TOWN OF ERIE
1874

Development Design Standards

Adopted:

Community Development Department

TOWN OF ERIE | 645 HOLBROOK ST, ERIE, COLORADO 80516

Acknowledgements To Be Completed

The Town of Erie *Development Design Standards* is a result of an update to the Town of Erie Unified Development Code and adoption of the Town Center Planned Development which resulted in specific Design Standards for the Town Center. Through these processes, it was determined that the Town of Erie needed to revise its current design standards as incorporated into this document.

The *Development Design Standards* provide detailed standards on urban design and streetscape, and promote high quality architecture for the Town of Erie which are based on commonly accepted principles of urban design, while preserving and enhancing the character of the Eire community. The Town will use these Development Design Standards for reviewing proposed development projects in the Town.

The Town would like to thank Town Board of Trustees, Planning Commission members, the Metropolitan Homebuilder's Association Task Force, citizens and developers who participated in both the Town Center Planned Development project as well as providing input on the Unified Development Code.

Erie Board of Trustees

Erie Planning Commission

Developer Participants

Town of Erie Staff

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Chapter 1: Commercial, Industrial, and Mixed-Use Design Standards

I. Introduction

The Town of Erie has been experiencing rapid growth which is projected to continue as Erie is discovered as being a thriving community with a rich history. As Erie continues to grow, the Town has taken a proactive approach engaging citizens and promoting development that is consistent with the shared vision for the Town.

To help direct and achieve the desired quality of development in the Town of Erie, the Town has adopted these Commercial, Industrial, and Multifamily Residential Design Standards, as referenced in and in addition to the Unified Development Code (UDC) to evaluate and coordinate development, ensuring it is consistent with the vision for The Town of Erie.

The Development Design Standards, which will be referred to as the 'Design Standards' throughout this document, provides the Planning and Development Department, Planning Commission, Town Board of Trustees, the development community, and property owners with an objective basis on which to evaluate new development and redevelopment of multiple-family, commercial, industrial and mixed-use. These Design Standards are based upon commonly accepted principles and examples of urban design represented by the Urban Land Institute, American Planning Association and the Congress for the New Urbanism. They reflect the goals for the Town of Erie as set forth in the Town of Erie Maser Plan that focus on developments with high standards, prioritizing open space, and enhancing the small town character.

A. Objectives

The intent of the Design Standards is to provide clear and concise direction to developers and property owners in order to promote quality building design and site layout. Objectives for the Design Standards are:

- To serve as a tool to evaluate development submittals for all multiple-family, commercial, industrial, and mixed-use projects.
- Govern the development of new buildings, significant architectural renovation and restoration, change of existing use or adaptive reuse, and landscape improvements; and
- To standardize and create predictability in the Town's expectations for development of these uses and categories.

Property owners, developers, and architects will use these Design Standards when preparing site plans and architectural plans for development and for improvements to existing development. All Design Standards contained in this document will be reviewed and special care taken to address all situations where the Design Standards are applicable to a specific project.

II. Relationship of the Design Standards to Policy and Other Regulatory Documents

Hierarchy of Documents that Govern Multiple-family, Commercial, Industrial, and Mixed-use Development

What is the purpose of each type of document?

POLICY

- Policy sets the direction for land uses, open space, and transportation improvements in the Town.

REGULATIONS

- Regulations set how much development is permitted and where certain uses can locate.

STANDARDS

- Standards regulate how development is laid out and what it looks like.

How are Policy, Regulations and Standards organized in Erie?

		DOCUMENTS
POLICY	Town-adopted policy direction related to uses, location, density, and character of future development	• Erie Comprehensive Plan • Parks Trails and Open Space Master Plan • Transportation Master Plan • Engineering Design and Specifications
REGULATIONS	LAND DEVELOPMENT ORDINANCE Base Zoning Regulates: • Uses • Density • Heights • Setbacks PLANNED DEVELOPMENT ZONING (PDs) Regulates: • Uses • Density • Heights • Setbacks • *And Sometimes:* How Development is laid out	• Unified Development Code (UDC) • Planned Development Zoning (PD)
STANDARDS	IS THE SITE LOCATED IN THE TOWN CENTER PLANNED DEVELOPMENT DISTRICT? NO → USE THE DESIGN STANDARDS How the development is laid out What the development looks like YES → USE THE TOWN CENTER PD DESIGN STANDARDS How the development is laid out What the development looks like	• Design Standards • Town Center Standards and Guidelines for Development

III. Addressing Conflicts between Regulatory Documents and the Design Standards

The Design Standards: The Design Standards shall apply to all multiple-family, commercial, industrial, and mixed-use developments in the Town, except where a conflict exists as stated below. In that case, only the standard in conflict shall default to the higher hierarchy regulation and the remainder of the standards not in conflict shall apply.

- **Erie Town Center**: Any development within the Erie Town Center shall conform to the Erie Town Center PD requirements

The Unified Development Code (UDC) and/or Planned Development (PD) Guide and Plan: Provides the controlling regulation on permitted uses, density entitlements, heights, setbacks and any other elements included in these documents. In the case that there is a conflict between:

- The Design Standards and the UDC and/or PD Guide and Plan, the UDC and/or PD Guide and Plan shall supersede the Design Standards.
- The Design Standards conflict with a regulation in a PD Guide and Plan, the PD Guide and Plan and/or zoning regulations shall apply.
- If a condition is regulated by a standard in the Design Standards but not regulated in a PD Guide and Plan, the Design Standards shall apply.
- In the case where the Design Standards conflict with a height, setback or other zoning regulation, the zoning regulations shall apply.

Building Code and Fire, Life, and Safety Regulations: In the case that the Design Standards conflict with the Building Code or a Fire, Life, and Safety regulation, the Building Code or Fire, Life, and Safety regulations shall apply.

IV. How to Use the Design Standards

Roadmap to Understanding the Design Standards

The Design Standards have two levels of reference: Standards and Guidelines. The following language is used consistently throughout to communicate requirements (Standards) versus recommendations (Guidelines).

Meeting the Intent of a Standard

	STANDARDS	GUIDELINES
IMPLICATION	**Regulatory**	**Recommended**
	Development is required to comply with Standards.	**Development is encouraged to follow Guidelines.**
LANGUAGE	**"Development shall..." "Development must..."**	**"Development should..."**

WHAT DO THE STANDARDS & GUIDELINES REGULATE?

- How elements required by the UDC or PD must be laid out on the site
- How buildings are designed and what they look like
- How to accomplish UDC requirements related to design
- What palettes should be applied to buildings and landscape

- **Intent**: states the objective for each Standard. Applicants are expected to meet the intent of each Standard through a combination of complying with Standards and using Guidelines to accomplish the stated objectives.

- **Standards**: are clear and objective requirements. Development must meet all criteria listed under Standards.

- **Guidelines**: provide additional direction and application. Development is expected to address the Guidelines to meet the intent of each Standard.

  - It is the responsibility of the applicant to justify any deviation from these Design Standards and Guidelines and to exhibit why the specific Standard or Guideline would not result in a better/higher quality development.

  - In certain cases, the Planning Director may make a determination that a given solution sufficiently meets the intent of a Standard, even if all of the objective requirements of the Standards are not met.

V. Definitions

Accessory (Building): Means a minor building that is located on the same lot as a principal building and that is used incidentally to a principal building or that houses an accessory use.

Amenity Building: A public or semi-public building built and maintained for public or membership use.

Articulate (or Articulation): Articulation refers to the way surfaces of a building come together to form its shape and volume. Building articulation can be exhibited through differentiating surfaces with a change in material, color, texture, or pattern, corner enhancements, and a separation of adjacent planes. (Source: *Architecture: Form, Space, & Order*, by Francis D.K.Ching)

Attached House: A building where units are not stacked vertically but share walls with adjacent units.

Awning: A protected covering over a window, door, or opening.

Balcony: An unenclosed space that protrudes from the face of a building.

Bay: The spaces on a building's facade between vertical structural elements (walls, pilasters, columns, etc.); bays organize window, door, and building element placement.

Figure 7 - Illustration of definition of Bay

Bay Width: The percentage or length (feet) of a building's facade that is vertically articulated as a structural bay.

Bay Window: A window that protrudes from the face of a building.

Bay of Parking: A double-loaded row of parking, with a drive aisle in the center and head-in parking on either side; may be perpendicular or angled.

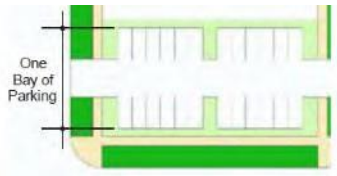


Figure 8 - Illustration of definition of Bay of Parking

Block (Development Block): The area defined by streets (public or internal) or open spaces (public or internal) intended for the development of parks or buildings. Development block is a term used in urban design and form-based coding that applies to the organization of legally dedicated lots surrounded by thoroughfares that have been subdivided by Plat.

Block Area: The Block Depth multiplied by the Block Length.

Block Depth: The short dimension of a block, measured from easement or right-of-way line to easement or right-of- way line, at the shortest point.

Block Length: The long dimension of a block, measured from easement or right-of-way line to easement or right-of-way line, at the longest point.

Block Type: Classification of blocks based on the use, building type, organization, location, and access.

Block Type (Attached/Single-Aspect): A block sized to accommodate buildings that are one-unit deep, with frontage around the block perimeter, parking in the center, and open spaces.

Block Type (Composite): A block that has different building types located on it which require different half-block depths.

Block Type (Double-Aspect/Corridor): A block sized to accommodate buildings that are two units deep, with frontage around the block perimeter, parking in the center, and open spaces.

Building Design Variation: A building design that is distinctly different from others, as a result of the massing and form, composition of openings, building elements, and palette of materials and colors.

Building Element: A component of a building that gets added or subtracted from the main mass of the building, such as a porch, wing, balcony, or awning.

Building Facade (Facade): An elevation of a building.

Building Front: The side of the building facing the most prominent public roadway or internal street or open space; the facade on which the primary building entrance is located.

Building Orientation: The relationship of a building's location to the edge of the block.

Building Rear: The façade of a building that is not a building front or building side; does not contain public or customer entrances; has loading, trash, or service functions; and is not visible from a public roadway or internal street.

Building Side: The façade of a building that is distinguished as a secondary façade, for example, a left and/or right side of the building that is not the primary façade.

Building Type: Classification of a building based on form and interior circulation layout.

Commercial: Any activity conducted with the intent of realizing a profit from the sale of goods or services to a consumer. *(Source: A Planners Dictionary*, American Planning Association, 2004)

Complete Streets: Streets designed to enable safe access for all users, including pedestrians, cyclists, motorists, and transit riders.

Composition (Facade Composition): The arrangement of doors, windows, and building elements on a building.

Cornice: A protrusion from the top of a ceiling or pediment, or at the bottom of a roof.

Corridor Building: A building defined by a central entry and circulation system, with a central corridor accessing units on either side.

Dormer: A window that projects vertically from a sloping roof.

Eave: The part of a roof that meets or overhangs the walls of a building.

Eave Line: The shape of eaves across a building.

Entry: A door allowing access to the primary circulation of a building.

Fenestration: The arrangement of windows and doors on the elevations of a building.

Flat Roof: A roof without a visible pitch, including mono-pitch or parapet roofs.

Frontage (Street, Public Roadway): Means the linear frontage of a lot or parcel abutting a private or public roadway, or open space that provides principal access to or visibility of the premises.

Gable: The part of a wall that encloses the end of a pitched roof.

Glazing: Means glass windows, doors, and walls.

Ground Floor: The first floor that sits above the average grade of a site.

Ground Floor Transparency: Percentage of a building's ground floor facade that must be glazed.

High Quality Architecture: High quality architecture in Erie emphasizes the use of quality building materials in the design of authentic and diverse architecture that promotes and enhances the Town's character. Architectural design will consider the articulation of all four elevations of a building per these design standards; and exhibit required vertical and horizontal form and mass breakdown. Building elements will display depth and texture and human-scaled design appropriate for Erie.

High Quality Building Materials: High quality building materials shall consist of durable materials in the detailing of a building that will stand the test of time. Accent materials will achieve architectural interest, balance and variation in the building design.

Industrial Building (Multi-Tenant): A building structure designed for the industrial activities of multiple tenants under one structure. Tenant space may include individual storefronts with a shared tenant wall space. *(Source: A Planners Dictionary,* American Planning Association, 2004)

Industrial Building (Single-Tenant): A building designed for industrial related uses with special site design features of circulation, parking, utility needs, aesthetics and compatibility. *(Source: A Planners Dictionary,* American Planning Association, 2004)

Industrial Development: A large tract of land that has been planned, developed, and operates as an integrated facility for a single or a number of individual industrial uses, with special attention to circulation, parking, utility needs, aesthetics, and compatibility. *(Source: A Planners Dictionary,* American Planning Association, 2004)

Internal Street (Private Street): Means a private or internal street that is not owned or operated by the Town; is a private street created within a commercial, industrial, mixed-use, and/or multi-family site which defines blocks and provides access for all modes.

Liner Building: A narrow building, one unit deep, that is attached to a garage or non-residential use.

Massing: The overall shape and size of a building.

Masonry Base: A masonry architectural feature that projects from the plane of the primary mass of the building at the ground level to deflect water away from the foundation; may be articulated as a few feet at the base of a building or as the entire ground floor.

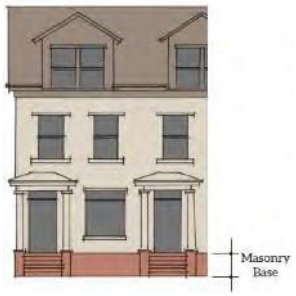


Figure 9 - Illustration of definition of Masonry Base

Mixed-Use Development: Means a type of land development which blends more than one (1) land use (i.e., residential, commercial, cultural, institutional, or entertainment uses), where those functions are physically and functionally integrated horizontally on a property, or vertically within a building.

Mullion: A vertical or horizontal bar between the panes of glass in a window.

Multiple-Family Buildings/ Housing: A building where multiple separate housing units are located within the same building.

Muntin: A small bar or rigid support between adjacent panes of glass.

Neighborhood: An area of a community with a mix of housing units, a network of interconnecting tree-lined streets and sidewalks that provide a short walk to schools, parks, and a neighborhood center. The area of a community has characteristics that distinguish it from other community areas that may include schools or boundaries defined by physical barriers such as major highways or natural features. *(Source: A Planners Dictionary*, American Planning Association, 2004)

Open Space: Means public or private land and aquatic areas without visible evidence of residential, commercial or industrial development that are regulated or managed to protect the natural environment and significant cultural, historical, geological and ecological resources. These areas, generally left in a natural state, provide passive recreation and agricultural opportunities, shape the patterns of urban development, provide environmental protection and educational, scientific or aesthetic benefits and may include trail corridors, greenways or undeveloped parks.

Green Space: A green space within a development that is intended for shared use by the residents or users of the development.

Paired Units (Duplex): Two units that share a wall and have separate entries; often designed to look like a single house.

Parking Lot Drive: The drive aisle within a parking lot.

Pattern: Design solution using reusable forms repeatedly in a larger building mass.

Pedestrian Scale: The relationship of a built environment to human proportions and comfort.

Planting Strip: A planting zone bounded by the sidewalk, curb, intersections, and pedestrian crossings.

Podium Parking: Concrete parking footprint that is the same or larger than the footprint of the building. Podium parking may be entirely below ground, or it may be the first level.

Porch: A covered platform at the entrance.

Porte Cochere: A covered pick-up and drop-off portal accessible to vehicles.

Private Realm: The areas of a multiple-family development that are intended only for the use of the residents of a given block or building.

Proportion: The ratio of the horizontal and vertical dimensions of a given shape or element.

Public Realm: All areas open or accessible to the public, including the space in front of and between buildings; may be privately owned.

Public Right-of-Way (Public Roadway, Public Street, Right-of-Way): Means any public street, easement, sidewalk, landscaped area, park, square, plaza, or any other public property owned or controlled by the Town and/or dedicated for public use to the Town (*Source: Town of Erie Roadway Design and Construction Criteria Manual*).

Residential: Activities within land areas used predominantly for housing. *(Source: A Planners Dictionary,* American Planning Association, 2004)

Retail: The selling of goods, services, wares, or merchandise directly to the ultimate consumer or persons. *(Source: A Planners Dictionary,* American Planning Association, 2004)

Roof: The part of the building envelope that covers the top of a building.

Roof Form: The shape and proportion of a roof.

Stacked Townhouse: A townhouse on top of a ground floor unit.

Structured Parking Block: A block sized to accommodate development around a structured parking garage, with frontage around the block perimeter, the garage in the center, and open spaces for residents.

Stoop (Porch): A small exterior entrance outside of a door; may be covered but without vertical columns or structural supports for the awning or roof.

String Course: A raised horizontal band or course that often ties together window sills and defines the base, middle, or top of a building.

Structural Bay (See Bay)

Terrace: An open platform that extends from a building.

Texas Wrap Building ('Texas Donut'): A large building, linked by corridors and circulation cores, with units and building form wrapped around an above-grade parking structure.

Transparency: The glazing of a window or door independent of sill, sash, surround, decals, or any other non-transparent feature of the window or door.

Tuck-Under Parking: Parking tucked under the rear of a townhouse or multiple-family building. In tuck-under parking, the structure of the garage does not extend the full footprint of the building.

Vertical Structure Elements: Walls, pilasters, columns and other vertical members that support the structure of a building.

Visual Terminus (Vista Terminus): A framed view ending at an iconic feature or building.

Wing: A section of a building that extends out from the primary mass of the building.

Walk-up Building (Single-Aspect): Multiple-family buildings that are one-unit deep where stair cores serve 2 or 3 units/floor, with a clear front and back (public rooms like the living room face the front and private/service rooms like bedrooms or kitchens face the back).

Walk-up Building (Double-Aspect): Multiple-family buildings where stair cores serve four units/floor, and units face the front and back of the building; a front elevation must be selected.

Wrapped Garages: Wrapped garages consist of a stand-alone garage, with narrow liner buildings attached. The liner/wrapper buildings may be stand-alone, with a gap between the building and garage to allow for natural ventilation of the garage. In some instances, the buildings may be attached or tied back to the garage structure.

VI. Purpose and Intent of the Design Standards

The purpose and intent of the Commercial, Industrial, and Mixed-Use Design Standards is to ensure that future development of non-residential uses in the Town enhances the hometown character of Erie. These Design Standards provide specific requirements related to the urban design of sites, buildings, exterior open spaces, and publicly accessible gathering spaces. Elevating the level of design for commercial, industrial, and mixed-use development in the Town of Erie.

A. Design Standard Objectives

The objectives below will guide commercial, industrial, and mixed-use development in Erie. They serve the purpose of ensuring that non-residential developments enhance the visual character of the Town and create pleasant places that are accessible to all people.

- **Sense of Place**: Commercial, industrial, and mixed-use developments should create a sense of place contributing to the Eire small town feel.
- **High Quality:** Development should be composed of high quality site design, architectural design, building materials, color palettes, and landscape design *(see figure 10).*
- **Context:** Commercial, industrial, and mixed-use development should be designed to enhance and relate to the context of the surrounding natural and built environment.
- **Functionality:** Developments should be designed to be functional, usable, and accessible to patrons and visitors.
- **Human Scale:** Development should be designed at a human scale, creating safe, walkable environments that are visually interesting and make people feel comfortable.
- **Publicly Accessible Spaces:** Commercial, industrial, and mixed-use developments should have accessible and usable outdoor publicly accessible gathering spaces that promote a sense of community and convey an inviting interactive experience *(see figure 11).*
- **Building Orientation:** Non-residential developments should be organized with buildings oriented towards the streets where possible, parallel on-street parking in high-traffic pedestrian areas, interconnected sidewalks, street trees and other landscaping and amenities. Ensure that non-residential developments are designed for pedestrians and cyclists, not just for vehicles.

Figure 10 - Example of a high-quality designed building with human-scale streetscape

Figure 11 - Example of a mixed-use development

VII. Site Design Standards

The site design of commercial, industrial and mixed-use developments requires a process of blending new development into the context of our community. This is an outline of the critical steps to follow when designing a site and applying the corresponding Design Standards and Guidelines. Applicants shall be required to demonstrate compliance with these Design Standards and Guidelines and show that each step has been addressed.

A. Natural Features and Views

The physical characteristics of a site, topography, natural features and viewsheds shall be considered early in the design process. The evaluation of key site characteristics will ensure the least disturbance of the existing site and protect the most valuable natural features including but not limited to vegetation and tree groves, steep slopes/topography, drainage ways and view corridors *(See figure 12).*

Standards:

1. Development sites will seek to preserve the visual character of the community through the protection of important viewsheds within the community. Viewsheds should be identified as part of the site planning process and development organized to preserve them to the extent feasible.
2. Development sites adjacent to open space and/or recreational areas shall limit the height of retaining walls to four (4) feet in height from the finished grade.
3. Terraced walls landscaped with live plantings between walls shall be permitted with five (5) foot minimum width spacing between walls and limited to two (2) tiers.

Figure 12 - Varying topography and natural features in Eire's natural landscape.

Guidelines:

1. Assess natural features and design open spaces and greenways to take advantage of tree groves, vegetation, riparian areas, views, and other natural elements *(see figure 13).*
2. Orient the fronts of buildings and active spaces towards open space to encourage public interaction whenever possible.
3. Locate publicly accessible open spaces such as plazas, terraces, outdoor seating areas with pathways and pedestrian access around these natural elements *(see figure 14).*
4. Minimize cut-and-fill through the design of site improvements in order to preserve the general character of the existing terrain and to minimize drastic differences between adjacent developed and undeveloped sites.

Figure 13 –Example of a tree grove in Erie.

B. Pedestrian and Bicycle Connections

In Erie, the transportation environment includes the development of public and private roadways designed to enable safe access for all users including pedestrians, cyclists, motorists and transit users. The design process shall ensure that connectivity will be considered early in site layout to help minimize pedestrian, bicycle, vehicular and bus conflict, thus creating a safe environment for the entire community to access the development site.

Figure 14 - The Erie community features a number of pedestrian and bike connections throughout Town.

Standards:

1. Pedestrian-friendly sidewalks located on any building side with a public entrance shall be a minimum width of ten (10) feet, and shall span the entire length of the building. The ten (10)-foot sidewalk shall transition into a five (5) foot wide sidewalk that connects to the on-site pedestrian circulation system located on the interior and perimeter areas of the development site.
2. All commercial and industrial development public areas shall provide sidewalk and trail connectivity for pedestrians and bicyclists between all public entries to new and existing buildings, outlying parking areas, between buildings, to the public sidewalk system, amenities and to transit facilities.
3. Publicly accessible sidewalks or walkways shall be provided along public and internal streets or drives that are intended for public, customer, or employee access *(see figure 15).*
4. Publicly accessible walkways shall connect from the site to adjacent commercial and residential uses, in a logical manner depending upon site conditions. If adjacent properties are undeveloped, site plans shall indicate areas for future pedestrian connections to adjoining parcels.
5. Bicycle parking shall be thoughtfully located near public entrances of a commercial or industrial building with easy bicycle access from the public road, avoiding conflicts with vehicular and pedestrian movement *(see figure16).*

Figure 15 - Publicly accessible sidewalks provide connectivity between the parking lot throughout commercial and industrial developments.

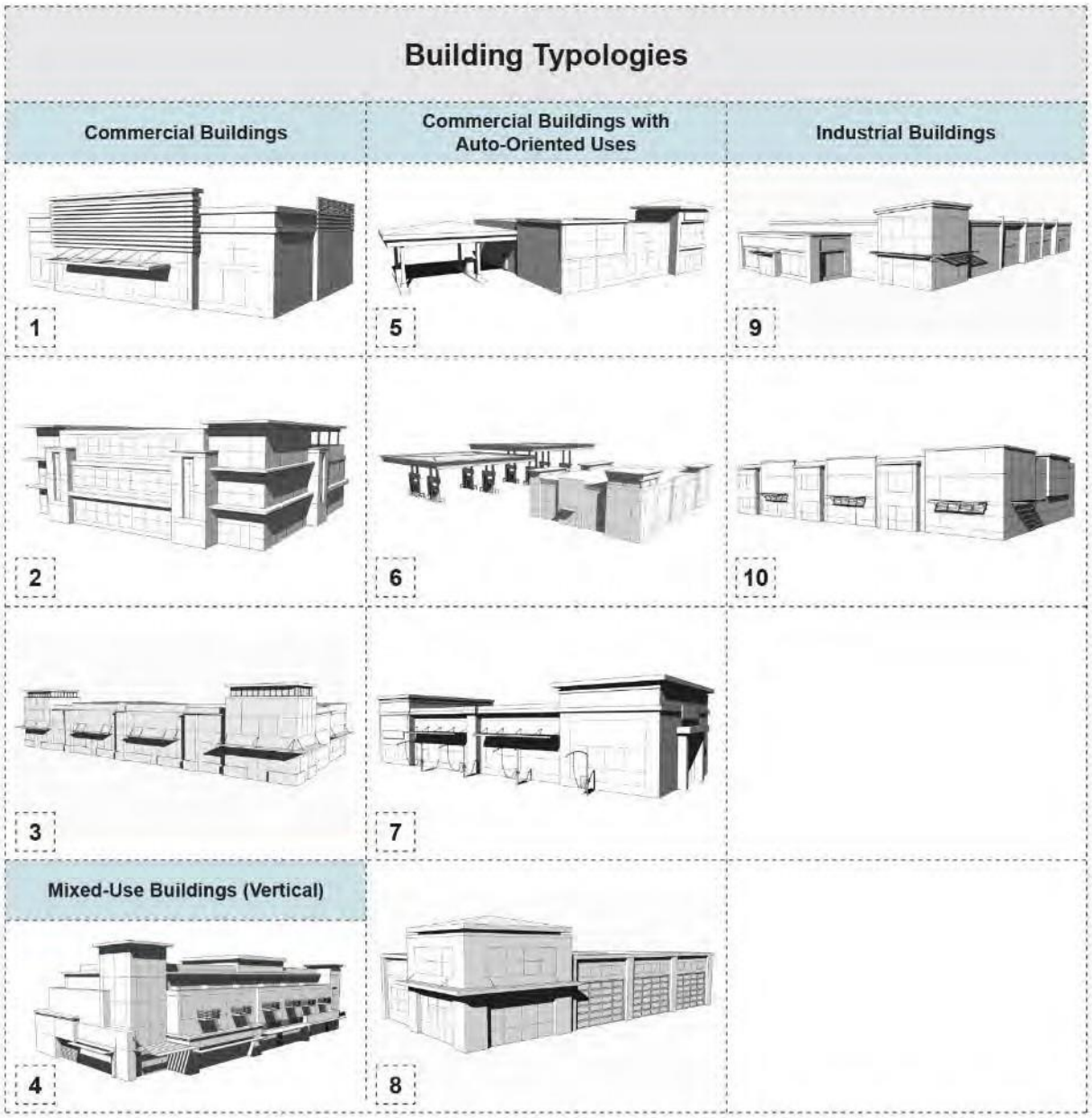
Figure 16 - Bicycle parking located near a public entrance.

C. Building Typologies

Building types suitable for Erie are shown in the matrix in *figure 17*. Buildings that are mobile, relocatable, modular; architectural prototypes or rollout architecture; prefabricated and or pre-engineered metal; partially or completely assembled, and/or constructed in a manufacturing facility, are not permitted for commercial development types.

To avoid discrepancies between commercial, industrial and mixed-use building types and uses, reference the *Relationship of the Design Standards to Policy and Other Regulatory Documents* section in this document for clarification on the use of these building types. The underlying use of building types will be determined through permitted uses (or in some cases use by special review) allowed under the zoning district or Planned Development in which a property is located.

Figure 17 - Matrix of Building Types.



Commercial Buildings

1 - Single Standalone, Restaurant, Office & Other Commercial Uses
2 - Office & Institutional Uses such as: School, Hospital, Rehabilitation Facility
3 - In-line Retail

Mixed-Use Buildings

4 - Vertical Mixed-Use Multi-Tenant Commercial & Other Commercial Uses such as Multi-Story Hotel, Assisted Living & Nursing Care Facilities

Commercial Buildings with Auto-Oriented Uses

5 - Commercial Building with Drive-Through Facility and Other Auto-Dependent Uses
6 - Gas Station
7 - Carwash
8 - Car Repair

Industrial Buildings

9 - Single-Tenant Industrial Building
10 - Multi-Tenant Industrial Building

D. Building Orientation Requirements of Commercial Buildings

Intent:

Site planning of commercial buildings shall consider specific building orientation requirements, site adjacency, site access and circulation in the overall design and site layout of the project. The intent is to create a cohesive development and site circulation with pedestrian-friendly spaces as defined in these standards. For fenestration requirements for commercial and industrial buildings, see the *Commercial and Mixed-Use Building Composition* section located in *VII. Building Design Standards*.

Standards:

1. **Building Fronts**
   - **a.** The building front shall be sited to relate to the context of the surrounding environment, considering the patterns of existing roadways, grades, and existing buildings.
   - ***b.*** A building front shall be oriented towards a public roadway or internal street. *(See figure 18).*
   - **c.** The primary public entrance of a building shall face the public roadway, with a second public entrance facing a parking lot on the side or rear of the building.
   - **d.** A building with a storefront, office, showroom or other publicly accessible portion of the building shall be located on the site to be highly visible from a public roadway or the public realm.
   - ***e.*** Building fronts shall be designed to the appropriate design standards as described in Section *VII. Building Design Standards.*

Figure 18 - Example of commercial building front oriented towards a public roadway.

2. Building Sides

a. A building side that fronts a public roadway must meet the same level or architectural detailing and exterior building material requirements as the front of the building *(see figure 19).*

b. Building sides that front a public roadway shall have a corner element and/or roof feature.

c. Where a building side is visible from a public roadway, park, open space, or other active land use, it shall be subject to building orientation requirements for a building front.

d. The side facades of a building shall be designed to the appropriate design standards as described in Section *VII. Building Design Standards.*

Figure 19 - Example of commercial building side fronting a roadway.

3. Building Rears

a. The building rear shall not be oriented towards a public roadway.

b. The facade of building shall be considered a building rear if:

i. This portion of the building is not the front or side façade;

ii. This portion of the building does not contain a primary or secondary public entrance;

iii. This portion of the building has loading or service functions; and

iv. This portion of the building is not visible from a public roadway, internal street, open space or other active land use *(see figure 20).*

c. Building rears that are located in full view of the public realm shall meet the same Standards as a building side as described in *VII. Building Design Standards* section.

d. The building rear shall not be sited on an internal street unless:

i. The front facade is located on a public roadway or internal street.

ii. There are other building rears located along the same internal street, for example, the first building in a development built prior to the new development.

e. The building rear shall not be located on any publicly accessible open space unless site constraints require this orientation.

f. In the case where the building rear is located on publicly accessible open space due to site constraints, the exposed rear building façade shall be equally designed and

articulated in a similar manner as the front and sides of the building.

g. Service, loading and trash enclosures shall be located in the rear of the building away from view of the public realm *(see figure 21).*

h. When the building rear is visible from the public realm and/or adjacent properties, the building rear shall be subject to enhanced screening requirements with either landscaping with an opacity of 80% at one (1) year maturity.

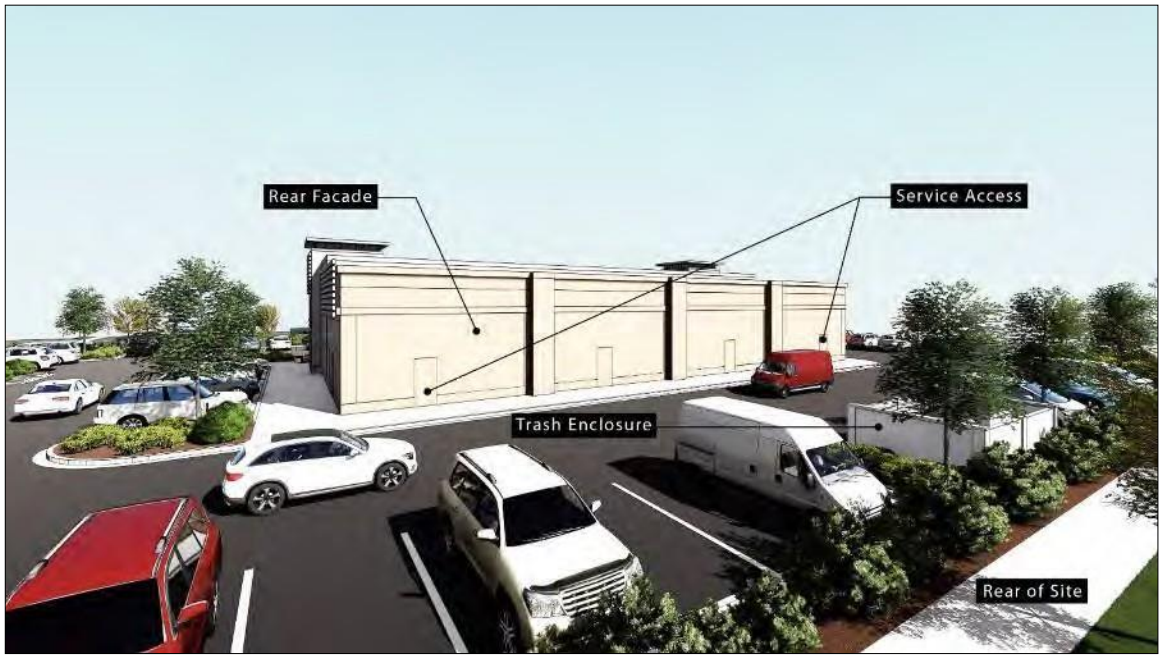


Figure 20 - Example of the rear of a commercial building.

i. The rear facade of a building shall be designed to the appropriate design standards as described in Section *VII. Building Design Standards.*

j. In the case where the building rear is located on publicly accessible open space due to site constraints, the exposed rear building façade shall be equally designed and articulated in a similar manner as the front and sides of the building.

4. Corner Treatment

a. Buildings shall be oriented to front the intersection of a public road with another public road and shall be articulated with transparent openings and an active prominent entry and architectural elements *(see figure 22).*

b. Parking shall be located on the side and/or rear of the building to the greatest extent possible.

c. Corner treatments shall include two front primary facades, which are equally designed and articulated as follows:

Figure 21 – Rear of the building showing back-of-house functions (such as service access) located away from public view.

i. Two (2) front facades facing both of the adjacent public roadways, with one (1) front façade that is designated as the primary customer entrance that is located on the building corner *(see figure 23).*

ii. All exposed facades shall be equally designed and articulated.

iii. In the case of a building that is visible to the public realm from all four sides, all sides of the building shall be equally designed and articulated as a building front.

d. Service areas shall be located away from any building side facing the intersection, and screened from visibility.

e. Landscaping at corners of the site must comply with the Town's *Engineering Standards & Specifications.*

Figure 22 - Building located at an intersection with two primary front facades.

Figure 23 - Example of corner treatment of commercial building.

5. Accessory Buildings

a. Accessory buildings or structures shall be located in the rear or on the side of a primary building.

b. Facades of accessory structures that are accessible to patrons or the general public shall be treated as building fronts and composed with openings, entries, building elements and detailing similar to those on the front of the building to which the building is accessory.

c. Accessory structures shall be designed in a similar style and palette as the primary buildings to which they are accessory.

d. Accessory buildings shall have the same setback as the primary building or setback a greater distance from the front of the primary building.

e. Drive-up ATMs shall have architectural fins or overhangs to create shelter for users.

