

IX. Appendix

A. Definitions

ACTIVITY CENTER: "Activity center" is a general term for a MU development that integrates a range of complementary and mutually supporting uses and activities. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional. Activity centers may vary in size, intensity, scale, and their mix of supportive uses, depending on their purpose, location, and context. In each case, activity centers are intended to be mixed-use and pedestrian-oriented with good connections and transitions to surrounding areas. Residences are a component of all activity centers, whether on-site or immediately adjacent. The activity center should support a range of housing types and densities within the individual neighborhoods. There are three (3) distinct types of activity centers:

NEIGHBORHOOD CENTER: Neighborhood centers are small, low-impact, limited activity centers intended to primarily service the needs of immediately adjacent neighborhoods, in a service area typically ranging from one half ($\frac{1}{2}$) to two (2) miles. Principal uses contribute to the efficient functioning and attractiveness of neighborhoods, relate to and accommodate walk-up pedestrian traffic, and do not generate noxious fumes, excessive light or noise. The mix of uses may include neighborhood-serving retail, convenience or specialty food sales, restaurants, dwelling units above the first floor, live/work units, single-family attached dwellings, general offices, or medical offices.

COMMERCIAL CENTER: Commercial centers are activity centers that primarily accommodate large retail establishments, which may provide major durable goods shopping, and serve a number of residential areas over a significant portion of the city. Commercial centers contain a mix of supporting uses, including multi-family dwellings, office, entertainment and retail uses, medical offices and clinics, and civic uses. The mix enables combined trip destinations and supports more effective transit service, and provides viable pedestrian and bicycle access and circulation.

REGIONAL/EMPLOYMENT CENTER: A regional/

employment center is a large (fifty (50) or more acres), intensive activity center that combines the uses of commercial centers and employment centers and that serves the city and region as a whole. A regional activity center may be a regional shopping mall, corporate office headquarters, or a major concentration of employment supported by a mix of uses that meets the needs of employees, visitors and residents. Primary uses include major commercial and/or employment uses, supported by a full range and mix of uses including large and small retail establishments, general offices and office complexes, governmental and civic uses, business services, research and development, major service uses, restaurants, lodging, child care, personal services, and higher density housing, as well as warehousing and industrial uses or educational facilities. These centers are generally located at the intersection of or along major arterials, or in close proximity to limited access freeways and Interstate 25.

ALLEY: A public or private right-of-way, located at the rear or side of a property, designed for the special accommodation of the property it reaches, and not intended for general travel.

BIOSWALE: A landscape feature constructed of natural, water-permeable materials intended to channel and direct the flow of stormwater runoff.

BUILD-TO LINE: The line at which construction of a building façade is to occur on a lot. A build-to line runs parallel to, and is measured from, the front property line and is established to create an even (or more or less even) building façade line on a street.

CONCEPT PLAN: A narrative and graphic representation drawn to scale of the proposed development of a particular site which delineates the basic zoning and subdivision requirements including, but not limited to, the intended lot lines, general uses, ranges of square footages of the proposed uses and the general location of building and parking areas, points of access, primary internal circulation, contour lines, easements and required dedication areas for public facilities. The Concept Plan will also provide the graphic details required on a preliminary plat for those instances when it will be used as a substitute for a preliminary plat. The Concept plan shall not be used as a preliminary plat when the property is located in a Planned Unit Development (PUD) zone, in a Mixed Use

Zone District, or the Hillside Overlay (HS) zone.

CONTEXTUAL AREA: A mapped part of the City, as established in § 7.3.705, that is characterized by a general similarity of development age, street types and patterns, and block sizes. There are two (2) contextual areas in the City: (1) The "older/established" contextual area, and (2) the "newer/developing" contextual area.

CURB: A stone or concrete boundary usually marking the edge of a roadway or paved area.

CURBCUT: The length of an opening in the curb along a roadway that allows vehicular access to an abutting development site.

DRIVE-UP FACILITY (also know as "drive-in" or "drive-through" facility): An establishment that by design encourages or permits customers to receive services, obtain goods, or be entertained while remaining in their motor vehicles.

ENHANCED DRIVE AISLE: An element of a parking area in a MU zone district intended to provide access to parking areas, and connections for vehicles and pedestrians. It serves to define a block structure in parking areas.

FACADE: That portion of any exterior elevation on the building extending from grade to top of the parapet, wall or eaves and the entire width of the building elevation

FLOOR AREA RATIO (FAR): The gross floor area of all buildings on a lot divided by the lot area.

