

TOWN OF NUNN LAND USE CODE

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2.1 General Provisions

- A. Applicability.** All development applications and building permit applications shall comply with the applicable standards contained in Article 2.
- B. Relation to Zone District Standards (Section 3.6).** In the event of a conflict between a standard or requirement contained in Section 3.6 and Article 2, the standard in Section 3.6 shall prevail.

2.2 Vision and Intent

The intention of the Town of Nunn in enacting this Article is to clearly describe the Town’s vision and to create a vital, cohesive, well-designed community in order to enhance its small-town character and further the citizens’ goals as identified in the *Nunn Comprehensive Plan*.

When we look at the most beautiful towns and cities of the past, we are always impressed by a feeling that they are somehow organic.

This feeling of “organicness,” is not a vague feeling of relationship with biological forms. It is not an analogy. It is instead, an accurate vision of a specific structural quality which these old towns had . . . and have. Namely: each of these towns grew as a whole, under its own laws of wholeness . . . and we can feel this wholeness, not only at the largest scale, but in every detail; in the restaurants, in the sidewalks, in the houses, shops, markets, roads, parks, gardens, and walls.

- A New Theory of Urban Design, Christopher Alexander, Hajo Neis, Artemis Anninou, and Ingrid King

The following qualities contribute to a Town “wholeness:”

1. Walkable and pedestrian oriented.
2. Variety of housing types.
3. Orderly, grid-pattern, tree-lined streets.
4. Distinct, historic architectural styles.
5. Safe and secure.
6. Houses face the streets with garages less predominant.
7. One- and two-story buildings.



Figure 2-1

8. Friendly, opportunity to know one's neighbors and care for one another.
9. Rural, unique natural setting with mountain views, where possible.
10. No excessive traffic.
11. Quiet, slower paced environment.
12. Town-wide activities.
13. Cultural heritage.

2.3 Intentionally Blank

This section is intentionally left blank.

2.4 Application of Community Design Principles

The community design principles as set forth in this Article are to be considered in every development proposal. The Town's goal is to expedite the planning review process by clearly outlining the Town's expectations for new development. To this end, the Town invites applicants to participate in a meeting with the **Development Review Team (DRT)** as part of the sketch plan process (refer to Section 4.6). This meeting is intended to begin a collaborative process to ensure that new development is consistent with the community's goals and that issues are identified early in the process.

The **Nunn Planning Commission** and Board of Trustees will evaluate each proposal based on these principles and the context within which a project is located. The principles are intended to be specific enough to guide development, but not to preclude creative design solutions. **Applicants must substantially conform to the design principles unless it can be demonstrated that an acceptable alternative meets one or more of the following conditions:**

1. The alternative better achieves the stated intent;
2. The intent will not be achieved by application of the principle in this circumstance;
3. The effect of other principles will be improved by not applying the principle; and/or
4. Strict application or unique site features make the principle impractical.

2.5 Design Elements

- A. Design Elements.** One of the greatest challenges facing small towns is the successful integration of new development with the original town pattern. Suburban development patterns which have included numerous cul-de-sacs and limited street connections have often separated communities and created enclaves of the original towns. In order to maintain Nunn's unique, small town character and clearly describe the Town's vision, the following design elements have been set forth within Article 2.
1. Compact Urban Growth. As the community grows from the original Town limits, it is important to maintain a continuity of density, diversity and interconnectedness. Urban development should occur adjacent to the Town's core so that the community's prime agricultural land and natural areas are preserved and public infrastructure and utilities are used as efficiently as possible.
 2. Neighborhood Design. New developments should help create neighborhoods, rather than residential subdivisions adjacent to one another. Neighborhoods should be organized around a strong center which may include elements such as common open space, civic and commercial or mixed uses. Strong consideration should be given to pedestrian movement, the character of streets and sidewalks as inviting public space, and the interconnectedness of the streets within the neighborhood and as they connect to the rest of the community. In addition, new neighborhoods should have a variety of housing sizes and types that help to create a distinct identity rather than a monotonous replication of styles.
 3. Lots and Blocks, Streets and Sidewalks. The layout of lots and blocks should be designed to continue Nunn's existing block pattern to form a grid or modified grid pattern that is adapted to the topography, natural features and environmental considerations. The streets should be tree-lined and interconnected in order to create a comprehensive transportation network that facilitates the movement of pedestrians, cars and bicycles.
 4. Parks and Open Space. New developments shall use natural open spaces and developed public space (such as parks and plazas) to organize and focus lots, blocks and circulation patterns, protect natural areas and quality agricultural land and to create an identity for each neighborhood.
 5. Site Design, Architecture and Landscaping. One of the fundamental intentions of this Code is to encourage innovative, quality site design, architecture, and landscaping in order to create new places that can be integrated with the existing community and reflect the traditional patterns of the region. The Nunn Community Character section of the Comprehensive Plan, as well as illustrations throughout the Code are intended to provide a visual description of the Town's design intentions.

6. Environment. New developments should be designed to fit within the environment. To the greatest extent feasible, sites should be designed to preserve natural areas and the plants and wildlife inhabiting those areas. In addition, new developments are encouraged to follow Green Builder Guidelines (see Section 2.22.C) and to conserve natural resources, especially water.
7. Water Conservation. As the State grows, increasing pressure will be placed on the limited supply of water resources. Nunn residents have emphasized the importance of preserving the quality and quantity of water. All new development is encouraged to use raw water for irrigation and to incorporate water-saving measures in building design and landscaping. Developments are required to use stormwater management techniques that address water quality as well as quantity.