E. Commercial Site Layout Options

The following site layouts show options for how all commercial and mixed-use buildings are to be sited with relationship to the location of the public roadway and parking. They are organized in order of the Town's preferences. In order to choose a layout that is less desirable, the applicant will need to document why the more desirable layouts do not work and show other enhancements that justify the less desirable layout.

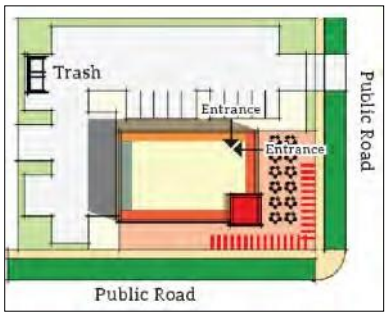


Figure 24 - Option No. 1 Site layout for a building that fronts on a public roadway.

Standards:

1. **Option No. 1: Building Frontage on a Public Roadway**
   When a building is fronting a public roadway or internal street and has parking located on the side of the building and in the rear, the primary entrance of a building shall face the public roadway, with the option for a second public entrance facing the parking lot on the side or rear *(see figure 24).*

2. **Option No. 2: Back-to-Back Buildings Siding a Public Roadway**
   - ***a.*** A building may be oriented so that the building side fronts a public roadway (perpendicular), with an alley or service corridor in between the buildings that meets the requirements for Fire, Life and Safety codes *(see figure 25).*
   - ***b.*** Building sides that face public roadways must meet the same level of architectural detailing and exterior building materials as the front of the building *(see figure 26).*
   - **c.** Building sides shall include a corner element or roof feature that is at least 20 feet in length on the side of the building facing the public roadway with a minimum height of 25 feet or increased height for the entire length of the side parallel to the road.
   - **d.** Sides of buildings facing the alley or service corridor that are screened by the other building may be permitted to follow less stringent building articulation standards.
   - **e.** Buildings shall be set back on the site to align with other existing surrounding buildings near the site.

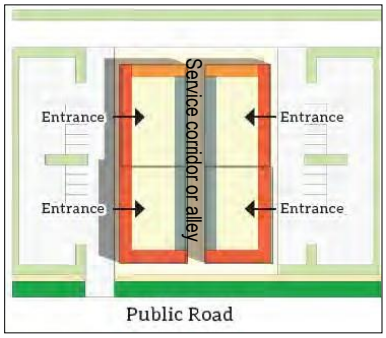


Figure 25 - Option No. 2 Site layout for back-to-back buildings siding a public roadway.

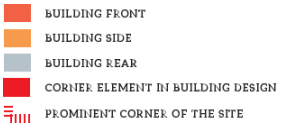


Figure 26 - Option No. 3 Birdseye view of back-to-back buildings siding a public roadway with a service corridor between. Each building is articulated with the same building elements as the building front, with storefront windows, canopies, awnings and a public entrance.

3. Option No. 3: Buildings with Parking Between

a. Buildings may front the roadway perpendicularly, with one (1) double-loaded bay of parking located between the buildings *(see figure 27).*

b. Building sides that face public roads must meet the same level of architectural detailing and exterior building materials as the building front *(see figure 28).*

c. Parking lots visible from the public roadway shall be required to have enhanced screening with either landscaping (that meets the Town's Landscape Requirements in the UDC) with an opacity of 80% at one (1) year maturity, a maximum of three (3) feet in height, or screened by a decorative knee wall at a maximum height of four (4) feet.

d. The buildings shall include a corner element or roof feature that is at least 20 feet in length on the side of the building facing the street with a minimum height of 25 feet or increased height for the entire length of the side parallel to the public roadway or internal street.

e. Buildings shall be set back on the site to align with other existing surrounding buildings near the site.

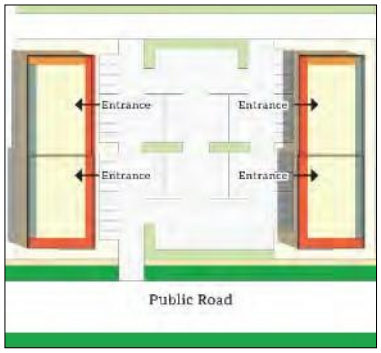


Figure 27 - Option No. 3 site layout for buildings with parking between.

BUILDING FRONT
BUILDING SIDE
BUILDING REAR
CORNER ELEMENT IN BUILDING DESIGN
PROMINENT CORNER OF THE SITE

Figure 28 - Option No. 3 Birdseye view of a site with buildings with parking between that meet the Design Standards. Each building is articulated with the same building elements as the building front, with storefront windows, canopies, awnings and a public entrance.

4. **Option No. 4: Building with Parking in Front and Rear**
   - **a.** The building may front a public roadway with a maximum of one *(1)* double-loaded bay of parking in the front with the remainder of parking in the rear; and shall follow the Standards that apply to building fronts for transparency, materials, and architectural detailing *(see figure 29).*
   - **b.** Parking lots visible from the public roadway shall be required to have enhanced screening with either landscaping (that meets the Town's landscape requirements in the UDC) with an opacity of 80% at one (1) year maturity, a maximum of three (3) feet in height, or screened by a decorative knee wall at a maximum height of four (4) feet.
   - **c.** The building will be required to have taller massing with a minimum height of 25 feet along the entire façade adjacent to the public roadway with the higher traffic volume. The taller massing must have a depth of at least 20 feet.
   - **d.** Buildings shall be set back on the site to align with other existing surrounding buildings near the site.

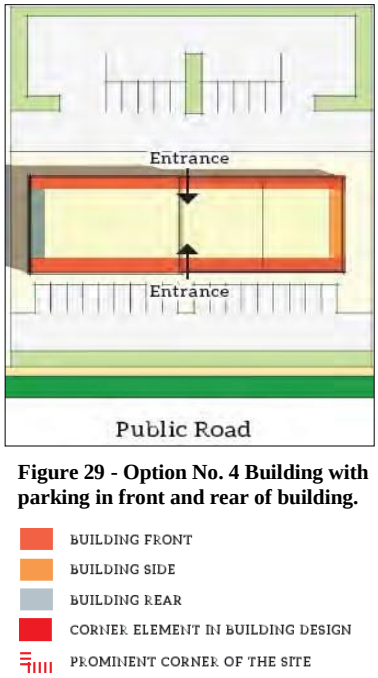


Figure 29 - Option No. 4 Building with parking in front and rear of building.

F. Commercial Buildings with Auto-Oriented Uses

Site design considerations for commercial building types programmed for auto-oriented uses shall meet all standards for commercial buildings described above. Site layout shall further consider the best placement and orientation of ancillary structures and auto-oriented functions on the site.

Intent:

The overall design of the site shall require screening techniques to limit the view of auto-oriented functions such as drive-through lanes, speaker boxes and garage bay doors from surrounding streets, the public realm and adjacent properties.

Standards:

1. **Commercial Building with a Drive-Through Facility**
   - **a.** The placement of drive-through lanes and canopies, food-pick up windows, speaker box locations and other ancillary back-of-house functions along public roadways shall be located away from view of the public realm.
   - ***b.*** Speaker boxes and drive-through windows shall be located on building facades that do not face public roadways or residential land uses *(see figure 30).*
   - **c.** Where drive-through windows and facilities cannot be designed to avoid adjacency to public roadways, they shall be covered with a canopy that is integrated into the design of the building and screened with landscaping with an opacity of 80% at one (1) year maturity, a maximum of three (3) feet in height, or screened by a decorative solid wall with a maximum of four (4) feet in height.

d. Drive-through lanes shall not be sited to restrict pedestrian access between the sidewalk and the building.
e. Drive-through lanes shall be located so that vehicle queuing does not stack onto a public roadway or drive aisle.
f. Drive-through lanes shall not be designed to exit vehicles directly onto a public roadway.
g. Pedestrian walkways that cross through drive-through lanes must consist of a raised or textured crosswalk for enhanced pedestrian safety.

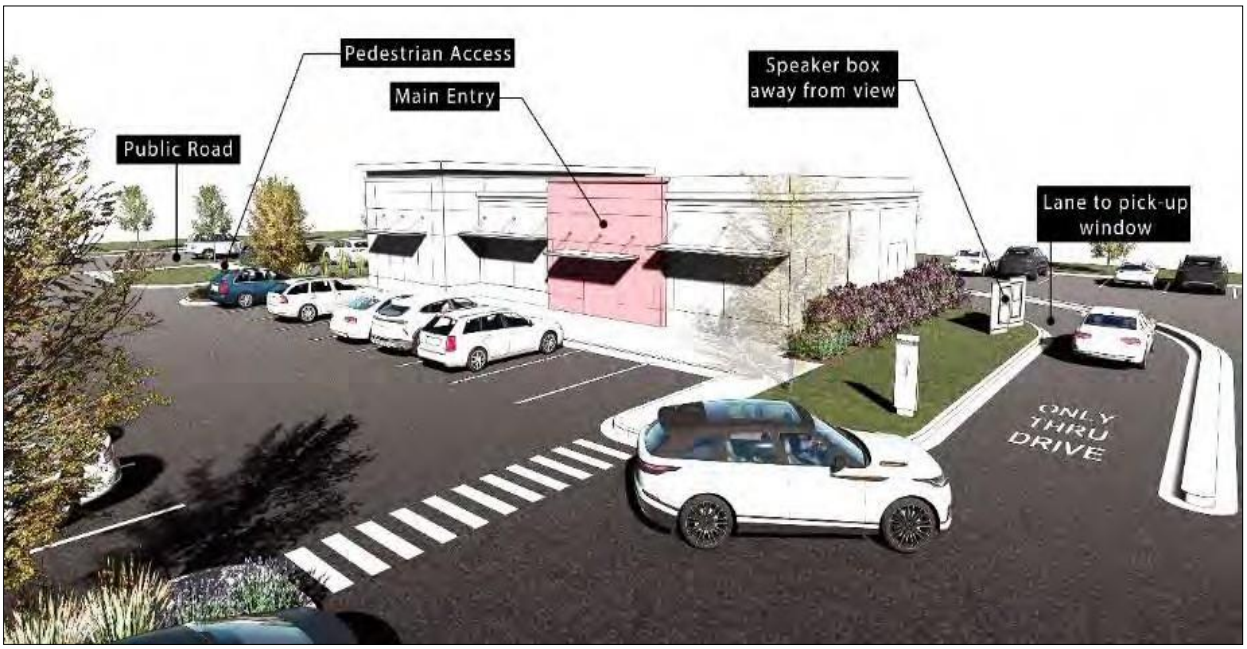


Figure 30 - Example of a commercial building with a drive-through on the site.

2. Gas Station

Intent:

Gas stations shall be designed to reinforce street edges and contribute to high quality streetscapes through a combination of site planning, well-thought out building and canopy locations, and high quality architectural design.

Standards:

a. Locate primary buildings at or near the street line of a public roadway.
- ***i.*** *Midblock Sites:*
  - ***1)*** The front of a principal building shall be located at the street line of a public roadway, with the long façade (building front) along the street frontage; or
  - ***2)*** The front of the principal building shall be located along the side lot line, with the building side fronting a public roadway along the street frontage.
  - ***3)*** The side facing a public roadway or internal street shall contain a glazed entrance to reinforce the street edge; and high quality architectural design (*see figure 31).*

Figure 31 - Example of a gas station located mid-block.

ii. *Corner Sites:*

1) Corner treatments, as listed in *E. Building Orientation Requirements of Commercial Buildings, 4. Corner Treatment, a – d,* shall apply requiring the building to have two primary facades with one side designated as the main entrance *(see figure 32).*

b. Street-facing facades shall be glazed with a transparency of a minimum of 40% fenestration to reinforce the street edge; and high-quality architectural design.

c. Auto-oriented functions shall be located away from public roadways or residential land uses to minimize views of service/loading areas, on-site storage and parking.

d. Canopy and gas pump locations shall be located on the site as follows:

i. The shorter side of a gas station canopy shall be oriented facing a public roadway.

ii. The longer side of the gas station canopy shall not be permitted to face a public roadway.

iii. Gas pumps shall be located behind or to the side of the retail building or kiosk.

iv. Canopies shall not be located at the corner of two public roadways or an intersection.

v. Canopies shall not be located adjacent to residential land uses.

e. Parking shall be located in the rear or side of the building and a maximum of one bay of parking shall be located between the primary building entrance (building front) and the gas canopy/gas pump area.

f. The overall site will be designed to achieve superior landscaping that contributes to high quality streetscapes and mitigates the negative impacts of vehicular functions of the site.

Guideline:

a. The Town recommends longer sized canopies (larger than 100 feet in length) be broken down into two or more smaller sized canopies (no larger than 100 feet in length) with four (4) gas pumps per canopy.

Figure 32 - Example of gas station located at a corner with canopies that meet the Standards. Corner treatments shall apply requiring the building to have two primary facades with one side designated as the main entrance.

3. Carwash and Car Repair

a. The retail portion of the building with the primary entrance shall be located facing the public roadway *(see figure 33).*

b. Garage door bays and car wash tunnel openings shall not face or be visible from a public roadway, internal street, open space (internal or public) or adjacent residential land uses *(see figure 34).*

c. In the event that the Standard *3. Carwash and Car Repair, b*. cannot be achieved due to demonstrated site constraints, garage door bays and car wash tunnel openings shall be significantly screened and located to minimize views from public roadways, open space, and/or residential land uses to the greatest extent possible.

d. All equipment associated with a car repair and/or a car wash with a car wash tunnel shall be contained within the building and must be screened from a public roadway and adjacent properties through building design or screening walls *(see figure 35).*

e. All ancillary structures and vacuum stations shall be designed with similar material, color, and detailing as the main structure.

f. Vacuum stations and finishing areas shall be located away from open space and residential land uses and shall be screened from view from a public roadway using enhanced landscaping with an 80% opacity and/or a screening wall.

g. Where a building has three (3) or more sides that face multiple public roadways, garage doors may be permitted and shall be oriented in such a way as to mitigate their visibility from adjoining streetscapes and adjacent site areas; these areas may include an internal street or a public roadway. The building shall be equally articulated on all four sides and the garage door bays shall be screened from view from a public roadway using enhanced landscaping with an 80% opacity and/or a screening wall.

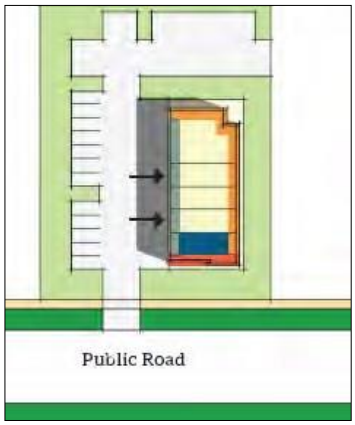


Figure 33 - Example of car repair shop with garage bays located away from view from the public roadway.

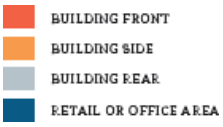


Figure 34 - Example of a car repair building with garage bays in the rear.

Figure 35 - Example of a carwash building orientation that meets the Design Standards.

G. Vertical Mixed-Use Building

Commercial mixed-use buildings are designed to accommodate a combination of uses contained within a single structure. Retail storefronts and other commercial uses such as office space are typically located on the ground-floor of a commercial vertical mixed-use building, with residential units located on upper floors. The Design Standards in this section address the siting of mixed use buildings referenced below as vertical and horizontal mixed-use building types.

Figure 36 - Vertical mixed-use building.

Figure 37 - Vertical mixed-use building, with a restaurant on the ground level.

Standards:

1. Vertical Mixed-Use Building (Single Building with Multiple Tenants)
   - ***a.*** Vertical mixed-use buildings and hotel buildings shall be subject to the same building orientation standards as commercial buildings (see section *E. Building Orientation Requirements of Commercial Buildings*)**.**
   - ***b.*** Retail uses with storefronts and/or a main entrance shall be oriented towards the street at the ground-floor level *(see figures 36 and 37).*
   - ***c.*** Upper floors shall be accessed through a street-level lobby inside the building that is oriented towards a public roadway *(see figure 38).*
   - **d.** Back-of-house functions of mixed-use buildings shall be located in the rear of the building and be well-screened from public view.

Figure 38 - Example of vertical mixed-use building located at a corner with storefronts on ground level, and residential units on upper floors.

H. Horizontal Mixed Use (Multiple Buildings on a Parcel)

Intent:

Horizontal mixed-use development integrates a mixture of commercial, retail, and in some cases residential land uses all located adjacent to each other on the same parcel. A cohesive horizontal mixed-use development will better integrate the right mix of land uses to create a sense of place for safe pedestrian movement, versus just a series of inline retail pads. Site planning for horizontal mixed uses considers the relationship between each land use, the connections between the buildings, patio/outdoor seating areas, open space, access and circulation, parking areas, and buffering where appropriate.

Figure 39 - In-line retail buildings facing an internal street.

Standards:

1. All buildings and the primary public entrances shall be located on facades facing a public roadway or an internal street (*see figure 39).*
2. Main entries to the site shall be treated as prominent gateways, framed with buildings and enhanced with landscaping.
3. Publicly-accessible spaces (such as plazas) shall be designed with enhanced landscaping and streetscapes to encourage public interaction and spaces for outdoor seating areas *(see figure 40).*
4. Parking shall be located at the rear or side of the building, and will be screened from public view with landscaping or a decorative screening wall with a minimum of three (3) feet in height.
5. A big box building serving as an anchor to the site shall be oriented to front or side a public roadway. One double-loaded bay of parking located in front of the big box building will be permitted.
6. Buildings on the site shall have similar setbacks and building heights, and relate to each other through a cohesive architectural theme with a design that is compatible with adjacent land uses *(see figure 41).*
7. The development shall have safe pedestrian sidewalks that connect to building entrances, to parking lot areas and to an existing sidewalk or trail system *(see figure 42).*

Figure 40 - Publicly-accessible space with enhanced landscaping and outdoor seating.

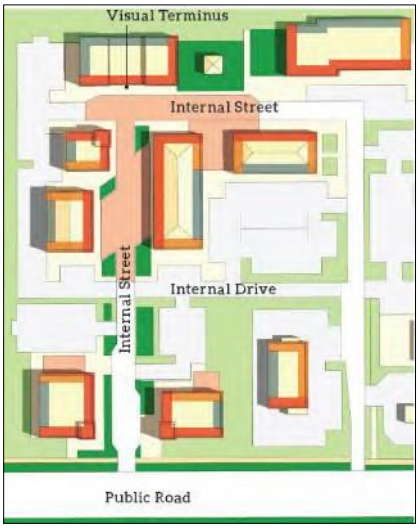


Figure 41 - Mixed-use site along an internal street.

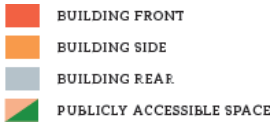


Figure 42 - Mixed-use site with sidewalk that connects to an existing sidewalk.


AUTO+PLUS
GAS and GO
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2
3
4
5
6

SITE DESIGN

1. Buildings fronting streets and parks
2. Sidewalks/pedestrian-oriented design
3. Internal streets with sidewalks
4. Outdoor dining space
5. Locate service canopy behind the major building and orient to the side (not facing the primary street frontage)
6. High-quality landscape design between pedestrian pathways and parking lots
7. High-quality landscape design within setback space to buffer from adjacent uses (drainage pond screened by landscaping)
8. Car wash uses are located away from the primary street frontage


1
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SITE DESIGN

1. Buildings fronting streets
2. Sidewalks/pedestrian-oriented design
3. Internal Complete Streets with on-street parking and sidewalks
4. Street trees along internal complete street
5. Outdoor dining area
6. Parking lot located in the Rear of buildings
7. High-quality landscape buffer between sidewalks and parking lots
8. High-quality landscape within setback zone to buffer drainage pond
9. Street furniture to enhance shopping experience
10. Pedestrian scale building elements
11. Storefronts have architectural elements such as awnings, higher transparency in fenestration at the ground-floor level

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I. Building Orientation Requirements for Industrial Buildings

Industrial building types have unique physical features that differ from commercial building typologies. These features include multiple loading docks, truck courts, high ceiling heights in the interior space, showroom, office, and warehouse spaces. Industrial buildings can be designed with a combination of components such as a warehouse with office space and/or with a showroom or designed as a single or multi-tenant building. The Design Standards in this section apply to the site design of industrial developments by building type.

Intent:

Single-tenant industrial buildings with an office, warehouse, and showroom components will be designed to create a visually pleasing public frontage, safe site circulation patterns, well-defined access points and pedestrian walkability.

Standards:

1. **Single-Tenant Building**
   - **a.** The building front shall be oriented to a public roadway.
   - ***b.*** The office, showroom or other publicly accessible portions of the building shall be located or oriented in the building so as to be highly visible from a public roadway or the public realm *(see figure 43).*
   - **c.** A building located on a corner site shall be oriented to address both street frontages, and shall have enhanced landscaping and architectural design features such as street-facing windows and doors.
   - **d.** Buildings shall be oriented so that service functions are hidden from public view and are well-screened by landscaping or a screening wall.
   - ***e.*** Warehouses shall be located to the side or rear of the building to minimize the visual impacts of warehousing/distribution activities, vehicle maneuvering areas and back-of-house functions from the pedestrian and visitor experience *(see figure 44).*
   - **f.** Overhead door bays for any back-of-house operations (such as loading large merchandise for display inside of the building) shall be located in the rear or side of the building away from public view and well-screened.
   - **g.** In the event this cannot be achieved, service or garage bays shall be located on the site away from public roadways, open space, and/or residential land uses to minimize visibility. Screening walls shall be required.

Figure 43 - Single-tenant industrial building with offices fronting a public roadway.

Figure 44 - Multi-tenant industrial building with the warehouse portion located in rear of the building.

2. **Multi-Tenant and Flex Office Building**
   - **a.** The building front shall create an activated street presence and front a public roadway.
   - ***b.*** The office, showroom or other publicly accessible portions of the building shall be located or oriented in the building so as to be highly visible from a public roadway or the public realm *(see figure 45).*
   - **c.** Overhead door bays shall be located in the rear or side of the building away from view of the public realm and well-screened. An industrial building located on a corner site shall be oriented to address both street frontages, and shall have enhanced landscaping and other

design features to enhance the corners of the building. Locate the warehouse portion of the building to the rear of the building to minimize the visual impacts of warehousing/ distribution activities, vehicle maneuvering areas, and back-of-house functions on the pedestrian and visitor experience *(see figure 46).*

Figure 45 - Example of single-tenant light industrial building with warehouse and loading docks located on the rear of the building with proper screening from the public realm.

Figure 46 - Example of multi-tenant/flex building with parking in front, and warehouse/loading docks located in rear of the building.

J. Industrial Site Layout Options for Industrial Buildings

The following site layouts show options for how industrial buildings are to be sited with relationship to the location of the public roadway and parking. They are organized in order of the Town's preferences. There are two preferred site layouts and one permitted site layout. In order to choose the permitted layout, the applicant will need to document why the more desirable layouts do not work.

1. **Option No. 1 (Preferred)**
   This alternative shall apply to industrial buildings (with and/or without) a showroom or office component:
   - **a.** If the building has a showroom or office, the showroom or office shall be located at the front of the building facing the public roadway.
   - ***b.*** A maximum of one (1) double-loaded bay of parking for visitors and employees shall be permitted in front of the building, between the building and the public roadway *(see figure 47).*
   - **c.** The remainder of the parking shall be located on the side or rear of the building away from open space, parks, or view of the public realm.
   - **d.** All service and loading functions shall be located in the side or rear of the building and screened from the view of the public realm.
   - **e.** Loading areas for corner lots shall be located in the rear yard only.

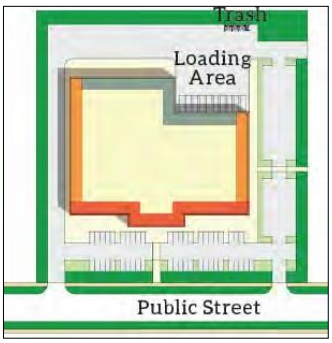


Figure 47 - Option No. 1: Preferred Site Layout (building front is facing public roadway).

2. **Option 2 (Preferred)**
   - ***a.*** The building shall be set back to create a courtyard or publicly accessible space in front of the building *(see figure 48).*
   - **b.** Showroom or office shall be located at the front of the building, facing the public roadway.
   - **c.** All service and loading functions shall be located in the side or rear of the building and screened from view of the public realm.
   - **d.** Loading areas for corner lots shall be located in the rear yard only.

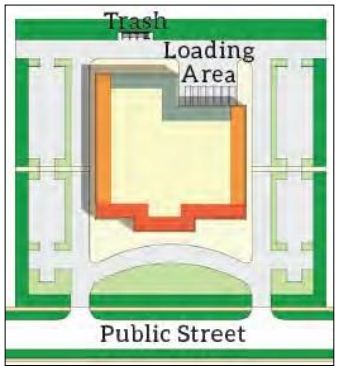


Figure 48 - Option No. 2: Preferred Site Layout (building front is facing a public roadway, with a court or publicly-accessible space in front).

3. **Option 3 (Permitted)**
   - ***a.*** Building sides may face the public roadway with a shared service court between *(see figure 49).*
   - **b.** Parking shall be located on the side or rear of the building, away from a public roadway, open space, parks, or view of the public realm.
   - **c.** The service court along the public roadway shall be screened through the use of an architectural wall or landscaping.
   - **d.** Loading areas for corner lots shall be located in the rear yard only.

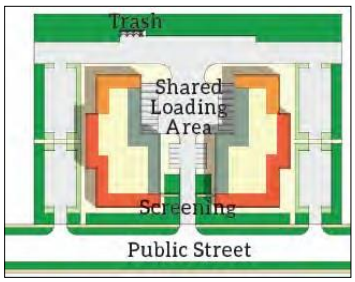
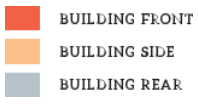


Figure 49 - Option No. 3: Permitted Site Layout (building side is facing the public roadway, with shared service court).



K. Transitions Between Land Uses

Intent:

Future commercial, industrial, and mixed-use developments shall give careful consideration to the design and transition between existing and new developments, possible conflicts between scale and use, and create a human-scale environment that facilitates a continuous urban and suburban fabric.

Standards:

1. New commercial and industrial buildings, with a building height of less than 35 feet, that are located adjacent to existing residential development, mixed-use with residential development, or residentially zoned property must have a setback from the shared property line of at least:
   - ***a.*** 25 feet with landscaping that includes one (1) tree and five (5) shrubs per every 1,000 square feet of landscape area. This setback distance may be reduced when the uses are designed and integrated as a part of a development plan that demonstrates enhanced landscaping as outlined below: *(see figure 50).*
     - **i.** Setback may be reduced to 20-feet with the inclusion of a minimum two foot (2') tall berm and two (2) trees and five (5) shrubs per every 1,000 square feet of landscape area.
     - **ii.** Setback may be reduced to 15-feet with the inclusion of a minimum six feet (6') tall solid wall and two (2) trees and five (5) shrubs per every 1,000 square feet of landscape area.

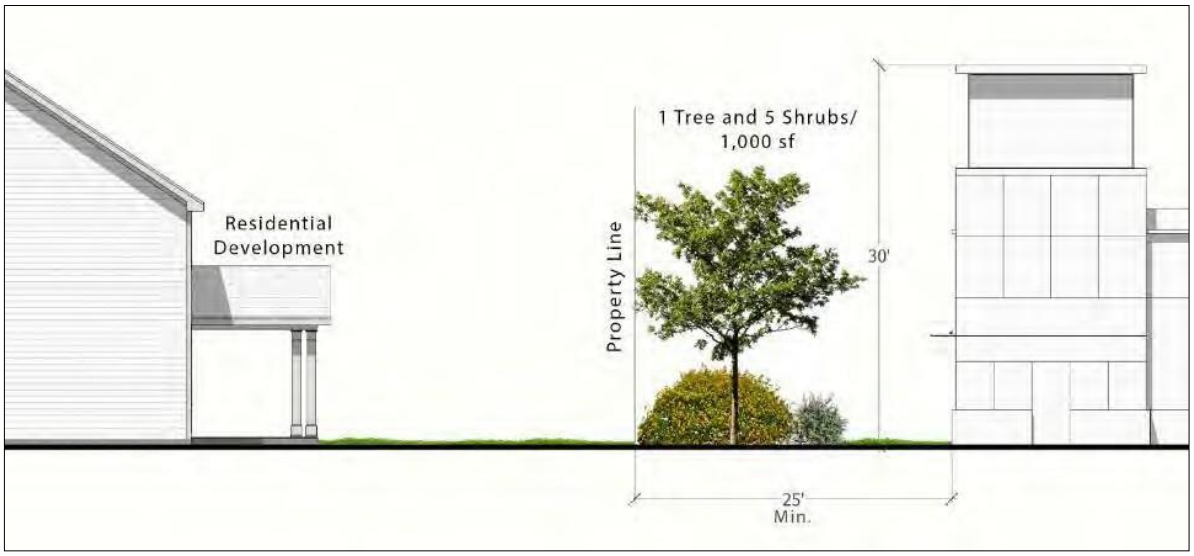


Figure 50 - Building transitions for commercial buildings 35 feet or less in height that are adjacent to residential development.

2. New commercial and industrial buildings, with a building height of more than 35 feet, that are located adjacent to existing residential development or residentially zoned property must have a setback from the shared property line of at least: *(see figure 51)*:
   - **a.** One (1)-foot setback for every foot of building height with landscaping that includes one (1) tree and five (5) shrubs per every 1,000 square feet of landscape area. This distance may be reduced when the uses are designed and integrated as a part of a development plan that demonstrates enhanced landscaping as outlined below:

i. Setback may be reduced by 5-feet with the inclusion of a minimum two (2) foot tall berm and two (2) trees and five (5) shrubs per every 1,000 square feet of landscape area.

ii. Setback may be reduced by 10-feet with the inclusion of a minimum six (6) foot tall solid wall and two (2) trees and five (5) shrubs per every 1,000 square feet of landscape area.

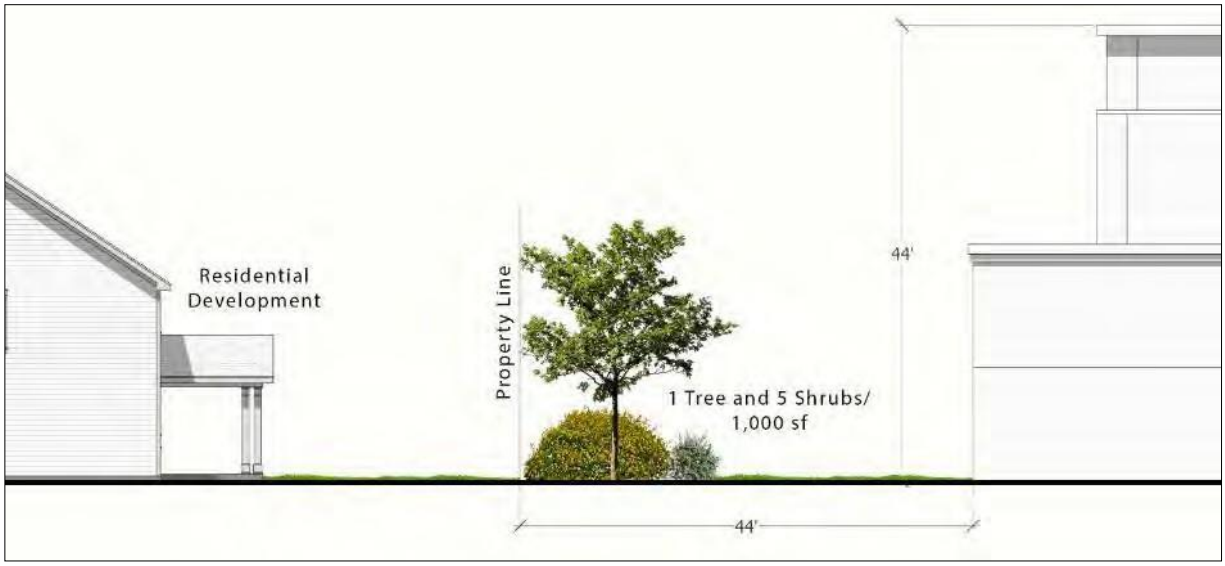


Figure 51 - Building transitions for commercial buildings 35 feet or more in height that are adjacent to residential development.

3. Service functions (drive-through, garage doors, loading, and servicing) must be located a minimum of 40 feet from existing and zoned residential uses, and designed with a significant landscape buffer or solid wall for screening. If a solid wall is utilized for screening, landscape shall be included adjacent to the wall to soften the appearance of the wall and enhance the aesthetics of the area *(see figure 52).*

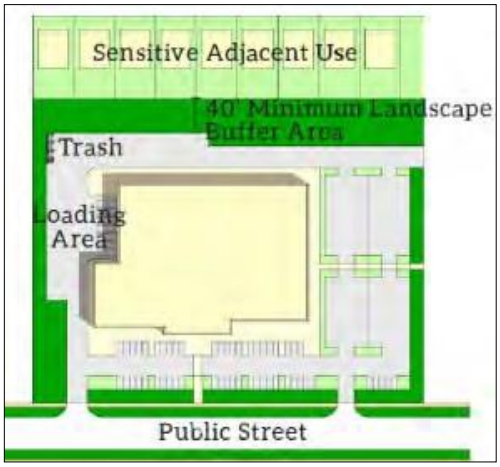


Figure 52 - Example of a commercial or industrial building service functions adjacent to a residential land use.

L. Access, Circulation and Parking

Site design considers safe pedestrian and vehicular circulation patterns of the site, in addition to building functionality and aesthetics. Site layout for commercial developments will address access into the site from a public roadway, safe pedestrian movement and parking considerations.

Well-planned pedestrian and vehicular circulation patterns for industrial developments responds to safe, efficient vehicle navigation for large truck traffic, loading functions, and parking considerations that address visitor, employee, and truck parking areas. These Design Standards address access, circulation, parking, and commercial development block layout of commercial and industrial sites.

Standards:

1. Development Block Layout

a. To create a pedestrian-friendly environment and contribute to a walkable community, a commercial or industrial development parcel will be broken down into smaller commercial development blocks designed to connect the site to the existing street network to facilitate walking and bicycling between uses and to public areas *(see figure 53).*

b. Commercial development block layout shall be based on general block dimensions, land use, site context, existing street and pedestrian connectivity and building typologies.

c. A commercial development block shall break down a large-size parcel into developable lots with multiple access points, and provide street connectivity to public roadways and off-street parking.

d. When laying out new streets or internal access drives to create blocks, development shall consider natural site features such as large trees or tree groves, floodplain, drainage ways and topographic conditions of the site.

e. Building frontages and primary access to the site shall be maximized around the site perimeters of commercial development blocks to create active street fronts and pedestrian walkability *(see figure 54).*

f. Align new streets and connections into a site to create blocks that are compatible with the existing size, scale, and orientation of existing blocks in the area.

g. The maximum block size shall not exceed 1,000 feet in length and width.

h. Create pedestrian-friendly blocks by using a promenade or pathways to further breakdown blocks to sizes ranging between 300 and 500 feet.