FOCAL POINT: A visual landmark. It commonly identifies the center of a development or area for public gathering, and contributes to establishing the character of the development. The Focal Point may be a statue, a plaza, a pavilion or some other structure or focused area.

HUMAN-SCALE: The relationship between the dimensions of the human body and the proportion of the spaces that people use. This is underscored by surface texture, activity patterns, colors, materials and details. The understanding of walking distances and spatial perceptions at a human scale determines the most positive placement of buildings, and the physical layout of the community. Buildings ranging in

height from two (2) to six (6) stories, trees and pedestrian-scaled signs and street lights, textured pedestrian paths and semi-private spaces all enhance this positive scale.

INFILL or INFILL DEVELOPMENT: Development of vacant parcels within a built-up area. Parks and open space are considered infill development, since they are permanent uses for vacant parcels.

INTERNAL STREET OR INTERNAL STREET SYSTEM: The system of public or private streets located internal to a development site, and which may connect at one or both ends to a perimeter public street. The internal street system is intended to provide vehicle, pedestrian, and bicycle access and circulation to all uses within a development site.

LARGE FORMAT BUILDING: A building in a MU zone district characterized by a footprint equal to or greater than one hundred sixty thousand (160,000) square feet, or by a continuous building frontage equal to or greater than four hundred (400) linear feet.

LIVE/WORK UNIT: A residential use type that combines a dwelling and a commercial space under single ownership in a structure. The residential portion of the unit shall contain at least four hundred (400) square feet of gross floor area. The commercial space shall allow activities compatible with residential use with respect to noise, smoke, vibration, smell, electrical interference, and fire hazard, and may include such uses as professional services and offices, and the creation, display and sale of art, craftwork, jewelry, fabrication of cloth goods and similar activities.

MIXED-USE DEVELOPMENT: Development that combines and integrates two or more principal land uses, such as commercial, office, civic, industrial, or residential uses with a strong pedestrian orientation. The mix of uses may be combined in a vertical MU building(s) or combined in separate buildings located on one property and/or under unified control.

MIXED USE ZONE DISTRICT. Any or all of the following zone districts: MU-NC, MU-CC, MU-R/EC.

MULLION: A vertical divider in a window.

PAD SITE: A "pad site" is a building or building site located in a retail center that is physically separate from the principal building located within the same

center. Pad sites are reserved for free-standing, single commercial uses, and accommodate buildings that are smaller than the principal building in the center. Typical pad site uses include buildings that contain restaurants, banks, and automotive services.

PEDESTRIAN PASSTHROUGH: A feature providing unrestricted public pedestrian access through a building or structure or between buildings or structures.

PERIMETER STREET OR PERIMETER STREET SYSTEM: The system of public streets that abut the perimeter of a development site, zone district, or activity center. Perimeter streets provide access to the internal street system, thus providing access and circulation to principal uses located in the interior of the development site, district, or activity center.

PHASING PLAN: A graphic and narrative document that displays the sequence and/or timing of intended development. Phasing is used to sequence the provision of public facilities. Phasing may be specified in a sequential order (1, 2, 3,) or by time period (2004, 2005).

REDEVELOPMENT: Development of a site within an older/established contextual subarea of the City, as established and mapped in § 7.3.705, where the site was formerly developed and cleared, or that requires the clearance of some or all of existing structures and improvements prior to new construction.

TRANSIT: A system of for the conveyance of persons from one place to another by means of regularly-scheduled transportation buses or trains, which is available to the public on a fee-per-ride basis.

TRANSITIONS: Generally, an array of tools and techniques designed to achieve compatibility between adjoining land uses that may differ by type and intensity, including but not limited to the following techniques:

TRANSITION USES: A land use, as defined and described in § 7.2.302(J), that may be appropriate to site between different land uses when the transition use is relatively more compatible with lesser-intensity adjoining uses.

SITE AND BUILDING TRANSITIONS: Designing and adapting the form and mass of a building to take into consideration neighboring buildings and land uses.

LANDSCAPE BUFFER & SCREENING TRANSITIONS: The use of landscaping, berms, fences, walls, or any combination of these, to buffer and screen a more intense land use from an adjacent, less intense land use.

VERTICAL MIXED-USE BUILDING: A multi-story building containing a vertical mix of two or more principal uses.

VESTING: The accrual of specific rights associated with development of real property as defined in accordance with Federal, State and Local law.

