

Town of Timnath

DEVELOPMENT DESIGN STANDARDS FOR THE I-25 CORRIDOR

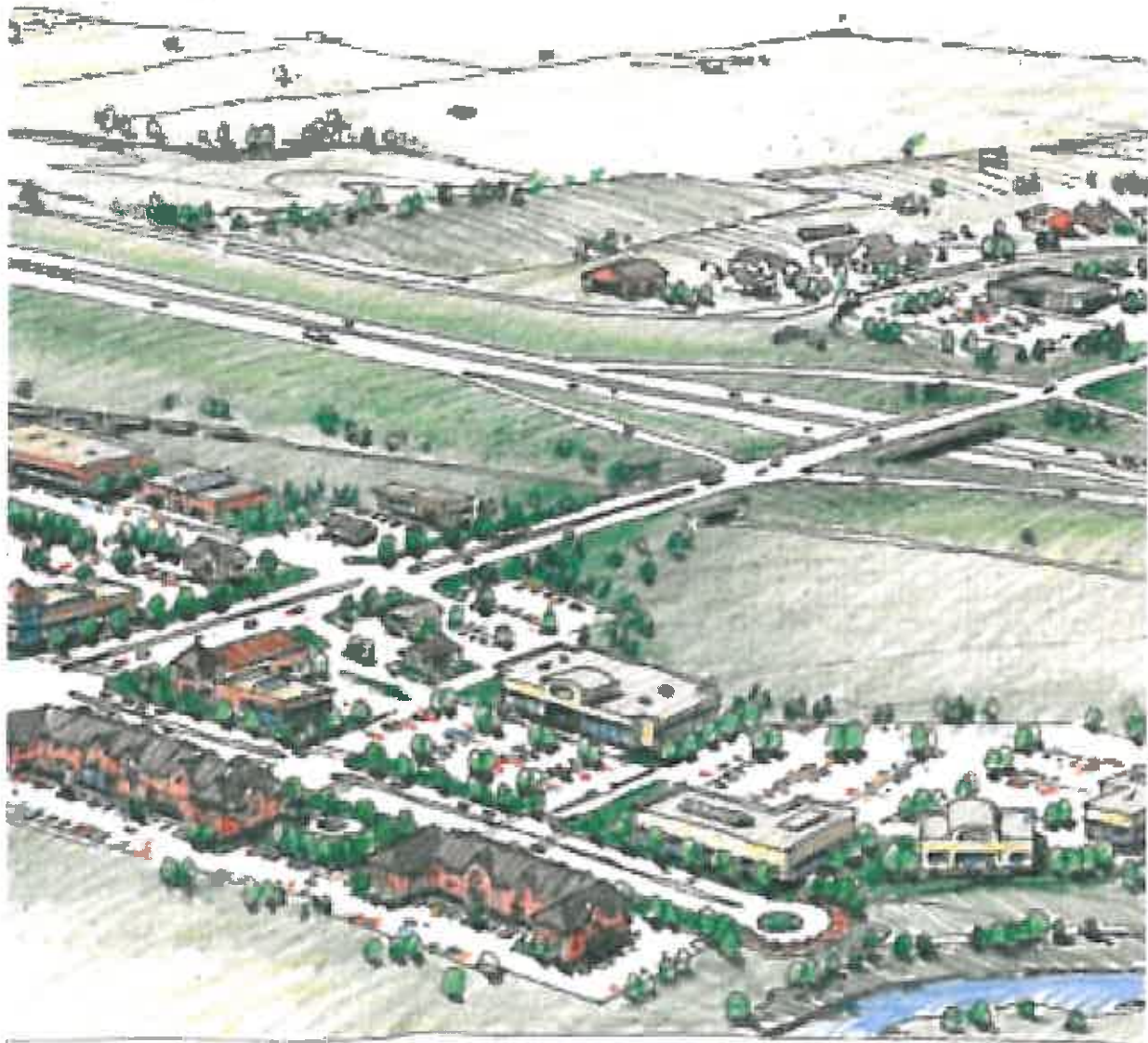


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I. Introduction

A. PROJECT OVERVIEW

Over the last twenty years, the North Front Range of Colorado has experienced a tremendous amount of growth. The I-25 Corridor, though it remains largely agricultural in character, has more recently begun to feel the cumulative impacts of this growth. In addition, the impacts of growth are also beginning to become apparent on the region's transportation systems. Many roads will rapidly approach and exceed capacity if growth trends continue. To add to the complexity of the Corridor's issues, its future is regulated by not one, but 8 separate government entities. To respond to these challenges, the Northern Colorado Regional Communities I-25 Corridor Plan was conceived and developed by the following organizations:

- City of Fort Collins
- City of Loveland
- Town of Windsor
- Town of Berthoud
- Larimer County
- Weld County
- Town of Timnath
- Town of Johnstown
- North Front Range Transportation and Air Quality Planning Council
- Colorado Department of Transportation

The project covers an area 1 mile on either side of the I-25 right-of-way for a distance of 32 miles. The project area, as illustrated on Figure 1, extends from 2 miles south of Hwy 56 (Berthoud exit) to County Road 58 just north of Fort Collins, encompassing a total land area of over sixty square miles.

The general goal of the I-25 Corridor Plan and Design Standards is to create a framework for development that focuses on improving the quality, location, environmental sensitivity, and long-term viability of land uses. To help build a better understanding of how this goal translates into future land use and transportation patterns for the Corridor, a Preferred Vision was developed through a process of public and private input. This "visioning" process identifies "How?" and "Where?" future development should occur in the Corridor. If current development patterns are not desirable, then where *should* development occur? If, tiltup, concrete panelized structures are not desirable, what characteristics *should* new construction have? *Would* agriculture remain a viable use in the Corridor in the long-term? What types of transportation system *would* best serve future development patterns? Each of these questions, among others, was thoroughly evaluated during the input process.

B. CORRIDOR DESIGN PRINCIPLES



Figure 1—Preferred Corridor Vision

Five Corridor Design Principles were developed in the visioning process. Each principle represents a broad goal to be addressed by the plan and the design standards to achieve the Preferred Vision. These principles were fine-tuned and supplemented throughout the development of the design standards as various issues arose and the Vision became increasingly clear. Following is a list of the Corridor Design Principles, accompanied by a summary of each.

1. Establish a range of development types and intensities within the Corridor. Focus urban levels of development within compact “activity centers.”

The Preferred Vision promotes developing more compact “activity centers” near interchanges, east-west highways, future transit stations, and other transportation hubs. The design standards closely examine these activity centers and break them into a series of design components. Standards for multi-modal connections, landscaping and screening requirements, and menus of design elements are all provided to improve the quality and appearance of residential, commercial, and industrial development often found in these centers; more detailed standards are provided for transit nodes and urban development cores served or expected to be served by high frequency transit in the future. Other standards are provided for areas in between the activity centers to help locate specific land uses and create a more open character of development.

2. Coordinate local and regional transportation investments to increase future mobility and mode choices within the Corridor.

Long-range viability of the Corridor’s transportation system is perhaps one of the most critical and challenging issues that the region must address. Rapid growth trends can help invigorate smaller communities in the Corridor, but without significant local and regional investments in transportation they also bring a rapid increase in traffic congestion and a decrease in mobility. Although transportation improvements are being addressed at a local level, coordinating these improvements with ambitious growth plans for neighboring communities and the greater region has been an ongoing challenge. In addition to coordination issues, a statewide lack of funding for

transportation improvements leaves most Corridor roadways in danger of failure within twenty years.

