



PLANNING COMMISSION MEETING

7:00 PM

October 25, 2018

Prior to the Meeting: 5:30 p.m. *Planning Commissioner Training*

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. ADDITIONS TO OR DELETIONS FROM THE AGENDA**
- 5. APPROVAL OF MINUTES**
 - A. October 11, 2018 Meeting Minutes**
- 6. CONSENT AGENDA**
- 7. PUBLIC HEARINGS**
 - A. LINCOLN PROFESSIONAL PARK - Zoning**

Applicant:	Kevin Beck, Equity Ventures commercial Development, L.C.
Location:	Southeast Corner of Lincoln Avenue and Dransfeldt Road
Department:	Community Development, Stacey Nerger
TRAKiT No.:	Z18-017
- 8. RESOLUTION**
 - A. RESOLUTION NO. 18-078**

A Resolution to Adopt the Town of Parker Complete Streets Policy

Applicant:	Town of Parker
Location:	Townwide
Department:	Community Development, Mary Munekata Community Development, Carolyn Parkinson
- 9. ORDINANCES**
 - A. ORDINANCE NO. 3.326.1**

A Bill for an Ordinance to Amend Section 13.10.200 of the Parker Municipal Code Concerning the Town of Parker Architectural and Design Standards For Commercial, Industrial and Multiple-Family Projects

Applicant:	Town of Parker
Location:	Townwide
Department:	Community Development, Stacey Nerger Community Development, Carolyn Washee-Freeland

B. ORDINANCE NO. 3.01.116

A Bill for an Ordinance to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums

Applicant: Town of Parker

Location: Townwide

**Department: Community Development, Stacey Nерger
Community Development, Carolyn Washee-Freeland**

C. ORDINANCE NO. 3.01.117

A Bill for an Ordinance to Amend 13.06.050 Off-Street Parking and Internal Circulation of the Parker Municipal Code

Applicant: Town of Parker

Location: Townwide

Department: Community Development, Carolyn Washee-Freeland

10. PLANNING COMMISSION ITEMS

11. STAFF ITEMS

12. ADJOURNMENT



PLANNING COMMISSION MINUTES
October 11, 2018

Chair Gary Poole called the meeting to order at 7:00 p.m.

The Planning Commission and audience joined in saying the Pledge of Allegiance.

Also, present were Commissioners Richard Foerster, Duane Hopkins, Kelly Hickler, Eliana Burke and Erik Frandsen. Alternate Kimberly Rodell was present and seated for the absent Commissioner John Howe. Alternates Tracie Manske and Ruth Ann Nelson were absent.

ADDITIONS TO OR DELETIONS FROM THE AGENDA

None

APPROVAL OF MINUTES

Commissioner Duane Hopkins moved to approve the September 13, 2018 meeting minutes. Commissioner Eliana Burke seconded; a vote was taken and passed 4:0:2 with Commissioners Richard Foerster and Erik Frandsen abstaining due to being absent from the September 13, 2018 meeting.

CONSENT AGENDA

None

PUBLIC HEARING: OPENED: 7:03 P.M. ORDINANCE NO. 3.01.115
(Continued from September 13, 2018) - A Bill for an Ordinance to Amend Section 13.04.210 of the Parker Municipal Code Concerning Temporary Structures and Uses and

ORDINANCE NO. 5.74.2 (Continued from September 13, 2018) - A Bill for an Ordinance to Amend Section 6.06.050 and Section 6.06.100 of the Parker Municipal Code Concerning Unlawful Acts and Penalties Related to Stage 1 and Stage 2 Fire Bans

Applicant: Town of Parker
Location: Townwide
Department: Community Development, Bryce Matthews

Bryce Matthews, Planning Manager, presented information regarding previously asked Planning Commission questions and introduced Parker Police Department Sargent Greg Epp to respond to additional questions regarding the Ordinance 3.01.115 and Ordinance 5.74.2.

Mr. Matthews discussed with the Planning Commission:

- why the two ordinances are being proposed; (*Staff said Town of Parker citizens reached out to Councilmembers regarding concerns about being able to purchase fireworks in Town and then not being allowed to light them due to the ban. Mr. Matthews said there were three ways to address the concerns by either endorsing the status quo; banning fireworks sales entirely; or the proposed ordinance allowing the sale of fireworks until an official Stage One and Stage Two fireworks ban is enacted.*)
- statistics regarding the number of firework related fires in Town and Douglas County; (*Staff said there haven't been any in Town and there isn't a database that tracks that information in Douglas County.*)
- if Douglas County plans a similar ban; (*Staff said no.*)
- if the Town has tried or considered requiring vendors to post fire ban signage; (*Staff said the current code requires posting signage when a fire ban is in effect.*)
- impact on sales tax revenue; (*Staff said that information is not available.*)

Sargent Epp discussed with the Planning Commission:

- enforcement of fire ban signage; (*Sargent Epp said enforcement occurs with enactment of Stage One and Two fire bans not with the posting of signage; enforcement occurs as a result of calls to police regarding lighting fireworks during the ban. He said it is the officer's discretion whether or not to cite offenders based on what is found at the scene.*)
- how the proposed ordinance solves the problem of being able to purchase fireworks prior to a ban and then not being able to light them once a ban is enacted; (*Sargent Epp said it doesn't; fireworks sales and lighting fireworks are allowed until fire bans are enacted.*)
- police and fire preference to handle citizen concerns; (*Sargent Epp said the proposed ordinance will not significantly impact law enforcement actions nor the number of calls received.*)
- if other counties have restrictions when fire bans are in place; (*Sargent Epp said yes, when fire bans are in place there are similar restrictions; most agencies follow state guidelines during fire bans that don't allow lighting of fireworks.*)
- clarification that the proposed ordinance bans the sale of fireworks but not the lighting of fireworks during a Stage One and Two fire ban; (*Sargent Epp said Stage One and Two fire bans do ban the use of fireworks; not the possession of fireworks.*)
- if Stage One and Two fire bans, ban the sale of fireworks; (*Sargent Epp said currently the use of fireworks during a ban is illegal; this ordinance would also ban the sale of fireworks during a Stage One and Two fire ban.*)
- if this is an attempt to begin formulating a policy on fireworks sales and use; (*Sargent Epp said he does not know if the proposed ordinance will impact calls regarding the use of fireworks as the current calls regard the use of fireworks that are illegal within the state of Colorado; calls are not received for legal fireworks.*)

- the pros and cons of approving the proposed ordinance; (*Sargent Epp said the biggest pro is having a policy statement to address citizen concerns; positive impacts for service calls will probably not be seen.*)

APPLICANT PRESENTATION

Staff presentation only.

PUBLIC COMMENT OPENED

None

PUBLIC COMMENT CLOSED

PUBLIC HEARING: CLOSED: 7:13 P.M. ORDINANCE NO. 3.01.115 - A Bill for an Ordinance to Amend Section 13.04.210 of the Parker Municipal Code Concerning Temporary Structures and Uses and

ORDINANCE NO. 5.74.2 - A Bill for an Ordinance to Amend Section 6.06.050 and Section 6.06.100 of the Parker Municipal Code Concerning Unlawful Acts and Penalties Related to Stage 1 and Stage 2 Fire Bans

PLANNING COMMISSION DISCUSSION

Commissioner Duane Hopkins said he was not opposed to the proposed ordinance; he just didn't believe it solves any problem; it does allow for a public statement. He said there is no practical effect; he supports making a recommendation to Town Council to consider a larger ban for fireworks in the Town.

Commissioner Richard Foerster agreed; he would like to see a complete ban the sale of fireworks in Town. He said hopefully, that would happen someday but he would support recommending approval of the ordinance as step toward that direction in the Town and the unincorporated Douglas County areas in Town.

Commissioner Erik Frandsen said he was on the fence. He said he thought it is overreaching to say what you can and cannot sell in Town when fireworks are legal at a federal and state level; and comments from Sargent Epp indicate there may not be a direct impact from approval of the proposed ordinance. He said if the purpose of the ordinance is for public relations, he didn't believe the ordinance before Planning Commission was the necessary forum for that.

Commissioner Richard Foerster added banning fireworks entirely may reduce tax revenue brought to Town but it would be a small drop in the overall revenue bucket.

Commissioner Kimberly Rodell said she is on the fence, as well; asking, does public perception effect Town policy versus supporting what is currently in the Municipal Code and potential sales, even if the revenue is not large. She said it appears the police calls for service are from illegal fireworks and not the legal fireworks being sold in Town. She felt the proposed ordinance is not even a band aid.

Commissioner Eliana Burke agreed with Commissioner Hopkins that the proposed ordinance doesn't have enough teeth to be effective; if action is necessary, do it right or don't do it at all.

Commissioner Kelly Hickler agreed with all the comments. She didn't believe the proposed ordinance would solve citizen's concerns with the use of fireworks. She did not support regulations that don't solve a problem.

Chair Gary Poole said he grew up in a Town that had a townwide ban on the use of fireworks which did no good and still sounded like a war zone on the Fourth of July. He went back to Commissioner Hopkins' point that recommending approval of the proposed ordinance is a start toward Town Council approving a townwide fireworks ban.

Commissioner Duane Hopkins moved that the Planning Commission recommend Town Council deny Ordinance No. 3.01.115 to amend Section 13.04.210 of the Parker Municipal Code concerning temporary structure and uses with a recommendation that Town Council consider a new proposal for a complete ban on firework sales within the Town of Parker. Commissioner Richard Foerster seconded; a vote was taken and passed 7:0

Commissioner Duane Hopkins moved that the Planning Commission recommend Town Council deny Ordinance No. 5.74.2 to amend Section 6.06.050 and Section 6.06.100 of the Parker Municipal Code concerning unlawful acts and penalties related to Stage 1 and Stage 2 fire bans with a recommendation that Town Council consider a new proposal for a complete ban on firework sales within the Town of Parker. Commissioner Richard Foerster seconded; a vote was taken and passed 7:0.

RESOLUTION NO. 18-068: OPENED: 7:26 P.M. - A Bill for a Resolution to Adopt the 2018 Three-Mile Area Plan

Applicant: Town of Parker
Location: Townwide
Department: Community Development, Carolyn Washee-Freeland

Carolyn Washee-Freeland, Planner, presented the staff report for the Three-Mile Area Plan – Annual Update. Ms. Freeland concluded with the determinations in the staff report and recommended the Planning Commission recommend Town Council approve the Three-Mile Area Plan – Annual Update.

Commissioners discussed with staff:

- if the proposed resolution is strictly administrative; (*Staff said yes it is.*)

- the meaning of the name change from Urban Growth Area (UGA) boundary as a hard line agreeing not to develop beyond to a Planning area; (*Staff said the UGA came about with an Intergovernmental Agreement (IGA) with Douglas County; restricting development beyond those boundaries; there is no longer an IGA with Douglas County; land within the Three-Mile Plan Area may be annexed if state regulations for annexation are met.*)

APPLICANT PRESENTATION

Staff presentation only.

PUBLIC COMMENT OPENED

None

PUBLIC COMMENT CLOSED

RESOLUTION NO. 18-068: CLOSED: 7:31 P.M. - A Bill for a Resolution to Adopt the 2018 Three-Mile Area Plan

PLANNING COMMISSION DISCUSSION

All the Commissioners agreed that the update was straight-forward, keeps the Town in compliance, reflects the changes that have occurred in the last year and thanked staff for providing updates, new maps and updated documents.

Commissioner Eliana Burke moved that the Planning Commission recommend the Town Council approve the Town of Parker's annual Three-Mile Area Plan Update. Commissioner Kelly Hickler seconded; a vote was taken and passed 7:0.

PLANNING COMMISSION ITEMS

None

STAFF ITEMS

None

ADJOURNMENT

The meeting was adjourned at 7:32 p.m.

Rosemary Sietsema
Recording Secretary

Gary Poole
Chair



Planning Commission Staff Report

Planning Commission Date: 10/25/2018

Town Council Date: 11/19/2018

Hearing Type: Public Hearing
Z18-017 Lincoln Professional Park Property – Zoning

Location: Generally located on the southeast Corner of Lincoln Avenue and Dransfeldt Road

Project Planner: Stacey Nerger, Planner

Applicant(s): Kevin Beck, Equity Ventures Commercial Development, L.C.

Executive Summary: This proposal is to zone 8.07 acres consisting of two lots which is being requested with an annexation into the Town. The properties are proposed to be zoned Modified Commercial which will allow for commercial uses on the property.

Staff Recommendation: Approval

RECOMMENDED MOTION

“I move the Planning Commission recommend Town Council approve the zoning.”

ALTERNATIVE MOTIONS

“I move the Planning Commission recommend Town Council approve the zoning request, subject to the following conditions:”

-List proposed conditions

“I move the Planning Commission recommend Town Council deny the zoning as the request does not meet the following approval criteria:”

-List criteria not met (either by staff or Planning Commission)

“I move the Planning Commission vote to continue the zoning to a future date.”

I. BACKGROUND/DISCUSSION

The zoning request is to zone the one lot that is being annexed into the Town and an additional lot immediately to the east that is already located within the Town boundaries to the Town's designation of Modified Commercial. The applicant plans to develop the entire 8.07 acres (both lots) as one commercial development. The applicant, in coordination with Town staff, has developed the proposed Modified Commercial zoning request in order to create one zoning for the entire 8.07 acres.

Under Section 15.9 of the Town of Parker Home Rule Charter “[i]n all proceedings for the annexation of territory into the Town, the Council shall require concurrent zoning of the same....”

Vicinity Map



II. PRIOR ACTIONS

Date	Action
September 8, 2008	The eastern property which is already located within the Town Boundaries was annexed as Lincoln Professional Park and zoned Commercial.
November 19, 2018	Town Council will hear the Annexation and Zoning Applications for these properties.

III. CURRENT SITE DATA

Existing Zoning	Agricultural One (Douglas County) and Commercial (Town of Parker)		
Overlay District	N/A		
PD & Plan Area	Modified Commercial (proposed)		
Master Plan Area	Central Commercial		
Site Acreage	8.07 acres		
Subdivision	No currently subdivided		
Existing Use	Residential/Undeveloped property		
Surrounding Uses			
	Master Plan Land Use	Zoning	Existing Use
North	Central Commercial	Modified Commercial District	Commercial – Murdoch’s
South	Central Commercial	PD - Planned Development	Commercial/Light Industrial – ET Technology
East	Central Commercial	C - Commercial District	Commercial - Walgreens
West	Central Commercial	PD - Planned Development	Commercial – Lowe’s and Richie’s Carwash

IV. PARKER 2035 MASTER PLAN

[Parker 2035 Master Plan | Town of Parker - Official Website](#)

MASTER PLAN CONSISTENCY	
Master Plan Designation	Central Commercial ☒ Consistent ☐ Inconsistent
Master Plan Character Discussion	Central Commercial District: This is the commercial core of the Town. Growth should focus on core retail, services, offices, lodging, restaurants, entertainment, and to a lesser extent, higher density residential uses. Vertical mixed use is highly encouraged where appropriate.
Consistent Goals/Strategies	<u>Land Use 1.C</u> <u>Land Use 1.E</u> <u>Jobs and Economic Vitality 2.A</u> <u>Jobs and Economic Vitality 2.B</u>

Staff Analysis	The subject properties are located west of Parker Road and south of Lincoln Avenue within a commercial corridor area as designated by the Parker 2035 Master Plan. This area is intended to provide commercial uses which focus on retail, services, lodging, restaurants and entertainment. The proposed property is surrounded by the Town of Parker and is considered an enclave. Land owners of unincorporated enclave properties identify with the Town of Parker and the public views them as a part of the community fabric. In addition, annexation of this enclave will benefit the landowners, the Town and the County by consolidating the service areas of the Town and County. The requested zoning is consistent with the specific Goals/ Strategies of the Master Plan for the following reasons: 1. It will help ensure adequate opportunities for expansion of the Town's economic base; 2. It will continue the commercial corridor along Lincoln Avenue; and 3. It will support new businesses by providing additional land for commercial development. Based on this analysis, staff has determined that the request is consistent with the Parker 2035 Master Plan.
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V. LAND DEVELOPMENT ORDINANCE

DEVELOPMENT POTENTIAL (Rezoning)			
Provisions	As recommended by the Master Plan	Proposed	Analysis
Units Per Acre	N/A	N/A. The proposed zoning is for commercial uses that do not allow for single-family or multiple-family residential.	☐ Consistent ☐ Inconsistent ☐ No Change ☒ N/A
Allowed Uses	Primary uses include retail, office, lodging and services	Commercial uses focusing on retail, service, lodging and restaurant.	☒ Consistent ☐ Inconsistent ☐ No Change
Height/Stories	None	55 feet	☒ Consistent ☐ Inconsistent ☐ No Change
Staff Analysis	As detailed in the analysis above, the requested zoning is consistent		

	with the Parker 2035 Master Plan for the allowed uses and the requested height maximum for buildings. Based on this analysis, staff has determined that the request is consistent with the potential for development as recommended by the Parker 2035 Master Plan.
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VI. ACCESS, CIRCULATION & TRAFFIC ANALYSIS

The subject properties have three access points, a full movement from Dransfeldt, a right in/right out from Lincoln and an existing cross-access point through Walgreens. The property owner will be required to provide access through the site to the properties located to the south and east to allow for better connectivity for the entire Parker Road, Lincoln Avenue and Dransfeldt Road corner. At the time of development the applicant will be required to ensure all required roadway improvements are constructed as identified in compliance with an approved traffic study.

VII. APPROVAL CRITERIA

Title 13.04.240.f. Approval Considerations for Rezoning Requests:

1. A need exists for the proposal.

Applicant's Response

The Lincoln Professional Park is located in the core commercial area for the Town of Parker, in close proximity to the major intersection of Parker Road and Lincoln Avenue. The previous uses of the subject properties were agricultural and residential; surrounded by commercial and industrial uses. The annexation is needed to bring all the area to be rezoned within the Town of Parker to foster cohesive development and allow for adequate services. The proposed annexation and rezoning to allow commercial uses is needed as it will provide opportunities for the Town of Parker to expand the economic and tax base, support new businesses and allow for the orderly and compatible development of commercial land uses in an area recommended for such uses.

Staff Analysis

A need exists for the annexation and zoning of the subject property, for the following reasons:

1. Provide adequate opportunities for expansion of the Town's economic and tax base;
2. Continue the commercial corridor along Lincoln Avenue;
3. Support new and existing businesses while providing assurances that similar commercial uses will be drawn to the subject property;
4. Protect the investment and property values of exiting uses located on the subject property and surrounding areas in the Town and the Town Urban Growth Area;
5. Allow the Town to consolidate services and recognize efficiencies of scale and delivery of services; and
6. Promote orderly growth, continuity of development and certainty of development within the subject property and surrounding areas within the Town and the Town Urban Growth Area.

Based on this analysis, staff has determined that this criterion has been met.

2. **The particular parcel of ground is indeed the correct site for the proposed development.**

Applicant's Response

The area within the Lincoln Professional Park annexation and rezoning boundaries is identified in the Parker 2035 Master Plan as an area recommended for Regional Commercial Retail Uses. The subject property is also within the Urban Growth Area. This is the correct site for the proposed commercial development.

Staff Analysis

These properties are considered enclaves, located within unincorporated Douglas County but surrounded by the Town of Parker. The Town has been working for several years to clean up the Town's boundary and annex these enclave areas. The subject property is contiguous with the Town and is described in the Parker 2035 General Land Use Plan as being located within the Town's "Urban Growth Area Boundary." Specifically, the subject properties are located within the Central Commercial area as designated by the Parker 2035 General Land Use Plan, which is planned to provide commercial uses.

The subject property has been identified as property to be annexed, zoned and developed in the Town for commercial uses; therefore, the subject property is appropriate for commercial development.

Based on this analysis, staff has determined that this criterion has been met.

3. **There has been an error in the original zoning; or**
N/A
4. **There have been significant changes in the area to warrant a zone change.**

Applicant's Response

The 11964 Dransfeldt Road property is currently within Douglas County, the proposed zoning will be the initial zoning for this property. The 18900 Lincoln Avenue property is currently zoned Commercial (C). The proposed rezoning establishes a Planned Development that follows the Modified Commercial zone district, adding some additional commercial uses and allowing alternate setback and height standards. The commercial uses added and the alternate minimum area and yard requirements will allow additional flexibility in design and marketability for the successful development of the property. While there have been no significant changes in the area, the zone change is warranted to create a cohesive commercial development between the two properties party to the rezoning.

The proposed zone change follows the recommendations of the Parker 2035 Master Plan for Regional Commercial Retail Uses.

Staff Analysis

The subject property is currently zoned Agricultural One within Unincorporated Douglas County and Commercial within the Town of Parker. The zoning application

for the subject property is for new zoning as a part of the annexation of the subject property, in the form of a Modified Commercial. The property proposed for annexation is entirely surrounded by properties annexed into the Town and have been surrounded for more than three years.

Based on this analysis, staff has determined that this criterion has been met.

5. Adequate circulation exists and traffic movement would not be impeded by development; and

Applicant's Response

Circulation and traffic movement will not be impeded by the development, access will be enhanced. A full movement access will be provided from Dransfeldt Road and a right-in, right-out access will be provided off Lincoln. Cross access between the Walgreens property to the east of the subject will be provided.

Staff Analysis

There are two existing roads that serve the subject property, which include Lincoln Avenue and Dransfeldt Road. At the time of development, the applicant will be required to construct any additional auxiliary lanes necessary for their development as identified within the traffic study for the property.

Based on this analysis, staff has determined that this criterion has been met.

6. Additional municipal service costs will not be incurred which the Town is not prepared to meet.

Applicant's Response

A portion of the property (18900 Lincoln) is currently located within the Town of Parker, no additional municipal service costs will be incurred. The 11964 Dransfeldt Road parcel to be annexed will also not result in additional municipal service costs as the parcel is enclaved by the Town of Parker. Public improvements and services (e.g., utilities) are in place to serve the property. The traffic impact analysis in this report dictates required roadway improvements associated with the development.

Staff Analysis

The public improvements necessary to support the subject property are currently in place. Any construction on the subject properties will be considered private and will be privately maintained.

As evidenced by the inclusion of the subject property in the Town's Growth Boundary, the Town is prepared to meet the additional municipal service costs associated with the subject property.

Based on this analysis, staff has determined that this criterion has been met.

7. There are minimal environmental impacts or impacts can be mitigated.

Applicant's Response

There are no environmental impacts associated with the proposed annexation, rezoning, and development of the site.

Staff Analysis

The subject property is currently underutilized with two residential buildings and ancillary agricultural buildings, as development occurs on the property over time, the developer will be required to work with the Town's Engineering Department to ensure that any environmental impacts are mitigated.

Based on this analysis, staff has determined that this criterion has been met.

8. The proposal is consistent with the Town Master Plan, maps, goals, and policies.

Applicant's Response

The Town Master Plan recommends this area for Regional Commercial Retail uses. The Lincoln Professional Park Development Plan and Development Guide are consistent with the Parker 2035 Master Plan.

Staff Analysis

As detailed in Section IV of this staff report, the Modified Commercial zoning is consistent with the Parker 2035 Master Plan.

Based on this analysis, staff has determined that this criterion has been met.

9. There is adequate waste and sewage disposal water, schools, parks and recreation, and other services to the proportional degree necessary due to the impacts created by the proposed land uses.

Applicant's Response

Adequate public services exist adjacent to the subject parcel. There will be no undue impacts created by the proposed annexation, rezoning, and subsequent development.

Staff Analysis

The properties are surrounded by existing commercial uses located within the commercial core of Parker. Adequate services are located within the area and will be available to the property at the time of development.

Based on this analysis, staff has determined that this criterion has been met.

VIII. SUMMARY REFERRAL AGENCY COMMENTS AND CONDITIONS

Agency	Comments
Parker Engineering	No Comment
Aztec Consultants	No Comment
Parker Building	Approved
Fire Life Safety	Approved
Douglas Country Planning	No Comment
Douglas County Public Works	No Comment
Douglas County Assessor's Office	No Comment
Parker Police	No Comment
Parker Comprehensive Planning	The property is located within the Town's Urban Growth Boundary as described within the Parker 2035 Master Plan and is located within the Central Commercial Character Area.
Parker Economic Development	Approved
Parker Authority for Reinvestment	No Comment
Xcel	Public Service Company has existing natural gas distribution facilities throughout the area and has no objection to the proposed annexation and zoning, contingent upon their ability to maintain all existing rights.
IREA	The Association has existing facilities on the property and will maintain these facilities unless otherwise requested by the applicant. The existing overhead lines will need to be undergrounded at the applicant's expense as outlined within the Town of Parker code.
CenturyLink	No Comment
Comcast	No Comment
Parker Water and Sanitation District	Approved
RTD	No Comment

IX. CONCLUSION

This zoning request is being processed concurrently with the annexation application as provided by the Town of Parker Home Rule Charter and Section 13.04.250 of the Parker Municipal Code. The application has been determined to meet the zoning approval criteria of the Parker Land Development Ordinance. Based on the analysis contained in this staff report, staff recommends that Planning Commission recommends Town Council approve the zoning request.

RECOMMENDED CONDITIONS

None

X. ATTACHMENTS

1. Modified Commercial Zoning
2. Zoning Map
3. Referral Comments

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

EXHIBIT B

MODIFIED COMMERCIAL ZONING

A. Intent

Places for conducting any commercial, wholesale or service activities, not of an industrial nature.

B. Compliance

All developments within this Modified Commercial zoning district must comply with the requirements specified in Section 13.06 of the Town's Land Development Ordinance, as amended.

C. Definitions

1. Small engine motorized equipment: A small-displacement, single cylinder or twin cylinder four stroke/cycle, low-powered internal combustion engine used to power lawn mowers, generators, concrete mixers, snow blowers, string trimmers, utility vehicles (UTV's), and many other machines that require independent power sources.

D. Uses Permitted by Right

1. Any nonresidential uses by right permitted in B-Business District as defined in Section 13.04.100 of the Town of Parker Land Development Ordinance, as amended. Places of worship, church schools, hospitals, nursing homes, convalescent care facilities, public or private parking lots or caretaker residences and any use within the C-Commercial District as defined in Section 13.04.120 of the Town of Parker Land Development Ordinance, as amended, that is not specifically described in this exhibit shall be prohibited in this district.
2. Auto parts stores
3. Bakeries—wholesale and retail
4. Brewery/distillery
5. Convenience stores with gasoline pumps
6. Contractor's offices only, no storage of equipment or trailers
7. Eating and drinking establishments, without Drive-Thru Lanes
8. Packaging and Shipping Store
9. Photocopy reproduction
10. Printing and publishing
11. Radio and television offices and studios
12. Shopping Centers

E. Uses Permitted by Special Review

1. Any use by special review permitted in the B-Business zoning districts as defined in Section 13.04.100 of the Town of Parker Land Development Ordinance, as amended, which are not specifically prohibited as listed under Section C of this Exhibit B, are allowed as a use by special review.
2. Auto and truck repairs.

3. Car sales, new and used.
4. Drive-Thru Uses (drive-thru lanes are prohibited to be located between the public right-of-way and the primary structure.)
5. Accessory Uses
6. Indoor small engine motorized equipment sales – Not to exceed 25% of the total building area
6. Indoor small engine motorized equipment repair – Not to exceed 10% of the total building area
8. Motor vehicles and motorized equipment: sales, leasing, rental servicing and repair as an accessory activity.
9. Veterinary clinics and hospitals.
10. Caretaker residences.
11. Outdoor flea markets.
12. Observation kennels and pet day care.
13. Outdoor dog training.
14. Outdoor commercial display shall meet all of the minimum requirements contained in Subparagraphs a. through j. below:
 - a. Outdoor commercial display is defined as any items, goods or seasonal merchandise directly related to the commercial use conducted inside the principal building, which items, goods or merchandise are permanently displayed outside of the principal building for the purposes of sale to the general public at retail.
 - b. This Section shall not be in conflict with or used to circumvent the requirements of [Section 13.04.210](#) of the Parker Municipal Code.
 - c. Outdoor commercial display shall only be considered as part of an approved site plan, to be reviewed in accordance with [Chapter 13.06](#) of the Parker Municipal Code.
 - d. Outdoor commercial display shall occur within fifteen (15) feet of the exterior walls of the principal building and shall not comprise more than three percent (3%) of the building footprint of the principal building, as shown on the approved site plan.
 - e. Outdoor commercial display areas shall be identified by a permanent marking material, identifying the entire outdoor display area, as shown on the approved site plan for the property. Colored and/or stamped concrete paving, brick pavers or concrete pavers are acceptable. Painted stripes will not be acceptable. No outdoor commercial display will be permitted outside of the delineated display area.
 - f. Outdoor commercial display activities shall be conducted so as to assure that the sidewalk or entrance into the principal building is not obstructed and that a minimum width of eight (8) feet shall be continuously maintained on the sidewalk or entrance into the principal building to allow for pedestrian access.
 - g. The use of semi-trailers or temporary buildings shall not be permitted.
 - h. All signage shall comply with [Chapter 13.09](#) of the Parker Municipal Code.
 - i. Outdoor commercial display shall not be located within the parking area for the principal building as shown on an approved site plan.

- j. This Section shall not be in conflict with federal, state or local governmental requirements, including, but not limited to, the International Building Code, Department of Health or Fire District standards.
16. Outdoor sales/garden areas (shall be fully enclosed)

F. Minimum area and yard requirements.

- 1. Lot width, seventy-five (75) feet.
- 2. Front yard, minimum twenty-five(25) feet, except as follows:
Convenience Stores and other permitted drive-through/auto oriented uses adjacent to Dransfeldt Road and Lincoln Avenue: the front setback, and at least one (1) side yard setback shall be considered a 'build-to' lines and at least thirty percent (30%) of the building footprint area must be within forty feet of the setback line. The intent of this provision is to ensure that buildings which front the aforementioned streets by their placement on site act to screen the parking areas from view and create an activated building edge along these public streets.
- 3. Side yards, no setback, except when adjoining a residential zone district, twenty-five (25) feet.
- 4. Rear yards, no setback, except when adjoining a residential zone district, twenty-five (25) feet.
- 5. Maximum building heights, fifty-five (55) feet.

LINCOLN PROFESSIONAL PARK

ZONING MAP TO THE TOWN OF PARKER

A PARCEL OF LAND BEING A PART OF THE NW 1/4 OF SECTION 15,
T.6S., R.66W., OF THE 6TH P.M.
TOWN OF PARKER, COUNTY OF DOUGLAS, STATE OF COLORADO

SHEET 1 OF 2
COVER SHEET

LEGAL DESCRIPTION

OVERALL REZONING BOUNDARY

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SECTION 15, T.6S., R.66W., OF THE 6TH P.M., COUNTY OF DOUGLAS,
STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NW CORNER OF SAID SECTION 15;
THENCE N89°29'00"E ALONG THE NORTH LINE OF THE NW 1/4 OF SAID SECTION 15, A DISTANCE OF 840.99 FEET;
THENCE S00°3'100"E A DISTANCE OF 100.00 FEET TO A POINT ON THE SOUTHERLY R.O.W. LINE OF LINCOLN AVENUE TO
THE POINT OF BEGINNING;
THENCE N89°29'00"E ALONG SAID SOUTHERLY R.O.W. LINE, A DISTANCE OF 697.61 FEET;
THENCE S00°25'42"E ALONG THE WESTERLY LINE OF LOT 1, BLOCK 1, PEASLEE SUBDIVISION FILING NO. 1 MINOR
DEVELOPMENT PLAT (REC. NO. 99104313), A DISTANCE OF 89.98 FEET;
THENCE S11°52'30"E ALONG THE WESTERLY LINE OF LOT 1, BLOCK 1, PEASLEE SUBDIVISION FILING NO. 1 MINOR
DEVELOPMENT PLAT, A DISTANCE OF 225.04 FEET;
THENCE S05°50'07"E ALONG THE WESTERLY LINE OF LOT 1, PEASLEE SUBDIVISION FILING NO. 2 MINOR DEVELOPMENT
PLAT (REC. NO. 2005085666), A DISTANCE OF 120.83 FEET TO A POINT ON THE NORTH LINE OF LOT 1B, PARKER
PROFESSIONAL PARK FIRST AMENDMENT (REC. NO. 8725509);
THENCE S84°08'31"W ALONG THE NORTHERLY LINE OF SAID LOT 1B, A DISTANCE OF 29.05 FEET TO THE NORTHWEST
CORNER OF SAID LOT 1B;
THENCE ALONG THE WESTERLY LINE OF SAID LOT 1B AND ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A
CENTRAL ANGLE OF 0°0'07"33", A RADIUS OF 4841.00 FEET, AN ARC LENGTH OF 10.64 FEET, A CHORD BEARING
OF S10°46'39"E AND A CHORD DISTANCE OF 10.64 FEET TO THE NORTHEAST CORNER OF
LOT 1, BLOCK 1, E.T. TECHNOLOGIES INC. MINOR DEVELOPMENT PLAT (RECEPTION NO. 2002093991);
THENCE S83°20'55"W ALONG THE NORTHERLY LINE OF SAID LOT 1, A DISTANCE OF 163.50 FEET;
THENCE S85°28'16"W ALONG THE NORTHERLY LINE OF SAID LOT 1, A DISTANCE OF 573.68 FEET TO A POINT ON THE
EASTERLY R.O.W. LINE OF DRANSFELDT ROAD;
THENCE THE FOLLOWING SEVEN (7) COURSES ALONG THE EASTERLY R.O.W. LINE OF DRANSFELDT ROAD:

- 1) THENCE N04°31'44"W A DISTANCE OF 2.80 FEET;
- 2) THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 02°16'04", A RADIUS OF 660.00 FEET, AN
ARC LENGTH OF 26.12 FEET, A CHORD BEARING OF N02°18'01"W AND A CHORD DISTANCE OF 26.12 FEET;
- 3) THENCE N01°12'11"W A DISTANCE OF 165.71 FEET TO A POINT OF CURVE;
- 4) THENCE ALONG A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 03°19'56", A RADIUS OF 740.00 FEET, AN
ARC LENGTH OF 43.04 FEET, A CHORD BEARING OF N02°52'10"W AND A CHORD DISTANCE OF 43.03 FEET;
- 5) THENCE N04°32'08"W A DISTANCE OF 217.83 FEET TO A POINT OF CURVE;
- 6) THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 93°20'02", A RADIUS OF 30.00 FEET, AN
ARC LENGTH OF 48.87 FEET, A CHORD BEARING OF N42°21'05"E AND A CHORD DISTANCE OF 43.64 FEET;
- 7) THENCE N03°34'21"W NON-TANGENT TO THE LAST DESCRIBED CURVE, A DISTANCE OF 14.86 FEET TO THE
POINT OF BEGINNING

PARCEL CONTAINS (351,407 SQUARE FEET) 8.0672 ACRES

PARCEL 1 (11964 N. DRANSFELDT RD.)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SECTION 15, T.6S., R.66W., OF THE 6TH P.M., COUNTY OF DOUGLAS,
STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NW CORNER OF SAID SECTION 15;
THENCE N89°29'00"E ALONG THE NORTH LINE OF THE NW 1/4 OF SAID SECTION 15, A DISTANCE OF 840.99 FEET;
THENCE S00°3'100"E A DISTANCE OF 100.00 FEET TO A POINT ON THE SOUTHERLY R.O.W. LINE OF LINCOLN AVENUE
AND THE POINT OF BEGINNING;
THENCE N89°29'00"E ALONG SAID SOUTHERLY R.O.W. LINE, A DISTANCE OF 370.91 FEET;
THENCE S02°18'55"E A DISTANCE OF 465.52 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF LAND DESCRIBED IN
DEED RECORDED AT RECEPTION NUMBER 2002093971;
THENCE N84°08'31"E ALONG THE SOUTHERLY LINE OF SAID PARCEL, A DISTANCE OF 340.02 FEET TO THE NORTHWEST
CORNER OF LOT 1B, PARKER PROFESSIONAL PARK FIRST AMENDMENT (RECEPTION NO. 8725509);
THENCE ALONG THE WESTERLY LINE OF SAID LOT 1B AND ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A
CENTRAL ANGLE OF 0°0'07"33", A RADIUS OF 4841.00 FEET, AN ARC LENGTH OF 10.64 FEET, A CHORD BEARING
OF S10°46'39"E AND A CHORD DISTANCE OF 10.64 FEET TO THE NORTHEAST CORNER OF
LOT 1, BLOCK 1, E.T. TECHNOLOGIES INC. MINOR DEVELOPMENT PLAT (RECEPTION NO. 2002093991);
THENCE S83°20'55"W ALONG THE NORTHERLY LINE OF SAID LOT 1, BLOCK 1, E.T. TECHNOLOGIES INC. MINOR
DEVELOPMENT PLAT, A DISTANCE OF 163.50 FEET;
THENCE S85°28'16"W ALONG THE NORTHERLY LINE OF SAID LOT 1, A DISTANCE OF 573.68 FEET TO A POINT ON THE
EASTERLY R.O.W. LINE OF DRANSFELDT ROAD;
THENCE THE FOLLOWING SEVEN (7) COURSES ALONG THE EASTERLY R.O.W. LINE OF DRANSFELDT ROAD:

- 1) THENCE N04°31'44"W A DISTANCE OF 2.80 FEET;
- 2) THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 02°16'04", A RADIUS OF 660.00 FEET, AN
ARC LENGTH OF 26.12 FEET, A CHORD BEARING OF N02°18'01"W AND A CHORD DISTANCE OF 26.12 FEET;
- 3) THENCE N01°12'11"W A DISTANCE OF 165.71 FEET TO A POINT OF CURVE;
- 4) THENCE ALONG A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 03°19'56", A RADIUS OF 740.00 FEET, AN
ARC LENGTH OF 43.04 FEET, A CHORD BEARING OF N02°52'10"W AND A CHORD DISTANCE OF 43.03 FEET;
- 5) THENCE N04°32'08"W A DISTANCE OF 217.83 FEET TO A POINT OF CURVE;
- 6) THENCE ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 93°20'02", A RADIUS OF 30.00 FEET, AN
ARC LENGTH OF 48.87 FEET, A CHORD BEARING OF N42°21'05"E AND A CHORD DISTANCE OF 43.64 FEET;
- 7) THENCE N03°34'21"W NON-TANGENT TO THE LAST DESCRIBED CURVE, A DISTANCE OF 14.86 FEET TO THE
POINT OF BEGINNING

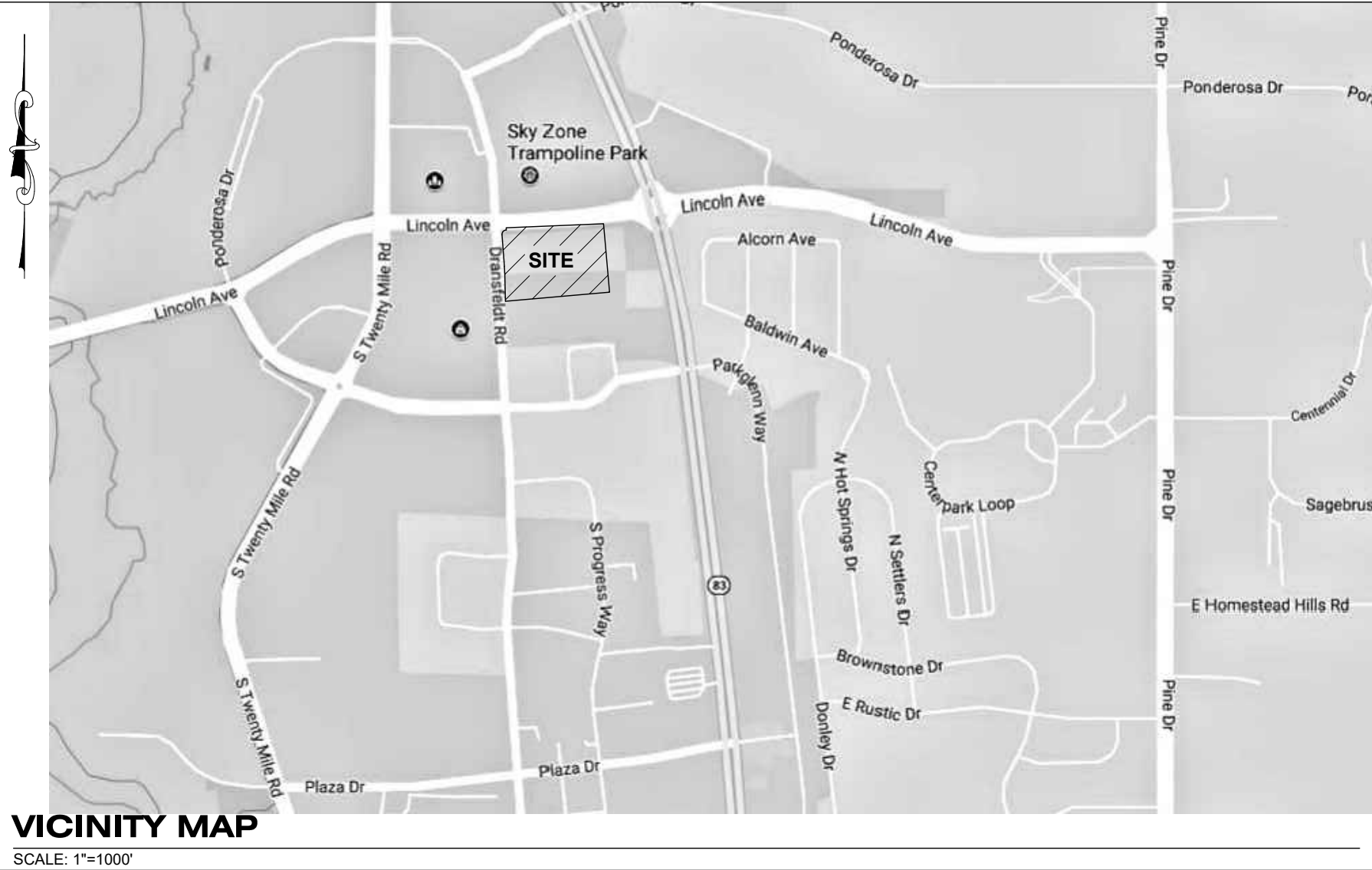
PARCEL CONTAINS (196,366 SQUARE FEET) 4.5079 ACRES

PARCEL 2 (18900 E. LINCOLN AVE.)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SECTION 15, T.6S., R.66W., OF THE 6TH P.M., COUNTY OF DOUGLAS,
STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NW CORNER OF SAID SECTION 15;
THENCE N89°29'00"E ALONG THE NORTH LINE OF THE NW 1/4 OF SAID SECTION 15, A DISTANCE OF 840.99 FEET;
THENCE S00°3'100"E A DISTANCE OF 100.00 FEET TO A POINT ON THE SOUTHERLY R.O.W. LINE OF LINCOLN AVENUE;
THENCE N89°29'00"E ALONG SAID SOUTHERLY R.O.W. LINE, A DISTANCE OF 370.91 FEET TO THE POINT OF BEGINNING;
THENCE N89°29'00"E ALONG SAID SOUTHERLY R.O.W. LINE, A DISTANCE OF 326.70 FEET;
THENCE S00°25'42"E ALONG THE WESTERLY LINE OF LOT 1, BLOCK 1, PEASLEE SUBDIVISION FILING NO. 1 MINOR
DEVELOPMENT (REC. NO. 99104313), A DISTANCE OF 89.98 FEET;
THENCE S11°52'30"E ALONG THE WESTERLY LINE OF LOT 1, BLOCK 1, PEASLEE SUBDIVISION FILING NO. 1 MINOR
DEVELOPMENT, A DISTANCE OF 225.04 FEET;
THENCE S05°50'07"E ALONG THE WESTERLY LINE OF LOT 1, PEASLEE SUBDIVISION FILING NO. 2 MINOR
DEVELOPMENT (REC. NO. 2005085666), A DISTANCE OF 120.83 FEET TO A POINT ON THE NORTH LINE OF LOT 1B,
PARKER PROFESSIONAL PARK FIRST AMENDMENT (RECEPTION NO. 8725509);
THENCE S84°08'31"W ALONG A PORTION OF THE NORTHERLY LINE OF SAID LOT 1B AND THE WESTERLY EXTENSION
THEREOF, A DISTANCE OF 369.07 FEET;
THENCE N02°18'55"W A DISTANCE OF 465.52 FEET TO THE POINT OF BEGINNING;

PARCEL CONTAINS (155,041 SQUARE FEET) 3.5593 ACRES



PLAN LIST:
COVER SHEET 1
ZONING MAP 2

ZONING SUMMARY

EXISTING ZONING
PARCEL 1: AGRICULTURAL ONE
PARCEL 2: C - COMMERCIAL

PROPOSED ZONING
MODIFIED COMMERCIAL

PROJECT CONTACTS

DEVELOPER
EQUITY VENTURES COMMERCIAL DEVELOPMENT, LLC
3501 SW FAIRLAWN RD, SUITE 200
TOPEKA, KS 66614
CONTACT: KEVIN BECK
PHONE: (785) 272-1398

OWNER, PARCEL 1
HOWARD R. PEASLEE
LEILA MAY PEASLEE RESIDUARY TRUST
12470 LONESOME PINE TRAIL
ELBERT, CO 80106
CONTACT: HOWARD R. PEASLEE, OWNER; AND STEVEN SAWYER, TRUSTEE

OWNER, PARCEL 2
LINCOLN PROFESSIONAL PARK LP
P.O. BOX 610
PARKER, CO 80134
CONTACT: BRUCE RICCI, GENERAL PARTNER

ENGINEERING AND SURVEYING
ENGINEERING SERVICE COMPANY OF COLORADO, INC.
14190 EAST EVANS AVENUE
AURORA, COLORADO 80014
CONTACT: CHARLES N. BECKSTROM, PLS.
PHONE: (303) 337-1393

GENERAL NOTES

1. BEARINGS ARE BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 15, TOWNSHIP 6 SOUTH, RANGE 66 WEST
OF THE 6TH PRINCIPAL MERIDIAN BEARING N89°29'00"E BOUNDED BY THE MONUMENTS SHOWN HEREON AND
BASED ON THE COLORADO CENTRAL ZONE STATE PLANE COORDINATE SYSTEM NAD 83.
2. BY GRAPHIC PLOTTING ONLY THE SUBJECT PROPERTY IS SITUATED IN FLOOD ZONE "X" AREA DETERMINED TO
BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN ACCORDING TO FLOOD INSURANCE RATE MAP (FIRM)
COMMUNITY PANEL NO. 08035C0067G WITH A REVISED DATE OF MARCH 16, 2016. NO OFFICE CALCULATIONS OR
FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS INFORMATION.
3. DISTANCES ON THIS SURVEY ARE EXPRESSED IN U.S. SURVEY FEET AND DECIMALS THEREOF. A U.S. SURVEY
FOOT IS DEFINED AS EXACTLY 1200/3937 METERS.
4. ELEVATIONS ARE BASED ON THE UDFCD BENCHMARK BG-1: A 2" BRASS CAP ON TOP OF CONCRETE HEADWALL
AT THE CORNER OF S. ALCORN ST. AND BALDWIN AVE. IN PARKER, CO, 28.1' EAST OF THE NORTH BOUND LANE
OF PARKER ROAD 93.2' WEST OF A FIRE HYDRANT. ELEVATION=5841.07 FEET (NAVD 1988 DATUM)

PROFESSIONAL LAND SURVEYOR CERTIFICATION

I, CHARLES N. BECKSTROM, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO
HEREBY CERTIFY THAT THIS ZONING MAP WAS PREPARED UNDER MY DIRECT SUPERVISION; THAT, TO THE BEST OF
MY KNOWLEDGE AND BELIEF, THIS MAP ACCURATELY DELINEATES THE PARCEL OF LAND TO BE ZONED IN THE TOWN
OF PARKER, COLORADO.

CHARLES N. BECKSTROM DATE
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR No. 33202



OWNER'S CERTIFICATE, PARCEL 1

I, HOWARD R. PEASLEE, HEREBY AFFIRM THAT I AM AN OWNER OR AUTHORIZED AGENT HAVING AN OWNERSHIP
INTEREST IN THE PROPERTY DESCRIBED HEREIN.

HOWARD R. PEASLEE

STATE OF _____)
COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____, A.D., 20____.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

OWNER'S CERTIFICATE, PARCEL 1

WE, LEILA MAY PEASLEE RESIDUARY TRUST, HEREBY AFFIRM THAT WE ARE OWNERS OR AUTHORIZED AGENTS
HAVING AN OWNERSHIP INTEREST IN THE PROPERTY DESCRIBED HEREIN.

STEVEN SAWYER, TRUSTEE

STATE OF _____)
COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____, A.D., 20____.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

OWNER'S CERTIFICATE, PARCEL 2

WE, LINCOLN PROFESSIONAL PARK LP HEREBY AFFIRM THAT WE ARE THE OWNER OR AUTHORIZED AGENT OF ALL
INDIVIDUALS HAVING OWNERSHIP INTEREST IN THE PROPERTY DESCRIBED HEREIN.

SIGNATURE _____ PRINT NAME AND TITLE _____

STATE OF _____)
COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____, A.D., 20____.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

PLANNING COMMISSION CERTIFICATE

THIS ZONING MAP WAS REVIEWED AND RECOMMENDED FOR APPROVAL BY THE TOWN OF PARKER PLANNING
COMMISSION FOLLOWING A PUBLIC HEARING ON _____.

COMMUNITY DEVELOPMENT DIRECTOR ON BEHALF
OF THE PLANNING COMMISSION

TOWN COUNCIL CERTIFICATE

THIS ZONING MAP WAS APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PARKER ON THIS _____ DAY OF _____,
2018, FOR THE PROPERTY DESCRIBED HEREON. THE ZONING INFORMATION SHOWN HEREON WAS
CONFIRMED WITH THE ADOPTION OF ORDINANCE NO. _____.

MAYOR, TOWN OF PARKER

ATTEST:

TOWN CLERK

CLERK AND RECORDER CERTIFICATION

STATE OF COLORADO _____)
COUNTY OF DOUGLAS _____) SS

I HEREBY CERTIFY THAT THIS MAP WAS FILED IN MY OFFICE ON THIS _____ DAY OF _____, 20____, A.D., AT
_____ A.M./P.M., AND WAS RECORDED AT RECEPTION NUMBER _____.

COUNTY CLERK AND RECORDER

LINCOLN PROFESSIONAL PARK ZONING MAP TO THE TOWN OF PARKER

	ESC ENGINEERING SERVICE COMPANY	14190 East Evans Avenue Aurora, Colorado 80014 engineeringsserviceco.com
	Creative Solutions Since 1954 CIVIL ENGINEERS • LAND SURVEYORS	P 303.337.1393 F 303.337.1481 T/F 1.877.273.0659
Survey No. 17173-S	Project No. 698.003	Date 2018-04-30
	Revised 2018-09-05	Sheet 1 OF 2

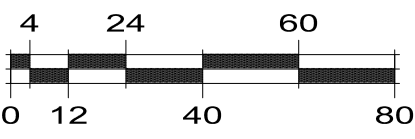
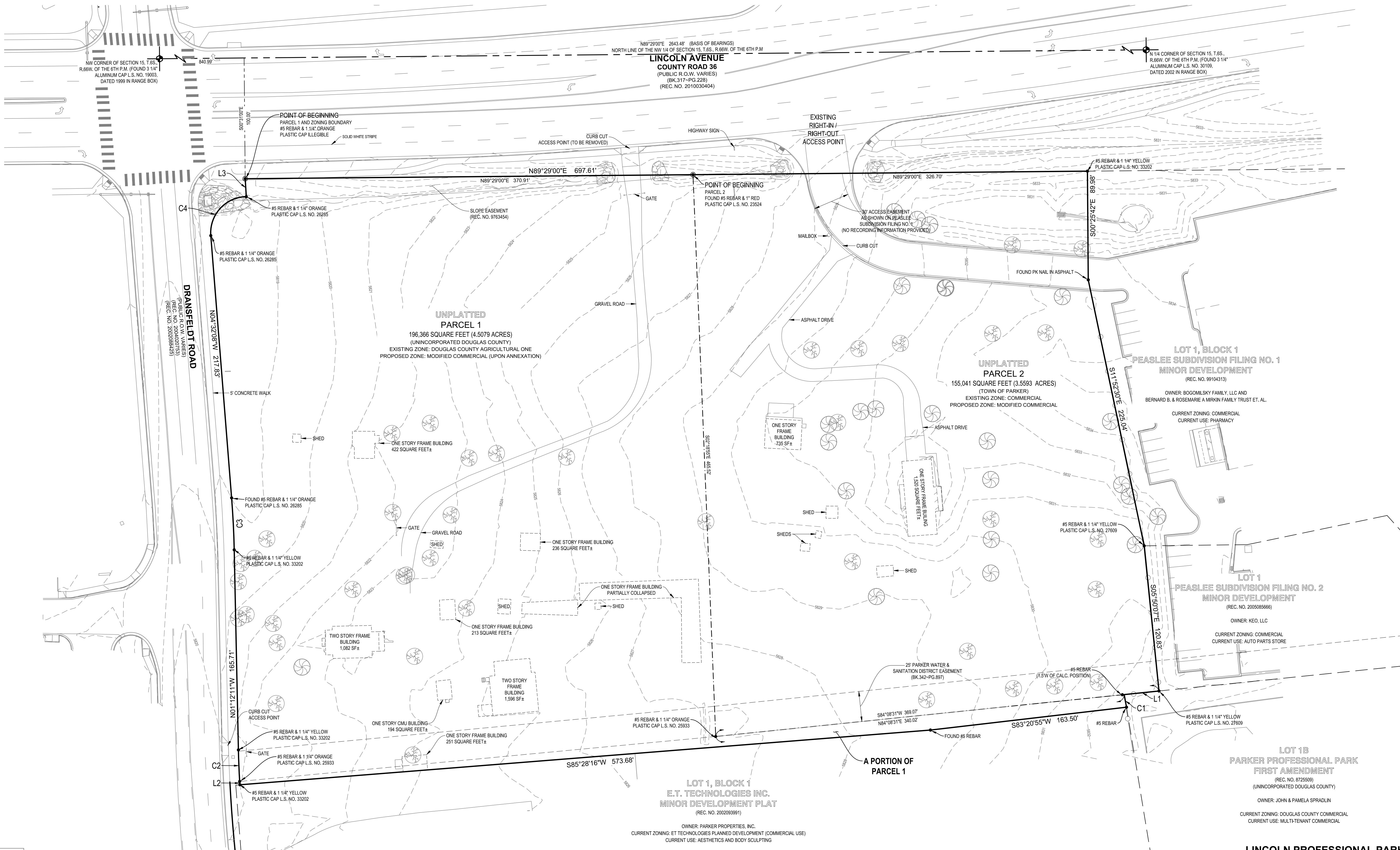
LINCOLN PROFESSIONAL PARK

ZONING MAP TO THE TOWN OF PARKER

A PARCEL OF LAND BEING A PART OF THE NW 1/4 OF SECTION 15,
T.6S., R.66W. OF THE 6TH P.M.
TOWN OF PARKER, COUNTY OF DOUGLAS, STATE OF COLORADO

SHEET 2 OF 2

ZONING MAP



LEGEND	
—	BOUNDARY LINE
---	INTERNAL LOT/PARCEL LINES (EXISTING)
---	ADJACENT LOT/PARCEL LINES
---	EX. STRUCTURE TO BE DEMOLISHED
---	R.O.W.
---	RIGHT-OF-WAY
---	L.S. NO.
---	LAND SURVEYOR NUMBER
---	SECTION CORNER
---	FOUND PINS
---	EX. CONTOUR LINE

LINE DATA TABLE		
COURSE	BEARING	LENGTH
L1	S84°08'31"W	29.05'
L2	N04°31'44"W	2.80'
L3	N03°34'21"W	14.86'

CURVE DATA TABLE				
COURSE	DELTA	RADIUS	LENGTH	Chd LENGTH
C1	00°07'33"	4841.00'	10.64'	S10°46'39"E 10.64'
C2	02°16'04"	660.00'	26.12'	N02°18'01"W 26.12'
C3	03°19'56"	740.00'	43.04'	N02°52'10"W 43.03'
C4	93°20'02"	30.00'	48.87'	N42°21'05"E 43.64'

CASE NUMBER: Z18-017



LINCOLN PROFESSIONAL PARK
ZONING MAP
TO THE TOWN OF PARKER

ESC
ENGINEERING
SERVICE
COMPANY

Creative Solutions Since 1954
CIVIL ENGINEERS • LAND SURVEYORS

14199 East Evans Avenue
Aurora, Colorado 80014
engineering@esc-co.com
P 303.337.1393
F 303.337.1481
T/F 1.877.273.0659

Survey No.: 17173-S
Project No.: 698.003
Date: 2018-04-30
Revised: 2018-09-05
Sheet: 2 OF 2

REFERRAL AGENCY COMMENTS

AZTEC CONSULTANTS

Z18-017

Review Type

AzTec Consultants, Inc. 10

Reviewer

Dean Cates

Date Sent

8/21/2018

Today

Date Due

9/4/2018

Today

Status

NO COMMENT

Remarks

Date Returned

8/27/2018

Today

Add to Timesheet

+

Add Standard Notes

TOWN OF PARKER BUILDING

Z18-017

Review Type **Building 20**

Reviewer **Randy Sale** ▼

Date Sent **5/17/2018**  Today

Date Due **6/15/2018**  Today

Status **APPROVED** ▼

Remarks

Date Returned **5/21/2018**  Today

Add to Timesheet

 **Add Standard Notes**

COMCAST

No comments submitted

CENTURYLINK

Z18-017

Review Type

CenturyLink Communications 20

Reviewer

Dustin Pulciani

Date Sent

5/17/2018

Today

Date Due

6/15/2018

Today

Status

NO COMMENT

Remarks

Date Returned

6/18/2018

Today

Add to Timesheet

+

Add Standard Notes

TOWN OF PARKER COMPREHENSIVE PLANNING

REVIEWS

Bryce Matthews

**Comprehensive
Planning 20**

The property is located within the Town's urban growth area as defined in the Parker 2035 Master Plan and is within the Central Commercial Character Area which recommends commercial uses. The proposed Modified Commercial zoning meets the intent of the Parker 2035 Master Plan for this area.

6/18/2018 6:44:07 PM

DOUGLAS COUNTY ASSESSORS

Z18-017

Review Type

Douglas County Assessors Office 20

Reviewer

Brooke Decker

Date Sent

5/17/2018

Today

Date Due

6/15/2018

Today

Status

NO COMMENT

Remarks

Date Returned

6/12/2018

Today

Add to Timesheet

+

Add Standard Notes

DOUGLAS COUNTY ENGINEERING AND PLANNING

No comment

TOWN OF PARKER ECONOMIC DEVELOPMENT

Z18-017

Review Type **Economic Development 20**

Reviewer **Matt Carlson** ▼

Date Sent **5/17/2018**  Today

Date Due **6/15/2018**  Today

Status **APPROVED** ▼

Remarks

Date Returned **5/29/2018**  Today

Add to Timesheet

 **Add Standard Notes**

TOWN OF PARKER FIRE LIFE SAFETY

Z18-017

Review Type **FIRE LIFE SAFETY 20**

Reviewer **Randy Capra** ▼

Date Sent **5/17/2018**  Today

Date Due **6/15/2018**  Today

Status **APPROVED** ▼

Remarks

Date Returned **5/21/2018**  Today

Add to Timesheet

 **Add Standard Notes**

IREA

REVIEWS

Brooks Kaufman

**IREA
20**

The Association has reviewed the contents in the above-referenced referral response packet. We reviewed the project for maintaining our existing facilities, utility easements, electric loading, and service requirements. We are advising you of the following concerns and comments:

The Association has existing underground/overhead electric facilities on the subject property. The Association will maintain these existing utility easements and facilities unless otherwise requested by the applicant to modify them under the Association's current extension policies.

Per the Town of Parker requirements, the applicant will be required to convert the existing overhead electric facilities on the subject property to underground at their expense.

The Association will address the utility easements at site plan and platting review.

6/6/2018 8:17:31 AM

PARKER AUTHORITY FOR REINVESTMENT

Z18-017

Review Type **Parker Authority for Reinvestment 10**

Reviewer **Weldy Feazell**

Date Sent **8/21/2018** Today

Date Due **9/4/2018** Today

Status **NO COMMENT**

Remarks

Date Returned **8/21/2018** Today

Add to Timesheet

+ Add Standard Notes

PARKER WATER AND SANITATION DISTRICT

Z18-017

Review Type **Parker Water and Sanitation District 20**

Reviewer **Drayton Sanderson** ▼

Date Sent **5/17/2018**  Today

Date Due **6/15/2018**  Today

Status **APPROVED** ▼

Remarks

Date Returned **5/18/2018**  Today

Add to Timesheet

 **Add Standard Notes**

TOWN OF PARKER ENGINEERING

Z18-017

Review Type **PLANNED DEVELOPMENT / ZONING PLAN - PV** [+ Add Standard Notes](#)
10

Reviewer **Alex Mestdagh**

Date Sent **8/21/2018**  Today

Date Due **9/4/2018**  Today

Status **NO COMMENT**

Remarks

Date Returned **9/12/2018**  Today

Add to Timesheet

TOWN OF PARKER POLICE

No comments submitted

PUBLIC SERVICE COMPANY

REVIEWS

Donna George

**Public
Service
Compan
y of
Colorad
o 20**

PSCo/Xcel Energy has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

The property owner/developer/contractor must complete the application process for any new natural gas service via FastApp-Fax-Email-USPS (go to: https://www.xcelenergy.com/start,_stop,_transfer/new_construction_service_activation_for_builders). It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

6/13/2018 10:20:19 AM

RTD

No comments submitted



Planning Commission Staff Report

Planning Commission Date: 10/25/2018

Town Council Date: 11/5/2018

Hearing Type: RESOLUTION NO. 18-078
A Resolution to Adopt the Town of Parker Complete Streets Policy

Location: Townwide

Project Planner: Mary Munekata, Associate Planner
Carolyn Parkinson, Planner 1

Applicant: Town of Parker

Executive Summary: Streets are an integral part of the local transportation system and often serve multiple functions. Adopting a Complete Streets policy further supports and promotes a multi-modal approach to design and operation of Parker's streets. The policy will reinforce the Town's commitment to safe and convenient access for all users and all modes of travel - including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Adoption also implements a key recommendation of the Parker 2014 Transportation Master Plan by establishing a framework for planning and design of future streets, the transportation network and adjacent land uses.

Staff Recommendation: Approval

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council adopt the Town of Parker Complete Streets Policy."

ALTERNATIVE MOTIONS

"I move that the Planning Commission recommend that Town Council deny adoption of the Town of Parker Complete Streets Policy."

"I move that the Planning Commission vote to continue adoption of the Town of Parker Complete Streets Policy to a future date."

I. BACKGROUND/DISCUSSION

“Complete Streets are streets for everyone. They are planned, designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” – *National Complete Streets Coalition*.

The Town of Parker recognizes the need to plan for all modes of transportation to ensure our citizens and visitors have travel choices.

Parker streets, which comprise 15% of our land area, serve many purposes such as access, mobility, community character, economic development, public spaces for gathering and support for public safety. Some serve many roles while others serve only a few. The purpose of Complete Streets is to consider these context-based roles and design streets accordingly.

Complete Streets:

- **Serve** users of all ages and abilities and choice of travel mode
- **Emphasize safety** and comfortability for all users
- Are part of a connected **multi-modal transportation network**
- Are **context sensitive** to the surrounding environment

Parker’s current roadway designs already take into consideration many elements of Complete Streets including sidewalks and bike lanes. Adopting a Complete Streets policy will formalize the Town’s commitment to plan, design and operate roadways to ensure safe access for all users regardless of age, ability, income, background or mode of transportation.

Staff used the following three goals to guide the development of the Parker Complete Streets Policy.

- 1) Planning & Design
- 2) Performance; and
- 3) Implementation.

The resulting policy includes the following components:

- *Vision and Commitment* – Vision statement and commitment to:
 - Context Sensitivity; considers surrounding lands use, context and character
 - Diverse Users; recognizing vulnerable populations may require special accommodations
 - Development Projects; all future development projects will be required to comply
 - All Projects & Phases; all Town projects consider the needs of all users
 - Communication; The Town will communicate the policy to internal and external agencies
 - Best Practices; the Town commits to updating plans, policies and standards
- *Exceptions* – Any exceptions to this policy must be approved by the Town

- *Implementation Strategies* – Requires coordination between partners including Town departments and leadership
- *Evaluation Metrics* – Analysis of the performance of the policy

Currently, there are greater than 1,400 adopted Complete Streets policies across the U.S. at the state, regional and local levels. In Colorado, this includes Boulder, Colorado Springs, Durango, Denver, Golden, Greeley, Grand Junction and Thornton. In addition to Parker, the cities of Arvada, Aurora and Westminster, are working collaboratively on a Complete Streets policy funded by the National Complete Street Coalition. Adoption of the Parker Complete Streets Policy will advance the Town of Parker Strategic Goals.

II. PRIOR ACTIONS

Date	Action
8-27-18	Town Council Study Session regarding the draft Complete Streets Policy

III. RECOMMENDED CONDITIONS

Staff recommends that the Planning Commission recommend Town Council adopt the Town of Parker Complete Streets Policy.

