

LANDSCAPE, SITE DESIGN, AND ARCHITECTURAL DESIGN GUIDELINES

Overview and Purpose

The purpose of the Design Guidelines is to provide an aesthetic plan for the development of the Crossroads Point project located near the highly visible I84-SH93 intersection. The guidelines also acknowledge that the development will occur over time, thereby requiring a means to ensure uniformity of landscape, site design, and architectural harmony prevail as desired by the owner and Jerome County.

The commercial elements of this project fall within the regulations set forth in the Jerome County Zoning Code.

Administration of Design Guidelines

The property developer and/or successor will have design review responsibilities for all site development, landscape and architectural components. This review and approval process will occur by the developer prior to being forwarded to Jerome County for its review as part of any required land use, building, or design review application.

General Applicability

All development within the Crossroads Point property is subject to these Guidelines. They shall be consistent with those set forth in the Jerome County Zoning Code, the Comprehensive Plan, and other applicable requirements set forth by Jerome County. In case of conflict, the 'higher standard' interpretation shall prevail.

- **Flexibility:** These guidelines are intended to establish the general nature of the architectural character while allowing sufficient flexibility for development to accommodate the evolving market, remain economically viable, support the purpose and goals of Jerome County, and respond to site and other conditions as necessary while keeping within the desired character of the project to the extent possible.

Design Intent

The intent of the Design Guidelines is to provide a harmonious and integrated development sharing common streets, pathways, and open spaces. Architectural character for new buildings can be achieved by proper use of traditional elements such as sloping roofs, dormers, parapets, cornices, window and door styles, and attention to correctly executed details which have and will continue to stand the test of time. Scale, proportion, style and color of all buildings as they relate to each other and the open area around them is important and necessary to establish and maintain a strong sense of community.



Submittals

All site development within the Crossroads Point project area shall conform to the current zoning and development guidelines established by Jerome County and which will be supplemented by the project area covenants, conditions, and restrictions ("CC&Rs"). All design documents submitted to Jerome County for landscape design, site design, and architectural design shall be in accordance with those described in Jerome County and the Comprehensive Plan.

Maintenance

All parcel(s) within the Crossroads Point project area shall be maintained in accordance with the provisions set forth in its CC&Rs.

1.0 SITE DEVELOPMENT DESIGN GUIDELINES

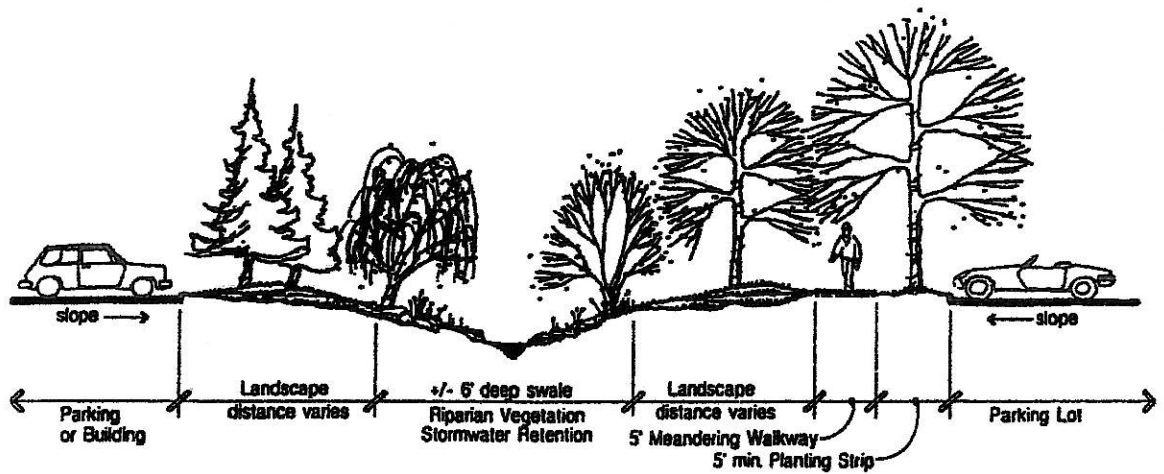
1.1 General

The term *Site Development* as used in this section, refers to the siting of structures and the placement of related improvements on individual parcels within the Crossroads Point project. This includes but is not limited to parking lots, service areas, walkways, sign or identification structures, lighting, etc. The objective of the site development guidelines is twofold: 1) to support and amplify the Jerome County Code and 2) to recognize the unique nature and location of the property.

