

# Design Guidelines

For

## Traditional Mixed Use Neighborhood Developments



**WESTMINSTER**

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## A. TRADITIONAL MIXED USE NEIGHBORHOOD DEVELOPMENT PRINCIPLES

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### Traditional Mixed Use Neighborhoods

Traditional mixed use neighborhoods represent a pattern of development which can be found in cities and towns throughout the Front Range. Although each community varies in character defined by its individual environment there are a number of fundamental features and principles which they share. These include:



Stapleton  
Compact/Walkable  
Pedestrian Oriented District



Stapleton  
A Mixed Use "Village" Center  
With Retail/Office and Housing

**Compact Walkable Development:** Communities and towns historically have developed in a more compact manner with businesses, homes parks and civic uses in close proximity, easily walkable between destinations.

**A Mixed Use "Village" Center:** With Retail/Office and a variety of housing providing ample opportunity for residents to live in a variety of housing types and to walk to shops and services, parks and open space.

**Pedestrian Oriented District:** Where pedestrians, bicycles and automobiles have equal opportunity to traverse the community with convenience and safety.

**Interconnected Street/Block Patterns:** Which better integrates each area within a community and adjacent communities and projects, making driving, walking and biking more direct and convenient. This also disperses auto traffic onto a variety of streets and relies less on collector streets and arterial boulevards to get to shopping and businesses.

**Narrower Streets:** Designed for slow moving traffic, balancing the needs of auto circulation with the convenience and enjoyment of a walking community.

**Variety of Parks:** Range from the regional open space systems and community-wide large scale active recreation facilities to smaller neighborhood parks and tot lots. These become the identity and focus for individual neighborhoods as well as the larger Westminster community.

The Historic Westminster Community: is an example of these community patterns and principles. This pattern began in South Westminster, but it has waned over time.

The traditional mixed use neighborhoods provide an opportunity to bring back these fundamental building blocks. These guidelines help create a memorable community and give it a sense of place within Westminster and the Front Range. These guidelines encourage and illustrate the key components which are desired for traditional mixed use neighborhood development within the City of Westminster.



Narrower Streets  
Designed for Slower Moving Traffic

## **B. PURPOSE AND APPLICATION OF THE DESIGN GUIDELINES**

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### **Purpose**

The purpose of the design guidelines is not to modify existing zoning regulations, but to develop new review criteria for special areas or projects designated as Traditional Mixed Use Neighborhood Developments. A TMUND designation provides the opportunity for a high quality mixed use neighborhood developed with a set of design regulations which are different from other City's standards. The intent is to provide a clear set of design policies to guide users such as developers, property owners, architects and designers.

### **Application of the Design Guidelines**

These guidelines will be used by the Staff, Planning Commission and City Council to evaluate project proposals. The goal is to facilitate the review process by clearly stating the City's desires for quality design of traditional mixed use and residential projects.

To assist the City's review, a project description is required for each submittal which discusses how the development proposal meets the various design guidelines for each topic, or how and why it varies from the guidelines, and any additional benefit the proposed project provides to the community. The intent of these Guidelines to be specific enough to be able to guide development, without precluding creative design solutions.

Applicants should review the Design Guidelines, background and purpose to understand the rationale and spirit of the guidelines. Applicants should contact the City of Westminster Planning Division early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.



Belle Creek

Single-family homes oriented to the pedestrian and neighborhood street.

### **Development Organization**

The Department of Community Development is the City of Westminster's site plan and architectural approval agency and the Planning Division coordinates development review.

### **Discretionary Decision Making**

Every project is unique and requires a review on a case-by-case basis. This process depends upon the exercise of discretionary judgment. While some Guidelines include quantitative standards, most require qualitative interpretation. The approving agency has the latitude to interpret the Guidelines, provided proposed projects meet their intent.

### **Comments and Suggestions**

To ensure that the Guidelines help to achieve their objectives, they will be reviewed on a periodic basis. Comments and suggestions to improve them are welcome and should be made in writing to:

Department of Community Development  
4800 West 92<sup>nd</sup> Avenue  
Westminster, Colorado 80031  
Phone: 303-430-2400  
Fax: 303-426-5857



Prospect  
Tree-lined streets with entry porches and homes connected to the neighborhood.

## **SECTION 1: COMMUNITY STRUCTURE FOR NEW NEIGHBORHOOD DEVELOPMENTS**

### **1.1: Relationship to Adjacent Uses**

#### **Policy**

Promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking and driving to better integrate new projects into the existing community. Connections make it easier for residents to circulate throughout the neighborhoods.

The edges of a neighborhood should be formed by features shared with adjacent neighborhoods such as major streets, changes in street pattern, greenways or natural features such as streams and major drainage or riparian corridors.

#### **DESIGN GUIDELINES**

##### **1.1.1: Connect to Existing Neighborhoods**

New streets, bikeways, paths and trails should connect to existing adjacent neighborhoods. Traffic calming measures should be used to slow traffic, support pedestrian traffic and support a desirable living environment.

##### **1.1.2: Transition of Land Uses and Intensity**

Non-residential uses, larger buildings and attached multi-family housing should be encouraged to be located near commercial centers with a transition to smaller buildings closer to low density neighborhoods.

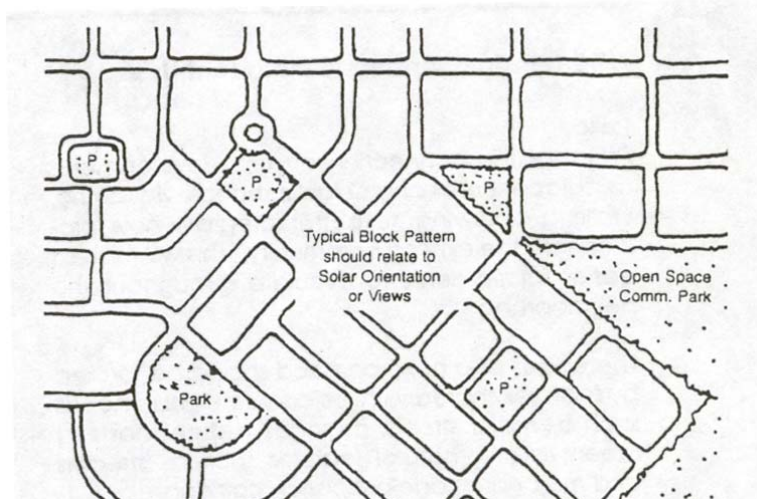
##### **1.1.3: Pedestrian and Bike Connections**

Pedestrian and bike connections should be made to residential neighborhoods, retail centers and open space systems. Pedestrian and bike and visual connections should also be made wherever auto connections are infeasible due to physical constraints or other considerations.

##### **1.1.4: External Orientation**

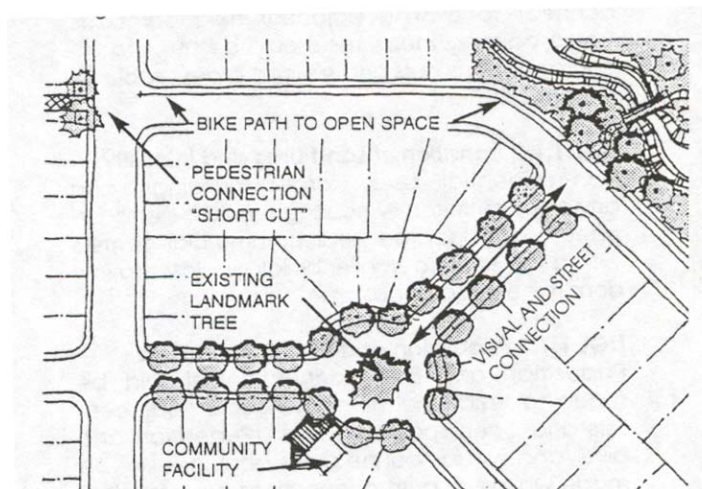
Where new TMUNDS abut major streets, land uses, building types and site planning should be used to connect with the street, eliminating the need for soundwalls and providing a high quality view of the neighborhood. New neighborhoods, which are adjacent to open space systems, should have views into open space and provide public access while protecting the natural environment. Include walking paths and bike paths where appropriate.

