

F. Lot 61

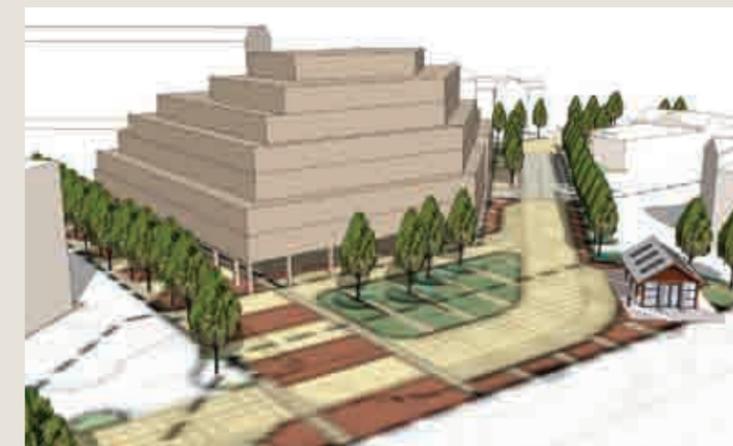
Lot 61 is an integral piece of the Town Center streetscape. It forms a major gateway to Main Street. As the centerpiece to the views of Main Street from Avon Road, the northeast corner of the building must be designed in the character desirable for the entire Town Center. Lettuce Shed Lane becomes an extremely important access portal to the Main Street, entering from the gondola and the transit center. This portal must visually and functionally provide a link for pedestrians. Finally, the Avon Station is located directly south of this site. Transit centers are often viewed as a liability to an area because of the bus traffic and occasional crowds of people. This view is incredibly short-sighted. This vitality ensures transit hubs in major cities around the world become the true “town centers” because of the vitality and consistent stream of pedestrians.

Main Street will have the opportunity to be the primary pedestrian activity area for the entire redevelopment. However, this corridor runs east to west with larger existing and proposed buildings surrounding it. A concern is that without careful building design, the Main Street could result in an unpleasant pedestrian environment that is overshadowed, cold and uninviting. It is the intent to create the very best possible pedestrian street environments surrounding Lot 61, without compromising the value of the redevelopment.



The Evergreen, an office and residential building by architect Arthur Erickson, utilizes the building step back as a place for balconies. The design was intended to provide the experience of “working on a mountainside”. (Vancouver, Canada)

These illustratives are showing possible massing of buildings and do not reflect the desired character of the district.



The urban design plan envisions Lot 61 to stairstep back with appropriate articulation. Additional arcade spaces along the transit center and Benchmark Road are encouraged in the urban design plan.



The design of the northeast corner of Lot 61 has the opportunity to significantly contribute to the Main Street environment while providing a visible porte cochere.

LOT 61

INTENT

F.1 Design Principles

Access and circulation will play an important urban design role in the build out of Lot 61. Lot 61 is surrounded by streets, two of which are primarily pedestrian-oriented. The intent of Main Street is to provide a pedestrian-oriented street, where automobiles are subservient to pedestrians. Lettuce Shed Lane is identified as a pedestrian-only corridor with emergency access. In pedestrian-oriented areas, automobile and service access is minimized.

The intent is to provide a transit center station within the building at the southwest corner of Lot 61. This interior space should be incorporated into the development and considered at the time of land use and building permit approvals.

The northwest corner treatment of the Lot 61 building shall act as an urban design focal point for those traveling eastward along Main Street and those traveling from within internal spaces of Avon Center. The intent is that the architecture will be an iconic entrance to the retail space within.

The northeast corner of Lot 61 provides an opportunity to accentuate the gateway and starting point of Main Street. High quality architectural design is required in this area. The Lot 61 building shall be granted an easement and be permitted to extend into the right-of-way as long as the design guidelines are met.

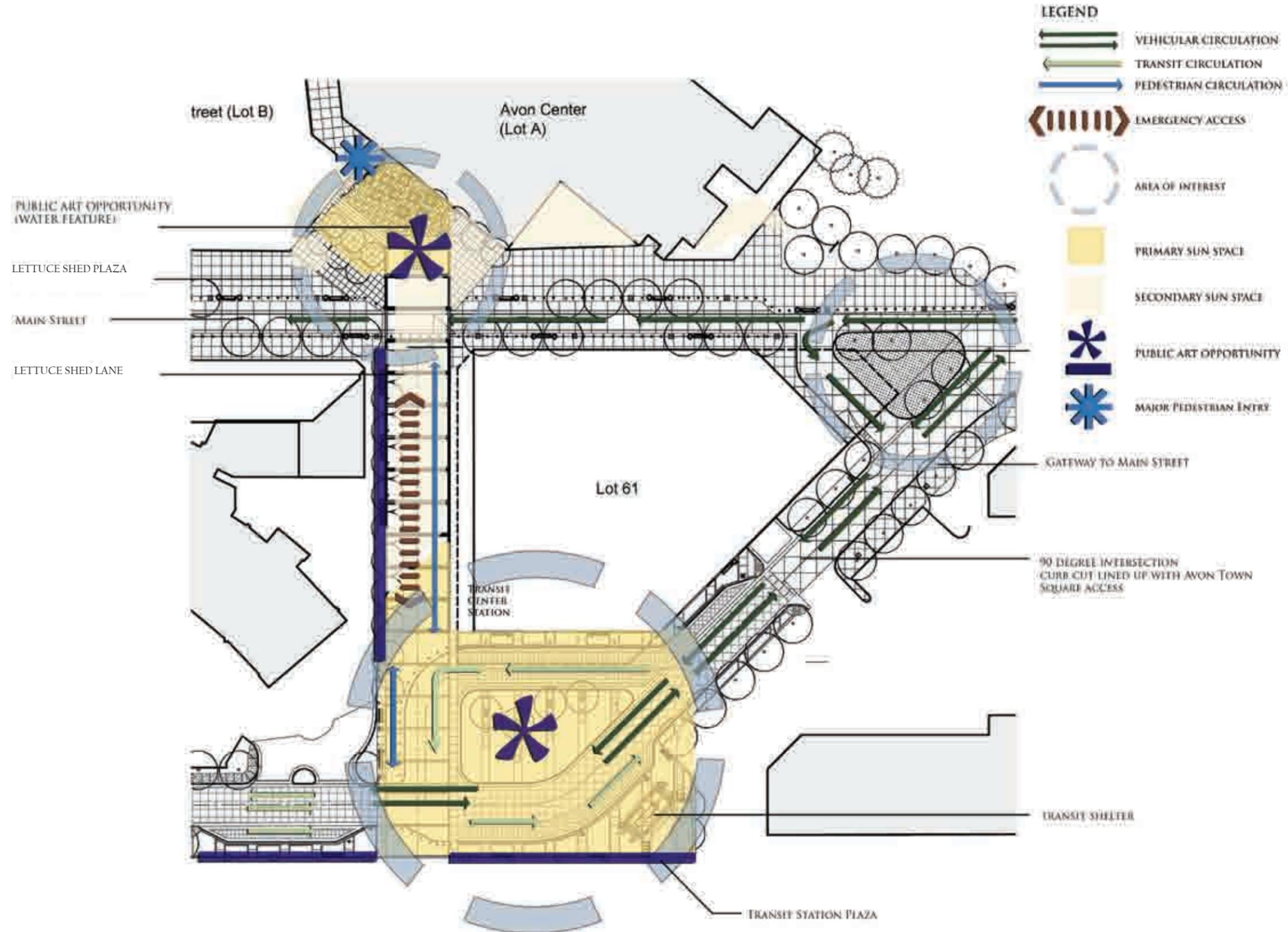
An arcade has been considered in the urban design plan that extends 10 feet into the Lettuce Shed Lane right-of-way. This should provide an attractive retail environment that is protected from weather. An easement shall be provided to allow for this 10 foot encroachment provided the guidelines are met.

A 20 foot wide ground floor easement has been incorporated in the urban design plan on the southern property line of Lot 61, referred to as Benchmark Road arcade. This arcade should provide a covered pedestrian space for transit loading/unloading as well as additional access to the proposed transit center station. The upper floors of the building are allowed to cantilever over the 20 foot easement, thus creating an arcade.

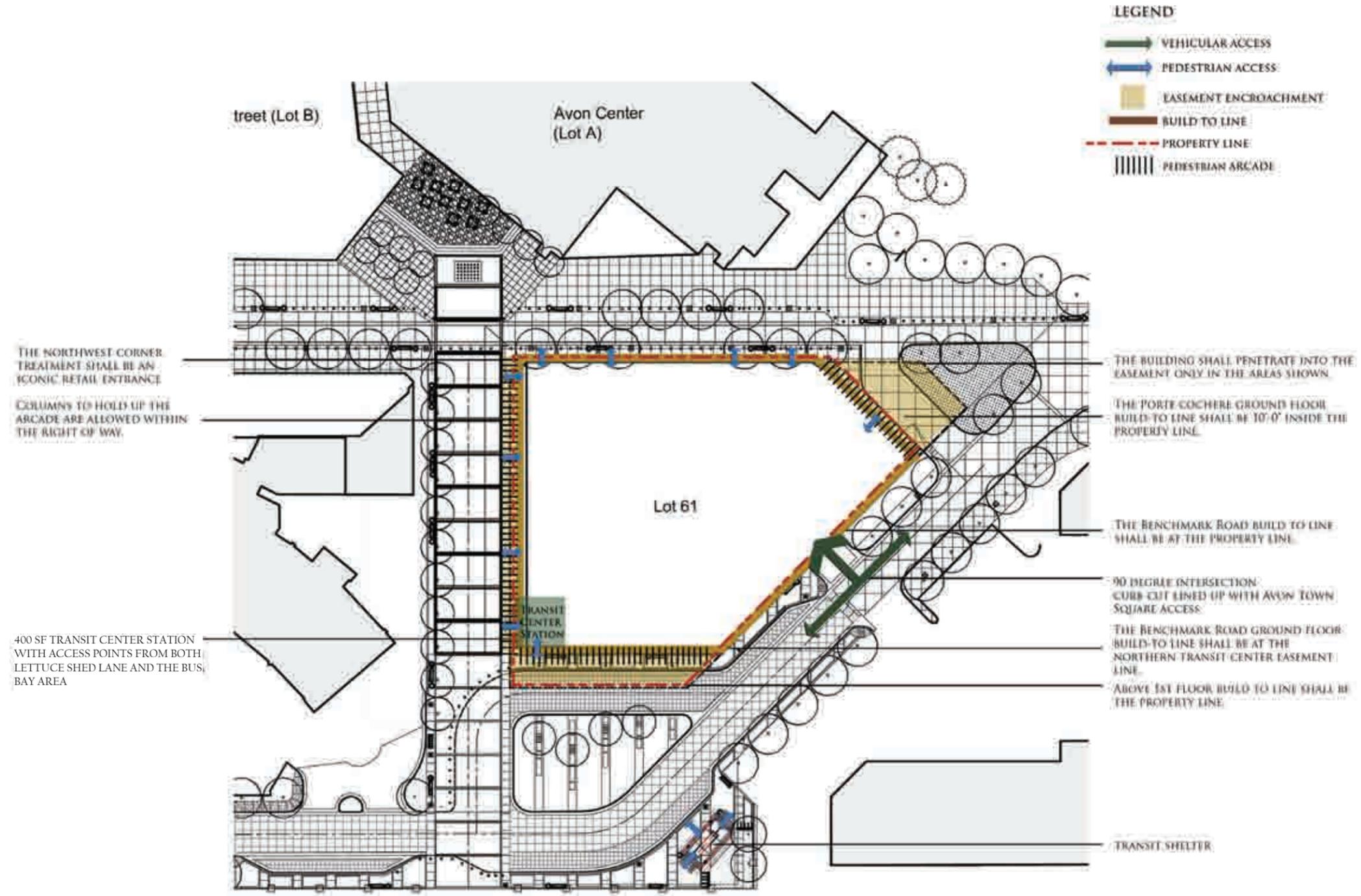
All plazas shall receive the majority of the sun. The intent is to create a hierarchy of sun pockets. The northern side of the street shall receive sun, as well, over varied times of the day. Important north to south connections, such as Lettuce Shed Lane, also need sun exposure during varied times of the day. Recognizing that Main Street is an east/west corridor, it is impossible to allow for sun on the southern side of the street and still allow for density.

The northern terminus of Lettuce Shed Lane is the Lettuce Shed Plaza. It is envisioned to offer a variety of activity for all ages and capture sun throughout the day. The architecture and land uses surrounding this gathering space will be instrumental in its success.

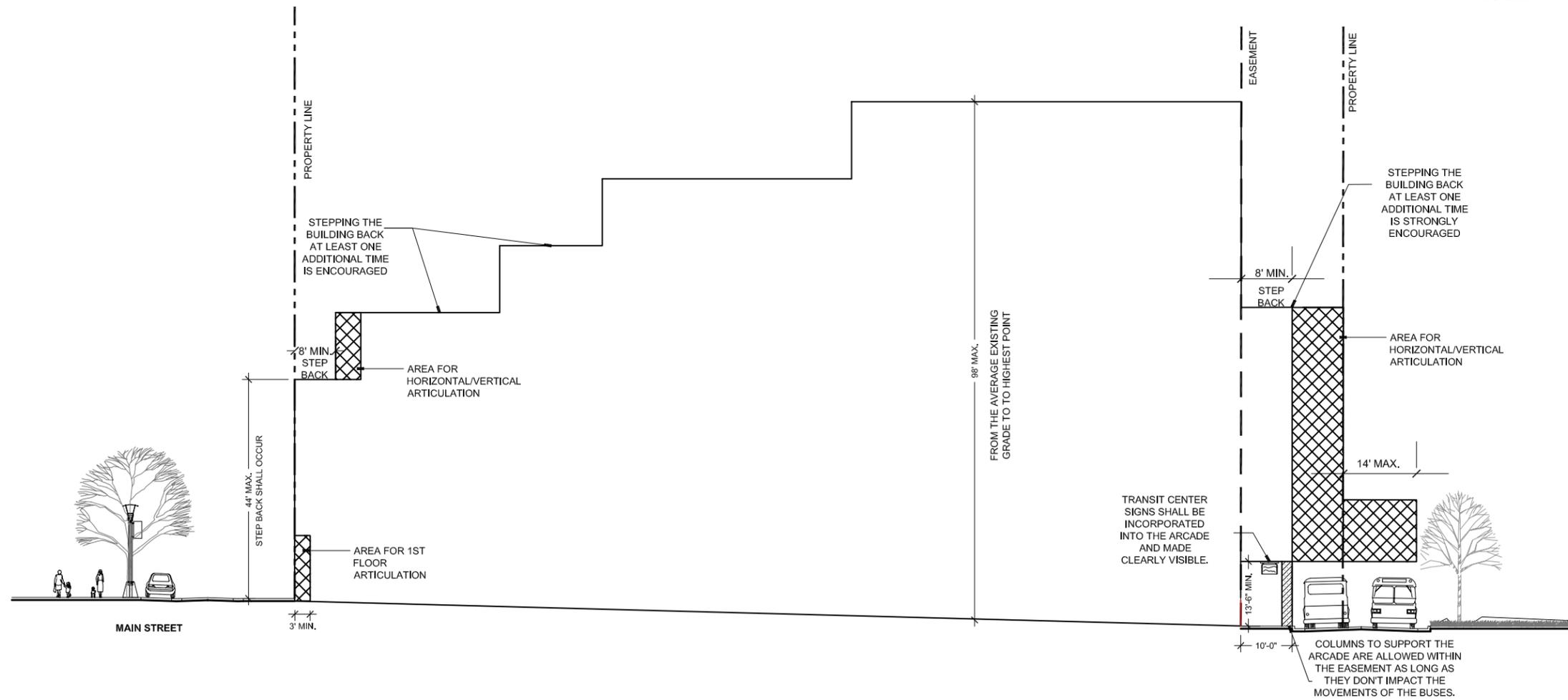
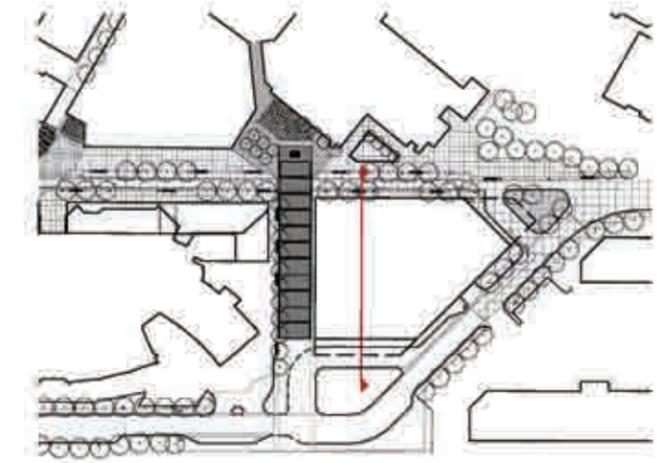
Sun spaces are shown in diagram F.2. The Primary Sun Spaces are to have sun exposure at 10:00 am, 12:00 pm, and 2:00 pm on the shortest day of the year (Winter Solstice). Secondary Sun Spaces may be in shade during only one of these hours.