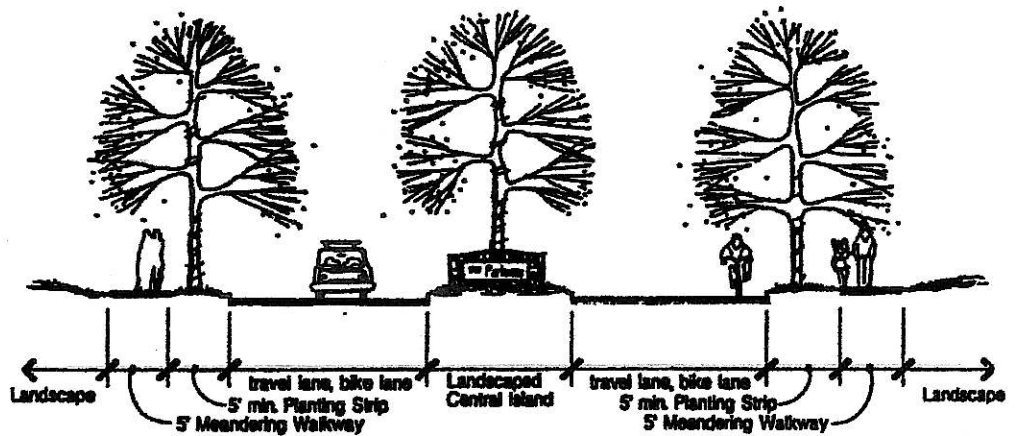
1.2 Design Objectives

The site development design guidelines for individual parcels reflect several important goals which include strengthening the area's identity and creating a unique and aesthetically pleasing environment within Jerome County. The objectives underlying the thinking behind the design guidelines are stated as follows:

- To establish a development area that is visually distinctive and memorable to its users and residents.
- To encourage development in the area which is visually understandable and meaningful to its users.
- To encourage the design of buildings and exterior spaces in the area to be of an overall high quality and appropriate character yet diverse enough to reflect a variety of expression and creativity.
- To promote ease of pedestrian accessibility and comfort in the area.
- To create pedestrian scale in the design of streets, parking areas, buildings and spaces between buildings.
- To soften and enhance the appearance of buildings and structures.
- To creatively protect and enhance the natural environment which abuts the property.
- To create visual unity in the design of site development and buildings within each project parcel.