IV. ATTACHMENTS

1. Resolution 18-078

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

RESOLUTION NO. 18-078, Series of 2018

TITLE: A RESOLUTION TO ADOPT THE TOWN OF PARKER COMPLETE STREETS POLICY

WHEREAS, the Town Council recognizes the need to accommodate all modes of travel on Town street rights-of-way, for all users, including pedestrians, bicyclists, motorists, public transit and users of all ages and abilities;

WHEREAS, streets are an important part of the local transportation system, occupying approximately 15% of the total land area within the Town of Parker, and serving many functions including providing access, community character, economic development, public spaces for gathering and support for public safety;

WHEREAS, street rights-of-way are a critical component of the success and vitality of adjoining private uses and neighborhoods;

WHEREAS, the Town Council seeks to develop a balanced and equitable multimodal network that will support increased capacity and efficiency for all users;

WHEREAS, the Town Council is committed to reducing traffic congestion through mobility options street design and connectivity;

WHEREAS, the Town Council is committed to improving economic opportunity through street design, connectivity and access to the Town of Parker's thriving community;

WHEREAS, the Town Council seeks to plan, design, construct and maintain interconnected transportation facilities that are safe, comfortable and accessible for users of all ages;

WHEREAS, the National Complete Streets Coalition defines "complete streets" as "streets for everyone... designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities;"

WHEREAS, the Complete Streets Policy is designed to improve mobility, reduce congestion and increase the transportation network capacity and efficiency for all users;

WHEREAS, the Complete Streets Policy advances the Town's Strategic Plan goals of supporting an active community, promoting a safe and healthy community, and developing a visionary community through balanced growth;

WHEREAS, the Complete Streets Policy will advance the transportation vision and goals of the Parker 2035 Master Plan to develop and sustain a safe, convenient and efficient transportation system that integrates various modes of travel;

WHEREAS, the Complete Streets Policy will implement the goals of the Parker Transportation Master Plan to provide a multi-modal transportation system and to plan, design and implement transportation infrastructure that affords safe travel for all users;

WHEREAS, the Complete Streets Policy will support the goals from the Mainstreet Master Plan to improve roadways throughout the Mainstreet corridor by enhancing vehicular, bicycle and pedestrian safety, mobility and comfortability to create a multimodal environment;

WHEREAS, the Town Council held a study session on August 27, 2018, to review and comment on the proposed Complete Streets Policy;

WHEREAS, the Planning Commission held a public meeting on October 25, 2018, and recommended to the Town Council adoption of the Complete Streets Policy; and

WHEREAS, the Town Council held a public meeting on November 5, 2018, to consider adoption of the Complete Streets Policy.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, AS FOLLOWS:

Section 1. The Town Council of the Town of Parker hereby adopts the Town of Parker Complete Streets Policy, which is attached hereto as **Exhibit 1** and incorporated herein by this reference.

RESOLVED AND PASSED this _____ day of _____, 2018.

TOWN OF PARKER, COLORADO

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk



TOWN OF PARKER COMPLETE STREETS POLICY

November 2018



SOUTH PINE DRIVE
PARKER, CO



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VISION AND COMMITMENT TO COMPLETE STREETS

VISION

The Town of Parker shall plan, design, construct and maintain interconnected transportation facilities that are safe, comfortable, and accessible for users of all ages and abilities – including pedestrians, bicyclists, transit patrons, trucks and automobiles. Parker will continue to develop a balanced, responsive and equitable multimodal network that will support increased capacity and efficiency for all users. We will strive to reduce traffic congestion through mobility options and improve economic opportunity through street design, connectivity and access to our thriving community.

COMMITMENT TO COMPLETE STREETS

CONTEXT SENSITIVITY

The Town shall implement Complete Streets solutions with consideration of the surrounding land use, context, and character. The Town will thus align land use and transportation goals, policies, and code provisions that allow for flexible and appropriate solutions.

Design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

DIVERSE USERS

The Town recognizes that children, seniors, and persons with disabilities may require special accommodations and will strive to ensure no inequity within complete street solutions. All streets and roadways within the Town shall provide basic, safe access and crossings for all allowed categories of users.

DEVELOPMENT PROJECTS

All development projects will be required to identify how they comply with this policy and demonstrate how public input has been incorporated into development plans.

ALL PROJECTS & PHASES

The Town shall require that all new construction, reconstruction/ retrofit projects, maintenance projects, and on-going operations completed by the Town account for the needs of all users on the roadway network.

The Town shall ensure that the travel of all users will be accommodated in a safe and efficient manner during construction of roadway improvements.

For exceptions, see the Exceptions section of this document.

COMMUNICATION

The Town will coordinate with internal and external agencies to ensure that complete street concepts, such as accommodation of all modes and connectivity, are being applied to existing and future roadways.

BEST PRACTICES

During future plan, policy and procedure updates, the Town shall adopt best practices and design guidance consistent with MUTCD, AASHTO, NACTO, ADA, and other relevant guidelines.

EXCEPTIONS

Any exceptions to this Policy, including for eligible private projects, must be reviewed and approved by The Engineering/Public Works Director and Planning Director and be documented with supporting data that indicates the basis for the decision. Such documentation shall be made publicly available.



THE FOLLOWING SHALL BE CONSIDERED FOR EXCEPTIONS TO THE POLICY:

1. **Compliance** with complete streets standards/ recommendations is not necessary on corridors where specific users are prohibited, such as highways.
2. **Accommodation** is not required if the existing and projected population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
3. **Accommodation** is not required in the event of emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of repairs, opportunities to improve multimodal access should still be considered where possible.
4. **Transit accommodations** are not required where there is no existing or planned service.
5. **The cost** of providing accommodations is excessive compared to reasonable access to alternative facilities within one quarter mile of the surrounding network of complete streets to the site.
6. **Routine maintenance** projects will consider tools such as re-striping pavement marking and signage that supports alternative modes.
7. **Street reconstruction** projects and maintenance paving projects which involve widening pavement may exclude elements of this Policy when the accommodation of specific uses is expected to:
 1. Require more space than is physically available, or;
 2. Be located where both current and future demand is proven absent, or;
 3. Have adverse impacts on environmental resources or historic structures above and beyond what currently exists.
8. **There is a reasonable and equivalent project** along the same corridor that is already programmed to provide facilities.

IMPLEMENTATION STRATEGIES

The implementation of this Policy begins with coordination among partners including the community, Planning, Engineering/Public Works, Police, Fire, Parks and Recreation, Schools, and Elected Officials. The following are potential starting points for consideration.

1. **Incorporate** the Complete Streets Policy into the Town's Master Plan and other planning and engineering documents as applicable and as they are updated.
2. **Integrate Complete Streets** practices into daily operations.
3. **Approach every transportation project and program** as an opportunity to improve streets and the transportation network for all users.
4. **Distribute the adopted policy** to appropriate local, state, federal, and other key agencies.
5. **Prioritize elements of these plans** that can be accomplished with little or no additional expense (such as providing bike lanes where existing pavement is adequate).
6. **Projects that enhance** the transportation system and/or improve system connectivity should be encouraged and given priority.
7. **Cooperation and collaboration** among all Town departments, outside agencies, and, to the greatest extent practicable, private developers, will guide the implementation of the Complete Streets Policy to achieve the right balance of multi-modal users.
8. **Continue to maintain sidewalks** and trails and prioritize new projects to eliminate gaps in the sidewalk and bikeway network.
9. **Planning and Engineering/Public Works departments will partner** to provide technical review on all Complete Streets projects. Engineering/Public Works will distribute applicable project documentation to applicable departments for review and comment.
10. **Provide staff training** on the content of this Policy and Complete Streets best practices.
11. **Seek funding opportunities** for implementation of Complete Streets strategies and projects. Some potential opportunities for funding include BUILD grants from USDOT or others from RTD or DRCOG.

EVALUATION METRICS

This policy will be evaluated on a regular basis based on a variety of evaluation metrics, and reviewed by the Planning and Engineering/Public Works Directors to analyze the performance of the policy. The performance results will be outlined in a periodic report and made available to the public.

Type	Metric	Unit	Goal
ACCESS	ADA compliant sidewalks on both sides of roadway	%	Increase
	ADA compliant curb ramps	Number of	Increase
	Audible Traffic Signals	Number of	Increase
	Bike Lane Connectivity	Miles	Increase
	Transit Use	Ridership	Increase
	Bus stops that provide weather protection	%	Increase
SAFETY *	Crashes for all modes	Number of	Decrease
	Fatalities (all modes)	Number of	Decrease
	Serious injuries (all modes)	Number of	Decrease
HEALTH	WalkScore for downtown	Score	Increase
	WalkScore for Parker overall	Score	Increase
	Connectivity of trails for walking/biking	Miles	Increase
ECONOMY	Retail/commercial occupancy downtown	%	Increase
	Jobs accessible within ½ mile walkshed of transit stops	Number	Increase
IMPLEMENTATION	Grant funding allocated to complete streets projects	Dollar amount	Increase
	Town documents updated to incorporate complete streets principles	Number of	Increase

*** The ability to meet these metrics is influenced not only by roadway design but by increasing traffic volume and ADT.**



Planning Commission Staff Report

Planning Commission Date: 10/25/2018

Town Council Date: 11/5/2018

Hearing Type: **ORDINANCE NO. 3.326.1**
A Bill for an Ordinance to Amend Section 13.10.200 of the Parker Municipal Code Concerning the Town of Parker Architectural and Design Standards for Commercial, Industrial and Multiple-Family Projects

Location: Townwide

Project Planner: Carolyn Washee-Freeland, Associate Planner

Applicant: Town of Parker

Executive Summary: The Commercial, Industrial and Multiple-Family Residential Design Standards ('CIMF'), was originally adopted by Town Council on November 1, 1999 and was last updated on January 17, 2017. Ordinance No.3.326.1 provides an update to the CIMF to include new Multiple-Family Design Standards.

Staff Recommendation: Approval

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the November 19, 2018 Updates to the Commercial, Industrial, and Multiple-Family Residential Design Standards."

ALTERNATIVE MOTIONS

"I move that the Planning Commission recommend that Town Council deny approval of the November 19, 2018 Updates to the Commercial, Industrial, and Multiple-Family Design Standards."

"I move that the Planning Commission vote to continue approval of the November 19, 2018 Updates to the Commercial, Industrial, and Multiple-Family Design Standards."

I. BACKGROUND/DISCUSSION

The Town of Parker's Commercial, Industrial, & Multiple-Family Residential Design Standards was formally adopted by Town Council on November 1, 1999. The Design Standards have been updated with a few minor amendments in recent years.

The Town hired Urban Design Associates (UDA) to rewrite this document in two scheduled phases, Component 1 (Multi-Family Design Standards) and Component 2 (Commercial, Industrial, and Vertical Mixed-Use Design Standards). Component 1 was completed in September of 2018, and Component 2 is targeted for completion during the first quarter of 2019.

The new Multiple-Family Design Standards have been added to the existing CIMF document, replacing the existing ‘Chapter V. Multiple-Family Residential.’ Additionally, the current CIMF has been updated with several minor edits which are discussed below in more detail.

Chapter I. Introduction - Terminology has been updated to correct references to the Town’s Land Development Ordinance.

Chapter II. How to Use the Design Standards - The Zoning Map has been replaced with the most current Town of Parker 2035 Master Plan Land Use Map that depicts the locations of ‘Centers and Corridors.’

Chapter III. Commercial – A design standard has been added to address corner landscaping; and Section III.2.A. ‘Massing and Scale’ has been updated to further clarify standards for all commercial buildings.

Chapter IV. Industrial - Sections IV.2.A. ‘Massing and Scale’ and the IV.2.B. ‘Architectural Elements and Articulation’ have been updated with additional design standards that provide further guidance on building design for industrial building composition.

Chapter V. Multiple-Family Residential - This chapter was deleted in its entirety and replaced with the updated Multiple-Family Design Standards. The new Multiple-Family Design Standards were developed to convey preferred building design and architectural elements, improve the quality of development and strengthen the development review process.

These proposed updates to the current CIMF will be in effect on an interim basis until the final new Commercial, Industrial, and Vertical Mixed-Use design standards are complete in 2019. Once Component 2 is complete, all new standards will be combined into one new document and will replace the current CIMF document. The new development designs standards will help Town staff further implement the Parker 2035 Master Plan vision for quality building design in the Town.

II. PRIOR ACTIONS

Date	Action
11/01/1999	Town Council adopted the Town of Parker Commercial, Industrial, & Multi-Family Residential Design Standards on November 1, 1999.
01/17/2017	Town Council approved the most recent updates to the Town of Parker Commercial, Industrial & Multiple-Family Residential Design Standards on

	January 17, 2017.
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III. PARKER 2035 MASTER PLAN

[Parker 2035 Master Plan | Town of Parker - Official Website](#)

MASTER PLAN CONSISTENCY	
2035 Master Plan	Choose an item. ☒ Consistent ☐ Inconsistent
Consistent Goals/Strategies	Land Use 1.J Community Appearance and Design 2.B
Inconsistent Goals/Strategies	None
Staff Analysis	The Parker 2035 Master Plan, Chapter 6 (Land Use) includes Strategy 1.J. ‘<i>Continue to review our Land Development Ordinance to assure that it is fair, consistent and understandable.</i>’ and Chapter 7 includes Strategy 2.B. ‘<i>Use architecture, building design, public spaces and massing to create neighborhoods that are desirable places to live.</i>’ The proposed amendments are consistent with this goal and the Parker 2035 Master Plan.

IV. SUMMARY REFERRAL AGENCY COMMENTS AND CONDITIONS

Agency	Comments
None	

V. CONCLUSION

The proposed amendments to the CIMF will improve the design of multiple family residential construction in the Town to make them feel more like neighborhoods rather than developments.

Staff recommends that the Planning Commission recommend Town Council approve the November 19, 2018 Updates to the Commercial, Industrial and Multiple-Family Design Standards.

VI. ATTACHMENTS

1. 2018 Updated Commercial, Industrial, and Multiple-Family Design Standards
2. Ordinance No. 3.326.1

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

TOWN OF PARKER

COMMERCIAL, INDUSTRIAL, & MULTIFAMILY
RESIDENTIAL DESIGN STANDARDS



NOVEMBER 1, 1999

Updated September 22, 2003

Updated June 16, 2008

Updated April 17, 2015

Updated January 17, 2017

Updated November 19, 2018

TOWN OF PARKER

COMMERCIAL, INDUSTRIAL & MULTIFAMILY RESIDENTIAL DESIGN STANDARDS

November 1, 1999

Updated September 22, 2003

Updated June 16, 2008

Updated April 17, 2015

Updated January 17, 2017

Updated November 19, 2018

ACKNOWLEDGEMENTS

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INTRODUCTION

I. INTRODUCTION

With the explosion of development in Parker and concern with Parker's changing image and identity, the Town has developed design standards to provide the Planning Department, Planning Commission, Town Council and developers with an objective basis on which to evaluate and/or create new or redevelopment. The Town of Parker citizens have become increasingly sensitive to the potential for a proliferation of disparate or mediocre commercial and industrial development throughout the Town. The Town Council, Planning Commission and Planning Staff agree that the current Land Development Ordinance ~~Code (LDC)~~(LDO) does not provide the necessary tools to evaluate and coordinate developments. The ~~LDC-LDO~~ contains generic regulations regarding permitted uses, parking standards, setbacks, height limits, landscaping, etc. The regulations are based solely on zoning classification, with no provisions for special districts or prominent locations within Town. The ~~LDC~~ LDO is therefore limited in scope because it focuses only on individual properties without regard to how they relate to one another or work together to enhance the community's image and identity.

The Town of Parker Commercial, Industrial and Multifamily Residential Design Standards address this issue by providing information for site planning and architecture that allow for flexibility in individual building design while promoting a cohesive image of quality. These design standards incorporate the idea that the Town of Parker strives to be a diverse community with a refreshing mix of architectural styles, materials, and forms. And, fostering and maintaining a community with a rich blending of designs that complement each other and build economic value is more important to Parker citizens than promoting one particular design style.

The standards are based upon commonly accepted principles of urban design and reflect the goals for the Town of Parker as set forth in the Town of Parker Master Plan. The standards address the following: (1) site design standards such as adjacent sensitivity, site development, building location and orientation, access, parking, landscaping and screening, and (2) architectural standards, such as mass and scale, architectural elements, colors, and roofing.

Purpose of the Design Standards

The intent of the design standards is to provide clear and concise direction to developers and property owners in order to promote quality and preserve value. The standards will be used as a tool in evaluating development submittals for all commercial, light industrial or multifamily projects. Specifically, the following standards will be used in the site review process for new development as well as significant architectural renovation or restoration of existing developments. Projects include renovations to existing buildings, adaptive reuse and/or change of existing use, construction of new building, and landscape improvements.

Property owners, developers and architects shall use these standards when preparing site plans and architectural plans for new development and for improvements to existing development. All standards contained in this document shall be reviewed and special care taken to address all situations where standards are applicable to a specific project. In addition, the standards shall be referenced when master planning a long-range, phased development project. Property owners and developers should check with the Planning Department to determine which projects are subject to a formal review process.

Relationship of the Design Standards to Other Planning Documents

These Design Standards are in addition to the standards and requirements identified in the Land Development ~~Code Ordinance~~ except for those properties located within the Greater Downtown District Historic Center and Pikes Peak Center as described in Section 13.04.110. New developments, alterations to existing structures and changes of use shall require that the properties be in compliance with the Land Development ~~Code Ordinance~~ and the Commercial, Industrial and Multifamily Design Standards. Modification of an existing building or change of use in an existing building shall be reviewed in accordance with section 13.04.230 Nonconforming Situations as stated in the Land Development ~~Code Ordinance~~ or as may be amended from time to time. While these standards are intended to be consistent with the Land Development ~~Code Ordinance~~ there may be occurrences where there is a conflict between the two documents. In the event that a conflict is discovered, the stricter of the two standards shall apply.

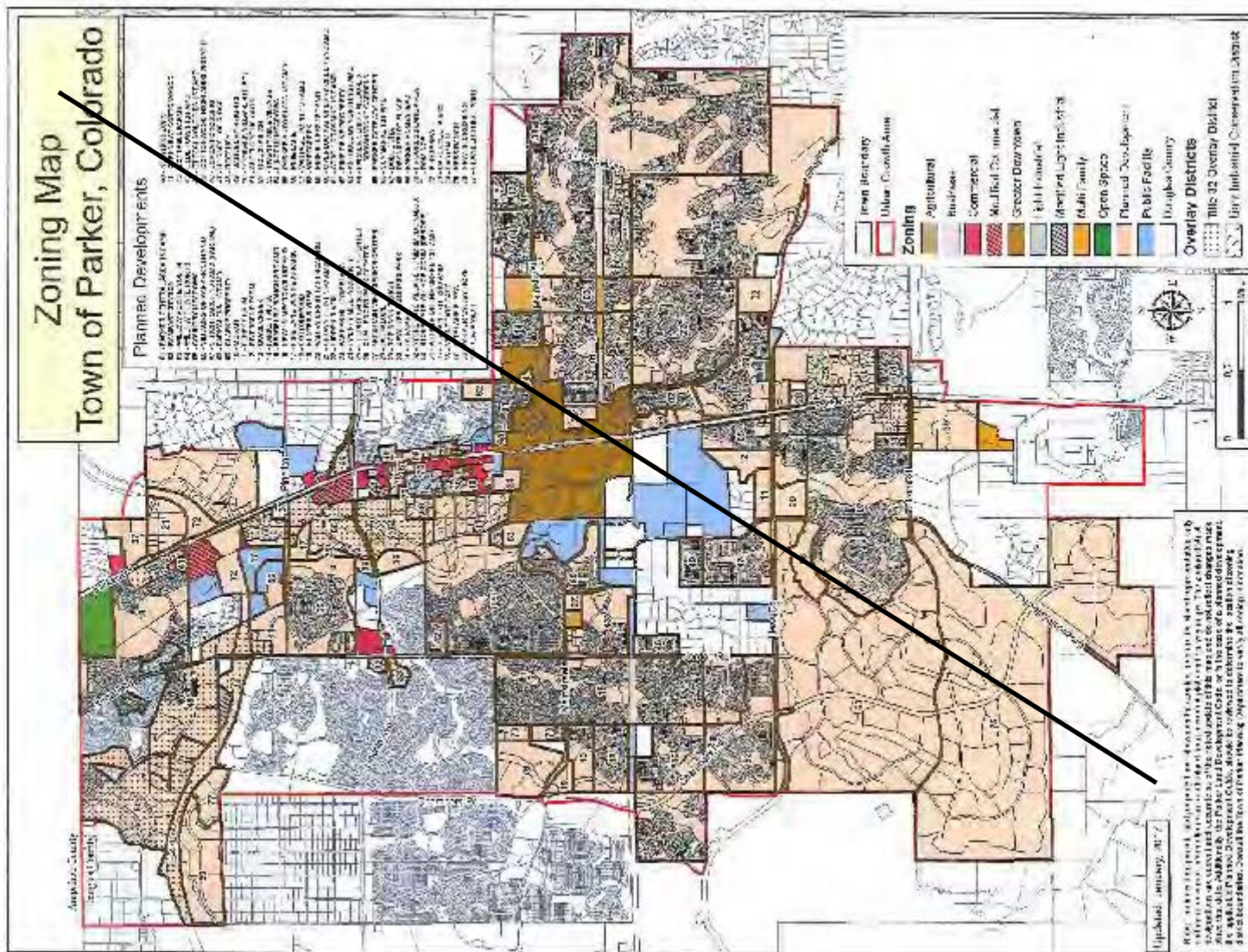
II. How to Use the Design Standards

Design Standards are organized by geographic planning areas. These include General Areas, Neighborhood Centers, Community Centers, Regional Centers and Corridors, as shown in Figure 1.1. General Areas are all areas within the Town of Parker that are not specifically single family residential areas. General Areas standards are minimum standards of design quality intended to ensure coordinated development throughout the Town. Neighborhood, Community, and Regional Centers and Corridors are areas that serve unique functions within the Town of Parker and are deserving of site specific design standards. Centers and Corridors are prominent locations which contribute to the Town of Parker's unique sense of place. They are Town's main entryway streets and primary intersections, the visual quality of which has a significant effect on one's perception of the image and identity of the Town. The distinguishing features of these highly visible areas are significant factors in defining the character of the community as a whole.

General Area design standards are described in Sections III - V. All property within the Town of Parker shall be subject to the General Area Standards.

Center and Corridor design standards are described in Sections VI - VIII. In addition to meeting all General Area Standards, a development proposal for property located within one of the Neighborhood, Community or Regional Centers and/or Parker Road Corridor listed below, is also subject to the standards for the Center or Corridor in which it is located. In some cases these are new standards and in other cases they are intensifications of existing standards and will apply instead.

See Figure 1.2 for step-by-step instructions for using this document.



~~Figure 1.1: Map of Centers and Corridors~~

Updated November 2018



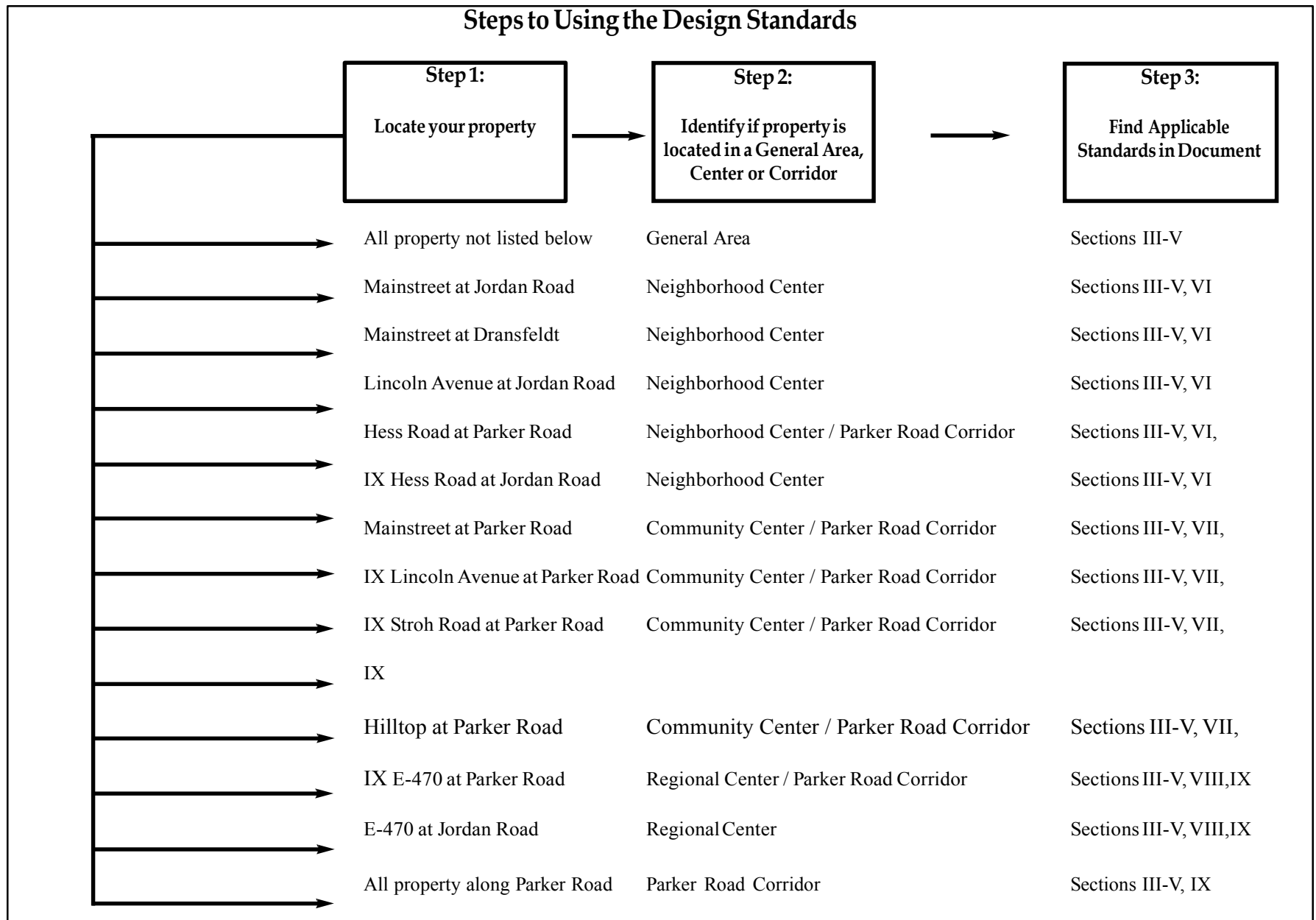


Figure 1.2: Steps to using the design standards

III. COMMERCIAL



III. COMMERCIAL

GOALS AND OBJECTIVES

The primary goals for this area are to:

- Foster designs that reflect the Town of Parker's unique image and physical character.
- Prevent the development of generic architecture.
- Encourage development that presents an image of high quality and value.
- Set minimum quality standards for site development, organization, relationship to adjacent properties and building architecture.
- Develop sites in a manner that is sensitive to the existing and adjacent topography, maintaining panoramic views to the west.

III.1. Site Design Standards

III.1.A. Adjacent Sensitivity

Intent: Protect significant natural features and resources in order to minimize the impacts of development on the environment and create open space amenities, when possible. Examples of such areas include the Cherry Creek Corridor, Black Forest, and hillsides.

- 1) Buildings on sites adjacent to stream corridors and wetland areas shall be set back a minimum of 20 feet from the edge of the 100 year floodplain as shown on the most current FEMA map or from the edge of wetlands as shown on the most current Corps of Engineers map.
- 2) The design of site improvements shall minimize cut-and-fill in order to preserve the general character of the existing terrain and to minimize drastic differences between adjacent developed and undeveloped sites.
- 3) Views from open space and/or recreational areas shall be protected by attractive screen walls or landscaping. Development shall be buffered and screened from adjacent open space and/or recreational areas in the same manner as from an adjacent sensitive use, i.e. single family residential. See Section III.1.H. for detailed screening standards.
- 4) Development sites adjacent to open space and/or recreational areas shall limit the height of retaining walls to 4'-0". Terraced walls landscaped with live plantings between walls shall be permitted.
- 5) Development sites that include visually significant ridgelines shall limit the extent of building on top of the ridgeline, or rooflines that protrude above the ridgeline to 20 percent of the total length of the ridgeline within the property boundaries. Visually significant ridgelines are the top 25% of a natural topographic ridge that rises at least 50' above the adjacent land over a distance of 150' or less.

III.1.B. Site Development

Intent: Establish a set of site design principles that will provide a cohesive framework for development. Encourage a diversity of development forms and scales by providing for a variation in site plan designs.

- 1) Developments are encouraged to utilize creative, place-making, street sensitive site organization.

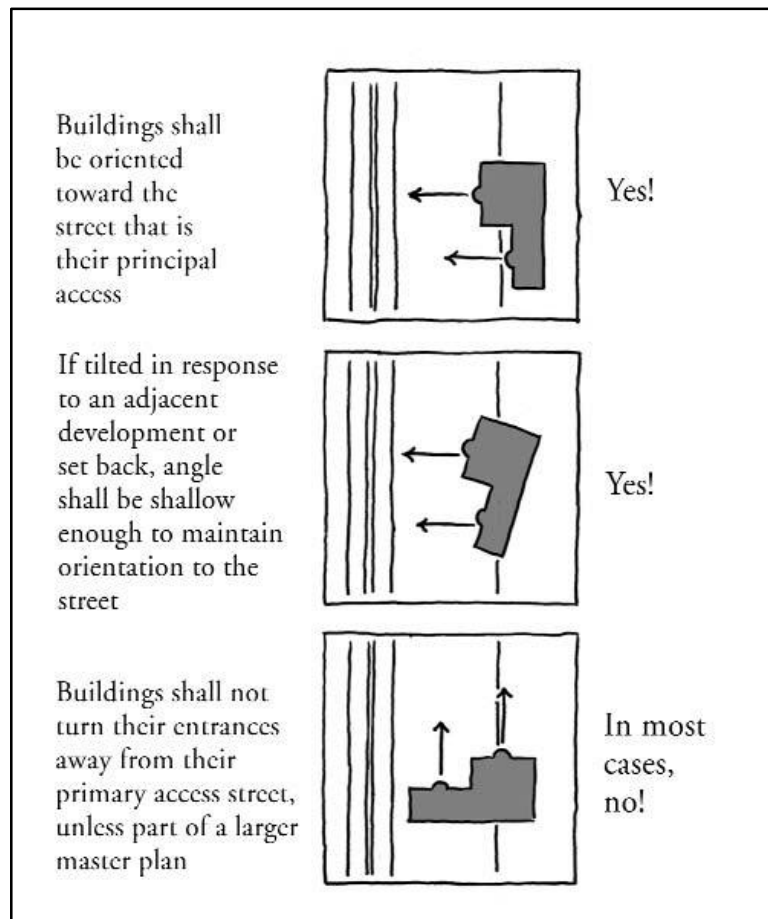


Figure 3.1: Entry facade orientation

- 2) Site planning shall respect the relationship of the site to existing and proposed buildings and streets.
- 3) Development shall respect existing land slopes and respond to significant natural features such as rock outcroppings, mature stands of healthy trees, etc.
- 4) Site planning and design shall, to the extent possible, preserve existing views and vistas.

III.1.C. Building Location and Orientation

Intent: Orient primary structures to the primary street and complement existing, adjacent development to create a coordinated and visually attractive streetscape.

- 1) As depicted in Figure 3.1, entry facades shall orient towards the primary street or the active pedestrian zone within the site to create an inviting image and consistent front and street edge definition.
- 2) Developments shall be encouraged to locate buildings near the primary street(s) with most of the parking on the side or rear of buildings.
- 3) Garage bays shall orient away from primary streets.
- 4) Where development occurs at intersections, corners shall be identified with significant landscaping and buildings shall be oriented to relate to the street corner, as shown in Figure 3.2.
- 5) For multi-tenant buildings, at least 50 percent of the building group's walls which front most pedestrian activity, shall be oriented towards the primary street, as shown in Figure 3.3.
- 6) Buildings shall be grouped in ways which create positive space or "rooms" to accommodate parking and site circulation as well as to complete spaces established by adjacent developments, as shown in Figure 3.4.
- 7) Entrances shall be visible and accessible from pedestrian sidewalks.

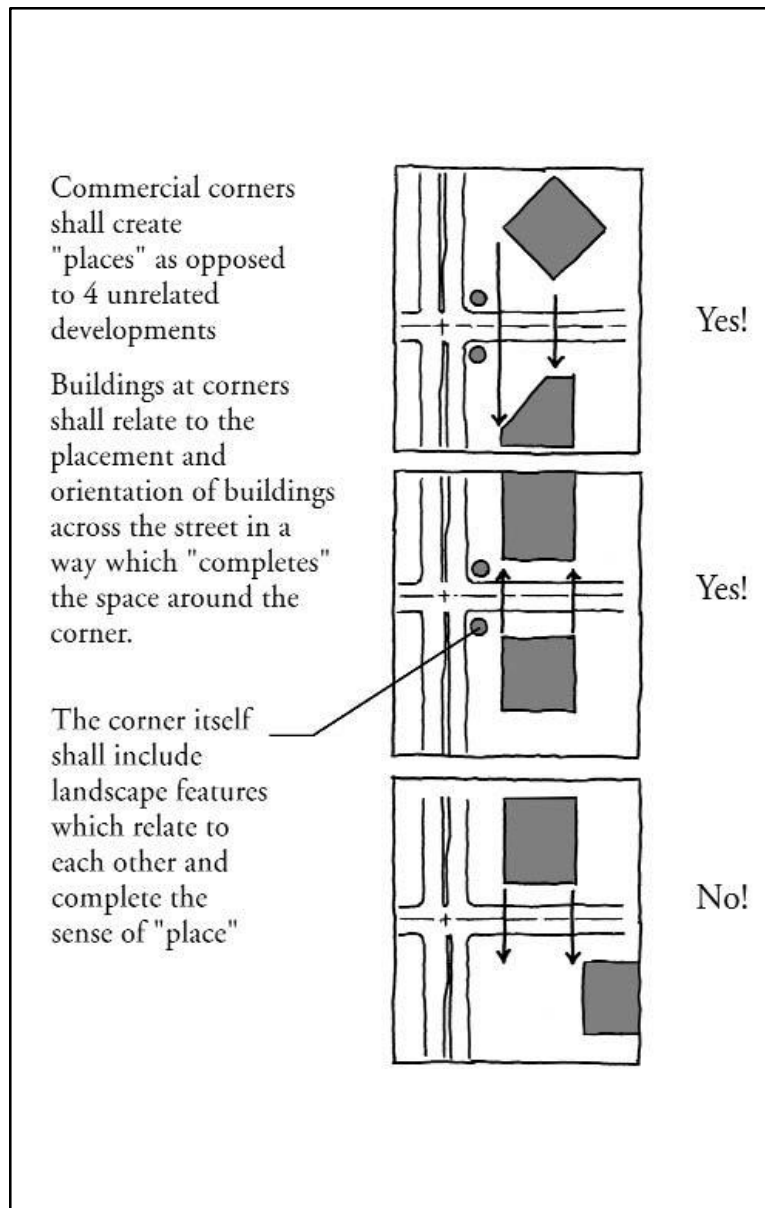


Figure 3.2: Corner orientation

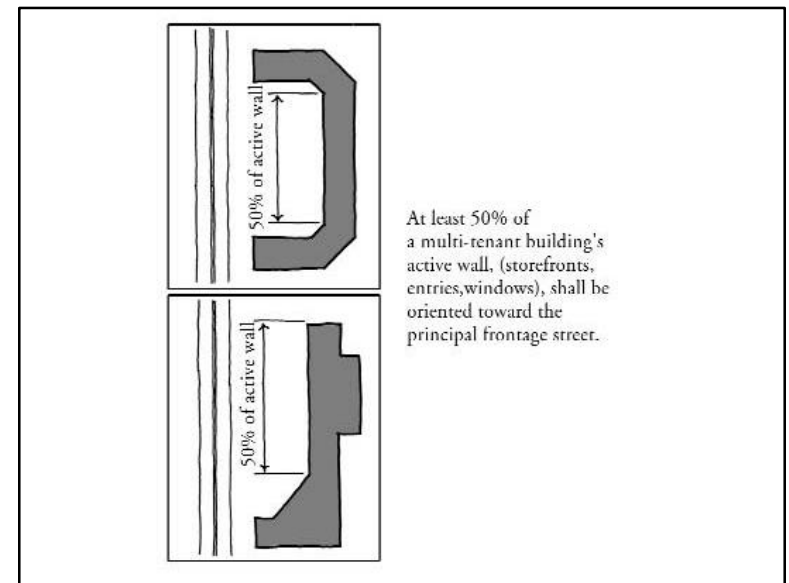


Figure 3.3: Multi-tenant building orientation

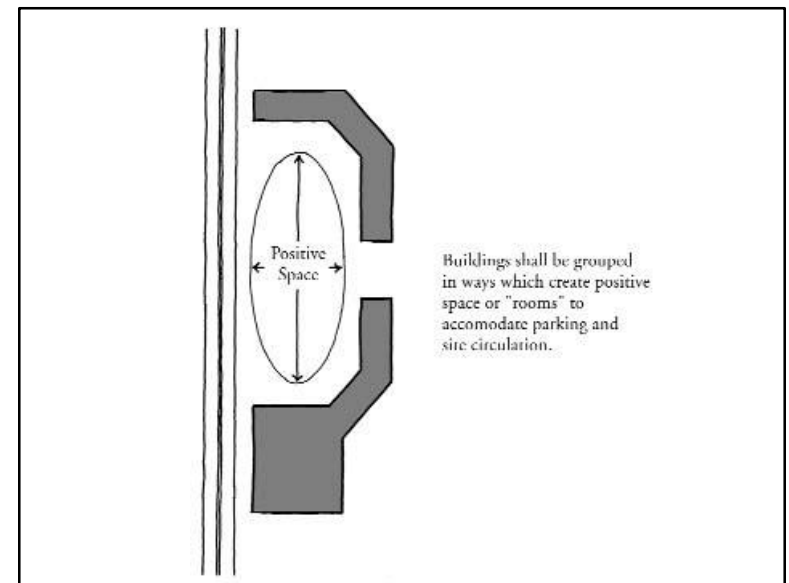


Figure 3.4: Orientation to create positive space

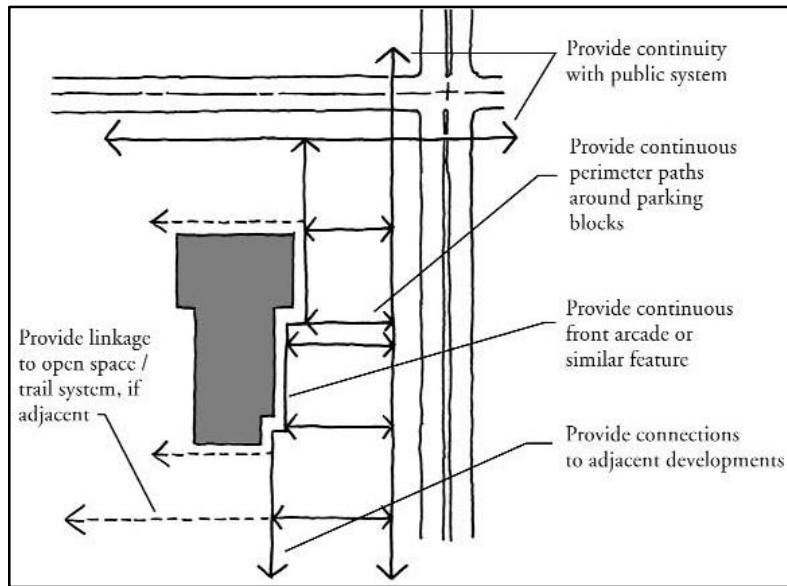


Figure 3.5: Pedestrian access

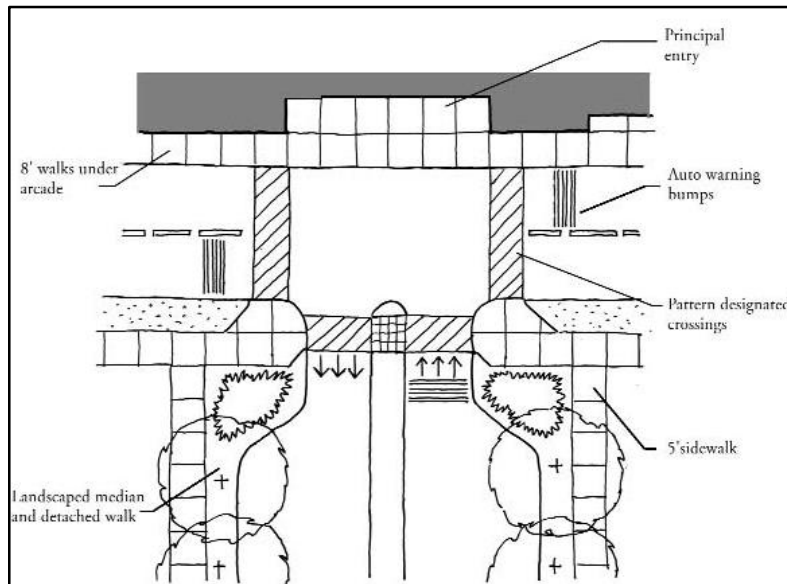


Figure 3.6: Pedestrian features

III.1.D. Pedestrian Access

Intent: Create a safe, continuous pedestrian network that minimizes conflict with automobile movement while promoting a convenient option for pedestrian movement within and between developments. See Figures 3.5.

- 1) Continuous site perimeter pedestrian walkways within a development site, no less than 5 feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, open space, building and store entry points, and adjacent pedestrian systems.
- 2) All parking lots shall have pedestrian crosswalks that are distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored, colored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. See Figure 3.6.
- 3) For parking lots containing 120 parking spaces or more, continuous parking lot pedestrian walkways shall be located in landscaped medians that include trees and grasses or shrubs and groundcover, or other such materials for no less than 50 percent of its length. Landscaped walkways shall count toward interior parking lot landscape requirements in Section III.1.G.
- 4) Sidewalks no less than 8 feet in width shall be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas.
- 5) Internal pedestrian walkways provided in conformance with the above standard shall provide weather protection features such as awnings, arcades, or pergolas within 30 feet of all customer entrances.
- 6) Pedestrian connections to adjacent developments shall be provided. If adjacent properties are undeveloped, site plans shall indicate areas for future pedestrian connections to adjoining parcels.

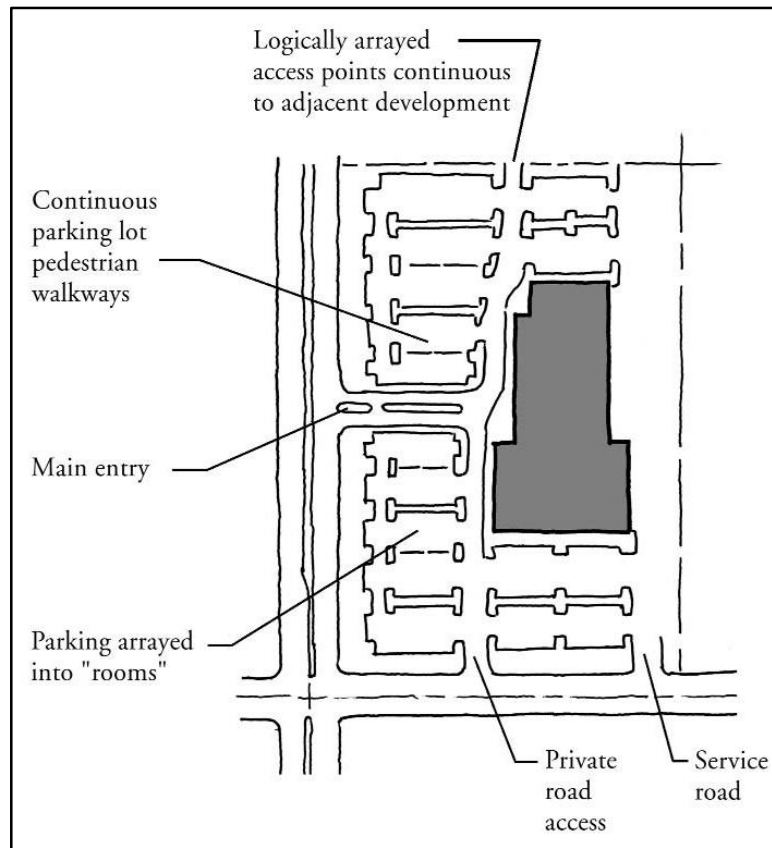


Figure 3.7: Vehicular access

III.1.E. Vehicular Access

Intent: Create an automobile circulation system that provides for safe and efficient movement within and between properties and minimizes impacts of commercial traffic on residential properties. See Figure 3.7.

- 1) Connections between private access driveways or roads shall be provided by siting a logical array of access points.
- 2) Main drive aisles must be continuous and connect to the main entrance of the site.
- 3) Vehicular access between adjacent properties shall be provided whenever possible, but vehicular speeds shall be limited through speed calming measures such as stop signs, access that is out of alignment, or speed bumps.
- 4) Commercial drives or roads shall not align with residential access drives. Exceptions can be made for mixed use developments that integrate residential and commercial uses.
- 5) When the opportunity exists, common or shared public entries shall be provided.
- 6) To the extent possible, shared service and delivery access shall be provided between adjacent parcels and/or buildings.

Note: Figures 3.8, 3.9, 3.10, and 3.11 have been deleted

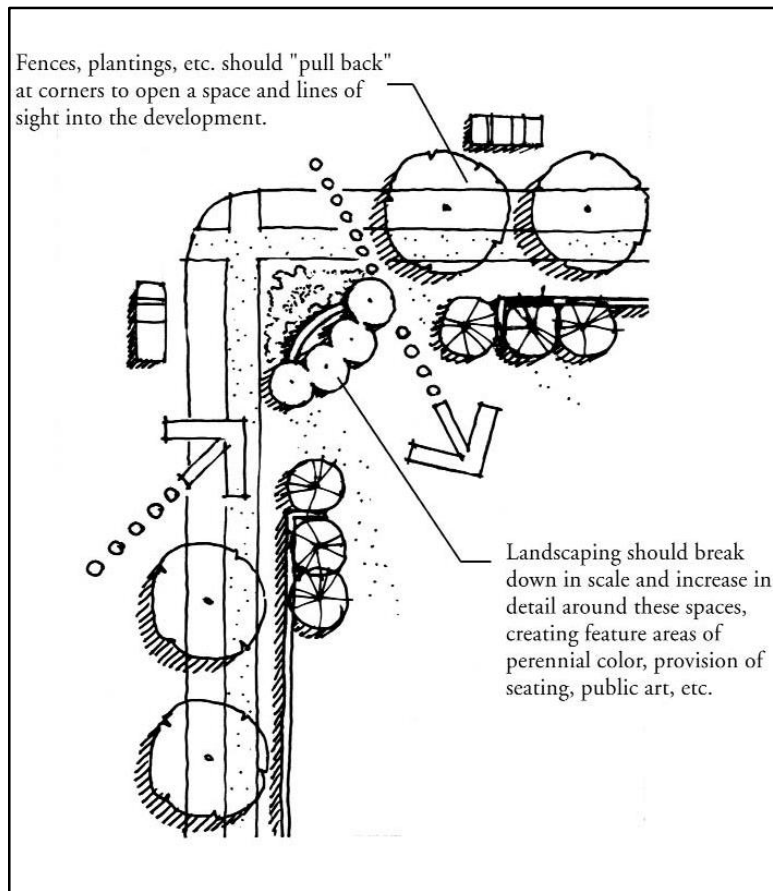


Figure 3.12: Corner landscaping

III.1.F. Screening

Intent: Screening shall effectively mitigate negative visual and acoustic impacts of commercial uses and shall be integrated into each project's overall site design.

- 1) Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions shall be screened and integrated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.
- 2) Architectural elements, materials, colors, and design of screening walls, coverings, and/or fences shall conform to those used as predominant materials, colors and elements on the building or landscaping.
- 3) All rooftop mechanical equipment and vents greater than eight inches in diameter shall be screened. Screening may be done either with an extended parapet wall or a free-standing screen wall of a material and color matching the building. Screens shall be at least as high as the equipment they hide.
- 4) Corner areas where two streets intersect and meet shall incorporate enhanced landscaping design as shown in figure 3.12. Corner landscaping must conform with the Town's Roadway Design and Construction Criteria Manual.

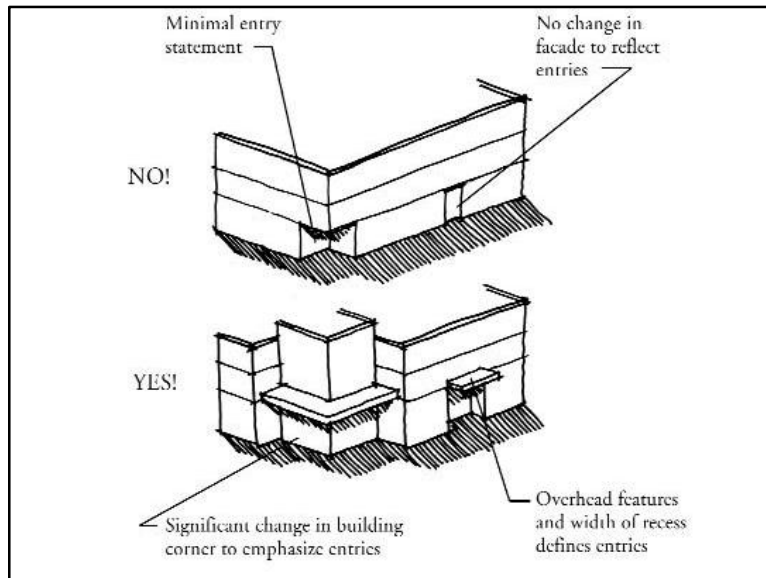


Figure 3.13: Building mass at entries

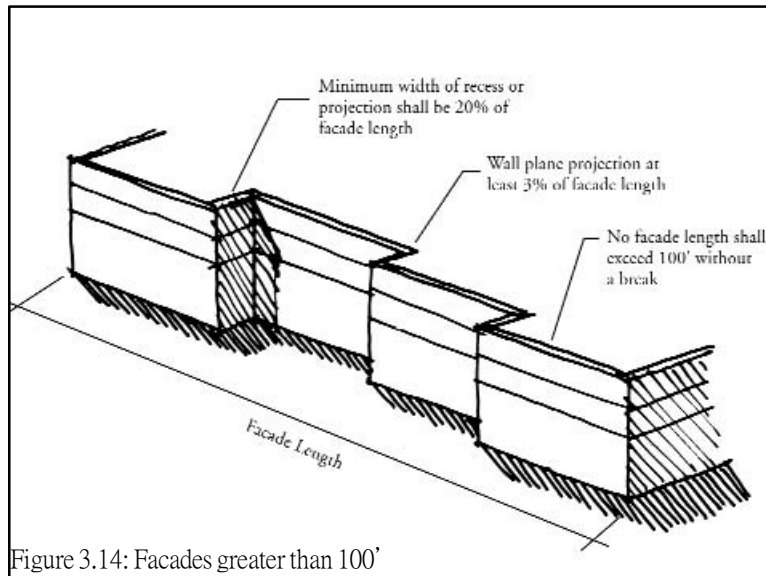


Figure 3.14: Facades greater than 100'

III.2 Architectural Standards

III.2.A. Mass and Scale

Intent: Building mass, form, length and proportions shall be designed to provide variety of visual interest, maintaining a human scale that is appropriate to surroundings.

All Commercial Buildings, Single-Tenant, Multi-Tenant, Mixed Use, and Big Box Retail Buildings

- 1) The following standards shall apply to all ~~single-story~~ commercial buildings: ~~containing 65,000 square feet or more of gross floor area.~~
- 2) A breakdown of building mass is required at all significant entryways and walls that front pedestrian activities to mark entryways and to provide a human scale. See Figure 3.13.

Building facades shall meet one of the following standards:

- (a) facades greater than 100 feet in length shall incorporate wall plane projections or recesses having a depth of at least 3 percent of the length of the façade and extending at least 20 percent of the length of the façade. No uninterrupted length of facade shall exceed 100 horizontal feet, as shown in Figure 3.14; or
- (b) each building façade shall have a repeating pattern that includes no less than three instances of either (1) color change, (2) texture changes, (3) material module change, or (4) expression of an architectural or structural bay through a change in plane no less than 12 inches in width, such as an offset, reveal, or projecting rib. At least one of those elements shall repeat horizontally at an interval of not more than 30 feet, as shown in Figure 3.15.; or
- (c) Standards III.2.A.2(a) and III.2.A.3(b) may be waived if the applicant can demonstrate an alternative building design which significantly articulates a wall plane.

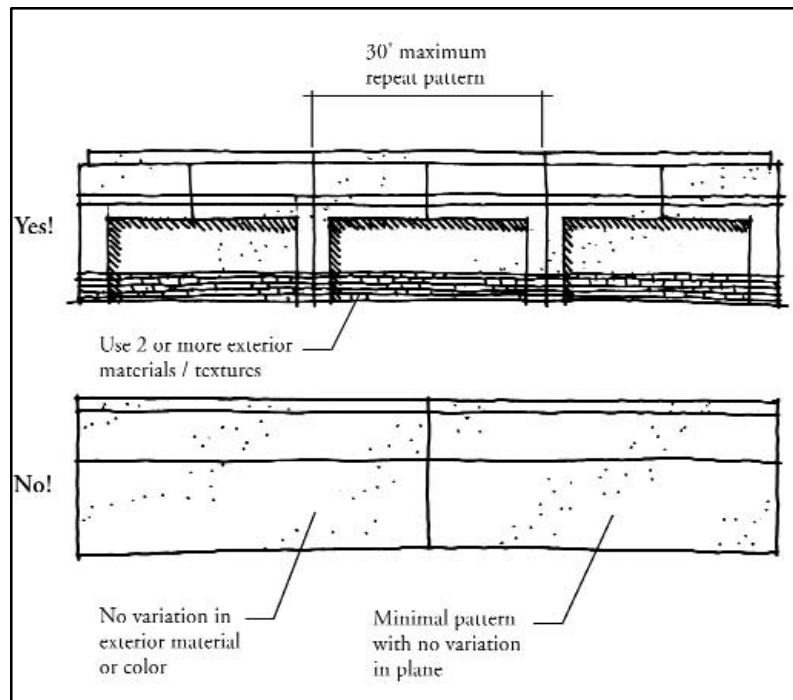


Figure 3.15: Building facade pattern

~~Multi-Story Buildings~~

~~The following standard shall apply to all buildings greater than two stories:~~

- 3) ~~1)~~ The composition of the building shall present a clear base, middle, and top or a clearly defined alternative building composition, as shown in Figure 3.16.
- 4) ~~2)~~ The building mass shall break down and be clearly articulated to differentiate the first floor portion of the building from the remaining mass.
- 5) ~~3)~~ Horizontal rhythms, such as openings and articulations shall logically align between levels.

III.2.B. Architectural Elements and Articulation

Intent: Create an image of high quality development. Encourage a variety of architectural elements that avoid featureless design and uninterrupted repetition of building materials and colors. Facades shall be integrated and articulated to reduce the massive scale and the uniform, impersonal appearances of large commercial buildings and provide visual interest that will be consistent with the community's identity, character, and scale.

- 1) As shown in Figure 3.17, ground floor facades facing a primary access street shall have clearly defined, highly visible customer entrances that feature no less than three of the following: canopies or porticos, overhangs, recesses/projections, arcades, raised corniced parapets over the door, distinctive roof forms, arches, outdoor patios, display windows, integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- 2) Architectural details such as tile work, metal work, brick applied in two or more colors, textures, corbels, or other projections and moldings which are integrated into the building structure and design, shall be used as façade graphics to further articulate walls, as shown in Figure 3.18.

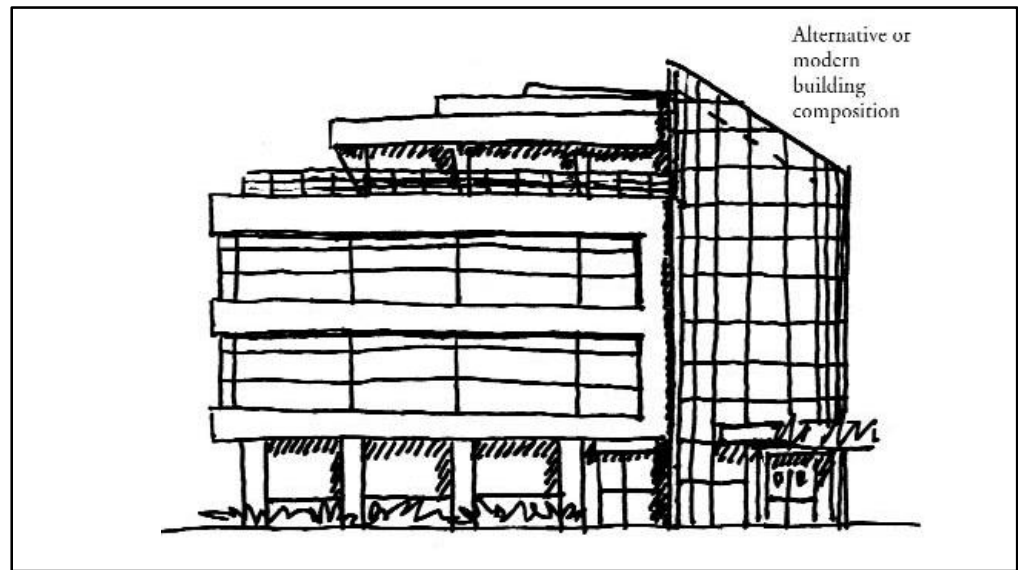


Figure 3.16: Building composition

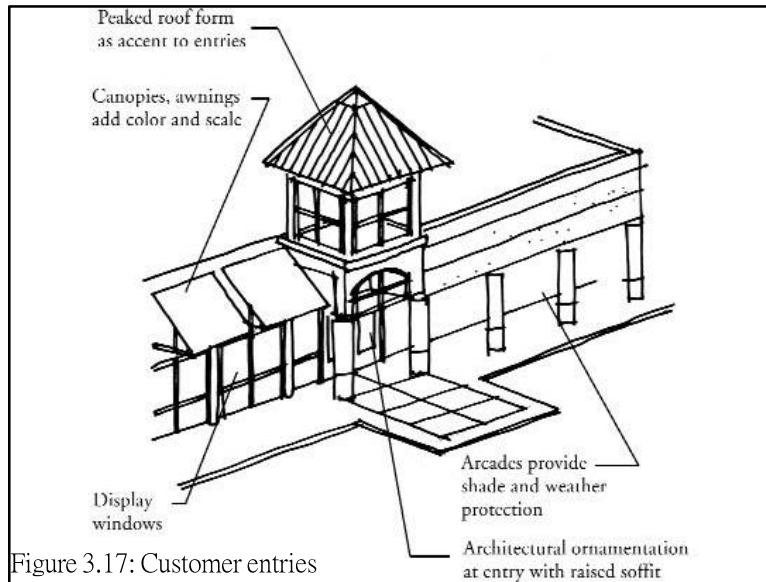


Figure 3.17: Customer entries

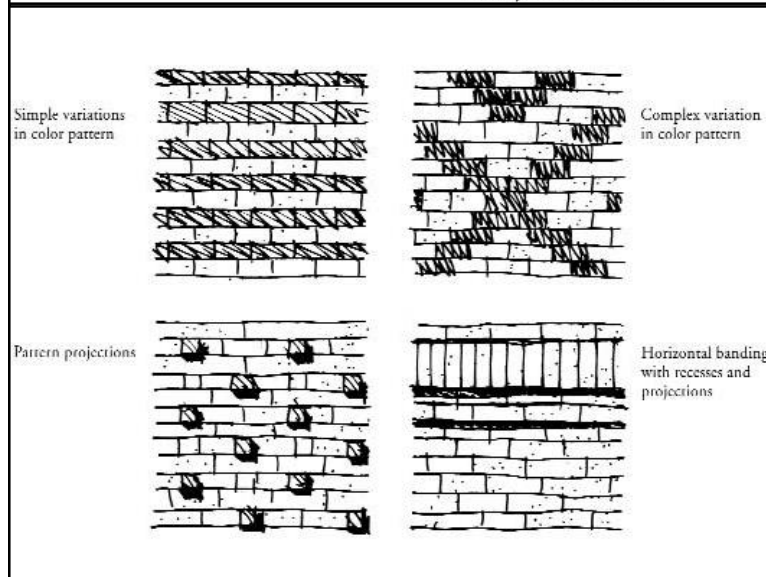


Figure 3.18: Wall articulation

- 3) Side facades which are visible from adjoining properties and/or public streets shall comply with one of the two requirements of the above facade standards.
- 4) Rear building facades shall contain a simplified expression of the same materials and patterns used on other sides of the building. Blank, featureless walls are prohibited.
- 5) For hotels and motels, all stairwells and upper floor circulation components of the building shall be completely enclosed within the building envelope to create a secure space.

III.2.C. Building Materials

Intent: Building materials shall present an image of high quality and permanence.

- 1) Predominant exterior building materials shall be high quality, durable material such as, but not limited to: brick, wood lap siding, sandstone or other native stone, integrally colored, textured, or glazed concrete masonry units, pre-finished metal panel systems, high quality prestressed concrete systems, and water managed Exterior Installation Finish Systems (EIFS).
- 2) Exterior building materials shall not include the following: split shakes, rough sawn or board and batten wood, smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, standard single or double tee concrete systems, or barrier type EIFS.
- 3) Standards III.2.C.1 and III.2.C.2 can be waived if a project demonstrates the application of a material which satisfies the above intent statement.
- 4) All sides of the building shall include materials consistent with those on the front.
- 5) For hotels and motels, façade area at least equal to the total façade area of the first floor walls, shall be surfaced in brick or natural stone. The remainder of the exterior may be surfaced in stucco, water managed EIFS, integrally dyed decorative concrete or ceramic masonry units. Metal or vinyl siding is prohibited.
- 6) Applicants are required to submit a sample material board.

III.2.D. Colors

Intent: Exterior colors shall be aesthetically pleasing and compatible with colors of nearby structures.

- 1) Color schemes shall tie building elements together and shall be used to enhance the architectural form of the building.
- 2) Color choices for all buildings shall be made from those allowed within the range delineated according to the Munsell color notation system from the Munsell Book of Color on display in the Planning Office.
- 3) The Munsell system of color notation is broken into three categories: hue, chroma and value. Chroma is the only characteristic with one set limit, which is as follows: Body color is limited to a maximum chroma of 4. Trim color is limited to a maximum chroma of 6. Accent color is limited to a maximum chroma of 8. (If yellow or red is used, body color is limited to a maximum chroma of 8, trim color is limited to a maximum chroma of 8 and accent color is limited to a maximum chroma of 10).
- 4) Intense, bright, black, or fluorescent colors shall not be used as the predominate color on any wall or roof of any primary or accessory structure.
- 5) All exterior elements of a building that are metal, such as flues, flashings, etc., shall be painted a flat color or one that is a compatible color with the building and not be left nor allowed to become bare metal. Exceptions to this standard may occur, such as for copper roofs, etc., which do not require painting.
- 6) Applicants are required to submit a color palette board.

III.2.E. Roofing

Intent: Roof forms shall contribute to the overall image of high quality and permanence, and shall be used to screen rooftop equipment where possible.

- 1) Buildings shall have distinctive roof profiles and colors and provide a variation in roof lines and forms between developments.
- 2) Buildings with flat roofs shall be designed to create visual interest by using variations in parapet height, articulation of cornice lines, decorative scuppers or other features.
- 3) Roof forms shall be designed to correspond and denote building elements and functions such as entrances and arcades.
- 4) Visible roof surfaces shall be made of durable materials such as clay or concrete tile, tern metal, copper, slate, or other prefinished architectural metals.
- 5) Asphalt shingles, if used, shall be architectural grade.

IV. INDUSTRIAL



IV. INDUSTRIAL

Goals and Objectives

The primary goals for this district are to:

- Maximize the economic benefits of industrial development while minimizing the negative impacts on adjacent uses, roadways, and natural areas.
- Provide site and building amenities that create a pleasant working environment for employees.
- Encourage the use of high quality materials that reflect the Town of Parker's unique physical character and sense of place.

IV.1. Site Design Standards

IV.1.A. Adjacent Sensitivity

Intent: Protect significant natural features and resources in order to minimize the impacts of development on the environment and create open space amenities, when possible.

- 1) Buildings on sites adjacent to stream corridors and wetland areas shall be set back a minimum of 20 feet from the edge of the 100 year floodplain as shown on the most current FEMA map or from the edge of wetlands as shown on the most current Corps of Engineers map.
- 2) The design of site improvements shall minimize cut-and-fill in order to preserve the general character of the existing terrain and to minimize drastic differences between adjacent developed and undeveloped sites.

- 3) Views from open space and/or recreational areas shall be protected by attractive screen walls or landscaping. Development shall be buffered and screened from adjacent open space and/or recreational areas in the same manner as from an adjacent sensitive use, i.e. single family residential. See Section IV.1.H. for detailed screening standards.
- 4) Development sites adjacent to open space and/or recreational areas shall limit the height of retaining walls to 4'-0". Terraced walls landscaped with live plantings between walls shall be permitted.
- 5) Development sites that include visually significant ridgelines shall limit the extent of building on top of the ridgeline, or rooflines that protrude above the ridgeline to 20 percent of the total length of the ridgeline within the property boundaries. Visually significant ridgelines are the top 25% of a natural topographic ridge that rises at least 50' above the adjacent land over a distance of 150' or less.

IV.1.B. Site Development

Intent: Establish a set of site design principles that will provide a cohesive framework for development. Encourage industrial development that respects and protects the value of adjacent property and uses.

- 1) Site plans must demonstrate sensitivity to the protection of both existing and future adjacent developments.
- 2) To the extent possible, multiple buildings on an industrial site should be internally focused to conceal operations.
- 3) To the extent possible, buildings shall be consolidated within a site.

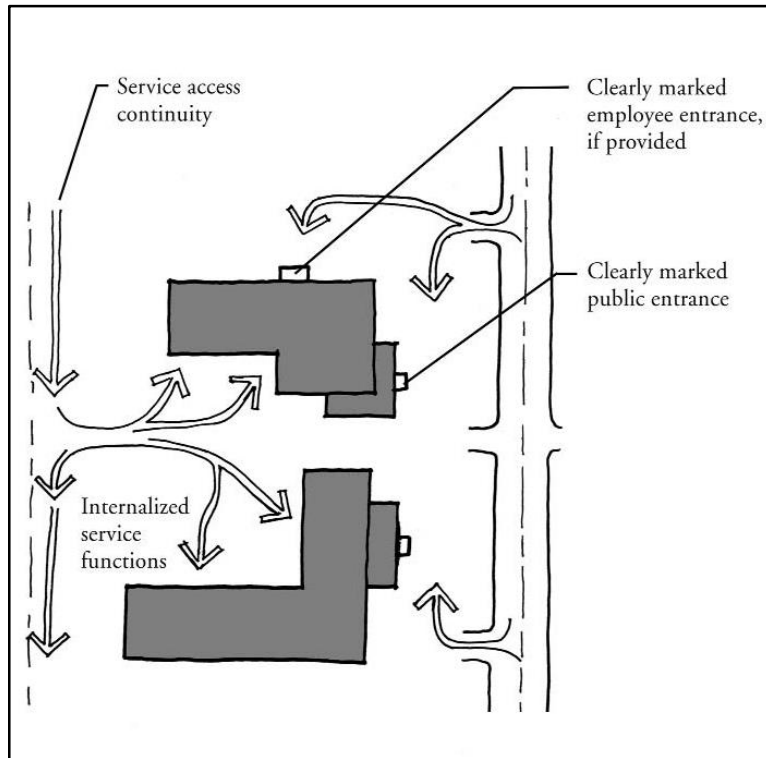


Figure 4.1: Building location and orientation

IV.1.C. Building Location and Orientation

Intent: Orient and consolidate structures to complement existing, adjacent development and to create a coordinated and visually attractive industrial park setting. See Figure 4.1.