The Preferred Vision, as illustrated in Figure 2, proposes a north-south roadway system to alleviate congestion on I-25, serve local trips between communities and activity centers, and better serve desired land use patterns. In constrained areas it promotes a modified interchange and frontage road system. It also emphasizes the integration of long-range plans for alternative modes, such as commuter rail, into current and future developments. The standards and accompanying I-25 Corridor Regional Plan address how and where the parallel roadway system might occur. Both documents also provide specifications at a local and site scale for providing appropriate supporting infrastructure for pedestrians, bicycles, and transit.

3. Preserve natural areas, open lands, and views that contribute to the open character of the Corridor.

The open character of the Corridor is not only scenic for motorists and residents, but provides an important visual separation between communities and increases the value of new development nearby. Participants in the visioning process expressed concern about the encroachment of development on these sensitive areas, particularly those, such as river corridors and wetlands that provide wildlife habitat and contribute to water quality. Acknowledging that outright preservation of all open lands within the Corridor is not feasible; the Preferred Vision approaches the protection of open areas under several layers of specificity. The standards establish boundaries for easily recognized areas, such as riparian corridors, where development should not occur. Other less tangible areas, such as views, are protected through broad setbacks and a more open character of development, including informal landscape buffers and reduced building heights.

4. Maximize long-term property values and community benefits within the Corridor by improving the overall quality and functionality of development.

The quality of existing development within the Corridor varies greatly. Little incentive exists for a developer or business owner to go beyond the minimum requirements provided without some guarantee that adjacent properties will be developed to equally high standards. The Preferred Vision strives to create an *expectation* of quality development that is visible throughout the Corridor. This expectation will be reinforced through the application of the design standards. The standards reflect a growing recognition that just as transportation improvements need larger coordination to be successful, development can also be impacted positively or negatively by the quality of what surrounds it.

5. Continue steady economic development in the I-25 Corridor.

The Corridor is poised to receive a great deal of new development and economic growth in future years. The Preferred Vision is based upon the anticipation of continued growth for years to come, in a carefully coordinated, planned manner. Implementation of the plan and standards will not only improve the appearance and function of the Corridor, but will create a desirable place that is inviting to investors, developers, and residents.

II. General Provisions

A. INTENT

The intent of these design standards is to improve the overall quality and organization of development within the I-25 Corridor Study Area. As prescribed, the standards will create a variety of development types. These types will range from compact, urban forms within activity centers, to a less intense, open character of development on the fringes of and between established centers. Providing this range of types will help protect the Corridor's open character and natural amenities by ensuring the compatibility of new development with existing uses, concentrating new development within activity centers, creating a complementary mix of land uses near future transit stations, and improving mobility within the Corridor.

B. APPLICABILITY

The design standards shall apply to all new development and redevelopment within the I-25 Corridor Study Area. The standards shall not apply to construction of individual homes on existing lots, existing subdivisions, or agricultural uses and operations, but shall apply to residential subdivisions that consist of more than one lot.

C. REVIEW PROCESS

The review process will coincide with the appropriate planning process as defined in the Town of Timnath Code.

III. Locational Standards

A. INTENT

These Locational Standards are intended to create land use patterns that support the Preferred Vision, maintain the attractiveness and distinct character of the Corridor, prevent future development from occurring in a linear or haphazard pattern along existing frontage roads, and ensure that future development is located to make the most efficient use of local and regional transportation investments.

B. APPLICABILITY

These standards shall apply to all development within the boundaries of the I-25 Corridor Study Area within the Timnath Growth Management Area (GMA) as adopted by the Town of Timnath.

C. LOCATION OF ACTIVITY CENTERS

1. Intent

According to the Preferred Corridor Vision, new development should be concentrated in activity centers to support efficiency of alternative modes of transportation and to reduce short-term land consumption. The activity centers should be designed to provide a mix of urban uses, including employment, residential, retail, and commercial. It is the responsibility of each jurisdiction to define the location and extent of activity centers within their Growth Areas.

2. Timnath Locational Standard

Activity centers shall only be located at or near an I-25 Interchange, at the intersection of an east/west roadway and a north/south roadway within one-half mile of I-25, or within one-quarter mile of a passenger rail station, transit center, or park-and-ride facility. The location of Activity Centers shall be designated by the local jurisdiction administering these Design Standards.

3. Location of Timnath Activity Centers

Location of activity centers in the Town of Timnath are identified in Figure 2.