Section At Drainage Swales

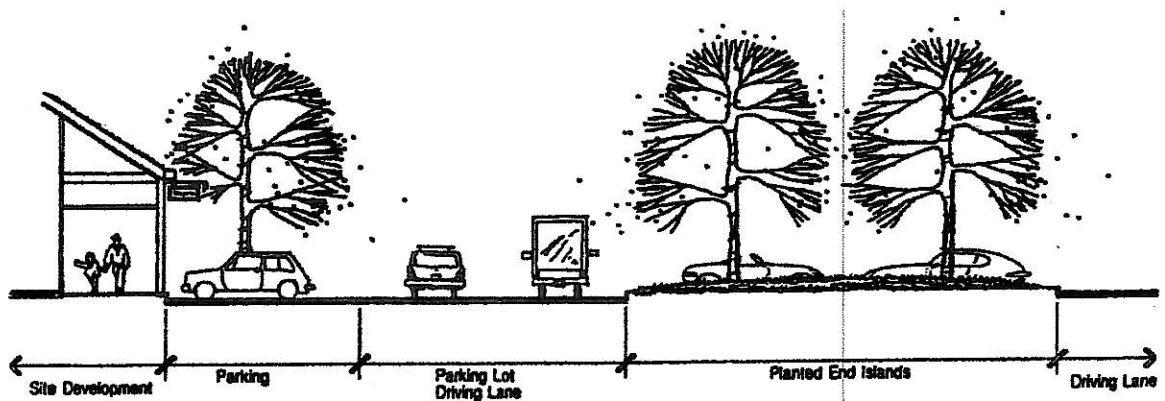


1.3 Entryways to Individual Development Sites

Within the framework set forth in the architectural guidelines related to materials, colors, etc., encourage individual expression at entryways by allowing freestanding structures which incorporate signing, lighting, and landscaping and which enhance the visual identity from the street. The purpose of this guideline is to create a sense of arrival and should be oriented to both pedestrian and automobile.

- The design of entryways should always relate to the design of other buildings in the development parcel in terms of materials, scale, and color.
- Signs identifying the names of tenants or buildings may be incorporated into the entry.

- Entryway designs should integrate signage in a way that respects architectural design integrity of the entryway.
- Signs are permitted on any entryway face
- Entryway signs may be placed on the property line without a setback requirement, provided that views of traffic are not obstructed as per current Jerome County Standards.
- Street trees should not be located in front of entryway signs.



1.4 Trees in Parking Lots

Trees in parking lots are required to create smaller and friendlier spaces for people, to maximize the positive environmental effects that trees provide, and to reduce the impact of solar gain on cars and buildings.

- Landscape planting area in parking lots will be generally as shown on project masterplan and as approved by the developer.
- Provide 2-inch caliper sized trees within parking lots. (2) – trees per double row endcap or divider planter. (1) – tree per single row endcap or divider planter. No more than 16 spaces in a row between planters.
- Use trees to make smaller human-scaled spaces within parking lots and to soften the overall appearance of larger parking lot areas.
- Locate the trees to allow for frame visibility of entries, signage, and to provide overall appropriate visibility for retail businesses.
- Use a species of tree which will permit initial limbing of seven (7) feet. Prune trees regularly to achieve an ultimate minimum limb height of twelve (12) feet.

- Protect trees from overhanging bumpers with concrete curbs and allow for a minimum of three (3) feet between the curb and the center of the tree trunk.
- Use one tree species in parking lot areas unless developments are extraordinarily large or where visual distinction would be appropriate. For variety, vary tree species from development parcel to development parcel.

1.5 Parking Lot Screening

To reduce the visual impact of row upon row of parked cars and the glare of headlights at night, screen parking lots from view along borders with public streets. The creation of high walls however, should be avoided because of potential security and safety problems. Maximum screen height is to be three and one half (3.5) feet. This enables people to see out and be seen from the streets and cars.

- Parking lot screens may be made of all plant material or a combination of low walls or earth berms and supplementary plant material.
- The plant material in all-plant walls should be of such a type and number to reach a height of three and a half (3 ½) feet within three (3) years and to be approximately 75% opaque year round.
- Designs for wall screens shall include some low foundation plant material to visually soften the wall. Walls may be constructed of wood, masonry, or concrete. Walls shall be generally sight-obscuring.
- A minimum height of 42 inches is recommended (to hide shiny car bumpers, metal grilles and headlights) with a maximum height of four (4) feet to permit visual surveillance to and from the street.

1.6 Drive-Thru Orientation and Screening

Visually screen drive thru lanes from view along public streets, interior parking lots, and travel lanes.

- Wherever feasible, orient the drive thru lane to be perpendicular to public streets. This will reduce any possible confusion created from headlight glare into oncoming traffic.
- Screening may be accomplished using plant material or a combination of low walls or earth berms and supplementary plant material.
- The plant material in all-plant walls should be of such a type and number to reach a height of three and a half (3 ½) feet within three years and to be approximately 75% opaque year round.