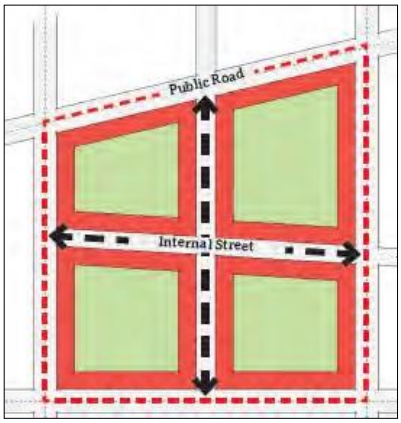


Figure 53 - Breaking down a large size parcel into developable lots with multiple access points.

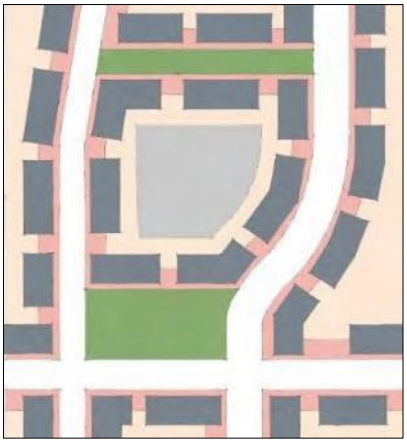


Figure 54 - Orient building frontages around the perimeters of the site to create active street fronts and pedestrian walkability.

Figure 55 - Example of commercial development blocks organized with internal streets and access within a horizontal mixed-use development.

2. Internal Access and Streets

- **a.** Design internal access drive aisles and streets to be safe and clearly defined.
- **b.** Accommodate pedestrian and bicycle movement to entrances with detached sidewalks, street trees, landscape edges and parallel or head-in parking spaces where appropriate.
- **c.** Sites shall connect internal access drive aisles or streets and sidewalks to public roadways.
- **d.** Internal access to commercial developments shall provide visually clear entry points using signage, or enhanced landscape features into the site from adjacent public roadways.
- **e.** Internal access drives and streets shall create pedestrian paths that respond to pedestrian and bicyclist needs to directly access the building from the internal access system.
- ***f.*** Internal access drives shall provide attractive public realm and streetscape environments, and provide wider landscape entry treatments or be framed by buildings *(see figure 55).*
- **g.** Internal Street Standards shall include all of the following:
  - ***i.*** Parallel parking along internal streets, where appropriate.
  - ***ii.*** A minimum five (5)-foot wide detached sidewalk shall be located behind the tree lawn or the curb.
  - ***iii.*** Where internal streets are adjacent to internal parking lots, an eight (8)-foot wide landscape buffer strip shall be provided to screen the parking lot areas *(see figure 56).*

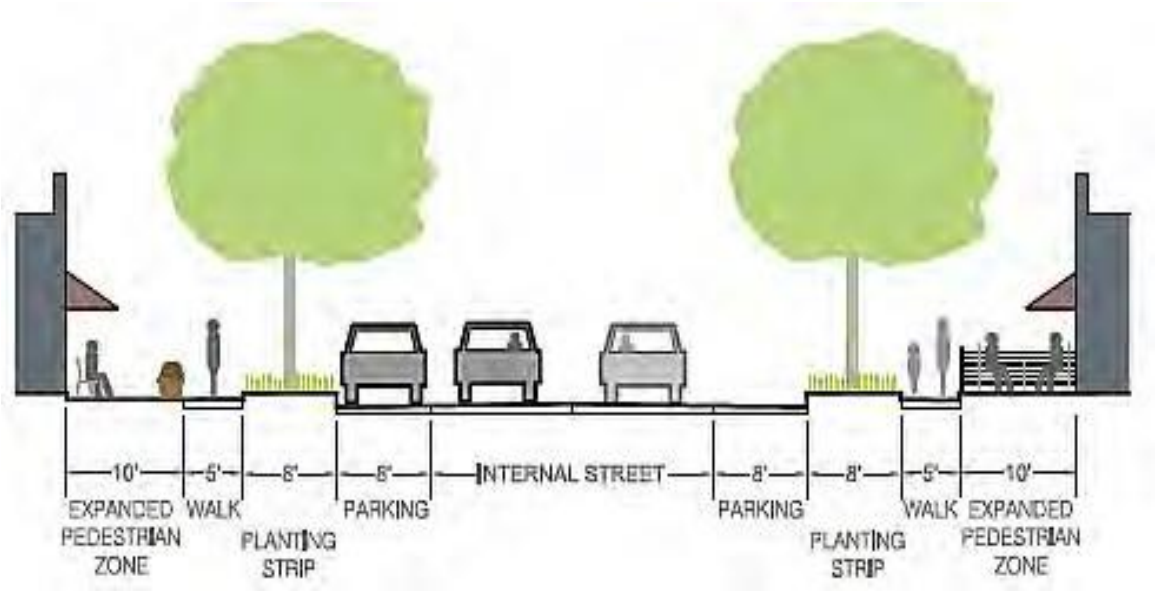


Figure 56 - Internal street frontage section.

3. Parking Lot Design

Intent:

Parking areas for commercial, industrial, and mixed use developments shall not be the main focal point of the site layout. Parking areas will be designed to be located in areas away from public roadways, open space and will be located behind or to the side of a building.

Standards:

- **a.** Commercial and Mixed-Use Parking:
  - **i.** Off-street parking shall be located behind the building, but may also be permitted between the building and a public or internal roadway if enhanced parking screening treatments are provided (see Section E. *Commercial Site Layout Options* for the *Town Preferred Site Layouts* that address parking lot locations).
  - ***ii.*** Parking lots shall have a designated center walkway that is bordered by landscape on both sides and connects to the primary building entrance point *(see figure 57). or*
  - ***iii.*** A ten (10)-foot landscape buffer to include, but not be limited to, a minimum three (3)-foot tall landscape hedge or low masonry wall matching the character of the adjacent architecture shall be required when parking lots abut public open space and trails *(see figure 58).*

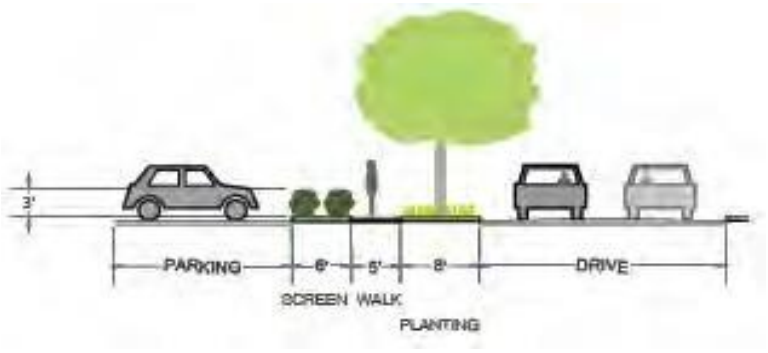


Figure 57 - Example (cross-section and photo) of parking lot screening design option using enhanced landscaping for screening.

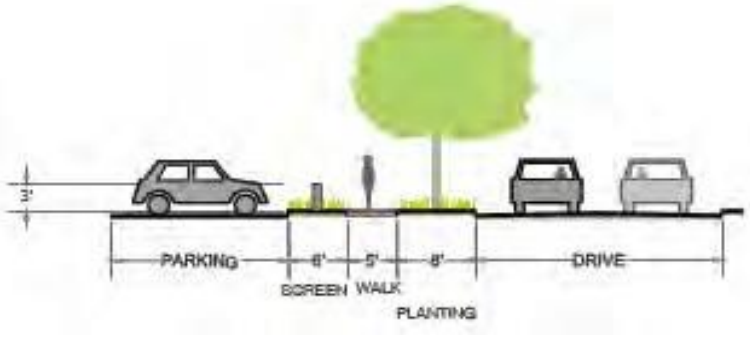


Figure 58 - Example (cross-section and photo) of parking lot screening design option using a fence for screening.

b. Industrial Parking:

i. Industrial developments shall provide designated visitor/employee parking, and truck/trailer parking areas on the site.

ii. A maximum of one (1) bay of parking shall be permitted in front of the industrial building for visitor or employee parking, between the building and the public roadway. The remainder of the parking shall be located on the side or rear of the building, with adequate screening from a public roadway, open space, parks, and view of the public realm.

iii. Locate all truck/trailer parking areas to the side or rear of the building.

c. Exterior Light Fixtures:

i. The style of all exterior light fixtures (for example pole mounted and outdoor wall light fixtures) must be complementary and tie into the overall building and site design to ensure a cohesive site layout *(see figure 59).*

a. Design exterior lighting to fully complement the architectural design of the building using consistent style, scale, and color.

b. Parking lot light fixtures shall not consist of more than two distinct styles.

ii. For safe access from a parking lot, provide pedestrian-scaled light fixtures along sidewalks and/or pedestrian walkways throughout the site.

Figure 59 -Exterior light fixtures (both pole mounted and wall mounted) complement the overall site and aid in providing safe access for pedestrians.

M. Service, Storage and Display

Site design of commercial, industrial and mixed-use development shall effectively mitigate the visual and physical presence of back-of-house functions, loading and service, trash/dumpsters, utilities, and storage elements, while providing sufficient and functional service area use and access. Screening shall be used to minimize any noise or odor impacts associated with service areas.

Figure 60 - Well-screened trash enclosure.

Intent:

Commercial, industrial, and mixed-use outdoor storage and display items (such as equipment, motor vehicles, tractors, hot tubs and swim spas, retail merchandise, and other types of non-hazardous equipment and/or materials) shall be integrated into the site to minimize visual impacts.

Standards:

1. Outdoor Storage Areas

a. Storage shall be located in the rear or on the side of buildings and shall be well-screened. Outdoor storage areas shall be arranged on the site, and screened aesthetically to minimize visual impacts from public roadways, open spaces, and access points to the site *(see figure 60).*

b. Storage shall be fully screened and enclosed by:

i. A solid wall or solid fence a minimum of six (6) feet tall or the height of the material being stored, whichever is taller, not to exceed eight (8) feet for commercial development, and twelve (12) feet for industrial development *(see figure 61).*

ii. A landscape buffer that is a minimum of six (6) feet wide on the outside of the wall.

c. Outdoor storage areas shall not encroach into the public realm areas that are meant for pedestrian or vehicular access.

d. Chain-link fencing (either slatted or not) is not permitted on any commercial, industrial, or mixed-use site.

Figure 61 - Well-screened outdoor storage area with a solid fence/wall.

2. Outdoor Display Areas

a. Outdoor display areas shall not encroach into public realm areas that are meant for pedestrian or vehicular access, and shall prioritize pedestrian, bicycle, and vehicular paths to ensure that the outdoor display does not impede movement *(see figure 62).*

b. An outdoor display area shall be no longer than 50% of any single building facade.

c. Outdoor displays are not permitted on any site landscaped areas or located next to any public roadways.

IX. Utilities

Intent:
Locate utility equipment (such as pedestals and utility boxes) away from the public realm to prevent detracting from the pedestrian-friendly environment of the development.

Standards:

1. All utilities, both free-standing and attached to buildings shall be screened from view of the public realm and shall be screened by elements like planting or fencing that provides year-round screening *(see figure 63).*

2. Utilities attached to the building shall be painted to match the building façade.

3. Utilities attached to the building shall be located on the side or rear to the greatest extent possible.

Figure 62 - Attractive outdoor display areasfor merchandise.

Figure 63 - Landscape-screened utility boxes attached to a building.

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X. Building Design Standards

The Standards in this section focus on the design of commercial, industrial, and mixed-use buildings that will be high-quality, well-scaled, appropriate for their contexts, relative to human scale, sustainable and durable over time. The Building Design Standards include requirements for six (6) components of building design: *building type, building composition, form and massing, building elements, material and color palettes, and renovations and additions.*

A. Commercial and Mixed-Use Building Composition

Designing commercial and mixed use buildings will consider the existing architectural context of the surrounding built environment, articulation and modulation of building massing, and utilize pedestrian-scaled architectural detailing. The overall building composition will have visual balance to enhance the appearance at the street level and to create visual interest when the building is viewed from a distance.

Intent:
Organize the basic elements of a building such as walls and openings, to create a recognizable rhythm, increase visual interest and create a pedestrian-friendly environment at the street level.

Standards:

1. **Bays**
   - **a.** The proportion of openings or other architectural elements shall be consistent throughout the building composition to create balanced building facades.
   - **b.** The pattern of bays, walls, and openings shall be expressed on front and side building facades.
   - ***c.*** For multi-story buildings, centerlines of openings shall be organized to align at each floor with the centerlines of the vertical building bays *(see figure 64).*
   - **d.** When screened by another building or not visible from any public roadways or internal streets, rear facades may use simplified articulation of the same materials and patterns used on the front and side elevations of the building.

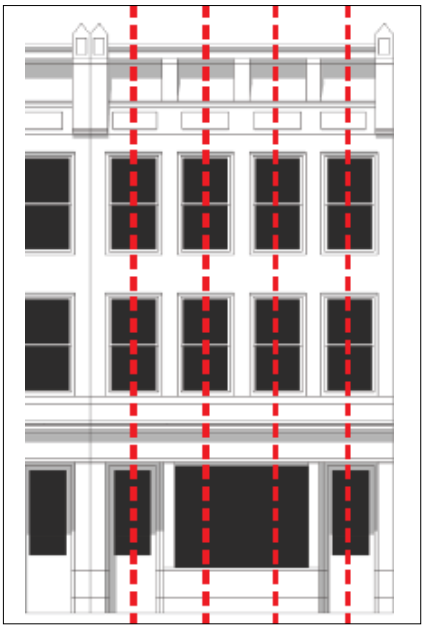

Figure 64 – Centerline openings aligned in bays.

2. **Fenestration**
   - **a.** To activate the street and create visual interest, arrange windows and other openings with transparent features to include clear glazing on each façade of the building. Faux windows and spandrel glass are not permitted.
   - **b.** The amount of fenestration for a commercial building is described as a percentage of the ground-floor level façade starting at ground-level measured between two (2) feet to eight (8) feet.
   - **c.** Transparency shall be greatest at the ground level for buildings with ground-floor storefronts. Transparency shall be based as follows:

i. ***Commercial buildings 100 feet in length or less:*** Building fronts facing a public roadway or open space shall be subject to a transparency minimum of:

1) Ground floor level transparency shall be a minimum of 40% measured as a percentage of glazing in the base of the building, for building fronts *(see figure 65);* and

2) Ground floor level transparency shall be a minimum of 25% measured as a percentage of glazing in the base of the building, for a building side *(see figure 66).*

Figure 65 - Example of 40% window transparency for building fronting a public roadway

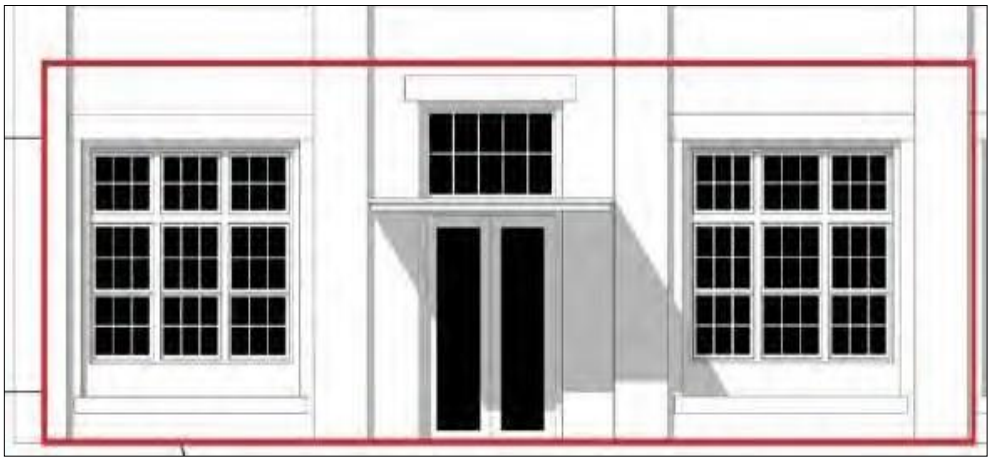

Figure 66 - Example of 25% window transparency for building facing a side street or parking lot.

ii. ***Commercial buildings 100 feet in length or more:*** Building fronts facing a public roadway or open space shall be subject to a transparency requirement of:

1) Ground floor level transparency shall be a minimum of 30% measured as a percentage of glazing in the base of the building, for building fronts *(see figure 67);* and

2) Ground floor level transparency shall be a minimum of 25% measured as a percentage of glazing in the base of the building, for a building side.

d. Mirrored, reflective, dark-tinted, or spandrel (frosted) glass/glazing is not permitted.

e. Faux windows are not permitted on any building façade.

Guideline:

a. High-quality operational glass-paneled overhead/garage doors may be incorporated into the building design to encourage the opening of interior spaces onto sidewalks, outdoor patios, and terraces.

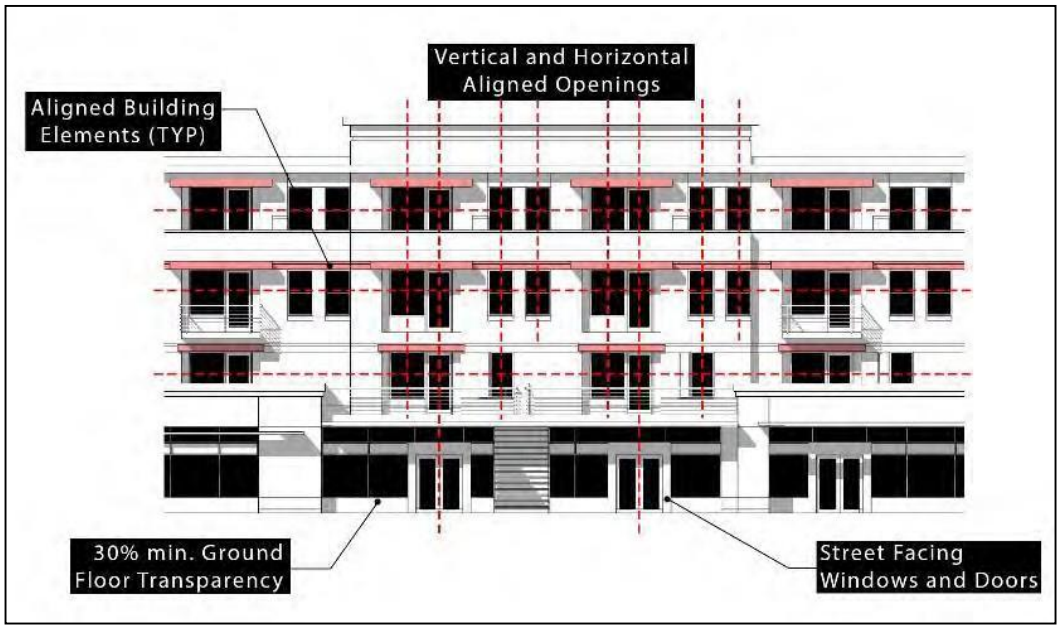

Figure 67 - Example of 30% window transparency on a mixed-use building facing a public roadway

3. Form and Massing

Building articulation and modulation for commercial, industrial, and mixed-use buildings help to create a balanced building design. The intent of these Design Standards is to seek solutions for breaking down building form and mass using techniques in the design of a variety of architectural styles.

Figure 68 - Commercial building with horizontal massing reduction through varied wall planes and fenestration.

Intent:

Create an aesthetically pleasing building form, and articulate the building in a way that will allow people to relate to the scale of the building. The massing of a building (the building's height, width, and shape) shall positively contribute to the surrounding environment, existing architectural context and public realm. Materials shall be applied in a balanced and high quality manner that breaks the building mass down horizontally and vertically.

Standards:

a. Breaking Massing Down Horizontally:

i. Building mass shall be reduced through a variation in wall planes, wall surfaces, fenestration and height to achieve a pedestrian-scaled building design *(see figure 68).*

ii. Integrate varied roof lines, modulated building heights, stepbacks, or innovative architectural detailing.

iii. Use different textures, colors, materials, and distinctive architectural treatments in the building design that add visual interest while avoiding dull and repetitive façades.

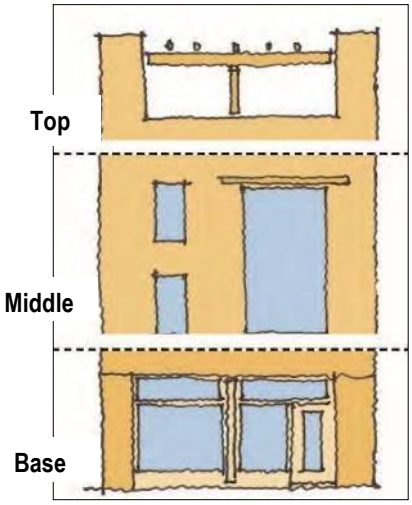

Figure 69 - Illustration of a building with distinct top, middle, and base massing.

iv. All commercial and mixed-use buildings shall be organized with a visual top, middle, and base as follows *(see figure 69)*:

1) ***Building Base:*** The building shall be defined by the use of materials that are heavier and sturdier at the base of the building such as stone, brick or masonry and shall be applied to all facades.

2) ***Building Middle:*** The middle portion of the building shall connect the base and top together and shall be the majority of the building height. Approaches must include all of the following:
   a) Visibly apparent material change
   b) String courses (horizontal banding)
   c) Stepbacks, recesses or protrusions

3) ***Building Top:*** The top portion of the building shall include distinctive roof features or lines integral to the overall design of the building.

Guideline:

1. A variation of the requirement for a distinctive top, middle, and base will be permitted in the composition of the building to achieve a particular architectural style. The building design should be balanced and the base will include strong pedestrian-scale design elements *(see figure 70).*

Figure 70 – Illustration of building with strong pedestrian-scale design elements

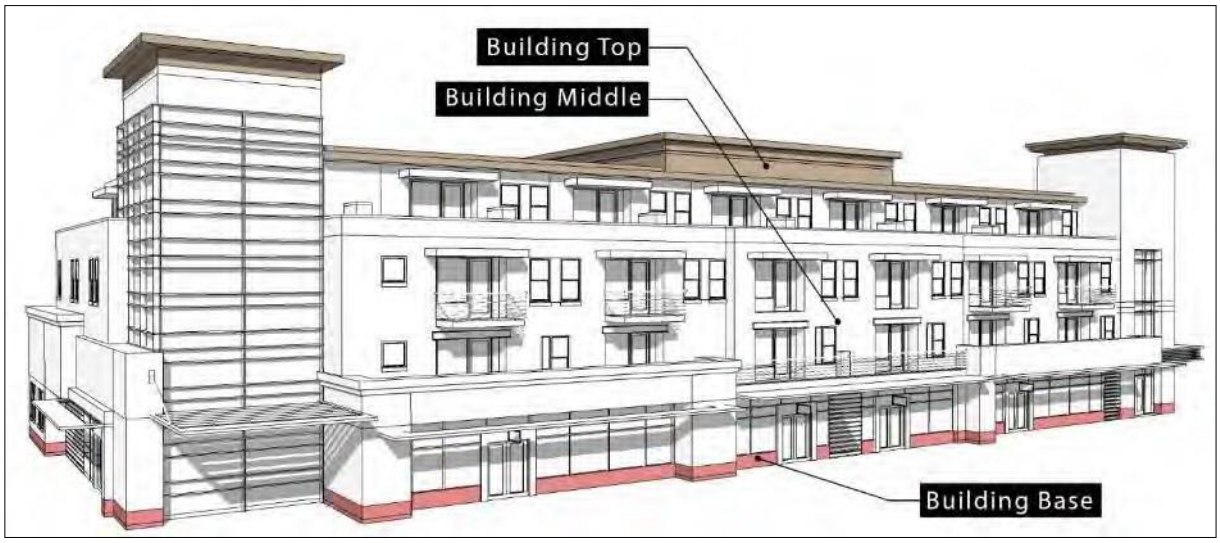

Figure 71 - Vertical mixed-use building with storefronts that front directly on the sidewalk.

b. Breaking Massing Down Vertically:

i. Create regular intervals of vertical elements of the building composition to visually tie the base of a building to its top.

ii. Identifiable vertical breaks of the building's massing shall require three (3) of the following:

1) A change in recesses, protrusions, or changes in the plane of the facade of the building sufficient to create a visible shadow line *(see figure 71).*

2) A significant break in the eave line or roof form

3) A change in facade material orcolor

iii. The frequency of vertical massing breaks for commercial buildings are required to be one of the following *(see figure 72)*:

1) Buildings less than 100 feet in length shall require a vertical massing break at a distance of 25 feet to front and side building facades.

2) Stepbacks shall be increased based on the massing or architecture of the building and shall be a minimum of 12 inches in horizontal distance.

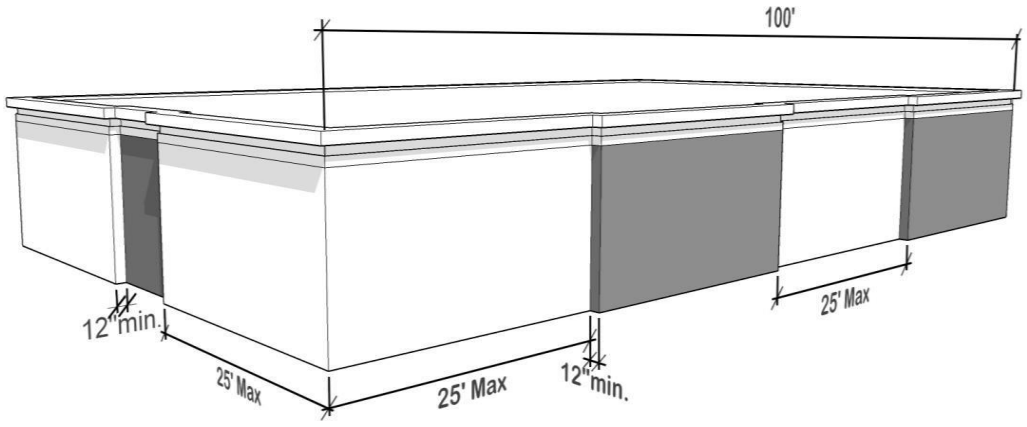

Figure 72 - Example of vertical massing breaks using change in wall plane for a building less than 100 feet in length.

3) Buildings over 100 feet in length shall require a vertical massing break at a distance of 25 feet to 50 feet to front and side facades *(see figure 73).*

4) Stepbacks shall be increased based on the massing or architecture of the building and shall be a minimum of 24 inches in horizontal distance.

5) Vertical massing breaks at tenant party walls for multi-tenant buildings.

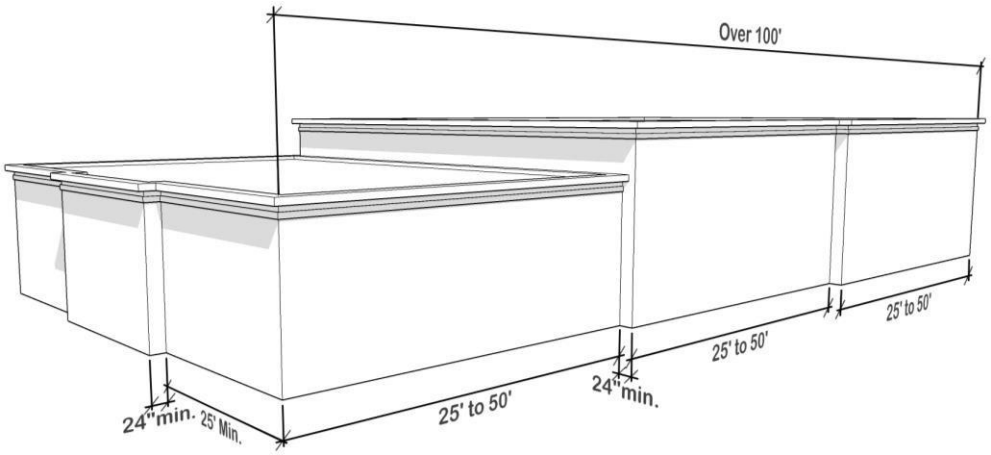

Figure 73 - Example of vertical massing breaks using change in wall plane for a building more than 100 feet in length.

c. Roof Forms:

i. The building roof form shall be used to break down the building massing vertically, through the roof pitch and roof type characteristic to a specific architectural style.

ii. Reinforce the overall objective of breaking down building massing vertically by expressing breaks and varying the roof forms *(see figure 74).*

iii. A pitched roof, gable, overhangs, a flat roof with parapets and other roof forms shall be provided to clearly articulate the top of the building.

iv. Roof forms shall be integral to the massing of the building.

v. Acceptable roof forms are: pitched, gable, cross gable, shed, butterfly, flat, and hipped roof types.

vi. Key elements, such as entries, towers, dormers, and corner elements shall have roof forms that add to the diversity of the building design.

vii. Eave lines shall be continuous with a break in the eave line to reflect a change in massing, bay rhythm, tenant walls or to indicate a primary entry into a building.

viii. Eave lines must overhang the building a minimum of 12 inches to provide visual interest in the building design. Larger overhangs shall be considered when conducive to the architectural style or for use in providing enhanced solar shading *(see figure 75).*

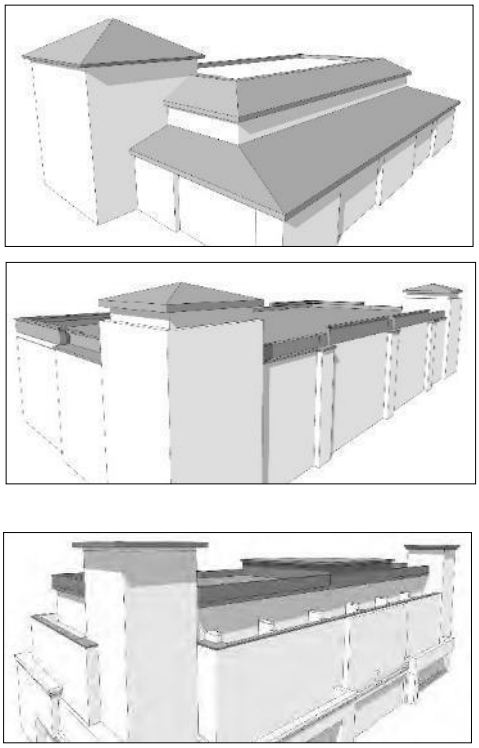

Figure 74 - Examples of varying roof forms to break down building massing.

d. Cornices and Parapet Walls:

i. Articulation and detailing is required where the roof meets the wall using cornices, eaves, or rakes as detailing. Moldings, brackets, exposed rafters of at least twelve (12) inches and finials shall be used to give the roof/cornice proper visual weight and proportion to the building *(see figure 76).*

ii. Parapets shall include breaks and variation in height and form and shall be aligned with the vertical breaks in building walls and/or tenant walls.

iii. Buildings with flat roofs sloped 1-in-12 or less shall have parapet walls along all facades to conceal all sides of the roof.

Figure 75 - Example of a large eave overhang.

e. Corner Treatments:

i. The portions of a building located at a corner or intersection shall be designed with greater building massing, high quality architectural design using prominent building elements to frame the intersection in which the building is fronting *(See figure 77).*

ii. Building articulation shall wrap around the corner of the building and serve as an architectural focal point. Use architectural detailing such as: towers, domes, hipped or pitched roofs *(see figure 78).*

iii. Buildings located at intersections shall include a plaza, courtyard or similar public space to create attractive and active outdoor public spaces with enhanced landscaping.

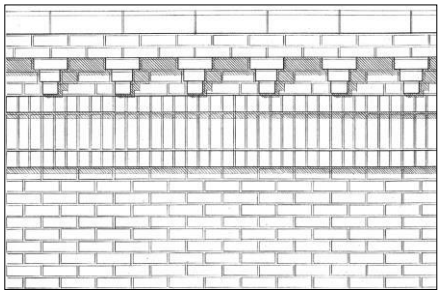

Figure 76 - Example of parapet or cornice with brick detailing.

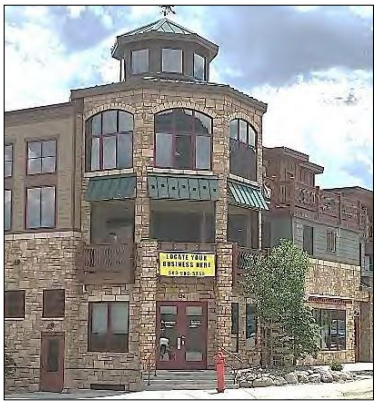

Figure 77 - Commercial building located at the corner of the intersection with prominent building elements.

Figure 78 - Example of commercial development located at an intersection with the application of corner treatments articulated with building elements that include canopies, awnings, a tower, and storefront windows that meet the design standards.

B. Approaches to Composition

Intent:

Encourage diversity in the design of buildings and streetscapes that facilitate walking and pedestrian activity. The following options for building composition are appropriate and meet the Design Standards.

Standards:

1. Option 1 - Composing a Building as a Single Design

- **a.** This approach shall be applied to a single building composed as a single design:
  - **i.** Use a consistent material and color palette across the building.
  - **ii.** Ensure that massing is broken down vertically and horizontally with pronounced breaks and variation in the roof forms (reference *II. Building Design Standards, A. Commercial and Mixed-Use Building Composition, 3. Form and Massing*).
  - ***iii.*** Building design and architectural style shall be compatible and complementary, and consider the context of the surrounding buildings and environment *(see figure 79).*
  - **iv.** Emphasize corners through the use of special roof and architectural forms (such as towers, domes, hipped or pitched roofs).

2. Option 2 - Composing a Building as Multiple Buildings

This approach should generally be applied to a single building that is made to look like multiple buildings within the site:

- **a.** Where appropriate, design the building to appear like multiple small buildings adjacent to one another to create visual interest.
- ***b.*** Use different material and color palettes to emphasize the appearance of smaller buildings built next to one another (*see figure 80).*
- **c.** Emphasize corners through the use of special roof and architectural forms (such as towers, domes, hipped or pitched roofs).
- **d.** Building design and architectural style shall be compatible and complementary, and consider the context of the surrounding buildings and environment.

Figure 79 - Example of Option 1: In-line retail building composed as a single design.

Figure 80 - Example of Option 2: In-line retail building composed as multiple buildings with varying rooflines.

C. Building Elements for Commercial and Mixed-Use Buildings

Intent:
Break the scale of buildings down to pedestrian scale to provide visual interest at the street level and create rhythm along the building to reinforce the composition of the building.

