

MIXED-USE DESIGN GUIDELINES



CITY OF CASTLE PINES
COMMUNITY DEVELOPMENT
DEPARTMENT

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CHAPTER 1.

INTRODUCTION

1.1. BACKGROUND AND CONTEXT

The Castle Pines Future Land Use Plan, adopted with the 2016 Comprehensive Plan, identifies four land use districts to be developed as mixed-use in the City of Castle Pines. Mixed-use is defined in the Comprehensive Plan as “a development type in which various uses, such as office, retail, and residential, are combined in the same building or within separate buildings on the same site or on nearby sites.” The four districts are Mixed-Use Marketplace (MU-M), Mixed-Use Downtown (MU-D), Mixed-Use Community (MU-C), and Mixed-Use Neighborhood (MU-N). (See Figure 1)

Both the Mixed-Use Marketplace and Mixed-Use Downtown Districts are envisioned as vibrant commercial and retail hubs at the core of the City. These districts are intended to

support regional retail along with a downtown main street component that contains concentrated multi-family housing development, employment opportunities, and community gathering places consistent with the Comprehensive Plan’s vision, goals and objectives.

The Mixed-Use Community District is intended to support local and community commerce with medium-format retail and services as the focus and multi-family development mixed in both vertically and horizontally. Mixed-Use Neighborhood Districts are envisioned to have small scale multi-story residential buildings with first floor retail/office space located at the core of the district surrounded by residential neighborhoods.