- Designs for wall screens shall include some low foundation plant material to visually soften the wall. Walls may be constructed of wood, masonry, or concrete. Walls shall be generally sight-obscuring.
- A minimum height of 42 inches is recommended (to hide shiny car bumpers, metal grilles and headlights) with a maximum height of four (4) feet to permit visual surveillance to and from the street.

1.7 Service Area Screening

Visually soften and screen all service functions within the retail, office, and flex space portions of the development from public views. (See architectural guidelines.)

- Screen dumpsters and recycling bins from public view with plant material or with a combination of screen walls and plant material. All walls should be constructed of durable materials able to withstand normal use. The screen walls are to incorporate the same material as used in adjacent building structures
- The height of plant materials and walls should be equal to the height of the dumpster and/or recycling in unit at the time of installation.
- Visually separate loading dock areas from public view with landscaping or walls and landscaping.

1.8 Walkways and Pathways

Create an interconnected walkway and path system that will connect all parcels within the Crossroads Point project area.

- Provide one or more walkways which directly link the pedestrian entrances of businesses within the retail and office development to the public pathways.
- Interconnect development parcels with pathways located along direct desire lines.
- Differentiate walkways within the retail and office development from parking area paving by using contrasting paving material. Contrasting paving material includes scored concrete, stamped integrally colored concrete, brick pavers, and concrete pavers.
- Walk and path surface pattern and scoring depth must be compatible with the comfort and safety needs of pedestrians, especially the elderly and the handicapped.

1.9 Design Standards for Street Lights

- All street lights are to be pole mounted non-glare luminaries.
- All luminaries are to have an internal shield and/or reflector, which directs the light beam downward to the traveled surface.
- All streets, courts, cul-de-sacs, and parking lots are to be illuminated. The minimum light level is to be .25 foot candles.
- All native trails, internal foot or bicycle paths, and recreation areas not otherwise located along a street are to be illuminated. The minimum light level is to be .25 foot candles.

1.10 Walkway and Pathway Lighting

Provide lighting along all walkways and pathways.

- Minimum footcandles along walkways should be not less than .25 footcandle and not more than 6-8 footcandle directly under the luminaire.
- Avoid dark spots and abrupt changes in light levels.
- Select fixtures which are harmonious with the design of the development and which have a pedestrian scale.

1.11 Site and Landscape Lighting

Create site and landscape lighting to promote safety, security and visual attractiveness.

- Use fixtures with indirect light sources (i.e. concealed from the users' line of sight) such as ground mounted lights or foliage lights.
- Avoid creating dark spots which invite crime.
- Help mitigate the effects of night blindness by avoiding any sudden changes in light levels.
- Use site and landscape lighting as a means to harmonize the building and the site and landscape areas.

1.12 Parking Lot Lighting

Create parking lot lighting which promotes a sense of safety, security and which is visually attractive.

- Use shielded type fixtures to minimize problems of glare.

- Minimum footcandles in parking lots should not be less than ½ footcandle and not more than 8-10 footcandle directly under the luminaire.
- Avoid dark spots and abrupt changes in light levels.
- Fixture selection to be approved by developer. Poles and fixtures within similar development types are to be consistent, ie.. retail development may have different fixtures and poles than office development. Poles and fixture to match within larger parking lots across internal parcel lines.
- Fixtures are not to be metal halide.

2.0 LANDSCAPE DESIGN GUIDELINES

2.1 PUBLIC RIGHTS OF WAY

2.1.1 General

The term *landscape* as used in this section refers to those elements which give form and character to the physical and natural environment of the Crossroads Point project area. Those elements include but are not limited to the placement and variety of planting margins, sidewalks, paths and trails, drainage swales, lighting, screening of service roads, entry features, special features, etc.

2.1.2 Design Objectives

The design guidelines for public rights of way reflect several important goals; to strengthen the area's identity, to create a pleasant pedestrian environment, and to achieve efficient and safe traffic flow. From these goals a number of objectives explain the purpose of the recommended design guidelines.

