TOWN OF LYONS

COMMERCIAL DEVELOPMENT AND MIXED USE DEVELOPMENT

DESIGN STANDARDS AND GUIDELINES

Adopted _____

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INTRODUCTION

Purpose

The Lyons Planning Commission and Board of Trustees will evaluate each development plan proposal based on these standards and guidelines and the context within which a project is located. The standards and guidelines are intended to be specific enough to guide development, but not to preclude creative design solutions. Applicants must substantially conform to the design standards and guidelines 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.

The Commercial and Mixed Use Development Design Standards and Guidelines ("DDSG") establish design criteria and minimum standards for Commercial Development and Mixed Use Developments within the Town of Lyons. The purpose of the DDSG is to:

1. Enhance and protect Lyons's quality of life and community image through clearly articulated Commercial Development and Mixed Use Development design goals and policies, design guidelines and minimum design standards;
2. Protect and promote Lyons's long-term economic vitality through application of design standards which encourage enduring, innovative, quality site design, architecture, and landscaping that integrate new places into the community and revitalize older development in a manner compatible with the preferred development forms established in Lyons;
3. Minimize adverse impacts of vehicular circulation to existing neighborhoods and to the surrounding physical environment;
4. Enhance and protect the security and health**,** safety and welfare of all residents of the Town of Lyons; and
5. Create environmental, economic and social sustainability.

Applicability

The provisions of the Guidelines shall apply to all Development within the CEC-Commercial East Corridor, B-Business, CE-Commercial Entertainment, LI-Light Industrial and portions of C-Commercial and M-Municipal zoning districts as delineated on the map below.
Development for which there currently exists an unexpired vested property right to develop under land use approvals granted prior to the adoption of these provisions are not subject to these provisions.

The DDSG provides general design guidelines, as well as mandatory minimum development standards. The DDSG will be utilized by Staff, Planning Commission, and Board of Trustees to

review Commercial Development and Mixed Use Development applications submitted under the Town's Development Plan review process.

New Development

The goals and policies set forth in this document are expected to be met through compliance with all mandatory design standards and substantial collective conformance with the design guidelines. Modifications to or waivers of mandatory design standards may be authorized by the Planning Commission or by the Town Board of Trustees as part of the Development Plan review process.

Redevelopment

Redevelopment of non-conforming buildings and sites may not be strictly held to total compliance with all relevant design standards, unless the site is being leveled clean. Instead, proportionality should be established between the physical and economic scope of the proposed redevelopment project and the scope of compliance with the relevant standards to be required and enforced. Substantial progress toward compliance shall be required as it relates to the specific re-constructed elements of redevelopment. Where redevelopment calls for re-construction of existing buildings, or portions of existing buildings, or existing site improvements, or portions of existing site improvements, then corresponding conformance with the applicable standards shall be required for only the re-constructed elements to the degree possible given the need to maintain the utility and functional integration of the remaining non-conforming buildings and site improvements. No new non-conformities shall be allowed to be created, unless approved through a variance process.

Desirable Elements of Commercial and Mixed-Use Project Design

The Town considers the following design features to be desirable elements of Commercial Development and Mixed Use Development, and the standards and guidelines set forth in the following chapters are intended to facilitate the incorporation of these features into a commercial project:

1. Prominent access driveways with clear visibility of entrances and retail signage
2. Multi-modal transportation
3. Landscaped and screened parking
4. Quality of exterior building materials, surfaces, and textures
5. Significant landscape and hardscape elements
6. Building locations which provide pedestrian courtyards and common gathering areas with coordinated site furniture and lighting
7. Visual and functional compatibility with development on adjacent sites where existing adjacent development substantially conforms with these standards and guidelines, or is valued for its preferred historic contribution to the community
8. Visual connections between entrances and associated pedestrian areas of individual buildings to encourage visual and physical integration into a strengthened "sense of place"

9. Step-down of building scale adjacent to pedestrian routes and building entrances
10. Pedestrian-oriented architectural detailing at ground level
11. Multi-planed, pitched roofs with meaningful overhangs and arcades
12. Regular or traditional window rhythm
13. Articulated building forms and massing with significant wall articulation (e.g., insets, canopies, wing-walls, trellises)
14. Preservation of significant natural site features
15. Enhancement of view corridors to river and mountain vistas
16. Use of sandstone as a primary building material for building façades, pedestrian pavement, courtyards, plazas, curbs, planters, benches and retaining walls

Relation of the DDSG to Other Town Regulations, Ordinances

The DDSG is a supplement to the Town of Lyons's Zoning and Subdivision Regulations, PUD Ordinance, Town of Lyons Manual of Design Criteria and Standard Specification for the Construction of Public Improvements, and any other construction standards or storm drainage design criteria that may be duly adopted by the Town from time to time.

Where a mandatory standard in this document is in conflict with any provision of the Town of Lyons Municipal Code, the most restrictive requirement shall take precedence and shall apply. Building and life safety codes and the Town of Lyons Manual of Design Criteria and Standard Specification for the Construction of Public Improvements take precedence over the standards in this document in cases where the standards in this document require action that is in conflict with those codes.

How to Use the DDSG

The statements of standards, indicated with an **(S)**, establish the specific design standards where compliance is mandatory. The statements of guidelines**,** indicated with a **(G)**, establish design guidelines where substantial collective or cumulative conformance is required, but individual variances may be allowed. Explicit Waivers of Standards may be approved where it can be demonstrated that, due to site-specific constraints, strict conformance will not further the applicable goals and policies, or that the alternative will better achieve the applicable goals and policies.

Definitions

For purposes of this document, the following terms shall have the following meanings:

Commercial Development and Mixed Use Development: Land development activity in the Town, including but not limited to retail, office, commercial accommodations development, mixed residential and commercial development, and light industrial development. Commercial Development and Mixed Use Development also includes any addition, remodeling, relocation or construction requiring an amendment to an approved Development Plan.

Green Space: All portions of the site that support natural vegetation or decorative landscape plantings. Impervious walkways, courtyards, pedestrian plazas and terraces located within a larger green space area may be counted as part of such green space.

Impervious Site Coverage: All portions of the site that do not qualify as Green Space as defined above shall be considered impervious including but not limited to buildings, streets, drives, parking lots and attached sidewalks.

Parcel: An existing or proposed legal lot of record. In many cases, more than one parcel of land will be combined for development of a single building or cluster of buildings to be used by a single user.

Pedestrian Scale/Human Scale: The relationship between the proportions and dimensions of a building, street, outdoor space, or streetscape element to the average dimensions of the human body.

Neighborhood Compatibility: New Development and Re-Development should be designed to fit within the existing fabric of the built environment in a compatible manner provided the existing adjacent built environment substantially conforms to these standards and guidelines or is otherwise recognized as being worthy of preservation as a valued part of the community due to its distinctive historic character. If adjacent development is recognized as undesirable in its physical form, then compatibility is not an objective of this code.

Native Authenticity of Building Materials: Building materials that are natural and traditional in their appearance and means of assembly are considered authentic. For example, masonry products that are assembled unit by unit on a mortar bed are considered authentic. Panelized building products that imitate the appearance of traditional building materials are not considered authentic. Vinyl siding that imitates the appearance of cedar shakes or other traditional wood siding products are not considered authentic.

I. SITE PLANNING AND DESIGN

A. Environmental Conservation

Intent: New development should be designed to fit within the natural environment in a compatible and integrated manner. To the greatest extent feasible, sites should be designed to preserve floodplains, steep slopes, natural landforms and significant vegetative communities, and the wildlife inhabiting those areas. New Development and Re-Development should also be designed to fit within the existing fabric of the built environment in a compatible manner wherever the existing built environment is recognized as being worthy of preservation as a valued part of the neighborhood.

Inventory the property's natural characteristics (e.g., soils, topography, hydrology, vegetation) prior to the site design so that the physical features and views become an integral part of the development. New development should respect existing drainage patterns, minimize grading and impervious coverage (buildings, parking lots, roads, etc.). Work with the Colorado Division of Wildlife and Town-approved ecologists to design projects to minimize potential impacts and conflicts with wildlife. Ensure that development minimizes environmental impacts, mitigates impacts to wildlife and wildlife habitat, and promotes building practices which benefit the environment and the well-being of current and future residents of Lyons.

In addition, new developments are strongly encouraged to follow U.S. Green Building Council guidelines to conserve natural resources and minimize waste and pollution.

Standards and Guidelines:

1. In the event significant natural resources are found to exist on the development site, they shall be adequately protected and integrated into the new development**. (S)**
2. In the event significant natural systems and/or resources are expected to be negatively impacted and compromised by development it shall be the applicant's responsibility to demonstrate adequate mitigation of the negative impacts. **(S)**
3. Identify the natural resources on a site and show how they are integrated into the overall design for the project and the neighborhood. **(S)**

B. Site Grading, Site Disturbance Limitations

Intent: New development should be designed to fit within the natural environment in a compatible and integrated manner. To the greatest extent feasible, sites should be designed to preserve floodplains, steep slopes, natural landforms and significant vegetative communities, and the wildlife inhabiting those areas. New Development and Re-Development should also be designed to fit within the existing fabric of the built environment in a compatible manner wherever the existing built environment is recognized as being worthy of preservation as a valued part of the neighborhood.

Where significant natural resources and systems are found, site disturbance of these resources and systems shall be minimized to the maximum extent feasible through careful site planning and creative design including, but not limited to, design of buildings, parking lots,

drives and other site improvements to fit into the natural terrain with minimal site grading and site disturbance. The burden is on the applicant to demonstrate the suitability of the development site for the type, size, scale and scope of the development proposed, regardless of the use and maximum site coverage allowances provided in the underlying zoning district.