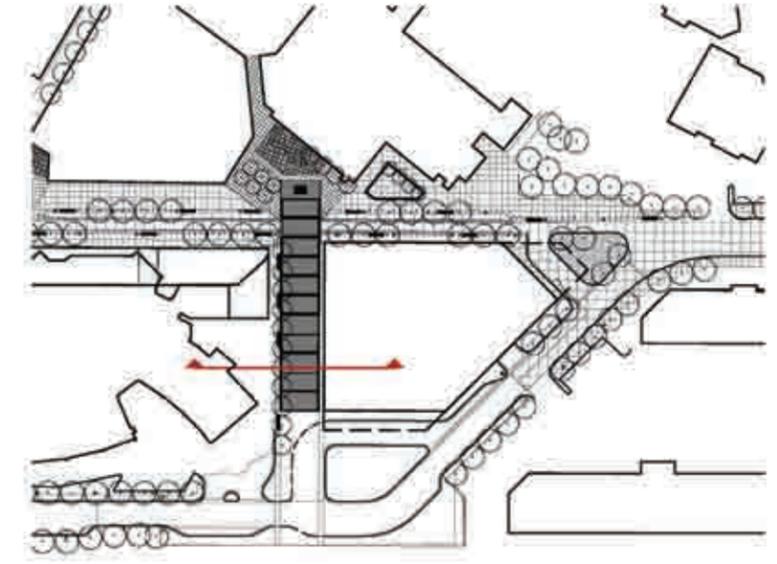
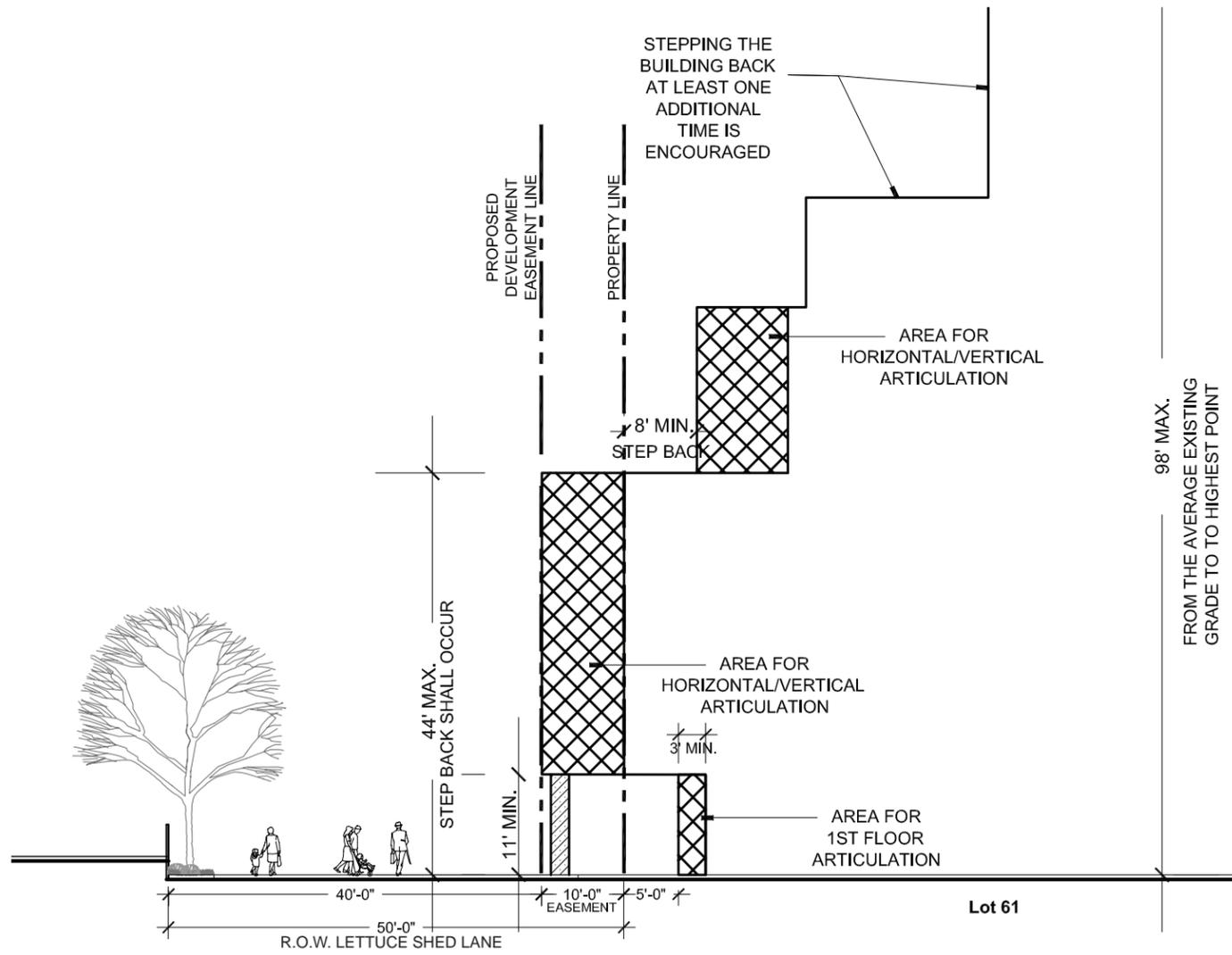
F.2 PUBLIC SPACE



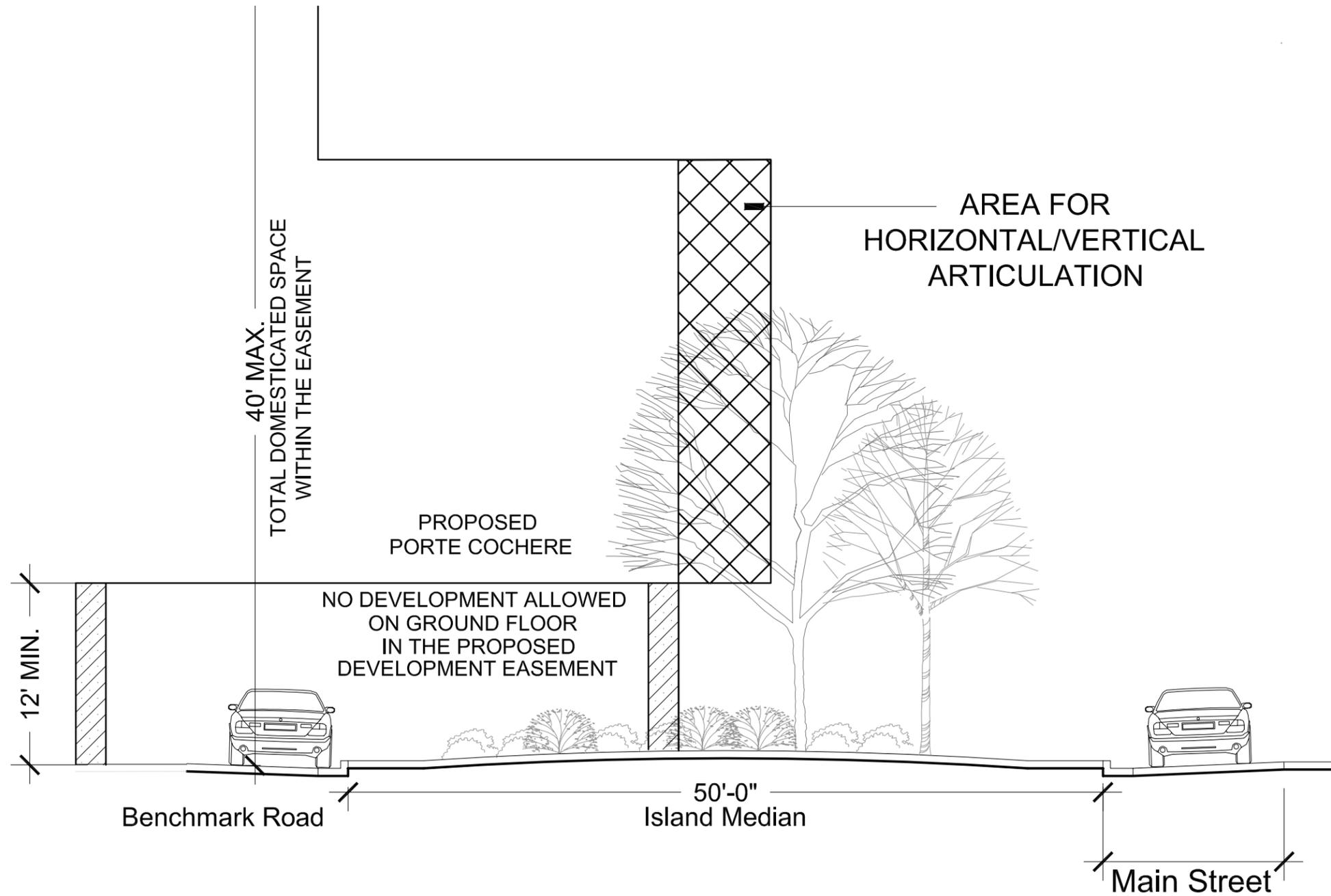
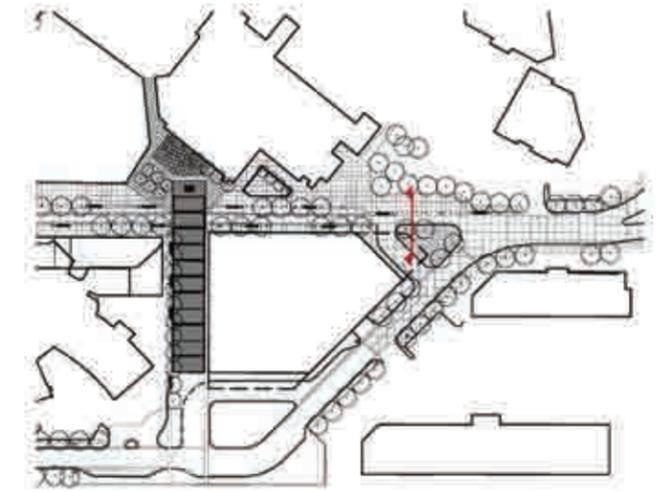
F.3 INTERFACE



F.4 SECTION



F.5 SECTION



F.6 SECTION

LOT 61

PRIORITY GUIDELINES

GUIDELINES

F.7 Lot 61

Supporting elements such as columns must be proportional to the mass above.

The minimum frontage for the Transit Center facing Lettuce Shed Lane and the Avon Station area shall be 15 feet of each facade.

The ground floor façade must be attractive for those waiting for transit.

Lighting inside the arcades shall be incorporated into the design.

The pavement pattern inside the arcades shall be compatible with the public space while creating a seamless pedestrian environment.

Avon Station shall be incorporated into the southern arcade. The signs shall be clearly visible from inside the arcade transit shelter and Lettuce Shed Lane.

If second floor extension into public property is granted; the developer shall provide heat lamps in the arcade.

Stepping the building back one additional time between the 40 foot vertical measurement and the peak of the building is encouraged to reduce the “canyon” effect that the development may have on the streetscape.

Creative lighting of columns is encouraged on the northern face without creating a hot spot for pedestrians.



Plantings can soften the appearance of buildings along a pedestrian corridor. This is a good example for Lettuce Shed Lane. (Whistler, British Columbia)



Architectural emphasis increases the visibility of a corner lot. (Los Angeles, California)

G. The Seasons

The Seasons building improvements and redevelopment are envisioned just for the northern half of the property, immediately north of the tower portion of the existing building. However, if the property owners wish to redevelop the southern half, the area wide and building guidelines shall become applicable.

THE SEASONS

INTENT

G.1 Design Principles

Additional development at The Seasons will allow for a creative building atmosphere along Main Street. However, careful consideration needs to be expressed in order not to overshadow Main Street, while providing the proper building height to scale down the existing Seasons tower. The construction of large, monolithic towers like those that exist today should be discouraged in the future. They have created a monotonous building environment. The envisioned new development on the north side of the property should be an inviting pedestrian environment.

Main Street and Lettuce Shed Lane will have the opportunity to be the primary pedestrian activity area for the entire redevelopment. However, this corridor runs east to west with larger existing and proposed buildings surrounding it. A concern is that without careful building design, the Main Street could result in an unpleasant pedestrian environment that is overshadowed, cold and uninviting. It is the intent to create the very best possible pedestrian street through proper articulation, without compromising the value of the redevelopment. Recognizing that Main Street is an east to west corridor, it is impossible to allow for sun on the southern side of the street, and still allow for building mass, during the shortest day of the year.

The build-to lines allow the individual buildings to contribute to a rich streetscape environment and shopping district. The build-to lines for The Seasons are both located on private property and public right-of-way. In the case of building on public right-of-way, an easement shall be provided as long as the development meets all of the following guidelines.

An 8 to 10 foot wide arcade has been considered in the urban design plan along Main Street. The plan anticipates the redevelopment of existing commercial space on the ground floor and housing extending above to create the arcade. This should provide an attractive retail environment that is protected from weather and the possibility of a larger market that is both interior and exterior to the existing ground floor commercial environment. An easement allowing development in the northeast corner of the development should be granted, allowing development to occur in the “wedge” shape of the public right-of-way.

The northern terminus of Lettuce Shed Lane is the Lettuce Shed Lane Plaza. It is envisioned to offer a variety of activity for all ages and capture sun throughout the day. The architecture and its land use surrounding this gathering space will be instrumental in its success.

The Library Plaza is located between the existing library and recreation center and provides a north to south pedestrian link between two drop-off areas. This plaza space is intended to be a sun pocket along Main Street and offer a southerly view to Beaver Creek and Bachelor Gulch. The spatial relationship of this plaza and The Seasons will be critical to the vitality of this pedestrian space.

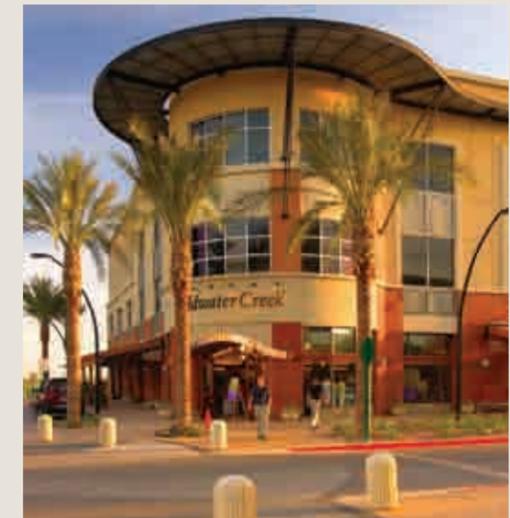
The proposed portion of The Seasons building is in public right-of-way. The urban design plan envisions ground floor retail and housing on the subsequent floors. An agreement between the Town and the developer should occur for the land to be sold or a long term lease to be formalized. Regardless of the legality of land, the development of this property should only occur as long as the following design guidelines are met by the developer.

Access and circulation will play an important urban design role with the build out of The Seasons. Since the majority of The Seasons redevelopment is an existing development, the circulation systems will remain primarily the same. In pedestrian-oriented areas, automobile and service access should be minimized.

The existing Seasons building consumes nearly the equivalent of 2.5 town blocks along Main Street. With this large footprint and central location in the redevelopment area, an anchor-tenant type land use could present itself.



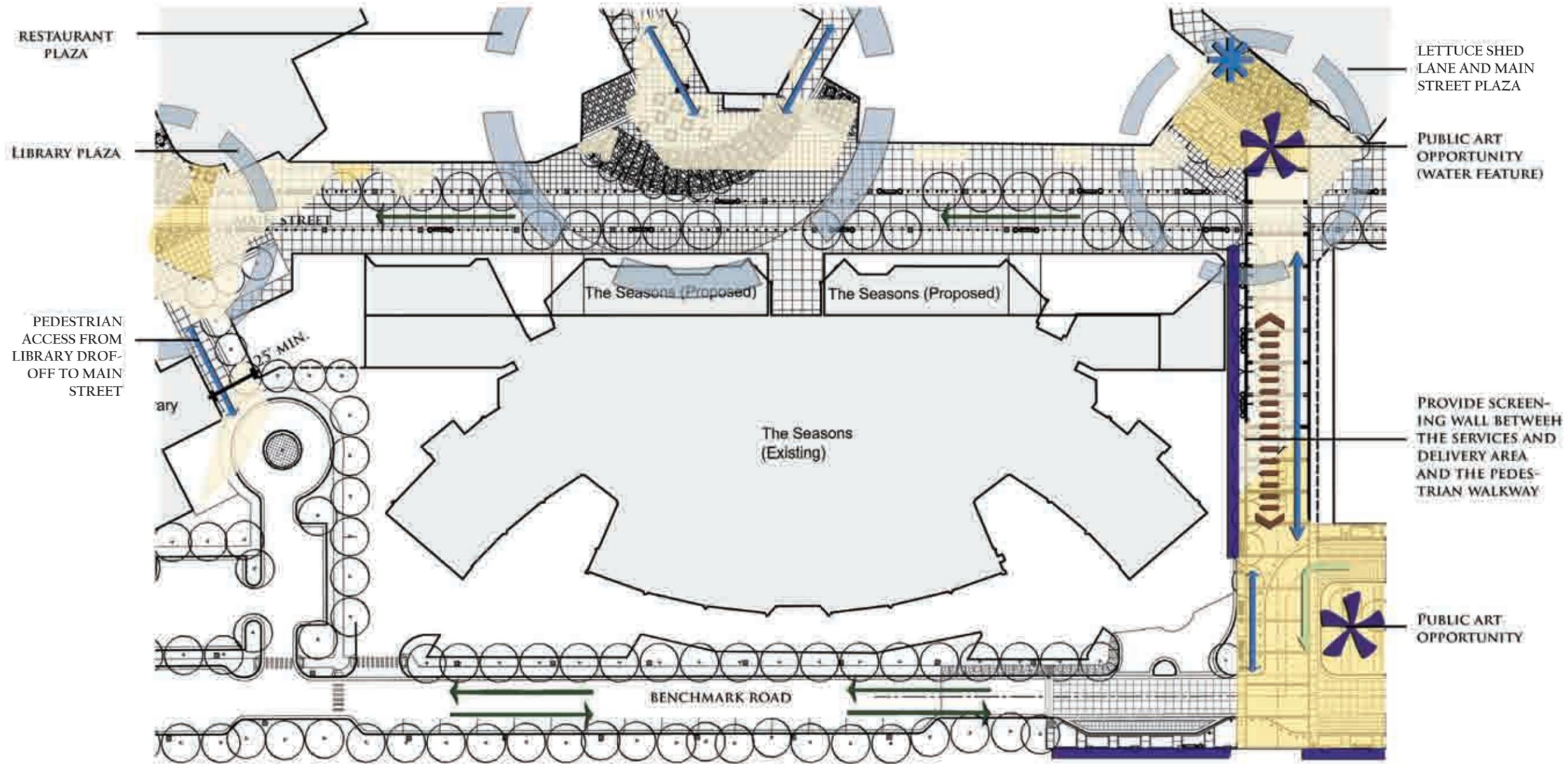
Arcades should allow high levels of visibility into the ground floor retail while providing shelter. (Aspen, Colorado)



The corners of buildings contribute to a healthy streetscape scene by adding additional bulk and detail. (Scottsdale, Arizona)



The view corridor between the library and The Seasons is a community asset and should be retained. (Avon, Colorado)