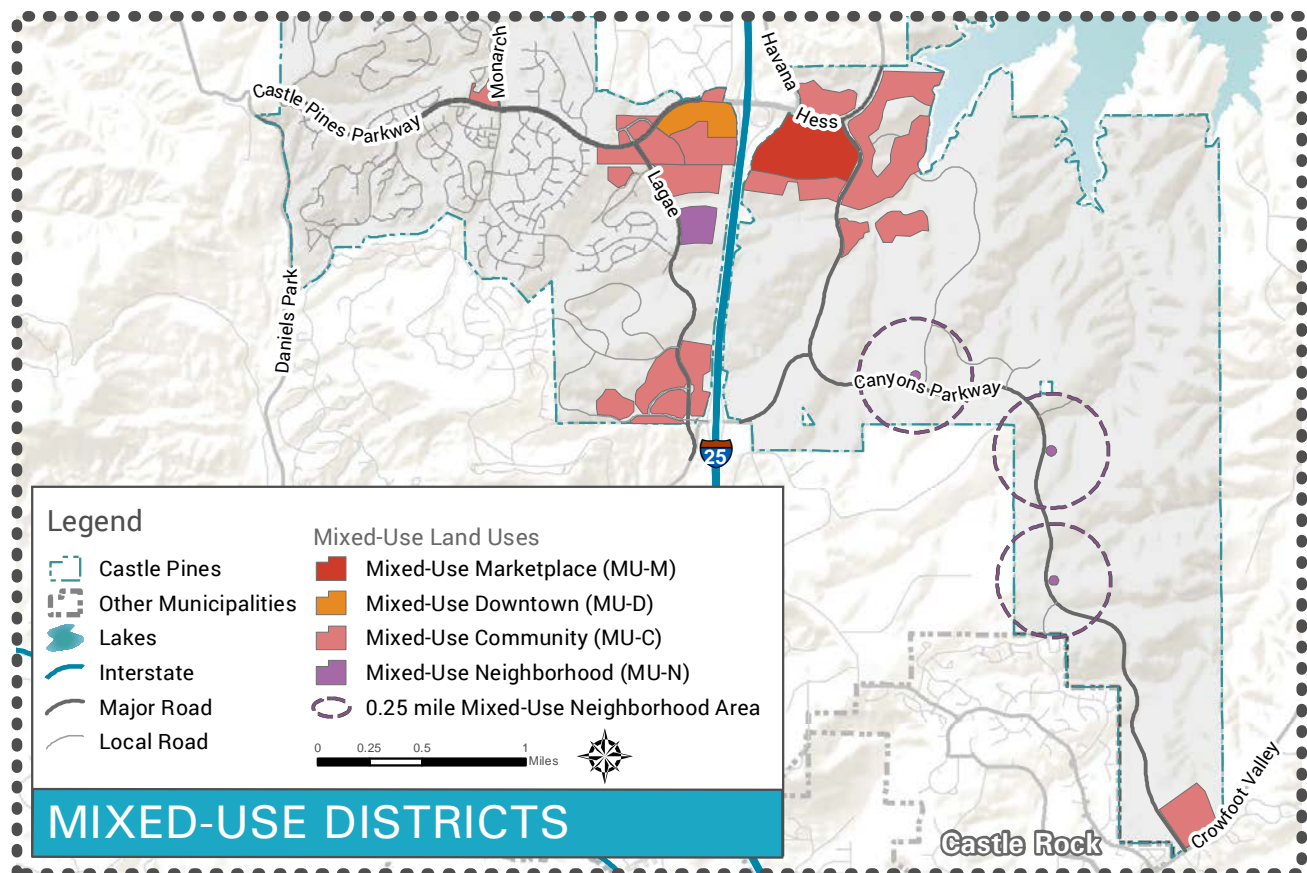


Figure 1. Mixed-Use Districts per Castle Pines Comprehensive Plan

Table 1. *Mixed-Use Districts as defined in the 2016 Comprehensive Plan*

MIXED-USE DISTRICTS	DEFINING CHARACTERISTICS	LAND USE MIX
Mixed-Use Marketplace	<ul style="list-style-type: none"> • Intended to develop as a concentrated and dense mix of uses • Scaled to create a functional, walkable, pedestrian-friendly urban environment with public gathering spaces • Vertical and horizontal mix of uses that integrates high density residential units with retail, commercial, office and restaurant uses • Sited adjacent to major regional roadways and potential future transit facilities • Promote cohesive urban design with consistent development standards 	<ul style="list-style-type: none"> • Retail and Services • Hotels • Offices • Civic and Community Facilities • Entertainment, Culture, and Arts • Plazas and Parks • Multi-family Housing (including apartments and condominiums, and excluding single family housing) • Transit Facilities • Vertical Mixed-use • Senior Housing
Mixed-Use Downtown	<ul style="list-style-type: none"> • Central business district serving the local and regional area • Diverse mix of land uses, including restaurants, community facilities, and multi-family residential • Space for local community events and daily socialization • Designed as a walkable and pedestrian-scaled activity center with small block sizes, highly connected street networks, and wide sidewalks • Encourages redevelopment and infill of catalyst sites 	<ul style="list-style-type: none"> • Retail and Services • Entertainment, Culture, and Arts • Hotels • Medium-Rise Offices • Education • Civic and Community Facilities • Plazas and Parks • Multi-family Housing • Vertical Mixed-use • Offices • Senior Housing
Mixed-Use Community	<ul style="list-style-type: none"> • Serves local and regional commercial, service and employment needs • Sited at intersections of major arterials and Interstate 25, typically anchored by a grocery store, employment or civic uses • Encourages integrated vertical and horizontal mixed-use with multi-family residential 	<ul style="list-style-type: none"> • Medium-Format Retail and Services (including grocery stores) • Low and Medium-Rise Office • Hotels • Entertainment, Culture, and Arts • Plazas and Parks • Multi-family Housing • Senior Housing
Mixed-Use Neighborhood	<ul style="list-style-type: none"> • Provides a mix of supporting services and small-scale commercial for the surrounding neighborhoods • Designed to complement the neighborhood's character and social activities 	<ul style="list-style-type: none"> • Neighborhood-Serving Commercial and Retail • Small-Scale Office • Civic and Community Facilities

1.2. VISION AND GUIDING PRINCIPLES

Castle Pines seeks a cohesive, authentic community identity and envisions the use of common design elements throughout all mixed-use developments for a unified vision. A primary goal of the community is to retrofit Village Square to create a stronger mix of uses with the addition of unique sit-down restaurants, office, retail and housing that incorporates enhanced bicycle and pedestrian infrastructure to develop a vibrant downtown core. Mixed-Use Marketplace is solely on the east side of I-25 in a currently undeveloped area whereas the Mixed-Use Downtown is identified on the west side of I-25 in a previously developed area. Application of these Design Guidelines will help bridge the gap between these two distinct, high profile areas and apply a minimum standard of quality development intended to promote unified and cohesive community function and appearance.

All development—new, infill and redevelopment alike—in the Mixed-Use Districts, shall respond to the following Core Design Principles:

- **Community Character.** Consider the natural topography and landscape, as well as the built form context in which buildings are being placed. Whether that includes views, vegetation or nearby existing buildings, each site should be thought of as an opportunity to enhance the character of the larger community through thoughtful and appropriate design.
- **Balance.** Seek to balance uses to promote a pedestrian scale and walkability, in order to reduce the need for vehicle trips and to enhance sense of place and user experience.
- **Placemaking.** Create a variety of spaces small, medium and large in size that offer opportunities for display of public art, education, history, icons, and focal points. Encourage spaces that allow people to spend quality time gathering and lingering.
- **Pedestrian Activity.** Include provisions for pedestrian and bicycle connectivity as an alternative mode of transport to surrounding and nearby neighborhoods, recreational resources and existing trails and sidewalks. Within the mixed-use districts, pedestrian-oriented streets are to be an important component.
- **Sustainability.** Promote sustainable design and operations including reducing needs for vehicle trips, reducing water and energy use, and promoting use of regionally appropriate and locally sourced materials and labor.

1.3. PURPOSE

The purpose of this Mixed-Use Design Guidelines document is to provide guidelines for design that Castle Pines has determined are most important to new, infill and redevelopment sites within the City's designated mixed-use districts. This document is intended to be used in combination with the City's Zoning Ordinance and Planned Development agreements to provide design professionals, property owners, developers, staff and City officials with a cohesive framework of the City's expectations for planning, design and review of development proposals. It is intended to allow flexibility for developers, property owners, tenants and design professionals to develop their own response to any given challenge.

These Design Guidelines originate from the vision, goals and policies of the 2016 City of Castle Pines Comprehensive Plan as they relate to the mixed-use districts, emphasizing enhancement of Castle Pines' unique existing community character while infusing vibrant community gathering spaces.



Figure 2. Placemaking

1.4. APPLICABILITY

How to Use this Document:

These Mixed-Use Design Guidelines will apply to those mixed-use areas of the City set forth in Section 1.1, except to the extent that an element of a Site Improvement Plan for which vested property rights are approved on property in such areas conflict with these Mixed-Use Design Guidelines. In this case, the conflicting elements of a Site Improvement Plan with vested rights will supersede and control over these Mixed-Use Design Guidelines, as determined by the City. Application of the Design Guidelines will vary with the nature and scope of each individual project. This is not a “one size fits all” document.

Images contained in these Mixed-Use Design Guidelines are intended to depict specific design elements, such as building massing or roof forms, and are not intended to reflect the City’s preferred design vision. These Mixed-Use Design Guidelines define a minimum standard that development should exceed through superior and unique design characteristics that will benefit the community at large.

Application and Review Process:

The Zoning Ordinance requires approval of a Site Improvement Plan (SIP) for the development or alteration of any multi-family dwelling unit; single family attached dwelling unit; business, commercial or industrial development; major/service utility; or similar uses contained within a Planned Development (PD). These Design Guidelines do not apply to single family detached housing within the Mixed-Use Districts.

The City’s Planning/Zoning Commission serves as the approval authority for all SIPs. They retain the right to interpret these design guidelines on a case by case basis. The review and submittal process may vary depending on the scope of the project. A required pre-submittal meeting at the beginning of the process provides an opportunity for staff to communicate the specific process and expectation to the applicant, as well as to identify and coordinate key issues regarding the potential development or alteration.

Amendment Procedures:

The City Council and Planning/Zoning Commission may review and adopt amendments to these Design Guidelines between updates to ensure that the document continues to address current issues and provides clear and realistic direction for development of the mixed-use areas. A major update to the these Design Guidelines should be prepared at least every five years or as directed by the Planning/Zoning Commission and/or City Council to ensure harmonious and coordinated development of Castle Pines.