- To establish consistency in the design of streets within the Crossroads Point project area.
- To create a strong visual framework through street design which unifies the project and which provides the background for individual expression in the design of specific project areas and parcels.
- To create streetscapes which are visually distinctive and memorable to users and residents of the project and thus strengthen the identity of the site within the context of Jerome County.
- To increase pedestrian accessibility, safety, and comfort throughout the project.
- To improve traffic flow and safety in the entire Crossroads Point project area.

2.1.3 Landscape Standards

- Large canopy trees are placed at approximately 35 foot intervals within the curbside planting strip. At street and driveway intersections trees are located with respect given to Jerome Highway District.
- All street trees have a minimum two (2) inch caliper and are limbed to a minimum height of 7 feet at the time of installation.
- The property owner fronting the street provides a minimum of five (5) feet of planting between the edge of the pedestrian path and edge of any site development (parking lot screens, landscaped areas, etc.) except at entryways where design flexibility is required.

2.1.4 Landscape Standards for Collector and Local Streets

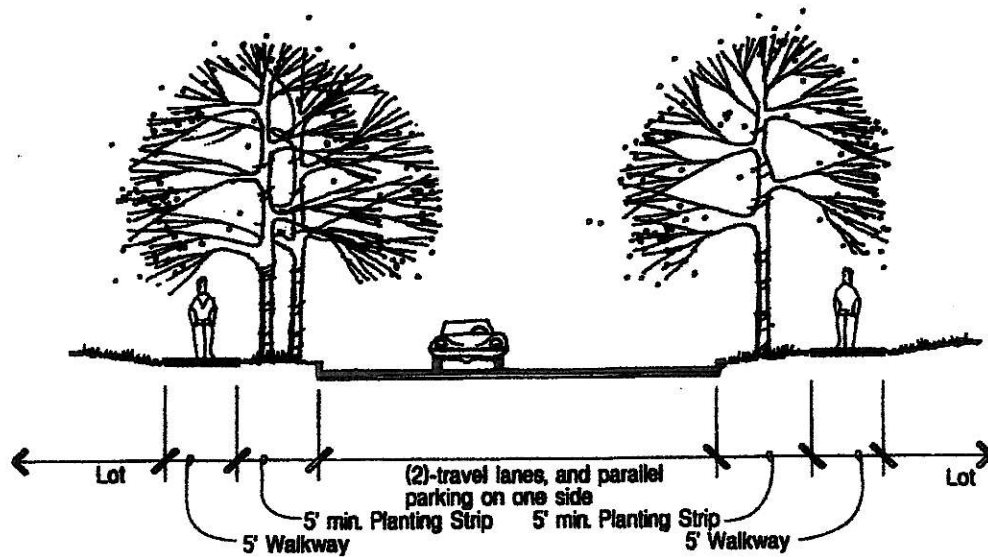
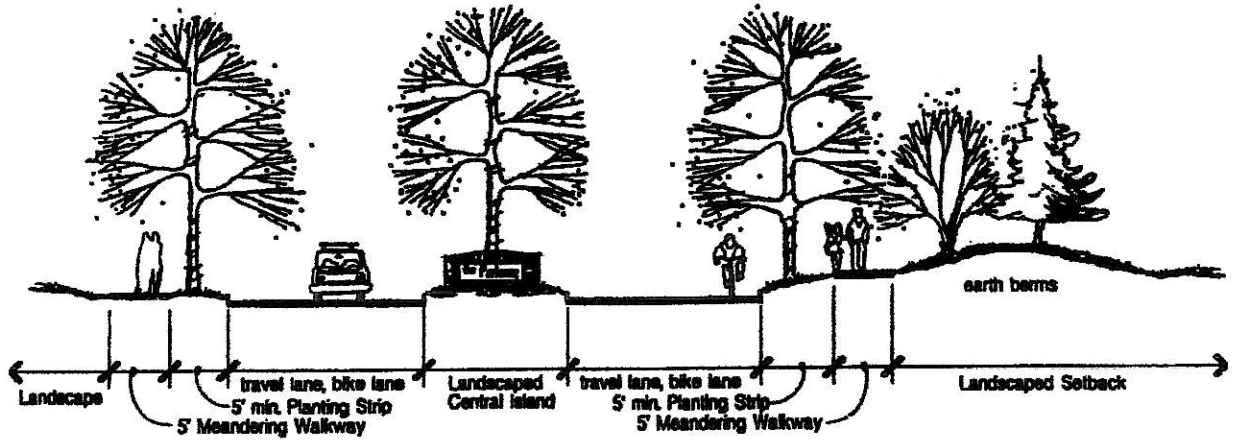
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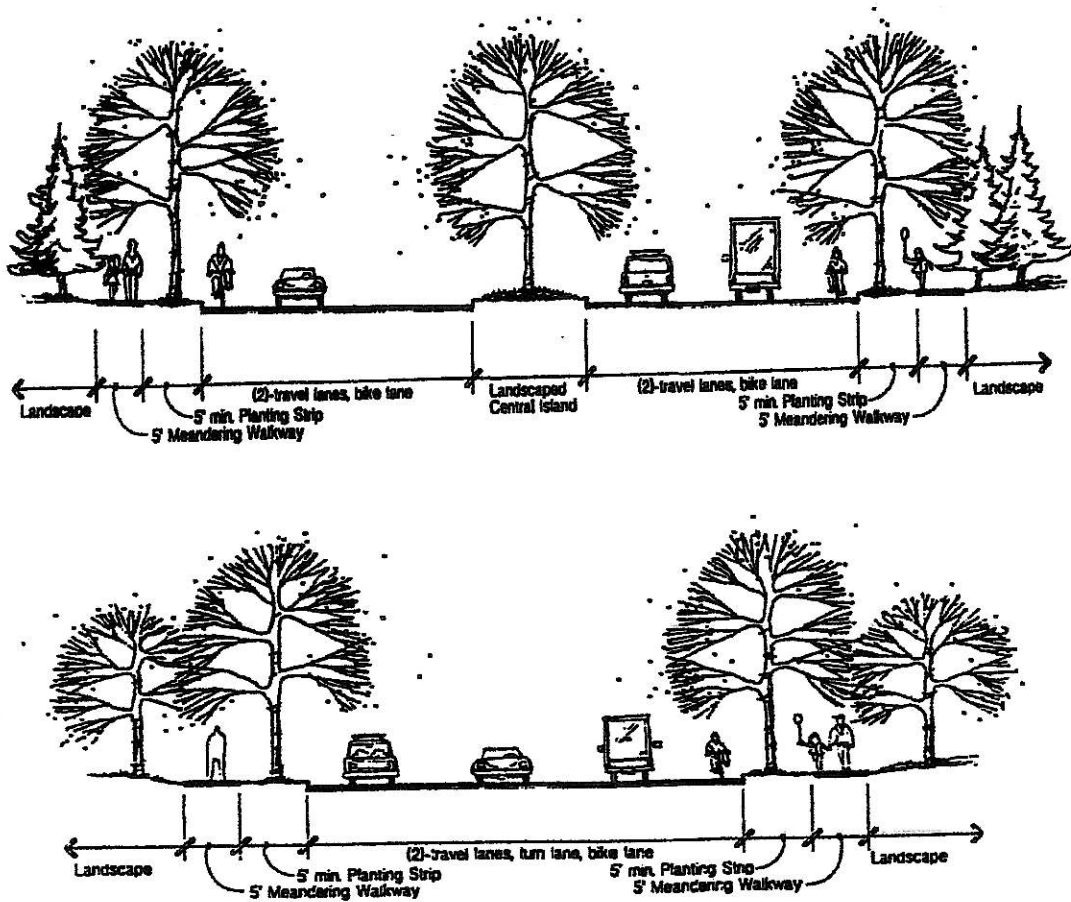
The purpose of the street tree standard is to provide a clear basis for selecting the appropriate type of tree for each street in the Crossroads Point project. The visual importance of street trees is critical to the identity of the area. In summary, trees provide the visual glue which tie together the streetscape. Street trees bring visual order by providing a unifying element which allows individual expression to distinctly occur. Their form, foliage, color, and smell create special character for a particular street.

