

South Nevada Urban Renewal District Streetscape Design Standards

DRAFT

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SNA Development Group, LLC. / The Equity Group



THOMAS  THOMAS

South Nevada Urban Renewal District Streetscape Design Standards



SNURD Streetscape Zones

The following Streetscape Standards are organized to meet the design intent associated with the identified section of South Nevada Ave., Cheyenne Road and related side streets within the project area. The standards do not include the redevelopment of South Tejon Street. The standards provide the basic site elements and details (regarding paving, lighting, landscaping, site furnishings median and selective project monument signage) for the noted streets

The provisions of the S.N.U.R.D. Streetscape Design Standards shall apply hand-in-hand with the City's Zoning and Development Code in all cases where the right-of-way is:

- a. Being modified or improved
- b. Being changed by the property owner or developer
- c. Being reviewed associated with proposed Development Plan approval
- d. Being redesigned associated with major utility improvements

Review for compliance with these Standards shall be done by the City Planning Department in association with Colorado Springs Urban Renewal Authority (COSURA) and the identified stakeholders Design Review Committee. The final design will also be subject to review by City Engineering and Colorado Springs Utilities standards.

The South Nevada Urban Renewal District (SNURD) stakeholder Design Review Committee shall consist of:

- 1- Member from City Planning
- 1- Member from URA Board
- 1- Member from the SNA Development Group
- 1- Member from either RTA or Thomas & Thomas planning partners

The members of the South Nevada Ave. Design Review Committee may be compensated for their time and expertise through the Colorado Springs Urban renewal Authority Development Agreements on a meeting by meeting basis.

Streetscape Ownership:

All streetscape elements, including paving, tree grates, planters, seat walls, landscaping and all similar site features within the right-of-way shall be installed by the developer and shall become City of Colorado Springs property upon completion of the project and subject to the provisions of the COSRA development agreement.

Streetscape Maintenance:

Maintenance of the streetscape elements shall be at the sole responsibility of the adjacent property owner or it's identified business improvement district. The Colorado Springs South Nevada Urban Renewal District (SNURD) will provide oversight for the level of care and maintenance of the improvement areas. They will have the authority to require major repairs and additional maintenance for subject properties. The improvement work will be subject to reimbursement under the development agreement.

South Nevada Urban Renewal District Streetscape Design Standards

Streetscape Design Intent:

The SNURD streetscape is intended to provide cohesive and consistent design standards for the South Nevada Ave corridor from Interstate-25 north to Cheyenne Road and west on Cheyenne Road to Cascade Ave. The standards will also provide the general guidance for the associated side streets of E. St Elmo, E. Ramona, E. Navajo, E Brookside and Motor-Way Streets.

Recognizing the slow and phased nature of the redevelopment corridor and district, the standards seek to provide a basic foundation of materials and features that will be introduced over time to complete the full vision of the streetscape. Overall the standards address the full width of the right-of-way, including the median. The streetscape design objectives are:

- To provide a safe and inviting corridor for bike and pedestrian users
- To calm traffic to further encourage pedestrian and cycling use
- To improve the landscape environment within the corridor
- To introduce and encourage the development of common architectural elements in the public improvement zones adjacent to the right-of-way
- To support and encourage public and private investment
- To seek balance for constructability, maintenance and marketability
- To provide a predictable and sustainable environment

The following elements, materials and furnishings have been identified as part of the streetscape improvements envisioned for the two public improvement corridors. The improvements related to the existing right-of-ways and identified public landscape improvement zones.

Overall the proposed streetscape improvements are built from the existing curb lines. The right-of ways consist primarily of hardscape enhancements and underground utilities, with large walks transitioning to the public landscape improvement zone or setback. The public landscape improvement zone will provide for some utility switches and equipment vaults, but will consist primarily of the new seatwalls, plantings and free-standing signs as illustrated below.



Streetscape implementation along existing business frontage

South Nevada Urban Renewal District

Streetscape Design Standards

Sidewalk Design

It is the intent to provide wide and continuous pedestrian pathways along both sides of South Nevada, the north side of Cheyenne Road and the adjacent side streets of E. St Elmo, E., Ramona, E. Navajo, E Brookside and Motor-Way Streets within the district.

The sidewalk design can influence the user experience and help define the character of the traffic corridor. The standards recognize the function of the sidewalk within the planned streetscape. The objective is to provide a safe and balanced space for the users and provide a connection to the adjacent uses and landscape. Each sidewalk zone may vary and the order of priorities may change to meet the local phasing and type of redevelopment. It is also recognized that in some cases redevelopment may not happen for many years and that in some situations full design intent will not be fully implemented or may go through an evolution as sites may receive upgrades before they are totally redeveloped. In all cases the design guidelines are provided to assure a thoughtful and consistent streetscape through the phasing of the district.

The following sections illustrate a typical cross section for the three streetscape zones of east and west South Nevada and north side of Cheyenne Road.