There are two basic forms of possible amendment to the Design Guidelines:

- **Administrative Amendments:** Minor changes or revisions to the text that reflect updated information or grammatical corrections, but do not alter the intent of the guidelines, can be processed by City Staff and are not subject to the public hearing process.
- **Major Amendments:** Major Amendments shall be processed in accordance with Zoning Ordinance text amendments. They include changes to the language and text of these Design Guidelines that revise the overall intent of any of the specific guidelines. Major Amendments provide an opportunity to reconfirm the vision and direction of the Design Guidelines as directed by the Planning/Zoning Commission, City Council, or staff.

The appropriateness of an amendment shall be determined in accordance with the following criteria:

- Is the request consistent with the purpose, vision and guiding principles of the guidelines? Explain.
- Will the amendment request interfere with the design and/or densities of the neighboring and adjacent developments? Explain.
- Will the amendment request interfere with, prevent, or support the provision of any of the areas’ existing or planned community services or facilities? Explain.

Relevant Plans:

- [Castle Pines Comprehensive Plan](#)
- [Castle Pines Master Transportation Plan](#)
- [Castle Pines Parks and Open Space Master Plan](#)
- [Castle Pines Zoning Ordinance](#)
- [Castle Pines Subdivision Ordinance](#)
- [Douglas County Roadway Design and Construction Standards](#)
- Business Zone District Regulations
- Planned Developments, Annexation and Development Agreements for [The Canyons](#), [Castle Pines Town Center](#) and [Lagae Ranch](#)

CHAPTER 2.

SITE PLANNING AND DESIGN

The purpose of the Site Planning and Design process is to study the built and natural environment surrounding and adjacent to a property to consider how to best lay out the desired design elements (building, parking and amenities) and to make certain that these elements relate to the existing context, achieving the desired mixed-use vision as further defined in this document. The following site planning and design guidance will serve as the basis for staff review of development proposals.

2.1. BUILDING PLACEMENT AND ORIENTATION

- 2.1.1. **Unified Design.** Think of the site as a landscape with buildings rather than buildings with landscaping. Site planning should take into consideration the existing landscape, grades and slope of the subject site as well as off-site building elevations and design to create a unified project with a sense of identifiable place.
- 2.1.2. **Community Gathering Spaces.** Cluster buildings to create pedestrian-oriented spaces for lingering and gathering. Avoid linear, one-story buildings lacking in façade and height variation.
- 2.1.3. **Pedestrian Connectivity.** Maximize pedestrian connectivity by providing pedestrian easements along building frontages where appropriate to provide a walkable network between building entries, public spaces, and adjacent buildings or developments.
- 2.1.4. **Building Orientation.** Orient primary building façades and entrances toward pedestrian-oriented streets (see Section 3.1 Street Design for more on street types). Corner buildings should be situated to serve as a gateway or focal point. Corners that face street intersections should be rounded, squared, or otherwise designed to soften the edges for visual interest and an overall pleasant pedestrian experience. Use building massing, landscape and architectural features to define intersections and public spaces along the block.
- 2.1.5. **Block Length.** Shorter block lengths are encouraged. Provide mid-block pass-throughs or plazas to facilitate pedestrian access to parking areas and surrounding uses and to create pedestrian gathering spaces. At a minimum, provide these pass-throughs every 500' for MU-M and MU-D and every 300' for MU-C and MU-N.
- 2.1.6. **Setbacks.** Specific setback distances are not prescribed in these guidelines. A variation in setbacks is preferable. However, it is the intent to have buildings placed close to the pedestrian-oriented street to help define the space and connection on the pedestrian level.
- 2.1.7. **Site Coverage.** The primary intent of the mixed-use districts is to create an urban environment with a variety of uses mixed both vertically (within the same multi-story building) and/or horizontally (within the same parcel of land). Allowable site coverage is determined herein by the prescribed parking guidelines in Section 2.2, street design guidelines in Section 3.1, and architectural design guidelines in Chapter 4.

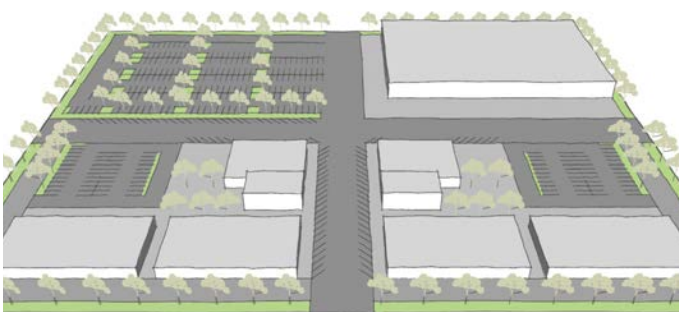


Figure 3. Site Layout Example - Northfield at Stapleton

2.2. PARKING

- 2.2.1. **On-Street Parking.** Parallel or angled parking may be provided along pedestrian-oriented streets to distribute cars throughout a site and help mitigate the large fields of parking at primary building façades or entries.
- 2.2.2. **Small Connected Lots.** Break up off-street surface parking to reduce negative visual impacts of automobiles and expansive paved areas by dividing large parking areas into smaller connected lots. (See *Figure 4*)
- 2.2.3. **Landscaped Islands.** Help reduce the “urban heat island effect,” caused by absorption of solar radiation into exposed pavement, by providing landscaped islands that allow for shade tree planting.
- 2.2.4. **Shared Parking.** Wherever possible, provide shared parking for different adjacent uses with staggered parking demands, to reduce the overall number of parking spaces required for multi-tenant and mixed-use developments.
- 2.2.5. **Multi-purpose Lots.** The City encourages off-street parking lots to be designed for more than one use when possible. For example, an office parking lot could be designed in such a way that during the weekdays it is used for vehicle parking and on the weekend or off-hours it is used as a plaza for public events or farmers markets.
- 2.2.6. **Stormwater Management.** Integrate Low Impact Development (LID) features for stormwater management. The term LID refers to systems and practices that use or mimic natural processes that result in the treatment, infiltration or use of stormwater in order to protect water quality.
- 2.2.7. **Green Infrastructure.** Consider incorporating green infrastructure where feasible. Ideas include providing covered parking that provides shade while generating solar energy or electric car charging stations.
- 2.2.8. **Pavement Design.** Alternative pavement designs are encouraged to provide appropriate aesthetics and function to support multiple uses.
- 2.2.9. **Vehicular Screening.** In locations where off-street surface parking abuts a street, provide visual screening of parked vehicles and headlights from adjacent properties and streets at the perimeter. Screening should be comprised of landscaping, berms and/or designed landscape walls or fences that reach a minimum height of 36” above the adjacent parking area surface. Maintain required visual clearances at all ingress and egress locations.
- 2.2.10. **Parking Structure Placement.** Conceal parking structures behind buildings where possible.
- 2.2.11. **Parking Structure Design.** When exposed, the appearance of parking structures should directly relate to the materials and forms of the primary building that they serve.
- 2.2.12. **Parking Structure Ground Floor.** Where a parking structure faces a pedestrian-oriented street, the ground floor should relate to the pedestrian with store fronts, windows, displays, offices or public gathering spaces.

