# FORT COLLINS R-D-R,
# RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT



# DESIGN GUIDELINES

Adopted June 3, 2014

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# INTRODUCTION TO THE DESIGN GUIDELINES

# OVERVIEW

The Fort Collins River Downtown Redevelopment Zone District is important to the history of Fort Collins and offers a significant opportunity for future redevelopment. Although it is the site of the original fort that grew into the present day city, only a few significant reminders of the past remain. These historic resources help inform the community vision for a district that extends the vibrancy of downtown while also hosting a diverse mix of uses that honor the area's agricultural-industrial past. The vision is also informed by the community's desire to highlight and respect the Poudre River, which runs along the district's northern boundary.

This document provides guidelines that promote the community's vision for the River Downtown Redevelopment Zone District through compatible new construction and redevelopment. It also assists with interpretation of the special zoning standards that apply to the district. The goal is to support investment that builds a strong, pedestrian-oriented urban fabric and encourage creative design that is compatible with the historic context.

**Zoning Standards for the River District**

The Fort Collins Land Use Code (2013) sets forth the R-D-R zone district to implement special development standards for the district. The guidelines in this document assist with interpretation of R-D-R zone district standards.

See "Fort Collins Land Use Code" on page 6 for more information.


*Historic resources, including the 102 year old Northern Colorado Feeders Supply Building, inform the community vision for a diverse mix of uses that honor the River Downtown Redevelopment* Zone *District's agricultural-industrial past.*

## LOCATION

The River Downtown Redevelopment Zone District is part of the City's Poudre River Corridor. It also is described as a sub-district of downtown and as the "Historic and Cultural Core Segment" of the Poudre River Corridor. The entire Corridor also is part of a "national river corridor," which Congress designated in 1996 for the Cache La Poudre River to recognize its critical historical value in the westward expansion of the U.S.

The River Downtown Redevelopment Zone District includes the area just northeast of the city's Old Town Historic District including Jefferson, Linden, and Willow Streets and Lincoln Avenue. Jefferson Street is also State Highway 14. Linden Street is the primary connection linking the River Downtown Redevelopment Zone District to the Old Town (Local) Historic District to the south and northward to surrounding neighborhoods and employment areas. Linden Street also provides one of the main connections over the Poudre River and is one of the most convenient access points to the Poudre River Trail. Willow Street is a locally well-known route to connect from College Avenue (US287) through the district to Lincoln.

A portion of the River Downtown Redevelopment Zone District, between Jefferson Street and Willow Street, also is part of the Old Fort Collins National Register Historic District.

## APPLICATION OF THE DESIGN GUIDELINES

The design guidelines in this document apply to new construction projects and additions to existing buildings within the boundaries of the River Downtown Redevelopment Zone District. Property owners, architects, developers and the general public should refer to the guidelines to learn about design in the district and strategies for compatible new construction. The design guidelines do not address improvements to historic buildings; these are instead addressed in the separate *Old Town Historic District Guidelines*. Owners of historic properties should use those guidelines for improvements to buildings designated, or eligible to be designated as local historic landmarks. A portion of the River Downtown Redevelopment Zone District is located within the Old Town National Register Historic District. In some cases, special design guidelines apply to new construction in this area. See Chapter 1 for more information.

The design guidelines also do not generally apply to public realm (streets, sidewalks and parks) improvements, which are addressed in a separate *Streetscape Plan*.

## HISTORIC RESOURCES AND THEIR RELATIONSHIP TO THE DESIGN GUIDELINES

Several properties in the River Downtown Redevelopment Zone District have historic significance, and may be identified as such in a variety of ways: A property may be a locally designated landmark, or it may be listed as a contributor to the Old Town (Local) Historic District. It also may have been determined to be individually eligible for listing in the National Register of Historic Places, or it may have been rated as a "contributor" to a potential historic district. For each of these four types of identification, the review and permitting process is different, as described below.

### Locally listed landmark

Some properties in the area are listed as local historical landmarks, under the city's preservation ordinance. (The Ranch-Way Feeds property is an example.) Improvements to these locally listed landmarks are subject to review by the Landmark Preservation Commission.

### Locally listed "contributor" to a local historic district

A few properties that lie within the River Downtown Redevelopment Zone District also are within the locally designed Old Town Historic District. (The Depot on Jefferson Street is an example.) For these properties, improvements also are subject to review by the Landmark Preservation Commission.

**Properties determined to be ELIGIBLE for listing as a local landmark**

These are generally properties that have been determined in a formal survey to be eligible individually to the National Register, or are already so listed. For these properties, the city's development review process will take impacts on the historic significance into consideration.

**Contributor to a potential National Register district or a local historic district.**

The city conducted an inventory of cultural resources in the Old Fort Site area in 2002. The inventory identified several properties that could be contributors to a National Register District, but overall did not find a sufficient concentration of these resources to justify designating a district. For those properties, owners may still seek to apply best practices in historic preservation, and may ELECT to use the preservation guidelines for Old Town.

**Preservation guidelines**

Special guidelines for preservation of historic resources exist for the Old Town (Local) Historic District. These should be used when considering improvements affecting historic properties, including all of the types of resources listed above.


**Map Key**

*National Register District*

*Old Town Historic District*

*River Downtown Redevelopment Zone District*

# POLICY BASE FOR THE DESIGN GUIDELINES

The *River Downtown Redevelopment Zone District Design Guidelines* reflect the City's goal to enhance its image while promoting sustainability and economic development. The policy base for the *Design Guidelines* is provided in several key policy documents including the *City Plan* comprehensive plan, *Land Use Code* and *River District Streetscape Improvements Project*.

## CITY PLAN

In February 2011, the City of Fort Collins published an update to its City Plan, a comprehensive plan for the City which illustrates a vision of Fort Collins for the next twenty-five years and beyond.

*City Plan* policies and principles seek to improve access to the district and establish gateways to draw attention and convey the character of the district. City plan principles and policies for historic preservation also help provide a policy base for the *Design Guidelines*, including:

> *Principle LIV 16: "The quality of life in Fort Collins will be enhanced by the preservation of historic resources and inclusion of heritage in the daily life and development of the community."*
>
> *Policy LIV 16.6 - Integrate Historic Structures "Explore opportunities to incorporate existing structures of historic value into new development and redevelopment activities."*

## FORT COLLINS LAND USE CODE (2013)

The *Land Use Code* sets forth the regulations that shape development throughout Fort Collins. Division 4.17 of the *Land Use Code* establishes the River Downtown Redevelopment Zone District (R-D-R) to implement special zoning standards for the district. In addition to special regulations, the Code's intent statement for the R-D-R zone district helps establish a policy base for the *Design Guidelines*:

> *"The River Downtown Redevelopment Zone District is intended to reestablish the linkage between Old Town and the River through redevelopment in the Cache la Poudre River corridor. This District offers opportunities for more intensive redevelopment of housing, businesses and workplaces to complement Downtown.*
>
> *Improvements should highlight the historic origin of Fort Collins and the unique relationship of the waterway and railways to the urban environment as well as expand cultural opportunities in the Downtown area. Any significant redevelopment should be designed as part of a master plan for the applicable group of contiguous properties.*
>
> *Redevelopment will extend the positive characteristics of Downtown such as the pattern of blocks, pedestrian-oriented street fronts and lively outdoor spaces."*

The *River Downtown Redevelopment Zone District Design Guidelines* build on this intent statement and the specific design topics addressed in the R-D-R zone district to help ensure compatible design that is consistent with the vision for the district. The *Design Guidelines* include cross references to Code standards when applicable.

Note that industrial uses continues to be welcomed.

## RIVER DISTRICT STREETSCAPE IMPROVEMENTS PROJECT

In 2008, a streetscape improvements project report for the River District was prepared for the City of Fort Collins. The goal of that project is to create a new sense of place by making the area welcoming, visually pleasing and ready for infill development. The streetscape plan recommends improvements to streetscapes, traffic circulation, parking, bicycle, pedestrian and transit, as well as utility infrastructure upgrades. Highlights include inviting and attractive streetscapes designed to serve all types of transportation - pedestrians, bicyclists, drivers and transit riders.

# VISION FOR THE RIVER DISTRICT

*Some recently constructed local brewery buildings provide design inspiration for new buildings that reflect the district's agricultural-industrial heritage.*

The vision for the River Downtown Redevelopment Zone District is that it will be an active place, where the river, industry, art and history come together to provide a vibrant complement to Old Town Fort Collins. A mix of uses, including housing, commercial and industrial activities enjoy the amenities of the river and its preserved natural areas. Modern housing, restaurants, shops and office buildings join with established industrial enterprises to reflect the district's historic past and celebrate its future. Everyone enjoys the recreational opportunities found there.

In the future, the River Downtown Redevelopment Zone District connects Old Town with the Poudre River, and celebrates its agricultural and industrial architecture and the rich history of the area. It does so in creative ways that express a look to the future, while respecting the past. The area will be known for new, well-designed infill buildings and landscapes that offer opportunities for business and industry and also facilitate relaxation, exposure to cultural activities and civic interaction. Redevelopment and new development projects will be expected to respect and be sensitive to the established ag-industrial character that extinguishes the River Downtown Redevelopment Zone District.

# I
# UNDERSTANDING THE CONTEXT

# EVOLUTION AND CHANGE

Understanding the context for design in the River Downtown Redevelopment Zone District is essential in planning any improvement project in the area. While substantial new development is envisioned, there are references from the past that should inspire design. This section introduces some aspects of the context to consider.

The core of the River Downtown Redevelopment Zone District near Linden and Willow Streets is significant in its role in the settlement of the city of Fort Collins. The original "Fort Collins" military post was established there in 1864 and consisted of a parade ground, officer's quarters & barracks, storehouses and other buildings. The Army relinquished ownership in 1872 and fort structures were gradually removed one by one until 1942 when the last building for the Fort was demolished. Some archaeological resources may exist from this era.

## LATER DEVELOPMENT IN THE AREA

Uses that followed the military post included residential, flour milling, retailing, farming, ranching, lodging, animal feed production and, much later, the city dump. New buildings were erected over several decades, and by the early twentieth century, the area had a distinct urban form, with commercial buildings concentrated near the intersection of Jefferson and Linden Streets, and a mix of residential and industrial uses extending from Jefferson north to the river.

A diverse range of building types existed, reflecting the mix of uses and the changing economy in the area. Commercial and industrial buildings took a variety of forms: Some were massive masonry or frame structures, rising to four and five stories. Others were only one or two stories in height, but sprawled across large parcels. Residential structures were typically single family wood frame structures, although some masonry ones are documented to have existed.