- 1) Development shall respect existing land slopes and respond to significant natural features such as rock outcroppings, mature stands of healthy trees, etc.
- 2) Customer entrance facades shall orient towards the primary street.
- 3) For buildings with multiple entrances, customer entrances shall be designated and differentiated from service or employee entrances.
- 4) For businesses with low customer interface, buildings should be positioned on a site to maximize setbacks from primary streets.
- 5) Accessory structures or uses shall not front a primary street and shall be oriented away from public rights-of-way, open space, and residential areas.

IV.1.D. Pedestrian Access

Intent: Create a safe, continuous pedestrian network that minimizes conflict with vehicle movement, (particularly trucks), while promoting a convenient option for movement to and from developments.

- 1) Continuous internal pedestrian walkways within a development site, no less than 5 feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer/office entrance.
- 2) All internal pedestrian crosswalks shall be distinguished from driving surfaces through the use of crosswalk striping or other low maintenance surface materials.

IV.1.E. Vehicular Access

Intent: Create a vehicular circulation system that provides for safe and efficient transportation of goods and minimizes impacts of industrial traffic on other land uses.

- 1) To the extent possible, separate car and truck access drives shall be provided.
- 2) Industrial drives or roads shall not align with access points into residential neighborhoods or residential access drives.

IV.1.F. Screening

Intent: Screening shall effectively mitigate negative visual and acoustic impacts of industrial uses and shall be integrated into each project's overall site design.

- 1) Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service or accessory functions shall be screened and integrated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent public rights-of-way, open space or residential areas.
- 2) Architectural elements, materials, colors, and design of screening walls, coverings, and/or fences shall conform to those used as predominant materials, colors and elements on the building or landscaping.
- 3) All rooftop mechanical equipment shall be screened. An extended parapet wall or a free-standing screen wall of a material and color matching the building may be used for screening. Screens shall be at least as high as the equipment they conceal.

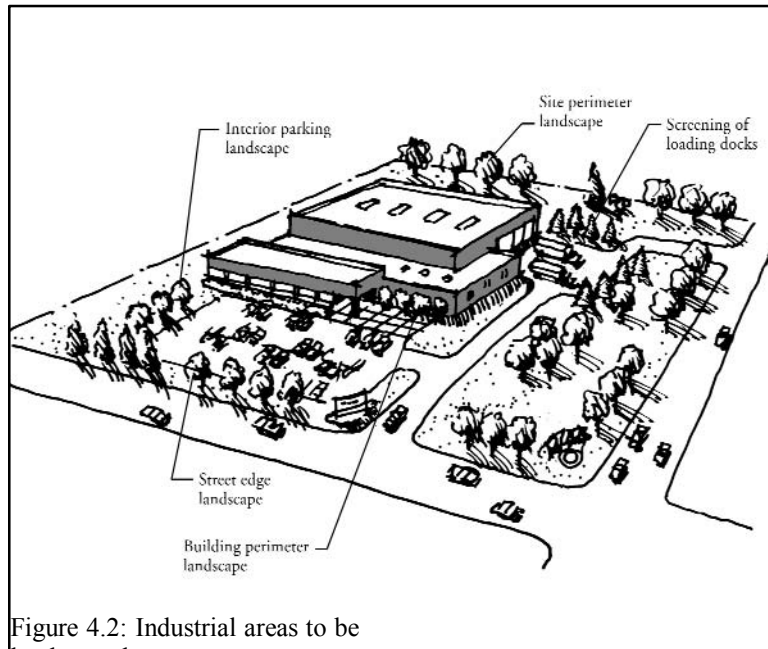


Figure 4.2: Industrial areas to be landscaped

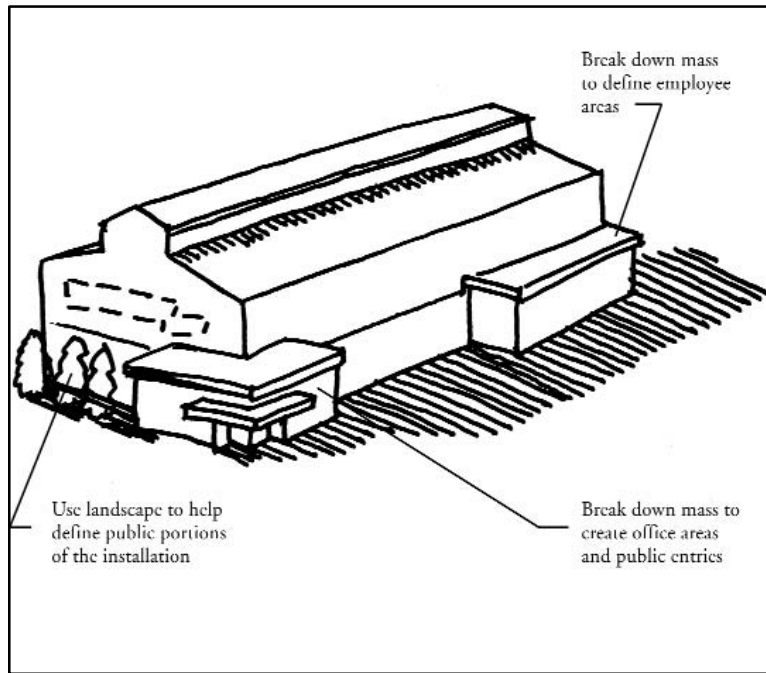


Figure 4.3: Massing of industrial buildings

IV.2. Architectural Standards

IV.2.A Mass and Scale

Intent: Building mass and height shall be designed to maintain a scale appropriate to surroundings.

The mass of the office portion of the building shall be broken down to a human scale with a strongly marked public entry and employee break or lunch areas, when provided. See Figures 4.3 and 4.4.

- 1) Building mass shall have a clear top, middle, and base or a clearly defined alternative building composition as shown in figure 3.16.
- 2) Breaks in building mass shall be used to provide visual relief for long building facades. Any building facade accessible or visible to the public shall have a repeating pattern that includes no less than three of the following: (a) color change; (b) texture changes; (c) material module change; or (d) expression of an architectural or structural bay through a change in plane no less than 12 inches in width, such as an offset, reveal, or projecting rib. At least one of those elements shall repeat horizontally at an interval of not more than 30 feet.

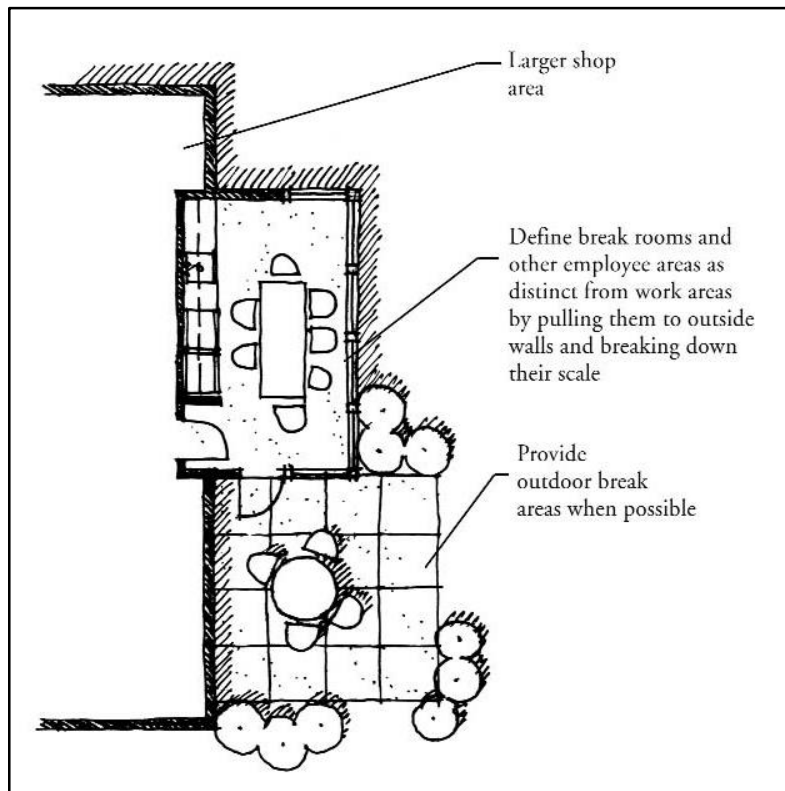


Figure 4.4: Industrial employee areas

IV.2.B. Architectural Elements and Articulation

Intent: Create an image of high quality development. Encourage a variety of architectural elements **and detailing** that avoid featureless design. Articulate front facades to reduce the impersonal appearance of large industrial sites and provide visual interest.

- 1) Each principal building on a site shall have clearly defined, highly visible customer entrances featuring one of the following: canopies or porticos, overhangs, recesses/projections, raised corniced parapets over the door, peaked roof forms, arches, or other unique architectural details.
- 2) Buildings shall be designed with consistent materials and details on all sides **accessible or visible from public right-of-ways to the public.**
- 3) If provided, employee break areas shall include a high degree of transparency, articulation and architectural detail.
- 4) **Architectural detailing is required for building sides that are accessible or visible to the public. Architectural detailing to further articulate the building facades may include: additional windows such as clearstory windows, tile work, metal work and brick. Corbels, moldings and other projections which are integrated into the building structure and design shall be used to further articulate the building facade.**
- 5) **Portions of the buildings not accessible or visible to the public shall use texture, color and material changes consistent with the primary facade, but may use simpler forms without the same detailing requirements as the publicly visible or accessible portions of the building.**

IV.2.C. Building Materials

Intent: Building materials shall present an image of high quality and permanence.

- 1) At least **30** percent of the front/office portion of the building shall be of transparent materials to differentiate the office from the remainder of the site and to create an inviting customer area.
- 2) Predominant exterior building materials shall be a mixture of high quality, durable material such as, but not limited to: brick, wood, sandstone other native stone, integrally colored, textured, or glazed concrete masonry units, pre-finished metal panel systems, high quality prestressed concrete systems, and water managed Exterior Installation Finish Systems (EIFS). Tilt-up concrete construction may be utilized, provided architectural detailing such as detailed patterns and reveals in the finished surfaces, form liners to create interesting textures and patterns, texture coat paints, and architectural detailing are implemented.
- 3) Predominant exterior building materials that require substantial maintenance or are of low durability, shall not be permitted, including split shakes, rough sawn or board and batten wood, painted concrete block, field painted standard corrugated metal siding, or barrier type EIFS.

- 4) Smooth faced gray concrete block, pre-engineered metal buildings standard single or double tee concrete systems, and tilt up concrete without the architectural detailing noted in Section IV.2.C.2 shall be permitted only on facades not visible from public rights-of- way, open space or residential areas.
- 5) Alternatives to standards IV.2.C.2 and IV.2.C.3 may be considered if a project demonstrates the application of a material which satisfies the above intent statement.
- 6) Building materials and details used on the façade of the primary structure may be transitioned to a lesser degree of detail on service sides of the building.
- 7) To the extent possible, interior daylighting in the form of skylights or other architectural features shall be used to minimize energy use.
- 8) Applicants are required to submit a sample material board.

IV.2.D. Colors

Intent: Exterior colors shall be aesthetically pleasing and compatible with colors of nearby structures.

- 1) Intense, bright, black, or fluorescent colors shall not be used as the predominate color on any wall or roof of any primary or accessory structure. These colors may be used as building accent colors, but shall not constitute more than 10 percent of the area of each elevation of a building. All sign areas shall be excluded from this calculation.
- 2) Applicants are required to submit a color pallet board.

IV.2.E. Roofing

Intent: Roof forms shall contribute to the overall image of high quality and permanence, and shall be used to screen rooftop equipment where possible.

Visible roof surfaces shall be made of durable materials such as concrete tile, metal, other prefinished architectural metals or architectural grade asphalt shingles. Membrane systems are prohibited on any visible portion of the roof.

V. ~~MULTIFAMILY RESIDENTIAL~~

*(Chapter V. Multi-Family Residential has been deleted in its entirety and replaced with the updated **Multiple-Family Design Standards**, dated November 19, 2018, herein.)*

The Town of Parker initiated an update of the Commercial, Industrial and Multi-Family design standards in 2017 following a two-phased approach: **Phase 1 – Multi-Family Design Standards** and **Phase 2 – Commercial, Industrial, and Mixed Use Design Standards**. The Phase 1 - Multi-Family Design Standards was completed in November 2018, in advance of the Phase 2 – Commercial, Industrial, and Mixed Use Design Standards. Phase 2 – Commercial, Industrial, and Mixed Use Design Standards will be added when complete.



~~V. MULTIFAMILY RESIDENTIAL~~

~~Goals and Objectives~~

~~The primary goals for this area are to:~~

- ~~• Plan for a variety of housing types which establish and maintain a quality community appearance.~~
- ~~• Provide flexibility in adjusting to changes in housing trends and patterns, while maintaining compatibility with surrounding development.~~
- ~~• Ensure that high standards of siting and the optimum use of available land are applied throughout developments.~~
- ~~• Organize residential buildings around central amenities such as courtyards, plazas, open space and other recreational features.~~
- ~~• Ensure multifamily residential uses complement adjacent uses.~~

~~V.I. Site Design Standards~~

~~V.IA. Adjacent Sensitivity~~

~~Intent: Protect significant natural features and resources in order to minimize the impacts of development on the environment and create open space amenities, when possible.~~

- ~~1) In order to transition structure heights between single family neighborhoods and multi-family neighborhoods, new multi-family buildings within 50 feet of a property line (transition area) that is adjacent to existing single family residential uses shall not exceed 30 feet in height and 2 ½ stories. New multi-family buildings not located within the 50 foot transition area are subject to the allowable height permitted within the applicable zone district.~~
- ~~2) Buildings on sites adjacent to stream corridors and wetland areas shall be set back a minimum of 20 feet from the edge of the 100 year floodplain as shown on the most current FEMA map or from the edge of wetlands as shown on the most current Corps of Engineers map.~~
- ~~3) The design of site improvements shall minimize cut and fill in order to preserve the general character of the existing terrain and to minimize drastic differences between adjacent developed and undeveloped sites.~~

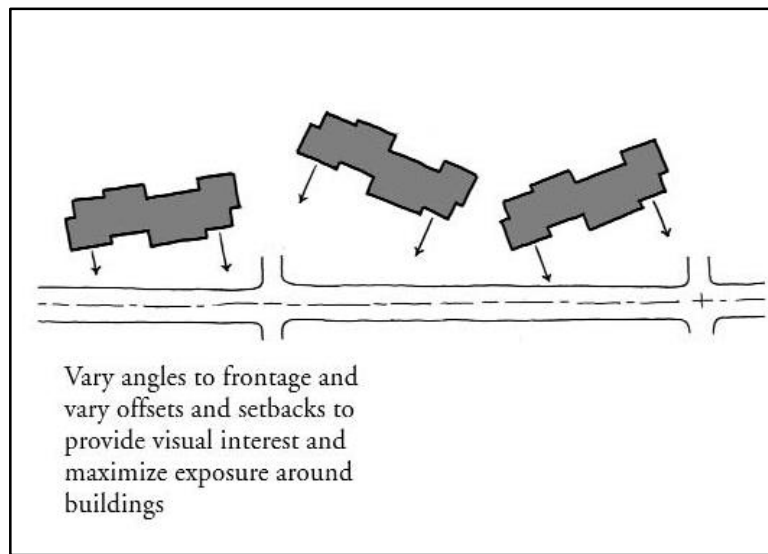


Figure 5.1: Multifamily buildings sited at varying angles

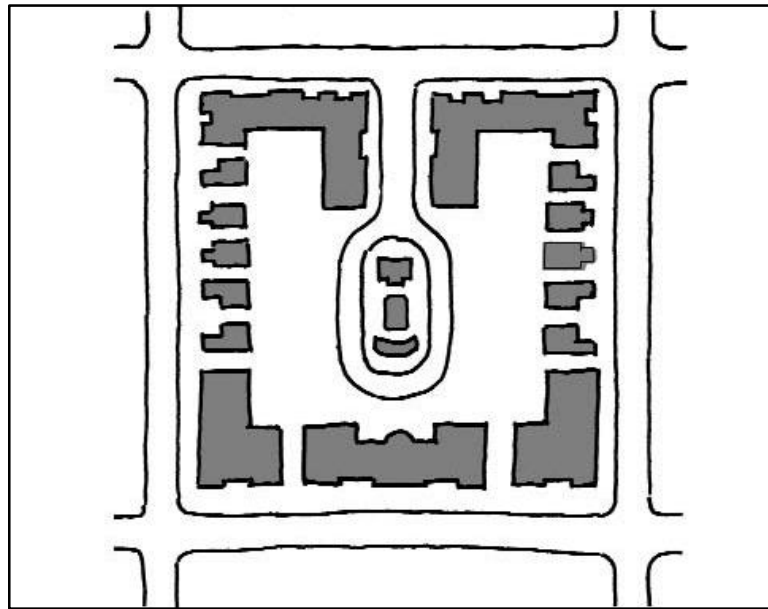


Figure 5.2: Alternative or “new urbanist” site development

- 4) Development sites adjacent to open space and/or recreational areas shall limit the height of retaining walls to 4' 0". Terraced walls landscaped with live plantings between walls shall be permitted.
- 5) Development sites that include visually significant ridgelines shall limit the extent of building on top of the ridgeline, or rooflines that protrude above the ridgeline to 20 percent of the total length of the ridgeline within the property boundaries. Visually significant ridgelines are the top 25% of a natural topographic ridge that rises at least 50 feet above the adjacent land over a distance of 150 feet or less.
- 6) Where the development seeks to deviate from the standards above, the development shall comply with the use by special review process outlined in Title 13 of the Municipal Code.

V.1.B. Site Planning

Intent: Orientation of buildings in multifamily developments shall reduce and minimize their apparent visual mass from adjacent single family neighborhoods and minimize exposure to adjacent commercial or industrial areas.

- 1) Development shall provide walkable block lengths that range from 400 feet to 660 feet.
- 2) Development shall connect streets, pathways and trails to the larger public street network and Town open space system.
- 3) Structures, open space and parking areas shall be grouped or clustered to avoid the monotony of continuous rows of building walls and to allow visual access into the development.
- 4) In order to provide visual interest within projects, buildings shall be sited at slightly varying angles, and not lined up on minimum setbacks and/or parallel to one another or to roadways or parcel boundaries. Nor shall they be sited end-to-end, creating visual "alleys" within a project. See Figure 5.1.
- 5) Standards V.I.B.1 through V.I.B.4 can be waived if a project demonstrates the key principles of a new urbanist development, including a compact, pedestrian-oriented neighborhood, with clearly defined and centrally located useable public spaces, a grid or modified grid street pattern, and building entrances fronting streets. See Figure 5.2.
- 6) Buildings shall be oriented in a more perpendicular than parallel fashion to adjacent single family homes and commercial or industrial areas.
- 7) Where parallel orientation is necessary, building setbacks shall be increased.

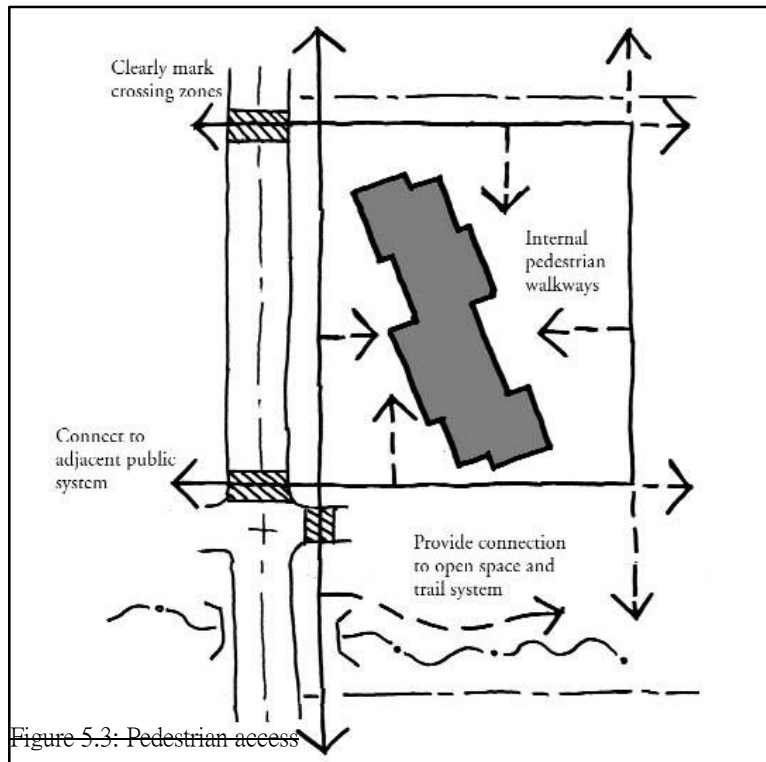


Figure 5.3: Pedestrian access

V1C—Pedestrian Access

Intent: A safe, continuous pedestrian network shall be integrated into the development to minimize conflict with automobile movement while promoting inviting and convenient access within and between developments.

- 1) Internal pedestrian walkways shall be provided and connect individual developments with adjacent residential neighborhoods, community-wide open space, and trail systems. See Figure 5.3.
- 2) Sidewalks shall be provided along all public streets.

V1D—Vehicular Access and Parking Layout

Intent: Create an automobile circulation system that provides for safe and efficient movement within and between multifamily properties. See Figure 5.4.

- 1) Surface parking lots shall be located internal to the site and to the side and/or to the rear of buildings with appropriate landscaping and screening in the perimeter setback. The Planning Director may approve parking adjacent to the public right of way (between the building and the public right of way) where a minimum of the following are met:
 - a. The site shape, topography or existing easements create a hardship upon the ability to locate parking to the side or rear
 - b. The site design includes enhanced landscaping and screening between the parking lot and the public street
 - c. The site design includes improved pedestrian access across the parking lot connecting the street with the buildings

- 2) ~~Parking shall not be located adjacent to open space unless it is public parking intended to provide access for residents and non-residents to the facility. The Planning Director may approve parking adjacent to open space and parks where there is an identified public benefit or it improves site plan design including but not limited to:~~
 - a. ~~The site shape, topography or existing easements foreclose upon the ability to locate parking to the side or rear~~
 - b. ~~The site design includes enhanced landscaping and screening between the parking lot and the public street~~
 - c. ~~The site design includes improved pedestrian access across the parking lot connecting the street with the buildings~~
- 3) ~~All multi-family development shall provide internal automobile connections to adjoining local or collector streets.~~
- 4) ~~Multi-family development sites between 5 and 15 acres shall include a minimum of one public street or private drive, with detached sidewalks and tree lawns, that is continuous through the site and connects to a public street on both ends (referred to as a through-access drive).~~
- 5) ~~Multi-family development sites greater than 15 acres shall include a minimum of two through-access drives.~~
- 6) ~~Through-access drives shall be consistent with, and aligned with, local streets in adjacent existing development areas.~~
- 7) ~~Landscaped parking courts, loop streets, and innovative street designs shall be encouraged to ensure privacy, safety, and visual diversity~~

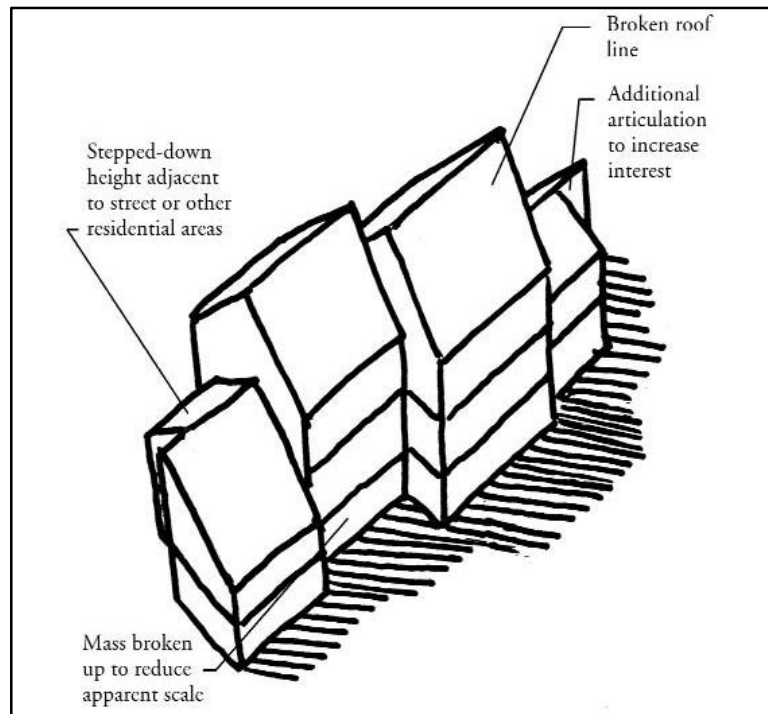


Figure 5.7: Scale of multifamily buildings

V2—Architectural Standards

V2A—Mass and Scale

~~Intent: Multifamily buildings shall maintain a scale appropriate to surroundings. See Figure 5.7.~~

- ~~1) If a building is three stories or more, it shall incorporate a base, middle and cap to further articulate mass and scale. Building materials from V.2.B.2.a through i shall be applied to distinctly distinguish the base, middle and cap.~~
- ~~2) Building mass shall be suitable relative to both lot size and setbacks, and may require "stepped back" designs that place greater height and mass away from the street. Height may also be stepped down adjacent to single family homes to provide a visual transition.~~
- ~~3) The mass of buildings shall be broken up to reduce the apparent scale, provide visual interest and depth, and achieve a more articulated form.~~
- ~~4) Building designs should incorporate visually heavier and more massive elements at their base, and lighter elements above these components. A second story, for example, shall not appear heavier or demonstrate greater mass than that portion of the building supporting it.~~

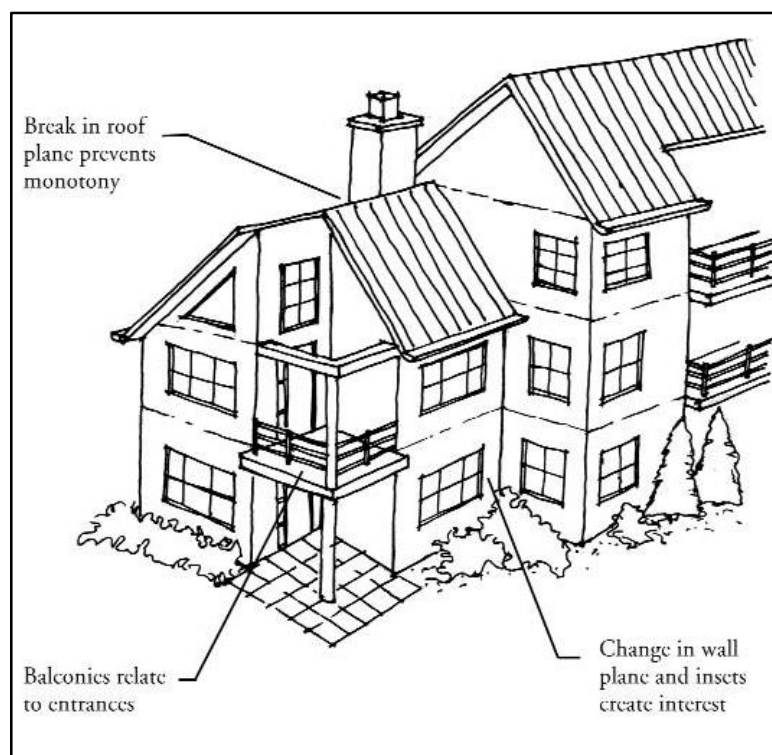


Figure 5.8: Building articulation

~~V2B.—Architectural Elements and Articulation~~

~~Intent: Create an image of high quality multifamily residential developments with a sense of neighborhood.~~

- ~~1) Multifamily development shall incorporate building variations to create distinct buildings and/or enhance architectural designs. Based on the number of buildings in the development, sites shall be in accordance with the table below. Distinct building design shall be defined as incorporating the mandatory treatments and a minimum of 5 different treatments from V.2.B.2.a through i, for each building. Similar buildings of the same design in different configurations do not meet the definition.~~

Building Design Variations	
Number of Buildings in Development	Minimum number of Building Variations
1	1
2-4	2
5-8	3
9 or more	1 per every 3 buildings

- ~~2) Building façades shall incorporate the following to distinctly articulate elevations:~~
 - ~~a. Balconies~~
 - ~~b. Bay or box windows with a minimum 12-inch projection from the façade plane~~
 - ~~c. Porches or covered entries or ground level arcades~~
 - ~~d. Dormers~~
 - ~~e. Variation in materials (mandatory)(see V.2.C. for more information)~~
 - ~~f. Variation in colors (mandatory)(see V.2.D. for more information)~~
 - ~~g. Variation in roof forms (mandatory)(see V.2.E. for more information)~~
 - ~~h. Variation in window size and shapes (mandatory)~~
 - ~~i. Window and door trim and moldings~~
 - ~~j. Architectural lighting~~
 - ~~k. Three dimensional cornice treatments or Eaves with exposed rafter or a minimum six inch projection from the façade plane (mandatory)~~
 - ~~l. Reveals~~

- ~~m. Architectural banding~~
- ~~n. Vertical architectural treatment (a minimum of 6 inches in width)~~
- ~~o. Art work or bas relief~~
- ~~p. Other facade treatments as agreed to by the Community Development Director.~~

- ~~3) Where the development seeks an innovative or iconic design that deviates from the standards above, the development shall comply with the use by special review process outlined in Title 13 of the Municipal Code.~~
- ~~4) Encourage façade articulation and articulation elements through changes in building volume, recesses, building breaks, changes in wall planes horizontally and vertically to avoid long, monotonous walls. For structures 3 floors or less façades greater than 25 feet in length, measured horizontally, shall incorporate projections or recesses a depth of x feet for at least 20 percent of the façade length. For structures 4 floors or greater, facades greater than 50 feet in length, measured horizontally, shall incorporate projections or recesses a depth of x feet for at least 20 percent of the façade length.~~

~~V2C. Building Materials~~

~~Intent: Building materials shall present an image of high quality and permanence.~~

- ~~1) All multifamily developments shall be constructed with exterior building materials and finishes that are of high quality, permanence and durability such as, but not limited to: natural wood, masonite and shingle siding, other types of wood siding, stucco, brick, stone and water managed EIFS.~~
- ~~2) Masonry~~
 - ~~a. Three stories and less:~~
 - ~~i. A minimum of 75% of the first floor siding must be masonry on the first floor~~
 - ~~ii. Upper floors shall have a minimum of 50% the siding be masonry~~
 - ~~b. Four stories and more:~~
 - ~~i. A minimum of 50% of the siding must be masonry on the first floor~~

- ~~ii. Upper floors shall include masonry elements, columns or features that extend the full height of the building.~~
- ~~3) Stucco or water managed EIFS:~~
 - ~~a. Shall not be visible on elevations that front a public street.~~
 - ~~b. Shall not exceed 25 percent of the exterior buildings materials on buildings three stories or less.~~
 - ~~c. Shall not be located on the ground floor facades.~~
 - ~~d. If the development is three stories or less, stucco or water managed EIFS shall not be located on the first two floor facades.~~
 - ~~e. If the development is three stories or more, stucco or water managed EIFS may be applied to second floor or above in combination with a masonry material.~~
- ~~4) Exterior building materials shall not include the following: rough sawn or board and batten wood, smooth faced or gray concrete block, painted concrete block, tilt up concrete panels, field painted or pre-finished standard corrugated metal siding, or standard single or double tee concrete systems.~~
- ~~5) Predominant roof materials shall be high quality, durable materials such as, but not limited to: wood shake shingles and clay or concrete tiles. Other materials, such as composition wood and asphalt shingles and standing seam metal roofs, will be considered on a case by case basis.~~
- ~~6) Applicants are required to submit a sample material board.~~
- ~~7) Where the development seeks to deviate from the standards outlined in V.2.C.1 through V2.C.3, the development shall comply with the entitlement process outlined in Title 13 of the Municipal Code.~~

~~V2D.~~ *Colors*

~~Intent: Exterior colors shall be aesthetically pleasing and compatible with colors of nearby structures.~~

- ~~1) — The applicant shall apply a minimum of 3 colors to each building elevation.~~
- ~~2) — Intense, bright, black, or fluorescent colors shall not be used as the predominate color on any wall or roof of any primary or accessory structure.~~
- ~~3) — Colors shall be used to create a visually interesting and creative façade that serves as a focal feature for the building. Colors found in the natural terrestrial environment (beige, brown, tan, etc.) are encouraged to be used as an accent color to highlight main architectural features or the predominant color scheme on the building.~~
- ~~4) — Applicants are required to submit a sample color palette board.~~

~~V2E.~~ *Roofing*

~~Intent: Roof forms shall contribute to the overall image of high quality and permanence, and shall be used to screen rooftop equipment where possible.~~

- ~~1) — A gable or hip configuration should be used with complimentary sheds, dormers, and other minor elements. Other roof forms will be considered on a case-by-case basis.~~
- ~~2) — Roof forms shall be designed to correspond and denote building elements and functions such as entrances and arcades.~~

~~V2F.~~ *Accessory Structures*

~~Intent: Accessory structures shall be integrated and compatible with the primary buildings they serve.~~

~~Accessory structures, including but not limited to grouped mailboxes, storage, and maintenance facilities, recreational facilities, picnic shelters, and gazebos shall be architecturally compatible with the buildings they serve.~~

V. **MULTIPLE-FAMILY DESIGN STANDARDS** (November 19, 2018)

Purpose of the Development Design Standards

Introduction

As Parker continues to grow, the Town has taken a proactive approach, engaging citizens and promoting development that is consistent with the shared vision for the Town. Following the explosion of development in Parker in the 1980s and 1990s, the Town developed Commercial, Industrial, and Multifamily Residential Design Standards, which were adopted in 1999. These standards provided important tools beyond what was possible in the Land Development Ordinance (LDO) to evaluate and coordinate development, ensuring it was consistent with the vision for Parker. However, with the changing patterns of development and evolving best practices, Town Council, Planning Commission, and Planning Staff agreed that the Standards were no longer current and embarked on the process of updating the standards, resulting in these Development Design Standards.

The Development Design Standards, which will be referred to as ‘the Design Standards’ throughout this document, provide the Planning Department, Planning Commission, Town Council, and developers with an objective basis on which to evaluate new development and redevelopment of multiple-family, commercial, and industrial uses.

The Standards are based upon commonly accepted principles of urban design and reflect the goals for the Town of Parker as set forth in the Town of Parker 2035 Master Plan, including the development of high-standards, prioritizing open space, and enhancing small town character.

Objectives

The intent of the design standards is to provide clear and concise direction to developers and property owners in order to promote quality and preserve value. Objectives for the Design Standards include:

- Serve as a tool to evaluate development submittals for all multiple-family, commercial, industrial, and vertical mixed-use projects.
- Govern the development of new buildings, significant architectural renovation and restoration, change of existing use or adaptive reuse, and landscape improvements.
- Standardize and create predictability in the Town’s expectations for development of these uses and categories.

Property owners, developers, and architects shall use these standards when preparing site plans and architectural plans for development and for improvements to existing development. All standards contained in this document shall be reviewed and special care taken to address all situations where standards are applicable to a specific project. In addition, the standards shall be referenced when master planning a long-range, phased development project.

Process

Public participation is an essential component in successful planning, community building, and decision-making. The Design Standards were developed through an open public involvement process. The intent of the engagement process was to engage a large number of citizens and professionals and to incorporate their input and response into the development of the standards. There were three phases of public involvement, each with opportunities for broad-based involvement:

- Phase One, which focused on understanding the desired character for development in the Town;
- Phase Two, which focused on testing ideas for the multiple-family and commercial, industrial, and mixed-use components of the standards;
- Phase Three, which focused on developing the standards.

Residents, visitors, employees, developers, landowners, and professionals working in the Town participated in a series of meetings, open houses, workshops, surveys, and hearings. The outcomes supported the themes in the Parker 2035 Master Plan, showing that citizens are sensitive to the potential for a proliferation of disparate or mediocre development and desire high-quality, cohesive development.



Figure 1.1 Phase One public meeting on understanding the desired character for development in Parker



Figure 1.2 Phase Two stakeholder meeting on testing ideas for the Design Standards



Figure 1.3 Phase Two public meeting on testing ideas for the Design Standards



Figure 1.5 Phase Two stakeholder modeling workshop on testing ideas for the Design Standards



Figure 1.6 Phase Two stakeholder modeling workshop on testing ideas for the Design Standards



Figure 1.4 Phase Two public meeting on testing ideas for the Design Standards

Relationship of the Design Standards to Policy and Other Regulatory Documents

Hierarchy of Documents that Govern Multiple-family, Commercial, Industrial, and Mixed-use Development

What is the purpose of each type of document?

POLICY Policy sets the direction for land uses, open space, and transportation improvements in the Town.	REGULATIONS Regulations set how much development is permitted and where certain uses can locate.	STANDARDS Standards regulate how development is laid out and what it looks like.
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How are Policy, Regulations, and Standards organized in Parker?

	DOCUMENTS
POLICY Town-adopted policy direction related to uses, location, density, and character of future development	- Parker 2035 Master Plan - Mainstreet Master Plan - Parker Road Corridor Plan - Open Space, Trails, & Greenways Master Plan
REGULATIONS LAND DEVELOPMENT ORDINANCE Base Zoning regulates: - Uses - Density - Heights - Setbacks PDS – PLANNED DEVELOPMENT ZONING Regulates: - Uses - Density - Heights - Setbacks and sometimes: - How development is laid out - What development looks like	- Land Development Ordinance (LDO) - Planned Development Zoning (PD)
STANDARDS IS THE SITE LOCATED IN THE GREATER DOWNTOWN DISTRICT? NO → YES Use the Development Design Standards - How development is laid out - What development looks like Use the Greater Downtown District Standards & Guidelines - How development is laid out - What development looks like Properties in the Greater Downtown District must also comply with the Development Design Standards, where they do not conflict with one another.	- Development Design Standards - Greater Downtown District Standards and Guidelines for Development

Addressing Conflicts between Regulatory Documents and the Design Standards

- **The Land Development Ordinance and/or Planned Development Guide and Plan:** provides the ruling regulation on permitted uses, density entitlements, heights, setbacks and any other element included in these documents.
- **Design Standards and Planned Development Guide and Plan:** In the case that the Design Standards conflict with a regulation in a Planned Development Guide and Plan, the Planned Development Guide and Plan and/or zoning standards shall apply.

If a condition is regulated by a standard in the Design Standards but not regulated in a **Planned Development Guide and Plan**, the Development Design Standard shall apply.

In the case of where the Design Standards conflicts with a height, setback or other zoning standards, the zoning standards shall apply.

- **Design Standards and the Greater Downtown District Standards & Guidelines:** If there is a conflict, the Downtown District Standard shall apply.
- **Building Code and Fire, Life, and Safety Requirements:** In the case that the Design Standards conflict with the Building Code or a Fire, Life, and Safety Requirement, the Building Code or Fire, Life, and Safety Requirement shall apply.
- **Design Standards:** The Design Standards shall apply to all multiple-family, commercial, industrial, and mixed-use development in the Town, except where a conflict exists as stated above. In that case, only the standard in conflict shall default to the higher hierarchy regulation and the remainder of the standards not in conflict shall apply.

Paired Houses included as part of a multiple-family site plan (rental): shall follow the Site Plan and Minor Development Plat process. These developments shall comply with the Paired House building type regulations in the Multiple-Family Design Standards.

Paired Houses included as part of a single-family development (for sale): shall follow the Sketch and Preliminary Plan. These developments shall comply with **(13.10.16 Residential design minimums)** in the LDO.

How to Use the Design Standards

Roadmap to Understanding the Design Standards

The Design Standards have two levels of conditions, standards and guidelines. The following language is used consistently throughout to communicate requirements (standards) versus recommendations (guidelines).

Meeting the Intent of a Standard

	STANDARDS	GUIDELINES
IMPLICATION	Regulatory	Recommended
	Development is required to comply with standards.	Development is encouraged to follow guidelines.
LANGUAGE	"Development shall..." "Development must..."	"Development should..."

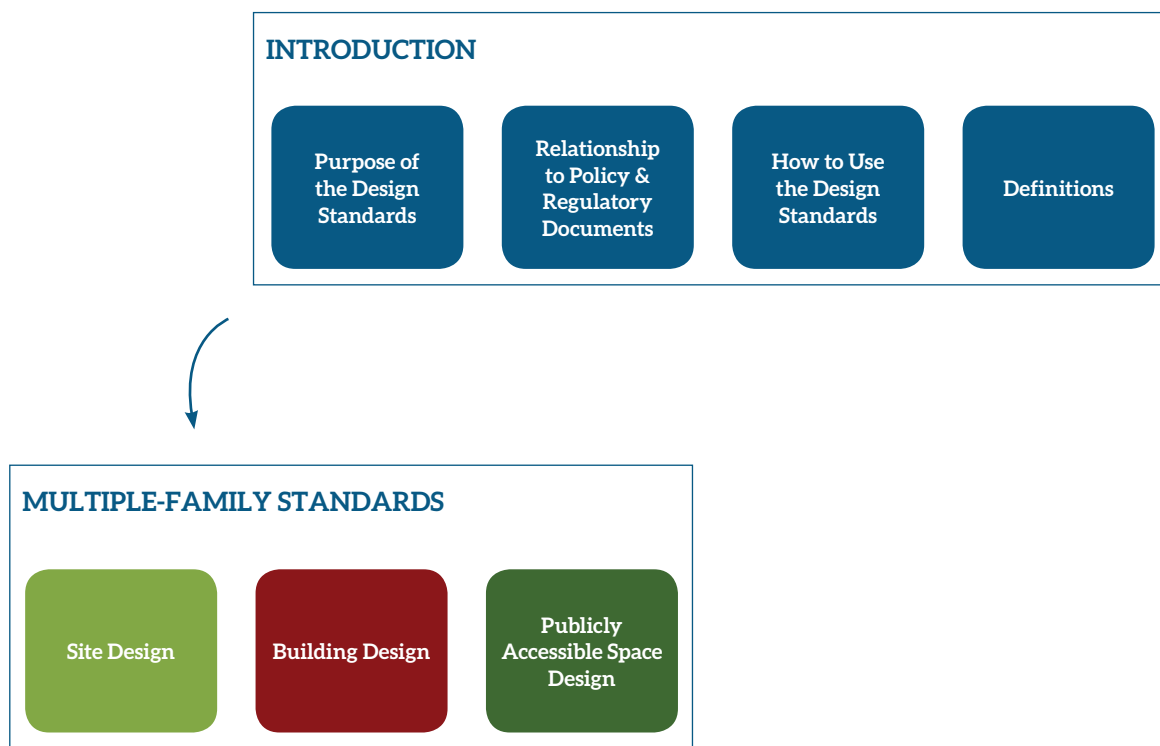
WHAT DO THE STANDARDS & GUIDELINES REGULATE?

- How elements required by the LDO or PD must be laid out on the site
- How buildings are designed and what they look like
- How to accomplish LDO requirements related to design
- What palettes should be applied to buildings and landscape

- **Intent:** states the objective for each standard. Applicants are expected to meet each intent through a combination of complying with Standards and using Guidelines to accomplish the stated objectives.
- **Standards:** are clear, objective requirements. Development must meet all criteria listed under Standards.
- **Guidelines:** provide additional direction and application. Development is expected to address the Guidelines to meet the intent.
- It is the responsibility of the developer to justify any deviation from these standards and guidelines and to exhibit why the specific standard or guideline would not result in a better/higher quality neighborhood.
- In certain cases, the Planning Director may make a determination that a given solution sufficiently meets the intent of a standard, even if all of the objective requirements of the Standards are not met.

Reference the Appropriate Parts of the Standards

The diagram below illustrates the organization of the Design Standards document. The Introduction Section is general and relates to all types of multiple-family. The Multiple-Family Chapter is specific to multiple-family development.



Definitions

Accessory Building/Structure

A structure for a use that is auxiliary to the primary use.

Amenity Building

A public or semi-public building built and maintained for public or membership use.

Articulate (or Articulation)

To emphasize a building or building element.

Attached House

A building where units are not stacked vertically but share walls with adjacent units.

Awning

A protected covering over a window, door, or opening.

Balcony

An unenclosed space that protrudes from the face of a building.

Bay

The spaces on a building's facade between vertical structural elements (walls, pilasters, columns, etc.); bays organize window, door, and building element placement.



Figure 1.7 Illustration of definition of Bay

Bay Width

The percentage or length (feet) of a building's facade that is vertically articulated as a structural bay.

Bay Window

A window that protrudes from the face of a building.

Bay of Parking

A double-loaded row of parking, with a drive aisle in the center and head-in parking on either side; may be perpendicular or angled.

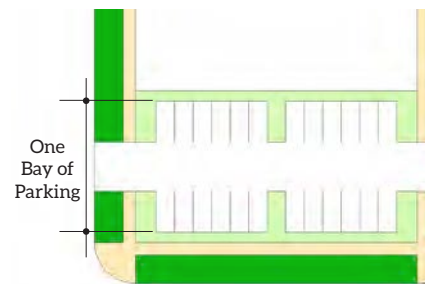


Figure 1.8 Illustration of definition of Bay of Parking

Block (Development Block)

The area defined by streets (public or internal) or open spaces (public or internal) intended for the development of parks or buildings. Development blocks are a term used in urban design and form-based coding that applies to the organization of legally dedicated lots surrounded by thoroughfares, that have been subdivided by Plat.

Block Depth

The short dimension of a block, measured from easement or right-of-way line to easement or right-of-way line, at the shortest point.

Block Length

The long dimension of a block, measured from easement or right-of-way line to easement or right-of-way line, at the longest point.

Block Area

The Block Depth multiplied by the Block Length.

Block Type

Classification of blocks based on the use, building type, organization, location, and access.

Block Type

(Attached/Single-Aspect)

A block sized to accommodate buildings that are one-unit deep, with frontage around the block perimeter, parking in the center, and open spaces.

Block Type (Composite)

A block that has different building types located on it which require different half-block depths.

Block Type

(Double-Aspect/Corridor)

A block sized to accommodate buildings that are two units deep, with frontage around the block perimeter, parking in the center, and open spaces.

Structured Parking Block

A block sized to accommodate development around a structured parking garage, with frontage around the block perimeter, the garage in the center, and open spaces for residents.

Building Design Variation

A building design that is distinctly different from others, as a result of the massing and form, composition of openings, building elements, and palette of materials and colors.

Building Element

A component of a building that gets added or subtracted from the main mass of the building, such as a porch, wing, balcony, or awning.

Building Facade (Facade)

An elevation of a building.

Building Front

The side of the building facing the most prominent public or internal street or open space; the facade on which the primary building entrance is located.

Building Orientation

The relationship of a building's location to the edge of the block.

Building Type

Classification of a building based on form and interior circulation layout.

Complete Streets

Streets designed to enable safe access for all users, including pedestrians, cyclists, motorists, and transit riders.

Composition**(Facade Composition)**

The arrangement of doors, windows, and building elements on a building.

Cornice

A protrusion from the top of a ceiling or pediment, or at the bottom of a roof.

Corridor Building

A building defined by a central entry and circulation system, with a central corridor accessing units on either side.

Dormer

A window that projects vertically from a sloping roof.

Eave

The part of a roof that meets or overhangs the walls of a building.

Eave Line

The shape of eaves across a building.

Entry

A door allowing access to the primary circulation of a building.

Fenestration

The arrangement of windows and doors on the elevations of a building.

Flat Roof

A roof without a visible pitch, including mono-pitch or parapet roofs.

Frontage

The part of a building that is adjacent to a street, path, or open space.

Gable

The part of a wall that encloses the end of a pitched roof.

Ground Floor

The first floor that sits above the average grade of a site.

Ground Floor Transparency

Percentage of a building's ground floor facade that must be glazed.

Liner Building

A narrow building, one unit deep, that is attached to a garage or non-residential use.

Massing

The overall shape and size of a building.

Masonry Base

A masonry architectural feature that projects from the plane of the primary mass of the building at the ground level to deflect water away from the foundation; may be articulated as a few feet at the base of a building or as the entire ground floor.

Mullion

A vertical or horizontal bar between the panes of glass in a window.

Multiple-Family Buildings/Housing

A building where multiple separate housing units are located within the same building.

Muntin

A small bar or rigid support between adjacent panes of glass.

Stacked Townhouse

A townhouse on top of a ground floor unit.

Street (Internal)

A street created on a multiple-family site which defines blocks and provides access for all modes.

Street (Public)

A public right-of-way.



Figure 1.9 Illustration of definition of Masonry Base

Side Relationship

The relationship of a building to a street or open space where the side of the building faces on the street or open space.

Open Space/Greenway (Internal)

An open space or green space within a development that is intended for shared use by the residents or users of the development.

Open Space/Greenway (Public)

Any open space that is publicly owned and accessible to the public.

Paired Units (Duplex)

Two units that share a wall and have separate entries; often designed to look like a single house.

Parking Lot Drive

The drive aisle within a parking lot.

Pattern

Design solution using reusable forms repeatedly in a larger building mass.

Pedestrian Scale

The relationship of a built environment to human proportions and comfort.

Planting Strip

A planting zone bounded by the sidewalk, curb, intersections, and pedestrian crossings.

Podium Parking

Concrete parking footprint that is the same or larger than the footprint of the building. Podium parking may be entirely below ground, or it may be the first level.

Porch

A covered platform at the entrance.

Porte Cochere

A covered pick-up and drop-off portal accessible to vehicles.

Private Realm

The areas of a multiple-family development that are intended only for the use of the residents of a given block or building.

Proportion

The ratio of the horizontal and vertical dimensions of a given shape or element.

Public Realm

All areas open or accessible to the public, including the space in front of and between buildings; may be privately owned.

Roof

The part of the building envelope that covers the top of a building.

Roof Form

The shape and proportion of a roof.

Stoop (Porch)

A small exterior entrance outside of a door; may be covered but without vertical columns or structural supports for the awning or roof.

String Course

A raised horizontal band or course that often ties together window sills and defines the base, middle, or top of a building.

Structural Bay (See Bay)**Terrace**

An open platform that extends from a building.

Texas Wrap Building

A large building, linked by corridors and circulation cores, with units and building form wrapped around an above-grade parking structure.

Transparency

The glazing of a window or door independent of sill, sash, surround, decals, or any other non-transparent feature of the window or door.

Tuck-Under Parking

Parking tucked under the rear of a townhouse or multiple-family building. In tuck-under parking, the structure of the garage does not extend the full footprint of the building.

Vertical Structure Elements

Walls, pilasters, columns and other vertical members that support the structure of a building.

Vista Terminus

A framed view ending at an iconic feature or building.

Wing

A section of a building that extends out from the primary mass of the building.

Walk-up Building (Single-Aspect)

Multiple-family buildings that are one-unit deep where stair cores serve 2 or 3 units/floor, with a clear front and back (public rooms like the living room face the front and private/service rooms like bedrooms or kitchens face the back).

Walk-up Building (Double-Aspect)

Multiple-family buildings where stair cores serve four units/floor, and units face the front and back of the building; a front elevation must be selected.

Wrapped Garages

Wrapped garages consist of a stand-alone garage, with narrow liner buildings attached. The liner/wrapper buildings may be stand-alone, with a gap between the building and garage to allow for natural ventilation of the garage. In some instances, the buildings may be attached or tied back to the garage structure.



Urban Design Intent and Principles

The intent of the Multiple-Family Development Design Standards is to ensure that future development of multiple-family housing contributes to the hometown character of Parker. The Design Standards provide specific requirements related to the urban design of sites, buildings, exterior open spaces, and publicly accessible spaces.

Multiple-family housing design principles relate to embracing the dignity of all residents of Parker to live in a well-designed community with high-quality amenities, regardless of the type of housing type they live in or their ownership status. Elevating the level of design for multiple-family housing will enhance the livability and quality of life for all Parker residents.

Creating Neighborhoods Versus Developments

The principles below guide multiple-family residential housing in Parker. They serve the purpose of creating high-quality neighborhoods, rather than identifiable developments.

- **Hometown Feel:** Multiple-family developments should create a sense of place contributing to the hometown feel.
- **Variety:** New multiple-family housing should be designed in a manner that promotes a variety of housing types to support families at any stage in life.
- **High Quality:** Multiple-family housing should be composed of high-quality design, materials, color and palettes, and landscape design.
- **Context:** Multiple-family housing should be designed to enhance and relate to the context of the surrounding natural and built environment.
- **Livability:** Multiple-family housing should be designed to enhance the livability of the residents and contribute to the larger community.
- **Human Scale:** Multiple-family housing should be designed at a human scale, creating safe, walkable, pedestrian, and bicycle friendly environments that are visually interesting and support sidewalk and street activity.
- **Public Spaces:** Multiple-family developments should have safe, accessible, passive, and active outdoor functional public spaces that promote a sense of community and convey an inviting interactive experience.
- **Clearly-Defined Blocks:** Multiple-family neighborhoods should be organized into identifiable blocks, with buildings oriented towards streets and open spaces. Creating blocks with clearly-defined publicly accessible and private realms ensures ‘eyes on the streets’ and builds natural surveillance into neighborhoods.



Figure 2.1 Example of Attached Townhouse development



Figure 2.2 Example of Multiple-Family building



Figure 2.3 Perspective of typical residential neighborhood



SITE DESIGN

1. Buildings fronting streets and parks
2. Sidewalks/pedestrian-oriented design
3. Internal complete streets with on-street parking

BUILDING DESIGN

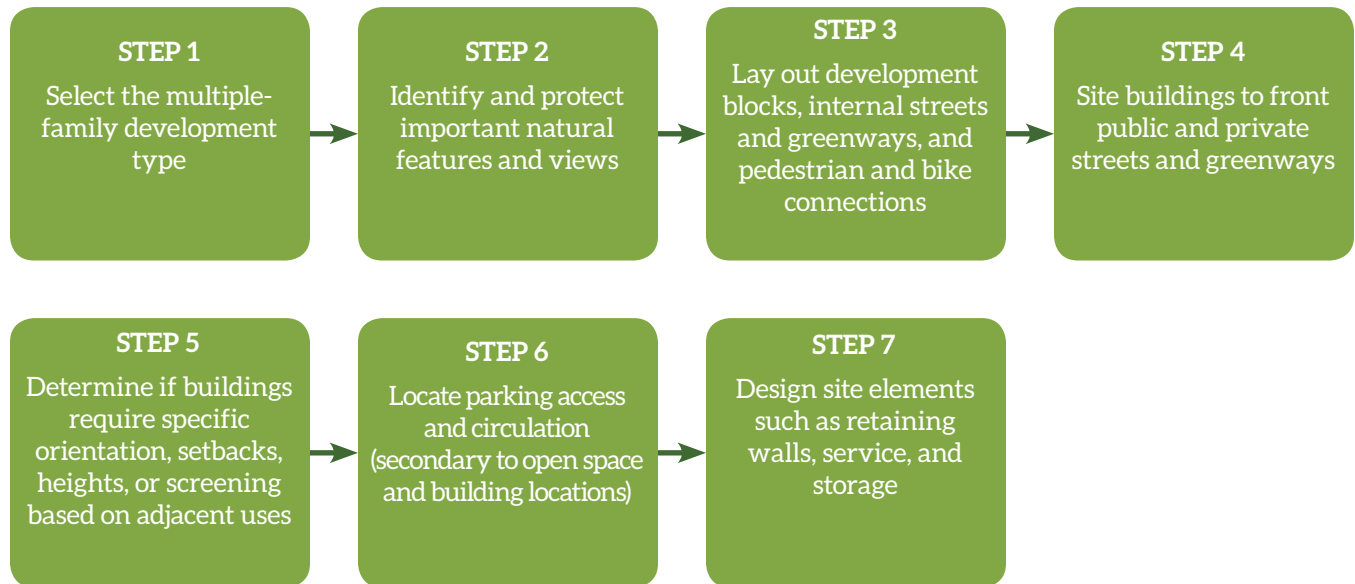
4. Bay with gable roof
5. Box bay windows
6. Awnings, terraces, and front stoops
7. Dormers
8. Varied roof forms and eave lines

PUBLIC SPACE DESIGN

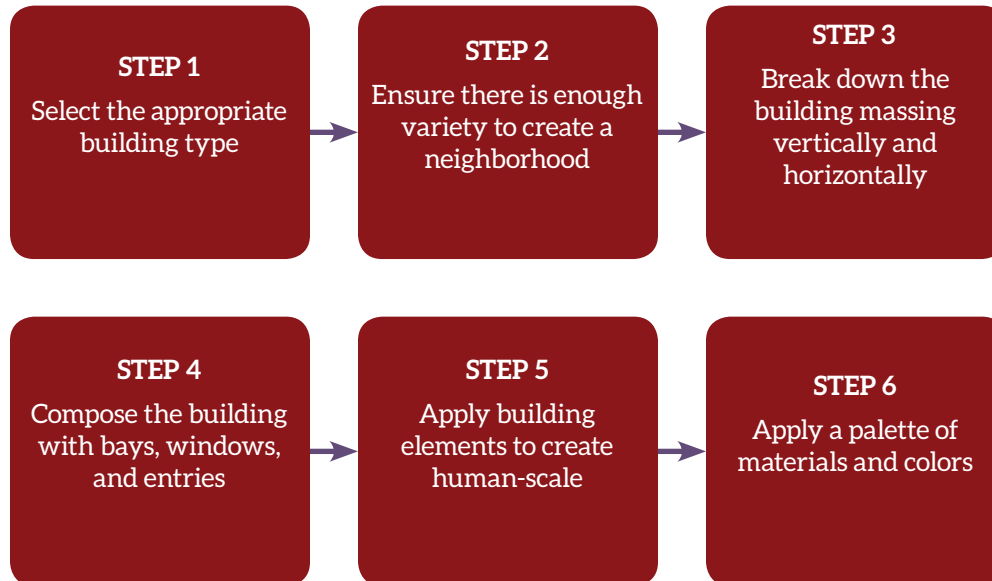
9. Neighborhood amenity landscape features to encourage interaction
10. Defined public and private space
11. Lighting and street furniture

Key Steps to Design a Multiple-Family Development

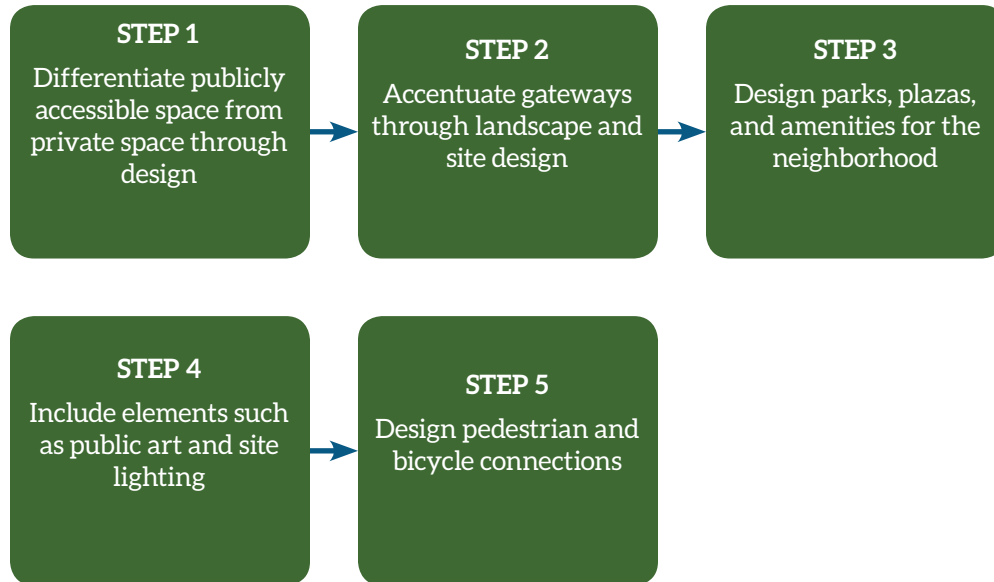
How the Site Comes Together



How Buildings Come Together



How Publicly Accessible Spaces Come Together



Planning Context for Multiple-Family Development

Introduction

The planning context for multiple-family development standards integrates the vision of the Town's Master Plan and other major planning documents.

Considering context is critical when developing multiple-family neighborhoods that contribute to the hometown character of Parker. Responding to physical context and following the Town's planning context will more likely result in development that fits into the character of the Town and relates to adjacent uses. Context should always guide the form, orientation, and character of new development.

A. Physical Context

The physical context that surrounds a development site, including uses, scale, massing, building character, and site design of surrounding development should influence the design of multiple-family housing. For example, the architectural style of nearby buildings should influence the design of new multiple-family housing. Section 2.4.6. in the Development Design Standards addresses Sensitivity of Adjacent Uses and provides standards to design multiple-family in a responsive manner.

B. Planning Context

Regulatory and policy documents adopted by the Town add a level of planning context that must be taken into consideration in the design of multiple-family housing. Three documents in particular, the Parker 2035 Master Plan, the Greater Downtown District Standards, and the Mainstreet Master Plan, provide direction related to development within specific areas of the Town.

ELEMENTS OF CONTEXT

- Massing and scale of surrounding buildings
- Sensitivity to adjacent uses
- Viewsheds and sight lines
- Character Areas and Centers (Parker 2035 Master Plan)
- Greater Downtown Districts (Parker Mainstreet Master Plan, Greater Downtown District Standards)



Figure 2.4 Example of development fronting Public Open Space



Figure 2.5 Example of development fronting Public Street

Parker 2035 Master Plan Context

The Parker 2035 Master Plan sets the policy for the Town to guide decision-making. It also sets a framework for planning in specific contexts. In particular, *Chapter 6: Land Use* designates Commercial Centers and Character Areas, describes the character of the town, and sets appropriate future land uses for these areas of the Town.

A. Neighborhood Center and Community Center Treatments

Neighborhood and Community Centers are generally located at key intersections of major roads. In these specific areas multiple-family serves as a transition between more intensive commercial uses and single-family residential neighborhoods. In this context, multiple-family is adjacent to low to medium density single-family homes. In addition to meeting the standards described in this chapter, multiple-family development in a Neighborhood Center must pay attention to the following:

1. The scale and massing of buildings shall respect the scale and massing of adjacent buildings. Multiple-family units shall step down (step-back) in height when adjacent to single-family detached neighborhoods according to the Standards in *2.4.6.A Multiple-Family Development Adjacent to Single-Family Detached Homes* (See Figure 2.7 below).
2. Multiple-family housing shall be connected to surrounding uses and include pedestrian, bike, and street connections to adjoining neighborhoods, commercial uses, and the trail system to encourage walking and biking.

B. E-470 Corridor and Central Commercial Character Area Treatments

The E-470 Corridor and Central Commercial Character Areas are located along highways. While these character areas contain commercial uses that are more auto-oriented, multiple-family development can be integrated into these surrounding land uses. Multiple-family neighborhoods in these areas should be designed to create visually interesting, consistent, and high quality development linking commercial land uses with residential development and creating a walkable neighborhood near local amenities and services.

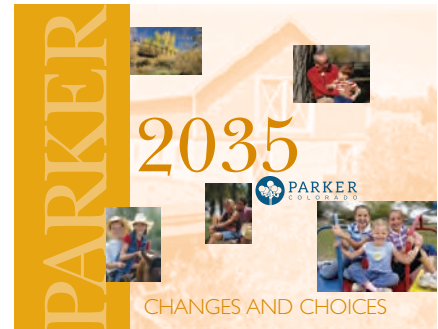


Figure 2.6 Parker 2035 Master Plan

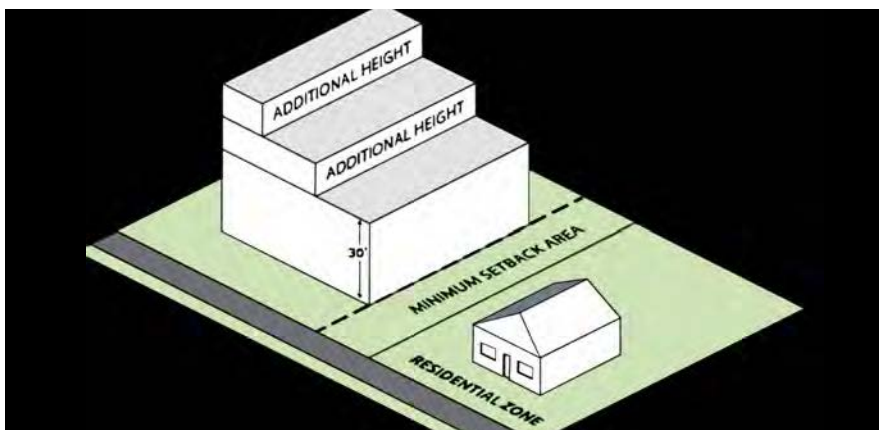


Figure 2.7 Required setback and step-backs from single-family detached neighborhoods

1. **E-470 Corridor** — In addition to meeting the standards described in this section, multiple-family housing within the E-470 Corridor Character Area:
 - a. May be larger in scale and massing along this corridor because of the surrounding land uses, vehicular speed, and building scale of E-470.
 - b. Must provide street, sidewalk, and trail connections to link multiple-family neighborhoods to adjacent public rights-of-way, the regional trail network, and future development in the corridor.
2. **Central Commercial Character Area and the Parker Road Corridor** — Because of the level of retail and employment located within the Central Commercial area, multiple-family developments allow for a greater opportunity to live, work and play in Parker. The Parker Road Corridor encompasses all properties fronting Parker Road from the northern boundary of Town to south of Stroh Road. Between Pine Lane and Twenty Mile Lane, the Corridor also encompasses everything between the properties on the west side of Twenty Mile Road and the properties on the east side of Parker Road. In addition to meeting the standards described in this section, multiple-family housing located along Parker Road corridor:
 - a. Must provide street, sidewalk, and trail connections to link multiple-family neighborhoods to adjacent public rights-of-way, the regional trail network and future development in the Character Area.