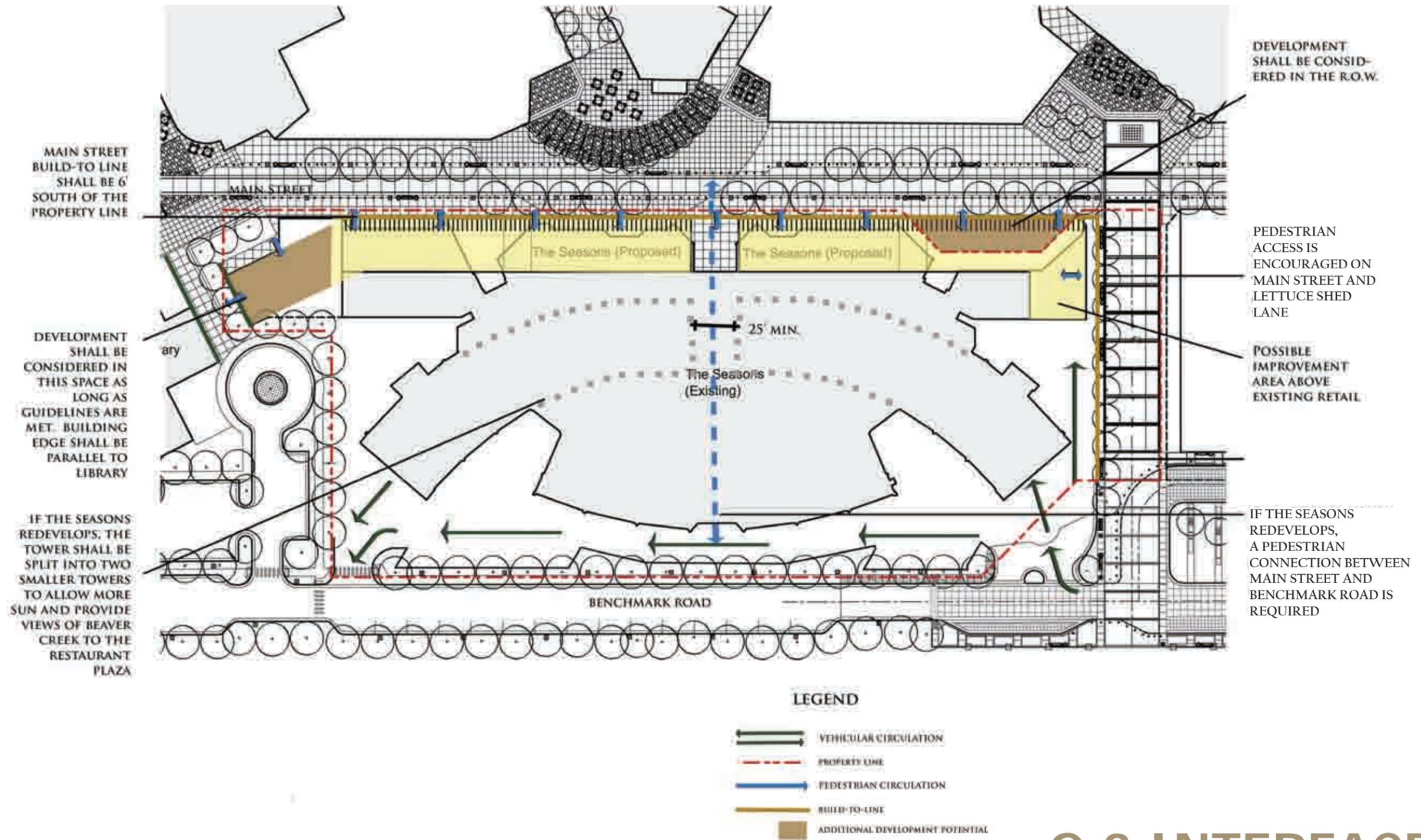


LEGEND

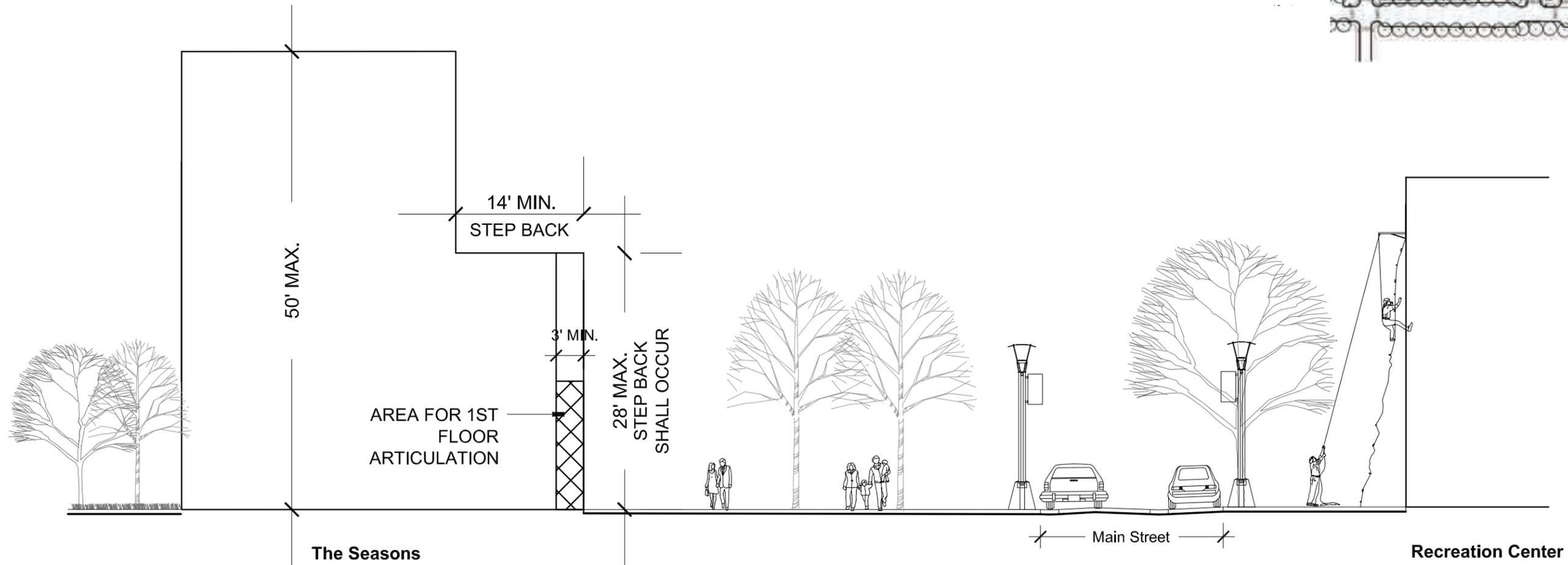
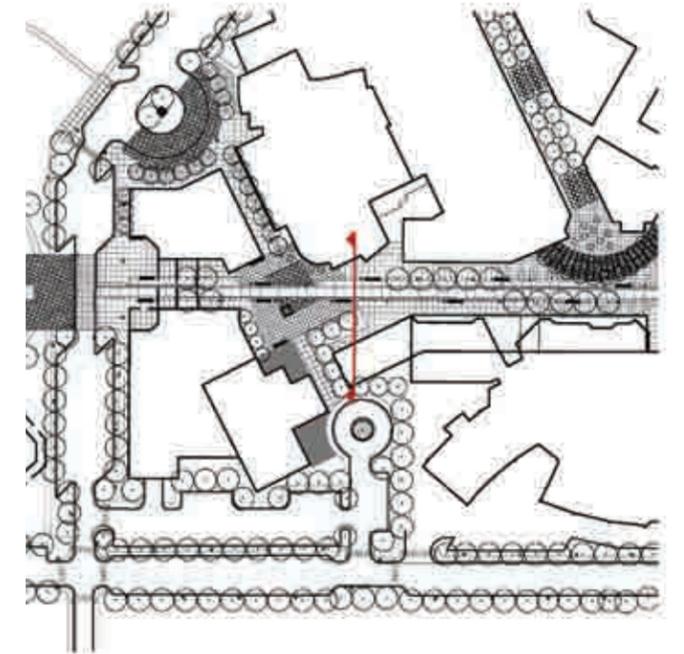


G.2 PUBLIC

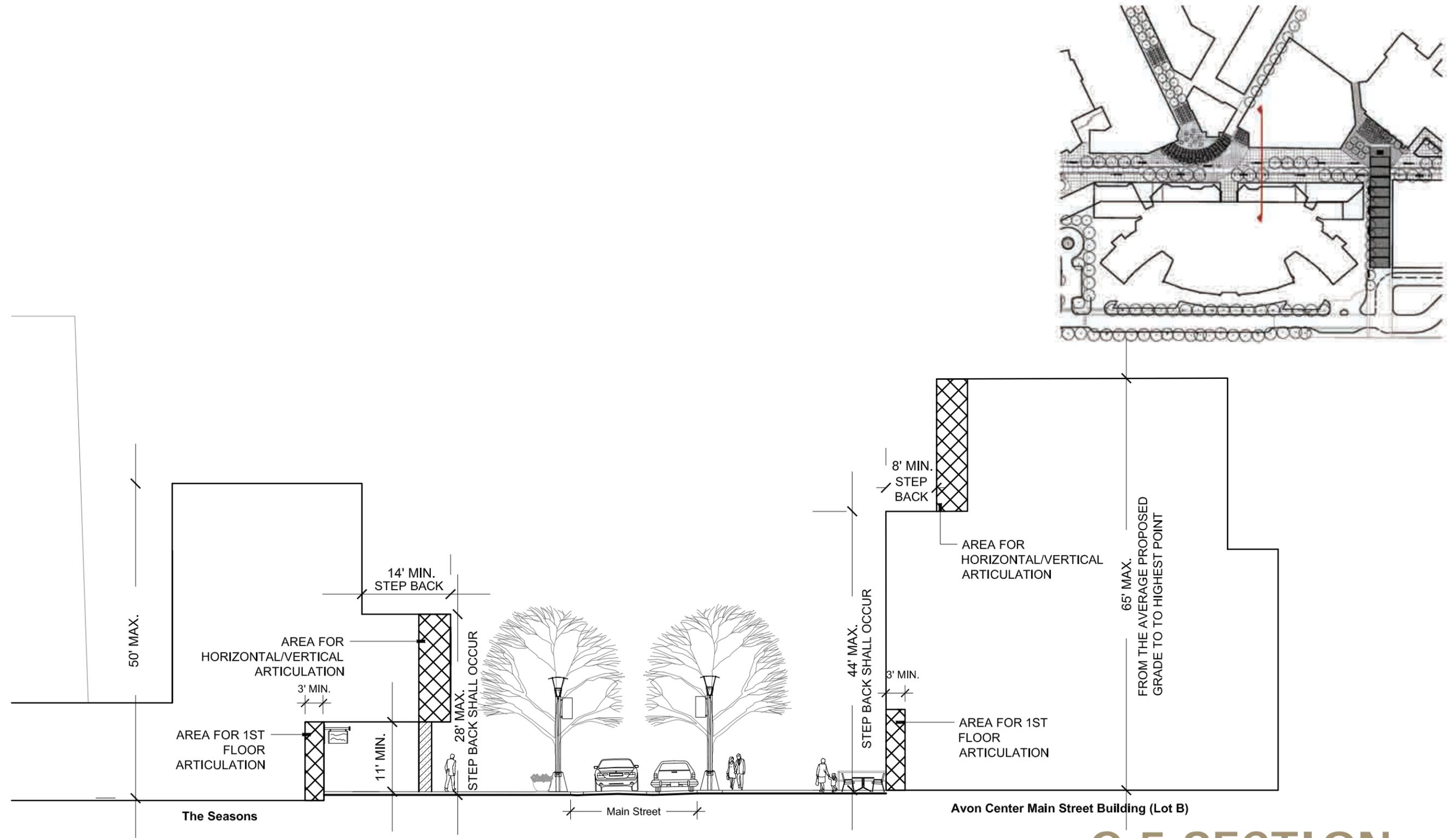
THE SEASONS



G.3 INTERFACE



G.4 SECTION



G.5 SECTION



An indoor/outdoor market, as recommended for The Seasons, can add to the vitality of the street (Los Angeles, California)

THE SEASONS

INTENT

PRIORITY GUIDELINES

GUIDELINES

G.6 The Seasons

The Library Plaza ground floor shall be retail with the subsequent floors above being residential.

Maintaining a strong pedestrian access from the library drop-off to the Main Street is encouraged.

High visibility into the retail space from the plaza is encouraged.

A large marketplace on the ground floor should be considered in the redevelopment of ground floor retail. Large glass garage door structures could be raised for the market events and spill out under the arcade. Consideration should be given, but not limited to, farmers market, fresh produce market, seafood market, dry goods market, craft market.

H. Avon Center

The first phase of Avon Center was one of the first tall buildings constructed in Avon. The compact density is positive for the redevelopment as it will help create a marketplace for the existing and future retail businesses.

The tallest portion of the Avon Center existing development is too close to Main Street with the majority of the undeveloped lots between its tower and The Sheraton. It is envisioned that the ground floor of the existing tower will redevelop, with new buildings filling in the gap between the tower and The Sheraton. The new buildings will be at an appropriate height to best articulate the scale of Main Street.

AVON CENTER

INTENT

H.1 Design Principles

Avon Center, both existing and proposed, will contribute to the vitality of Main Street and the corridor adjacent to The Sheraton. This corridor is an important pedestrian connection as it will also be used for structured parking, service and delivery access. Careful design to clearly identify the pedestrian route along this corridor will be important not only to the health and safety of the pedestrian but also for easy movement to the Post Office from Main Street. The corridor should create an easily identified pedestrian right-of-way with proper lighting.

Articulating the building will reduce the perceived bulk on Main Street and the corridor adjacent to The Sheraton, both where the majority of pedestrian activity will occur around Avon Center.

The northern terminus of Lettuce Shed Lane is the Lettuce Shed Plaza. It is envisioned to offer a variety of activity for all ages and capture sun throughout the day.

The Central Restaurant Plaza is envisioned to be a central plaza space with access to restaurants and the center of the Main Street corridor. The central location of this plaza and sun pocket will make this space an attractive environment for outdoor cafes and dining al fresco. The building form and land use should help strengthen this experience.

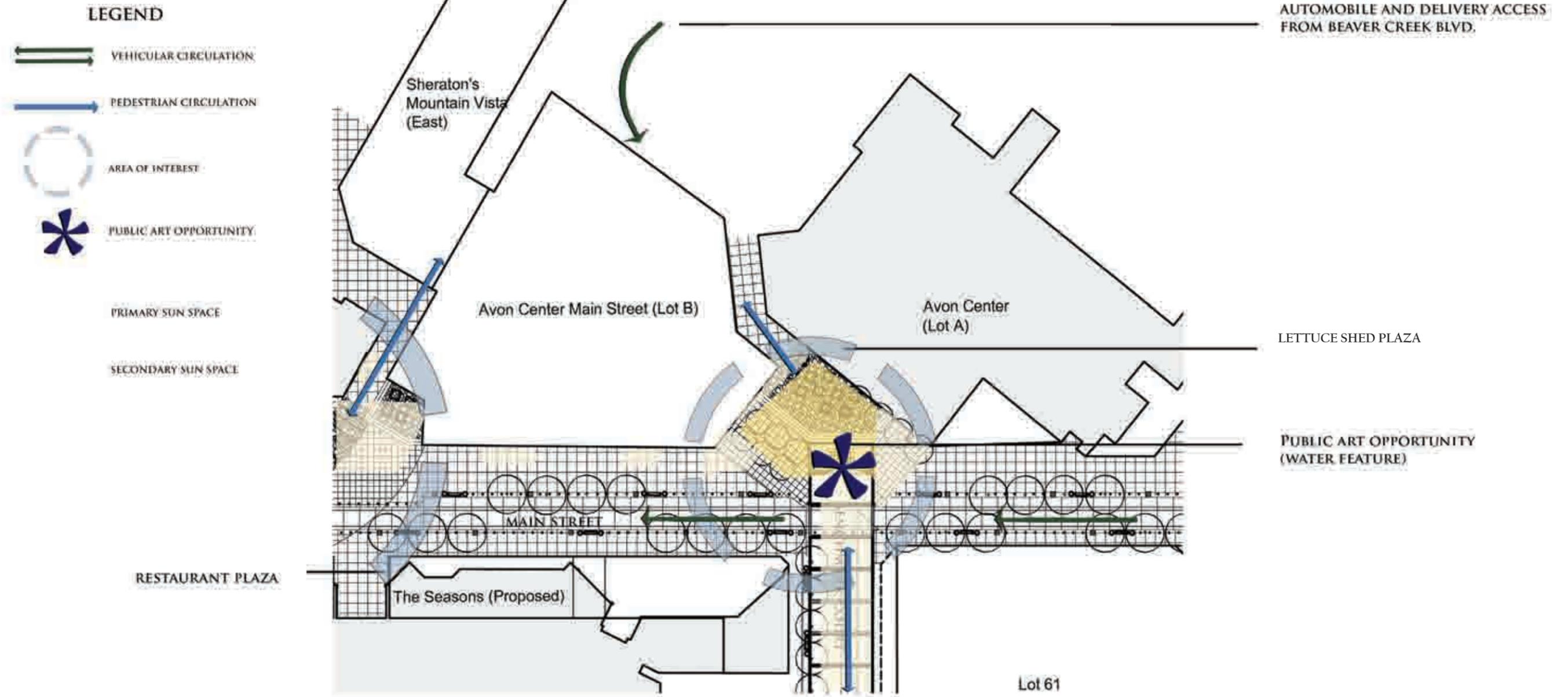
A portion of Lettuce Shed Plaza sits on Avon Center property. However, this plaza space offers tremendous opportunity for real estate value for Avon Center. The urban design plan envisions a plaza that acts as an extension of Main Street and is the northern focal point of Lettuce Shed Lane. The urban design plan also has envisioned the surrounding architecture to be specially articulated so that the plaza is also a sun pocket, attracting people to gather in this space.

It is envisioned that the plaza be constructed on both public and private property and to seamlessly blur the property lines through design. Construction, operations and maintenance agreements between the Town of Avon and Avon Center will need to be formalized.

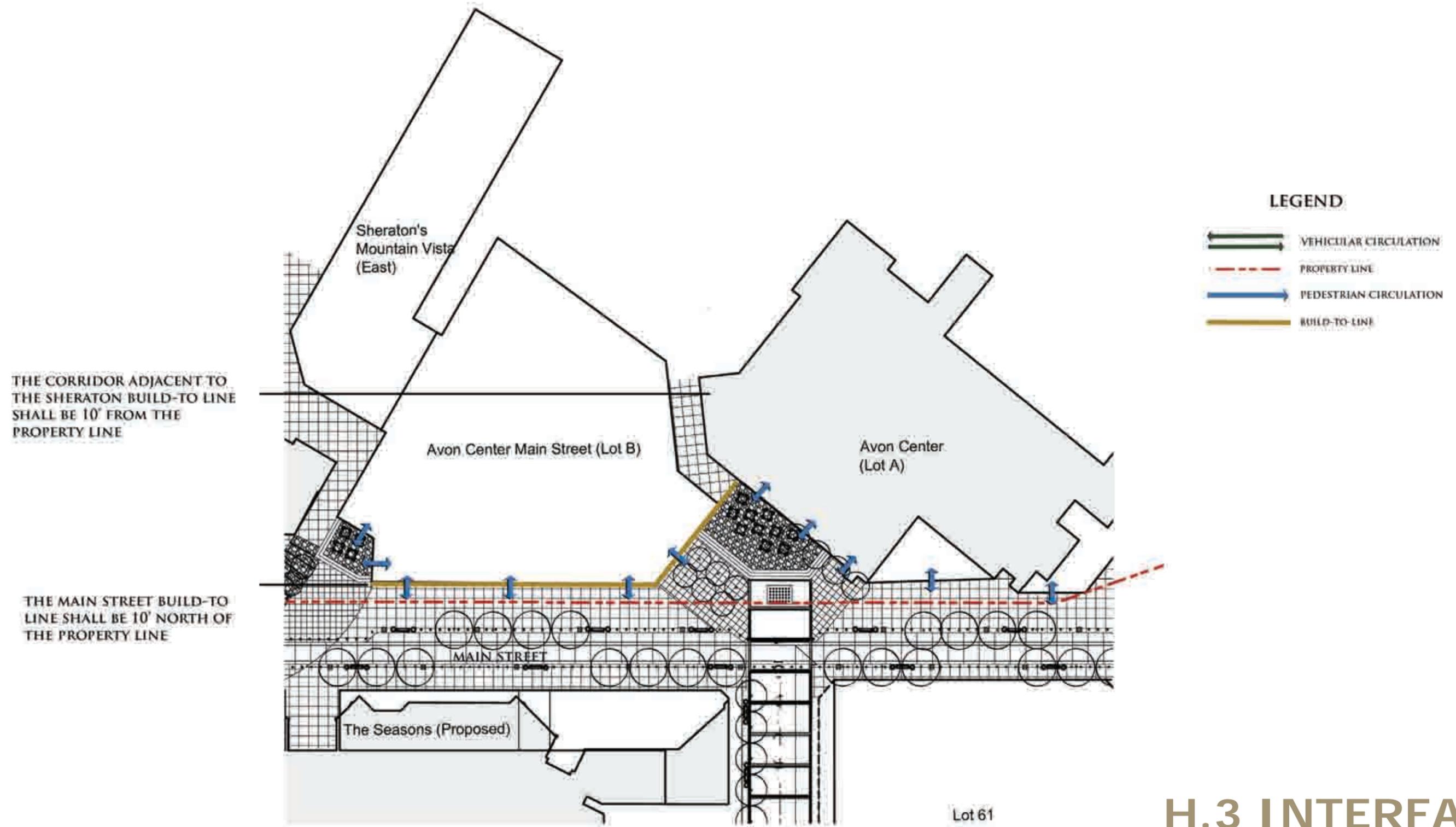
Access and circulation will play an important urban design role with the build out of Main Street and the Avon Center buildings. The viability of Main Street is too strong to be compromised by parking and other automobile-dominated places. In pedestrian-oriented areas, automobile and service access should be minimized.