The sidewalk standards provide for: (See the following sections)

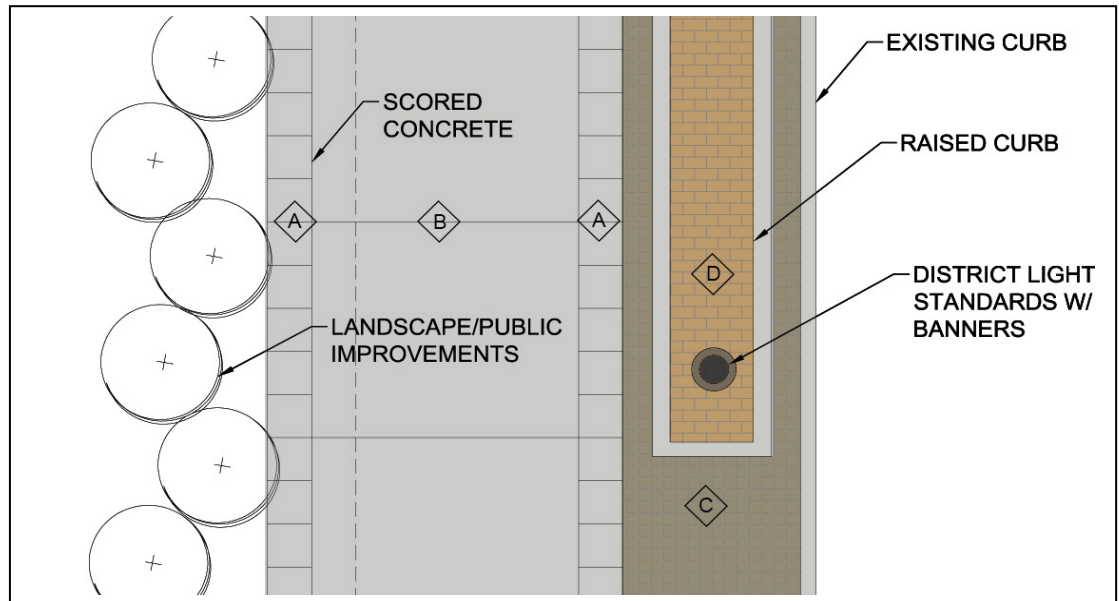
Street	Width	Comments
South Nevada (west side)	12'	Attached
South Nevada (east side)	8'	Attached
Cheyenne Rd. (north side)	8'	Attached
Side Streets	6'	Attached both sides of R.O.W.

The following pavement types have been identified as the basic colors and textures for the streetscape improvements. Each of the following sections and plans illustrate the general approved standards. Variations to the base materials will be subject to review and approval by the Design Review Committee.

South Nevada Urban Renewal District Streetscape Design Standards

TYPICAL SIDEWALK MATERAILS (final spec TBD with sample testing)

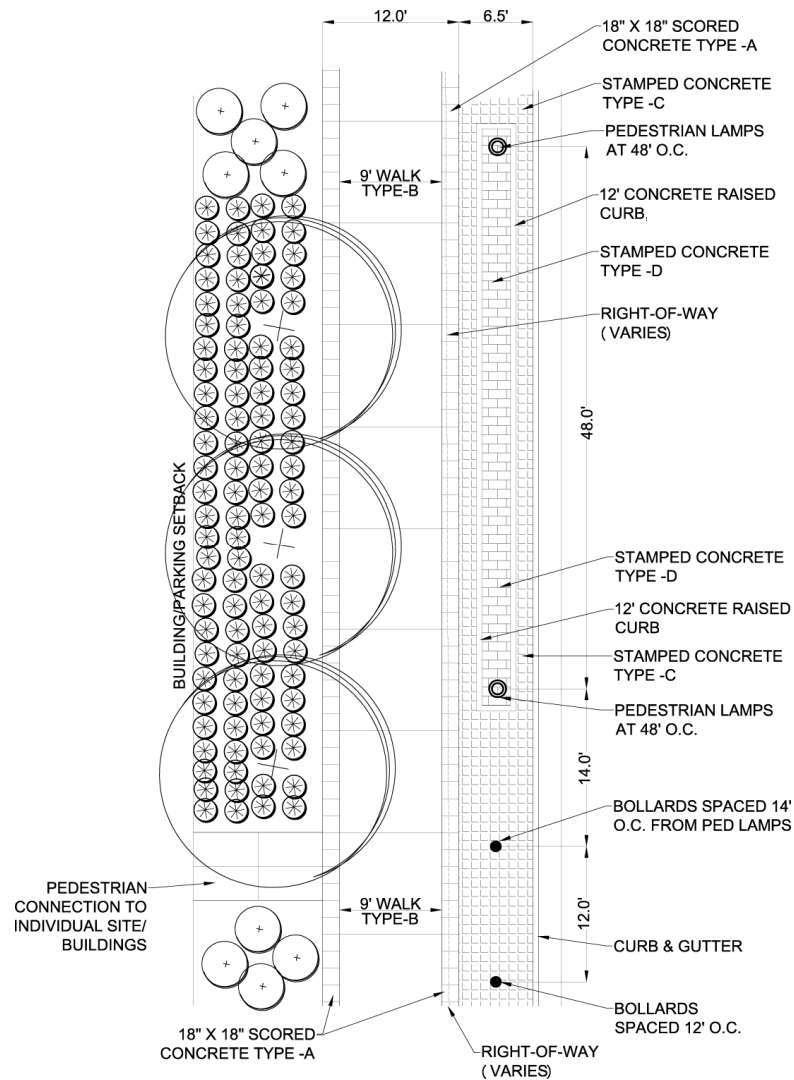
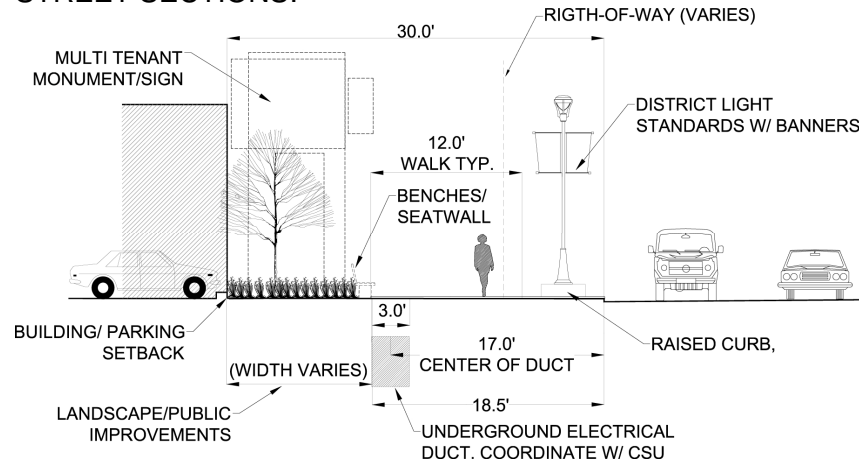
- A- Cast-in-place Concrete, Standard Gray, Scored 18" o.c.
- B- Cast-in-place Standard Gray Concrete, Scored 9'o.c.
- C- Cast-in-Place Stamped Concrete
 - i. Stamp: Bominte, Classic 4" x4" Granite Cobblestones
 - ii. Color: Solomon, 385 Lava SRI 23 (Dark Gray)
- D- Cast-in-place Stamped Cobble
 - i. Stamp: Stamp: Bominte, Broomfeild Cobblestones
 - ii. Color: Solomon, 750 Desert Tan SRI 45