View corridors, open space and other natural features should be maintained wherever possible.



#### Pattern of Streets and Blocks

The street network should consist of a series of generally rectilinear blocks in a grid of interconnected pattern which is conducive to walking and biking. Block lengths should provide frequent connections and be between 300 and 700 feet maximum in length.



#### Vistas and Connections to Amenities

Internal street and path layouts should connect to open space systems, landmarks or amenity features such as parks or community buildings, tot lots or stands of major tree(s).



## 1.2: Structure of the Neighborhood

### Policy

Promote neighborhood circulation and convenient connections with streets, pedestrian and bike paths to retail centers, parks, tot lots and other amenities. Make these amenities more visible to all residents and visitors by providing landmarks and views “down the street.” This provides orientation for residents, visitors, and children, and provides neighborhoods with a sense of identity.

### DESIGN GUIDELINES

#### 1.2.1: Pattern of Streets and Blocks

Multiple connecting streets within a residential neighborhood should knit a neighborhood together, not form barriers. Streets, bikeways and walkways should create a unifying circulation network that provides convenient routes to destinations within the neighborhood without forcing trips onto surrounding arterial streets.

The street network should consist of a series of generally rectilinear blocks in a grid or interconnected pattern that is conducive to walking and biking. Block lengths should provide frequent connections and be between 300 and 700 feet in length. Cul-de-sac streets should be minimized.

#### 1.2.2: Connecting to Amenities

The street network should lead to major amenities such as retail centers, shops, schools, parks and community facilities. The more important streets should have wider sidewalks and accent crossings, bike paths, more landscape and prominent lighting.

#### 1.2.3: View Corridor and Vistas

Streets and paths should focus on important vistas such as community buildings, mountains, public art, trees or open spaces.

#### 1.2.4: Pedestrian and Bike Connections

Where loop street connections are not feasible, pedestrian and bike paths may be used as “shortcuts” to make walking and biking more convenient.



Bradburn  
Pedestrian and Bike Connections

## 1.3: Parks and Open Space



### Policy

Promote the creative design and use of a wide variety of City parks for Westminster’s residents and visitors.

### 1.3.1: Variety of Parks and Open Space

A wide variety of parks and open space should be incorporated into traditional mixed use neighborhoods. Each type of park plays an important role in the activities of the neighborhood and larger Westminster Community. Park types include but are not limited to:

**Regional Open Space Systems** – provide an opportunity to define the edge of a neighborhood or community.

Locating smaller parks adjacent to these regional open space systems provides for active play areas while allowing potentially sensitive habitat to add more natural qualities to a developed park.



Belle Creek



Bradburn

**Squares, Plazas or Greens** – Located within a mixed use district, a green or plaza plays the role of a community gathering space. These spaces should incorporate seating areas, hardscape plazas, lawn and landscape areas where appropriate.



Prospect

**Active Community Parks** – Typically between three and ten acres, active community parks often contain multiple sports fields, community buildings and other active play areas. Less active and smaller scale areas of the park, such as tot lots, should be located to buffer residents from the more active and evening events. Appropriately located and well designed parking should be provided.



Belle Creek  
Neighborhood Parks: Smaller parks of ½ to 3 acres are generally neighborhood oriented and become the focus and identity for the neighborhood.



Bradburn  
Tot Lots: Play an important role in providing shared play areas within residential neighborhoods, particularly townhome and small lot single-family neighborhoods with homes containing small yards.

**Neighborhood Parks** – Smaller parks of ½ to 3 acres are oriented toward and become the focus and identity of the neighborhood. These parks are typically designed for smaller children and informal open play areas. Tot lots may be incorporated into these smaller parks. In addition to the required Public Land Dedication an additional 3.5 to 5% minimum of (gross) land will be provided by the developer as private parks within the project.

**Tot Lots** – Small parks for younger neighborhood children, tot lots are often located on parcels as small as 3,000 to 5,000 square feet and have equipment for smaller children. Small protected hardscape areas and shaded lawn areas are encouraged. These parks play an important role in small lot single-family neighborhoods. Tot lots are private parks scattered throughout the project will be constructed by the developer.

**Public Land Dedication** – No major land development shall be approved by the City unless the applicant for such development provides for the dedication of public lands to the City for park, open space, school and other public purposes as determined by the City in accordance with the City Code and these guidelines. The size and location of these public areas shall be determined as part of the ODP process.

## RECREATION

The City requires private recreation facilities for residential developments for their residents in proportion to the number of residential units served. Such recreational facilities shall be included on private parks within all TMUND developments with a residential component. Facilities are to be owned and maintained by a homeowner’s association or similar organization. The proposed development will be required to provide some or all of the facilities described below.

- An indoor clubhouse/meeting facility (1,000 S.F. min.) shall be provided for all projects with more than 300 units and 1,500 S.F. minimum for projects over 500 units.
- A pool (25' x 75' min.) and restroom facilities shall be provided for all projects with more than 150 units. For projects with more than 500 units, two pools and restrooms shall be required or one larger (25-yard minimum length) pool, and a combination of a children’s

pool, hot tubs, and restrooms. All pools shall have an average minimum deck width of 12 feet around the perimeter of each pool.

- A combination of hard-surface courts such as tennis courts (including fencing, striping, net, lighting, etc.) and/or basketball full courts (min. 50' x 84' including equipment, striping, lighting, etc.) may be required.
- Sand volleyball courts (30' x 60' min.) may be required.
- Play equipment area with swings, slide, climbing equipment, etc. (8,000 S.F. min.) may be required.

## 1.4: Mixed Use Districts Location and Connections

### Policy

Encourage a successful mixed use center with a variety of uses that are connected by a strong structure of streets, buildings and open spaces. These land uses should generally transition in intensity from the commercial center to surrounding lower intensity residential neighborhoods. Traditional suburban large scale multi-family projects are discouraged.

### DESIGN GUIDELINES



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#### 1.4.1: Variety of Uses

Mixed Use commercial districts should contain a combination of uses including retail, offices, services, civic uses, residential, parks and open space. Uses located on the ground floor that stimulate pedestrian activity are encouraged. Auto related uses (gas stations, auto repair and supply, etc.) are allowed only as secondary uses and located at peripheral locations. Large retail uses should incorporate the small scale pedestrian paths and the block pattern of the mixed use district.

#### 1.4.2: Development Pattern

Street and block patterns, and pedestrian and bicycle connections should extend throughout mixed use commercial centers. A mixed use commercial district should maintain a coherent, continuous, visually related and functionally linked pattern within the district through street layout, site design, building scale and architectural character.

#### 1.4.3: Location of Commercial Mixed Use Areas

Commercial mixed use areas should be located to maximize pedestrian access by the greatest number of residents and access by the surrounding community.