Steep Slope Protection Guidelines and Standards:

1. Steep Slope Defined. **(S)** A steep slope shall include any land area greater than two hundred fifty (250) square feet with an average slope greater than twenty-five percent (25%).
2. Identification of Steep Slopes Required. Any application for development shall graphically identify all steep slopes on the property. **(S)**
3. Steep Slope Mitigation and Reduction of Impact. Site design shall avoid the location of any development or improvement within an area of a steep slope. Where such location of development or improvement cannot otherwise be reasonably avoided, the following mitigation measures shall be required: **(S)**
    a. Preparation and submission to the Town with the application of a soils and geologic study prepared by a geologist containing recommendations for appropriate structure design.
    b. Minimization of the extent of disturbed areas and a plan for the re-vegetation of all disturbed areas immediately after development within the area or within the next growing season.
    c. Minimization of road cuts, retaining walls, and road grades to avoid scarring of the steep slope area.
    d. Design of structures appropriate for the steep slope area which may include reducing the footprint of the structure, construction of walk-out lower levels or garage-under structures, use of foundation walls as retaining walls, or the location of structures as close to an access road as permitted or possible.
    e. Other reasonable conditions or safeguards deemed necessary by the Board, Commission, or administrative staff person with final authority to approve the Development Plan.

Riparian Area Protection: *This section is reserved.*

Grading Standards:

Intent: The design of site improvements should minimize cut-and-fill in order to preserve each site's natural terrain to the maximum extent possible.

Standards and Guidelines:

1. In developing sites, limit slopes to 3:1 or less. Slopes in excess of 3:1 may be allowed when engineering or site constraints dictate a steeper slope provided adequate vegetative cover is established to prevent erosion. **(G)**
2. Avoid grade changes within the drip-line of existing trees that are to be maintained. **(G)**
3. Stockpile and protect topsoil during construction. **(S)**
4. Protect existing site vegetation, to the extent possible, during grading and construction activities. **(G)**

5. Prepare disturbed soil prior to seeding and replant all disturbed soil and slopes to establish an approved grass mixture or ground cover in the first growing season. **(S)**
6. Grading Prohibited Without Prior Approvals/Permits. No grading, excavation or tree/vegetation removal shall be permitted, whether to provide for a building site, for on-site utilities or services or for any roads or driveways, prior to final approval of a grading and excavation report/plan submitted in support of the project development plan or the issuance of a building permit **(S)**.
7. Limits on Changing Natural Grade. The original, natural grade of a lot shall not be raised or lowered more than ten (10) feet at any point for construction of any structure or improvement **(S)**, except for foundation walls incorporated into the principal structure to allow for walk-out basements; or the site's original grade may be raised or lowered a maximum of twelve (12) feet if a retaining wall or terracing is used to reduce the steepness of man-made slopes, provided that the retaining wall or terracing comply with the requirements set forth in this section.
8. Limits on Graded or Filled Man-made Slopes: Except as provided below, graded or filled man-made slopes shall not exceed a slope of fifty percent (50%) (a 2:1 slope) unless a soils engineering or a geotechnical report is furnished stating that the site has been investigated and that, in the opinion of the qualified professional, a cut at a steeper slope will be stable and not create a hazard. **(S)**

Retaining Walls:
Intent: Retaining Walls. Limited use of retaining walls is encouraged to reduce the steepness of man-made slopes to optimize space-efficient utilization of the site and to provide planting pockets on steep slopes conducive to revegetation.

Standards and Guidelines:
1. Retaining walls shall be used to minimize the extent of man-made slopes exceeding thirty percent (30%) and to provide planting pockets. **(S)**
2. Retaining walls may be permitted to support steep slopes but should not exceed six (6) feet in height from the finished grade **(G)**, except for:
    a. A structure's foundation wall, or
    b. As necessary to construct a driveway from the street to a garage or parking area, or
    c. As otherwise expressly allowed by a site-specific Development Plan Approval in order to minimize overall site disturbance.
3. Retaining walls greater than four (4) feet in height shall be supported by appropriate engineering. **(S)**
4. It is preferred that retaining walls visible from an arterial street or highway be constructed with red sandstone or faced with red sandstone, or adequately screened by vegetation and buildings or otherwise concealed from view. **(G)**

C. Building Siting and Orientation

Intent: Locate commercial buildings to be visible from major roadways and entries, to provide clear way finding orientation and access for both vehicles and pedestrians and to facilitate internal pedestrian circulation. Place structures in consideration of the existing built context,

the location of adjoining uses, and the location of major roads. Create pedestrian courtyards and common gathering areas through creative design solutions. Create walkable, well-landscaped environments that encourage pedestrian and multi-modal movement between adjacent uses.

Establish welcoming public spaces and destinations that encourage social interaction.

Incorporate the elements of *gateway, path and destination* into the design of landscapes.

Buildings. Buildings should be sited so that the character of existing natural land forms, vegetation and site features is protected; the relationships between buildings are strengthened; and pedestrian and vehicular circulation is facilitated.

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.

Passive Solar and Energy Efficiency. New developments should site structures to take advantage of passive solar and utilize best practices to achieve high energy efficiency.

Cluster buildings to create plazas and pedestrian gathering places.

Standards and Guidelines:

1. Provide direct, safe and convenient pedestrian connections from buildings to adjacent public walkways and between buildings. **(S)**

2. Locate commercial buildings to create plazas and pedestrian gathering places which are of a sufficient size and scale to separate pedestrian areas from traffic and circulation areas. **(G)**
3. Orient buildings to frame views through and into each new development. **(G)**
4. Orient single free-standing buildings and their primary façades and primary pedestrian entrances toward public streets. **(G)**

D. Parking Setbacks

Intent:
Building Orientation. Where possible, commercial and mixed-use buildings shall be located to front on and relate primarily to streets. Building setbacks from local and collector streets should be minimized in order to establish a pedestrian-oriented streetscape.

Provide a well-landscaped and pedestrian-friendly character along major streets which promotes a comfortable walkable environment. To attain this objective, all buildings and parking should be set back from perimeter and interior streets a sufficient distance to create a distinct landscape zone between buildings, parking, and adjacent roadways. Varying building setbacks to enhance visual interest along the streetscape is strongly encouraged.

Surrounding buildings or wrapping the project perimeter with parking lots, especially along the street front is strongly discouraged; orienting some buildings closer to the street to screen parking in the interior of the site and provide strong pedestrian connections to buildings is encouraged.

Standards and Guidelines:

1. Minimum Parking Setbacks from perimeter property lines on adjacent street rights-of-way: **(S)**
    a. Street Property Lines on U.S. 36/66 15 ft.
    b. Other Arterial Street R.O.W. 10 ft.
    c. Collector & Local Street R.O.W. 5 ft.
    d. Side Lot Line Property Boundary 5 ft.
2. Minimum Parking Setbacks from the annual high water mark of Rivers and Streams: **(S)**
    a. North St. Vrain and St. Vrain River 25 ft.
    b. All other perennial streams and rivers 15 ft.

E. Pedestrian Amenities

Intent:
Open Space/Green Space. New commercial and mixed-use developments shall use natural amenities and associated green space, improved parks, courtyards and plazas to organize and orient buildings and circulation patterns, to create an identity for each project and the neighborhood it occupies. Plazas, courtyards or similar pedestrian amenities should be incorporated into both overall and individual site development plans.

Standards and Guidelines:

1. Outdoor gathering spaces should be functional and should not be relegated to marginal "left-over" spaces. **(S)**
2. Aggregate outdoor space for outdoor activities that complement the principal use on the site. **(G)**
3. Use of sandstone as a building material for pedestrian pavement, courtyards, plazas, planter curbs, benches and seating walls is encouraged. **(G)**
4. Delineate areas of pedestrian activity with sandstone accent paving, substantial landscaping, pedestrian scale decorative lighting and furnishings. **(G)**

F. Impervious Site Coverage Limitations

Intent:
Green space is a valued amenity. Building, parking, and driveway site coverage within each parcel should be configured in a space-efficient layout that maximizes the utilization of the site without compromising green space.

Standards and Guidelines:

1. The minimum amount of green space/open space provided within a Commercial Development or Mixed Use Development parcel or cluster of parcels is thirty percent (30%). **(S)**
2. Open space can include impervious pedestrian-oriented plazas and courtyards located within larger areas of landscaping or natural vegetation. **(G)** This open space area is in addition to any required public land dedication. **(S)**
3. Sustainable and intensive local food production and community gardens are strongly encouraged. **(G)**

F. Utilities, Mechanical, and Telecommunications Equipment

Intent: The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be mitigated.

Standards and Guidelines:

1. Install all permanent utility lines underground. **(S)**
2. Locate transformers away from major pedestrian routes and outdoor seating areas. **(G)**
3. Screen all transformers, telecommunications devices, equipment switching boxes and other utility cabinets from street and pedestrian areas with landscaping or architectural screens. **(S)**

G. Service, Delivery, Storage Areas and Dumpsters

Intent: Service, delivery and storage areas can be visually obtrusive. The visual impact of service and delivery areas should be minimized, especially views of such areas from public ways and along designated view corridors.

Standards and Guidelines:

1. Locate loading docks and service areas a minimum of twenty (20) feet from any public street in areas of low visibility such as the rear of buildings. Loading docks, solid waste facilities, recycling facilities and other service areas shall be placed to the rear or side of buildings in visually unobtrusive locations. **(S)**
2. Combine loading docks and service areas between multiple sites. **(G)**
3. Screen loading areas, service and storage areas visible from the public right-of-way or adjacent property with an opaque screen that is an integral part of the building architecture such as fencing, walls and/or landscaping, or a combination. **(S)** Chain link fences with slats are not acceptable screening materials. (See also Section VI, B. Screening Requirements).
4. Screening and buffering may be achieved through walls, architectural features, and landscaping or other site improvements such as building recesses or depressed access ramps. **(G)**
5. Dumpsters used to dispose of food waste, food containers or any other waste that produces odors that attract bears shall be fully enclosed and secured against bears and other wildlife inside a building or a walled and roofed enclosure specifically designed to withstand entry by bears**. (S)**

6. Dumpsters and their enclosures shall be located and designed to facilitate collection and to minimize negative impact on-site or to neighboring properties, or public rights-of-way**. (S)**
7. All dumpsters and all other waste disposal activities shall be adequately screened or otherwise concealed from the view of persons traveling on any public street, sidewalk or other public ways. **(S)**

H. Water Quality Control and Drainage

Intent: Preserve natural drainage and design stormwater improvements as landscape amenities to enhance the project, slow stormwater runoff, capture water pollutants, prevent erosion and minimize impervious surfaces. Storm water and snow-melt from rooftops, paved areas, and lawns carry plant debris, soil particles, and dissolved chemicals into rivers and streams. Site development plans should employ management and best engineering practices to protect storm water discharge from these undesirable elements, before releasing water off site or into the Town's storm drainage system or natural waterways.