Mainstreet Master Plan Context

The Mainstreet Master Plan encourages mixed-use development and does not recommend first floor residential land uses fronting on Mainstreet between Parker Road to the easterly intersection with Pine Drive. Where zoning permits first floor residential development that faces Mainstreet in other areas, multiple-family building design should include these additional design elements:

1. First floor residential facing Mainstreet shall be constructed to allow for conversion to commercial uses.
2. First floor window fenestration shall be 60% glass or higher for buildings facing Mainstreet.
3. First floor heights shall be 15 feet or greater (floor-to-floor).



Figure 2.8 Parker Mainstreet Master Plan

Site Design Standards

Quality site design requires a process of considering existing property assets and context and the future environment of streets, open spaces, and buildings. This section outlines the critical steps to follow when designing a site and applying the corresponding standards and guidelines. The steps generally move from large-scale, highly visible, and important decisions that affect the character of the neighborhood to smaller-scale, functional decisions. The graphic below (*Figure 2.9*) and the following steps and Chapter sections outline the site design process.

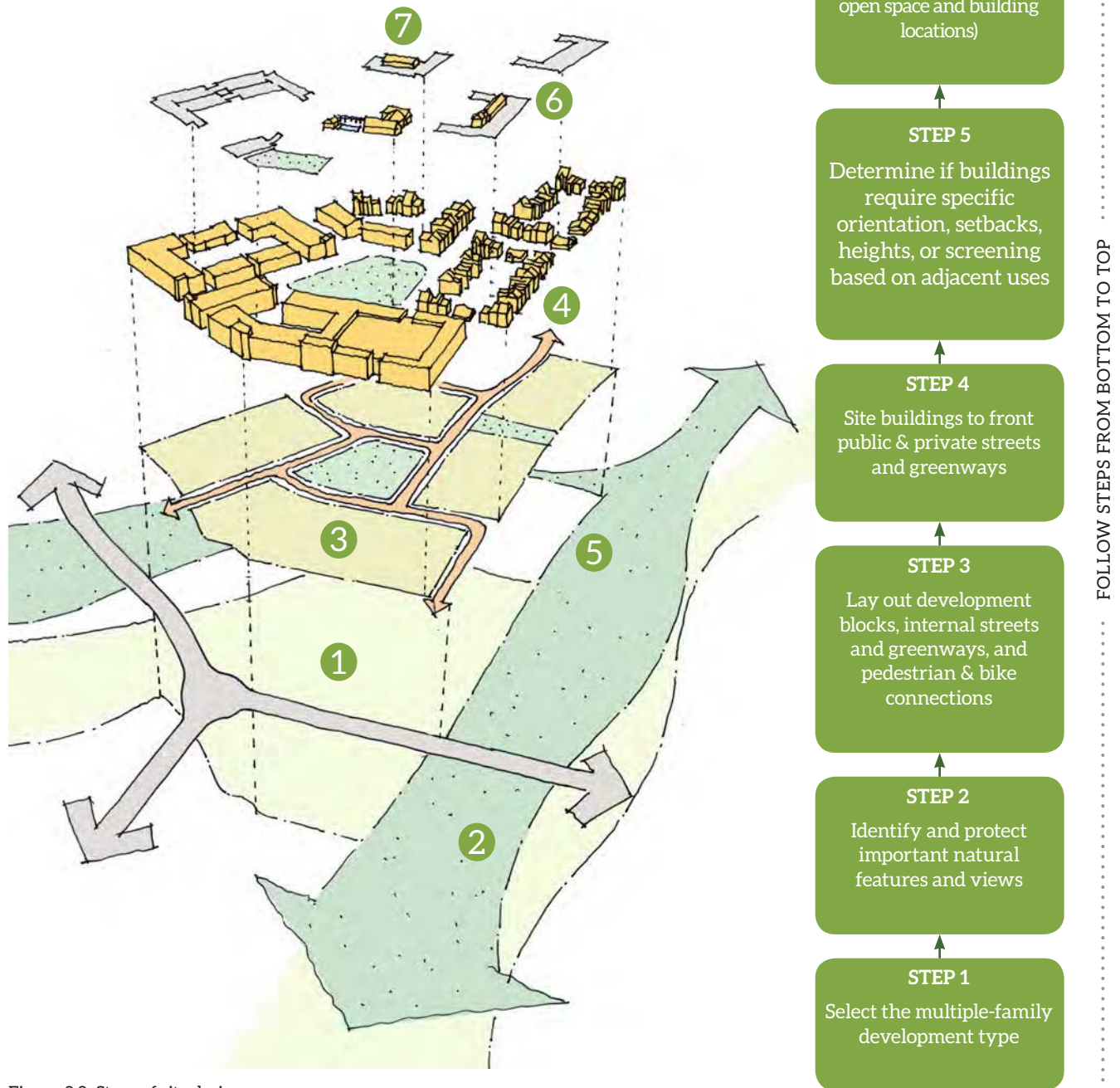


Figure 2.9 Steps of site design process

Multiple-Family Development Typology

Intent:
Provide guidance and clarify which standards throughout the Site Design section apply to specific Development Typologies.

Figure 2.10 illustrates a multiple-family site bounded by an existing public roadway.

Standards:

- A. Using Table 2.2, identify the intended Development Typology and follow corresponding standards for Block Types.

Table 2.2 Development Typologies

If Developing:	Use Block Type:
Multiple-Family Paired Units	Attached/Single-Aspect Block
Multiple-Family Attached Housing	Attached/Single-Aspect Block
Multiple-Family Walk-Up Buildings (Single-Aspect)	Attached/Single-Aspect Block
Multiple-Family Walk-Up Buildings (Double-Aspect)	Double-Aspect Block
Multiple-Family Corridor Buildings	Double-Aspect Block
Multiple-Family Liner Buildings and Garages	Structured Parking Block
Texas Wrap Buildings and Garages	Structured Parking Block
Parking Garages	Structured Parking Block



Natural Features and Views

Intent:

Ensure the highest value natural features on the site are protected, including but not limited to: tree groves, areas of steep topography, drainageways, and views to the mountains.

Figure 2.11 illustrates how in the second site design step, natural features and views form the organizing framework for the multiple-family development site.

Standards:

- A. Areas of steep slopes (15% or greater, per the LDO) and drainageways on the site shall be protected in publicly accessible open spaces.

Guidelines:

- A. Assess other natural features and design larger open spaces and greenways to take advantage of tree groves, vegetation, views, and other elements.
- B. Locate publicly accessible open spaces with pathways and pedestrian access around these natural elements. Orient the fronts of buildings towards open spaces.

STEP 2

Identify and protect important natural features and views

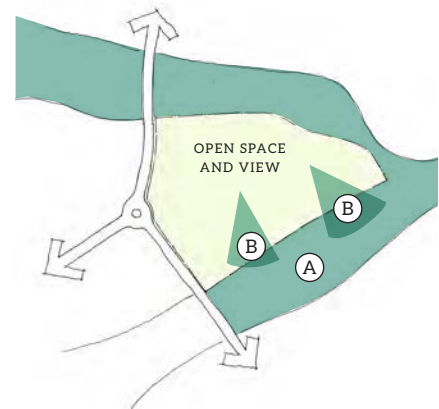


Figure 2.11 Site Features Diagram

- (A) PUBLIC OPEN SPACE OR NATURAL FEATURE
- (B) VIEW TO VALUABLE NATURAL FEATURES



Figure 2.12 Natural features create the essential character of Parker.

PRINCIPLES FOR NATURAL FEATURES AND VIEWS

- Natural features and views create the essential character of Parker.
- Protecting these features by creating publicly accessible space around them allows everyone to appreciate them.
- Preserving natural features adds value to multiple-family neighborhoods and adjacent uses.

Pedestrian and Bicycle Connections

Intent:

A safe, integrated pedestrian and bicycle network shall be designed into each multiple-family development to prioritize multi-modal transportation options, to encourage walking and cycling, and to minimize conflict with automobile movement, while promoting inviting and convenient access within and between developments.

Standards:

A. Pedestrian Access in the Public Realm

1. Publicly accessible sidewalks or walkways shall be provided along all Public and Internal Streets.
2. Publicly accessible sidewalks, walkways, or trails shall be provided within all Public and Internal Open Spaces.

B. Pedestrian Access in the Private Realm

1. Sidewalks or walkways shall be provided within blocks for the use of residents to access rear building entries, parking, trash, service, and amenities.

C. Connections to Adjacent Uses

1. Sidewalks or walkways shall be provided to connect to adjacent residential neighborhoods, community open spaces, trail systems, and to commercial uses, where appropriate.

Development Blocks

Public street rights-of-way and public open space always define the edges of blocks and must be fronted by buildings, unless otherwise stated in the Standards. Internal streets and open spaces should be strategically used to break larger sites up to meet the maximum allowable block sizes in *2.4.4.B Block Type* (See Figure 2.13).

A. Block Definition

Intent:

To ensure walkable, pedestrian-friendly, defensible, and dignified neighborhoods with a sense of place, multiple-family development sites must be divided into development blocks.

Standards:

1. Multiple-family development sites shall be divided into blocks.
2. Blocks shall be defined by publicly accessible edges. Each block must be bounded on all sides by one of the following:
 - a. **Public streets** always define the edge of blocks. Buildings shall face public streets, except in some cases of state highways and arterials, where it may be more appropriate for buildings to side to those public streets. For frontage requirements on public streets, reference *2.4.5.C Frontage Requirements* where vehicular access is

STEP 3

Lay out development blocks, internal streets and greenways, and pedestrian & bike connections

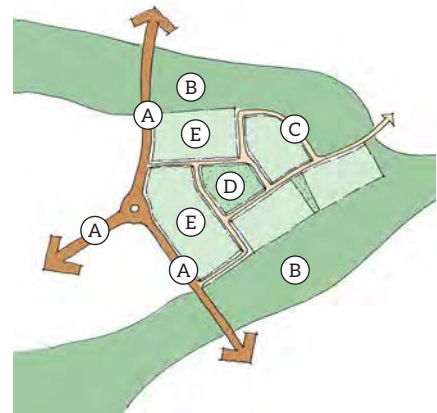


Figure 2.13 Block Frontage Diagram

- (A) PUBLIC STREET
- (B) PUBLIC OPEN SPACE OR NATURAL FEATURE
- (C) INTERNAL STREET
- (D) INTERNAL OPEN SPACE
- (E) BLOCKS

PRINCIPLES FOR DEVELOPMENT BLOCKS

- Blocks form the basic building element of neighborhoods.
- Well-defined blocks differentiate the publicly accessible realm from the private realm.
- Blocks are organized to have public elements fronting outward (front doors, front elevations) and service or private elements in the center/rear (rear elevations, parking, garages, storage, etc.).

located on a public street, access spacing must meet requirements in the *Roadway Design and Construction Criteria Manual*.

- b. **Public greenways or open spaces** always define the edges of blocks. Buildings shall front public greenways and open spaces. For frontage requirements reference 2.4.6.C *Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors*.
- c. **Internal streets** shall be located to define the edges of blocks. Buildings shall front internal streets. Along internal streets, fronts of buildings must face fronts of buildings across the street. For frontage requirements, reference 2.4.5.C.5 *Internal Street (Private Street)*. Internal streets for multiple-family must meet the following criteria:
 - i. Internal streets shall have sidewalks or walkways along both sides of the street.
 - ii. Internal streets shall have street trees or other plantings to create a pedestrian-friendly walking environment.
 - iii. If internal streets include on-street parking, it shall be parallel parking. Internal streets for a multiple-family development shall not include head-in perpendicular or diagonal or angled parking.
 - iv. Internal streets should connect to other streets. If an internal street does not connect, it shall provide a court to allow vehicles to turn around and to provide a visual terminus.
- d. **Internal greenways or open space** shall be located to define the edge of blocks. Along internal open spaces, fronts of buildings must face fronts of buildings across the space. For frontage requirements on internal greenways or open space, reference 2.4.5.C.6 *Open Space*.

Guidelines:

1. Every block should be defined by streets, either public rights-of-way or internal streets, on at least two sides.



Figure 2.14 Example of building frontage along an Internal Street. The buildings are arranged in a block with clearly defined publicly accessible and private realms.

B. Block Type

Intent:

Multiple-family blocks shall be designed and sized for the appropriate building types in order to ensure that developments are walkable and pedestrian friendly. Appropriately-sized blocks should adequately accommodate building frontage around the block perimeter, parking in the center of the block, and open spaces for residents.

1. Attached/Single-Aspect Block

Standards:

- a. For the graphic standards corresponding to *Table 2.3*, please reference *Figure 2.16*.

Table 2.3 Attached/Single-Aspect Block

Criteria	Standard	
	Min.	Max.
A Block Depth (ft.)	220'	240'
B Half-block Depth (ft.)	110'	120'
C Block Length (ft.)	250'	700'
D Block Area (acres)	1.2	3.9
E Distance between buildings	10'	15'

- b. Parking lots, garages, and service shall be located in the interior of the block, an adequate distance away from the rear of buildings.
- c. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.



Figure 2.15 Single-Aspect Walk-Up Building sited on a Single-Aspect Block



Figure 2.16 Attached/Single-Aspect Block

2. Double-Aspect/Corridor Block

Double-Aspect Blocks accommodate buildings with units facing both the street and the parking court in the center of the block.

Standards:

- a. For the graphic standards corresponding to *Table 2.4*, please reference *Figure 2.18*.

Table 2.4 Double-Aspect/Corridor Block

Criteria	Standard	
	Min.	Max.
A Block Depth (ft.)	260'	340'
B Half-block Depth (ft.)	130'	170'
C Block Length (ft.)	320'	640'
D Block Area (acres)	1.9	5.0
E Distance between buildings	12'	20'

- b. Parking lots, garages, and service shall be located in the interior of the block, an adequate distance away from the rear of buildings.
- c. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.



Figure 2.17 Corridor Building sited on a Double-Aspect Block

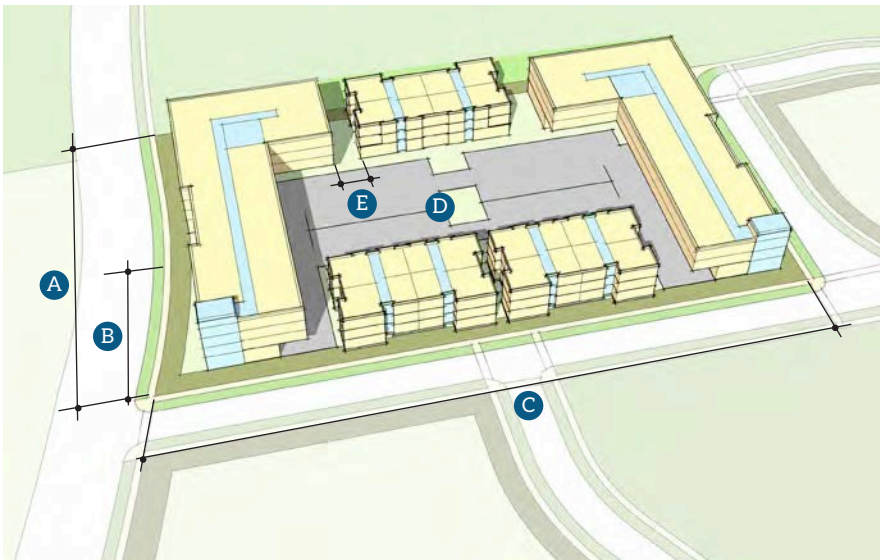


Figure 2.18 Double-Aspect Block

3. Structured Parking Block

Structured Parking Blocks are designed to accommodate development that is integrated with garages. This includes stand-alone garages and wrapped garages.

Standards:

- a. For the graphic standards corresponding to *Table 2.5*, please reference *Figure 2.20*.

Table 2.5 Structured Parking Block

Criteria	Standard	
	Min.	Max.
A Block Depth (ft.)	280'	380'
B Half-block Depth (ft.)	140'	190'
C Block Length (ft.)	320'	640'
D Block Area (acres)	2.1	5.6
E Distance between buildings	12'	30'

- b. Locate free standing garages, surface parking, or integrated garages in the center of blocks, wrapped by either stand-alone buildings or liner buildings attached to the garage.
- c. Minimize the number of units that overlook the parking structure.
- d. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.



Figure 2.19 Liner Building sited on a Structured Parking Block

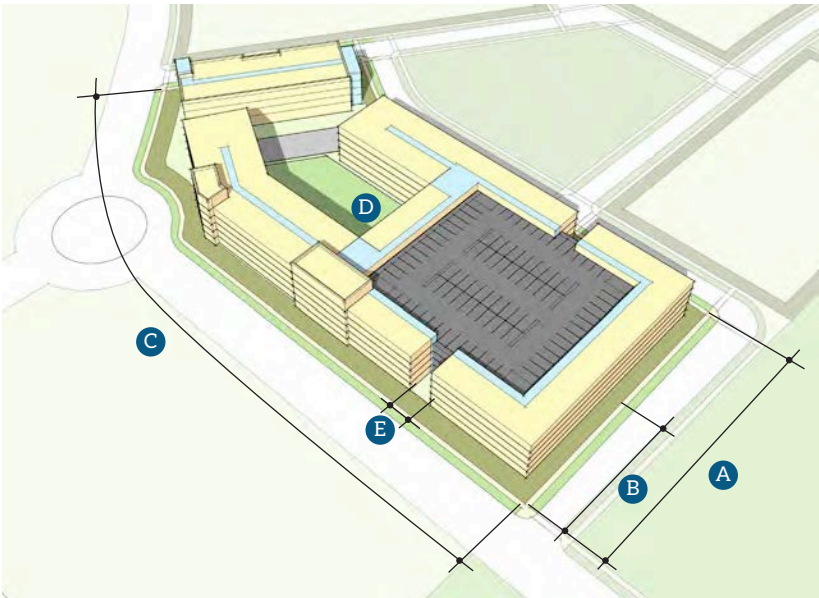


Figure 2.20 Structured Parking Block

4. Composite Blocks

In cases where two different building types with different depths are located on the same block, two half-block depths should be combined to create a Composite Block.

Standards:

- a. For the graphic standards corresponding to *Table 2.6*, please reference *Figure 2.22*.

Table 2.6 Composite Block

Criteria	Standard	
	Min.	Max.
A Block Depth (ft.)	240'	290'
B Half-block Depth (ft.)	Varies	Varies
C Block Length (ft.)	320'	640'
D Block Area (acres)	1.8	4.2
E Distance between buildings	12'	30'

- b. Composite Blocks shall be no deeper than the maximum half-block depths of the two block types that it is composed from.
- c. The length of the combined block type shall comply with either the maximum block length or the maximum block area, whichever is lesser.
- d. Parking lots and/or garages shall be located in the center of the block.
- e. Podium and tuck-under parking must be located a minimum of 20 feet behind the front facade of any building. The 20 feet in front of the parking shall be usable space.



Figure 2.22 Composite Block



Figure 2.21 Attached Houses and Corridor Buildings sited on a Composite Block

Building Orientation

Intent:

Clearly define publicly accessible space from private amenity and service space; create comfortable, walkable streets and shared open spaces, create embedded security by ensuring eyes on the street.

A. Fronts and Backs

Standards:

1. Townhouses, duplexes, and single-aspect walk-ups shall be oriented with the fronts of the buildings along the perimeter of blocks (See *Figure 2.24*).
2. Double-aspect and corridor buildings (where units face both front and back) shall select one side of the building and designate it as the front. Building fronts shall orient to the perimeter of blocks.
3. Fronts of buildings shall have a greater attention to building composition and building elements to dignify the public realm.

B. Building Orientation at Corners

Standards:

1. Building corners that face or front onto public roadways or open space shall provide a higher level of architectural treatment, window fenestration, and massing to provide increased user activity and visual interest at the corner (see *Figure 2.23*).

Guidelines:

There are a variety of ways in which buildings can address corners:

1. Building Forms Corner (see *Figure 2.23*):

Buildings that wrap the corner at street intersections are encouraged to incorporate building cut-outs and plane offsets. The open space created at the back of curb supports increased user activity and landscape interest and the opportunity for residential entry plazas and gathering space.

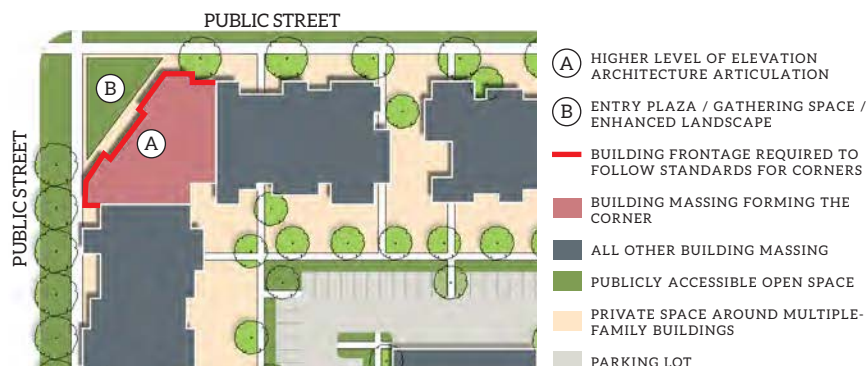


Figure 2.23 Building Forms Corner

STEP 4

Site buildings to front public & private streets and greenways

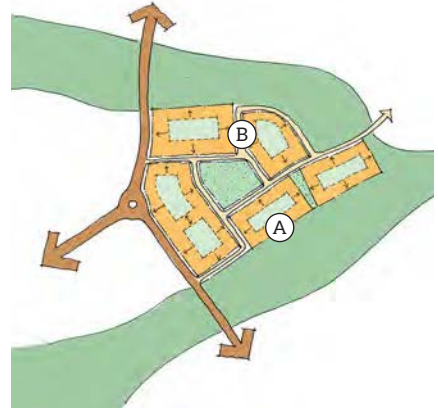


Figure 2.24 Building Orientation and Frontage Diagram

- (A) BLOCKS WITH FRONTAGE TOWARDS STREET AND OPEN SPACES
- (B) INTERNAL STREETS WITH BUILDING FRONTAGE

2. **Articulated Corner Architecture** (see *Figure 2.25*):

Buildings that meet at corner sites help hold and give prominence to two street frontages. This prime exposure warrants the incorporation of finer architectural detail, windows, special features, materials, and building articulation.

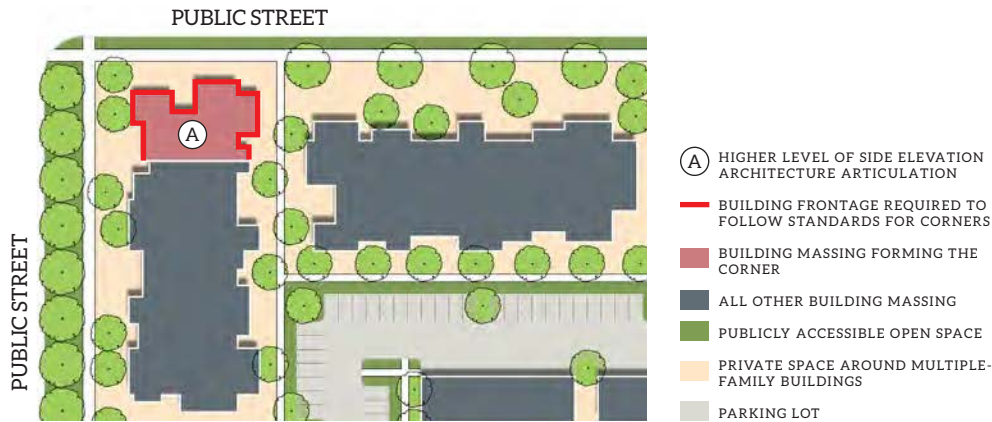


Figure 2.25 Articulated Corner Architecture

3. **Park and Articulated Corner Architecture** (see *Figure 2.26*):

Plazas and courtyards that hold corner edges create strong visual interest through planting intensification, active and passive park space, public art, and pedestrian activity.

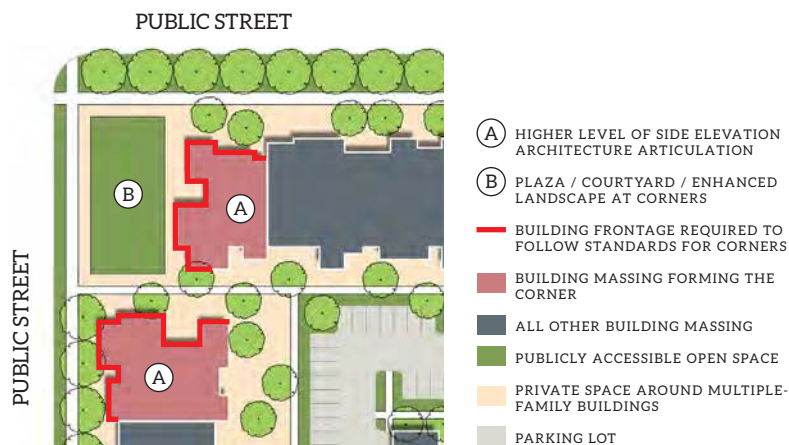


Figure 2.26 Park and Articulated Corner

C. Frontage Requirements

1. State Highway

Parker Road (Highway 83) and E-470 Standards:

- Preferred orientation: multiple-family buildings shall be primarily oriented with the side facade facing the highway.
- Permitted orientation (with additional standards): when a multiple-family building faces the highway, it shall be set back a minimum of 30 feet from the right-of-way to create a significant open space buffer between the units and the highway. This requirement shall be in addition to any buffers required by the LDO and/or *Roadway Design and Construction Criteria Manual*.
- Multiple-family buildings may not back to the highway.
- For developments sited higher than street-level, retaining walls shall be used within the landscape buffer if grades exceed 25% (reference *Figure 2.28* and *Figure 2.29*).



Figure 2.27 Permitted orientation, with a multiple-family building facing a highway, with an additional 30-foot buffer.

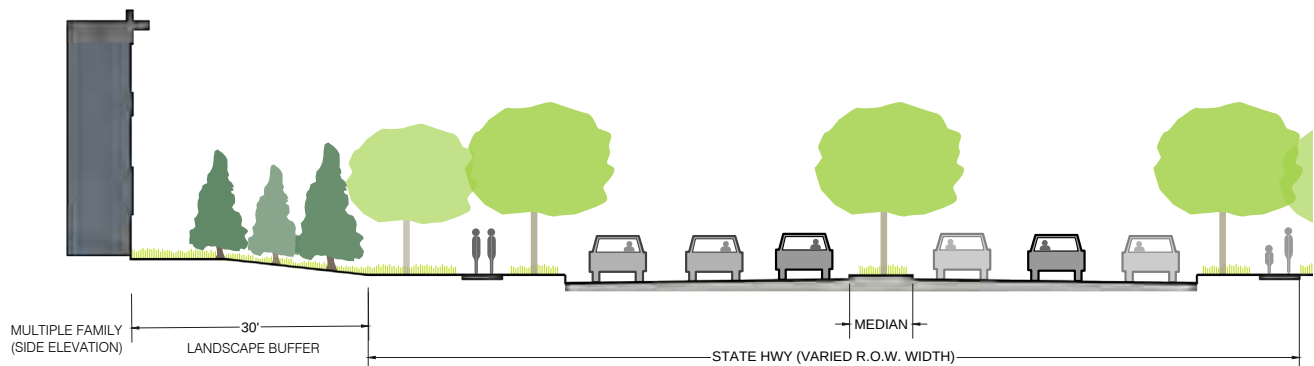


Figure 2.28 State Highway Frontage (condition without grade)

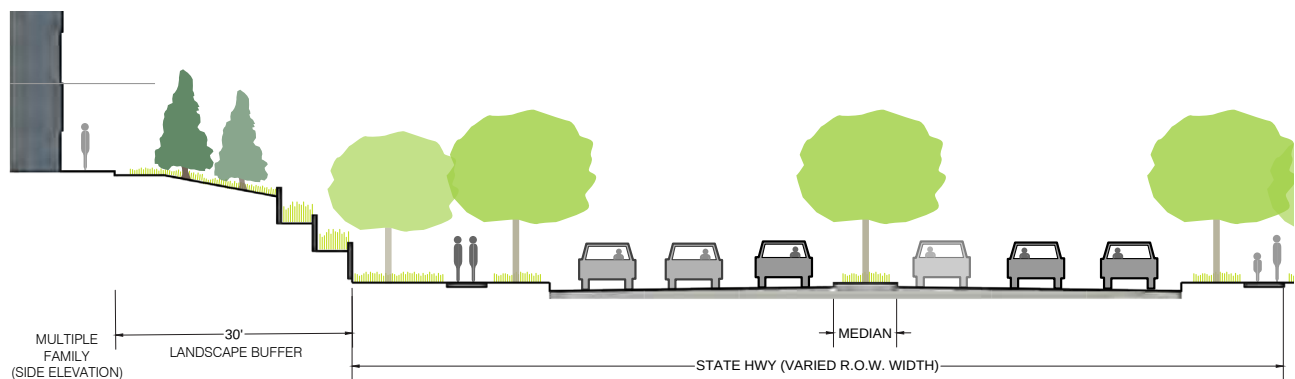


Figure 2.29 State Highway Frontage (condition with grade)

2. Principal Arterial Roadways and Major Collectors (4–6 lanes)

Standards:

- Multiple-family buildings shall front arterials and shall have a minimum 25-foot landscape buffer from the right-of-way (ROW) (see *Figure 2.30*).
- Landscape elements such as plantings and low walls shall be used to separate the units from the street.
- Street trees shall be included in frontage.

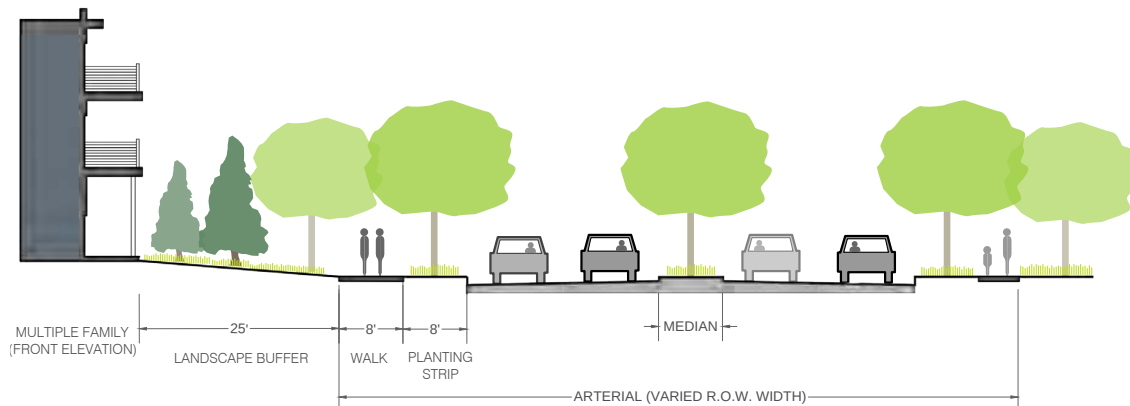


Figure 2.30 Example of arterial frontage

3. Residential Collector Roadways (2 lanes) Standards:

- Multiple-family buildings shall front collectors and shall have a minimum of 15 feet of landscape buffer from the right-of-way (see *Figure 2.31*).
- A minimum 15-foot landscape buffer shall be provided.
- Landscape elements such as plantings and low walls shall be used to separate the units from the street.

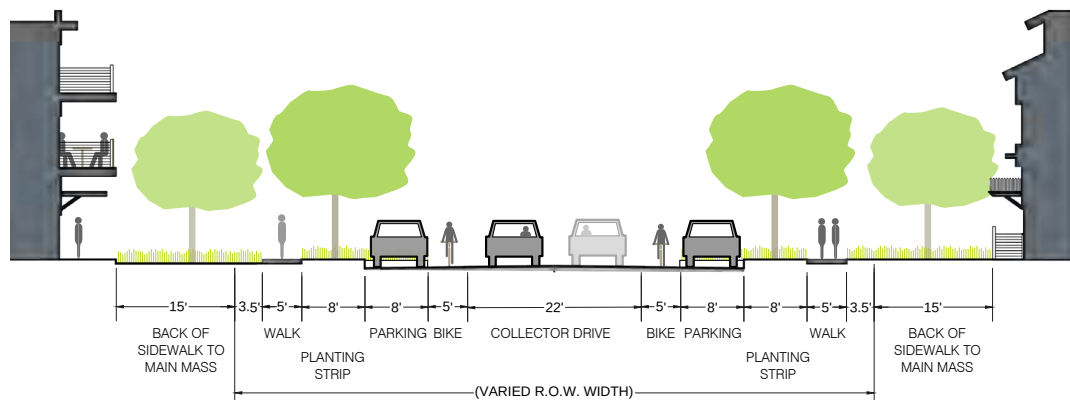
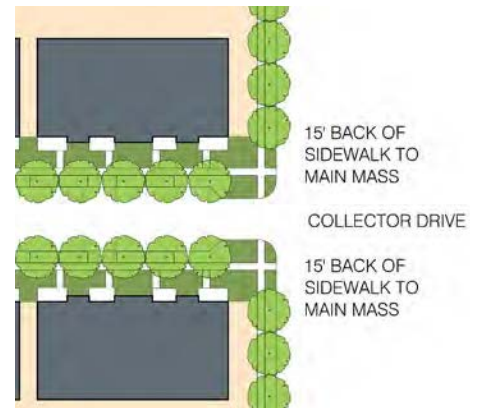


Figure 2.31 Example of collector frontage

4. Old Town Street

Standards:

- a. Multiple-family buildings shall front Old Town Streets.
- b. Building elements, such as balconies and awnings, shall engage the streetscape and pedestrians (reference Section 2.5.5 *Building Elements*).
- c. For more information about the requirements for the design of Old Town Streets, reference the Greater Downtown District Standards and Guidelines.

5. Internal Street (Private Street)

Standards:

- a. Multiple-family buildings shall front internal streets (see *Figure 2.32*).
- b. Buildings that meet at corner sites shall have primary frontage towards the public street and secondary frontage towards the private street (see *Figure 2.32*).
- c. Multiple-family buildings shall front internal streets and shall have a minimum of 20 feet landscape buffer from the right-of-way between the private and public realm.
- d. Multiple-family buildings shall have building elements that engage the public realm (reference Section 2.5.5 *Building Elements*).
- e. There shall be a 15-foot minimum landscape buffer to transition between the private and public realm.
- f. There shall be street trees and low planting along the sidewalk, creating a comfortable experience for pedestrians.

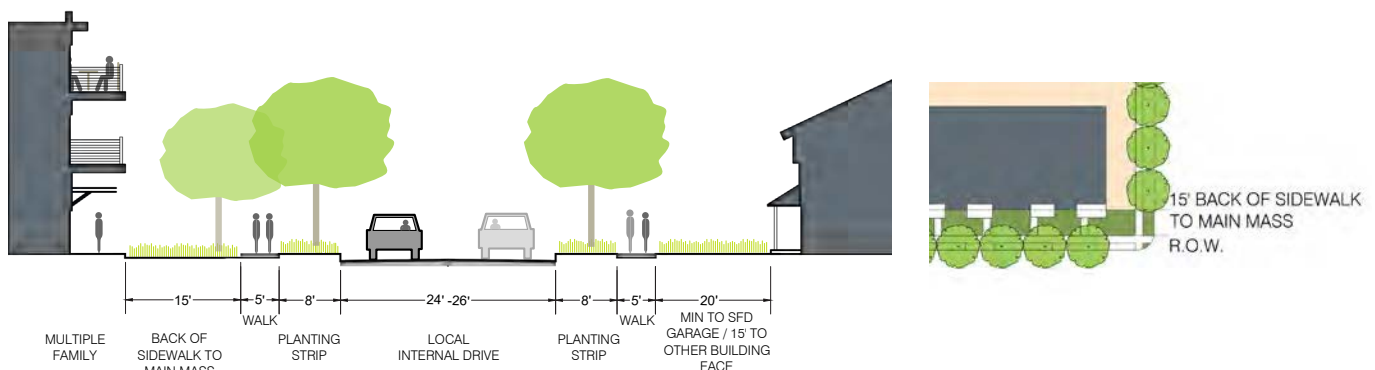


Figure 2.32 Example of internal frontage

6. Internal Open Space

These standards regulate frontages along internal open spaces within a development. For information about how to front open spaces on an adjacent parcel, please reference *2.4.6.C Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors*, and *2.4.6.D Frontage Requirements for Adjacent Uses*.

Standards:

- Multiple-family buildings shall front open space, given that the open space is designed for pedestrian, bicycle, or recreational use (see *Figure 2.33*).
- Any multi-use paths required in the open space shall connect to adjacent trail points.
- The building setbacks shall respect the natural conditions of the open space, such as stream corridors and wetlands.

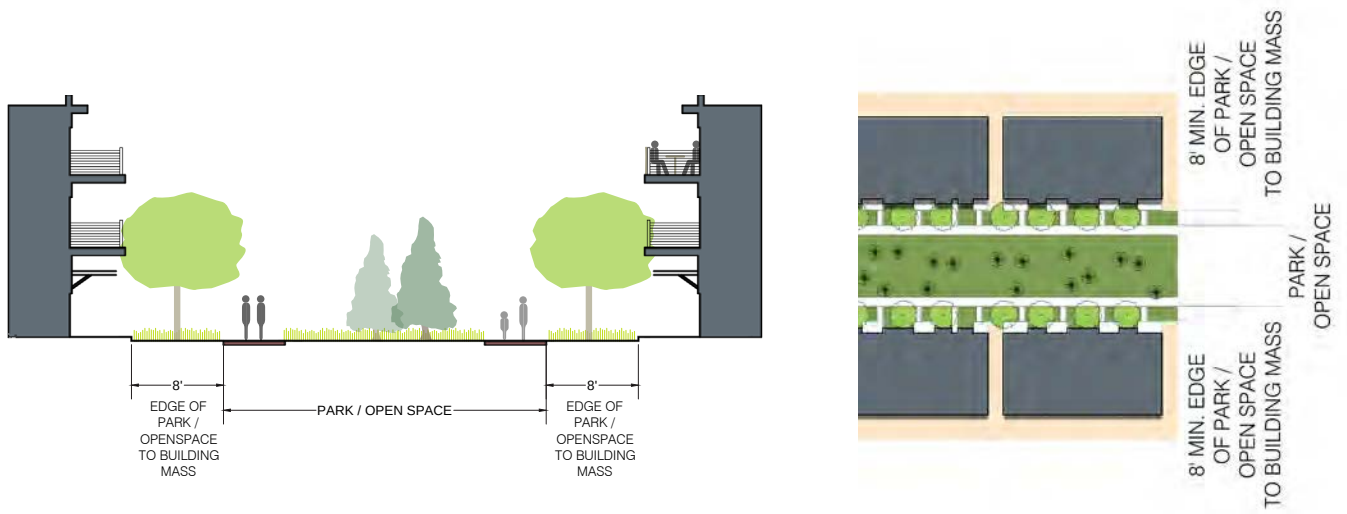


Figure 2.33 Example of internal open space frontage

Sensitivity to Adjacent Uses

A. Multiple-Family Development Adjacent to Single-Family Detached Homes

Homes

The Town of Parker consists of mostly single-family detached housing units. As the Town becomes developed, infill and greenfield locations must be sensitive to adjacent single-family residential neighborhoods and other existing uses.

Intent:

Ensure that infill and greenfield development are appropriately buffered from existing uses.

Standards:

- 1. Multiple-family buildings 3 stories or taller shall be set back a minimum of 40 feet from the adjacent property lines to provide adequate buffering from single-family dwellings (see Table 2.7). Multiple-family buildings 2 1/2 stories or less may be located up to 25 feet away from the property lines shared with adjacent single-family detached neighborhoods (see Figure 2.34).
- 2. Multiple-family buildings shall be oriented perpendicular rather than parallel to existing single-family detached houses (see Figure 2.35).



Figure 2.34 Multiple-family with perpendicular orientation adjacent to single-family dwelling

STEP 5

Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses

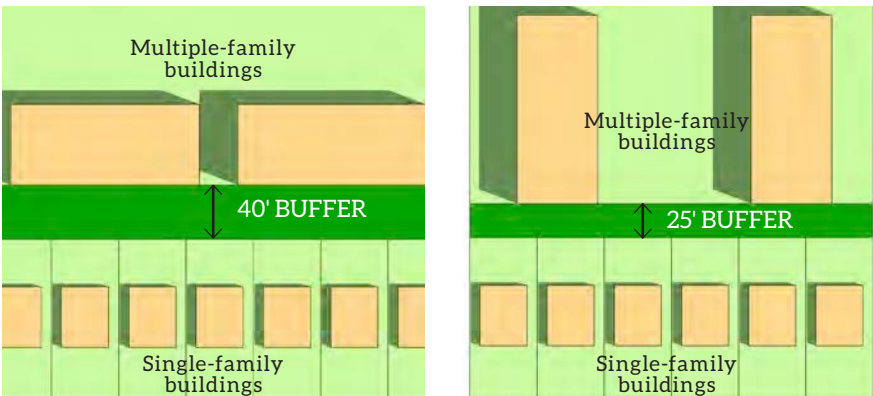


Figure 2.35 Required spacing between multiple-family development and single-family dwellings (front facing and side facing)

Table 2.7 Multiple-Family Adjacency

Use Adjacent to Multiple-Family	Required Buffer
Single-Family Dwelling	40 Feet Front Facing 25 Feet Side Facing
Another Multiple-Family Development	25 Feet*
Commercial/Industrial/Mixed-Use	50 Feet
Parks/Public Open Space	25 Feet

* This distance may be reduced based on the inclusion of design elements, the orientation of existing buildings, and other context factors.

B. Multiple-Family Adjacent to Commercial

Standards

1. Multiple-family buildings adjacent to the rear of commercial buildings shall have a 25-foot landscape buffer from the rear property line of the commercial building (see *Figure 2.36*).

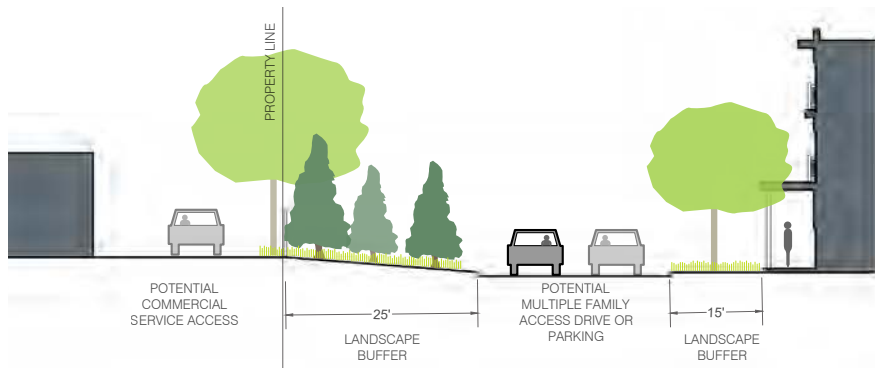


Figure 2.36 Multiple-family adjacent to commercial use

C. Multiple-Family Adjacent to Parks, Open Space, and Stream Corridors

Standards:

1. Multiple-family buildings shall front open space and landscaped areas, given that the space is designed for pedestrian, bicycle, or recreational use (see *Figure 2.37* and *Figure 2.38*).
2. A landscape buffer of a minimum of 20 feet shall be provided where multiple-family parcels abut a public open space.
3. Any multi-use paths required in the open space and landscaped areas shall connect to adjacent trails.
4. The building placement and orientation shall follow the topography of the natural conditions of the open space and landscaped area.

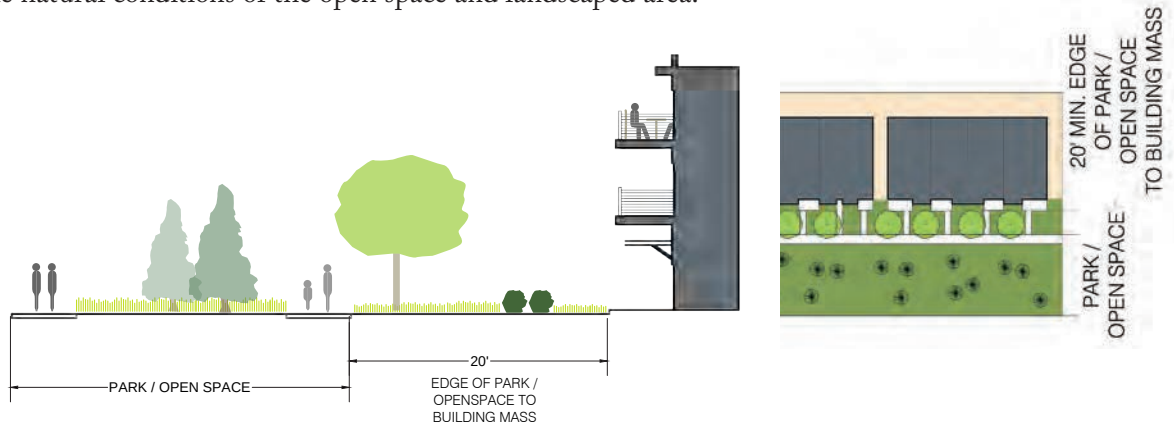


Figure 2.37 Multiple-family adjacent to parks and open space

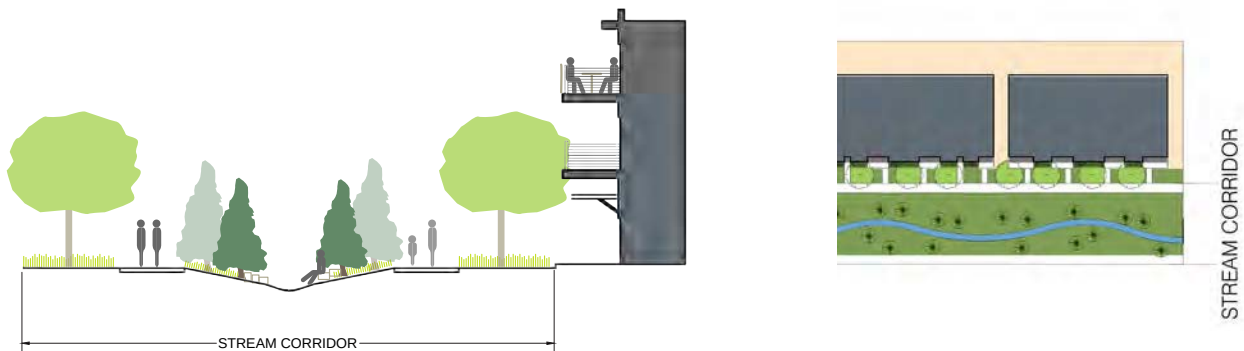


Figure 2.38 Multiple-family adjacent to public stream/creek

D. Frontage Requirements for Adjacent Uses

Standards:

1. Multiple-family buildings shall mirror the condition of existing adjacent developments:
 - a. Fronts of buildings shall face fronts of buildings.
 - b. Rears of buildings shall face rears of buildings.
2. If existing buildings have rears facing public rights-of-way, new multiple-family buildings shall front the public right-of-way, despite the front-to-back relationship.
3. In the case that multiple-family buildings are sited adjacent to public open space, the buildings shall front the open space.
 - a. In certain instances where it is not possible or advisable to front the open space, the applicant shall provide adequate justification and demonstrate how public access will be provided.



Figure 2.39 Multiple-family building fronting open space and landscaped areas.

Access, Circulation, and Parking

Multi-modal access into multiple-family developments and the internal circulation within the site plan must address the treatment of large parking lot areas. Both public and internal streets shall embody the principles of “Complete Streets” as further described in this section.

A. Internal Access

Intent:

Design internal access to be safe and clearly defined, but to remain secondary to internal streets. Accommodate pedestrian and bicycle movement.

Standards:

1. Internal access to multiple-family parcels shall provide visually clear entry points using signage or gateway features into the site from adjacent Public Streets, as illustrated in *Figure 2.40* and *Figure 2.41*.
2. Internal access drives shall balance vehicular, bicycle and pedestrian needs and improve multi-modal connections to RTD bus stops.
3. Internal access drives should provide attractive pedestrian realm and streetscape environments and provide wider landscape entry treatments or be framed by buildings.



Figure 2.40 Internal Access Siting

STEP 6

Locate parking access & circulation (secondary to open space and building locations)

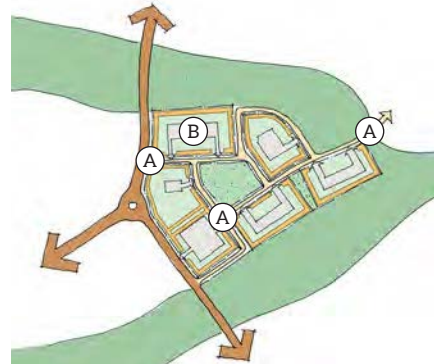


Figure 2.41 Access, Circulation, and Parking Diagram

- (A) INTERNAL STREETS CONNECT TO PUBLIC STREETS AND PROVIDE ACCESS TO PARKING
- (B) PARKING LOTS LOCATED INTERNALLY BEHIND BUILDINGS



Figure 2.42 Internal Street as “Complete Street”

1. Planting Strip Buffer: 8' min. width
2. Planting Aisle Strip: 8' min. width
3. Parking Bays (Reference 1.4 Definitions “Bay of Parking”): 3 double-loaded bays max. Must be separated by drive aisle.
4. Parking Aisle Length: 10 spaces max. Must be separated by planting aisle strip
5. Drive Aisle: 24-26' min. width
6. Parallel Parking: 8' min. width
7. Internal Drive Tree Spacing: 30'-35' on-center (O.C.)
8. Internal Pedestrian Connections: 5' min. detached sidewalk
9. Maximum width 180 feet of internal parking lot
10. Maximum length 270 feet of internal parking lot

B. Internal Private Street Design Standards for Circulation

Intent:

Internal streets are private streets located within a multiple-family parcel that are intended to create the look and feel of a narrow public street by providing a detached sidewalk, street trees, a landscape edge, and parallel parking in some instances.

Standards:

1. Internal Private Street Standards shall include all of the following:
 - a. Drive aisles shall comply with the Land Development Ordinance.
 - b. Parallel parking where allowed or desired along internal streets shall be 8 feet wide.
 - c. A tree lawn of a minimum 8 feet wide shall be located immediately behind the back of curb.
 - d. Approved street trees within the tree lawn spaced at 30 to 35 feet on center.
 - e. A minimum 5-foot wide detached sidewalk shall be located behind the tree lawn.
 - f. Where private drives are adjacent to internal parking lots an additional 8-foot wide landscape buffer strip shall be provided to screen the parking lot areas. See *Figure 2.46*.



Figure 2.43 Parallel parking along internal streets

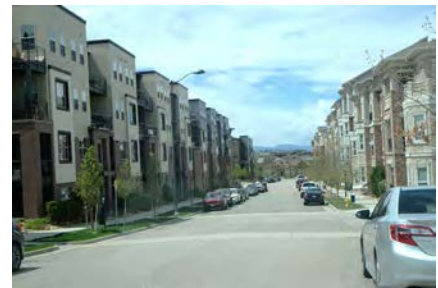


Figure 2.44 Internal street showing 24- to 26-foot drive aisle with tree lawn and sidewalk



Figure 2.45 Landscape buffer screening a parking lot adjacent to a private drive.

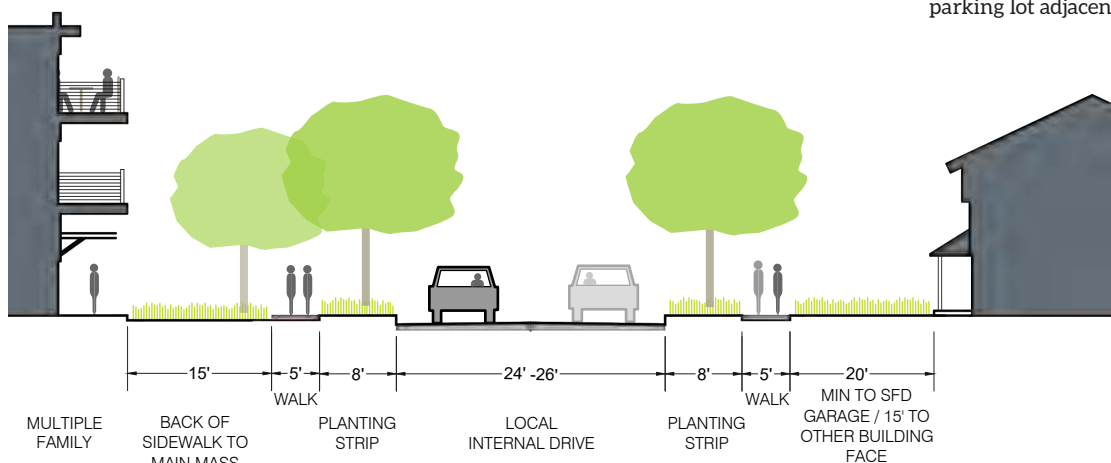


Figure 2.46 Internal street frontage section

C. Parking Lot Design

Intent:

Locate parking lots internal to development blocks, behind building massing to minimize the visibility of parking. Use parking lot landscaping to visually break up larger parking areas and to reduce urban heat island impacts.

Standards:

1. Surface parking areas shall be limited to a maximum width of 3 bays of parking, or 180 feet by 270 feet without being broken up by an Internal Street. See *Figure 2.40 Internal Access Siting*.
2. Planting and screening between parking lot drive aisles and parking bays shall follow the dimensional standards illustrated in *Figure 2.47*.
3. Parking aisle lengths shall not exceed 10 cars in length without being broken by an 8-foot wide minimum planting island.
4. If dictated by grading, existing road conditions, or improved site layout, the Planning Director may approve parking lots visible to the public street face not to exceed 60 feet total along a given street or block frontage. When this condition exists, the parking lot shall be screened with a 3-foot tall landscape hedge or masonry site wall matching the character of the adjacent project architecture.
5. Private parking lots abutting public open space and trails shall not be allowed unless they are 25 feet from the property edge and screened by a minimum 3-foot tall landscape hedge or masonry wall matching the character of the adjacent architecture. An exception may be permitted by the Planning Director if the proposed private parking lot provides public parking spaces. In this case, the public parking spaces may be allowed within the 25-foot buffer zone.

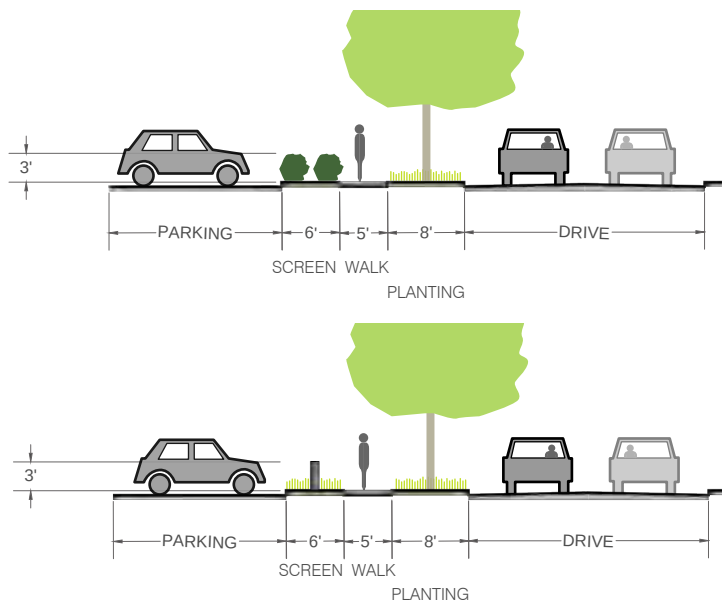


Figure 2.47 Parking lot screening design options



Figure 2.48 Parking aisle broken by 8-foot wide planting island



Figure 2.49 Example of screened parking lot adjacent to right-of-way frontage



Figure 2.50 Parking lot abutting public open space

Grading and Retaining Walls

A. Grading

Many areas within the Town of Parker consist of a rolling topography. The Town has current grading, drainage, stream protection, erosion control and ridgeline ordinances and regulations in place through the LDO (refer to LDO to address criteria and regulations).

Intent:

Protect the character of the existing terrain, drainage ways, ridgelines and minimize cut-and-fill earthwork.

Standards:

1. Demonstrate that the grading approach minimizes disturbance of the site and grading to the greatest extent possible.
2. Use building form, such as multiple building levels and walkouts, to minimize site grading and to take advantage of existing grades, rather than creating flat pads.

B. Retaining Walls

Intent:

Employ retaining walls to retain topography in tight spaces and/or to maximize buildings and recreational areas while being sensitive to a site's natural topography.

Standards:

1. Retaining walls shall be limited to 4 feet in height and made of stone or split face masonry material that matches or is complimentary to the architecture of the buildings.
2. Where multiple retaining walls are required they shall be terraced with a minimum width of 5 feet of live landscaping and a maximum of 6 inches of sloped vertical elevation change on the terrace area between the walls. Refer to LDO *Section 13.10.100* for specific requirements. (See *Figure 2.54*).



Figure 2.54 Retaining wall

STEP 7

Design site elements such as retaining walls, service, and storage



Figure 2.51 Retaining wall



Figure 2.52 Multiple retaining walls with planted terraces

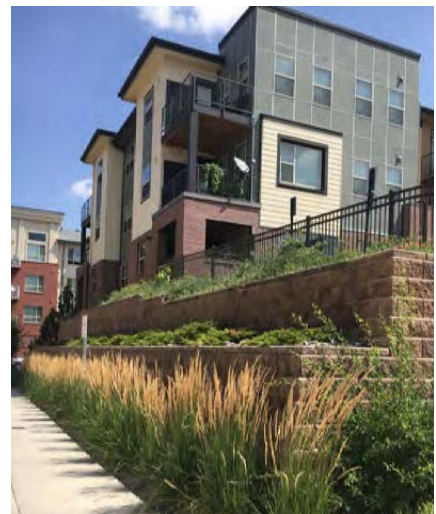


Figure 2.53 Terraced walls

Service and Storage

A. Screening

Intent:

Multiple-family development layout shall minimize the visual and physical presence of service, utility, and storage elements of the community, while providing sufficient and functional service area uses and access.

Standards:

1. Utilize architectural and landscape screening elements to mitigate undesirable utility and service use locations. Landscape screening shall be utilized in conjunction with screen walls to provide varied screening techniques and avoid a hard monotonous treatment.
2. Locate service and utility areas a minimum of 50 feet away from main entry points into buildings and adjacent to streets.
3. Architectural walls and screens shall be consistent with the design and materials of the building to which they are connected, adjacent, or accessory to.
4. Where landscaping is utilized for screening it shall be layered in two rows of plants to screen the undesirable view from the streetscape and adjacent properties.
5. Landscape screening shall incorporate evergreen plant material or deciduous plant material with dense branching habit to provide effective screening during the winter.
6. Plant installation size and spacing shall be sufficient to provide 75% screening of the intended object within 5 years of installation.
7. The periphery of all surface parking lots shall be screened with a hedge of at least 3 feet high, a decorative low 3-foot architectural wall, or a 3-foot high decorative metal screen fence, or combination thereof (See *Figure 2.58* through *Figure 2.60*).

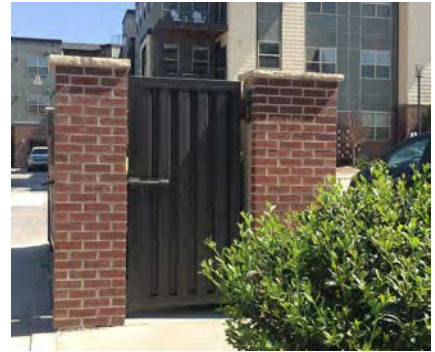


Figure 2.55 Screened outdoor storage



Figure 2.56 Screened outdoor storage



Figure 2.57 Evergreen landscape screening



Figure 2.58 Parking lot landscape screening



Figure 2.59 Parking lot fence screening

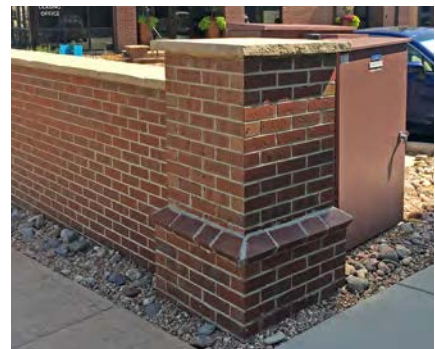


Figure 2.60 Architectural screening elements using consistent materials as the building

Utilities

Intent:

Locate service and utility areas away from areas that are visible from the public realm to prevent detracting from the pedestrian-friendly environment of the neighborhood.

Standards:

A. Location of Utilities

1. Locate service and utility areas away from main entries into buildings, public and internal streets, sidewalks, and corners. Planning for location of utilities should be a collaborative process with the utility, the Town, and the developer.
2. Locate utilities in the center of blocks, in the rear or on the side of buildings.
3. All utilities, both free-standing and attached to buildings should be screened by elements like planting or fencing that provides year-round screening. For screening standards, reference *2.4.9.A Screening*.
4. A mixture of shrub, groundcover, turf, and native grass should be used in undulating forms to breakup the long straight line appearance of utility easements where trees are not allowed to be planted.



Figure 2.61 Utilities appropriately located in the rear of buildings away from main entries

How the Site Design Comes Together: Case Study

Defining blocks, orienting buildings to create frontage, locating parking and access in the center of blocks, treating adjacent uses sensitively, grading minimally, and locating storage and service out of sight creates livable, high-quality multiple-family neighborhoods that enhance the character and quality of life in Parker.

The case study shown in *Figure 2.62* through *Figure 2.67* demonstrate how the site design comes together in a multi-block development that achieves the standards. In this case study, the developer plans to build Double-Aspect Walk-Up Buildings.

STEP 1

Multiple-family development type for example Double-Aspect Walk-up Buildings

STEP 2

Identify and protect important natural features and views

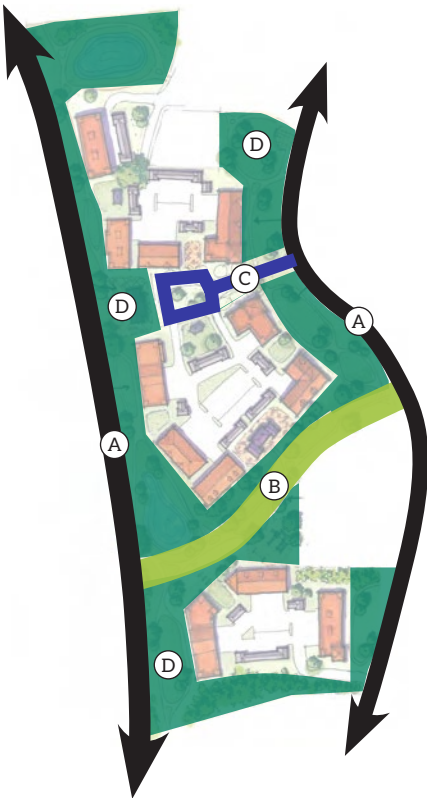


Figure 2.62 Block edges

- (A) PUBLIC STREET
- (B) PUBLIC GREENWAY
- (C) INTERNAL STREET
- (D) PRIVATE OPEN SPACE

STEP 3

Lay out development blocks, internal streets and greenways, and pedestrian & bike connections

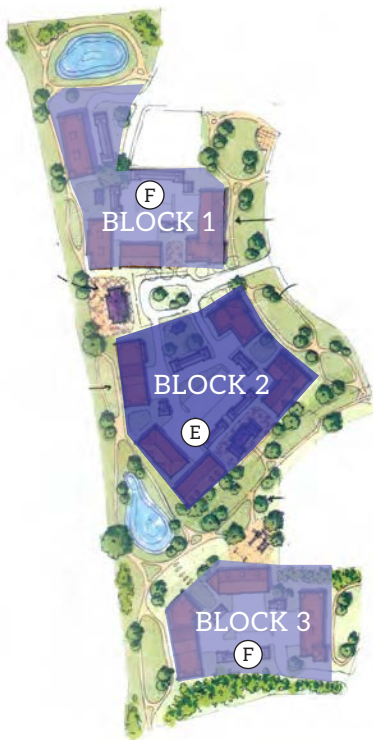


Figure 2.63 Defined blocks

- (E) PARTIAL BLOCKS
- (F) FULL-WRAP BLOCKS

STEP 4

Site buildings to front public & private streets and greenways



Figure 2.64 Building frontage at perimeter

- (G) BUILDING FRONTAGE

STEP 5

Determine if buildings require specific orientation, setbacks, heights, or screening based on adjacent uses



The multiple-family site is bounded by a public street.

The multiple-family site is separated from the adjacent single-family detached houses by a public street. The single-family detached houses have rears that face the public street, with a privacy fence. *Frontage Requirements for Adjacent Uses* states that when adjacent uses are separated by a public street, the new multiple-family buildings shall face the public street, despite the front-to-back relationship.

A public open space greenway runs through the site.

New multiple-family buildings front the public open space.

Figure 2.65 Buildings designed in consideration of adjacent uses

STEP 6

Locate parking access and circulation (secondary to open space and building locations)



Clear entry and access point into the neighborhood.

Internal street follows Internal Street Design Standards, with on-street parking where appropriate, sidewalks, shade street trees, and other required features.

Parking lots located in the rear of the buildings, in the center of blocks.

Parking lot size limited to no more than three bays in width.

Ensure pedestrian and bicycle connectivity between blocks.

Figure 2.66 Site access and parking design

STEP 7

Design site elements such as retaining walls, service, and storage



Trash receptacles, loading docks, and service areas located in the rear of buildings, accessed from internal parking courts

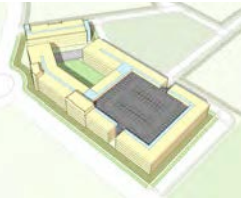
Periphery of parking lot screened where not enclosed by buildings

Outdoor storage screened according to standards

Figure 2.67 Appropriately locate service and utility elements

Table 2.8 below summarizes the four block types and provides an at-a-glance reference for the related standards.

Table 2.8 Summary Block Types Matrix

								
Block Type	Single-Aspect		Double-Aspect		Structured Parking		Composite Block	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Block Depth (ft.)	220'	240'	260'	340'	280'	380'	240'	290'
Half-block Depth (ft.)	110'	120'	130'	170'	140'	190'	Varies	Varies
Block Length (ft.)	250'	700'	320'	640'	320'	640'	320'	640'
Block Area (acres)	1.2 ac.	3.9 ac.	1.9 ac.	5.0 ac.	2.1 ac.	5.6 ac.	1.8 ac.	4.2 ac.
Distance between buildings	10'	15'	12'	20'	12'	30'	12'	30'

Site Design Standards Checklist

Use the Site Design Standards Checklist below to ensure that each Standard is being met.

