

Commercial Development Design Guidelines

Introduction:

The Town of Lyons is nestled within the first significant rise of the Colorado Front Range North of Boulder. The surroundings are characterized by natural stone formations and uncluttered hillsides. Both the North St. Vrain River and the South St. Vrain River run into the Town and merge midway to form the St. Vrain River. The natural beauty attracts new residents and visitors with a commercial district that generally reflects its history and exudes authenticity.

On any given day residents and visitors stroll the downtown area to enjoy the relaxed pace as they enjoy the unique shops and restaurants. In summer, flowers abound and trees cover the sidewalks. Festivals and concerts often fill the air with music and the parks with music lovers. In winter, the trees sparkle with holiday lighting and occasional snow clings to the mountainsides.

Businesses tend to be locally owned and operated in buildings that have changed little, often for decades. The atmosphere is restful and reflective of the natural surroundings. The resultant character of the town is a major and outstanding asset that should be preserved, even as new and renovated commercial enterprise is encouraged. Such new commercial development can improve access to goods and services for residents and visitors, improving safety and convenience while providing jobs and helping to make the local economy vibrant and sustainable.

Therefore, these commercial design guidelines are intended to preserve the beneficial ambience of the town, reflect the natural beauty and maintain the essential asset of its character. At the same time these guidelines must enable development that enhances the availability of goods, services and amenities for residents of the town and nearby areas and for visitors who come to enjoy the delightful environment.

Section A Purpose and Intent

The following design guidelines are intended as a reference to assist the designer in understanding the Town's goals and objectives for high quality commercial development and to:

- Ensure that developments emphasize preservation of the historic character, natural features and resource conservation.

Draft Commercial Design Guidelines based on Cloverdale, Ca. example

- Encourage commercial development that effectively serves the residents and visitors of the town.

The guidelines are general and may be interpreted with some flexibility in their application to specific projects. The guidelines will be used during the Town's design review process to ensure new development implements Comprehensive Plan goals and objectives, respects the natural land forms and becomes a compatible part of the total community environment.

The Town's zoning code should always be consulted as the first step of any commercial development project.

All structures and landscaping must comply with all Federal, State, County, Fire District and Town safety and health requirements, including those for flood and fire mitigation. The applicable Building Code is _____, or the most current Code approved by the Board of Trustees.

Ensure that commercial developments are pedestrian/bicycle friendly and contribute to the character of the Town.

Section B Applicability

The provisions of this section shall apply to all commercial development within the Town. Any new structures, additions, remodels or relocations requiring a building permit subject to design review shall adhere to these guidelines where applicable. Following the general guidelines for commercial development are guidelines for specific zoning districts: Sections __ relates specifically to the Downtown (DT) district; Section __ relates to the Midtown Support (MT) district; Section __ is for the Eastern Corridor (EC) district and Section __ is for Other Commercial (OC).

Site Planning

1. Building Placement

Placement of structures should consider the existing built context of the commercial area, the location of incompatible land uses, the location of major traffic generators as well as an analysis of the site's characteristics.

a. Building orientation should be optimized for heat gain in winter, shading in summer, daylighting and natural ventilation.

b. Structures should be sited in a manner that will complement adjacent structures. Sites should be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development. In the DT area between 4th and 5th on Main Street, the

front of buildings should align to the sidewalk and have a façade consistent with the facades in this area.

c. In the EC, whenever possible, new structures should be clustered rather than creating long rows of structures. This allows for plazas or pedestrian malls with amenities such as shade, benches, fountains, public art, etc. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis or other open structure.

d. Where practical, refuse/recycling containers should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries, and main pedestrian paths.

e. Structures should be located to minimize pedestrian/vehicle conflicts. In the DT area buildings should connect directly to the sidewalk except for areas used as plazas or seating areas. For the MT and EC area, buildings should link to parking lots, pedestrian walkways or sidewalks.

f. Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided, as well as having their major façade parallel to the street.