2.6 Compact Urban Growth

- A. **Intent.** The Town has adopted a compact urban growth policy that encourages and directs development to take place within areas contiguous to existing development in the community. This policy will accomplish several goals, including:
 1. Improving air quality by reducing vehicle miles traveled and by promoting alternatives to the private automobile;
 2. Preserving natural areas and features, particularly in the periphery of the Town;
 3. Making possible the efficient use of existing infrastructure and cost effective extensions of new services;
 4. Encouraging in-fill development and reinvestment in built-up areas of the Town; and
 5. Promoting physical separation from neighboring communities to help each maintain its individual identity and character.
- B. **General Provisions.**
 1. The Town has established a Planning Area Boundary and adopted a cooperative planning area policy by entering into an Intergovernmental Agreement with Weld County. The purpose is to direct growth within the established Planning Area Boundary. Development located within the established Planning Area Boundary shall be consistent with the *Nunn Comprehensive Plan*.

2.7 Neighborhood Design Principles

“We have become so used to living among surroundings in which beauty has little or no place that we do not realize what a remarkable and unique feature the ugliness of modern life is. Both in this country and in many others, wherever one finds a street or part of a street dating from before what we may call the modern period, one is almost sure to see something pleasing and beautiful in its effect. ...It is the lack of beauty, of the amenities of life, more than anything else which obliges us to admit that our work of town building in the past century has not been well done.”

- *Town Planning in Practice*, Raymond Unwin, 1909

- A. Intent.** To encourage the creation of viable neighborhoods that interconnect with each other and integrate new projects into the existing community, thereby strengthening the original town. The neighborhood layout should consider the street, lot and block pattern of the original town, as well as solar orientation, topography, sensitive wildlife habitat and vegetation, drainage patterns, and environmental and regional climate issues. Further, the edges of neighborhoods should be formed by features shared with adjacent neighborhoods such as major streets, changes in street pattern greenways or natural features such as streams and major drainage or riparian corridors. New streets, bikeways, sidewalks, paths, and trails should connect to existing adjacent neighborhoods.
- B. Neighborhood Structure.** Following is a summary of essential elements to consider integrating into new neighborhoods:
1. *Street, sidewalk and trail connections* within new neighborhoods that connect to adjacent existing neighborhoods and strengthen the connection to the existing town.
 2. Streets that *encourage pedestrian activity* by creating an inviting atmosphere through attention to the details of landscaping and tree locations, sidewalks, lighting, the building architecture, etc.
 3. A mixed-use *neighborhood center* located for easy access.
 4. *A variety of housing types, sizes, densities and price ranges* that are well integrated.
 5. *A variety of land uses* that are well integrated and a transition of intensity. Non-residential uses, larger buildings and attached multi-family housing should be encouraged to be located near commercial centers with a transition to smaller buildings closer to low density neighborhoods.
 6. *Pedestrian and bike connections* throughout residential neighborhoods and linked to neighborhood centers and open space systems.
 7. *Parks, open space, public plaza and greens* that are well integrated into the neighborhood.
 8. *Street trees* placed in new developments at regular intervals of thirty to forty (30 to 40) feet and placed directly adjacent to sidewalks. See Figure 2-21, Section 2.16.C.

9. Architectural, landscaping and site design elements of new developments as outlined in this Article.

C. General Provisions. The following *Community Design Standards* identify features that contribute to the community's small town character. **Although the size of individual development proposals will vary, projects will be evaluated with consideration to these neighborhood design principles and the context within which a project is located. Failure to incorporate these design principles into a project may be cause for denial of the project by the Board of Trustees.**

1. Physical and Social Accessibility. All neighborhoods, public spaces and facilities shall be physically and socially welcoming to all people regardless of age, ethnicity, race, ability, or circumstance. Use universal design principles which are aesthetically pleasing and which strive to be all-purpose solutions that help everyone; not just disabled people. Examples of universal design include: lever handles for opening doors instead of twisting knobs, smooth ground surfaces of entrances, and wide interior doors and hallways.
2. Neighborhood Centers and Focal Points. Every neighborhood shall have an activity center that brings the community together (refer to Figure 2-2). Each neighborhood center should contain features that celebrate the culture, nature or history of the area in prominent locations. Each neighborhood should have a gateway using landscaping, art, and architecture to create this effect.
3. Multiple Modes of Transportation. New development shall be designed to encourage and integrate walking, bicycling and special needs transportation in addition to automobiles. Pedestrians should have access to a continuous, well-maintained, universally-accessible sidewalk/trail system with sufficient landscaping to provide shade and to protect them from automobile traffic. The sidewalk system should also enable people to easily cross streets by providing raised crosswalks, islands, etc. Bicyclists should have access to clearly defined bicycle lanes and streets should have signage to make drivers aware of bicyclists' presence.
4. Streets are Public Places. Design streets to create a pleasant experience for the people using the street. Use relatively uniform setbacks along each block, shade trees, landscaped medians and public art to define streets. Streets should be safe, functional and attractive and should contribute to the Town's interconnected street pattern to encourage low speeds and keep traffic moving. Buildings shall be located to front toward and relate to public streets and parks to the greatest extent possible.
5. Connected Community. Blocks and streets shall be designed to help disperse traffic, provide multiple direct routes to key destinations, and promote diverse transportation methods. They should typically be 400' – 600' long. New developments shall have multiple street and sidewalk connections to Nunn's street system.

- 6. Mixed Activities and Land Uses. Users and residents shall have convenient access to parks, employment, and shopping opportunities within walking distance. Neighborhoods should be designed with a strong, flexible structure that can accommodate a variety of land uses and adjust to change over time.

- 7. Variety of Housing Types. All neighborhoods shall have a mix of housing types. The size of dwelling unit, type of housing, and cost should be diverse enough to allow for residents to live in a neighborhood as their needs change.