It is important that all streets have some individual personality. This variation helps users to know where they are in the area. It also contributes to the uniqueness of the area. The suggested guidelines below therefore build on the present Jerome County policy but offers some variation so that individual streets will take on special color and personality.

- Street tree selection to be as shown on the approved masterplan and street tree landscape plan.
- Medium-size canopy trees are to be placed at approximately 35 foot intervals between the curb and sidewalk.
- All trees and associated groundcovers or lawn areas are to be irrigated with underground, automatic systems.
- All street trees have a minimum two and one half (2-1/2) inch caliper and are limbed to a minimum height of 7 feet at the time of installation.

- The property owner fronting the street provides a minimum of five (5) feet of lawn or groundcover between the edge of the sidewalk and edge of any site development (parking lot screens, shrub landscaped areas, etc.).
- The abutting property owner is responsible for maintaining the improvements within the public right of way from the property line to the edge of the curb. This includes street trees, groundcover areas, irrigation and sidewalks.





2.1.5 Plant Material

The use of semi-mature plant materials is important to establish the character of the development. The use of more mature plant material allows for more immediate enjoyment and provides a more finished look to the development.

2.1.6 Native Vegetation

Make extensive use of native plant material (trees, shrubs, and groundcovers) in the design of landscape areas. Non-native ornamental plant material can be used to expand the creative palette of the landscape designer provided the plants are hearty and compatible in character with native material.

- Add trees to visually expand and enhance the presence of the native plant environment.
- Include sufficient evergreen plant material within a development to create some year-round foliage effect. Possible locations include: service areas, along borders with residential areas, along blank walls, and on parking islands.

3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1 General

The term *architectural design* as used in this section refers to the design of all buildings on individual parcels within the Crossroads Point project. The objective of the architectural design guidelines is two-fold: 1) to support and amplify the Jerome County Codes and 2) to recognize the physical scale and scope of the project.

3.2 Architectural Theme

The architectural theme acknowledges that the Crossroads Point project will represent a significant commercial expansion in Jerome County. It is important therefore that the architectural character of the Crossroads Point project be harmonious in character. The architectural theme will emphasize the styles incorporating appropriate building materials used in a supportive fashion. The design intent of the architectural character purposively amplifies the quiet rural tradition of Jerome County.

3.3 Design Objectives

The following architectural design objectives generally apply to all building types within the Crossroads Point project. Together these architectural objectives constitute the core design guidelines for the buildings.

- **Mass and Proportion:** Except for the planned hospital, buildings shall be of a scale and proportion that relates well to adjacent buildings without dominating, overwhelming or appearing insubstantial in relationship. Long walls shall be relieved with offsets, bays, projections or other architectural features.
- **Character:** Buildings shall be visually consistent with adjacent buildings and reflect their designated use without intentionally copying materials, details and colors except where it is an advantage to do so, such as canopies, trellises and elements that help define several structures as part of an intended group.
- **Roofs and Roofing:** Sloping roofs such as gables and hips are required on smaller buildings and encouraged when appropriate on larger buildings, or portions of larger buildings. Decorative mansards on large buildings are not allowed, however, parapets, cornices and other detailing is acceptable. Materials for sloping roofs should be appropriate to the scale of the building and can be asphalt or composition shingles that do not simulate other materials, wood shingles or shakes, flat concrete tiles, or metal with standing or batten/rib seams.

