

Southfork Character District Analysis

Public Meeting

Thursday, September 3, 2015



Intent of the Character District

- 2015 City Council Goal
 - Objective 4.1: *“Create districts in the community that embrace the unique character of the area”*.
- City staff will provide design guidance and comprehensive planning knowledge, in collaborate with the property owners, to determine an overall cohesive vision for the Southfork regional commercial area.

Character District Process

- Analyze infrastructure
- Assess connectivity
- Review land uses
- Create public amenities
- Determine a unified design palette for all future development within the Southfork area

Character District Final Product

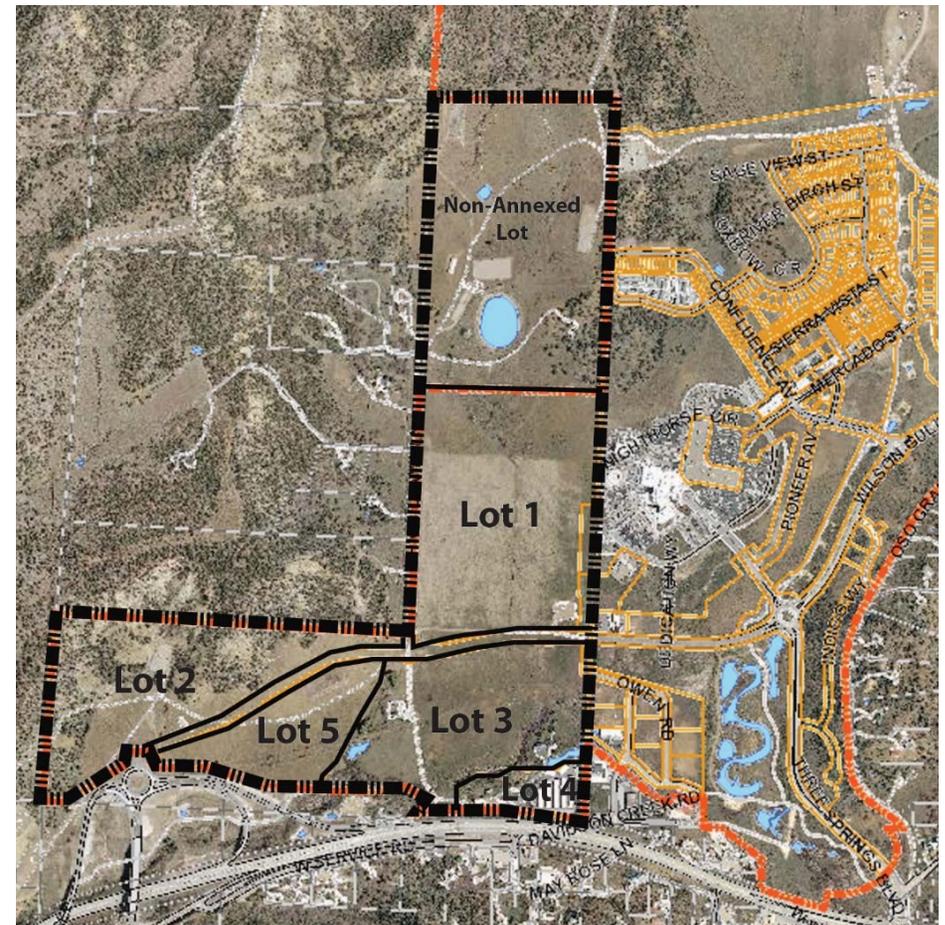
- A Conceptual Development Plan of the Southfork area ready to be processed through the City's PD process; and
- A Design Intent, Standards and Guidelines document to encourage a cohesive design for the entire project that is more specific to regional commercial uses rather than the current City adopted Design Guidelines and LUDC Standards which pertain more to smaller commercial projects—providing assurance for future developers on what is allowed and thereby providing value to the project.