#### 1.4.4: Transition Areas

Medium density/mixed use commercial centers are a focus for the surrounding neighborhood as a place to live, shop and work. These areas include denser attached and detached housing around a neighborhood commercial center with secondary uses above retail uses.

The surrounding neighborhoods contain moderate densities that form a transition and link between nearby lower density residential neighborhoods and heavier intensity commercial or light industrial/employment areas.

#### 1.4.5: Structure of Mixed Use Areas

The structure of mixed use areas may vary, yet they will typically be one of two primary types:

1. **Nodal** centers generally focus on a civic space such as a square, plaza, village green or commons.
2. **Linear** mixed use areas generally feature “main streets” mixed use retail streets sometimes ending in a civic space, park or plaza.

#### 1.4.6: Variety of Uses

A variety of grouped, non-residential land uses are appropriate to the mixed use area. These include:

- Transit station/park and ride
- Neighborhood serving retail uses
- Small businesses with low-traffic or visibility needs such as service businesses
- Small-scale offices and clinics
- Civic uses
- Daycare
- Places of worship and assembly
- Parks and other small recreation areas
- Schools



Belmar

#### 1.4.7: Variety of Housing Types

A variety of housing types can fit into this higher activity area including:

- Residential units above retail shops or work places
- Multi-family housing
- Townhomes or duplexes
- Small lot single-family with accessory dwelling units

These housing types and other uses can easily share street frontage and provide opportunity for moderate cost housing adjacent to higher cost housing and non-residential uses.



Stapleton



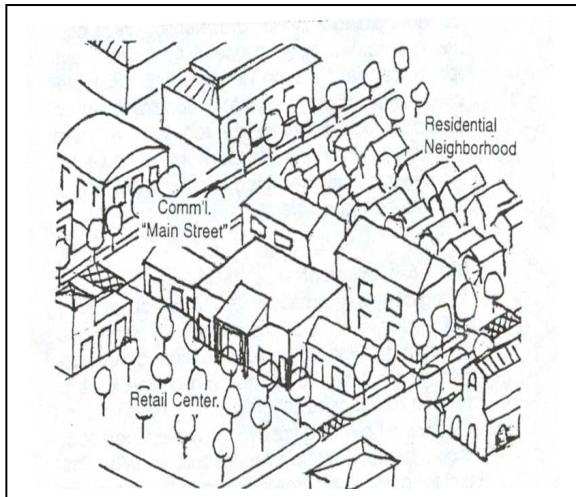
Prospect

#### 1.4.8: Horizontally Mixed Land Uses

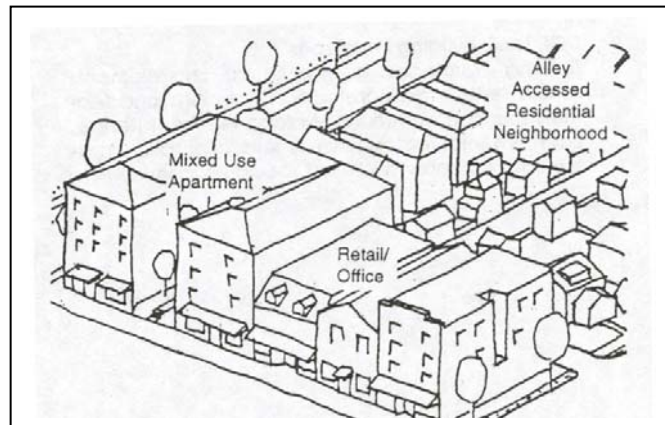
Horizontally mixed land uses unified by a pattern of streets and blocks with buildings fronting on public streets are strongly encouraged. This is an effective way to integrate commercial uses and housing in a mixed use area. More intense uses may share a block and an alley while fronting separate streets.

#### 1.4.9: Vertically Mixed Land Uses

Vertically mixed uses are desirable, particularly on primary pedestrian streets. Streets lined with shops, with offices and residences above, provide added activity and informal observance of the streetlife.



**Horizontally Mixed Land Uses**  
 Allows for single use developments that require extensive coordination and integration to develop into a successful mixed use district.



**Vertically Mixed Land Uses**  
 Provides for a wide variety of development types, that allows for greater integration of land uses, while allowing for individual use buildings.

**1.4.10: Trash Locations**

Each type of land use within a project needs to provide the practical means and locations for trash pickup. Locations that are remote from the main building must provide trash container structures that are constructed of the same building materials as the principal building and have metal gates.

**1.4.11: Utility Box Locations**

All electrical, cable TV, telephone, transformers or similar service shall be located in the rear of the property or in easements along the alley. The location of these utilities in front yards is not permitted.



Stapleton  
 Trash Facilities

## 1.5: Unique Front Range Characteristics

### Policy

Promote developments that reflect the natural features of the Front Range landscape and its historic community patterns.

### DESIGN GUIDELINES

#### 1.5.1: Views and View Corridors

View corridors to the mountains, open space, and other local and regional landmarks should be a basic consideration in the arrangement of streets, commercial centers and shared spaces within both residential and mixed use districts.

#### 1.5.2: Open Space Systems

Greenways with trails and paths should line riparian corridors, drainage swales and retention areas, connecting natural open space with active open space destinations such as parks, schools, and recreation fields. Special attention should be paid to environmentally sensitive areas and trail design. Trails should not negatively impact wildlife corridors, flood plains, wetlands or regional drainage systems.

#### 1.5.3: Topography

Topography is a landscape feature that should provide an opportunity for unique community character. Whether a “hillside down,” a bowl-shaped view corridor, or the town hall or mansion on the knoll, a town, a district or neighborhood may have its identity shaped by topography. New neighborhoods should be designed to take advantage of the natural topography by allowing them to be shaped by the land’s natural features. Extensive grading, which impacts the natural topographic character, is prohibited.

#### 1.5.4: Building Prototypes

Building prototypes, and building elements should reflect the construction traditions and features found in communities along the Front Range. Environmental factors such as solar orientation, and protection from snow and wind should be considered.



Stapleton  
Building Prototypes



### 1.5.5: Building Materials

- Builders should strive to achieve a “Built Green” designation for the project. This promotes sustainability, quality and energy efficiency both for the building and community.
- Masonry should be the predominant construction material for the commercial, townhomes and multi-family buildings. Wood and stucco may be integral parts of the architectural fabric. Masonry is encouraged on single-family dwellings. The percentage of masonry required may be reduced based on the architectural design and character of the single-family homes proposed.
- In single-family residential construction, brick shall equal the equivalent area of having 30% brick on the front of all of the individual buildings on a streetscape (block) or other public space (i.e. park or street). In practice, this may result in some structures being all brick, while others have none or lesser amounts than 30% on the front.
- All buildings within the entire development must provide 360 degree architectural design character.



Bradburn  
360 Degree Architectural Design

## SECTION 2: RESIDENTIAL DESIGN ELEMENTS

### 2.1: Street Design



Prospect

#### Policy

Street design should enhance the convenience and quality of the neighborhood through street design. Use street trees, detached sidewalks, street lamps, special paving, and intersection designs. These elements promote residentially scaled, aesthetic streetscapes and reinforce pedestrian and bicycle usage.

#### 2.1.1: Public Streets and Alleys

Public streets are required, to access all buildings or public access as approved by the City. Interconnected street systems should be designed to maximize internal connections while minimizing high speed

through circulation. Direct internal routes to local destinations, such as shops should be provided without forcing these trips onto arterial streets. Safety and convenience are primary objectives for street design. Slow moving traffic is desired over faster moving through traffic.