2. Parking and Circulation

a. Parking in the DT area is limited. Developments in the DT area should not cause a reduction in the number of available parking spaces and, where practical, should add more parking spaces. Locate pedestrian and vehicular site entries to minimize conflicts and design these entries with enhanced paving or other design techniques to differentiate the two.

b. Provide separate vehicular and pedestrian circulation systems with a strong emphasis on pedestrian linkages between areas. In the EC area commercial developments, pedestrian access to commercial buildings from parking areas is necessary.

c. In the MT and EC areas, Pedestrian walkways should provide safe, convenient, well-lit (see lighting guidelines) and well-defined access between parking areas and the public sidewalk and the main public access to the building. If no sidewalk currently exists, convenient access to the nearest parking area or sidewalk should be provided.

d. In the MT and EC areas, parking lots should be sufficient to provide parking for anticipated numbers of employees, customers/clients and visitors. [\(Insert table or hyperlink for parking standards\)](#)

e. In the MT and EC areas parking lots shall provide secure, protected parking facilities for bicycles.

3. Landscaping and Screening

a. Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose, such as shading or screening.

b. Landscaping should be used to define specific areas by helping to focus on entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering) and provide screening for loading, refuse and equipment areas.

f. In the DT area, all new commercial development shall provide for street trees parallel to streets in planter strips, spaced at regular intervals along the street. This provision does not apply if trees are already present. New development should avoid removal of existing trees without approval from the Town. Replacement of existing trees also requires approval by the Town. Commercial developments should commit to replacement of deteriorating trees within or adjacent to their properties. (wording?)

g. In the MT and EC areas, loading docks, refuse collection areas and mechanical equipment such as HVAC equipment must be placed away from public streets, parks, plazas and adjoining development. Views of such areas from streets, parks, plazas, pedestrian walkways and adjoining development shall be screened. Screening enclosures shall be incorporated into the building architecture and utilize the same materials as the principal building to the greatest degree possible. Screening shall include walls, fences or evergreen plantings of a minimum height of 6 feet to provide complete screening from normal eye level on all sides where access is not needed.

In the DT area, Screening of loading docks, refuse collection areas and mechanical equipment for commercial developments or substantial improvements must make efforts to improve existing screening as practical, using materials consistent with nearby buildings.

h. Screening for outdoor storage should be a minimum of 6 feet and a maximum of 10 feet high. The height should be determined by the height of the material or equipment being screened. Exterior storage should be confined to portions of the site least visible to public view.

4. Lighting

a. Safety is a prime consideration for lighting around commercial buildings. Lighting should be directed to walkways and paths connecting to parking areas or other lighted areas, without spilling into adjacent areas or shining into residences.

Draft Commercial Design Guidelines based on Cloverdale, Ca. example

b. Lighting should be compatible and integrated into building and landscape design. Lighting shall be designed, directed and shielded in such a manner that direct light does not leave the perimeter of the site and the nighttime sky is preserved. Timing mechanisms and photo cells are encouraged to be used to reduce light levels and conserve energy during non- operational hours.

5. Refuse/Recycling Collection Facilities

a. Refuse storage and pick-up areas shall be combined with other service and loading areas where practicable and located away from public view as much as possible.

b. Containers shall be consolidated to minimize the number of collection sites.

c. Trash enclosures should be located away from adjacent parcels to minimize noise and odor impacts typically associated with garbage collection and storage.

d. Trash enclosures shall include separate bins for trash and recycle materials.

e. Trash enclosures shall be designed so that each bin can be removed and replaced without requiring the removal of other bins, to avoid stacking and to maximize access.

f. Gates must open fully; the area in front of the enclosure shall be kept clear of obstructions and shall be marked "No Parking".

g. The enclosure shall be placed on a concrete pad and have a concrete apron with a minimum depth of 4 inches. Adequate drainage shall be provided around the pad area. The percent of grade for access to the pad shall not exceed 3%.

h. All refuse containers shall be screened with a six-foot high (minimum) enclosure of solid masonry, concrete or wood with an exterior finish compatible to the main structure.

i. Gates on trash receptacle enclosures shall be solid, heavy-gauge metal or of a heavy-gauge metal frame with a covering of wood or other suitable, opaque material. Gates shall be secured with sturdy hinges or sliders and latches.

j. Concrete curbs or equivalent shall protect enclosures from adjacent vehicle parking and travelways.

k. The perimeter of the recycling and trash enclosure shall be planted where practical with drought-resistant landscaping.