Typical Paving Application

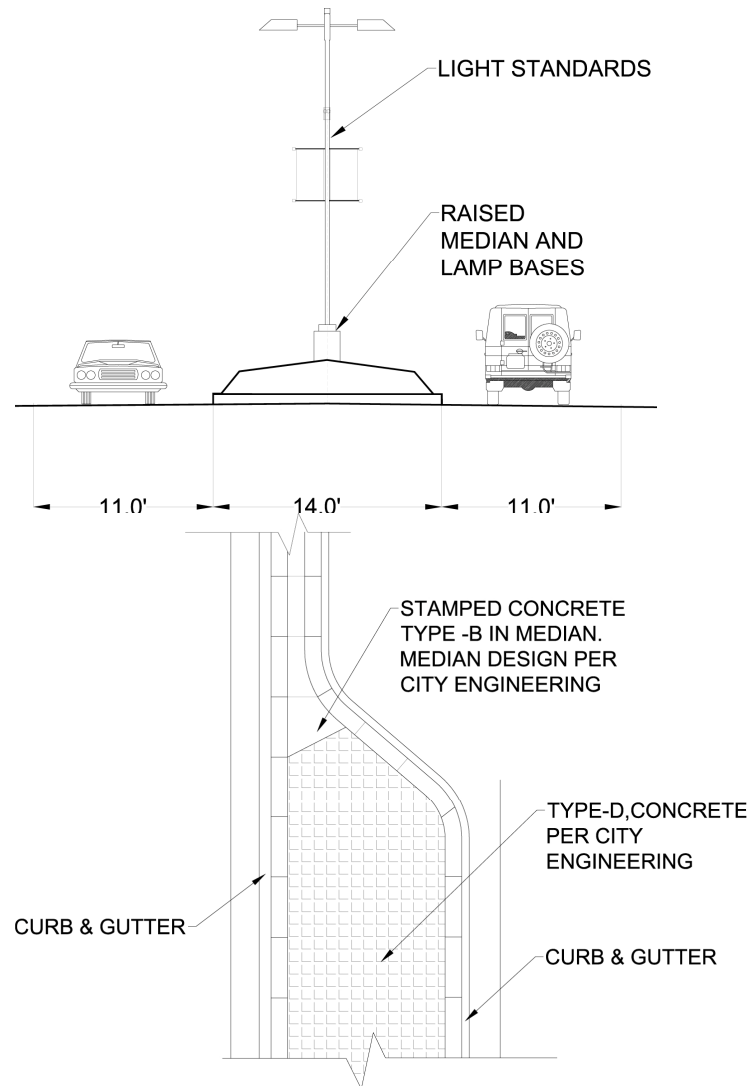
South Nevada Urban Renewal District Streetscape Design Standards

STREET SECTIONS:



