidelines cannot anticipate all potential scenarios for design and development. In the event an applicant wishes to deviate substantially from the guidelines, the following shall be considered:

- The proposed alternative results in benefits to the community that are equivalent or better than the subject guidelines.
- The proposed alternative achieves the Mixed Use goals and policies of the Comprehensive Plan to the same or better degree than the current guidelines.
- The proposed alternative achieves the intent of the subject design guidelines to the same or better degree than the subject guidelines.

Alternative compliance shall apply to the specific site for which it is considered, and does not establish a precedent for other locations.

SECTION II: Site Planning

Building Siting, Orientation, and Blocks: II - 1

Streets, Transit, Pedestrians, and Parking: II - 3



1. Building Siting, Orientation and Blocks



Principles

1

Emphasize pedestrian-orientation in site planning using appropriately- scaled blocks, building placement, and interconnectivity.

2

Develop an efficient pattern of buildings and open spaces to concentrate activities, rather than dispersing them in a manner that requires greater automobile dependency.

3

Site buildings to frame the streetscape and encourage people-oriented activities along the sidewalk.

4

Locate and orient buildings to complement the orientation of adjacent development.

5

Site satellite buildings at higher intensity corner locations.

6

Site buildings to create meaningful pedestrian-oriented open spaces (e.g., courtyards, greens, plazas, and squares).

1. Traditional Mixed Use Commercial

II.1.1.1 Coordinate and comprehensively plan the siting of buildings to provide order and compatibility, avoiding jumbled or confusing development patterns.

II.1.1.2 Arrange buildings to frame the street or pedestrian corridor within a development site.

II.1.1.3 Site buildings to reasonably respond to solar, wind, and other climactic factors.

II.1.1.4 Locate stand alone satellite buildings at site entrances to frame the street, “announcing” entry into the MUC.

a



II.1.1.5 Site buildings adjacent to sidewalks to frame and enclose the main core activity nodes within each sub-area (figure a)

II.1.1.6 Site buildings so that their primary orientation complements adjacent development.

II.1.1.7 Site buildings to frame and enclose formal open space areas such as plazas, squares, greens, and forecourts.

II.1.1.8 Orient streets to terminate vistas or view axis at important civic or community buildings especially in areas identified as Activity Nodes within each sub-area.

II.1.1.9 Place higher intensity tower elements to terminate street axis vistas.

1. Traditional Mixed Use Commercial cont'd

b



II.1.1.10 Orient building entrances, associated forecourts, and plazas toward the roadway, as opposed to parking areas (figure b).

c



d



II.1.1.11 Orient buildings to frame pedestrian corridors and streets, parking areas, public spaces, and on-site amenities (figures c and d).

II.1.1.12 Place buildings adjacent to front property lines at activity node locations (figures a, b, and d).

II.1.1.13 Use buildings to frame the streetscape, based upon the following guidelines:

- Percentage of buildings to be located at the build-to line: eighty percent
- Percentage of building that may be placed within ten feet of the build-to line: twenty percent

II.1.1.14 Provide interconnected streets and blocks for all developments, unless intervening drainageways or other stormwater detention facilities inhibit connections.

1. Traditional Mixed Use Commercial cont'd

e



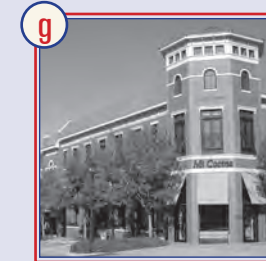
f



II.1.1.15 Design individual block faces to be a minimum of 200 feet long and a maximum of 600 feet long. A mid-block pedestrian passageway should be provided for blocks exceeding 400 feet (Figure f).

II.1.1.16 Preserve views toward Longs Peak by orienting roadways, pedestrian pathways, or open space corridors east-west.

g



h



II.1.1.17 Orient “sentinel” buildings at roadway corners and site entrances designed to “announce” entrance into the MUC (figure g and h).

II.1.1.18 Discourage long, “barracks-like” strip commercial configurations.

II.1.1.19 Establish public outdoor gathering plazas or greens, 6,000 sf or greater in size, at a frequency of 1200’ in all directions in traditional, mixed use commercial context.

II.1.1.20 Establish at least one public outdoor gathering plaza or green, 30,000 sf or greater in size per Sub-Area.



1. Building Siting, Orientation and Blocks cont'd



Principles cont'd.

7

Establish areas of higher-intensity development at site access points designed to “announce” entrance into the MUC.

8

Locate Activity Nodes within each sub-area of the MUC (as defined on the Sub-Area diagram) to promote a greater concentration of pedestrian activity in these locations.

9

Coordinate all infrastructure and utility design and location with utilities providers to balance function and desired aesthetic character of the plan with efficient maintenance of the utilities.

2. Conventional Commercial

II.1.2.1 Locate “gate post” satellite pad site buildings at street intersections designed to anchor the corner.

II.1.2.2 Locate in-line retail buildings to create and frame plazas and courtyards creating meaningful urban open space, that is pedestrian friendly.

II.1.2.3 Orient freestanding satellite pad site building storefronts towards the street or urban open space areas such as plazas and courtyards.

II.1.2.4 Avoid siting buildings that result in leftover, awkward, and unusable urban open space areas.

II.1.2.5 Link urban open space areas, such as plazas and courtyards, to pedestrian sidewalks and walkways.

II.1.2.6 Design entrance points to align with on-site focal points such as landmark towers and urban open space.

II.1.2.7 Do not “wall-off” commercial sites from surrounding land uses.

II.1.2.8 Provide connectivity between the in-line retail site and adjacent land uses.

II.1.2.9 Segment large parking lots into smaller courts enclosed and framed by tree rows designed to minimize the perceived scale of the total parking area.

II.1.2.10 Locate loading docks, trash enclosures, and service areas out-of-view from adjacent roadways, pedestrian walkways, and urban open space amenities.

II.1.2.11 Provide separate parking areas for delivery trucks and service vehicles located away from parking lots and pedestrian walkways.

3. Multi-Family and Single Family Attached

II.1.3.1 Cluster buildings to create meaningful and usable open space areas on single family attached and multi-family site plans.

II.1.3.2 Do not encircle single family attached and multi-family projects with parking stalls and drive aisles. Parking should be located in individual pods or small, defined parking courts.

II.1.3.3 Do not “wall-off” single family attached and multi-family projects from adjacent neighborhoods. Integrate single family and multi-family projects both physically and visually.

II.1.3.4 Vary multi-family building setbacks to promote streetscape variety.

II.1.3.5 Prevent long and narrow corridors between units by providing separations between single family attached buildings and multi-family buildings.

II.1.3.6 Compose single family attached and multi-family buildings of simple yet varied planes to assure compatibility and promote variety in overall building forms.

4. Single Family Detached

II.1.4.1 Site single-family detached homes to create streetscape variety and visual interest. Discourage subdivisions of seemingly identical homes sited with no variation on long, uninterrupted streets.

II.1.4.2 Site single-family detached homes to mitigate garage impacts along the streetscape by varying their locations and orientations and provide combinations of recessed, front, side and rear-loaded garages.

II.1.4.3 Stagger the siting of single family homes and garages relative to the street to create different patterns of buildings and increase streetscape variety.

II.1.4.4 Minimize building setbacks from public and private streets as densities increase, while maintaining privacy.

II.1.4.5 Consider different setbacks to reflect different product types within the neighborhood.

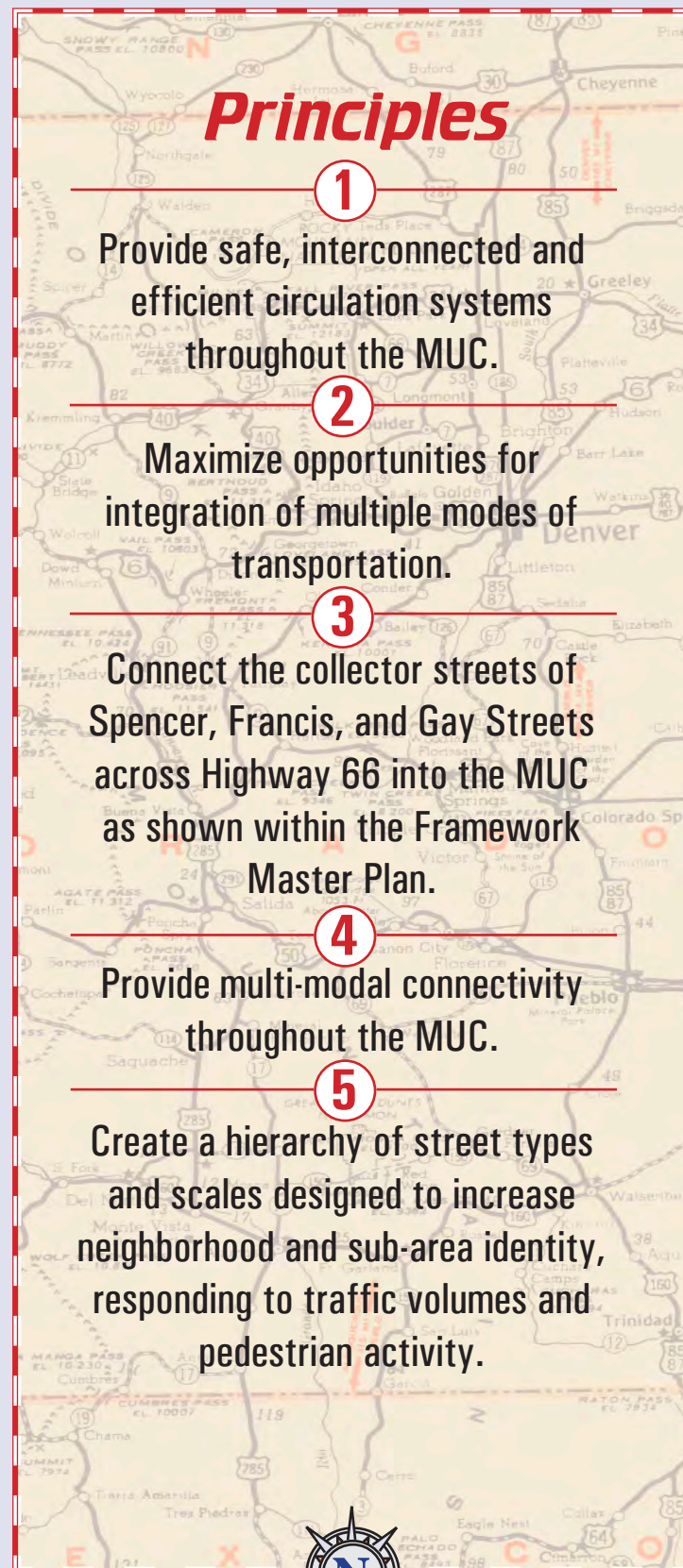
II.1.4.6 Connect residential neighborhoods to commercial centers. Provide vehicular, pedestrian, and bicycle access to commercial areas coordinated with sidewalks, alleyways, and urban open space.

II.1.4.7 Connect internal neighborhood streets and paths to landmarks or amenity features such as parks, greens, squares, and community buildings.

II.1.4.8 Design residential neighborhoods that orient homes toward the street, eliminating the need for fence “canyons” or sound walls.



2. Streets, Transit, Pedestrians, and Parking



1. Streets and Alleys

- II.2.1.1** Establish the Francis Street extension as a main entryway to the area, acting as a “Main Street” for an identified activity center near SH-66.
- II.2.1.2** Provide roadway improvements to Highway 66 including safe pedestrian crossings from the neighborhoods south of Highway 66 to the MUC.
- II.2.1.3** Design Spencer and Gay Streets with center landscaped medians and wide, landscaped areas between the street and detached sidewalks. These streets also should allow for on-street bicycle facilities.
- II.2.1.4** Consider a range of traffic calming measures for slowing traffic in residential areas and places with high pedestrian and/or bicycle traffic.
- II.2.1.5** When a roadway intersects an open drainage crossing, create the appearance of a bridge in that location.
- II.2.1.6** Encourage alleyways wherever visitor parking is in high demand to provide the greatest amount of on-street parking.
- II.2.1.7** Create straight alleyways so that visibility can be maintained from one-end to the other.
- II.2.1.8** Create space for alleyway landscaping by setting-back fences from the alley pavement edge (figure b).
- II.2.1.9** Provide formal landscaping in alleys, with the use of special paving (figure a).