Property Information

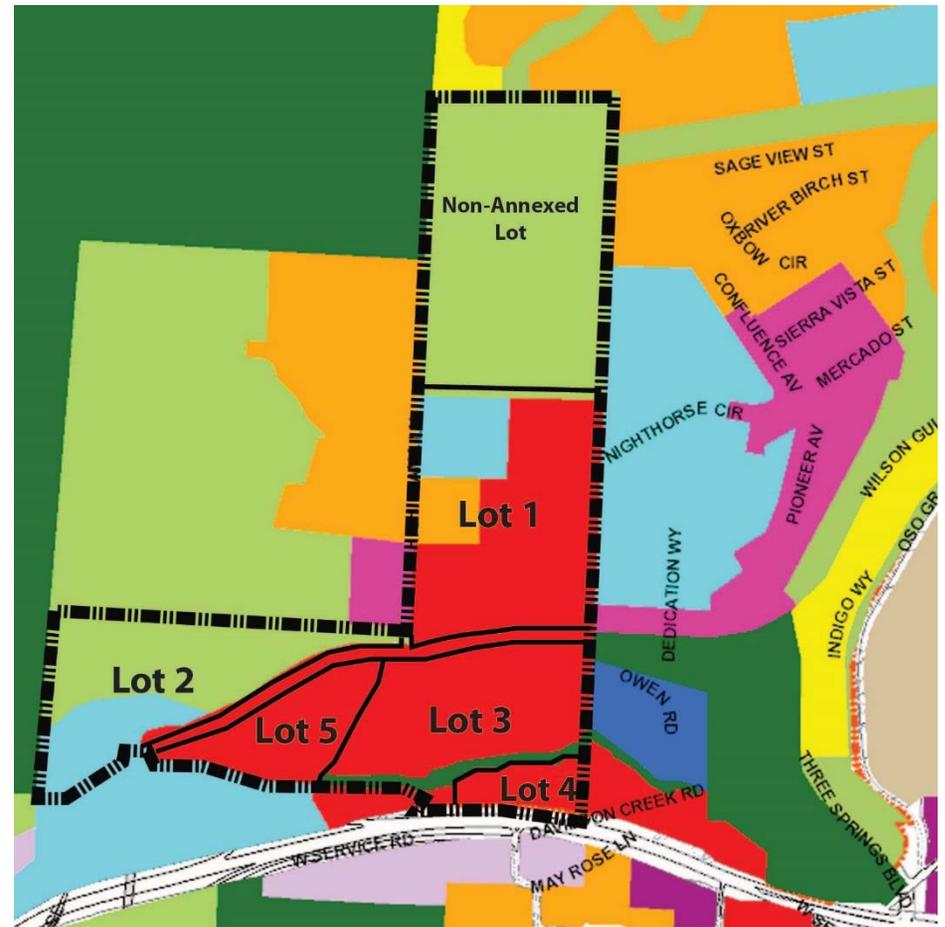
Southfork Properties

- 160 acres total
 - 124 acres owned by Crader Properties, LLC (Lots 1, 2, 4 & 5)
 - 37 acres owned GRVP, LLC (Lot 3)