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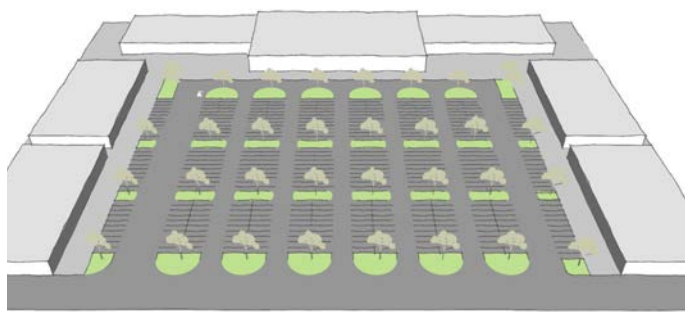


Figure 4. *Parking Lot Layout Examples*

2.3. PUBLIC SPACES

- 2.3.1. **Outdoor Space.** Include publicly accessible, designed outdoor space for resident and public use, that is proportionate to the size of the proposed buildings. Public spaces can include plazas, parks, courtyards, corridors, sidewalk cafes, trails, outdoor seating areas and/or similar active and passive areas. Public spaces should be located in visually prominent, accessible and safe locations that promote year-round activity.
- 2.3.2. **Design.** In addition to providing public gathering opportunities at a variety of scales in a variety of

locations, outdoor space can be used to showcase public art or history or provide educational opportunities such as outdoor classrooms.

- 2.3.3. **Materials.** Public spaces should be designed using high-quality, durable materials consistent with Section 4.6.
- 2.3.4. **Transitions.** Provide obvious transitions between public spaces by way of building design, overhead features, specialty paving, landscaping, lighting and/or signage.



Figure 5. Examples of Public Spaces
Image Credit for Lower Left Image: Nature Explore

2.4. LIGHTING

- 2.4.1. **Lighting Requirement.** All lighting must meet the requirements of the Zoning Ordinance, unless otherwise approved through a Planned Development.
- 2.4.2. **Lighting Hierarchy.** Provide a hierarchy of lighting levels, (lighting zones per IES TM-15-11 BUG) with site and building entries having the highest illumination levels, followed by pedestrian spaces, walkways, parking areas and landscaping.

- 2.4.3. **Light Pollution.** All lighting shall provide full cut-off fixtures (no light above 90 degrees) to minimize light pollution. The use of energy efficient fixtures, incorporating Light Emitting Diode lamps (LED), is encouraged. Dark sky compliance is required per the International Dark-Sky Association.
- 2.4.4. **Light Design.** Light pole and fixture design should relate to the overall design elements of the site. Generally muted, earth tones that blend into the background are preferred to bright colored poles and fixtures.

2.5. SIGNAGE

- 2.5.1. **Signage Requirements.** All signage must meet the requirements of the Zoning Ordinance, unless otherwise approved through a Planned Development.
- 2.5.2. **Signage Hierarchy.** The size, location and design of signage should relate to the location and character of the building.
- Monument signage shall be placed along major roadways with the purpose of identifying the entry to a development and/or the commercial tenants housed within a specific development area.
 - Primary building-mounted signage is intended to direct vehicular traffic to specific establishments.
 - Secondary building-mounted signage, such as projecting signs (See Figure 6), are intended to be smaller in stature and provide direction to the pedestrian realm.

- 2.5.3. **Signage Materials.** High quality, designed materials that will withstand the elements shall be chosen to match the overall character of materials spelled out elsewhere in these Design Guidelines and complement the architecture of the building.



Figure 6. Example of Projecting Sign

2.6. GREEN INFRASTRUCTURE

- 2.6.1. **Sustainable Design.** Site and building design should consider environmental factors to reduce water and energy needs such as:
- Topography
 - Drainage
 - Vegetation
 - Solar orientation
 - Natural ventilation
 - Natural daylighting within the building interior
 - Water conservation
 - Resource efficiency
 - Protection from harsh elements
- 2.6.2. **Renewable Energy Use.** Where appropriate utilize renewable sources of energy for building and site operations.
- 2.6.3. **Pervious Areas.** Encourage the use of pavers, pervious paving and strategically placed planting areas to reduce the amount of impervious area and associated stormwater runoff on a site.
- 2.6.4. **Stormwater Capture.** Wherever possible, use stormwater capture, conveyance and storage as an opportunity to provide additional design value by making it an integrated and visible component of the landscape. (See Figure 7)
- 2.6.5. **Water Conservation.** The use of non-potable water systems for irrigation, high efficient irrigation systems and low water use vegetation are encouraged.



Figure 7. Bioswale

CHAPTER 3.

ACCESS AND CIRCULATION

3.1. STREET DESIGN

- 3.1.1. **Street Requirements.** Arterial and collector streets at the perimeter of each mixed-use area shall follow the criteria set forth in the City of Castle Pines Master Transportation Plan, unless otherwise approved through a Planned Development.
- 3.1.2. **Street Hierarchy.** The intent of these Design Guidelines is to develop a “main street” character within each mixed-use development by creating pedestrian-oriented streets where possible (See *Figure 8*) and following the guidelines of Section 2.1 of this document.
- 3.1.3. **Street Design.** Interior to each development, the pedestrian-oriented street design should include on-street, diagonal or parallel parking; wide pedestrian walkways along building frontages; street trees in tree grates or planting beds; and/or bulb-outs with contrasting pavement at pedestrian crossings. Pedestrian crossings shall be included at regular intervals along the internal roadway system for maximum connectivity. (See *Figure 9*)