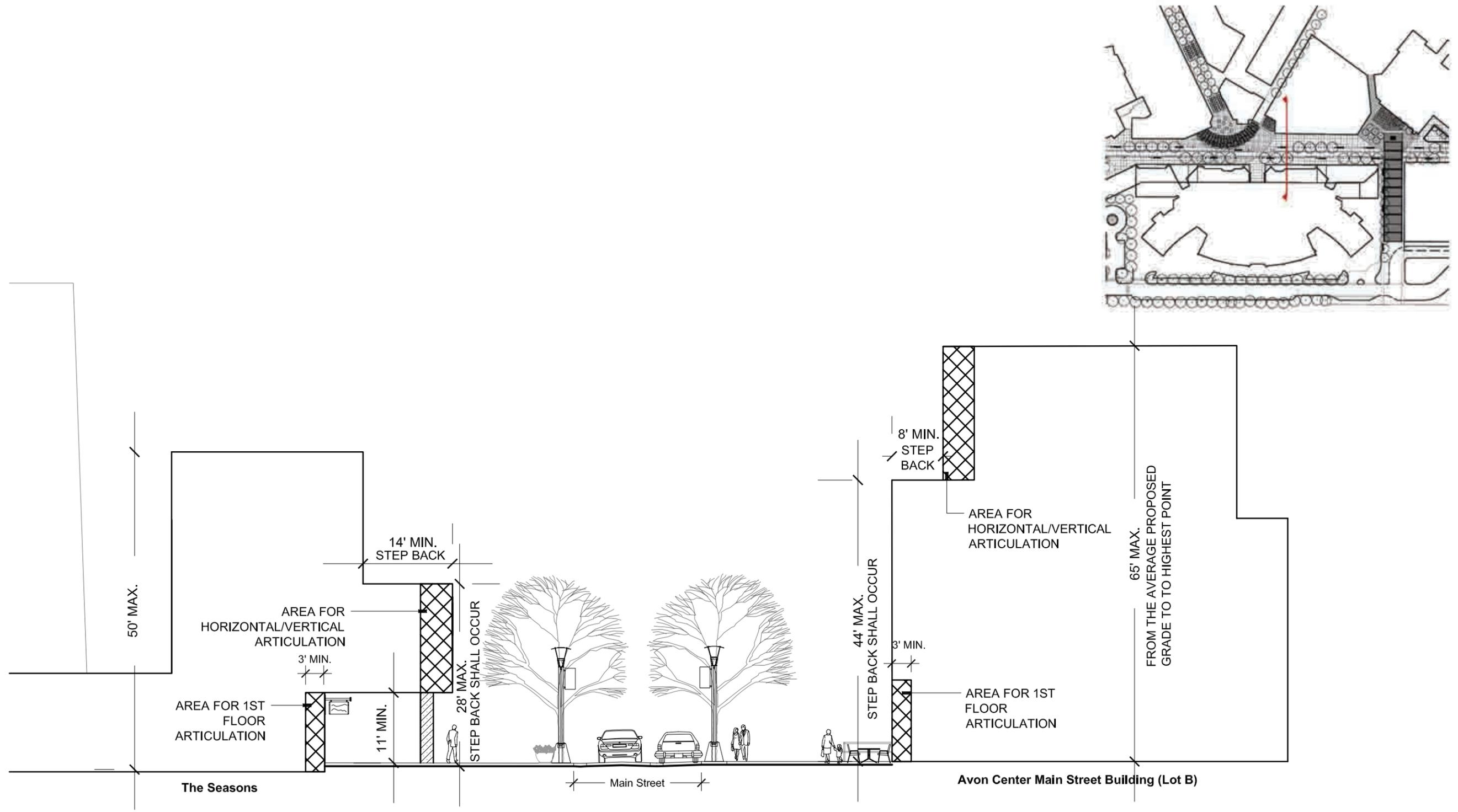
A pedestrian walkway will connect to the Post Office. The use of street furniture and plants can make it an inviting place. (Rancho Cucamonga, California)



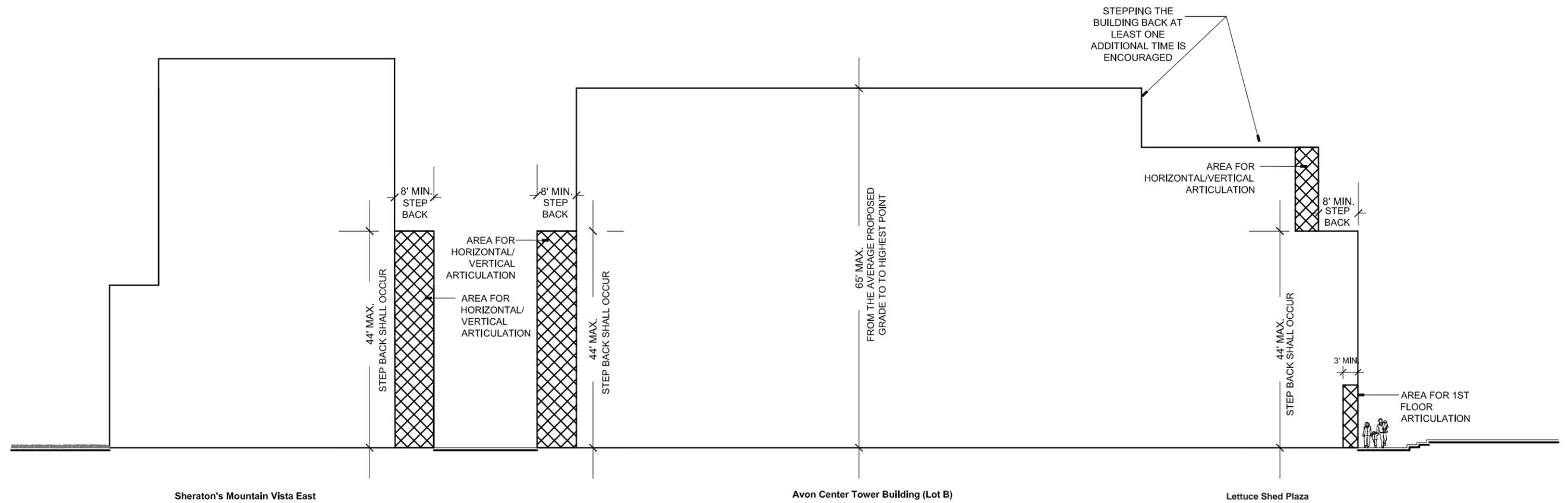
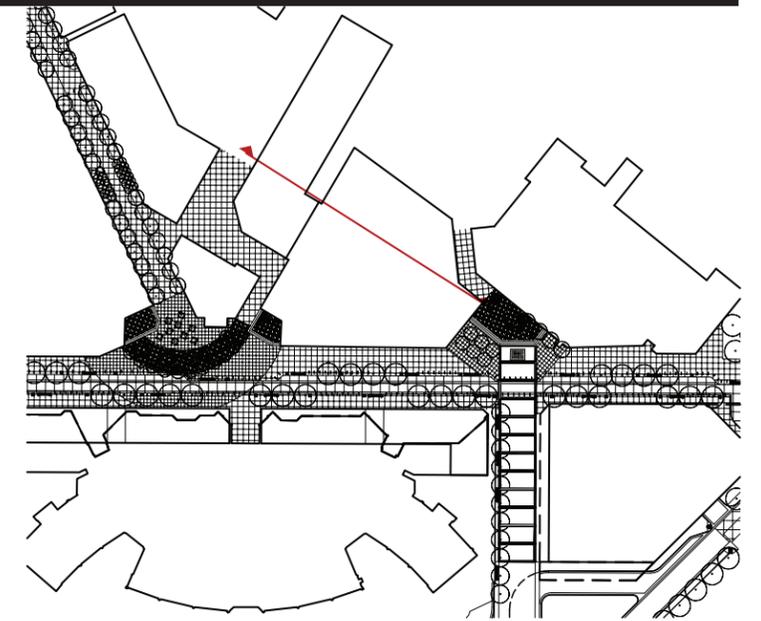
H.2 PUBLIC



H.3 INTERFACE



H.4 SECTION



H.5 SECTION

I. The Sheraton

The Sheraton has been under development for nearly eight years. During its process, the project has brought a density to Avon that has resulted in the tallest building within the redevelopment. This compact density is positive for the redevelopment as it will help create a market place for the retail businesses.

The tallest portion of The Sheraton development is to the north, with the shortest portion along Main Street. It is envisioned that the future development filings of The Sheraton will complete this pattern (between tallest and shortest) to best articulate and scale down to the pedestrian level. The majority of the development will be residential and affordable housing with supporting retail.

THE SHERATON

INTENT

I.1 Design Principles

The Sheraton, both existing and proposed, will contribute to the vitality of Main Street and the 40 foot wide pedestrian corridor. While the corridor adjacent to West Town Center is also an important pedestrian connection, it will also be used for structured parking, service and delivery access. Careful design to clearly identify the pedestrian route along this corridor will be important not only to the health and safety of the pedestrian but also for easy movement to the Post Office from Main Street. The corridor should create an easily identified pedestrian right-of-way (minimum of eight foot in width) with proper lighting.

The 40 foot wide pedestrian corridor is the primary pedestrian corridor between the Parking Structure and The Sheraton. This pedestrian corridor connects Main Street to existing medium density neighborhoods.

The architecture of The Sheraton extends approximately the equivalent of two city blocks along this corridor. The intent is to create an architecturally interesting building façade to avoid monotony and unsafe pedestrian conditions.

The Central Restaurant Plaza is envisioned to be a central plaza space with access to restaurants and the center of the Main Street corridor. The central location of this plaza and sun pocket will make this space an attractive environment for outdoor cafes and dining al fresco. The building form and land use should help strengthen this experience.

Access and circulation will play an important urban design role with the build out of Main Street and The Sheraton. While some of the existing plans for the development include gaining access off of the existing Benchmark Road, this will no longer be feasible, as the portion of Benchmark Road envisioned for access will be vacated with the redevelopment of the area. Existing access points for buildings that have

completed construction by 2006 will need to be provided along the existing Benchmark Road. However, in pedestrian-oriented areas, automobile and service access should be minimized.

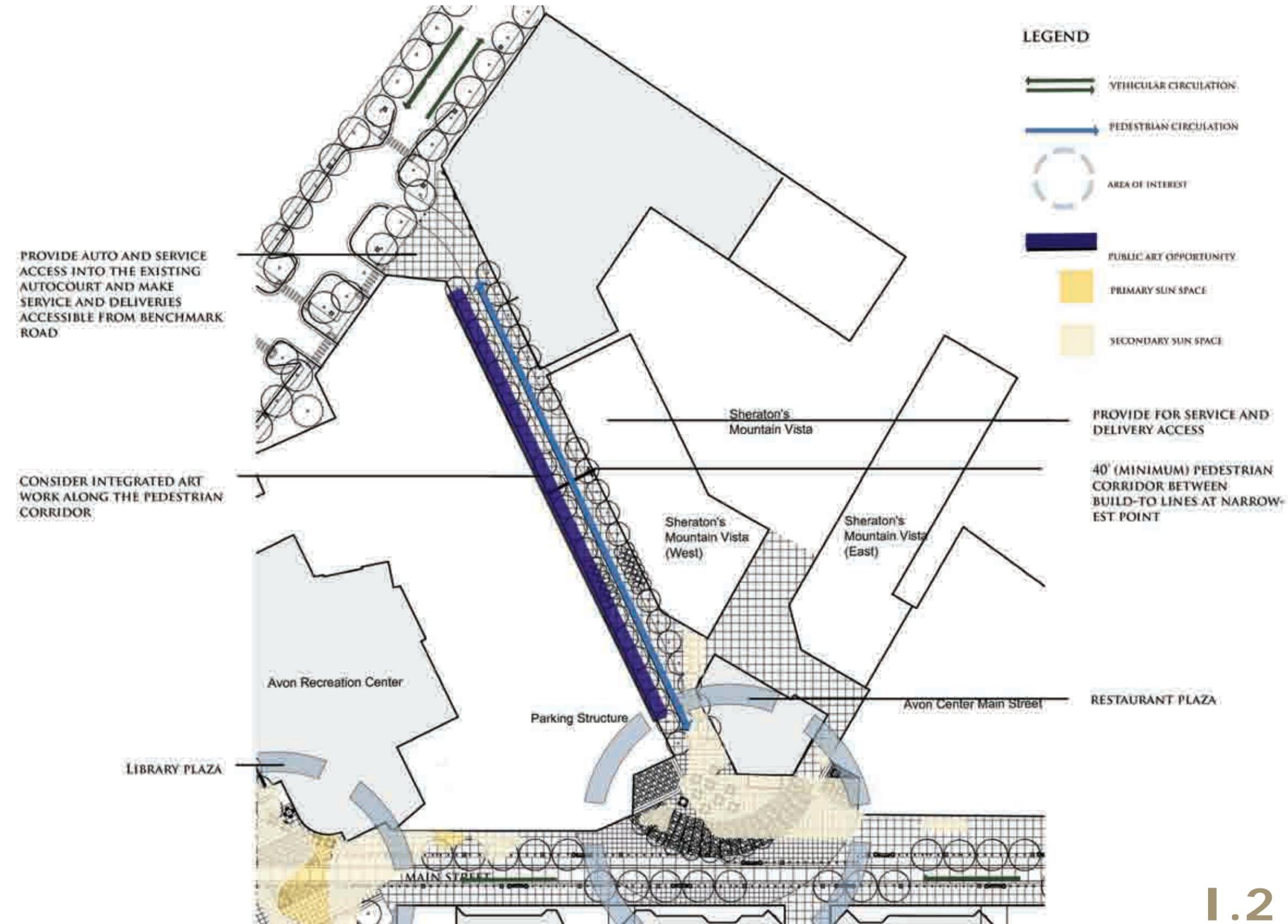
The Sheraton is centrally located on Main Street and is surrounded by two pedestrian corridors and a major east/west corridor of Beavercreek Boulevard. The distinct site planning aspect of The Sheraton is where the two pedestrian corridors and Sheraton meet on Main Street. This space is known as the Restaurant Central Plaza. The central location of this plaza and sun pocket will make this space an attractive environment for outdoor cafes and dining al fresco. It is an extension of the pedestrian-oriented nature of Main Street.

This illustrative is showing possible massing of buildings and does not reflect the desired character of the district.

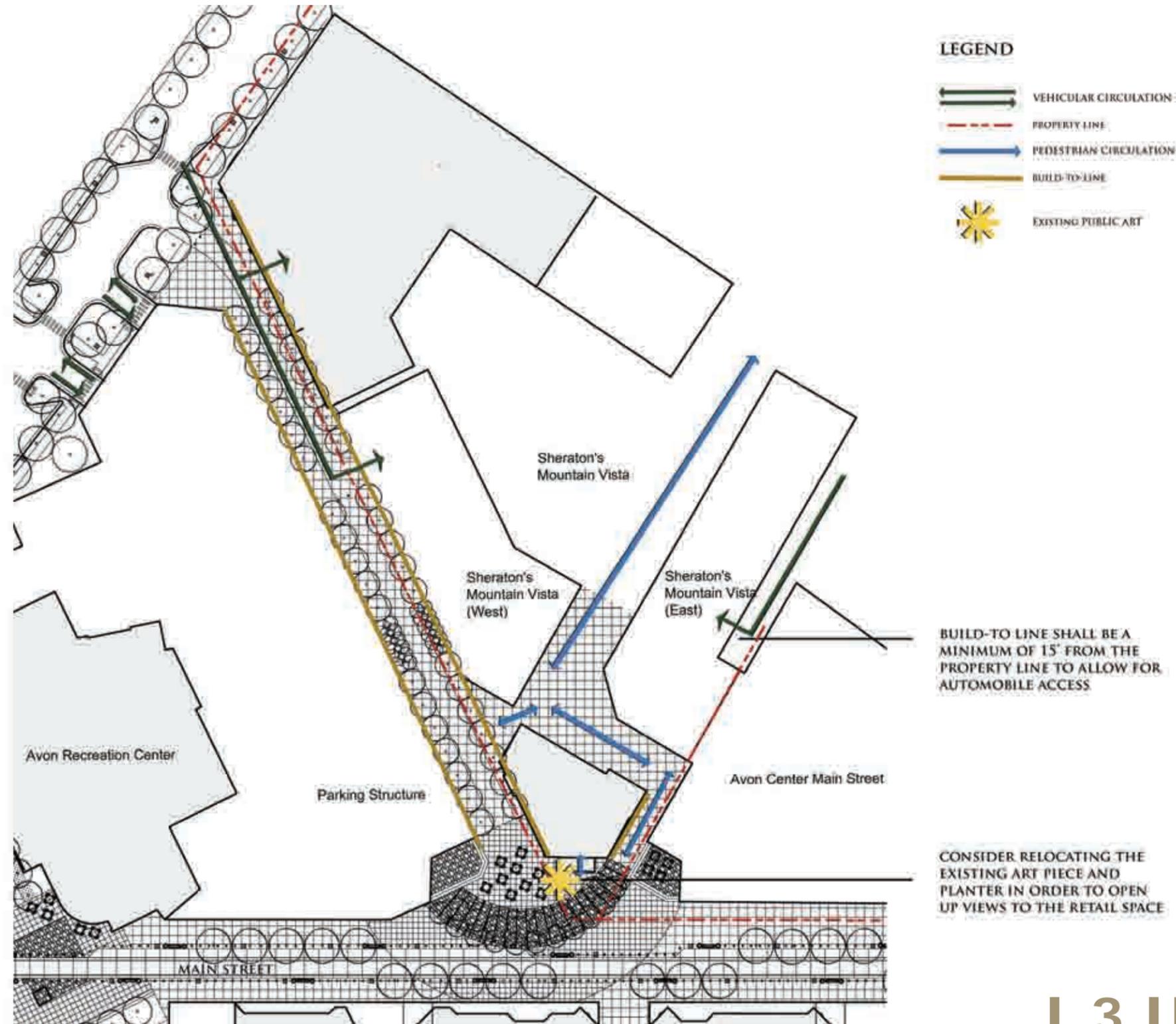


Additional phases of The Sheraton development shall transition in height between the existing buildings. By stepping down the buildings towards Main Street, the perceived mass of the existing buildings will be reduced.