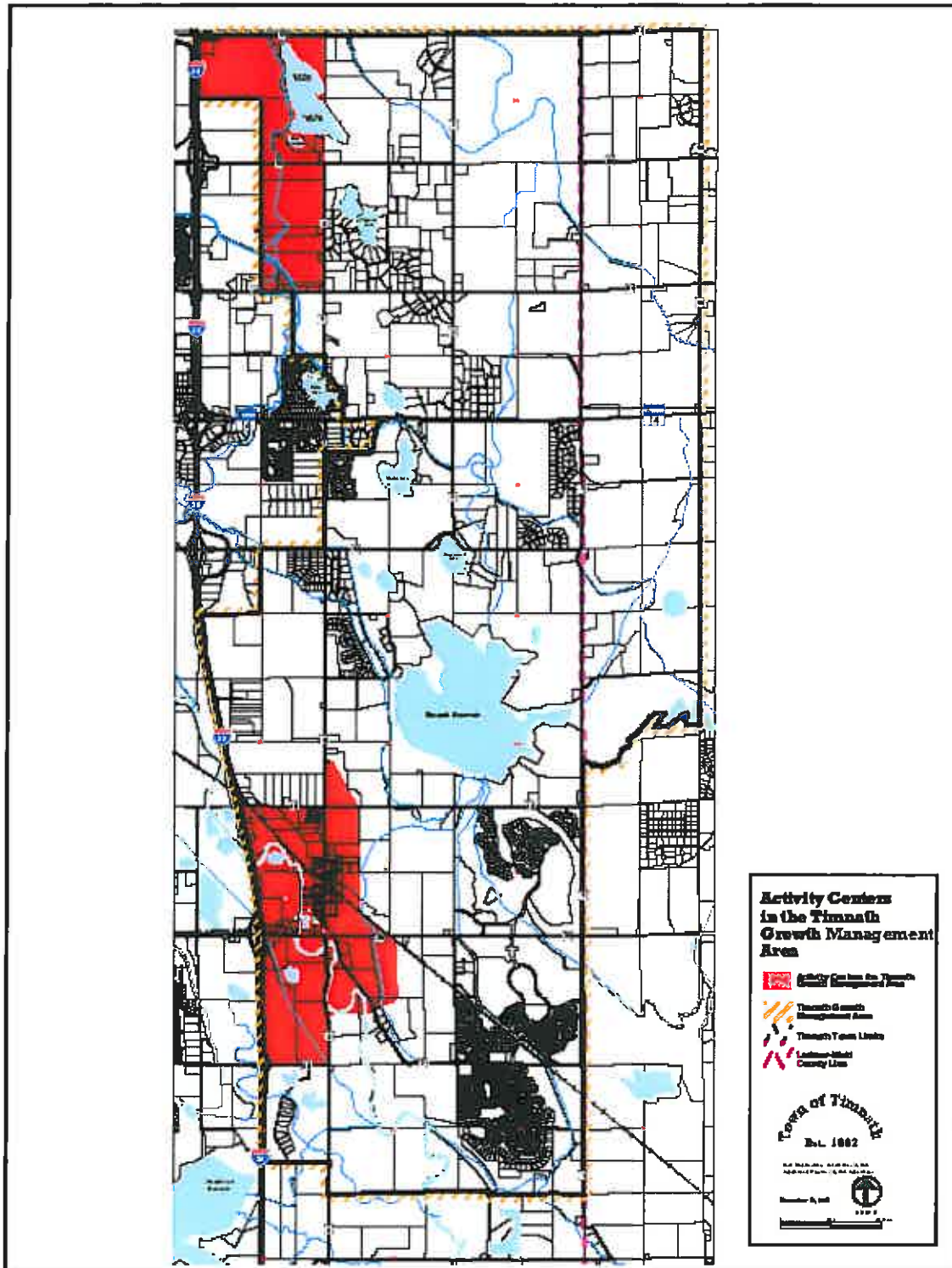


Figure 2. Activity Centers

D. PREFERRED LOCATION OF RESIDENTIAL USES

1. Single Family Residential

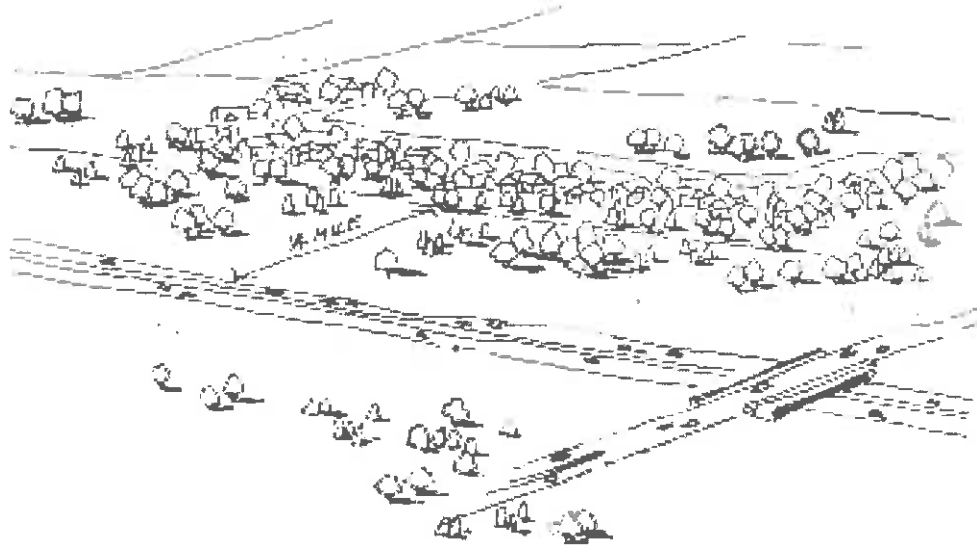


Figure 3—Residential subdivisions should be set back from I-25 to minimize noise impacts and protect the open character of the Corridor.

a) Intent

Single-family, duplexes, and other similar low-density residences should generally be located outside of activity centers along the Corridor and set back from I-25 to protect views and minimize noise impacts on residents. Locating residences adjacent to an interstate highway, although often convenient in terms of access, frequently necessitates the construction of costly sound barriers or berms to keep noise impacts below acceptable levels. In addition to their cost, these barriers should also be avoided because of their visual impacts; they significantly detract from the scenic, open character of the Corridor, block mountain views, and limit future transportation options. Natural landforms should be used where possible to mitigate these impacts. If single-family uses are included within an activity center, they should be incorporated as part of an overall master plan for the center. The $\frac{1}{4}$ mile setback requirements in the Regional Baseline Standard contained in 1.b) below was determined based upon a review of existing development patterns along the Corridor, input from members of the development community, and citizens.

b) Timnath Locational Standard

Building envelopes in subdivisions containing low-density residences such as single-family homes or duplexes shall not be located within $\frac{1}{4}$ mile of the I-25 right-of-way.

2. Multi-Family Residential

a) Intent

Multi-family residences should be located within or adjacent to activity centers, where a range of services, including transit, are available or are planned for the future. Actual densities of the residences will likely vary depending on existing uses, zoning, and site conditions but should generally range between 8 and 15 gross dwelling units per acre. A development vision and master plan should be drafted for each activity center and should, where appropriate, devote between 10% and 25% of the total gross land area to multi-family or mixed-use projects that incorporate residential uses. A plan should also ensure that residential uses within an activity center are sited to minimize noise and other undesirable impacts.

b) Timnath Locational Standard

Multi-family residential uses shall be located within or adjacent to mixed-use activity centers, where employment, retail/commercial services, schools, recreation, transit service, and other amenities are available.

E. PREFERRED LOCATION OF NON-RESIDENTIAL USES

1. Commercial and Retail Development

a) Intent

Properties near interchanges, frontage roads, and other north/south or east/west roadways are valuable locations for commercial and retail businesses because of their high visibility, ease of access, and in some cases, because of their likelihood of functioning as future multimodal hubs. To further enhance their visibility, businesses often spread out along these auxiliary roadways, limiting future development potential and hindering circulation patterns. These standards are intended to ensure that commercial and retail development is concentrated within activity centers, rather than in a linear pattern along frontage roads or other roadways, to help preserve views from I-25, promote a more coordinated, compact pattern of development, take advantage of nearby services for employees, and to maintain critical transportation and infrastructure connectivity.

b) Timnath Locational Standard

Commercial and retail development shall be concentrated within activity centers and discouraged in a linear “strip” form along frontage roads.

2. Employment and Industrial

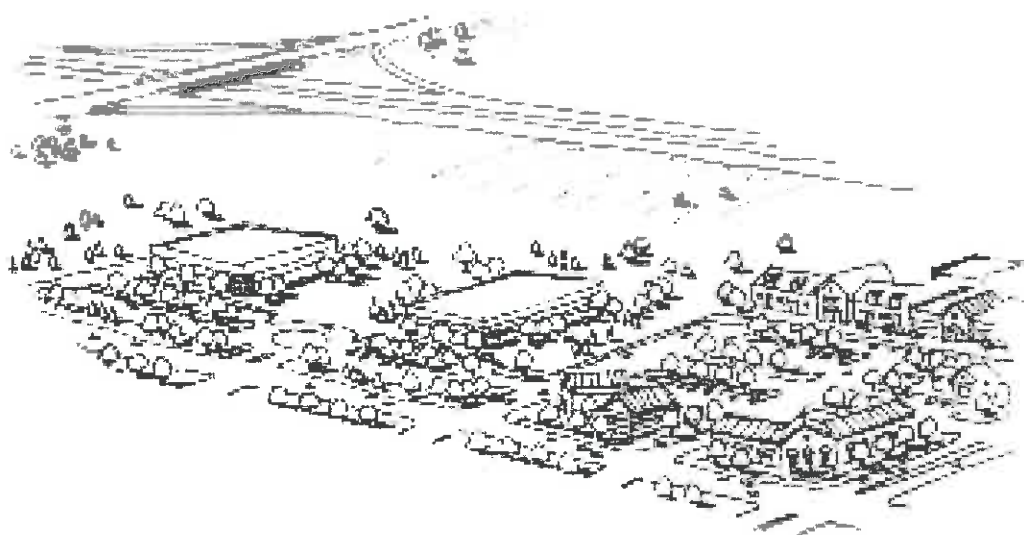


Figure 4—Employment and industrial uses requiring large sites should be located adjacent to activity centers in a more open, office park setting.

a) Intent

Employment and industrial uses often require large sites not compatible with the more compact, urban pattern of development desired in activity centers. These uses should be located in an office park setting adjacent to activity centers. Other users desiring a location within an activity center will need to be evaluated individually for their compatibility with adjacent retail, commercial, and residential uses to ensure that issues such as vehicle and pedestrian connectivity and block patterns are adequately addressed in the site's design. These locations will allow employees to utilize nearby services and transit opportunities as well as help to create a more gradual transition between activity centers and the less intense development found in the outlying areas.

b) Timnath Locational Standard

Large employers and industrial uses shall locate in coordinated, campus or office park settings adjacent to activity centers or be integrated into the more urban pattern within activity centers.