Section D Architecture

These guidelines are intended to encourage building appearance that is appropriate for the form and scale of the project and to provide human scale interest and variety. The

following list is not intended to be the only techniques that may be utilized to accomplish an attractive building design.

1. In the DT, between 4th and 5th on Main Street, facades should blend with existing facades in both roof form and floor separation.
2. In other areas of DT and in the MT and EC. Developments should provide shifts in building massing, variation in height, profile and roof form, while maintaining formal relationships of building placement to public street frontage or common courtyards or common parking areas.
3. Where practical, vary the building form such as recessed or projecting bays. Wall planes should not run in one continuous direction for more than 50 feet without an offset.
4. Diversify window size, shape or patterns that may relate to interior functions. Windows shall be recessed behind the primary wall plane.
5. Provide shading on east, west and south walls with overhangs, awnings or deciduous trees.
6. Building entries are encouraged to provide projecting or recessed forms, details, color or materials and provide some protection in inclement weather by use of awnings or overhangs.
7. In the MT and EC, vary materials, expressed joints and details, surface relief and color to break up large building forms and wall surfaces. Such detailing could include sills, headers, reveals, pilasters, window bays and similar features.
8. In the MT and EC, the roofline at the top of the structure should not run in a continuous plane for more than 50 feet without offsetting or jogging the roof plane.
9. Building facades adjoining or oriented towards streets and pedestrian areas shall incorporate glazing at all occupied levels. Such glazing should be appropriate to the anticipated use of the building. Uses that require more privacy, such as a medical facility, may limit the use of glazing.
10. In the MT, EC and OC, Auto-serving uses shall have windows and doors that make up at least 25% of street-facing facades. Auto service bays should face away from the street.
11. All rooftop equipment shall be screened from public view by screening materials of the same nature as the structure's basic materials or material that blends well with the basic material and the surrounding natural environment. Mechanical equipment should be located below the highest vertical element of the building.

Section E Downtown (DT) District Design Standards

1. The street and sidewalk design standard for the DT area applies to the following locations:
 - a. Main Street between 3rd and 5th and to
 - b. High Street between 4th and 5th
 - c. Broadway between 3rd and 5th (applicable upon completion of planned streetscaping.)

2. The use of local sandstone on visible external features such as facades and sidewalks is strongly encouraged to recognize the historic contribution that local sandstone quarrying has provided and continues to provide to the community.
3. The intent of the DT area is to encourage retail storefront design at the street level, so that pedestrian-oriented retail uses and similar activity generating uses can locate in the DT without the need for a storefront redesign.
4. The design model for the DT area is a tree-lined street where walking is encouraged.
5. The design model for the DT area is buildings with 1-2-3 story height, with the first floor designed for pedestrian-oriented retail and activity generating uses and upper stories available for residential, office, or commercial use. Where practical, upper floors will generally be differentiated from first floor designs.
6. While three story buildings (including adding a second and third story is permitted and encouraged, the upper floors should not block the view from street level of the iconic Steamboat Mountain to a greater extent than conditions permitted on July 1, 2020.
7. A first-floor pedestrian-oriented retail design is required, even if the proposed use is non-retail.
8. Building street frontages shall be pedestrian oriented design as defined including building faces flush with back of sidewalk, display windows which allow visibility to the interior of the store, recessed store entrances, provision for entrances at less than 25? feet foot intervals.
9. Historic design provisions apply to this area. Historic buildings may not be removed or substantially modified without expressed approval of the Board of Trustees.
10. All entrances shall be inset or recessed so that doors can open without encroaching into the sidewalk right of way.
11. Buildings should be designed for pedestrian-oriented retail use at the sidewalk level. Windows should generally occupy the majority of the first floor sidewalk-facing area of the building
12. Except for sides of buildings that are not separated from other buildings, all four sides of a building shall be designed with equivalent architectural elements as the building front, unless the elevations are not visible (e.g. flush with an adjoining building).
13. Chain link fencing is not allowed in the DT area.
14. Historic design standards apply in the DT area.