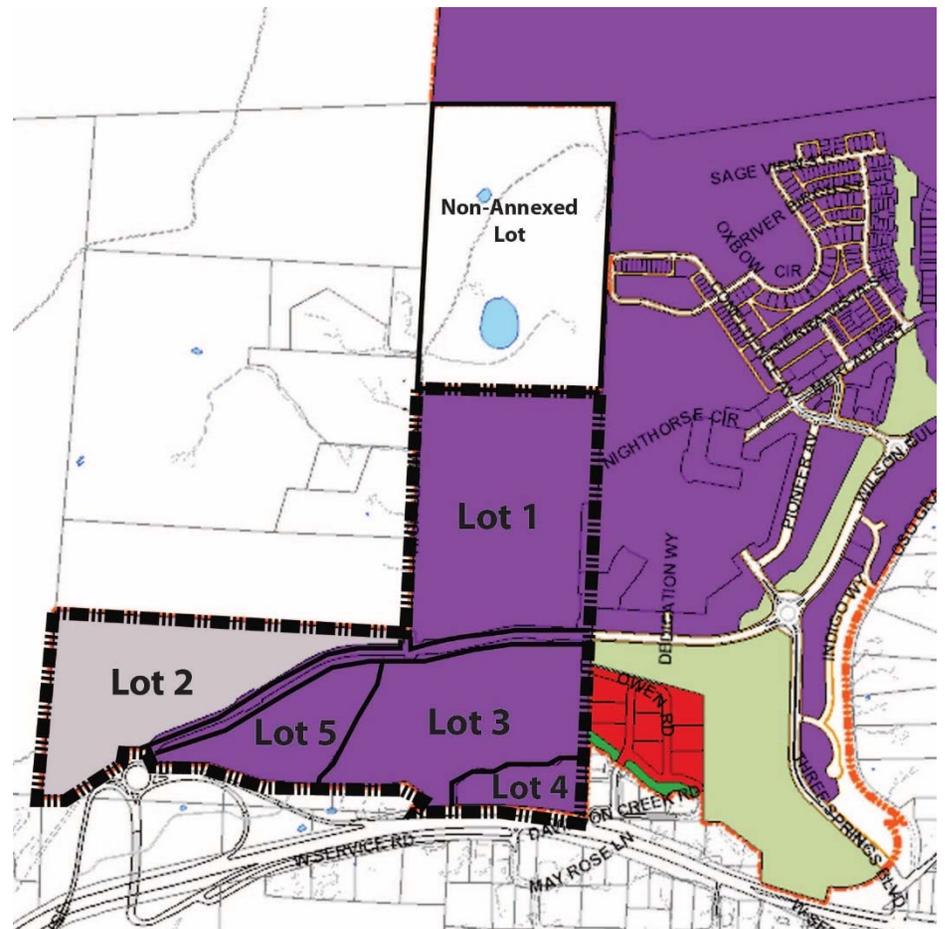
Comprehensive Plan

- Majority of properties are designated for Commercial uses
- Permits a wide range of commercial (e.g. office, retail, service) with all operations and storage being contained within primary buildings



Zoning

- Approx 122 acres zoned Planned Development (PD)
- Approx 38 acres zoned Rural/Agriculture (RA) on Lot 2





Opportunities & Challenges

Opportunities

- Greenfield development
- Relatively flat property
- Zoned for regional commercial uses with some residential and public uses
- Adjacent to Three Springs with an approved 2,283 housing units
- Adjacent to Mercy Regional Medical Center
- Adjacent to open space and drainage areas for potential public amenities

Opportunities

- Near new Highway 550/160 interchange
- Wilson Gulch Road provides access
- Future connection to Ewing Mesa
- Adjacent to the Future Smart 160 Trail
- Adjacent to the Horse Gulch Trail System
- Future Pedestrian Connectivity to Three Springs and Mercy Regional Medical Center
- High visibility from the Highway

Challenges

- Adjacent to Rural Residential Uses
- Lack of Vehicular Connectivity to Three Springs and Mercy Regional Medical Center
- Phasing/extensions/cost of Infrastructure
- High visibility therefore high expectations for design
- Future connection to Ewing Mesa

Challenges

- Connectivity and cohesiveness between properties
- Creating flexible mechanisms to adjust the use mix with market demand through time
- Oil and Gas Development



Visioning

Vision for Southfork Regional Commercial Area

- To ensure development is compatible with, and does not detract from, Durango's character
- To promote a comfortable and safe pedestrian atmosphere with opportunities for public spaces
- To encourage a mixture of uses and sizes of structures
- To break up the apparent mass and scale of large retail structures
- To enhance the visual impacts of large parking lots
- To encourage the preservation of views and vistas to natural features including open spaces and mountains
- To promote a integrated vehicular and pedestrian circulation system that links Southfork to adjoining uses