Standards:

1. Front and Side Facades

a. All front and side building facades that face a public roadway shall include a minimum of two (2) of the following building elements *(see figures 81 and 82):*

- **i.** Awnings
- **ii.** Canopies
- **iii.** Arcades
- **iv.** Galleries
- **v.** Tower elements
- **vi.** Prominent roof feature

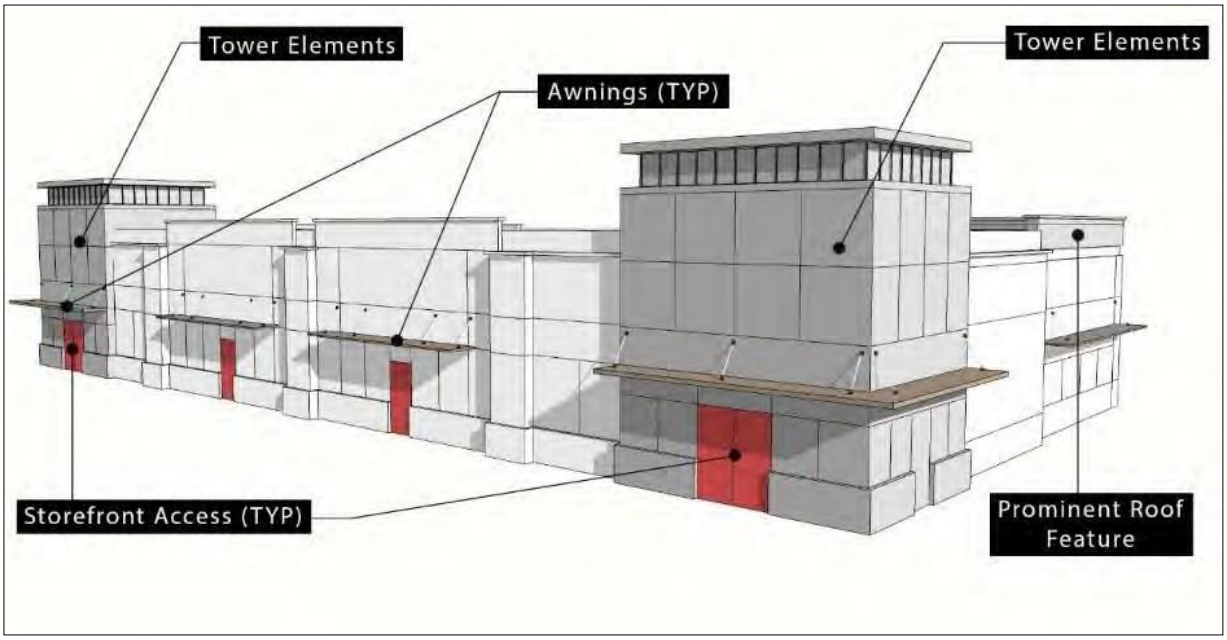

Figure 81 - Front and side facades of the building with tower elements, awnings, storefront access, and prominent roof features.

Figure 82 - Prominent restaurant entrance that has been articulated with awnings, a canopy and a tower feature.

2. Entrance

- **a.** An entrance shall be designed with a highly transparent storefront that is welcoming, visually interesting, and accessible to create an active pedestrian environment and inviting streetscape. See section *VII. Building Design Standards, A. Commercial and Mixed Use Building Composition, 2. Fenestration (a – e)* for fenestration requirements.
- **b.** A primary customer entrance on the front of the building is required for each ground floor tenant.
- **c.** Each entrance shall have a weather-protection covering with an awning, overhang or canopy.
- ***d.*** Entrances shall be articulated architecturally by *(see figure 83):*
  - **i.** Vertical breaks in the massing
  - **ii.** Breaks in eave lines and roof forms
  - **iii.** Awnings
  - **iv.** Canopies
  - **v.** Arcades

Figure 83 - Entrances that front onto a sidewalk with awnings.

3. Storefront

- ***a.*** Storefronts shall front directly onto the sidewalk or terrace level of commercial and mixed-use buildings.
- **b.** Storefront openings shall be set within bays that are clearly defined by the building's masonry base and/or architectural structure.
- **c.** Multiple storefronts within the same building shall be visually compatible in terms of scale, alignment, and their relationship to the building as a whole.
- **d.** Storefronts shall maintain a regular rhythm.
- ***e.*** Individual storefronts shall be distinguished by a minimum three (3) of the following list of design features at the ground level *(see figure 84):*
  - **i.** Lighting fixtures (full-cut off)
  - **ii.** Bulkheads
  - **iii.** String courses
  - **iv.** Piers or pilasters
  - **v.** Storefront cornice
  - **vi.** Tile work
  - **vii.** Masonry
  - **viii.** Awnings
  - **ix.** Transom windows
- **f.** Faux windows (backlit or not) are not permitted on any building façade.

Figure 84 - Example of a storefront with three design features: full-cut off lighting fixtures, awnings, and masonry.

Guidelines:

1. Development sites located within the Greater Downtown District's Historic Center shall have storefronts designed with kick plates at the base, clerestory windows above and a recessed entry.

D. Auto-Oriented Building Elements

Intent:

The design of commercial buildings with auto-oriented use components such as a commercial building with a drive-through canopy, gas station canopy and service bay doors will consider how these building components are organized and interrelate with the design of the building, and compatibility with surrounding land uses.

Standards:

1. Drive-Through Canopy

- ***a.*** The drive-through element of a commercial building (for example: drive-through canopies for banks, restaurants and pharmacies) shall have architecturally integrated drive-through canopies located over drive-through windows *(see figure 85).*
- **b.** The canopy shall be constructed of similar exterior materials, architectural design and the same color theme as the main building.
- **c.** The canopy shall be designed to protrude from the main building at a lower height from the main roof.
- **d.** Canopy roof forms shall match the same roof form as the main building. Acceptable roof forms include gable, hip, mansard, and flat roof shapes.
- **e.** The massing of a flat roof canopy shall be broken down to reduce the scale and massing and add visual interest to the overall design.
- **f.** The canopy area shall have safety measures such as adequate lighting, security cameras, directional signage, traffic mirrors and bollards painted to match the building.
- **g.** Column supports for the canopy shall be articulated with the same building material and color palette as the main building.

Figure 85 - Drive-through canopy on a commercial building with roof form that matches the main building.

2. Gas Station Canopy

- **a.** Canopies shall be designed with consistent materials, colors, and details as the main building façade.
- ***b.*** Canopy roof forms shall match or compliment the same roof form as the main building. Acceptable roof forms include gable, hip, mansard, butterfly roof shapes. A flat roof canopy is not permitted *(see figure 86).*
- **c.** The columns of the canopy shall repeat the same form and materials as the main building façade.

3. Garage and Loading Bay Overhead Doors (for Commercial and Industrial Buildings)

- **a.** Overhead doors for all commercial and industrial building types shall be integrated into the building design.
- **b.** Overhead door colors and patterns shall be complementary and designed with similar colors and detailing as the building, entrance doors and storefronts.
- **c.** Overhead doors for service bays shall be designed with high quality door systems suitable for long-term use and durability.
- **d.** Acceptable overhead door designs include commercial rolling and sectional doors with a minimum of two (2) rows of glass panels. Acceptable door styles include (but are not limited to): carriage-house style doors with crossbar detailing and glass panels, full glass panel door systems, and modern style designed door systems.
- **e.** Unarticulated, blank overhead doors are prohibited.

Figure 86 - Gas station canopies that have been designed with similar roof forms as the main building.

E. Industrial Building Composition

Building design for industrial uses will be compatible with the architectural context of the surrounding built environment and incorporate interesting articulation and modulation, utilize pedestrian-scaled architectural detailing and visual balance in building composition to enhance the appearance of the building at the street level. Recognizing the need to provide a balance between high quality architectural building design and the need to maximize the economic benefit of industrial uses, the following design standards apply to all industrial development types.

Intent:

Organize the basic elements of the building (wall and openings) to create a recognizable rhythm, increase interest, and create a pedestrian-friendly environment for front showroom or office areas of an industrial building.

Standards:

1. Bays, Openings and Fenestration

a. Bays should be articulated to align with other building elements, such as pilasters, string courses, rooflines and vertical architectural elements *(see figure 87).*

b. The pattern of bays, walls, and openings shall be expressed on all front and side facades of the building where visible from the public realm.

c. Portions of the building facing or visible from public roadways shall be composed with openings or expressed bays, and street-facing windows and doors *(see figure 88).*

d. Blank, windowless or walls with faux windows are not permitted *(see figure 89).*

e. Windows and doors should be aligned vertically and horizontally. The arrangement of window panes shall be consistent across a façade and variation shall be minimized, although permitted if utilized in conjunction with building articulation to provide added interest.

f. Front offices, showrooms, and employee break areas shall have a minimum ground floor window transparency of 30% on that portion of the building front, and 20% transparency on the portions of building sides that face public roadways.

- **i.** For buildings with frontage on two public roadways, the primary roadway from which the building takes access will be deemed to be the front and the transparency requirements will apply to that side of the building.
- **ii.** The portion of the building that faces a public roadway shall require enhanced architectural design and enhanced screening with either landscaping with an opacity of 80% at one (1) year maturity; or a decorative screening wall.

g. All buildings shall have a clearly articulated primary entrance on the front facade for customers, visitors, and employees; and shall have architectural articulation to make the entrance more visible to the public realm.

Figure 87 - Example of bays that align with vertical architectural elements, string courses, and the roofline.

Figure 88 - An industrial building with a consistent rhythm and pattern of bays and openings on the front façade, with street-facing windows and doors.

Figure 89 - An industrial building with a long blank windowless wall is not permitted and does not meet the Design Standards.

2. Form and Massing

Intent:

Industrial buildings can be designed to be aesthetically pleasing building forms that are articulated in a way that allows people to relate to the scale of the building in public locations, regardless of the length of elevation or height of the building. Materials shall be applied, balanced, and articulated in a logical manner that supports the strategy by which buildings comply with the standards for breaking masses down horizontally and vertically.

Standards:

a. Breaking Massing Down Horizontally:

- ***i.*** Break down the form and massing to reduce the impersonal appearance of a large-scale building, and to allow users and visitors to relate to the scale of the building at publicly accessible areas *(see figure 90).*
- **ii.** Create variations in the building façade through recesses, protrusions, entries, or changes in plane.
- **iii.** Place the most active functions such as office space or customer areas at the front of the building.
- **iv.** Walls shall not have an uninterrupted length exceeding fifty (50) feet, and shall be articulated with texture and material transitions, pilasters, windows, and wall-plane stepbacks to break up the wall area.
- **v.** Showroom or office components of warehouse buildings shall be differentiated from the warehouse massing, through changes in roof form, materials, massing, and the use of building elements.

b. Breaking Massing Down Vertically:

- **i.** When breaking down an industrial building vertically, the top, middle and base should be distinguished by a visibly apparent exterior building material and color change.
- **ii.** All warehouse buildings (except for office or showroom portions), shall have two (2) vertical massing breaks for every 100 feet (applies to front and side facades).
- **iii.** For smaller industrial buildings, vertical massing breaks are required every 40 feet for any facades longer than 80 feet (applies to all facades).
- **iv.** All stepbacks shall be a minimum of 12 inches in horizontal distance. Stepbacks shall produce a visible distinctive difference between planes and shall be scaled with the building. Stepbacks may be required to be increased based on the massing or architecture of the building.

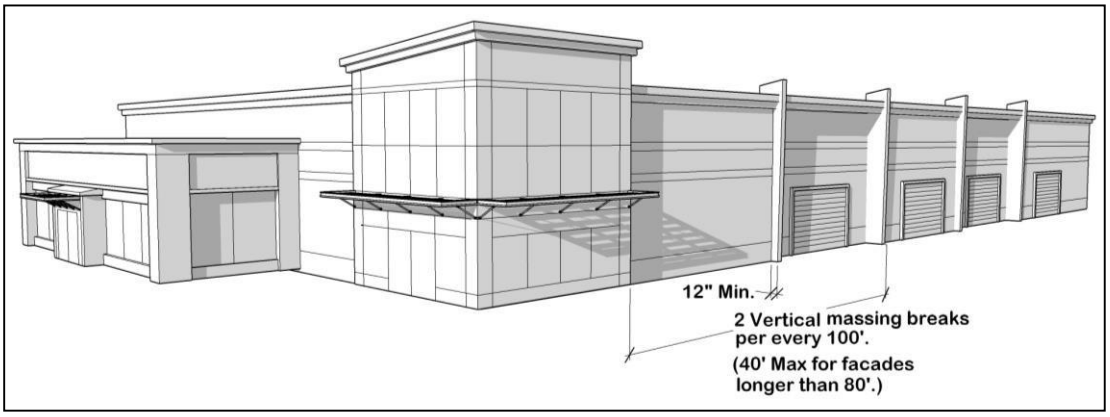

Figure 90 - Industrial building vertical massing breakdown.

c. Roof Forms:

i. All industrial buildings shall have roof forms that contribute to the overall character of the industrial development, and help break up the building massing to create visual interest in the overall architectural design.

ii. All rooftop mechanical equipment shall be fully screened on all sides of the building.

d. Corner Treatments:

i. Building massing, high quality architectural design, and significant and enhanced landscape treatment shall act to frame the corners of the building.

ii. Building articulation shall wrap around the corner of the building and serve as an architectural focal point *(see figure 91).*

Figure 91 – Example of an industrial building with corners that have been articulated to create an architectural focal point.

F. Industrial Building Elements

Intent:

To enhance the appearance of a building at the street-level, the building composition will incorporate pedestrian-scaled architectural detailing to create a distinct design at the human-scale. Building elements provide visual interest and rhythm along the building and reinforce the building composition.

Standards:

1. When screened by another building or not visible from any public roadways or internal streets, rear facades may use a simplified expression of the same materials and patterns used on the front and side elevations of the building.

2. Side facades facing the public roadway shall have a similar level of quality and architectural interest as the primary façade, using a variety of exterior building materials, reveals and various depths of the façade.

3. Buildings shall be designed with consistent materials, colors, and details on all facades visible from a public roadway or publicly accessible areas.

4. Office and/or Showroom

a. Showroom or office components of warehouse buildings shall be differentiated from the warehouse massing, through changes in materials, massing, and use of building elements *(see figure 92).*

b. Design portions of the building that will be accessible to the general public to feel comfortable to users accessing the building from a visitor parking area.

c. All office or showroom portions of buildings shall have varied complementary materials and color to enhance that portion of the building from the warehouse portion.

d. All office or showroom portions of buildings shall consist of a minimum masonry, tile or high quality material at the base of the building that represents a minimum of 30% of the total building façade.

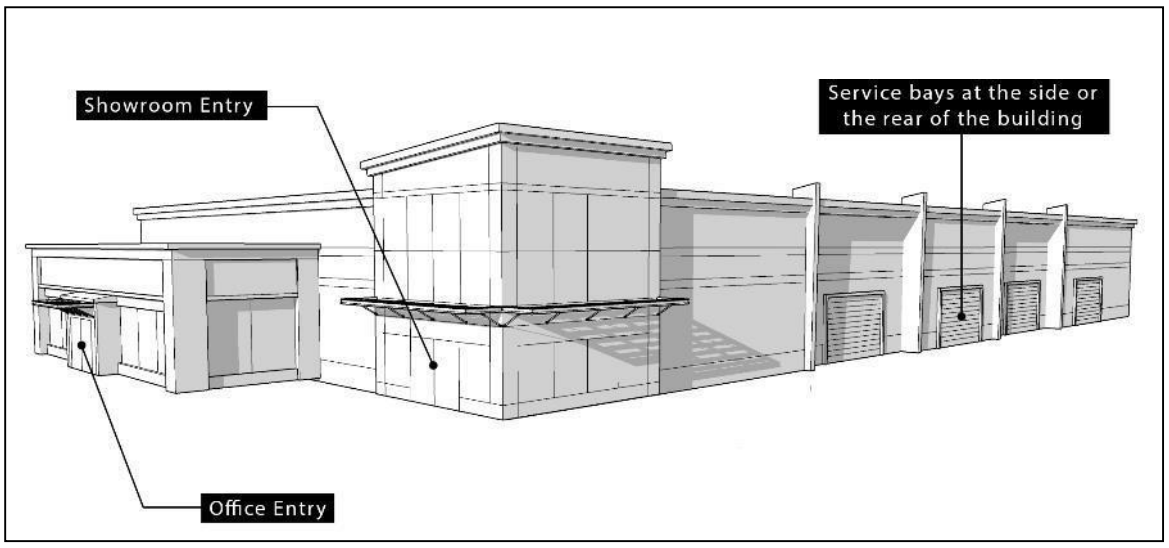

Figure 92 - Industrial building with office and showroom differentiated from the warehouse and loading docks.

G. Flex Office and/or Multi-Tenant Building

A flex space building features single or multi-tenant assignable spaces designed for a variety of industrial uses. The flexibility of the interior space of a flex space building allows for a building design with an office/storefront on the primary façade, with garage bays and/or loading docks and a warehouse element that supports the industrial functions of the building, located at the rear of the building.

Intent:

The design of a flex space and/or multi-tenant building shall incorporate a unified architectural design which reflects the relationship between the office and/or showroom portion of the building and the warehouse, and/or loading docks.

Standards:

1. The building front shall feature consistent high quality architectural design, with distinguishable massing, building material palettes, and landscaping treatments *(see figure 93).*

2. The corners or sides of the building shall include higher transparency at the entrances of the building.

3. Storefronts and entrances shall include canopies and/or awnings to enhance each flex space unit entrance.

4. Warehouse portions of the building, and garage door bays and loading docks shall be located at the rear of the building away from view of a public roadway.

Figure 93 - Multi-tenant/flex office industrial building with warehouse and loading docks in rear of the building.

H. Putting it All Together: Case Study

The case study below demonstrates the same size, program, structure, and material mix for an industrial building. The first does not comply with the Design Standards for form and massing, composition, and building elements. The second image illustrates how the same building could be designed to meet the Design Standards.

Poorly composed industrial building that does not meet the Design Standards

POORLY COMPOSED BUILDING

1. Rooflines do not correspond to a change in plane or fenestration
2. The primary entry, while articulated with the most prominent roofline, is not articulated with the most prominent change in plane.
3. Four different bays are utilized
4. Windows of the same story do not align
5. String course and pilasters do not relate to other façade elements
6. Downspouts and lighting fixtures do not relate to other façade elements

Well composed industrial building that meets the Design Standards

WELL COMPOSED BUILDING

1. Changes in the roofline relate to fenestration below or a change in the façade plane
2. The corner massing is forward of the others and signals where the primary entry is located
3. Three different bays are utilized
4. Window heads align on the first story
5. Pilasters align with window headers and their bases align with window sills
6. Lighting is centered above a bay and downspouts are centered on pilasters

XI. Exterior Building Palettes for Commercial, Industrial and Mixed-Use Buildings

All commercial, industrial, and mixed-use buildings shall be constructed with authentic high quality building materials. The characteristics of high quality building materials include durable materials such as colored masonry, stonework, brick work, wood cladding, and metal siding used in the detailing of the building that will stand the test of time. The result is an aesthetically-pleasing design that integrates surface texture and detailing that help reduce the building massing (both vertically and horizontally).

The application of multiple exterior building materials must be applied and articulated in a balanced manner to complement the building design using a variety of cladding materials, color and texture changes. Accent materials will provide architectural interest and achieve a balanced building design.

Intent:
Exterior building palettes consisting of high quality authentic building materials shall be used to enhance the building façade and overall composition.

Standards:
1. Utilize varied building materials with complementary color palettes in the building composition *(see figure 94).*
2. Select building material detailing that complements the surrounding architectural design of the built environment.
3. Integrate wood, tile, architectural textured panels, stucco, fiber cement panels, Exterior Insulation and Finish Systems (EIFS), and/or metal cladding materials as accent elements in the design.

Guideline:
1. Utilize building materials that are authentic to and durable in the Colorado environment.

Figure 94 - Examples of high quality exterior building materials that meet the Design Standards.

A. Exterior Building Material Requirements

Intent:
Present an image of high-quality and permanence to ensure that commercial, industrial and mixed-use developments are sustainable, durable in the Colorado climate and will complement the surrounding context.

Standards:
1. **Masonry Base Requirements**
   - **a.** Use durable, natural materials or modern composites that provide comparable or greater durability than natural materials to achieve a similar aesthetic.
   - **b.** Buildings three stories or more shall have a masonry base the height of the ground or first floor.

Guideline:

a. Select bays or corner features may be constructed in masonry for the entire height of the building, depending on the building design and architectural style.

Figure 95 - Building front with complimentary windows that meet the Design Standards.

Standards:

2. Window Requirements

a. All windows must be a true window product and not a faux window. Faux windows are not permitted on any commercial or industrial building design.

b. Window mullions shall be selected in colors that are complementary to the building design (i.e. sandstone and bronze, and other complementary colors) and follow the Color Standards in *K. Color Palettes; (see figure 95).*

c. Spandrel glass (either frosted or not), is not permitted in any occupied space of a commercial, industrial, or mixed-use building. However, this treatment may be permitted as accent detailing on the building. For more information, see section *6.f. Building Materials Permitted for Limit Use as Accent Detailing.*

Figure 96 - Building side with EIFS used as an accent material on the façade.

3. EIFS Requirements

a. The use of Exterior Insulation and Finish Systems (EIFS) in building design will be based on the design intent of the building with particular attention to the detail of EIFS scoring, texture and how the material will fit with and complement other materials. These design standards for applying EIFS are:

i. EIFS shall not be used as a primary building material and shall only be used as an accent application on any building façade *(see figure 96).*

ii. EIFS may be used in combination with other exterior building materials on the side and rear of the building, and shall comprise no more than 30% of the total street facing façade *(see figure 97).*

iii. EIFS may be used on upper floors of buildings three stories or greater in height and shall comprise no more than 30% of the total street facing façade *(see figure 98).*

iv. EIFS shall be applied as color integrated, with a high quality finish/texture when used on any building facade.

Figure 97 - Building front with less than 30% of EIFS integrated with other exterior materials on the front of the building.

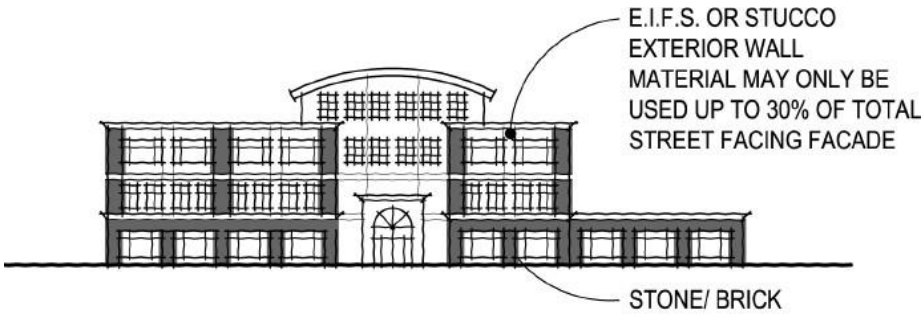

Figure 98 - Illustration of EIFS application that meets the Design Standards.

4. **Alternative Compliance (Building Façade Material Incentive)**
   - **a.** If an applicant includes exceptionally designed building elements constructed of high quality materials on the first two stories of the building, they may qualify for:
     - **i.** 25% reduction on the masonry requirement; or
     - **ii.** 25% increase to the EIFS and Stucco requirement

5. **Building Materials Not Permitted**
   - **a.** The following exterior building materials are restricted from use for commercial, industrial, and mixed-use building design:
     - **i.** Split shake shingles
     - **ii.** Products that emulate brick or masonry (such as a veneer)
     - **iii.** Smooth-faced gray concrete block (CMU) *(see figure 99).* Color CMU may be permitted as an accent material only in the building design.
     - **iv.** Painted concrete block
     - **v.** Tilt-up concrete panels that are not covered with textured paint or another material. Tilt-up concrete construction may be utilized, provided architectural detailing such as detailed patterns and reveals in the finished surfaces, form liners to create interesting textures and patterns, texture coat paints, and architectural detailing are implemented.
     - **vi.** Field painted standard metal siding
     - **vii.** Vinyl siding
     - **viii.** Standard single (T) or double (TT) concrete systems
     - **ix.** Barrier type Exterior Insulation and Finish Systems (EIFS)
     - **x.** Fiber cement siding and panels that imitate masonry.

6. **Building Materials Permitted for Limited Use as Accent Detailing**
   - **a.** Pre-finished standard (aluminum or metallic coated steel) corrugated metal panels may be used as an accent material in the building design. The corrugated metal panels may be installed horizontally or vertically on exterior building walls to create a distinct pattern and to accentuate the overall building design.
   - ***b.*** Rough sawn wood may only be used as an accent material such as a trellis or beam material and must be weather-treated *(see figure 100).*
   - **c.** Stucco and non-barrier type EIFS
   - **d.** Wood cladding
   - **e.** Fiber cement paneling that do not replicate brick or masonry.
   - **f.** Spandrel glass will only be permitted as an accent building material only (for example spandrel glass windows at the top a tower feature), and shall not be used in the design of any occupied floor space.

Figure 99 - Smooth-faced gray concrete block is not permitted as a primary building material. This building does not meet the Design Standards.

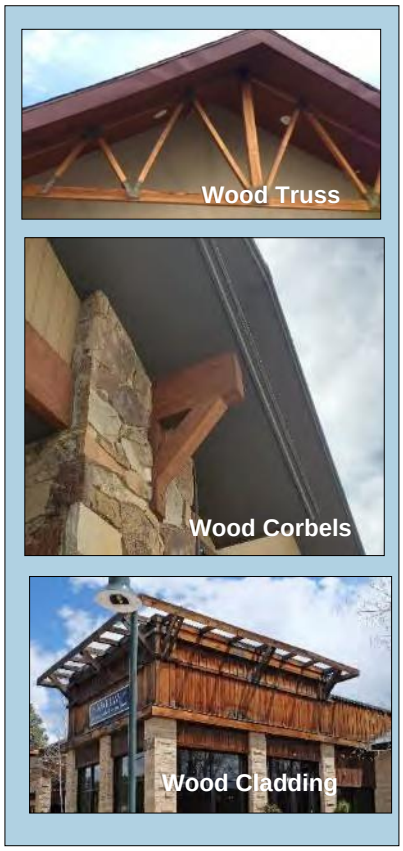

Figure 100 - Examples of permitted materials for limited use as accent detailing: rough sawn wood truss, wood corbels, and wood cladding.

B. Color Palettes

Intent:
Exterior color palettes shall be cohesive and compatible with the colors of nearby structures and shall be used to enhance, unify, and complement the building design.

Standards:
1. Coordinated color themes shall consist of a minimum of three (3) different colors: a primary base color, and secondary accent colors to complement the base color.
2. Color palettes shall tie building elements together and shall be used to enhance the architectural form of the building.
3. Intense, bright (for example, a neon color), black, or fluorescent colors are not permitted to be used as the predominant color on any wall or roof of any primary or accessory structure.
4. All exterior elements of the building that are metal, such as flues, and flashings shall be painted a flat color that is compatible with the building and not be left nor allowed to become bare metal. Exceptions to this standard may occur, such as but not limited to copper roofs, which do not require painting.
5. Trademarked corporate/brand color themes may be used as an accent color and shall be limited to two colors in the overall color theme of the building.

C. Renovations, Additions, and Changes in Use

Adaptive reuse of existing commercial and industrial buildings provides an opportunity to preserve the integrity of a building while transforming and blending the new additions into a new land use. Building design considerations for renovation, additions, and changes to an existing commercial or industrial building will include: compatibility with the architectural context of the surrounding built environment, utilization of pedestrian-scaled architectural detailing, achieving visual balance in building composition and enhancing the overall appearance of the building at the street level. This section provides guidance on how to meet the Standards in these cases.

Intent:
Erie has a large share of older buildings that would benefit from adaptive reuse and renovation, allowing continued use of aging building stock. The intent of adaptive reuse is to repurpose an existing building through innovative architectural design to achieve renewed vitality and modernize building functions and uses.

Standards:
1. Any addition or alteration to an existing exterior wall of an existing building shall comply with all applicable Design Standards including site design, landscaping and parking standards.
2. Additions to an existing building shall be secondary in massing and form to the primary mass and form of the existing building. This shall be accomplished by:
   - **a.** Ensuring that the mass of the addition has a similar massing as the mass of the existing building.
   - **b.** Stepping the mass of the addition back a small distance from the mass of the existing building.
   - ***c.*** Ensuring that the roof form of the new addition is designed to complement existing roof slopes and materials *(see figure 101).*
   - **d.** Ensuring exterior building materials complement existing materials of the existing building.
   - **e.** Either matching existing materials and colors or incorporating a change in materials and

color that will complement the existing building.

3. Renovations of all buildings, including the design of a new architectural character shall:
   - **a.** Comply with all exterior building material and color palette requirements of these Design Standards.
   - ***b.*** Apply at least two (2) high-quality building elements appropriate for the given building type as listed in section *C. Building Elements for Commercial and Mixed-Use Buildings, 1. Front and Side Facades; or F. Industrial Building Elements.*
4. Introducing new roof forms for additions and wings shall be considered for massing changes and to strengthen the buildings form and character. The new roof form must be a continuation of, and complement the original roof type, and match the existing roof slopes and materials.

Figure 101 – Example of a building addition with a similar massing, roofline, and complementary building materials.

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Chapter 2: Multiple-Family Design Standards

Urban Design Intent and Principles

The intent of the Multiple-Family Development Design Standards is to ensure that future development of multiple-family housing contributes to the character of Erie. The Design Standards provide specific requirements related to the urban design of sites, buildings, exterior open spaces, and publicly accessible spaces.

Multiple-family housing design principles relate to embracing the dignity of all residents of Erie to live in a well-designed community with high-quality amenities, regardless of the type of housing type they live in or their ownership status. Elevating the level of design for multiple-family housing will enhance the livability and quality of life for all Erie residents.

Creating Neighborhoods Versus Developments

The principles below guide multiple-family residential housing in Erie. They serve the purpose of creating high-quality neighborhoods, rather than identifiable developments.

- **Eire Character**: Multiple-family developments should create a sense of place contributing to the small town feel.
- **Variety**: New multiple-family housing should be designed in a manner that promotes a variety of housing types to support families at any stage in life.
- **High Quality**: Multiple-family housing should be composed of high-quality design, materials, color and palettes, and landscape design.
- **Context**: Multiple-family housing should be designed to enhance and relate to the context of the surrounding natural and built environment.
- **Livability**: Multiple-family housing should be designed to enhance the livability of the residents and contribute to the larger community.
- **Human Scale**: Multiple-family housing should be designed at a human scale, creating safe, walkable, pedestrian, and bicycle friendly environments that are visually interesting and support sidewalk and street activity.
- **Public Spaces**: Multiple-family developments should have safe, accessible, passive, and active outdoor functional public spaces that promote a sense of community and convey an inviting interactive experience.
- **Clearly-Defined Blocks**: Multiple-family neighborhoods should be organized into identifiable blocks, with buildings oriented towards streets and open spaces. Creating blocks with clearly-defined publicly accessible and private realms ensures 'eyes on the streets' and builds natural surveillance into neighborhoods.

Figure 2.1 Example of Attached Townhouse development

Figure 2.2 Example of Multiple-Family building

Figure 2.3 Perspective of typical residential neighborhood

SITE DESIGN

1. Buildings fronting streets and parks
2. Sidewalks/pedestrian-oriented design
3. Internal complete streets with on-street parking

BUILDING DESIGN

4. Bay with gable roof
5. Box bay windows
6. Awnings, terraces, and front stoops
7. Dormers
8. Varied roof forms and eave lines

PUBLIC SPACE DESIGN

9. Neighborhood amenity landscape features to encourage interaction
10. Defined public and private space
11. Lighting and street furniture

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Key Steps to Design a Multiple-Family Development

How a Multi-family Development Plan Comes Together

STEP 1
Select the multiple-family development type

→

STEP 2
Identify and protect important natural features and views

→

STEP 3
Lay out development blocks, internal streets and greenways, and pedestrian and bike connections

→

STEP 4
Site buildings to front public and private streets and greenways

STEP 5
Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses

→

STEP 6
Locate parking access and circulation (secondary to open space and building locations)

→

STEP 7
Design site elements such as retaining walls, service, and storage

How Buildings Are Integrated

STEP 1
Select the appropriate building type

→

STEP 2
Ensure there is enough variety to create a neighborhood

→

STEP 3
Break down the building massing vertically and horizontally

STEP 4
Compose the building with bays, windows, and entries

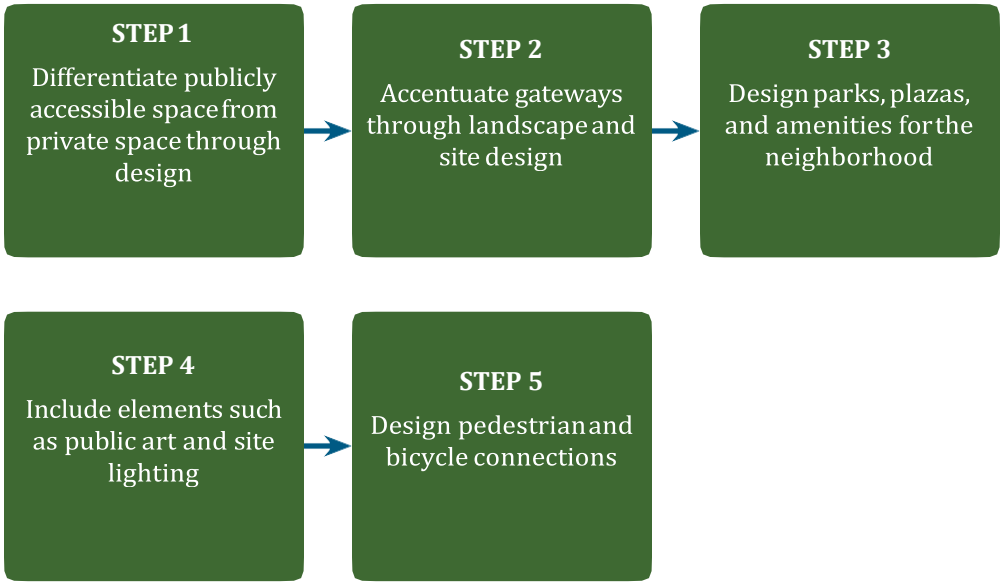
→

STEP 5
Apply building elements to create human-scale

→

STEP 6
Apply a palette of materials and colors

How the Public Realm Comes Together



Planning Context for Multiple-Family Development

Introduction

The planning context for multiple-family development standards integrates the vision of the Town's Comprehensive Plan and other major planning documents.

Considering context is critical when developing multiple-family neighborhoods that contribute to the character of the Town of Erie. Responding to physical context and following the Town's planning context will more likely result in development that fits into the character of the Town and relates to adjacent uses. Context should always guide the form, orientation, and character of new development.

A. Physical Context

The physical context that surrounds a development site, including uses, scale, massing, building character, and site design of surrounding development should influence the design of multiple-family housing. For example, the architectural style of nearby buildings should influence the design of new multiple-family housing. Section *2.4.6.* in the Development Design Standards addresses Sensitivity of Adjacent Uses and provides standards to design multiple-family in a responsive manner.

B. Planning Context

Regulatory and policy documents adopted by the Town add a level of planning context that must be taken into consideration in the design of multiple-family housing. In particular, the Erie Comprehensive Plan and the Erie Town Center PD provide direction related to development within specific areas of the Town.

ELEMENTS OF CONTEXT

- Massing and scale of surrounding buildings
- Sensitivity to adjacent uses
- Viewsheds and sight lines
- Objectives of the Town of Erie Comprehensive Plan

Figure 2.4 Example of development fronting Public Open Space

Figure 2.5 Example of development fronting Public Street

Erie, Colorado

Erie Comprehensive Plan Context

The Erie Comprehensive Plan sets the policy for the Town to guide decision making. It also sets a framework for planning in specific contexts. In particular, *Chapter 4: Land Use:* Identifies goals and policies that support Community Building Blocks and provide specific direction for making decisions regarding the location and design of development within the Planning Area.