Figure 8. Pedestrian-Oriented Street

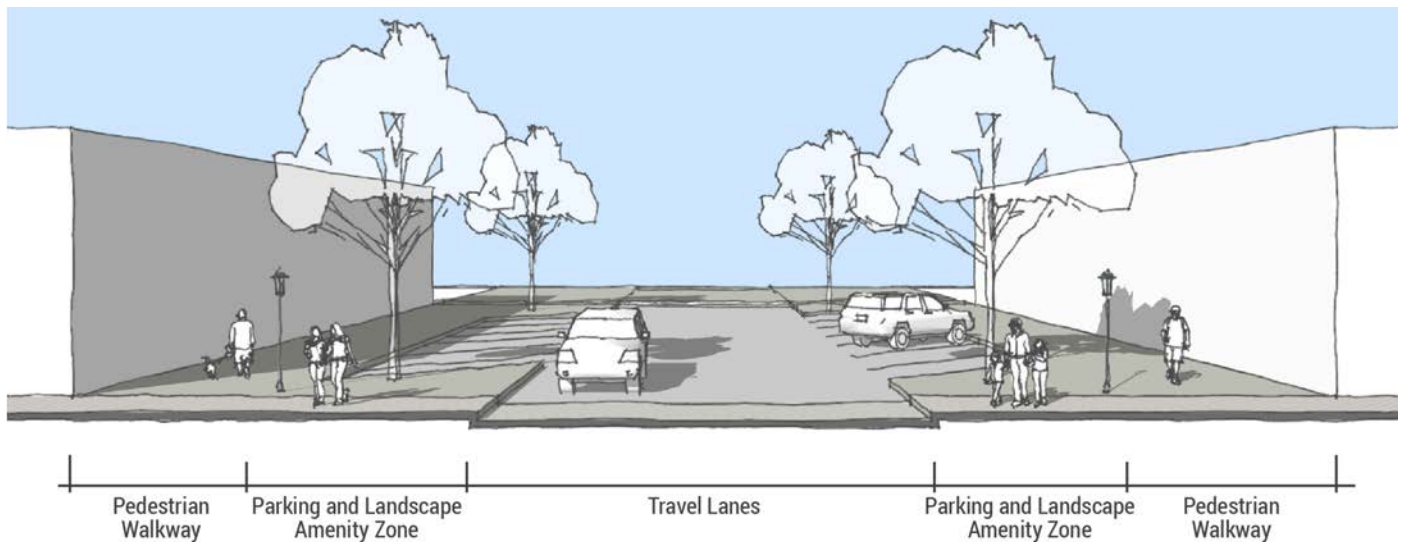


Figure 9. Pedestrian-Oriented Street Section

3.2. VEHICULAR ACCESS AND CIRCULATION

- 3.2.1. **Circulation System.** Provide an efficient, safe and well-defined circulation system that links the users directly with building entries, public spaces, trails and transit.
- 3.2.2. **Connectivity.** Provide clear connection for both vehicles and pedestrians between adjacent sites for maximum connectivity.
- 3.2.3. **Drop-off Areas.** Passenger drop-off areas should be incorporated adjacent to building entries to provide accessible, safe and convenient access. There should be a clear visual and physical separation between the drop-off area and primary route of vehicular circulation.
- 3.2.4. **Curb Cuts.** Minimize conflicts between pedestrians and vehicles by limiting curb cuts. Provide shared curb cuts between adjacent properties in multi-site developments wherever possible.
- 3.2.5. **Service and Delivery Access.** Provide shared service and delivery access between adjacent parcels and/or buildings wherever possible to minimize pavement and integrate into overall site design. Service and delivery areas should not be placed at primary building facades, at corners or other highly visible locations.
- 3.2.6. **Drive-throughs.** Drive-through facilities may be permitted on a limited basis as long as they accommodate adequate vehicle stacking and are adequately screened from adjacent properties and roadways.

3.3. PEDESTRIAN ACCESS AND CONNECTIVITY

- 3.3.1. **Pedestrian Space Connectivity.** All developments should include active pedestrian space through the use of ample sidewalks and public spaces for maximum connectivity.
- 3.3.2. **Pedestrian Walkways.** Provide accessible, convenient, direct and enhanced pedestrian walkways from all parking areas to building entrances by incorporating special pavements and enhanced landscaping.
- 3.3.3. **Pedestrian Crossings.** Design enhanced pedestrian street crossings at intersections and, where appropriate, at mid-block crossings by incorporating contrasting special pavements, raised pavement sections, bulb-outs and/ or striping to provide refuge and to differentiate them from the adjacent street and sidewalk. (See Figure 10)
- 3.3.4. **Pedestrian Lighting.** All pedestrian areas, including sidewalks, pass-throughs and pedestrian plazas, should be well lit and provide unobstructed lines-of-sight for security and safety.
- 3.3.5. **Pedestrian Accessibility.** All publicly accessed areas shall be equally accessible and meet the requirements of the Americans with Disabilities Act (ADA).



Figure 10. Pedestrian Crossing Example

3.4. BICYCLE ACCESS AND CIRCULATION

- 3.4.1. **Bicycle Connectivity.** Provide safe and convenient bicycle access to all developments with clear connections to adjacent greenways or bike paths where applicable.
- 3.4.2. **Bike Lane Design.** Within each mixed-use development, provide bike lanes where appropriate and dismount/parking opportunities where bike lanes are not safe or feasible. Bike lanes should provide a clear separation from pedestrian and vehicular travelways. (See Figure 11)
- 3.4.3. **Bicycle Parking Design.** Bike racks should be integrated into the overall design of all new mixed-use areas (both new construction and redevelopment) and complement the other proposed site amenities. Vehicular parking requirements may be reduced if bicycle parking is incorporated in excess of the minimum requirement subject to special review.
- 3.4.4. **Bicycle Parking Location.** Locate bicycle parking areas so that they are easy to use but do not obstruct the flow of pedestrian movement or building entrances. Provide sufficient lighting levels for nighttime use. Consider the use of covered bicycle parking and lockers where practical.