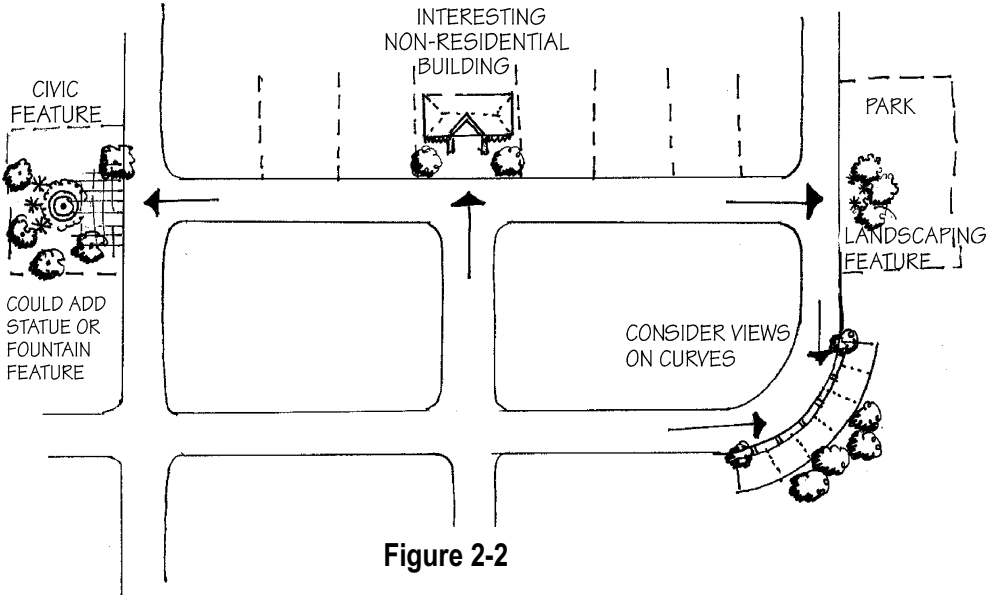


Figure 2-2

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2.8 Lots and Blocks

- A. Intent.** The intent of the block and lot standards is to continue Nunn's existing block pattern in a manner that is compatible with site-specific environmental conditions.
- B. General Provisions.**
1. Blocks (Exclusive of Rural Subdivisions). Streets shall be designed to create blocks that consider interconnectedness, topography, solar orientation, views, and other design features. The length of blocks in "Old Town" is approximately three hundred (300) to five hundred (500) feet. Thus, to the greatest extent possible, blocks shall be designed to have a length of between three hundred (300) feet and seven hundred (700) feet (non-residential streets).

The lengths, widths and shapes of blocks shall be determined with due regard to the following:

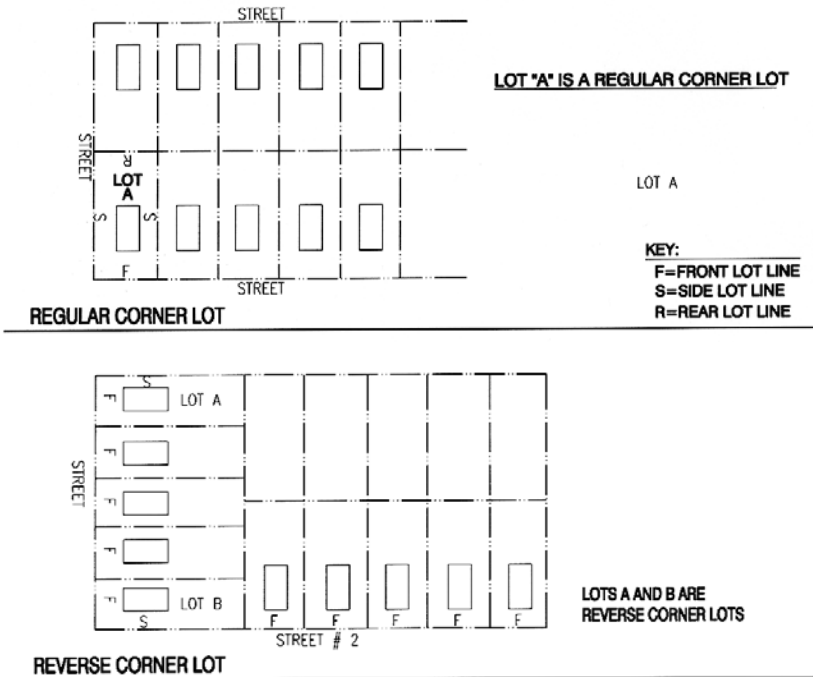
- a. Provision of adequate building sites suitable to the special needs of the type of use contemplated.
- b. Need for convenient access, control and safety of vehicular and pedestrian traffic circulation.
- c. Limitations and opportunities of topography.



Figure 2-3
Example of modified grid pattern

2. Lot Dimension and Configuration.
- a. *Lot size, width, depth, shape, orientation and minimum building setback lines* shall conform to Article 3 - Zoning and shall facilitate the placement of buildings with sufficient access, outdoor space, privacy and view.
 - b. *Depth and width* of properties shall be adequate to provide for off-street parking, landscaping and loading areas required by the type of use and development contemplated. Lot widths will conform with Article 3 – Zoning.
 - c. *Lot Frontage.* All lots shall have frontage that is either adjacent to or directly accessible to a street. Street frontage shall typically not be less than twenty-five (25) percent of the lot depth. Flag lots are prohibited unless otherwise approved by the Town Board.
 - d. *Corner Lots.* Corner lots for residential use shall have extra width to accommodate side elevation enhancements, such as porches and bay windows, the required building setback and utility easements on both street frontages. For a corner lot, the front of the lot is defined as the side having the shortest street frontage. In the case of a reverse corner lot, both sides abutting a street shall maintain a front yard setback. See Figure 2-5.

Figure 2-4



e. Figure 2-5

Double Frontage. Double frontage lots for residential uses shall not be permitted except where essential to provide separation of residential properties from arterial streets or commercial uses, or to overcome specific disadvantage of topography and orientation. A planting screen easement of at least ten (10) feet in width, across which there shall be no vehicular right of access, may be required along the property line of lots abutting an arterial or other disadvantageous use. See Figure 2-6.