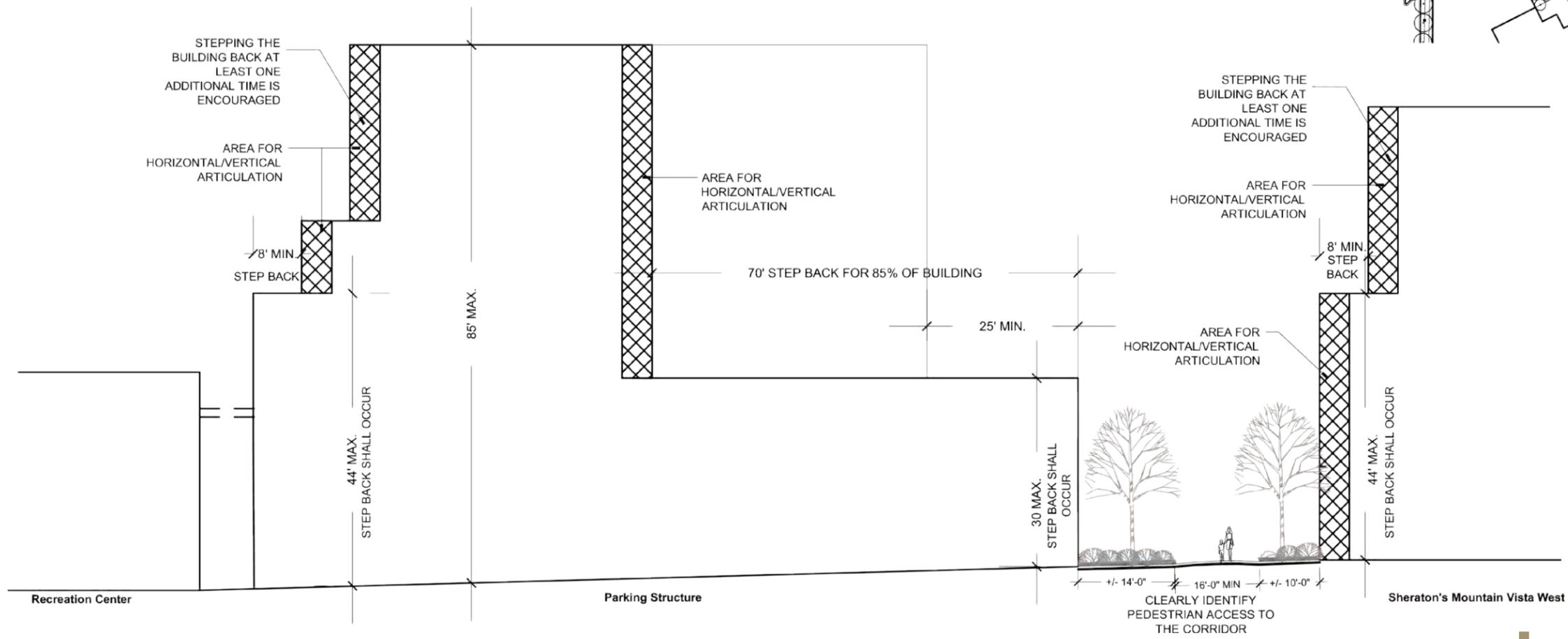
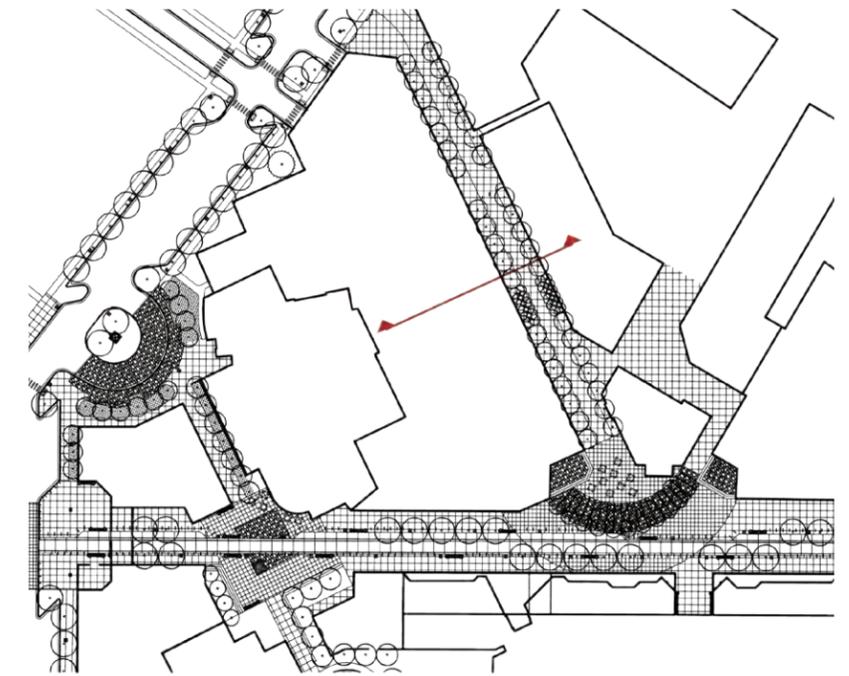
THE SHERATON



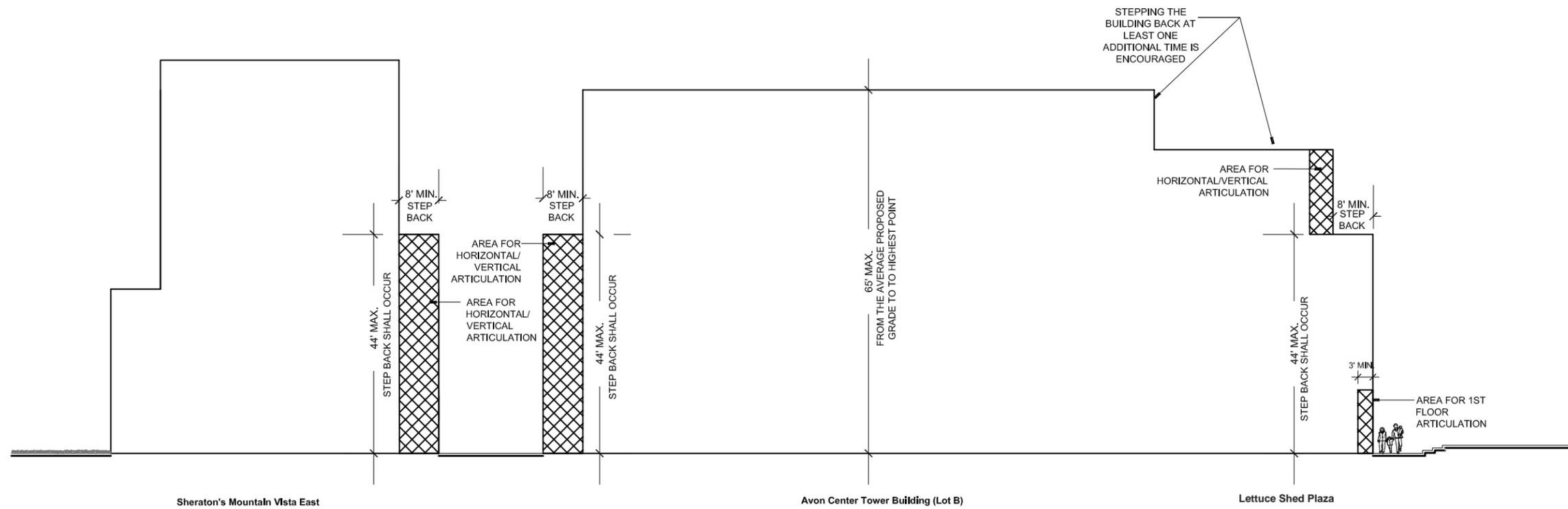
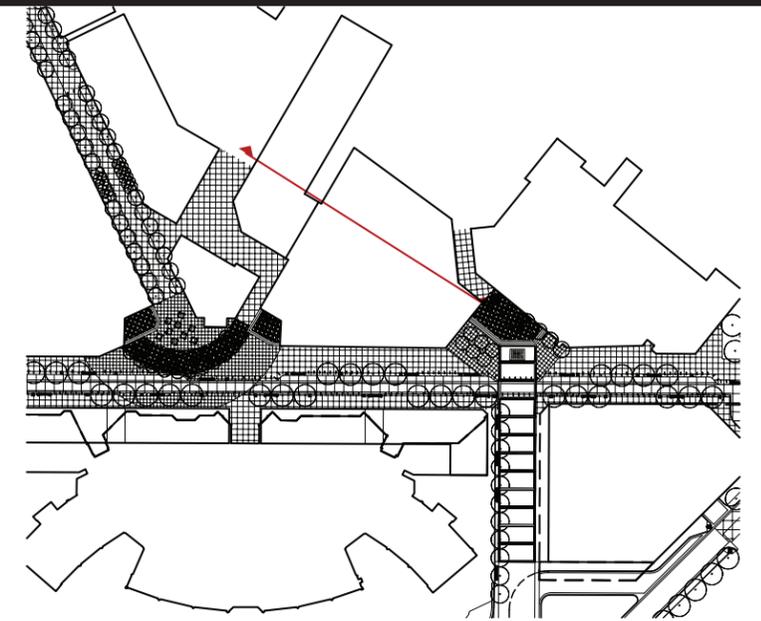
I.2 PUBLIC



I.3 INTERFACE



I.4 SECTION



I.5 SECTION

J. Parking Structure

On the vacant land immediately east of the Avon Recreation Center, a mixed-used development, primarily of a parking structure is envisioned. The conceptual parking structure building includes parking, retail, affordable housing and market rate housing.

Parking garages are generally considered necessary but unfortunate and expensive components of the Town Center projects. Their costs can vary widely depending

upon the complexity of the design, and are difficult to recoup. These factors contribute to a pattern of development seen across the country where open sided concrete frame garages with sloped floors take the place of habitable buildings. The problem with these structures is not what they create—useful storage for cars—but in what the typical model tends to displace—pedestrian-oriented street-level activity and multiple uses per block.

PARKING STRUCTURE

INTENT

J.1 Design Principles

The redevelopment of the Town Center will bring new life and vitality to the area. Anticipated new civic uses, shopping, gathering and access to recreation should contribute to this new level of vitality. With vitality comes people and people bring automobiles.

The parking structure development is envisioned to carry a variety of land uses. Based on its location, it will form a pedestrian corridor on the western edge of The Sheraton development. Although the building will not shadow Main Street, building height should be considered to minimize overshadowing on the pedestrian corridor and Benchmark Road. The height program should balance the appropriate development on this site while minimizing the impact on view corridors from The Sheraton.

Building articulation can offer appropriate building mass and program while minimizing over shadowing, creating a tunnel effect for the pedestrian corridor and balancing the amount of views retained from The Sheraton. More importantly, articulation will help bring down the scale of the building along Main Street, where the majority of pedestrian activity will occur.

The build-to lines allow the individual buildings to contribute to a rich streetscape and pedestrian corridor. The build-to lines for the Parking Structure are formed to create these spaces as well as help to offer movement corridors that are clear and easy to use.

The Parking Structure built form will help to shape two pedestrian public spaces: the 40 foot wide pedestrian corridor and the Restaurant Central Plaza on Main Street.

The 40 foot wide pedestrian corridor is the primary pedestrian corridor between the Parking Structure and The Sheraton. This pedestrian corridor connects Main Street to existing medium density neighborhoods. The architecture of the Parking Structure extends approximately the equivalent of two city blocks along this corridor. The intent is to create an architecturally interesting building façade to avoid monotony and unsafe pedestrian conditions.

The Central Restaurant Plaza is envisioned to be a central plaza space to access to restaurants and the center of the Main Street corridor. The central location of this plaza and sun pocket will make this space an attractive environment for outdoor cafes and dining al fresco. The building form and land use should help strengthen this experience.

Retail space wraps the parking garages on the Main Street side. The Parking Structure is an ideal place to offer retail, office, market rate residential, affordable housing and public parking all in one building. An opportunity also exists to connect the Parking Structure with the Avon Recreation Center. By moving the Parking Structure floor plate to the west, it allows more pedestrian space between it and The Sheraton, thus creating a nicer pedestrian corridor.

Access and circulation will play an important urban design role with the build out of Main Street. The strategic location of the Parking Structure (being centrally located and easily accessed off of West Beaver Creek Boulevard) will be instrumental in providing easy access to locals and visitors to the redevelopment area. The Parking Structure building is surrounded by streets, plazas or pedestrian corridors. In pedestrian-oriented areas, automobile and service access should be minimized.

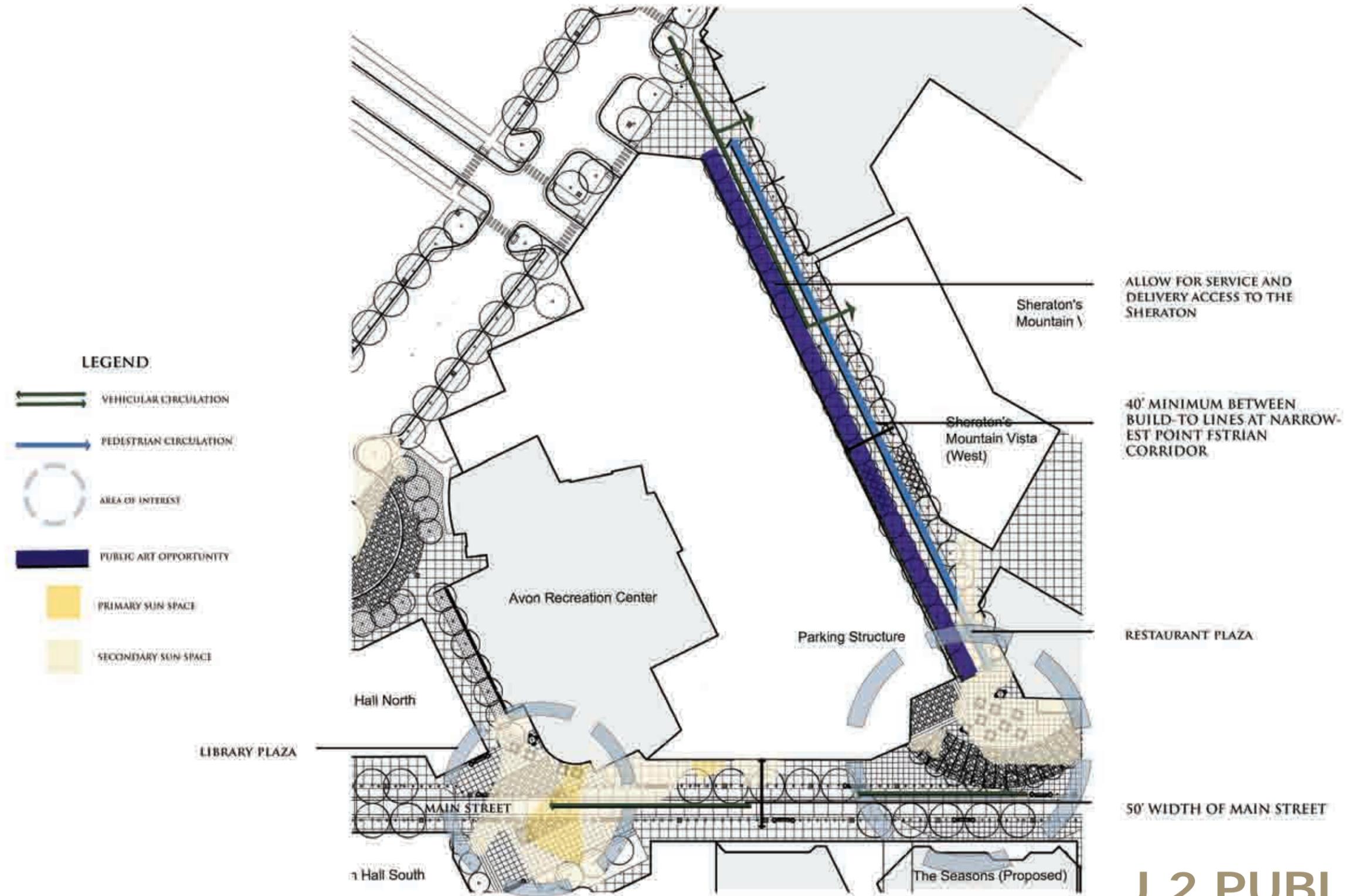


This above-ground parking structure is identifiable from a distance but does not detract from the visibility of the retail below. (Lakewood, Colorado)



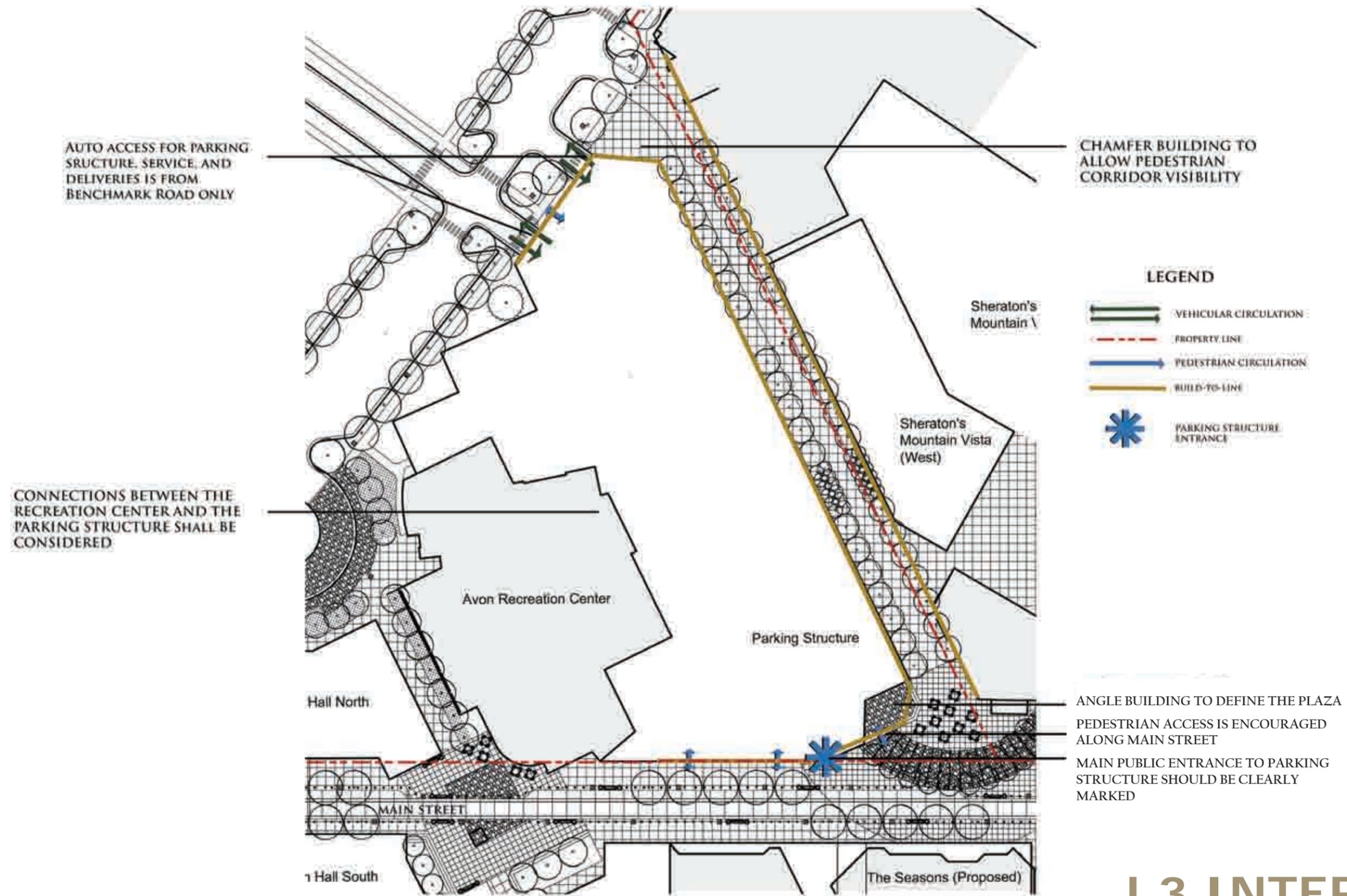
Parking structures can visibly complement the surrounding buildings if similar scale, patterns, and materials are used. (Addison, Texas)