## THE INFLUENCE OF THE RAILROAD

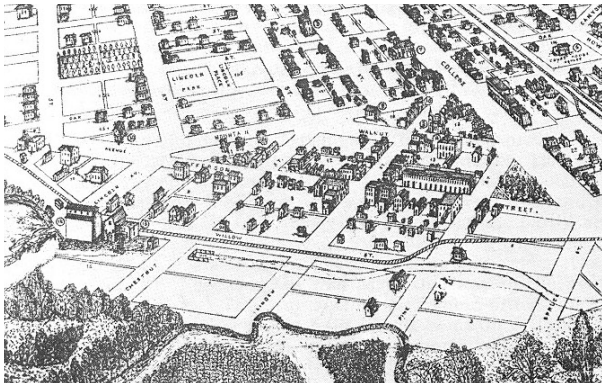
Railroads significantly shaped the character of the area. An initial rail line, the Greeley, Salt Lake and Pacific Railroad (GSL&P), was established in the area in 1881-83. It followed a raceway that was constructed to provide power for mills in the area (This followed what became Willow Street.) Industrial uses then located along the rail line. A more dramatic change occurred in 1910-11, when the Union Pacific constructed a rail line closer to Jefferson. This caused the demolition of several buildings and the construction of new ones, such as the freight depot and passenger depot. It also further separated the Old Town commercial district from the river.

## CHANGES IN THE RIVER ITSELF

One significant topographical change included the channelization of the river between Linden Street and Lincoln Avenue. Historically, the Poudre River channel in the section between Linden Street and Lincoln Avenue followed a large meander to the east of its current alignment. (The ox-bow is still visible in some aerial photos.) During the 1960s, the oxbow was bypassed, creating a more direct channel. This resulted in the relocation of the river from the site now known as the "Oxbow" to the south in its present location.



*A diverse range of building types existed, reflecting the mix of uses and the changing economy in the area.*



*An early view of the River District documents the location of the Raceway along Willow Street and the position of the GSL&P rail line.*

## MAPPING CHANGES IN THE AREA

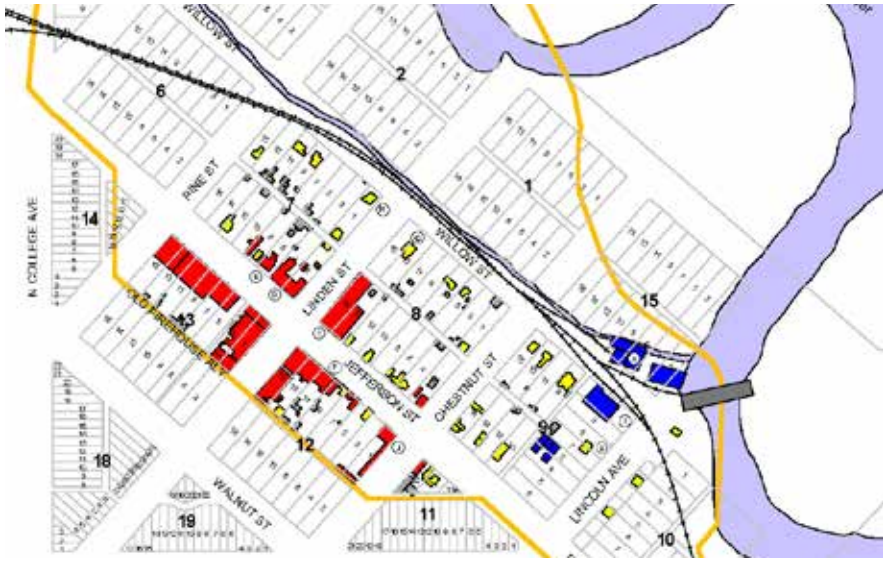
As a part of a cultural resource report prepared in 2002 for the city by Jason Marmor of Entranco, a series of maps were produced that draw upon a variety of historic data sources to chart the progression of development in the area. A few of the maps from that report are reproduced here. The ones selected begin with development that occurred after the original fort closed and land became available for private use. They provide insights into the patterns of development in the area, and to the ways in which various trends shaped its urban form.

A general review of these maps demonstrates some key points:

- Evolution and change are a part of the heritage of the River District. This is reflected in the guidelines that appear later in this document.
- A mix of uses has always been a part of the dynamics of the area, with percentages within the mix of different uses changing over time. A continuing mix of uses is anticipated in city policies for the River District and in the design guidelines.
- A diversity of building forms and types is also a part of the River District's heritage. These range from small wood frame single-family residences to massive masonry mill buildings. This diversity of form and materials is also promoted in the guidelines.
- The river and the railroads were major influences in the area's development patterns. Some evidence of these influences remain today, albeit sometimes in subtle ways. These also inform some of the design principles and guidelines that appear in this document. Retaining references to some of these features in landscape and building orientation is also put forth in the guidelines.

## MAP KEY

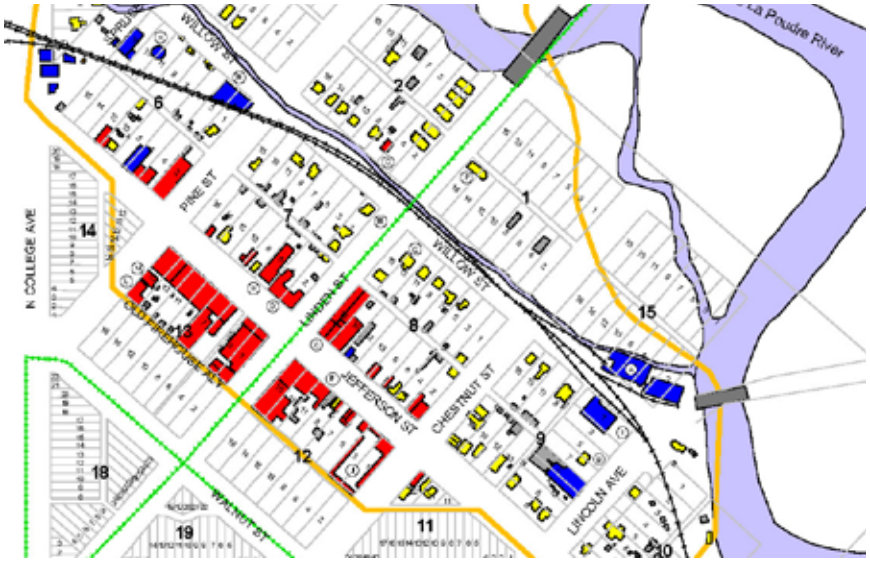
This key applies to the maps shown on the following three pages.


## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 1891

This map illustrates the overall number of buildings and the patterns of land uses that emerged after the closure of the fort of Fort Collins. Of note:

- The arc of the main channel of Cache la Poudre River is shown.
- A raceway, used for water power, runs along Willow Street.
- The GSL&P railway line follows along the raceway in the center of the map.
- A clustering of industrial buildings appears in Block 9 along Lincoln Avenue, including the Harmony Mill (built c. 1886-87), where the raceway joins the channel of the river.
- Commercial development is focused at the intersection of Linden and Jefferson.
- Residences lie between the commercial area and the raceway. (Note that the Sanborn maps, upon which this information is based, did not extend beyond Willow Street at this period, and therefore no buildings are shown in that area.)




## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 1909

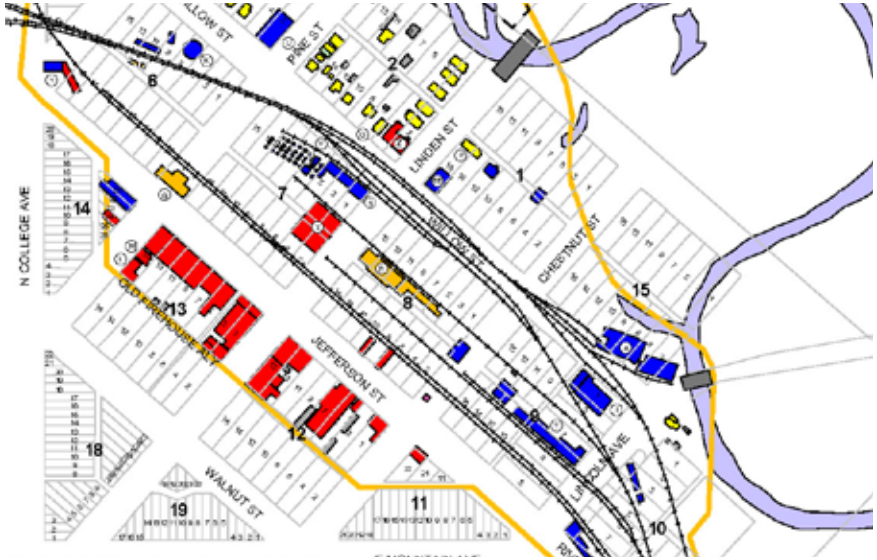
This map illustrates the continued expansion of development in the area. Of note:

- A second cluster of industrial uses appears near Spruce and Willow Streets, including the Poudre Valley Supply Company feed mill.
- Some buildings are aligned parallel to the tracks, and thus they reflect the location of this feature.
- Residential development north of Willow is now documented.
- The Denver & Interurban Railroad streetcar line runs along Linden Street.
- More commercial buildings appear along both sides of Jefferson Street.


## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 1917

This map dramatically documents the effect that the construction of the Union & Pacific railroad (1910-11) had on the built environment of the area. Many buildings were removed to make room for it. Of note:

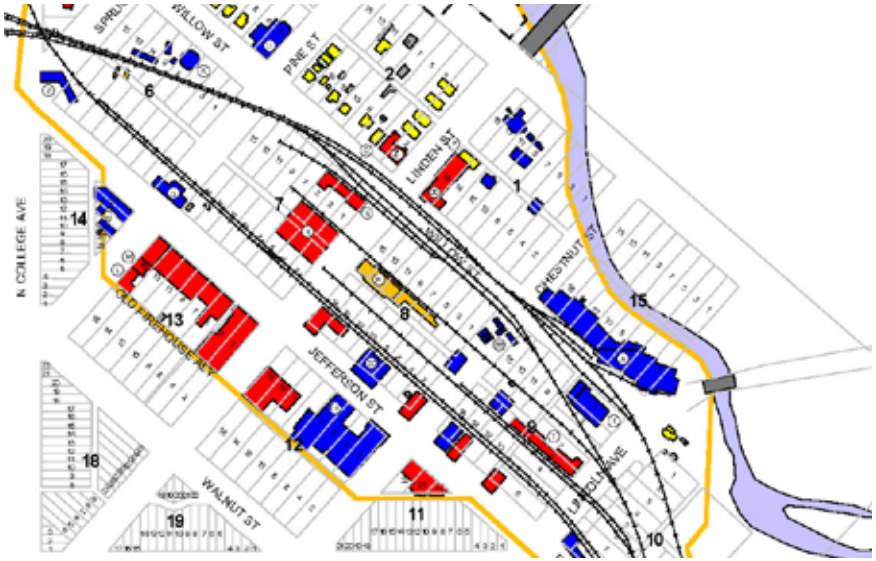
- Most industrial, and residential buildings have been removed from Blocks 6, 7, 8, 9, and 10.
- A new main railroad track appears, just east of Jefferson Street.
- A new rail siding appears, running parallel to Jefferson Street, and approximately midway between Jefferson and Willow Streets. (This survives as a partial view corridor today.)
- Portions of Pine and all of Spruce Street are vacated for the new rail line.
- The Union Pacific passenger and freight depots stand on Jefferson and Linden Streets, respectively.
- More industrial facilities are located within the rail corridor.
- Residential buildings have diminished in number.




## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 1948

This map documents the continuing expansion of industrial uses. Of note:

- The raceway has disappeared.
- New commercial uses appear, including the Trostel lumber yard on the north side of Linden Street 400 Linden Street (Block 1).
- The municipal power plant, (erected in 1935-36) appears along North College Avenue.
- The Libby, McNeil & Libby pickle plant at 355 Linden Street was greatly expanded by 1948, and contained a total of 36 cylindrical pickling vats. This demonstrates the variety of building forms that have appeared over the years.
- Residential use remains relatively unchanged.
- The course of the Cache la Poudre River has been modified.




## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 1963

This map documents the enlargement of the former Lindell Mills, after its acquisition by Ranch-Way Feeds and conversion to a livestock feed mill and packaging plant. Of note:

- The pickling plant on Linden Street is gone.
- The adjacent grain elevator has been converted to commercial use as a livestock feed store.
- Another new commercial venture is the El Burrito café on Linden Street near Willow, started in 1960.
- Industrial uses have expanded.
- The Cache La Poudre River has been further straightened.

## RIVER DOWNTOWN REDEVELOPMENT ZONE DISTRICT CONTEXT 2002

This map illustrates the continuing mix of uses in the area, and the introduction of new public parks and community facilities, as the river is now recognized as an amenity. Of note:

- Several houses razed on Block 2
- The erection of new lumber warehouses and Kiefer Concrete facilities between Lincoln Avenue and Linden Streets
- Construction of a large commercial building on Lot 10 in Block 2
- The United Way building on Pine Street, indicating the introduction of social services into the area
- The former GSL&P railroad tracks along Willow Street were removed by 2002, leaving only the Union Pacific mainline and a spur serving Ranch-Way Feeds.
- Old Fort Collins Heritage Park appears on the site of the old city dump.
- Jefferson Street Park is located southeast of the former UP passenger depot.

# II
# HOW TO USE THE DESIGN GUIDELINES

# HOW THE GUIDELINES ARE ORGANIZED

The design guidelines are organized into a series of chapters that reflect a progression in scale of considering different contexts and design variables. They begin with topics that address how a project relates to its larger neighborhood and continue with topics that focus on site design. They then continue with guidance for building design. At all three scales, redevelopment and new development projects are expected to contribute to the overall character of the area.

### NEIGHBORHOOD LEVEL

Design guidelines in this category focus on ways in which individual projects work together to create a vital, functioning neighborhood. Design in the public realm and consideration of how an individual property relates positively to others in the vicinity are important considerations.

### SITE LEVEL

Design guidelines in this category focus on how improvements on an individual property are organized, including the placement and orientation of buildings, the location of service areas and landscaping. Some of these guidelines focus on maintaining a sense of continuity with the neighborhood, while others address making the best use of the property in terms of creating a sense of place and enhancing function for users.

### BUILDING LEVEL

Design guidelines in this category address architectural character, scale, materials and details, with a focus on fitting with the design traditions of the River District, while also encouraging new, creative approaches.

# UNDERSTANDING THE CONTENT OF A DESIGN GUIDELINE

## TERMS RELATED TO COMPLIANCE

When applying design guidelines, the city balances a combination of design objectives that appear throughout the document, in the interest of helping to achieve the most appropriate design for each project. Because of this, and the fact that the design guidelines are written to serve an educational role, the language sometimes appears more conversational than that in zoning and development standards. To clarify how some terms are used, these definitions shall apply:

### Guideline

In this document the term "guideline" is not a criterion with which the city will require compliance when it is found applicable to the specific improvement project. In this sense it is not a standard, but is intended to add description and illumination to the standards.

### Shall

Where the term "shall" is used, this indicates a design aspiration of high importance. If compliance is required, the regulation is in the City of Fort Collins Land Use Code.

### Should

The term "should" is frequently used in the guidelines. This indicates that a design is less important but remains a laudable aspiration.

## DESIGN GUIDELINES FORMAT

The River District design guidelines are presented in a standardized format as illustrated below. Each of the illustrated components is used by the city in determining appropriateness. Additional elements that appear on a typical page of the guidelines are summarized at right.

**A** **Design Topic Heading** →

**B** **Intent Statement:** This explains the desired outcome for the specific design element and provides a basis for the design guidelines that follow. If a guideline does not specifically address a particular design issue, then the city will use the intent statement to determine appropriateness. →

**C** **Design Guideline:** This describes a desired outcome related to the intent statement. →

**D** **Additional Information:** This provides a bullet list of examples of how, or how not to, comply with the guideline. →

**E** **Illustration(s)**: These provide photos and/or diagrams to illustrate related conditions or possible approaches. They may illustrate appropriate or inappropriate solutions as described at right. →

**Accent Features**

Accent features can add interest to the building design and may be incorporated into the structure. They should complement the overall composition and design of the building. Accent features can include an entry ways, loading docks, garage bays, balconies, canopies, cupolas, secondary connections and vertical elevator shafts, for example. They can be highlighted with a change in material, color or other architectural treatment appropriate to the context.

**3.1 Design accent features to complement the overall composition and design of the building and context.**

- Use complementary building materials and colors.
- Consider the mass and scale of the feature in respect to the overall building composition.
- Do not overuse an accent feature.

*Design accent features to complement the overall composition and design of the building and context.*

### Sidebars

These provide additional information that will be helpful in understanding the guideline. In some cases a sidebar includes links that direct the user to additional material; this may be technical information about a rehabilitation procedure or other helpful information.

### Appropriate and Inappropriate Solutions

In many cases, images and diagrams in the historic preservation guidelines are marked to indicate whether the represent appropriate or inappropriate solutions

✔ A check mark indicates appropriate solutions.

✘ An X mark indicates solutions that are not appropriate.

# III
# KEY PRINCIPLES FOR DESIGN

# KEY PRINCIPLES FOR DESIGN

These design principles establish expectations for design at a "high level" for the River Downtown Redevelopment Zone District and shall apply to all improvement projects.

### ACHIEVE EXCELLENCE IN DESIGN

Each project in the district should express excellence in design, and it should raise the bar for others to follow. This includes using high quality materials and construction methods and paying attention to detail.

### PROMOTE CREATIVITY

Innovation in design is welcomed in the district. Exploring new ways of designing buildings and spaces is appropriate when they contribute to a cohesive urban fabric. This type of creativity should be distinguished from simply being "different."

### DESIGN WITH AUTHENTICITY

The district should be defined by buildings and places that reflect their own time. The result should be a sense of authenticity in building and materials. All new improvements should convey this quality.

### DESIGN WITH CONSISTENCY

Buildings and places in the district should have a cohesive quality in the use of materials, organization of functions and overall design. Each new project should also embody a single, consistent design concept.

*Achieve excellence in design.*

*Design with authenticity.*

*Design with consistency and use materials with long term durability.*

*Promote creativity.*

### DESIGN FOR DURABILITY

Buildings and spaces in the district should be designed for the long term with durable materials.

### DESIGN FOR SUSTAINABILITY

Aspects of cultural, economic and environmental sustainability that relate to urban design should be woven into all new improvements.

### ENHANCE THE PUBLIC REALM

Sidewalks, promenades and other pedestrian ways should be designed to invite their use through thoughtful planning and design. Improvement on private property also should enhance the public realm where they abut.

### ENHANCE THE PEDESTRIAN EXPERIENCE

Each improvement project should contribute to a pedestrian-friendly environment. This includes defining street edges with buildings and spaces that are visually interesting and that attract pedestrian activity.

### PROVIDE SIGNATURE OPEN SPACES

These include public and private yards, promenades, plazas and courtyards. Enhance natural resources and habitat for wildlife on-site, for the public to experience.

### KEEP THE PARKING SUBORDINATE

Parking lots and parking structures should support other functions and not dominate the setting. They should be visually buffered.