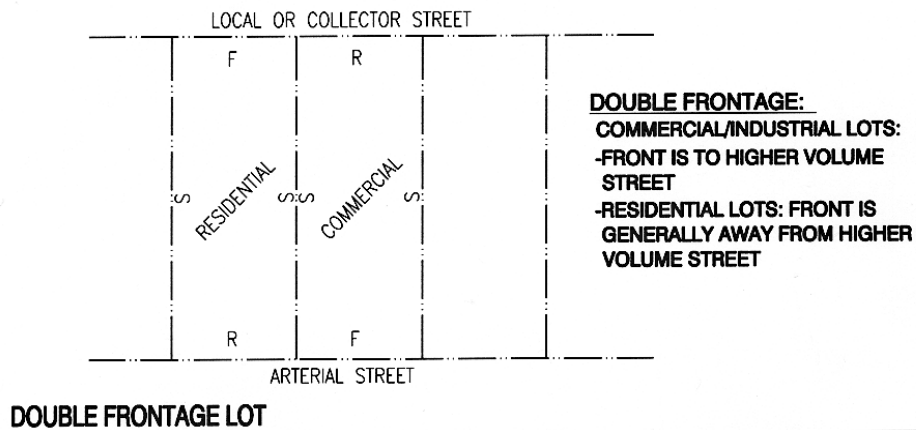


Figure 2-6

- f. *Side Lot Lines.* Side lot lines shall be substantially at right angles or radial to road right-of-way lines or centerlines.
- g. *Residential Lots Adjacent to Arterial Streets.* When residential lots are adjacent to, and the houses do not face an arterial street (i.e., rear yards abut the street), they shall be a minimum of one hundred fifty (150) feet deep and direct access to the street shall be prohibited, except for nonconforming situations on unplatted parcels. The setback to the house shall be a minimum of seventy-five (75) feet. When houses face the arterial street or are side loaded relative to the street, the front or side setback to the house, respectively, shall be a minimum of fifty (50) feet. These setbacks do not apply for mixed use dwelling units in the Mixed-Use zone districts. Additional buffering techniques must also be applied such as those outlined in the Landscape Design, Section 2.17, Buffering and Screening Techniques.

- h. *Residential Lot Access to Adjacent Street.*
 - i. Driveway access to a local or collector street from a single-family detached residential lot shall be limited to one driveway curb cut or driveway access of no greater than twenty (20) feet in width. A circular drive in which each access to the local or collector street is less than ten (10) feet in width, separated by at least thirty (30) feet and which is constructed as an integral part of the overall architectural design of the single family residence may be considered as a single driveway access.
 - ii. Driveway access to a local street from a single-family detached residential lot shall be greater than fifty (50) feet from the intersection of the local street and a collector street or one hundred twenty-five (125) feet from the intersection of the local street and an arterial street as measured from the intersecting right-of-way lines.
 - iii. Driveway access to a collector street from a single-family detached residential lot shall be greater than one hundred twenty-five (125) feet from the intersection of the collector street and a local street, another collector street, or an arterial street as measured from the intersecting right-of-way lines.
- i. *Multi-family Residential, Commercial, Business and Industrial Lot Access to Adjacent Street.*
 - i. Driveway access to a local or collector street from a multi-family residential, commercial, business or industrial lot shall be greater than one hundred twenty-five (125) feet from any street intersection as measured from the intersecting right-of-way lines;
 - ii. Driveway access to an arterial street from a commercial, business or industrial lot shall be not less than two hundred fifty (250) feet from any intersection on the arterial street, or from another commercial, business or industrial lot's access as measured from the intersecting right-of-way lines, or driveways; or
 - iii. At the sole option of the Town, driveway access to a local street, collector street or arterial street from a multi-family residential, commercial, business or industrial lot shall be as determined by a traffic study approved by the Town.

2.9 Streets

There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there.

- **Great Streets**, Alan B. Jacobs

- A. Intent.** The intent of the street standards is to establish a safe, efficient, attractive transportation system that promotes all modes of transportation and is sensitive to the environment. In the recent past, streets have been designed primarily to promote the efficient movement of traffic. However, streets have multiple functions, as stated in “Performance Streets” (Bucks County, 1980). *“It was often forgotten that residential streets become part of the neighborhood and are eventually used for a variety of purposes for which they were not designed. Residential streets provide direct auto access for the occupant to his home; they carry traffic past his home; they provide a visual setting, and entryway for each house; a pedestrian circulation system; a meeting place for the residents; a play area (whether one likes it or not) for the children, etc. To design and engineer residential streets solely for the convenience of easy automobile movement overlooks the many overlapping uses of a residential street.”*

- **Residential Streets**, American Society of Civil Engineers,
National Association of Home Builders, The Urban Land Institute, 1990.

- B. General Provisions.** The local street system of any proposed development shall be designed to be safe, efficient, convenient and attractive, and consider the use by all modes of transportation that will use the system. Streets should be an inviting public space and an integral part of community design. Local streets shall provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them. All streets should interconnect to help create a comprehensive network of public areas to allow free movement of cars, bicycles and pedestrians.
1. Street Connections. All streets shall be aligned to join with planned or existing streets. All streets shall be designed to bear a logical relationship to the topography of the land. Intersections of streets shall be at right angles unless otherwise approved by the Town. Street intersections shall be separated by not less than one hundred twenty-five (125) feet as measured from the intersecting right-of-way lines.
 2. Tree-Lined Streets. All streets shall be lined with trees on both sides with the exception of rural roads and alleys.
 3. Street Layout. The street layout shall form an interconnected system of streets primarily in a grid or modified pattern adapted to the topography, unique natural features, environmental constraints, and peripheral open space areas. The street layout shall emphasize the location of neighborhood focus points, other internal open space areas, gateways, and vistas. The use of cul-de-sacs and other roadways with a single point of access shall be minimized. The integration of traffic calming features within and adjacent to residential areas shall be utilized when appropriate.