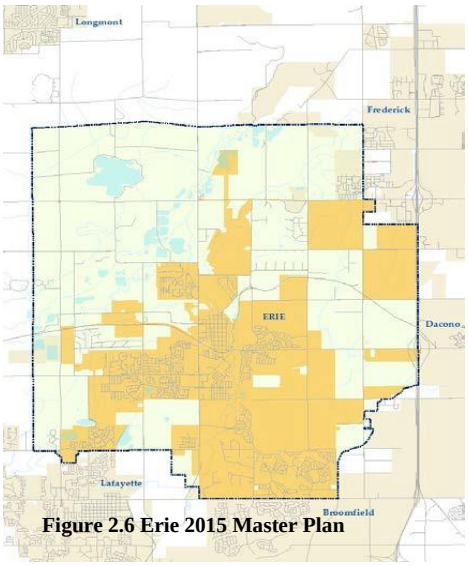


Figure 2.6 Erie 2015 Master Plan

A. High Density Residential

The High Density Residential designation accommodates higher-intensity residential housing types, such as apartments, townhomes and condominiums, combined with complementary residential and non-residential land uses, such as single-family attached and detached homes, retail, commercial, and office uses. Mixed-use buildings may also be appropriate, provided that they are designed in scale with other uses in the development area. Schools, places of worship, and other civic uses are also appropriate. Developments generally have shared parking and recreational facilities. Site design should allow for convenient access to work, service, and leisure destinations and should encourage the use of alternative modes of travel. In addition to meeting the standards described in this chapter, multiple-family development in a Neighborhood Center must pay attention to the following:

1. The scale and massing of buildings shall respect the scale and massing of adjacent buildings. Multiple-family units shall step down (step-back) in height when adjacent to single-family detached neighborhoods according to the Standards in *2.4.6.A Multiple-Family Development Adjacent to Single-Family Detached Homes* (See *Figure 2.7 below*).

2. Multiple-family housing shall be connected to surrounding uses and include pedestrian, bike, and street connections to adjoining neighborhoods, commercial uses, and the trail system to encourage walking and biking.

B. Commercial Character Area Treatments

Commercial Character Areas are generally located along highways and arterial roadways. While these character areas contain commercial uses that are more auto-oriented, multiple-family development can be integrated into these surrounding land uses. Multiple-family neighborhoods in these areas should be designed to create visually interesting, consistent, and high quality development linking commercial land uses with residential development and creating a walkable neighborhood near local amenities and services.

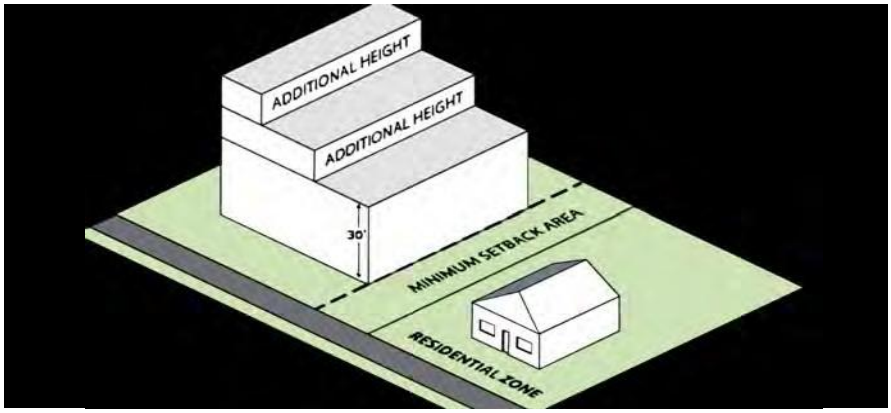


Figure 2.7 Required setback and step-backs from single-family detached neighborhoods

1. **Highway 7 Corridor** — In addition to meeting the standards described in this section, multiple-family housing within the Highway 7 Corridor:

   a. May be larger in scale and massing along this corridor because of the surrounding land uses, vehicular speed, and building scale of Highway 7.

   b. Must provide street, sidewalk, and trail connections to link multiple-family neighborhoods to adjacent public rights-of-way, the regional trail network, and future development in the corridor.

2. **Erie Town Center** — The Town has adopted separate development standards for the Erie Town Center. All proposed development within the Master Development Plan area shall follow the Erie Town Center Design and Development Standards.

Downtown Redevelopment Framework Plan Area

Any proposed development or redevelopment within the Downtown Redevelopment Framework Planning Area shall follow the requirements as outlined in the plan. The intent of The Downtown Redevelopment Framework Plan is to identify specific components within the Plan Influence Area and suggest possible future physical improvements as well as planning and redevelopment strategies that will guide and inform redevelopment opportunities and future public improvements. The Downtown Redevelopment Framework Plan, in tandem with the Comprehensive Plan and the Unified Development Code, will:

1. Help manage Town assets in a thoughtful sustainable manner.
2. Contribute to a healthy, vibrant, welcoming, and economically strong Downtown.
3. Create and promote the Historic Downtown core as "The Place" to gather, live, work, and play, experiencing the very pedestrian scale town that once was typical of small rural towns in the west.

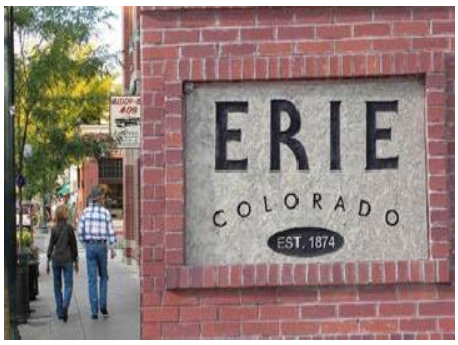
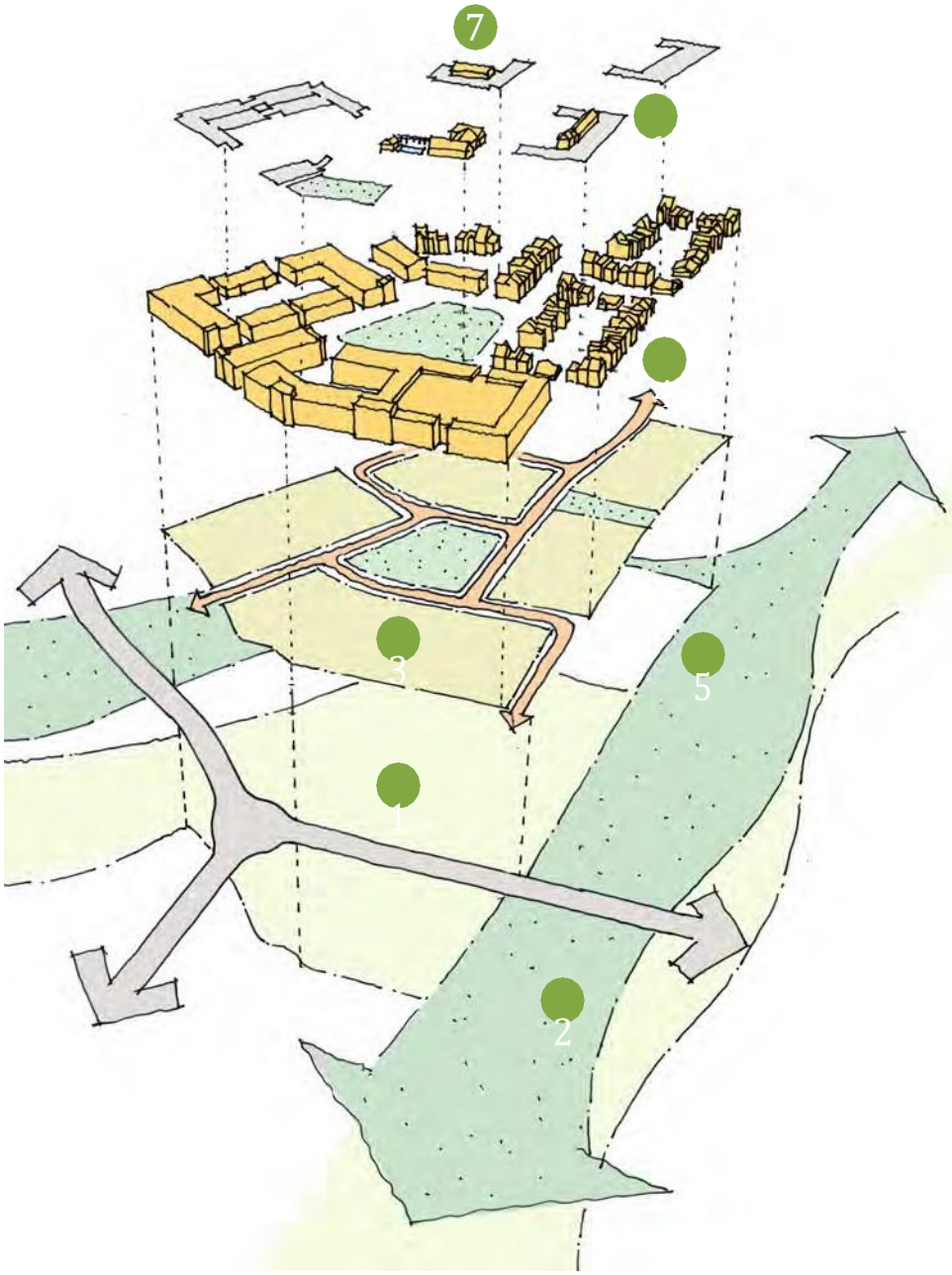


Figure 2.8 Erie Downtown Redevelopment Framework Plan

Site Design Standards

Quality site design requires a process of considering existing property assets and context and the future environment of streets, open spaces, and buildings. This section outlines the critical steps to follow when designing a site and applying the corresponding standards and guidelines. The steps generally move from large-scale, highly visible, and important decisions that affect the character of the neighborhood to smaller-scale, functional decisions. The graphic below (*Figure 2.9*) and the following steps and Chapter sections outline the site design process.



STEP 7
Design site elements (retaining walls, service, and storage)

STEP 6
Locate parking access and circulation (secondary to open space and building locations)

STEP 5
Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses

STEP 4
Site buildings to front public & private streets and greenways

STEP 3
Lay out development blocks, internal streets and greenways, and pedestrian & bike connections

STEP 2
Identify and protect important natural features and views

STEP 1
Select the multiple-family development type

FOLLOW STEPS FROM BOTTOM TO TOP

Figure 2.9 Steps of site design process

Multiple-Family Development Typology

STEP 1

Select the multiple-family development type

Intent:

Provide guidance and clarify which standards throughout the Site Design section apply to specific Development Typologies.

Figure 2.10 Illustrates a multiple-family site bounded by an existing public roadway.

Standards:

A. Using Table 2.2, identify the intended Development Typology and follow corresponding standards for Block Types.

Table 2.2 Development Typologies

If Developing:	Use Block Type:
Multiple-Family Paired Units	Attached/Single-Aspect Block
Multiple-Family Attached Housing	Attached/Single-Aspect Block
Multiple-Family Walk-Up Buildings (Single-Aspect)	Attached/Single-Aspect Block
Multiple-Family Walk-Up Buildings (Double-Aspect)	Double-Aspect Block
Multiple-Family Corridor Buildings	Double-Aspect Block
Multiple-Family Liner Buildings and Garages	Structured Parking Block
Texas Wrap Buildings and Garages	Structured Parking Block
Parking Garages	Structured Parking Block

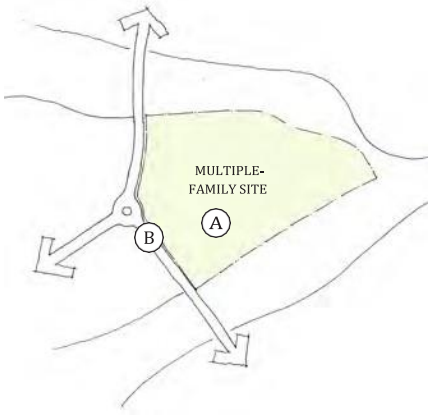


Figure 2.10 Site Boundary Diagram

(A) MULTIPLE-FAMILY DEVELOPMENT SITE

(B) EXISTING MAJOR PUBLIC STREETS

Natural Features and Views

Intent:

Ensure the highest value natural features on the site are protected, including but not limited to: tree groves, areas of steep topography, drainageways, and views to the mountains.

Figure 2.11 illustrates how in the second site design step, natural features and views form the organizing framework for the multiple-family development site.

Standards:

A. Areas of steep slopes (20% or greater, per the UDC) and drainages on the site shall be protected in publicly accessible open spaces.

Guidelines:

A. Assess other natural features and design larger open spaces and greenways to take advantage of tree groves, vegetation, views, and other elements.

B. Locate publicly accessible open spaces with pathways and pedestrian access around these natural elements. Orient the fronts of buildings to- wards open spaces.

STEP 2

Identify and protect important natural features and views

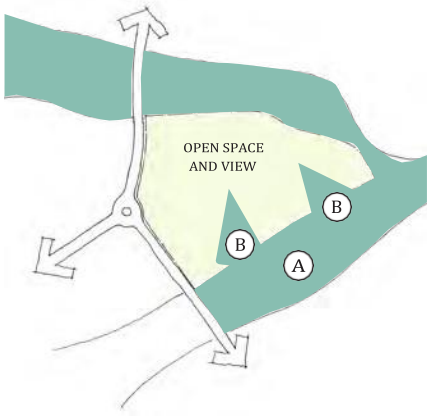


Figure 2.11 Site Features Diagram

(A) PUBLIC OPEN SPACE OR NATURAL FEATURE VIEW
(B) TO VALUABLE NATURAL FEATURES

Figure 2.12 Natural features create the essential character of Erie.

PRINCIPLES FOR NATURAL FEATURES AND VIEWS

- Natural features and views create the essential character of Erie.
- Protecting these features by creating publicly accessible space around them allows everyone to appreciate them.
- Preserving natural features adds value to multiple-family neighborhoods and adjacent uses.

Pedestrian and Bicycle Connections

Intent:

A safe, integrated pedestrian and bicycle network shall be designed into each multiple-family development to prioritize multi-modal transportation options, to encourage walking and cycling, and to minimize conflict with automobile movement, while promoting inviting and convenient access within and between developments.

Standards:

A. Pedestrian Access in the Public Realm

1. Publicly accessible sidewalks or walkways shall be provided along all Public and Internal Streets.
2. Publicly accessible sidewalks, walkways, or trails shall be provided within all Public and Internal Open Spaces.

B. Pedestrian Access in the Private Realm

1. Sidewalks or walkways shall be provided within blocks for the use of residents to access rear building entries, parking, trash, service, and amenities.

C. Connections to Adjacent Uses

1. Sidewalks or walkways shall be provided to connect to adjacent residential neighborhoods, community open spaces, trail systems, and to commercial uses, where appropriate.

STEP 3

Lay out development blocks, internal streets and greenways, and pedestrian & bike connections

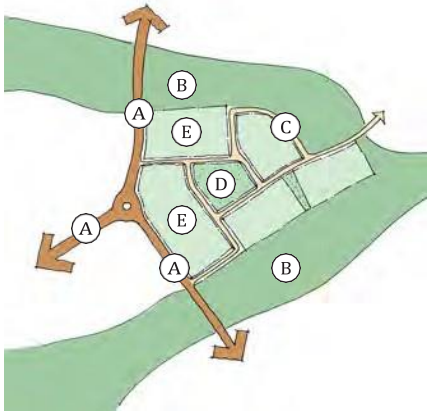


Figure 2.13 Block Frontage Diagram

(A) PUBLIC STREET
(B) PUBLIC OPEN SPACE OR NATURAL FEATURE
(C) INTERNAL STREET
(D) INTERNAL OPEN SPACE
(E) BLOCKS

Development Blocks

Public street rights-of-way and public open space always define the edges of blocks and must be fronted by buildings, unless otherwise stated in the Standards. Internal streets and open spaces should be strategically used to break larger sites up to meet the maximum allowable block sizes in *2.4.4.B Block Type (See Figure 2.13).*

A. Block Definition

Intent:

To ensure walkable, pedestrian-friendly, defensible, and dignified neighborhoods with a sense of place, multiple-family development sites must be divided into development blocks.

Standards:

1. Multiple-family development sites shall be divided into blocks.
2. Blocks shall be defined by publicly accessible edges. Each block must be bounded on all sides by one of the following:
   a. **Public streets** always define the edge of blocks. Buildings shall face public streets, except in some cases of state highways and arterials, where it may be more appropriate for buildings to side to those public streets. For frontage requirements on public streets, reference *2.4.5.C Frontage Requirements* where vehicular access is

PRINCIPLES FOR DEVELOPMENT BLOCKS

- Blocks form the basic building element of neighborhoods.
- Well-defined blocks differentiate the publicly accessible realm from the private realm.
- Blocks are organized to have public elements fronting outward (front doors, front elevations) and service or private elements in the center/rear (rear elevations, parking, garages, storage, etc.).

located on a public street, access spacing must meet requirements in the *Roadway Design and Construction Criteria Manual*.

b. **Public greenways or open spaces** always define the edges of blocks. Buildings shall front public greenways and open spaces. For frontage requirements reference *2.4.6.C Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors*.

c. **Internal streets** shall be located to define the edges of blocks. Buildings shall front internal streets. Along internal streets, fronts of buildings must face fronts of buildings across the street. For frontage requirements, reference *2.4.5.*C.*5 Internal Street (Private Street)*. Internal streets for multiple-family must meet the following criteria:

   i. Internal streets shall have sidewalks or walkways along both sides of the street.

   ii. Internal streets shall have street trees or other plantings to create a pedestrian-friendly walking environment.

   iii. If internal streets include on-street parking, it shall be parallel parking. Internal streets for a multiple-family development shall not include head-in perpendicular or diagonal or angled parking.

   iv. Internal streets should connect to other streets. If an internal street does not connect, it shall provide a court to allow vehicles to turn around and to provide a visual terminus.

d. **Internal greenways or open space** shall be located to define the edge of blocks. Along internal open spaces, fronts of buildings must face fronts of buildings across the space. For frontage requirements on internal greenways or open space, reference *2.4.5.*C.*6 Open Space.*

Guidelines:

1. Every block should be defined by streets, either public rights-of-way or internal streets, on at least two sides.

Figure 2.14 Example of building frontage along an Internal Street. The buildings are arranged in a block with clearly defined publicly accessible and private realms.

B. Block Type

Intent:

Multiple-family blocks shall be designed and sized for the appropriate building types in order to ensure that developments are walkable and pedestrian friendly. Appropriately-sized blocks should adequately accommodate building frontage around the block perimeter, parking in the center of the block, and open spaces for residents.

1. Attached/Single-Aspect Block

Standards:

a. For the graphic standards corresponding to *Table 2.3*, please reference *Figure 2.16*.

Table 2.3 Attached/Single-Aspect Block

Criteria	Standard	
	Min.	Max.
Block Depth (ft.)	220'	240'
Half-block Depth (ft.)	110'	120'
Block Length (ft.)	250'	700'
Block Area (acres)	1.2	3.9
Distance between buildings	10'	15'

b. Parking lots, garages, and service shall be located in the interior of the block, an adequate distance away from the rear of buildings.

c. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.

Figure 2.15 Single-Aspect Walk-Up Building sited on a Single-Aspect Block

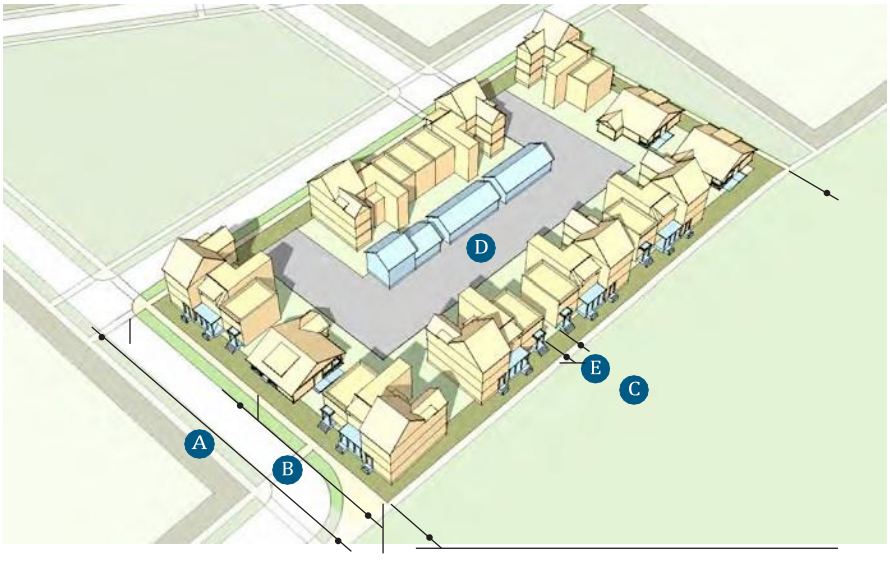


Figure 2.16 Attached/Single-Aspect Block

2. Double-Aspect/Corridor Block

Double-Aspect Blocks accommodate buildings with units facing both the street and the parking court in the center of the block.

Figure 2.17 Corridor Building sited on a Double-Aspect Block

Standards:

a. For the graphic standards corresponding to *Table 2.4*, please reference *Figure 2.18*.

Table 2.4 Double-Aspect/Corridor Block

Criteria	Standard	
	Min.	Max.
A Block Depth (ft.)	260'	340'
B Half-block Depth (ft.)	130'	170'
C Block Length (ft.)	320'	640'
D Block Area (acres)	1.9	5.0
E Distance between buildings	12'	20'

b. Parking lots, garages, and service shall be located in the interior of the block, an adequate distance away from the rear of buildings.

c. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.

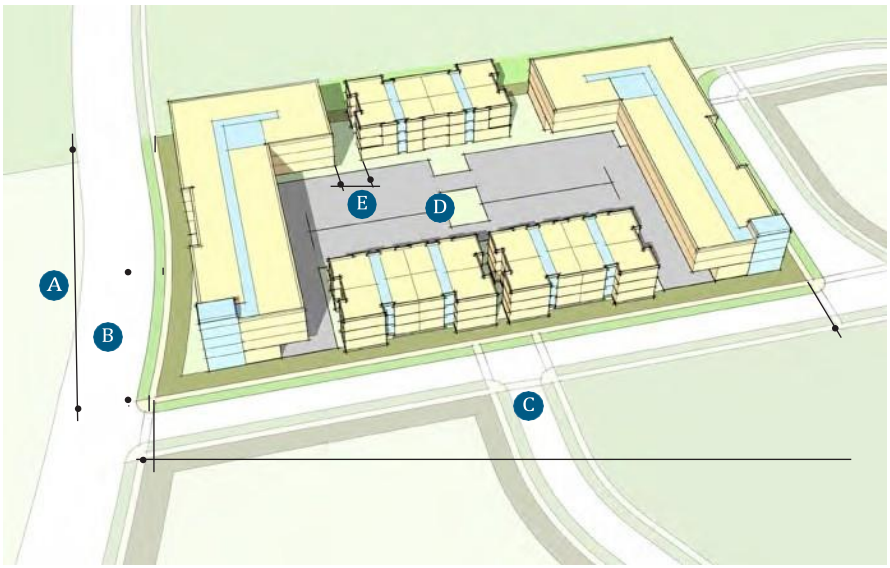


Figure 2.18 Double-Aspect Block

3. Structured Parking Block

Structured Parking Blocks are designed to accommodate development that is integrated with garages. This includes stand-alone garages and wrapped garages.

Figure 2.19 Liner Building sited on a Structured Parking Block

Standards:

a. For the graphic standards corresponding to *Table 2.5*, please reference *Figure 2.20*.

Table 2.5 Structured Parking Block

Criteria	Standard	
	Min.	Max.
Block Depth (ft.)	280'	380'
Half-block Depth (ft.)	140'	190'
Block Length (ft.)	320'	640'
Block Area (acres)	2.1	5.6
Distance between buildings	12'	30'

b. Locate free standing garages, surface parking, or integrated garages in the center of blocks, wrapped by either stand-alone buildings or liner buildings attached to the garage.

c. Minimize the number of units that overlook the parking structure.

d. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.

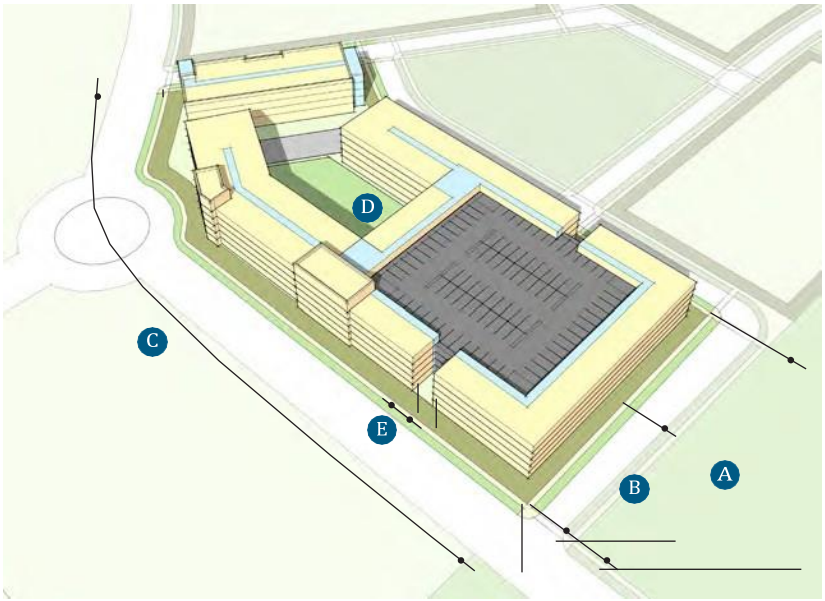


Figure 2.20 Structured Parking Block

4. Composite Blocks

In cases where two different building types with different depths are located on the same block, two half-block depths should be combined to create a Composite Block.

Figure 2.21 Attached Houses and Corridor Buildings sited on a Composite Block

Standards:

a. For the graphic standards corresponding to *Table 2.6*, please reference *Figure 2.22*.

Table 2.6 Composite Block

Criteria	Standard	
	Min.	Max.
Block Depth (ft.)	240'	290'
Half-block Depth (ft.)	Varies	Varies
Block Length (ft.)	320'	640'
Block Area (acres)	1.8	4.2
Distance between buildings	12'	30'

b. Composite Blocks shall be no deeper than the maximum half-block depths of the two block types that it is composed from.

c. The length of the combined block type shall comply with either the maximum block length or the maximum block area, whichever is lesser.

d. Parking lots and/or garages shall be located in the center of the block.

e. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.

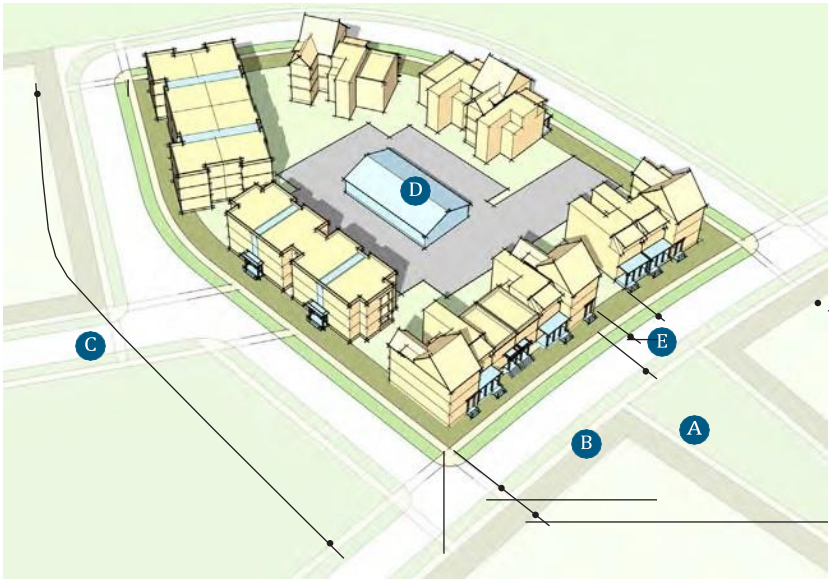


Figure 2.22 Composite Block

Building Orientation

STEP 4

Site buildings to front public & private streets and greenways

Intent:
Clearly define publicly accessible space from private amenity and service space; create comfortable, walkable streets and shared open spaces, create embedded security by ensuring eyes on the street.

A. Fronts and Backs

Standards:

1. Townhouses, duplexes, and single-aspect walk-ups shall be oriented with the fronts of the buildings along the perimeter of blocks (See *Figure 2.24*).
2. Double-aspect and corridor buildings (where units face both front and back) shall select one side of the building and designate it as the front. Building fronts shall orient to the perimeter of blocks.
3. Fronts of buildings shall have a greater attention to building composition and building elements to dignify the public realm.

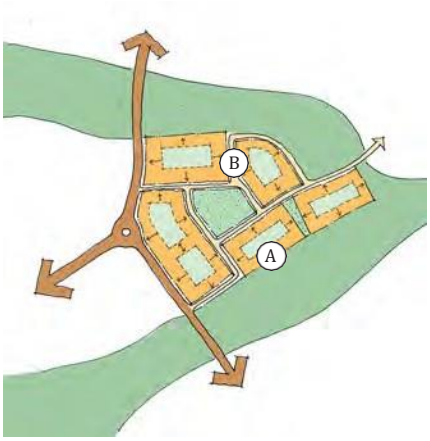


Figure 2.24 Building Orientation and Frontage Diagram

(A) BLOCKS WITH FRONTAGE TOWARDS STREET AND OPEN SPACES

(B) INTERNAL STREETS WITH BUILDING FRONTAGE

B. Building Orientation at Corners

Standards:

1. Building corners that face or front onto public roadways or open space shall provide a higher level of architectural treatment, window fenestration, and massing to provide increased user activity and visual interest at the corner (see *Figure 2.23*).

Guidelines:
There are a variety of ways in which buildings can address corners:

1. **Building Forms Corner (see *Figure 2.23*):**
Buildings that wrap the corner at street intersections are encouraged to incorporate building cut-outs and plane offsets. The open space created at the back of curb supports increased user activity and landscape interest and the opportunity for residential entry plazas and gathering space.

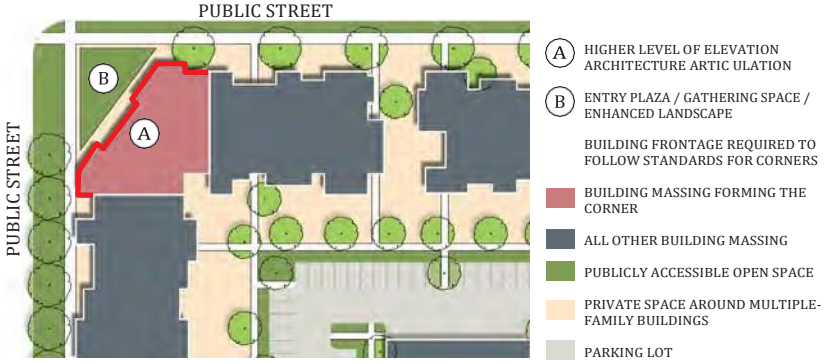


Figure 2.23 Building Forms Corner

2. **Articulated Corner Architecture (see** *Figure 2.25*):
Buildings that meet at corner sites help hold and give prominence to two street frontages. This prime exposure warrants the incorporation of finer architectural detail, windows, special features, materials, and building articulation.

Figure 2.25 Articulated Corner Architecture

3. **Park and Articulated Corner Architecture (see** *Figure 2.26*):
Plazas and courtyards that hold corner edges create strong visual interest through planting intensification, active and passive park space, public art, and pedestrian activity.

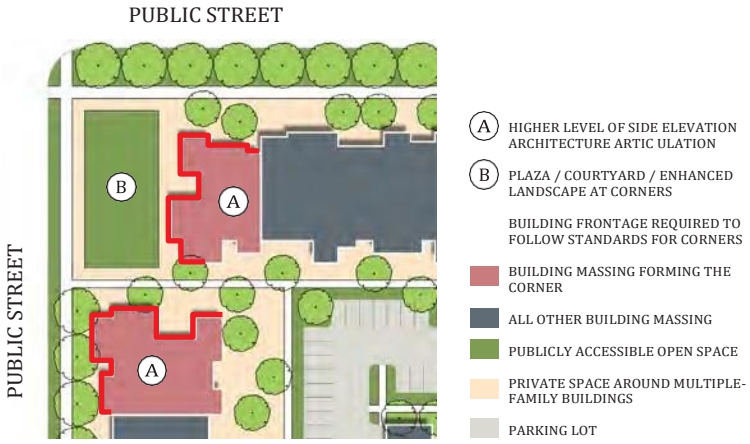


Figure 2.26 Park and Articulated Corner

C. Frontage Requirements

1. State Highway

Highway 7 and Highway 287:

a. Preferred orientation: multiple-family buildings shall be primarily oriented with the side facade facing the highway.

b. Permitted orientation (with additional standards): when a multiple-family building faces the highway, it shall be set back a minimum of 30 feet from the right-of-way to create a significant open space buffer between the units and the highway. This requirement shall be in addition to any buffers required by the UDC and/or *Roadway Design and Construction Criteria manual*.

c. Multiple-family buildings may not back to the highway.

d. For developments sited higher than street-level, retaining walls shall be used within the landscape buffer if grades exceed 25% (reference *Figure 2.28* and *Figure 2.29*).

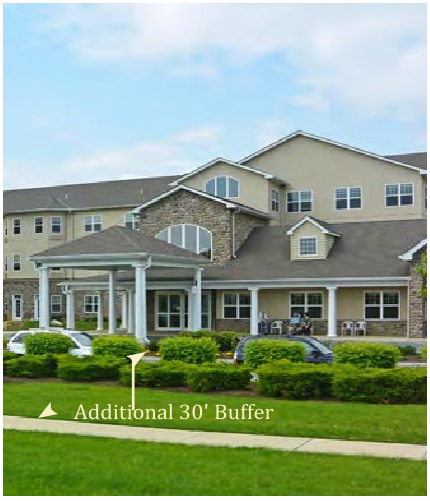


Figure 2.27 Permitted orientation, with a multiple-family building facing a highway, with an additional 30-foot buffer.