Figure 11. Buffered Bike Lane
Image Credit: peopleforbikes.org

3.5. TRANSIT FACILITIES

- 3.5.1. **Transit Connectivity.** Accommodate existing and future transit (bus and future light rail) stops and opportunities to connect to transit where practical and feasible.
- 3.5.2. **Transit Shelters.** Provide protection from the elements at transit stops in a way that ties into the overall architecture of the surrounding features and does not obstruct primary pedestrian travel ways.
- 3.5.3. **Drop-off Areas.** Include drop-off areas for ride shares or autonomous vehicles in all new or redevelopment areas.
- 3.5.4. **Accessibility.** Provide accessible pedestrian routes from transit facilities to the main entrance of each building.

CHAPTER 4.

ARCHITECTURAL DESIGN

4.1. RELATIONSHIP BETWEEN BUILDINGS

- 4.1.1. **Building Relationship.** The placement, size, form and orientation of new buildings should be coordinated to create visually cohesive spaces with a variety of materials, colors and features. In redevelopment areas, the placement, size and form of the new buildings will set the standard for future redevelopment.
- 4.1.2. **Building Character.** Establish an architectural order by maintaining rhythm of materials, patterns,

reveals, buildings setbacks and structural elements such as columns and pilasters consistent with a more cohesive design that creates an architectural identity for the City of Castle Pines. Well composed and detailed buildings exhibiting quiet rhythm with a well executed base, middle and top (See *Figure 14*) are preferred over “busy” or “loud” buildings. All buildings along a street should work together to provide interest.

4.2. FAÇADE MODULATION

- 4.2.1. **Façade Differentiation.** The intent is to add interest, create shadow and excitement, and provide articulation (See *Figure 13*). Buildings over fifty (50) feet in length should incorporate two (2) or more of the following architectural characters:
- Changes in color, pattern, texture and/or material for at least 20% of the length
 - Projections, recesses or reveals with a minimum of one (1) plane change
 - Arcades and pergolas along at least one third of the length
 - Towers
 - Hip, shed or gable roof projections for a minimum of 20% of the length

- 4.2.2. **Blank Wall Treatment.** Blank walls may not be the primary façade on any building.
- 4.2.3. **Architectural Features.** No building wall or individual tenant shall extend over seventy-five (75) feet in length without incorporating at least one architectural feature of at least twenty-four (24) feet in length total and at least twelve (12) feet in height or one third of the building height, whichever is greater. See 4.2.1 for a list of possible architectural features to include.
- 4.2.4. **Primary Façades.** Primary façades and façades that face pedestrian-oriented streets shall have a variety of arcades, display windows, entry areas or awnings along no less than 25% of their horizontal length with no less than 50% transparency at the street level.

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Figure 12. Preferred Façade Modulation Examples

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4.3. BUILDING HEIGHT AND MASSING

- 4.3.1. **Building Height.** Buildings that appear similar in mass and scale help to maintain a coherent visual image and character to a site. However, it is important to vary the height of buildings to create visual interest and diversity. Specific height guidelines vary for each land use as follows:
- Mixed-Use Marketplace—up to 120 feet maximum (up to 180 feet per special review)
 - Mixed-Use Downtown—up to 60 feet maximum
 - Mixed-Use Community—up to 75 feet maximum
 - Mixed-Use Neighborhood—up to 60 feet maximum
- 4.3.2. **Building Façades.** Buildings should be designed for visual interest at the pedestrian level to an appropriate human scale. Well-designed façade elements help establish a sense of scale for pedestrians and can help define the public spaces as well. Buildings should be designed to frame adjacent streets and open spaces and provide a high level of transparency.
- 4.3.3. **Upper Story Planar Façades.** Care should be taken to avoid upper stories that are flat and/or minimally detailed. While not needing to be as detailed as the ground plane or base of the building, the upper stories should add interest to the street. This may be achieved in many ways including recessed windows, detailed window surrounds, canopies and awnings, changes in plane, varied use of materials and colors, or the

introduction of decks at residences and/or offices.

- 4.3.4. **Building Entries.** Buildings shall be designed with well-defined entries to help the transition between the public and private realms.
- 4.3.5. **Building Massing.** Where multiple freestanding buildings are proposed as part of a single project, the massing of buildings should be coordinated and show continuity across the site but varied enough to provide interest and distinction between buildings.
- 4.3.6. **Building Base, Middle, Top.** Apply traditional base, middle and top organization of all buildings where:
- The base is scaled and articulated to emphasize the pedestrian zone.
 - The middle of the building typically responds to the function of the building through fenestrations and design expressions.
 - The top of the building completes the form. This may be achieved by a varied or more detailed glazing composition, additional depth at the glazing, a change in plane, introduction of a different, complimentary building color or a well-executed cornice. The top may also be successfully designed through the introduction of a sloped roof or projected flat canopy with a substantial overhang. This concept also applies to single story and modern style buildings that articulate in a more vertical nature. (See *Figures 13 and 14*)



Figure 13. Example of Building Base, Middle, Top



Figure 14. Example of Base, Middle, Top - Single Story

- 4.3.7. **360-Degree Architecture.** As previously stated, blank walls are not desired, therefore all sides of a building are encouraged to incorporate some architectural features complimentary to the overall building design and primary building façade (See Figure 15). Buildings may have primary and secondary façades that are treated differently with similar complimentary materials and colors. Primary façades will be held to a higher standard.

Ways to achieve variety on the secondary façades are:

- Provide a variety in building materials and colors
- Provide windows
- Provide faux windows for back of house operations
- Provide landscaping to further mitigate the blank wall effect

PRIMARY FACADE



Figure 15. Façade Treatments

SECONDARY FACADE



4.4. ROOFTOPS AND ROOF FORMS

- 4.4.1. **Roof Design.** The design of the roof form and its components such as roof material, color, trim and lighting should be an integral part of the architecture. Where appropriate, the introduction of a low sloped roof or projected canopy with substantial overhang is encouraged.
- 4.4.2. **Roof Variation.** Parapet, roof and/or ridge heights should be varied to add interest and reduce scale.
- 4.4.3. **Roof Features.** Consider the use of overhangs and cornice features for decorative interest.
- 4.4.4. **Roof Plane.** Large roof surfaces should have variations in parapet height or offsets to break up the linear façade. Should a well detailed, continuous cornice be desired, other architectural features should be incorporated to increase interest and

enhance the pedestrian scale of the façade. This may be done through the introduction of architectural projections or other features which are equal to the area of two thirds the height and one half of the length of the structure distributed across the façade. (See Figure 16)

- 4.4.5. **Roof Materials.** Earth tones should be used to compliment the architectural style of the building. See Section 4.6 for suggested materials palette.
- 4.4.6. **Roof Equipment.** All roof-mounted mechanical equipment shall be screened to at least the height of the equipment.