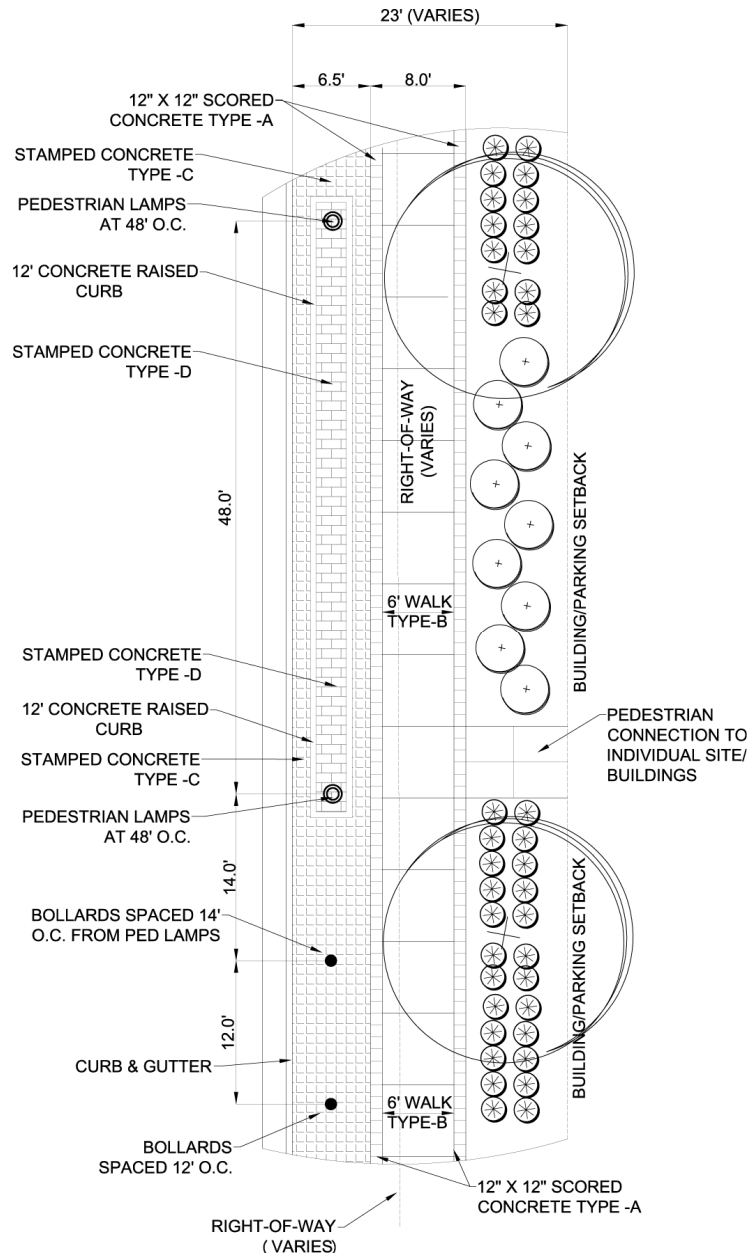
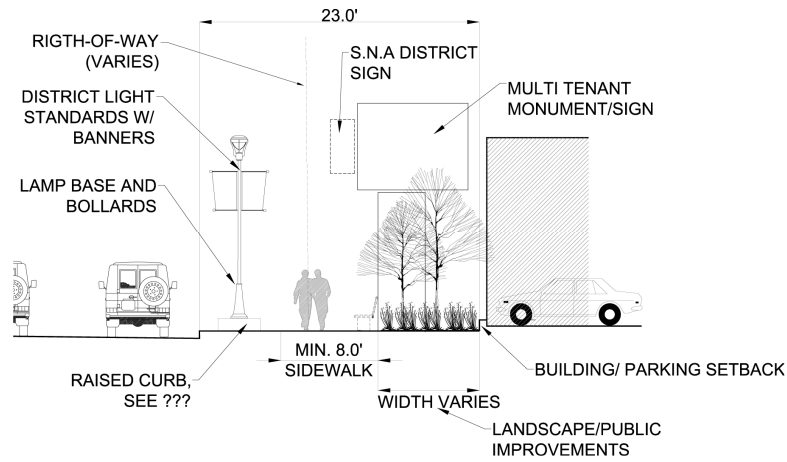
South Nevada Ave. West Section and Plan

South Nevada Urban Renewal District Streetscape Design Standards



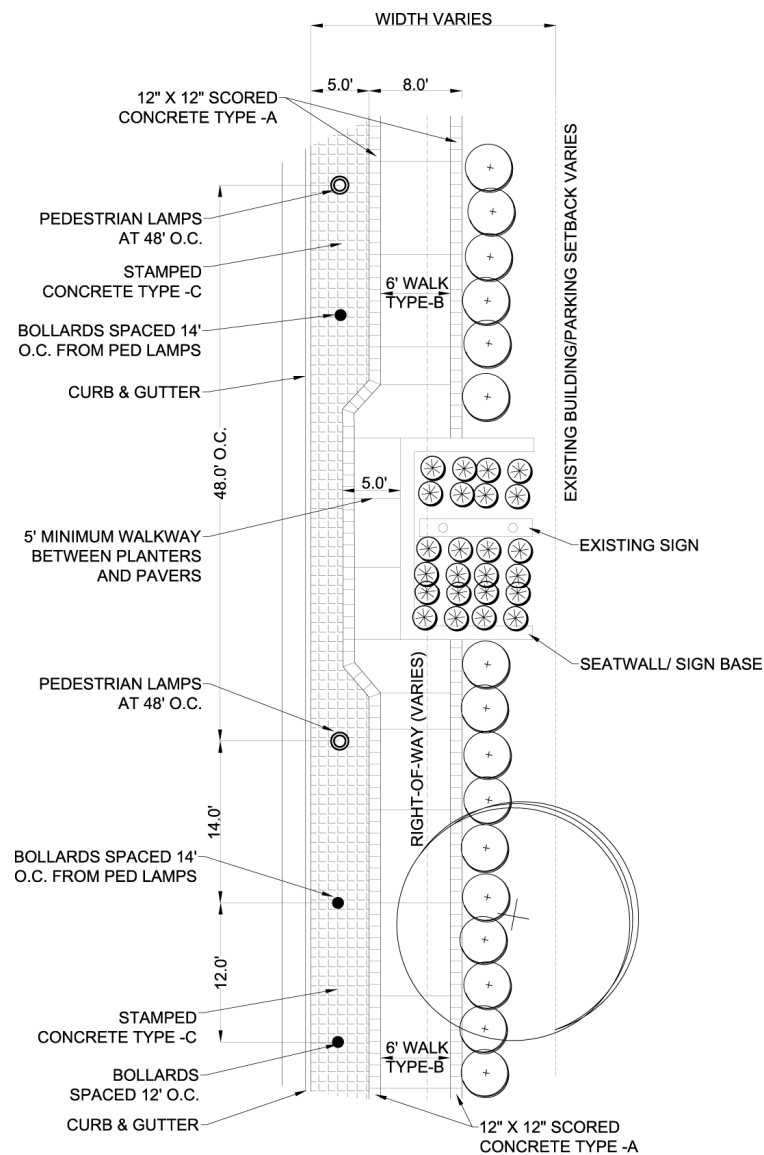
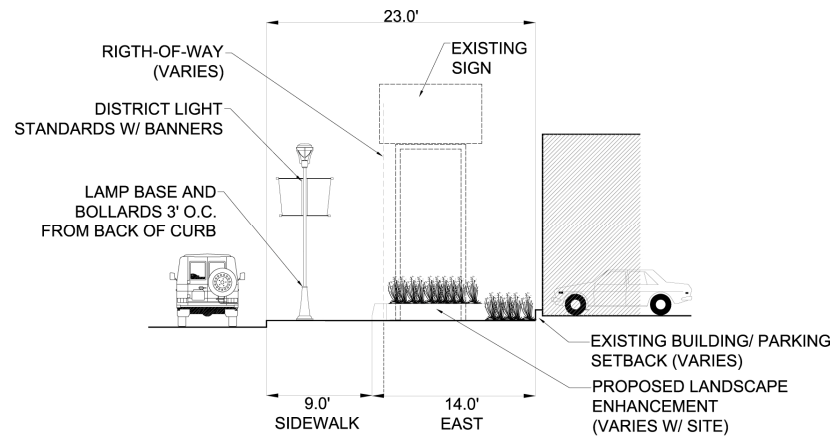
South Nevada Ave. Median Section and Plan