1. Streets cont'd



- II.2.1.10** Orient internal streets and paths to focus on views of Longs Peak while still providing a safe environment for bicycles, pedestrians and other drivers.
- II.2.1.11** Provide access to the Activity Nodes within each sub-area, coordinated with sidewalks, alleyways, and urban open space.
- II.2.1.12** Activity Nodes should specifically be oriented toward pedestrians with automobiles in outlying parking areas, with bicycle traffic on the periphery of the Activity Node and with bicycle racks near building entrances.
- II.2.1.13** Pedestrians should be the primary focus of the building orientation and amenities.
- II.2.1.14** Create formal, grid-oriented street configurations whenever possible, especially in, and around the Activity Nodes of each sub-area, and for small lot residential developments.
- II.2.1.15** Encourage alleyways where developments face major streets and driveway access is not allowed, but homes oriented towards the street are desired (figure c).
- II.2.1.16** Design alleyways as positive amenities designed to accommodate both pedestrian and vehicular movements.

1. Streets cont'd



- II.2.1.17** Incorporate traffic calming measures to help interconnect streets with other modes of transit. As roundabouts are not “pedestrian-friendly,” avoid roundabouts where there is a large volume of pedestrians crossing streets or higher projected bicycle volume for on-street bicycle facilities.

2. Pedestrian and Bicycle Access

- II.2.2.1** Create opportunities for pedestrian gathering places at Activity Nodes using ample sidewalks and plaza areas connected by wide walkways.
- II.2.2.2** Provide wide, ample walkways attached to the curb in non-residential settings where on-street parking is present, and detached sidewalks with appropriate landscape strips or tree lawns in residential settings.
- II.2.2.3** Use curb-extensions or bulb-outs, along with textured pavement treatments, within Activity Node areas to indicate pedestrian crossings/activity and to slow traffic.
- II.2.2.4** Where appropriate, coordinate traffic signals for walking speeds.
- II.2.2.5** Provide medians with pedestrian refuge space for major collectors and arterials.
- II.2.2.6** Establish an open space buffer along the Rough and Ready ditch corridor as a Primary Greenway designed to provide a multi-use trail corridor and link in the regional trail system, as recommended in the City’s Comprehensive Plan and Multi-Modal Transportation Plan.

2. Streets, Transit, Pedestrians, and Parking cont'd.



Principles cont'd.

6

Encourage the use of transit facilities throughout the MUC to interconnect the corridor and provide transit access from the MUC to other areas within Longmont.

7

Promote the use of alleyways, to encourage homes fronting on streets and discourage "Fence Canyons."

8

Create a strong network of sidewalks and pedestrian walkways.

9

Sensitively site off-street parking internally to the sides or rear of buildings. Avoid locating off-street parking lots between the public street and building frontage.

10

Establish multi-use trails in appropriate areas such as the Rough and Ready open space buffer area.

2. Pedestrian and Bicycle Access cont'd

II.2.2.7 To avoid conflicts with pedestrians, bicycle facilities are encouraged as on-street facilities primarily on collector roadways.

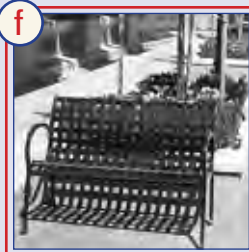
II.2.2.8 Provide bicycle parking facilities on the periphery of pedestrian zones and Activity Centers to avoid conflicts between bicyclists and pedestrians.

II.2.2.9 Limit the length of blocks so they are scaled to the pedestrian user whenever possible.

II.2.2.10 Provide consistent, easy to read, identifiable directional signs. Include signs that indicate routes to special events and important places.

II.2.2.11 Provide appropriate street furnishings for pedestrians and street trees along with weather sheltering such as awnings, colonnades, or other covered walkways designed to create a public realm that is friendly to pedestrians.

f



g



II.2.2.12 Incorporate pedestrian amenities such as arcades, trellises, pergolas, street furniture, fountains, planters and plant containers, decorative lighting, and enhanced pavement features (e.g. interlocking pavers, granite sets, sandblasted colored concrete) in open areas such as urban plazas or village greens (figures f and g).

3. Transit

II.2.3.1 Design Activity Nodes to have short walk distances and direct access to possible transit routes along SH-66. Transit planning should be done in coordination with the Regional Transportation District (RTD) and the City of Longmont.

II.2.3.2 Provide transit shelters with lighting, bicycle racks, and trash receptacles throughout the MUC where appropriate and in conjunction with RTD and the City.

II.2.3.3 Encourage transit-friendly design for the Activity Nodes to allow buses to access the activity area without much if any "out-of-direction" travel. Coordinate with RTD and the City of Longmont to determine a possible future location of a transit center for the MUC.

4. Parking

II.2.4.1 Configure conventional commercial developments that accommodate large anchor tenants to promote convenient parking and vehicular access, as well as parking lot visibility. Smaller shops can be configured to form pedestrian-oriented "Main Streets" characterized by parallel and diagonal on-street parking and rear-loaded parking lots.

II.2.4.2 Locate small shops along the street or drive edge, with minimum setbacks. Anchor tenant buildings such as large format retail and supermarkets, however, may not be held as strictly to this guideline because they often require visible surface parking for patrons' major shopping trips.

II.2.4.3 Design conventional commercial developments to be well-landscaped, pedestrian-friendly; adding character to the streetscene. Conventional commercial buildings and parking areas should be set back a sufficient distance from perimeter and interior streets to create distinct landscape buffers.

4. Parking cont'd

h



i



II.2.4.4 Divide surface parking areas that accommodate more than 100 vehicles into a series of small, connected lots defined by tree rows (figure i) and strong pedestrian links from parking areas to destinations.

II.2.4.5 Stagger building setbacks, above minimum standards if necessary, to enhance visual interest along the streetscene for conventional commercial developments.

II.2.4.6 Do not wrap the perimeters of conventional commercial developments with parking lots.

j



II.2.4.7 Provide identifiable walkways around the perimeter and through surface parking areas designed to link buildings (figure j).

II.2.4.8 Place parking areas on the periphery of Activity Nodes with strong pedestrian links to the Activity centers. Visitors to the Activity Nodes should be able to park their cars one time once they arrive at the Activity Node and access the entire area as pedestrians. Likewise, residents near the MUC should be able to safely and easily walk or bicycle to the Activity Nodes without use of their automobile.



SECTION III: Traditional Mixed Use Commercial

Building Massing: III - 1

Towers and Building Corners: III - 2

Storefronts, Bulkheads, and Upper Story Facades: III - 3

Awnings, Canopies, and Transom Windows: III - 4

Building Materials: III - 5

Screen Walls and Trash Enclosures: III - 6

Street and Building Landscaping and Lighting: III - 7



1. Building Massing



Principles

1

Use traditional building masses to define, frame, and enclose the streetscape to concentrate and reinforce pedestrian activity.

2

Segment buildings into three major components: the ground floor Base that anchors the building to the ground; the Middle, that provides transparency; and the Cap that terminates the top of the building.

3

Maintain consistent horizontal rhythms and alignment of architectural elements between neighboring buildings.

1. Street Walls



III.1.1.1 Define the street space by a series of vertical walls lying perpendicular to the street, creating a street wall.



III.1.1.2 Differentiate individual buildings along the street wall by slight variations in building height, groupings and rhythm of window openings, and different coloration (figures a, b, and c).



III.1.1.3 Design buildings that are of human scale. Reduce buildings into a series of scale giving elements, ornamentations, textures, and building materials that respect the scale of the human body.

III.1.1.4 Avoid large monumental, undifferentiated, and scaleless building masses.

CAUTION

Discourage overly articulated building masses, large roof overhangs, deep recesses, and excessive articulated wall planes, that are typically not found on traditional buildings.

2. The Storefront



III.1.2.1 Segment the blockscape into a series of individual buildings that visually break the streetwall into a series of vertically-oriented building masses (figure d).



III.1.2.2 Rest the building on a ground floor storefront base or pedestal designed to anchor the building to the ground (figure g).



III.1.2.3 Distinguish the base from upper story facades. Use cornice ornamentation and sign bands to distinguish store-fronts from upper stories (figure g).



III.1.2.4 Use similar structural bay window rhythms to promote streetscape continuity (figure g).

III.1.2.5 Locate the ground floor storefront contiguous to the sidewalk (build to line) to ensure the visibility of pedestrian active uses, creating a more human-scaled pedestrian environment (figure e, f, and g).

III.1.2.6 Allow for cafe zones and forecourts to promote and accommodate pedestrian activities.

3. Upper Story Facade

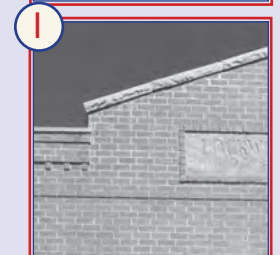
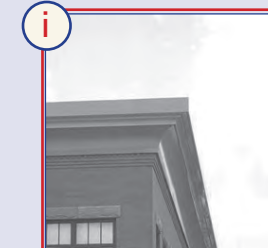


III.1.3.1 Emphasize horizontal building features that provide architectural continuity between neighboring buildings while defining individual floors (figure h). Horizontal continuity and facade articulation shall be provided through the application of the following building features:

- Continuous cornice elements which segment the middle of the building from upper and lower floors
- Continuous belt course that distinguish individual floors
- Repetitive window openings
- Repetitive structural bays

III.1.3.2 Divide upper-story facades into a series of structural bays defined by piers (figure h).

4. The Roof Cap



III.1.4.1 Terminate the top of the building with a distinctive roof cap. Design roof caps using the following techniques:

- Cornice elements (figure i).
- Parapet walls (figure j).
- Gable ends (fractable) (figure k).
- Pediments (figure l)



2. Towers and Building Corners

1. Towers

2. Building Corners

Principles

1

Create towers as orientation features, monumental symbols, and landmarks.

2

Locate and accentuate tower features at corner transitional elements between two converging street walls.

3

Accentuate and articulate buildings at corners, designed to reflect a higher intensity of use and concentration of pedestrian activity.



III.2.1.1 Position towers to terminate 'prospects', or street vistas designed to signal to pedestrians that a destination has been reached (figure a).

III.2.1.2 Design freestanding towers with a distinctive base, middle, and cap (figure b).

III.2.1.3 Extend towers above the streetwall designed as community focal points and landmarks (figure a, b, c, d, e, f, g, and h).



III.2.2.1 Mediate the termination of two converging wall planes with an articulated building element. Encourage the following techniques to emphasize the building corner:

- Use a rounded building mass designed to "turn the corner" (figures j and k)
- Use a rounded projecting corner element to accentuate the corner (figure l)
- Shear-off the building at a 45 degree angle facilitating pedestrian movements (figure i and m)
- Cover a square indentation at the building corner functioning as a sheltered pedestrian space (figure n)

III.2.2.2 Use corner tower elements to transition repetitive building components from one facade to the other. Parts and elements of the building facade, such as window openings and cornice elements, can be 'wound-round' from one facade to the next.

III.2.2.3 Emphasize at least one building corner at each street intersection.

3. Storefronts, Bulkheads, and Upper Story Facades



1. Facade Rhythm



III.3.1.1 Create visual rhythms with structural bays that divide buildings into individual repetitive components (figure a). Buildings should be segmented through the application of the following facade articulation elements:

- **Vertically repeating columns/piers**
- **Horizontally repeating spandrels**
- **Vertically-oriented windows repeated in horizontal bands.**

2. Storefronts



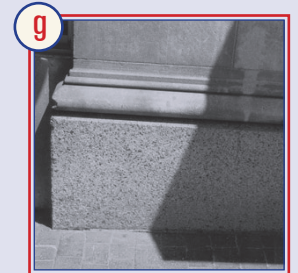
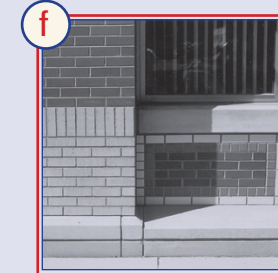
- III.3.2.1** Orient building storefronts towards the street as opposed to parking areas (figure b).
- III.3.2.2** Design storefronts that are balanced, with proportions and doorway locations that relate to the overall building composition.
- III.3.2.3** Use traditional commercial storefront heights (12 feet) to allow natural light to penetrate interiors.