Table 2.9 Site Design Standards Checklist

Multiple-Family Development Typology		Access, Circulation, and Parking	
Development Type(s) Planned	☐	Parking located in the interior of blocks	☐
Natural Features and Views		Access drives accommodate bicycle, pedestrian, and transit users	☐
Steep slopes 15% or greater and drainageways protected in publicly accessible open spaces	☐	Access points to each block are clearly articulated	☐
Pedestrian and Bicycle Connections		Internal streets meet dimensional standards, with trees, planting strips, and sidewalks on both sides	☐
Sidewalks provided along all Public and Internal Streets	☐	Internal streets connect to other streets or drives, or courts are provided with visual termini	☐
Sidewalks provided within all Public and Internal Open Spaces	☐	Surface parking lots do not exceed the maximum dimensional standards	☐
Sidewalks provided within blocks to access rear entries, parking, services and amenities	☐	Grading and Retaining Walls	
Sidewalks provided to connect to adjacent development and neighborhoods	☐	Disturbance, grading, and earthwork has been minimized on the site	☐
Development Blocks		Retaining walls do not exceed 4 feet and wall materials are natural or complementary to building materials	☐
Block is bounded by publicly accessible streets and open spaces edges	☐	If multiple walls are necessary, requirements for landscaping have been met	☐
Block Type(s)	☐	Service and Storage	
Block dimensions (depth, length, area)	☐	Service, storage, and utilities have been located to minimize views and impact on building entries and publicly accessible spaces	☐
Distance from the publicly accessible sidewalk	☐	Appropriate screening mechanisms meet requirements	☐
Parking located in the center of the block	☐	Utilities	
Building Orientation		Utilities have been located in the rear or on the side of buildings	☐
Buildings front face perimeter of blocks	☐	Service and utility areas have been located away from main entries into buildings, public and internal streets, sidewalks, and corners.	☐
Buildings front public roadways and open spaces at corners and intersections	☐		
Buildings meet frontage requirements for the Street Typologies they front onto	☐		
Sensitivity to Adjacent Uses			
Uses on adjacent properties	☐		
Required buffers, setbacks, and building orientations met	☐		
Buildings mirror the frontage condition of existing adjacent development (fronts face fronts; backs face backs, unless otherwise indicated in the Standards)	☐		

Building Design Standards

Parker residents value high-quality building design that fits into and enhances the character of the community. Based on input from the community and key stakeholders, the Standards include requirements for six components of building design:

- Building type
- Variety
- Massing
- Composition
- Building elements
- Material and color palettes

Each of these components is critical to comprehensive, high-quality building design. The Standards require 360-degree architecture, with high-quality materials and design on all sides of a building that are visible from the public realm.

Intent:

Design buildings that are high-quality, well-scaled, appropriate for their contexts, relative to human scale, sustainable, and durable over time. High-quality building design defines the public realm, ensures design variety, and provides visual interest to neighborhoods.

The Building Design standards are organized into the six steps shown in *Figure 2.68* and described throughout this section.



Figure 2.69 Example of a high-quality townhouse development

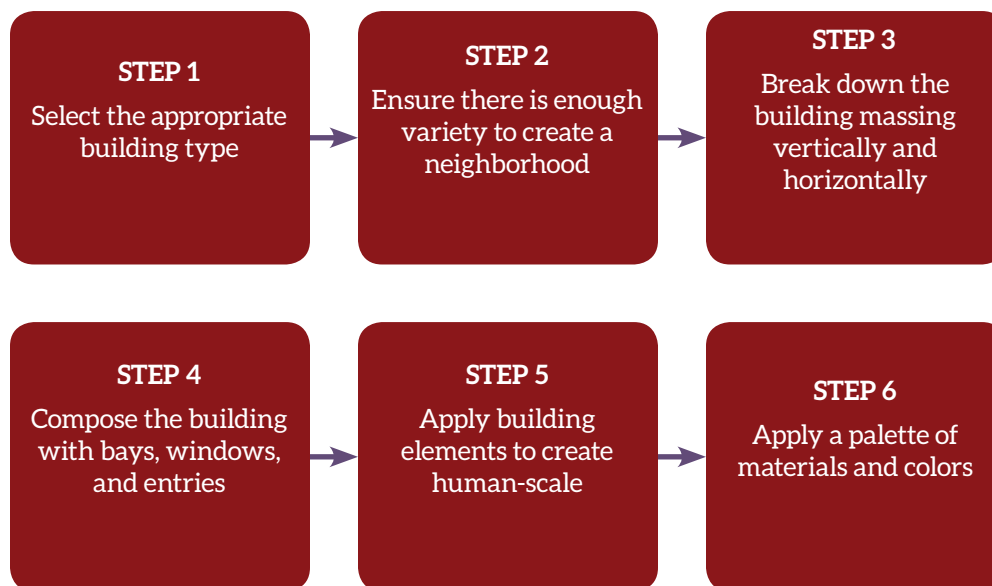


Figure 2.68 Typical Multiple-Family Building Design Process

Building Types

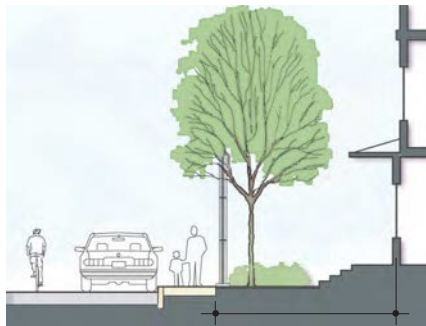
Building types describe dimensional and circulation differences between the way that multiple-family buildings function. Each building type described below has specific standards for the way that frontage and block siting should occur. As building scale increases, strategies for massing and composition and building diversity become more critical in the building design process.

Intent:

Site and orient buildings to create pedestrian-friendly walkable streets. Dimension buildings to ensure adequate natural light and livable spaces. Design buildings with human-scale building elements in the front to transition between the interior and exterior. Locate service-oriented functions such as parking, in the rear with adequate separation from buildings.

STEP 1

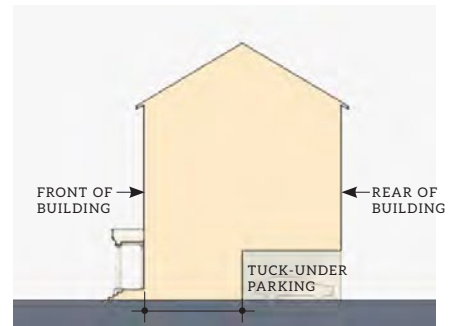
Select the appropriate building type



Distance between front of building and path or sidewalk



Distance between front of building and path or sidewalk



Min. distance between tuck-under parking and front of building

Figure 2.70 Diagrams showing distance between front of the building to path or sidewalk

Figure 2.71 Minimum distance between tuck-under parking and front of building

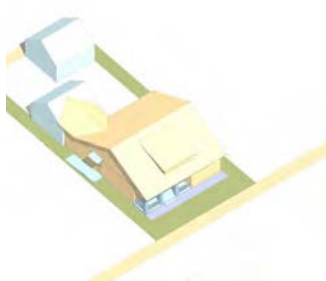


Figure 2.72 Paired Unit



Figure 2.73 Attached House



Figure 2.74 Walk-Up Multiple-Family Building (Single-Aspect)

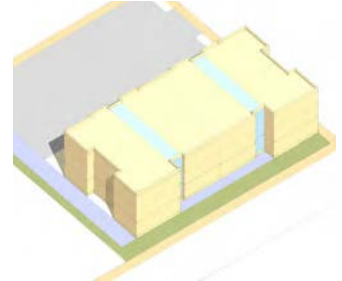


Figure 2.75 Walk-Up Multiple-Family Building (Double-Aspect)

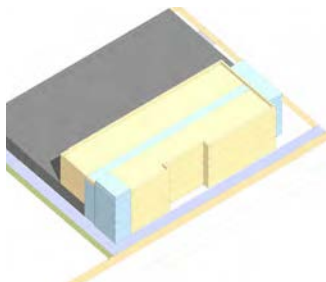


Figure 2.76 Corridor Multiple-Family Building

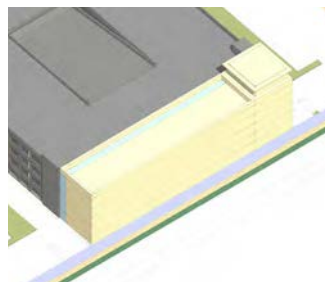


Figure 2.77 Liner Multiple-Family Building

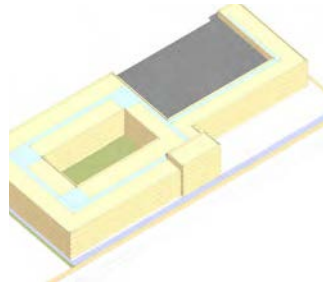


Figure 2.78 Texas Wrap Building



Figure 2.79 Accessory Building/Structure

A. Paired **Unit** (Duplex, Patio Home)

The Paired **Unit** is a small building that contains two side-by-side, ground-oriented residential units. Each has its entry on a street or open space. Paired **Units** may serve active adult markets, with master bedroom suites on the ground floor.

Standards:

1. Paired **Units** may be developed as part of an ownership development. In this case, the design must follow *13.10.160 Residential Design Minimums (applicable after February 20, 2000)*.
2. If Paired **Units** are developed as part of a multiple-family development, the design shall comply with the standards below:

Table 2.10 Paired **Unit** Requirements

Building Requirements		
A	Building Length (feet)	18 to 32 (per unit)
B	Building Depth (feet)	30 to 60
Frontage Requirements (From Internal Streets and Open Spaces)		
C	Entrance access	Front or Side
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F	Required distance between tuck-under garage parking and front of building (feet) (See <i>Figure 2.71</i>)	20 minimum
G	Required distance between garage door and drive aisle/alley (feet)	Less than 5 feet or greater than 18 feet
H	Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
Circulation (Individual, Core, or Corridor)		Individual
Types of streets appropriate on		Local Collector, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Attached Patio Home, Duplexes, Paired Home



Figure 2.80 Example of Paired **Units**

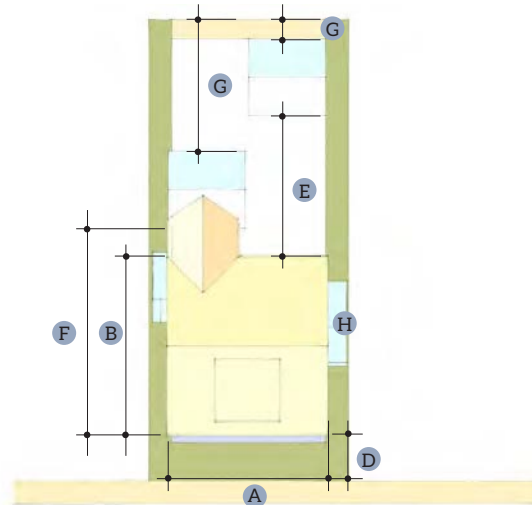


Figure 2.81 Example of Paired **Units**

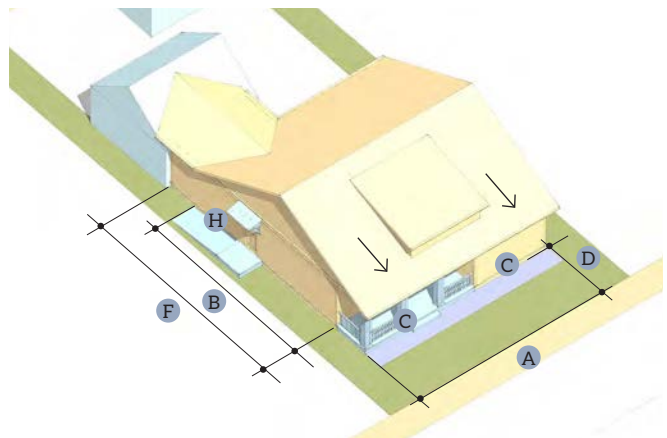


Figure 2.82 Example of Paired **Units**

B. Attached House

Attached Houses include townhouses, row houses, and brownstones. Typical attached houses are ground oriented (not stacked), and each unit has an entry on a street or open space. Attached house buildings include three to seven units. Tuck-under townhouses have parking under the rear of the main body massing. Stacked townhouses include a townhouse on top of a ground floor unit.

Standards:

Table 2.11 Attached House Requirements

Building Requirements		
A	Building Length (feet)	16 to 28 (per unit)
B	Building Depth (feet)	30 to 44
Frontage Requirements (From Internal Streets and Open Spaces)		
C	Entrance access	Front-Only
D	Required distance between front of building and path or sidewalk (feet)	10 to 15
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F	Required distance between tuck-under garage parking and front of building (feet) (See Figure 2.71)	20 minimum
G	Required distance between garage door and drive aisle/alley (feet)	Less than 5 feet or greater than 18 feet
H	Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
Circulation (Individual, Core, or Corridor)		Individual
Types of streets appropriate on		Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Townhouse or Townhome
- Rowhouse or Rowhome
- Greystone
- Brownstone

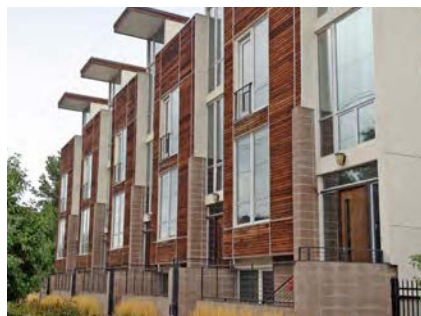


Figure 2.83 Example of Attached House

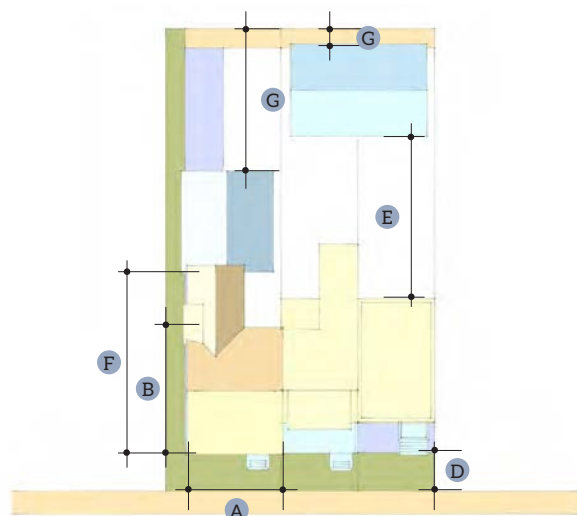


Figure 2.84 Example of Attached House lot

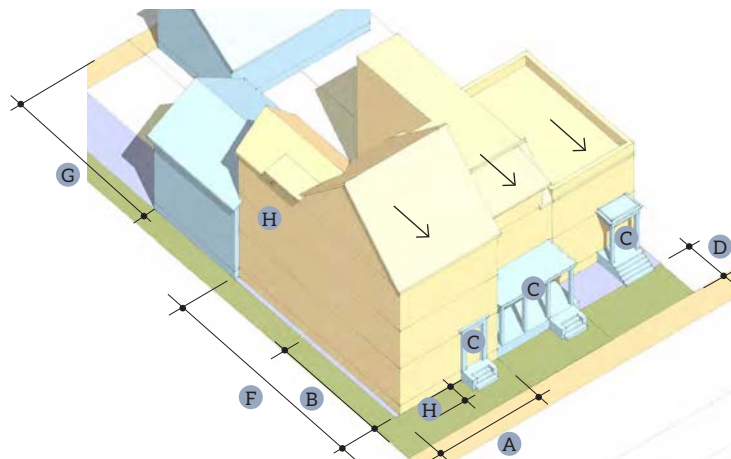


Figure 2.85 Example of Attached House main body

C. Walk-Up Multiple-family Building (Single-Aspect)

Walk-Up Multiple-Family Buildings contain residential units that share common circulation cores (each typically serving 2 units per floor). Single-aspect walk-up buildings are one-unit deep, with defined fronts and backs. The cores extend through the building and have entries in both the front and rear.

Standards:

Table 2.12 Walk-Up Multiple-Family Building Requirements

Building Requirements	
A Building Length (feet)	50 to 150
B Building Depth (feet)	30 to 54
Frontage Requirements (From Internal Streets and Open Spaces)	
C Entrance access	Front and Rear
D Required distance between front of building and path or sidewalk (feet)	10 to 15
E Required distance between rear of building and path/sidewalk or detached parking (feet)	15 minimum
F Required distance between tuck-under garage parking and front of building (feet) (See Figure 2.71)	20 minimum
G Projection of Building Elements into the distance between the front of building and sidewalk(feet)	8 maximum
H Circulation (Individual , Core, or Corridor)	Core
Types of streets appropriate on	Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Garden Apartment



Figure 2.86 Example of Walk-Up Multiple-Family building

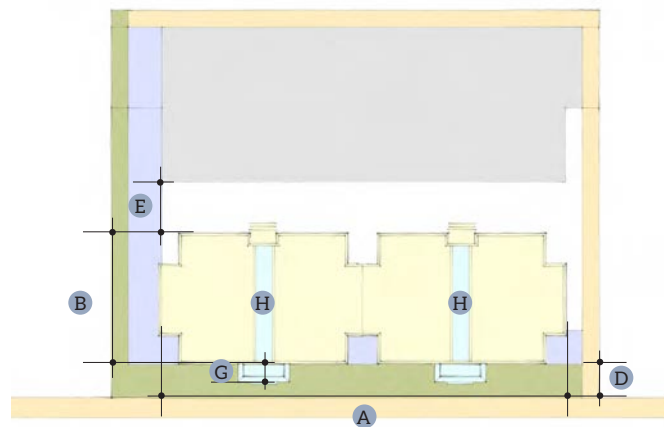


Figure 2.87 Example of Single-Aspect Walk-Up Multiple-Family Building



Figure 2.88 Example of Single-Aspect Walk-Up Multiple-Family Building

D. Walk-Up Multiple-Family Building (Double-Aspect)

Double-aspect Walk-Up Multiple-Family Buildings contain residential units that share common circulation cores (each typically serving 4 units per floor). Single-aspect walk-up buildings are two-units deep. Units face the front and rear of the building, so a front side must be selected for block layout. The cores extend through the building and have entries in both the front and rear.

Standards:

Table 2.13 Walk-Up Multiple-Family Building Requirements

Building Requirements	
A Building Length (feet)	48 to 250
B Building Depth (feet)	55 to 60
Frontage Requirements (From Internal Streets and Open Spaces)	
C Entrance access	Front and Rear
D Required distance between front of building and path or sidewalk (feet)	10 to 20
E Required distance between rear of building and path/sidewalk or detached parking (feet)	20 minimum
F Required distance between integrated garage parking and front of building (feet) (See Figure 2.71)	20 minimum
G Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
H Circulation (Individual, Core, or Corridor)	Core
Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Garden Apartment



Figure 2.89 Example of Walk-Up Multiple-Family Building

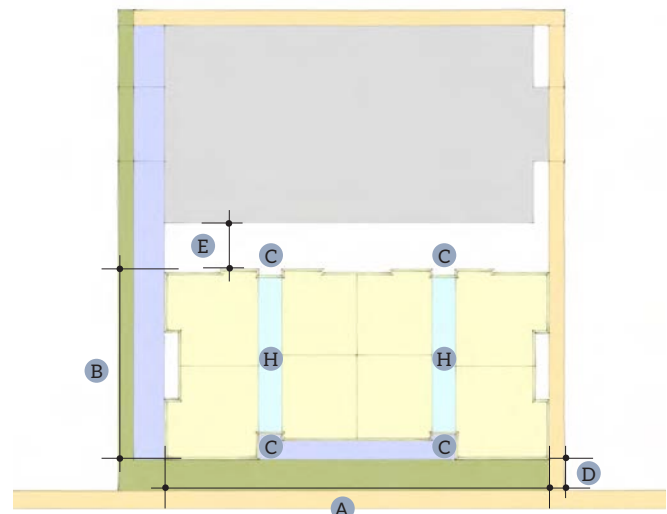


Figure 2.90 Example of Double-Aspect Walk-Up Multiple-Family Building



Figure 2.91 Example of Double-Aspect Walk-Up Multiple-Family Building

E. Corridor Multiple-Family Building

Corridor Multiple-Family Buildings are served by a central corridor, typically with vertical circulation at either end. Corridor Buildings have units that face the front and rear of the building, so a front side must be selected for block layout. Corridor Buildings may have units on the ground floor, or they may have non-residential uses or an integrated parking structure on the ground floor.

Standards:

Table 2.14 Corridor Multiple-Family Building Requirements

Building Requirements		
A	Building Length (feet)	80 to 250
B	Building Depth (feet)	60 to 80
Frontage Requirements (From Internal Streets and Open Spaces)		
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	20 minimum for Double-Corridor Building
F	Required distance between integrated garage parking and front of building (feet) (See Figure 2.71)	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
H	Circulation (Individual, Core, or Corridor)	Corridor
Types of streets appropriate on		Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Double-loaded Corridor Apartment
- Double-loaded Corridor Tuck Under Apartment
- Double-loaded Corridor Podium Building

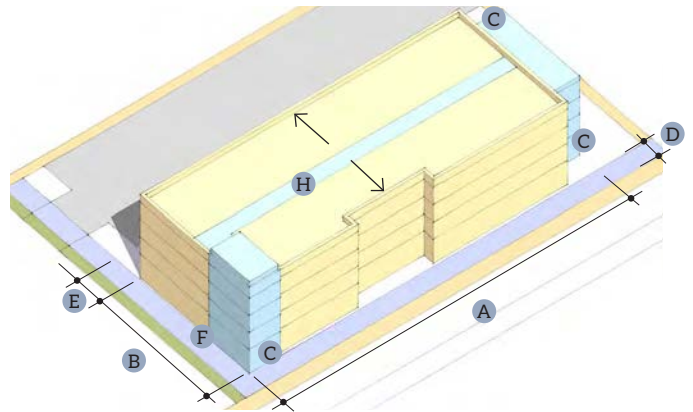


Figure 2.92 Example of Corridor Multiple-Family Building

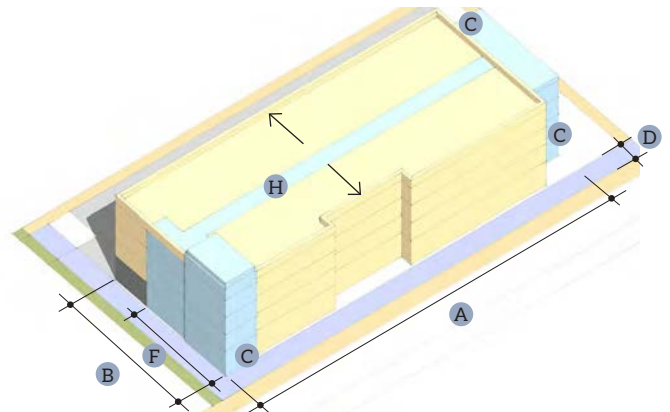


Figure 2.93 Example of Corridor Tuck Under Multiple-Family Building

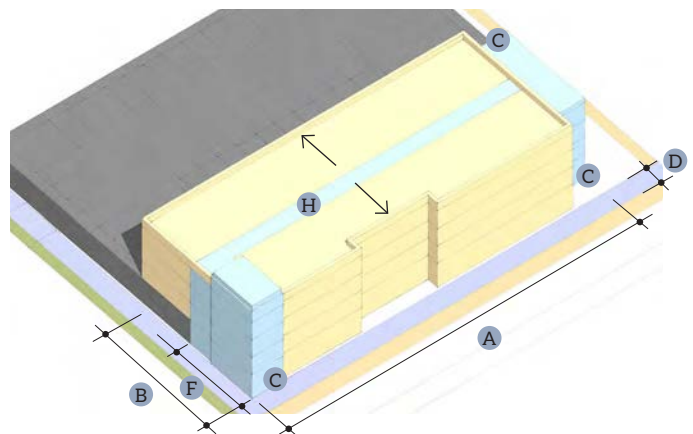


Figure 2.94 Example of Corridor Podium Multiple-Family Building

F. Liner Multiple-Family Building

Liner Buildings create active use frontage along structured parking garages. Liner Buildings are one-unit deep, with a clear front. Ground floor units may have separate entrances, while upper floor units are accessed by a common lobby, vertical circulation, and a corridor located between the building and the garage.

Standards:

Table 2.15 Liner Multiple-Family Building Requirements

Building Requirements	
A Building Length (feet)	80 to 250
B Building Depth (feet)	33 to 45
Frontage Requirements (From Internal Streets and Open Spaces)	
C Entrance access	Front Only
D Required distance between front of building and path or sidewalk (feet)	10 to 20
E Required distance between rear of building and path/sidewalk or detached parking (feet)	N/A
F Required distance between integrated garage parking and front of building (feet) (See Figure 2.71)	33 minimum
G Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
H Circulation (Individual, Core, or Corridor)	Individual or Corridor
Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space



Figure 2.95 Example of Liner Multiple-Family Building

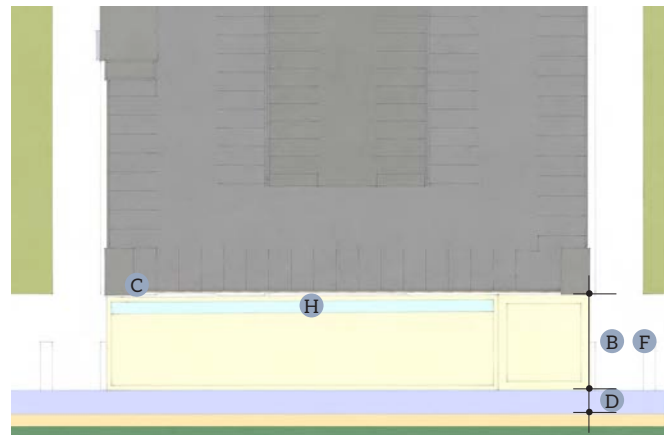


Figure 2.96 Example of Liner Corridor Multiple-Family Building

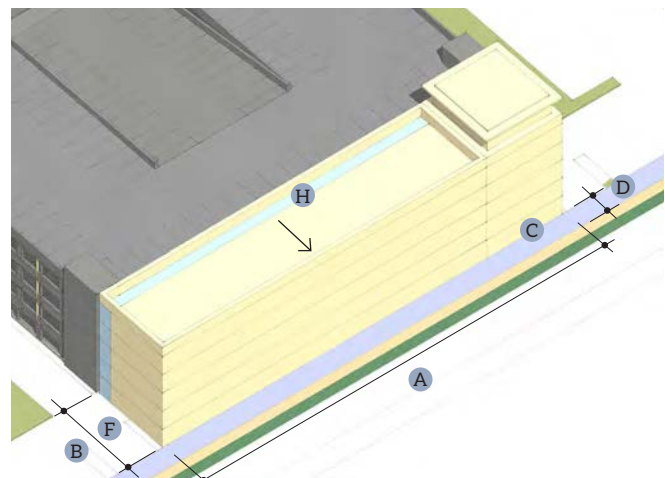


Figure 2.97 Example of Liner Corridor Multiple-Family Building

G. Texas Wrap Building

The Texas Wrap Building combines Corridor and Liner Multiple-Family Buildings, wrapped around a single garage. This building type efficiently serves a large number of units through connected corridors.

Standards:

Table 2.16 Texas Wrap Building Requirements

Building Requirements		
A	Building Length (feet)	80 to 150
B	Building Depth (feet)	33 to 65
Frontage Requirements (From Internal Streets and Open Spaces)		
C	Entrance access	Front and Rear
D	Required distance between front of building and path or sidewalk (feet)	10 to 20
E	Required distance between rear of building and path/sidewalk or detached parking (feet)	N/A
F	Required distance between integrated garage parking and front of building (feet) (See Figure 2.71)	20 minimum
G	Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
H	Circulation (Individual, Core, or Corridor)	Corridor
Types of streets appropriate on		Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

ALTERNATE NAMES

- Texas Doughnut Building
- Liner Wrapped Building
- Wrap Style Building
- Wrapped Podium



Figure 2.98 Example of a Texas Wrap Corridor Multiple-Family Building

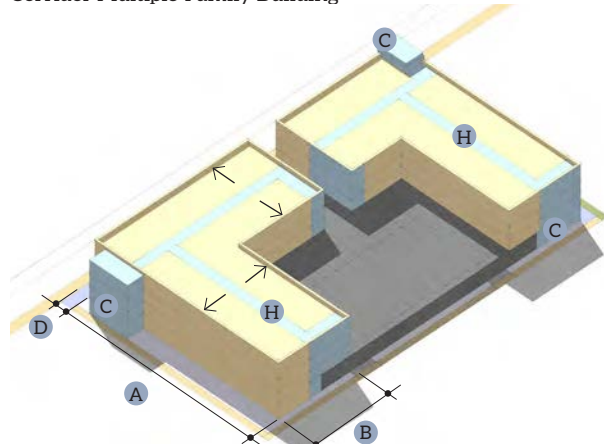


Figure 2.99 Example of a Wrapped Podium Building

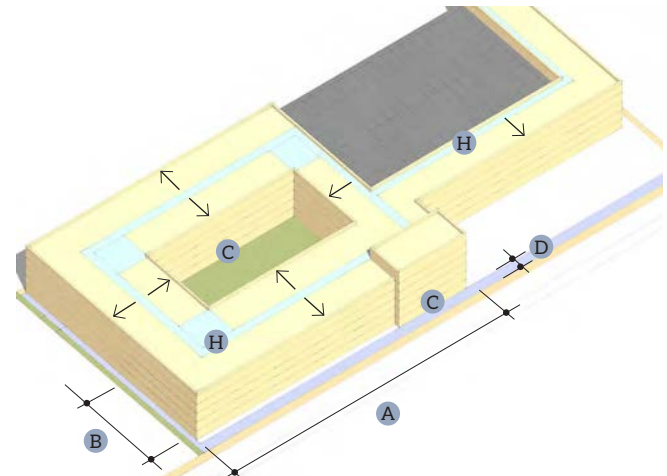


Figure 2.100 Example of a Texas Wrap Building

H. Parking Garages*

Structured parking, when visible, should be an attractive architectural element in the community. The standards below apply to multiple-family, commercial, industrial, and mixed-use developments.

Intent:

Minimize the visual impact of parking on the pedestrian experience and the street environment; create visually interesting facades; create facades compatible in character with adjoining buildings and spaces; and reduce visual impact of headlights and light emanating from parking structures.

Standards:

1. Parking garages seen from the street, open space or adjacent property shall be designed to complement the design character of buildings integrated with the garage, or of adjacent architecture.
2. Parking garage facades fronting streets, open spaces, or adjacent properties shall include architectural elements that relate to human scale, such as bay expression, fenestration, changes in plane of walls, changes in materials or color, architectural details, signage, or art.
3. Sloped ramps shall not be permitted on facades fronting a right-of-way, plaza, or open space.
4. Parking garages shall be wrapped on all sides visible by the public. Planning Director may waive the following criteria:
 - Lot size
 - Lot shape, topography or other constraints
5. Entire sides of substantial lengths of the garage designed to be open with no fenestration are prohibited.
6. Long lengths of openings that do not replicate a window or storefront pattern are prohibited.
7. Vehicles shall not be visible from streets, sidewalks, or public rights-of-way.
8. Parking structures shall screen all head-in parking with a continuous wall no less than 42 inches high in front of vehicles, constructed of materials of equivalent quality to the facades of adjacent buildings.
9. Garage structures three levels or taller shall incorporate retail or other uses at the ground level or accommodate taller ceiling heights to allow for conversion in the future.
10. There shall be architectural articulation on all sides of the parking structure visible from public rights-of-ways, with architectural materials other than precast concrete or block; articulation shall extend at least 6 inches from the structure.

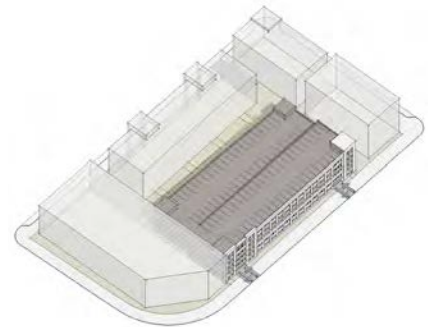


Figure 2.101 Example of stand-alone parking structure, wrapped by building

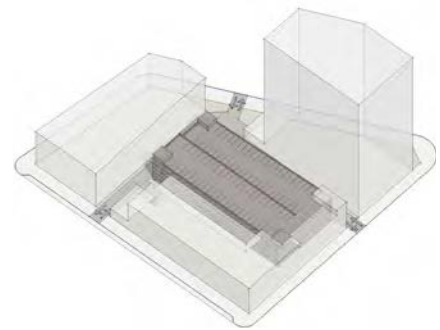


Figure 2.102 Example of parking structure integrated with liner buildings

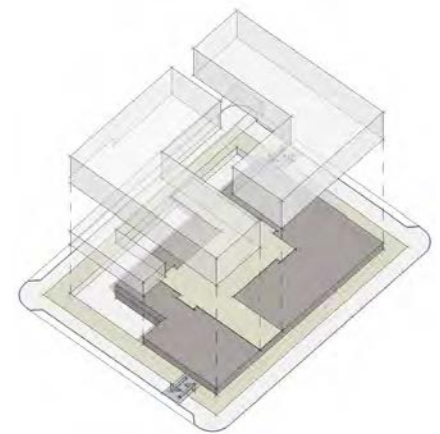


Figure 2.103 Example of a podium/basement parking structure with buildings above

* Credit: Parking Garage Standards developed by Kimley-Horn. For parking structures in the Downtown area, please refer back to the Greater Downtown District Design Standards.

I. Accessory Buildings/Structures

Accessory Structures accommodate uses other than primary use within a multiple-family development, providing either amenities or utility for the residents. For the purposes of this document, there are two types — functional and amenity.

1. Functional Building

Functional Buildings include garages and carports, mail structures, as well as storage for mechanical systems or belongings.

Table 2.17 Functional Building Requirements

Building Requirements	
A Building Length (feet)	12 to 120 (maximum 5 double garages in a row)
B Building Depth (feet)	20 to 45
Frontage Requirements (From Internal Streets and Open Spaces)	
C Required distance between rear of building and drive aisle (feet)	5 minimum, 18 maximum
Types of streets appropriate on	Collector, Local, Internal Street, Parking Lot Drive Aisle

Standards:

- Minimize the visibility of Functional Buildings through appropriate siting in the center of blocks.
- If Functional Buildings are visible from streets or open spaces and are not obscured by other multiple-family buildings, they shall be screened by adequate landscaping, walls, or fencing, according to the standards in *2.4.9.A Screening*.
- Provide adequate access to Functional Buildings, while not highlighting or elevating their importance.
- Functional Buildings may be permitted along a single side of a block, only under the condition that they do not face public streets or important, highly-visible internal streets or open spaces. Garage doors or service entrances may not face perimeters of blocks.

ALTERNATE NAMES

- Carport
- Garage
- Bike Barn
- Storage Shed
- Pool Equipment Building
- Mail Structure



Figure 2.104 Example of a mail structure



Figure 2.105 Example of garages

2. Amenity Building

Amenity Buildings house active uses, including accessory living, recreation, or gathering space for residents. Stand-alone carriage houses, club houses, pool houses, and fitness centers are examples of amenity buildings.

Standards:

Table 2.18 Amenity Building Requirements

Building Requirements	
A Main Building Width (feet)	N/A
B Main Building Depth (feet)	N/A
Frontage Requirements (From Internal Streets and Open Spaces)	
C Entrance access	Front, Side, and Rear
D Required distance between front of building and path or sidewalk (feet)	10 to 15
E Required distance between rear of building and path/sidewalk or detached parking (feet)	10 minimum
F Projection of Building Elements into the distance between the front of building and sidewalk (feet)	8 maximum
Circulation (Individual, Core, or Corridor)	Individual
Types of streets appropriate on	Principal Arterial, Arterial, Major Collector, Collector, Local, Old Town Street, Internal Street, Open Space

- Locate Amenity Buildings to be accessible to the whole development by internal streets and/or publicly accessible open space.
- Design Amenity Buildings that have high-quality building elements to connect to the public realm and create an approachable, human scale.
- Elevate the level of design, finish, and materials to match the civic nature of the building's use.

Guidelines:

- Amenity Buildings should take design cues from the residential buildings which they are accessory.
- Facades of Amenity Buildings facing public streets or that are highly visible in the development shall have a higher percentage of transparency and articulation than other facades.

ALTERNATE USES

- Club House
- Carriage House
- Pool Building



Figure 2.106 Example of club house Amenity Building

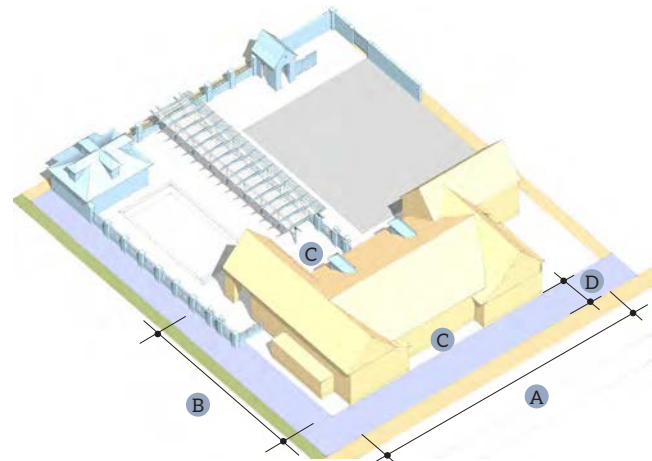


Figure 2.107 Example of Club House Amenity Building

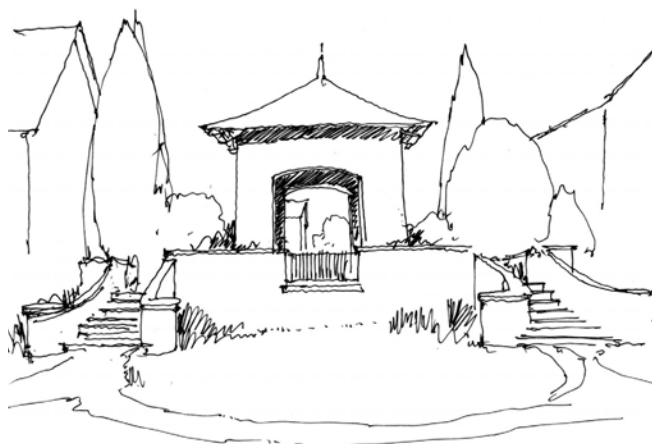


Figure 2.108 Example of an Amenity Building as a focal point

Building Design Variety

Residential neighborhoods require architectural variety to make them enjoyable, interesting environments. Even in neighborhoods where the same building type or plan is repeated, building elements, palettes, and styles should provide variation along the street.

Intent:

Achieve variety of design to ensure the development is visually interesting and to reinforce the creation of neighborhoods rather than repetitive and identifiable complexes.

Standards:

A. Elevation Design Variation Requirement

- 1. Developments with more than two buildings must comply with the required minimum number of Elevation Design Variations required in Table 2.19.
- 2. For developments with more than two buildings, buildings sited next to one another in the same orientation must have different Elevation Design Variations.
- 3. Elevation Design Variations shall be determined by differences in the patterns of breaking down the horizontal and vertical massing, the building composition, application of building elements, and the material and color palettes.

STEP 2

Ensure there is enough variety to create a neighborhood

Table 2.19 Elevation Design Variation Requirement

Number of residential multiple-family buildings in the development	Min. Different Elevation Design Variations Required
1-2	1
2-6	2
7-9	3
10 or more	1 per every 4 buildings, up to 6 total

BUILDING DESIGN VARIETY PRINCIPLE

- Variety in residential design creates inviting, interesting neighborhoods.



Figure 2.109 The example shows two Attached Building Types, with different Elevation Design Variations, defined by different composition and massing patterns (A-B-A and C-D-E).

Building Form and Massing

Breaking down building massing is essential to creating buildings that are well-proportioned and fit into a neighborhood context. This may be accomplished through plane changes, materials, and articulation.

Intent:

To create aesthetically pleasing building forms and to articulate buildings in a way that allows people to relate to the scale of the building, regardless of the length of elevation or height of the building.

A. Breaking Down Massing Horizontally

Standards:

- 1. Building proportions shall have a distinguishable top, middle, and base.
- 2. Openings shall be larger at the base or on the second floor and decrease in height towards the top of the building.
- 3. Materials shall appear heavy at the base of the building to anchor the building to the ground. Reference 2.5.6.A.1 Masonry Base Requirements.

Table 2.20 Horizontal Massing Break Requirements

	Techniques for Defining Horizontal Massing	Techniques for Enhancing Horizontal Massing
	• Visibly apparent material change • String course (horizontal banding) • Step-back or change in plane	• Scale of openings • Transparency percentage and visual weight • Building elements (storefronts, bay windows, roof lines)
Front, side, or any elevation visible from public streets or open spaces	Apply at least one technique between the top and middle of the building Apply at least one technique between the middle and base of the building	Apply at least two techniques
Rear Elevation	Apply at least one technique	N/A



Figure 2.112 Building 2.5 stories or shorter broken down horizontally



Figure 2.113 Building 3 stories or taller broken down horizontally

STEP 3

Break down the building massing vertically and horizontally



Figure 2.110 Horizontal massing defined by material changes



Figure 2.111 Multiple-family building with clearly defined top, middle and base

B. Breaking Down Massing Vertically

Multiple-family buildings have longer masses as a result of multiple units being contained in one building. Buildings 48 feet or longer are required to follow the standards below.

Standards:

Table 2.21 Vertical Massing Break Requirements

	Techniques for Defining Vertical Massing	Techniques for Enhancing Vertical Massing
	- Change in plane in the facade of the building (set forward or back) - Significant break in eave line or roof form	- Change in material with plane change - Pattern of openings and opening types - Minor change in eave line or roof form - Building elements (porches, bay windows, roof lines, etc.)
Front, side, or any elevation visible from public streets or open spaces	Apply both techniques, at the intervals described in <i>Table 2.22</i>	Apply at least one technique
Rear Elevation	Apply at least one technique	N/A

MASSING PRINCIPLES

- Well-proportioned components relate to human-scale and make pedestrians feel comfortable around the building.
- Larger buildings must be broken down through a series of changing planes and roof forms to create vertical masses and rhythm along a street or open space.

Table 2.22 Vertical Massing Break Requirements by Building Type

Building Type	Maximum Horizontal Distance at which a Vertical Break is Required
A Paired Unit	No requirement
A Attached House	Width of 3 units or 70 feet, whichever is lesser
A Walk-Up Building (both Single- and Double-Aspect)	Width of 2 units or 50 feet, whichever is lesser
A Corridor Building	Width of 4 units or 90 feet, whichever is lesser
A Liner Building	Width of 4 units or 90 feet, whichever is lesser

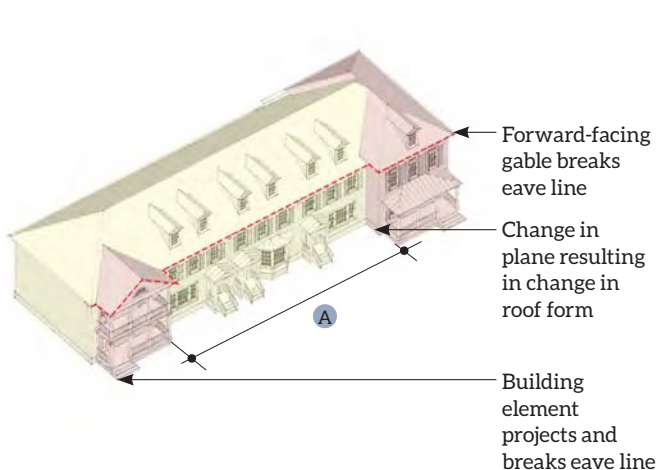


Figure 2.114 Attached House with mass broken up vertically

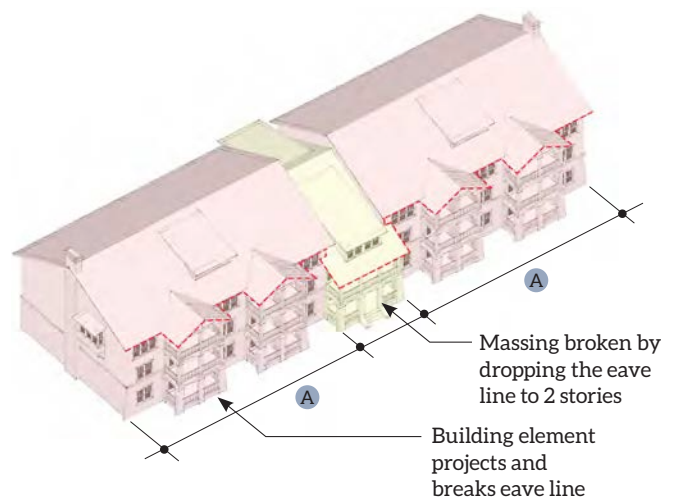


Figure 2.115 Multiple-Family Corridor Building with mass broken up vertically

Building Composition

Buildings are composed using vertical bays and a pattern of openings.

Intent:

To organize a building's basic elements (wall and openings) to create a recognizable rhythm, increase interest and walkability, and creates inherent security with eyes on publicly accessible streets and spaces.

A. Bays

Standards:

1. Bays must be expressed on front and side elevations by doing two of the following:
 - a. Ensuring that centerlines of openings are stacked vertically and visibly express load-bearing members in between openings;
 - b. Breaking the horizontal or vertical massing up with a recess, projection, or a change of plane to break the roof form or add forward-facing gables; or
 - c. Designing building elements (porches, balconies, dormers, or others) in clear vertical alignment.
2. Bay width shall not be larger than 24 feet or the width of one unit, whichever is lesser.



Figure 2.116 Walk-up Multiple-Family Building with regularly spaced bays

B. Openings/Fenestration

Fenestration is the pattern of openings and windows on a facade.

Guidelines:

1. Ground floor transparency should be a minimum of 25%, measured as a percentage of glazing in the base of a building.
2. Upper floor transparency should be a minimum of 15% glazing, measured as a percentage of glazing on the middle of a building. For certain styles, it may be appropriate to have up to 30% glazing on upper floors.
3. Special windows and fenestration patterns should be used to accentuate focal elements on the facade (towers, dormers, entries).
4. If using mullions and muntins on a traditional style building, divided lights (panes) should be square or vertical in proportion, and should be consistent with window patterns of the traditional style.

STEP 4

Compose the building with bays, windows, and entries

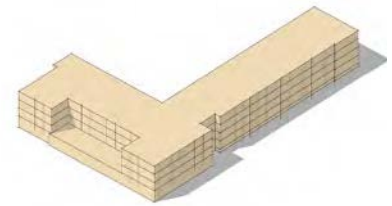


Figure 2.117 After the basic massing has been articulated, map the bays onto the facades to set the rhythm of openings

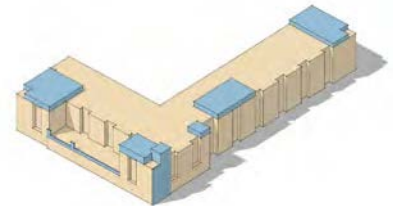


Figure 2.118 Add special elements to the top of the building to accentuate important bays in the composition

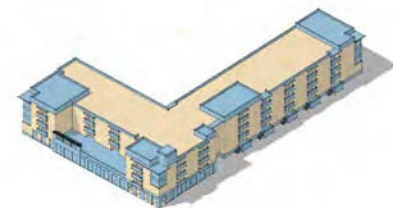


Figure 2.119 Add building elements that further define the bays, such as balconies

C. Entries

Articulating building entries is an important part of the Building Composition step. Entries elevate certain parts of the building in hierarchy and should be more important in the elevation design than typical bays to indicate where to enter the building.

Standards:

- 1. A street-facing or open space-facing entry is required for the primary entrance of every building.
- 2. The main entrance of every building shall be articulated architecturally, with the addition of Building Elements (see Page 2 – 58) *Inventory of Building Elements*.
- 3. For Walk-up Multiple-Family Buildings (Single and Double-Aspect), Corridor Buildings, Liner and Texas Wrap Buildings, entry shall be required every 70 feet at a maximum.

Guidelines:

- 1. Entries should receive a higher quality of material and/or Building Element than other portions of the building.
- 2. Entries should be clearly articulated and should look welcoming to people of all ages and abilities. Buildings shall comply with all Fair Housing Act regulations. Ramping should be minimized along public and highly visible internal streets.
- 3. Entries should have enhanced pedestrian space and accommodations, including furniture such as trash cans, bicycle racks, planting or planters, pedestrian-scale lighting, and other features.
- 4. Entries shall reflect the style of the building. The Design Standards encourages a variety of styles, both traditional and contemporary, as appropriate for the context.



Figure 2.120 Townhouse entries articulated with awnings, stoops, fencing, planting, and color palette

Table 2.23 Building Element Required at Entries

Building Type	Required at each Entry
Paired Unit	Either a Porch or a Stoop and Awning
Attached House	Either a Porch or a Stoop and Awning
Walk-Up Multiple-Family Building (Single-Aspect)	Either a Porch or a Stoop and Awning
Walk-Up Multiple-Family Building (Double-Aspect)	Either a Porch or a Stoop and Awning
Corridor Multiple-Family Building	Awning
Liner Multiple-Family Building	Porch or Stoop/Awning (if individual entries into ground-based units, or an Awning (if entry into corridor circulation)
Texas Wrap Building	Porch or Stoop/Awning (if individual entries into ground-based units, or an Awning (if entry into corridor circulation)
Amenity Building	Porch or Awning



Figure 2.121 Examples of entry doors for multiple-family development

D. Approaches for Composition

Intent:

Ensure interest and variety in the way buildings are composed and to provide alternatives of how to provide that variety in a way that fits into the surrounding context.

Guidelines:

1. Composing a Building as a Single Design

- Context:** Consider context to ensure that a building fits into the scale, massing, and architectural style of its surroundings.
- Materials:** Use a consistent material and color palette across the building, but pay particular attention to diversity and application to ensure the building does not have a monotonous design.
- Massing:** This design approach can emphasize the horizontal nature of a building, so pay particular attention to how the mass is broken down vertically; create pronounced vertical breaks in the building and the roof forms.
- Variation:** If two of the same Building Type are sited next to or across from one another, Elevation Design Variations should be pronounced, with massing and bay differences. Elevation Design Variations in this instance may not rely on color palette changes alone.



Figure 2.122 Composing a building as a single design

2. Composing a building as Multiple Buildings

- When to Apply:** Use this approach when siting a horizontal building into the surrounding context of smaller, more vertical buildings, such as a historic center or a single-family detached neighborhood with houses that are more narrow than they are tall.
- Massing:** Use different material and color palettes to emphasize the appearance that smaller buildings were built next to one another, rather than a single building.



Figure 2.123 Composing a building as multiple buildings



Figure 2.124 Multiple-family building designed as a single building, using a consistent material and color palette



Figure 2.125 Single multiple-family building designed as multiple smaller buildings attached together, with different palettes and details

Building Elements

Intent:

To break multiple-family buildings down to pedestrian scale and provide visual interest, create rhythm along the building, and reinforce the composition of the building.

Standards:

STEP 5

Apply building elements to create human-scale

Table 2.24 Building Element Requirements

Building Type	Roof and Eave Requirements	Additional Requirements
Paired Unit	Permitted roof and eaves types include: - Pitched roof (gable, hip, or shed) with simple overhang or cornice - Flat roof with cornice or parapet	Dormers, Balconies, Bay Windows, Terraces (select 1)
Attached House		
Walk-Up Multiple-Family Building (Single-Aspect)	Soffit Design - See requirement below	
Walk-Up Multiple-Family Building (Double-Aspect)	Permitted roof and eaves types include: - Pitched roof (gable, hip, or shed) with simple overhang or cornice - Flat roof with cornice or parapet	Dormers, Balconies, Bay Windows, Terraces (select 1)
Corridor Multiple-Family Building		Balconies required; Dormers, Bay Windows (optional)
Liner Multiple-Family Building	Soffit Design- See requirement below	Balconies required; Dormers, Bay Windows (optional)
Texas Wrap Building		Balconies required; Dormer, Bay Windows (optional)
Amenity Building	Pitched roof (gable, hip, or shed) acceptable, simple overhang or cornice required Soffit Design - See requirement below	Dormers, Bay Windows (optional)

Standards:

Requirements for Soffit Design - No roof overhang or soffit, as measured from the finished side of the siding or premium material of the structure to the inside of the fascia board, shall be less than eight (8) inches, unless: the structure embodies architectural styles of an historical nature; for example, a Santa Fe style which has a flat roof without any overhang; or a Tudor style which has a roof pitch of a ten (10) vertical inch rise over a twelve (12) horizontal inch run (10/12) or greater.

For guidance on how to apply Building Elements at entries, please reference Table 2.23 Building Elements Required at Entries.



Figure 2.126 High-quality and well-designed wrapping Porch and Balcony

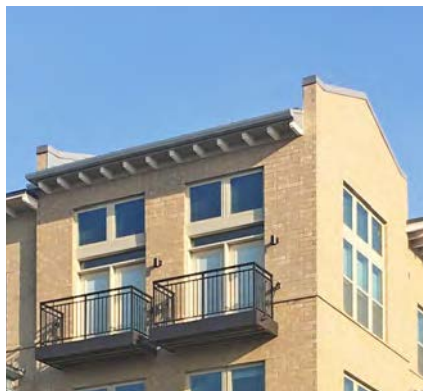


Figure 2.127 High-quality and well-designed overhang and eave

A. Inventory of Building Elements

The following catalogue of photos illustrates the Building Elements that are appropriate for multiple-family residential buildings.



Figure 2.128 Simple Eave Overhang



Figure 2.129 Pitched Roof



Figure 2.130 Cornice

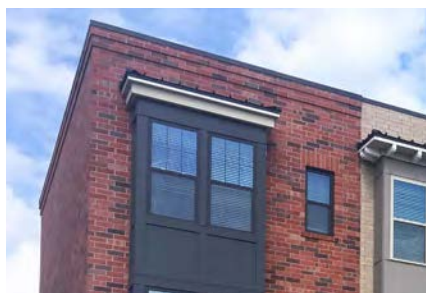


Figure 2.131 Parapets

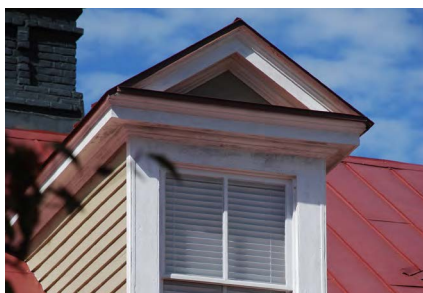


Figure 2.132 Dormers



Figure 2.133 Balconies



Figure 2.134 Porte Cochere



Figure 2.135 Stoop



Figure 2.136 Terraces



Figure 2.137 Awning



Figure 2.138 Bay Windows



Figure 2.139 Porch

Exterior Building Palettes

The visual appeal of building materials has a tremendous impact on the perception of any building. The following standards and guidelines should be used to make decisions about the material and color palettes.

A. Permitted Materials

Intent:

Present an image of high-quality and permanence to ensure that multiple-family development in Parker is sustainable, durable in the climate, and complements the surrounding context.

Standards:

1. Masonry Base Requirements

- a. Buildings 2 ½ stories or less in height shall have a minimum 36-inch masonry (natural stone or brick with mortar) base.
- b. Buildings three stories or more shall have a masonry (natural stone or brick with mortar) base the height of the ground or first floor.

2. Upper floors are encouraged to be built in masonry as a primary material. Select bays or corner features may be appropriate to be constructed in masonry (natural stone or brick with mortar) for the entire height of the building, depending on the building design.

3. High-quality materials from the list on Page 2 – 60 are encouraged for building elements on upper floors.

4. High-quality fiber-cement siding, panel systems, and cladding materials, as long as they are not imitating masonry.

5. Use durable, natural materials that will stand the test of time or modern composites that provide comparable or greater durability than natural materials and have a similar aesthetic.

6. Use environmentally sensitive materials, green-building products, as defined by the standards of the U.S. Green Building Council (USGBC) and similar rating systems, whenever possible.

7. CMU may be used with Planning Director approval.

8. Vinyl Window Requirements:

- a. Vinyl windows shall be selected in premium colors where appropriate with building design (i.e. sandstone, bronze, etc.).

- b. Window color selection should be consistent with building design and follow the Color Standards in 2.5.6.D.

9. Materials should change along horizontal lines that indicate a floor or sill level or along vertical or horizontal plane changes.

10. Building Trim Requirements:

- a. Trim around windows shall be minimum of three and one-half (3½) inches wide, and trim around doors shall be a minimum of two (2) inches wide.
- b. Trim details such as special moldings, colors and related details shall be used in the same manner on all sides of the structure as they appear on any side of the structure. However, shutters and any detail exclusively associated with the use of shutters and muntins may be used on the front without being carried to the other sides.

STEP 6

Apply a palette of materials and colors



Figure 2.140 Stone Building Material

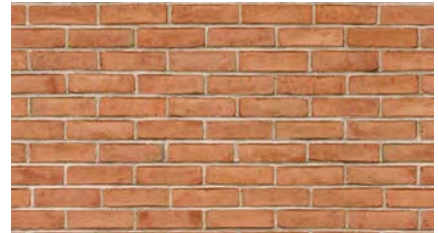


Figure 2.141 Brick Building Material

B. Restricted Materials

Standards:

1. Exterior Building Materials shall not include the following: split shakes, manufactured stone, products that emulate brick or masonry, smooth-faced gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, vinyl siding, one-way, mirror, and spandrel glazing, standard single (T) or double (TT) concrete systems, or barrier type Exterior Insulation and Finish Systems (EIFS).
 - a. Field-painted or pre-finished standard corrugated metal siding is prohibited as primary building material but may be used on building elements.
 - b. Rough sawn wood may be permitted as a weather-treated product, as long as it's only used as an accent material and is restricted to be used as a trellis or beam materials. This material will be considered on a case-by-case basis, subject to approval by the Planning Director.
2. Stucco or Water Managed EIFS Requirements:
 - a. Buildings 2 ½ stories or less in height shall not use water managed EIFS as a cladding material.
 - b. Buildings three stories or greater in height:
 - i. Shall not use EIFS as a cladding material on the first two floor facades.
3. One-way, mirror glass and spandrel glazing are prohibited.
4. White vinyl windows are prohibited.

Guidelines:

5. Buildings three stories or greater in height:
 - a. May have a maximum of 40% of cladding material for the third floor and above to be EIFS, when composed with well-designed building elements made of high-quality materials.

C. Submittal Requirements and Alternative Compliance

1. Building Facade Material Incentive
 - a. If an applicant includes exceptionally designed building elements constructed of high quality materials (from the list to the right) on the first two stories of the building, they may qualify for a 25% reduction on the masonry requirement or Stucco/EIFS requirement.



Figure 2.142 Multiple-Family Building designed with a variety of materials

HIGH QUALITY MATERIALS (BUILDING ELEMENTS)

- Heavy timber (exposed rafters, brackets, balconies, porches, etc.)
- Load-bearing masonry (brick or stone)
- Natural stone in full-size blocks (not veneer)
- Copper or galvanized metal (gutters, downspouts, metal roofing on awnings)



Figure 2.143 High-quality material (wood) used for exposed rafters of an awning



Figure 2.144 High-quality wood timber eave detail, with exposed rafters

D. Color

Intent:

Exterior colors palettes shall be cohesive and aesthetically pleasing, within a single building or neighborhood design and within the greater context of surrounding structures and landscapes.

Standards:

1. Each building elevation or segment of a building elevation shall have a minimum of three (3) exterior colors — one base color, one trim color, and one accent color.
2. Intense, bright, black, or fluorescent colors shall not be used as the base or roof color of any primary or accessory structure.
3. White shall not be used as the base color of any primary structure.

Guidelines:

4. Base Colors
 - a. If the cladding is masonry, the base color should be the natural color of the material. Masonry should reflect regional colors and should be complementary to the design of the building and to the Colorado landscape.
 - b. If cladding material has an integral or applied color, the base color should be cohesive with the trim and accent colors.
 - c. For portions of a building, non-neutral colors may be selected for the base, including earthy greens, yellows, blue-greys, or reds.
5. Trim Colors
 - a. Trim colors may be neutral in subtle contrast to the base color (white, off-white, dark grey, black).
 - b. Trim colors may also be non-neutral or more saturated to provide greater contrast to the base color.
6. Accent Colors
 - a. Accent colors should be the darkest and most saturated colors on a building and provide the highest degree of contrast to the base.
 - b. Accent colors may introduce bright or diverse colors to create diversity and interest.

Table 2.25 Palette Applications

Applications	
Base Colors	Apply to walls and large surface areas, including: • Siding • Brick, unfinished or painted • Panels • Other primary cladding materials
Trim Colors	Apply to trim elements, including: • String courses (horizontal bands) • Corner trim boards • Window headers and trim • Gutters and downspouts • Entablatures and cornice details
Accent Colors	Apply in small amounts to add color to elements such as: • Window sashes, muntins, and mullions • Doors • Projections, awnings, galleries, and other building elements



Figure 2.145 Multiple palettes applied to one Attached House Building

Building Design Standards Checklist

Use the Building Design Standards Checklist below to fill in the criteria and to ensure that each Standard is being met.

Table 2.26 Building Design Standards Checklist

Building Types	Building Elements
Select the appropriate Building Type(s) for the development site and surrounding context _____ ☐	Building Elements provided for roof/eave _____ ☐
Building Design Variety	Additional Building Elements provided _____ ☐
Number of buildings in the development _____ ☐	Exterior Building Palettes
Number of Elevation Design Variations _____ ☐	Building materials comply with standards _____ ☐
Building Form and Massing	Building design satisfies the masonry base requirements _____ ☐
Design front, side, and other facades that are visible to the public with at least one horizontal technique to define the top from the middle of the building, and at least one horizontal technique to define the middle from the base of a building _____ ☐	Upper floor materials meet the standards _____ ☐
Design front, side, and other facades that are visible to the public with at least two techniques to enhance horizontal massing _____ ☐	Verify restricted materials are not used _____ ☐
Apply at least one of the techniques for defining horizontal massing for rear elevations _____ ☐	Three exterior colors for base, trim, and accent _____ ☐
Design front, side, and other facades that are visible to the public with both techniques for defining vertical massing _____ ☐	No intense, bright, black, or fluorescent colors are used as the base or roof color _____ ☐
Apply at least one technique for enhancing vertical massing for front, side, and other facades that are visible to the public _____ ☐	White is not used as the base color for any primary structures _____ ☐
Apply at least one technique for defining vertical massing for rear elevations _____ ☐	
Building Composition	
Express building bays on front and side elevations _____ ☐	
Bay width (less than 24 feet or the width of one-unit) _____ ☐	
Street-facing or open-space facing entries exist as the primary entry of each building _____ ☐	
Building elements provided at entries _____ ☐	
Building entries are less than 70 feet apart for required building types _____ ☐	
Building is composed as a single design or as a multiple buildings next to one another _____ ☐	

Design Standards for Publicly Accessible Space

The Landscape Design Standards address all exterior public realm softscape and hardscape elements, both within publicly accessible areas and privately controlled exterior areas within a multiple-family community. These exterior elements such as pocket parks, open spaces, trail connections, site furnishings, plantings, streetscape and plaza areas must also conform to the Town's LDO, and the *Town of Parker's Construction Specifications and Design Considerations for Parks, Trails, Streetscapes* document, beyond what is contained in these Design Standards.

STEP 1

Differentiate publicly accessible space from private space through design

Public/Private Spaces and Separation

Intent:

- Appropriately-located publicly accessible space throughout a multiple-family neighborhood is intended to encourage social interaction, outdoor enjoyment, and community identity.
- Appropriately-located exterior publicly accessible spaces and amenities in a multiple-family development provides for active and passive programming that are also harmonious with and not duplicative of the Town's publicly accessible parks and open space improvements.

A. Landscape Buffers and Placement

Standards:

1. Provide a minimum 8-foot landscape buffer between public walkways and building edges except at building entry and exit points.
2. Locate active uses within a project so that they are adequately buffered from residential units by landscaping.
3. Internal pathways shall logically connect building entry points to other buildings, amenities, and parking areas.

Guidelines:

4. Passive exterior community use areas shaped by building courtyard spaces or contained between buildings, should consider landscape buffers to address visual and noise considerations.
5. Utilize landscaping to logically shape spaces that create and facilitate circulation paths in logical and intuitive patterns.

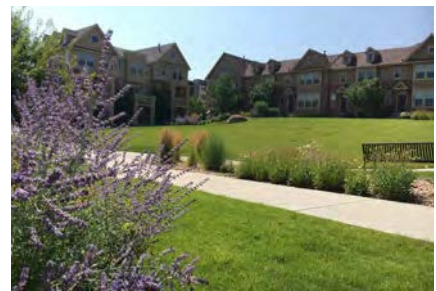


Figure 2.146 Open Space provides outdoor enjoyment



Figure 2.147 Open Space that encourages social interaction



Figure 2.148 Private gathering spaces clearly accessible to the public

Landscaping

The landscape for multiple-family development projects shall be designed to soften the larger scale of these buildings and sites. Specific requirements for the quantity, size and placement of plant material is defined in the Town's LDO. The LDO *Section 13.06.070* identifies five Landscape Types:

- Street Landscaping
- Parking Lot Perimeter Landscaping,
- Parking Lot Interior Landscaping
- Site Perimeter Landscaping
- Additional Areas to be Landscaped

Intent:

To integrate thoughtful landscape solutions that are harmonious with the proposed architectural design and the Town's native landscape character. The following Landscape and Irrigation principles address how design elements can be applied to each of these Landscape Types on a project.

A. Landscape Plant Material Selection

Standards:

1. Use low water use requirements in the landscape materials selected.
2. Utilize low-water use irrigation systems, technologies and applications throughout the project to manage and conserve water use.
3. Utilize lawn areas only where active recreation and usage will occur.
4. Utilize plant material that is specific to the micro-climatic conditions of the specific site.
5. Avoid overuse of any one tree species greater than 20% for plant selection diversification.

Guidelines:

1. Select natural plant materials that transition between natural open spaces and the internal project landscape material.