#### Streets and Drives

Typical residential streets should incorporate design features such as neckdown intersections, pedestrian scaled street lights, detached sidewalks with street trees within planting strips or in tree wells. Accent paving at neighborhood entries and crosswalks is strongly encouraged.

#### “Neckdown” Intersections

Neckdown curbs and decorative paving at crosswalks at primary intersections, entries and at parks and tot lots are strongly encouraged.



Bradburn

### 2.1.2: Hierarchy of Streets

A neighborhood or district should have a hierarchy of streets which provides interconnected roadways, bikeways and pedestrian walks.



Stapleton  
Prominent Connector Streets



Prospect  
On Street Parallel Parking for  
Visitors is Permitted Along Residential Streets

### Primary and Collector Streets

Detached sidewalks with trees, lawns or decorative tree grates are required for primary local and major residential streets.

### 2.1.3: Prominent Connecting Streets

Primary streets connecting to commercial centers, parks, schools and other civic elements should be designed with wider walks, bike paths, trees and lighting. Linear parks or landscape medians are encouraged.

### 2.1.4: On-Street Parking

Streets should incorporate curbside parking.

- Diagonal parking is appropriate on commercial streets fronting retail shops;
- Parallel parking for visitor, along residential streets or along retail/commercial streets is encouraged.

Minor streets, should have on-street parking and sidewalks on each side of the street. A minimum of two on-street parking spaces per home is required.



Bradburn



Belle Creek

### **2.1.5: Parking**

A parking plan should be submitted indicating how the parking for each land use category will be met with the overall Plan. Single family homes require two spaces in a garage on site and two additional on or off site. Accessory units require an additional on site space.

Shared parking or other creative parking solutions can be considered as part of the design review process for the proposed development.

### **2.1.6: Emergency Access**

- Interconnected street systems should provide convenient emergency access throughout mixed-use and residential neighborhoods.
- Cul-de-sacs may be provided at certain locations, but are generally discouraged.
- Hammer-head turn arounds are prohibited.

### **2.1.7: Intersection Design**

Residential street intersections should be designed to slow traffic while allowing safe emergency access. Safety features should include:

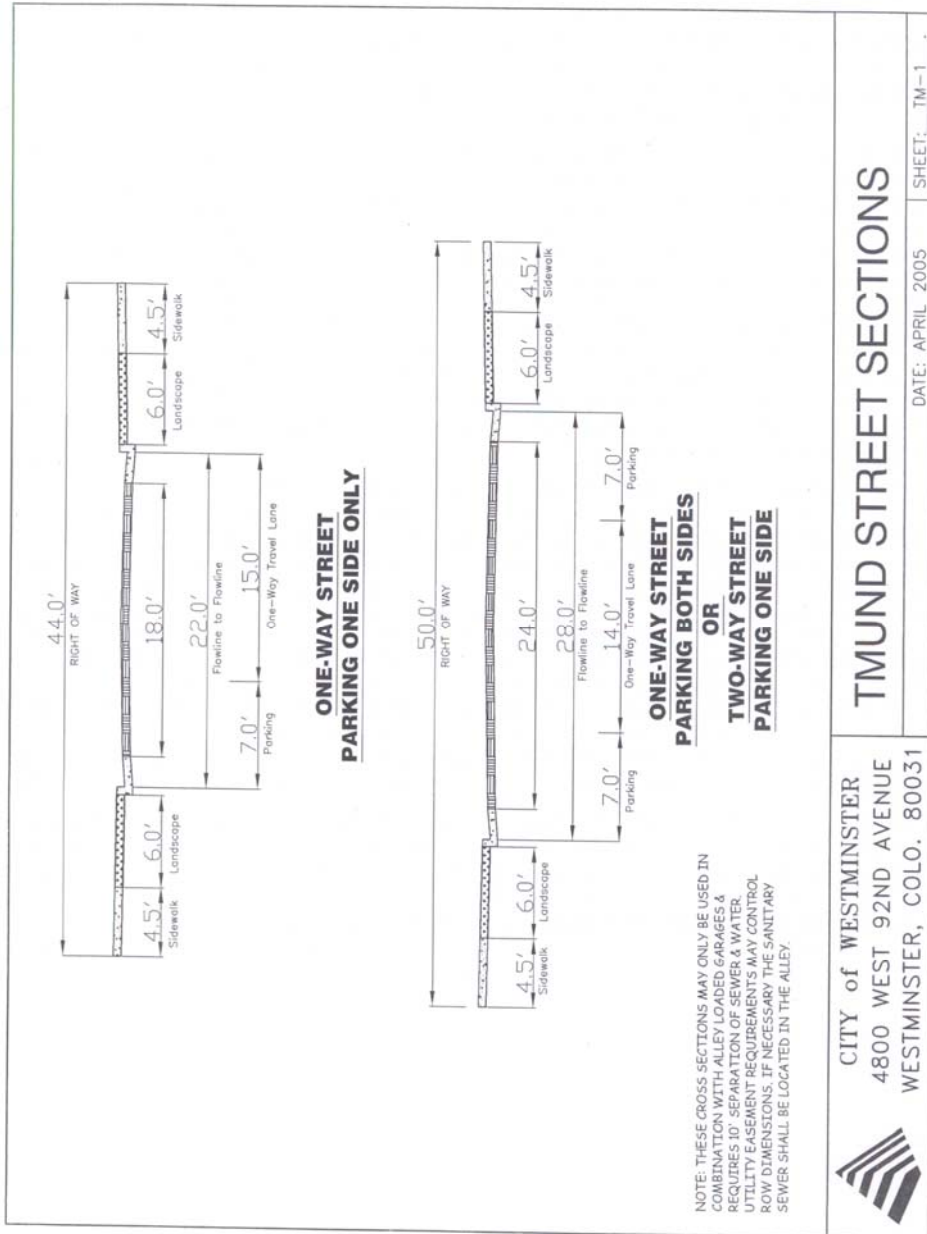
- Neckdown intersections which slow traffic and minimize crossing distances for pedestrians.
- At major street or pedestrian connections, accent paving at the crosswalks is strongly encouraged.
- Crossings that connect public facilities to residential neighborhoods should incorporate neckdowns and accent paving.



Bradburn

**2.1.8 Permitted Street Cross-Sections for TMUND Developments**

These streets sections can only be used in conjunction with an alley. Other city street section requirements shall comply with the sections shown in the Standards and Specifications for the design and construction of public improvements or as approved by the City in the Official Development Plan.



CITY of WESTMINSTER  
4800 WEST 92ND AVENUE  
WESTMINSTER, COLO. 80031

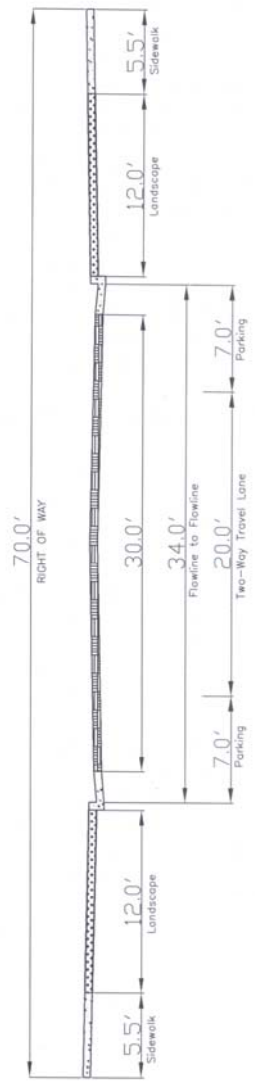
**TMUND STREET SECTIONS**

DATE: APRIL 2005 SHEET: TM-1



NOTE: THIS CROSS SECTION MAY ONLY BE USED IN COMBINATION WITH ALLEY LOADED GARAGES & REQUIRES 10' SEPARATION OF SEWER & WATER UTILITY EASEMENT REQUIREMENTS MAY CONTROL ROW DIMENSIONS. IF NECESSARY THE SANITARY SEWER SHALL BE LOCATED IN THE ALLEY.