South Nevada Urban Renewal District Streetscape Design Standards



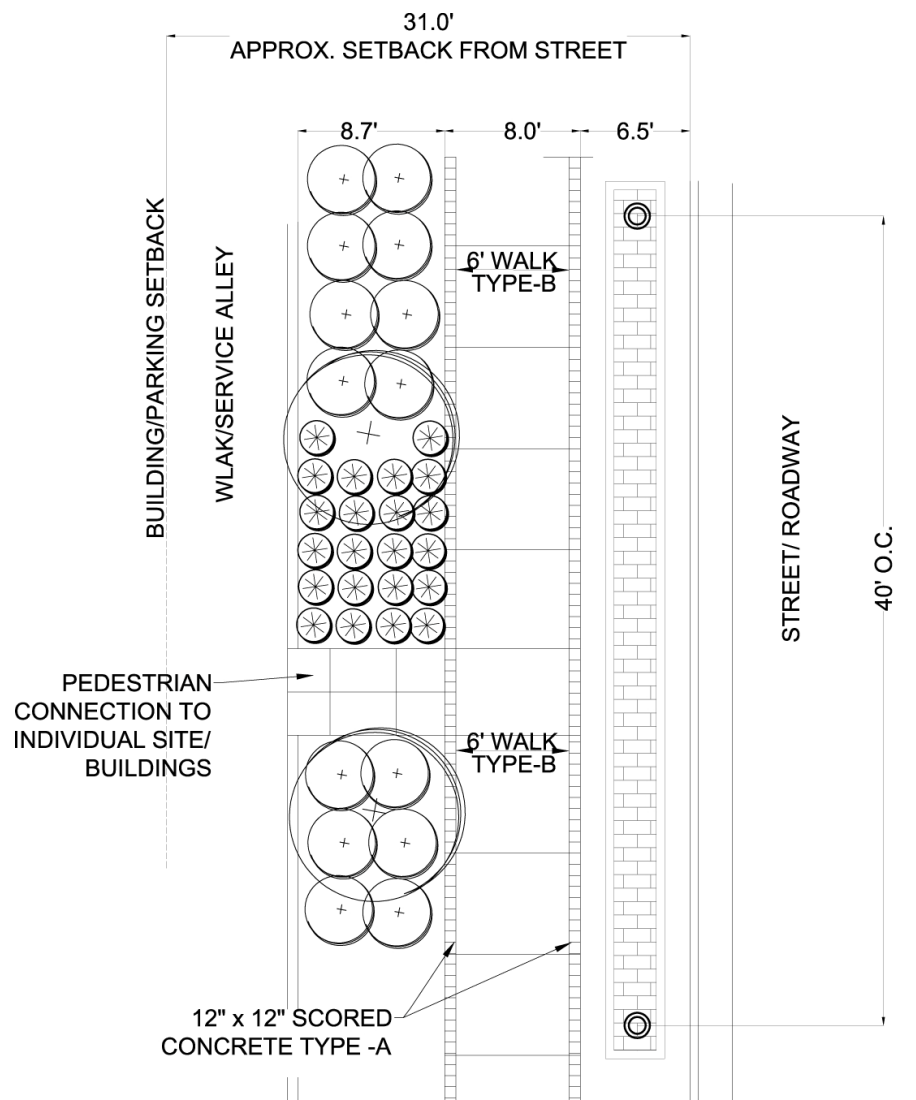
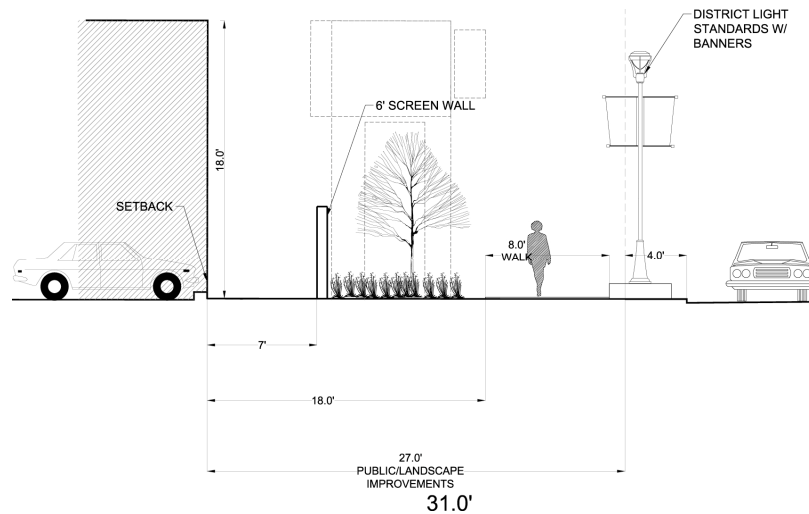
South Nevada Ave. East Side Section and Plan

