

DESIGN STANDARDS AND GUIDELINES - PARKING STRUCTURES AND PODIUMS

Parking structures (and portions of buildings containing parking, such as parking podiums) should be considered as much an integral part of the Downtown fabric as any building, and should convey the district's character, relate to the City's architectural styles, and fit within its specific context or development. As parking structures generally require large rectangular volumes, various means of architecturally "breaking down" large bulky masses should be employed to fit within the Downtown's intimate, fine-grained character, as are described in the guidelines below.

BUILDING MASS AND INCREMENT

BUILDING MASS

Architectural design should "break down" the height and horizontal bulk of parking structure building mass to better relate to the pedestrian scale of the Downtown.

Guidelines:

- Blank walls should not be used. Architectural design and detail should be used to give interest to the façade.
- Architectural features should be carried around all four sides of the building.
- Methods for reducing the appearance of building height and bulk include:
 1. Upper story setbacks, either as full-length "stepbacks" of upper floor setbacks, or partial indentations for aesthetic setbacks.
 2. Additive facade features such as architectural elements and detail, including columns.
 3. Planters and landscaping at the building base.



Architectural detailing on a parking structure.

PEDESTRIAN ENTRY AND ACCESS

Parking structure entrance doors for pedestrians should be a part of a highly visible and easily identifiable entrance feature(s).

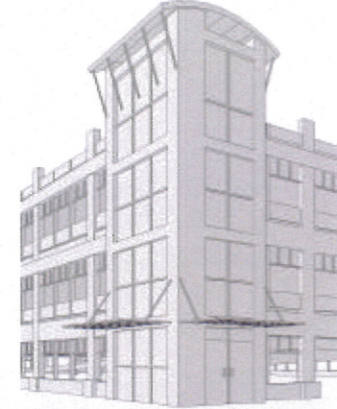
Standards:

- Pedestrian Entrances: The pedestrian entrance to a parking structure or facility should be designed as an easily noticeable change within the facade treatment.




Guidelines:

The design should utilize one or more of the following treatments:

1. Create a corner entry.
2. Create a recessed or set-back pedestrian entry within the building façade; partial or full height. Minimum clearance should be nine (9) feet above grade.
3. Create a horizontal mass projection from the building facade – partial height, full height, or above the building mass (such as a tower). Such an entrance feature may protrude from the building facade fully into an encroachment zone (to the edge of the right-of-way) where available.
4. Signify a pedestrian door with the use of a projecting awning or canopy.
5. Use ornamentation that creates visible detail for pedestrians and drivers, such as columns and ornamental light fixtures.
6. Illuminated architectural signs or banners may be used to supplement architectural treatment of pedestrian entrances. Please refer to the “Signage” section of the Design Standards and Guidelines.



Towers can be used to indicate pedestrian entries to parking garages.

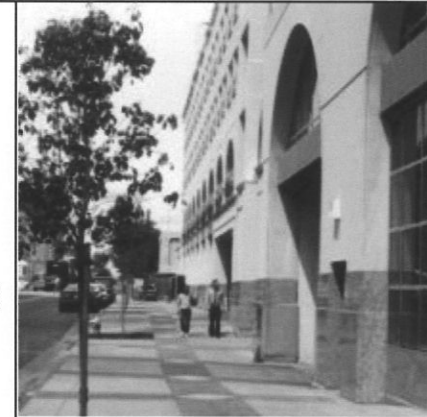
<p>VEHICULAR ENTRY</p> <p>Vehicular Entrances to parking structures and podiums should be easy to see and find. They should be architecturally “marked” as an important entrance.</p>	<p>Standards:</p> <ul style="list-style-type: none"> Vehicular entrances to parking structures and podiums shall be easy to see, and “civilized” by good design. <p>Guidelines:</p> <ul style="list-style-type: none"> Recommended treatments for vehicular entrances include: <ol style="list-style-type: none"> Directional signage from primary roadways, in coordination with a sign program that identifies the entry points from various approaches to the structure. Mounting a prominent illuminated sign above the vehicular entry. Architectural framing of the vehicular entry as a well-integrated part of the building’s overall façade composition. “Notching” the second story plan to create a two-story entry. Attractive design and color of metal door grillework, decorative doorframe ornament, ornamental lighting, etc. 	 <p>Parking entrance called out by signage at entry.</p>  <p>A “notched” two-story vehicle entry.</p>
<p>FACADE COMPOSITION</p>		
<p>BUILDING BASE</p> <p>Parking structures should create a base treatment that assists in visually establishing a “human scale”.</p>	<p>Guidelines:</p> <ul style="list-style-type: none"> Base treatment should extend around all sides of the structure, and not just be part of a “false front” treatment. A building base may be created by any or all of the following treatments: <ol style="list-style-type: none"> A thickening treatment of the wall at the ground. An intermediate cornice line or protruding horizontal band. A different material and/or color than the wall surface of the rest of the building. The building base material should generally be “heavier” or more opaque with a lighter quality above (this may also be established with color). 	 <p>Base created by architectural cornice and change in base material at ground floor.</p>