**TWO-WAY STREET  
PARKING BOTH SIDES**



**MINOR COLLECTOR**



CITY of WESTMINSTER  
4800 WEST 92ND AVENUE  
WESTMINSTER, COLO. 80031

**TMUND STREET SECTIONS**

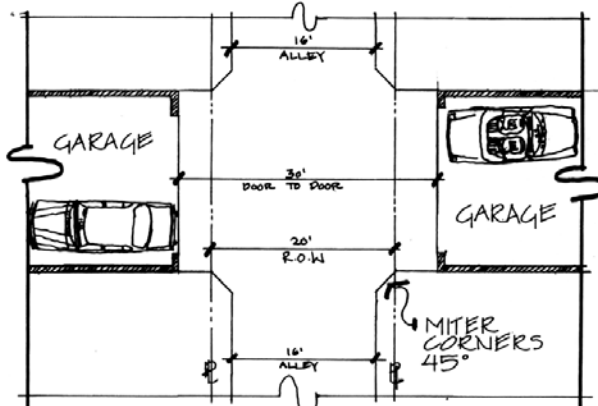
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## 2.2: Alley or Lane Designs

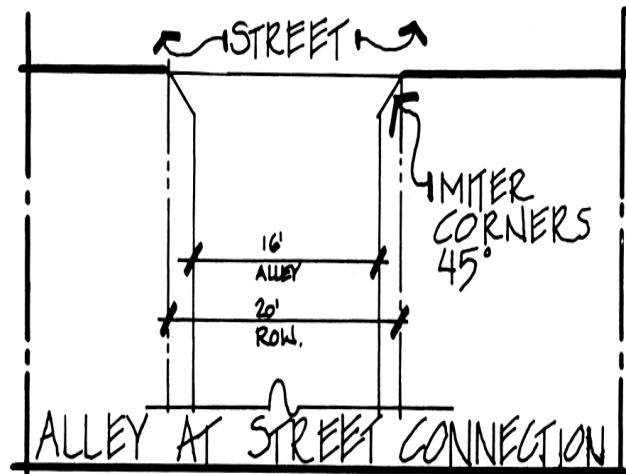
### Policy

Alleys are encouraged to eliminate the impact of garage doors and driveways on the streetscape. Alleys also allow homes to front lot, parks or open space without a road separating the homes from such features. Alleys can provide additional parking where needed.

Mid block land use and density transitions can share alleys for appropriate vehicular access and minimize impacts to lower intensity residential uses. Alleys may support accessory residential units.



Alley Design

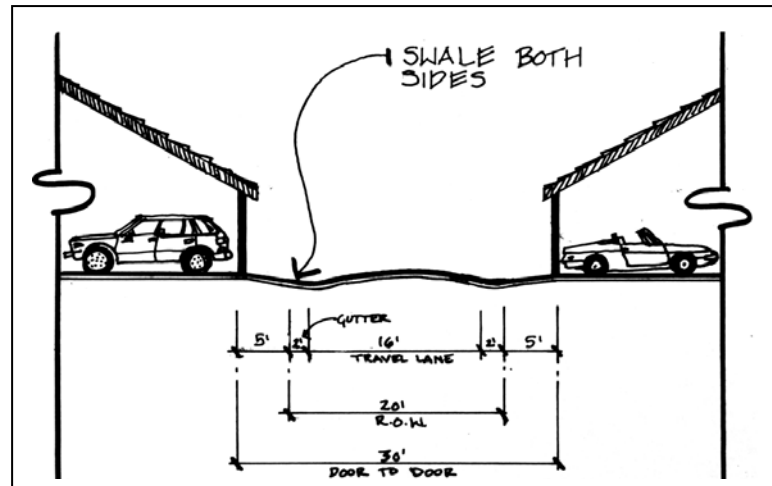


### DESIGN GUIDELINES

#### 2.2.1: Alley Design Principles

- Deadend alleys should be less than 100 feet long.
- Alleys should have a 20-foot right-of-way with a 16-foot concrete paved section centered in the right-of-way.
- Landscaping should be consistent with the rest of the development with a 5-foot landscape strip on each side of the alley (2-foot alley right-of-way and 3-feet on private property) or other 5 foot combination).

- d) Alleys should be crowned with a shallow curved gutter on each side to accommodate drainage.
- e) Where the garage driveway connects to the alley a 2-foot (45°) flared corner shall be installed to facilitate easy entry and exiting of the garage.
- f) Alleys connecting to public streets shall be flared 45° with each leg being 5 feet in length to accommodate vehicles entering or exiting.
- g) The garage floor shall be elevated above the alley grade to facilitate drainage.
- h) Garages shall be set back a minimum of five (5') feet from the alley.
- i) Fences shall be set back a minimum of 3 feet from the 20' alley right-of-way line.



Alley Design



Belle Creek



Belle Creek

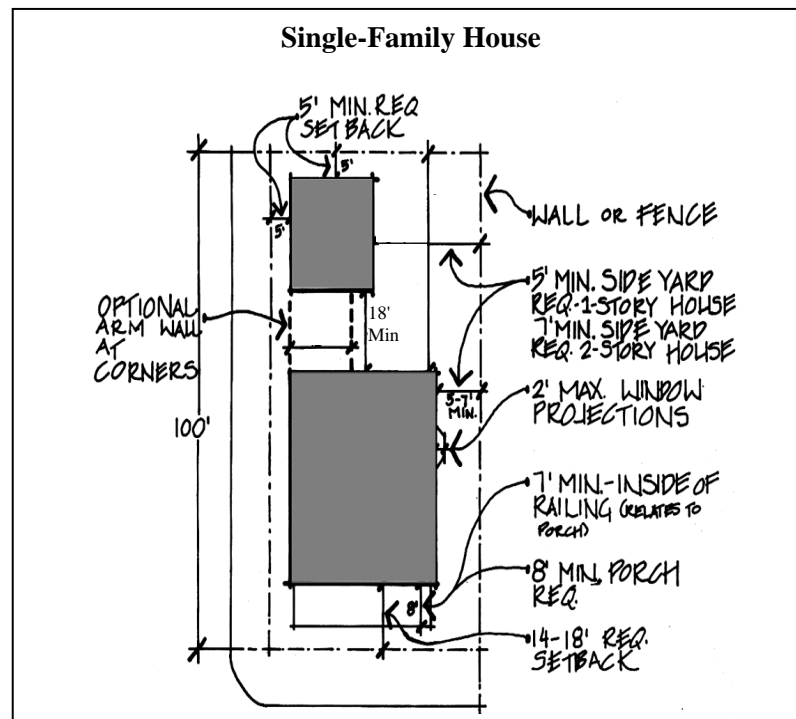


## 2.3: Single-Family Residential

### 2.3.1: Lot Layouts and Building Configuration

#### General Site Planning

- Vary lot widths throughout the neighborhood.
- Vary one and two story homes and elements.
- Consider solar orientation when laying out streets, blocks, lots and homes.
- Minimize garage visibility from street.
- Minimize impervious surfaces at patios, alleys and side by drives.
- Minimum lot depth shall be 90 feet for homes with attached garage.
- Minimum lot depth shall be 100 feet for lots with detached garages.
- A variety of home models/elevations will be required.
- Minimum lot size requirements may be reduced provided a lot specific product (dwelling unit) is shown on the ODP that meets all required setbacks, yard area, and porch size requirements.