South Nevada Urban Renewal District Streetscape Design Standards



South Nevada East Side/ Existing Conditions Section and Plan Alternative

South Nevada Urban Renewal District Streetscape Design Standards

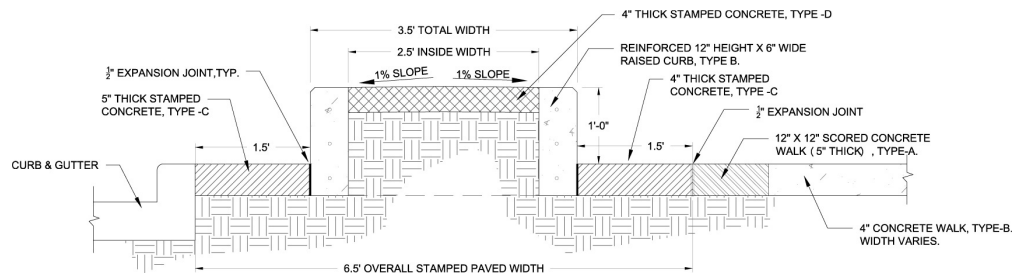


Cheyenne Road, North Side Section and Plan

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The Raised Curb:

The raised curb introduces additional vertical architectural character along the street, while providing a pedestrian buffer. Where right-of-way and existing site conditions allow, the South Nevada streetscape will introduce the raised curb element. Note the base material selections. The layout should be consistent with the street curb alignment in all applications. The raised curb should not be used if a clear 6' pathway cannot be maintained within existing site conditions.



Pedestrian Light Fixtures:



Lighting:

- FIXTURE MODEL: SRS SOLITAIRE PICOEMITTER LED
- POLE MODEL: 14' ROUND ALUMINIUM (NON-TAPERED)
- COLOR: Graphic Gray
- BANNERS: 18"X32" METAL

Light Spacing:

Street	Spacing	Comments
South Nevada	48' o.c.	*Provide Banners
Cheyenne Road	48' o.c.	*Provide Banners
Site Streets	60' o.c.	
South Nevada-Median	Replace Existing	*Double Arm 20' pole

*Every other pedestrian lamp poles on South Nevada and Cheyenne Rd shall receive banners. See banner section

Median Light Fixtures:



Lighting:

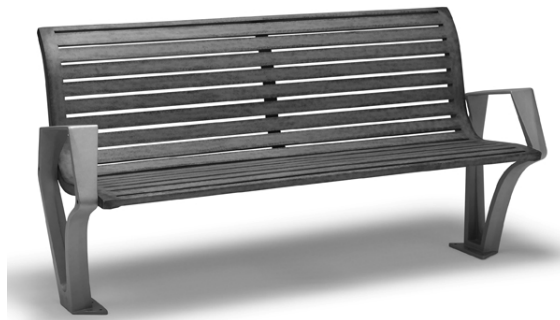
- FIXTURE MODEL: SRS SOLITAIRE PICOEMITTER LED
- DOUBLE ARM W/ FULL-CUT OFF
- POLE MODEL: 20' ROUND ALUMINIUM (TAPERED)
- COLOR: Graphic Gray
- BANNERS: 18"X32" METAL

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smooth form liner. Expansion and control joints will be provided 4' o.c. The joints should be tooled with a $\frac{3}{4}$ " deep v-joint.

Street/Site Benches:

The placement of benches incorporated with new and existing developments is to support the public and pedestrian environment. As with seatwall locations, the developer should coordinate the placement of benches with the public improvement zones to introduce and maintain a balance of seating option for visitors. Two benches should be provided for every 100' of frontage. It is envisioned that the benches will be incorporated into the streetscape by either mounting them to the seat walls or on-grade along the walks. The benches can be included and counted for in the proposed bus stops found along the frontage.