PARKING STRUCTURE



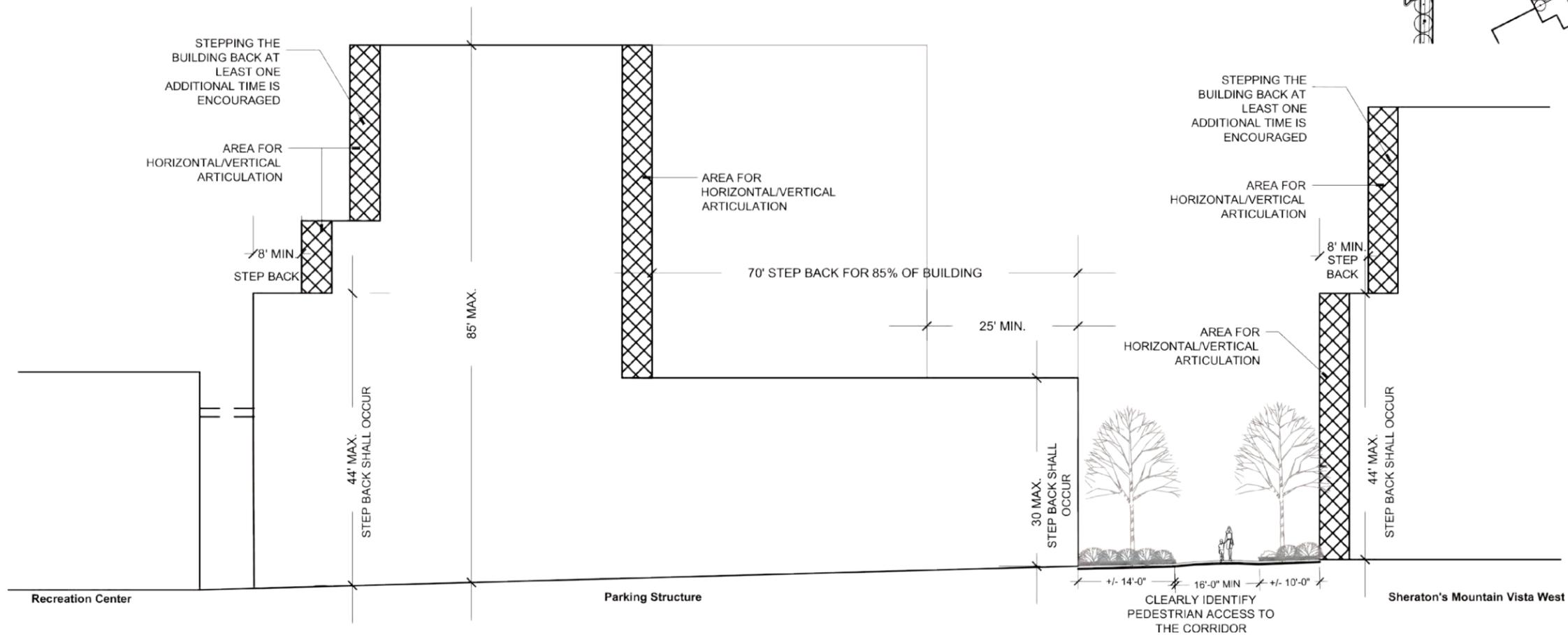
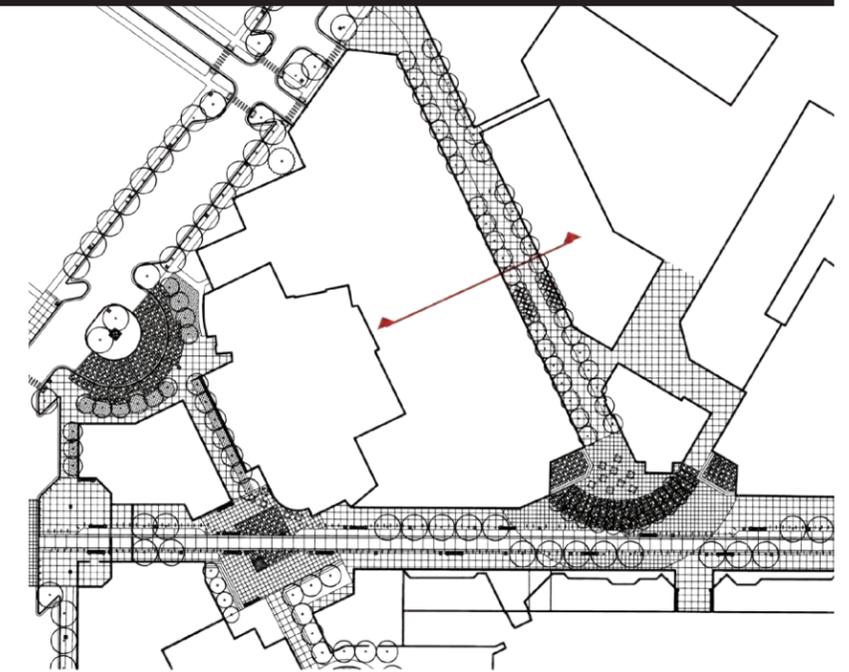
J.2 PUBLIC

PARKING STRUCTURE



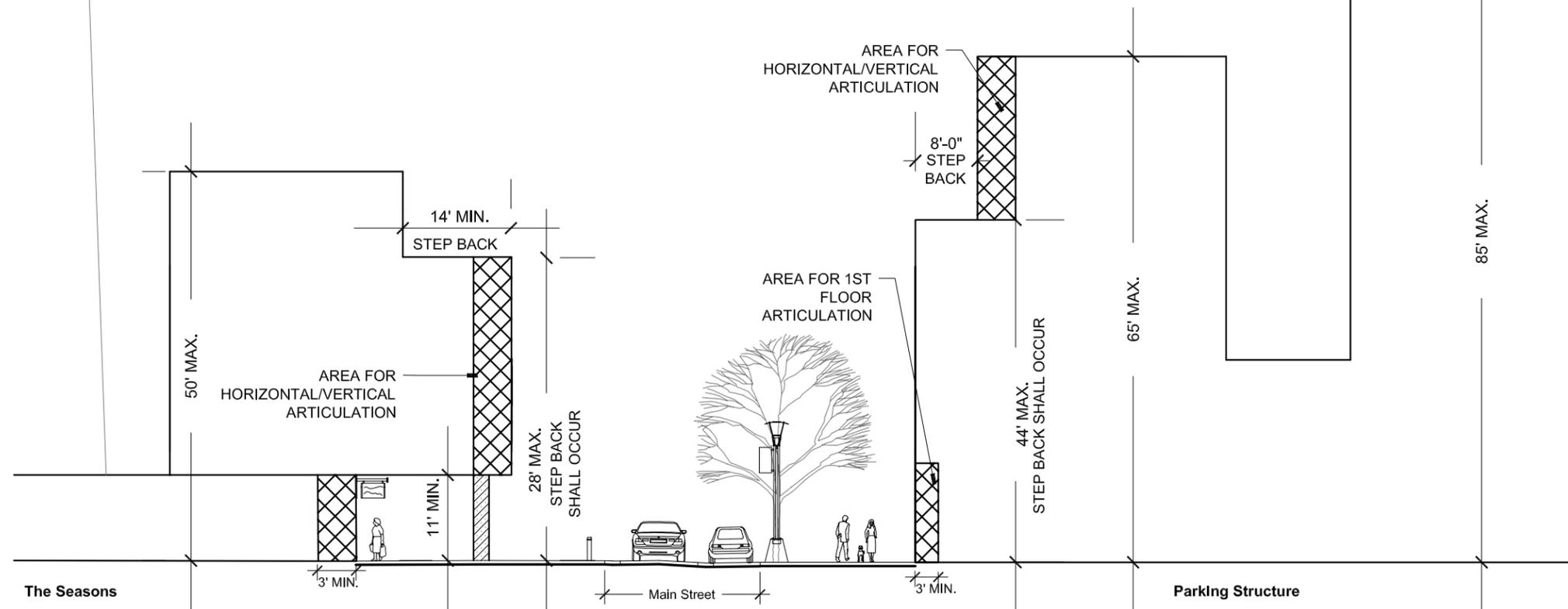
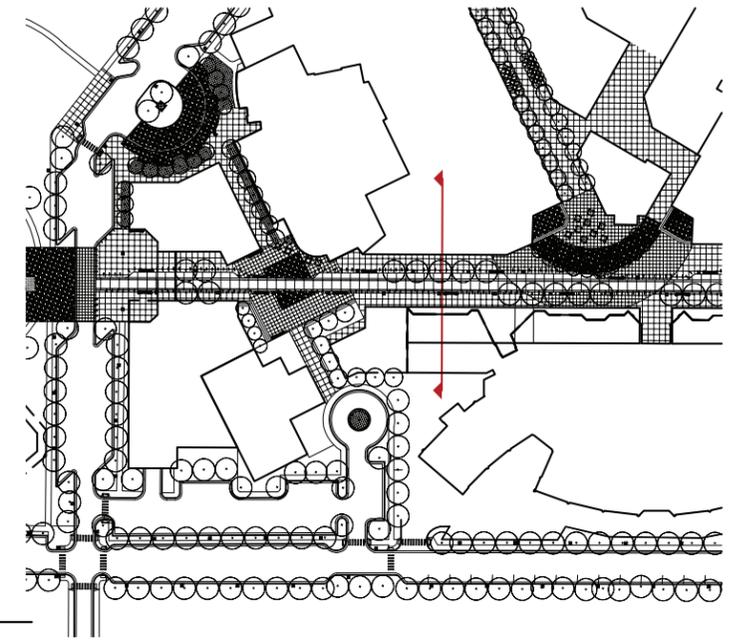
J.3 INTERFACE

PARKING STRUCTURE



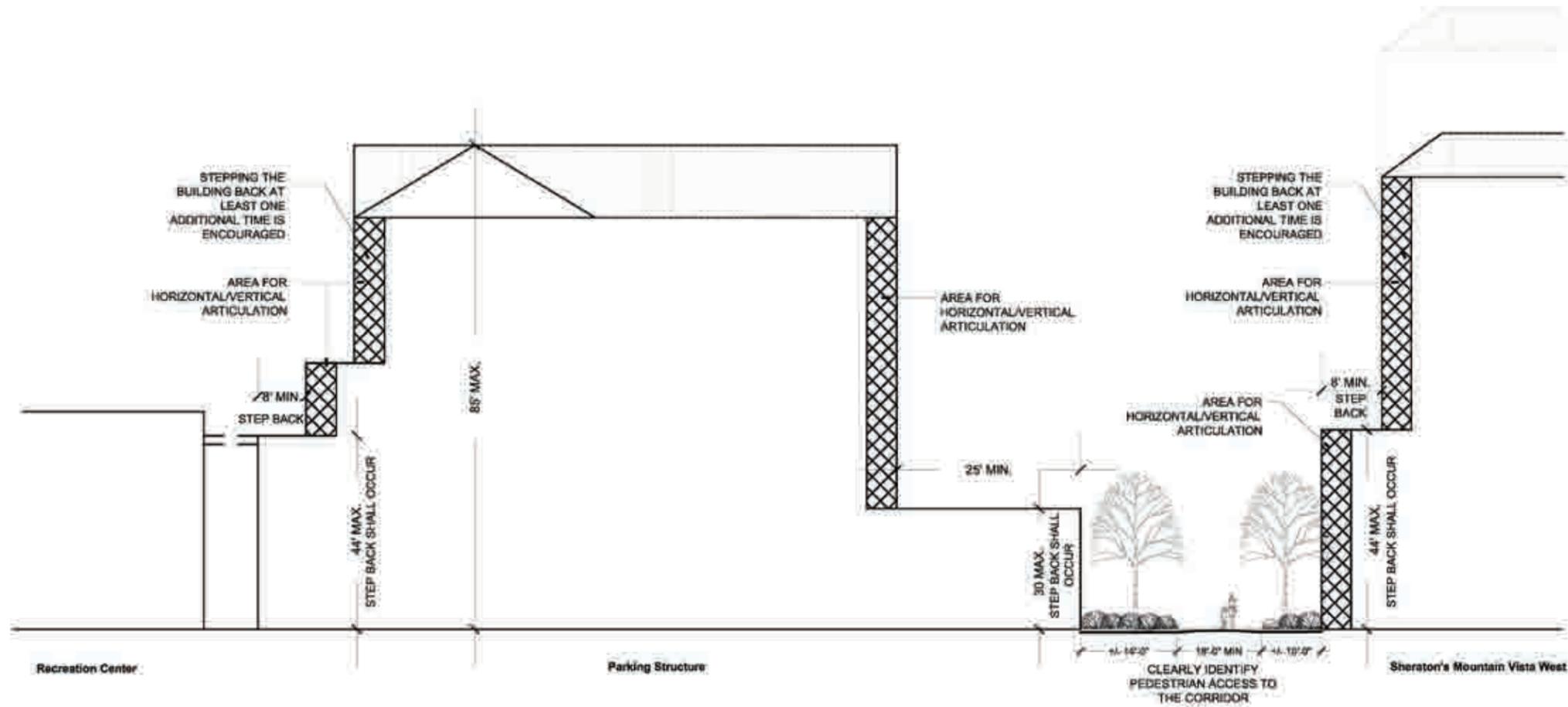
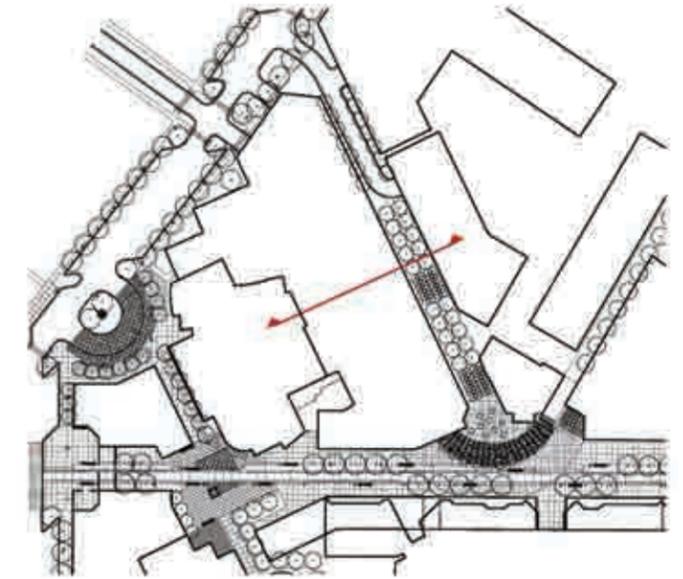
J.4 SECTION

PARKING STRUCTURE



J.5 SECTION

PARKING STRUCTURE



J.6 SECTION

PARKING STRUCTURE

INTENT	PRIORITY GUIDELINES	GUIDELINES
<p>J.7 Parking Structure</p>	<p>The Parking Structure building shall embrace the pedestrian space, especially at the point where the 40' Wide Pedestrian Plaza and Restaurant Central Plaza meet.</p> <p>The ground floor façade of The Parking Structure shall include a minimum of 70 percent glazing. High visibility into the retail space from the plaza is encouraged.</p> <p>Clearly identified pedestrian access into the parking garage is required from Main Street.</p> <p>The veneer for the first two levels of the building façade facing the pedestrian corridor shall be constructed of a high quality building materials such as stone, brick, metal or timber. Stucco, drivet or other similar materials are permitted up to 20 percent of the building façade.</p> <p>Retail shall be required along the ground floor of the building, facing onto Main Street and the Restaurant Central Plaza.</p> <p>The building shall grow in height, from south to north. The architecture design shall require that the mass of the building be broken up in appearance into a minimum of three compatible building types.</p>	<p>Pedestrian access in and out of the building is encouraged all along the ground floor level of the building along Main Street and Benchmark Road.</p> <p>If the Avon Recreation Center and the Parking Structure building are connected, clearly identified pedestrian access between these two structures is required.</p> <p>Clearly identified pedestrian access points into the Parking Structure building from Main Street is strongly encouraged.</p> <p>Automobile access should only be granted along Benchmark Road.</p> <p>Existing automobile and service access to The Sheraton (for building constructed prior to 2006) should be allowed through.</p> <p>Provisions should be encouraged to attach the Avon Recreation Center and the Parking Structure. If completed, pedestrian access to the recreational center from the structure parking facility should be included.</p>



The use of quality materials enhances the attractiveness of a highly visible parking garage. (Addison, Texas)

K. Town Hall

The existing Town Hall is too small for the current Town needs, is outdated and lacks a high level of energy efficiency. The urban design plan envisions a new Town Hall that spans both sides of Main Street (referred to as North Town Hall and South Town Hall), located at the western terminus of Main Street. This would create a

strong civic anchor that looks over the park and has access to both the library and recreation center. The new Town Hall building would include commercial/retail, office, civic uses, affordable housing and market rate housing. It will be one of the first of its kind to offer this level of mixed use in one building.

TOWN HALL

INTENT

K.1 Design Principles

The Town Hall buildings are envisioned to be mixed use and create a western anchor to Main Street. However, careful consideration needs to be expressed in order not to overshadow Main Street and adjacent plazas, while providing the proper building height to create an anchor to Main Street.

The Southern Town Hall Tower is envisioned to act as the iconic architecture element anchoring the end of Main Street from the east and the beginning of Main Street from the park. It should be seen as a destination point or beacon in the landscape.

The ground floor of the Northern Town Hall is envisioned to be daily town hall services.

Main Street will have the opportunity to be the primary pedestrian activity area for the entire redevelopment. However, this corridor runs east to west with larger existing and proposed buildings surrounding it. A concern is that without careful building design, the Main Street could result in an unpleasant pedestrian environment that is overshadowed, cold and uninviting. It is the intent to create the very best possible pedestrian streets and plazas surrounding the Town Hall buildings, without compromising the value of individual building developments toward the redevelopment.

The build-to lines allow the individual buildings to contribute to a rich streetscape and plaza environment and shopping district. The build-to lines for the two Town Hall buildings are formed to create these spaces as well as help to offer transportation movement corridors that are clear and easy to use.

Recognizing that density will be important in making the individual redevelopments financial feasible, the sun/shade analysis guideline aims at achieving sun in certain pedestrian areas, even on the shortest day of the year. The intent creates a hierarchy of sun pockets. All plazas shall receive the majority of the sun. The northern side of the street shall received sun as well over different times of the day. Important north to

south connections, such as the connection between the library drop off and the plaza is as important to keep sun on during different times of the day. Recognizing that Main Street is an east to west corridor, it is impossible to allow for sun on the southern side of the street, and still allow for building mass, during the shortest day of the year.

An arcade has been considered in the urban design plan at the northwest corner of the Southern Town Hall. The void space created on the ground floor should conceptually match the ground floor spatial definition of the Northern Town Hall to the Park Plaza. The two buildings should embrace the plaza. This should provide an attractive retail environment that is open toward the park.

The Civic Plaza is envisioned to be a central plaza space to access Town Hall, Recreation Center, Nottingham Park and Main Street. Short term parking and drop off areas are included.

The Library Plaza is the central plaza space connecting a north to south corridor bound by two vehicular drop off points. It is envisioned to offer a variety of activity for all ages, especially using the Library, Recreation Center and Town Hall. It is designed to offer a view of Beaver Creek and Bachelor Gulch and capture sun throughout the day.

Access and circulation will play an important urban design role with the build out of the western anchor of Main Street. The two Town Hall buildings should be connected with a bridge as shown in the urban design plan. The two Town Hall buildings are surrounded by streets, plazas or pedestrian corridors.

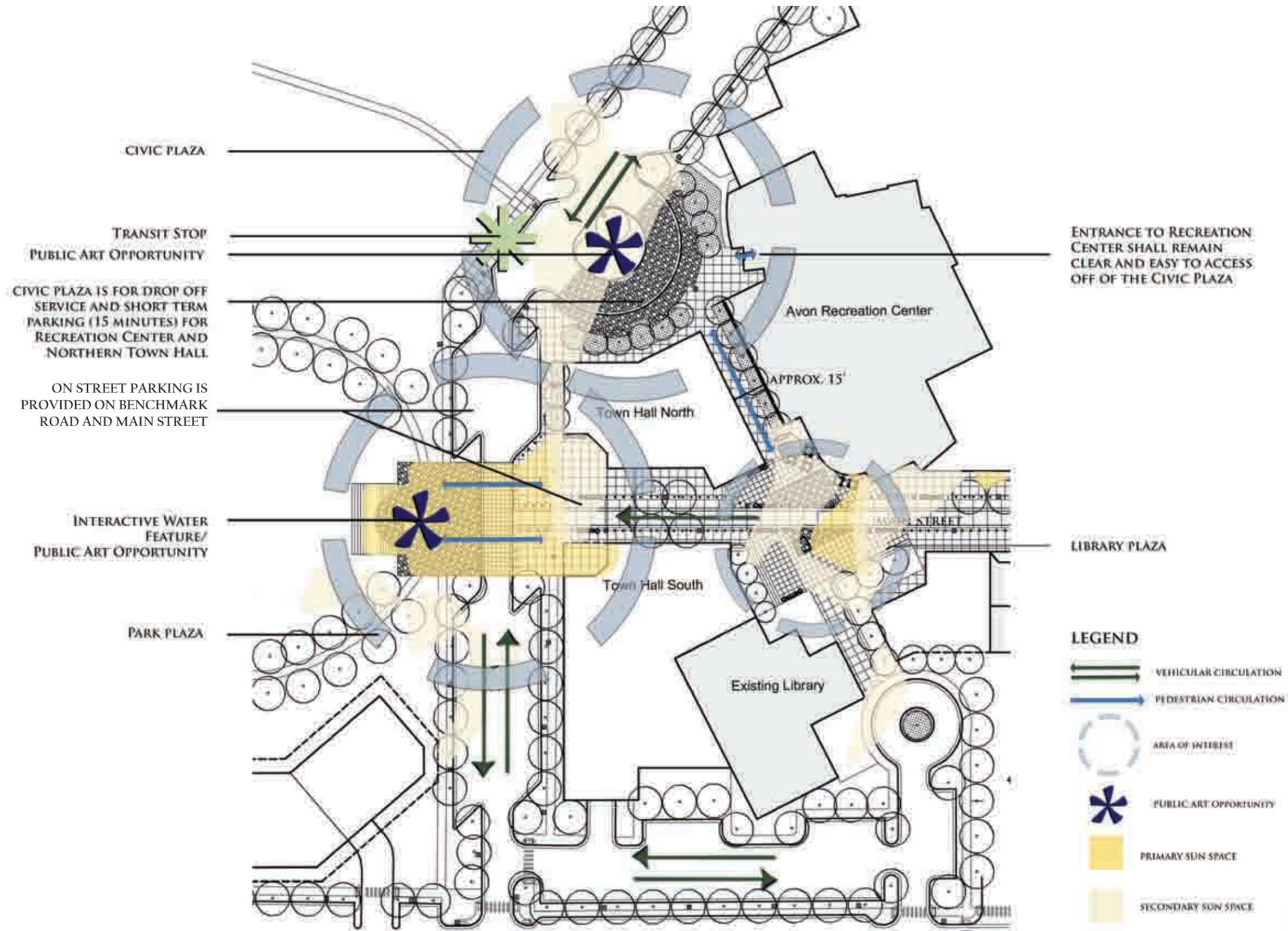
The third floor pedestrian bridge is envisioned to connect Town Hall services between the two buildings. The bridge also is envisioned to create a gateway into the park space and help celebrate the civic area of the west end of Main Street.