F. PROTECTION OF NATURAL FEATURES, RESOURCES, AND SENSITIVE AREAS

1. Intent

The visual quality and character of the Corridor relies heavily upon an open landscape, with riparian corridors, natural areas, and agricultural lands. These features add diversity and beauty to the Corridor and provide important wildlife habitat and drainage ways. These standards are intended to protect the open character of the Corridor and its significant natural

features by restricting the types and densities of development in areas identified as having significant wildlife habitat, natural resource, or scenic qualities.

2. Floodplain

a) Timnath Locational Standard

Development shall be prohibited from occurring within the 100-year floodway boundary as defined by the Federal Emergency Management Agency (F.E.M.A.) unless mitigation measures have been undertaken in accordance with the Timnath Town Code.

3. Wetlands and Natural Areas

a) Timnath Locational Standard

Development shall be prohibited from occurring within a jurisdictional or non-jurisdictional wetland or natural area as defined by the Town of Timnath unless mitigation measures have been undertaken in accordance with the Timnath Town Code.

4. Wildlife Habitat

a) Intent

The presence of wildlife habitat areas is vital to the ecological balance and rural character of the Corridor. The protection of these areas should be an integral part of any development within the Corridor. Wildlife corridors should be maintained where possible as defined by the appropriate agency.

b) Timnath Standard

To the maximum extent feasible, disturbance or segmentation of blocks of contiguous wildlife habitat, as identified by the Colorado Division of Wildlife, the U.S. Fish and Wildlife Service, or other federal, state, or local agency, shall be avoided. Best management practices shall be used to minimize and mitigate wildlife disturbance. All development plans that have the potential to adversely affect critical wildlife habitat shall depict and protect important habitat applicable to the site.

IV. Design Standards for Activity Centers

A. INTENT

Activity Centers should provide a mix of uses, such as employment, residential, retail, and commercial uses that accommodate and complement multiple modes of transportation, including bicycles, pedestrians, high-frequency bus, and commuter rail. This poses a challenge for the standards, because development patterns in these centers, sited near highways, frontage roads and major east/west roadways have typically been designed for high visibility, easily accessible, auto-oriented uses such as gas stations, fast-food establishments, and motels. The intent of these standards is to provide the tools for creating an improved quality of appearance and more integrated mix of land uses for concentrated areas of development. They will also improve circulation within and between the centers, by providing basic requirements for vehicle, pedestrian, and bicycle circulation to create connectivity between sites and integrate them with the surrounding transportation network. Although many of these centers will not be served by transit in the short-term, the standards provide the necessary steps towards creating more transit-oriented centers. In addition to the regional baseline standards, a number of recommended standards provide additional measures that should be taken by those jurisdictions that have planned locations for future transit stops or park and rides or simply wish to take larger steps toward creating a transit and pedestrian-oriented community.

B. APPLICABILITY

The Town of Timnath activity centers are identified in Figure 2.

C. CIRCULATION AND ACCESS

1. Vehicular Connections

a) Intent

These standards are intended to provide improved circulation and reduced vehicular traffic conflict by ensuring that circulation and access patterns within activity centers create an integrated transportation network for vehicles and bicycles. In addition, the frequency of driveways and other access points should be minimized to avoid conflicts with other traffic patterns, particularly within close proximity to highway interchanges.

b) Timnath Standard

Vehicular connections shall be provided from a development site to adjoining streets, driveways, or other circulation systems on adjoining sites.

2. Pedestrian Connections

a) Intent

A continuous network of pedestrian walkways should be provided within and between developments to encourage people to walk between uses. In addition, clearly delineated circulation paths from parking areas to building entries create a friendlier, more inviting image for a development and support higher levels of pedestrian activity

b) Timnath Standard

Continuous walkways shall provide connections to and between:

- (1) The primary entrance or entrances to each building, including pad site buildings;
- (2) All parking lots or parking structures that serve such buildings;
- (3) Adjoining arterial streets where potential transit stops or park and rides exist or are planned;
- (4) Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development;
- (5) Any public sidewalk system along the perimeter streets adjacent to the development;
- (6) Adjoining land uses and developments;
- (7) Any greenway on or adjacent to the property; and
- (8) Other community amenities or gathering spaces.

D. DEVELOPMENT PATTERN/SITE LAYOUT

1. Intent

These standards focus on the repetition of similar design elements within a concentrated area of development to create a sense of visual unity. The standards outline desired block sizes, building orientations, and setbacks necessary to create an urban, pedestrian-oriented scale and appearance within an activity center.

2. Block Pattern

a) Intent

A pedestrian-oriented environment, as desired within activity centers, requires the creation of smaller, more urban scale “blocks” of development, with frequent street spacing and connections. This type of block pattern provides connectivity between uses, encourages pedestrian and bicycle activity, and enhances vehicular mobility. Variations in block sizes may need to occur to accommodate some larger uses within an activity center setting; however, vehicular, pedestrian, and bicycle connectivity through the larger site should be maintained, regardless of the type of use they are design to serve.

b) Timnath Standard

To the maximum extent feasible, larger sites containing multiple buildings and uses shall be composed of a series of urban scale “blocks” of development defined by streets or driveways that provide links to adjacent streets along the perimeter of the site.

3. Building Orientation: Street Frontages

a) Timnath Standard

New buildings located along a street frontage shall, to the maximum extent feasible, align building walls with existing buildings across the street to help create a consistent building edge.