Single-family Residential with Detached Garage

#### Building Entry Locations

- Entries should be an important streetscape element.
- Entry porches must be a minimum 1/3 of building facade except as specifically permitted.
- Porch/seating areas are strongly encouraged and may be required. Unobstructed porches shall be 6-8 feet in depth and a minimum of 90 square feet in area.
- Raised porches are strongly encouraged.
- Covered porch with emphasis on materials and details strongly encouraged.
- Stairs may not encroach into any right-of-way.

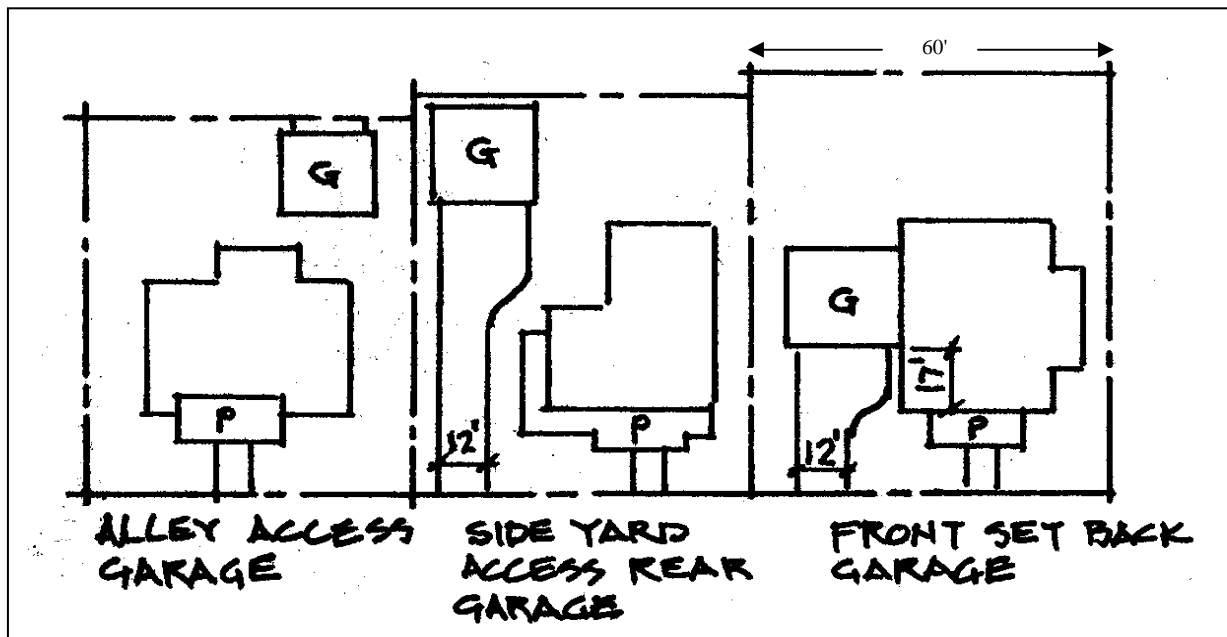
Bradburn



Prospect  
Porch Seating Areas

### Parking/Garages

- A minimum of 2 on-site (in a garage) and 2 on or off-site parking spaces are required for each unit.
- Maximum 12-foot front yard curb cut and driveway is encouraged where garage access is off of the street.
- Alley accessed garages are strongly encouraged.
- Side by drive with rear yard garages are encouraged for 2-car street accessed parking.
- Garages that are accessed from the street frontage must be setback from the face of the house fronting the street a minimum of 12 feet.
- Minimum dimensions of garage shall be as follows:
  - Single car width: 12 feet
  - Double car width: 20 feet
  - Depth – single and double 22 feet
- Garage door minimums dimensions shall be as follows:
  - Height 7 feet
  - Width – 8 feet single, 16 feet double
- Garages cannot be used as or converted to living space (this statement must be included in the Official Development Plan.)



### **Build-to-Lines, Setbacks and Building Separations**

- Build-to-Lines are desired to form consistent street frontages.
- Entries and porches should extend in front of main facade and be architecturally detailed.
- Building separation is emphasized over property line setback requirements.
- All setbacks are measured from the property (right-of-way) line or back of sidewalk, whichever is greater.
- Rear yard dimensions are the minimum dimensions of the useable rear yard inside of the fence line.
- The minimum front setback shall be 6 feet to the porch. The front setback to the main structure shall be 14 feet. Setbacks shall vary along the street frontage.
- Side yard setbacks are 5 foot minimum for one story homes.
- Minimum side yard setbacks for two story buildings shall be 7 feet.
- Side yard setbacks adjacent to an alley shall be 10 feet.
- The front and side yard setbacks on corner lots shall be 6 feet to the porch and 14 feet to the main structure.
- Setbacks for garages shall be a minimum of 5 feet from the alley.
- For detached garages, an 18-20 foot building separation is required between the main part of the house and the garage.
- Lots siding on a street or alley may have bay windows encroaching into the side yards up to 2½ feet.
- Roof overhangs may encroach into any required yard area a maximum of 2 feet.

### **Private Yards and Fencing**

- Front yard fencing, where it occurs should be of a short design (approximately 3 feet in height), transparent and be compatible with the house architecture.
- Minimize side yard fencing at corner lots.
- Minimum of one 20-ft x 20-ft rear yard required for all lots. A lesser dimension of 18 – 20 feet may be allowed if the overall area is at least 400 useable square feet (i.e. 18 ft x 22 ft). Pervious surfaces recommended. However decks and patios can be included in the 400 square foot area. The entire area used for this calculation shall be within the fenced in area (or area that could be fenced).
- A minimum setback of 3 feet for fencing is required from the alley right-of-way.

### **2.3.2: Accessory Buildings or Residential Units**

Accessory structures are smaller scaled buildings on the same lot with a single-family home as either secondary living or storage space.



Belle Creek

**General Site Plan**

- Accessory units may be permitted on alley accessed lots.
- An accessory unit may be:
  - Integrated within the main residence or;
  - Attached to the main residence or;
  - A separate structure within a rear yard or over the garage.
- Siting must consider the privacy and solar access for the main house and adjacent parcels.

**Accessory Unit Entries**

- Entries should be accessible and visible from the alley or street.
- Wherever possible, accessory units should be able to be entered from both the street or alley.

**Parking/Garages**

- One on-site 9 ft x 19 ft minimum parking space is required for each accessory unit.
- Areas above covered parking may be used as private open deck space by the accessory unit.

**Build-to-Lines, Setbacks and Building Separations**

- Accessory buildings used as storage are encouraged to be placed to maximize yard usage.
- Living spaces and accessory units shall be located to provide privacy from adjacent properties.

**Private Yards**

A semi-private outdoor space is required for every accessory unit. (Minimum unobstructed 100 square feet (10 ft x 10 ft.) This can be on a porch or balcony, and must be open and cannot be obstructed by AC unit, window wells, etc.