Figure 2.153 Landscaping between building and walk

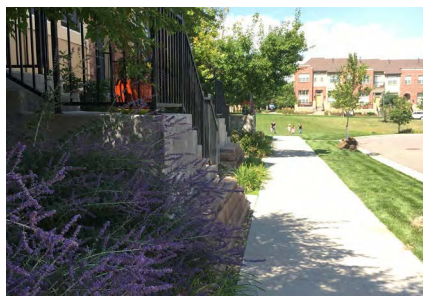


Figure 2.152 Site perimeter landscaping



Figure 2.149 Parking lot interior landscaping



Figure 2.150 Parking lot perimeter landscaping



Figure 2.151 Gateway element

2. Use landscaping to help guide people to building entry points through a higher concentration and focus of landscape material.
3. Provide shade and year-round visual interest in the landscape areas through the use of deciduous and evergreen plant material.
4. Utilize landscape material to screen detention ponds from the public view.
5. Tree and shrub plant materials should be used to soften the visual impacts and urban heat island effects of large parking lot areas.
6. Roadway and pedestrian entrances to multiple-family developments should have a higher concentration of plant material and design attention to visually identify these entrance points.
7. Roadway and pedestrian entrances into multiple-family developments shall be visually distinguished by a low lying architectural wall, monumentation or project signage that are also complemented by concentrated tree, shrub perennial and annual plantings which contain 50% more plant material than the typical streetscape requirement.

STEP 3

Design parks, plazas, and amenities for the neighborhood

Plazas, Parks, Play Lots, and Private Recreation Amenities

Intent:

Exterior amenity spaces provide for relaxation, recreation socialization and community interaction. A variety of different amenity types should be located throughout a multiple-family development.

A. Amenity Elements

Standards:

1. Multiple-family developments shall include additional public space and recreation amenities such as tot lots, pocket parks, tennis or sports court, pools, amenity roof decks, community gardens or internal recreation facilities. Any multiple-family project under 50 units shall provide at least two (2) of the above features. A project with 50 to 150 units must provide three (3) of the above features and over 150 units four (4) of the above amenity features.
2. External spaces shall consist of paved plazas, parks, playgrounds, and other commonly shared amenities that provide year-round use, enjoyment and provide overall open space connectivity within a multiple family development.
3. Parks internal to the multiple-family project shall be connected to adjacent Town trails and open spaces by a publicly accessible walkway if the development is immediately adjacent.
4. Each development block shall provide some form of outdoor space that is connected to the public realm either directly or by a publicly accessible walkway.



Figure 2.154 Site plan diagram

- | | |
|--------------------------------|------------------------|
| 1. Publicly Accessible Walkway | 4. Paved Plaza |
| 2. Publicly Accessible Plaza | 5. Park |
| 3. Gateway Signage | 6. Playground/ Tot Lot |
| | 7. Shared Amenity |
| | 8. Public Art |



Figure 2.155 Private recreation amenities: pool

5. The design of exterior plazas and streetscapes in a multiple family development shall utilize an overall design concept with consistent materials and forms to visually connect the exterior environment.
6. Plazas shall provide a balance of 65% hardscape and 35% softscape elements that help provide shade, soften and buffer appropriate areas of the plazas.
7. Landscape planting materials shall generally be layered against a building or edge treatment from high to low in height so that the full character of the plants can be appreciated and utilized to shape exterior spaces.

Guidelines:

1. Public spaces should be welcoming and accessible, and allow for passive visual public oversight.
2. Exterior spaces should be responsive to the sun and shade patterns, and view orientations across the site.
3. Public spaces should provide a variety of user experiences at various times of day.
4. Plazas should be shaped by and reinforce the ground floor uses and entrance points of the adjacent buildings.
5. Tot lots and active recreation uses should not be located immediately adjacent to residential units to minimize noise impacts.



Figure 2.156 Example of a softscape playground



Figure 2.157 Example of a hardscape playground



Figure 2.161 Plaza that is enhanced by site furnishings and trellis structure.



Figure 2.158 Example of a trail



Figure 2.160 Amenity that provides a variety of user experiences at various times of day.



Figure 2.159 Example of plaza

Public Art

Intent:

To incorporate public art into the design of the site improvements and infrastructure of a multiple family development to enrich the public realm experience and create a unique identity for the development.

A. Public Art Criteria

Standards:

1. Public art locations shall be placed along key site lines from roadways or at building entries or publicly accessible plaza areas where pedestrians can enjoy the art.
2. Multiple-family project over 75 units shall provide at least one piece of public art that will be integrated into a public area within the site. Appropriate areas for public art locations are: gateway features, public sitting areas, and pedestrian-oriented areas.
3. The selection of a public art feature shall be reviewed by the Town during the site plan review process.

Guidelines:

1. The materials used for public art installations shall consider the range of climatic conditions such as freeze thaw temperature cycles, bright sun and the exposed, windy conditions that exist in Parker.

Site Lighting

Intent:

Site lighting elements and fixtures should be thoughtfully located to create well-lit pedestrian walkways, building entries, park areas and all other public realm environments while minimizing light pollution.

A. Site Lighting Criteria

Standards:

1. All exterior lighting fixtures shall meet Town of Parker lighting standards.
2. Pedestrian level light fixtures used as free-standing fixtures and attached to buildings shall be of a compatible architectural style and light source type.

STEP 4

Include elements such as public art and site lighting

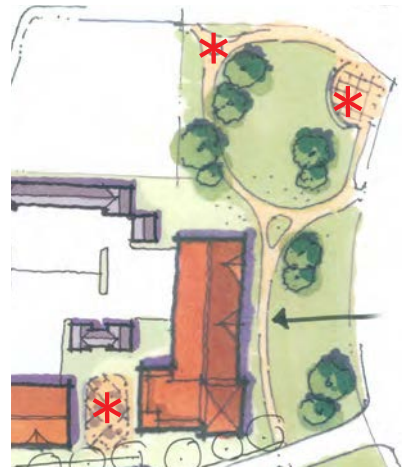


Figure 2.162 Potential public art locations



Figure 2.163 Example of public art

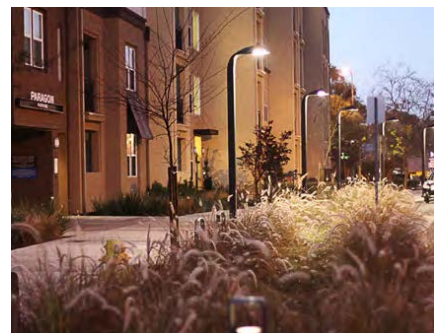


Figure 2.164 Site lighting

Guidelines:

1. Exterior building and site lighting fixtures should be concentrated at building entry points to identify the entrance points.
2. The use of new lighting 'smart pole' technologies and motion sensors should be explored on projects.
3. Light pollution should be minimized through appropriate fixture selection.
4. Architectural building features such as corner treatments, articulated eaves or covered walkways should consider enhanced lighting treatments.

Pedestrian/Bike Connectivity Standards**Intent:**

To create an all-inclusive approach to site connectivity that minimizes pedestrian, bicycle and vehicular conflict, and creates a safe environment for pedestrians and bicyclists within the site, and exterior access to the site.

A. Pedestrian and Bicycle Elements**Standards:**

1. Pedestrian and bike connectivity options shall be given equal importance to vehicular options.
2. Pedestrian sidewalks shall be a minimum of 5 feet in width except when attached to a parking lot then they shall be a minimum of 7 feet in width.
3. Multi-purpose trail widths shall meet town standards.
4. Bike parking shall be located near building entry points and shall have easy trail access.
5. Bike and pedestrian routes shall connect to neighboring destinations and link to the Town's multi-purpose trail network. High connectivity standards provide attractive pedestrian realm streetscape environments for all.



Figure 2.168 Pedestrian and bicycle routes integrated into the landscape design



Figure 2.165 Site lighting

STEP 5

Design pedestrian and bicycle connections



Figure 2.166 Multi-modal pedestrian and bicycle routes



Figure 2.167 Bike racks

Streetscape Elements

Intent:

Utilize streetscape elements in a thoughtful and coordinated design manner along the edges of roadways to enhance the pedestrian experience.

A. Streetscape Element Criteria

Standards:

1. Tree grates shall be a minimum of 5 feet by 8 feet.
2. The planting strip between the back of roadway curb and the sidewalk shall be planted with shrubs and groundcover or low water use turf and designed to create visual interest.
3. Street tree patterns shall be selected with form, color, salt tolerance, and seasonality in mind.
4. Street furnishing elements shall consist of high-quality and durable materials that will work with the extreme freeze thaw, heat, wind, and snowy conditions of Colorado and be consistent with the character of multiple-family development.
5. Refer to the *Town of Parker Construction Specifications and Design Considerations for Parks, Trails and Streetscapes Manual* for additional requirements.

Guidelines:

1. Special paving, within the multiple-family development, should be used to help promote safe interaction of vehicles, bicycles, and pedestrians by utilizing contrasting materials at special amenity areas.
2. Special paving should also be used at pedestrian nodes and seating areas to make these areas more human scaled.



Figure 2.169 Tree lawn with low water use shrubs & ground covers.



Figure 2.170 Streetscape furnishings: bike rack



Figure 2.172 Streetscape furnishings: benches and receptacles



Figure 2.171 Streetscape Furnishings: dog waste stations and bike racks

Publicly Accessible Space Design Standards Checklist

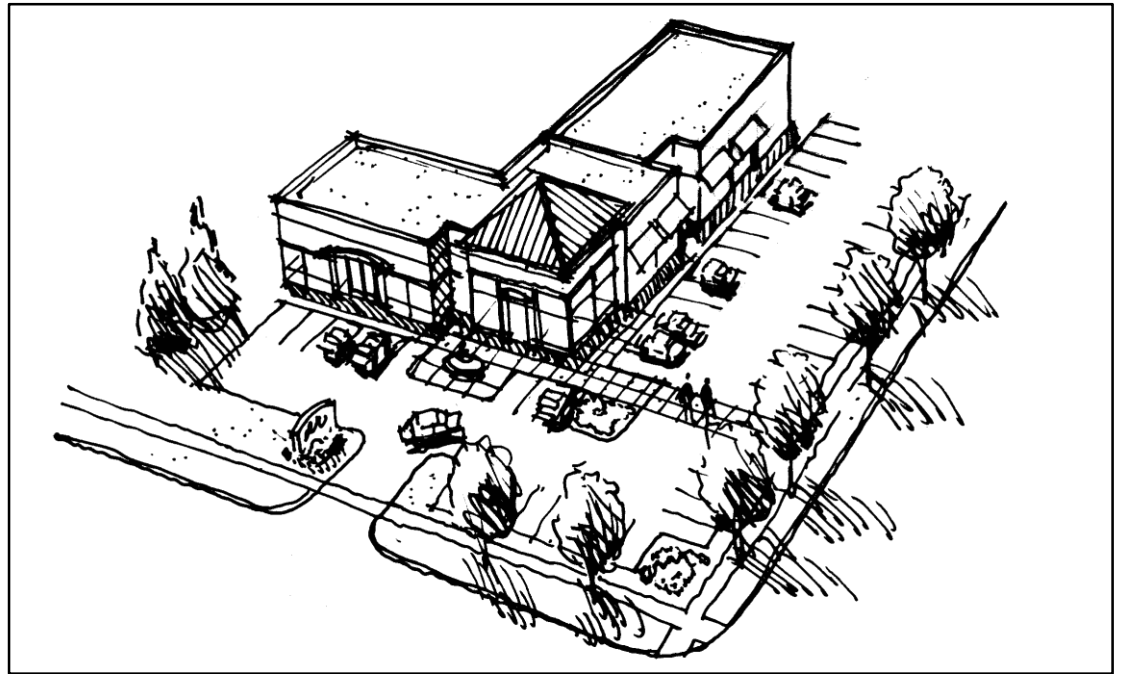
Use the Publicly Accessible Design Standards Checklist below to fill in the criteria and to ensure that each Standard is being met.

Table 2.27 Publicly Accessible Space Design Standards Checklist

Public/Private Spaces and Separation	
Design open spaces to encourage social interaction, outdoor enjoyment, and community identity	☐
Connect public and private open spaces to Town's trail system	☐
Provide minimum 8-foot landscape buffer between buildings and public access	☐
Connect internal pathways with building entries and parking areas	☐
Landscaping	
Design landscaping with the lowest possible water usage throughout the project	☐
Lawn located only in active use areas	☐
Plant materials are appropriate for the site	☐
No one tree species makes up over 20% of the plant selection	☐
Plazas, Parks, Play Lots, and Private Recreation Amenities	
Development includes adequate public space and recreation amenities (two for fewer than 50 units, three for 50 to 150 units, and four for more than 150 units)	☐
Internal parks are connected to adjacent Town trails and open spaces by publicly accessible walkways	☐
Each development block provides some form of outdoor space	☐
Plazas have a balance of 65% hardscape and 35% softscape	☐
Public Art	
Developments with more than 75 units provide at least one piece of public art	☐
Public art if sited at key, visible locations where pedestrians can enjoy the art	☐
Site Lighting	
Lighting meets the Town of Parker standards	☐
Light fixtures are pedestrian-scaled	☐

Pedestrian/Bike Connectivity Standards	
Minimum of 5-foot wide pedestrian sidewalks	☐
Minimum of 7-foot wide pedestrian sidewalks when attached to a parking lot	☐
Bike parking is provided at building entries	☐
Multi-purpose trails are a minimum 8 feet wide and regional trails are a minimum 10 feet wide	☐
Streetscape Elements	
Tree grates are a minimum of 5 feet by 8 feet	☐
Planting strip has shrubs, groundcover, or low water use turf and creates visual interest	☐
Street tree selection meets standards	☐
Street furniture is high quality and made of durable materials	☐

VI. NEIGHBORHOOD CENTERS



VI. NEIGHBORHOOD CENTERS

A Neighborhood Center is described in the Parker 2035 Master Plan as follows:

Neighborhood Centers should be planned to serve the basic needs of the surrounding residents. Typical uses within Neighborhood Centers include convenient retail and personal/business services, generally anchored by a grocery store.

Other compatible uses such as small offices, recreational uses and restaurants are also permitted.

Generally, the total Gross Leasable Area (GLA) for the commercial/office components within an entire Neighborhood Center should range from 50,000 to 250,000 square feet combined.

Higher density residential is appropriate in these Centers as a transition between less intense residential areas and non-residential areas when developed as part of a mixed-use development and when the design encourages residents to walk or bicycle to obtain goods and services. Massing and scale of higher density residential development shall respect the scale and massing of adjoining land uses and shall reflect an integrated neighborhood feel. Typical garden style apartment designs are not appropriate.

Neighborhood Centers are located at key intersections throughout Town and are conveniently located to serve pedestrians and bicyclists, as shown in Figure 6.1.

Neighborhood Centers are located at the following intersections:

- Mainstreet at Jordan Road
- Mainstreet and Chambers Road
- Lincoln Avenue at Jordan Road
- Lincoln Avenue and Pine Drive
- Hess Road at Parker Road
- Hess Road and Motsenbocker
- Pine Drive and Lincoln Avenue
- Heirloom Parkway and Chambers Road
- Stroh Road and Motsenbocker Road
- Stroh Road and Chambers Road
- North Pinery Parkway and Bayou Gulch Boulevard

Goals and Objectives

The primary goals for these areas are to:

- Encourage the concentration of appropriately pedestrian-scaled developments that conveniently serve shopping and service needs for adjacent neighborhoods.
- Promote safe and efficient pedestrian access for surrounding neighbors to and between sites.

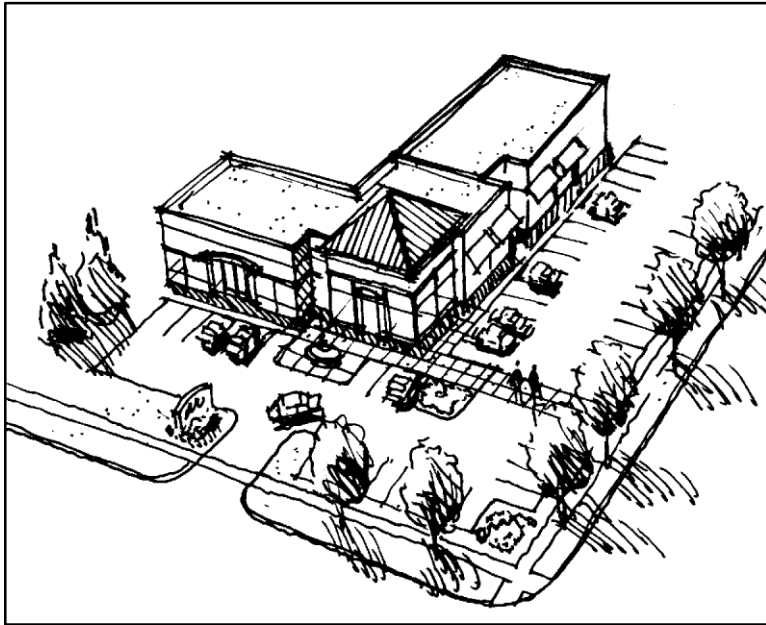
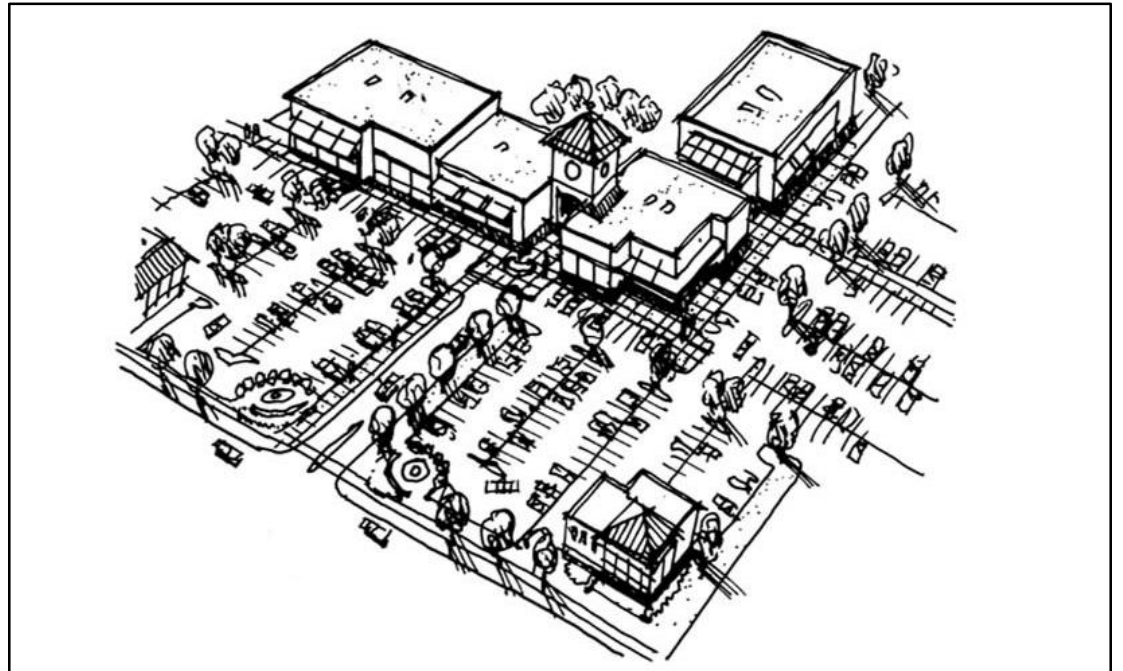


Figure 6.1: Neighborhood Center

General Provisions

- 1) Convenient pedestrian and bicycle access shall be provided to all Neighborhood Centers.
- 2) A maximum of 25 percent of parking shall be located between the primary structure and the primary access road to create a pedestrian- oriented environment.
- 3) Developments shall be encouraged to provide a patio or seating area, or a pedestrian plaza with benches and flowerbeds. All developments are required to provide trash receptacles and bicycle racks.
- 4) Significant entry features shall be provided, including but not limited to, landscaping, public art, notable architectural features and distinctive signage.
- 5) All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored, colored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
- 6) Each point at which the system of sidewalks crosses a parking lot or street shall be clearly marked through a change in paving materials, height, texture, or distinctive colors.
- 7) Each site shall provide at least two of the following: a water feature, clock tower, public art, natural feature or other deliberately shaped focal point.

VII. Community Centers



VII. COMMUNITY CENTERS

A Community Center is described in the Parker 2035 Master Plan as follows:

Community Centers are areas that are larger than Neighborhood Centers and have a larger market area, serving multiple neighborhoods. Typical uses within Community Centers include retail and personal/business services. Other compatible uses such as small offices, recreational and restaurants are also permitted. Generally, the total Gross Leasable Area (GLA) for the commercial/office components within an entire Community Center should range from 250,000 to 500,000 square feet combined.

The intensity of uses is generally higher than those found in a Neighborhood Center. Community Centers are located at major crossroads within Town and are visual focal points which provide ties between various distinct districts within Town, as shown in Figure 7.1. Community Centers are located at the following intersections:

- Hess Road and Chambers Road
- North Pinery Parkway and J. Morgan Boulevard
- Stroh Road at Parker Road

Goals and Objectives

The primary goals for these areas are to:

- Emphasize important focal points between neighborhoods.
- Encourage the concentration of appropriately scaled developments that serve multiple neighborhoods while avoiding strip development patterns.
- Encourage the development of businesses that provide a variety of products and services that will benefit the local community and neighborhoods.
- Promote safe and efficient pedestrian and bicycle access for surrounding neighbors to and between sites.

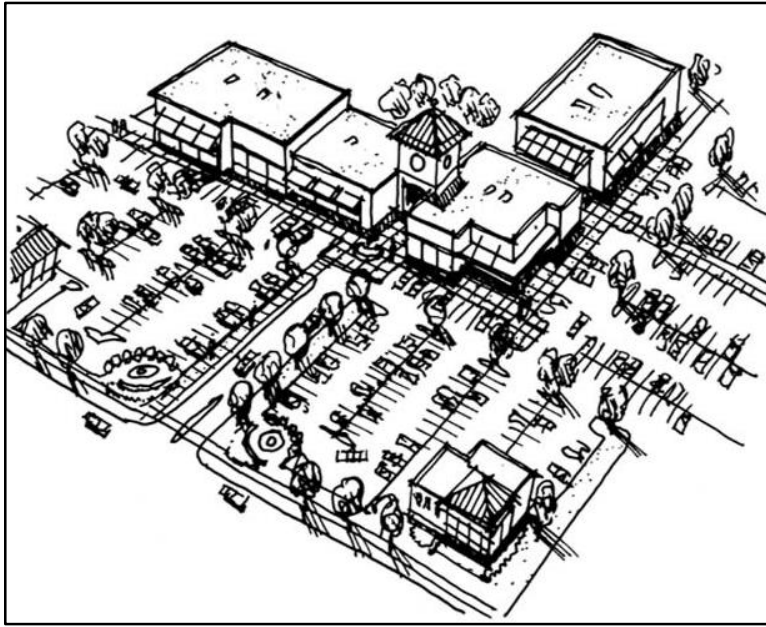
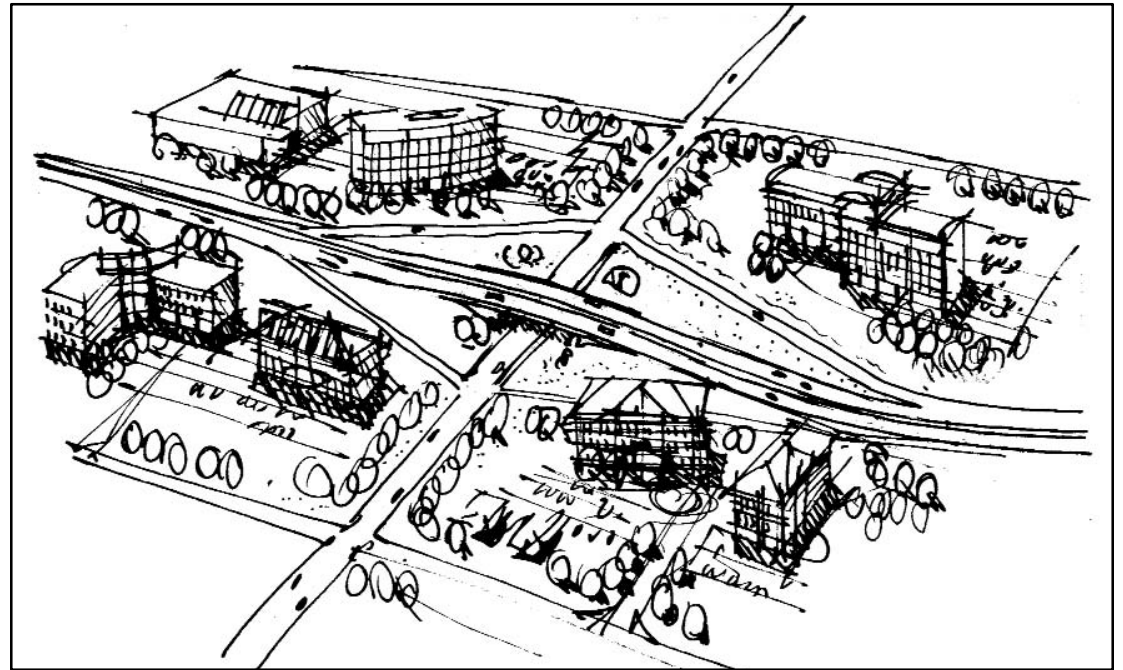


Figure 7.1: Community Center

General Provisions

- 1) Building heights shall relate to preserving views of the mountains to the west.
- 2) Significant entry features shall be provided, including but not limited to, landscaping, public art, notable architectural features and distinctive signage.
- 3) Distinctive landscaped areas and gateway features shall be provided at project entries and at intersections of public streets adjacent to the project. Landscaping in these areas shall consist of plant specimens having a high degree of visual interest during all seasons. A mixture of shrubs, ornamental trees, flowers, and/or ground cover around sign bases, and at curb returns near site entrances shall be planted.
- 4) Each site shall provide at least two of the following: a water feature, clock tower, public art, natural feature or other deliberately shaped focal point.

VIII. Highway Commercial Centers



VIII. Highway Commercial Centers

Highway Commercial Center is described in the Parker 2035 Master Plan as follows:

Located at major intersections along E-470 these Centers overlay other Character Areas and the land uses may also focus on the demands of the traveling public and the needs of residents returning to or leaving Parker. Appropriate uses in these areas include those of the underlying Character Areas, but also contemplate uses such as convenience retail with gas stations and hotels.

Highway Commercial Centers are located at key entryways into the Town and are visual focal points which provide ties between the Town and the surrounding region, as shown in Figure 8.1. Regional Centers are located at the following intersections:

- E-470 Chambers Road
- E-470 at Jordan Road

Goals and Objectives

The primary goals for these areas are to:

- Encourage development of businesses, including highway oriented businesses that provide a variety of products and services that will benefit the local community, travelers and surrounding region.
- Preserve views to and from Highway Commercial Centers and major thoroughfares.
- Promote safe and efficient vehicular access within and between sites.

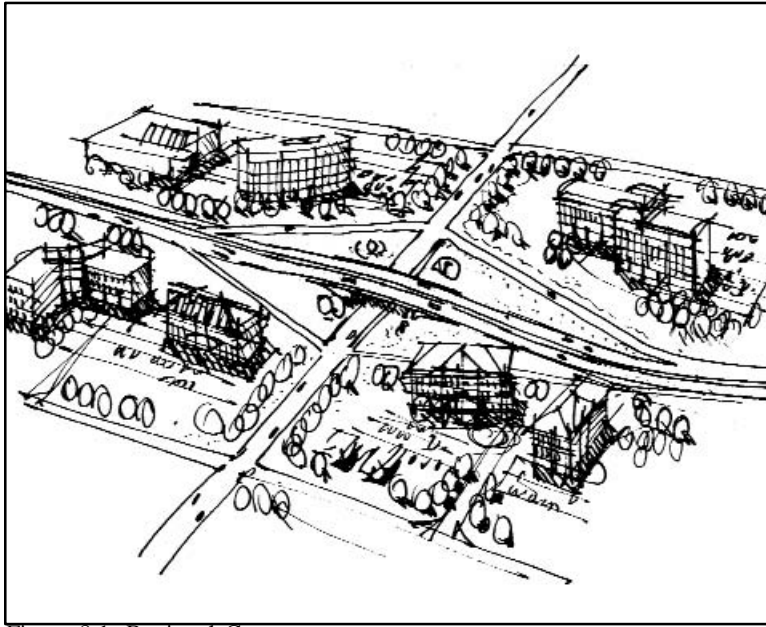
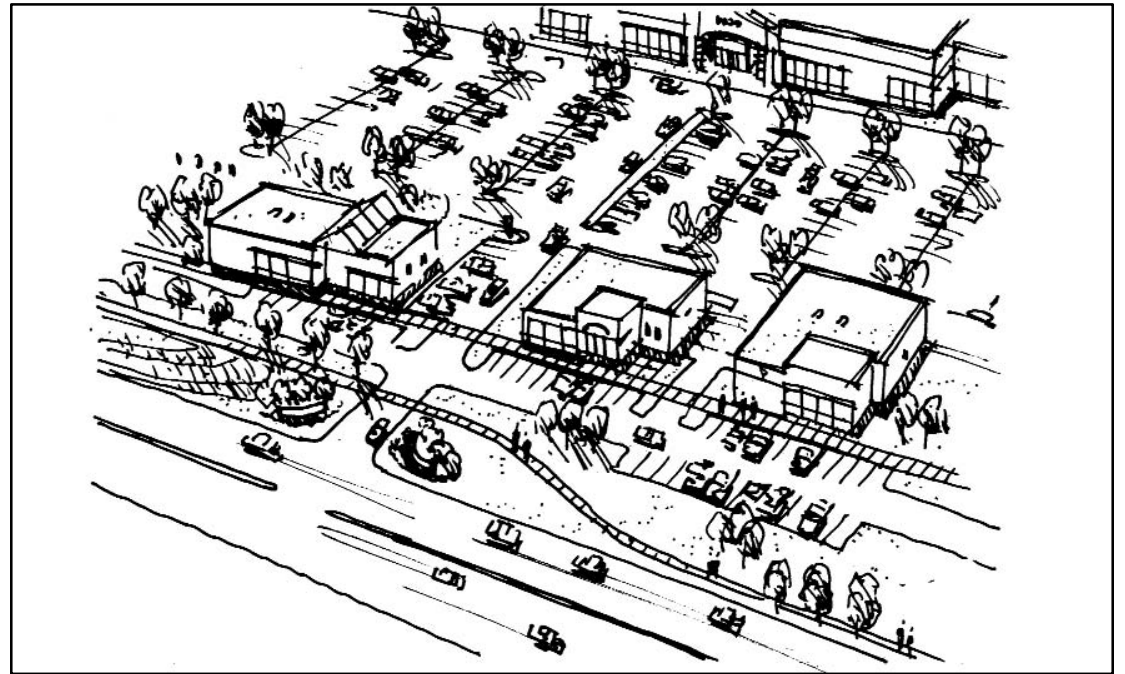


Figure 8.1: Regional Center

General Provisions

- 1) Buildings taller than four stories located within 100 feet of the E-470 multi-use easement and visible from E-470 shall have their tallest portion oriented so that the long axis is perpendicular to E-470.
- 2) A higher intensity of landscaping shall be provided than is required for other Centers.
- 3) Pedestrian and bicycle access to adjacent public right-of-way shall be provided to connect pedestrians and cyclists to the regional trail corridor within the E-470 multi-use easement.
- 4) Significant entry features shall be included. Examples include but are not limited to, distinctive landscaping and signage, fountains, decorative walls, public art, etc.
- 5) Set-aside areas for public use or public amenities shall be provided to create a central focal point where appropriate.
- 6) Each site shall provide at least two of the following: a water feature, clock tower, public art, natural feature or other deliberately shaped focal point.

IX. PARKER ROAD CORRIDOR PLAN



IX. PARKER ROAD CORRIDOR

The Parker Road Corridor is a stretch of commercial uses that serves the Town of Parker and surrounding unincorporated residential areas. The planning and design of developments along Parker Road dictates much of the character along this major thoroughfare. In an effort to reduce corporate designs that are indifferent to local identity and interests, these standards shall encourage development that contributes to the Town of Parker's unique sense of place by reflecting its physical character and adding to the visual interest of this streetscape as shown in Figure 9.1.

Parker Road is a State Highway that connects Downtown Denver to Colorado Springs. This primary corridor is the major organizing spine of the Town. An essential step in improving Parker's image is integrating quality development into the Town's primary roadway. The area between E-470 and Mainstreet may have significant redevelopment potential, while the stretch between Mainstreet and Stroh Road is currently less developed and has significant potential for new development.

Goals and Objectives

The primary goals for this area are to:

- Encourage development that contributes to a cohesive and visually interesting streetscape.
 - Encourage development that contributes to continuity along Parker Road and presents an image of high quality and value.
 - Promote efficient vehicular, pedestrian and bicycle access that links all street edges, parking systems and developments to each other.
- Encourage a lower density and building height than is allowed in both Regional Centers and Community Centers.

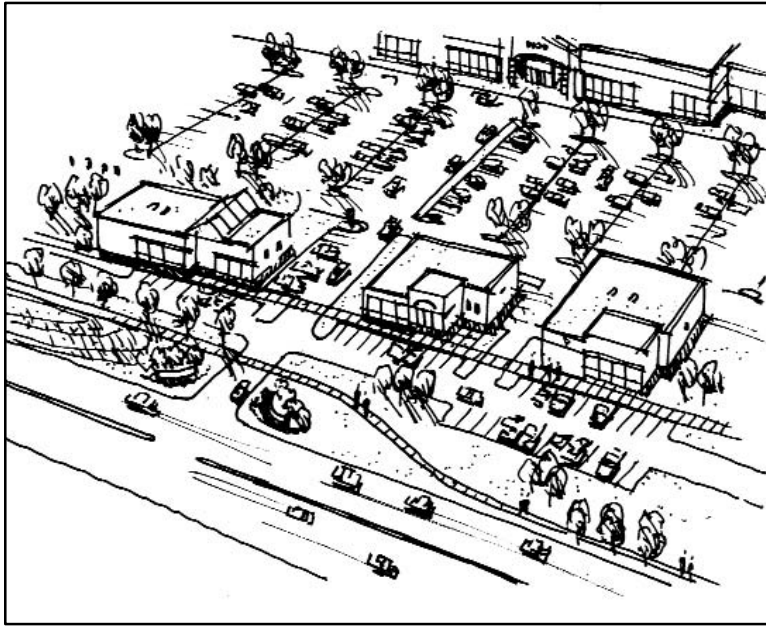


Figure 9.1: Parker Road Corridor

General Provisions

- 1) Development shall utilize an overall site organization that functionally relates to the street and development on adjacent property.
- 2) Vehicular and pedestrian access between adjacent properties shall be provided as practical.
- 3) Site plan submittals shall show proposed access connections to adjacent developed properties and future provision for access to undeveloped properties.
- 4) Landscaping which creates a unified streetscape along Parker Road shall be provided.
- 5) Detached sidewalks shall be provided and shall meet Parker Road at all intersections.

APPENDIX A: BACKGROUND AND CONTEXT ANALYSIS

A. Parker in the Region:

In recent years, the Town of Parker has experienced rapid growth fueled by the expanding Denver economy and the nationwide trend of urban flight. Expanding residential development has stirred retail and commercial development, placing heavy demands on roadways and altering traditional land use patterns. Residents are concerned that contemporary suburban, auto-oriented, "big box" retail development has the potential to engulf Parker Road and its surrounding environs, negatively influencing a visitor's impression of the Town.

A major challenge facing the Town of Parker today is maintaining the small town feel which makes Parker a unique community within the Denver region, while at the same time ensuring that growth in Parker provides a positive contribution to this rapidly growing region. This balance promotes development which recognizes such special community features as the Cherry Creek corridor, the Black Forest, rolling land forms and the pastoral history of this community. It also recognizes the development potential of Parker as a community located at the cusp of the rural Douglas and Elbert Counties and the urban Denver-metro area. Design standards balance these goals by encouraging development that contributes to the Town of Parker as a unique place by both reflecting its physical character and its role in the Denver region.

B. Natural features:

The Town of Parker's natural features, as depicted in Figure 1, are major defining elements of this community. A key natural amenity is Cherry Creek corridor and its tributaries, which run through Town and provide a system of bicycle and pedestrian trails, parks and water resources for active and passive recreational enjoyment.

The Black Forest and related terrain along the eastern edge of Parker Road forms another major component of Parker's natural character. While much of the Black Forest is outside the Town limits, a stand of trees on elevated ground nears Parker Road to the south side of Hilltop and creates a highly visible natural feature.

While not physically within the Town, the panoramic view of the Front Range west of town is another valuable natural asset. Limiting intrusion into these mountain views is a key consideration for designing projects that are sensitive to view preservation.

C. Transportation:

The Town of Parker's transportation network forms a hierarchy of roads of which Parker Road is the most significant. Because Parker Road serves as the major spine through town and interchanges with E-470, this corridor is expected to serve much of the projected traffic through Town. Jordan Road has and will continue to gain importance in the future as traffic volumes to and from E-470 increase along this corridor. Providing a link between the Town and I-25, Lincoln Road is currently the second most significant component of Parker's transportation network.

The third tier of transportation connections includes Main Street and Hilltop Road. While these corridors also provide access points into Town, they serve more local rather than regional traffic. Dransfeldt and 20-Mile Road, and the remaining internal collector streets vary in their level of significance. What is clear from the diagram in Figure 2 is that road extensions and the formation of higher levels of connections in non-residential areas is crucial to the safe and efficient movement of vehicles and pedestrians through the commercial and industrial areas of Town.

D. Land Use:

Land use patterns within the Town of Parker illustrate a clear trend toward service and retail commercial uses along Parker Road and light industrial uses adjacent to Dransfeldt and 20-Mile Roads. Much of the surrounding land to the east and west is characterized by residential development. Figure 3 is an illustrative overview of major land use categories within the Town of Parker. Land uses are conceptually identified as residential, commercial, or light industrial. The diagram reveals a clear pattern of commercial concentration along Parker Road from roughly Hilltop Road north, with the most intense development occurring between Main Street and Lincoln Road.

E. Potentials for Development:

In order to address potential conflicts or opportunities for development in the Town of Parker, an assessment of the quantity and location of undeveloped commercial land remains is necessary. Figure 4 identifies those areas which are not developed or "fully utilized," as compared to surrounding land uses.

Three categories of potential sites are identified: (1) vacant sites within the Town of Parker, (2) sites which are expected to redevelop or transition within the Town of Parker, and (3) sites which are either vacant or in transition located outside or adjacent to the Town limits. Some, or all, of the sites in this last group may be annexed into the Town at some point in the future.

APPENDIX B: SIGNIFICANCE OF CENTERS AND CORRIDORS

The following is a description of the significance of designated neighborhood, community, and regional centers and Parker Road corridor, as well as existing and potential land uses. This information was prepared as a baseline analysis used to develop standards applicable to each classification.

NEIGHBORHOOD CENTERS

A. Mainstreet at Jordan Road / Mainstreet at Dransfeldt: These primary intersections along Mainstreet, west of Parker Road, have the potential to extend the general commercial and high density residential core of the traditional Downtown uses that exist on the east side of Parker Road. The opportunity for pedestrian-oriented development mirroring the scale, density and character of Downtown is one that should not be missed. Parker residents often have expressed their preference for Downtown's pedestrian character over the auto-oriented development of Parker Road.

B. Lincoln Avenue at Jordan Road: This area is a potential center as the northwestern point of entry into Parker. It is currently being commercially developed and surrounded by single family detached residential developments. Because both Jordan and Lincoln interchange with regional expressways, (E- 470 and I-25 respectively), this intersection's significance as a center and entryway is enhanced.

C. Hess Road at Parker Road: Surrounded by a number of residential developments, the intersection of Hess at Parker has the potential to provide pedestrian-scale services and uses to a number of neighborhoods.

D. Hess Road at Jordan Road: With the planned extension of Hess to Jordan, this intersection is a potential neighborhood center. This center will ultimately serve several neighborhoods throughout southwest Parker.

COMMUNITY CENTERS

A. Mainstreet at Parker Road: The Mainstreet area east of Parker Road is seen by Parker residents as the heart of the Town. Recently, design standards have been adopted to protect the distinct traditional character areas within the Downtown. This center is a point of entry into the Mainstreet district and a heavily developed commercial node. At the time of the creation of this document, this intersection does little to announce the importance of this area for motorists on Parker Road. Improved signage, landscaping, monumentation, crosswalks, etc. could be added to give this intersection the emphasis it deserves. And, while this area is most likely at full buildout, the potential exists for redevelopment at some time in the future.

B. Lincoln Avenue at Parker Road: This area is a potential center as the northeastern point of entry into Parker. Because both Parker and Lincoln interchange with regional expressways, (E-470 and I-25 respectively), its significance as a center and entryway is enhanced.

C. Stroh Road at Parker Road: This center is the southern point of entry into Parker and is currently partially developed with one corner inside the Parker town boundary.

D. Hilltop Road at Parker Road: Located just south of the Downtown area, Hilltop Road is currently being extended to the west side of Parker Road to make way for a substantial new retail development, Parker Pavilions, which is anchored by a super-size Walmart. Design of this development occurred prior to the completion and adoption of these design standards.

REGIONAL CENTERS

A. E-470 at Parker Road: This center will serve as a regional node of commercial development and may contain the largest concentration of commercial uses in Parker. Ultimately, the potential exists for large-scale development on all sides of E-470.

B. E-470 at Jordan Road: This center will also provide a regional point of entry into Parker. This area shares all of E-470's potential for regional scaled development, with possibilities including highway oriented commercial or light industrial development adjacent to the interchange.

PARKER ROAD CORRIDOR

Parker Road is a State Highway that connects Downtown Denver to Colorado Springs. This primary corridor is the major organizing spine of the Town. An essential step in improving Parker's image is integrating quality development into the Town's primary roadway. The area between E-470 and Mainstreet may have significant redevelopment potential, while the stretch between Mainstreet and Stroh Road is currently less developed and has significant potential for new development.

ORDINANCE NO. 3.326.1, Series of 2018

TITLE: A BILL FOR AN ORDINANCE TO AMEND SECTION 13.10.200 OF THE PARKER MUNICIPAL CODE CONCERNING THE TOWN OF PARKER ARCHITECTURAL AND DESIGN STANDARDS FOR COMMERCIAL, INDUSTRIAL AND MULTIPLE-FAMILY PROJECTS

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, ORDAINS:

Section 3. Subsection 13.10.200(a) of the Parker Municipal Code is amended to read as follows:

13.10.200 Town of Parker Architectural and Design Standards for Commercial, Industrial and Multiple-Family Projects.

(a) Adoption of Design Standards by reference. The Town of Parker Architectural and Design Standards for Commercial, Industrial and Multiple-Family Projects, dated October 8, 1999, and last amended on ~~January 17, 2017~~ **November 19, 2018** ("Design Standards"), and prepared by the Town, are hereby adopted by reference as if set forth herein. Copies of the Design Standards are on file with the Planning Department, may be inspected by any person and are available for sale between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday, holidays excepted.

* * *

Section 2. **Safety Clause.** The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Parker, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained. The Town Council further finds that the title to this Ordinance was posted in two public places two days before the Town Council meeting, as provided by Section 7.5e. of the Town of Parker Home Rule Charter.

Section 3. **Severability.** If any clause, sentence, paragraph or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 4. This Ordinance shall become effective ten (10) days after final publication.

INTRODUCED AND PASSED ON FIRST READING this ____ day of _____,
2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

ADOPTED ON SECOND AND FINAL READING this ____ day of _____,
2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

APPROVED AS TO FORM:

James S. Maloney, Town Attorney



Planning Commission Staff Report

Planning Commission Date: 10/25/2018

Town Council Date: 11/19/2018

Hearing Type: ORDINANCE NO. 3.01.116
A Bill for an Ordinance to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums

Location: Townwide

Project Planner: Carolyn Washee-Freeland, Associate Planner
Stacey Nerger, Associate Planner

Applicant: Town of Parker

Executive Summary: Proposed Land Development Ordinance to update the requirements for new single-family and paired units (duplex) development within the Town.

Staff Recommendation: Approval

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve Ordinance No. 3.01.116 to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums."

ALTERNATIVE MOTIONS

"I move the Planning Commission recommend Town Council approve Ordinance No. 3.01.116 to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums subject to the following conditions:"

-List conditions (either by staff or Planning Commission)

"I move that the Planning Commission recommend that Town Council deny Ordinance No. 3.01.116 to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums."

-List criteria not met (either by staff or Planning Commission)

“I move that the Planning Commission vote to continue Ordinance No. 3.01.116 to Repeal Section 13.10.160, to Amend Section 13.10.161 and to Renumber Section 13.10.161 to 13.10.160, of the Parker Municipal Code Concerning Residential Design Minimums.”

I. BACKGROUND/DISCUSSION

In 1998, the Town adopted Section 13.10.160 Residential Design Minimums and in 2000 the town adopted Section 13.10.161 Residential Design Minimums (applicable after February 20, 2000) to regulate the design and location of single-family home models along a street scene. These sections were adopted to require single-family homes along the same side of a street or public open space in the Town be designed to provide a varied street scene and to eliminate the reuse of identical or substantially similar buildings in close proximity to each other. Identical or similar buildings are not allowed to be repeated more frequently than every sixth house along the same side of any street within a residential subdivision.

Sections 13.10.160 and 13.10.161 outline the requirements each building must meet in order to be constructed within a residential subdivision. Home builders are required to submit building elevations to the Town to be evaluated and placed into categories. Each elevation is evaluated based on several design variations. These variations include architectural variety, breaking down building form and massing in building composition and using building elements and palettes to create a distinct differentiation between structures.

The proposed amendment to the Land Development Ordinance includes three parts. Part One is the proposal to eliminate Section 13.10.160 as this section applies to the construction of new homes within subdivisions approved prior to February 20, 2000. Subdivisions approved prior to February 20, 2000 have been completely built out. Therefore, this section no longer applies to construction within the Town. Part Two is to renumber Section 13.10.161 to 13.10.160. Part Three is the major modifications to Section 13.10.161 to bring this Section up to date. Major changes to this code include the following:

- **(b) Applicability** - This section has been updated to not only apply to all new single-family detached units, but to also include paired units (duplexes).
- **(c) Building Variation Requirements (2)** – This subsection has been updated to include building variation requirements for paired units, requiring a change of building elevation design for every fourth building along the same side of any street or residential subdivision.
- **Updates to the Building Permit Process** – Text was revised to reflect the Town’s current electronic permitting system process.

- **Residential Design Minimums Handbook** – This section has been updated with new graphics throughout the handbook to provide a visual depiction of the criteria for differentiating building mass and form, building variation requirements, and a new matrix for paired unit models.
- **Residential Design Minimums Handbook** – The requirements within the Residential Design Minimums Handbook have been updated. One of these updates is the expansion of the Exterior Surface Material Schemes Section. Previously this section stated that in order to satisfy this section the building needed to be constructed of substantially different materials making the building look different. The examples given to meet this requirement were to place a Victorian styled house next to a contemporary styled house. This was not obtainable as none of the residential builders could, nor wanted to, create this type of variation within one subdivision. This proposal updates this requirement to Exterior Surface Schemes and Color Palettes. This revised section allows builders to add items to the exterior of the building to make it look different without creating an entirely different architectural style.

II. PRIOR ACTIONS

Date	Action
1998	Town Council adopted Section 13.10.160 interim Ordinance in 1998 to address anti-monotony requirements for single-family detached units Townwide.
2000	Town Council adopted Section 13.10.161, the ultimate Ordinance, in 2000 to address anti-monotony requirements for single-family detached units Townwide.

III. PARKER 2035 MASTER PLAN

[Parker 2035 Master Plan | Town of Parker - Official Website](#)

MASTER PLAN CONSISTENCY	
2035 Master Plan	Choose an item. ☒ Consistent ☐ Inconsistent
Consistent Goals/Strategies	<u>Land Use 1.J</u> <u>Community Appearance and Design 2.B</u>
Inconsistent Goals/Strategies	None
Staff Analysis	The Parker 2035 Master Plan, Chapter 6 (Land Use) includes Strategy 1.J. <i>‘Continue to review our Land Development Ordinance to assure that it is fair, consistent and understandable.’</i> and

	Chapter 7 includes Strategy 2.B. <i>‘Use architecture, building design, public spaces and massing to create neighborhoods that are desirable places to live.’</i> The proposed Municipal Code amendments are consistent with this goal and the Parker 2035 Master Plan.
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IV. SUMMARY REFERRAL AGENCY COMMENTS AND CONDITIONS

Agency	Comments
None	

V. CONCLUSION

The proposed amendment will update the Land Development Ordinance to:

- continue to meet the intent of requiring variations in street scenes;
- eliminate the reuse of identical or substantially similar buildings in close proximity to each other;
- apply to both single-family and paired (duplex) development.

Staff recommends the Planning Commission recommend Town Council approve the proposed Municipal Code amendments.

VI. ATTACHMENTS

1. Ordinance No. 3.01.116 Redlines
2. Ordinance No. 3.01.116 Clean

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

ORDINANCE NO. 3.01.116, Series of 2018

TITLE: A BILL FOR AN ORDINANCE TO REPEAL SECTION 13.10.160, TO RENUMBER SECTION 13.10.161 TO 13.10.160, AND TO AMEND SECTION 13.10.160 OF THE PARKER MUNICIPAL CODE CONCERNING RESIDENTIAL DESIGN MINIMUMS

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, ORDAINS:

Section 1. Section 13.10.160 of the Parker Municipal Code is repealed in its entirety.

Section 2. Section 13.10.161 of the Parker Municipal Code is renumbered and amended to read as follows:

13.10.161~~13.10.160~~ Residential design minimums~~(applicable after February 20, 2000).~~

(a) Intent. The intent of this Section is to require single-family detached units and paired units (as defined in the Town of Parker Design Standards for Commercial, Industrial and Multiple-Family Projects) that buildings-front or are located along the same side of a street or public street, private internal street, or public or private open space in the Town, or greenways be designed to provide a varied street scene, architectural variety, and to eliminate the reuse or repetition of identical or substantially similar buildings-building designs in close proximity to each other.

(b) Applicability. ~~As of the effective date of the ordinance codified in this Section, this~~ This Section shall apply to all new single-family detached ~~residential structures-units and paired units~~ in the Town. ~~If this Section applies, Section 13.10.200 of this Chapter.160 above shall not, and vice versa. For pending developments, the applicable section is listed in Exhibit A to this Section, in the chart entitled Residential Design Minimum Ordinance Applicability.~~

(1) A paired unit or units developed on separate legal lots of record, as a part of a larger subdivision, shall be subject to this Section.

(2) A paired unit or units that are developed as a part of a multiple-family development that is located on the same legal lot of record is not subject to this Section, but is subject to Section 13.10.200 of this Chapter.

(c) Building variation requirements.

(1) Identical or similar ~~buildings-single-family detached units~~ may not be repeated more frequently than every sixth ~~house-(6th) unit~~ along the same side of any street in a residential subdivision.

(2) ~~Buildings~~ Identical or similar paired units may not be repeated more frequently than every fourth (4th) building (each building contains two (2) units) along the same side of any street in a residential subdivision.

(3) ~~Units~~ shall be considered similar if they have similar building mass, ~~and building form. Guidelines, same roofline, or are the same building type or building plan.~~ Design standards for what shall be considered similar building mass and building form are contained in the Residential Design Minimums Handbook, which is contained in ~~Exhibit B to this Section~~ Subsection (m) below.

(d) Soffit design. No roof overhang or soffit, as measured from the finished side of the siding or premium material of the structure to the inside of the fascia board, shall be less than eight (8) inches, unless: the structure embodies architectural styles of an historical nature; for example, a Santa Fe style which has a flat roof without any overhang; or a Tudor style which has a roof pitch of a ten (10) vertical inch rise over a twelve (12) horizontal inch run (10/12) or greater. Requests for such an exemption shall be presented to the ~~Building-Planning~~ Department prior to the issuance of a building permit, and documentation may be required.

(e) Building trim.

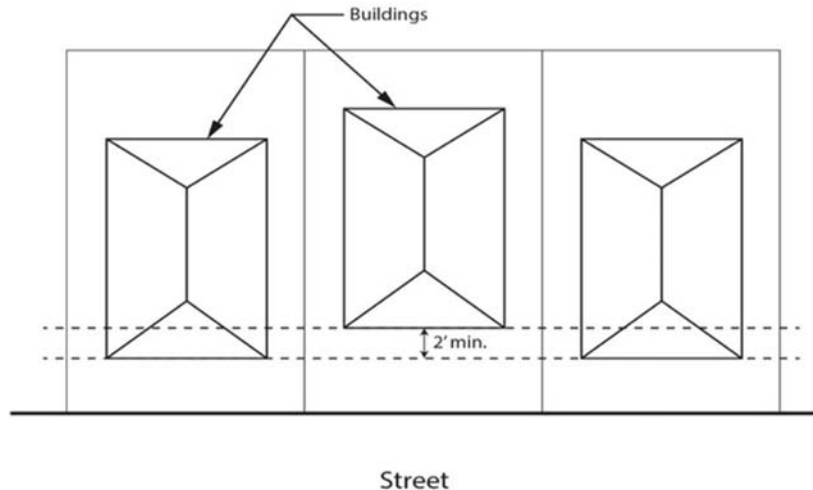
(1) Trim around windows shall be a minimum of three and one-half (3½) inches wide, and trim around doors shall be a minimum of two (2) inches wide. If premium materials such as brick or stone are used on the front of a ~~house structure~~, the premium material need not be used on the other sides.

(2) Trim details such as special moldings, colors and related details shall be used in the same manner on all sides of the structure as they appear on any side of the structure. However, shutters and muntins, including any detail exclusively associated with the use of shutters and muntins, may be used on the front without being carried to the other sides.

~~(f) Landscaping. The minimum front yard landscaping that shall be provided for each new house is for a final plat that was approved on or before February 2, 2004, and the sidewalk in the front yard is attached to the street, is as follows:~~

<i>Plant Quantity and Type</i>	<i>Size</i>
1 tree	2" caliper or larger
AND	
3 shrubs	5 gallon container or larger

~~(g)~~ The front building setback of one (1) lot shall be varied by a minimum of two (2) feet from the front building setback of any ~~house within two (2) lots unit adjacent~~ on either side of the subject lot.



Example of front building setback variation

~~(h) After the effective date of the ordinance codified in this Section, the Building Department shall withhold the certificate of occupancy for any residential structure that does not meet the requirements of this Section.~~

~~(i) After the effective date of the ordinance codified in this Section, the Building Department shall not issue any building permits for any residential structure that does not meet the requirements of this Section.~~

~~(j) Exceptions. The design minimums of this Section shall not apply to:~~

~~(1) Any residential structure for which a building permit was issued or applied for on or before December 1, 1997;~~

~~(2) Any residential lot that was under written contract on or before December 1, 1997, for the construction of a residential structure to be occupied by the person that was a party to such written contract; or~~

~~(3) Any lot or subdivision that is governed by Section 13.10.160 above.~~

~~(k) Multifamily housing. Only Subsections (d) and (e) above shall apply to multifamily housing, unless the Uniform Building Code requires separation between units.~~

~~(l) Creation of residential design plan. A residential design plan shall be created for the entire filing, as provided in the Residential Design Minimums Handbook.~~

~~(m) Approval of residential design plan - submittal requirements. Approval of a residential design plan for the entire subdivision shall be required prior to issuance of a building permit for any residential structure within the subdivision. For each subdivision, the applicant shall submit the following information to the Planning Department electronically through the Town's electronic permitting system:~~

~~(1) A complete copy of the residential design plan. The page size of the residential design plan shall be the same as the page size of the building elevations.~~

~~(2) Separate copies of the front and rear building elevations for each model unit that will be constructed in a filing. The respective building elevations and roof plan~~

shall be included on the same page. Only one (1) set of elevations and roof plan shall be shown on any page. ~~Pages shall be no larger than eleven inches by seventeen inches (11" x 17").~~ All elevations shall be accurately drawn using an identical scale of not less than $1/8" = 1'$. Roof plans shall be no smaller than $1/16" = 1'$.

(3) Application fee. The applicant shall submit an application fee as established by resolution of the Town Council.

~~(hi)~~ Residential design plan - review process.

(1) All proposed models in the residential design plan shall be evaluated for similarities and differences.

(2) The Planning and Building Departments shall confer regarding the similarities and differences between the proposed models.

~~(ej)~~ After review, if the Planning Department finds that the residential design plan complies with this Section, the Planning Department shall approve the residential design plan.

~~(p) Upon approval of the residential design plan, the applicant shall provide four (4) bound original sets of the residential design plan to the Town. One (1) copy of the signed residential design plan shall be maintained at each of the following locations: the Planning Department, the Building Department, the regional offices of the applicant homebuilder and the applicant's sales office.~~

~~(ek)~~ Building permit.

~~(1) When applying for a building permit for a new residential structure on any lot within the subdivision, the applicant shall submit the following information to the Building Department:~~

~~a. A copy of the approved residential design plan; and~~

~~b. A portion of the approved subdivision plat which shows the proposed unit and all units within six (6) lots on either side of the subject lot, identifying the legal description, proposed model, elevation and garage right or left for each lot.~~

~~(2)~~ The Planning and/or Building Departments shall review the proposed permit for compliance with the approved residential design plan. Applications in compliance with the approved residential design plan shall be approved for a building permit.

~~(fl)~~ Appeals.

(1) If a building permit or certificate of occupancy is denied based on the failure of a residential ~~structure unit~~ to meet the design minimums set forth in this Section, the aggrieved owner may appeal to the Town Council after a hearing and recommendation by the Planning Commission.

(2) The appeal shall follow the same procedure as a request for a variance, but both the Planning Commission and the Town Council shall limit their consideration to whether the decision of the Planning and/or Building Department was arbitrary and capricious based on the evidence presented.

(3) If the Town Council finds that the decision of the Planning and/or Building Department was arbitrary and capricious, the decision shall be reversed and remanded with instructions. If the Town Council sustains the denial of the building permit or certificate of occupancy, the Town Council's decision shall be final.

EXHIBIT A

<i>Residential Design Minimum Ordinance Applicability</i>			
<i>Subdivision</i>	<i>Filing</i>	<i>Applicable Section</i>	<i>Lots Subject to Section 13.10.161</i>
Bradbury Ranch	1	13.10.160	
	2A	13.10.160	
	2B	13.10.160	
	2C	13.10.160	
	2D	13.10.160	
	2E	13.10.160	
	2F	13.10.160	
	2G	13.10.160	
	2H	Both	B1, L5-14; B2; B3; B4, L8-12
	2I	13.10.160	
	2J	13.10.160	
	2K	13.10.160	
	3A	13.10.161	
	3B	13.10.161	
	4	13.10.161	
Challenger Park	F1	13.10.161	
	F2	13.10.161	
Cottonwood	All	13.10.160	
Clarke Farms	All	13.10.160	
Country Meadows	All	13.10.160	
Hidden River	Sagewood	13.10.160	
	4	13.10.160	
	5	13.10.160	
	6	13.10.160	

	7	13.10.160	
	8	13.10.160	
	9	13.10.160	
	10	Both	B1; B2, L7-15; B3, L3-6; B4, L1-14 & 6-14
	11	13.10.160	
	12	13.10.161	
	13	13.10.161	
Mead's Crossing	All	13.10.160	
Parker Vista	All	13.10.160	
Quail Creek	1	13.10.160	
	2	13.10.161	
Rampart Station	1-2nd amend	13.10.160	
Robinson Ranch	1	13.10.161	
Rowley Downs	All	13.10.160	
Saddlebrook	All	13.10.160	
Stroh Ranch	2	13.10.160	
	3	13.10.160	
	4	13.10.160	
	5A	13.10.160	
	5B	13.10.160	
	6A	13.10.160	
	6B	13.10.160	
	7A	13.10.161	
	7B	13.10.160	
	9A-H	13.10.161	
	12	13.10.161	
	13	13.10.161	
Villages of Parker	1	13.10.160	

	2	13.10.160	
	3	13.10.160	
	3A	13.10.160	
	4A	13.10.160	
	4B	13.10.160	
	4C	13.10.160	
	5A	Both	B1, L1-18; B2, L25-33
	5B	13.10.160	
	5C	13.10.160	
	6	13.10.160	
	6A	13.10.160	
	6B	13.10.160	
	7A	13.10.160	
	7B	13.10.160	
	8A	13.10.160	
	8B	13.10.160	
	8C	13.10.160	
	9	Both	L1-4, 33-52
	10	Both	L1-19, 26-30
	11	Both	L2-8, 10-19
	13	Both	L1-26, 35-48
	15A	13.10.161	
	15B	13.10.161	
	16A	Both	L1-6, 9-28, 30-38
	16B	13.10.161	
	17	13.10.161	
	18	13.10.161	
	19	13.10.161	
Willow Park	All	13.10.160	
Willow Ridge	All	13.10.160	

Exhibit B
Residential Design Minimums Handbook
(Ref. Section 13.10.161)

(m) Residential Design Minimums Handbook.

Intent:- The Residential Design Minimums ~~Ordinance was described in this Section~~ were adopted to prevent the repetition of the same or similar single-family ~~homes detached units and paired units that front or are located along the same side of a public street scene, internal private street, or public or private open space or greenway.~~ To accomplish this, ~~the ordinance purpose, this Section~~ sets forth the parameters for building mass and form, and building variation requirements that are approved to place models ~~of homes~~ into groups and subcategories. A chart will be used to ~~distinguish which place models will go on which within a subdivision lots.~~ This handbook begins with defining the criteria Models for establishing the chart: lot placement are evaluated, as provided in this Handbook.

(1) Criteria: ~~The criteria that differentiate the six (6) categories are for placement of model homes includes:~~

- ~~⇒a.~~ Substantially different building mass and building form, and
- ~~⇒b.~~ Building ~~Variation Requirements~~ variation requirements:
 1. Substantially different roof type.
 2. Elevation plane variation.
 3. Exterior surface material schemes and color palettes.

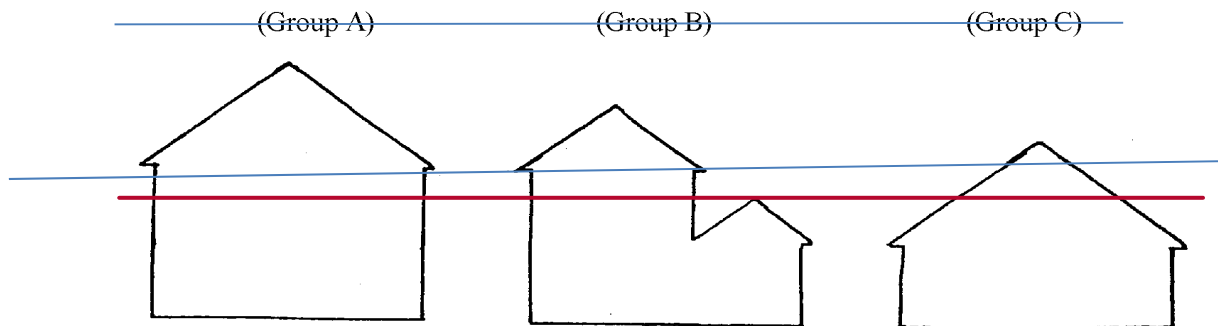
~~All models of structures are initially evaluated for mass and form. The building mass and building form place each model into the three (3) groups (A, B and C).~~

(2) Building mass and form resulting in differences in building composition (vertical bays and a pattern of openings).

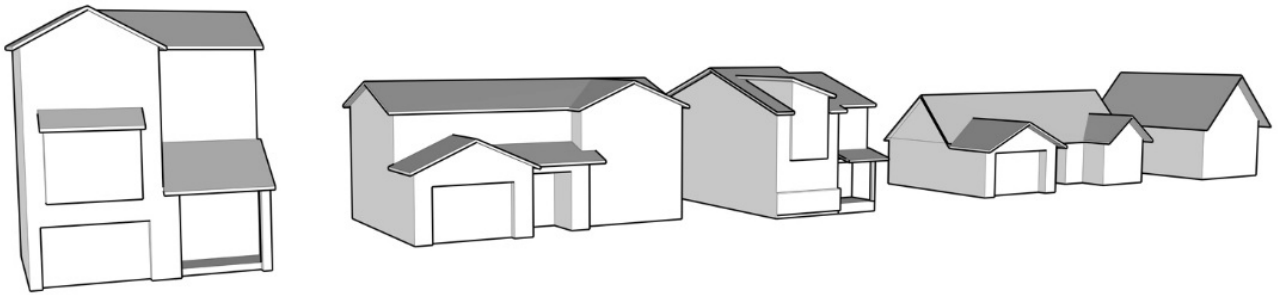
a. Building mass: Considered to be the outline of the ~~structure unit~~. Massing denotes the basic primary mass and the overall scale, shape and proportion of the unit. This is determined by the height, width and depth of the ~~structure unit~~.

b. Building form: Form includes building elements and horizontal/vertical breaks of a unit. The style of the ~~home; including unit includes~~ ranch, tri-level or two-story structures, as depicted in the following diagrams.

Illustration A:



~~All of these structures differ in mass and form~~



Example of single-family detached units showing differences in building mass and form.