Site drainage should be designed to minimize water collection near building foundations, entrances, service ramps and primary pedestrian routes.

In addition to the Town of Lyons's Storm Drainage and Technical Criteria, the following standards and guidelines apply.

Standards and Guidelines:

1. Storm water should not drain directly into the public storm drainage system or released overland into rivers or streams without first going through peak runoff mitigation and water quality treatment systems. **(G)**
2. Design all storm sewers, grassed swales and other drainage channels in accordance with the Town of Lyons storm drainage design and technical criteria. **(S)**
3. Avoid hard concrete-lined channel designs, where practical. If a hard channel design is necessary, use a more natural approach that incorporates river rock or natural rock channel lining when possible. **(G)**
4. Utilize accepted design criteria and recommendations of the Urban Drainage and Flood Control District (or other commonly recognized and appropriate engineering standards) and the Town of Lyons for detention pond design and to enhance water quality. **(S)**
5. Design on-site drainage and detention facilities with attractive, landscape features and amenities. **(S)**
6. Integrate local durable materials in pond design, such as flagstone terracing. **(G)**
7. Every development plan shall be accompanied by a drainage plan and report prepared by a licensed professional engineer in the State of Colorado in accordance with the Manual of Design Criteria and Standard Specifications for the Construction of Public Improvements. **(S)**
8. The plan and report is subject to review and acceptance by the Town. **(S)**

9. The drainage design shall:
    a. Restrict runoff from a parcel to historic conditions, unless otherwise indicated in the Town's Master Drainage Plan, or demonstrate that doing so would be detrimental to the overall system; **(S)**
    b. Accept and convey runoff in its historic manner, unless otherwise indicated in the Town's Master Drainage Plan, or unless other offsite permanent arrangements are made. **(S)**
    c. Include easements in favor of the Town to facilitate emergency maintenance of controls, structures, features or other improvements that, when not operating correctly, could result in damage to adjacent property or to the Town. **(S)**
    d. Respect existing conditions and adjacent properties and follow general topographic constraints of the site and adjacent lands. **(S)**
10. Drainage improvements serving a regional area may be turned over to the Town for ownership and maintenance if accepted by the Board of Trustees and approved easements and agreements are in place. Drainage improvements serving a common ownership, cluster development, shopping plaza, industrial park, or other similar development will remain under the ownership and maintenance of the owner or managing association. Easements will be required in favor of the Town as noted above. **(S)**
11. Drainage plans and reports shall be accompanied by an Erosion and Sediment Control Plan. **(S)** Erosion and Sediment Control Plans are required for construction and for permanent improvements. Erosion and Sediment Control Plans shall:
    a. Encompass the phasing of a development or site design. **(S)**
    b. Be in consideration of other upstream and downstream property owners, drainage conveyances, and the north and south St. Vrain Creeks. **(S)**
    c. Protect existing vegetation. **(S)**
    d. Minimize disturbance to natural lands and geologic features. **(S)**
    e. Address construction related dust mitigation. **(S)**
    f. Include details and specifications for the proper installation and maintenance of temporary and permanent improvements. **(S)**
    g. Comply with all applicable state and federal standards including but not limited to the Colorado State Department of Health and Environment. **(S)**
12. Parking Lot Stormwater Management:
    a. Stormwater runoff should be routed or directed over perimeter and interior plantings to the greatest extent possible. **(G)**
    b. Stormwater runoff management should facilitate infiltration as close to where it falls as possible provided it does not harm structures or hard surface pavements. **(G)**
    c. The consolidation of planting islands to be used for storm water quality enhancement is encouraged and allowed for the promotion of plant growth and cleansing of runoff. **(G)**
    d. The use of biofiltration techniques such as constructed rain gardens to filter pollutants carried by runoff and infiltrate stormwater for irrigation is recommended. **(G)**
    e. Use of permeable concrete or asphalt pavement systems for parking lots is strongly encouraged. **(G)**

13. The Town of Lyons considers sustainability to be an important consideration for today's actions. As such, drainage design should consider sustainability through local treatment of surface runoff, infiltration and capture and use of runoff on site (provided such use is not in violation of applicable State regulations).

II. VEHICULAR CIRCULATION, ACCESS AND PARKING

Intent: The on-site vehicular circulation and parking system is a critical factor in the safety and success of a new development. The parking/access/circulation system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site. Pedestrian/bicycle/vehicle conflicts should be minimized. Alternate modes of transportation, including public transit, golf carts, bicycles and pedestrians should be given priority in the site design.

A. Site Access and Vehicular Circulation

Intent: Every new street and internal drive should be designed to create a pleasant experience for the people who will use them, considering landscape features, vegetation, topography and adjacent land uses. Streets must be safe, functional and attractive and should contribute to the Town's interconnected street system.

New development shall be designed to encourage and integrate walking, bicycling, electric vehicles 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. Shade trees, landscaped medians and public art should be included in streetscape whenever possible.

Vehicular Access Intent:
Minimize points of conflict and promote the safety and mobility of pedestrians, bicycles and motor vehicles by minimizing the width and number of access points to private property from public streets. Design vehicle entrances as Gateways.

Standards and Guidelines:

1. Enhance the intersections of entrance drives with arterial and collector streets by incorporating signs, accent paving, special landscaping and lighting. Materials used in entry features should be consistent with the materials used elsewhere in the development. **(G)**
2. The maximum width of any single point of two way site access shall be limited to thirty five (35) feet. Where access width is proposed to exceed twenty eight (28) feet, the necessity of greater width must be demonstrated based on expected oversize vehicle turning requirements. The maximum width of any single point of one way site access shall be limited to fourteen (14) feet.**(S)**
3. Locate site access points as far as possible from street intersections to provide adequate vehicle stacking room. **(G)**
4. More than one access to a site may be permitted when it will not be hazardous to the safety and operation of the street or to pedestrians. **(G)**
5. Maintain a minimum of fifty (50) feet of separation between adjacent curb cuts along private roadways. **(S)**
6. Maintain a minimum of thirty (30) feet of separation between a public or private road intersection and a parcel curb cut. **(S)**
7. When the opportunity exists, provide common or shared entries. **(G)**

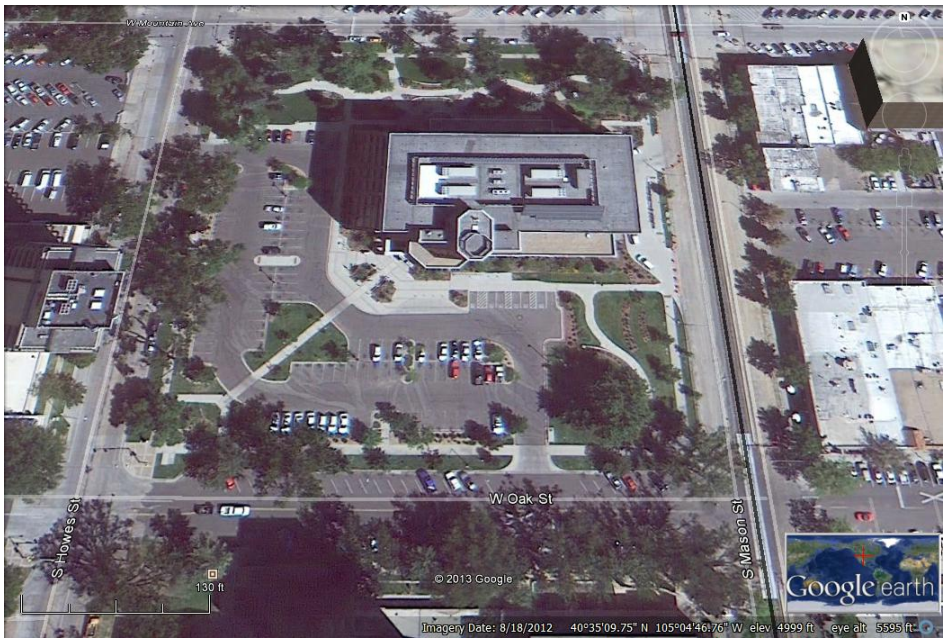
8. Locate site entries to minimize pedestrian/vehicular conflicts. Where possible, position vehicular site access on one side of the street directly opposite the site access on the other side.**(G)**
9. Entrances should be free from backing movements that would interfere with site ingress. Entrances that lead directly into head-in parking are discouraged. **(G)**
10. The center of two streets forming a three way intersection shall be spaced not less than one hundred fifty (150) feet from the centerline of any other existing or proposed street intersection. Intersections of streets shall be made at approximately right angles unless topographical or physical features prevent such an alignment. **(S)**
11. Not more than two (2) streets shall intersect at any one point. **(S)**
12. The centerline of a new intersection along one side of an existing street shall align with the centerline of any existing intersection on the opposite side of such street. **(S)**
13. Streets and drives shall be leveled, whenever possible, to a grade of four percent (4%) or less for a distance of at least forty (40) feet for drives and seventy five (75) feet for streets when approaching intersections. **(S)**
14. Access to a state highway shall occur only at intersections approved by the Colorado Department of Transportation in consultation with the Town Engineer. **(S)**

Design Vehicle Entrances as Enhanced "Gateways"

Vehicular Circulation Intent: Projects with multiple building sites or parcels should include a hierarchy of internal roadways such as: 1) Internal Collector; 2) Internal Drives and Parking Aisles; and 3) Service Drives. This hierarchy should be implemented by engineering and landscape treatments. The street, access and parking network shall provide for the smooth, safe, convenient and functional movement of all modes of transportation, including vehicles, public transit, electric vehicles, bikes and pedestrians, with priority to the pedestrians.