## 2.4: Townhomes and Row Houses

### 2.4.1: Lot Layouts and Building Configuration

Townhomes are attached single-family homes with zero lot line side yard configurations. They may have attached or detached garages and are frequently accessed by rear alleys or single car drives. Lots are typically 16 feet to 34 feet wide.

#### General Site Planning

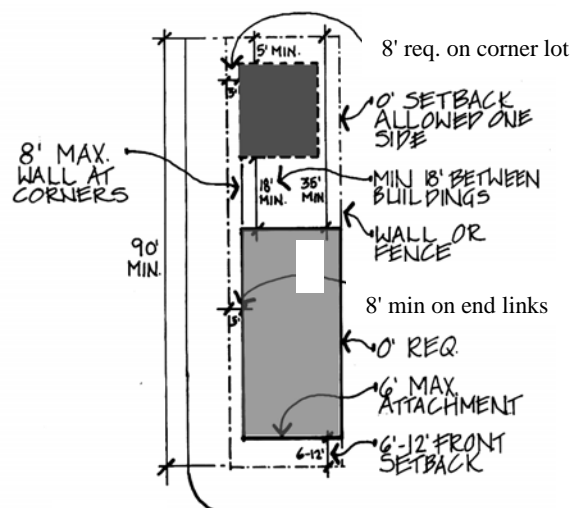
- Townhomes are required to have alley accessed drives to minimize the impact of garages on street frontages.
- Lot widths should vary between 16 feet to 34 feet.
- Individual lots, yards and units are typically emphasized in the architectural design of the building.
- Building entries are required to front on the street.
- Front Yards may be raised.
- Stoops or porches are desired.
- Mid-block pedestrian connections are desired to breakup long frontages of townhomes and provide alley access to pedestrians.
- Where attached garages are used, semi-private front yards and larger decks over garages are encouraged.
- Entry porches should be prominent architectural features.
- Front yard patios, porches and decks are encouraged to enliven the streetscape.
- Stairs may not encroach into the right-of-way or sidewalk.



Belle Creek

#### Townhouse Design Criteria

- The Townhome is a party-wall configured residential building 2 to 3 stories in height. It can be from 16 to 34 feet wide with a rear yard/patio that separates it from an alley-served garage. The garage may contain an apartment above with an additional parking space on site. With a 6-12 foot front setback, the lot is typically 90 feet deep.
- Townhouses/Rowhouse units with tuck-under garages may reduce the lot depth to 72 feet. A rear deck will be required on each unit with a minimum size of 8'x 15'.
- If the garages are attached directly to the living unit the minimum lot depth shall be 80-ft. A deck over the garage shall be provided for each unit with a minimum size of 8'x 15'.
- Minimum lot size requirements may be reduced provided a lot specific product (dwelling unit) is shown on the ODP that meets all required setbacks, yard area, and porch size requirements.



## Parking/Garages

- Alley-accessed garages are encouraged.
- Detached garages provide a private yard space and a strong home/yard connection.
- Alleys should be designed per the standards described in these guidelines.
- Garages minimum dimensions:
  - Single car width: 12 feet
  - Double car width: 20 feet
  - Depth – single and double 22 feet
- Garage door minimums
  - Height: 7 feet
  - Width: 8 feet single, 16 feet double
- Garages cannot be used as or converted to living space (this statement must be included in the Official Development Plan.)
- Required off street parking; one and one-half (1.5) spaces per one bedroom or efficiency unit. Two (2) spaces per two or more bedroom units, plus one (1) space per three (3) units for guest parking.
- Tuck-under garages are permitted as part of the townhouse/rowhouse design.



Prospect



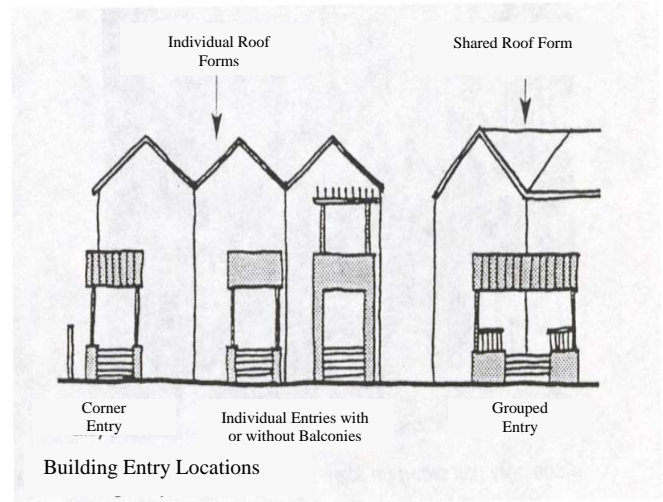
Belle Creek

## Build-to-Lines, Setbacks Building Separations

- All setbacks are measured from the property line or sidewalk whichever is greater.
- Buildings shall have a minimum front setback of 6 feet to 12 feet from the back of the sidewalk depending on the location of the units within the development.
- Front yards setbacks will be a minimum of 6 feet in depth measured to main structure, or window projection.
- Side yard setbacks on end units adjacent to a street or alley shall have a minimum 8-foot setback from the property line.
- Garages must have a 5-foot setback from the alley.
- A 20-foot minimum building separation must occur between building groups.



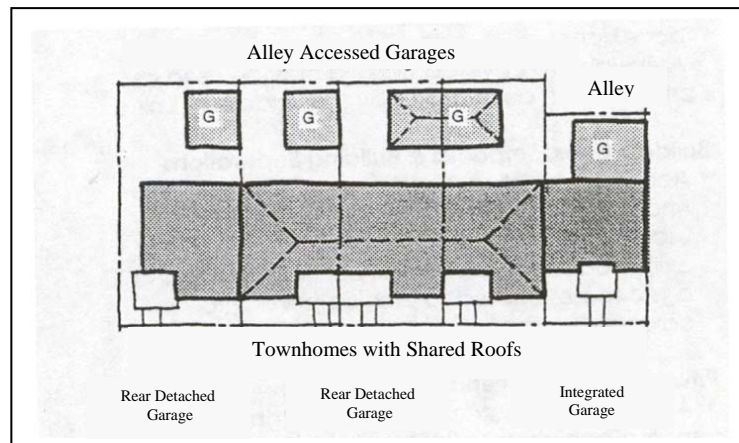
Townhouses



Building Entry Locations

### Private Yards and Fencing

- Special attention must be given to drainage in the private yard areas. All yard drainage must be accomplished via underground systems or an alternative systems approved by the ODP that takes into consideration the outdoor space connected to the storm drainage system within the development.
- A rear yard shall provide a minimum 18 foot depth from the house to the garage. An area 15 feet in depth should be free of AC units and window wells. Yard area can be reduced to 15 feet if free of window wells, AC units, drain pans, or similar obstructions.
- A private rear yard, front yard or balcony must be provided.
  - Private yard minimum 15 foot depth
  - Private balcony minimum 8 foot depth.
- Fencing must be setback a minimum of 3 feet from the alley right-of-way.



Site Planning Configurations

## 2.5: Multi-Family Apartments and Condominiums

### 2.5.1: Lot Layouts and Building Configuration

Multi-family units allow for town living at higher densities to support retail and transit and add vitality to the pedestrian oriented mixed-use center. Multi-family units form a good transition between mixed-use commercial areas and lower density residential neighborhoods.