2. Storefronts cont'd



- III.3.2.4** Encourage storefronts that are distinctly different than upper story facades, characterized by a greater amount of transparency (figure c).
- III.3.2.5** Divide sheetwalls into individual storefront modules. Recommended storefront module widths should be 30- 40 feet.
- III.3.2.6** Divide large storefront openings with structural bays to create a vertical emphasis (figure c).
- III.3.2.7** Provide traditional storefront transparency. (minimum 60 percent void).
- III.3.2.8** Orient storefront entries towards the street and recessed into the storefront facade. Rear-oriented entrances may be provided, but shall be secondary to street entries.
- III.3.2.9** Recess storefront entries to safely accommodate outward door swings.
- III.3.2.10** Provide ample street oriented storefront entries. (One per merchant or one entrance per 70 linear feet of building frontage.)

3. Bulkheads cont'd



III.3.3.1 Anchor storefront bulkheads (figures d, e, f, and g) based upon the following guidelines:

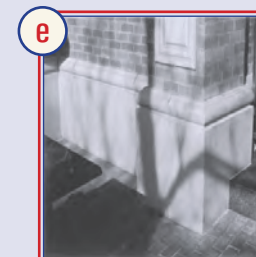
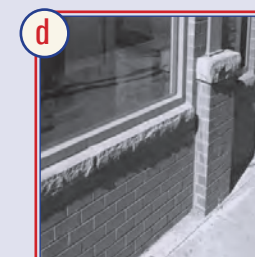
- **Minimum Height** - 18 inches
- **Maximum Height** - 36 inches
- **Encouraged Materials** - Brick, Stone, Cultured Stone, Tile, or Metal
- **Discouraged Materials** - Stucco, Wood, and Glass

4. Upper Story Facades



- III.3.4.1** Design upper story facades that are composed of solid surfaces with punched window openings placed in a regular pattern (figure h)
- III.3.4.2** Create traditional upper story window shapes. Upper story window openings shall be vertical in orientation (figure h).
- III.3.4.3** Provide upper story transparency, based upon following guidelines:
 - **Minimum Upper Story Facade Transparency:** 25 percent
 - **Maximum Upper Story Facade Transparency:** 50 percent

3. Bulkheads



4. Awnings, Canopies, and Transom Windows



Principles

1 Use awning and canopy styles and materials that reflect the architectural style of the building.

2 Utilize awnings to accentuate and define the underlying structure of the building.

3 Construct awnings of durable materials designed to withstand abuse from the elements.

4 Do not overwhelm storefronts with continuous awnings and enormous canopies.

5 Encourage transom windows designed to allow natural light to penetrate storefront openings.

1. Awnings



III.4.1.1 Create awnings that reflect the architectural style of the building on which they are located (figure a).
III.4.1.2 Design awnings to complement the architectural framework of the building (figure a and b). Awnings should express the shape and proportion of window openings based upon the following guidelines:

- **Square shed-style awnings should accommodate square structural bays.**
- **Rounded awnings should accommodate arched structural bays.**



CAUTION

Do not use continuous awnings (figure d). Awnings should be segmented, conforming to structural bays.

1. Awnings cont'd



III.4.1.3 Avoid obstructing transom windows with awnings. When transom windows occur, awnings should be located between the top of the storefront window and bottom of the transom to allow light penetration (figures a, b, c, and e).

III.4.1.4 Provide traditional awning valances.
III.4.1.5 Permanently attach awnings to building facades.
III.4.1.6 Create awnings that complement the scale and proportion of the building (figures a, b, c, d, and e).
III.4.1.7 Design awnings based upon the following guidelines:

- **Minimum Height** - Eight feet as measured from the sidewalk.
- **Maximum Projection** - Six feet from the building face.
- **Minimum awning Projection** - Four feet.
- **Encouraged Materials:**
 - Cotton/poly with acrylic coating i.e. (Sunbrella)
 - Metal, Sheet
- **Discouraged Materials:** - Plastic- Wood

The highest point of a ground floor storefront awning should not be higher than the midpoint of the space located between the second-story window sill and the top of the ground floor storefront window.

CAUTION

Do not use internally illuminated awnings. Awnings should not be backlit.

2. Canopies



III.4.2.1 Design canopies that reflect the architectural style of the building on which they are located (figure f).
III.4.2.2 Construct canopies of durable, urban-oriented materials such as steel and glass (figure f).
III.4.2.3 Design canopies based upon the following guidelines:

- **Minimum Height** - Eight feet as measured from the sidewalk
- **Maximum Projection** - Six feet from the building face
- **Encouraged Materials:**
 - Steel
 - Glass (Wire safety glass panels)
 - Aluminum

3. Transom Windows



III.4.3.1 Locate transom windows above doorways to increase interior day-lighting (figure g).
III.4.3.2 Divide transom window with mullions, creating a series of individual window panes (figure g).



5. Building Materials



Principles

1

Encourage building materials that are aesthetic, durable, and require low maintenance.

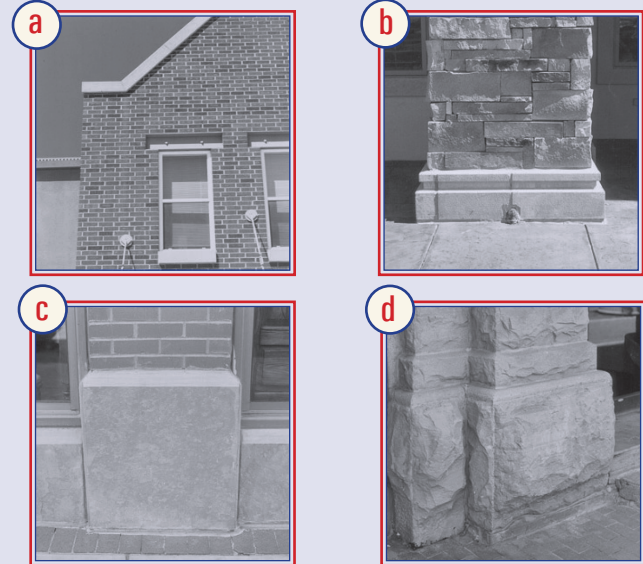
2

Encourage building materials that are human-scaled. Perceiving the scale of a building is important to a pedestrian's ability to relate to it comfortably.

3

Encourage refined urban-oriented building materials as opposed to rustic, unrefined, residential-oriented materials.

1. Human Scaled Building Materials



- III.5.1.1** Use building materials that are familiar in their dimensions and can be repeated in understandable modules or units (Human Scale). (figures a, b, c, and d).
- III.5.1.2** Use materials such as brick and stone that help people interpret the size of a building (figures a, b, c, and d).

CAUTION

Avoid large, featureless building surfaces such as large all glass curtain walls and metal spandrel panels.

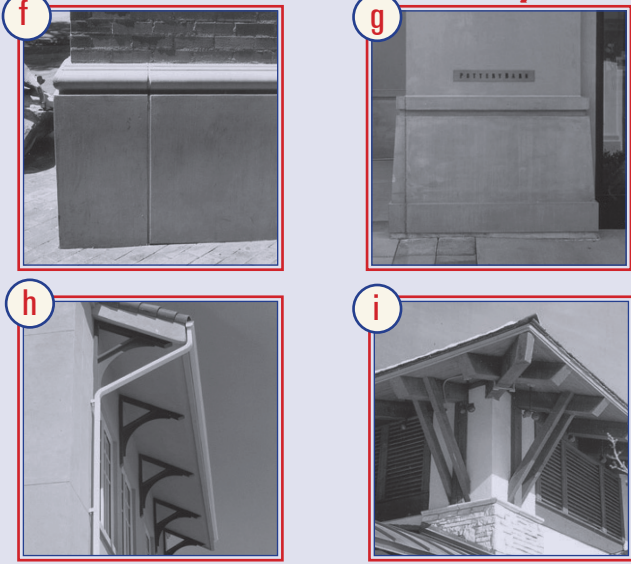
2. Building Materials Texture and Color



CAUTION

Avoid an excessive variety of facade materials (figure e).

3. Material Durability



- III.5.3.1** Use durable, urban-oriented building materials (figures f and g). Wood should only be used as an accent material for minor architectural elements, such as corbels, brackets, and window shutters (figure i).

4. Encouraged Building Materials

- III.5.4.1** Design Traditional Mixed Use Commercial buildings based upon the following material guidelines:

Ground floor storefronts:

- Glass Transparent or Lightly Tinted (Allowing 90 percent light transmission)
- Masonry, Brick
- Masonry, Stone (i.e., Ashlar Pattern, Broken Rangework, Pitched Face, Quarry-faced)
- Masonry, Stone Veneer (i.e., Brownstone, Granite, Sandstone, Slate)
- Metal (Structural metal only, such as I-beam spandrels)
- Tile (Bulkheads only). Use traditional square tile with deep colors
- Stucco (except at base)
- Modular Block (i.e., split face, ground face internally colored CMU)
- Precast Concrete

4. Encouraged Building Materials

cont'd

- Upper Story Facades:
 - Glass transparent or Lightly Tinted (Allowing 80 Percent Light transmission)
 - Masonry Brick (i.e., Face Brick, FBX, Narrow Gage Roman)
 - Masonry Stone (i.e., Ashlar Pattern, Broken Rangework, Pitched Face, Quarry Faced)
 - Masonry Stone Veneer (i.e., stone, brownstone, granite, sandstone, and slate)
- Stucco
- Roofs:
 - Copper
 - Flat Tile (Modern Slate)
 - Metal, Corten Steel
 - Metal, Standing Seam
 - Rolled metal or rubber membrane roofing (flat roof sections, only. Screened from public view by a parapet and associated cornice)
 - Concrete tile
 - Composition Shingles (Dimensional with a 40 year warranty, minimum)

5. Discouraged Building Materials

- III.5.5.1** The following building materials should not be permitted:

- Ground Floor Storefronts and Upper Story Facades:
 - Concrete, Poured-in-place
 - Glass, Block
 - Glass, Heavily Tinted
 - Glass, Mirrored
 - Plastic
 - Glass Spandrel Panels
 - Wood
- Roofs:
 - Clay Tile (e.g., Mission, Pantile, Spanish, Modern Spanish)
 - Metal, Corrugated
 - Slate, Natural
 - Wood shingles and shakes

6. Screen Walls and Trash Enclosures

Principles

1

Create screen walls that are both decorative and functional, designed to buffer parking lots.

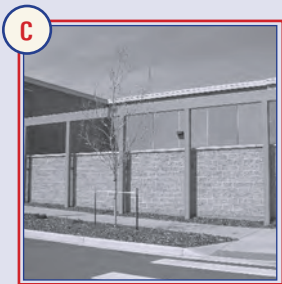
2

Design screen walls which are a natural extension of traditional Mixed Use Commercial architecture.

3

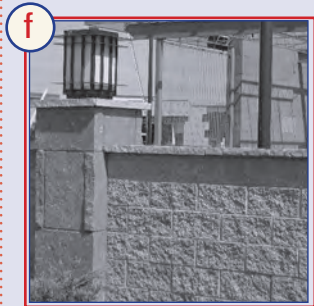
Construct decorative and durable trash enclosures, reflecting the architectural style of the traditional commercial building.

1. Loading Area Screen Walls



III.6.1.1 Create decorative screen walls the complement traditional building architecture (figures a, b, and c).

2. Parking Lot Screen Walls

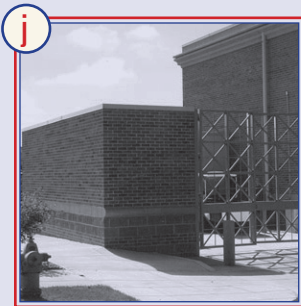
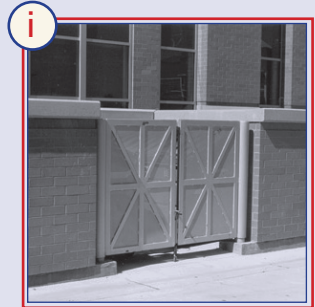
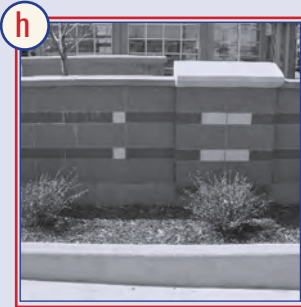


III.6.2.1 Construct low-scaled parking lot screen walls that harmonize and complement traditional building architecture (figures d, e, f, and g).