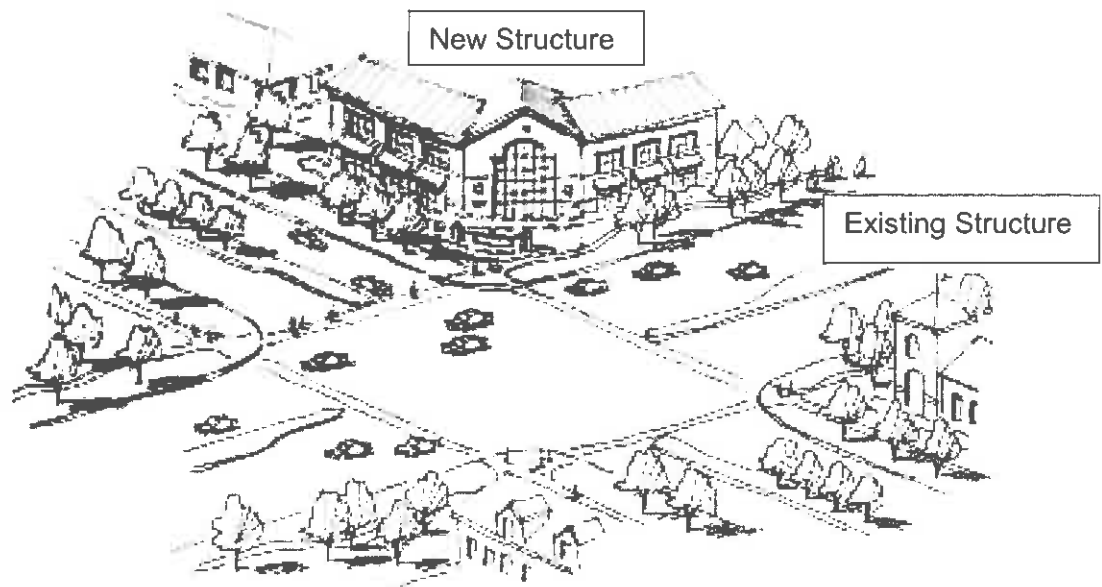


Figure 5—New buildings located along a street frontage should align building walls with existing buildings across the street to help create a consistent building edge, to the maximum extent feasible

4. Building Orientation: Multiple-Building Developments

a) Timnath Standard

When there is more than one building in a development, all principal and pad site buildings shall be arranged and grouped so that their primary orientation complements adjacent, existing development, as illustrated in Figure 5.

E. PARKING

1. Intent

Large blocks of uninterrupted parking detract from the appearance of a development

and create a confusing and sometimes hazardous environment for both motorists and pedestrians. Parking should be strategically located away from primary streets and broken into smaller “blocks” defined by landscaped islands and walkways to help define the blocks, provide shade, and improve the overall appearance of parking areas. This configuration allows buildings to be brought forward to “frame” the street and provides space for additional landscaping, walkways, plazas, or other pedestrian-oriented uses to be focused near the street edge or building entry.

2. Parking Lots

a) Timnath Standard

The number of contiguous parking spaces shall be limited to 40 and each block of 40 shall be separated from each other by at least one of the following methods:

- (1) A landscaped island that is at least 9 feet wide;
- (2) An orchard planting with tree diamonds;
- (3) A pedestrian walkway or sidewalk within a landscaped median that is at least 9 feet wide;
- (4) A decorative fence or wall, a maximum of 3 feet in height, bordered by landscaping on at least one side;
- (5) An access drive or public street;
- (6) A building or buildings; or
- (7) Landscaping as defined Timnath Town Code.

3. Parking Location and Amount

a) Timnath Standard

To the maximum extent feasible, large areas of parking shall be distributed between the front, back or sides of a building.

4. Perimeter Landscaping

a) Timnath Standard

The perimeter of all parking areas shall be buffered from adjacent streets, public rights-of-way, public open space, and adjacent uses by at least one of the following methods:

- (1) A berm 3 feet high with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs;
- (2) A hedge at least 3 feet high, consisting of a double row of shrubs planted 3 feet on center in a triangular pattern, along 75 percent of the perimeter length.
- (3) An opaque fence or wall at least 3 feet high in combination with landscaping, in accordance with fencing standards contained in Section I;
- (4) A landscaped area as defined in the Timnath Town Code.

F. BUILDING DESIGN/CHARACTER

1. Intent

These standards focus on creating a more distinct character for activity center development. The standards provide simple techniques, such as consistency in roof form, materials, and color to enhance commercial and industrial development and create a more unified development pattern. Pitched rooflines, with variations in design elements should be used on smaller structures to add character and visual interest to the blocky building forms often used for highway-oriented development within the Corridor, while larger industrial or “big box” structures should incorporate parapet walls, towers, peaked forms, mansards, and other architectural features architectural features to enhance the appearance of flat roofs. These features will also emphasize the contrast between the increased height and development intensity of the activity centers and the more open character of development in the surrounding areas.

2. Roof Form: Buildings Less than 10,000 sq.ft.

a) Timnath Standard

Roofs on primary structures with a floor plate less than 10,000 sq.ft. shall be pitched with a minimum slope of at least 5:12 or provide the appearance of 5:12 pitch through the use of a modified mansard roof.

3. Roof Form: Buildings Larger than 10,000 sq.ft.

a) Timnath Standards

Roofs on structures with a floor plate of greater than 10,000 sq.ft. shall have one of the following features:

- (1) Parapet walls featuring three-dimensional cornice treatment that at no point exceed one-third of the height of the supporting wall; or
- (2) Overhanging eaves, extending no less than 3 feet past the supporting walls;

4. Building Form/Façade Treatment

a) Intent

Development near I-25 and other major roadways is typically oriented towards an internal access road or parking area, leaving large, unsightly blank walls and loading docks in prominent view for passing motorists. To avoid this situation, all sides of a building visible to the public, whether viewed from I-25, another roadway, or a nearby property, should display a similar level of quality and architectural finish. This should be accomplished by integrating architectural variations and treatments such as windows and other decorative features into all sides of a building design.

b) Timnath Standard

Two or more of the following design elements shall be incorporated for each 50 horizontal feet of a building façade or wall:

- (1) Changes in color, texture, or materials;
- (2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 12 inches;
- (3) Grouping of windows or doors;
- (4) Arcades or pergolas providing pedestrian interest; or
- (5) Other options allowed within the Timnath Town Code.

5. Materials and Colors

a) Intent

Development near I-25 is typically highly visible to passing motorists. High quality building materials should be used to add texture, color, and visual interest to the otherwise bland appearance of large walls, roofs, and facades. A palette of appropriate materials and colors should be established for each activity center to create a unified appearance.

b) Timnath Standard

One or more of the following building materials shall be incorporated into a structure's design:

- (1) Stucco;
- (2) Brick;
- (3) Stone;
- (4) Tinted, textured masonry block.; or
- (5) Wood.

G. LANDSCAPING

1. Intent

Landscaping can be a visible indicator of quality development, and is particularly important with the high visibility of activity centers to passing motorists. Landscaping should be used as an opportunity to visually tie an entire development together by screening parking or service areas, accenting entryways, enhancing the appearance of buildings, buffering automobile traffic, creating an attractive, shaded environment along street edges, and defining circulation for vehicles and pedestrians. Water-wise, "xeriscape" landscaping should be encouraged.

2. Materials and Quantity

a) Timnath Standard

A minimum of 20 percent of a site's total square footage shall be reserved for landscaping consisting of a variety of trees, turf grasses, shrubs, annual and perennial

flowering species, mulches, or groundcovers selected for hardiness, drought tolerance (xeriscape), and year-round interest.

3. Site Perimeter Landscaping Abutting Street Edges

a) Timnath Standard

Building setback areas along all arterial, collector, or local streets, as well as along private streets and internal drives shall be landscaped in accordance with the Timnath Town Code.

4. Site Perimeter Landscaping Adjacent to the I-25 Right-of-Way

a) Timnath Standard

Developments whose site perimeter is directly adjacent to I-25 shall provide a landscaped buffer of at least 25-feet between the building or parking lot edge and the I-25 right-of-way or frontage road. Buffers shall consist of landscaping in accordance with the Timnath Town Code.