To the greatest extent possible, streets shall be designed to have a maximum length of seven hundred (700) feet, from intersection to intersection.

4. Controlling Street Access. A strip of land between a dedicated street and adjacent property shall not be reserved for the purpose of controlling access to such street from such property.
5. Visibility at Intersections. No shrubs, groundcover, berms, fences, structures, or other materials or items greater than thirty (30) inches in height shall be planted, created or maintained at street intersections within the site distance triangle. Trees shall not be planted in the site distance triangle.
6. Pedestrian Crossings at Street Intersections and Mid-block. Pedestrian crossings shall be accessible to handicapped individuals and mid-block crossings may be required at the direction of the Board of Trustees.
7. Horizontal Alignment. Horizontal alignment shall provide for the safety of pedestrians, bicyclists, and motorists. The street pattern shall be the most advantageous to serve the adjoining areas. When possible, proposed streets shall be continuous and in alignment with existing and proposed streets.
8. Vertical Alignment. No vertical grade shall be less than four-tenths (4/10) percent in order to facilitate adequate drainage. The maximum percent of street grade, except as approved by the Town Engineer, shall be five (5) percent. Street grades shall not exceed four (4) percent for a distance extending at least forty (40) feet in each direction from a street intersection.
9. Access. Access to all subdivisions shall be from a public street system. Driveways shall not be permitted to have direct access to arterials or state highways (principal arterials).
10. Street Right-of-Way Dedication. The full width of right-of-way for all streets being platted must be dedicated to the Town. In cases where the perimeter streets have a portion of the proposed right-of-way on an adjacent property, the following standards will apply:
 - a. The subdivider shall either:
 - i. Purchase the other one-half (½) of the proposed right-of-way property for the Town at the appraised fair market value and then dedicate the right-of-way to the Town; or
 - ii. If the landowner of the proposed right-of-way property is unwilling to sell the proposed right-of-way property to the subdivider for its appraised fair market value, the subdivider shall pay for the cost of an appraisal for the proposed right-of-way property and legal fees for the Town Attorney to complete the condemnation process.

- b. The subdivider shall finalize an agreement with the Town which guarantees the construction of the street to Town standards.
 - 11. Perimeter Streets. When a street is dedicated which ends on the plat, the street right-of-way must be dedicated to the boundary of the plat.
 - 12. Intersections. Intersections shall meet the following requirements unless otherwise approved by the Board of Trustees:
 - a. Intersections shall be provided at the following minimum offsets:
 - i. State Highway (Principal Arterial): In accordance with the *State of Colorado Highway Access Code*.
 - ii. Arterial: Six hundred sixty (660) feet.
 - iii. Collector: Two hundred fifty (250) feet.
 - iv. Local: One hundred twenty-five (125) feet.
 - b. No more than two (2) streets shall intersect at one (1) point.
 - c. Streets shall intersect at ninety degree (90°) angles, unless otherwise approved by the Board of Trustees.
 - 13. Street Names. Names of new streets shall not duplicate names of existing streets. However, new streets which are extensions of, or which are in alignment with, existing streets shall bear the names of such streets.
- C. Street Standards.** The width of street right-of-way and the design of the street it contains shall conform to the following minimum standards. However, additional right-of-way and street width may be required based upon special development requirements including but not limited to additional parking needs, sight distances and requirements for auxiliary lanes. Street cross-sections and the street designation (arterial, collector, local, rural local) within or adjacent to a development may be modified by the Town upon the recommendation of an approved development traffic study or Town-wide *Transportation Master Plan*.
- 1. General Design Standards.

Where curb and gutter is required, it shall be constructed per the Colorado Department of Transportation Specifications.

 - a. Design of streets shall be in accordance with the Americans with Disabilities Act (ADA) standards.

- b. Streets shall be designed in accordance with the American Association of State Highway and Transportation Officials *Policy on Geometric Design of Highways and Streets*, 1990.
 - c. Where future extension of a street is anticipated, a temporary turnaround having a minimum outside diameter of one-hundred and ten (110) feet shall be provided.
 - d. The maximum allowable length of closed-end streets (cul-de-sacs) in single-family residential and multi-family residential developments shall be six hundred (600) feet unless otherwise approved by the Board of Trustees.
2. State Highways (Principal Arterial Design). Right-of-way and road design shall be in accordance with the Colorado Department of Transportation Standards.
3. Arterial Streets Design.
- a. Arterials shall be at one (1) mile intervals in both north-south and east-west directions.
 - b. Arterials shall be designed to accommodate present and future transportation requirements.
 - c. Arterial streets shall align and connect across intersecting arterials to distribute traffic and provide continuity.
 - d. Typical adjacent land uses.
 - i. Business parks.
 - ii. Community commercial.
 - iii. District and community parks.
 - iv. High density residential land uses should be located near arterials with minimal travel through other land uses.
 - v. Industrial developments should have highway access via the Town's arterial street system with minimal travel through other land uses.
 - vi. When residential lots are adjacent to and the houses do not face an arterial street, they shall be a minimum of one hundred fifty (150) feet deep and direct access to the street shall be limited. The setback to the house shall be a minimum of seventy-five (75) feet. Additional buffering techniques must also be applied such as those outlined in the Landscape Design, Section 2.17, Buffering and Screening Techniques.
 - e. Typical street section for Arterial (See Figure 2-7).
 - i. Ninety-five (95) to one-hundred-three (103) feet of right-of-way, depending on the adjacent land use(s).