THIS



Figure 16. Parapet Variations on a Flat Roof

NOT THIS



4.5. RELATIONSHIP OF BUILDING TO PEDESTRIANS

- 4.5.1. **Pedestrian-scaled Design.** The design of each building should help create pedestrian interest at the street/sidewalk level. First floor architecture should include integrated elements such as windows, displays, signage, lighting, awnings, canopies and public art. (See *Figure 17*)
- 4.5.2. **Building Entries.** Primary building entries must be visible and accessible by the adjacent street or sidewalk and could include alternative pavement patterns to differentiate the building entry from the public walkway or gathering space.

- 4.5.3. **Pedestrian Amenities.** Wherever possible, mixed-use areas should provide opportunities for pedestrians to gather and linger by way of seat walls, benches, shade structures, outdoor dining areas or amenities. (See *Figure 18*)



Figure 17. Examples of Building Entries



Figure 18. Examples of Pedestrian Amenities



4.6. BUILDING MATERIALS AND COLORS

4.6.1. **Complementary Materials.** Building design should consider the scale, texture and patterns of the building materials by utilizing them in common recognizable applications.

4.6.2. **Building Materials.** The following guidelines should be followed with regards to building materials:

- Use high-quality, durable materials that reflect the local character such as local stone and brick.

- Natural stucco, wood, and low reflectivity metal are all acceptable materials.
- Preference is given to natural stone over manufactured stone. However, manufactured stone may be accepted subject to special review of product.
- Use low-reflective glazing in windows. Metal frames shall consist of a matte finish.
- The use of EIFS (Exterior Insulation and Finish System), tilt-up walls, and plain, smooth face concrete block are strongly discouraged.



Figure 19. Materials Palette

4.6.3. **Building Colors.** Buildings, site amenities and signs should be comprised of natural, earth toned colors that are found in the Colorado landscape. The following guidelines should be followed regarding building colors:

- Colors should consist of a cohesive, complementary palette.
- Limited use of accent colors is permitted as long as they are not bright or fluorescent and complement the overall palette of materials.

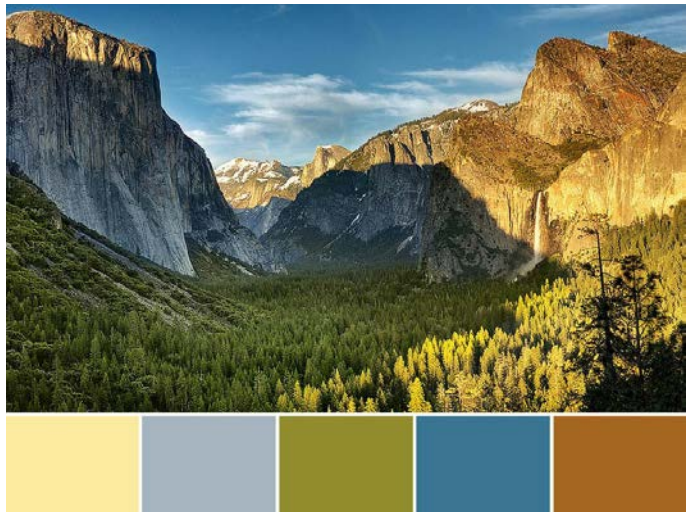


Figure 20. Color Palette

Image Credit: HGTV

CHAPTER 5.

LANDSCAPE DESIGN

5.1. BASIC LANDSCAPE DESIGN PRINCIPLES

- 5.1.1. **Landscaped Areas.** The required landscape area will vary by location and application but include at a minimum:
- Street trees at an average 40 feet on center spacing.
 - Parking area perimeter planting to screen vehicle headlights.
 - Planting to screen utilities and service areas.
 - Plant areas to define transitions between public spaces.
- 5.1.2. **Year Round Interest.** Design landscaping for year-round visual interest. Choose plant varieties that are disease resistant and provide seasonal color. Strategically locate deciduous trees and plants to provide shade and windbreaks to reduce building energy use.
- 5.1.3. **Coniferous Plant Material.** Coniferous plant material should be clustered throughout the development to further the natural aesthetic found in the area. The clusters should be sensitively located to create strong visual impact while not impeding views (both into the site and out to the surrounding landscape) or negatively impacting circulation of vehicles.
- 5.1.4. **Plan Preparation.** Landscape plans should be prepared by a professional Landscape Architect licensed in the State of Colorado.
- 5.1.5. **Regional Design.** Landscape design must consider climate, urban and natural context, and local character. The effects of solar access and shade on roads and sidewalks should be considered when locating landscape materials.
- 5.1.6. **Xeric Design.** Reduce water consumption by using xeric plants appropriate to the climate and location.
- 5.1.7. **Mulch.** Use wood or rock mulch that is appropriate to the site and locale. A variety of mulch types is encouraged for variety. If wood mulch is incorporated it should be quality shredded cedar in dark colors so as not to be displaced by wind or rainfall runoff. As a safety precaution, avoid the use of small rocks in areas where they can roll out of the planter bed onto a primary pedestrian route.
- 5.1.8. **Visual Clearance.** Maintain required visual clearances for public safety by avoiding the placement of tall plant material near the intersections of driveways, pedestrian pathways and in public gathering spaces. Maintain visual clearance into all retail and tenant spaces.
- 5.1.9. **Irrigation.** Provide efficient irrigation systems for all plant material. Install plant material by hydro-zones based on water requirements. Wherever possible, employ the use of flow sensors and weather sensing elements such as rain sensors to ensure that water is not wasted.

5.2. PROHIBITED PLANT MATERIAL

- 5.2.1. Plants identified as noxious weeds by the Colorado Department of Agriculture are prohibited from being planted in any mixed-use areas. Among many herbaceous and woody plants the following trees are prohibited:
- *Populus deltoides*, *Cottonwood* (cotton bearing)
 - *Eleagnus Angustifolia*, *Russian Olive*
 - *Fraxinus* species, *Ash* (due to the Emerald Ash Borer)

APPENDIX.