Standards and Guidelines:

1. Link developments with surrounding areas and uses by extending streets, drives and sidewalks directly into and across the development, and across property lines, thereby providing convenient, direct pedestrian, bicycle, and vehicular access to adjoining development. **(G)**



Link Developments with Surrounding Areas
Provide Separate Vehicular and Pedestrian Circulation Systems with a Strong Emphasis on Pedestrian Linkages

2. Provide separate vehicular and pedestrian circulation systems with a strong definition of pedestrian linkages between uses. **(S)**
3. All streets, drives and alleys shall be constructed and paved in accordance with the applicable Manual of Design Criteria and Standard Specifications for the Construction of Public Improvements of the Town of Lyons (DCS) and other construction standards adopted for the Town of Lyons. **(S)**
4. All streets and associated curbs, gutters, and sidewalks shall be designed and constructed to allow for the safe and convenient movement of handicapped individuals and shall meet all federal and state requirements and standards for accessibility. **(S)**
5. Avoid conflicts between adjacent parking lots by maintaining similar directions of travel and layout of parking circulation. **(G)**

6. Design drive-thru lanes to allow for a vehicle stacking distance that accommodates anticipated demand without impairing traffic circulation. **(S)**
7. For drive-thru restaurants, the vehicle stacking distance must anticipate and accommodate periods of peak demand. **(S)**
8. Drive-thru facilities and lanes should be separated from parcel access points. **(G)**
9. Drive-thru facilities and stacking lanes shall not be located within the front yard setbacks and, when located adjacent to residential zone districts, shall be adequately screened from view. **(S)**
10. One-way access ways require a minimum twelve (12) foot wide driveway, a minimum 15 foot radius intersection. **(S)**

Passenger Drop-Off Areas Intent: Passenger drop-off areas should provide for safe and convenient access to building entries.

Standards and Guidelines:

1. All schools and child care facilities having a capacity greater than twenty-five (25) students shall incorporate drop-off areas. **(S)**
2. Provide a clear separation of vehicular traffic between drop-off zones and accesses to either parking lots or parking structures. **(S)**
3. Design drop-off lanes so as not to obstruct traffic flow when motorists are stopped to discharge passengers. **(S)**
4. Use signs to indicate "drop-off zone" or "passenger loading only." **(S)**

Service/Delivery, Emergency and Utility Access Intent: Routes for service, emergency and utility access should be clearly marked. Service circulation within a development shall be designed to provide safe movements for all anticipated vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other important goals and policies of the DDSG.

Standards and Guidelines:

1. Meet all Lyons Fire Protection District regulations in the design and provision of emergency access to buildings for fire suppression, police, ambulance and other emergency vehicles. **(S)**
2. Avoid the creation of "blind areas" that cannot be patrolled by police or security staff. **(G)**
3. Provide shared service and delivery access ways between adjacent parcels and/or buildings. **(G)**

B. Parking Lots

General Provisions and Parking Ratios Intent: Vehicle parking should be provided to meet the location and quantity requirements of specific uses without undermining the function of other modes of transportation or detracting from the creation of attractive pedestrian environments. The intent of this section is to prevent or alleviate congestion of public streets, to minimize detrimental effects of parking on adjacent properties, and to promote the safety and welfare of the public.

Standards and Guidelines:
General Provisions.

1. Surface. All parking and driveway areas and primary access to parking facilities shall be surfaced with asphalt, concrete or similar all-weather surface materials. **(S)**
2. Integration with surroundings. Parking lots should 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 should be maximized through continuity of buildings and landscape frontage. **(G)**
3. Location. Parking lots should be located to the rear or side of buildings or in the interior of a block whenever possible. **(G)**
4. Shared-access. Where feasible, parking lots should share access drives with adjacent property with similar land uses. **(G)**
5. Off-street parking design. Off-street parking areas 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 or sidewalks. Backing onto public sidewalks is prohibited. **(S)**
6. Shared off-street parking. When opportunities exist for shared parking between different uses with staggered peak parking demand, make every effort to take advantage of this opportunity to reduce the total number of parking spaces within the development, especially in multi-tenant and mixed-use commercial centers. A parking study and shared parking agreements may be required to demonstrate the adequacy of the parking supply as a substitute for standard parking requirements. **(G)**
7. Limitation on shared off-street parking. All shared parking must be located within 700 ft., or less, of the use to be served in order to be credited towards the required parking supply.

Off-Street Parking Requirements.

1. Paved off-street parking shall be provided according the minimum requirements as specified below:
    a. Private parking must be outside of public rights-of-way.
    b. Multiple dwellings: one (1) space per bedroom, up to two (2) per unit, plus one-quarter (1/4) guest space per unit.
    c. Boarding house, motel, hotel, or other commercial accommodations: one (1) space per guest bedroom or guest unit, plus one space for every two employees present on site.
    d. Restaurants, cafes or drinking places: one (1) space per hundred (100) square feet of customer service area.
    e. Retail: one (1) space for every five hundred (500) square feet of gross floor area.
    f. Office/business uses: one (1) space for every five hundred (500) square feet of gross floor area.
    g. Public Assembly/theaters: one (1) space for every six (6) seats.
    h. Warehouse, Business park/industrial: one (1) space each for the maximum number of employees present at any one time.

i. Private Schools, pre-school, elementary, and middle: one (1) space per half (1/2) classroom or one (1) space for every six (6) auditorium seats, whichever is greater. Senior High: one (1) space per one-quarter (1/4) classroom and one (1) space for every six (6) auditorium seats.
j. Commercial schools for adults: one (1) space for every fifty (50) square feet of gross floor space.

2. At a minimum, off-street parking for nonresidential uses shall be sufficient to provide parking for on-site employees.
3. Parking Stall Dimensions. Parking stalls for automobiles shall meet the following standards. All dimensions represent the minimum requirement for any required parking space.

Parking Angle	Stall Width	Stall to Curb	Aisle Width	Curb Length	Overhang
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 seven (7) feet is permitted.

4. Design parking lots to avoid dead-end aisles. **(G)**
5. Where a dead-end aisle is authorized, adequate space for unimpeded turn-around must be provided. **(S)**
6. Separate parking areas from buildings by a 6 inch raised curb, bollard defined pedestrian plaza or landscaped strip. **(S)**
7. Where backing up into major drive aisles is unsafe, avoid head in parking resulting in hazardous backing movements on major access aisles, except for handicap parking. **(G)**
8. Orient parking aisles perpendicular to buildings so pedestrians walk parallel to moving cars. **(G)**
9. Design parking areas that incorporate pedestrian walkways in a manner that links buildings to the street sidewalk system. **(S)**
10. Divide parking areas which accommodate more than 100 vehicles into a series of smaller, connected lots. **(S)**
11. Parking bumpers in surface lots are discouraged. **(G)**
12. Provide cross-access easements between adjacent lots to facilitate the flow of traffic between complementary uses. **(G)**
13. Provide landscaped islands at the ends of all rows of parking as required to provide visibility for internal circulation. **(S)**
14. Functional and attractive bike parking shall be provided in convenient locations and in adequate numbers for both customers and employees.

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 Number of Required 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

Note: 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.

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.

Provisions for Future Parking Lots Intent: Large projects which are expected to be developed in phases should anticipate and accommodate such phasing in the parking lot design. Provision should be made for increased parking demands related to anticipated expansions, and for possible changes in use of a building or complex of buildings. Atypical uses that do not conform to standardized parking ratios shall provide for parking expansion if the need arises (as determined by the Town).

Standards and Guidelines:

1. Where expansion of a building is planned, or where initial uses do not warrant provision of parking totals in conformance with adopted minimum standards for the broader use category, appropriate amounts of unimproved land for additional parking shall be reserved. **(S)**

III. PEDESTRIAN AND BICYCLE CIRCULATION

Intent: Site Design for pedestrians and bicycles should be incorporated into all developments and designed to be safe. Pedestrian spaces and routes should be designed to invite walking throughout and around each new development. Routes should be integrated to form a comprehensive circulation system providing convenient, safe and visually attractive access to all destinations on the site. Ease of maintenance should be considered.