- ii. Seventy-one (71) foot flowline width which includes: four (4) eleven foot (11') travel lanes, one (1) fifteen (15') foot two-way left turn lane or median and two (2) six foot (6') on-street bike lanes.
- iii. Two (2) six foot (6') tree lawns.
- iv. Two (2) ten foot (10') detached sidewalks if adjacent to retail or mixed-use development.
- v. Two (2) six (6') foot detached sidewalks if adjacent to residential development.
- vi. Posted speed limit shall be between thirty-five (35) and forty-five (45) miles per hour.

4. Collector Streets.

- a. Within each one (1) mile arterial segment, collector streets shall divide the north-south and east-west arterials at approximately the half mile point.
- b. Intersections of collector streets and arterial streets shall be aligned to distribute traffic and provide continuity for bike routes.
- c. Typical adjacent land uses
 - i. Agriculture.
 - ii. Business parks.
 - iii. Community parks.
 - iv. Industrial.
 - v. Low, medium and high density residential.
 - vi. Middle and high schools.
 - vii. Neighborhood commercial.
- d. Typical street section for Major Collector (See Figure 2-9).
 - i. Range of right-of-way shall be seventy (70') to ninety-four (94') feet, depending on adjacent land use(s).
 - ii. Flowline shall be forty-six to sixty-two (46' - 62') feet in width which includes: two (2) eleven (11) foot travel lanes, one (1) twelve (12) foot left turn lane or median, two (2) eight (8') foot-wide parking lanes (if adjacent to mixed-use development) and two (2) six (6') foot on-street bike lanes.
 - iii. Two (2) six (6') foot tree lawns.
 - iv. Two (2) ten (10') foot detached sidewalks (if adjacent to retail or mixed-use development).
 - v. Two (2) six (6') foot detached sidewalks (if adjacent to residential development).
 - vi. Two (2) eight (8') foot parking lanes (are only required for residential and mixed-use development).
 - vii. Posted speed limit shall be thirty-five (35) miles per hour.
- e. Typical street section for Residential Collector (See Figure 2-10).

- i. Seventy (70') feet of right-of-way.
- ii. Forty-eight (48') foot flowline width which includes: two (2) - eleven (11') foot travel lanes, two (2) five (5') foot bicycle lanes and two (2) eight (8') foot parking lanes.
- iii. Two (2) six (6') foot tree lawns.
- iv. Two (2) five (5') foot detached sidewalks.
- v. Posted speed limit shall be thirty-five (35) miles per hour.

5. Local Streets.

- a. Local streets shall generally follow a modified grid pattern adapted to the topography, unique natural features, environmental constraints, and peripheral open space areas. These streets shall generally parallel the arterial and collector street system, provide a variety of route options, interconnect to allow traffic to disperse in an equitable manner and be as narrow as possible without sacrificing the ability to accommodate expected traffic and services.
- b. Local streets must provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them.
- c. Typical adjacent land uses.
 - i. Business parks.
 - ii. Elementary schools.
 - iii. Pocket parks.
 - iv. Neighborhood parks.
 - v. Residential.
- d. Typical street section for Local with Detached Sidewalk (See Figure 2-10).
 - i. Fifty-five (55') feet of right-of-way.
 - ii. Thirty-four (34') foot flowline width which includes: Two (2) ten (10') foot travel lanes and two (2) seven (7') foot parking lanes.
 - iii. Two (2) five (5') foot six inch (5'- 6") tree lawns.
 - iv. Two (2) five (5') foot detached sidewalks.
 - v. Posted speed limit shall be twenty-five (25) miles per hour.
 - vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred twenty-four (124') foot diameter right-of-way.
- e. Typical street section for Local with Attached Sidewalk (See Figure 2-11).
 - i. Fifty-five (55') feet of right-of-way.
 - ii. Thirty-four (34') foot flowline which includes: Two (2) ten (10') foot travel lanes and two (2) seven (7') foot parking lanes.
 - iii. Two (2) five (5'- 6") foot attached curb walks (this includes curb, transition and walk).

- iv. Two (2) five (5') foot tree lawns.
- v. Posted speed limit shall be twenty-five (25) miles per hour.
- vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred twenty-four (124') foot diameter right-of-way.

6. Rural Local Street.

- a. Rural local streets are intended to serve areas outside of the Town's primary growth area as approved by the Board of Trustees.
- b. A driveway access crossing the borrow ditch of a rural local street shall contain a culvert of sufficient size to safely pass the designed stormwater drainage flows. A portion of the borrow ditch may fall outside of the rural local road right-of-way in order to obtain a borrow ditch cross-section sufficient to contain the designed stormwater flows and/or to be sufficient in depth for the driveway access culvert.
- c. Typical adjacent land uses.
 - i. Agriculture.
 - ii. Rural subdivisions.
- d. Typical street section for Rural Local (See Figure 2-12).
 - i. Sixty (60') feet of right-of-way (minimum).
 - ii. Two (2) twelve (12') foot travel lanes.
 - iii. Two (2) six (6') foot gravel shoulders.
 - iv. Two (2) twelve (12') foot borrow ditches.
 - v. Posted speed limit shall be twenty-five (25) miles per hour.
 - vi. Cul-de-sac: One hundred (100') foot diameter flowline and one hundred thirty-six (136') foot diameter right-of-way.

7. Alleys.

- a. Alleys shall be treated as public ways, and any lot having access from an alley shall also front upon a public street.
- b. Garages, accessory dwellings above garages and rear yards may access the collector and local street system via an alley with minimal travel through other land uses.
- c. Typical adjacent land uses.
 - i. Accessory units above garages.
 - ii. Garages.
 - iii. Parking lots with landscaped edges.
 - iv. Rear yards.

- d. Typical street section for Paved Alley (See Figure 2-13).
 - i. Twenty (20') feet of right-of-way.
 - ii. Fifteen (15') feet of pavement width.
 - iii. Two (2) two (2'- 6") foot compacted clay or concrete shoulders.

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2.10 Parking

A. Intent. The intent of this section is to provide adequate parking for motor vehicles while minimizing the visual impact of parking lots and structures.