WALKWAY OR PEDESTRIAN WALKWAY: An on-site path for pedestrians or for pedestrians and bicyclists that is not part of the public right-of-way, and is not a public (dedicated) sidewalk or public (dedicated) trail. "Walkways" as defined herein include private sidewalks. Walkways typically combine to form a network providing internal pedestrian and bicyclist access and circulation on a development site, and typically connect to the public sidewalk system.

WRAPPED USE: A retail, service or other commercial-use type that occupies the ground floor of a structure, and extends on both sides of a corner of a structure.

B. List of Tables

Table	Page
Table 1 Permitted, Conditional and Accessory Uses in Mixed Use Zone Districts	27
Table 2 Required Mix of Uses	31
Table 3 Development (Dimensional) Standards: Mixed Use Zone Districts	34
Table 4 Minimum Off-street parking Requirements for Specific Uses	57
Table 5 Major Signs Allowed in Specific Zones	80
Table 6 Site Data for Example Layout	126

C. List of Figures and Credits

All Figures not specifically credited below are photographs taken by the staff of the Colorado Springs Planning and Community Development Department

Figure	Credit	Page
Figure I.1 – One Boulder Plaza, Colorado	City of Boulder	3
Figure I.2 - Southlake Town Square, Texas	Southlake Town Square	3
Figure I.3 - Lowell Town Center, Colorado	Lowell Development Partners	3
Figure I.4 – Town Square, Southlake, Texas	Southlake Town Square	4
Figure I.5 - Mizner Park, Florida	American Planning Association	5
Figure I.6 – Lowell Town Center, Colorado	Lowell Development Partners	5
Figure I.7 – Mixed use infill, Colorado		6
Figure I.8 – Mixed use development, CO		6
Figure I.9 – 900 West Pearl, Boulder, Colorado	City of Boulder	7
Figure I.10 – Neighborhood mixed use, CO	City of Boulder	7
Figure I.11 – Mixed use site plan	City of Boulder	7
Figure II.1 – Neighborhood infill, Colorado	City of Boulder	9
Figure III.1 – Neighborhood center concept	Ron Bevans, Landscape Architect	11
Figure III.2 – MU-NC typical location	Ron Bevans, Landscape Architect	12
Figure III.3 – Commercial center concept	Ron Bevans, Landscape Architect	13
Figure III.4 – MU-CC typical location	Ron Bevans, Landscape Architect	14
Figure III.5 – Regional/Employment center	Ron Bevans, Landscape Architect	15
Figure III.6 – MU-R/EC typical location	Ron Bevans, Landscape Architect	15
Figure III.7 – Map of Contextual Areas	City of Colorado Springs	16
Figure III.8 – Live/work units	Robert Swaim, Architect	30
Figure IV.1 – Build-to lines	Jim Houk, Thomas & Thomas	33
Figure IV.2 – Parking with less than 50% building frontage	Jim Houk, Thomas & Thomas	35
Figure IV.3 – Parking with 50% or more building frontage	Jim Houk, Thomas & Thomas	35
Figure IV.4 – A rational block pattern with connected streets	Zimmer Gunsul Frasca Partnership	36
Figure IV.5 – Block standards	Jim Houk, Thomas & Thomas	37
Figure IV.6 – Mid-block passthrough		37
Figure IV.7 – Overhang examples	Robert Swaim, Architect	38
Figure IV.8 – Building orientation	Marc Shereck, Urban Designer	38
	Jim Houk, Thomas & Thomas	39