III.6.2.2 Use low screen walls to screen headlight glare and movement of traffic generated by vehicles using sidewalk-adjacent parking lots (figures d, e, f, and g).

III.6.2.3 Soften screen walls with landscaping (figure g).

3. Trash Enclosures



III.6.3.1 Design trash enclosures to harmonize with adjacent building architecture in terms of materials, texture, and color (figures h, i, j, and k).

III.6.3.2 Locate trash enclosures near building service entrances, easily accessible by service vehicles.

III.6.3.3 Locate dumpsters within masonry trash enclosures equipped with sturdy metal gates (figures h, i, and j).

III.6.3.4 Cover trash enclosures with a roof or trellis structure (figure k).

7. Street and Building Landscaping and Lighting



Principles

1

Provide street trees to shade sidewalks and soften building architecture, creating an attractive and pleasant pedestrian-oriented environment.

2

Create landscape buffers designed to screen and soften rear building elevations.

3

Use trees to frame and enclose interior-oriented parking courts.

1. Street Trees



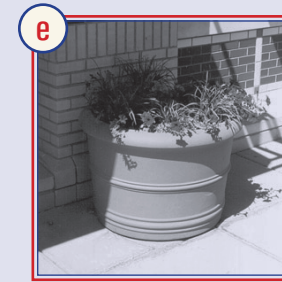
III.7.1.1 Plant deciduous canopy-style street trees to provide summer shade and winter transparency (figures a, b, and c).



III.7.1.2 Plant street trees in a consistent formal fashion, designed to frame and enclose the streetscape, creating an urban image.

III.7.1.3 Discourage informal clusters of street trees and casual groupings that suggest a suburban image.

2. Plant Containers and Planters



III.7.2.1 Use clay or concrete plant containers and planters along sidewalks, within plazas, and at building entrances, planted with flowering annuals and perennials (figures d, e, f, and g).

CAUTION

Do not block pedestrian movements with plant containers. Locate plant containers adjacent to building facades or within the utility zone.

3. Building Landscaping



III.7.3.1 Intensify landscaping along rear building elevations (figures h and i).

4. Lighting

III.7.4.1 All site lighting should be scaled to the pedestrian by positioning light standards and poles between the street and sidewalk.

III.7.4.2 Heights for pedestrian-scaled light standards and poles should be 12 to 15 feet above sidewalk.

III.7.4.3 All lighting should be shielded from the sky and adjacent properties and structures, either through exterior shields or through optics within the fixture.

III.7.4.4 The use of accent lighting is encouraged but should be combined with functional lighting to highlight special focal points, building/site entrances, public art and special landscape features.

III.7.4.5 Lighting should contribute to the overall character of the surrounding community, site architecture or other site features.



SECTION IV: Conventional Commercial

Building Massing and Roof Form: IV - 1

Building Facades: IV - 2

Grocery Stores and Food Establishments: IV - 3

Large Format Retail: IV - 4



1. Building Massing and Roof Form



Principles

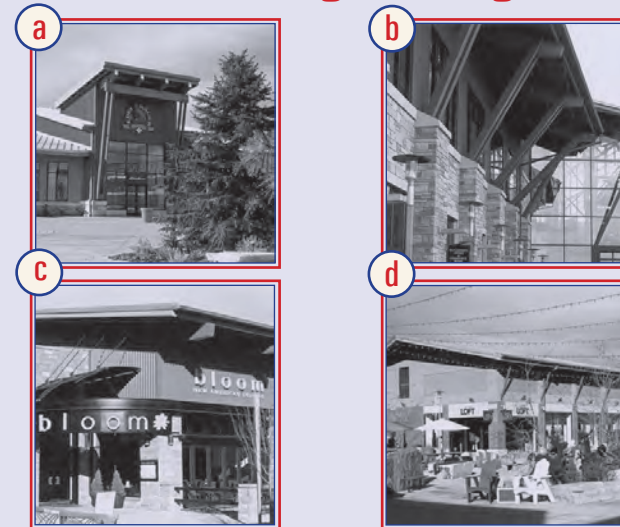
1
Create a consistent architectural theme for all buildings within the Conventional Commercial center.

2
Create building masses and roof forms that reflect the architectural style of the Conventional Commercial center.

3
Increase building mass at areas of higher intensity and pedestrian concentration.

4
Break-down larger-scaled commercial buildings into a series of smaller, pedestrian-oriented components.

1. Building Massing



IV.1.1.1 Design all buildings within the commercial development, including satellite buildings and fast food establishments, to reflect a consistent architectural style (figures a, b, c, and d).



IV.1.1.2 Locate higher-intensity "gatepost" satellite building masses at corners designed to "announce" entrance into the commercial center (figure e).

IV.1.1.3 Locate higher-intensity building masses towards the center of building complex. Transition building height outward and down to adjacent developments (figure f).

IV.1.1.4 Punctuate large building masses with towers designed as landmark icons (figure g).

1. Building Massing cont'd



IV.1.1.5 Segment buildings with a distinguishable base, middle, and cap (figure h).

IV.1.1.6 Reduce building mass. Use the following techniques to diminish the size and scale of Conventional Commercial buildings:

- Building step backs
- Variation of pitched roof forms and height (figure k)
- Emphasis and variation of building color and texture
- Expression of building structural bays (figure l)
- Define floor lines with belt courses or trim-bands

2. Roof Form



IV.1.2.1 Create roof forms that contribute to the unified appearance of the commercial center (figure m).

IV.1.2.2 Use a consistent roof pitch for all buildings within the commercial center, designed to unite the entire complex (figure m).

2. Roof Form Cont'd



IV.1.2.3 Avoid continuous roof planes. Pitched roof planes exceeding 60 linear feet shall incorporate articulated roof elements that may include the following:

- Cross gables (figure n)
- Roof monitors (figure o)
- Vertical tower elements (figure p)
- Roof dormers (figure q)

IV.1.2.4 Terminate the top of pitched-roofed commercial buildings with a distinctive cap. Design roof caps using the following techniques:

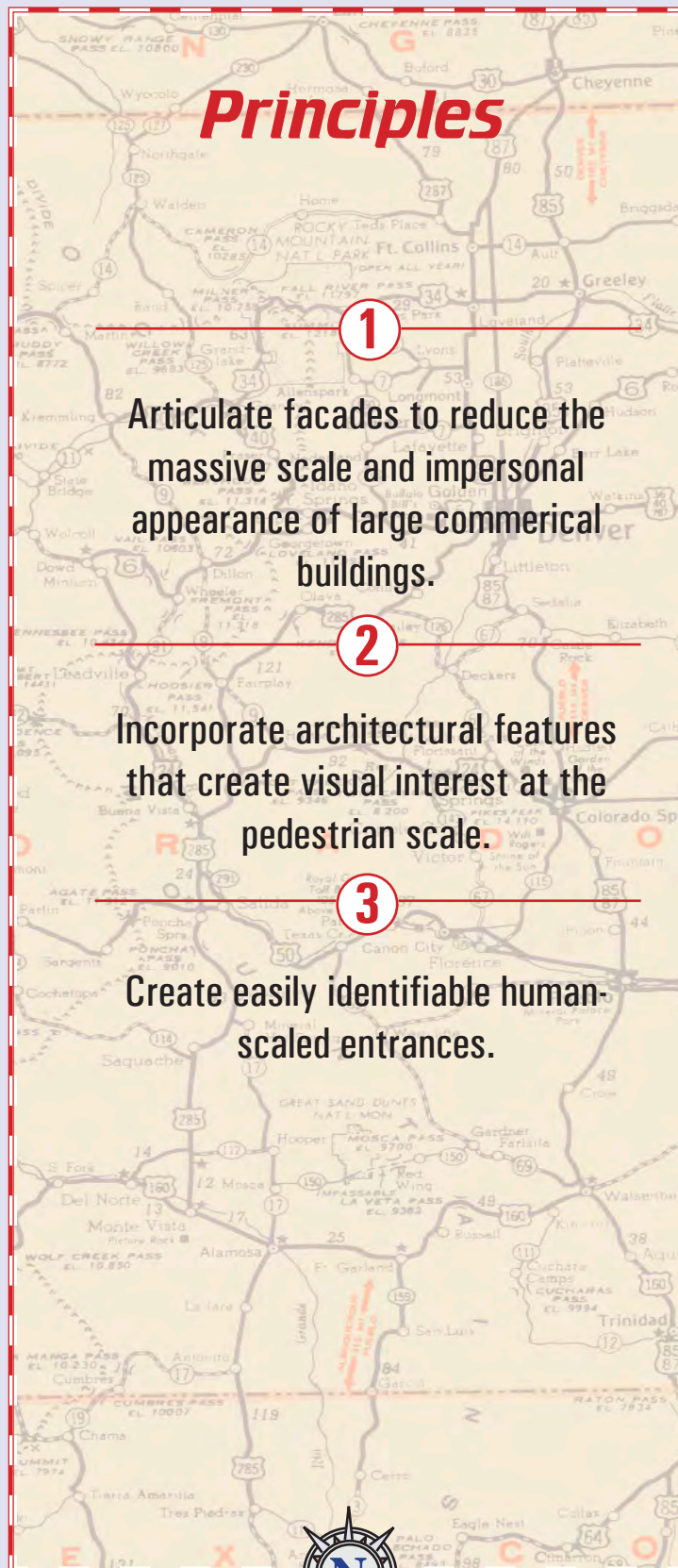
- Support pitched roof eave overhangs with corbels or brackets
- Sheath pitched roofs with a roofing material that is complementary to the architectural style of the building
- Discourage radical roof pitches that create overly prominent or out-of-character buildings

IV.1.2.5 Terminate the top of flat-roofed commercial buildings with a distinctive cap. Design roof caps using the following techniques:

- Terminate the top of flat roofs with a distinctive cornice and parapet wall
- Distinguish the cornice from the building facade, with the corbel forward from the front plane of the building facade to articulate the cornice
- Top roof parapet walls with a distinctive cap or coping.



2. Building Facades



Principles

1

Articulate facades to reduce the massive scale and impersonal appearance of large commercial buildings.

2

Incorporate architectural features that create visual interest at the pedestrian scale.

3

Create easily identifiable human-scaled entrances.

1. Building Massing



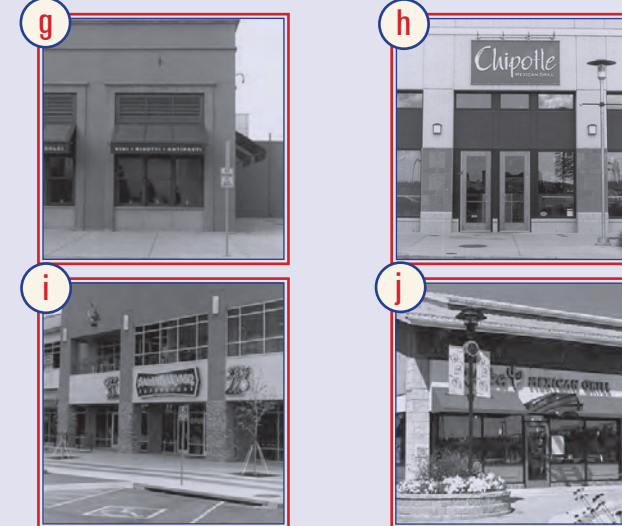
IV.2.1.1 Create pedestrian interest at storefront elevations. Use the following elements to provide storefront elevation variety and visual interest.