Standards and Guidelines:

1. Sidewalks shall conform to the adopted construction standards and specifications of the Town. All sidewalks and associated curb and gutter shall be designed and constructed to allow for the safe and convenient movement of handicapped individuals and shall meet all federal and state requirements and standards for accessibility. **(S)**
2. Design of Developments with Internal Orientation. In multiple-building developments where setbacks are increased to accommodate internal orientation, all primary building entrances should face walkways, plazas, or courtyards that have direct, continuous linkage to the street without making people walk through parking lots. Driveway crossings must place priority on the pedestrian access. Continuous driveway aisles located directly in front of a building are discouraged. **(G)**
3. Locate buildings and design on-site circulation to minimize pedestrian/vehicle conflicts. **(S)**
4. Separate pedestrian and vehicle movements with the use of landscaping, barriers or other appropriate design solutions. **(G)**
5. Differentiate areas of pedestrian and bicycle/vehicle interface with accent pavement and signage to alert drivers to potential conflicts. **(S)**
6. Where a driveway crosses a walkway, make the walkway continuous in grade without a ramp down to the road bed. **(G)**
7. Align walkways directly and continuously to connect pedestrian destinations. **(S)**
8. Avoid following the perimeter of parking lots that do not provide direct pedestrian access. **(G)**
9. Sidewalks shall be at least five (5) feet wide. **(S)**
10. Sidewalks should be aligned parallel to the adjacent street. **(G)**
11. In cases where a meandering sidewalk is desired along an arterial street, provide adequate width within which to accommodate berming and landscaping that enhances the meander and defines the walkways. **(G)** If the appropriate width is not provided within the public right of way to meet this guideline, a sidewalk easement will be required. **(G)**
12. Internal pedestrian walkways should be designed to avoid the crossing of drive-thru lanes and service drives. **(G)**
13. Driveway crossings must place priority on pedestrian access and the material and layout of the pedestrian access must be continuous as it crosses the driveways, with a break in the continuity of the driveway paving and not in the pedestrian access way. **(S)**
14. Use attractive barriers to separate pedestrian and vehicular traffic. **(G)**

IV. ARCHITECTURAL DESIGN

Intent: Create enduring quality and beauty in the built environment and establish a distinctive character for the community. Accommodate a wide variety of compatible architectural styles. All elements including the scale and mass of buildings, materials, colors, roof styles, door and window openings, and details should be responsive to this goal. Compatibility to adjacent buildings shall be achieved (provided adjacent buildings conform to these standards or are otherwise valued for their distinctive historic character).

Building masses should relate to "human scale" with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Compatibility between different architectural styles should be achieved in part through the common use of durable high quality exterior finish building materials such as stone, particularly red sandstone, or brick masonry on the ground level. Materials such as wood and stucco that have smoother textures and a lighter visual appearance may be used on upper levels.

Use durable high quality exterior finish building materials such as stone, particularly red sandstone, or brick masonry on the ground level. Materials such as wood and stucco that have smoother textures and a lighter visual appearance may be used on upper levels.

Standards and Guidelines:

1. Anchoring of the building to the ground plane shall be emphasized through the architectural detailing of the building creating visual interest at the ground level. **(S)**
2. The indoor/outdoor transitional space at primary building entrances shall be sheltered and enhanced with use of covered landings, porches, canopies, porticos, or similar architectural features that provide overhead shelter. **(S)**
3. Large Buildings should be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes. **(S)**
4. Standardized commercial architecture that is found widely in other communities shall be avoided. **(S)**
5. Strongly thematic architectural styles associated with some chain restaurants and service stores are not allowed. **(S)**

6. Preserve and restore significant historic structures and features where feasible. **(G)**

Shelter primary building entries with porches, porticos, or covered landings.

A. Building Relationships and Compatibility

Locate buildings to create pedestrian plazas and gathering places.

Intent: All buildings within a proposed development should be visually and physically compatible with one another, and with the natural setting of Lyons with its distinctive red sandstone bluffs.

Standards and Guidelines:

1. Locate buildings so they will not obscure desired views from public streets and existing or proposed buildings nearby. **(G)**
2. Locate the building(s) to create pedestrian plazas and gathering places. **(G)**

B. Building Heights and Roofs

Intent: Taller buildings should incorporate a series of multi-planed roof levels that step down to the pedestrian scale at the perimeter of the building. Additional building height is warranted where the height is needed to accommodate pitched roofs and distinctive architectural elements that create visual interest, resulting in a building profile that is varied to create visual interest and reduce the apparent mass and bulk of the structure and to avoid a box-like profile.

Incorporate a series of multi-planed roof levels that step down to the pedestrian scale at the perimeter of the building.

Standards and Guidelines:

1. Relate building heights to adjacent open space / green space to allow maximum sun and to provide protection from prevailing winds. **(G)**

2. The height of new development should be compatible with and avoid abrupt transitions from the height of adjacent buildings. **(G)**

3. Buildings that exceed thirty feet in height should incorporate pitched roofs that avoid box like building profiles. **(G)**

Multi-planed roofs and awnings add desirable articulation.

Incorporate pitched roofs that avoid box like building profiles.

Locate, design and orient buildings to create and define transitional outdoor entrances and sheltered pedestrian plazas and gathering places.

C. Building Massing, Forms, and Pedestrian Scale

Intent: Buildings should relate to the natural setting and each other in their massing and forms. Square "box-like" structures with large, blank, unarticulated wall surfaces are not an acceptable form. The exterior character of buildings should respond to the pedestrian scale in the immediate vicinities. Buildings should have features and patterns that provide visual interest at the scale of the pedestrian, that reduce apparent mass, and that relate to local architectural character (provided adjacent buildings conform to these standards or are otherwise valued for their distinctive historic character).

Standards and Guidelines:

1. Where new development incorporates active commercial uses, such as retail and restaurants, buildings should be located and designed to create and define transitional outdoor entrances, sheltered pedestrian plazas and gathering places. (G)
2. Provide street-facing building façades with a high level of visual interest from primary auto and pedestrian views. **(S)**
3. Break large buildings into modules or sub-parts to reduce perceived scale. **(S)**

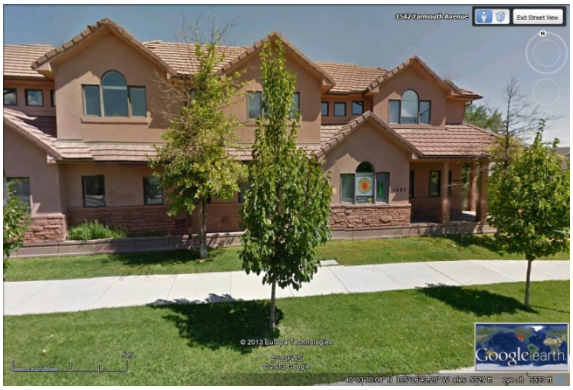
Break large buildings into modules or sub-parts to reduce perceived scale

For example:

   a. Variations in color and/or texture should be used. (G)
   b. Step downs and step backs should follow the terrain and be tiered and reinforced by landscape elements. (G)
   c. Variation in roof forms and height of roof elements should be used. (G)

4. Compositions that emphasize floor lines or that express rhythms and patterns of windows, columns, and other architectural features are required. **(S)**
5. Avoid blank walls at ground-floor levels. Use windows, trellises, wall articulation, arcades, material changes, awnings or other features. **(G)**
6. Architectural features such as columns, pilasters, canopies, porticos, awnings, brackets or arches should be included. **(G)**
7. Ground level windows that can reveal indoor amenities and activities or retail displays are required in commercial buildings. **(S)**

D. Roof Forms and Materials



Pitched roofs stepping down in multiple planes are encouraged.

Intent: Rooftops should contribute to the appeal and visual interest of the building. Additional building height is warranted where the height is needed to accommodate pitched roofs stepping down in multiple planes and related architectural elements that create visual interest, resulting in a building profile that is varied to reduce the apparent mass and bulk of the structure and to avoid a box-like profile.

Multi-planed roofs add desirable articulation.

Use of masonry anchors the building to the ground plane.

Standards and Guidelines:

1. Avoid roof lines running in continuous planes of more than fifty (50) feet. **(S)**
2. Roof Materials: All pitched roofs that are visible from any public or private right-of-way, shall be surfaced with attractive and durable materials. **(S)**
3. Roof materials should be high quality, durable and consistent with local architectural themes. **(S)** Concrete tile, asphalt shingles, and standing-seam metal are examples of appropriate roof materials. **(G)**
4. Screen rooftop mechanical units from view with architecturally integrated screening units, roof parapets, or sloped roof forms. **(S)**
5. Design roof forms to correspond to and denote building elements and functions such as entrances, arcades, and porches. **(S)**

Building Materials and Color

Intent: Exterior building materials and colors should be aesthetically pleasing, durable and of a high quality. Native authenticity of building materials is recommended. Compatibility of building materials is preferred throughout a development project consisting of multiple buildings.

Emphasis is placed on local sandstone as a preferred exterior finish building material for the highway commercial areas. This will create a strong image for the built environment that relates intimately with the natural setting of Lyons as well as the Town's history as a source for sandstone. The cumulative result will be to establish a local character that is authentic and that resonates with the natural setting.

Contemporary sandstone masonry designs are encouraged.

Building Materials Standards and Guidelines:

1. The visually dominant exterior finish building material on the ground level should be stone or masonry. **(G)**
2. Stone or other masonry should be the dominant exterior finish building material exposed on the ground level combined only with muted complementary colors expressed with materials such as stucco, wood, other natural stone, brick or textured concrete masonry. **(G)**
3. Native authenticity of building materials is required. Panelized building products, such as faux brick veneer, that imitate the appearance of traditional authentic building materials are prohibited. **(S)**
4. Appropriate primary exterior wall materials include wood, unpainted textured concrete (with or without integral color) and other materials with naturally matte textures and muted colors. (G)
5. Prohibited primary exterior materials include:
    a. Highly reflective materials (except for functional windows). **(S)**
    b. Painted metal or painted concrete. **(S)**
    c. Plain, unfinished concrete block. **(S)**

d. Large expanses of unarticulated stucco. **(S)**
e. Plexi-glass awnings, glossy metal awnings and back-lit vinyl awnings. **(S)**

6. Use materials manufactured in units and measurable in human proportions such as brick, tile, and modular stone, on the ground level. Other appropriate materials include stucco, glass, and decorative tiles. **(G)**

Building Colors Standards and Guidelines:

1. No color may be used as the primary color of the building that exceeds a chroma of four (4) on the Munsell Color chart. **(S)**
2. Colors that exceed a chroma of four (4) but do not exceed a chroma of eight (8) on the Munsell Color chart may be used only as accents. Luminescent, fluorescent, or reflective colors are prohibited on any exterior portion of the building. **(S)**

A bright or primary color can be appropriate for accent elements, such as door and window frames, and architectural details.