This illustrative is showing possible massing of buildings and does not reflect the desired character of the district.



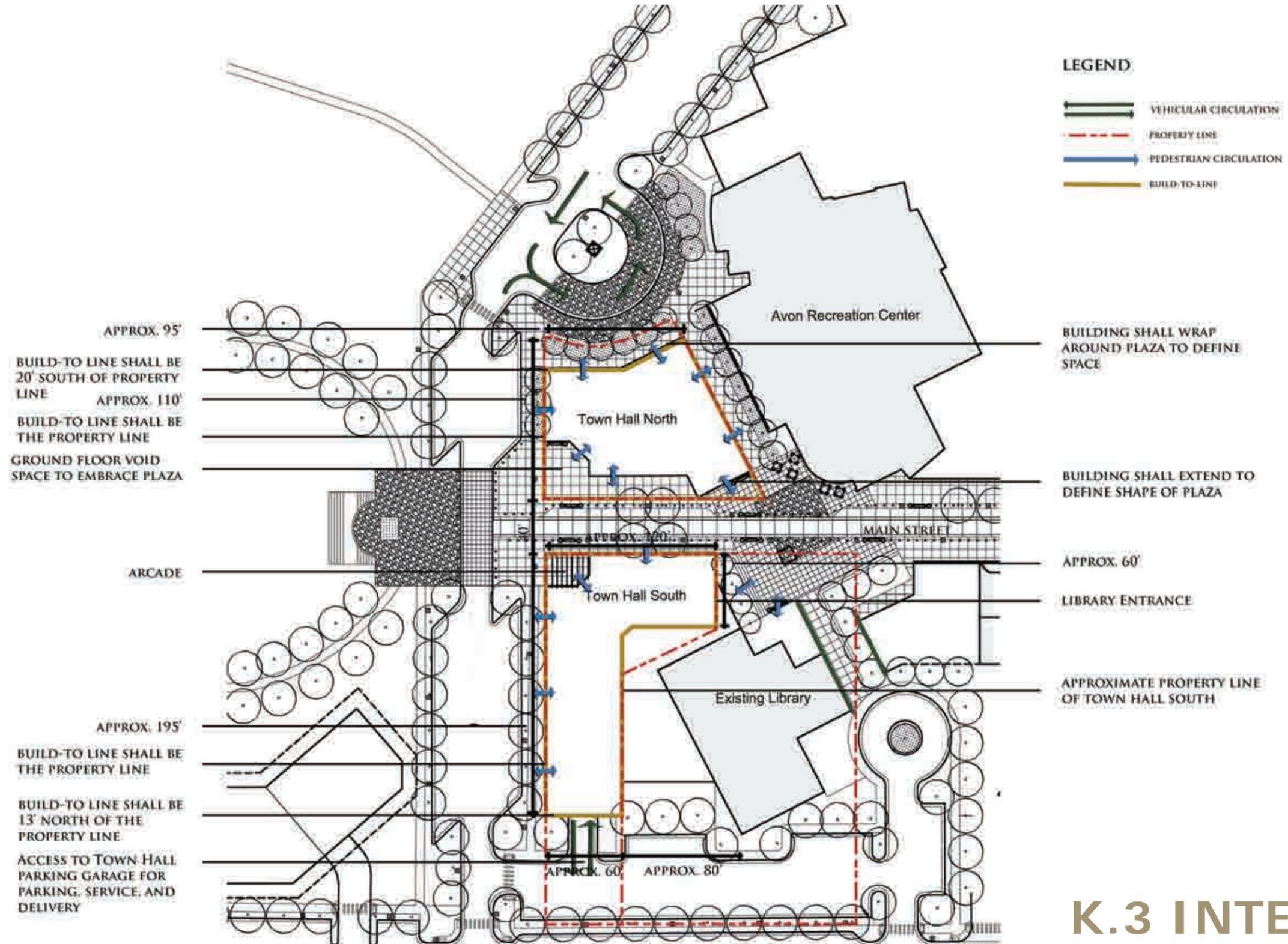
The mixed use Town Hall building should be the western terminus embracing the park.

TOWN HALL

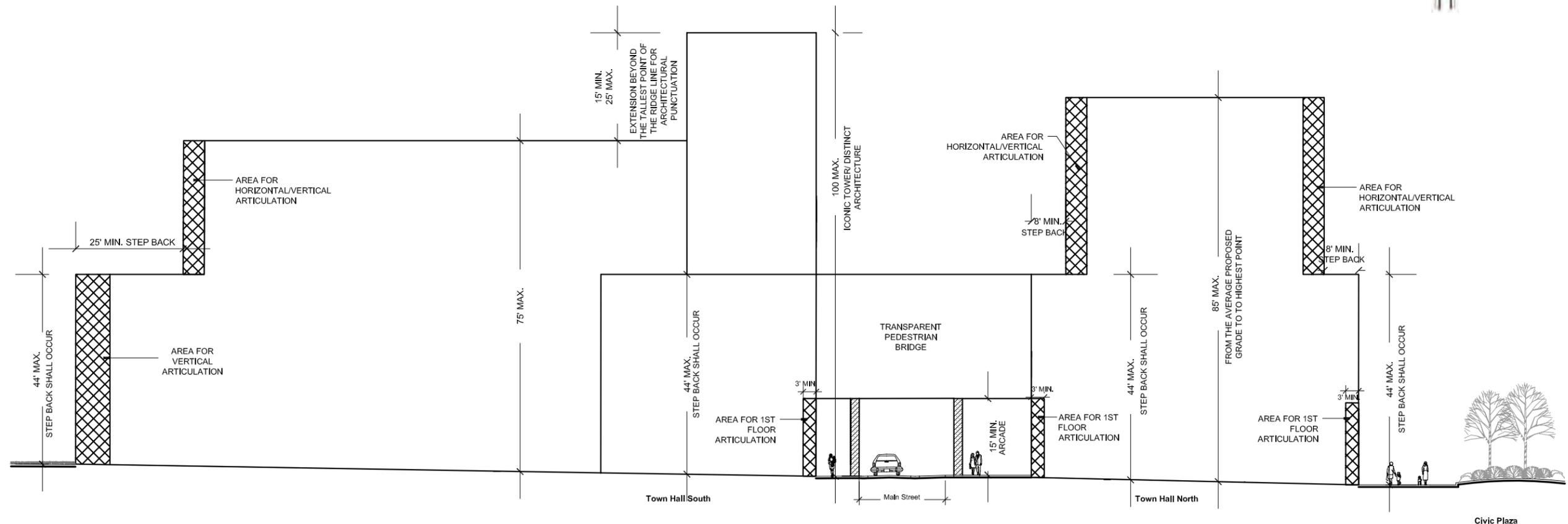
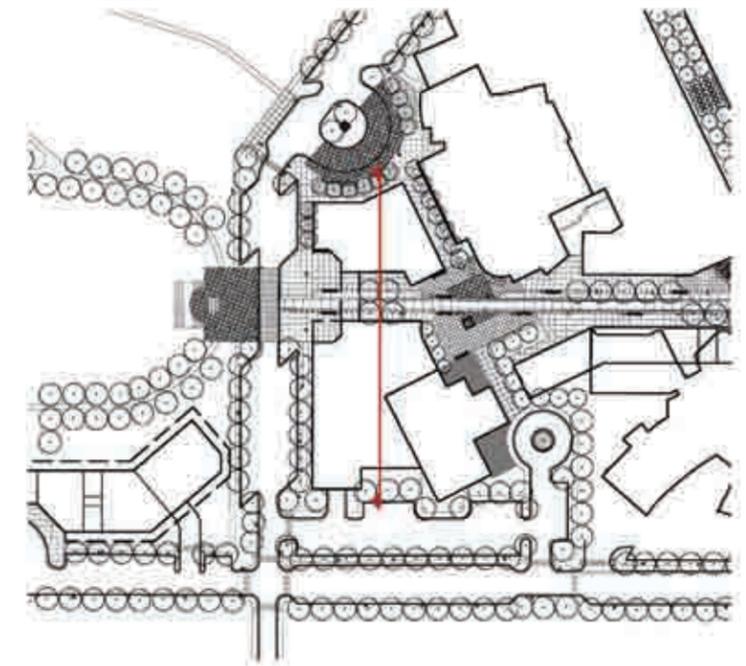


K.2 PUBLIC

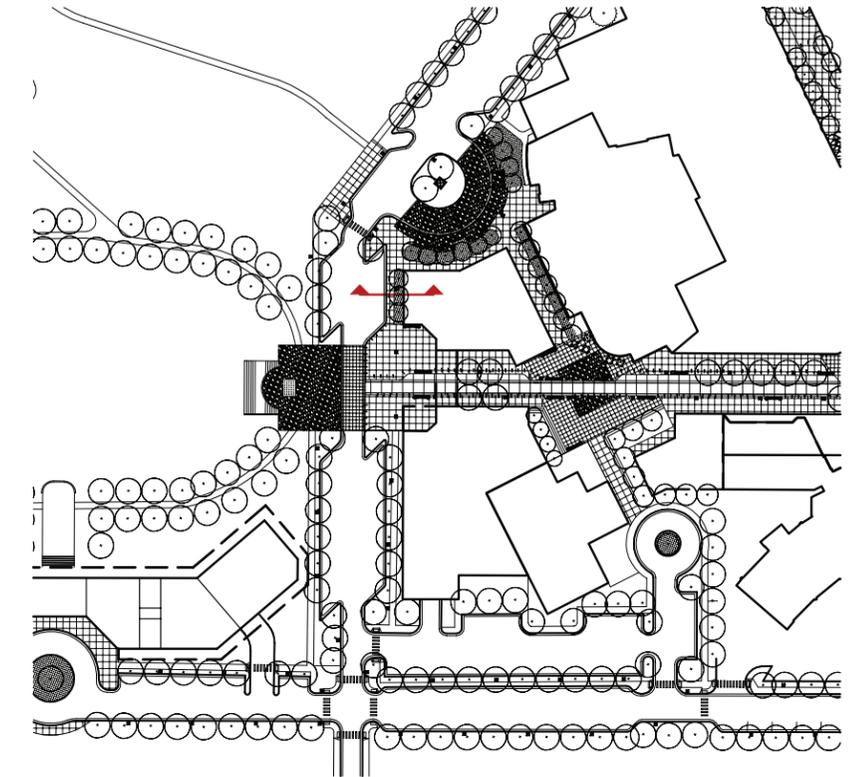
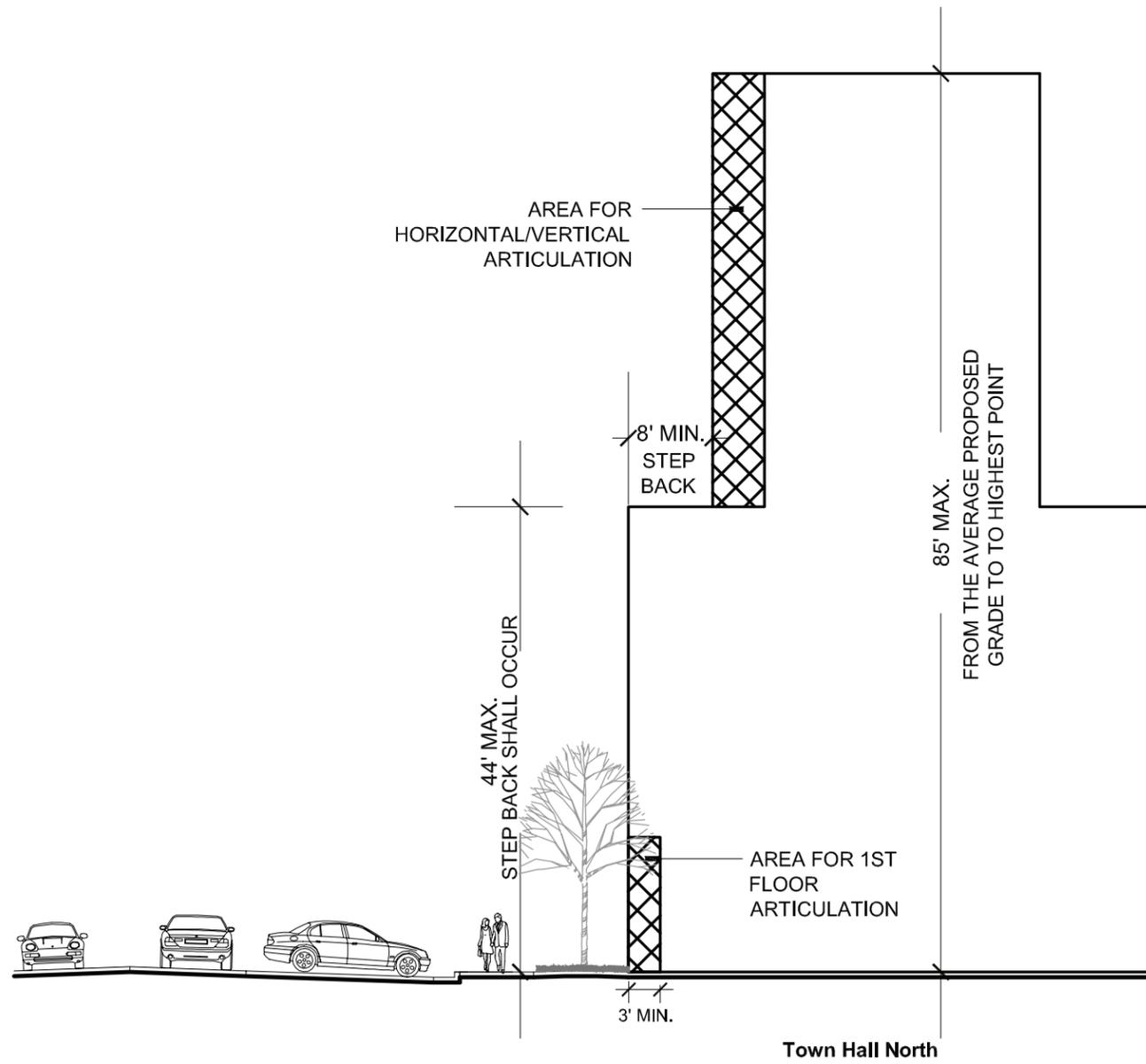
TOWN HALL



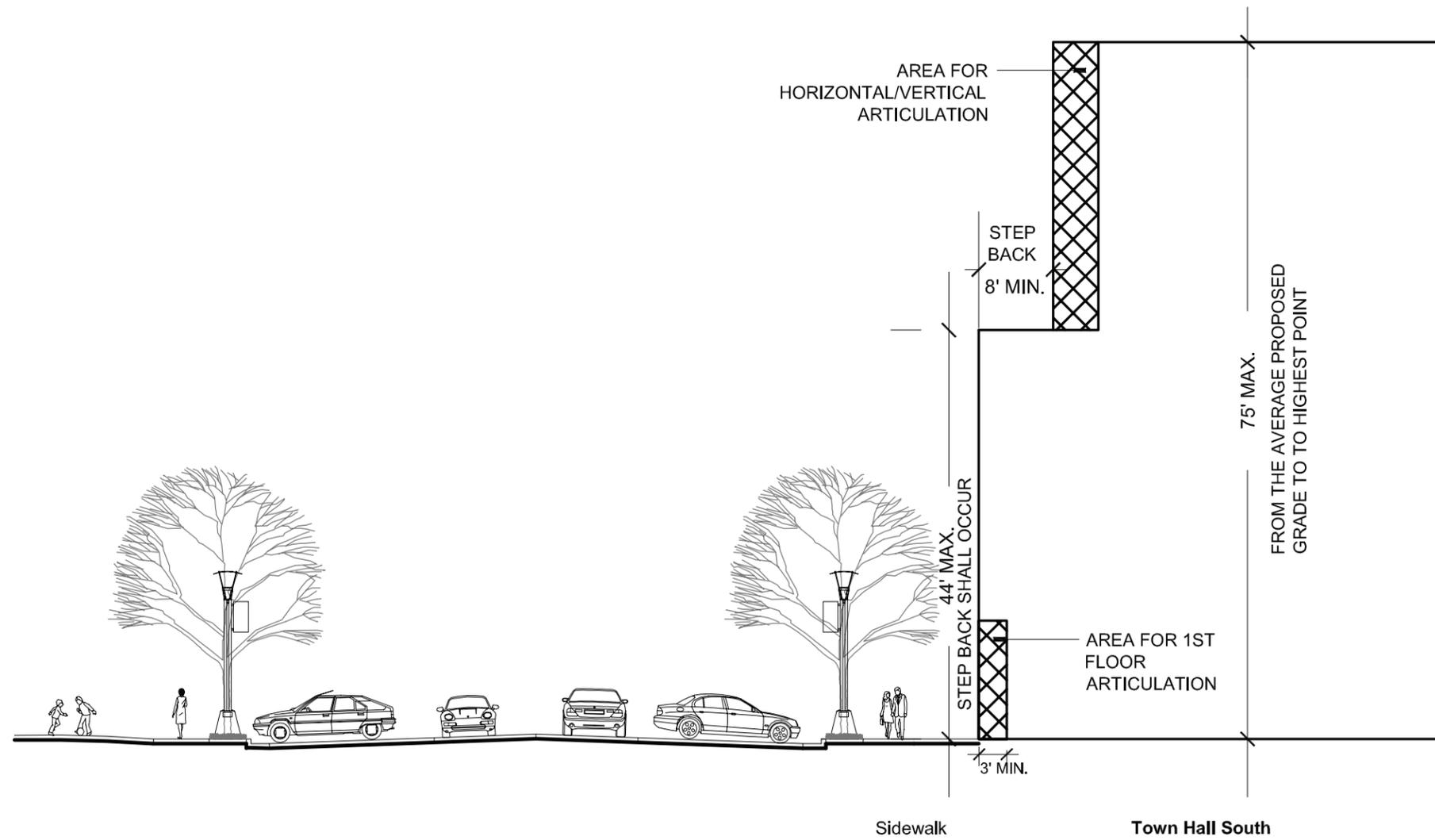
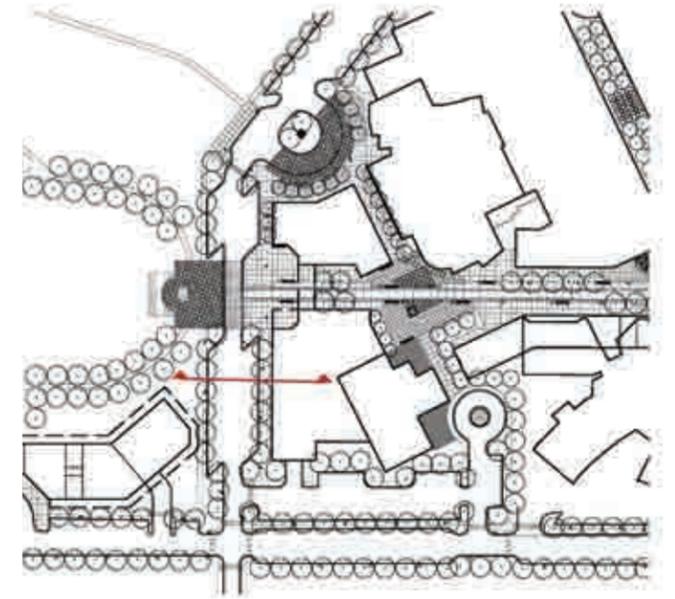
K.3 INTERFACE



K.4 SECTION



K.5 SECTION



K.6 SECTION

TOWN HALL

INTENT

PRIORITY GUIDELINES

GUIDELINES

K.7 Town Hall

It is encouraged to step the building down at the northeast corner of the building to bring the entrance of the walkway (between Town Hall and Avon Recreation Center) closer to a pedestrian level.