B. General Provisions.

1. In all zone districts, off-street parking facilities for the storage of self-propelled motor vehicles for the use of occupants, employees and patrons of the building or structures hereafter erected, altered or extended shall be provided and maintained as herein prescribed.
2. Surface. All parking and driveway areas and primary access to parking facilities shall be surfaced with asphalt, concrete or similar materials.
3. Integrate parking lots with surroundings. Parking lots shall not dominate the frontage of pedestrian-oriented streets, interfere with designated pedestrian routes, or negatively impact surrounding neighborhoods. The pedestrian character of streets and buildings shall be maximized through continuity of buildings and landscape frontage.
4. Location. Parking lots shall be located to the rear or side of buildings or in the interior of a block whenever possible.
5. Landscaping. Parking lots shall be landscaped, screened and buffered as provided in Sections 2.16 and 2.17.
6. Share-access. Where feasible, parking lots shall share access drives with adjacent property with similar land uses.
7. Off-street parking design. Any off-street parking area shall be designed so that vehicles may exit without backing onto a public street unless no other practical alternative is available. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility or other structure.
8. Circulation area design. Circulation areas shall be designed to facilitate the safe movement of vehicles without posing a danger to pedestrians or impeding the function of the parking area.
9. Lighting. All parking area lighting shall be full cutoff type fixtures. Any light used to illuminate parking areas or for any other purpose shall be so arranged as to reflect the light away from nearby residential properties, and away from the vision of passing motorists.
10. Shared off-street parking. When there are opportunities to support parking demand through shared off-street parking for compatible uses (such as a movie theater and an office building), a parking study and shared parking agreements shall be used to

demonstrate the adequacy of the parking supply as a substitute for standard parking requirements.

11. Adjacent on-street parking in downtown and mixed use areas. In order to promote a pedestrian scale and encourage a perception of safety downtown and in neighborhood commercial and mixed use areas, parking may be satisfied using adjacent on-street parking or shared rear-lot parking areas. A parking study and shared parking agreements shall be used to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements.

- C. **Paved Off-Street Parking Requirements.** Paved off-street parking shall be provided according to the minimum requirements as specified below:

USE	REQUIRED PARKING Must be outside of rights-of-way
1. Single-family detached	2 spaces per unit
2. Townhouse and duplex	1 space per bedroom, up to 2 per unit
3. Apartment dwellings	1 space per bedroom, up to 2 per unit
4. Accessory dwellings	1 space per bedroom, up to 2 per unit
5. Retail	4 spaces for every 1000 square feet of gross floor area*
6. Office/business uses	1 space for every 500 square feet of gross floor area*
7. Institutional/churches	1 space for every 6 seats*
8. Business park/industrial	1 space each for the maximum number of employees present at any one time*
9. Schools	1 parking space per four (4) seats in the auditorium, or two (2) parking spaces per three (3) employees, or one (1) parking space per one thousand (1,000) square feet of floor area, whichever requires the greatest number of parking spaces.
10. All other uses not listing	A parking study shall be made to determine requirements.

* Off-street parking for commercial, industrial, and institutional uses shall be sufficient to provide parking for employees of all proposed uses as well as long-term customer parking. The applicant may provide a parking study to demonstrate the project has an adequate parking supply as an alternative to standard parking requirements. Spaces reserved for employees shall be designated as such by means of striping and signage. Parking shall be located at the rear and sides of buildings to the greatest extent possible and screened from the view of streets as provided by Section 2.17. Required parking downtown can be met with on-street and shared parking.

D. Location of Spaces.

1. Off-street parking facilities for residential uses shall be provided and located on the same lot as the building they are intended to serve.
2. Required off-street parking in residential zones shall not lie within the front yard setback nor within any required side yard setback adjacent to a street. (Driveway spaces within these setbacks can not be counted for required off-street parking.)
 - a. The location of required off-street parking facilities for other than residential uses shall be within seven hundred (700) feet of the building they are intended to serve when measured from the nearest point of the building or structure.
 - b. Except within a garage or in conjunction with an approved affordable housing project, tandem parking is not allowed to meet required off-street parking requirements.
 - c. Garages or required off-street parking spaces shall be set back twenty-two (22) feet from the back of the sidewalk.

E. Handicap Parking Spaces.

1. Handicap parking spaces shall be required for all retail, office, business, industrial, institutional uses, as well as multi-family units.
2. Handicap parking spaces shall be designated as being for the handicapped with painted symbols and standard identification signs.
3. Handicap parking spaces shall be located as close as possible to the nearest accessible building entrance.

4. Number of Handicap Parking Spaces:

Total Parking Spaces in Lot	Minimum Required Number of Handicap Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	2% of total
1000 and over	20 plus 1 for every 100 over 1000

For every eight (8) handicap parking spaces there must be at least one (1) van-accessible space. If there is only one (1) handicap parking space, that space must be van-accessible.

F. Handicap Parking Space Dimensions

1. Parking spaces must be eight (8') feet by eighteen (18') feet with a five (5') foot wide access aisle.
2. Van-accessible spaces must be eight (8') feet by eighteen (18') feet with an eight (8') foot wide access aisle.
3. Parking spaces for the physically handicapped that are parallel to a pedestrian walk which is handicap accessible may have the same dimensions as those for standard vehicles.

G. Parking Stall Dimensions. Parking stalls for automobiles shall meet the following standards. All dimensions represent the minimum requirement for any required parking space.

PARKING STALL DIMENSIONS					
Parking Angle (A)	Stall Width (B)	Stall to Curb (C)	Aisle Width (D)	Curb Length (E)	Overhang (F)
45°	9'	19'	13'	12' 8"	1' 5"
60°	9'	20'	13'	10' 5"	1' 8"
90°	9'	18'	24'	9'	2'
0°(parallel)	8' *	8' *	12'	24'	0'

*Except along local streets where 7' is permitted.