Section F Mid-Town (MT) and Othe Commercial (OC) Area Design Standards (includes some refences to EC standards)

1. The intent of the design model for the MT area is to allow flexible design appropriate to a commercial location and providing for a wide variety of restaurant, office, entertainment, residential, lodging and retail and light industrial uses. The intent of the Mid-Town design

guidelines is to provide an attractive and appropriate transition into Downtown Lyons and to provide design guidance to the OC areas within the town.

- a. In the MT, OC, and EC areas, loading docks, and refuse collection areas must be placed away from public streets, parks, plazas and adjoining development. Views of such areas from streets, parks, plazas, pedestrian walkways and adjoining development shall be screened. Screening enclosures shall be incorporated into the building architecture and utilize the same materials as the principal building to the greatest degree possible. Screening shall include walls, fences or evergreen plantings of a minimum height of 6 feet to provide complete screening from normal eye level on all sides where access is not needed.
- b. In the MT and EC areas, Pedestrian walkways should provide safe, convenient, well-lit (see lighting guidelines) and well-defined access between parking areas and the public sidewalk and the main public access to the building. In the OC area, safe, well pedestrian walkways should connect entrances to the existing sidewalk and pedestrian circulation system of the town.
- c. In the MT and EC areas, parking lots should be sufficient to provide parking for anticipated numbers of employees, customers/clients and visitors. Parking areas should incorporate landscaping that fits with surrounding areas, provides shading where practical and is visually appealing.
- d. In the MT and EC areas parking lots shall provide secure, protected parking facilities for bicycles.
- e. In the MT and EC areas, Pedestrian walkways should provide safe, convenient, well-lit (see lighting guidelines) and well-defined access between parking areas and the public sidewalk and the main public access to the building.
- f. In the MT and EC areas, parking lots should be sufficient to provide parking for anticipated numbers of employees, customers/clients and visitors. See Zoning Ordinance Chapter 9 for parking lot landscape requirements.
- g. In the MT and EC areas parking lots shall provide secure, protected parking facilities for bicycles.

Section G Eastern Corridor Design Standards

1. The Eastern Corridor Commercial Design Standards apply to all in-Town locations East of the US Rt. 36/Colorado Rt. 66 interchange. These standards will also apply to locations

adjacent to the US Rt. 36/Colorado Rt. 66 interchange (if and when such properties may be annexed).

2. The intent of the EC design standards is to provide an entrance into the City which identifies Lyons as an attractive place to live and do business and that business investment is welcome and justified.

3. To the extent practical, in the EC areas, loading docks, and refuse collection areas must be placed away from pedestrian areas. Views of such areas from streets, parks, plazas, pedestrian walkways and adjoining development shall be screened. Screening enclosures shall be incorporated into the building architecture and utilize the same materials as the principal building to the greatest degree possible. Screening shall include walls, fences or evergreen plantings of a minimum height of 6 feet to provide complete screening from normal eye level on all sides where access is not needed.

4. In the EC areas, Pedestrian walkways should provide safe, convenient, well-lit (see lighting guidelines) and well-defined access between parking areas and the public sidewalk and the main public access to the building. Connectivity with trails, sidewalks and bicycle lanes that then connect with the MT and DT areas is strongly encouraged as such access becomes available.

5. Buildings should be located to make good use of the land and permit adequate parking and easy pedestrian flow. Buildings should have architectural variety (windows, materials, projections) on the ground floor to create visual interest to pedestrians.

6. Parking should be located in a manner that balances effective use of the land and the cosmetic appearance from the highways and neighboring lots.

7. Access driveways should be shared between buildings or facilities to comply with CDOT requirements.

8. Shared parking between residential and non-residential use is encouraged.

9. A PUD Permit may be granted with flexible land use, parking, setback, and mixed-use standards.