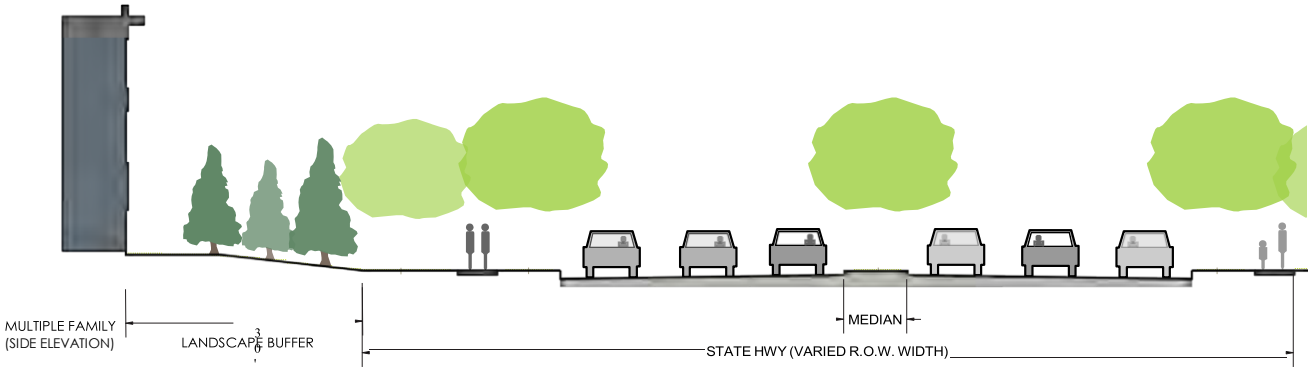


Figure 2.28 State Highway Frontage (condition without grade)

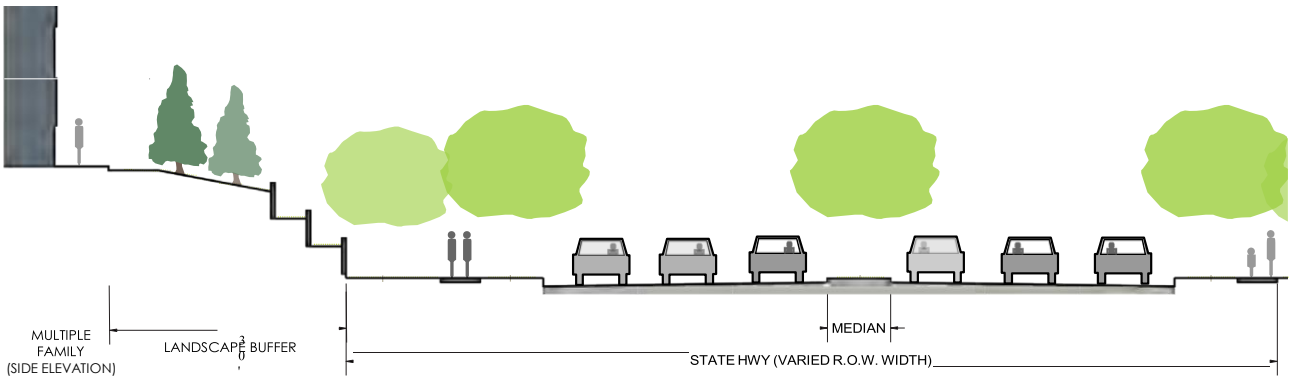


Figure 2.29 State Highway Frontage (condition with grade)

2. Principal Arterial Roadways and Major Collectors (4–6 lanes)

Standards:

a. Multiple-family buildings shall front arterials and shall have a minimum 25-foot landscape buffer from the right-of-way (ROW) (see *Figure 2.30*).

b. Landscape elements such as plantings and low walls shall be used to separate the units from the street.

c. Street trees shall be included in frontage.

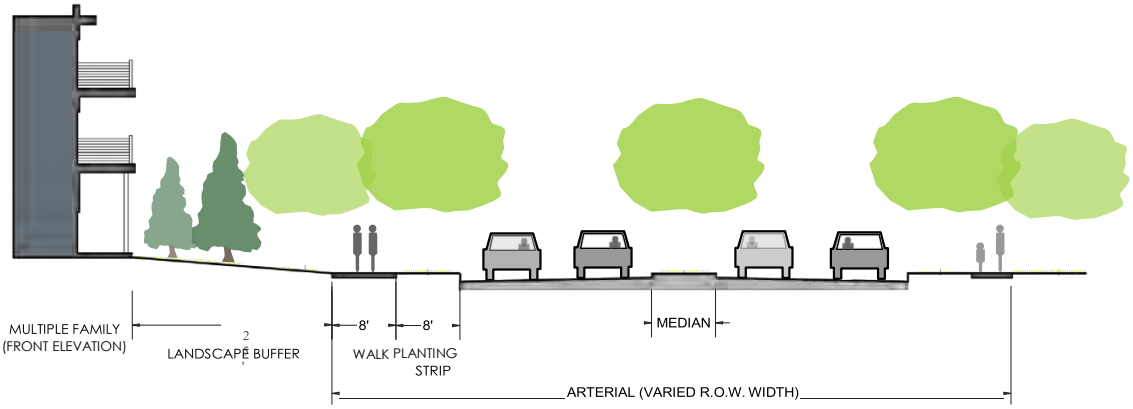
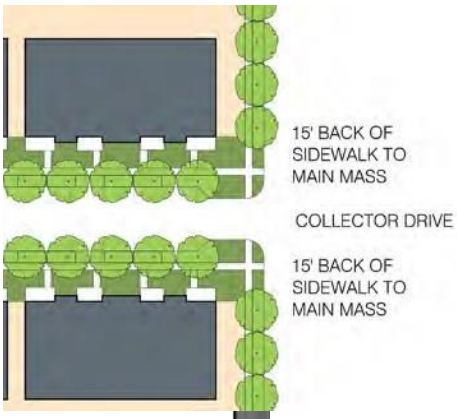


Figure 2.30 Example of arterial frontage

3. Residential Collector Roadways (2 lanes) Standards:



a. Multiple-family buildings shall front collectors and shall have a minimum of 15 feet of landscape buffer from the right-of-way (see *Figure 2.31*).

b. A minimum 15-foot landscape buffer shall be provided.

c. Landscape elements such as plantings and low walls shall be used to separate the units from the street.

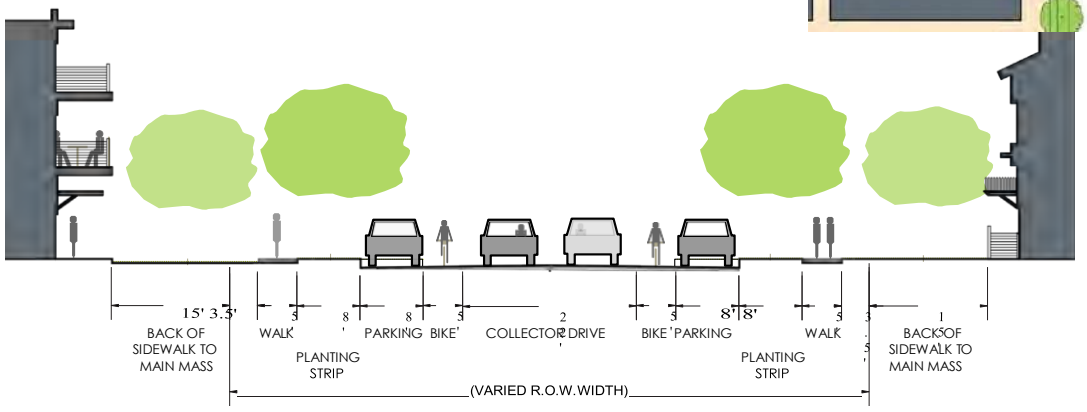


Figure 2.31 Example of collector frontage

4. Internal Street (Private Street)

Standards:

a. Multiple-family buildings shall front internal streets (see *Figure 2.32).*

b. Buildings that meet at corner sites shall have primary frontage towards the public street and secondary frontage towards the private street (see *Figure 2.32).*

c. Multiple-family buildings shall front internal streets and shall have a minimum of 20 feet landscape buffer from the right-of-way. between the private and public realm.

d. Multiple-family buildings shall have building elements that engage the public realm (reference Section *2.5.5 Building Elements).*

e. There shall be a 15-foot minimum landscape buffer to transition between the private and public realm.

f. There shall be street trees and low planting along the sidewalk, creating a comfortable experience for pedestrians.

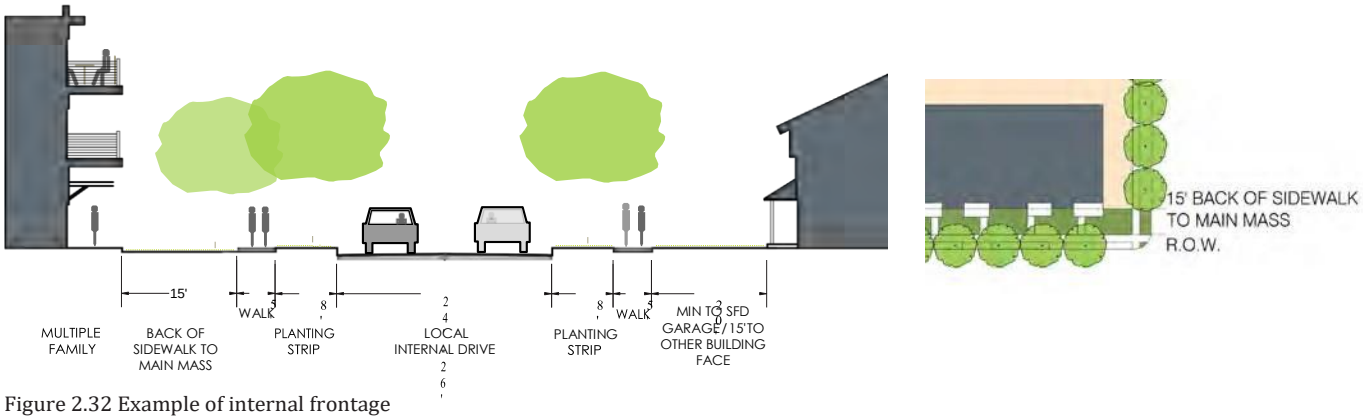


Figure 2.32 Example of internal frontage

5. Internal Open Space

These standards regulate frontages along internal open spaces within a development. For information about how to front open spaces on an adjacent parcel, please reference *2.4.6.C Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors, and 2.4.6.D Frontage Requirements for Adjacent Uses.*

Standards:

a. Multiple-family buildings shall front open space, given that the open space is designed for pedestrian, bicycle, or recreational use (see *Figure 2.33*).

b. Any multi-use paths required in the open space shall connect to adjacent trail points.

c. The building setbacks shall respect the natural conditions of the open space, such as stream corridors and wetlands.

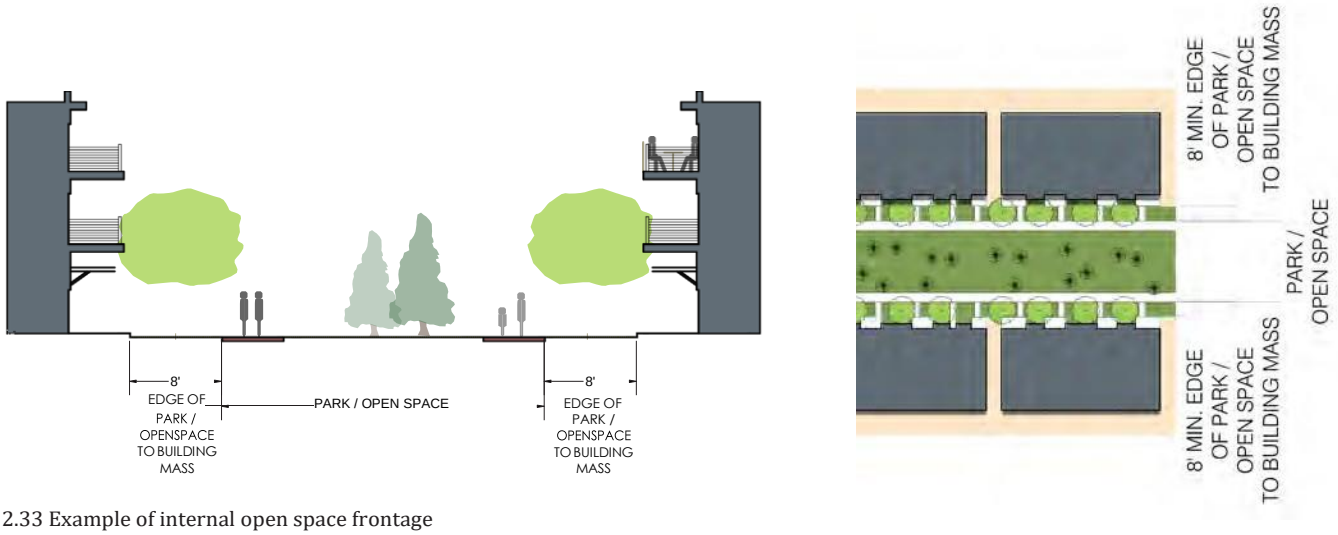


Figure 2.33 Example of internal open space frontage

Sensitivity to Adjacent Uses

A. Multiple-Family Adjacent to Single-Family Detached Homes

The Town of Erie consists of mostly single-family detached housing units. As the Town becomes developed, infill and greenfield locations must be sensitive to adjacent single-family residential neighborhoods and other existing uses.

STEP 5

Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses

Intent:

Ensure that infill and greenfield development are appropriately buffered from existing uses.

Standards:

1. Multiple-family buildings 3 stories or taller shall be set back a minimum of 40 feet from the adjacent property lines to provide adequate buffering from single-family dwellings (see *Table 2.7*). Multiple-family buildings 2 1/2 stories or less may be located up to 25 feet away from the property lines shared with adjacent single-family detached neighborhoods (see *Figure 2.34*).
2. Multiple-family buildings shall be oriented perpendicular rather than parallel to existing single-family detached houses (see *Figure 2.35).*

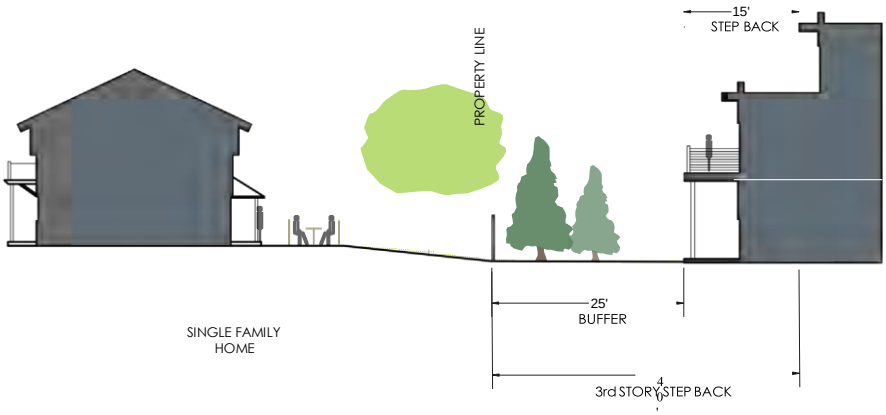


Figure 2.34 Multiple-family with perpendicular orientation adjacent to single-family dwelling

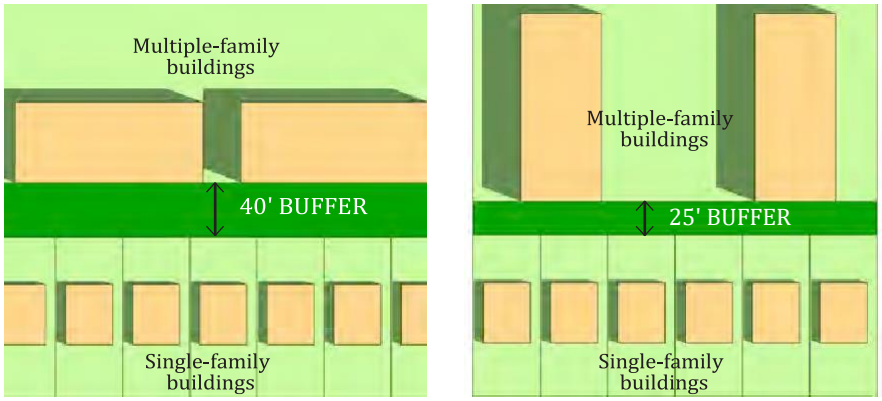


Figure 2.35 Required spacing between multiple-family development and single-family dwellings (front facing and side facing)

Table 2.7 Multiple-Family Adjacency

Use Adjacent to Multiple-Family	Required Buffer
Single-Family Dwelling	40 Feet Front Facing 25 Feet Side Facing
Another Multiple-Family Development	25 Feet*
Commercial/Industrial/ Mixed-Use	50 Feet
Parks/Public Open Space	25 Feet

* This distance may be reduced based on the inclusion of design elements, the orientation of existing buildings, and other context factors.

B. Multiple-Family Adjacent to Commercial

Standards

1. Multiple-family buildings adjacent to the rear of commercial buildings shall have a 25-foot landscape buffer from the rear propertyline of the commercial building (see *Figure 2.36*).

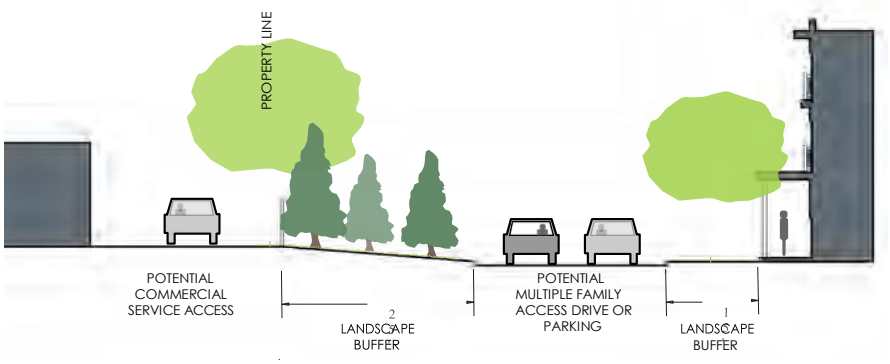


Figure 2.36 Multiple-family adjacent to commercial use

C. Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors

Standards:

1. Multiple-family buildings shall front open space and landscaped areas, given that the space is designed for pedestrian, bicycle, or recreational use (see *Figure 2.37* and *Figure 2.38*).
2. A landscape buffer of a minimum of 20 feet shall be provided where multiple-family parcels abut a public open space.
3. Any multi-use paths required in the open space and landscaped areas shall connect to adjacent trails.
4. The building placement and orientation shall follow the topography of the natural conditions of the open space and landscaped area.

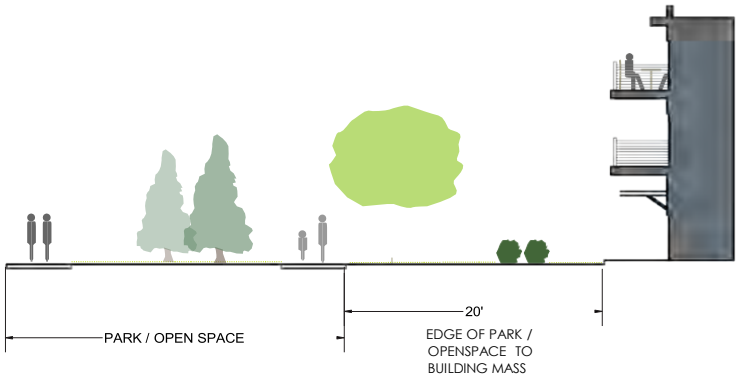


Figure 2.37 Multiple-family adjacent to parks and open space

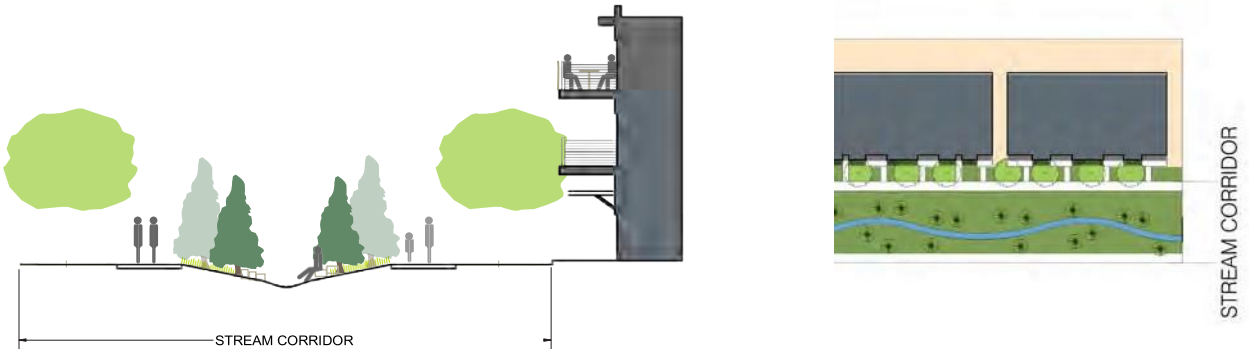


Figure 2.38 Multiple-family adjacent to public stream/creek

D. Frontage Requirements for Adjacent Uses

Standards:

1. Multiple-family buildings shall mirror the condition of existing adjacent developments:
   a. Fronts of buildings shall face fronts of buildings.
   b. Rears of buildings shall face rears of buildings.
2. If existing buildings have rears facing public rights-of-way, new multiple-family buildings shall front the public right-of-way, despite the front-to-back relationship.
3. In the case that multiple-family buildings are sited adjacent to public open space, the buildings shall front the open space.
   a. In certain instances, where it is not possible or advisable to front the open space, the applicant shall provide adequate justification and demonstrate how public access will be provided.

Figure 2.39 Multiple-family building fronting open space and landscaped areas.

Access, Circulation, and Parking

STEP 6

Locate parking access & circulation (secondary to open space and building locations)

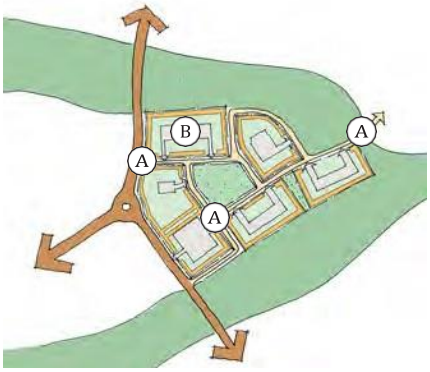


Figure 2.41 Access, Circulation, and Parking Diagram

(A) INTERNAL STREETS CONNECT TO PUBLIC STREETS AND PROVIDE ACCESS TO PARKING

(B) PARKING LOTS LOCATED INTERNALLY BEHIND BUILDINGS

Multi-modal access into multiple-family developments and the internal circulation within the site plan must address the treatment of large parking lot areas. Both public and internal streets shall embody the principles of "Complete Streets" as further described in this section.

A. Internal Access

Intent:

Design internal access to be safe and clearly defined, but to remain secondary to internal streets. Accommodate pedestrian and bicycle movement.

Standards:

1. Internal access to multiple-family parcels shall provide visually clear entry points using signage or gateway features into the site from adjacent Public Streets, as illustrated in *Figure 2.40* and *Figure 2.41*.
2. Internal access drives shall balance vehicular, bicycle and pedestrian needs and improve multi-modal connections to RTD bus stops.
3. Internal access drives should provide attractive pedestrian realm and streetscape environments and provide wider landscape entry treatments or be framed by buildings.

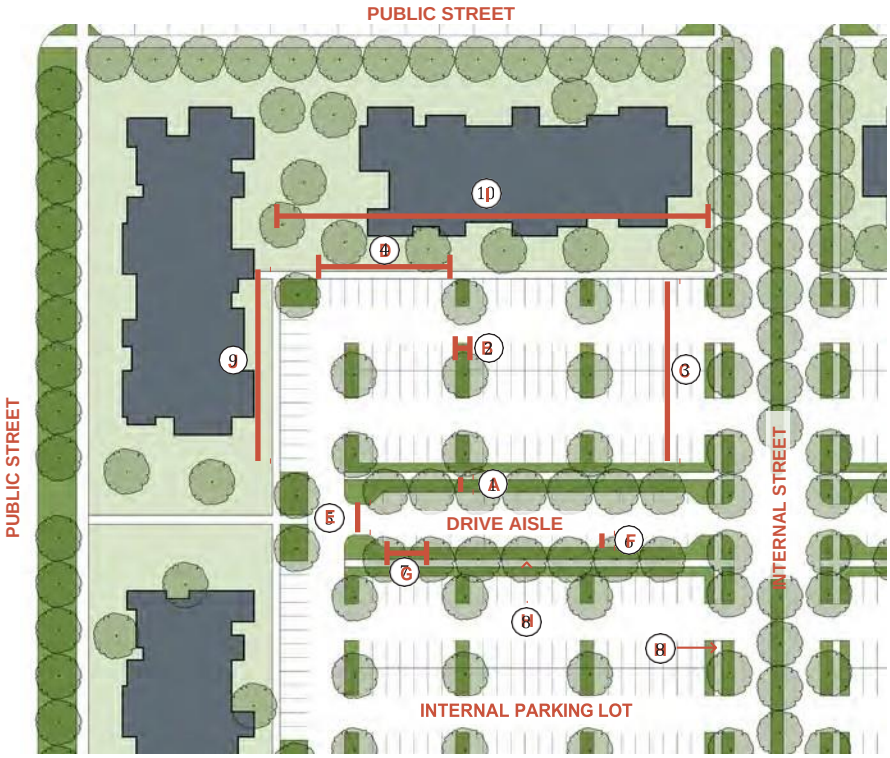


Figure 2.40 Internal Access Siting

Figure 2.42 Internal Street as "Complete Street"

1. Planting Strip Buffer: 8' min. width
2. Planting Aisle Strip: 8' min. width
3. Parking Bays (Reference *1.4 Definitions "Bay of Parking"*): 3 double-loaded bays max. Must be separated by drive aisle.
4. Parking Aisle Length: 10 spaces max. Must be separated by planting aisle strip
5. Drive Aisle: 24-26' min. width
6. Parallel Parking: 8' min. width
7. Internal Drive Tree Spacing: 30'–35' on-center (O.C.)
8. Internal Pedestrian Connections: 5' min. detached sidewalk
9. Maximum width 180 feet of internal parking lot
10. Maximum length 270 feet of internal parking lot

B. Internal Private Street Design Standards for Circulation

Intent:

Internal streets are private streets located within a multiple-family parcel that are intended to create the look and feel of a narrow public street by providing a detached sidewalk, street trees, a landscape edge, and parallel parking in some instances.

Standards:

1. Internal Private Street Standards shall include all of the following:
   - **a.** Drive aisles shall comply with the Land Development Ordinance.
   - **b.** Parallel parking where allowed or desired along internal streets shall be 8 feet wide.
   - **c.** A tree lawn of a minimum 8 feet wide shall be located immediately behind the back of curb.
   - **d.** Approved street trees within the tree lawn spaced at 30 to 35 feet on center.
   - **e.** A minimum 5-foot wide detached sidewalk shall be located behind the tree lawn.
   - **f.** Where private drives are adjacent to internal parking lots an additional 8-foot wide landscape buffer strip shall be provided to screen the parking lot areas. See *Figure 2.46*.

Figure 2.43 Parallel parking along internal streets

Figure 2.44 Internal street showing 24- to 26-foot drive aisle with tree lawn and sidewalk

Figure 2.45 Landscape buffer screening a parking lot adjacent to a private drive.

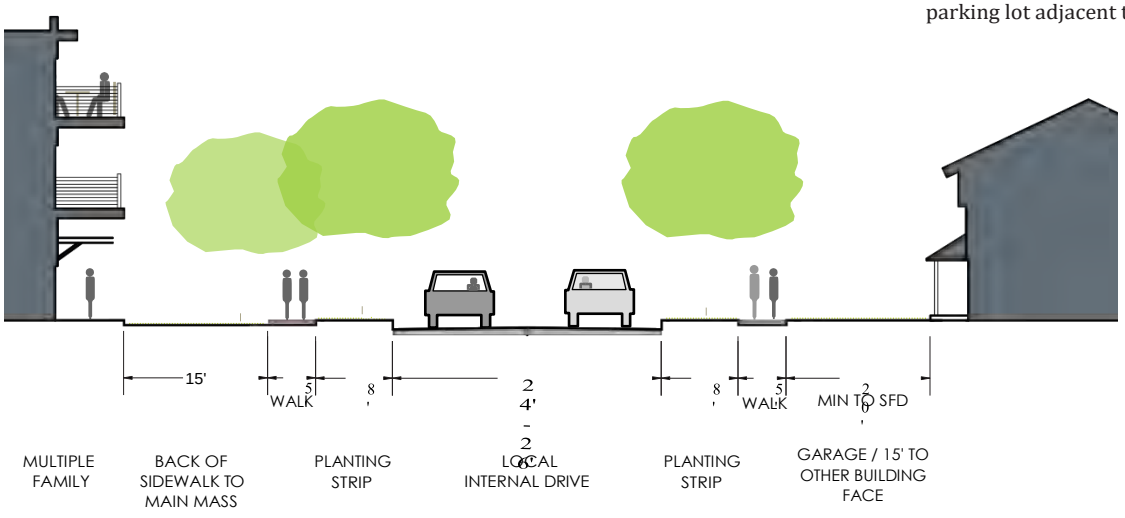


Figure 2.46 Internal street frontage section

C. Parking Lot Design

Intent:

Locate parking lots internal to development blocks, behind building massing to minimize the visibility of parking. Use parking lot landscaping to visually break up larger parking areas and to reduce urban heat island impacts.

Standards:

1. Surface parking areas shall be limited to a maximum width of 3 bays of parking, or 180 feet by 270 feet without being broken up by an Internal Street. See *Figure 2.40 Internal Access Siting*.
2. Planting and screening between parking lot drive aisles and parking bays shall follow the dimensional standards illustrated in *Figure 2.47*.
3. Parking aisle lengths shall not exceed 10 cars in length without being broken by an 8-foot wide minimum planting island.
4. If dictated by grading, existing road conditions, or improved site layout, the Planning Director may approve parking lots visible to the public street face not to exceed 60 feet total along a given street or block frontage. When this condition exists, the parking lot shall be screened with a 3-foot tall landscape hedge or masonry site wall matching the character of the adjacent project architecture.
5. Private parking lots abutting public open space and trails shall not be allowed unless they are 25 feet from the property edge and screened by a minimum 3-foot tall landscape hedge or masonry wall matching the character of the adjacent architecture. An exception may be permitted by the Planning Director if the proposed private parking lot provides public parking spaces. In this case, the public parking spaces may be allowed within the 25-foot buffer zone.

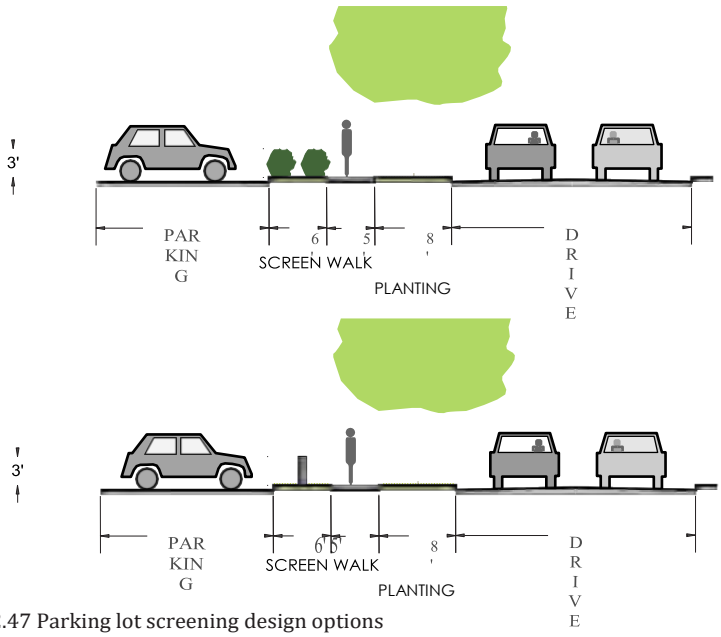


Figure 2.47 Parking lot screening design options

Figure 2.48 Parking aisle broken by 8-foot wide planting island

Figure 2.49 Example of screened parking lot adjacent to right-of-way frontage

Figure 2.50 Parking lot abutting public open space

Grading and Retaining Walls

STEP 7

Design site elements such as retaining walls, service, and storage

A. Grading

Many areas within the Town of Erie consist of a rolling topography. The Town has current grading, drainage, stream protection, erosion control and ridgeline ordinances and regulations in place through the UDC (refer to UDC to address criteria and regulations).

Intent:

Protect the character of the existing terrain, drainage ways, ridgelines and minimize cut-and-fill earthwork.

Standards:

1. Demonstrate that the grading approach minimizes disturbance of the site and grading to the greatest extent possible.

2. Use building form, such as multiple building levels and walkouts, to minimize site grading and to take advantage of existing grades, rather than creating flat pads.

Figure 2.51 Retaining wall

B. Retaining Walls

Intent:

Employ retaining walls to retain topography in tight spaces and/or to maximize buildings and recreational areas while being sensitive to a site's natural topography.

Standards:

1. Retaining walls shall be limited to 4 feet in height and made of stone or split face masonry material that matches or is complimentary to the architecture of the buildings.

2. Where multiple retaining walls are required they shall be terraced with a minimum width of 5 feet of live landscaping and a maximum of 6 inches of sloped vertical elevation change on the terrace area between the walls. Refer to UDC for specific requirements. (See *Figure 2.54)*.

Figure 2.52 Multiple retaining walls with planted terraces

Figure 2.53 Terraced walls

Figure 2.54 Retaining wall

Service and Storage

A. Screening

Intent:
Multiple-family development layout shall minimize the visual and physical presence of service, utility, and storage elements of the community, while providing sufficient and functional service area uses and access.

Standards:

1. Utilize architectural and landscape screening elements to mitigate undesirable utility and service use locations. Landscape screening shall be utilized in conjunction with screen walls to provide varied screening techniques and avoid a hard monotonous treatment.
2. Locate service and utility areas a minimum of 50 feet away from main entry points into buildings and adjacent to streets.
3. Architectural walls and screens shall be consistent with the design and materials of the building to which they are connected, adjacent, or accessory to.
4. Where landscaping is utilized for screening it shall be layered in two rows of plants to screen the undesirable view from the streetscape and adjacent properties.
5. Landscape screening shall incorporate evergreen plant material or deciduous plant material with dense branching habit to provide effective screening during the winter.
6. Plant installation size and spacing shall be sufficient to provide 75% screening of the intended object within 5 years of installation.
7. The periphery of all surface parking lots shall be screened with a hedge of at least 3 feet high, a decorative low 3-foot architectural wall, or a 3-foot high decorative metal screen fence, or combination thereof (See *Figure 2.58* through *Figure 2.60*).

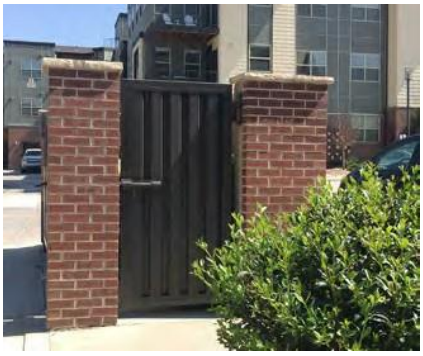


Figure 2.55 Screened outdoor storage

Figure 2.56 Screened outdoor storage

Figure 2.57 Evergreen landscape screening

Figure 2.58 Parking lot landscape screening

Figure 2.59 Parking lot fence screening

Figure 2.60 Architectural screening elements using consistent materials as the building

Utilities

Intent:
Locate service and utility areas away from areas that are visible from the public realm to prevent detracting from the pedestrian-friendly environment of the neighborhood.

Figure 2.61 Utilities appropriately located in the rear of buildings away from main entries

Standards:

A. Location of Utilities

1. Locate service and utility areas away from main entries into buildings, public and internal streets, sidewalks, and corners. Planning for location of utilities should be a collaborative process with the utility, the Town, and the developer.
2. Locate utilities in the center of blocks, in the rear or on the side of buildings.
3. All utilities, both free-standing and attached to buildings should be screened by elements like planting or fencing that provides year-round screening. For screening standards, reference *2.4.9.A Screening.*
4. A mixture of shrub, groundcover, turf, and native grass should be used in undulating forms to break-up the long straight line appearance of utility easements where trees are not allowed to be planted.

How the Site Design Comes Together: Case Study

Defining blocks, orienting buildings to create frontage, locating parking and access in the center of blocks, treating adjacent uses sensitively, grading minimally, and locating storage and service out of sight creates livable, high-quality multiple-family neighborhoods that enhance the character and quality of life in Erie.

STEP 1

Multiple-family development type for example Double-Aspect Walk-up Buildings

The case study shown in *Figure 2.62* through *Figure 2.67* demonstrate how the site design comes together in a multi-block development that achieves the standards. In this case study, the developer plans to build Double-Aspect Walk-Up Buildings.