- **Windows:** Windows shall be in proportion with the building façade and individual glazing panes shall not be over-sized. Horizontal as well as vertical mullions are encouraged. Shading shall be achieved with awnings, canopies, overhangs and other architectural elements. Awnings shall be simple and of traditional materials – lighted vinyl awnings are inappropriate. Substantially tinted or colored glazing and interior shading films are not allowed.
- **Materials:** Larger and high bay buildings shall be constructed of high quality, substantial, well-wearing materials: Brick or concrete masonry, concrete, stucco or EIFS (exterior insulated finish systems) with proper detailing, reveals, and appropriate rustication. Careful attention to detail must be made to avoid a monotonous, bland, or flat appearance. Proper lighting may be key to enhance materials and relief on large-scale facades. Smaller and low bay buildings are encouraged to use similar materials as well as wood sidings – horizontal or vertical boards, boards or plywood with battens, and shingles. Stone is encouraged and shall be used as walls, wainscots, bulkheads, columns or plinths, but not as decorative panels. Materials that are imitations of other materials are not permitted; such as concrete formed to appear as stone. Appropriate combinations of materials to modify scale and add visual interest should be considered.
- **Architectural Elements:** On high bay or multiple story buildings, smaller scale features such as arcades, trellises, or canopies, as well as one story elements, shall be used to provide pedestrian scale. Attention to detail is encouraged and shall be proportional to the façade with the caution that elements used for only decorative purposes are discouraged, especially when appearing out-of-place on larger walls.
- **Equipment, Loading and Service Concealment:** Mechanical and electrical equipment shall be located as much possible away from pedestrian areas and substantially concealed with the same or compatible materials of construction as the building. Service and delivery access, refuse and recycling containers, and the like shall be located as much as possible away from pedestrian areas and substantially concealed with the same or compatible materials of construction as the building.
- **Color:** Large walls shall be of light to medium values – white, bright hues, and decorative painting are discouraged. Moderate changes in value and color used to decrease apparent scale and mass are acceptable. Brighter colors shall be used in limited areas.

3.4 Building Design Guidelines/Retail & Commercial

In addition to the general architectural design guidelines, the following items apply to commercial projects in order to ensure consistency of relationship of buildings to roads and parking areas.

- **Windows:** Retail storefronts shall have solid bulkheads between the sill and adjacent ground or paving surface except at entry sidelights.
- **Relationship to parking:** Main entries shall be easily visible and distinguishable from adjacent parking areas through the use of architectural elements and shall not rely on disproportionately scaled signage. Pedestrian friendly crosswalks, trellises, canopies, landscaped buffers and the like shall be incorporated.

3.5 Building Design Guidelines/Offices

In addition to the general architectural design guidelines, the following items apply to office buildings.

- **Windows:** It is preferred that all openings shall appear as individual 'punched' windows, or groups of openings, in lieu of ribbon windows or storefronts, except at main building entries. All windows shall have solid bulkheads between the sill and adjacent ground or paving surface except at entry sidelights.
- **Relationship to parking:** Main entries shall be easily visible and distinguishable from adjacent parking areas through the use of architectural elements and shall not rely on disproportionately scaled signage. Pedestrian friendly crosswalks, trellises, canopies, landscaped buffers and the like shall be incorporated.

3.6 Building Signage

The following building sign design objectives generally apply to all building types within the Crossroads Point project. Building signs are to be consistent in terms of materials, scale, and color with the building to which they are attached.

- Text and logos identifying the names of tenants or buildings may be incorporated into the architectural façade.
- Building sign design should integrate signage in a way that respects architectural design integrity. Proportionate scale is required.
- Signs are permitted on any entryway face with approval by developer.
- An area at the corner of SH 93 and the on ramp to I84 is designated for pole signage not to exceed 75' in height. Building and tenant signs may be located off premises as approved by the developer, subject to Jerome County approval. Two business names per sign will be allowed. Spacing between pole signage to be 150' minimum. See master sign plan for area designation.