- Arcades (figure a)
- Awnings (figure b)
- Bulkheads (figure c)
- Canopies (figure d)
- Storefront display windows (figure e)
- Transom windows (figure f)

IV.2.1.2 Design storefronts, based upon the following guidelines:

- **Minimum Storefront Height:** 12 feet
- **Minimum Storefront Transparency:** 60 percent
- **Minimum Bulkhead Height:** 18 inches
- **Maximum Bulkhead Height:** 36 inches

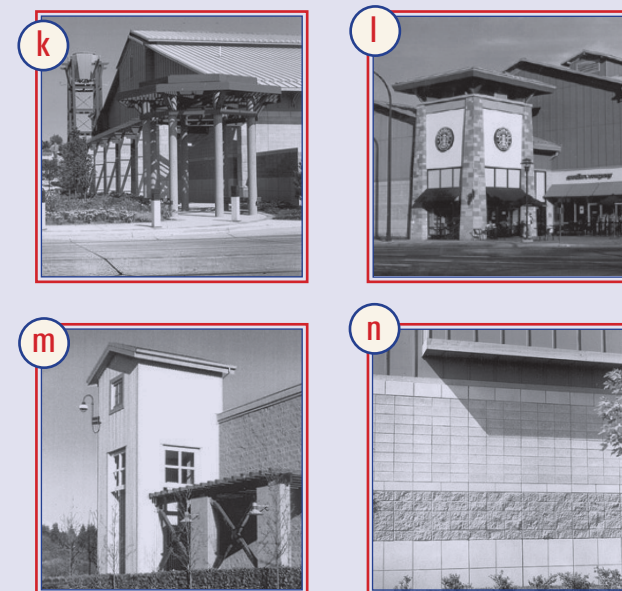
1. Storefront Elevations cont'd



IV.2.1.3 Create visual rhythms with structural bays that divide storefronts into a series of repetitive components (figures g, h, i, and j). Storefronts should be segmented through the application of the following articulation techniques:

- Vertically repeating columns/piers

2. Side and Rear Elevations



IV.2.2.1 Promote four-sided architecture. Use similar storefront elements on side and rear building elevations that are visible from public view.

2. Side and Rear Elevations cont'd

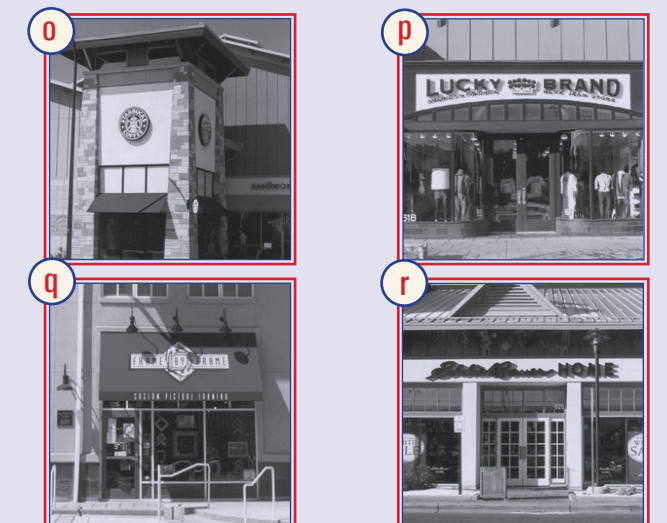
IV.2.2.2 Incorporate architectural elements designed to articulate large commercial building facades. Use the following techniques to provide side and rear facade variety and visual interest:

Arcades and Colonnades - Projecting from the building (figure k).
Building Offsets - Changes in wall plane (figure l).
Building Projections - Protruding from the building (figure m). Material Change - Changes in building materials (figure n)

IV.2.2.3 Express structural bays. Side and rear facades shall express structural bays, based upon the following guidelines:

- **Minimum Column /Pier Projections:** 6 inches

3. Building Entrances



IV.2.3.1 Locate building entrances to be clearly identifiable. Use the following techniques to distinguish building entrances:

- Use towers and articulated corner elements to distinguish building entries (figure o).
- Recess entrances into building facades sheltering patrons from the elements (figure p).
- Define building entrances with an awning or canopy (figure q).
- Provide a transom window above the doorway to accentuate the building entrance (figure r).

3. Grocery Stores and Food Establishments



Principles

1

Create grocery stores that reflect a neighborly image that emphasizes the public realm.

2

Reduce the mass and scale of grocery store architecture.

3

Promote grocery store transparency.

4

Shelter patrons from the elements at building entries.

5

Create fast food establishments that reflect the architectural style of the entire retail center.

1. Grocery Stores

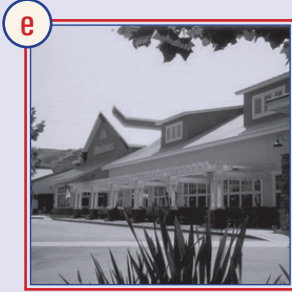


- IV.3.1.1** Design grocery stores to reflect the architectural style of the Commercial Center (figure a).
- IV.3.1.2** Provide covered entrances and arcades designed to shelter patrons from the elements (figure b).
- IV.3.1.3** Provide tower and other elements that function as orientation features and landmark icons (figure c).



- IV.3.1.4** Use pitched roof forms to project a neighborly image (figure d).
- IV.3.1.5** Break-up pitched roof forms with plane breaks and roof dormers that segment large roof areas into smaller components (figures a, d, e, and g).
- IV.3.1.6** Create building transparency. Provide storefront windows along the front building facade to increase interior day lighting (figure f).

1. Grocery Stores cont'd



- IV.3.1.7** Divide grocery store storefront windows with mullions and muntins to create a series of individual windows (figure f).
- IV.3.1.8** Encourage the use of dormers and skylights to break up roof planes and increase interior day lighting (figure e, and g).
- IV.3.1.9** Shelter shopping carts from the elements and screen from public view (figure h).
- IV.3.1.10** Design grocery store storefront windows based upon the following guidelines:

- **Minimum Storefront Height: 16 Feet**
- **Minimum Percentage of Front Storefront Facade Window Area: 30 Percent**

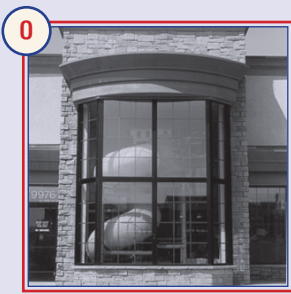
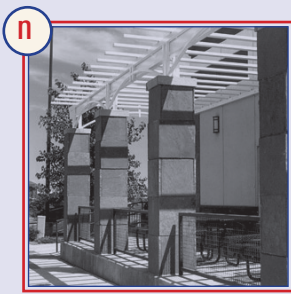


- IV.3.1.11** Integrate individual storefronts into the grocery store facade, defined by structural bays and awnings (figure i).

2. Fast Food Establishments



- IV.3.2.1** Design food establishments that reflect the architectural style of the retail center (figure j, k, l, and m).
- IV.3.2.2** Use building materials and colors that are consistent with the retail center's architectural style.
- IV.3.2.3** Use similar roof forms, pitches, and materials as those used within the retail center.



- IV.3.2.4** Encourage al fresco dining space adjacent to food establishments. Cover and enclose outdoor dining areas with trellis elements (figure n).
- IV.3.2.5** Use a consistent sign type, style, materials, and illumination source as those used within the shopping center.

CAUTION

Discourage outdoor play areas and "tacked-on" playland pavilions. If utilized, play areas shall be integrated into the building architecture, oriented away from the front entrance facade (figure o).

"Get your land use mix on Highway 66"

August 30, 2006 (Modified on June 12, 2007)

4. Large Format Retail

Principles

1

Create large format buildings and accessory structures that reflect the architectural style of the entire shopping center.

2

Reduce the mass and bulk of large format retail establishments.

3

Provide large format transparency.

4

Shelter patrons from the elements at building entries.

1. Architectural Style



IV.4.1.1 Design large format retail buildings to reflect the architectural style of the entire shopping center (figure a).

IV.4.1.2 Use consistent building materials and colors on large format architecture, reflecting the entire shopping center (figure a).

2. Building Massing



IV.4.2.1 Encourage additive elements such as entrance pavilions to break-up large format architecture (figure b).



IV.4.2.2 Encourage tower elements to accentuate building corners (figure c).



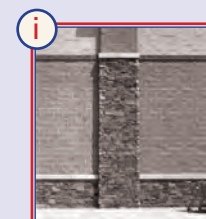
3. Facade Articulation and Transparency



IV.4.3.1 Encourage covered arcades as single-story transitional elements to larger-scaled building masses (figure d).

IV.4.3.2 Articulate large format building facades by accentuating structural piers. Recommended frequency shall be 30 to 40 feet (figures e, f, g, and i).

IV.4.3.3 Punctuate building corners with material changes (figure g).



IV.4.3.4 Encourage trellis elements to break-up long expanses of building facade (figure h).

IV.4.3.5 Encourage material changes to create a distinctive base, middle, and top (figure i).

IV.4.3.6 Encourage raised planters and landscaping to screen building facades (figure j).

IV.4.3.7 Encourage window openings and awnings to articulate blank facades (figure k).

IV.4.3.8 Integrate storefronts into large format architecture, designed to soften building facades while increasing pedestrian interest (figure l).

3. Facade Articulation and Transparency Cont'd

IV.4.3.9 Design large format Retail facades based upon the following guidelines:

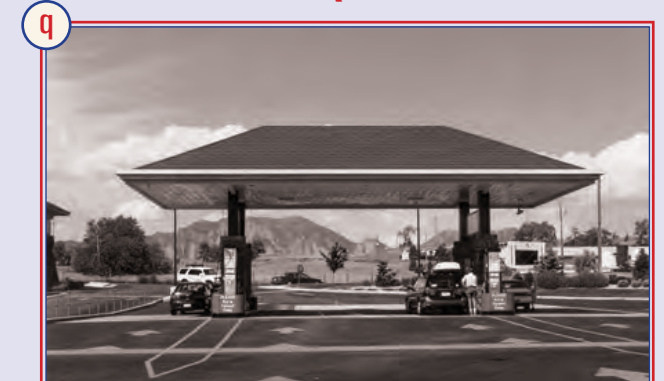
- Minimum Storefront Height: 16 feet
- Minimum Percentage of Storefront Facade Window Area: 25 Percent
- Minimum Articulated Pier Distance: 50 linear feet
- Minimum percentage of facades that contain a trellis or colonnade: 50 Percent

4. Cornice Elements

IV.4.4.1 If flat roofs are utilized, terminate the top with a substantial cornice element (figures m, n, o, and p).



5. Accessory Structures



IV.4.5.1 Design large format accessory structures to reflect the architectural style of the retail center (figure q).

SECTION V: Single Family Attached and Multi-Family Residential

Building Massing: V - 1

Roof Form: V - 2

Facade Articulation and Building Projections: V - 3

Recessed Entries, Covered Porches, and Decks: V - 4



1. Building Massing



Principles

1

Craft building and roof forms that harmonize with their setting and surroundings, complementing the architectural style of the multi-family structure.

2

Create building masses that complement conventional and traditional development patterns.

3

Produce building forms with a discernible base (foundation), middle (building facades), and cap (roof).

1. Context



V.1.1.1 Create formal building masses and roof forms for structures located within higher density and intensity urban-oriented environments. Design buildings such as rowhouses, live/work units, and stacked flats that complement the urban environment (figure a).



V.1.1.2 Create informal building masses and roof forms for structures located within lower density and intensity suburban-oriented environments (figure b, c, and d).

2. Conventional Building Masses



V.1.2.1 Create building masses which appear as a cluster of individual homes rather than one single building (figures c, d, e, and f).



2. Conventional Building Masses cont'd



V.1.2.2 Segment buildings into a series of smaller, controllable sizes discouraging long barracks-like structures (figures c, d, e, and f).

V.1.2.3 Use a combination of one, two, and three-story building forms to convey a sense of human scale, massing towards the center. Two and three-story building forms should step-down in height at the edges (figure c).

V.1.2.4 Encourage single-story buildings elements such as covered porches as transitional elements to larger-scaled upper-story building masses (figure e).

V.1.2.5 Encourage articulated building forms. Use pop-outs, building projections, and changes in wall plane to break-down large building masses into a collection of individual massing elements (figures c, d, e, and f).

V.1.2.6 Distinguish building divisions and facade articulations by emphasizing changes in embellishment, material, and color.

V.1.2.7 Seek to differentiate the building base, individual floors, and the roof (figure c).

V.1.2.8 Soften the architectural edge at site boundaries.

Buildings shall provide a lower single-story profile which transitions to taller building volumes away from site boundaries.

V.1.2.9 Create articulated building masses, based upon the following recommendations:

- Stagger and jog unit plans
- Reverse building plans to add articulation
- Vary individual unit setbacks within the same building
- Do not exceed a maximum of two adjacent units with identical wall and roof lines.
- Encourage material changes to enhance articulated building masses, adding variety and visual interest to the streetscape.

3. Traditional Building Mass



V.1.3.1 Create orderly, rhythmic, and proportional building masses which unify the building's form. Excessive, overly articulated, or fragmented building masses are strongly discouraged.

V.1.3.2 Design formal building masses which create urban street-walls designed to frame and define the streetscape. Use repetitive vertical elements such as window bays to articulate formal building masses (figure g, h, i, and j).