*Design for sustainability.*

*Enhance the pedestrian experience.*

*Provide signature open spaces.*

*Enhance the public realm.*

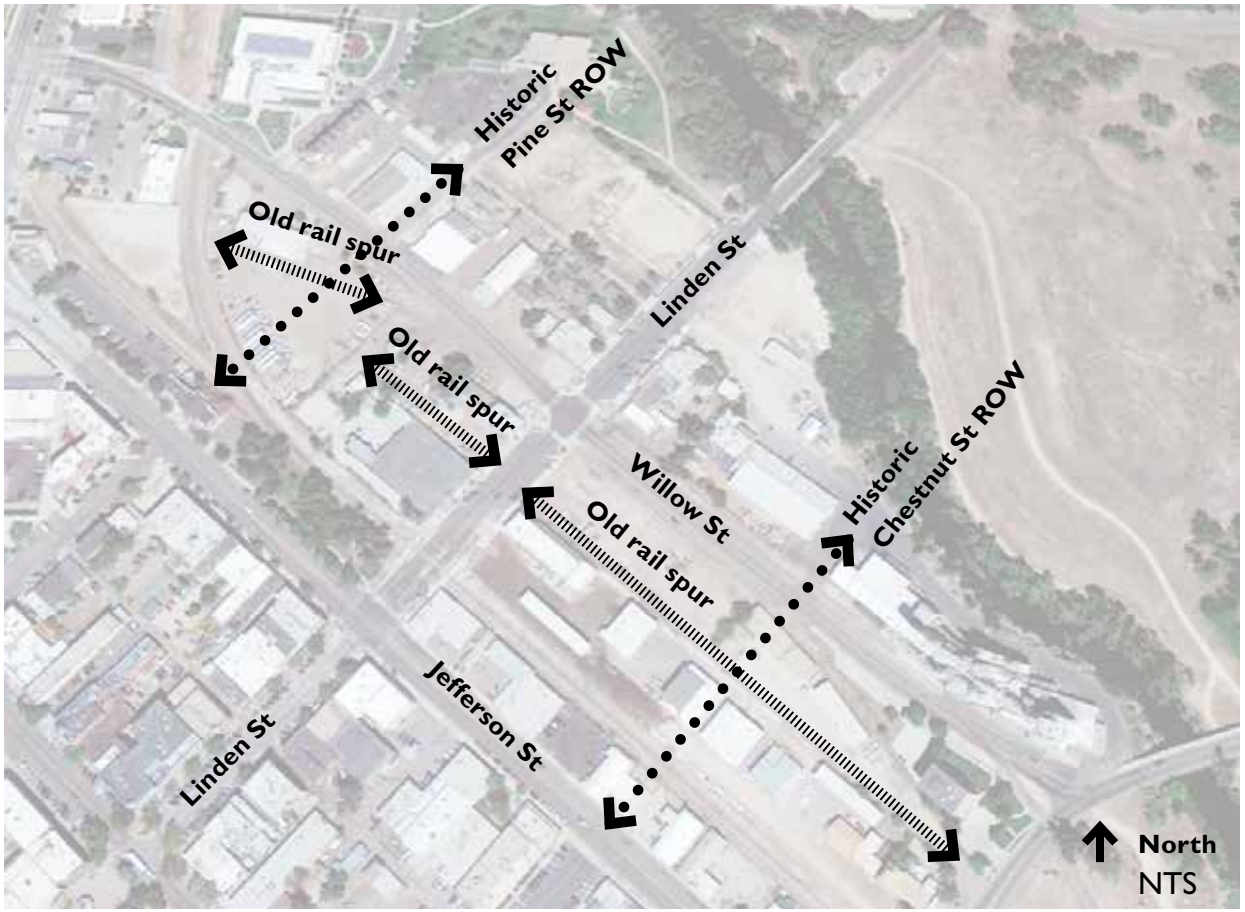
*Keep the automobile subordinate.*

# IV
# NEIGHBORHOOD LEVEL DESIGN

# NEIGHBORHOOD LEVEL DESIGN OVERVIEW

A key aspect of the vision for the River Downtown Redevelopment Zone District is that it establish an image as a distinct place that is rich with a diversity of uses and varied designs, but at the same time is to be perceived as its own distinct neighborhood. For that reason, each project should be conceived such that it relates well to other properties and reinforces the continuity of the public realm.

This section addresses at systems that connect properties into the district as a whole. It will be relatively brief, because much of these design variables relate to the public realm and are addressed in other policies and documents.




*This section looks at systems that connect properties into the district as a whole. One way of achieving neighborhood connections is to highlight older abandoned transportation corridors including streets and rail lines. Examples include Chestnut St., Pine St. and the Union Pacific rail spur. An opportunity exists to highlight these as view corridors, pedestrian ways, internal lanes, mid-block passages and multipurpose alleys, for example.*

# CONNECTIVITY

*Reinforce the historic network of streets, rail lines and alleys as public circulation space and for maximum public access. The treatment of the Old Historic District alleys are a successful example of enhanced connectivity.*

The Fort Collins Land Use Code (2013) addresses street connections in the R-D-R District. It states that:

> *"Redevelopment shall maintain the existing block grid system of streets and alleys. To the extent reasonably feasible, the system shall be augmented with additional connections, including new walkway spines in substitution of streets and/or alleys." (Division 4.14)*

*Provide convenient vehicular, pedestrian and bikeway connections among abutting properties.*

*Appropriate pedestrian connections include mid-block passages.*

## CONNECTIONS TO THE NEIGHBORHOOD

Pedestrian circulation systems provide access to buildings, courtyards, internal paths and plazas. These systems should interconnect and promote pedestrian movement throughout the neighborhood. In most cases, these connections will simply involve an extension of the existing sidewalk network but should also include internal circulation systems within the development.

Auto circulation should also interconnect to minimize automobile impacts. Shared drives, limited curb cuts and turning movements should be considered.

### 4.1 Provide convenient vehicular, pedestrian and bikeway connections among abutting properties.

- Create an internal circulation system that will link those of adjacent properties, when feasible.

### 4.2 Reinforce the historic network of streets, rail lines and alleys.

- Reinforce the historic network of streets, rail lines and alleys as public circulation space and for maximum public access.
- Consider ways to express the location of earlier circulation routes; for example, highlight rail spurs.
- Link to existing public right-of-ways, when feasible.

# CONNECTIVITY

### 4.3 Connect a development to established pedestrian ways.

› Appropriate pedestrian connections include:
  - Sidewalks
  - Internal walkways, within an individual property
  - Mid-block passages
  - Multi-use alleys

› Appropriate features with which to connect include:
  - Plazas and courtyards
  - Other buildings

### 4.4 Locate a new walkway to animate the River Downtown Redevelopment Zone District pedestrian network and its associated outdoor spaces.

› Direct a walkway through a plaza, courtyard or other outdoor use area to help animate the space.

› Pathways adjacent or along the river may use a soft or permeable paving material to reflect the natural character of the setting.

### 4.5 Where a curb cut is to be installed, keep the width to a minimum.

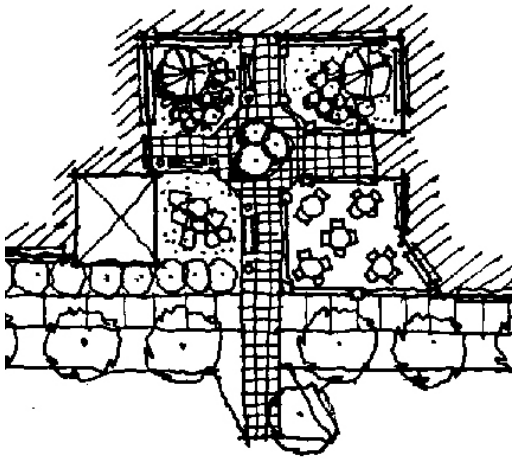
› Consider using shared driveways between properties to reduce the number of curb cuts.

› Utilize smaller curbs radii when feasible.

### 4.6 Minimize the width of a curb cut.

› Avoid disruptions in the walkway systems.

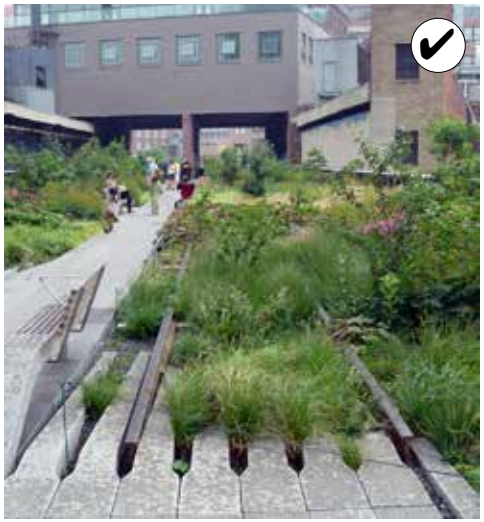
› The district allows light industrial uses, some parcels with this use may need truck access to serve loading docks or outdoor material yards, so some flexibility may be provided in the width of the curb cut.

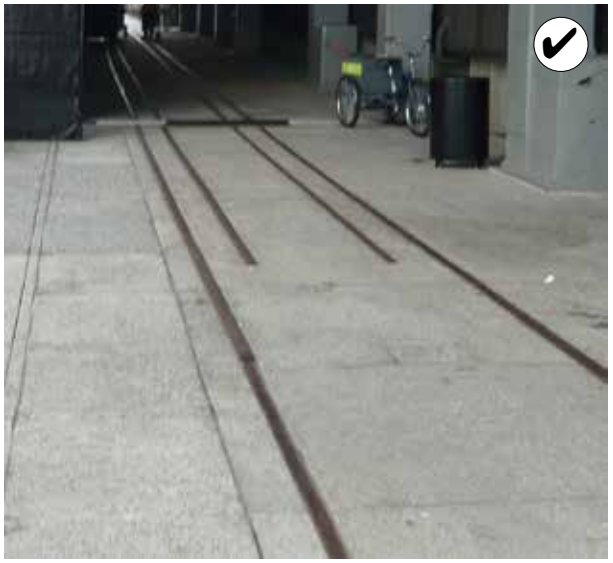


*Direct a walkway through a plaza, courtyard or other outdoor use area to help animate the space.*

# CONNECTIVITY

*The adaptive reuse of abandoned railroad corridors and spurs to provide public green space or other amenities for use and enjoyment of the neighborhood is encouraged.*





*Where they exist, incorporate railroad tracks into the project design.*

## EARLY RAIL LINES

**4.7 Existing railroad corridors, spurs and tracks should be expressed in new design to the extent feasible.**

- This may be accomplished by using the area as a linear open space, a pathway or a drive.
- Where they exist, incorporate railroad tracks into the project design.
- The adaptive reuse of abandoned railroad corridors and spurs to provide public green space or other amenities for use and enjoyment of the neighborhood is encouraged.
- Retain the corridor as open space, a walkway or service land when feasible.
- In any case, maintain the feature as a view corridor to the extent feasible.

# VIEWS

## VIEW CORRIDORS

Providing view corridors, in terms of open space, connections, and building massing is a key concept.

Views from public rights-of-way to landmarks and natural features should be maintained and taken into account in the designing of sites and buildings. The location of the building on a site, in addition to its scale, height, and massing, can impact views from the adjacent public right-of-way, including streets, sidewalks, intersections, and public spaces. Development projects should try to preserve noteworthy views, such as views from public rights-of-way to the river, a landmark or along the railroad right-of-way.

**4.8 Enhance views from the public way to natural features and historic landmarks when feasible.**

- Strategically locate a building on a site to maintain key views or frame views as perceived from the public right-of-way.
- Vary a building's height and massing to provide view corridors.