STEP 2

Identify and protect important natural features and views

Figure 2.62 Block edges

- (A) PUBLIC STREET
- (B) PUBLIC GREENWAY
- (C) INTERNAL STREET
- (D) PRIVATE OPEN SPACE

STEP 3

Lay out development blocks, internal streets and greenways, and pedestrian & bike connections

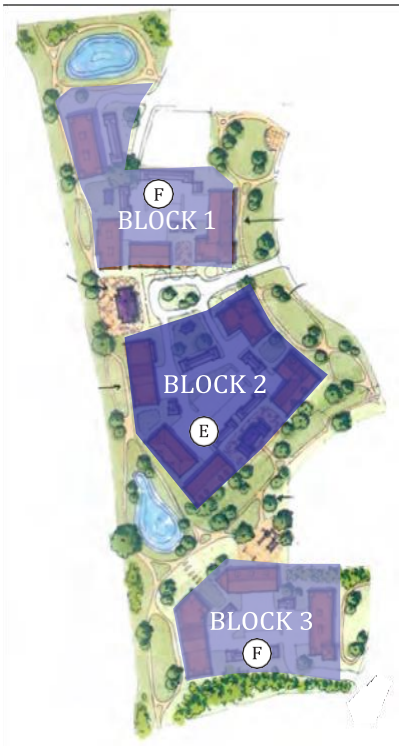


Figure 2.63 Defined blocks

- (E) PARTIAL BLOCKS
- (F) FULL-WRAP BLOCKS

STEP 4

Site buildings to front public & private streets and greenways

Figure 2.64 Building frontage at perimeter

- (G) BUILDING FRONTAGE

STEP 5

Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses

The multiple-family site is bounded by a public street.

The multiple-family site is separated from the adjacent single-family detached houses by a public street. The single-family detached houses have rears that face the public street, with a privacy fence. *Frontage Requirements for Adjacent Uses* states that when adjacent uses are separated by a public street, the new multiple-family buildings shall face the public street, despite the front-to-back relationship.

A public open space greenway runs through the site.

New multiple-family buildings front the public open space.

Figure 2.65 Buildings designed in consideration of adjacent uses

STEP 6

Locate parking access and circulation (secondary to open space and building locations)

Clear entry and access point into the neighborhood.

Internal street follows Internal Street Design Standards, with on-street parking where appropriate, sidewalks, shade street trees, and other required features.

Parking lots located in the rear of the buildings, in the center of blocks.

Parking lot size limited to no more than three bays in width.

Ensure pedestrian and bicycle connectivity between blocks.

Figure 2.66 Site access and parking design

STEP 7

Design site elements such as retaining walls, service, and storage

Trash receptacles, loading docks, and service areas located in the rear of buildings, accessed from internal parking courts

Periphery of parking lot screened where not enclosed by buildings

Outdoor storage screened according to standards

Figure 2.67 Appropriately locate service and utility elements

Table 2.8 below summarizes the four block types and provides an at-a-glance reference for the related standards.

Table 2.8 Summary Block Types Matrix

								
Block Type	Single-Aspect		Double-Aspect		Structured Parking		Composite Block	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Block Depth (ft.)	220'	240'	260'	340'	280'	380'	240'	290'
Half-block Depth (ft.)	110'	120'	130'	170'	140'	190'	Varies	Varies
Block Length (ft.)	250'	700'	320'	640'	320'	640'	320'	640'
Block Area (acres)	1.2 ac.	3.9 ac.	1.9 ac.	5.0 ac.	2.1 ac.	5.6 ac.	1.8 ac.	4.2 ac.
Distance between buildings	10'	15'	12'	20'	12'	30'	12'	30'

Building Design Standards

Town of Erie residents value high-quality building design that fits into and enhances the character of the community. Based on input from the community and key stakeholders, the Standards include requirements for six components of building design:

- Building type
- Variety
- Massing
- Composition
- Building elements
- Material and color palettes

Each of these components is critical to comprehensive, high-quality building design. The Standards require 360-degree architecture, with high-quality materials and design on all sides of a building that are visible from the public realm.

Figure 2.69 Example of a high-quality townhouse development

Intent:

Design buildings that are high-quality, well-scaled, appropriate for their contexts, relative to human scale, sustainable, and durable over time. High-quality building design defines the public realm, ensures design variety, and provides visual interest to neighborhoods.

The Building Design standards are organized into the six steps shown in *Figure 2.68* and described throughout this section.

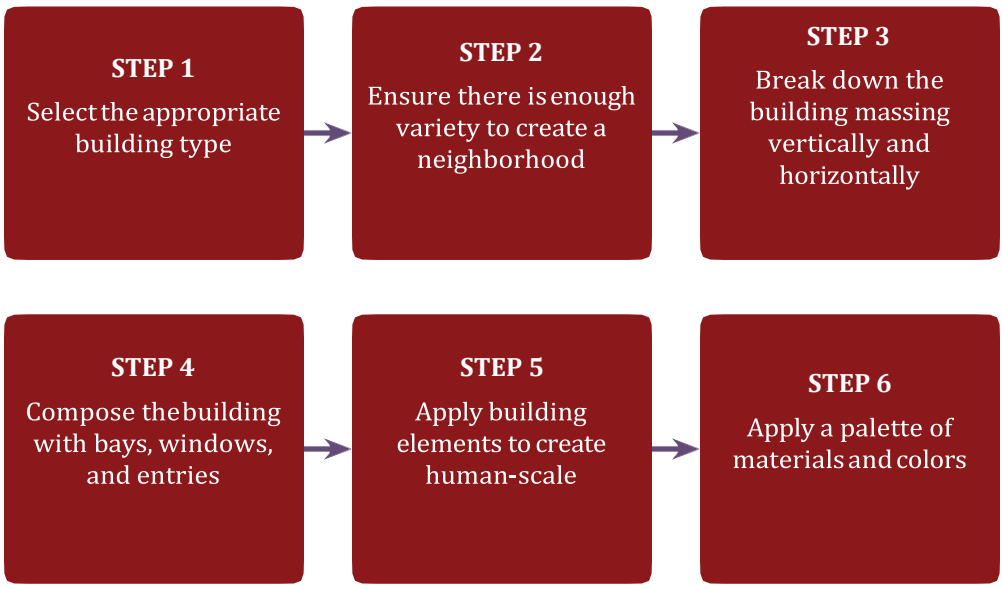


Figure 2.68 Typical Multiple-Family Building Design Process

Building Types

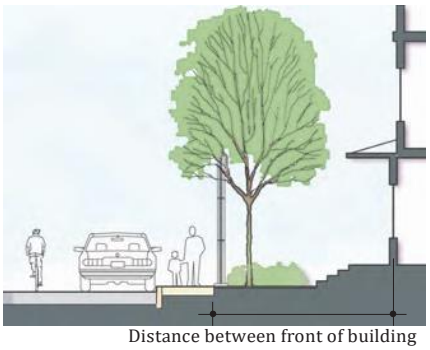
Building types describe dimensional and circulation differences between the way that multiple-family buildings function. Each building type described below has specific standards for the way that frontage and block siting should occur. As building scale increases, strategies for massing and composition and building diversity become more critical in the building design process.

STEP 1

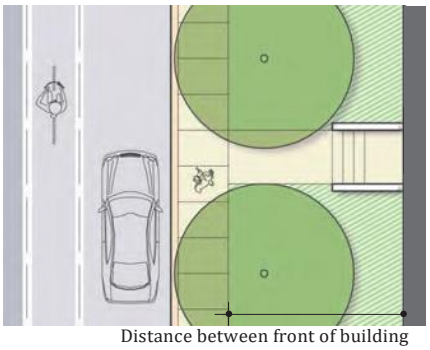
Select the appropriate building type

Intent:

Site and orient buildings to create pedestrian-friendly walkable streets. Dimension buildings to ensure adequate natural light and livable spaces. Design buildings with human-scale building elements in the front to transition between the interior and exterior. Locate service-oriented functions such as parking, in the rear with adequate separation from buildings.

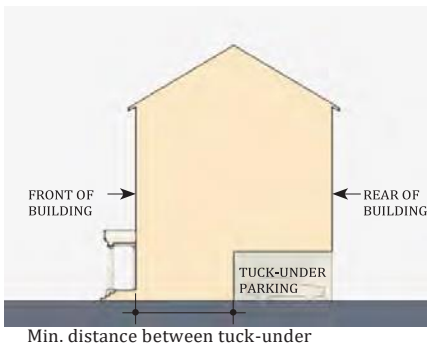


Distance between front of building and path or sidewalk



Distance between front of building and path or sidewalk

Figure 2.70 Diagrams showing distance between front of the building to path or sidewalk



Min. distance between tuck-under parking and front of building

Figure 2.71 Minimum distance between tuck-under parking and front of building

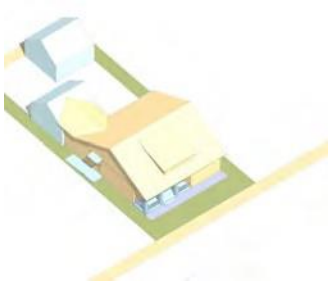


Figure 2.72 Paired Unit

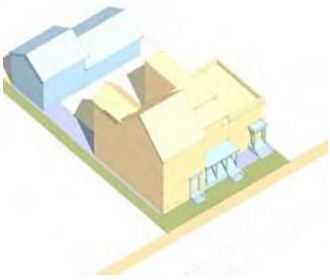


Figure 2.73 Attached House

Figure 2.74 Walk-Up Multiple-Family Building (Single-Aspect)

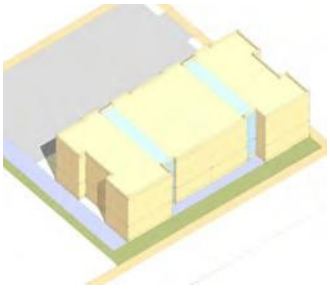


Figure 2.75 Walk-Up Multiple-Family Building (Double-Aspect)

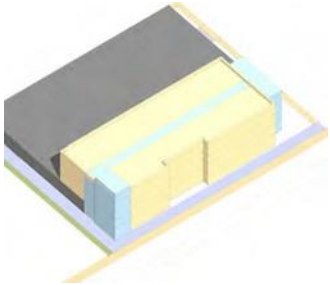


Figure 2.76 Corridor Multiple-Family Building

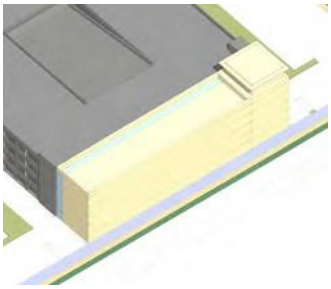


Figure 2.77 Liner Multiple-Family Building

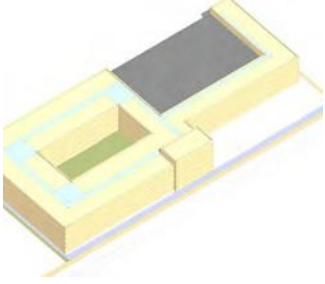


Figure 2.78 Texas Wrap Building

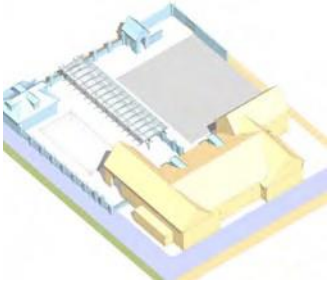


Figure 2.79 Accessory Building/ Structure

A. Paired Unit (Duplex, Patio Home)

The Paired Unit is a small building that contains two side-by-side, ground-oriented residential units. Each has its entry on a street or open space. Paired Units may serve active adult markets, with master bedroom suites on the ground floor.

Standards:

1. Paired Units may be developed as part of an ownership development. In this case, the design must follow *13.10.161 Residential Design Minimums*.
2. If Paired Units are developed as part of a multiple-family development, the design shall comply with the standards below:

Table 2.10 Paired Unit Requirements

	Building Requirements	
A	Building Length (feet)	18 to 32 (per unit)
B	Building Depth (feet)	30 to 60
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front or Side
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F	Required distance between tuck-under garage parking and front of building (feet) (See *Figure 2.71*)	20 minimum
G	Required distance between garage door and drive aisle/alley (feet)	Less than 5 feet or greater than 18 feet
H	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
	Circulation (Individual , Core, or Corridor)	Individual
	Types of streets appropriate on	Local Collector, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Attached Patio Home, Duplexes, Paired Home

Figure 2.80 Example of Paired Units

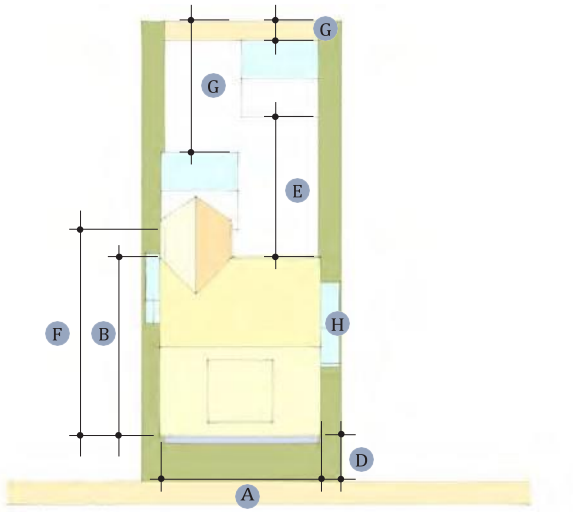


Figure 2.81 Example of Paired Units

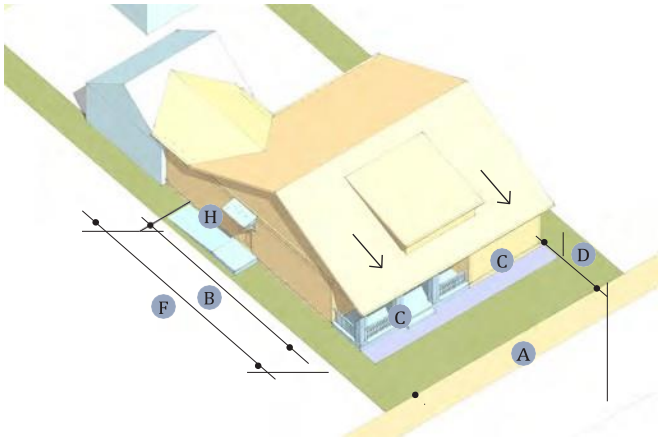


Figure 2.82 Example of Paired Units

B. Attached House

Attached Houses include townhouses, row houses, and brownstones. Typical attached houses are ground oriented (not stacked), and each unit has an entry on a street or open space. Attached house buildings include three to seven units. Tuck-under townhouses have parking under the rear of the main body massing. Stacked townhouses include a townhouse on top of a ground floor unit.

Standards:

Table 2.11 Attached House Requirements

	Building Requirements	
A	Building Length (feet)	16 to 28 (per unit)
B	Building Depth (feet)	30 to 44
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front-Only
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F	Required distance between tuck-under garage parking and front of building (feet) (See *Figure 2.71*)	20 minimum
G	Required distance between garage door and drive aisle/alley (feet)	Less than 5 feet or greater than 18 feet
H	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
	Circulation (Individual , Core, or Corridor)	Individual
	Types of streets appropriate on	Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Townhouse or Townhome
- Rowhouse or Rowhome
- Greystone
- Brownstone

Figure 2.83 Example of Attached House

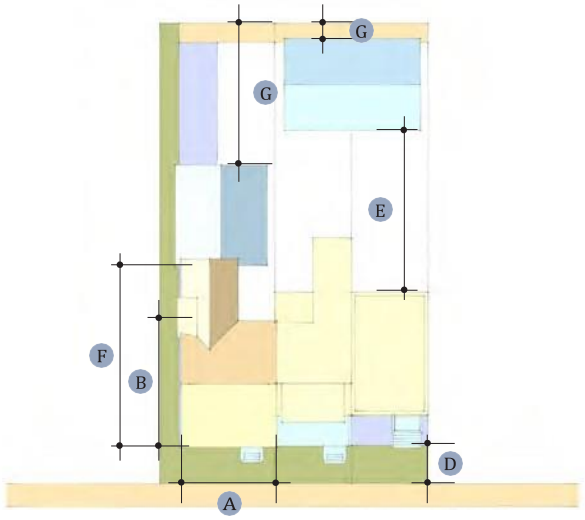


Figure 2.84 Example of Attached House lot

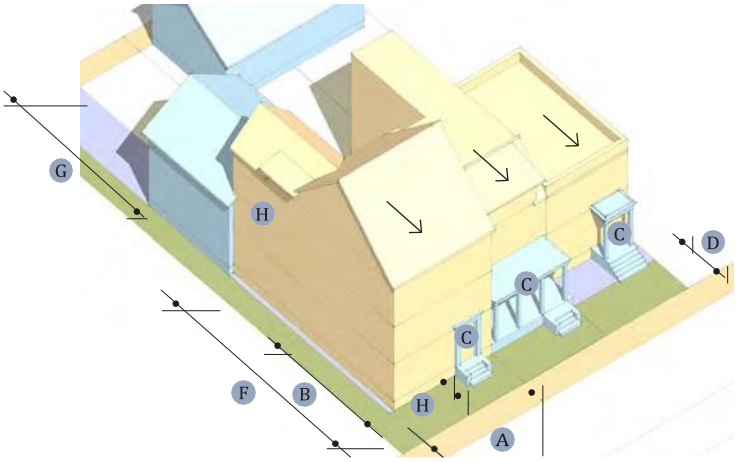


Figure 2.85 Example of Attached House main body

C. Walk-Up Multiple-family Building (Single-Aspect)

Walk-Up Multiple-Family Buildings contain residential units that share common circulation cores (each typically serving 2 units per floor). Single-aspect walk-up buildings are one-unit deep, with defined fronts and backs. The cores extend through the building and have entries in both the front and rear.

Standards:

Table 2.12 Walk-Up Multiple-Family Building Requirements

	Building Requirements	
A	Building Length (feet)	50 to 150
B	Building Depth (feet)	30 to 54
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F	Required distance between tuck-under garage parking and front of building (feet) (See *Figure 2.71)*	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H	Circulation (Individual , Core, or Corridor)	Core
	Types of streets appropriate on	Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Garden Apartment

Figure 2.86 Example of Walk-Up Multiple-Family building

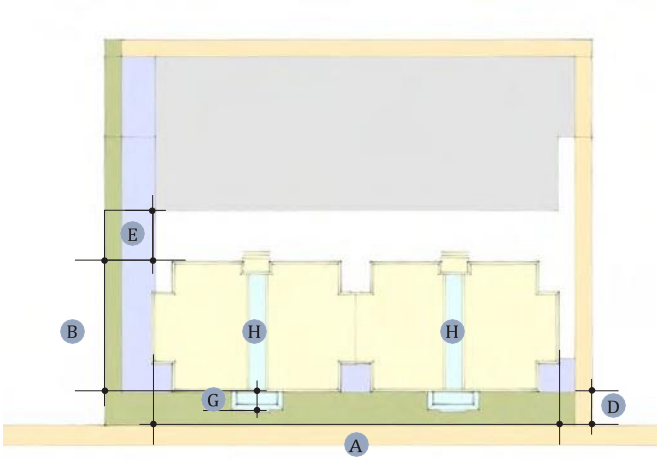


Figure 2.87 Example of Single-Aspect Walk-Up Multiple-Family Building

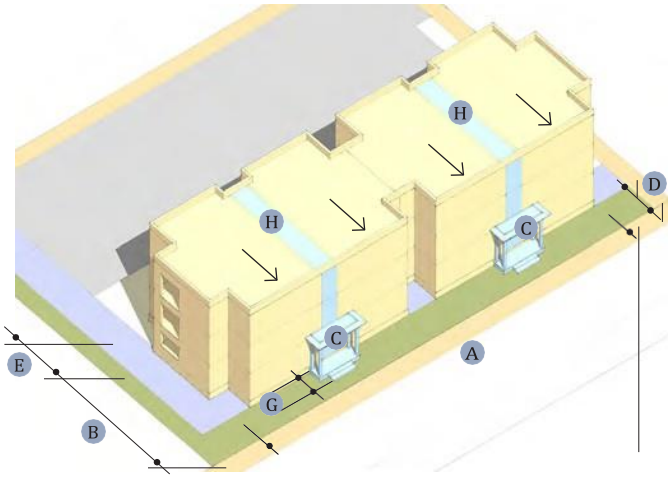


Figure 2.88 Example of Single-Aspect Walk-Up Multiple-Family Building

D. Walk-Up Multiple-Family Building (Double-Aspect)

Double-aspect Walk-Up Multiple-Family Buildings contain residential units that share common circulation cores (each typically serving 4 units per floor). Single-aspect walk-up buildings are two-units deep. Units face the front and rear of the building, so a front side must be selected for block layout. The cores extend through the building and have entries in both the front and rear.

Standards:

Table 2.13 Walk-Up Multiple-Family Building Requirements

	Building Requirements	
A	Building Length (feet)	48 to 250
B	Building Depth (feet)	55 to 60
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	20 minimum
F	Required distance between integrated garage parking and front of building (feet) (See *Figure 2.71*)	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H	Circulation (Individual , Core, or Corridor)	Core
	Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Garden Apartment

Figure 2.89 Example of Walk-Up Multiple-Family Building

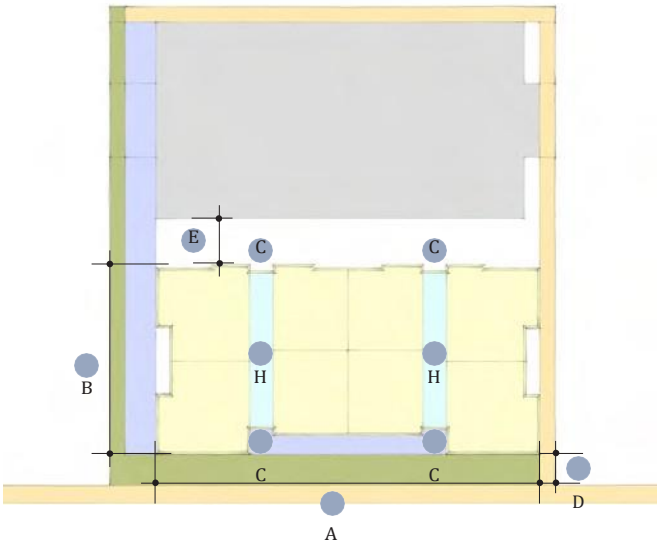


Figure 2.90 Example of Double-Aspect Walk-Up Multiple-Family Building

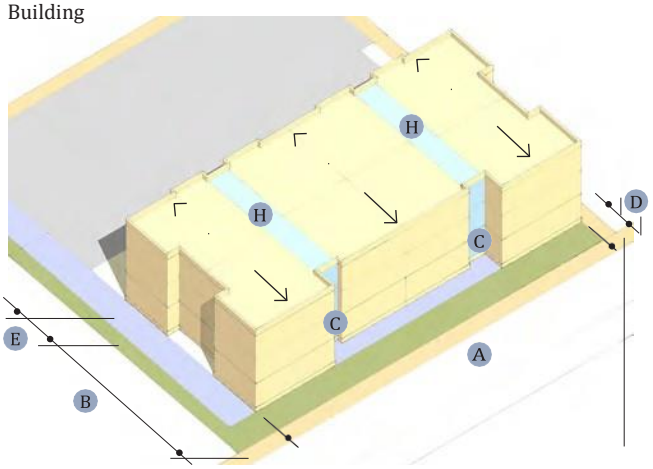


Figure 2.91 Example of Double-Aspect Walk-Up Multiple-Family Building

E. Corridor Multiple-Family Building

Corridor Multiple-Family Buildings are served by a central corridor, typically with vertical circulation at either end. Corridor Buildings have units that face the front and rear of the building, so a front side must be selected for block layout. Corridor Buildings may have units on the ground floor, or they may have non-residential uses or an integrated parking structure on the ground floor.

Standards:

Table 2.14 Corridor Multiple-Family Building Requirements

	Building Requirements	
A	Building Length (feet)	80 to 250
B	Building Depth (feet)	60 to 80
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	20 minimum for Double-Corridor Building
F	Required distance between integrated garage parking and front of building (feet) (See *Figure 2.71)*	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H	Circulation (Individual , Core, or Corridor)	Corridor
	Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Double-loaded Corridor Apartment
- Double-loaded Corridor Tuck Under Apartment
- Double-loaded Corridor Podium Building

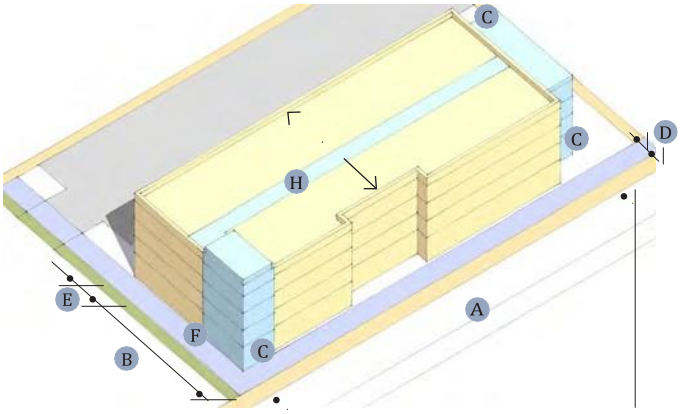


Figure 2.92 Example of Corridor Multiple-Family Building

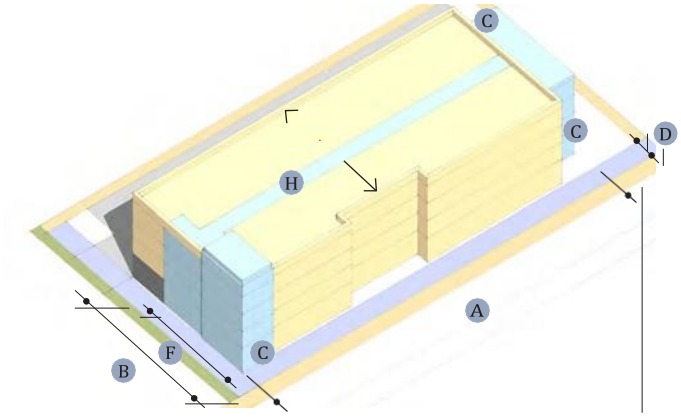


Figure 2.93 Example of Corridor Tuck Under Multiple-Family Building

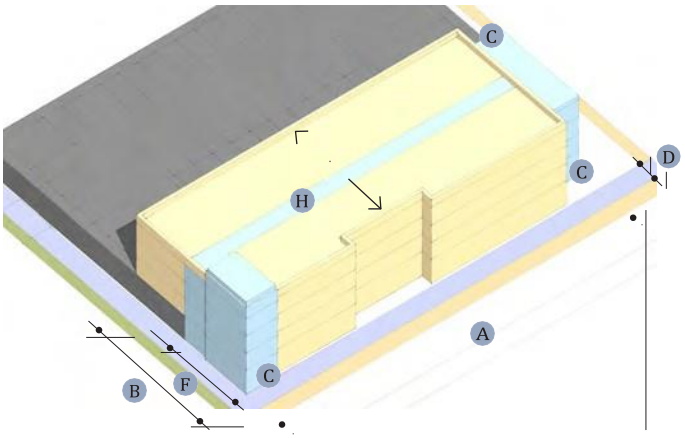


Figure 2.94 Example of Corridor Podium Multiple-Family Building

F. Liner Multiple-Family Building

Liner Buildings create active use frontage along structured parking garages. Liner Buildings are one-unit deep, with a clear front. Ground floor units may have separate entrances, while upper floor units are accessed by a common lobby, vertical circulation, and a corridor located between the building and the garage.

Standards:

Table 2.15 Liner Multiple-Family Building Requirements

	Building Requirements	
A	Building Length (feet)	80 to 250
B	Building Depth (feet)	33 to 45
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front Only
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	N/A
F	Required distance between integrated garage parking and front of building (feet) (See *Figure 2.71)*	33 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H	Circulation (Individual , Core, or Corridor)	Individual or Corridor
	Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

Figure 2.95 Example of Liner Multiple-Family Building

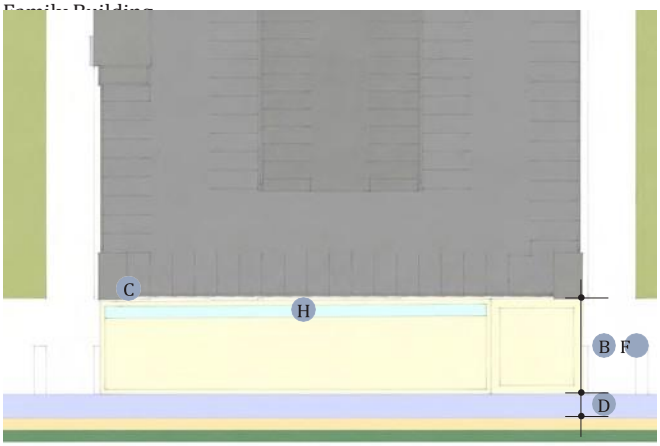


Figure 2.96 Example of Liner Corridor Multiple-Family Building

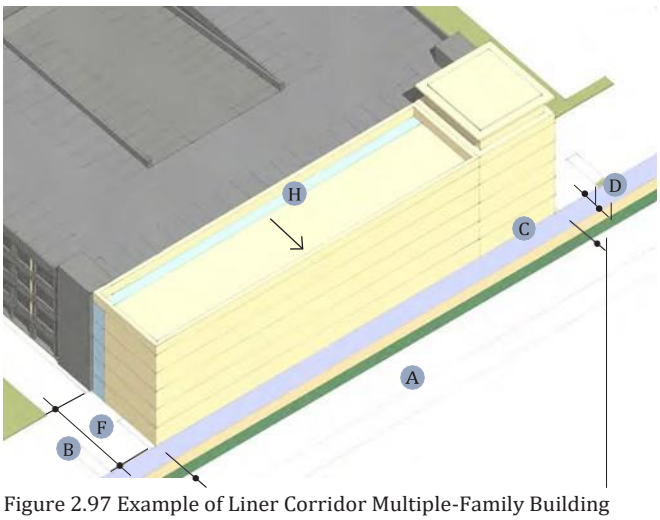


Figure 2.97 Example of Liner Corridor Multiple-Family Building

G. Wrap Building

The Wrap Building combine Corridor and Liner Multiple-Family Buildings, wrapped around a single garage. This building type efficiently serves a large number of units through connected corridors.

Standards:

Table 2.16 Wrap Building Requirements

	Building Requirements	
A	Building Length (feet)	80 to 150
B	Building Depth (feet)	33 to 65
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	N/A
F	Required distance between integrated garage parking and front of building (feet) (See *Figure 2.71*)	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H	Circulation (Individual , Core, or Corridor)	Corridor
	Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Texas Doughnut Building
- Liner Wrapped Building
- Texas Wrap Style Building
- Wrapped Podium

Figure 2.98 Example of a Texas Wrap Corridor Multiple-Family Building

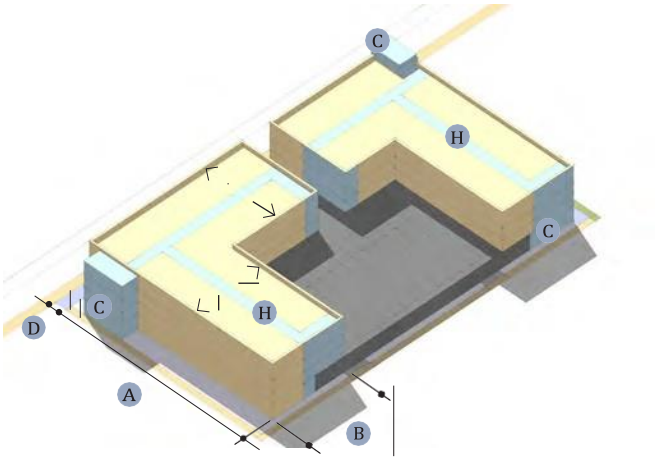


Figure 2.99 Example of a Wrapped Podium Building

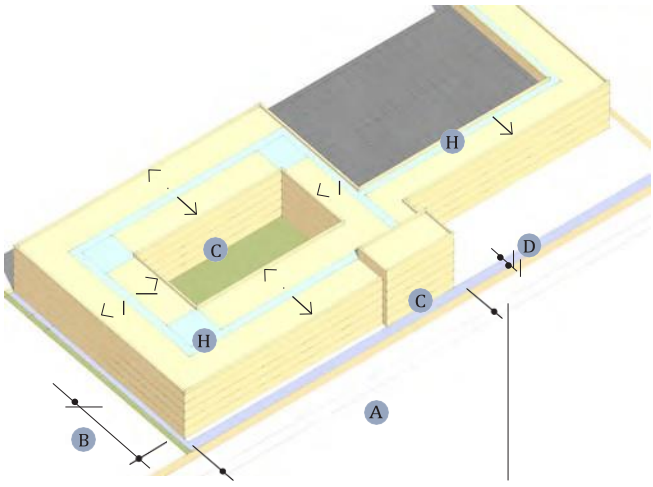


Figure 2.100 Example of a Texas Wrap Building

H. Parking Garages

Structured parking, when visible, should be an attractive architectural element in the community. The standards below apply to multiple-family, commercial, industrial, and mixed-use developments.

Intent:

Minimize the visual impact of parking on the pedestrian experience and the street environment; create visually interesting facades; create facades compatible in character with adjoining buildings and spaces; and reduce visual impact of headlights and light emanating from parking structures.

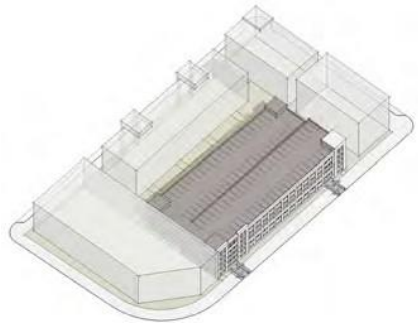


Figure 2.101 Example of stand-alone parking structure, wrapped by building

Standards:

1. Parking garages seen from the street, open space or adjacent property shall be designed to complement the design character of buildings integrated with the garage, or of adjacent architecture.
2. Parking garage facades fronting streets, open spaces, or adjacent properties shall include architectural elements that relate to human scale, such as bay expression, fenestration, changes in plane of walls, changes in materials or color, architectural details, signage, or art.
3. Sloped ramps shall not be permitted on facades fronting a right-of-way, plaza, or open space.
4. Parking garages shall be wrapped on all sides visible by the public. Planning Director may waive the following criteria:
   - Lot size
   - Lot shape, topography or other constraints
5. Entire sides of substantial lengths of the garage designed to be open with no fenestration are prohibited.
6. Long lengths of openings that do not replicate a window or store-front pattern are prohibited.
7. Vehicles shall not be visible from streets, sidewalks, or public rights-of-way.
8. Parking structures shall screen all head-in parking with a continuous wall no less than 42 inches high in front of vehicles, constructed of materials of equivalent quality to the facades of adjacent buildings.
9. Garage structures three levels or taller shall incorporate retail or other uses at the ground level or accommodate taller ceiling heights to allow for conversion in the future.
10. There shall be architectural articulation on all sides of the parking structure visible from public rights-of-ways, with architectural materials other than precast concrete or block; articulation shall extend at least 6 inches from the structure.