V.1.3.3 Accentuate the corner by increasing building mass through the use of towers and turrets, designed to reflect a higher intensity of activity (figure h).

V.1.3.4 Rest the building of a discernible base or pedestal designed to anchor the building to the ground (figure i).

V.1.3.5 Distinguish bottom and top floor building masses. Encourage architectural elements such as roof eaves, cornice elements, material bands, and consistent window rhythm to distinguish the top and bottom of the building (figure j).

V.1.3.6 Express the structure of the building. Distinguish columns and structural bays to display how the building is supported.

V.1.3.7 Punctuate and express building mass through consistent and repetitive use of recessed windows (figure i).



2. Roof Form

Principles

1

Create roof forms that reflect and harmonize with the architectural style of the building.

2

Create roof forms that correspond to formal and informal building shapes.

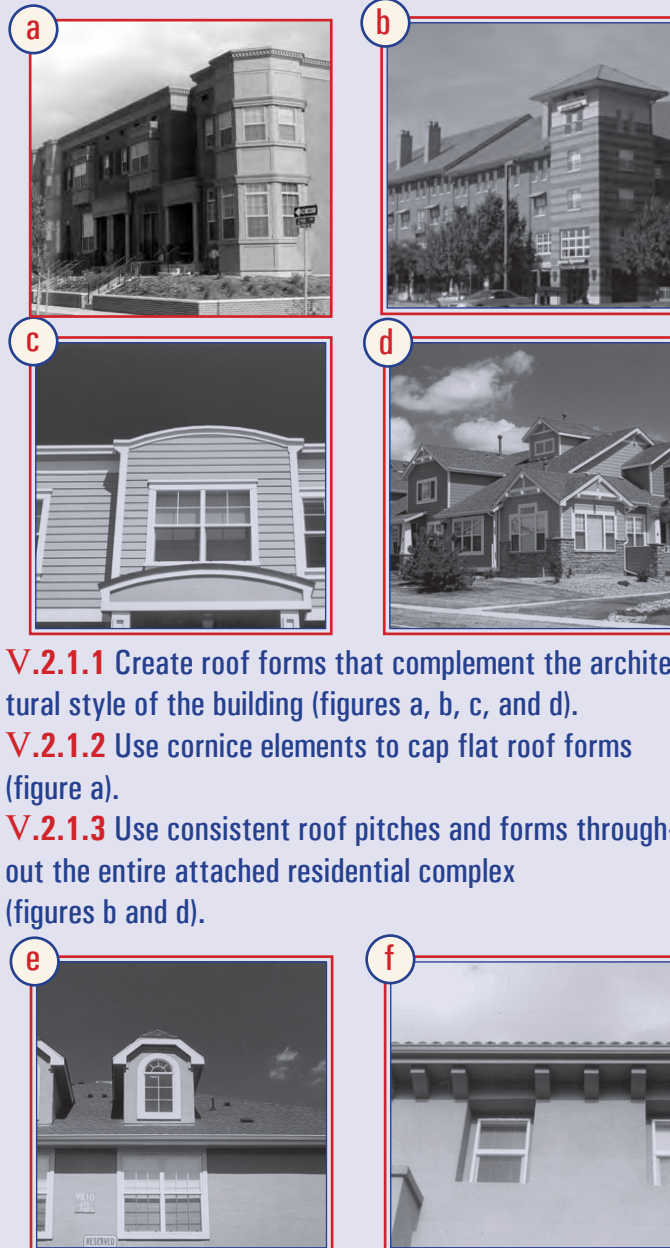
3

Avoid both large, unbroken and overly articulated roof forms.

4

Use secondary roof forms and elements to break up large expanses of roof plane.

1. General



V.2.1.1 Create roof forms that complement the architectural style of the building (figures a, b, c, and d).

V.2.1.2 Use cornice elements to cap flat roof forms (figure a).

V.2.1.3 Use consistent roof pitches and forms throughout the entire attached residential complex (figures b and d).

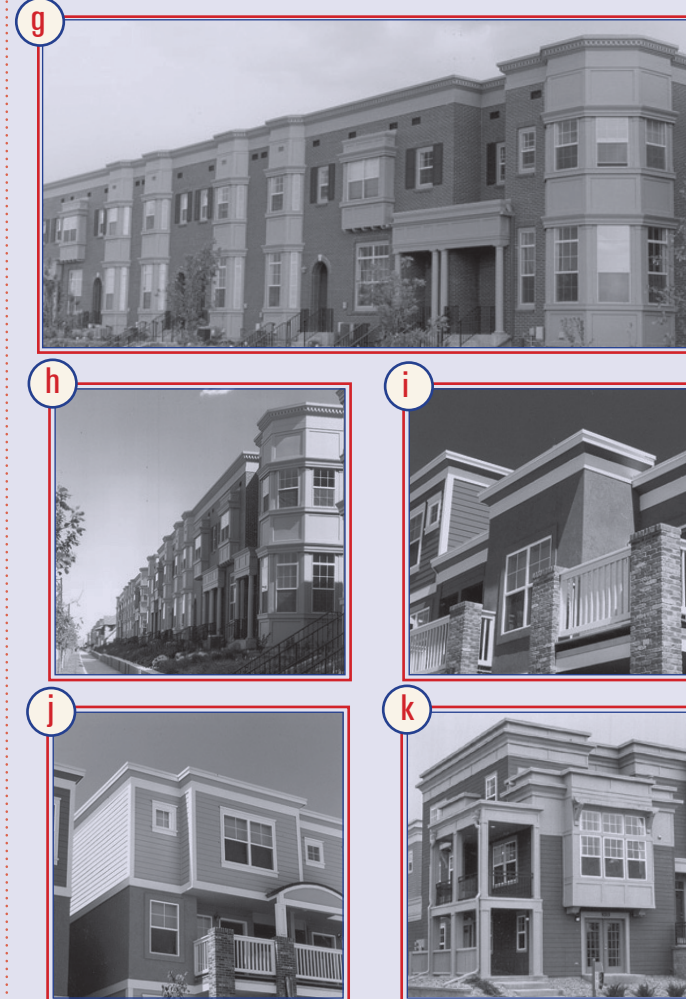


V.2.1.4 If dormers are utilized, design them in a consistent fashion. Use dormers consistently. Dormers should generally match the form and pitch of the primary, main body, roof form (figure e).

V.2.1.5 Create dormers that harmonize with the architectural style of the building, sized and proportioned to complement the main body roof form (figure e).

V.2.1.6 Support roof overhangs with decorative corbels or brackets (figure f).

2. Flat Roof Forms



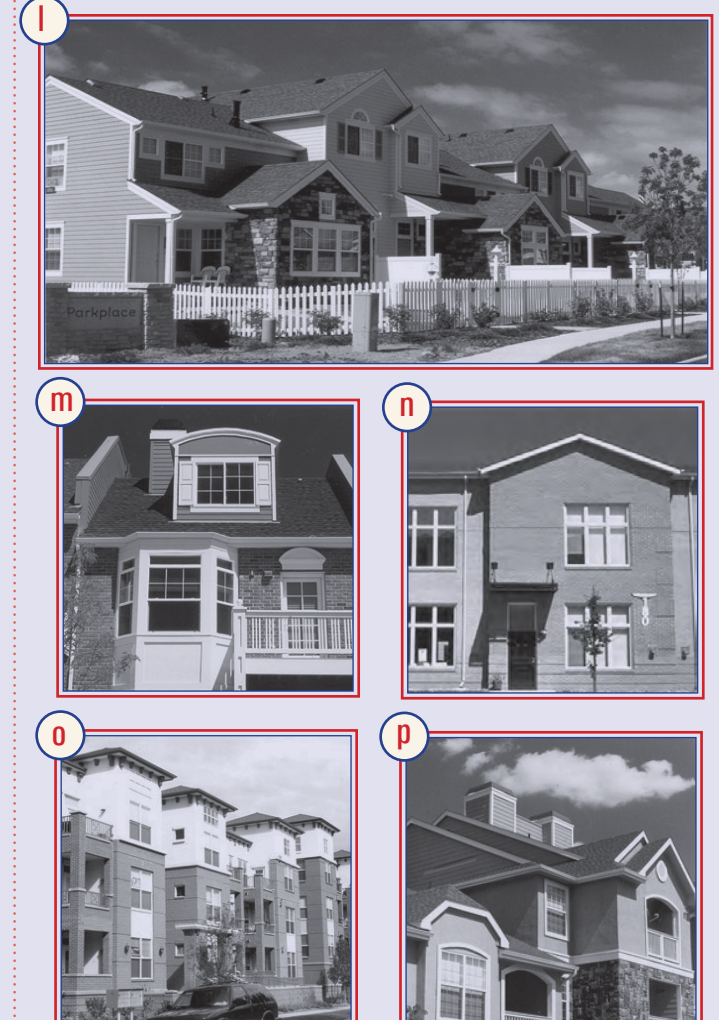
V.2.2.1 If flat roofs are utilized, crown them with cornice elements that complement formal architectural styles (figure g).

V.2.2.2 Use projecting cornice elements and trim to articulate the top of flat roofs (figures g, h, i, j, and k).

V.2.2.3 Encourage balanced, symmetrical, and proportional roof compositions.

V.2.2.4 Terminate the top of flat roofs with protruding parapet walls (figures g, h, i, j, and k).

3. Pitched Roof Forms



V.2.3.1 Create roof pitches and forms that complement conventional architectural styles (figure l).

V.2.3.2 If dormers are utilized, provide repetitive dormers to create roofscape rhythms for formal buildings (figure m).

V.2.3.3 Create roof pitches and forms which are representative of the design and scale of the units under them (figure n).

V.2.3.4 Use individual roof forms to distinguish vertical unit blocks (figure o).

V.2.3.5 Create both horizontal and vertical roof articulations. A variety of roof breaks or gables (roofs that turn a corner or change elevation) should be provided for conventional buildings (figure p).



3. Facade Articulation and Building Projections



Principles

1

Design buildings with four-sided architecture providing interest, embellishments and articulations on all buildings elevations.

2

Design buildings to avoid long expanses of blank walls and windowless elevations. Use building elements such as structural bays, projections, and recesses to section the building mass and partition long expanses of blank wall.

3

Promote the use of semi-private transitional space characterized by covered porches, recessed entries, and raised stoops.

4

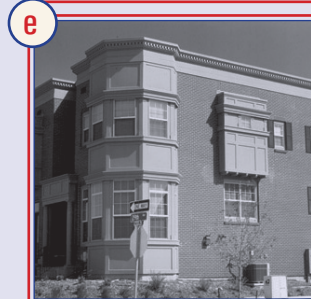
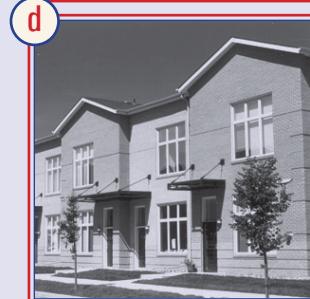
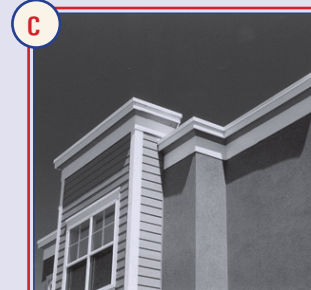
Support cantilevered building projections with structural reinforcements.



1. Traditional Wall Articulation



V.3.1.1 Use traditional streetwalls to frame and enclose the streetscape. Provide groupings of traditional building units, such as formal row houses repeated along the street, designed to create a consistent and rhythmic streetscape pattern (figure a).



V.3.1.2 Define individual units with subtle facade articulations. Encourage repetitive elements such as recessed entries, covered porches, decks, roof dormers, and window bays to distinguish individual units (figure b).

V.3.1.3 Define individual units with roof elements. For flat roof buildings, extend parapet walls above the cornice line to promote individual unit identity (figure c).

V.3.1.4 Define individual units using pitched roof forms and changes in wall plane (figure d).

V.3.1.5 Create four-sided architecture. Traditional side building elevations facing a street should have the same articulation elements as the front facade (figure e).

2. Conventional Wall Articulation



V.3.2.1 Break-up walls to give the building the appearance of a collection of individual units (figure f).



V.3.2.2 Avoid long unbroken walls and box like forms (figure g).