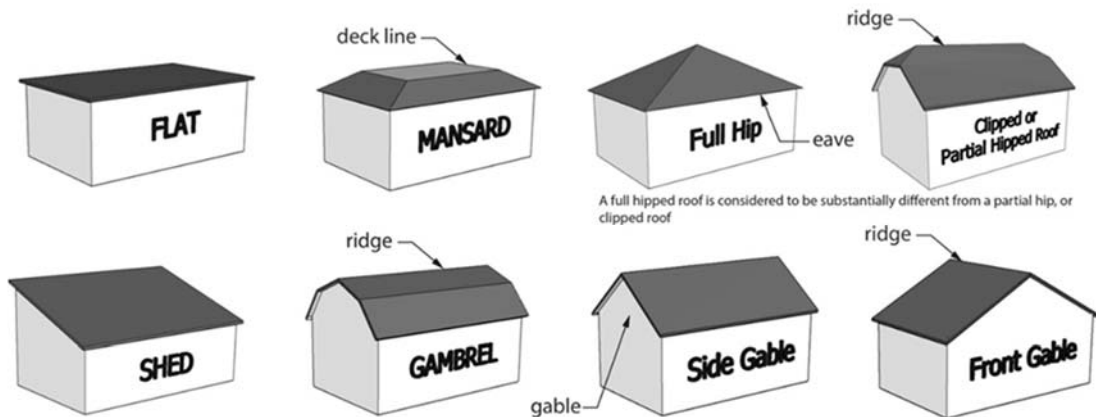


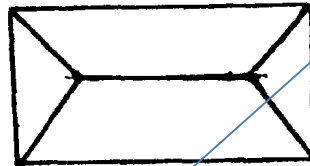
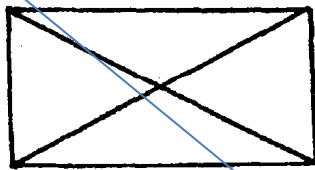
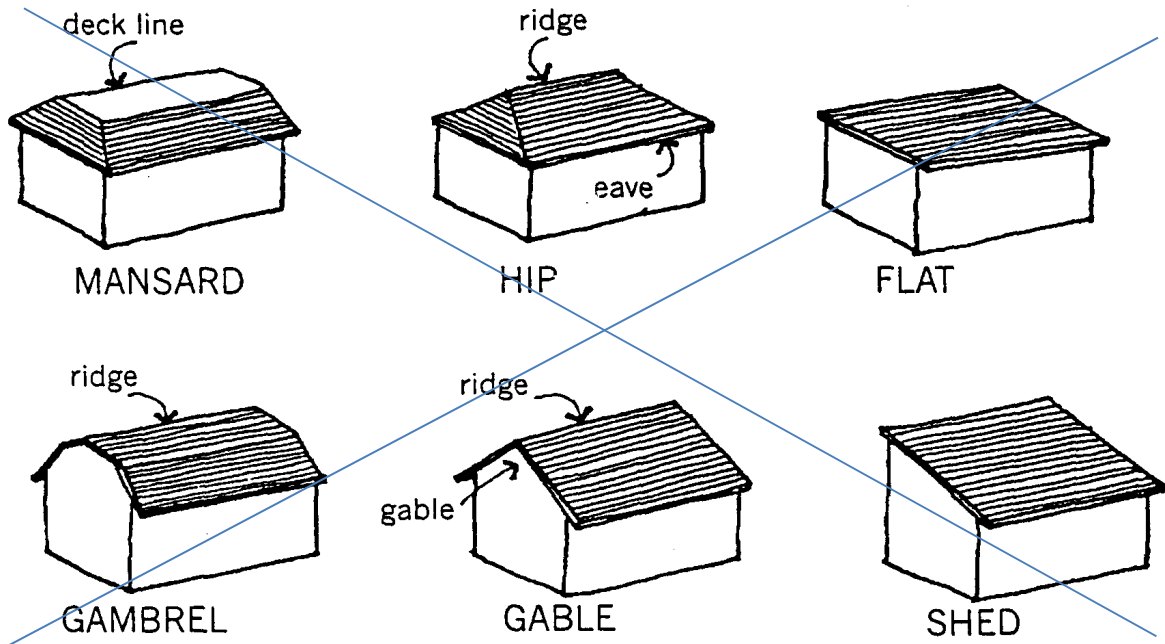
Example of paired units showing differences in building mass and form.

~~If building mass or building form is similar, then the front and rear of each model is required to meet two (2) of the three (3) following criteria in order to be considered under a different group:~~

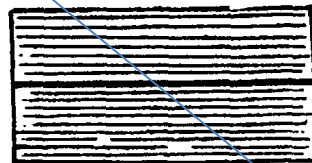
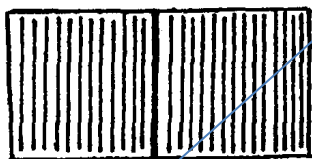
b.(3) Building variations requirements:

- a. Substantially different roof type:- Roof types consist of mansard, hip (full or clip), flat, gambrel, gable and front-to-back (shed style), as depicted in the following diagram.





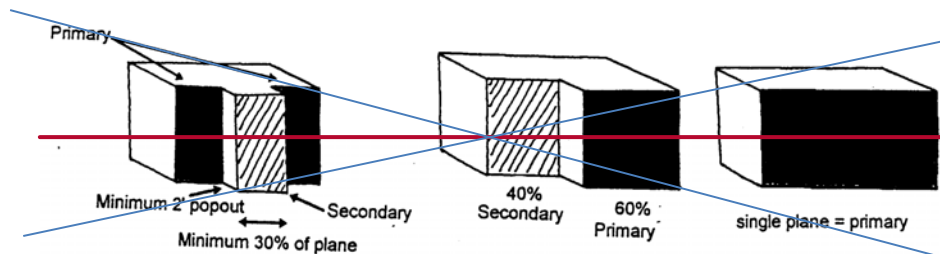
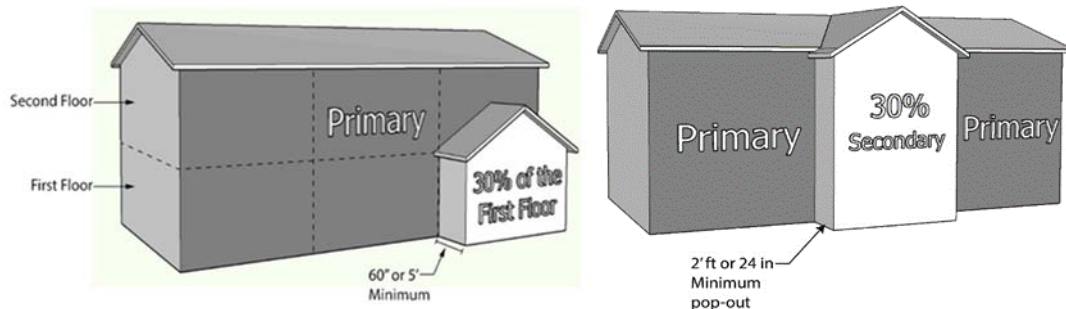
A full hipped roof is considered to be substantially different from a partial hip, or clip



Gables with side- to-side trusses are substantially different than gables with front-to-back trusses

2b. Elevation plane variation:- The elevation plane is identified as the exterior wall of the structure. For an elevation plane to be considered substantially different from another model, the secondary plane must project at least sixty (60) inches from

the primary plane and constitute at least thirty percent (30%) of the first-floor elevation plane (excluding planes with garage doors) or the secondary plane must project at least twenty-four (24) inches from the primary plane and constitute at least thirty percent (30%) of the entire elevation plane (first and second floors), as depicted in the following diagram:

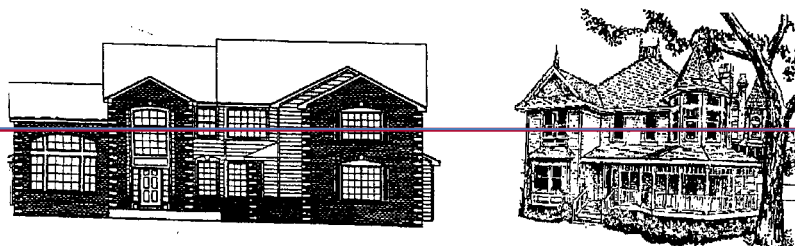


3. ~~Exterior surface material schemes: Exterior surface materials on a structure such as brick, stone, stucco, siding, or combination thereof may be used to create a distinctive differentiation between structures.~~

Example:

- a) ~~Different uses of masonry material.~~
- b) ~~Trim treatment.~~

(Contemporary vs. Victorian styles)



~~c. — Creation of Residential Design Plan: This Section identifies the system for laying out the types and styles of homes throughout the subdivision. There are three (3) groups (A, B, and C) used to disperse dissimilar buildings by one (1) of two (2) methods:~~

~~1. — Models are evaluated for the difference in mass and form (see Illustration A on page 13-240), or~~

~~2. — The front and rear of each model must meet two (2) of the three (3) building variation criteria, as identified on pages 13-240 thru 13-242.~~

~~A group is a structure that can be built on adjacent lots. Each group is then divided into respective lot designation subcategories (I-VI). Group A becomes lot designations I and IV, Group B becomes lot designations II and V, and Group C becomes lot designations III and VI. For a model to qualify for a separate subcategory, both the front and rear elevations of the structure must meet one (1) of the first two (2) building variation criteria (either roof type or elevation plane variation). This establishes a two-lot minimum separation between similar structures. The purpose of this chart is to ensure that similar or identical models are not located next door to one another (or repeated more frequently than every sixth house).~~

Group A	Group B	Group C
Lot Designation I	Lot Designation II	Lot Designation III
Lot Designation IV	Lot Designation V	Lot Designation VI

c. Exterior building elements and palettes: Exterior building elements and palettes include architectural details and materials on a structure that are used to create a distinctive differentiation between structures and shall be used to distinguish the entire structure including the rear. Exterior building elements for buildings that contain paired units include the addition of the following to the building (examples of these elements can be found in the multiple-family design standards contained in the Town of Parker Design Standards for Commercial, Industrial, and Multiple-Family Projects):

1. Covered porch/deck.

2. Additional windows.

3. Eave overhang.

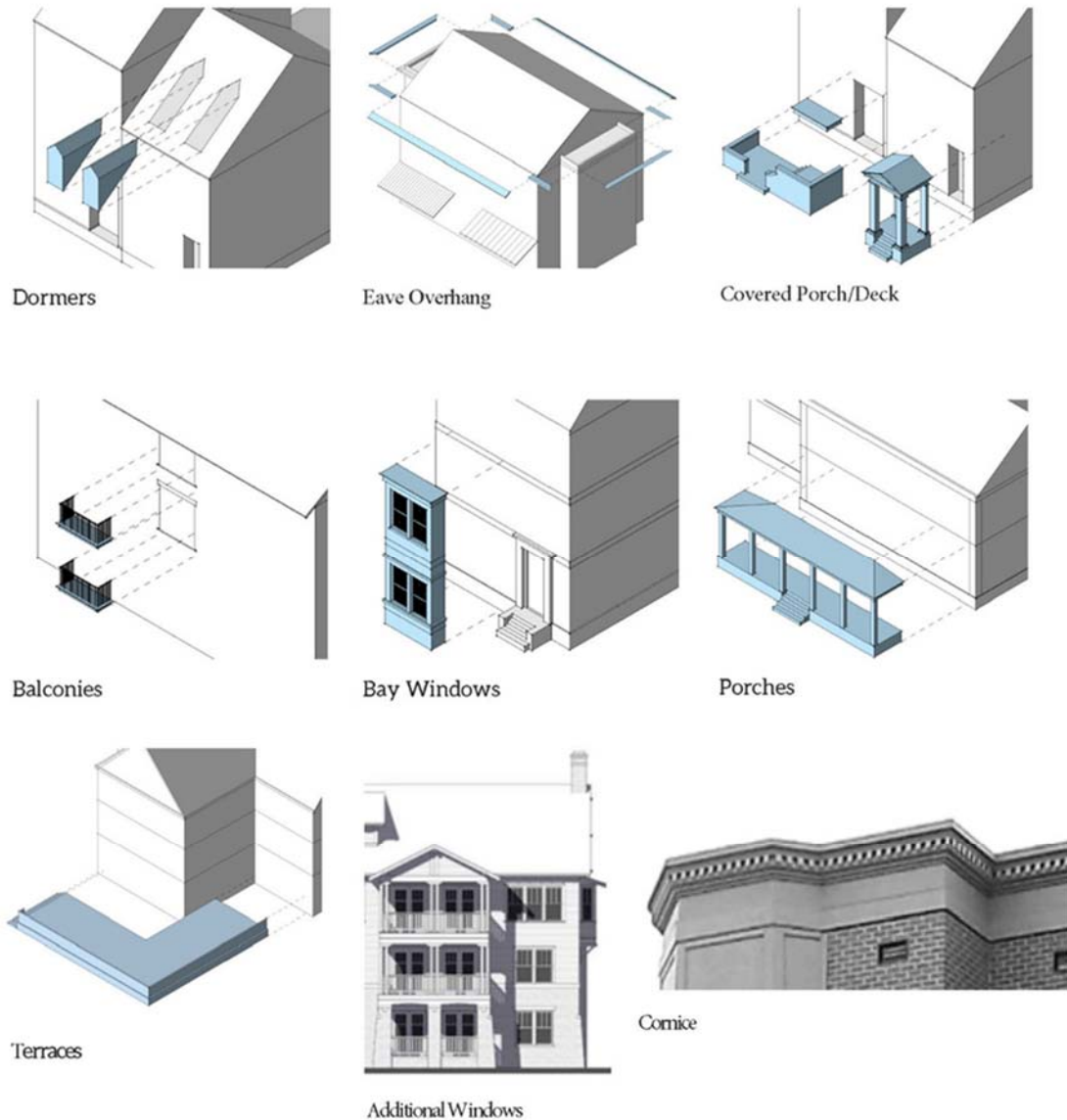
4. Cornice.

5. Dormers.

6. Balconies.

7. Bay windows.

8. Terraces.



Examples of Exterior Building Elements

d. Exterior building palettes include the use of substantially different building materials to make the unit appear different. The material differences shall be substantial in nature, i.e., a) base change from brick to stone; b) material change and/or variation on upper portion of a structure from siding; or c) architectural detailing.



Examples of base, middle, and top building material changes

(4) Creation of Residential Design Plan (Matrix): This Paragraph identifies the system for the placement of unit models on lots throughout a subdivision.

a. Single-family detached units: In order for single-family detached units to be located next to each other, they shall meet the following:

1. Substantially different building mass and form (i.e., a ranch can be placed next to a two-story home and a 40-foot-wide home can be placed next to a 50-foot-wide home).

2. If building mass and form are similar, then two (2) of the following three (3) criteria shall be satisfied:

a) substantially different roof type;

b) elevation plane variation; or

c) exterior surface material schemes and color palettes.

b. In order for a single-family detached unit to be placed three (3) lots away in either direction, it must meet the following: If building mass and form are similar, then one (1) of the following three (3) shall be satisfied:

1. substantially different roof type;

2. elevation plane variation; or

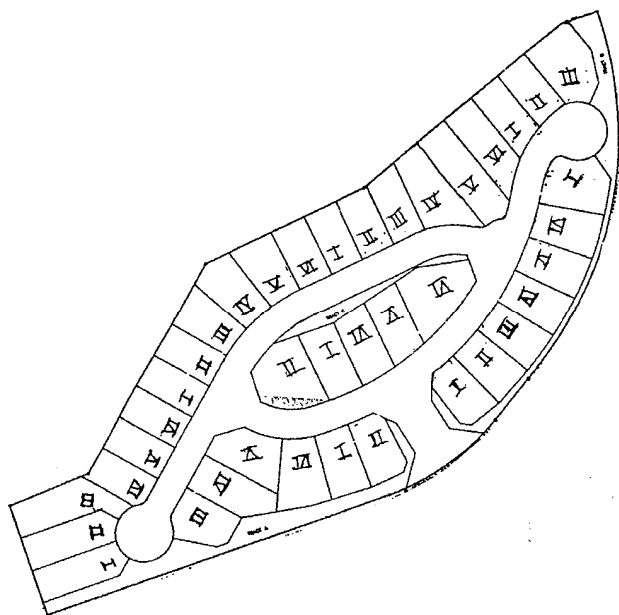
3. exterior surface material schemes and color palettes.

c. Matrix for models.

1. Lot designation for each model. Based on the above criteria, the models are placed within Lots I – VI.

<u>Lot Model I</u>	<u>Lot Model II</u>	<u>Lot Model III</u>
<u>Lot Model IV</u>	<u>Lot Model V</u>	<u>Lot Model VI</u>

2. Once the model numbers of each type of ~~structure-unit~~ are categorized for each lot ~~designation based on the Ordinances criteria~~, these categories models are then laid out onto the subdivision map for the filing being developed.



Example of Single-Family Detached Unit Lot Designation. NOTE: The numerical sequence I, II, III, IV, V and VI must be maintained.

~~NOTE: Once the groups and subcategories have been established by model and elevation, the only change allowed is to add a model to the subcategories I – VI, and/or change in the designation of lot sequence in the subdivision (for vacant lots).~~

d. Paired Units: In order for buildings containing paired units to be located next to each other, the buildings must meet the following:

1. Substantially different building mass and form (i.e., a ranch building can be placed next to a two-story building and a 40-foot-wide building can be placed next to a 50-foot-wide building).

2. If building mass and form are similar, then two (2) of the following three (3) criteria shall be satisfied:

- a) substantially different roof type;
- b) elevation plane variation; or
- c) exterior surface material schemes and color palettes.

3. The following shall be followed for paired units to be placed two (2) lots away in either direction:

a) If building mass and form are similar, then one (1) of the following three (3) shall be satisfied:

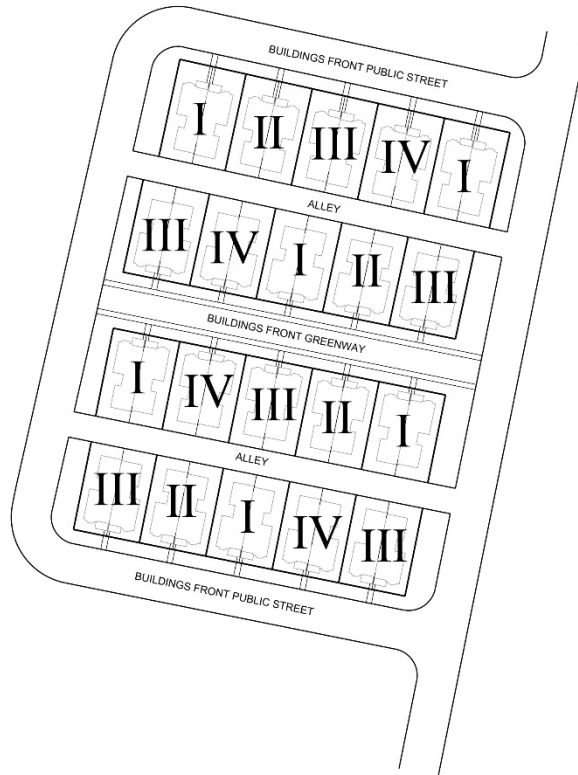
- 1) substantially different roof type;
- 2) elevation plane variation; or
- 3) exterior surface material schemes and color palettes.

b) Matrix for models.

1) Lot designation for each model. Based on the above criteria, the buildings containing paired units are placed within Lots I – IV.

<u>Lot I Model</u>	<u>Lot II Model</u>
<u>Lot III Model</u>	<u>Lot IV Model</u>

2) Once the model numbers of each type of building containing paired units are categorized for each lot, these models are then laid out onto the subdivision map for the filing being developed.



Example of Paired Unit Lot Designation. Note: Each Roman numeral represents one (1) building that contains two (2) attached units.

(5) Breaks in street scenes for both single-family detached units and paired units. A break in a street scene is classified as a separation of twenty-five (25) feet or more which separates lots from one another. The separation can be a tract for open space, greenway, park or a street intersection. When a break in the street scene occurs, the matrix numbering can start over. This means that the same model can be placed next to each other when a break in the street scene occurs.

(6) Amendments for both single-family detached units and paired units. Changes to the approved Residential Design Plan (Matrix) shall be requested in writing and shall include the following:

- a. Legal description and address of proposed change; and
- b. Street scene showing the front and rear elevations of the model constructed or planned to be constructed on either side of the model. The models should be shown for a minimum of six (6) lots on either side of the proposed amendment for a single-family detached unit and four (4) building lots for paired units, excluding any breaks.

Section 3. Safety Clause. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Parker, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare.

The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained. The Town Council further finds that the title to this Ordinance was posted in two public places two days before the Town Council meeting, as provided by Section 7.5e. of the Town of Parker Home Rule Charter.

Section 4. Severability. If any clause, sentence, paragraph or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 5. This Ordinance shall become effective ten (10) days after final publication.

INTRODUCED AND PASSED ON FIRST READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

ADOPTED ON SECOND AND FINAL READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

APPROVED AS TO FORM:

James S. Maloney, Town Attorney

ORDINANCE NO. 3.01.116, Series of 2018

TITLE: A BILL FOR AN ORDINANCE TO REPEAL SECTION 13.10.160, TO RENUMBER SECTION 13.10.161 TO 13.10.160, AND TO AMEND SECTION 13.10.160 OF THE PARKER MUNICIPAL CODE CONCERNING RESIDENTIAL DESIGN MINIMUMS

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, ORDAINS:

Section 1. Section 13.10.160 of the Parker Municipal Code is repealed in its entirety.

Section 2. Section 13.10.161 of the Parker Municipal Code is renumbered to Section 13.10.160 and amended to read as follows:

13.10.160 Residential design minimums.

(a) Intent. The intent of this Section is to require single-family detached units and paired units (as defined in the Town of Parker Design Standards for Commercial, Industrial and Multiple-Family Projects) that front or are located along the same side of a public street, private internal street, or public or private open space, or greenways be designed to provide a varied street scene, architectural variety, and to eliminate the reuse or repetition of identical or substantially similar building designs in close proximity to each other.

(b) Applicability. This Section shall apply to all new single-family detached units and paired units in the Town.

(1) A paired unit or units developed on separate legal lots of record, as a part of a larger subdivision, shall be subject to this Section.

(2) A paired unit or units that are developed as a part of a multiple-family development that is located on the same legal lot of record is not subject to this Section, but is subject to Section 13.10.200 of this Chapter.

(c) Building variation requirements.

(1) Identical or similar single-family detached units may not be repeated more frequently than every sixth (6th) unit along the same side of any street in a residential subdivision.

(2) Identical or similar paired units may not be repeated more frequently than every fourth (4th) building (each building contains two (2) units) along the same side of any street in a residential subdivision.

(3) Units shall be considered similar if they have similar building mass, building form, same roofline, or are the same building type or building plan. Design standards for what shall be considered similar building mass and building form are contained in the Residential Design Minimums Handbook, which is contained in Subsection (m) below.

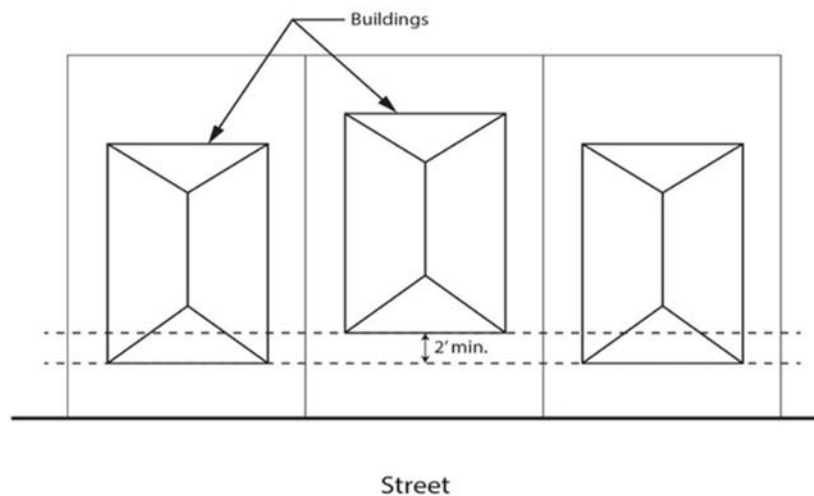
(d) Soffit design. No roof overhang or soffit, as measured from the finished side of the siding or premium material of the structure to the inside of the fascia board, shall be less than eight (8) inches, unless: the structure embodies architectural styles of an historical nature; for example, a Santa Fe style which has a flat roof without any overhang; or a Tudor style which has a roof pitch of a ten (10) vertical inch rise over a twelve (12) horizontal inch run (10/12) or greater. Requests for such an exemption shall be presented to the Planning Department prior to the issuance of a building permit, and documentation may be required.

(e) Building trim.

(1) Trim around windows shall be a minimum of three and one-half (3½) inches wide, and trim around doors shall be a minimum of two (2) inches wide. If premium materials such as brick or stone are used on the front of a structure, the premium material need not be used on the other sides.

(2) Trim details such as special moldings, colors and related details shall be used in the same manner on all sides of the structure as they appear on any side of the structure. However, shutters and muntins, including any detail exclusively associated with the use of shutters and muntins, may be used on the front without being carried to the other sides.

(f) The front building setback of one (1) lot shall be varied by a minimum of two (2) feet from the front building setback of any unit adjacent on either side of the subject lot.



Example of front building setback variation

(g) Creation of residential design plan. A residential design plan shall be created for the entire filing, as provided in the Residential Design Minimums Handbook.

(h) Approval of residential design plan - submittal requirements. Approval of a residential design plan for the entire subdivision shall be required prior to issuance of a building permit for any residential structure within the subdivision. For each subdivision, the applicant shall submit the following information to the Planning Department electronically through the Town's electronic permitting system:

(1) A complete copy of the residential design plan.

(2) Separate copies of the front and rear building elevations for each model unit that will be constructed in a filing. The respective building elevations and roof plan shall be included on the same page. Only one (1) set of elevations and roof plan shall be shown on any page. All elevations shall be accurately drawn using an identical scale of not less than $1/8" = 1'$. Roof plans shall be no smaller than $1/16" = 1'$.

(3) Application fee. The applicant shall submit an application fee as established by resolution of the Town Council.

(i) Residential design plan - review process.

(1) All proposed models in the residential design plan shall be evaluated for similarities and differences.

(2) The Planning and Building Departments shall confer regarding the similarities and differences between the proposed models.

(j) After review, if the Planning Department finds that the residential design plan complies with this Section, the Planning Department shall approve the residential design plan.

(k) Building permit. The Planning and/or Building Departments shall review the proposed permit for compliance with the approved residential design plan. Applications in compliance with the approved residential design plan shall be approved for a building permit.

(l) Appeals.

(1) If a building permit or certificate of occupancy is denied based on the failure of a residential unit to meet the design minimums set forth in this Section, the aggrieved owner may appeal to the Town Council after a hearing and recommendation by the Planning Commission.

(2) The appeal shall follow the same procedure as a request for a variance, but both the Planning Commission and the Town Council shall limit their consideration to whether the decision of the Planning and/or Building Department was arbitrary and capricious based on the evidence presented.

(3) If the Town Council finds that the decision of the Planning and/or Building Department was arbitrary and capricious, the decision shall be reversed and remanded with instructions. If the Town Council sustains the denial of the building permit or certificate of occupancy, the Town Council's decision shall be final.

(m) Residential Design Minimums Handbook.

Intent: The Residential Design Minimums described in this Section were adopted to prevent the repetition of the same or similar single-family detached units and paired units that front or are located along the same side of a public street, internal private street, or public or private open space or greenway. To accomplish this purpose, this Section sets forth the parameters for building mass and form, and building variation requirements that are approved to place models into groups. A chart will be used to place models within a subdivision. Models for lot placement are evaluated, as provided in this Handbook.

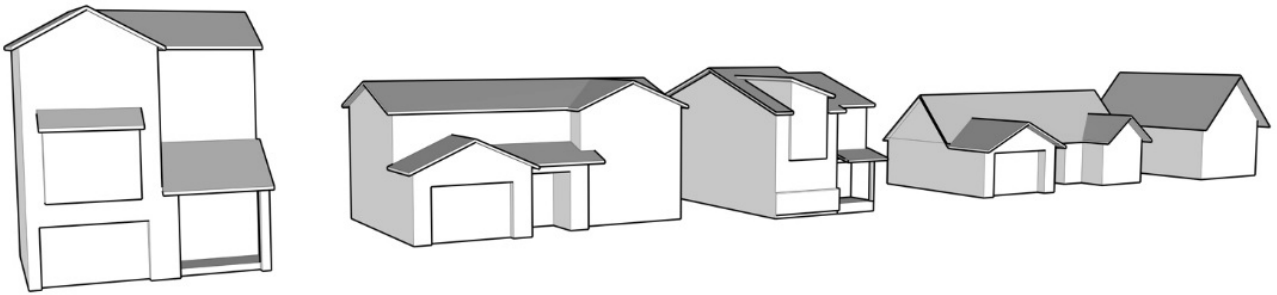
(1) Criteria for placement of model homes includes:

- a. Substantially different building mass and building form, and
- b. Building variation requirements:
 - 1. Substantially different roof type.
 - 2. Elevation plane variation.
 - 3. Exterior surface material schemes and color palettes.

(2) Building mass and form resulting in differences in building composition (vertical bays and a pattern of openings).

a. Building mass: Considered to be the outline of the unit. Massing denotes the basic primary mass and the overall scale, shape and proportion of the unit. This is determined by the height, width and depth of the unit.

b. Building form: Form includes building elements and horizontal/vertical breaks of a unit. The style of the unit includes ranch, tri-level or two-story structures, as depicted in the following diagrams.



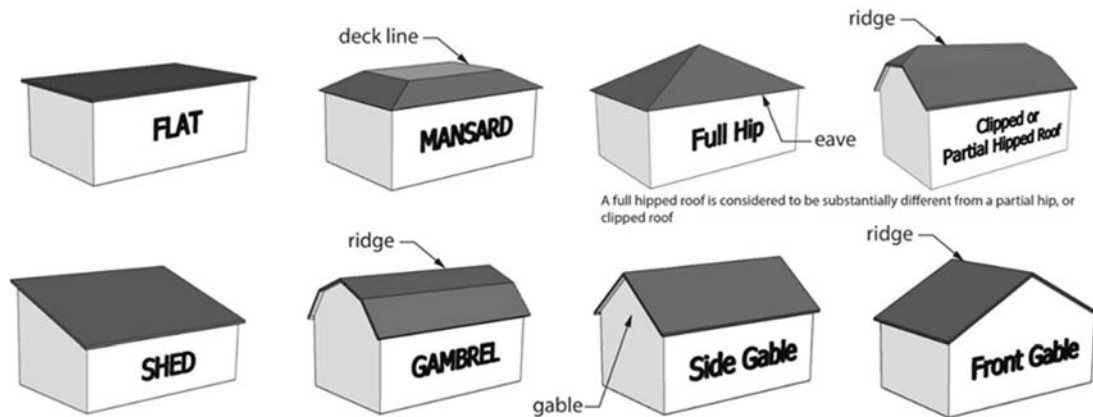
Example of single-family detached units showing differences in building mass and form.



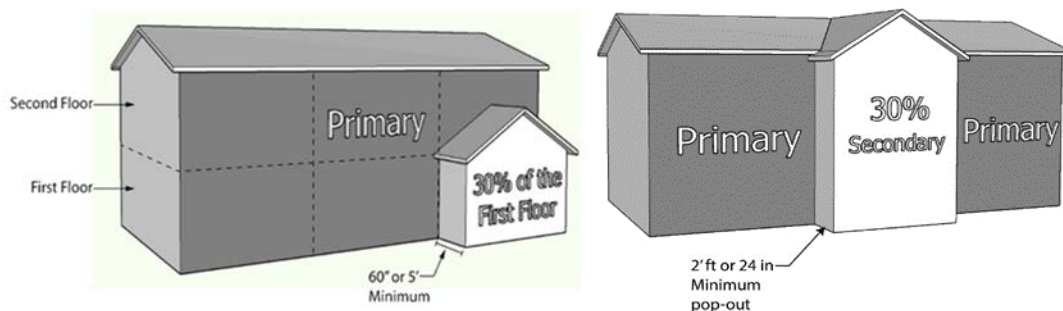
Example of paired units showing differences in building mass and form.

(3) Building variations requirements:

a. Substantially different roof type: Roof types consist of mansard, hip (full or clip), flat, gambrel, gable and front-to-back (shed style), as depicted in the following diagram.



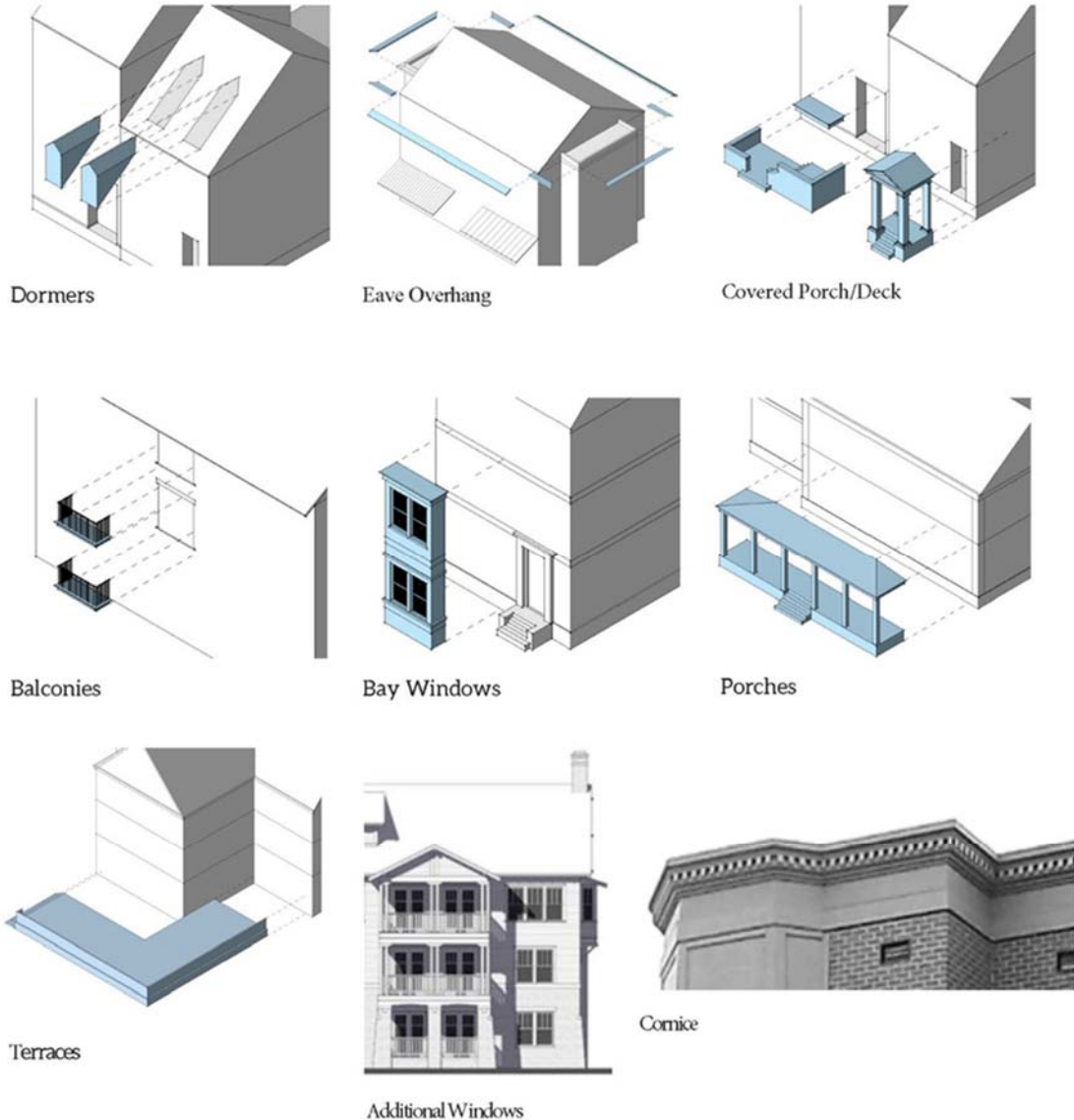
b. Elevation plane variation: The elevation plane is identified as the exterior wall of the structure. For an elevation plane to be considered substantially different from another model, the secondary plane must project at least sixty (60) inches from the primary plane and constitute at least thirty percent (30%) of the first-floor elevation plane (excluding planes with garage doors) or the secondary plane must project at least twenty-four (24) inches from the primary plane and constitute at least thirty percent (30%) of the entire elevation plane (first and second floors), as depicted in the following diagram:



c. Exterior building elements and palettes: Exterior building elements and palettes include architectural details and materials on a structure that are used to create a distinctive differentiation between structures and shall be used to distinguish the entire structure including the rear. Exterior building elements for buildings that contain paired units include the addition of the following to the building (examples of these elements can be found in the multiple-family design standards contained in the Town of Parker Design Standards for Commercial, Industrial, and Multiple-Family Projects):

1. Covered porch/deck.
2. Additional windows.
3. Eave overhang.

4. Cornice.
5. Dormers.
6. Balconies.
7. Bay windows.
8. Terraces.



Examples of Exterior Building Elements

d. Exterior building palettes include the use of substantially different building materials to make the unit appear different. The material differences shall be substantial in nature, *i.e.*, a) base change from brick to stone; b) material change

and/or variation on upper portion of a structure from siding; or c) architectural detailing.



Examples of base, middle, and top building material changes

(4) Creation of Residential Design Plan (Matrix): This Paragraph identifies the system for the placement of unit models on lots throughout a subdivision.

a. Single-family detached units: In order for single-family detached units to be located next to each other, they shall meet the following:

1. Substantially different building mass and form (*i.e.*, a ranch can be placed next to a two-story home and a 40-foot-wide home can be placed next to a 50-foot-wide home).

2. If building mass and form are similar, then two (2) of the following three (3) criteria shall be satisfied:

- a) substantially different roof type;
- b) elevation plane variation; or
- c) exterior surface material schemes and color palettes.

b. In order for a single-family detached unit to be placed three (3) lots away in either direction, it must meet the following: If building mass and form are similar, then one (1) of the following three (3) shall be satisfied:

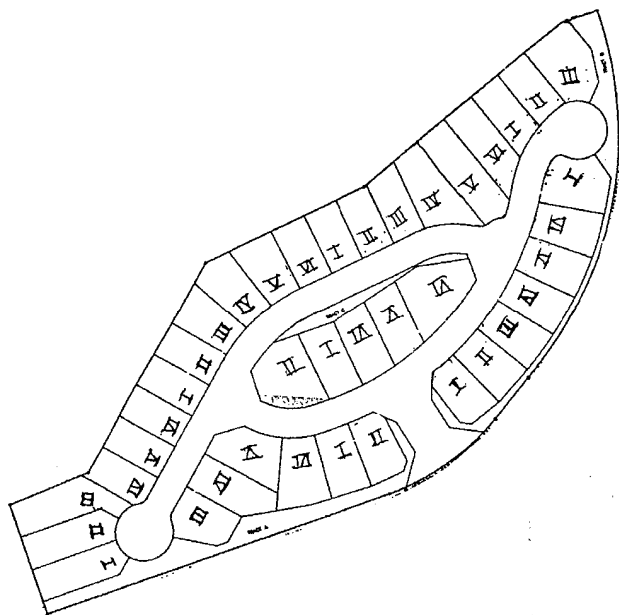
1. substantially different roof type;
2. elevation plane variation; or
3. exterior surface material schemes and color palettes.

c. Matrix for models.

1. Lot designation for each model. Based on the above criteria, the models are placed within Lots I – VI.

Lot Model I	Lot Model II	Lot Model III
Lot Model IV	Lot Model V	Lot Model VI

2. Once the model numbers of each type of unit are categorized for each lot, these models are then laid out onto the subdivision map for the filing being developed.



Example of Single-Family Detached Unit Lot Designation. NOTE: The numerical sequence I, II, III, IV, V and VI must be maintained.

d. Paired Units: In order for buildings containing paired units to be located next to each other, the buildings must meet the following:

1. Substantially different building mass and form (*i.e.*, a ranch building can be placed next to a two-story building and a 40-foot-wide building can be placed next to a 50-foot-wide building).

2. If building mass and form are similar, then two (2) of the following three (3) criteria shall be satisfied:

a) substantially different roof type;

- b) elevation plane variation; or
- c) exterior surface material schemes and color palettes.

3. The following shall be followed for paired units to be placed two (2) lots away in either direction:

a) If building mass and form are similar, then one (1) of the following three (3) shall be satisfied:

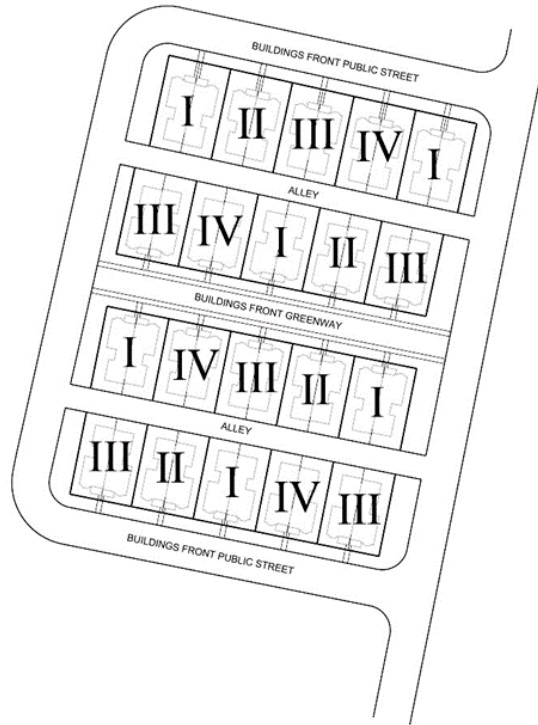
- 1) substantially different roof type;
- 2) elevation plane variation; or
- 3) exterior surface material schemes and color palettes.

b) Matrix for models.

1) Lot designation for each model. Based on the above criteria, the buildings containing paired units are placed within Lots I – IV.

Lot I Model	Lot II Model
Lot III Model	Lot IV Model

2) Once the model numbers of each type of building containing paired units are categorized for each lot, these models are then laid out onto the subdivision map for the filing being developed.



Example of Paired Unit Lot Designation. Note: Each Roman numeral represents one (1) building that contains two (2) attached units.

(5) Breaks in street scenes for both single-family detached units and paired units. A break in a street scene is classified as a separation of twenty-five (25) feet or more which separates lots from one another. The separation can be a tract for open space, greenway, park or a street intersection. When a break in the street scene occurs, the matrix numbering can start over. This means that the same model can be placed next to each other when a break in the street scene occurs.

(6) Amendments for both single-family detached units and paired units. Changes to the approved Residential Design Plan (Matrix) shall be requested in writing and shall include the following:

- a. Legal description and address of proposed change; and
- b. Street scene showing the front and rear elevations of the model constructed or planned to be constructed on either side of the model. The models should be shown for a minimum of six (6) lots on either side of the proposed amendment for a single-family detached unit and four (4) building lots for paired units, excluding any breaks.

Section 3. **Safety Clause.** The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Parker, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained. The Town Council further finds that the title to this

Ordinance was posted in two public places two days before the Town Council meeting, as provided by Section 7.5e. of the Town of Parker Home Rule Charter.

Section 4. Severability. If any clause, sentence, paragraph or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 5. This Ordinance shall become effective ten (10) days after final publication.

INTRODUCED AND PASSED ON FIRST READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

ADOPTED ON SECOND AND FINAL READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

APPROVED AS TO FORM:

James S. Maloney, Town Attorney



Planning Commission Staff Report

Planning Commission Date: 10/25/2018

Town Council Date: 11/5/2018

Hearing Type: ORDINANCE NO. 3.01.117
A Bill for an Ordinance to Amend 13.06.050 Off-Street Parking and Internal Circulation of the Parker Municipal Code

Location: Townwide

Project Planner: Carolyn Washee-Freeland, Associate Planner

Applicant: Town of Parker

Executive Summary: Staff proposes to amend Section 13.06.050, Off-Street Parking and Internal Circulation, of the Land Development Ordinance (LDO) to include revised parking standards for the Greater Downtown District. This amendment includes the requirement for off-street parking with new development in the Greater Downtown District Historic and Pikes Peak Centers along Mainstreet east of Parker Road. The LDO does not require parking with new development in these areas at present.

Staff Recommendation: Approval

RECOMMENDED MOTION

"I move the Planning Commission recommend Town Council approve the ordinance to update Section 13.06.050 Off-Street Parking and Internal Circulation."

ALTERNATIVE MOTIONS

"I move that the Planning Commission recommend that Town Council deny approval of the ordinance to update to Section 13.06.050 Off-Street Parking and Internal Circulation."

"I move that the Planning Commission vote to continue approval of the ordinance to update to Section 13.06.050 Off-Street Parking and Internal Circulation."

I. BACKGROUND/DISCUSSION

The Town Council adopted the Greater Downtown District's Pikes Peak Center and Historic Design Center District zoning in 2003. This action eliminated the minimum parking requirements to encourage new development and promote a more pedestrian-oriented downtown. During the Mainstreet Master Plan outreach process, the public shared concerns about parking availability in downtown. As a result, the Mainstreet Master Plan recommended the Town conduct a parking study.

In 2017, Town Council adopted the Town of Parker Downtown Parking Study and Plan (Plan). One of the near-term strategies of this Plan recommends establishing parking standards for the downtown area east of Parker Road to ensure that as new development occurs in downtown that an appropriate amount of new parking is provided that balances the unique character of downtown while allowing for parking to serve business and other land uses.

The Town hired Kimley-Horn to make recommendations regarding new downtown parking standards. A technical assessment report was developed to evaluate current parking conditions in downtown. The report included a review of current standards and downtown development issues, best practices research of parking regulations for similar communities to Parker, and near and longer-term recommendations for new parking standards. Stakeholder interviews were conducted with key property-owners and local residents and the Town held a community open house in September 2018. Following these tasks, the Consultant prepared recommended parking standards for the downtown area.

The new parking standards will update Section 13.06.050 of the Municipal Code and are summarized as follows.

Townwide

- **Net Leasable Area** - Parking ratios will be calculated based on Net Leasable Area (NLA) for non-residential developments.
- **Off Site Shared Parking** - Updated off-site shared parking requirements and updated shared parking agreement.

East of Parker Road (Town, Pikes Peak, and Historic Centers):

- **New Parking Requirements** - Includes new parking standards with minimum and maximum parking requirements for new development.
- **Parking Exemptions** – Parking exemptions for new development that is 3,000 SF or less in the Historic Center, Pikes Peak Center and Town Center.

West of Parker Road (Town, Market and Twenty Centers):

- **Parking Adjustments for Mixed-Use Developments** - Allows parking adjustments for mixed-use developments (with two or more land uses) using industry standards to adjust the parking requirement to reflect the peak hour parking demands.
- **Special Parking Study** - Allows for special parking studies for site-specific parking analysis to determine parking demands and required parking studies for uses that create unique parking demands.

- **Parking Credits & Reductions** – Parking reductions applied based on a site’s proximity to multi-modal options such as regional walking, biking and transit facilities.
- **Partial Credit for On-Street Parking** – Town will retain the option to allow partial credit for proposed large-scale developments with on-street parking adjacent to site.
- **Remote (Off-Site) Shared Parking** – An option that allows for an off-site parking agreement with another property within a 500-foot proximity to a site.

II. PRIOR ACTIONS

Date	Action
2008	Town Council adopted last update the Town of Parker’s Section 13.06.050 Off-Street Parking and Internal Circulation in 2008 by Ordinance No. 3.01.85 to address parking regulations Townwide.

III. CONCLUSION

Staff concludes that this revision to Section 13.06.050 Off-Street Parking and Internal Circulation will help ensure that new development provides an appropriate amount of parking without overburdening each site or harming the character of Downtown.

Staff recommends that the Planning Commission recommend Town Council approve the ordinance to update Section 13.06.050 Off-Street Parking and Internal Circulation.

IV. ATTACHMENTS

1. Updated Section 13.06.050 Off-Street Parking and Internal Circulation
2. Ordinance No. **3.01.117**

Report Approved By: Bryce Matthews, Planning Manager

Through: Jason Rogers, Deputy Community Development Director

ORDINANCE NO. 3.01.117, Series of 2018

TITLE: A BILL FOR AN ORDINANCE TO AMEND SECTIONS 13.02.010 AND 13.06.050 OF THE PARKER MUNICIPAL CODE CONCERNING OFF-STREET PARKING AND INTERNAL CIRCULATION

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, ORDAINS:

Section 1. Section 13.02.010 of the Parker Municipal Code is amended by the addition of definitions to read as follows:

13.02.010 Definitions.

* * *

Mixed-use development means a type of land development which blends more than one (1) land use (i.e., residential, commercial, cultural, institutional, or entertainment uses), where those functions are physically and functionally integrated horizontally on a property, or vertically within a building.

Net leasable area means all the leasable area of a building exclusive of nonleasable space, such as hallways, building foyers, areas devoted to heating, air conditioning, elevators, and other utility areas. The net leasable area produces the lease income economically supporting the building.

Parking minimum means the least or smallest amount of parking required to support a building and/or use.

Parking maximum means the greatest or highest amount of parking permitted to support a building and/or use.

Parking reduction means an allowed reduction in the amount of parking otherwise required by the Town.

Remote off-site parking means parking on a lot or property not contiguous and/or lacking a cross-access easement for reciprocal parking, other than the property occupied by the building or use.

Shared parking analysis means a study of land uses and their peak parking demands to determine feasibility if the uses can share parking spaces to meet the requirements of the Town.

Shared parking agreement means a binding legal agreement between two (2) property owners where one property provides parking for another property.

Transportation demand management (TDM) means the application of strategies and policies which reduce travel demand (and parking demand), or to redistribute this demand to any single property or district. These include the provision of or access to transit, carpooling, walking and bicycling.

Section 2. Section 13.06.050 of the Parker Municipal Code is amended to read as follows:

13.06.050 — Off-street parking and internal circulation.

(a) — Intent. ~~(1)~~ — This Section is intended ~~to:~~

(1) To ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles and pedestrians.

(2) — ~~Parking should~~ To ensure land uses can function without negatively impacting adjacent land uses and allow for the development of walkable mixed-use environments.

(3) To ensure that parking is considered and designed as accessory to the principal uses within the buildings served. ~~The, that~~ buildings and pedestrian scale areas ~~should~~ are the focal point, ~~and that~~ parking is ~~to be~~ viewed as a necessary function in support of those activities and ~~should that it~~ is visually and functionally ~~be~~ secondary to the primary use of the building and pedestrian access.

(3) — To provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking.

(4) — To encourage alternative parking arrangements such as shared parking.

~~(5) — Required~~ (5) To provide that required parking facilities ~~should~~ are provided on the same lot or parcel as the building or use served, unless shared parking is allowed; as provided ~~by Subsection (c) below. herein.~~

(6) To provide parking efficiencies through parking reduction mechanisms for mixed-use development, redevelopment, and developments that are within proximity to multi-modal transportation options within the Greater Downtown District.

(7) To provide for creative and innovative parking approaches that support and implement the Mainstreet Master Plan and Transportation Master Plan within the Greater Downtown District and adjacent areas.

(b) — Change of land use/tenant finish. Prior to approval of a tenant finish, the applicant shall demonstrate that adequate parking exists for the proposed land use change. The square footage of all tenant finish areas shall be identified by each use proposed. When ~~proposed uses, resulting from changes in land use and~~ tenant finish ~~changes,~~ require more parking than exists, the applicant shall be required to revise ~~their site~~ plan to increase the number of parking spaces consistent with the requirements herein, while still meeting landscaping requirements. Failure to provide this parking will result in the denial of the ~~proposed land use change and~~ tenant finish permit.

(c) — ~~Shared~~Off-site parking.

(1) — ~~Shared~~ Off-site parking shall be ~~encouraged where~~permitted ~~provided~~ the applicant ~~can demonstrate that~~meets the proposed shared parking is in accordance with this Subsection~~following requirements~~:

(1) Eligibility. For nonresidential or mixed-use development, a portion of the parking requirement may be met through off-site parking pursuant to the requirements of this Section, where the applicant demonstrates that it cannot reasonably provide on-site parking in accordance with this Section and that such off-site parking will promote Master Plan consistency through improved design. The use of off-site parking shall be approved by the Planning Director or designee.

(2) Location of off-site parking. The distance from the boundary of the site to the boundary of the off-site parking area shall not exceed five hundred (500) feet. However, the Planning Director, or designee, may approve a distance of more than five hundred (500) feet (not to exceed a distance of one thousand (1,000) feet) based on the land use or quality of pedestrian connection. Off-site parking shall not be located on-street and shall only be located in a nonresidential or mixed-use zoning district.

Accessible parking. The number and location of spaces required for persons with disabilities shall not be reduced. (2) — ~~Shared parking plans shall be permitted, if the following conditions are satisfied:~~

a. — ~~Location. Shared off-street parking spaces shall be located no further than one thousand (1,000) feet from all the buildings and uses they are intended to serve. The separation shall be measured in a straight line from the nearest point of the buildings or uses to the nearest point of the lot containing the shared off-street parking spaces.~~

(3) b. — Shared

(4) Off-site parking spaces. No more than fifty percent (50%) of the required on-site parking shall be addressed through off-site parking.

(5) Off-site shared parking plan and analysis~~required~~. A ~~shared~~ parking plan shall be submitted ~~accompanied by an analysis which clearly establishes that the land uses sharing~~ ~~therequired~~ and shall include:

a. The location of the off-site parking spaces have different~~area and the distance between it and the site;~~

b. The path of pedestrian travel (e.g., sidewalk, street, parking demand patterns~~area(s), trails between buildings or land uses and are able to use the same~~~~off-site parking spaces at different times of the day, week, month or year without causing an insufficient number of spaces to be available during peak periods of use. The plan and analysis shall:~~area);

~~1. — Address the intensity and type of activities; the composition of uses; hours of operation of the uses; the rate of turnover for proposed shared spaces; distances of shared parking spaces from the uses they serve; availability of embedded on-street parking spaces in the public rights-of-way; and the anticipated peak parking and traffic loads for the site.~~

~~c. 2.—Consider the~~The availability of transit facilities and modes of available transit serving the site, including both public and private transit (e.g., car and vanpooling);

~~3.—Consider the availability of trail access to the site and proximity to residential areas where bicycle trips may originate.~~

~~4.—Contain sufficient evidence to establish to the satisfaction of the Town that the applicants are the owners of the designated land and structures.~~

~~5.—Include plans showing the following details:~~

~~a) —The location of the uses or buildings for which off-street parking space is required.~~

~~b) —The location of off-street parking spaces.~~

~~c) —An executed Shared Parking Agreement in a form approved by the Town Attorney, which shall give the Town the right to enforce the terms of such agreement.~~

~~6.—Contain any other relevant information requested by the Town.~~

~~d. e.—Number of spaces.~~ The total number of proposed off-site parking spaces;
and

e. Information on total parking demand served by the off-site parking spaces required shall be the sum of spaces required for the applicable area, including:

i. The location and names of all buildings, structures, or land uses for which the off-site parking spaces are provided;

ii. Days and hours of operation of the land uses individually, except if that utilize the shared off-site parking plan area;

iii. Peak days and analysis clearly establish hours of operation of such uses;

iv. Parking calculations for each use that the shared parking facility can satisfy the demands of all uses with a lesser number of utilizes the off-site parking spaces area, including calculations for the proposed land uses and existing land uses;

~~d.—Disabled parking. The number and location of spaces required for persons with disabilities shall not be reduced.~~

~~e.—Review of application. All applications shall v. Mixed-use/shared parking reduction calculations, if used; and~~

vi. If required by the Planning Director, or designee, a study by a transportation planner or traffic engineer to demonstrate that there is no substantial conflict (e.g., materially increased risk of vehicular-pedestrian conflict or unreasonable traffic congestion) inherent in the proposed off-site parking arrangement.

(6) Review. All requests for approval of off-site parking shall be filed by the owners of the entire land area to be included within the shared site and off-site parking plan and the area (including any owners of all buildings then-existing on such land the site or off-site parking area, if different than the real property owners), and shall be reviewed as part of the site plan

approval process pursuant to Section 13.06.040 of this Chapter~~Title~~ and either approved, approved with conditions or denied.

(7) ~~f.~~ Shared parking agreement. A shared parking agreement for off-site parking, in a form approved by the Town Attorney, shall be executed by the owners of the site and the off-site parking area (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners) and consented to in writing by the Town. The shared parking agreement for off-site parking shall substantially comply with the format of any model shared parking agreement, which is maintained on file with the Town Clerk.

(8) Approved agreement registered and recorded. Upon approval of ~~an off-site~~ shared parking plan and shared parking agreement hereunder, a copy of such plan and agreement shall be recorded by the Town with the County Clerk and Recorder.

(9) ~~g.~~ Effect of recorded off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder shall run with the land, be binding upon the applicants for such shared parking plans, their successors and assigns, and shall restrict and limit the use and operation of all land and buildings included within such plan to all conditions and limitations specified in such plan and agreement and the approval thereof. No site plans or plats shall be approved, or permits or certificates of occupancy issued, unless such uses comply with all the conditions and limitations of the approved plan and agreement.

(10) ~~h.~~ Amendment of off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder may be amended pursuant to the same procedure and subject to the same limitations and requirements by which such plans and agreements were approved and recorded.

(11) ~~i.~~ Termination of recorded off-site shared parking plan and shared parking agreement. Upon application by the owners of ~~the entire land~~ any site and off-site parking area included within subject to any shared parking plan and agreement recorded hereunder ~~and the (including any owners of any buildings then existing thereon, on the site or off-site parking area, if different than the real property owners).~~ any such plan and agreement may be terminated if all uses, land and buildings remaining under such plan can be made to comply with all conditions and limitations of the plan and agreement and all uses, land and buildings withdrawn from such plan can be made to comply with all Town regulations and code provisions. Upon approval of the termination of a shared parking plan and agreement, all parties shall sign a shared parking termination agreement, which shall be recorded by the Town with the County Clerk and Recorder with such costs paid by the applicants.

(d) Number of off-street parking spaces required. ~~There shall be required in connection with the development or construction of specified buildings or uses, the~~ The minimum number of off-street parking spaces ~~according to for specific uses shall be as provided below in Schedule 13.06.050B for the Greater Downtown District and Schedule 13.06.050A for all other zoning districts, except Pikes Peak Center and Historic Center Design Districts which do not require off-street parking.~~

(1) — Calculation of required parking ~~amounts~~ spaces.

a. — Stacking, queuing and gas pumps. The Planning Director, or designee, may allow stacking, queuing or gas pumps to count toward the required parking spaces when the applicant has submitted a parking study for the proposed use, or other competent information, as determined by the ~~director~~ Planning Director or designee, that demonstrates:

1. — Stacking and queuing will function to fulfill the site's traffic demand.

2. — Parking, including stacking and queuing, is adequate to fulfill the parking needs of the site.

The decision of the Planning ~~Director's~~ Director, or ~~designee's decision~~ designee, may be appealed, as provided in Subsection 13.03.030(c) of this Title.

b. — Multiple uses. Unless otherwise approved through off-site shared parking, as provided in Subsection (c) above, off-street parking areas serving more than one (1) principal use shall provide parking in an amount equal to the sum of the parking requirements for each individual use on the same zoned lot as the building or ~~use~~ uses served.

c. — Greater Downtown District. Required off-street parking requirements may be reduced when on-street public parking is provided along local or collector streets adjacent to the proposed development. Such reduction must be approved by the Planning Director or designee.

d. — Fractions. In calculating the required number of parking spaces, any fraction of a parking space more than 1/2 shall be equal to one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space.

e. — Area measurements. Unless otherwise specifically provided herein, all square-footage-based parking and loading standards shall be computed on the basis of gross floor ~~net leasable~~ area: (see figure 1). For outdoor areas, calculations shall be based on the portion of the lot actually being used for the specified use ~~or activity~~.

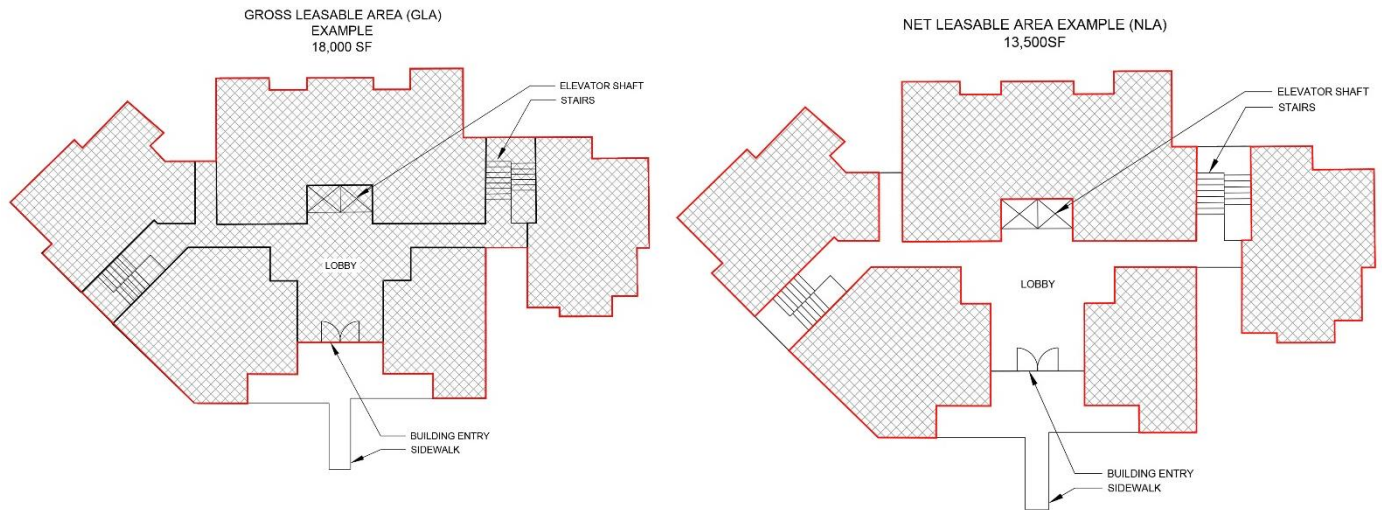


Figure 1 - Example of Gross and Net Leasable Area.

f. ~~Unlisted uses or when an administrative determination is required.~~ In the case of a use not specifically listed ~~or when an administrative determination is required,~~ the ~~Planning Director shall apply the off street parking standard for the most similar use. The~~ applicant may submit a ~~parkingspecial~~ study ~~for the proposed use or with~~ other competent information, ~~as determined for consideration~~ by the Planning Director or designee. ~~The concerning which listed use is most similar to the unlisted proposed use. The Planning Director, or designee, shall apply the off-street parking standard for the most similar use. The decision of the Planning Director's Director, or designee's decision designee,~~ may be appealed, as provided in Subsection 13.03.030(c) of this Title.

Schedule 13.06.050A Off-Street Parking Requirements

<i>Use</i>	Minimum Parking <i>Minimum Parking [Note: Minimum parking ratios for nonresidential land uses are based on Net Leasable Area (N.L.A.)]</i>
Residential/accommodations	
— Dwelling, single-family, two-family	2 per dwelling unit
— Dwelling, multiple-family	
per three-bedroom unit	2 per dwelling unit
per two-bedroom unit	1.5 per dwelling unit
per one-bedroom or studio unit	1 per dwelling unit
guest parking	0.25 per dwelling unit (may be provided on public streets)
— Group home/elderly housing	Administrative determination <i>Special study</i>

—Lodging establishment	1 per guest room
Institutions	
—School, elementary/junior	1.5 per each classroom
—School, senior	4 per each classroom
—School, college, trade, professional, vocational	Administrative determination <u>Special study</u>
—Day care, preschool, nursery	1 per each 4 children of licensed capacity
—Place of worship, funeral home, mortuary, sanctuary	1 per each 3 persons of seating capacity
—Nursing home, hospital	1.5 per each patient bed
—Library, museum	3 per 1,000 s.f. <u>GFA/NLA</u>
—Conference center or meeting hall	5 per 1,000 s.f. <u>GFA/NLA</u>
Eating and drinking establishments	
—Fast food restaurant (drive-through/carry-out only)	1 per 100 s.f. <u>GFA/NLA</u>
—Restaurant, lounge, bar, microbrewery (with or without a drive-through)	1 per each 3 persons of rated capacity (excluding outdoor seating areas)
General office, retail, services/sales	
—Professional office, personal services, grocery, shopping center	1 per 300 s.f. <u>GFA-NLA</u>
—Auto service and repair shop	1 per 450 s.f. <u>GFA/NLA</u> of office area, plus 3 per bay or stall
—Car wash	1 per establishment, plus 1 per staff member per maximum shift
—Convenience service establishment	1 per 250 s.f. <u>GFA-NLA</u>
—Motor vehicle sales, furniture, appliance store, greenhouse, plant nursery	1 per 500 s.f. <u>GFA-NLA</u>
—Kennel, pet day care, veterinary clinic	1 per 400 s.f. <u>GFA/NLA</u> (not including s.f. occupied by animal pens)
Recreation, amusement, entertainment	
—Indoor recreation activity	Administrative determination <u>Special study</u>
—Bowling center	3 per lane
—Indoor movie theater	1 per 3 seats
—Outdoor recreational activity	Administrative determination <u>Special study</u>
—Health club	1 per 250 s.f. <u>GFA-NLA</u>
—Circus, carnival, farmers market	Administrative determination <u>Special study</u>
Industrial uses	
—Research and development facility	1 per 500 s.f. <u>GFA-NLA</u>
—Mini storage	1 per 10,000 s.f. GFA, plus 1 for on-site caretaker's unit (when provided)
—Light manufacturing, printing facility	1 per 300 s.f. <u>GFA/NLA</u> of office area, plus 2 per bay door

—Storage, wholesaling, distribution facility	1 per 300 s.f. <u>GFANLA</u> of office area, plus 2 per bay door
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(2)—Schedule 13.06.050B
Off-Street Parking Requirements for the Greater Downtown District

<u>Land use</u>	<u>Market Center and Twenty Mile Center and the West Side of the Town Center Design District</u>	<u>Pikes Peak Center, Historic Center, and East Side of the Town Center Design District</u>
	<u>The centerline of Parker Road shall be the dividing line between the east and west sides of the Town Center Design District</u>	
	<u>Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement</u>	<u>Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement. [Note: minimum parking ratios for nonresidential land uses are based on Net Leasable Area (N.L.A.)]</u>
<u>Residential</u>		
<u>Dwelling, single-family, two-family</u>	<u>N/A</u>	<u>1 spaces/du if allowed within the zone district; (Single-Family detached units are not permitted in the Historic & Town Centers)</u>
<u>Dwelling, multiple-family per three-bedroom unit per two-bedroom unit per one-bedroom or studio unit guest parking</u>	<u>1.5 per dwelling unit 1.5 per dwelling unit 1 per dwelling unit 0.25 per dwelling unit (may be provided on public streets fronting property).</u>	<u>1.25 per dwelling unit 1.25 per dwelling unit1 per dwelling unit</u>
<u>Group home/elderly housing</u>	<u>1 per employee on maximum shift</u>	<u>1 per employee on maximum shift</u>
<u>Lodging establishment</u>	<u>1 per guest room</u>	<u>1 per guest room</u>
<u>Institutions</u>		
<u>School, elementary/junior (middle school)</u>	<u>Special study</u>	<u>Special study</u>
<u>School, senior (high school)</u>	<u>Special study</u>	<u>Special study</u>
<u>School, college, trade, professional, vocational</u>	<u>Special study</u>	<u>Special study</u>
<u>Day care, preschool, nursery</u>	<u>1 space per employee on maximum shift</u>	<u>1 space per employee on maximum shift</u>
<u>Place of worship, funeral home, mortuary, sanctuary</u>	<u>Special study</u>	<u>Special study</u>

<u>Nursing home, hospital</u>	<u>1 per 4 patient beds</u>	<u>1 per 5 patient beds</u>
<u>Library, museum</u>	<u>1 per 500 s.f. NLA</u>	<u>1 per 500 s.f. NLA</u>
<u>Conference center or meeting hall</u>	<u>Special study</u>	<u>Special study</u>
<u>Eating and drinking establishments</u>		
<u>Fast food restaurant (drive-through/carry-out only)</u>	<u>1 per 250 s.f. NLA</u>	<u>N/A</u>
<u>Restaurant, lounge, bar, microbrewery (with or without a drive-through)</u>	<u>1 per 300 s.f. NLA</u>	<u>1 per 300 s.f. NLA</u>
<u>General office, retail, services/sales</u>		
<u>Professional office, personal services, grocery, shopping center</u>	<u>1 per 300 s.f. NLA</u>	<u>1 per 500 s.f. NLA</u>
<u>Auto service and repair shop</u>	<u>1 per 450 s.f. NLA of office area, plus 3 per bay or stall</u>	<u>N/A</u>
<u>Car wash</u>	<u>1 per establishment, plus 1 space per staff member per maximum shift if allowed within the zone district</u>	<u>N/A</u>
<u>Convenience service establishment</u>	<u>1 per 300 s.f. NLA</u>	<u>1 per 500 s.f. NLA</u>
<u>Motor vehicle sales, furniture, appliance store, greenhouse, plant nursery</u>	<u>1 per 500 s.f. NLA if allowed within the zone district</u>	<u>N/A</u>
<u>Kennel, pet day care, veterinary clinic</u>	<u>1 per 400 s.f. NLA (not including s.f. occupied by animal pens)</u>	<u>1 per 500 s.f. NLA (not including s.f. occupied by animal pens) if allowed within the zone district</u>
<u>Recreation, amusement, entertainment</u>		
<u>Indoor recreation activity</u>	<u>Special study</u>	<u>Special study</u>
<u>Bowling center</u>	<u>2 per lane</u>	<u>2 per lane</u>
<u>Indoor movie theater</u>	<u>1 per 4 seats</u>	<u>1 per 5 seats</u>
<u>Outdoor recreational activity</u>	<u>Special study</u>	<u>Special study</u>
<u>Health club</u>	<u>1 per 500 s.f. NLA</u>	<u>1 per 500 s.f. NLA</u>
<u>Circus, carnival, farmers market</u>	<u>Special study</u>	<u>Special study</u>
<u>Industrial uses</u>		
<u>Research and development facility</u>	<u>1 per 500 s.f. NLA</u>	<u>1 per 500 s.f. NLA</u>
<u>Mini-storage</u>	<u>N/A</u>	<u>N/A</u>
<u>Light manufacturing, printing facility</u>	<u>N/A</u>	<u>N/A</u>
<u>Storage, wholesaling, distribution facility</u>	<u>N/A</u>	<u>N/A</u>

(2) Phasing parking. Parking areas may be phased in conjunction with the phasing of the associated building or use. All landscaping plans and access should be designed with consideration of placement and configuration of parking areas at final buildout.