*Maintain existing railroad tracks as a view corridor to the extent feasible.*

# RIVERFRONT RELATIONSHIP

The Fort Collins Land Use Code (2013) addresses riverfront sites in the R-D-R District. It states that:

*"On sites that have River frontage between Linden Street and Lincoln Avenue, buildings or clusters of buildings shall be located and designed to form outdoor spaces (such as balconies, arcades, terraces, decks or courtyards) on the River side of the buildings and/or between buildings, as integral parts of a transition between development and the River. A continuous connecting walkway (or walkway system) linking such spaces shall be developed, including coordinated linkages between separate development projects."*

## SITES ALONG THE RIVERFRONT

The guidelines in this section provide additional detail regarding compatible development along the river. Note that opportunities for connections exist for properties behind those that abut the river as well.

### 4.9 Retain historic relationships between buildings, landscape features, and open spaces.

### 4.10 Where two or more buildings will be located on a site, arrange them to define an outdoor space.

› Clustering buildings to create active open spaces, such as plazas and courtyards, is encouraged along the street and river edges.

› Consider seasonal sun and shade patterns when positioning plazas and courtyards. Provide opportunities for shade in summer months and sun in winter months.

### 4.11 Provide connections to the river trail, when feasible.

› Consider these approaches:

- directly from an individual property
- along a shared walkway
- align with the grid

### 4.12 Consider the use of natural paving materials adjacent to the river.

› Courtyards and plazas and other types of outdoor spaces may use soft or permeable paving material to reflect the natural character of the setting.

# V
# SITE DESIGN GUIDELINES

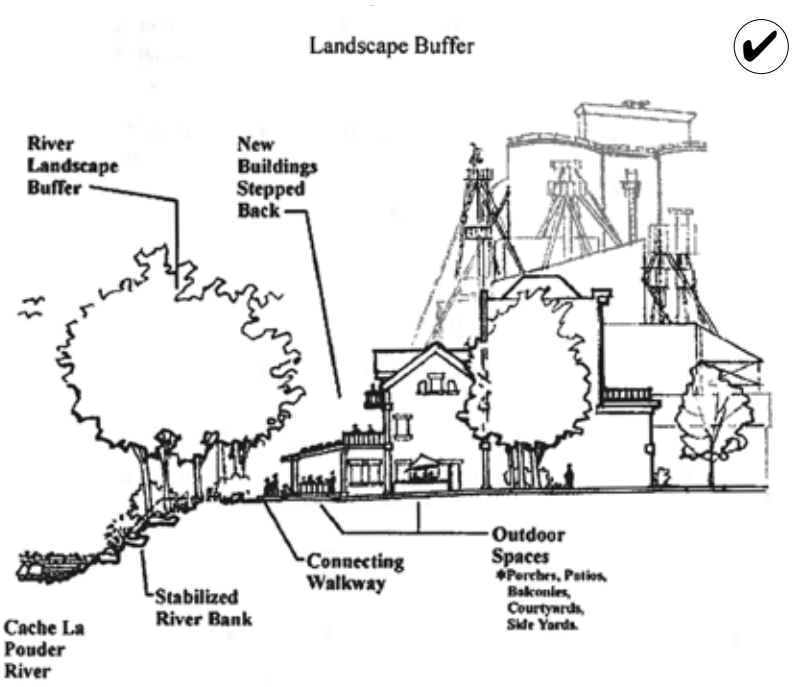
# OVERVIEW TO THE SITE DESIGN GUIDELINES

This section addresses site design principles as they apply to an individual parcel or to a complex of properties being planned as a coordinated project. The objective is to promote developments that have a comprehensive approach to the use of land, with a focus on enhancing the street, providing for efficient functional site requirements using high quality and enduring designs.

The Site Design Guidelines address the placement of a building on its site, as well as basic approaches to landscaping and construction of outdoor amenities. Functional requirements related to parking and site engineering are also addressed.

Each site improvement project should enhance the character of the district and, even though the work may be within individual property lines, it should enhance the experience of the public way whenever feasible. In general, building entrances should be sited such that they are relatively close to the street, with parking and service areas screened from view. A general alignment of building fronts along the street is desired, to enhance the pedestrian experience. However, some variation in setbacks is in character with traditional development patterns partially in the National Register District portion. Where buildings are set back from the sidewalk, the area should be an active outdoor use, a green space or other amenity (that is, not parking or a service area). A variation in setbacks may also be preferred when building adjacent to a historic structure, in order to help retain the perception of the cultural resource in its setting.

Landscape designs that reference the industrial heritage of the area or of the river heritage are especially appropriate.




*The scenic Cache La Poudre River*

*The vision for development immediately adjacent to the Cache La Poudre River focuses on a connecting walkway that links properties. This is a key site design concept for this part of the River District. Providing a "progression" of outdoor spaces that orient to the river is also important.*

Some of the key site design features that should be used to enhance the street edge are these:

- Pedestrian-oriented entries
- Windows facing the street
- Small public spaces linked to the sidewalk
- Urban streetscape design and landscaping
- Street furniture
- Public art

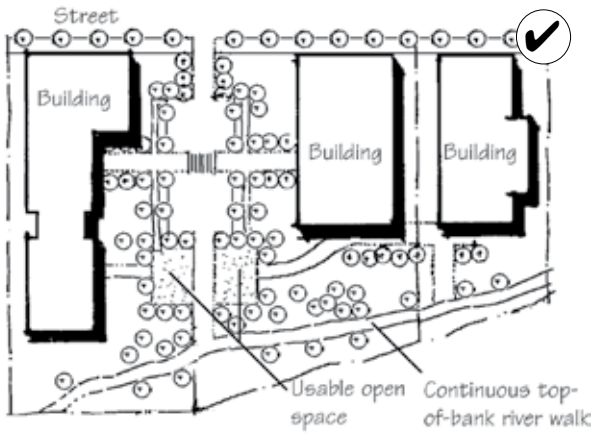
Some of the key site design features that should be used to activate the river edge are these:

- Pedestrian-oriented entries
- Windows, balconies, arcades, dining areas and verandas
- Plazas, patios and decks
- Landscape features
- Public art
- Trails
- Overlooks

# OPEN SPACE AMENITIES

The Fort Collins Land Use Code (2013) addresses open space in the R-D-R District. It states that:

*"Buildings and extensions of buildings shall be designed to form outdoor spaces such as balconies, arcades, terraces, decks or courtyards, and to integrate development with the landscape to the extent reasonably feasible."*




*Open space that can be enjoyed visually and functionally is considered to be "positive," as opposed to areas that are not well designed to accommodate use or serve as a visual amenity. Planning a landscape design to coordinate with abutting properties is encouraged.*

## OPEN SPACE AMENITIES

Open space at the ground level should be provided as an amenity in a project where space allows, and may take the form of a plaza, courtyard, or a green space. Other types may be walkways that connect outdoor areas. Still others may be a part of the architecture, as decks, balconies and rooftop areas. Each open space should be designed to enhance the public way, to the extent feasible, in addition to providing amenities for the site itself.

### 5.1 Create open space for public enjoyment.

- Where open space is required, design the area so that it can be used, or at least observed, by the public as an asset.
- Also design it for year-round appreciation.

*Open space at the ground level should be provided as an amenity in a project, and may take the form of a plaza, courtyard, or a green space.*

# OPEN SPACE AMENITIES

**5.2 Coordinate open space designs with those of abutting properties when feasible.**

- Position a landscaped open space so it can be shared by adjoining buildings or an individual property.
- Also, position outdoor open space on an individual site so it may also visually or physically connect with open space on adjoining properties.

**5.3 Design a water detention feature to serve as amenity.**

- Design the detention area to serve as a visual amenity year round.
- Also coordinate a detention area design with adjoining properties when feasible.

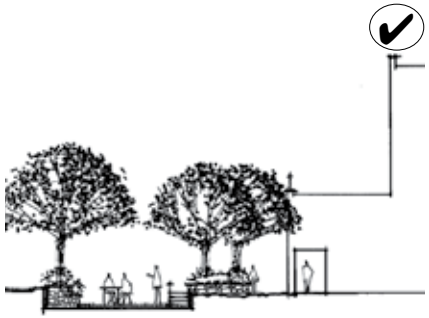
## LOCATING OPEN SPACE AMENITIES

Courtyards, plazas and pocket parks provide places for people to gather, engage in activities and enjoy a sense of community, and these are encouraged throughout the River District.

**5.4 Locate an open space amenity where it will activate the street and enhance the pedestrian experience throughout the district.**

- Orient this space to link with other pedestrian activities, primary circulation paths, views, cultural resources and natural features.
- Locate the space along active pedestrian circulation paths.
- Locating a space at the sidewalk level is preferred; however, raised areas that mimic loading docks are appropriate.

*Softscape natural amenity.*



*Hardscape plaza amenity along the rear of a property*

*The storm detention areas shown above are designed to serve as attractive site amenities. All of the design approaches shown above are appropriate.*

*Design a plaza, courtyard or pocket park to be inviting.*

*Position a landscaped open space so it can be shared by adjoining buildings or an individual property.*

*Raised areas that mimic loading docks are appropriate open space amenities.*

# OPEN SPACE AMENITIES

## SCALE OF OPEN SPACE AMENITIES

The size of an open space as an amenity should be sufficient to accommodate the intended uses and provide a sense of energy. It should not be over-sized, such that the space will appear to be under-utilized.

**5.5 Design open space to provide a comfortable scale for pedestrians.**

- Define the space with building fronts that convey a human scale.
- Include landscape elements and site structures that convey a human scale.

*The size of an open space as an amenity should be sufficient to accommodate the intended uses and provide a sense of energy. It should not be over-sized, such that the space will appear to be under-utilized.*

# OPEN SPACE AMENITIES

## SIDEWALK DINING AREAS

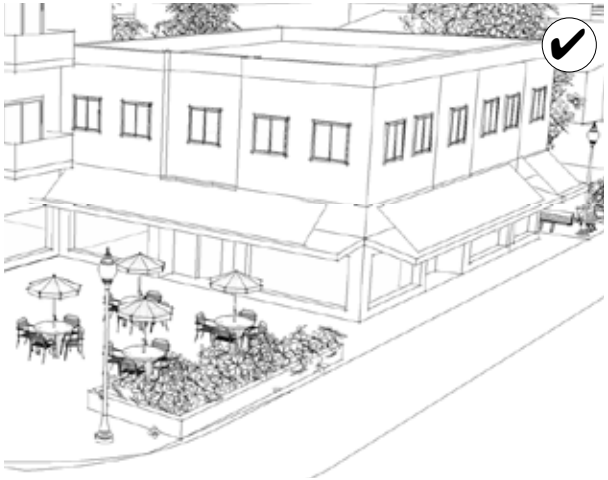
Outdoor dining areas and sidewalk cafés can help animate the public realm. While most dining areas are expected to be located within individual properties, there may be cases in which dining will be permitted on a public sidewalk. These areas typically include a grouping of tables and/or seating for the purpose of eating, drinking, or social gathering. Each one should be designed to maintain comfortable pedestrian flow along the sidewalk.