V.3.2.3 Articulate walls by using one-story building forms, such as covered porches, as transitional elements to second-story building masses (figure h).

V.3.2.4 Use additive subordinated elements, such as trellis structures, and chimney stacks, to break-up building facades (figure i).

V.3.2.5 Encourage building recesses, such as covered patios, balconies and stairwells, to add visual depth and variety (figure j).

2. Conventional Wall Articulation cont'd

V.3.2.6 Use conventional wall articulation techniques based upon the following guidelines:

■ **Building Plane Offset-**

Width: four feet (minimum)

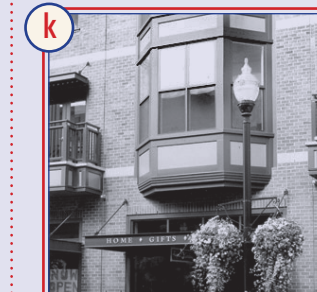
Depth: two feet (minimum)

■ **Building Projection-**

Depth: 18 inches (minimum)

■ **Groupings of six or more units (or groupings over 120 feet in length) should have two different articulation combinations.**

3. Building Projections



V.3.3.1 Encourage building projections such as cantilevered window bays, which do not appear to float (figure k).

V.3.3.2 Consider cantilevered building projections with brackets or corbels designed to secure the projection to the wall (figure l).

V.3.3.3 Extend full-length building projections to the ground plane (figure m).

V.3.3.4 Extend building projections a minimum of 18 inches (figure n).

4. Recessed Entries, Covered Porches, and Decks

Principles

1

Encourage recessed entries or covered porches as transitional elements between the public and private realms, designed to complement the architectural style of the building.

2

Create ample space for outdoor socializing, entertaining, and leisure.

3

Encourage decks and associated roof forms designed as integral elements of the building.

4

Provide porches and entries of adequate size and dimension to be utilized for outdoor living space.

1. General



V.4.1.1 Encourage human-scaled recessed entry or covered porches for each street level building, or direct access into individual units (figures a,b, c, and d).

V.4.1.2 Connect building entries to the public sidewalk for all street-oriented dwelling units (figures a,b, c, and d).

2. Recessed Entries



2. Recessed Entries cont'd.

V.4.2.1 Provide well-defined entries. Entries should be fully recessed into the building wall (figures g and h).

V.4.2.2 Orient recessed unit entries to be visible and accessible from the street (figures e, f, g, and h).

V.4.2.3 If recessed entries are used, provide individual unit access based upon the following guidelines:

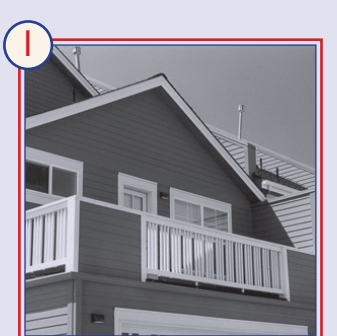
- **Area:** 20 square feet (minimum)
- **Depth:** Four Feet
- **Height above grade:** 24 inches (preferred)

3. Covered Porches



V.4.3.1 Encourage human-scaled covered porches (figures i and j).

4. Decks



V.4.4.1 If utilized, integrate elevated decks into the fabric of the building. Decks should not appear as 'tacked-on' afterthoughts (figures k, l, m, and n).

V.4.4.2 Create covered decks using roofs of similar cladding and complementary pitches, designed to harmonize with the main building (figures k and m).

V.4.4.3 Paint or stain all deck elements such as balustrades, railings, columns, posts, and staircases, to match the main building. Deck elements should not be left to weather naturally.



SECTION VI: Single Family Detached Residential

Building Massing: VI - 1

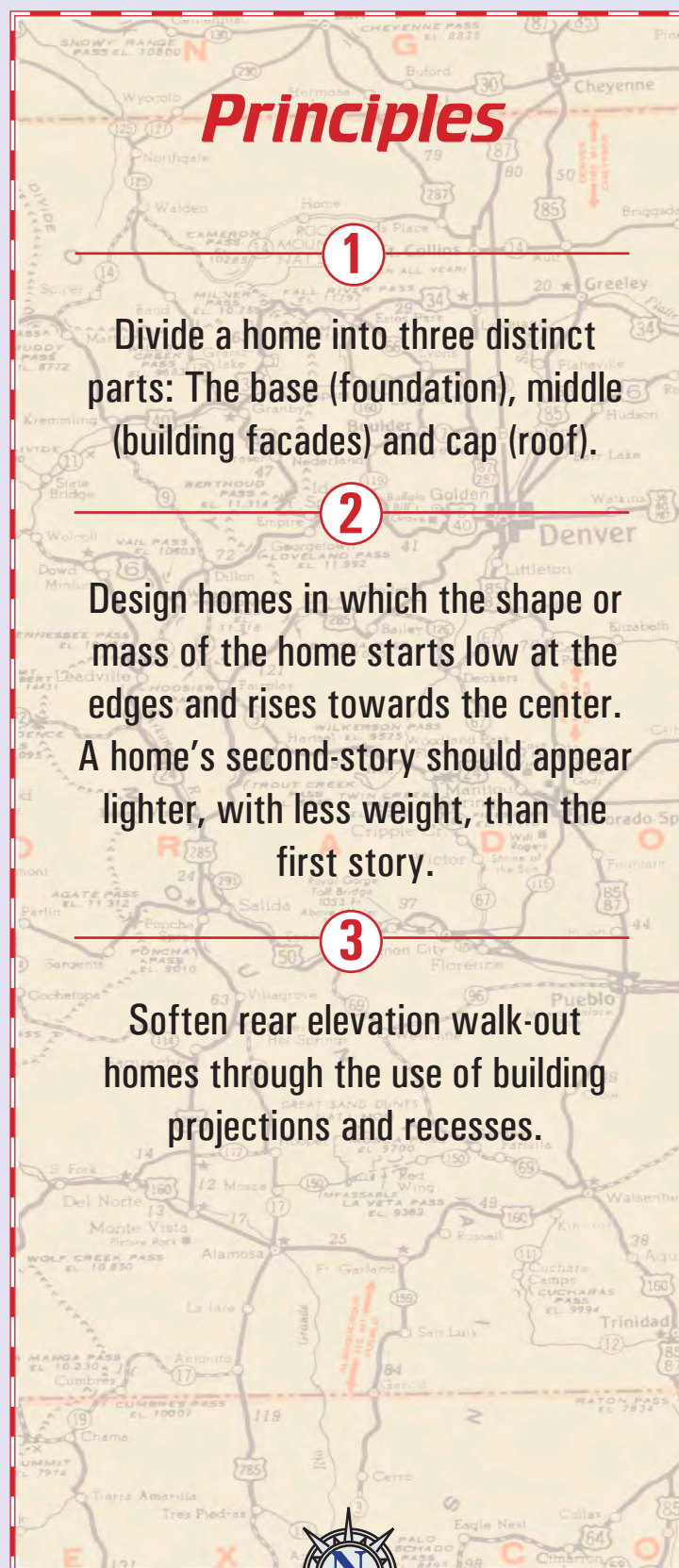
Roof Form: VI - 2

Facade Articulation: VI - 3

Building Materials: VI - 4



1. Building Massing



Principles

1

Divide a home into three distinct parts: The base (foundation), middle (building facades) and cap (roof).

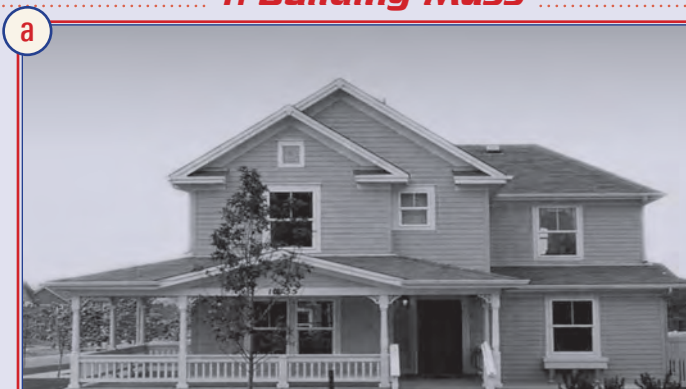
2

Design homes in which the shape or mass of the home starts low at the edges and rises towards the center. A home's second-story should appear lighter, with less weight, than the first story.

3

Soften rear elevation walk-out homes through the use of building projections and recesses.

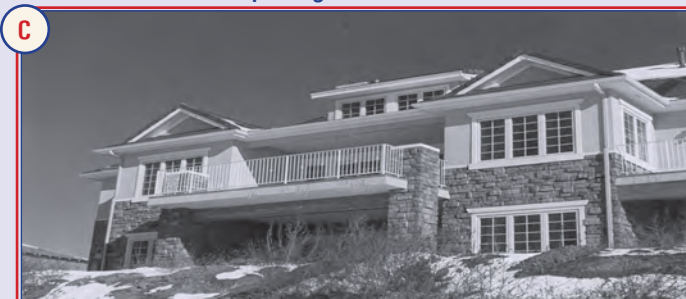
1. Building Mass



VI.1.1.1 Encourage single-story building elements, such as covered porches, as transitional elements to second-story building volumes. Notice how the home masses towards the center of the dwelling. Notice also how the front porch provides a semi-private platform for outdoor entertaining, socializing, and leisure (figure a).

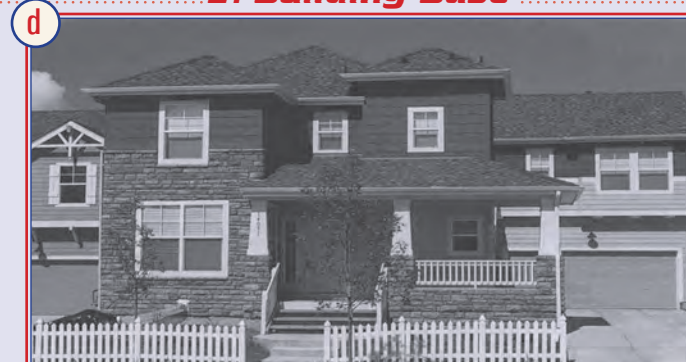


VI.1.1.2 Segment buildings into distinct volumes through the use of building projections, changes in roof plane, and garage bay popouts. Notice how the varied building masses each contain a consistently-pitched gable roof form, creating a harmonious roofscape (figure b).

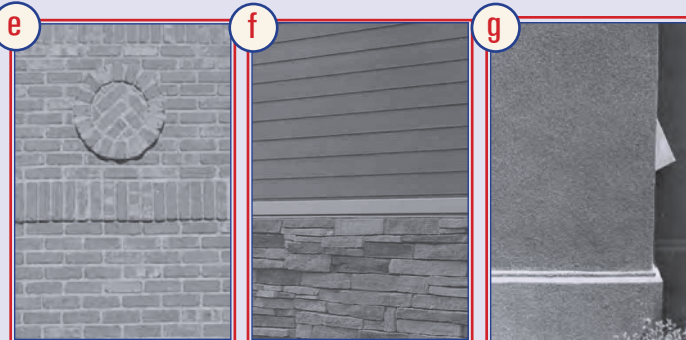


VI.1.1.3 Break-up rear building masses. Notice how the projecting deck, gable roofed two-story wings, recessed loggia, and shed roof dormer create visual interest. Notice how the heavy stone base anchors the home to the ground plane.

2. Building Base

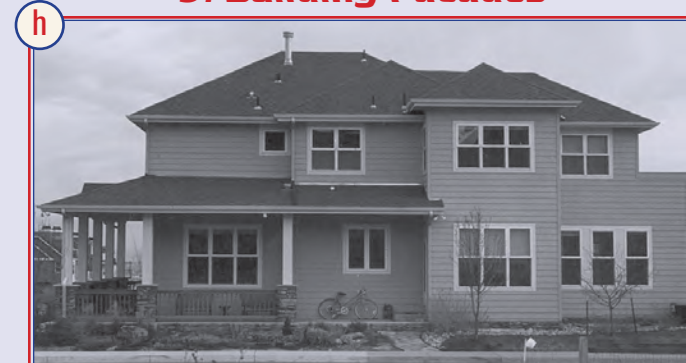


VI.1.2.1 Rest the home on a distinguishable building base or pedestal. Notice the distinctive segments of the home including the stone base, shingle facade, and roof cap (figure d).