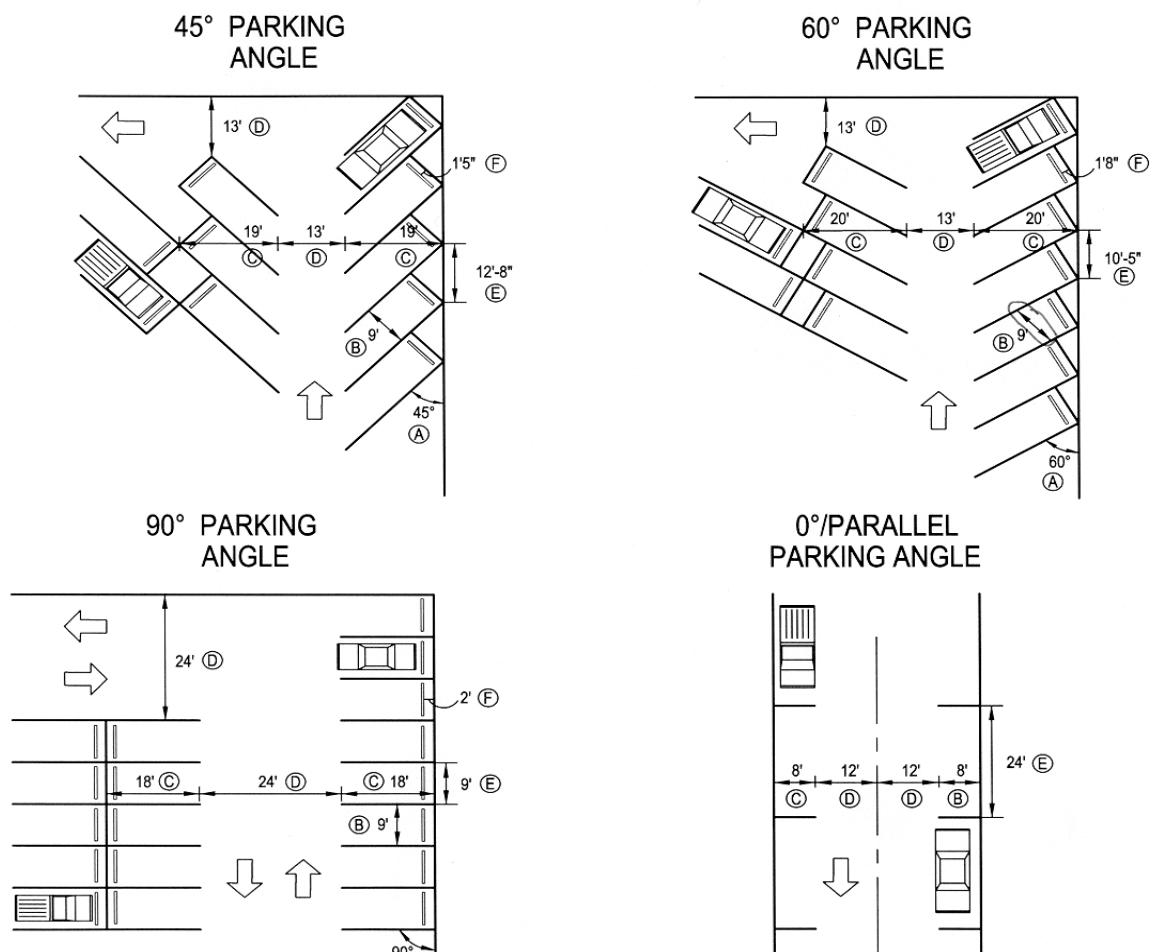


Figure 2-15

- H. Bicycle Parking Spaces.** Commercial, industrial, civic, employment, multi-family and recreational uses shall provide bicycle facilities to meet the following standards:
1. A minimum number of bicycle parking spaces shall be provided, equal in number to two (2) percent of the total number of automobile parking spaces provided by the development, but not less than one (1) space.
 2. For convenience and security, bicycle parking facilities shall be located near building entrances. Within downtown commercial areas, however, a grouping of spaces shall be utilized as directed by the Town.
 3. Bicycle parking facilities shall be designed to allow the bicycle frame and both wheels to be securely locked to a parking structure which is permanently attached to the pavement.

2.11 Sidewalks, Multi-Use Pathways and Trails
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- A. Intent.** The intent of the standards for sidewalks, multi-use pathways and trails is to assure a safe, convenient, and attractive pedestrian/bicycle system that minimizes conflicts between vehicles, bicycles and pedestrians.
- B. General Provisions.**
1. Interconnected Network. A sidewalk network that interconnects all dwelling units with other dwelling units, non-residential uses, and common open space shall be provided throughout each development. Sidewalks shall be separate and distinct from motor vehicle circulation to the greatest extent possible. The pedestrian circulation system shall include gathering/sitting areas and provide benches, landscaping and other street furniture where appropriate.
 2. Sidewalks Required. In all zone districts, except for agriculture, sidewalks are required along both sides of a street.
 3. Sidewalk Width. Sidewalks shall be a minimum of five and a half (5'- 6") feet wide along local streets; a minimum of five (5') feet wide along residential collector streets; six (6') to ten (10') feet wide along major collector streets (depending on the adjacent land uses); and a minimum of ten (10') feet wide along arterial streets. A four (4') foot detached sidewalk is an acceptable sidewalk alternative if it is approved through the subdivision exception process. Sidewalks adjacent to storefronts in commercial areas shall be ten (10') feet in width.
 4. Sidewalk Location. Sidewalks shall be located within the right-of-way unless otherwise authorized by the Board of Trustees.
 5. Sidewalk Materials. The acoustic, thermal, visual and tactile properties of sidewalk paving materials shall be appropriate to the proposed functions of pedestrian circulation.