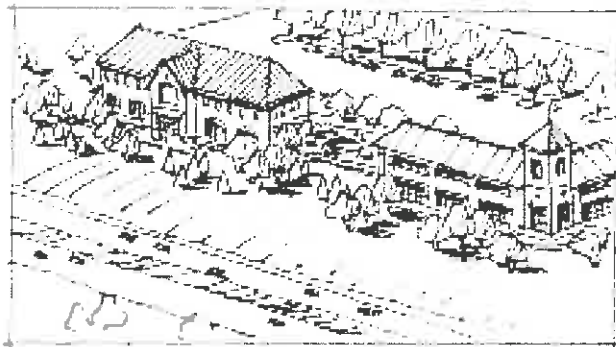


Figure 6—Buildings adjacent to I-25 should provide a landscaped setback of at least 25 feet.

H. SERVICE AREA, OUTDOOR STORAGE, AND MECHANICAL EQUIPMENT

1. Intent

Typical orientation of businesses towards internal access roads and parking areas often leaves exposed mechanical equipment, outdoor storage, outdoor sale yards, and service areas located behind buildings visible to motorists driving on I-25. The visual impact of these areas should be mitigated by shifting them out of high visibility areas and screening them.

2. Location

a) Timnath Standard

Loading docks, outdoor storage yards, and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts I-25; in which case, said areas shall be located to the sides of the building that do not face I-25.

3. Screening

a) Timnath Standard

All outdoor storage yards, loading docks, service areas, and mechanical equipment or vents larger than 8 inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the façades of the primary building. Chain link, with or without slats, shall not be used to satisfy this screening requirement.

I. FENCING AND WALLS

1. Intent

Fences and walls can be very effective for buffering and screening. However, in excess, they can create a visually monotonous streetscape, block views from a roadway, and create a fragmented pattern of development. Variations in materials, height, and style, within an overall theme should be used to integrate a fence or wall with the surrounding development and provide a more attractive appearance from the street. This is particularly important directly adjacent to the I-25 right-of-way, where a fence or wall would be highly visible to passing motorists. In these high-visibility areas, fencing and walls should also integrate landscaping into their design to further soften the appearance from I-25.

2. Materials

a) Timnath Standard

Walls and fences shall be constructed of high-quality materials, such as, tinted, textured blocks; brick; stone; treated wood; or ornamental metal and shall complement the design of an overall development and its surroundings. The use of chain link fencing or exposed plain cinder block walls shall be prohibited.

3. Location

a) Timnath Standard

Opaque fences and walls, taller than 3 feet in height, shall be set back at least 6 feet from the back edge of an adjacent public sidewalk, and such setback area shall be landscaped with turf, shrubs, and/or trees, using a variety of species to provide seasonal color, plant variety, and to reduce visual prominence of screen walls.

4. Maximum Length

a) Timnath Standard

The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be 50 feet. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

5. Maximum Height

a) Timnath Standard

In front yard setbacks, the maximum height of a solid fence or wall shall be 42 inches. In all other locations the maximum height of a fence or wall shall be 6 feet.

J. SIGNAGE

1. Prohibited signs

a) Intent

Existing signage within the Corridor includes tall, pole-mounted signs, billboards, and site-specific monument signs of all shapes and sizes. The sheer number, frequency, and variety of signs create a visual clutter along the Corridor that detracts from its rural character. To help alleviate this problem, billboards, pole-mounted, roof signs, and flashing signs should be eliminated over time.

b) Timnath Standard

The addition, enlargement, or replacement of billboards, or flashing signs shall be prohibited.

2. Freestanding signs

a) Intent

On-site signs, such as monument signs should be designed with consistent design elements, such as a base material, height, and lettering style, to create a visual continuity and quality to development.

b) Timnath Standard

All new or replacement freestanding signs shall be signs designed to meet the current Timnath Town Code.

3. Advertising within the I-25 Right-of-Way

a) Intent

Common signage types help create predictable cues for motorists traveling the Corridor. Programs such as CDOT's Specific Information and Business Signs (LOGO) Program should be used to meet the advertising needs of businesses to improve the appearance of the Corridor and minimize motorist confusion.

K. WIRELESS COMMUNICATION EQUIPMENT

1. Height, Color, and Location

a) Intent

Wireless communication, facilities, towers, and associated equipment need to be carefully designed to avoid being visually intrusive in activity centers, where development is concentrated and is highly visible from I-25. Height and color of these facilities should be consistent with their surroundings.

b) Timnath Standard

Wireless communication towers shall, to the maximum extent feasible, be combined with and consistent with the architectural style of an existing structure and surrounding development area by utilizing similar materials, height, roof forms, textures, scale, and mass.

L. DEVELOPMENT PATTERN AND SITE LAYOUT FOR TRANSIT NODES

1. Intent

These urban development standards are intended to apply only in situations where a more transit and pedestrian oriented form of development is desired. These areas, illustrated below, will typically be located within one quarter mile of a planned passenger rail station, high frequency bus line, park-and-ride facility, or transit center facility. Alternatively, they may also be applied in a development's urban core, where a mix of residential and non-residential uses and a high level of pedestrian activity is desired.

2. Block Pattern

a) Intent

In transit nodes, where efficient pedestrian circulation is necessary, development should occur as a series of smaller, more urban scale "blocks," with frequent street spacing and connections. This type of block pattern provides clear connectivity between uses, encouraging transit ridership through increased pedestrian and bicycle activity. It also enhances vehicular circulation, enabling efficient use of feeder bus service and other alternative modes.

b) Timnath Standard

Larger sites containing multiple buildings and uses shall be composed of a series of urban scale "blocks" of development. Blocks shall be defined by private driveways and public streets that provide links to adjacent streets along the perimeter of the site.

3. Building Orientation: Street Frontages

a) Timnath Standard

A minimum of 30% of the development site's street frontage shall be occupied by building wall. The remaining 70% of the street frontage may be occupied by decorative architectural walls or fences (no higher than 3 feet) and/or landscaped entryway signage or features.

4. Building Setbacks

a) Intent

Building setbacks or build-to lines should be narrowed from typical highway oriented patterns to a more intense, urban pattern that allows buildings to frame the street, create a more intimate, pedestrian scale of development, and create a unified appearance for a street edge. To establish appropriate setbacks, each street should be evaluated in terms of its development character and cross-section to determine appropriate setback dimensions.

b) Timnath Standard

Buildings shall be oriented to frame adjacent streets as directed in the Timnath Town Code.

5. Building Orientation: Major Intersection

a) Intent

Intersections of intense development activity in activity centers need to be carefully designed so that all four corners are linked and function as a whole. Avoiding deep setbacks behind large expanses of parking and orienting buildings towards the street will help create a more pedestrian-scaled environment desired in an activity center.

b) Timnath Standard

A development located at the intersection of two collector or local streets, shall to the maximum extent feasible, orient building walls within each quadrant to the street to frame the corner of the intersection.

V. Design Standards for Areas In Between Activity Center

A. INTENT

These standards are intended to ensure that development in between established activity centers is sensitive to and protects the open character and significant natural features of the Corridor. To protect these features, such as riparian corridors and sweeping mountain and agricultural views, a more open character of development needs to be established in these areas. Landscape buffers should be provided at the development edge adjacent to I-25, building heights and densities should be reduced, and larger setbacks should be established between development and I-25. Each of these elements will help create a transition between the higher densities of an activity center and the surrounding open lands.