Creative use of night lighting internally within the bridge is encouraged.



The pedestrian bridge should be transparent with distinct night lighting. (Greenvalley, Nevada)

L. Nottingham Inn

As mentioned in Section K, the Town Hall building is too small for its current use and a new site has been selected. The Nottingham Inn will replace Town Hall on this site. The proposed Nottingham Inn would bring vitality and a new level of energy to the west end of Main Street when Town Hall services are not open for business.

Developing this parcel could also help offset some of the up-front public costs to the capital improvements associated with the redevelopment of this area. It is envi-

sioned that a high-quality destination hotel be constructed on the existing Town Hall site, with the understanding that the footprint of the new building does not take up any green space that already exists. Furthermore, the redevelopment of the site should be in concert with a new park master plan for Nottingham Park.

NOTTINGHAM INN

INTENT

L.1 Design Principles

Nottingham Inn will be placed in a great park setting. This setting cannot be compromised by building heights that overwhelm the pedestrian-oriented park space.

Nottingham Park is the primary park space within the Town of Avon. This green space receives both programmed activity use as well as informal use by residents and visitors. The park has a high level of sun exposure with views of Bachelor Gulch, Beaver Creek, Gamecreek Bowl and Bellyache Mountain (to the west). A concern is that without careful building design, the park will lose its attractiveness, and views to significant mountains and southern exposure, resulting in an unpleasant pedestrian environment that is overshadowed, cold and uninviting. It is the intent to create the very best possible pedestrian street, without compromising the value of individual building developments toward the redevelopment.

Nottingham Inn shall sit proud on the park setting. The shape of the building should embrace this park setting with wings extending from a central core. The notion of this shape is encouraged to fit more dynamically into the landscape and to have a central focal element that becomes an anchor to the park setting.

Nottingham Inn will have a beautiful setting facing Nottingham Park to the north and west; incredible sun and views to the south and access to Main Street, Lake Street and Benchmark Road to the east. With this setting, the architecture needs to respond by offering a semi-public space that invites users of the Town Center to enjoy this unique setting. It is envisioned that a wrap around covered porch/veranda be provided on all sides of Nottingham Inn.

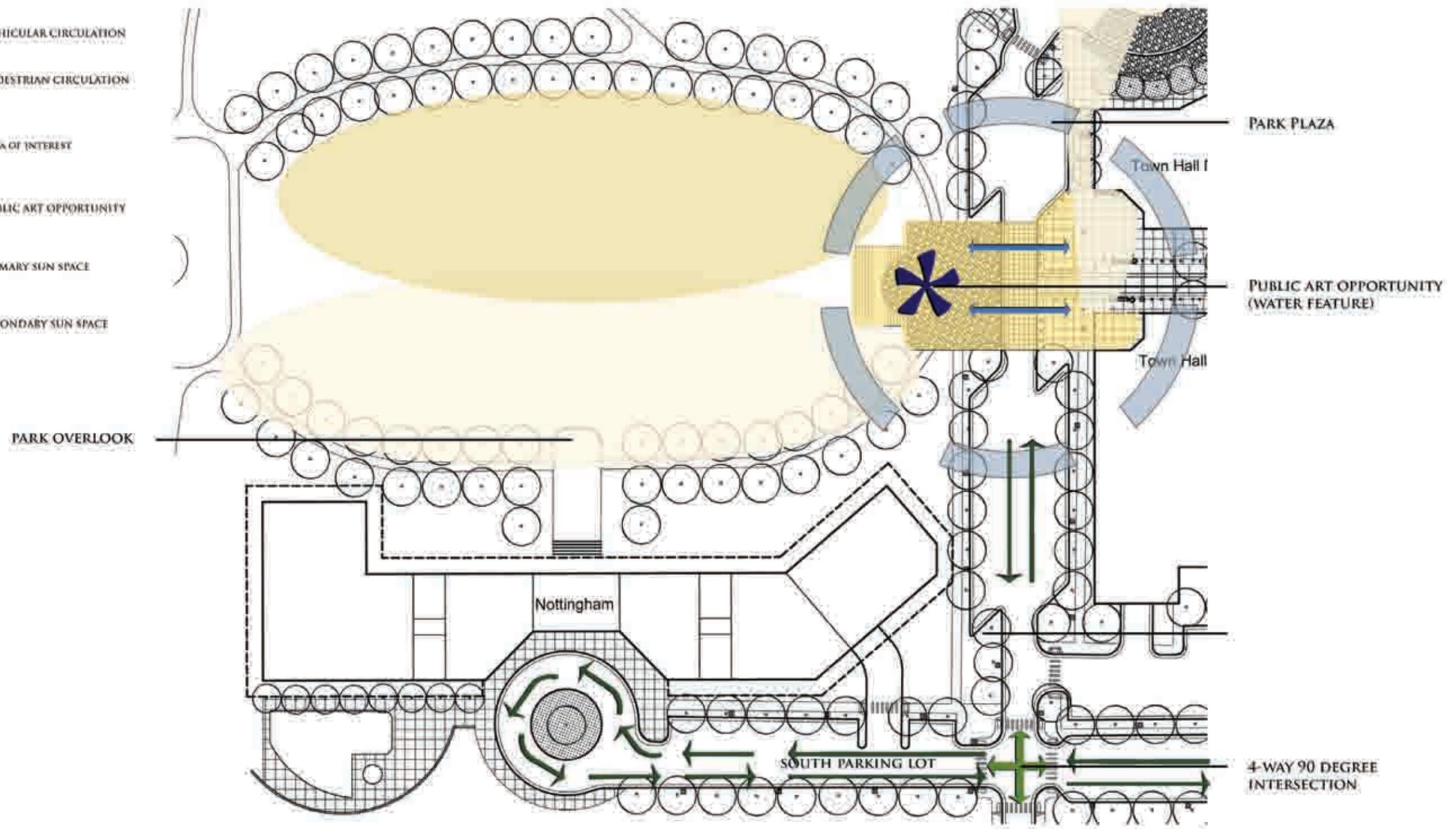
Overshadowing a pedestrian-oriented space can create cold and uninviting spaces in the mountains. All plazas shall receive the majority of the sun. The northern side of the Nottingham Inn shall received sun as well over different times of the day.

Access and circulation will inform how well Nottingham Inn will sit on the park landscape and interface with the Benchmark Road/Main Street intersection. In pedestrian-oriented areas, automobile and service access should be minimized. Automobile access facing the park is strongly discouraged.

NOTTINGHAM INN

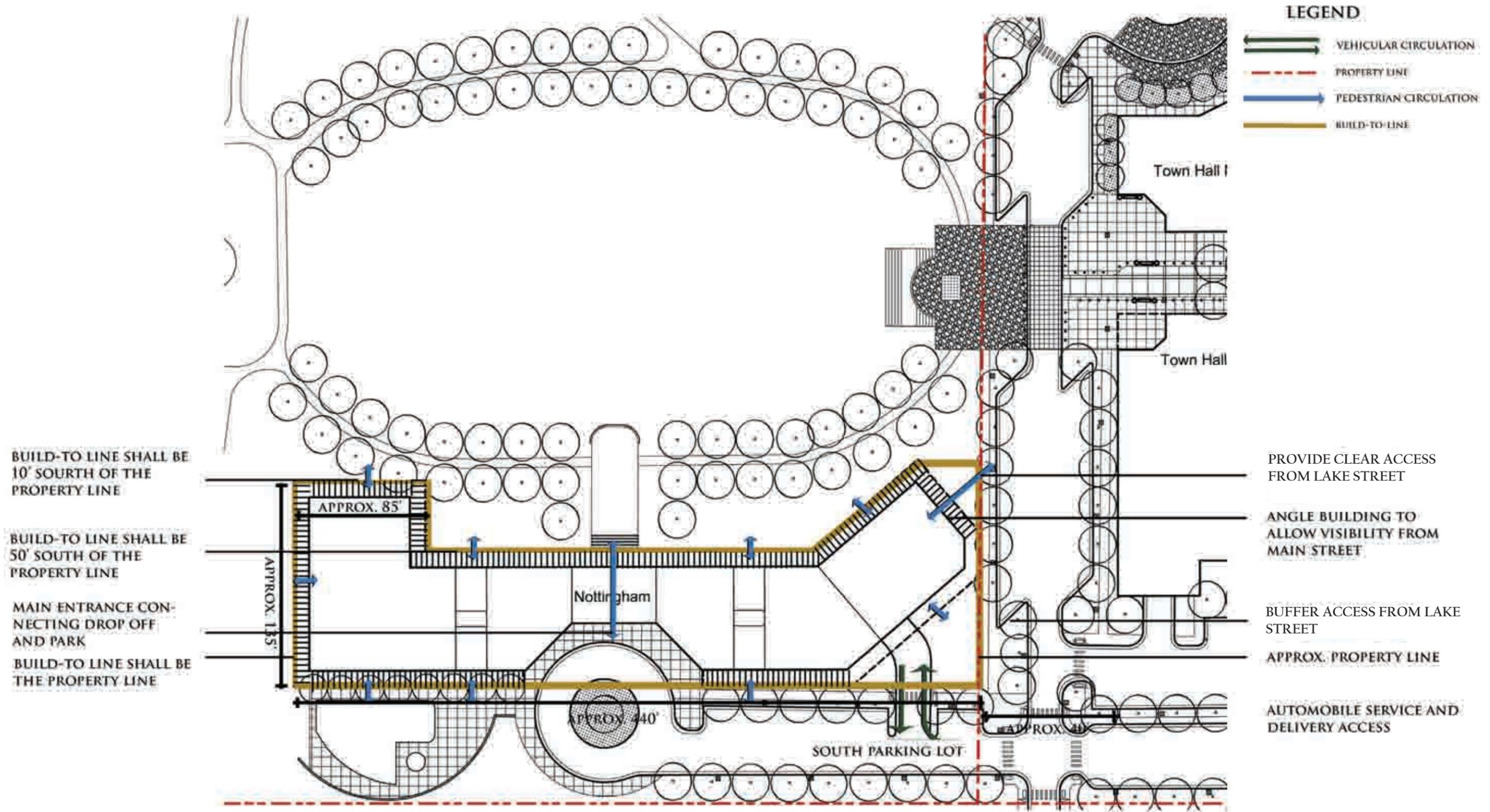
LEGEND

-  VEHICULAR CIRCULATION
-  PEDESTRIAN CIRCULATION
-  AREA OF INTEREST
-  PUBLIC ART OPPORTUNITY
-  PRIMARY SUN SPACE
-  SECONDARY SUN SPACE

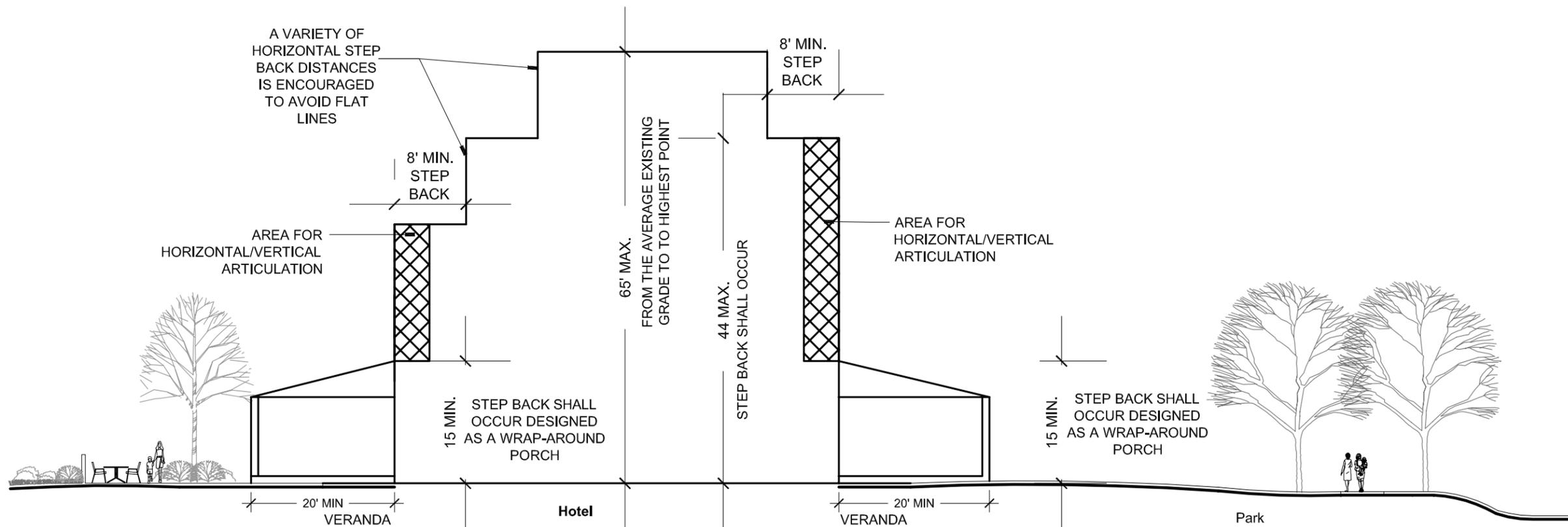
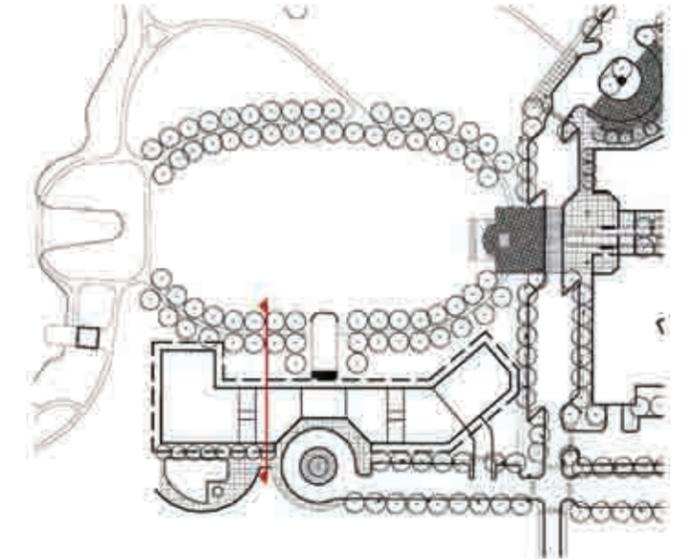


L.2 PUBLIC

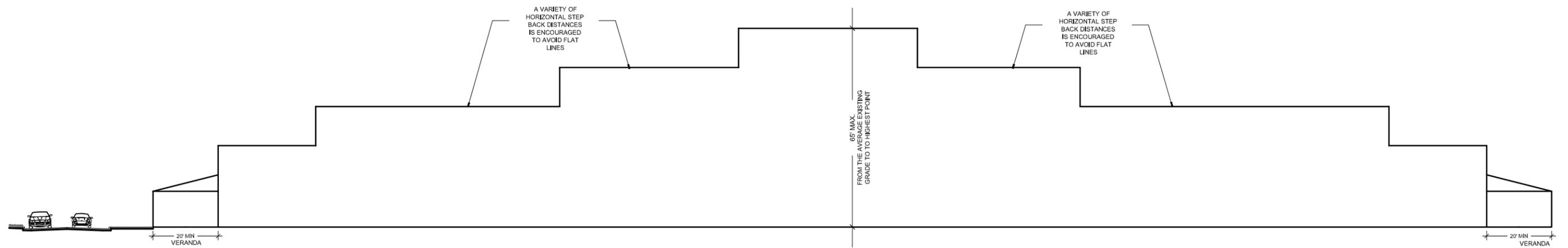
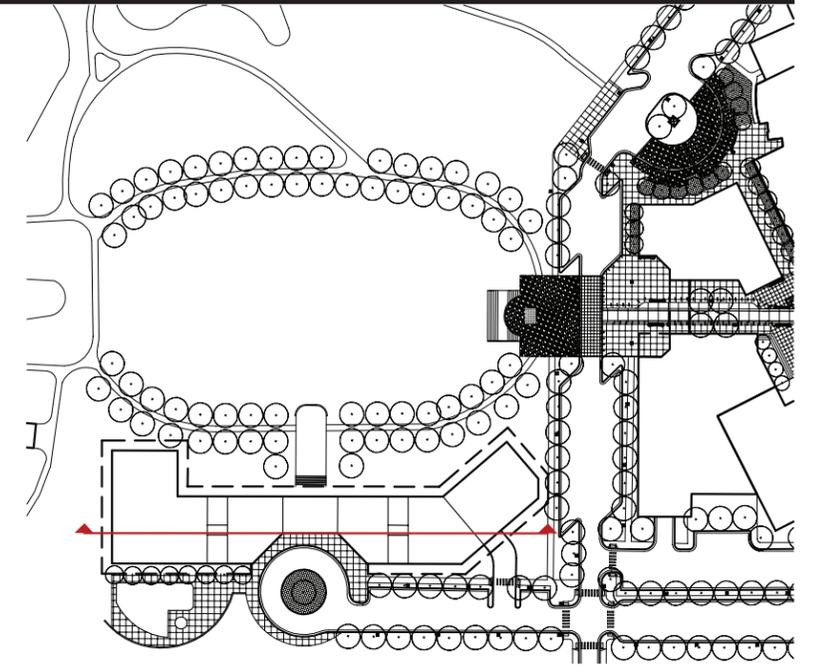
NOTTINGHAM INN



L.3 INTERFACE



L.4 SECTION



L.5 SECTION

These illustratives are showing possible massing of buildings and do not reflect the desired character of the district.



The building should step down in height to protect the view of Beaver Creek from the park as shown in this model.

NOTTINGHAM INN

INTENT

PRIORITY GUIDELINES

GUIDELINES

L.6 Nottingham Inn

The floor to ceiling distance within the porch/arcade (measured from the porch/arcade elevation to the underside soffit) shall not be less than ten feet.

The verandah shall be no less than 15 feet deep.

The building shall set proud above the park grade. A minimum 18 inch vertical grade difference between the park grade and covered porch/veranda is required.

No more than 30 percent of the porch/veranda shall be used as restaurant and outdoor bars.

The building shall screen a minimum of 80 percent of the automobile access and any surface parking from the park space. Additional landscape screening may be necessary.

The building shall be designed as a minimum of three separated masses, as suggested in the urban design plan. The three masses will allow the building to visually be reduced in scale and allow for sequencing of construction based on external influences such as market conditions and political environments.

The use of restaurants and outdoor bars is encouraged on a portion of the porch/veranda.

Visual and physical connections with the park are strongly encouraged.

It is recommended that the interface between the building and park be seamless with no automobile, service, or delivery disruption.