(3)— Temporary facilities parking areas. The Town may consider proposals for parking areas designed to serve a temporary building or use, as provided by Section 13.04.210 of this Title. The design and layout of these facilities parking areas shall be submitted as part of the application for the temporary use permit.

(4)— Use of required parking spaces. Required parking areas shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only and shall not be used for outdoor storage or display, trailer or RV storage, sale, repair, dismantling or servicing of any vehicles, equipment, materials or supplies, except as otherwise permitted as a use by special review, under Section 13.04.200 of this Title through a temporary use permit.

(5)— Drive-through, vehicle stacking and queuing. This ~~Subsection~~ Sub-subsection shall apply to all new development that includes drive-through ~~or drive-up~~ facilities to assure that vehicle stacking and queuing areas are secondary to the function of a site and do not interfere with other pedestrian and vehicle movements. ~~The design standards are set out below.~~

a.— Vehicle stacking spaces must be a minimum of eleven (11) feet wide by twenty (20) feet long ~~in size~~.

b. — The applicant shall submit an analysis as a part of the traffic study to determine the number of vehicle stacking spaces and queuing spaces required. The vehicle stacking and queuing shall be subject to the site plan review and approval process.

c. Drive-through facilities and related stacking areas shall be secondary in emphasis and priority to any other access and circulation functions, including vehicle, pedestrian and bicycle movements.

~~c.— To the maximum extent practicable, drive-through lanes shall not be located between the primary structure and curb line of the adjacent public streets or sidewalks. If this is not possible, drive-through lanes and facilities shall be set back a minimum of twenty (20) feet from any curb line of an adjacent public street or sidewalk. The entire twenty-foot setback must be landscaped and bermed to screen the drive-in lane and facility from adjacent streets.~~

d.— Stacking spaces ~~may~~ shall not impede on- or off-site traffic movements, nor impede movements into or out of off-street parking spaces.

(e)— Accessible parking ~~spaces~~. All parking ~~facilities~~ provided for any new building constructed, any new use established, any ~~additional or~~ enlargement of an existing building or use, any change in the occupancy of any building or any change of ~~the use conducted~~ shall be designed and constructed in accordance with the ~~guidelines established by the~~ Americans with Disabilities Act, as amended ("ADA").

(f)— Parking space size.

(1)— Each off-street parking space, other than parallel spaces, shall be nine (9) feet wide with an effective depth of in width and eighteen (18) feet in length, with an unobstructed front-end overhang, ~~except as otherwise provided by the ADA for accessible parking spaces.~~

Parking spaces adjacent to landscape islands shall be ten (10) feet in width ~~or a concrete strip,~~
at least eighteen (18) inches wide, shall be provided on the adjacent side of the island for
pedestrians to step out of the car.

(2)— Parallel parking spaces shall be eight (8) feet ~~wide~~in width and twenty-four (24) feet in length.

(g)— Internal vehicular access and circulation.

(1)— All parking areas shall be provided with ingress and egress to an improved public right-of-way, shall be located so as to promote safety and minimize traffic congestion, and shall be provided with necessary internal circulation drives and aisles to create through-traffic patterns.

(2)— Internal drive widths.

a.— When two-way traffic is proposed, the ~~width of the~~ drive shall be designed to be ~~within~~between twenty-four (24) ~~to~~and twenty-six (26) feet ~~in~~ width.

b.— Where two-way traffic is proposed parallel to the ~~elevation~~front of a ~~store~~commercial use with a public entrance, a designated pullout for a loading zone may be established.

c.— ~~Internal drives that function as private through streets and connect to a public street may exceed the twenty-six foot width maximum where approved through the site plan process.~~

d.— No pedestrian crossing of an internal private drive may exceed twenty-six (26) feet, except where said drive intersects with a public street.

e.— ~~c.~~ When one-way traffic is proposed with angled parking, the ~~width of the~~ drive shall be designed to be ~~within~~between twelve (12) ~~to~~and twenty-three (23) feet ~~in~~ width, as provided in Schedule 13.06.050C below.

Schedule 13.06.050C
One-Way Traffic Angled Parking

<i>Aisle width between stall lines</i>	<i>Angles</i>
12'	45°
16'	60°
23'	75°

-

f.— ~~d.~~ Drive-through lanes shall be designed to be eleven (11) feet in width.

g.— ~~e.~~ Drive-through lanes shall demonstrate adequate turning radius for a passenger vehicle.

~~h.~~—~~f.~~ Internal drive lanes without parking shall be designed to be ~~within~~between twenty (20) ~~to~~and twenty-six (26) feet in width.

(h)— Parking location.

(1)— The required off-street parking ~~facilities~~ shall be provided on the same lot as the building or use served, unless otherwise expressly permitted by this Section.

(2)— The location of off-street parking areas in the Greater Downtown ~~Design Districts~~District shall comply with the ~~standards~~requirements in Schedule 13.06.050D below.

Schedule 13.06.050D

Off-Street Parking Location—~~All~~ Greater Downtown ~~Design Districts~~District

	<i><u>Behind building/ interior of lot (see figure 3)</u></i>	<i><u>To the side (see figure 4)</u></i>	<i><u>Two rows (one (1) bay of parking) between building & right-of-way (see figure 2)</u></i>	<i><u>In front of building (see figure 5)</u></i>
Mainstreet	Permitted	Minimally permitted so long as the parking lot <u>area</u> does not occupy more than 1/3 of the contiguous property frontage as measured from parking curb to parking curb	Not permitted	Not permitted
Twenty Mile Road	Permitted	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch
Hilltop Road	Permitted	Permitted	Permitted	Permitted <u>Not permitted</u>
Dransfeldt Road	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch	Not permitted
Parker Road	Permitted	Permitted	Permitted	Permitted <u>Not permitted</u>
Pine Drive	Permitted	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch
Pikes Peak Drive	Permitted	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch

Other public and private streets	As approved during site plan
Internal vehicular circulation systems	As approved during site plan

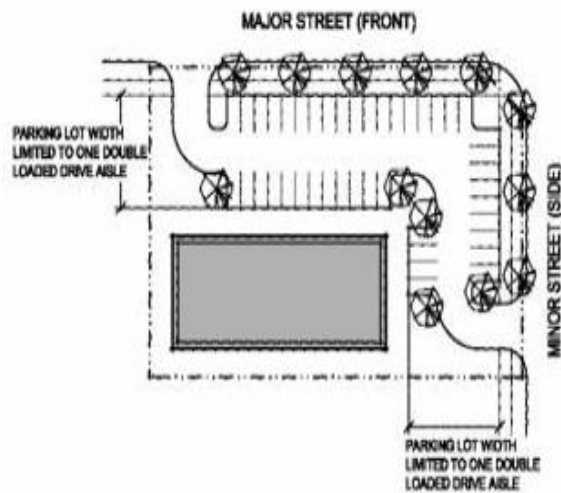


Figure 2 - Example of two rows (one (1) bay) of parking permitted between a building and the right-of-way.

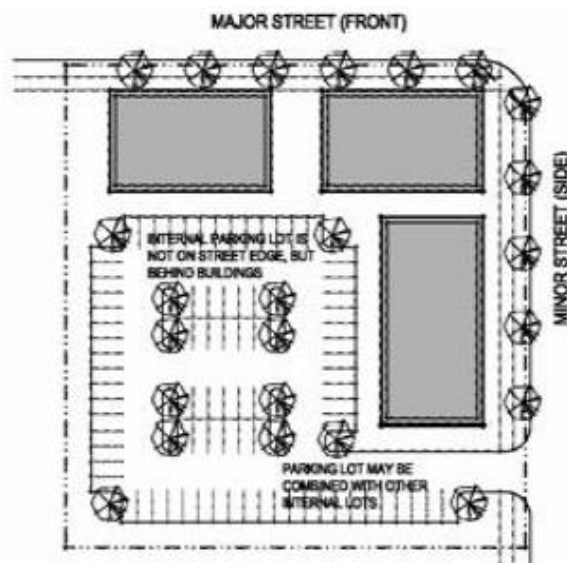


Figure 3 - Example of parking permitted in the interior of a lot or behind a building.

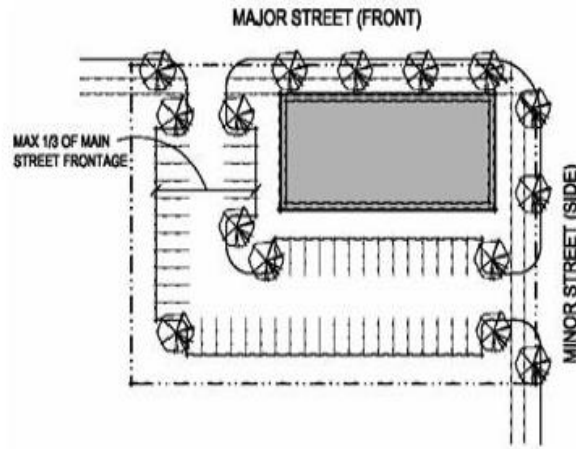


Figure 4 - Example of parking permitted minimally to the side of a building.

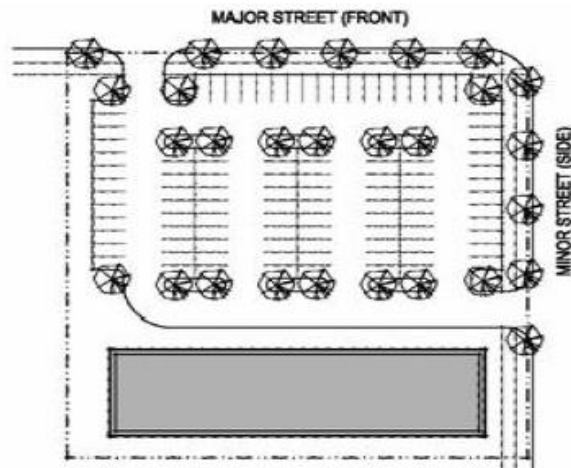


Figure 5 - Example of ~~two rows of~~ parking permitted between a building (in front of building) and the right-of-way.

(i) — Parking exemptions. Parking exemptions shall be permitted within the Greater Downtown District's Historic Center, Pikes Peak Center and for proposed developments located east of Parker Road within the Town Center as follows:

(1) For all uses except residential, the first three thousand (3,000) square feet of newly constructed net leasable floor area shall be excluded from the calculations required by this Section.

(2) For expansions, changes of use, or modifications to existing buildings and property within the Historic Center, Pikes Peak Center, and Town Center, up to three thousand (3,000) square feet of net leasable area per lot shall be excluded from the calculations required by this Section.

(j) Parking Reductions.

(1) Mixed-use/shared parking reductions.

a. Applicability. Mixed-use/shared parking reductions shall be permitted to ensure new development for permitted uses are not over-parked and to promote the efficient use of land while reducing the expanse of paved areas. In locations where a mix of land uses allows for complementary utilization of parking spaces due to differences in the timing of peak parking demand, the Town may reduce the required number of parking spaces according to the provisions of this Section.

b. Shared parking reduction tables. Shared parking between different land uses allows a reduction in the total number of required parking spaces when a site is occupied by two or more categories of land uses that generally do not have peak parking demands at the same time. When any property or building is used for two or more categories of land uses that are listed below in Schedule 13.06.050D and Schedule 13.06.050E, the minimum total number of required parking spaces shall be determined by the following procedures:

1. Multiply the minimum required parking as stipulated in Schedule 13.06.050A and Schedule 13.06.050B for each individual land use, excluding accessible parking spaces, by the appropriate percentage listed in Schedule 13.06.050D, for each of the designated time periods.

2. Calculate a sum for all land uses for each of the five time periods (each of the columns). The minimum parking requirement is the highest of these sums, plus any accessible parking spaces excluded from the calculation in the first step. The Illustrative Shared Parking Reduction Credit Calculation (see Schedule 13.06.050E), provides an example of how to use the Shared Parking Reduction Table to calculate required parking.

3. Accessible parking. The number and location of accessible parking spaces required for persons with disabilities shall not be reduced.

SCHEDULE 13.06.050D
Shared Parking Reduction Table

<u>Use</u>	<u>Weekday</u>			<u>Weekend</u>	
	<u>Night</u> <u>(12 AM to 6</u> <u>AM)</u>	<u>Day</u> <u>(6 AM to 6</u> <u>PM)</u>	<u>Evening</u> <u>(6 PM to 12</u> <u>AM)</u>	<u>Day</u> <u>(6 AM to 6</u> <u>PM)</u>	<u>Evening</u> <u>(6 PM to 12</u> <u>AM)</u>
<u>Residential*</u>	<u>100%</u>	<u>60%</u>	<u>90%</u>	<u>80%</u>	<u>90%</u>
<u>Office*</u>	<u>5%</u>	<u>100%</u>	<u>10%</u>	<u>10%</u>	<u>5%</u>
<u>Retail / Commercial*</u>	<u>5%</u>	<u>70%</u>	<u>90%</u>	<u>100%</u>	<u>70%</u>
<u>Commercial Lodging*</u>	<u>80%</u>	<u>80%</u>	<u>100%</u>	<u>50%</u>	<u>100%</u>
<u>Restaurant*</u>	<u>10%</u>	<u>50%</u>	<u>100%</u>	<u>50%</u>	<u>100%</u>

<u>Use</u>	<u>Weekday</u>			<u>Weekend</u>	
	<u>Night</u> <u>(12 AM to 6 AM)</u>	<u>Day</u> <u>(6 AM to 6 PM)</u>	<u>Evening</u> <u>(6 PM to 12 AM)</u>	<u>Day</u> <u>(6 AM to 6 PM)</u>	<u>Evening</u> <u>(6 PM to 12 AM)</u>
<u>Entertainment*</u>	<u>10%</u>	<u>40%</u>	<u>100%</u>	<u>80%</u>	<u>100%</u>
<u>All Others*</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

*Denotes the ability to submit a special study to change the percentages based on more specific land uses proposed.

Schedule 13.06.050E
Illustrative Shared Parking Reduction Credit Calculation Table

EXAMPLE: A mixed-use building has 4 two-bedroom apartments, 5,000 square feet NLA of office space, and 5,000 square feet NLA of convenience retail space. In the Market Center of the Greater Downtown District, these uses would separately require 43 parking spaces ((4 du. x 2 sp. / unit) + (5,000 sf. x (3 sp. / 1,000 sf.)) + (5,000 sf. x (1 sp. / 250 sf.)) = 43). However, combined, they could share 34 parking spaces, as shown in the calculation below.

<u>Use</u>	<u>Weekday</u>			<u>Weekend</u>	
	<u>Night</u> <u>(12 AM to 6 AM)</u>	<u>Day</u> <u>(6 AM to 6 PM)</u>	<u>Evening</u> <u>(6 PM to 12 AM)</u>	<u>Day</u> <u>(6 AM to 6 PM)</u>	<u>Evening</u> <u>(6 PM to 12 AM)</u>
<u>Residential (8 spaces)</u>	<u>100% x 8 = 8</u>	<u>60% x 8 = 4.8¹</u>	<u>90% x 8 = 7.2</u>	<u>80% x 8 = 6.4</u>	<u>90% x 8 = 7.2</u>
<u>Office (15 spaces)</u>	<u>5% x 15 = 1</u>	<u>100% x 15 = 15</u>	<u>10% x 15 = 1.5</u>	<u>10% x 15 = 1.5</u>	<u>5% x 15 = 0.8</u>
<u>Retail / Commercial (20 spaces)</u>	<u>5% x 20 = 1</u>	<u>70% x 20 = 14</u>	<u>90% x 20 = 18</u>	<u>100% x 20 = 20</u>	<u>70% x 20 = 14</u>
<u>Commercial Lodging</u>	<u>80% x 0 = 0</u>	<u>80% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>50% x 0 = 0</u>	<u>100% x 0 = 0</u>
<u>Restaurant</u>	<u>10% x 0 = 0</u>	<u>50% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>50% x 0 = 0</u>	<u>100% x 0 = 0</u>
<u>Entertainment</u>	<u>10% x 0 = 0</u>	<u>40% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>80% x 0 = 0</u>	<u>100% x 0 = 0</u>
<u>All Others*</u>	<u>100% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>100% x 0 = 0</u>	<u>100% x 0 = 0</u>
<u>COLUMN TOTALS</u>	<u>10</u>	<u>34^{1,2}</u>	<u>27</u>	<u>30</u>	<u>22</u>

TABLE NOTES:

¹As per Section 13.06.050(e)(1)d. Fractions, any fraction of a parking space more than 1/2 shall equal one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space.

²The largest number, 34, is the number of parking spaces that are required.

(k) Transportation demand management reductions. Parking reductions through the use of transportation demand management will be permitted within the Greater Downtown District to allow the reduction of parking when a land use is located in close proximity to multi-modal forms of transportation, such as proximity to transit, pedestrian and bicycle access, and car-share programs.

(1) These reductions are based on programs that reduce the peak demand for parking spaces. If used in conjunction with mixed-use shared parking, these reductions may be applied to one category of land use to reduce the parking requirement for the use prior to calculating the shared parking reduction.

(2) The credits and reductions set out in this Subsection are not available to uses that base parking requirements on a special study, unless the special study's methodology specifically addresses these credits and reductions and the Planning Director, or designee, determines that they are appropriate.

a. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a transit stop.

b. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a regional trail providing pedestrian and bicycle access.

c. Multi-family residential uses may reserve one of the parking spaces required for every twenty (20) dwelling units (rounding up) for a car-share program.

1. For each space reserved for a car-share program, the overall parking requirement may be reduced by two (2) spaces. For example, if a studio apartment building was constructed with fifteen (15) units, fifteen (15) parking spaces would be required. If the building provides a car-share program which reserved one of the spaces, then the overall parking requirement (including the space used for the car share program) would be thirteen (13) spaces.

2. To qualify for the car-share program reduction, the applicant must demonstrate that the program will be operational, and that one car will be available for each reserved parking space.

3. If the program is terminated or reduced, the applicant must provide the parking spaces that were reduced because of the car-share program.

(l) Special study. The purpose of a special study for the Greater Downtown District is to assist the Town with evaluating the impacts of parking for mixed-use and other land use applications.

(1) Land uses listed in Schedules 13.06.050A and 13.06.050B may have parking standards identified as "special study." Required parking for these uses shall be established according to the standards of this Section; or

(2) Special studies may be submitted to support a request to reduce the number of required parking spaces to less than that set out in Schedule 13.06.050B due to the nature of the operations or specific location of a proposed use. Such special studies shall include and support all requested reductions in parking.

(3) **Special study requirements.** A special study shall be conducted by a certified transportation planner or licensed professional engineer.

(4) The special study shall provide:

a. Summary of the development proposal.

b. Access and mobility characteristics including vehicular, bicycle, pedestrian and transit.

c. Summary of parking generation and parking demand, utilizing data from one of the following sources: Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), International Parking Institute (IPI), or American Planning Association (APA).

d. A parking analysis of at least two comparable uses addressing demand characteristics, peak period activity, off-peak activity and opportunities for reductions and/or off-site shared parking.

e. Identification of possible off-site shared parking areas, parking reductions, or mixed uses having complementary parking demands.

f. A summary of how the request is consistent with the Parker 2035 Master Plan and promotes improved site plan or urban design.

g. Documentation regarding the comparability of the referenced uses, including: name, function, location, net leasable area, parking availability, access to transportation network (including vehicular, bicycle, pedestrian, and transit), use restrictions, and other factors that affect the parking demand.

(5) Approval of special study.

a. A special study to reduce the number of parking spaces or to establish the required parking spaces for a land use subject to Schedule 13.06.050A or Schedule 13.06.050B shall be subject to the site plan review process and approval by the Planning Director, or designee.

b. The Planning Director or designee shall approve a special study subject to the following requirements:

1. The proposal shall be consistent with the Parker 2035 Master Plan.

2. A request for a reduction in required parking promotes improved site plan or urban design.

3. The proposal sufficiently documents and supports the reduction of parking for the site and for the use.

c. The Town may request additional information or analysis, including, but not limited to, alternative or new data points, or consideration of additional or alternative factors related to comparability or peak demand, as supported by sound transportation planning and engineering principles.

(m) Credit for on-street parking. Credit for on-street parking is permitted for large scale redevelopment, in-fill development, redevelopment and alterations to existing sites within the Greater Downtown District. New or existing development located in the Greater Downtown

District, west of Parker Road, may claim on-street parking that is located adjacent to the site to meet the minimum parking requirement, if new on-street parking is provided.

(n) Parking area layout and design.

(1)— Intent. This Subsection is intended:

a.— To lay out and design parking areas that minimize negative visual impacts from adjacent primary roadways and properties.

b.— To reduce the expansive impervious surfaces within parking areas by thematically "deconstructing" parking areas into appropriate and comprehensible elements which address a pedestrian scale.

c.— To incorporate elements of design that make the parking ~~lot~~area a comfortable pedestrian experience, as a transition between the parking area and the building or use the parking ~~lot~~area serves.

d.— To better integrate safety and aesthetic issues involving both pedestrians and vehicular interaction.

e.— To visually and physically separate the view of surface parking ~~lots~~areas and the cars on them from adjoining streets, open spaces and pedestrian ways.

(2)— Parking ~~lot~~area layout and design—commercial ~~developments~~development.

a.— Parking shall be ~~arrayed~~arranged into parking blocks defined by pedestrian paths, landscaping and/or building placement.

b.— Each parking block shall have consistent design angles for all parking within the parking block.

c.— Individual parking blocks shall be limited to not more than eighty (80) spaces, with ~~a goal of~~ four (4) rows per block.

d.— Shared parking and cross-property parking access for similar and cohesive uses shall be strongly encouraged to facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (~~ed~~) above.

(3)— Parking ~~lot~~area layout and design—industrial development.

a.— Each parking block shall have consistent design angles for all parking within the parking block.

~~b.— Clearly.~~ Parking areas shall clearly designate and distinguish visitor and employee parking from truck loading and service areas.

c.— Individual parking blocks shall be limited to not more than one hundred twenty (120) spaces.

(4) — Parking lot area layout and design—multiple-family development.

a. — ~~Individual~~ Parking areas shall be located internally to multiple-family development, behind building massing to minimize the visibility of parking.

a. Parking blocks shall be limited to a maximum width of three (3) bays of parking and one hundred eighty (180) feet by two hundred seventy (270) feet unless separated by an internal street.

b. Parking aisles shall not more than twenty (20) spaces exceed ten (10) cars in length unless separated by an eight-foot-wide minimum planting island.

b.—c. Parking garages and carports.

1.— Garage entries, carports and parking structures shall be internalized in building groups or oriented away from street frontage to the maximum extent feasible.

2.— ~~Carports~~ Garages shall be limited to four (4) bays per structure to avoid a continuous row maximum of five (5) double garages in a row, and a maximum of six (6) parking structures. Typical structure bay may be twenty-four (24) feet to thirty (30) feet in width with three (3) to four (4) cars per bay spaces in length in a row for carports.

3.— A minimum of nine (9) feet of separation shall be provided between carport structures.

(5) — Parking lot area layout and design—Historic Center and Pikes Peak Center Design Districts.

a.— Each parking block shall have consistent design angles for all parking within the parking block.

b.— Parking aisles shall not exceed ten (10) cars in length unless separated by an eight-foot-wide minimum landscape island.

c. Individual parking blocks, other than those providing public parking, shall be limited to not more than thirty (30) surface spaces.

e.—d. Shared parking and cross-property parking access for similar and cohesive uses shall be strongly encouraged to facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (c) above.

(j)—o) Parking lot area maintenance.

(1)— Condition. All off-street parking areas shall be maintained in good condition, free of weeds, trash and debris and major surfacing defects.

(2)—_Surfacing and drainage. Each space shall be surfaced with concrete or asphalt, shall be properly graded for drainage and shall be provided with surfaced vehicular access to an improved public right-of-way.

(3)—_Striping of spaces.

a.—_All off-street parking spaces, excluding residential units with individually designated driveways, shall be outlined by white or yellow stripes not less than four (4) inches wide painted on the surface area or an alternative ~~judged equally effective~~approved by the ~~Town~~Planning Director or designee.

b.—_All nonparking spaces, such as loading zones, emergency lanes or spaces in front of doorways/entrances, shall be clearly delineated.
(~~Ord. 3.01.85 §1, 2008~~)

Section 3. Safety Clause. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Parker, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained. The Town Council further finds that the title to this Ordinance was posted in two public places two days before the Town Council meeting, as provided by Section 7.5e. of the Town of Parker Home Rule Charter.

Section 4. Severability. If any clause, sentence, paragraph or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 5. This Ordinance shall become effective ten (10) days after final publication.

INTRODUCED AND PASSED ON FIRST READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

ADOPTED ON SECOND AND FINAL READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

APPROVED AS TO FORM:

James S. Maloney, Town Attorney

ORDINANCE NO. 3.01.117, Series of 2018

TITLE: A BILL FOR AN ORDINANCE TO AMEND SECTIONS 13.02.010 AND 13.06.050 OF THE PARKER MUNICIPAL CODE CONCERNING OFF-STREET PARKING AND INTERNAL CIRCULATION

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF PARKER, COLORADO, ORDAINS:

Section 1. Section 13.02.010 of the Parker Municipal Code is amended by the addition of definitions to read as follows:

13.02.010 Definitions.

* * *

Mixed-use development means a type of land development which blends more than one (1) land use (*i.e.*, residential, commercial, cultural, institutional, or entertainment uses), where those functions are physically and functionally integrated horizontally on a property, or vertically within a building.

Net leasable area means all the leasable area of a building exclusive of nonleasable space, such as hallways, building foyers, areas devoted to heating, air conditioning, elevators, and other utility areas. The net leasable area produces the lease income economically supporting the building.

Parking minimum means the least or smallest amount of parking required to support a building and/or use.

Parking maximum means the greatest or highest amount of parking permitted to support a building and/or use.

Parking reduction means an allowed reduction in the amount of parking otherwise required by the Town.

Remote off-site parking means parking on a lot or property not contiguous and/or lacking a cross-access easement for reciprocal parking, other than the property occupied by the building or use.

Shared parking analysis means a study of land uses and their peak parking demands to determine feasibility if the uses can share parking spaces to meet the requirements of the Town.

Shared parking agreement means a binding legal agreement between two (2) property owners where one property provides parking for another property.

Transportation demand management (TDM) means the application of strategies and policies which reduce travel demand (and parking demand), or to redistribute this demand to any single property or district. These include the provision of or access to transit, carpooling, walking and bicycling.

Section 2. Section 13.06.050 of the Parker Municipal Code is amended to read as follows:

13.06.050 Off-street parking and internal circulation.

(a) Intent. This Section is intended:

(1) To ensure that off-street parking areas are well designed with regard to safety, efficiency and convenience for vehicles, bicycles and pedestrians.

(2) To ensure land uses can function without negatively impacting adjacent land uses and allow for the development of walkable mixed-use environments.

(3) To ensure that parking is considered and designed as accessory to the principal uses within the buildings served, that buildings and pedestrian scale areas are the focal point, that parking is viewed as a necessary function in support of those activities and that it is visually and functionally secondary to the primary use of the building and pedestrian access.

(4) To provide enough vehicular parking to accommodate the need generated by the uses without providing excessive amounts of parking.

(5) To encourage alternative parking arrangements such as shared parking.

(6) To provide that required parking facilities are provided on the same lot or parcel as the building or use served, unless shared parking is allowed as provided herein.

(7) To provide parking efficiencies through parking reduction mechanisms for mixed-use development, redevelopment, and developments that are within proximity to multi-modal transportation options within the Greater Downtown District.

(8) To provide for creative and innovative parking approaches that support and implement the Mainstreet Master Plan and Transportation Master Plan within the Greater Downtown District and adjacent areas.

(b) Change of land use/tenant finish. Prior to approval of a tenant finish, the applicant shall demonstrate that adequate parking exists for the proposed land use change. The square footage of all tenant finish areas shall be identified by each use proposed. When changes in land use and tenant finish require more parking than exists, the applicant shall be required to revise its site plan to increase the number of parking spaces consistent with the requirements herein, while still meeting landscaping

requirements. Failure to provide this parking will result in the denial of the tenant finish permit.

(c) Off-site parking. Off-site parking shall be permitted provided the applicant meets the following requirements:

(1) Eligibility. For nonresidential or mixed-use development, a portion of the parking requirement may be met through off-site parking pursuant to the requirements of this Section, where the applicant demonstrates that it cannot reasonably provide on-site parking in accordance with this Section and that such off-site parking will promote Master Plan consistency through improved design. The use of off-site parking shall be approved by the Planning Director or designee.

(2) Location of off-site parking. The distance from the boundary of the site to the boundary of the off-site parking area shall not exceed five hundred (500) feet. However, the Planning Director, or designee, may approve a distance of more than five hundred (500) feet (not to exceed a distance of one thousand (1,000) feet) based on the land use or quality of pedestrian connection. Off-site parking shall not be located on-street and shall only be located in a nonresidential or mixed-use zoning district.

(3) Accessible parking. The number and location of spaces required for persons with disabilities shall not be reduced.

(4) Off-site parking spaces. No more than fifty percent (50%) of the required on-site parking shall be addressed through off-site parking.

(5) Off-site shared parking plan required. A parking plan shall be required and shall include:

a. The location of the off-site parking area and the distance between it and the site;

b. The path of pedestrian travel (*e.g.*, sidewalk, street, parking area(s), trails between buildings or land uses and the off-site parking area);

c. The availability of transit facilities and modes of available transit serving the site, including both public and private transit (*e.g.*, car and vanpooling);

d. The total number of proposed off-site parking spaces; and

e. Information on total parking demand served by the off-site parking area, including:

1. The location and names of all buildings, structures, or land uses for which the off-site parking spaces are provided;

2. Days and hours of operation of the land uses that utilize the off-site parking area;

3. Peak days and hours of operation of such uses;

4. Parking calculations for each use that utilizes the off-site parking area, including calculations for the proposed land uses and existing land uses;

5. Mixed-use/shared parking reduction calculations, if used; and

6. If required by the Planning Director, or designee, a study by a transportation planner or traffic engineer to demonstrate that there is no substantial conflict (*e.g.*, materially increased risk of vehicular-pedestrian conflict or unreasonable traffic congestion) inherent in the proposed off-site parking arrangement.

(6) Review. All requests for approval of off-site parking shall be filed by the owners of the site and off-site parking area (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners), and shall be reviewed as part of the site plan approval process pursuant to Section 13.06.040 of this Title and either approved, approved with conditions or denied.

(7) Shared parking agreement. A shared parking agreement for off-site parking, in a form approved by the Town Attorney, shall be executed by the owners of the site and the off-site parking area (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners) and consented to in writing by the Town. The shared parking agreement for off-site parking shall substantially comply with the format of any model shared parking agreement, which is maintained on file with the Town Clerk.

(8) Approved agreement registered and recorded. Upon approval of an off-site shared parking plan and shared parking agreement hereunder, a copy of such plan and agreement shall be recorded by the Town with the County Clerk and Recorder.

(9) Effect of recorded off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder shall run with the land, be binding upon the applicants for such shared parking plans, their successors and assigns, and shall restrict and limit the use and operation of all land and buildings included within such plan to all conditions and limitations specified in such plan and agreement and the approval thereof. No site plans or plats shall be approved, or permits or certificates of occupancy issued, unless such uses comply with all the conditions and limitations of the approved plan and agreement.

(10) Amendment of off-site shared parking plan and shared parking agreement. All off-site shared parking plans and shared parking agreements recorded hereunder

may be amended pursuant to the same procedure and subject to the same limitations and requirements by which such plans and agreements were approved and recorded.

(11) Termination of recorded off-site shared parking plan and shared parking agreement. Upon application by the owners of any site and off-site parking area subject to any shared parking plan and agreement recorded hereunder (including any owners of buildings existing on the site or off-site parking area, if different than the real property owners), any such plan and agreement may be terminated if all uses, land and buildings remaining under such plan can be made to comply with all conditions and limitations of the plan and agreement and all uses, land and buildings withdrawn from such plan can be made to comply with all Town regulations and code provisions. Upon approval of the termination of a shared parking plan and agreement, all parties shall sign a shared parking termination agreement, which shall be recorded by the Town with the County Clerk and Recorder with such costs paid by the applicants.

(d) Number of off-street parking spaces required. The minimum off-street parking spaces for specific uses shall be as provided below in Schedule 13.060.050B for the Greater Downtown District and Schedule 13.06.050A for all other zoning districts.

(1) Calculation of required parking spaces.

a. Stacking, queuing and gas pumps. The Planning Director, or designee, may allow stacking, queuing or gas pumps to count toward the required parking spaces when the applicant has submitted a parking study for the proposed use, or other competent information, as determined by the Planning Director or designee, that demonstrates:

1. Stacking and queuing will function to fulfill the site's traffic demand.

2. Parking, including stacking and queuing, is adequate to fulfill the parking needs of the site.

The decision of the Planning Director, or designee, may be appealed, as provided in Subsection 13.03.030(c) of this Title.

b. Multiple uses. Unless otherwise approved through off-site shared parking as provided in Subsection (c) above, off-street parking areas serving more than one (1) principal use shall provide parking in an amount equal to the sum of the parking requirements for each individual use on the same zoned lot as the building or uses served.

c. Greater Downtown District. Required off-street parking requirements may be reduced when on-street public parking is provided along local or collector streets adjacent to the proposed development. Such reduction must be approved by the Planning Director or designee.

d. Fractions. In calculating the required number of parking spaces, any fraction of a parking space more than 1/2 shall be equal to one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space.

e. Area measurements. Unless otherwise specifically provided herein, all square-footage-based parking and loading standards shall be computed on the basis of net leasable area (see figure 1). For outdoor areas, calculations shall be based on the portion of the lot actually being used for the specified use.

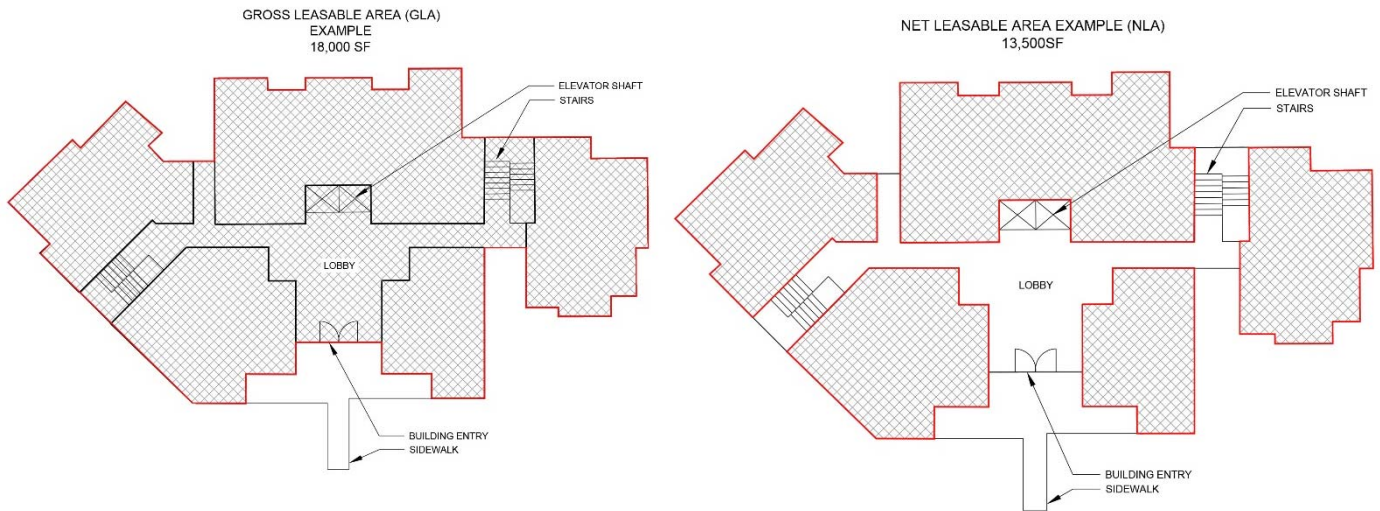


Figure 1 - Example of Gross and Net Leasable Area.

f. Unlisted uses. In the case of a use not specifically listed, the applicant may submit a special study with other competent information for consideration by the Planning Director or designee concerning which listed use is most similar to the unlisted proposed use. The Planning Director, or designee, shall apply the off-street parking standard for the most similar use. The decision of the Planning Director, or designee, may be appealed, as provided in Subsection 13.03.030(c) of this Title.

Schedule 13.06.050A Off-Street Parking Requirements

<i>Use</i>	<i>Minimum Parking [Note: Minimum parking ratios for nonresidential land uses are based on Net Leasable Area (N.L.A.)]</i>
Residential/accommodations	
Dwelling, single-family, two-family	2 per dwelling unit
Dwelling, multiple-family	
per three-bedroom unit	2 per dwelling unit
per two-bedroom unit	1.5 per dwelling unit
per one-bedroom or studio unit	1 per dwelling unit
guest parking	0.25 per dwelling unit (may be provided on public streets)
Group home/elderly housing	Special study

Lodging establishment	1 per guest room
Institutions	
School, elementary/junior	1.5 per each classroom
School, senior	4 per each classroom
School, college, trade, professional, vocational	Special study
Day care, preschool, nursery	1 per each 4 children of licensed capacity
Place of worship, funeral home, mortuary, sanctuary	1 per each 3 persons of seating capacity
Nursing home, hospital	1.5 per each patient bed
Library, museum	3 per 1,000 s.f. NLA
Conference center or meeting hall	5 per 1,000 s.f. NLA
Eating and drinking establishments	
Fast food restaurant (drive-through/carry-out only)	1 per 100 s.f. NLA
Restaurant, lounge, bar, microbrewery (with or without a drive-through)	1 per each 3 persons of rated capacity (excluding outdoor seating areas)
General office, retail, services/sales	
Professional office, personal services, grocery, shopping center	1 per 300 s.f. NLA
Auto service and repair shop	1 per 450 s.f. NLA of office area, plus 3 per bay or stall
Car wash	1 per establishment, plus 1 per staff member per maximum shift
Convenience service establishment	1 per 250 s.f. NLA
Motor vehicle sales, furniture, appliance store, greenhouse, plant nursery	1 per 500 s.f. NLA
Kennel, pet day care, veterinary clinic	1 per 400 s.f. NLA (not including s.f. occupied by animal pens)
Recreation, amusement, entertainment	
Indoor recreation activity	Special study
Bowling center	3 per lane
Indoor movie theater	1 per 3 seats
Outdoor recreational activity	Special study
Health club	1 per 250 s.f. NLA
Circus, carnival, farmers market	Special study
Industrial uses	
Research and development facility	1 per 500 s.f. NLA
Light manufacturing, printing facility	1 per 300 s.f. NLA of office area, plus 2 per bay door
Storage, wholesaling, distribution facility	1 per 300 s.f. NLA of office area, plus 2 per bay door

Schedule 13.06.050B
Off-Street Parking Requirements for the Greater Downtown District

Land use	Market Center and Twenty Mile Center and the West Side of the Town Center Design District	Pikes Peak Center, Historic Center, and East Side of the Town Center Design District
	The centerline of Parker Road shall be the dividing line between the east and west sides of the Town Center Design District	
	Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement	Minimum Parking Standards shown below. Maximum Parking not to exceed 150 percent (%) more than the minimum requirement. [Note: minimum parking ratios for nonresidential land uses are based on Net Leasable Area (N.L.A.)]
Residential		
Dwelling, single-family, two-family	N/A	1 spaces/du if allowed within the zone district; (Single-Family detached units are not permitted in the Historic & Town Centers)
Dwelling, multiple-family per three-bedroom unit per two-bedroom unit per one-bedroom or studio unit guest parking	1.5 per dwelling unit 1.5 per dwelling unit 1 per dwelling unit 0.25 per dwelling unit (may be provided on public streets fronting property).	1.25 per dwelling unit 1.25 per dwelling unit 1 per dwelling unit
Group home/elderly housing	1 per employee on maximum shift	1 per employee on maximum shift
Lodging establishment	1 per guest room	1 per guest room
Institutions		
School, elementary/junior (middle school)	Special study	Special study
School, senior (high school)	Special study	Special study
School, college, trade, professional, vocational	Special study	Special study
Day care, preschool, nursery	1 space per employee on maximum shift	1 space per employee on maximum shift
Place of worship, funeral home, mortuary, sanctuary	Special study	Special study
Nursing home, hospital	1 per 4 patient beds	1 per 5 patient beds
Library, museum	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Conference center or meeting hall	Special study	Special study
Eating and drinking establishments		

Fast food restaurant (drive-through/carry-out only)	1 per 250 s.f. NLA	N/A
Restaurant, lounge, bar, microbrewery (with or without a drive-through)	1 per 300 s.f. NLA	1 per 300 s.f. NLA
General office, retail, services/sales		
Professional office, personal services, grocery, shopping center	1 per 300 s.f. NLA	1 per 500 s.f. NLA
Auto service and repair shop	1 per 450 s.f. NLA of office area, plus 3 per bay or stall	N/A
Car wash	1 per establishment, plus 1 space per staff member per maximum shift if allowed within the zone district	N/A
Convenience service establishment	1 per 300 s.f. NLA	1 per 500 s.f. NLA
Motor vehicle sales, furniture, appliance store, greenhouse, plant nursery	1 per 500 s.f. NLA if allowed within the zone district	N/A
Kennel, pet day care, veterinary clinic	1 per 400 s.f. NLA (not including s.f. occupied by animal pens)	1 per 500 s.f. NLA (not including s.f. occupied by animal pens) if allowed within the zone district
Recreation, amusement, entertainment		
Indoor recreation activity	Special study	Special study
Bowling center	2 per lane	2 per lane
Indoor movie theater	1 per 4 seats	1 per 5 seats
Outdoor recreational activity	Special study	Special study
Health club	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Circus, carnival, farmers market	Special study	Special study
Industrial uses		
Research and development facility	1 per 500 s.f. NLA	1 per 500 s.f. NLA
Mini-storage	N/A	N/A
Light manufacturing, printing facility	N/A	N/A
Storage, wholesaling, distribution facility	N/A	N/A

(2) Phasing parking. Parking areas may be phased in conjunction with the phasing of the associated building or use. All landscaping plans and access should be designed with consideration of placement and configuration of parking areas at final buildout.

(3) Temporary parking areas. The Town may consider proposals for parking areas designed to serve a temporary building or use, as provided by

Section 13.04.210 of this Title. The design and layout of these parking areas shall be submitted as part of the application for the temporary use permit.

(4) Use of required parking spaces. Required parking areas shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only and shall not be used for outdoor storage or display, trailer or RV storage, sale, repair, dismantling or servicing of any vehicles, equipment, materials or supplies, except as otherwise permitted through a temporary use permit.

(5) Drive-through, vehicle stacking and queuing. This Sub-subsection shall apply to all new development that includes drive-through facilities to assure that vehicle stacking and queuing areas are secondary to the function of a site and do not interfere with other pedestrian and vehicle movements.

a. Vehicle stacking spaces must be a minimum of eleven (11) feet wide by twenty (20) feet long.

b. The applicant shall submit an analysis as a part of the traffic study to determine the number of vehicle stacking spaces and queuing spaces required. The vehicle stacking and queuing shall be subject to the site plan review and approval process.

c. Drive-through facilities and related stacking areas shall be secondary in emphasis and priority to any other access and circulation functions, including vehicle, pedestrian and bicycle movements.

d. Stacking spaces shall not impede on- or off-site traffic movements, nor impede movements into or out of off-street parking spaces.

(e) Accessible parking. All parking provided for any new building constructed, any new use established, any enlargement of an existing building or use, any change in the occupancy of any building or any change of use shall be designed and constructed in accordance with the Americans with Disabilities Act, as amended ("ADA").

(f) Parking space size.

(1) Each off-street parking space, other than parallel spaces, shall be nine (9) feet in width and eighteen (18) feet in length, with an unobstructed front-end overhang. Parking spaces adjacent to landscape islands shall be ten (10) feet in width or a concrete strip, at least eighteen (18) inches wide, shall be provided on the adjacent side of the island for pedestrians to step out of the car.

(2) Parallel parking spaces shall be eight (8) feet in width and twenty-four (24) feet in length.

(g) Internal vehicular access and circulation.

(1) All parking areas shall be provided with ingress and egress to an improved public right-of-way, shall be located so as to promote safety and minimize traffic congestion, and shall be provided with necessary internal circulation drives and aisles to create through-traffic patterns.

(2) Internal drive widths.

a. When two-way traffic is proposed, the drive shall be designed to be between twenty-four (24) and twenty-six (26) feet in width.

b. Where two-way traffic is proposed parallel to the front of a commercial use with a public entrance, a designated pullout for a loading zone may be established.

c. No pedestrian crossing of an internal private drive may exceed twenty-six (26) feet, except where said drive intersects with a public street.

d. When one-way traffic is proposed with angled parking, the drive shall be designed to be between twelve (12) and twenty-three (23) feet in width, as provided in Schedule 13.06.050C below.

Schedule 13.06.050C One-Way Traffic Angled Parking

<i>Aisle width between stall lines</i>	<i>Angles</i>
12'	45°
16'	60°
23'	75°

e. Drive-through lanes shall be designed to be eleven (11) feet in width.

f. Drive-through lanes shall demonstrate adequate turning radius for a passenger vehicle.

g. Internal drive lanes without parking shall be designed to be between twenty (20) and twenty-six (26) feet in width.

(h) Parking location.

(1) The required off-street parking shall be provided on the same lot as the building or use served, unless otherwise expressly permitted by this Section.

(2) The location of off-street parking areas in the Greater Downtown District shall comply with the requirements in Schedule 13.06.050D below.

Schedule 13.06.050D
Off-Street Parking Location—Greater Downtown District

	<i>Behind building/ interior of lot</i> (see figure 3)	<i>To the side</i> (see figure 4)	<i>Two rows (one (1) bay of parking) between building & right-of-way</i> (see figure 2)	<i>In front of building</i> (see figure 5)
Mainstreet	Permitted	Minimally permitted so long as the parking area does not occupy more than 1/3 of the contiguous property frontage as measured from parking curb to parking curb	Not permitted	Not permitted
Twenty Mile Road	Permitted	Permitted	Permitted	Not permitted
Hilltop Road	Permitted	Permitted	Permitted	Not permitted
Dransfeldt Road	Permitted	Permitted	Not permitted north of Sulphur Gulch; permitted south of Sulphur Gulch	Not permitted
Parker Road	Permitted	Permitted	Permitted	Not permitted
Pine Drive	Permitted	Permitted	Permitted	Not permitted
Pikes Peak Drive	Permitted	Permitted	Permitted	Not permitted
Other public and private streets	As approved during site plan			
Internal vehicular circulation systems	As approved during site plan			

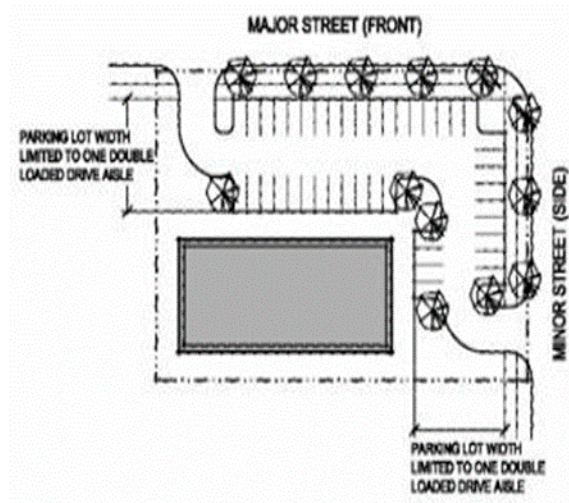


Figure 2 - Example of two rows (one (1) bay) of parking permitted between a building and the right-of-way.

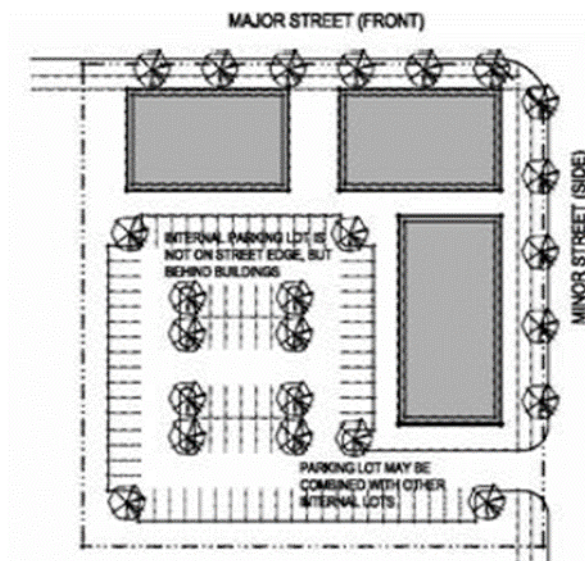


Figure 3 - Example of parking permitted in the interior of a lot or behind a building.

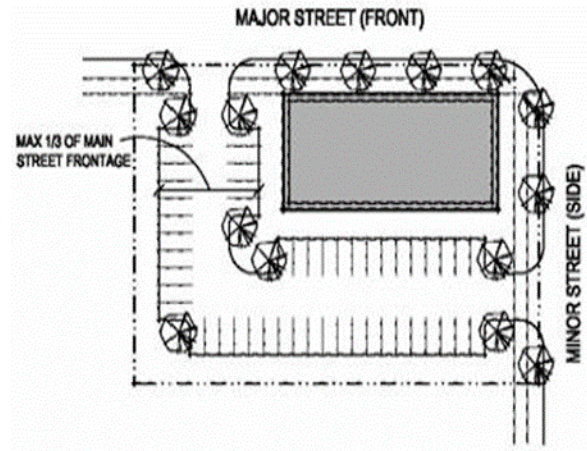


Figure 4 - Example of parking permitted minimally to the side of a building.

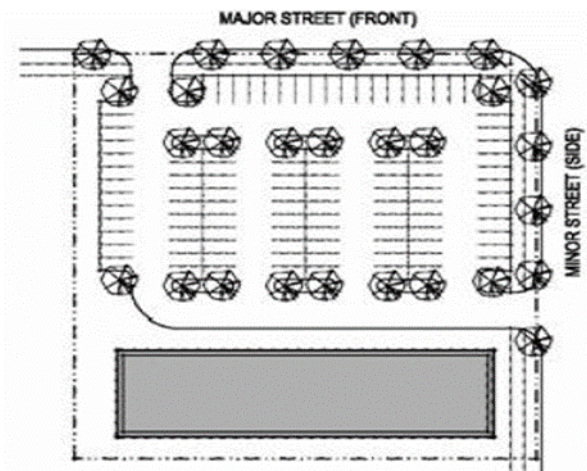


Figure 5 - Example of parking permitted between a building (in front of building) and the right-of-way.

(i) Parking exemptions. Parking exemptions shall be permitted within the Greater Downtown District's Historic Center, Pikes Peak Center and for proposed developments located east of Parker Road within the Town Center as follows:

(1) For all uses except residential, the first three thousand (3,000) square feet of newly constructed net leasable floor area shall be excluded from the calculations required by this Section.

(2) For expansions, changes of use, or modifications to existing buildings and property within the Historic Center, Pikes Peak Center, and Town Center, up to three thousand (3,000) square feet of net leasable area per lot shall be excluded from the calculations required by this Section.

(j) Parking Reductions.

(1) Mixed-use/shared parking reductions.

a. Applicability. Mixed-use/shared parking reductions shall be permitted to ensure new development for permitted uses are not over-parked and to promote the efficient use of land while reducing the expanse of paved areas. In locations where a mix of land uses allows for complementary utilization of parking spaces due to differences in the timing of peak parking demand, the Town may reduce the required number of parking spaces according to the provisions of this Section.

b. Shared parking reduction tables. Shared parking between different land uses allows a reduction in the total number of required parking spaces when a site is occupied by two or more categories of land uses that generally do not have peak parking demands at the same time. When any property or building is used for two or more categories of land uses that are listed below in Schedule 13.06.050D and Schedule 13.06.050E, the minimum total number of required parking spaces shall be determined by the following procedures:

1. Multiply the minimum required parking as stipulated in Schedule 13.06.050A and Schedule 13.06.050B for each individual land use, excluding accessible parking spaces, by the appropriate percentage listed in *Schedule 13.06.050D*, for each of the designated time periods.

2. Calculate a sum for all land uses for each of the five time periods (each of the columns). The minimum parking requirement is the highest of these sums, plus any accessible parking spaces excluded from the calculation in the first step. The *Illustrative Shared Parking Reduction Credit Calculation (see Schedule 13.06.050E)*, provides an example of how to use the *Shared Parking Reduction Table* to calculate required parking.

3. Accessible parking. The number and location of accessible parking spaces required for persons with disabilities shall not be reduced.

SCHEDULE 13.06.050D
Shared Parking Reduction Table

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
Residential*	100%	60%	90%	80%	90%
Office*	5%	100%	10%	10%	5%
Retail / Commercial*	5%	70%	90%	100%	70%

Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
Commercial Lodging*	80%	80%	100%	50%	100%
Restaurant*	10%	50%	100%	50%	100%
Entertainment*	10%	40%	100%	80%	100%
All Others*	100%	100%	100%	100%	100%

*Denotes the ability to submit a special study to change the percentages based on more specific land uses proposed.

Schedule 13.06.050E Illustrative Shared Parking Reduction Credit Calculation Table

EXAMPLE: A mixed-use building has 4 two-bedroom apartments, 5,000 square feet NLA of office space, and 5,000 square feet NLA of convenience retail space. In the Market Center of the Greater Downtown District, these uses would separately require 43 parking spaces ((4 du. x 2 sp. / unit) + (5,000 sf. x (3 sp. / 1,000 sf.)) + (5,000 sf. x (1 sp. / 250 sf.)) = 43). However, combined, they could share 34 parking spaces, as shown in the calculation below.					
Use	Weekday			Weekend	
	Night (12 AM to 6 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)	Day (6 AM to 6 PM)	Evening (6 PM to 12 AM)
Residential (8 spaces)	100% x 8 = 8	60% x 8 = 4.8 ¹	90% x 8 = 7.2	80% x 8 = 6.4	90% x 8 = 7.2
Office (15 spaces)	5% x 15 = 1	100% x 15 = 15	10% x 15 = 1.5	10% x 15 = 1.5	5% x 15 = 0.8
Retail / Commercial (20 spaces)	5% x 20 = 1	70% x 20 = 14	90% x 20 = 18	100% x 20 = 20	70% x 20 = 14
Commercial Lodging	80% x 0 = 0	80% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
Restaurant	10% x 0 = 0	50% x 0 = 0	100% x 0 = 0	50% x 0 = 0	100% x 0 = 0
Entertainment	10% x 0 = 0	40% x 0 = 0	100% x 0 = 0	80% x 0 = 0	100% x 0 = 0
All Others*	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0	100% x 0 = 0
COLUMN TOTALS	10	34^{1,2}	27	30	22
TABLE NOTES: ¹ As per Section 13.06.050(e)(1)d. Fractions, any fraction of a parking space more than 1/2 shall equal one (1) space. Fractions less than 1/2 of a parking space shall not be counted as a parking space. ² The largest number, 34, is the number of parking spaces that are required.					

(k) Transportation demand management reductions. Parking reductions through the use of transportation demand management will be permitted within the Greater Downtown District to allow the reduction of parking when a land use is located in close proximity to multi-modal forms of transportation, such as proximity to transit, pedestrian and bicycle access, and car-share programs.

(1) These reductions are based on programs that reduce the peak demand for parking spaces. If used in conjunction with mixed-use shared parking, these reductions may be applied to one category of land use to reduce the parking requirement for the use prior to calculating the shared parking reduction.

(2) The credits and reductions set out in this Subsection are not available to uses that base parking requirements on a special study, unless the special study's methodology specifically addresses these credits and reductions and the Planning Director, or designee, determines that they are appropriate.

a. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a transit stop.

b. Up to a five percent (5%) reduction of parking standards by the site's proximity (within ¼ mile) of a regional trail providing pedestrian and bicycle access.

c. Multi-family residential uses may reserve one of the parking spaces required for every twenty (20) dwelling units (rounding up) for a car-share program.

1. For each space reserved for a car-share program, the overall parking requirement may be reduced by two (2) spaces. For example, if a studio apartment building was constructed with fifteen (15) units, fifteen (15) parking spaces would be required. If the building provides a car-share program which reserved one of the spaces, then the overall parking requirement (including the space used for the car share program) would be thirteen (13) spaces.

2. To qualify for the car-share program reduction, the applicant must demonstrate that the program will be operational, and that one car will be available for each reserved parking space.

3. If the program is terminated or reduced, the applicant must provide the parking spaces that were reduced because of the car-share program.

(l) Special study. The purpose of a special study for the Greater Downtown District is to assist the Town with evaluating the impacts of parking for mixed-use and other land use applications.

(1) Land uses listed in Schedules 13.06.050A and 13.06.050B may have parking standards identified as "special study." Required parking for these uses shall be established according to the standards of this Section; or

(2) Special studies may be submitted to support a request to reduce the number of required parking spaces to less than that set out in Schedule

13.06.050B due to the nature of the operations or specific location of a proposed use. Such special studies shall include and support all requested reductions in parking.

(3) Special study requirements. A special study shall be conducted by a certified transportation planner or licensed professional engineer.

(4) The special study shall provide:

- a. Summary of the development proposal.
- b. Access and mobility characteristics including vehicular, bicycle, pedestrian and transit.
- c. Summary of parking generation and parking demand, utilizing data from one of the following sources: Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), International Parking Institute (IPI), or American Planning Association (APA).
- d. A parking analysis of at least two comparable uses addressing demand characteristics, peak period activity, off-peak activity and opportunities for reductions and/or off-site shared parking.
- e. Identification of possible off-site shared parking areas, parking reductions, or mixed uses having complementary parking demands.
- f. A summary of how the request is consistent with the Parker 2035 Master Plan and promotes improved site plan or urban design.
- g. Documentation regarding the comparability of the referenced uses, including: name, function, location, net leasable area, parking availability, access to transportation network (including vehicular, bicycle, pedestrian, and transit), use restrictions, and other factors that affect the parking demand.

(5) Approval of special study.

- a. A special study to reduce the number of parking spaces or to establish the required parking spaces for a land use subject to Schedule 13.06.050A or Schedule 13.06.050B shall be subject to the site plan review process and approval by the Planning Director, or designee.
- b. The Planning Director or designee shall approve a special study subject to the following requirements:
 1. The proposal shall be consistent with the Parker 2035 Master Plan.

2. A request for a reduction in required parking promotes improved site plan or urban design.

3. The proposal sufficiently documents and supports the reduction of parking for the site and for the use.

c. The Town may request additional information or analysis, including, but not limited to, alternative or new data points, or consideration of additional or alternative factors related to comparability or peak demand, as supported by sound transportation planning and engineering principles.

(m) Credit for on-street parking. Credit for on-street parking is permitted for large scale redevelopment, in-fill development, redevelopment and alterations to existing sites within the Greater Downtown District. New or existing development located in the Greater Downtown District, west of Parker Road, may claim on-street parking that is located adjacent to the site to meet the minimum parking requirement, if new on-street parking is provided.

(n) Parking area layout and design.

(1) Intent. This Subsection is intended:

a. To lay out and design parking areas that minimize negative visual impacts from adjacent primary roadways and properties.

b. To reduce the expansive impervious surfaces within parking areas by thematically "deconstructing" parking areas into appropriate and comprehensible elements which address a pedestrian scale.

c. To incorporate elements of design that make the parking area a comfortable pedestrian experience, as a transition between the parking area and the building or use the parking area serves.

d. To better integrate safety and aesthetic issues involving both pedestrians and vehicular interaction.

e. To visually and physically separate the view of surface parking areas and the cars on them from adjoining streets, open spaces and pedestrian ways.

(2) Parking area layout and design—commercial development.

a. Parking shall be arranged into parking blocks defined by pedestrian paths, landscaping and/or building placement.

b. Each parking block shall have consistent design angles for all parking within the parking block.

c. Individual parking blocks shall be limited to not more than eighty (80) spaces, with four (4) rows per block.

d. Shared parking and cross-property parking access for similar and cohesive uses shall be strongly encouraged to facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (d) above.

(3) Parking area layout and design—industrial development.

a. Each parking block shall have consistent design angles for all parking within the parking block.

b. Parking areas shall clearly designate and distinguish visitor and employee parking from truck loading and service areas.

c. Individual parking blocks shall be limited to not more than one hundred twenty (120) spaces.

(4) Parking area layout and design—multiple-family development.

a. Parking areas shall be located internally to multiple-family development, behind building massing to minimize the visibility of parking.

b. Parking blocks shall be limited to a maximum width of three (3) bays of parking and one hundred eighty (180) feet by two hundred seventy (270) feet unless separated by an internal street.

c. Parking aisles shall not exceed ten (10) cars in length unless separated by an eight-foot-wide minimum planting island.

d. Parking garages and carports.

1. Garage entries, carports and parking structures shall be internalized in building groups or oriented away from street frontage to the maximum extent feasible.

2. Garages shall be limited to a maximum of five (5) double garages in a row, and a maximum of six (6) parking spaces in length in a row for carports.

3. A minimum of nine (9) feet of separation shall be provided between carport structures.

(5) Parking area layout and design—Historic Center and Pikes Peak Center Design Districts.

a. Each parking block shall have consistent design angles for all parking within the parking block.

b. Parking aisles shall not exceed ten (10) cars in length unless separated by an eight-foot-wide minimum landscape island.

c. Individual parking blocks, other than those providing public parking, shall be limited to not more than thirty (30) surface spaces.

d. Shared parking and cross-property parking access for similar and cohesive uses shall facilitate pedestrian and vehicular access between lots. Shared parking shall be in compliance with Subsection (c) above.

(o) Parking area maintenance.

(1) Condition. All off-street parking areas shall be maintained in good condition, free of weeds, trash and debris and major surfacing defects.

(2) Surfacing and drainage. Each space shall be surfaced with concrete or asphalt, shall be properly graded for drainage and shall be provided with surfaced vehicular access to an improved public right-of-way.

(3) Striping of spaces.

a. All off-street parking spaces, excluding residential units with individually designated driveways, shall be outlined by white or yellow stripes not less than four (4) inches wide painted on the surface area or an alternative approved by the Planning Director or designee.

b. All nonparking spaces, such as loading zones, emergency lanes or spaces in front of doorways/entrances, shall be clearly delineated.

Section 3. **Safety Clause.** The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of Parker, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained. The Town Council further finds that the title to this Ordinance was posted in two public places two days before the Town Council meeting, as provided by Section 7.5e. of the Town of Parker Home Rule Charter.

Section 4. **Severability.** If any clause, sentence, paragraph or part of this Ordinance or the application thereof to any person or circumstances shall for any reason be adjudged by a court of competent jurisdiction invalid, such judgment shall not affect application to other persons or circumstances.

Section 5. This Ordinance shall become effective ten (10) days after final publication.

INTRODUCED AND PASSED ON FIRST READING this ____ day of _____,
2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

ADOPTED ON SECOND AND FINAL READING this ____ day of _____, 2018.

Mike Waid, Mayor

ATTEST:

Carol Baumgartner, Town Clerk

APPROVED AS TO FORM:

James S. Maloney, Town Attorney