Stakeholder Visioning

- Three Springs already has a “Main Street”
- GRVP wants to have 2 big box stores and 1 medium size store, with a few smaller stores
- The north side should have more mixed sizes and uses
- The Church could be a terminated view
- Start with larger boxes along Wilson Gulch and as you get closer to church the commercial density decreases

Stakeholder Visioning

- Ewing Mesa Road is the spine of the Crader property
- Need connections to High Llama from Ewing Mesa Road (with roundabouts)
- GRVP retailers want to face Wilson Gulch Road
- How do we get big boxes to consider the highway elevation?
- How does this fit in with adjacent properties and their future uses?

Stakeholder Visioning

- Pedestrian/bike connectivity through the hospital connecting to Three Springs
- What does the interchange bring? Hotels, gas stations, conference centers, church, grocery store, highway serving commercial, etc.
- The current trend is smaller big box stores
- Durango is a great market because of the lack of competition
- If this is being marketed to a developer, they will bring in their own retailers



Standards & Design Guidelines

Site Design

- Circulation (pedestrian and vehicular)
 - Shared driveways
 - Pedestrian trails connecting to Mercy Hospital, Three Springs and Smart 160 Trail
 - Roundabout design
 - Internal pedestrian access from parking lots to building entrances
 - Transit stops



Site Design

- Parking Lots
 - Landscaping
 - Locate parking lots behind buildings rather than along street edges
 - Break up mass by having multiple parking lots if over a particular size
 - Cap number of parking spaces to not go over the LUDC requirements
 - On-street parking on side streets



Site Design

- Building Placement
 - Cluster buildings to provide more outdoor public spaces
 - Building placement should define street edges and sidewalks
 - Define areas to be used for seasonal sales events and outdoor display areas



Site Design

- Public Spaces
 - Provide for outdoor public spaces
 - Do not back buildings onto public spaces, but rather have buildings front or side the spaces
 - Visually connect public spaces among adjacent properties



Site Design

- Utility and Service Areas
 - Screen utilities and service areas from public views, including rooftop equipment
 - Provide enclosures consistent with the architectural design of the buildings



Site Design

- Landscaping
 - Use native, drought tolerant species
 - Coordinate the landscape palette throughout development
 - Use landscaping to define street edges, driveway entrances, building entrances, roundabouts and public spaces



Building Design

- Entrances
 - Should be clearly identifiable
 - Larger retail buildings over a certain size should have more than one entrance



Building Design

- Mass and Scale
 - There should be a maximum length of a façade before an architectural break is required
 - All exterior elevations shall be designed with no large expanses of blank walls
 - Buildings should provide visual interest to pedestrians



Building Design

- Roof Forms
 - Parapets shall be used to conceal rooftop equipment
 - Roofs shall be varied in height and form
 - Rooftop gardens and solar panels are encouraged and do not need to be screened



Building Design

- Colors/Materials
 - No pre-fabricated metal buildings
 - Use indigenous and traditional building materials for primary wall surfaces
 - Use muted earth toned colors. Bright colors could be used as accents
 - Use consistent color/material scheme on same property



Building Design

- Service Canopies
 - Low profile roof forms
 - Muted earth toned colors
 - Lighting tucked under the canopy