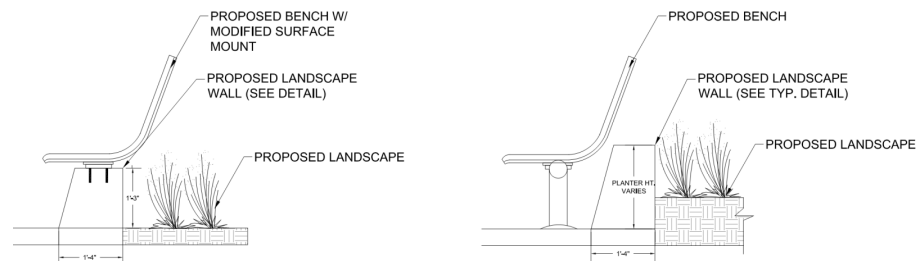


To be surface (special) mounted to the walls or on grade with the walk

Manuf.: Wabash Valley

Model: PL2M3 - Woodridge Collection 6' Bench with Back, with Arms

Color: Urbanscape Burst Rust powder-coat seat w/ Smoke Frame/legs



Bench mounting options:

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Public Trash Receptacles:

The receptacles provide an additional architecture/landscape element in the public improvement areas that help support the district theme, while helping to maintain a clean and trash free environment. The developer should coordinate the placement of trash receptacles with adjacent property owners to provide one (1) receptacle per 100' of frontage.



Manuf.: Wabash Valley

Model: PL2M3 - Woodridge Collection 32 gal. Receptacle w/ liner

Color: Urbanscape Burst Rust powder-coat Slats w/ Smoke Frame/top

Bollards:



Precast reinforced concrete bollards

Models: Peterson Manufactured, UM24 24"x30"

Color: Etched, Dove Gray Etch

Spacing: 12' o.c.

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Signage:

The basic guideline for signage is to allow design flexibility within an overall framework, but perhaps more importantly, to establish a dialogue between representatives of the stakeholders Design Review Committee and future developers in hopes of creating a more cohesive redevelopment district.

Wall Signage

Wall sign areas shall follow the regulations and development standards of the City Code with the exceptions and inclusions of the following Urban Renewal design criteria.

Wall signs should be located on the building façade as an integral part of the façade design, either centered within architectural elements or proportionally positioned as part of the overall façade design.

Where possible, wall signage shall be located on the north and south faces of buildings that are located near the street facing the directional traffic of South Nevada Avenue. For example the north side of the businesses on the west side of Nevada Ave. would be considered the primary building face, for traffic heading south.

Wall sign locations shall be coordinated with approved freestanding sign locations. When freestanding signs are used, the building wall sign should face either east or west toward Nevada Avenue and Cheyenne Road. The intent is to not over-sign the building and the lot with both wall signage and monument signage facing or displaying in the same direction. The overall layout should be coordinated to provide a balanced approach.

Wall signs that are located on adjacent facades are discouraged.

Secondary wall signs, blade, and projecting signs are encouraged to provide an additional layer of pedestrian connectivity to the development. Developers should familiarize themselves with adjacent properties sign locations, spacing, proportion and design configuration so as to best plan for their own sign program and its compatibility with neighboring sites. The overall layout should be coordinated to provide a balanced approach.

Freestanding Signs

Freestanding signs shall follow the regulations and development standards of the City Code in addition to the following Urban Renewal design guidelines:

Freestanding signs shall be uniformly spaced along the Nevada Avenue frontage as best possible. Developments should familiarize themselves with neighboring signage locations in planning their sign locations.

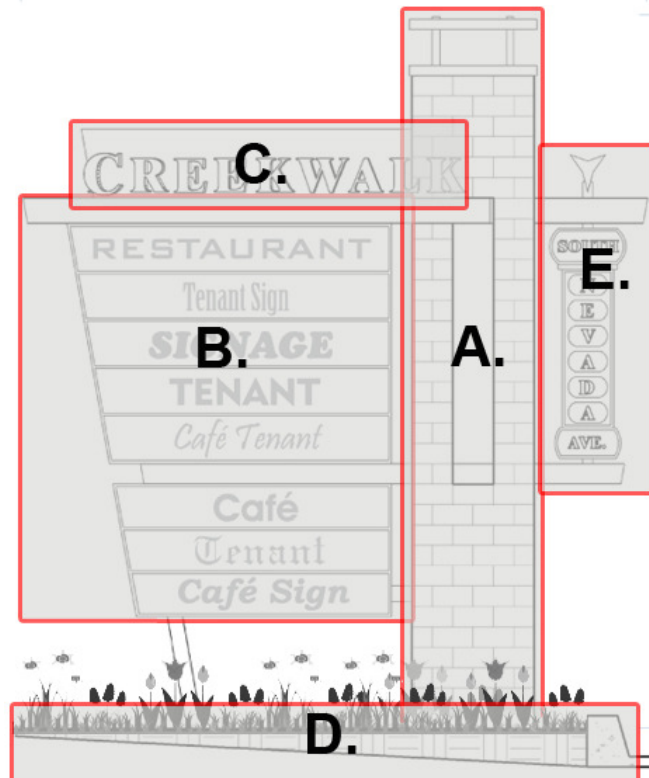
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Freestanding signs shall incorporate the tapered South Nevada Ave. standard concrete seatwall base or planter seat walls into the design of any new freestanding sign. Existing freestanding signs shall add the SNA standard base/wall to their signs whenever possible. The tapered concrete base/wall is a key architectural element for unifying both new and existing developments into the new South Nevada Avenue corridor improvements (See Primary Sign Feature -D.)

Freestanding signs shall be located forward on the site adjacent to the Nevada Avenue and Cheyenne Road sidewalk setback. The pier, column or structural element for the sign shall be located on the street side of the sign cabinet (See Primary Sign Feature -A.). The primary tenant text panels shall be positioned to the building side of the sign's pier or column element (See Primary Sign Feature -B.).