3. Choose coordinated color palettes for new buildings that use compatible architectural detailing accents, and roof colors. **(S)**
4. Bright colored roofs, which exceed a chroma of four (4) on the Munsell Color chart shall not be allowed. **(S)**

F. Building Entrances

Intent: Primary building entrances should be easily identifiable and relate to human scale. Incorporate clearly defined, highly visible customer entrances for each principal building on a site. Entryway design elements should provide orientation and display aesthetically pleasing character.

Entrances should be easily identifiable and relate to human scale.

Standards and Guidelines:

1. Locate main entrances to be clearly identifiable from primary driveways and drop-offs. For example:
    a. Design building entrances to contrast with the surrounding wall plane. **(G)**
    b. Consider tinted glass, painted doors, or recessed features that will create a shaded effect. **(G)**
    c. Create a frame around doorways, by changing materials from the primary façade material. **(G)**
    d. Design primary entrances to be accessible to handicapped users without complex ramp systems. **(G)**
2. Design building entrance ways as a transition from the building to the ground. Incorporate porticos, walls, terraces, grading and plant materials to accomplish this transition. **(G)**

Canopies or porticos, overhangs, recesses/projections, arcades, raised corniced parapets over the door, peaked roof forms are encouraged.

3. Enhance each entrance with an appropriate combination of several of the following features: 1) canopies or porticos, 2) overhangs, 3) recesses/projections, 4) arcades, 5) raised corniced parapets over the door, 6) peaked roof forms, 7) arches, 8) outdoor patios, 9) display windows, 10) architectural details such as tile work and moldings which are integrated into the building structure and design and 11) integral planters or wing walls that incorporate landscaped areas and/or places for sitting. **(G)**

F. Service Entrances and Loading Areas

Intent: Service areas should be visually unobtrusive and integrated with the project site design and architecture.

Standards and Guidelines:

1. Orient service entrances, loading docks, waste disposal areas and other similar uses toward service roads and away from arterial and collector streets and residential areas, unless adequately screened. **(S)**
2. Screen service entrances and trash dumpsters from public streets, pedestrian gathering areas and primary entrances with fencing, walls and/or landscaping. **(S)**
3. Use the same materials as employed elsewhere on the building or site. **(S)**
4. Coordinate the location of service areas with adjacent developments, so that shared service drives may be feasible. **(G)**
5. Do not place service areas where they will be readily visible from adjacent buildings or where they will negatively impact important/identified view corridors. **(S)**

G. Energy Conservation Measures and Green Building Principles

Intent: Promote the use of rapidly renewable materials and regional materials in building construction or renovation of existing buildings to save resources and to support local businesses. Support ecologically-sensitive construction waste management techniques to help prevent demolition and construction debris from disposal in landfills and to promote their reuse for another purpose.

Local climate conditions afford the opportunity to take significant advantage of passive and active solar energy applications. Buildings should be designed and sited to maximize the use of solar gain for energy savings, and respect the solar access requirements of adjacent (existing and proposed) buildings.

Identify environmental standards, such as LEED US Green Building Council standards, for the construction and operation of all proposed buildings. The resource areas to be considered include water quality and water conservation, energy conservation and renewable energy, life cycle impacts of building materials, solid waste construction and operation impacts, and health and safety. All buildings should be energy efficient to conserve natural resources.

Standards and Guidelines:

1. Provide for each building's solar access and encourage energy conservation measures (e.g., use landscaping to provide summer shade and wind protection, minimize heat islands, construct energy-efficient buildings). **(S)**
2. Water Conservation**.** All new development is required to incorporate water-saving measures in building design and landscaping. **(S)**
3. Incorporate energy conserving design concepts, including but not limited to the following: **(G)**
    a. Proper orientation and clustering of buildings to take advantage of the prevailing summer winds and to buffer against adverse winter conditions.
    b. The arrangement and design of windows to take advantage of passive solar opportunities.
    c. Photovoltaic energy.
    d. Building day-lighting.
    e. Earth sheltering with creative landforms.
    f. Natural ventilation of outdoor, indoor and attic spaces.

V. LANDSCAPE DESIGN

Intent: Design new development to complement and enhance Lyon's natural beauty, and to preserve environmental quality. The site plan and landscape plan should be coordinated to achieve the following objectives:

1) Enhance the aesthetics of new developments, 2) Create a pedestrian friendly environment, 3) Break up the mass of buildings, 4) Soften architectural materials, 5) Provide screening of service structures, 6) Provide tree lined streets, 7) Define building and parking lot entrances, 8) Provide shade in parking lots, 9) Consider wildlife habitat, 10) Provide buffers between incompatible uses, 11) Reduce water use by using native plants and Xeriscape design techniques, 12) Maximize rainwater retention and infiltration, 13)Integrate natural features and significant existing trees and native vegetation into new development and maximize their interconnectivity within the site, 14) Provide for local food production and community gardens where possible.

A. Perimeter Landscaping Adjacent to Public Streets

Intent: Landscape improvements in new development shall create an attractive streetscape with an appropriate mix of street trees, shrubs and hardy ground covers. Plantings should be arranged to avoid a strictly uniform spacing across the street frontage.

Standards and Guidelines:

1. Provide a planting strip between the public right of way and the edge of adjacent buildings or parking lot pavement containing a minimum of one (1) tree and five (5) shrubs for every twenty five (25) lineal feet of street frontage (see section I. D. Parking Setbacks). **(S)**
2. Use of raised planters or low screen walls to partially screen adjacent parking lots is encouraged. **(G)**

Use of low screen walls to partially screen parking lots is encouraged.

3. Provide an effective thirty (30) foot sight triangle at every point of vehicular egress onto a public street. **(S)**
4. Provide a minimum six (6) foot wide by twelve (12) foot long landscaped buffer strip or sidewalk along both sides of access drives behind the sidewalk at the street property line. **(S)**
5. Break up long expanses of fence and wall surfaces with landscape pockets and structural insets integrated into the structure every forty (40) lineal feet, or less. **(S)**

B. Perimeter Landscaping Adjacent to Abutting Property

Intent: Visual buffers should be provided between different land uses to accomplish transitions and to mitigate potential conflicts between dissimilar uses.

Standards and Guidelines:

1. Provide a minimum five (5) foot wide planting strip next to side and rear property lines containing at least one (1) tree for every thirty five (35) lineal feet of property line and an appropriate mix of shrubs and hardy vegetative ground cover. **(S)**

C. Parking Lot Landscaping

Intent: Parking lots are necessary features of building sites that can, if not designed properly, visually detract from the overall development character. Parking lots should be designed to blend with each building site's character using landscape plantings and coordinated site design elements. Significant shade should be provided within and around the parking lot.

Significant shade should be provided within and around the parking lot.

Standards and Guidelines:

1. A minimum of one (1) canopy shade tree per eight (8) parking spaces is required in all parking lots, to be planted in islands, medians, and perimeter areas adjacent to lots (exclusive of streetscape tree plantings). **(S)**

2. Utilize landscaped islands, medians and distinctive pedestrian pavement to improve the definition of circulation patterns, provide shading for paved areas and break up continuous rows of parking. **(G)**
3. No landscaped area within a parking lot shall be less than forty (40) square feet. **(S)**
4. Provide a minimum six (6) foot wide landscaped island at the end of every interior row of parking, equal in length to the length of the parking spaces. **(S)**
5. Provide a minimum of one (1) canopy shade tree and six (6) shrubs not exceeding three (3) feet height at maturity in each interior end island. **(S)**
6. Lower the grades of parking lots below existing street elevations, where possible, to minimize visibility of parked cars, while promoting views to building entries. (**G)**

Utilize landscaped islands, medians and distinctive pedestrian pavement to improve the definition of circulation patterns.

D. Landscape Irrigation / Water Conservation

Intent: A significant percentage of the Town's treated water supply is used to irrigate plant materials and grasses. Every effort should be made to conserve water and augment irrigation by maximizing absorption of rain and snow. Incorporate Xeriscape concepts into the landscape design of each new development without compromising the intent to establish significant visual amenities through landscaping.

Standards and Guidelines:

1. Incorporate a "zoned planting scheme" to reduce water demand by grouping plants with similar watering needs, particularly those that are drought tolerant. **(S)**
2. Use drought tolerant plant species suitable to this climate that have low watering and pruning requirements. **(G)**
3. For all irrigated areas, potential over-spray runoff shall be avoided through the proper selection of irrigation devices. **(S)**
4. Incorporate heavily mulched planting beds to aid in retaining moisture and to make planting areas easier to maintain**. (S)**

5. For all turf areas, soils should be improved with organic materials to a depth of six (6) inches. **(G)**
6. Incorporate advanced irrigation measures and scheduling. Install an efficient automatic irrigation system that will incorporate water conservation measures. Spray heads are recommended for lawn and ground cover areas, with drip irrigation recommended for shrubs and trees. **(G)**
7. The creation of water conserving landscapes is encouraged by minimizing or avoiding manicured lawns. **(G)**
8. The use of alternative sources of irrigation water, (other than potable), is encouraged. **(G)**

E. General Landscape Provisions

Standards and Guidelines:

1. A healthy vegetative cover adequate to prevent soil erosion and invasion of weeds shall be established on all disturbed ground in the first growing season. **(S)**
2. Choose plant materials that provide variety and year-round color and screening. Select materials, which highlight each season. **(G)**
    a. Spring: Flowering Plants
    b. Summer: Shade
    c. Fall: Leaf color
    d. Winter: Branch form and texture
3. Artificial plants of any type, size or color are not allowed as exterior landscaping within any development. **(S)**
4. Use of any plant species listed by the County of Boulder as noxious or invasive is prohibited. **(S)**
5. Mulching:
    a. All planting beds should be mulched with wood or decorative rock to stabilize soils, control erosion, and conserve water use. **(S)**
    b. Use organic mulch materials that are best suited and adapted for the local area. **(S)**
    c. Decorative rock may not constitute more than fifty percent (50%) of the total mulched area. **(S)**
    d. In parking lot landscape islands, rock mulch may be used as an edger to protect the organic mulch, which should be the primary mulch material. **(S)**
    e. Use of netting to hold mulch is prohibited. **(S)**
6. Use weed barrier fabric within all shrub beds and mulched areas to control weeds. **(G)**
7. All Landscape Plans should be prepared by a qualified landscape architect or landscape designer. **(G)**
8. Upon issuance of a Certificate of Occupancy, a performance guarantee secured by cash or a Letter of Credit shall be required to ensure completion of unfinished landscaping. **(S)**

F. Plant Size Standards

Intent: An immediate, substantial, landscape impact will be achieved within all new development through the application of minimum plant size standards.