B. APPLICABILITY

These standards shall apply to all development occurring within the boundaries of the I-25 Corridor Study Area, excluding development within an activity center as defined by the underlying jurisdiction.

C. RESOURCE PROTECTION

1. Protection of Natural Features, Resources, and Sensitive Areas

a) Intent

The Corridor's natural areas are critical in contributing to its character. Development should be organized and designed to protect, appropriately use, or enhance natural features, resources, and sensitive areas such as wetlands, bluffs, or riparian corridors. The standards seek to accomplish this through the establishment of setbacks and boundaries for development in the vicinity of natural features.

b) Timnath Standard

Development shall not be located in the 100 year floodplain or delineated wetland boundaries as defined by the Town of Timnath unless mitigation measures have been undertaken in accordance with the Timnath Town Code.

2. Preservation of Existing Trees and Vegetation

a) Intent

Open, high plains largely define the landscape character of the Corridor. However, many large trees exist near established farmsteads, irrigation ditches, and riparian

corridors. Existing trees and vegetation should be preserved to provide buffers between developments or as site amenities within a development.

b) Timnath Standards

To the extent feasible, existing significant trees and vegetation shall be preserved.

D. DEVELOPMENT PATTERN/SITE LAYOUT

1. Intent

Large employers and industrial uses should be located in coordinated, campus or office park settings within or directly adjacent to activity centers to minimize linear, strip development patterns along existing frontage roads and to concentrate desirable development densities and employees near activity center services and infrastructure. To facilitate these types of uses near activity centers, appropriate connections, development patterns and site layouts must be established.

2. Setbacks from I-25

a) Intent

Non-residential development occurring in between activity centers should be set back from frontage roads and the I-25 right-of way to help deter linear, strip development patterns from connecting activity centers, minimize impacts on views, and maintain a more open character. Development should also be clustered towards the rear of the site where possible, to help achieve this goal.

b) Timnath Standard

To the maximum extent feasible, all non-residential development shall be set back a minimum of 25 feet from the I-25 right-of-way or any frontage roads in order to maintain views over the building to the mountains.

3. Parking Lots

a) Intent

Large parking lots in open areas outside of established activity centers are potentially much more visible to motorists on I-25. This is particularly true when parking is located directly adjacent to existing frontage roads. To mitigate these visual impacts, parking lots should be located behind structures and away from I-25 wherever possible. In addition, larger lots should be broken into a series of smaller blocks defined by landscaped islands or walkways.

4. Parking Location

a) Timnath Standard

To the extent feasible parking shall be distributed in a reasonable fashion to reduce the visibility of large, open asphalt areas.

5. Parking Buffers

a) Timnath Standard

Parking lot edges shall be buffered from I-25 and other public rights-of-way, public open space, and adjacent properties one of the following transition methods:

- (1) A 25-foot landscape buffer that consists of informal plantings of deciduous trees and shrubs; or
- (2) Open style fencing such as 3 or 4 rail, split rail, wood post or similar style in combination with informal plantings of deciduous trees and shrubs, as described in (1); or
- (2) Landscaping as required in the Timnath Town Code.

6. Development/Open Land Transitions

a) Intent

Due to the largely rural character of the Corridor, areas of new development are very visible to motorists on I-25, their linear edges typically defined by property lines, roads, or other man-made boundaries. As an alternative to this rigid mode of development, the varied topography and landscape of the Corridor provides many opportunities for utilizing natural features as visual break points for development. Planted landscape buffers or existing stands of trees along stream corridors and irrigation canals can be utilized to provide a more natural visual transition between development and adjoining agricultural or open lands.

7. Fencing and Walls

a) Intent

Open styles of fencing, such as split rail or wood post, are typical of the rural character of the Corridor's outlying areas and help maintain broad views. Privacy fencing, particularly in close proximity to the I-25 right-of-way, inhibits views and creates a segregated appearance between parcels.

b) Timnath Standard

In residential subdivisions visible from I-25, perimeter fencing shall be of an open style, such as 2, 3, or 4 rail, split rail, wood post, or other fencing as allowed in the Timnath Town Code. This standard shall not apply in instances where prairie dog fencing is deemed necessary by the Town of Timnath.

E. BUILDING DESIGN/CHARACTER

1. Intent

Views of the mountains and surrounding agricultural lands between activity centers along I-25 make development, even in small quantities, seem much more visible than in areas near interchanges where development is generally expected to be. Minimizing building heights and mass and utilizing low contrast colors and materials can minimize the visual impacts of development in these rural areas of the Corridor.

2. Building Heights

a) Intent

Maintaining lower building heights within close proximity of the I-25 right-of way will help maintain the open views and characteristics of the Corridor's rural areas. Building heights should be transitioned based upon a site's topography, distance, and visibility from the I-25 right-of-way.

b) Timnath Standard

Non-Residential building heights shall not exceed forty feet within one hundred feet of the I-25 right-of-way or frontage road to minimize impacts upon views along the interstate.

3. Building Form/Façade Treatment

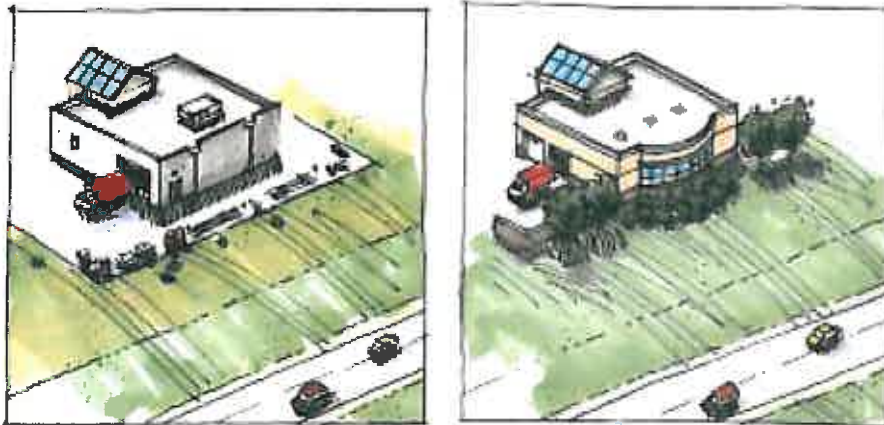


Figure 7—Buildings highly visible from I-25 should display a similar level of quality and architectural finish on all visible sides.

a) Intent

Due to the open character of the corridor, buildings with large, blank walls outside of activity centers are in prominent view of passing motorists. To avoid this situation, all sides of a building visible to the public, whether viewed from I-25, another roadway, or a nearby property, should display a similar level of quality and architectural finish. This can be accomplished by integrating architectural variations

and treatments such as windows and other decorative features into all sides of a building design.

b) Timnath Standard

One or more of the following design techniques shall be incorporated for each 50 horizontal feet of a building façade or wall:

- (1) Changes in color, texture, or materials;
- (2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 12 inches;
- (3) Grouping of windows or doors;
- (4) Arcades or pergolas providing pedestrian interest.

4. Building Materials and Color

a) Intent

These standards are intended to minimize the visual impacts of non-residential development outside of Activity Centers in the Corridor. Colors with a high reflectance, such as white shades, make development in rural areas of the Corridor highly visible and should not be used. Muted colors with a low reflectance should be used for broad building surfaces, such as roofs or walls.

b) Timnath Standard

White, high-intensity, metallic, black, or fluorescent colors shall not be permitted as a primary color for either the roof or walls of any non-residential structure.