The pier, column or structural element of the sign shall be externally illuminated to highlight the main architectural element and design character of the sign regardless of any tenant sign panel illumination. The column feature should consist of steel or masonry materials that provide a strong connection to the project architecture.

For mixed use or multi-tenant developments, or developments requiring large signs, signage that recognizes or celebrates South Nevada Avenue as its destination or district is highly encouraged (See Primary Sign Feature -E.). Such signs can be located to the street side of the structural pier or column of the freestanding sign and may project a maximum of 2'-6" over the dedicated sidewalk easement.



Primary Sign Features

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Freestanding signs shall incorporate low plantings around the base of the sign in compliance with the South Nevada Ave. planting guidelines and associated seatwalls.

The positioning of the freestanding sign shall be coordinated with any pedestrian access points from the frontage sidewalk.

Signage that announces the name of the center or business as a place unto itself is encouraged to be different than that of the typical tenant signage. Special fonts, mounting, lighting and panel shapes should be considered to create variety and interest for the sign (See Primary Sign Feature -C.).

Tenant sign panels shall be constructed of aluminum panels with routed letters with acrylic or pushed acrylic text and graphics. Illuminated acrylic or plastic back panels are highly discouraged for any new development and/or replacement signage (See Primary Sign Feature-B.).

Electronic Message Centers (EMC's) signs are not allowed.

Freestanding signs for all new developments, together with replacement signage, are limited to the following:

Sign Height:	Size	Height
Multi-Tenant Center Sign	5 Tenant +	25'
Multi-Tenant Center Sign	3-5 Tenant	15'
Single or shared Tenant Sign	1-2 Tenant	10'

Sign area:

As defined by the City Sign Code

Sign Location:

Buildings located within 15 ft. of the building and parking setback line are not allowed freestanding signs. Buildings forward on the site will rely on their allocated wall signage for tenant identification and announcement.

Building Design?

Buildings are encouraged to be located forward on the site adjacent to the streetscape setback. Pedestrian amenities such as windows, patios, seating areas, planters and architectural elements that break down or reduce the visual scale of buildings are strongly encouraged.

Architectural elements that define pedestrian scale and activity such as awnings, sconces, windows, and architectural relief are encouraged with secondary signage integral and proportional in scale to these elements.

Building profiles shall be varied with architectural elements to break up the box-like forms.

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Quality building materials are highly encouraged with accent materials such as brick, stone or metal strongly recommended.

Buildings should treat all facades that are visible to the public equally with variation, interest and detail.

Landscape:

The landscape design intent supports the overall framework for the streetscape enhancing the pedestrian and business environment. The planting guidelines outline a planting scheme that groups planting types into larger blocks and masses to encourage a consistent and bold landscape pattern along the street. The planting design is also encouraged to embrace entry ways, sign placements and intersections. The landscape planting designs shall follow the regulations and development standards of the City Code with the exceptions and inclusions of the following Urban Renewal design criteria.



Recommended Trees:

Tree shall be planted in groups of (3) three or more to reinforce the mass of the canopy along the street, while also providing openings and exposure for business frontages and signage.

- AUTUMN BLAZE MAPLE (*Acer x freemanii* 'Jeffsred'), 20' o.c, 2" cal
- AUTUMN BLAZE PEAR (*Pyrus calleryana* 'Autumn Blaze') ,20' o.c, 2"cal
- SUNBURST HONEYLOCUST (*Gleditsia triacanthos* 'Sunburst'), 20' o.c, 2"cal
- SPRING SNOW CRAB APPLE (*Malus x* 'Spring Snow'), 20' o.c, 2"cal

Recommended Shrubs:

Individual shrub types are to be planted in groups of 5 or more to reinforce the landscape massing envisioned as part of the streetscape.

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- BURGUNDY CAROUSEL BARBERRY (*Berberis thunbergii* 'Bailtwo'), 48" O.C. # 5 GAL
- GOLD FLAME SPIREA (*Spiraea x bumalda* 'Goldflame'), 48" O.C. # 5 GAL
- LITTLE DEVIL NINEBARK (*Physocarpus opulifolius* 'Little Devil'), 48" O.C. # 5 GAL
- DWARF FRAGRANT SUMAC (*Rhus aromatica* 'Gro-Low'), 48" O.C. # 5 GAL
- DWARF GLOBE GREEN SPRUCE (*Picea abies* 'Nidiformis'), 24" O.C, #5 GAL (24" TO 36")
- BIRD'S NEST SPRUCE (*Picea abies* 'Nidiformis'), 36" O.C, #5 GAL (24"TO 42")
- MINIATURE MUGO PINE-DWF (*Pinus mugo* 'Mops'), 30" O.C, #5 GAL (30"TO 36")
- ARMSTONG JUNIPER (*Juniperus chinensis* 'Armstongii') 36" O.C, #5 GAL (36"TO 48")
- OLD GOLD JUNIPER (*Juniperus X media* 'Old Gold'), 48" O.C, #5 GAL (36"TO 48")

Recommended Ornamental Grasses:

Individual Grass types are to be planted in groups of 10 or more to reinforce the landscape massing envisioned as part of the streetscape

- BLUE OAT GRASS (*Helictotrichon sempervirens*), 18" O.C, #1 GAL
- LITTLE BLUE STEM (*Schizachyrium scoparium*), 24" O.C, #1 GAL
- PURPLE FOUNTAIN GRASS (*Pennisetum setaceum* 'Rubrum'), 18" O.C, #1 GAL