Standards and Guidelines:

1. Provide landscaping according to the following minimum sizes: **(S)**
2. Deciduous shade/canopy trees: two (2) inch caliper.
3. Ornamental trees: one and a half (1.5) inch caliper
4. Evergreen trees: four (4) feet to six (6) feet in height with a minimum of twenty-five percent (25%) that are six (6) feet in height
5. Multi-stem Ornamentals: four (4) feet to six (6) feet in height
6. Shrubs: five (5) gallon container
7. Ground Cover/Perennials: two and a quarter (2¼) inch pots.

G. Landscape Maintenance and Replacement

Intent: The property owner is responsible for providing, protecting and maintaining all landscaping in a healthy and growing condition.

Standards and Guidelines:

1. The property owner will remove and replace dead plant materials in first growing season with the same type, size and quantity of plant material as originally installed. Replacement may not be identical, yet should provide same form and function, subject to Town Staff review and approval. **(S)**
2. All new tree and shrub plantings shall be protected from destructive browsing of deer or other large wildlife with light weight fencing. **(S)**

H. Existing Vegetation

Intent: Special attention should be paid to preserving within each new development those natural features and vegetation which are significant. To the maximum extent feasible the landscape requirements set forth herein shall be met through the retention of existing healthy trees, shrubs and ground cover.

Standards and Guidelines:

1. Locate site improvements and building improvements to preserve significant natural vegetation. To the maximum extent feasible the landscape requirements set forth herein shall be met through the retention of existing healthy trees, shrubs and other vegetation. **(S)**
2. Use tree wells or retaining walls as required to maintain original grade around significant existing trees to be retained. **(G)**
3. Protect vegetation to be retained with temporary construction fencing. **(G)**

VI. FREE STANDING WALLS AND FENCES

Intent: Fences and walls should be decorative and contribute to the visual quality of the project and the overall development. Walls, fences, and landscape materials shall be used to screen service areas, loading areas, and outdoor storage or sales areas. When not required for security, screening, or grade transitions, the size of walls and fences should be minimized. When required, however, fencing should be as inconspicuous as possible, and walls should be low.

A. Free-standing Walls and Fence Design and Materials

Intent: Fencing and walls shall be constructed of materials that are compatible with the adjacent building architecture and their appearance softened with plantings.

Standards and Guidelines:
(Note: Fencing or other temporary free-standing barriers installed to protect new trees and shrubs from destructive browsing by deer and other wildlife shall not be subject to the materials and design standards set forth in this section, except where that fence or wall runs along the perimeter of the site.)

1. Preferred Fencing Materials:
    a. Traditional fence designs using wood in its natural color and texture.
    b. Decorative wrought iron, durable metals designed to be visually subordinate and inconspicuous.
2. Preferred Wall Materials: Stone in its natural color and texture, especially red sandstone.
3. Incorporate finished architectural treatment on both sides of perimeter free standing walls. **(S)**
4. Provide landscaping in combination with walls and fences to soften their appearances. **(G)**
5. Chain-link fencing with or without slats is not an acceptable screen material. **(S)**
6. Break up long expanses of fences or walls with periodic columns, insets or change in materials. **(S)**
7. Height changes, offset angles and the use of complementary materials may be used to create variety in fences and walls. **(G)**
8. Construct walls and fences from durable materials such as stone, brick, or metal with dark finishes (wrought iron or similar), or a combination of these materials. **(G)**
9. Concrete walls are permitted if faced with masonry or stone, or if the surface is scored or textured. **(G)**
10. In the side and rear yard no fence or wall in any district shall exceed six (6) feet in height, except to the minimum extent required to visually screen an approved storage, service, loading or trash disposal area. (S)
11. No fence, wall, or hedge or other shrubbery shall interfere with the vision of motorists at any intersection. (S)
12. Fences, walls and hedges shall not be located in any public right-of-way without the written consent of the Town. (S)
13. Chain link is allowed only where required for security or other functional necessity that is explicitly authorized with a Development Plan approval. Where chain link is approved, an adequate vegetative screen shall be provided to conceal the fence from public view on adjacent streets, sidewalks or other public ways. An eight-foot chain link fence is

permitted but some landscaped screening in front of the fence is suggested unless security is compromised. Chain link will be allowed in the front lot in a business, public facility or industrial zone, provided that such fence is set back a minimum of six (6) feet from the back of the sidewalk and upon establishing a need for such a fence for reasons of security or protection of outdoor storage. There are many front yard chain link fences in Lyons. If part of it is lost due to damage, it cannot be replaced as this is written. **(S)**

14. Prohibited Materials. No fences shall be constructed in whole or in any part of concertina, razor wire, tin, wood scraps, mill scraps or slabs or any unsightly material. **(S)**
15. Decorative Fences and Free-standing Walls. Decorative or ornamental fences and free-standing walls may be permitted in the front yard, provided that the following conditions are met: **(G)**
    a. The maximum height allowable is three (3) feet.
    b. No total enclosure fences running along all property boundaries will be allowed.
    c. Minimum setback from the back of the sidewalk along public streets shall be three (3) feet.

B. Screening Requirements

Intent: A project must include adequate screening of meters, transformers, and loading and service areas.

Standards and Guidelines:

1. Make screening for loading docks and service areas a minimum of six (6) feet high and constructed of the same materials and finishes as the main building. **(S)**
2. All authorized outside storage shall be screened. **(S)**
    a. Screen from view all outdoor areas used for the display, storage, or sale of seasonal inventory. **(S)**
    b. Use fencing, walls, and/or landscaping. **(S)**
3. Screen all utility equipment, meters and transformers from view with fencing, walls, and/or landscaping. **(S)**

C. Noise Barriers and Buffers

Intent: Where noise that will be generated on the site can reasonably be anticipated to have a negative impact on the surrounding neighborhood, that noise shall be adequately mitigated, in part through the use of physical sound barriers incorporated into the approved development plan

Standards and Guidelines:

1. For commercial and light industrial uses where in the opinion of the Town Engineer, there is a potential for noise exceeding the state standards at the property line, a noise study completed by a qualified acoustic engineer may be required to demonstrate that noise emissions at the property line will not exceed state standards. (S)
2. If a noise buffer is recommended in an acoustic engineer's report, the design shall be submitted for review. It shall consist of landscaped earth berms or sound barrier walls with landscaping at the base or as otherwise determined acceptable by the Board of Trustees. (S)

VII. EXTERIOR SITE LIGHTING

Intent: Exterior lighting should be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Lighting that spills beyond the intended target of illumination whether into the night sky or onto adjacent properties is considered light pollution and is prohibited. Lighting used to accent architectural features, landscaping or art may be directed upward, provided that the fixture shall be located, aimed, or shielded to minimize light spill into the night sky. The use of sensor technologies, timers or other means to activate lighting during times when it will be needed is encouraged to conserve energy, provide safety and promote compatibility between different land uses. Lower lighting levels after closing are encouraged.

A. Fixture Design and Illumination Level

Intent: Lighting shall be arranged so it neither unreasonably disturbs occupants of adjacent residential properties nor interferes with traffic.

The light source shall be concealed or otherwise shielded so that the light source is not visible from any street right-of-way or adjacent properties. In order to direct light downward and minimize the amount of light spill into the night sky and onto adjacent properties, all lighting fixtures shall be full cutoff fixtures.

Exterior light fixtures should be compatible and relate to the architectural character of the buildings on a site. Site lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements without causing any off-site glare.

Standards and Guidelines:

1. Poles and fixtures should be designed to be architecturally compatible with structures and lighting on adjacent properties where such lighting conforms to these standards. **(G)**
2. Poles and fixtures shall be compatible with all other fixtures on site. **(S)**
3. Illuminate all intersections with perimeter public roads with similar poles and fixtures used internal to the development. **(G)**
4. Select and locate all lighting fixtures to shield or confine light spread within a site's boundaries. All lighting fixtures shall be high efficiency, downward-oriented, cut-off luminaires that protect the night sky. **(S)**
5. To facilitate security, specify lighting levels that are adequate for visibility, but not overly bright. All building entrances should be well-lighted. **(G)**
6. Use metal halide or other white light fixtures. High pressure sodium is discouraged in any application. **(G)**
7. Maximum height of all poles within parking lots, landscaped and plaza areas is twenty-four (24) feet, measured from finish grade at the base of the foundation of the pole. **(S)**
8. The maximum permitted illumination at the property line shall be two (2) foot-candles. **(S)**

B. Decorative Architectural Lighting

Intent: Special lighting that accents building features and creates visual interest is permitted in new developments, provided that design continuity is maintained among buildings.

Standards and Guidelines:

1. Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or to help establish pedestrian scale or provide visual interest. **(G)**
2. "Wall paks" are permitted only in loading and service areas, and should be down-lit and shielded from view. **(S)**
3. Neon tubing is not acceptable as a building accent or to accentuate the building's form. (S)
4. Integrate illuminators or fixtures used to light building-mounted signage, building façades, or pedestrian arcades into a building's architectural design. **(G)**

C. Parking Lot Lighting

Intent: Parking lot lighting should be unobtrusive and provide safe light for orderly functions.