Figure IV.9 – Building oriented towards spine street	Jim Houk, Thomas & Thomas	39
Figure IV.10 – Building oriented towards plaza	Jim Houk, Thomas & Thomas	39
Figure IV.11 – Building oriented to frame entrance	Jim Houk, Thomas & Thomas	39
Figure IV.12 – Building oriented towards street/adjacent context	Jim Houk, Thomas & Thomas	39
Figure IV.13 – Changes of plane, color, material and form	Robert Swaim, Architect	40
Figure IV.14 – Buildings oriented towards entry street	Zimmer Gunsul Frasca Partnership	40
Figure IV.15 – Terminus	Jim Houk, Thomas & Thomas	41
Figure IV.16 – Articulation of block face	Marc Shereck, Urban Designer	42
Figure IV.17 – Pedestrian-friendly facade		42
Figure IV.18 – Mid-block passthrough		43
Figure IV.19 – Access aligned with surrounding	Zimmer Gunsul Frasca Partnership	44
Figure IV.20 – Pedestrian-friendly streetscape		46
Figure IV.21 – Pedestrian access	Marc Shereck, Urban Designer	46
Figure IV.22 – Sidewalk system connections	Jim Houk, Thomas & Thomas	47
Figure IV.23 – Pedestrian system	Jim Houk, Thomas & Thomas	48
Figure IV.24 – Primary destination link	Robert Swaim, Architect	49
Figure IV.25 – Pedestrian connections	Jim Houk, Thomas & Thomas	49
Figure IV.26 – Pedestrian way through parking		50
Figure IV.27 – Pedestrian connection through		50
Figure IV.28 – Walkway along drive aisle		50
Figure IV.29 – Continuous walkway through		51
Figure IV.30 – Walkway as amenity	Robert Swaim, Architect	51
Figure IV.31 – Pedestrian passthrough	Robert Swaim, Architect	51
Figure IV.32 – Pedestrian crosswalk	Marc Shereck, Urban Designer	52
Figure IV.33 – Site amenities	Southlake Town Square	53
Figure IV.34 – Plaza with seating		53
Figure IV.35 – Mini-park	Robert Swaim, Architect	53
Figure IV.36 – Buildings frame site amenity		54
Figure IV.37 – Arcade	Robert Swaim, Architect	54
Figure IV.38 – Visibility of site amenities		55
Figure IV.39 – Detention area as amenity		55
Figure IV.40 – On-street parking		57
Figure IV.41 – Typical off-street parking	Jim Houk, Thomas & Thomas	59

Figure IV.42 – Enhanced drive aisle	Ron Bevans, Landscape Architect	60
Figure IV.43 – Drive island design	Jim Houk, Thomas & Thomas	60
Figure IV.44 – Enhanced drive aisle examples	Jim Houk, Thomas & Thomas	60
Figure IV.45 – Parking access	Jim Houk, Thomas & Thomas	61
Figure IV.46 – Parking layout for a MU center	Robert Swaim, Architect	61
Figure IV.47 – Parking structure in section	Robert Swaim, Architect	62
Figure IV.48 – Parking structure		62
Figure IV.49 – Bicycle parking typical location	Marc Shereck, Urban Designer	64
Figure IV.50 – Bicycle parking		64
Figure IV.51 – One tree for every 8 spaces	Jim Houk, Thomas & Thomas	66
Figure IV.52 – One tree for every 10 spaces	Jim Houk, Thomas & Thomas	66
Figure IV.53 – Parking lot screening	Jim Houk, Thomas & Thomas	67
Figure IV.54 – Building transitions	Marc Shereck, Urban Designer	71
Figure IV.55 – Building form transition	Robert Swaim, Architect	72
Figure IV.56 – Plaza transition	Marc Shereck, Urban Designer	73
Figure IV.57 – Streetscape transition to single family	Robert Swaim, Architect	73
Figure IV.58 – Streetscape transition	Marc Shereck, Urban Designer	74
Figure IV.59 – Parkway transition	Marc Shereck, Urban Designer	75
Figure IV.60 – Springs Transit bus	Spring Transit	77
Figure IV.61 – Fully shielded lighting		78
Figure IV.62 – Project entry sign		80
Figure IV.63 – Wayfinding signage	Marc Shereck, Urban Designer	81
Figure IV.64 – Monument signage	Marc Shereck, Urban Designer	81
Figure IV.65 – Low-profile signage	Marc Shereck, Urban Designer	81
Figure V.1 – Driveway length	Jim Houk, Thomas & Thomas	84
Figure V.2 – Curb extension	LSA Associates	85
Figure V.3 – Sight distances on arterial intersection	LSA Associates	86
Figure V.4 – Sight distances on internal intersections	LSA Associates	86
Figure V.5 – Pedestrian crossing (controlled & uncontrolled)	City Traffic Engineering	86
Figure IV.6 – Pedestrian Table	LSA Associates	87
Figure V.7 – Mid-block pedestrian crossing	LSA Associates	88

Figure V.8 – Transit serving mixed use	Springs Transit	90
Figure V.9 – Enhanced Transit shelter	Springs Transit	90
Figure VIII.1 – Context and connections	Thomas & Thomas	125
Figure VIII.2 – Example site layout	Thomas & Thomas	127
Figure VIII.3 – Pedestrian circulation	Thomas & Thomas	128
Figure VIII.4 – View of entry/spine street	Robert Swaim, Architect	130
Figure VIII.5 – View from park/open space	Robert Swaim, Architect	131
Figure VIII.6 – View into site	Robert Swaim, Architect	131