### 5.6 Locate a sidewalk dining area to accommodate pedestrian traffic along the sidewalk.

- Placing a sidewalk dining area immediately adjacent to a building front is preferred, thus maintaining a public walkway along the curb side.
- Maintain a clear path along the sidewalk for pedestrians; a width of 8 feet for this clear path is recommended, but this may be reduced to 5 feet where no other obstacles in the sidewalk will impede pedestrian traffic.
- A railing, barrier, series of planters, or similar edge treatment should be used to define the perimeter of a sidewalk dining area.
- Any railing or barrier should be sturdy and of durable materials. Using a chain, cord, or other flexible system is typically inappropriate.

### 5.7 Design a sidewalk dining area to be an asset to the River District.

- Tables and chairs should be of high-quality and durable, and specifically designed for outdoor use.
- Tables, chairs, and other components of a sidewalk dining area should not be permanently attached within the public right-of-way.



*Each development project should contribute to the public realm in a positive way. Where buildings are set back from the sidewalk, the area should be an active outdoor use, a green space or other amenity (that is, not parking or a service area).*

*The boundary of a patio area may be defined with an awning in addition to temporary railings.*

*Rail construction must be sturdy and of durable materials.*

# STREET EDGE

*Outdoor furnishings should be of durable materials.*

*Include decorative paving, planted areas, public art, ornamental lighting and other pieces of street furniture to enhance the street edge.*

*Landscape designs and site furnishing used within an individual property should be compatible with the established palette of street furnishings that is used in the public realm.*

*A consistent palette of street lights, trees and furniture helps establish continuity in the public realm. A similar sense of consistency in design should appear in private landscape designs.*

## CHARACTER OF THE STREET EDGE

Landscape design within an individual property should be in character with the tradition of agricultural, industrial and commercial uses that are a part of the heritage of the River District. Where such a landscaped area abuts a public way, or is visible from it, the design should enhance the pedestrian experience as well

### 5.8 Create a well-defined street edge with pedestrian-scaled design elements.

- Include decorative paving, planted areas, public art, ornamental lighting and other pieces of street furniture.
- Design the site edge to be compatible with the streetscape in the public realm.

### 5.9 Design site furnishings and landscapes to complement the character of the district.

- Designs that draw upon the agricultural-industrial utilitarian heritage, while introducing new designs are encouraged.
- Use materials seen traditionally, such as metal work.

### 5.10 Locate site furnishings in areas of high pedestrian activity.

- Position site furniture at pedestrian route intersections, major building entrances and outdoor gathering places.

# PARKING EDGE

## PARKING LOCATION

Parking areas, including surface lots and structures, should be positioned such that they are subordinate to other uses on the site, with respect to edges that abut the public realm. Also, they should be located away form the riverfront.

### 5.11 Locate a parking area to be visually subordinate to landscapes and buildings.

- Locate parking to the interior of a site where feasible.
- Active uses are promoted along the riverfront. Therefore, parking should be located away from the river.
- This is especially important on a corner property, where it is important to provide a sense of enclosure of the street wall.

### 5.12 Site a surface lot so it will minimize gaps in the continuous building wall of a block.

- Place the parking at the rear of the site, or if this is not feasible, to the side of the building.

The Fort Collins Land Use Code (2013) addresses parking locations in the R-D-R District. It states that:

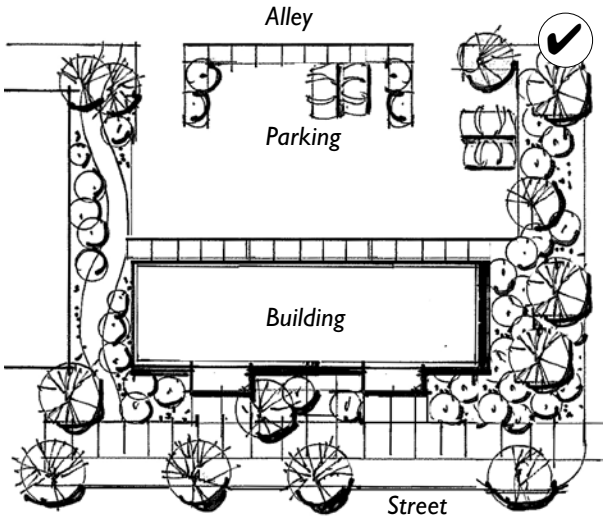
*"Proposed parking lots and/or vehicular use areas located within fifty (50) feet of any street right-of-way shall not exceed fifty (50) percent of the street frontage of the parcel upon which the parking lot or vehicular use area is proposed."*

## VISUAL IMPACTS OF PARKING

Parking facilities, such as surface lots, should be designed to be visual assets and to minimize negative impacts upon the public realm. Where a portion of a lot will be exposed, it should be buffered with landscaping.

### 5.13 Provide a visual buffer where a parking lot abuts a public sidewalk.

- Note that "buffering" does not mean fully screening the parking, but it does require creating a visual "filter" that softens the view of parked cars.
- A low wall may be used as a buffer. Its materials should be compatible with those of the building on the site.
- A planted buffer may also be used, consisting of a combination of trees, shrubs and ground covers.




*Locate a parking area to the interior of a site where feasible.*

*Visually buffer parking areas.*

*A planted buffer may be used, consisting of a combination of trees, shrubs and ground covers.*

# FENCING AND SITE WALLS

The Fort Collins Land Use Code (2013) addresses site walls and fences in the R-D-R District. It states that:

> *"Walls, fences and planters shall be designed to match or be consistent with the quality of materials, the style and colors of nearby buildings. Brick, stone or other masonry may be required for walls or fence columns."*


*Design a site fence and wall to be an integral part of the building and site.*

## FENCE AND SITE WALL DESIGNS

Site walls and fences should be integrated with building design and the character of the district. Fences and walls can provide security and privacy and may be appropriate along the rear and side of lots. While fences and walls often serve a utilitarian function, they should also enhance the character of the street and appear to be integral components of building and site design. Aside from those that may be used to screen trash storage, fences and walls should be pedestrian scaled and permit partial views into the property.

**5.14 Design a fence or a site wall to be an integral part of the landscape and serve as an amenity that adds visual interest to the property.**

- Use materials that are durable and compatible with the primary structure on site.
- A decorative metal design is preferred for a fence.
- Using brick or stone piers is also encouraged.
- Native stone and brick are appropriate for site walls.
- Vinyl, chain link, or wire is inappropriate.
- Opaque privacy fences are inappropriate along primary street frontages.
- Retaining walls are inappropriate along the river.

# SERVICE AREA

## SERVICE AREA DESIGN

Service areas, such as loading docks, dumpsters, and delivery entrances, should be visually unobtrusive and should be integrated with the design of the site and the building. Service areas are typically most appropriate when located to the rear of a building and not visible from the public right-of-way. However, in an industrial setting other orientations may be considered if they are designed to enhance the public realm.

**5.15 Locate a service area that requires vehicle access where conflicts with pedestrian circulation will be minimized.**

- Provide access from an alley when feasible.
- If an alley access is not feasible, then consider using a secondary street.
- If necessary, install a service drive, which is located away from intersections and other areas with high levels of pedestrian traffic.

**5.16 Minimize the visual impacts of service areas.**

- Orient the service area toward service lanes or alleys and away from major streets.
- Where a service area or dumpster must be oriented to the street, screen it with an architectural feature. The design should be in character with the building and provide visual interest at the street level.

**5.17 Position a service area to minimize conflicts with other abutting uses.**

- Service areas should be located away from any abutting residential uses, where possible.
- Service areas should be shared between properties when feasible.

**5.18 Design a service drive to be a visual asset.**

- Consider using decorative and porous paving materials in service drives

*Screen equipment from view or design it to complement the building design. (In this industrial context, a metal and concrete screen is used.)*

*Where a service area or dumpster must be oriented to the street, screen it with an architectural feature. The design should be in character with the building and provide visual interest at the street level.*

# VI
# BUILDING DESIGN GUIDELINES

# BUILDING DESIGN GUIDELINES

This section provides guidelines for the design of new buildings in the River District. New buildings are anticipated throughout the River District as investment in the area continues. At the same time, it is important that each development contribute to an overall sense of continuity. Designs that result in a compatible sense of scale, and an enhanced pedestrian-oriented environment are key, while also drawing upon the building traditions of the River District at large as inspiration for new, creative designs. These building guidelines express the concept that each project can have individuality while also helping to establish a visual unity for the district.

## ARCHITECTURAL CHARACTER

The agricultural industrial and early commercial past establishes a design context for the River District. New infill buildings should draw upon the characteristics of agricultural industrial and commercial architecture of the past. Historic styles should not be imitated, and new construction should appear as a product of its own time, while also being compatible with historic resources.

**6.1 Build upon the industrial, agricultural and commercial heritage of the River District.**

- New buildings should reflect the industrial, agricultural and commercial buildings of the area in new, creative ways.
- Contemporary interpretations of building forms, massing, materials and details are encouraged.

**6.2 The exact imitation of historic styles is inappropriate for new construction.**

- This blurs the distinction between old and new buildings and makes it more difficult to visually interpret the architectural evolution of the district.