BUILDING MATERIALS

Parking structures should be constructed of the same wall materials as adjacent or nearby buildings where possible, using materials that are common throughout the district.

Guidelines:

- Recommended materials, to be used as the primary building material, include:
 1. Precast Concrete: The location of joints between castings and expansion joints should be incorporated into the facade composition. Options in terms of special textures, pigments, and special aggregates should be used to add interest to the facade through varied surfaces and textures. Precast concrete copings and trim are also recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. Grout and sealant colors should be coordinated with castings and other building colors.
 2. Poured-in-Place Concrete: The location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Options in terms of textured form liners, pigments, stains, and special aggregates should be explored. Accents such as cast-in-place ceramic tile inserts are recommended for decorative effect.
 3. Concrete Block: Plain stack bond concrete block walls are not recommended as a façade wall material. Use of cap and trim pieces is strongly recommended (these may also be precast concrete products). Decorative treatments should be used, such as alternating courses of differing heights, different surface textures and patterns of colored blocks. Grout colors should be coordinated with block and other building colors.
 4. Brick and Brick Veneers: Authentic materials are preferred, particularly in primary elevations, but if veneer is used, full depth brick veneer is preferable to brick tile veneer. Brick veneers should be mortared to give the appearance of structural brick, and should use wrap-around corner and bullnose pieces to minimize a veneer appearance.
- Simulated finish patterns should not be used, as with cases such as straight expansion joints cutting across simulated rubble stone surfaces. Wood siding, shingles, shakes and plywood siding should not be used.



Concrete used in coordination with a high quality base material.



**BUILDING MATERIALS
(CONTINUED)**

Guidelines:

- To relieve the continuous expanse of wall required by parking structures, detailing and design accents should be used to break up a windowless or monotonous façade. Recommended accent materials for use in special locations include:
 1. Stone and Stone Veneers: These are appropriate as a special accent material, particularly at sills or on decorative panels.
 2. Ceramic Tile: Size options include “field” tiles of various shapes, accent tiles, trim elements, edge and bullnose tiles. Finish options include both unglazed and glazed tile finishes. Bright colors should be carefully reviewed with manufacturers for colorfastness of pigments. Grout color should be coordinated with tile and other building colors.
 3. Stucco and EIFS: Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition. In general, joints should be regularly spaced. Sealant colors should be coordinated with surface and other building colors.
 4. Profile, Corrugated, and other Sheet Metal: May have painted or natural metal finishes.



Accent material used to add color and relief to a parking structure wall.

ROOFS	
<p>ROOF FORM AND DESIGN</p> <p>The “skyline” of the parking garage should be designed and shaped to create an interesting visual profile.</p>	<p>Guidelines:</p> <ul style="list-style-type: none"> ▪ The “skyline” of the parking garage should be designed and shaped to create an interesting visual profile. ▪ At stair towers and entryways, all continuous sloping or curved roof forms are encouraged. These include gable, hip, pyramidal, conical, barrel vaults and domed roofs. ▪ Surface mounted cornices, continuous shading elements, or trellises are recommended as additive features to create a skyline treatment. ▪ Special design of parapet walls and/or guard railings is recommended. Variations in height and profile created by contrasts between railing posts and infill panels are recommended. ▪ Due to their highly visible locations, ornamental area light poles and fixtures are recommended to be used at top parking decks. Their selection and finishes should be coordinated with site area lighting.
	 <p>Varying roofline shapes the skyline of the structure.</p>  <p>Tower and decorative parapet articulates garage roofline.</p>