GLOSSARY OF TERMS

The following terms are used to describe certain elements of site design and building architecture used by the City of Castle Pines in the design review process. Terms used in the Design Guidelines but not defined here shall have the same meaning as that contained in the City of Castle Pines Land Use Code. Any term that is not defined or that is unclear, may be clarified by contacting Community Development Department staff.

360-DEGREE ARCHITECTURE	Architectural features on all sides of a building visible to the right of way or public spaces. Can include features such as varied massing, wall plane articulation, windows, a variety of colors, and patterns necessary to achieve visual interest, especially at the pedestrian level.
ARCADE	An arched roof or covered passageway.
ARTICULATION	Variation in depth of the building wall plane, roof line, materials and/or height of a structure that interrupts a monotonous area and creates patterns.
CATALYST SITE	A site of new development, redevelopment, or infill development that spurs additional investment or development on surrounding parcels.
CHARACTER	The main or essential features of a place or building that distinguish it from its surroundings.
COMMUNITY CHARACTER	All developments must consider the natural topography and landscape, as well as the built form context in which they are being placed. Whether that includes views, vegetation, or nearby existing buildings, each site should be thought of as an opportunity to enhance the character of the larger community through thoughtful and appropriate design.
CORNICE	A decorative horizontal member or top course that crowns a wall or architectural composition.
CURB CUT	Curb area graded down from the top surface of a sidewalk to the adjoining street or property access.
DARK SKY	Concept of preserving a night sky that is relatively free of artificial light often regulated through cut-off or shielded light sources.
DESIGN	The creation and execution of aesthetic and functional elements.
DWELLING UNIT	A room or group of rooms, including living, sleeping, eating, cooking and sanitation facilities, constituting a separate and independent housekeeping unit, occupied or intended for occupancy by one household on a non-transient basis and having not more than one kitchen
FAÇADE	The face of a building – usually referring to the front.
FENESTRATION	The arrangement, proportioning and design of windows and doors on a building.

GREEN INFRASTRUCTURE	An approach to water management that protects, restores, or mimics the natural water cycle.
HIP OR GABLE ROOF	A roof that has sloping sides.
HYDROZONE	A cluster of plants with similar water requirements in an effort to conserve water.
INFILL	Development of vacant, skipped-over parcels of land in otherwise built-up areas. Local governments are showing increasing interest in infill development as a way of containing energy costs and limiting costs of extending infrastructure into newly developing areas. Infill development also provides an attractive alternative to new development by reducing loss of critical and resource lands to new development and by focusing on strengthening older neighborhoods.
LOW IMPACT DEVELOPMENT (LID)	The term LID refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality.
MASSING	The delineation of the volume or composition of building elements, which defines the overall impression of bulk and size.
MATERIAL PALETTE	The set of materials or colors to be used on a particular building or site.
MIXED-USE	A development type in which various uses, such as office, retail, and residential, are combined in the same building or within separate buildings on the same site or on nearby sites. Defined in the 2016 Castle Pines Comprehensive Plan.
OFF-STREET PARKING	Automobile parking spaces within public or private parking lots or parking garages.
ON-STREET PARKING	Automobile parking spaces adjacent to the travel lane in the right of way. Can be parallel parking or diagonal parking.
PARAPET	The part of the wall that rises above the edge of the roof.
PASS-THROUGH	An opening between two buildings that allows for pedestrian travel between the front and back of the building or lot.
PEDESTRIAN ORIENTED STREET	Identification of streets that incorporate forms of development that makes the street environment inviting for pedestrians. May be characterized by special sidewalk pavement, zero front and side yard setbacks, buildings of varied architectural styles, street-facing window displays, an absence of front yard parking, benches and other amenities.
PEDESTRIAN SCALE	Relating of structures and elements in the environment to the size of a person such that a comfortable, inviting, accessible experience is created.
PERGOLA	An archway in a garden or park consisting of a framework covered with trained climbing or trailing plants.
PLACEMAKING	A process and philosophy of creating quality places where people want to live, work, play, and learn. It is an approach to planning, design, and management of public spaces that creates a sense of place.

PLANNED DEVELOPMENT	A unique type of zoning enabled through the Planned Unit Development Act of 1972. It provides an opportunity for a property owner to zone a mix of uses, such as residential, commercial, public and recreational, in a more flexible way than typically allowed through conventional zoning regulations.
PLAZA	A public square, marketplace, or similar paved open space. Often found in civic or shopping areas.
PROPORTION	The relationship between elements taken as a whole or in comparison to each other. Often expressed as a ratio.
PUBLIC REALM	The portion of public or private property reserved for the movement, activity and enjoyment of the general public.
REDEVELOPMENT	Improvement and re-use of existing buildings; to demolish existing buildings (often in poor condition) and create new ones; or to increase the overall floor area existing on a property, irrespective of whether a change occurs in land use.
REGIONAL RETAIL	A shopping destination that attracts customers from a wider market area. Typically between 5-15 miles away.
SCALE	The relationship between building masses and the relationship between the building and the surrounding community.
SITE COVERAGE	The percentage of the site that is built with impermeable materials. Determined by the prescribed setback, parking, landscaping and public space guidelines.
SITE IMPROVEMENT PLAN (SIP)	Requirement for development within Castle Pines of any use other than detached single family residential developments.
SUSTAINABILITY	Maintaining an ecological balance through efforts to reduce needs for vehicle trips, reduce water and energy use, and promote use of regionally appropriate and locally sourced materials and labor.
TOWERS	A narrow building that is either freestanding or architectural feature on a building.
TREE LAWN	A portion of the public right-of-way typically located between the curb and the pedestrian walk that is landscaped with trees and grass or sod.
URBAN	Relating to or characteristic of a city or densely populated area.
URBAN COLLECTOR STREET	A street classification usually referring to medium-volume streets within the community that connect local streets to major roadways.
URBAN HEAT ISLAND EFFECT	Urban areas that are significantly warmer than surrounding rural areas due to human activities and absorption of solar radiation into exposed pavement.
XERIC PLANTS	Plants that require very little water to survive.
ZONING ORDINANCE	A set of land use regulations enacted by the City to create districts that permit certain land uses and prohibit others. Land uses in each district are regulated according to type, density, height, and the coverage of buildings.