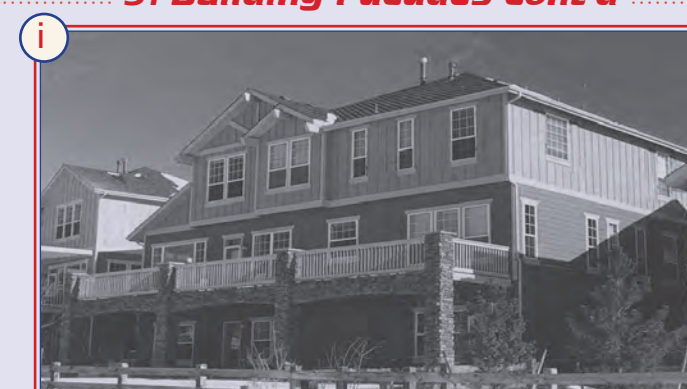
VI.1.2.2 Compose the base of heavier brick, stone, or stucco materials designed to express mass and stability (figures e, f, and g).

3. Building Facades



VI.1.3.1 Articulate building facades through the use of changes in wall plane. Notice how the wrap-around porch, vertical building projection, and stepped-back second story building mass break-up the side facade into individual elements, promoting variety and visual interest (figure h).

3. Building Facades cont'd



VI.1.3.2 Punctuate rear walk-out building volumes through the use of decks, window pop-outs, skirt roofs, gable ends, covered patios, and other variations in wall planes (figure i).

4. Building Caps



VI.1.4.1 Crown homes with the deep roof overhangs that reflect the architectural style of the home (figures j and k).



Do This!

This home is composed of complementary building shapes which taper upwards toward the center of the dwelling. Various roof heights add visual interest. Smaller second-story building volumes reduce the bulk of the garage.

CAUTION

Don't Do This!

This home is composed of awkward and boxy building shapes. Walls run continuously without a change in direction. The roof profile is blocky.



2. Roof Form

Principles

1

Provide roof forms which reflect the architectural style of the home, responding to regional climatic conditions.

2

Create a visible main body roof form complemented with smaller roof planes or elements. Minor roof elements such as gables ends and dormers shall be proportional to the spaces they cover and to overall roof size and form.

3

Provide roof overhangs which create strong shadow lines and complement the roof pitch and architectural style of the home.

1. Roof Form



VI.2.1.1 Create roof pitches and overhangs which complement the architectural style of the home, designed to shed snow, shade windows, and convey roof runoff. Notice how the low-pitched gable roof forms reflect the Craftsman architectural style (figure a).

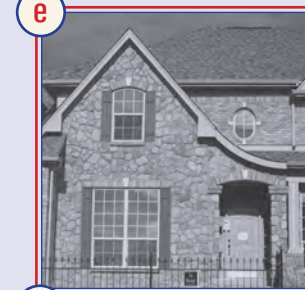
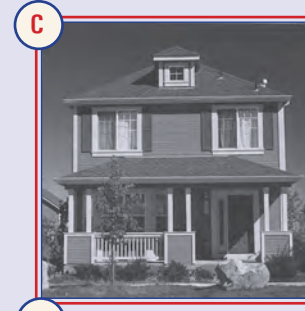


VI.2.1.2 Create both horizontal and vertical roof articulations. Notice how the different roof heights, types, and orientation add visual interest to roofscape (figure b). A variety of roof planes or breaks (roofs that turn a corner or change elevation) should be provided.

VI.2.1.3 Design pitched roof forms to contain habitable space. Roof dormers shall be functional, providing daylight into the interior of the home (figures h, i, and j).

VI.2.1.4 When appropriate, wrap front porches "around the corner" for homes located at street intersections. (figures b and h).

2. Roof Type



CAUTION

Use shed roofs with discretion. Shed roofs should only be used as minor, secondary, roof elements such as those used for covered porches, decks, building projections, or roof dormers

VI.2.2.1 The following roof types should be permitted: c.) Hips, d.) Gables, e.) Cats slide gable, f.) Hip-on-gable, g.) Sheds

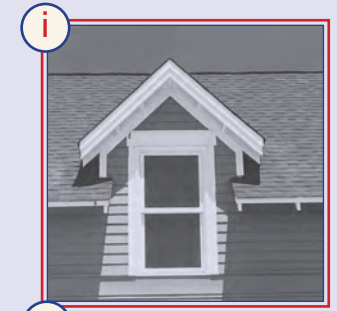
3. Roof Overhang

VI.2.3.1 Provide main body roof overhangs based upon the following minimum guidelines:

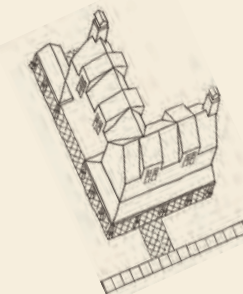
- **Production Homes** - Rakes and Eaves: 12 inches.
- **Custom Homes** - Rakes and Eaves: 18 inches.

VI.2.3.2 The roof overhang for secondary roof elements may vary in order to achieve a consisted fascia line.

4. Roof Elements



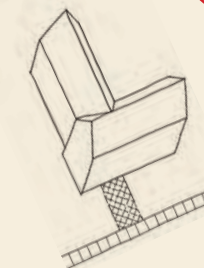
VI.2.4.1 Use minor secondary roof elements such as h.) roof dormers, i.) wall dormers, j.) hip roof dormers, and k.) cupolas designed to add variety and visual interest to the roofscape.



Do This!

Roof elements such as shed roof dormers, skirt roof forms, and covered porches add variety and visual interest to the roofscape. Notice how the one-story covered porch provides transition to the second-story, reducing the mass of the dwelling. Notice how the shed roof dormers break-up the second story building mass adding character and visual interest.

CAUTION



Don't Do This!

These austere roof forms lack detail, definition and ornamentation such as skirt roof forms and roof dormers.

3. Facade Articulation



Principles

1

Design homes to avoid long expanses of blank walls and windowless elevations. A home shall use building elements, such as building projections, and plane breaks, that help segment the building mass and break-up long expanses of blank wall.

2

Design building projections, such as gas fireplaces and bay windows, using similar materials, colors, forms, textures, and proportions as those used on the main structure.

3

Visually support cantilevered building projections with structural elements.

4

Provide porches and entries of adequate size and dimension to be utilized for outdoor living space.

1. Wall Articulation

a

VI.3.1.1 Articulate facades to promote streetscape variety and visual interest. Notice how the single-story covered porch, changes in wall plane, recessed garage, building projection, and material changes break-up wall and roof surfaces (figure a).

b

VI.3.1.2 Break-up side building elevations visible from public view, eliminating long expanses of blank wall. Notice how changes in wall plane, roof shape, and porch projections promote facade variety and visual interest (figure b).

c

VI.3.1.3 Design rear walk-out elevations that provide a mixture of facade articulation elements. Notice how the rear walk-out elevation is varied through the use of material changes, building projections, and wall plain articulation (figure c).

1. Wall Articulation cont'd

Do This!
This elevation appears alive with movement. Notice the different layers of wall planes. Notice how the stone base anchors the dwelling to the ground.

CAUTION

Don't Do This!
This rear walk-out elevation appears austere and flat. The single wall plane lacks articulation (ins-and-outs) which could add variety and visual interest.

2. Building Projections

VI.3.2.1 Create building projections which do not appear to float. Support cantilevered building projections with brackets, base trim, or corbels designed to secure the projection to the wall (figures f and g).

VI.3.2.2 Extend building projections to the ground plane, if not supported by brackets or corbels. (figures h and i).

VI.3.2.3 Jut-out building projections a minimum of 18 inches from wall surfaces (figures f, g, h, and i).

2. Building Projections cont'd

d

e

f

g

h

i

VI.3.2.4 Use building elements such as covered entries, covered porches, and building projections to create facade varieties.

Do This!
Support building projection with corbel, brackets, or base trim designed to provide a base securing the projection to the home.

CAUTION

Don't Do This!
Building projection appears to "float," not anchored to the building facade.

Page 3

"Get your land use mix on Highway 66"
August 30, 2006 (Modified on June 12, 2007)

Section VI

4. Building Materials



Principles

1

Encourage indigenous building materials that reflect the architectural style of the home.

2

Encourage natural building materials with strong textures and rich colors, such as brick, stone, clapboards, shingles, and board and batten, that create visual depth and detail.

3

Use a variety of human-scaled wall materials designed to enhance facade visual interest.

4

Encourage a diversity of roof materials and color, within each neighborhood, to create visual interest.

1. Wall Materials



VI.4.1.1 Encourage the use of following wall materials:

- a.) Board and Batten (wood and cementitious)
- b.) Brick (Narrow Gage Roman, Facebrick, Tumbled, FBX)
- c.) Exterior Insulation Finish System (EIFS) (use with discretion)
- d.) Metal (e.g., corrugated metal)
- e.) Siding, Clapboards (wood or cementitious)
- f.) Siding, Drop (wood or cementitious)
- g.) Siding, Lap (wood or cementitious)
- h.) Siding, Shingle (cedar, redwood, or cementitious)
- i.) Siding, Tongue and Groove (wood or cementitious)
- j.) Stone (natural)
- k.) Stone (cultured)

1. Wall Materials cont'd

VI.4.1.2 Discourage the use of the following wall materials:

- Aluminum Siding
- Concrete Masonry Units (CMU) (exposed)
- T-111 Wood Panels
- Unfinished Concrete

VI.4.1.3 Use masonry materials such as brick or stone to complement the architectural style of the dwelling.

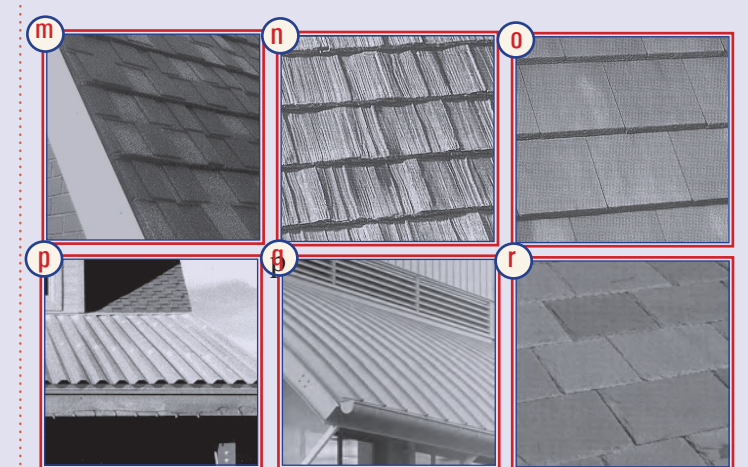
VI.4.1.4 Encourage a mix of wall materials to help scale-down large wall planes.

VI.4.1.5 Construct Large Lot and Custom Homes with both a primary and secondary facade material, excluding the roof (Example: Primary material - Clapboards; Secondary Material - stone wainscot).

VI.4.1.6 Use wall materials based upon the following guidelines:

- Use human-scaled brick.
- Use three coat stucco applications.
- Use stucco finishes which are not overly exaggerated or irregular, such as Spanish Lace, or excessively smooth, such as Light Sand Float. Stucco finishes should strike a balance between bland stucco textures and overly elaborate surfaces.
- Use clapboard and drop siding which does not exceed eight inches exposed, to the weather.
- Use lap siding which does not exceed six-inches exposed, to the weather.
- Use board and batten siding which does not exceed ten inches (boards) and two inches (batten) exposed, to the weather.
- Expose shingles a minimum of six inches, to the weather.
- Front elevation wall cladding dimensions shall be the same for all elevations.

2. Roof Materials



VI.4.2.1 Encourage the use of roof materials based upon the following guidelines:

- m.) Composition Roofing (Architectural grade dimensional shingles, straight cut or color-framed mitered corners, with weathering grade asphalt and ceramic granules, heavy weight, Class A fire and wind rated) with a minimum 30 year warranty
- n.) Concrete Shakes (Raked to mimic a natural wood shake)
- o.) Concrete Tile, Flat (Smooth-surfaces modern slate)
- p.) Metal, Corrugated (Use with discretion and when appropriate to the architectural character of the structure)
- q.) Metal, Standing Seam (Seams shall be spaced a maximum of 18 inches)
- r.) Slate (real or cultured)
- For Single Family Residential neighborhoods, provide a minimum of two distinct colors or types of roofing materials, such as composition shingles of various color shades or flat concrete tile, for developments with five or more dwelling units.