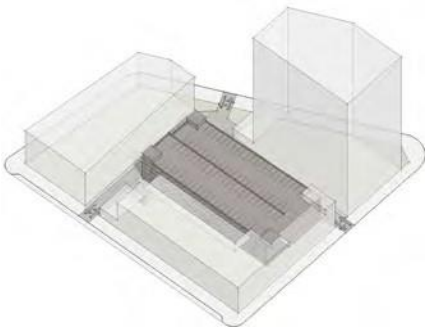


Figure 2.102 Example of parking structure integrated with liner buildings

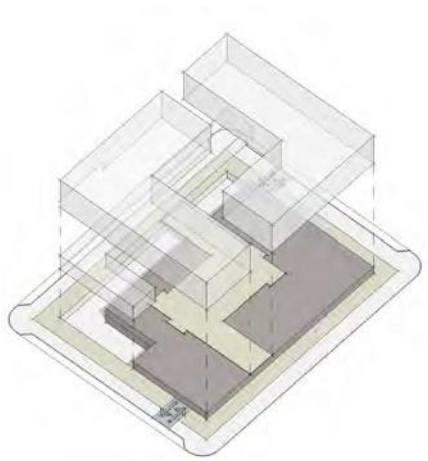


Figure 2.103 Example of a podium/basement parking structure with buildings above

I. Accessory Buildings/Structures

Accessory Structures accommodate uses other than primary use within a multiple-family development, providing either amenities or utility for the residents. For the purposes of this document, there are two types — functional and amenity.

1. Functional Building

Functional Buildings include garages and carports, mail structures, as well as storage for mechanical systems or belongings.

Table 2.17 Functional Building Requirements

	Building Requirements	
A	Building Length (feet)	12 to 120 (maximum 5 double garages in a row)
B	Building Depth (feet)	20 to 45
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Required distance between rear of building and drive aisle (feet)	5 minimum, 18 maximum
	Types of streets appropriate on	Collector, Local, Internal Street, Parking Lot Drive Aisle

Standards:

a. Minimize the visibility of Functional Buildings through appropriate siting in the center of blocks.

b. If Functional Buildings are visible from streets or open spaces and are not obscured by other multiple-family buildings, they shall be screened by adequate landscaping, walls, or fencing, according to the standards in *2.4.9.A Screening*.

c. Provide adequate access to Functional Buildings, while not highlighting or elevating their importance.

d. Functional Buildings may be permitted along a single side of a block, only under the condition that they do not face public streets or important, highly-visible internal streets or open spaces. Garage doors or service entrances may not face perimeters of blocks.

ALTERNATE NAMES

- Carport
- Garage
- Bike Barn
- Storage Shed
- Pool Equipment Building
- Mail Structure

Figure 2.104 Example of a mail structure

Figure 2.105 Example of garages

2. Amenity Building

Amenity Buildings house active uses, including accessory living, recreation, or gathering space for residents. Stand-alone carriage houses, club houses, pool houses, and fitness centers are examples of amenity buildings.

Standards:

Table 2.18 Amenity Building Requirements

	Building Requirements	
A	Main Building Width (feet)	N/A
B	Main Building Depth (feet)	N/A
	Frontage Requirements (From Internal Streets and Open Spaces)	
C	Entrance access	Front, Side, and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	10 minimum
F	Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
	Circulation (Individual , Core, or Corridor)	Individual
	Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

a. Locate Amenity Buildings to be accessible to the whole development by internal streets and/or publicly accessible open space.

b. Design Amenity Buildings that have high-quality building elements to connect to the public realm and create an approachable, human scale.

c. Elevate the level of design, finish, and materials to match the civic nature of the building's use.

Guidelines:

a. Amenity Buildings should take design cues from the residential buildings which they are accessory.

b. Facades of Amenity Buildings facing public streets or that are highly visible in the development shall have a higher percentage of transparency and articulation than other facades.

ALTERNATE USES

- Club House
- Carriage House
- Pool Building

Figure 2.106 Example of club house Amenity Building

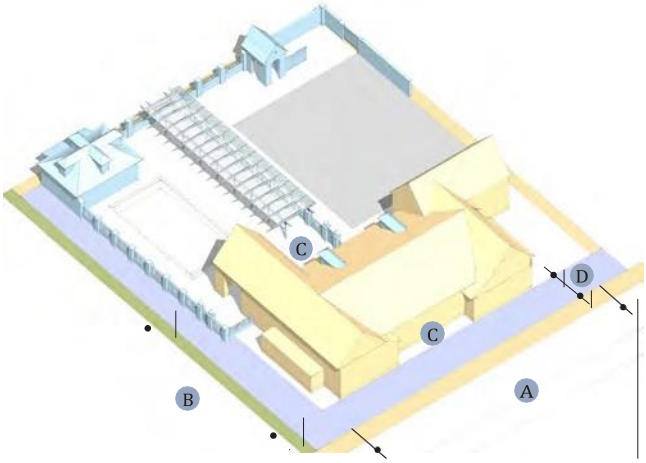


Figure 2.107 Example of Club House Amenity Building

Figure 2.108 Example of an Amenity Building as a focal point

Building Design Variety

Residential neighborhoods require architectural variety to make them enjoyable, interesting environments. Even in neighborhoods where the same building type or plan is repeated, building elements, palettes, and styles should provide variation along the street.

STEP 2

Ensure there is enough variety to create a neighborhood

Intent:

Achieve variety of design to ensure the development is visually interesting and to reinforce the creation of neighborhoods rather than repetitive and identifiable complexes.

Standards:

A. Elevation Design Variation Requirement

1. Developments with more than two buildings must comply with the required minimum number of Elevation Design Variations required in *Table 2.19*.
2. For developments with more than two buildings, buildings sited next to one another in the same orientation must have different Elevation Design Variations.
3. Elevation Design Variations shall be determined by differences in the patterns of breaking down the horizontal and vertical massing, the building composition, application of building elements, and the material and color palettes.

Table 2.19 Elevation Design Variation Requirement

Number of residential multiple-family buildings in the development	Min. Different Elevation Design Variations Required
1–2	1
2–6	2
7–9	3
10 or more	1 per every 4 buildings, up to 6 total

BUILDING DESIGN VARIETY PRINCIPLE

- Variety in residential design creates inviting, interesting neighborhoods.

Figure 2.109 The example shows two Attached Building Types, with different Elevation Design Variations, defined by different composition and massing patterns (A-B-A and C-D-E).

Building Form and Massing

Breaking down building massing is essential to creating buildings that are well-proportioned and fit into a neighborhood context. This may be accomplished through plane changes, materials, and articulation.

STEP 3

Break down the building massing vertically and horizontally

Intent:

To create aesthetically pleasing building forms and to articulate buildings in a way that allows people to relate to the scale of the building, regardless of the length of elevation or height of the building.

A. Breaking Down Massing Horizontally

Standards:

1. Building proportions shall have a distinguishable top, middle, and base.
2. Openings shall be larger at the base or on the second floor and decrease in height towards the top of the building.
3. Materials shall appear heavy at the base of the building to anchor the building to the ground. Reference *2.5.6.A.1 Masonry Base Requirements.*

Table 2.20 Horizontal Massing Break Requirements

	Techniques for Defining Horizontal Massing	Techniques for Enhancing Horizontal Massing
	• Visibly apparent material change • String course (horizontal banding) • Step-back or change in plane	• Scale of openings • Transparency percentage and visual weight • Building elements (storefronts, bay windows, roof lines)
Front, side, or any elevation visible from public streets or open spaces	Apply at least one technique between the top and middle of the building Apply at least one technique between the middle and base of the building	Apply at least two techniques
Rear Elevation	Apply at least one technique	N/A

Figure 2.110 Horizontal massing defined by material changes

Figure 2.111 Multiple-family building with clearly defined top, middle and base

Figure 2.112 Building 2.5 stories or shorter broken down horizontally

Figure 2.113 Building 3 stories or taller broken down horizontally

B. Breaking Down Massing Vertically

Multiple-family buildings have longer masses as a result of multiple units being contained in one building. Buildings 48 feet or longer are required to follow the standards below.

Standards:

Table 2.21 Vertical Massing Break Requirements

	Techniques for Defining Vertical Massing	Techniques for Enhancing Vertical Massing
	• Change in plane in the facade of the building (set forward or back) • Significant break in eave line or roof form	• Change in material with plane change • Pattern of openings and opening types • Minor change in eave line or roof form • Building elements (porches, bay windows, roof lines, etc.)
Front, side, or any elevation visible from public streets or open spaces	Apply both techniques, at the intervals described in *Table 2.22*	Apply at least one technique
Rear Elevation	Apply at least one technique	N/A

Table 2.22 Vertical Massing Break Requirements by Building Type

Building Type	Maximum Horizontal Distance at which a Vertical Break is Required
A Paired Unit	No requirement
A Attached House	Width of 3 units or 70 feet, whichever is lesser
A Walk-Up Building (both Single- and Double-Aspect)	Width of 2 units or 50 feet, whichever is lesser
A Corridor Building	Width of 4 units or 90 feet, whichever is lesser
A Liner Building	Width of 4 units or 90 feet, whichever is lesser

MASSING PRINCIPLES

- Well-proportioned components relate to human-scale and make pedestrians feel comfortable around the building.
- Larger buildings must be broken down through a series of changing planes and roof forms to create vertical masses and rhythm along a street or open space.

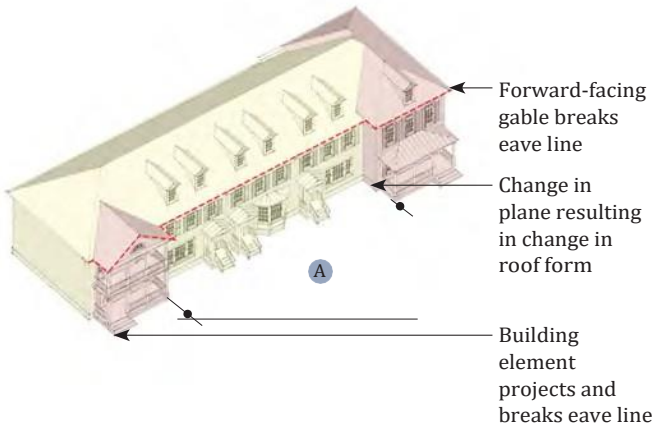


Figure 2.114 Attached House with mass broken up vertically

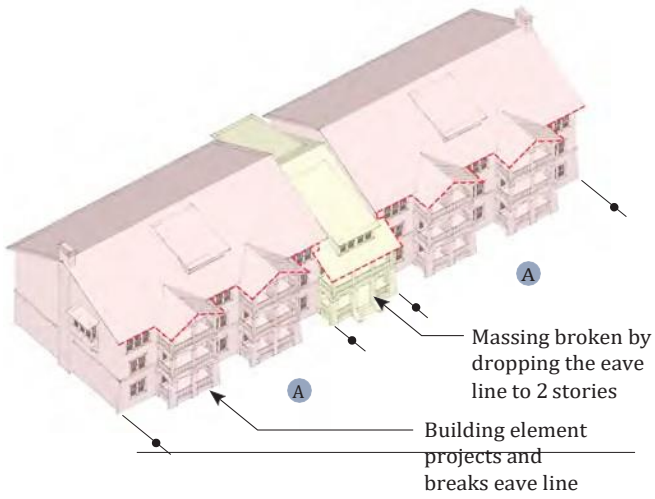


Figure 2.115 Multiple-Family Corridor Building with mass broken up vertically

Building Composition

Buildings are composed using vertical bays and a pattern of openings.

STEP 4

Compose the building with bays, windows, and entries

Intent:

To organize a building's basic elements (wall and openings) to create a recognizable rhythm, increase interest and walkability, and creates inherent security with eyes on publicly accessible streets and spaces.

A. Bays

Standards:

1. Bays must be expressed on front and side elevations by doing two of the following:
   a. Ensuring that centerlines of openings are stacked vertically and visibly express load-bearing members in between openings;
   b. Breaking the horizontal or vertical massing up with a recess, projection, or a change of plane to break the roof form or add forward-facing gables; or
   c. Designing building elements (porches, balconies, dormers, or others) in clear vertical alignment.
2. Bay width shall not be larger than 24 feet or the width of one unit, whichever is lesser.

Figure 2.116 Walk-up Multiple-Family Building with regularly spaced bays

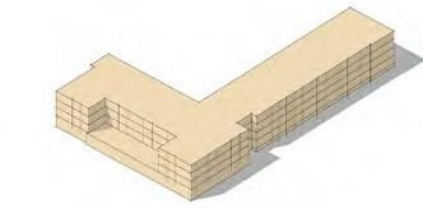


Figure 2.117 After the basic massing has been articulated, map the bays onto the facades to set the rhythm of openings

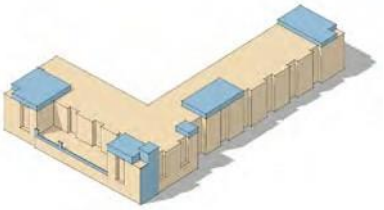


Figure 2.118 Add special elements to the top of the building to accentuate important bays in the composition

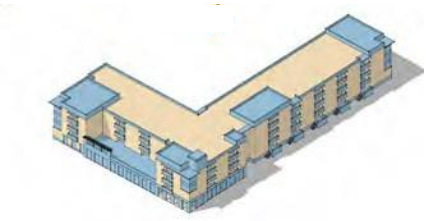


Figure 2.119 Add building elements that further define the bays, such as balconies

B. Openings/Fenestration

Fenestration is the pattern of openings and windows on a facade.

Guidelines:

1. Ground floor transparency should be a minimum of 25%, measured as a percentage of glazing in the base of a building.
2. Upper floor transparency should be a minimum of 15% glazing, measured as a percentage of glazing on the middle of a building. For certain styles, it may be appropriate to have up to 30% glazing on upper floors.
3. Special windows and fenestration patterns should be used to accentuate focal elements on the facade (towers, dormers, entries).
4. If using mullions and muntins on a traditional style building, divided lights (panes) should be square or vertical in proportion, and should be consistent with window patterns of the traditional style.

C. Entries

Articulating building entries is an important part of the Building Composition step. Entries elevate certain parts of the building in hierarchy and should be more important in the elevation design than typical bays to indicate where to enter the building.

Standards:

1. A street-facing or open space-facing entry is required for the primary entrance of every building.
2. The main entrance of every building shall be articulated architecturally, with the addition of Building Elements *(see Page 2 – 58) Inventory of Building Elements.*
3. For Walk-up Multiple-Family Buildings (Single and Double-Aspect), Corridor Buildings, Liner and Wrap Buildings, entry shall be required every 70 feet at a maximum.

Guidelines:

1. Entries should receive a higher quality of material and/or Building Element than other portions of the building.
2. Entries should be clearly articulated and should look welcoming to people of all ages and abilities. Buildings shall comply with all Fair Housing Act regulations. Ramping should be minimized along public and highly visible internal streets.
3. Entries should have enhanced pedestrian space and accommodations, including furniture such as trash cans, bicycle racks, planting or planters, pedestrian-scale lighting, and other features.
4. Entries shall reflect the style of the building. The Design Standards encourages a variety of styles, both traditional and contemporary, as appropriate for the context.

Figure 2.120 Townhouse entries articulated with awnings, stoops, fencing, planting, and color palette

Table 2.23 Building Element Required at Entries

Building Type	Required at each Entry
Paired Unit	Either a Porch or a Stoop and Awning
Attached House	Either a Porch or a Stoop and Awning
Walk-Up Multiple-Family Building (Single-Aspect)	Either a Porch or a Stoop and Awning
Walk-Up Multiple-Family Building (Double-Aspect)	Either a Porch or a Stoop and Awning
Corridor Multiple-Family Building	Awning
Liner Multiple-Family Building	Porch or Stoop/Awning (if individual entries into ground-based units, or an Awning (if entry into corridor circulation)
Texas Wrap Building	Porch or Stoop/Awning (if individual entries into ground-based units, or an Awning (if entry into corridor circulation)
Amenity Building	Porch or Awning

Figure 2.121 Examples of entry doors for multiple-family development

D. Approaches for Composition

Intent:

Ensure interest and variety in the way buildings are composed and to provide alternatives of how to provide that variety in a way that fits into the surrounding context.

Guidelines:

1. Composing a Building as a Single Design

a. **Context**: Consider context to ensure that a building fits into the scale, massing, and architectural style of its surroundings.

b. **Materials**: Use a consistent material and color palette across the building, but pay particular attention to diversity and application to ensure the building does not have a monotonous design.

c. **Massing**: This design approach can emphasize the horizontal nature of a building, so pay particular attention to how the mass is broken down vertically; create pronounced vertical breaks in the building and the roof forms.

d. **Variation**: If two of the same Building Type are sited next to or across from one another, Elevation Design Variations should be pronounced, with massing and bay differences. Elevation Design Variations in this instance may not rely on color palette changes alone.

Figure 2.122 Composing a building as a single design

2. Composing a building as Multiple Buildings

a. **When to Apply**: Use this approach when siting a horizontal building into the surrounding context of smaller, more vertical buildings, such as a historic center or a single-family detached neighborhood with houses that are more narrow than they are tall.

b. **Massing**: Use different material and color palettes to emphasize the appearance that smaller buildings were built next to one another, rather than a single building.

Figure 2.123 Composing a building as multiple buildings

Figure 2.124 Multiple-family building designed as a single building, using a consistent material and color palette

Figure 2.125 Single multiple-family building designed as multiple smaller buildings attached together, with different palettes and details

Building Elements

STEP 5

Apply building elements to create human-scale

Intent:

To break multiple-family buildings down to pedestrian scale and provide visual interest, create rhythm along the building, and reinforce the composition of the building.

Standards:

Table 2.24 Building Element Requirements

Building Type	Roof and Eave Requirements	Additional Requirements
Paired Unit	Permitted roof and eaves types include: • Pitched roof (gable, hip, or shed) with simple overhang or cornice • Flat roof with cornice or parapet Soffit Design - See requirement below	Dormers, Balconies, Bay Windows, Terraces (select 1)
Attached House		
Walk-Up Multiple-Family Building (Single-Aspect)		
Walk-Up Multiple-Family Building (Double-Aspect)	Permitted roof and eaves types include: • Pitched roof (gable, hip, or shed) with simple overhang or cornice • Flat roof with cornice or parapet Soffit Design- See requirement below	Dormers, Balconies, Bay Windows, Terraces (select 1)
Corridor Multiple-Family Building		Balconies required; Dormers, Bay Windows (optional)
Liner Multiple-Family Building		Balconies required; Dormers, Bay Windows (optional)
Texas Wrap Building		Balconies required; Dormer, Bay Windows (optional)
Amenity Building	Pitched roof (gable, hip, or shed) acceptable, simple overhang or cornice required Soffit Design - See requirement below	Dormers, Bay Windows (optional)

Standards:

Requirements for Soffit Design - No roof overhang or soffit, as measured from the finished side of the siding or premium material of the structure to the inside of the fascia board, shall be less than eight (8) inches, unless: the structure embodies architectural styles of an historical nature; for example, a Santa Fe style which has a flat roof without any overhang; or a Tudor style which has a roof pitch of a ten (10) vertical inch rise over a twelve (12) horizontal inch run (10/12) or greater.

For guidance on how to apply Building Elements at entries, please reference Table 2.23 Building Elements Required at Entries.

Figure 2.126 High-quality and well-designed wrapping Porch and Balcony

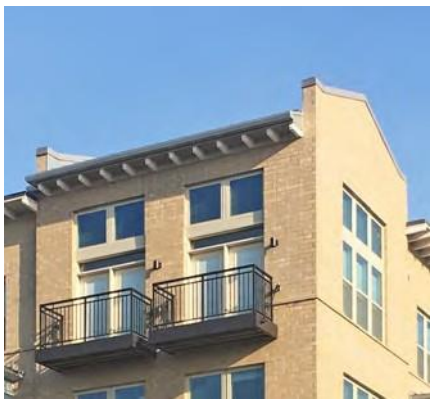


Figure 2.127 High-quality and well-designed overhang and eave

A. Inventory of Building Elements

The following catalogue of photos illustrates the Building Elements that are appropriate for multiple-family residential buildings.

Figure 2.128 Simple Eave Overhang

Figure 2.129 Pitched Roof

Figure 2.130 Cornice

Figure 2.131 Parapets

Figure 2.132 Dormers

Figure 2.133 Balconies

Figure 2.134 Porte Cochere

Figure 2.135 Stoop

Figure 2.136 Terraces

Figure 2.137 Awning

Figure 2.138 Bay Windows

Figure 2.139 Porch

Exterior Building Palettes

The visual appeal of building materials has a tremendous impact on the perception of any building. The following standards and guidelines should be used to make decisions about the material and color palettes.

STEP 6
Apply a palette of materials and colors

A. Permitted Materials

Intent:

Present an image of high-quality and permanence to ensure that multiple-family development in Erie is sustainable, durable in the climate, and complements the surrounding context.

Standards:

1. Masonry Base Requirements
   a. Buildings 2 1/2 stories or less in height shall have a minimum 36-inch masonry (natural stone or brick with mortar) base.
   b. Buildings three stories or more shall have a masonry (natural stone or brick with mortar) base the height of the ground or first floor.
2. Upper floors are encouraged to be built in masonry as a primary material. Select bays or corner features may be appropriate to be constructed in masonry (natural stone or brick with mortar) for the entire height of the building, depending on the building design.
3. High-quality materials are encouraged for building elements on upper floors.
4. High-quality fiber-cement siding, panel systems, and cladding materials, as long as they are not imitating masonry.

Figure 2.140 Stone Building Material

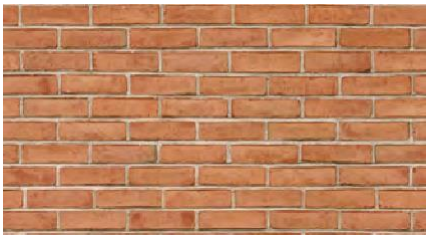


Figure 2.141 Brick Building Material

5. Use durable, natural materials that will stand the test of time or modern composites that provide comparable or greater durability than natural materials and have a similar aesthetic.
6. Use environmentally sensitive materials, green-building products, as defined by the standards of the U.S. Green Building Council (USGBC) and similar rating systems, whenever possible.
7. CMU may be used with Planning Director approval.
8. Vinyl Window Requirements:
   a. Vinyl windows shall be selected in premium colors where appropriate with building design (i.e. sandstone, bronze, etc.).
   b. Window color selection should be consistent with building design and follow the Color Standards in *2.5.6.D.*
9. Materials should change along horizontal lines that indicate a floor or sill level or along vertical or horizontal plane changes.
10. Building Trim Requirements:
    a. Trim around windows shall be minimum of three and one-half (3½) inches wide, and trim around doors shall be a minimum of two (2) inches wide.
    b. Trim details such as special moldings, colors and related details shall be used in the same manner on all sides of the structure as they appear on any side of the structure. However, shutters and any detail exclusively associated with the use of shutters and muntins may be used on the front without being carried to the other sides.

B. Restricted Materials

Standards:

1. Exterior Building Materials shall not include the following: split shakes, manufactured stone, products that emulate brick or masonry, smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, vinyl siding, one-way, mirror, and spandrel glazing, standard single (T) or double (TT) concrete systems, or barrier type Exterior Insulation and Finish Systems (EIFS).
   a. Field-painted or pre-finished standard corrugated metal siding is prohibited as primary building material but may be used on building elements.
   b. Rough sawn wood may be permitted as a weather-treated product, as long as it's only used as an accent material and is restricted to be used as a trellis or beam materials. This material will be considered on a case-by-case basis, subject to approval by the Planning Director.
2. Stucco or Water Managed EIFS Requirements:
   a. Buildings 2 1/2 stories or less in height shall not use water managed EIFS as a cladding material.
   b. Buildings three stories or greater in height:
      i. Shall not use EIFS as a cladding material on the first two floor facades.
3. One-way, mirror glass and spandrel glazing are prohibited.
4. White vinyl windows are prohibited.

Guidelines:

5. Buildings three stories or greater in height:
   a. May have a maximum of 40% of cladding material for the third floor and above to be EIFS, when composed with well-designed building elements made of high-quality materials.

C. Submittal Requirements and Alternative Compliance

1. Building Facade Material Incentive
   a. If an applicant includes exceptionally designed building elements constructed of high quality materials (from the list to the right) on the first two stories of the building, they may qualify for a 25% reduction on the masonry requirement or Stucco/EIFS requirement.

Figure 2.142 Multiple-Family Building designed with a variety of materials

HIGH QUALITY MATERIALS (BUILDING ELEMENTS)

- Heavy timber (exposed rafters, brackets, balconies, porches, etc.)
- Load-bearing masonry (brick or stone)
- Natural stone in full-size blocks (not veneer)
- Copper or galvanized metal (gutters, downspouts, metal roofing on awnings)

Figure 2.143 High-quality material (wood) used for exposed rafters of an awning

Figure 2.144 High-quality wood timber eave detail, with exposed rafters

D. Color

Intent:

Exterior colors palettes shall be cohesive and aesthetically pleasing, within a single building or neighborhood design and within the greater context of surrounding structures and landscapes.

Standards:

1. Each building elevation or segment of a building elevation shall have a minimum of three (3) exterior colors — one base color, one trim color, and one accent color.
2. Intense, bright, black, or fluorescent colors shall not be used as the base or roof color of any primary or accessory structure.
3. White shall not be used as the base color of any primary structure.

Guidelines:

4. Base Colors
   a. If the cladding is masonry, the base color should be the natural color of the material. Masonry should reflect regional colors and should be complementary to the design of the building and to the Colorado landscape.
   b. If cladding material has an integral or applied color, the base color should be cohesive with the trim and accent colors.
   c. For portions of a building, non-neutral colors may be selected for the base, including earthy greens, yellows, blue-greys, or reds.
5. Trim Colors
   a. Trim colors may be neutral in subtle contrast to the base color (white, off-white, dark grey, black).
   b. Trim colors may also be non-neutral or more saturated to provide greater contrast to the base color.
6. Accent Colors
   a. Accent colors should be the darkest and most saturated colors on a building and provide the highest degree of contrast to the base.
   b. Accent colors may introduce bright or diverse colors to create di versity and interest.

Table 2.25 Palette Applications

	Applications
Base Colors	Apply to walls and large surface areas, including: • Siding • Brick, unfinished or painted • Panels • Other primary cladding materials
Trim Colors	Apply to trim elements, including: • String courses (horizontal bands) • Corner trim boards • Window headers and trim • Gutters and downspouts • Entablatures and cornice details
Accent Colors	Apply in small amounts to add color to elements such as: • Window sashes, muntins, and mullions • Doors • Projections, awnings, galleries, and other building elements

Figure 2.145 Multiple palettes applied to one Attached House Building

Chapter 3: Design Standards for Publicly Accessible Space

The Design Standards and Guidelines for Publicly Accessible Space address all softscape and hardscape elements, both within publicly accessible areas and privately controlled exterior areas within all development types: Commercial, Industrial, Mixed-Use, and Multiple-Family. These exterior elements such as pocket parks, open spaces, trail connections, site furnishings, plantings, streetscape and plaza areas must also conform to the Town's Unified Development Code *(UDC)*, and the Town of Erie's *Construction Specifications and Design Considerations for Parks, Trails, Streetscapes* document, beyond what is contained in these Design Standards and Guidelines.

A. Public Spaces

Intent

Locate public space throughout a development to encourage social interaction, outdoor enjoyment, and community identity. Appropriately-located exterior publicly accessible spaces and amenities provides for active and passive programming that are also harmonious with the surrounding natural and built environment. Exterior amenity spaces provide for relaxation, recreation socialization and community interaction. A variety of different amenity types should be located throughout a multiple-family development.

Standards

1. Commercial and Mixed-Use Developments

a. Design human-scaled public spaces such as plazas, courtyards, pedestrian corridors, outdoor seating areas, outdoor patio eating areas, open spaces, and other similar public spaces that support active and passive public uses for all people *(see figure 1).*

b. Where possible, design public spaces with connectivity to other existing public spaces adjacent to the development.

c. Public spaces shall be oriented on a site to respond to the sun and shade patterns and seasonal weather conditions.

d. Design public spaces with year-round weather protection, and outdoor lighting.

e. Locate active and passive uses within a project so that they are adequately buffered by landscaping from adjacent residential uses, roadways or parking areas.

f. Plazas shall provide a balance of hardscape and softscape elements that help provide shade, soften and buffer appropriate areas of the plazas.

Figure 1 – Examples of publicly accessible spaces in commercial and mixed use developments that meet the Design Standards.

2. Multiple-Family Developments

a. Multiple-family developments shall include public space and recreation amenities as follows *(see figure 2)*:
   i. Tot lots
   ii. Pocket parks
   iii. Playgrounds
   iv. Tennis or sports court
   v. Pools
   vi. Amenity roof decks
   vii. Community gardens or internal recreation facilities.

b. Multiple-Family developments with less than 50 units shall provide at two (2) amenities as listed in *2.a above*.

c. Multiple-Family developments with 50 to 150 units must provide three (3) amenities; and over 150 units four (4) features as listed in *2.a. above*.

d. Tot lots and active recreation uses shall not be located immediately adjacent to residential units to minimize noise impacts.

e. Public spaces shall consist of other commonly shared amenities that provide year-round use.

f. Plazas in multiple-family developments shall provide a balance of hardscape and softscape elements that help provide shade, soften and buffer the plaza.

Figure 2 – Examples of publicly accessible spaces in multiple-family developments that meet the Design Standards.

Guidelines

3. Commercial, Mixed Use, and Multiple-Family Developments

a. Contrasting special paving materials and low walls, lighting, planters or bollards should be used at special amenity areas of a development, such as outdoor dining, main building entrance points, and exterior employee breakout spaces.

b. Passive use areas shaped by building courtyard spaces should consider buffers to abate visual and noise considerations.

B. Public Art

Intent

To incorporate public art into the design of commercial, mixed-use and multiple-family developments to enrich the public realm experience and create a unique identity for the development. Incorporate public art into the design of the buildings or highly visible exterior areas. Requirements listed below only apply to commercial, mixed-use and multiple-family developments, and are not required for industrial developments.

Figure 3 – Examples of public art that meet the Design Standards.

Standards

1. **Commercial and Mixed-Use Development**
   - **a.** Public art shall consist of human-scaled sculptures, murals, water features, mosaic designs, and decorative metal wall screens that are suitable for a family-oriented environment.
   - **b.** Public Art shall relate to the scale and character of the surrounding environment.
   - **c.** Public art shall be constructed of durable materials that will withstand the sun and extreme freeze-thaw conditions of Colorado's climate.
   - **d.** The Town shall review the design and selection of a public art feature during the site plan review process.
   - **e.** Public art shall be placed in areas that are visible along key sight lines and as focal points in highly trafficked areas or at the primary entry to a commercial and mixed-use site. Appropriate areas for public art locations are:
     - **i.** Gateway features
     - **ii.** Public sitting areas
     - **iii.** Pedestrian-oriented areas
     - **iv.** Along key site lines from roadways
     - **v.** Building entries
     - **vi.** Publicly-accessible plaza areas
   - **f.** Public art in commercial and mixed-use areas shall be designed at a human scale for the site and consider the planning context in surrounding area.
   - **g.** Commercial and mixed-use projects over 50,000 square feet shall provide at least one piece of public art to be placed in areas per section *5.i – vi above*.

2. **Multiple-Family Development**
   - **a.** A multiple-family development with over 75 units shall provide at least one (1) piece of public art that will be integrated into a public area within the site.

C. Site Lighting for Public Spaces

Intent

Site lighting elements and fixtures for publicly accessible space shall be thoughtfully located to create safe well-lit pedestrian walkways, building entries, park areas and all other public realm environments while minimizing light pollution. All site lighting types shall comply with the Town's Lighting Standards in the (UDC), and the requirements of the *Construction Specifications and Design Considerations for Parks, Trails and Streetscapes.*

Standards

1. Commercial, Industrial, Mixed-Use, and Multiple-Family Developments

- **a.** Uniquely styled pedestrian light fixtures throughout the project shall be consistent and used as thematic elements.
- ***b.*** Architectural building features such as corner treatments, articulated eaves or covered walkways shall integrate enhanced lighting treatments into the overall site design *(see figure 4).*
- **c.** Exterior building and site lighting fixtures shall be concentrated at building entry points to identify the entrance points.
- **d.** Lighting sensors activated by occupancy usage should be encouraged for private lighting areas.

Figure 4 – Examples of site lighting for public spaces that meet the Design Standards.

D. Streetscape

Intent

Utilize streetscape elements in a thoughtful and coordinated design manner to shape exterior space and to help define the streetscape edges by enclosing a safe pedestrian zone within the right-of-way and the screening of adjacent parking facilities. Streetscape design shall comply with the Town's *Roadway Design and Construction Criteria Manual*, the *Complete Streets Policy*, and the *Construction Specifications and Design Considerations for Parks, Trails and Streetscapes* and the UDC.

Standards

1. **Commercial, Industrial, Mixed-Use, and Multiple-Family Developments**
   - **a.** Streetscape design shall incorporate detached sidewalks with planting strips between the back of the sidewalk and street curb within the development site; and well-designed landscaping and street trees.
   - ***b.*** Street furnishing elements such as: tree grates, street furniture, bike rakes, and outdoor dining areas shall consist of high-quality and durable materials that are consistent with the building architecture, color themes, and complement the surrounding environment *(see figure 5).*
   - **c.** Street furnishing elements will withstand extreme freeze thaw, heat, wind, and snowy conditions of Colorado and be consistent with the character of the development.

Figure 5 – Examples of streetscapes that meet the Design Standards.

E. Landscape Design

The landscape design for commercial, mixed-use, industrial, and multiple-family developments shall be designed to soften the larger scale of building types and larger sized parcels. Specific requirements for the quantity, size and placement of plant material is defined in the Town's UDC. The UDC *Section xx.xx.xxx* identifies six (6) landscaping types required for a developed parcel:

- Streetscape Landscaping
- Parking Lot Perimeter Landscaping
- Parking Lot Interior Landscaping
- Site Perimeter Landscaping
- Additional Areas to be Landscaped
- Residential Roadway Buffer for Single-Family and Duplexes

Intent

To integrate thoughtful landscape solutions that are harmonious with the proposed architectural design and the Town's native landscape character.

Standards

1. **Landscape Design Features of Commercial, Mixed-Use, Industrial, and Multiple-Family Developments**
   - **a.** Landscape planting materials shall generally be layered against a building or edge treatment from high to low in height so that the full character of the plants can be appreciated and utilized to shape exterior spaces.
   - **b.** Tree grates shall be a minimum of five (5) feet by eight (8) feet.
   - **c.** Utilize lawn areas only where active recreation and usage will occur.
   - **d.** Provide a minimum eight (8) foot landscape buffer between public walkways and building edges except at building entry and exit points.
   - **e.** The planting strip between the back of the roadway curb and the sidewalk shall be planted with shrubs and groundcover or low water use turf and designed to create visual interest.
   - **f.** The space between the public realm and a building facade that does not have an active use shall be designed with higher standards of landscaping and streetscape to create an attractive building front and street edge.
   - **g.** Select natural plant materials that transition between natural open spaces and the internal project landscape material.
   - ***h.*** Utilize landscaping to logically shape spaces that create and facilitate circulation paths in logical and intuitive patterns *(see figure 6).*
   - **i.** Use landscaping to help guide people to building entry points through a higher concentration of landscape material.

Figure 6 – Examples of landscape features that meet the Design Standards.