Standards and Guidelines:

1. All parking area lighting shall be full cut-off type fixtures. Any light used to illuminate parking areas or for any other purpose shall be so arranged as to shield the light source from nearby residential properties and from the vision of passing motorists. **(S)**
2. Make all parking lot light fixtures similar in design for all surface parking areas. **(S**)
3. Select metal halide lighting with a concealed light source of the "cut-off" variety to prevent glare and "light trespass" onto adjacent buildings and sites. **(S)**
4. Provide separate, pedestrian scale lighting for all pedestrian ways through parking lots. (G)
5. Maximum height of parking lot poles is twenty-four (24) feet measured from finished grade at the base of the foundation of the pole. **(S)**
6. Locate poles in medians wherever possible with a maximum base height of two (2) feet. (G)

D. Pedestrian Area Lighting

Intent: Walkway lighting should be scaled to the pedestrian and should provide for safe use of pathways and pedestrian areas. Walks should be lighted for the safe passage of pedestrians as should areas which are dangerous if unlit, such as stairs, ramps, intersections, and underpasses.

Standards and Guidelines:

1. Use of lighted bollards or other low level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings. **(G)**
2. Emphasize pedestrian-to-vehicle intersections with low level decorative street lights. **(G)**
3. Illuminate all primary walkways, steps or ramps along pedestrian routes. **(G)**

4. Incandescent or metal halide lamps are strongly encouraged. **(G)**
5. Use building-mounted fixtures for walkways or plazas near buildings. **(G)**

E. Landscape Lighting

Intent: Landscape lighting should enhance and complement, not overpower, the landscape materials.

Standards and Guidelines:

1. Design the landscape lighting to work for all seasons of the year and through the life of the landscape. **(G)**
2. Conceal fixtures where possible (i.e., in trees, by landscape, behind rocks), control glare, and avoid extreme bright spots on the surrounding landscape. **(G)**

F. Site Security Lighting

Intent: Security lighting is anticipated in some sites, but it should not negatively impact the site and building architecture or adjacent parcels.

Standards and Guidelines:

1. No light source (bulb) shall be directly visible from adjacent parcels. **(S)**
2. Provide only as much light/illumination as necessary to provide safety and security of the area. **(G)**

G. Light Intensity

Intent: The light intensity levels within all areas should correspond to use and potential hazards.

Standards and Guidelines:

1. A photometric lighting plan is required for all proposed Commercial Development and Mixed Use Developments to ensure adequate and appropriate light levels are provided for each site condition. **(S)**
2. The following recommended levels of illumination should be maintained for each of the specific locations*: **(G)**

Building Entrances	5.0 footcandles
Sidewalks	2.0 footcandles
Bikeways	1.0 footcandles
Courts/Plazas/Terraces	1.5 footcandles
Ramps	5.0 footcandles
Stairways	5.0 footcandles
Underpasses	5.0 footcandles
Waiting Areas	1.0 footcandles
Parking Lots	1.0 footcandles
Roadways	1.5 footcandles

*Values given are in minimum average maintained horizontal, foot-candles which are measured at the average point of illumination between brightest and darkest areas, four (4) feet to five (5) feet above the ground surface. (Source: IES Lighting Handbook - 4th Edition.)

3. Site lighting should provide consistent levels of illumination, avoiding pockets of very high or low levels of illumination. (G)

VII. SPECIAL DESIGN GUIDELINES FOR LARGE BUILDINGS

Intent: Large buildings with 20,000 square feet or more on the ground level can have high visibility from major public streets. The design of these buildings influences the character and attractiveness of the major streetscapes in the commercial areas of Lyons. It is important that these large individual buildings contribute to and integrate with the Town in a positive way. The following policies, standards and guidelines augment the standards and guidelines found in Section IV, Architectural Design. This section is meant to provide a means to address the impacts of large buildings with standards and guidelines that and are in addition to all other applicable standards and guidelines in this document.

A. Parking Lot Orientation

Intent: Parking should be distributed around large buildings in order to shorten the distance to the buildings and public sidewalks.

Standards and Guidelines:
Locate no more than 75% of the off-street parking area for the entire property between the front façade of the principal building(s) and the primary abutting street. **(G)**

B. Rear of Buildings

Intent:
The rear or sides of buildings should be attractive. Architectural and landscape screening techniques should be employed to mitigate the aesthetic impacts of blank walls, loading areas, storage areas, HVAC units and garbage receptacles.

Standards and Guidelines:
Provide a minimum twenty (20) foot building setback from the nearest property line along the rear and sides of buildings. **(S)**

Where the parcel is adjacent to a residential use, plant evergreen trees at fifteen (15) foot intervals, or in clusters that accommodate mature tree diameter and provides appropriate screening. **(S)**

C. Façades and Exterior Walls

Intent: Articulate façades to reduce the massive scale and the uniform impersonal appearances of large buildings and provide visual interest that is consistent with Lyons's desired identity, character and scale.

Standards and Guidelines:

1. In cases of façades more than one hundred (100) feet in length, incorporate significant architectural features and treatments to diminish the building mass. **(S)**

2. Incorporate arcades, display windows, entry areas, or other such features along at least sixty percent (60%) of the horizontal length of the entire ground floor façade with the primary pedestrian entrance. **(S)**
3. Incorporate design features that are similar to the front façade in all rear and side façades visible from adjoining properties and/or public streets. **(S)**
4. In cases of large buildings for employment, storage or auto related uses that have little relationship to pedestrians or have a need to limit ground floor windows, bring a part of the building to the street. **(G)** A setback modification may be authorized for such purpose. **(G)**

D. Detail Features

Intent:
All buildings should incorporate architectural features and patterns that create visual interest, are of a pedestrian scale, and recognize Lyons's desired identity, character and scale.

Standards and Guidelines:

1. Incorporate a repeating pattern in all building façades to include the following elements: color change, 2) texture change, and 3) material module change. **(G)** Repeat these elements at intervals of no more than thirty (30) horizontal feet. **(G)**
2. Express architectural or structural bays through a change in plane of at least twelve (12) inches in width, such as an offset, reveal, or projecting rib. **(G)**

E. Roofs

Intent: Variations in roof lines should be used to add interest to and reduce the massive scale of large retail buildings. Roof features should complement the character of adjoining neighborhoods where the neighborhoods contain preferred architectural form and character.

Standards and Guidelines:

1. Incorporate the following features into the roofs of large buildings:
2. For flat roofs, parapets on all building elevations that conceal flat roofs and rooftop equipment. **(S)**
3. If sloping roofs are used, the standards in b and c below must be applied on all building elevations. **(S)**
4. For sloping roofs:
    a. Overhanging eaves that extend no less than three (3) feet past the supporting walls. (S)
    b. Three (3) or more roof slope planes. (S)
    c. Design roof slopes within the maximum to minimum range of 1:1 to 3:1. (G)

Appendix A: UTILITIES

1. The water main distribution system of a development shall be designed to connect with the Town water system, to be compatible with the existing system and to make water available to each lot in the proposed development within the public right of way or dedicated easements. Fire hydrants shall be located to ensure protection to each lot based on utilization of existing Fire District or Town firefighting equipment and shall be approved by the Fire Chief. Design of the system shall be to Town specifications.

2. Where the Town wastewater collection system is accessible, the wastewater collection system shall be designed to connect with the Town system and provide service to each lot in a proposed development. Design of the system shall be the responsibility of the developer with all plans subject to Town specifications and the approval of the Town Engineer. When the Town wastewater collection system is not accessible, the developer shall be responsible for installation of a wastewater collection system for the development. Such system shall meet all federal, state and local laws and regulations concerning design and installation of the system.

3. The electrical system for subdivisions will be designed by the Town and paid for by the developer. Installation of the system will be facilitated through the Public Improvement agreement with the developer, or as otherwise accepted by the Board of Trustees. The electrical system for a residential building, single building or cluster of buildings on a site will be the responsibility of the developer.

4. All wires, cables or other equipment for the distribution of electric energy and telecommunication signals, with the exception of transformers, meters, junction boxes and like equipment, shall be placed underground. Where subdivisions or developments are approved along or with crossing existing overhead power and communications facilities, energy and telecommunications may be obtained from these existing facilities. The connections to these facilities shall be placed underground unless otherwise approved by the Director of Electrical Services due to economic, engineering or aesthetic reasons. Utility easements and rights-of-way shall be provided in the subdivision or development meeting the requirements of the Town electric system for the installation and maintenance of energy distribution and telecommunication facilities.

5. Landscaping within Public Underground Utility Easements: Landscaping within public underground utility easements is limited to shrubs, ground covers, and small ornamental trees. No canopy/shade trees may be planted within such easements. Berming is generally acceptable within public easements in conjunction with plant material.

Appendix B: RECOMMENDED PLANT MATERIALS LIST

The Town shall adopt a Recommended Plant Materials List for development, which List may be updated periodically. The Recommended Plant Materials List shall be maintained on file in the Planning Department. Selection of plant materials from the Recommended Plant Materials List is preferred, and also in light of the following guidelines:

1. Select plant materials on the basis of suitability to climate, setting, long season of visual appeal (multi-season plants, good architectural appeal, long bloom time, branching structure or ornamental grasses, for instance) and compatibility with other development plantings, character and functions.

2. Select plant materials that are free of disease and harmful insect problems. to avoid the spread of disease, avoid planting more than 20 percent (20%) of a site with any single plant species. On small sites (less than one (1) acre), some flexibility may be granted to achieve specific design objectives.

3. The quality of plant material selected will follow the guidelines of the "American Standard for Nursing Stock" by the American Association of Nurserymen.

4. Proper drainage is required for all major plantings to ensure the establishment of a vigorous root system and healthy growth.

5. The installation of all landscaping shall be done by an established landscape contractor who follows the procedures set forth by the American Association of Landscape Contractors and its local agencies.

6. All landscaping and landscape material shall be backed by a warranty of the owner and the Contractor for a minimum of one year, as detailed in the development agreement.