F. SERVICE AREA, OUTDOOR STORAGE, AND MECHANICAL EQUIPMENT

1. Intent

Typical orientation of businesses towards internal access roads and parking areas often leaves exposed mechanical equipment, outdoor storage, outdoor sale yards, and service areas located behind buildings visible to motorists driving on I-25. The visual impact of these areas should be mitigated by shifting them out of high visibility areas and screening them.

2. Location

a) Timnath Standard

Loading docks, outdoor storage yards, and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts I-25; in which case, said areas shall be located to the sides of the building that do not face I-25.

3. Screening

a) Timnath Standard

All outdoor storage yards, loading docks, service areas, and mechanical equipment or vents larger than 8 inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the façades of the primary building. Chain link, with or without slats, shall not be used to satisfy this screening requirement.

G. WIRELESS COMMUNICATION EQUIPMENT

1. Height, Color, and Location

a) Intent

Wireless communication, facilities, towers, and associated equipment need to be carefully designed to avoid being visually intrusive in more open areas of the Corridor, where any development is highly visible. Height, color, and location of these facilities should be consistent with their surroundings.

b) Timnath Standard

Wireless communication towers shall not be permitted in designated open space areas as defined in the Timnath Comprehensive Plan that are within ¼ mile of the I-25 right-of-way unless such facility is combined with and is consistent with the architectural style of an existing structure and surrounding development area by utilizing similar materials, height, roof forms, textures, scale, and mass.

H. SIGNAGE

1. Prohibited signs

a) Intent

Existing signage within the Corridor includes tall, pole-mounted signs, billboards, and site-specific monument signs of all shapes and sizes. The sheer number, frequency, and variety of signs create a visual clutter along the Corridor that detracts from its rural character. To help alleviate this problem, billboards, pole-mounted, roof-mounted, and flashing signs should be eliminated over time.

b) Timnath Standard

The enlargement of pole signs, billboards, or flashing signs shall be prohibited.

2. Freestanding signs

a) Intent

On-site signs, such as monument signs should be designed with consistent design elements, such as a base material, height, and lettering style, to create a visual continuity and quality to development.

b) Timnath Standard

All new or replacement freestanding signs shall be designed in accordance with the Timnath Town Code.

VI. Definitions

As used in this document, the following terms shall mean:

Activity Center—A concentrated area of development, often containing a mix of different land uses either within the same building or site, or within a localized area.

Adjacent or Abutting—To physically touch or border upon, or to share a common property line or border. “Adjacent” or “abutting” shall include properties or uses that are separated by a drive, street, or other public dedicated right-of-way.

Arcade—A series of arches supported on piers or columns.

Berm—An earthen mound designed to provide visual interest, screen undesirable views, decrease noise, and/or control or manage surface drainage.

Block Face—The properties abutting one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse or regulatory boundary.

Buffer—Open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to visually cushion and provide a physical separation between adjacent structures or uses. A buffer provides a year-round, semiopaque barrier: a filtered view between uses is still possible.

Building Form—The shape and structure of a building as distinguished from its substance or material.

Build-To Line—An imaginary line on which the front of a building or structure must be located or built and which is measured as a distance from a public right-of-way.

Building Mass—The three-dimensional bulk of a building height, width, and depth.

Building Scale—The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Character—Those attributes, qualities, and features that make up and distinguish a particular place or development and give such place a sense of purpose, function, definition, and uniqueness.

Commercial Development—The use of a property or structure for a purchase, sale, or transaction involving the disposition of any article, substance (including food), commodity, or service; the maintenance or conduct of offices, professions, or recreational or amusement enterprises conducted for profit and also including renting of rooms, business offices, and sales display rooms and premises.

Development—Any man-made change to improved or unimproved real estate including, but not limited to, buildings or other structures, filling, grading, or paving.

Façade—Front or principal face of a building, any side of a building that faces a street or other open space.

Fence—An artificially constructed barrier of any material or combination of materials erected to enclose, screen, or separate areas.

Floor Area Ratio—The relationship of the total floor area of a building to the land area of its site, as defined in a ratio in which the numerator is the floor area, and the denominator is the site area.

Infill—Development on a vacant or substantially vacant tract of land surrounded by existing development.

Major Street—"Major street" shall mean streets designated by the City or County's Master Plan as thoroughfares (arterials).

Major Tenant—Within a development center, any user or tenant containing 15,000 square feet or more of gross floor area. Where more than one user or tenant in such a center contains more than 15,000 square feet, the user or tenant with the largest amount of gross floor area shall be considered the center's "major tenant."

Maximum Extent Feasible—No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining "maximum extent feasible."

Maximum Extent Practicable—Under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the costs of compliance clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

Mixed-Use Activity Center—An area of concentrated development containing more than one principal permitted land use type and generally served by high frequency transit. Such land uses may include office, retail, residential, or service uses such as hotels and motels. In a mixed-used development, the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of vehicular and pedestrian access and parking areas.

Multi-Family Residential—A building containing 3 or more dwelling units, not including hotels, motels, and similar group accommodations.

Natural Features—Include but are not limited to flood plains and surface drainage channels, stream corridors and other bodies of water, steep slopes, prominent ridges, bluffs, or valleys, and existing trees and vegetation.

Non-Residential Development—All retail, restaurant, service, hotels, motels, and similar businesses, including office or industrial uses.

Orient—To bring in relation to, or adjust to, the surroundings, situation, or environment; to place with the most important parts facing in certain directions; to set or arrange in a determinate position: as in "to orient a building".

Open Space—Any parcel of land or water unimproved and set aside, dedicated, designated, or reserved for public or private use.

Open Space Transitions—The use of strategically planted landscape materials, to buffer, screen and create a more gradual visual transition from a more intensive land use, such as an industrial or commercial development, to surrounding open or agricultural lands.

Pad Site—Typically used in the context of retail shopping center development, a building or building site that is physically separate from the principal or primary building and reserved for free-standing commercial use. Typical

pad site uses include, by way of illustration only, free standing restaurants, banks, and auto services.

Pedestrian-Oriented Development—Development that is designed with a primary emphasis on the street sidewalk and/or connecting walkway access to the site and building rather than on auto access and parking lots. This type of development typically warrants buildings being placed relatively close to the street with the main entrance oriented towards the street sidewalk or a walkway. Parking areas are provided but are not emphasized in the design of the site.

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

Primary Abutting or Access Street—The street abutting a development that carries the most traffic volume. If a development abuts two streets that have traffic volumes within 20% of each other, the Applicant shall designate which street is the "primary abutting or access street."

Primary or Principal Building—The building or structure on a lot used to accommodate the primary permitted use, such use possibly occurring in more than one building or structure. In a commercial center development, buildings on pad sites or free-standing kiosk/ATM machines are not "primary" buildings.

Redevelopment—Development on a tract of land with existing structures where all or most of the existing structures would be razed and/or reconstructed.

Setback Line—A line, parallel to the respective lot line and internal to the lot, that defines the required building setback.

Single-Family Subdivision—A single-family dwelling that is not attached to any other dwelling or building by any other means.

Standards—Shall mean mandatory regulations. Standards are indicated by use of the terms "shall" and "must."

Steep Slopes—Any portion of a development site where the natural grade of the land has a slope of 30% or greater.