Concept Plans

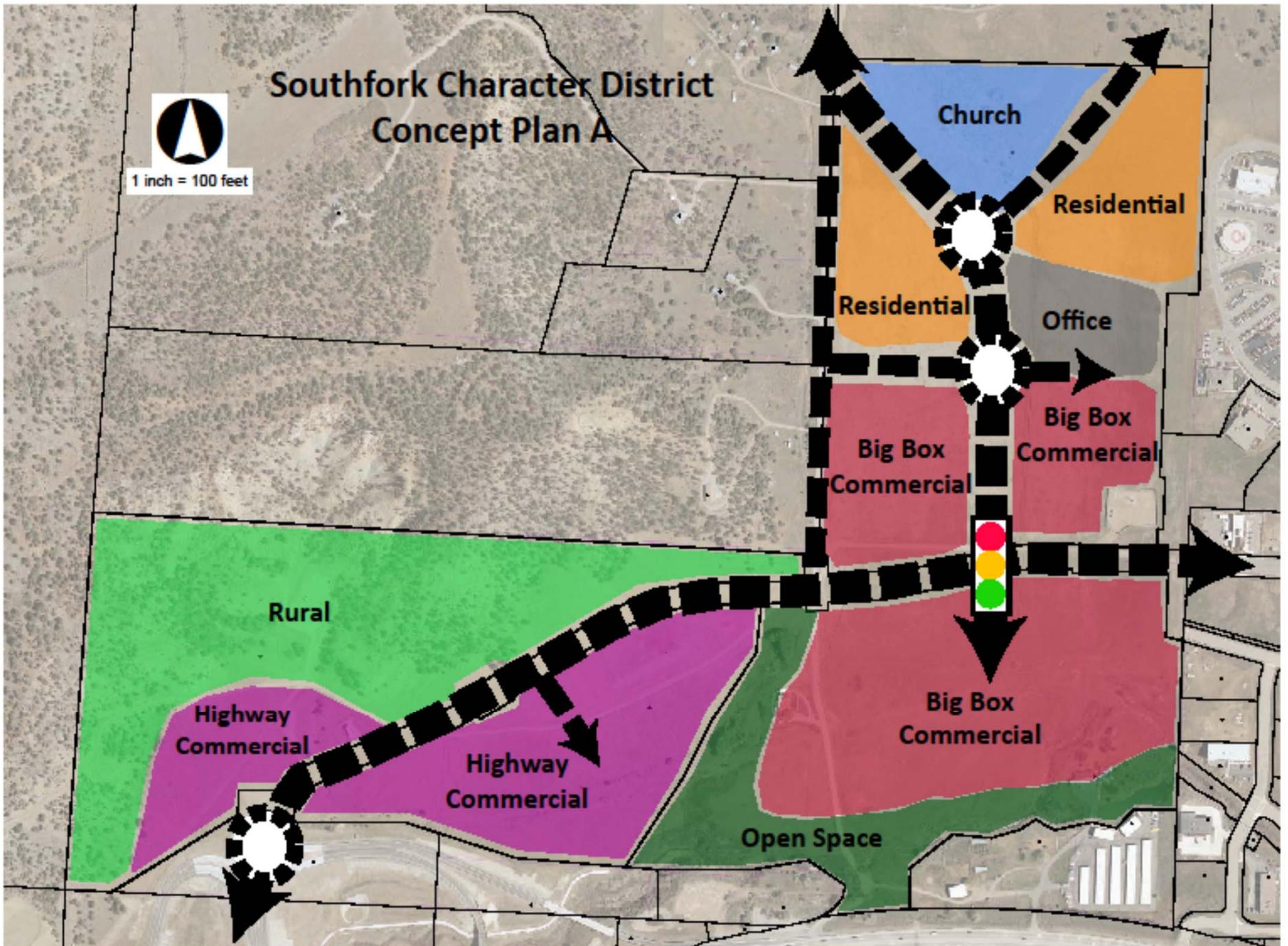
Uses

- Rural – open space
- Highway Commercial – highway serving uses such as hotels, restaurants, fueling stations, etc.
- Big Box Commercial – big box retailers
- Office – office uses
- Entertainment District – movie theater, bowling alley, arcades, restaurants, kids play areas, etc.
- Residential – a mix of residential uses from medium to high density residential to small lot single family residential, to assisted living residential, etc.
- Church – church facilities/uses.

Southfork Character District Concept Plan A



1 inch = 100 feet



Southfork Character District Concept Plan B