# MASS AND SCALE

The Fort Collins Land Use Code (2013) addresses building mass and scale in the R-D-R District. It states that:

*"Multiple story buildings of up to five (5) stories are permitted; however, massing shall be terraced back from the River and from streets as follows:*

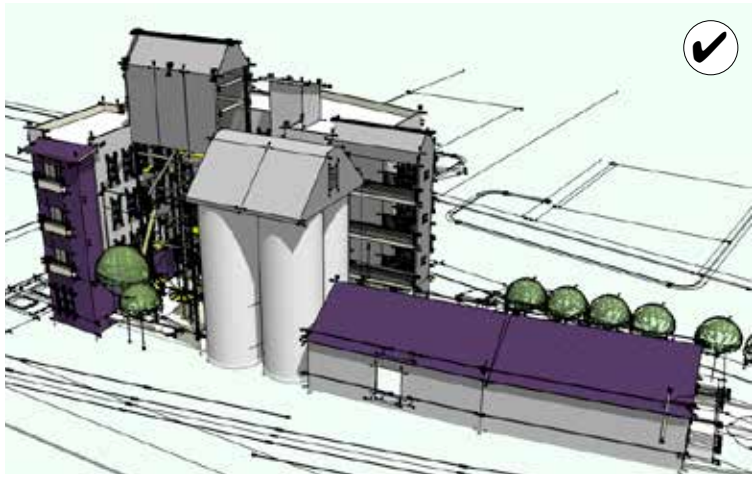
- *buildings or parts of buildings shall step down to one (1) story abutting the River landscape frontage; and*
- *buildings or parts of buildings shall step down to three (3) stories or less abutting any street frontage.*

*No building wall shall exceed one hundred twenty-five (125) feet on the axis along the River."*

(2) Provide examples of stepped building forms; indicate general depth of setback that is appropriate for upper floors.

(3) Note 4th story always steps back.

(4) Wall lengths should be in scale with those seen traditionally on industrial buildings in the area.



*This building is designed with a composition of simple geometric building forms of various size in horizontal and vertical orientation, reflecting the industrial character of the area. This is an appropriate building design.*

## BUILDING MASS AND SCALE

A new building should reflect the mass and scale of traditional industrial, agricultural and commercial building types, which was typically a composition of simple geometric forms.

To ensure that human scale is achieved in new development, it is important to focus design attention on aspects most directly experienced by pedestrians, such as the height of a building and architectural details as perceived at the street level. Providing a series of vertical pilasters, a band of windows and storefront features are examples. Other vertical and horizontal articulation features are also appropriate.

Some of the largest traditional warehouses included interesting fenestration which created visual interest, and is partially why the older industrial buildings are so visually appealing. Incorporating these types of features should be considered.

*These buildings are designed with simple geometric shapes that reflect the agricultural and industrial character of the area. These are appropriate building forms.*

# MASS AND SCALE

*Incorporating simple commercial building types is appropriate. The facade widths should reflect the traditional range of the building widths seen in the district.*

### 6.3 The primary industrial building form should appear similar to those seen traditionally.

- Simple rectilinear building forms are appropriate. Avoid the use of highly complex forms.
- The facade should appear as predominantly flat, with any decorative elements and projecting or setback "articulations" appearing to be subordinate to the dominant form.

### 6.4 Reflect the traditional range of building widths from the district.

- Design a new building to reflect the range of traditional building widths from the district.
- Where a building must exceed this width, use changes in design features so the building reads as separate building modules reflecting traditional building widths and massing.
- Attention to the designs of transitions between modules is important. Too much variation, which results in an overly busy design, is inappropriate.

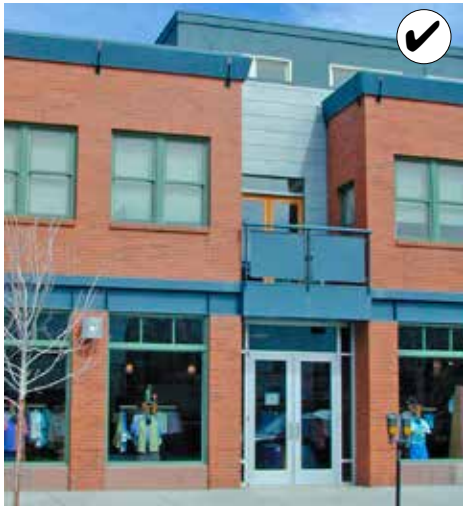
### 6.5 Reflect the height of traditional buildings as perceived at the street level.

- Facade heights of new buildings should fall within the established range of the block. Set taller portions back from the street.
- Floor-to-floor heights should appear similar to those of traditional buildings from the district.

*Changes in details of materials, window design, pilasters or materials are examples of techniques that should be considered to reflect the mass and scale of traditional industrial buildings.*

*Note the stepped parapet and the offset at the entry on this new industrial-like building. These design features reflect the established range of simple industrial buildings found within the district. They also help to break up the mass of the building in a simple way.*

# MASS AND SCALE



*The taller portion of a new structure should be located to minimize looming effects and shading of lower scaled neighbors, the street and the river.*

*A series of simple building wall offsets provide vertical articulation on this multifamily structure.*

*A simple facade offset provides articulation on this commercial structure.*

**6.6 Position taller portions of a structure away from neighboring buildings of lower scale, natural resources and the street.**

- A taller new building should step down in height to lower scaled neighbors, especially adjacent to historic buildings.
- The taller portion of a new structure should be located to minimize looming effects and shading of lower scaled neighbors, the street and the river.

**6.7 Use building articulation techniques to establish a sense of human scale in the building design.**

- Use vertical and horizontal articulation design techniques to reduce the apparent scale of a larger building mass.

The Fort Collins Land Use Code (2013) addresses articulation in the R-D-R District. It states that:

*"Exterior building walls shall be subdivided and proportioned to human scale, using offsets, projections, overhangs and recesses, in order to add architectural interest and variety and avoid the effect of a single, massive wall with no relation to human size."*

# PEDESTRIAN-FRIENDLY EDGE

## PEDESTRIAN LEVEL

A building should be designed to provide visual interest to pedestrians. For example, storefronts are of interest to passersbys. Decorative wall surfaces may also be used where a portion of a facade is a blank wall. These features encourage pedestrian activity and should be used.

### 6.8 Develop the ground level of a building to provide visual interest to pedestrians.

› All sides of a building should include architectural details to avoid presenting a "back side" to the street, to neighboring properties or the river. Provide visual interest with:

- Well-defined windows and doors
- A display window or storefront that provides views to activities in the building
- Display cases for exhibits
- Decorative wall surface, for example, a change in materials or wall art
- Building articulation
- Site walls and raised planters

› A large expanse of blank wall is inappropriate on any street-oriented facade.

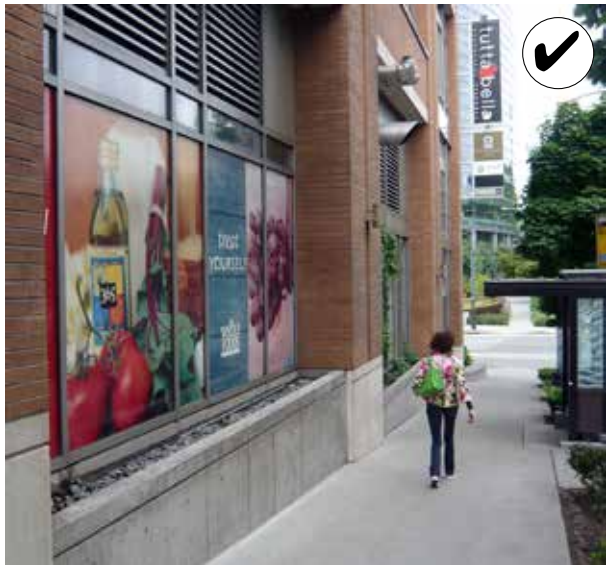
*A building should be designed to provide visual interest to pedestrians.*

*Decorative wall surfaces provide visual interest at the street level. For example, a change in materials is appropriate.*

*All sides of a building should include architectural details to avoid presenting a "back side" to the street, to neighboring properties or the river. A decorative wall surface is an appropriate design feature.*

*Providing openings with industrial glass similar in size to traditional loading doors is appropriate.*

# PEDESTRIAN-FRIENDLY EDGE




*Develop the street level of a building to provide visual interest to pedestrians. This series of images show appropriate ways to enhance the visual interest of a building façade within in an industrial context.*

# SOLID-TO-VOID

## SOLID-TO-VOID RATIO

Some traditional buildings in the River District appeared as rectangular solids, with holes "punched" in the walls for windows and doors, resulting in a relatively uniform solid-to-void ratio. A similar ratio of wall surface to that of building openings, is appropriate on new buildings.

**6.9 Use a ratio of solid-to-void (wall-to-window) similar to that found on traditional buildings in the area.**

- Large surfaces of uninterrupted glass are generally discouraged as a primary fenestration treatment, but may be used as areas of accent. Where a large area of glass is planned, it should be detailed to convey a sense of scale.
- Divide large glass surfaces into smaller panes similar to those seen traditionally.


*This traditional building shows relatively uniform solid-to-void ratios.*

*Use a ratio of solid-to-void (wall-to-window) similar to that found on traditional industrial structures.*

*Use a ratio of solid-to-void (wall-to-window) similar to that found on traditional industrial structures.*

# ROOFS



*A roof form should be similar to those used traditionally. Flat, and low-pitch roofs are appropriate. In some cases a low barrel roof may be appropriate.*

## ROOF FORM

**6.10A roof form should be similar to those used traditionally.**

- Flat, and low-pitch roofs are appropriate. In some cases a low barrel roof may be appropriate.
- Gable roofs may be used to provide an accent to a building module.
- "Exotic" roof forms, including mansards and A-frames, are inappropriate.

The Fort Collins Land Use Code (2013) addresses rooflines in the R-D-R District. It states that:

*"A minimum pitch of 8:12 shall be used for gable and hip roofs to the maximum extent feasible. Where hipped roofs are used alone, the minimum pitch shall be 6:12.*

*Flat-roofed buildings shall feature three-dimensional cornice treatment on all walls facing streets, the river or connecting walkways, unless they are stepped and terraced back to form a usable roof terrace area(s)."*

# BUILDING MATERIALS

## PRIMARY MATERIALS

Materials that are "authentic" and durable are preferred. Materials for new structures and additions to existing buildings should contribute to the context of the district and convey high quality in design and detail. The intent is to promote visual continuity in the basic materials palette, while encouraging creativity in their use.

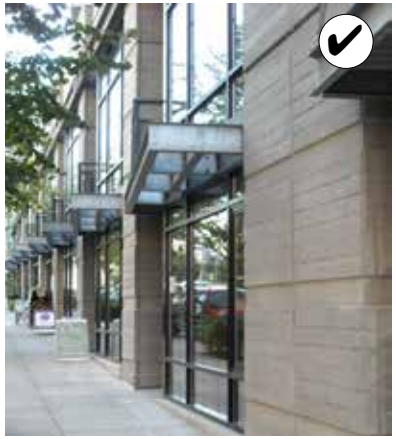
**6.11 New building materials should contribute to the visual continuity of the design context.**

- Genuine masonry, metal, concrete, structural steel and glass are preferred.
- "Green" (sustainable) materials are also appropriate. These include materials which are: locally manufactured, easy to maintain, proven to be durable in the Fort Collins climate, have long life spans, recyclable, made from recycled or repurposed materials, not manufactured using harsh chemicals, and do not off-gas harsh chemicals.
- Avoid using synthetic materials, such as aluminum or vinyl siding, imitation brick or imitation stone and plastic, which are not proven to be durable, are difficult to repair and recycle or that employ harsh manufacturing methods.
- Avoid using materials that are out of scale with those seen traditionally, or that have a finish which is out of character.

*Materials for new structures and additions to existing buildings should contribute to the context of the district and convey high quality in design and detail. Images above and on the next page convey an appropriate use of materials.*

The Fort Collins Land Use Code (2013) addresses primary building materials in the R-D-R District. It states that:

*"Textured materials with native and historic characteristics such as brick, stone and wood, and materials with similar characteristics and proportions shall be used in a repeating pattern as integral parts of the exterior building fabric, to the maximum extent feasible."*



*Concrete which is detailed to provide a sense of scale is an appropriate building material.*

# BUILDING MATERIALS

*Exposed structural steel with glass curtain wall or mesh features are appropriate materials to use in the district.*

*Architectural metals, which are detailed to provide a sense of scale, are appropriate.*

### 6.12 Use high quality, durable materials.

- The material should be proven to be durable in the local Fort Collins climate.
- The material should maintain an intended finish over time or acquire a patina, when it is understood to be a desired outcome.
- Materials at the ground level should withstand on-going contact with the public, sustaining impacts without compromising the appearance. (Note that some synthetic materials will not sustain this degree of frequent contact.)

### 6.13 The use of traditional masonry materials is encouraged.

- Brick and concrete are well-established materials in the River District and their continued use is encouraged.
- Brick should have a modular dimension and a warm color similar to that used traditionally.
- Assure that masonry units wrap around corners of walls, and thus do not appear to be an applied veneer.

### 6.14 Architectural metals, which are detailed to provide a sense of scale, are appropriate.

- The metal should have a proven durability in the Fort Collins climate.
- Metals should be detailed in a manner that will endure.
- Architectural metals should convey a sense of human scale. For example, a sense of scale can be achieved through the use of smaller scaled panels, varying forms and designs, creating patterns to provide visual interest, or eliminating expanses of unarticulated wall space.

### 6.15 New materials that are similar in character to traditional ones may be acceptable with appropriate detailing.

- Alternative materials should appear similar in scale, proportion, texture and finish to those used traditionally.
- It is appropriate to use a change in materials as an accent in building design. This can help to express individual modules or units.

# BUILDING MATERIALS

## SECONDARY MATERIALS

Secondary materials can help define building scale and proportion. If any are used, they should be integrated into the building design; for example, they can be used to articulate horizontal and vertical design elements. Secondary materials may include all of those listed as primary materials and may also include stucco, similar products and synthetics with proven durability.

**6.16 Secondary building materials should visually relate to the overall building design, when used.**

› Secondary building materials should help to define building scale and proportion.

*Secondary building materials such as these wood panel window surrounds articulate both the vertical and horizontal expression in the building design.*

## ROOF MATERIALS

**6.17 New roof materials for sloped surfaces should complement the architectural style and context.**

› When choosing a roof material for sloped surfaces, the architectural style of the structure should be considered.

› Appropriate roof materials include standing seam metal roofs (low and narrow seam profile) and photovoltaic systems in dark matte, non-reflective finishes, for example. Composition shingles are also appropriate on smaller structures.

*New roof materials for sloped surfaces should convey a scale and texture similar to those used traditionally.*

The Fort Collins Land Use Code (2013) addresses secondary building materials in the R-D-R District. It states that:

*"Other exterior materials, if any, shall be used as integral parts of the overall building fabric, in repeating modules, proportioned both horizontally and vertically to relate to human scale, and with enough depth at joints between architectural elements to cast shadows, in order to better ensure that the character and image of new buildings are visually related to the Downtown and River context."*

# BUILDING FEATURES

*Simple, unembellished architectural detailing is appropriate.*

*The primary entrance should be clearly identifiable and should be oriented to a major street, pedestrian way, plaza, courtyard and/or other key public space.*

## ARCHITECTURAL DETAILING

**6.18 Simple, unembellished architectural detailing is appropriate.**

- Elaborate architectural treatments, such as decorative moldings at cornices, windows and door surrounds, are inappropriate.
- Exposed structural elements are appropriate as detailing.
- Simple brick relief patterns such as recessed brick, corbeled brick, belt course/banding, and pilasters, are appropriate. Parapet walls with or without stepped gables are also appropriate.

## PRIMARY ENTRANCE

The primary entrance should be clearly identifiable and should be oriented to a major street, pedestrian way, plaza, courtyard and/or other key public space.

**6.19 Design a main entrance of a building to be clearly identifiable.**

- Provide a sheltering element such as a canopy, and define it by a simple surround or recess.

**6.20 Orient the primary entrance of a building to face a street, plaza or pedestrian way.**

- Consider using a "double-fronted" design where entrances from parking areas or plazas are to the rear.
- Focusing an entrance toward a parking lot or other secondary site feature without also addressing the street is inappropriate.

## WINDOWS

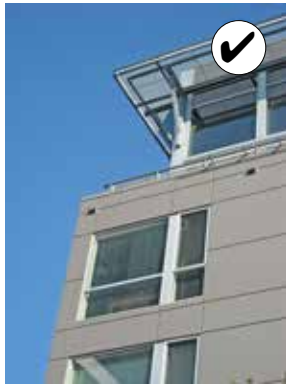
Windows should be well defined, using frames, sills and lintels. Windows can also be located to define building stories, circulation features, entrances and storefronts. Window placement and composition should also consider human scale and proportion in the overall design.

**6.21 Windows should be defined in traditional masonry wall planes.**

- A window frame should be located so a distinct profile is present. It should be slightly recessed and a shadow line should be visible.
- Also consider incorporating simple lintels and sills in masonry structures.

**6.22 Use window placement and composition to define human scale as well.**

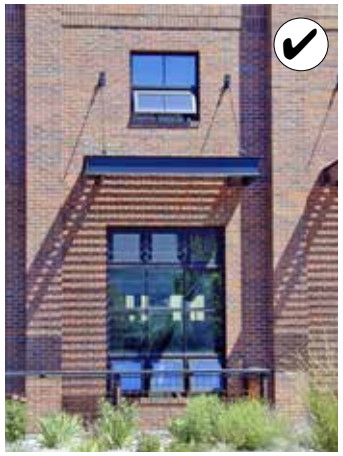
- For example, the use of storefronts along a pedestrian way is appropriate.
- The use of banding and regularly spaced punched window openings to define building stories is also appropriate.



*A window frame should be located so a distinct profile is present; for example, it should be slightly recessed and a shadow line should be visible.*

The Fort Collins Land Use Code (2013) addresses windows in the R-D-R District. It states that:

> *"Windows shall be individually defined with detail elements such as frames, sills and lintels, and placed so as to visually establish and define the building stories and establish human scale and proportion. Glass curtain walls and spandrel-glass strip windows shall not be used as the predominant style of fenestration for buildings in this District. This requirement shall not serve to restrict the use of atrium, lobby or greenhouse-type accent features used as embellishments to the principal building."*

*Design accent features to complement the overall composition and design of the building and context.*

## ACCENT FEATURES

Accent features can add interest to the building design and may be incorporated into the structure. They should complement the overall composition and design of the building. Accent features can include entry ways, loading docks, garage bays, balconies, canopies, cupolas, secondary connections and vertical elevator shafts. They can be highlighted with a change in material, color or other architectural treatment appropriate to the context.

**6.23 Design accent features to complement the overall composition of the building and its context.**

- Use complementary building materials and colors.
- Consider the mass and scale of the feature in respect to the overall building composition.
- Do not overuse an accent feature.

## AWNINGS AND CANOPIES

Awnings and canopies provide an accent to a building design or plaza. They also protect pedestrians from the elements. A canopy that is attached to a building also provides an extension of the interior space and helps cool the building. Their use is encouraged.

### 6.24 Design a new canopy or awning to be in character with the building and its context.

- Mount an awning or canopy to accentuate character-defining features.
- Fit the awning or canopy with the opening of the building.
- Design an awning to be a subordinate feature on the façade.
- Use colors that are compatible with the overall color scheme of the façade. Solid colors are encouraged.
- Use simple shed shapes or horizontal planes for most canopies.
- Do not impede pedestrian movement with a canopy.
- The use of durable frame materials, glass and fabric are appropriate.

*Canopies provide an accent to a building design or plaza and are appropriate accent features in the district.*

# STRUCTURED PARKING

*When an active use is not feasible along the pedestrian level, provide an architectural screen.*

*When parking in a structure occurs at the street level on a primary street, it should ideally have an active use at the sidewalk edge.*

## GUIDELINES FOR STRUCTURED PARKING:

**6.25 When parking in a structure occurs at the street level on a primary street, it should ideally have an active use at the sidewalk edge.**

› On a secondary street, other methods of providing visual interest may be employed. In these locations, use architectural details, murals and public art, wall sculpture or display cases at the street level to provide interest to pedestrians.

**6.26 The massing of a parking structure should appear similar in scale to other buildings in the area.**

› See the guidelines for "Mass and Scale" beginning on page 50.

**6.27 Parking levels located above the first floor shall be screened.**

› Wrapping the parking with another use is preferred.

› When an active use is not feasible, provide an architectural screen.

› Screening that reflects window patterns along the street is appropriate.

**6.28 Parking structures should not be located along the river.**

› Single use parking structures should be located elsewhere in the district to allow for more active uses along the river.

# MISCELLANEOUS

## EXTERIOR MECHANICAL AND ELECTRICAL EQUIPMENT

Junction boxes, solar panels, wind turbines, external fire connections and standpipes, utility meters, telecommunication devices, cables, conduits, satellite dishes, HVAC equipment and fans, and other exterior equipment should be concealed from public view to the extent feasible while still meeting their functional requirements.

### 6.29 Minimize the visual impacts of exterior building equipment from the public right-of-way.

- Locate exterior building equipment out of public view when feasible.
- Do not locate exterior building equipment on the façade or a primary elevation when other options exist.
- Use low-profile or screened mechanical units on rooftops.