Stapleton  
Multi-Family Apartments/Condominiums



### General Site Planning

- Apartment buildings should orient to the street with entries with porches and balconies.
- Parking should be located internal to the block, minimizing its impact to the streetscape.
- Multi-family housing within a residential neighborhood should reflect the pattern of the adjacent residences in massing, articulation, entry pattern and frequency.
- Where first floor balcony or bay windows occur on a building the minimum setback will be 5 feet to the balcony or bay window from the sidewalk.
- Front yards may be provided with short (3-4 ft) transparent fences that provide semi-private space.
- Individual street facing entries, accessing ground floor and partially raised residential units are encouraged.
- Entries should be prominent features located at important corners and along pedestrian-oriented streets. Small patios, porches and balconies are also encouraged.
- Stairs may not encroach into the right-of-way or into a sidewalk.
- Shared facilities should be designed and located near semi-public facilities such as a front door. Shared facilities at a prominent location add vitality and interest to an apartment complex.
- Buildings should have a minimum setback of 20 feet from back of curb. Walks with tree grates or a landscape strip (minimum of 8 feet) may be required in the setback area.

Belmar  
Multi-Family  
Apartment Entry as a  
Prominent Feature



Prospect  
Multi-Family Apartments  
Individual Street Faced Entries and Porches



**Parking/Garages**

- Parking should be located within the interior of the block, with on-street parking available for visitor parking.



Bradburn  
Multi-Family Apartments – Internal Block Parking

**PARKING**

Parking within a multi-family or condominium project shall meet the following criteria:

- All regular parking spaces (including carport spaces) shall be a minimum 9' x 19'. No compact parking spaces are permitted.
- All handicapped parking spaces shall be a minimum 9' x 19' with an adjacent 5' x 19' access aisle.
- Handicapped parking spaces shall be provided at a rate of one per 25 (or fraction thereof) regular parking spaces.
- At least one-third of the required parking shall be within carports or garages.
- 1.5 parking spaces shall be provided for every one-bedroom or efficiency unit.
- Two parking spaces shall be provided for every two-bedroom or larger unit.
- Guest parking shall be provided at one space per three units, and may be on-street.

**GARAGES**

Adequate interior garage space is essential to ensuring future residents have sufficient space to park vehicles and store recreational items within the garage area. Minimums are specified below to help reduce the future need for outdoor storage of these items.

Garage Interior – minimum dimensions:

Depth – Single – and double-car garages	22 feet
Width – Single-car garage	12 feet
Width – Double-car garage	20 feet

Garage Door – minimum dimensions:

Height:	7 feet
Width:	
Single-car garage door	8 feet
Double-car garage door	16 feet

## SECTION 3: MIXED USE COMMERCIAL DISTRICT

### 3.1: Mixed Use Districts General Overview

#### Policy

Mixed-Use Neighborhoods or districts will provide local needs for goods and services for the surrounding neighborhoods. Although, primarily a retail commercial and office area, a variety of uses including residential are desired to extend the activity time of the area. The district will be a pedestrian oriented place, serving as the focal point and identity for the surrounding neighborhoods.



Belmar  
Variety of Uses

#### 3.1.1: Location of Commercial Mixed Use Areas

Commercial Mixed Use areas should be centrally located to maximize pedestrian access by the greatest number of residents. Access for the surrounding community should also be considered in the design.

#### 3.1.2: Variety of Uses

Mixed use commercial districts should contain a combination of uses including residential, retail, office, service, civic uses and open space. Uses located on the ground floor that stimulate pedestrian activity are encouraged. Auto related uses (gas stations, auto repair and supply, etc.) are allowed only as non-prominent secondary uses. Large retail uses should respect the small scale pedestrian and block pattern of the mixed use district.



A mixed use commercial district should maintain a coherent, continuous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

### **Development Pattern**

Street and block patterns, and pedestrian and bicycle paths from the surrounding neighborhoods should extend through the mixed use commercial district. A mixed use commercial district should maintain a coherent, continuous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

### **Transition of Area Uses**

Medium density/mixed use commercial centers are a focus for the surrounding neighborhood, typically, denser attached multi-family housing around a neighborhood commercial center or commercial district with secondary uses above retail establishments. The surrounding neighborhoods contain moderate densities that form a transition and link between surrounding lower density residential neighborhoods and heavier intensity commercial or light industrial/employment areas.



Stapleton

The surrounding neighborhoods contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods.

### **Urban Design Character**

Buildings should be placed to form active commercial street fronts and create interconnecting pedestrian spaces, such as plazas and paseos. Two to three story buildings are encouraged to reinforce the neighborhood mixed use district as the focal point of activity and increase the potential for mixing uses, such as dwellings or offices over shops. The visual dominance of parking should be minimized through location, building placement, screening and landscaping.

## 3.2: Commercial Street Designs

### Policy

Promote street designs which enhance and reinforce safe pedestrian activity and provide opportunity for convenient local shopping trips.

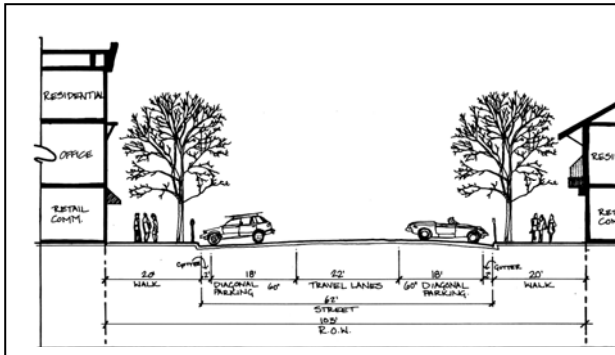


### 3.2.1: Streetscape Elements

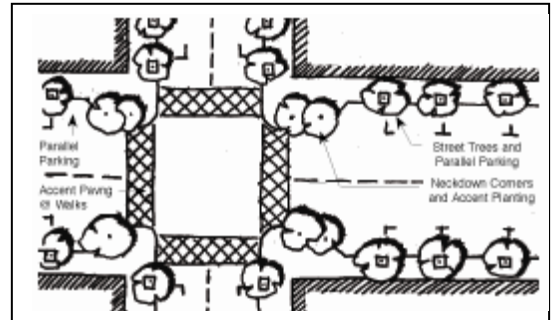
Sidewalk design, including street trees, furniture, pedestrian scale lighting, and signage and accent planting at pedestrian crossing areas will enhance the pedestrian environment.

### Lighting

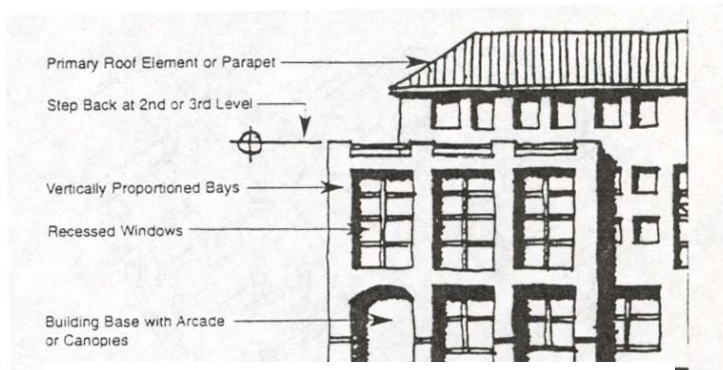
Street lights should be scaled for lighting the pedestrian walk ways. Optionally two level lights are appropriate within commercial areas. Additional lighting may include building and signage lighting and accent up-lights at accent landscaping.



Commercial Street Section



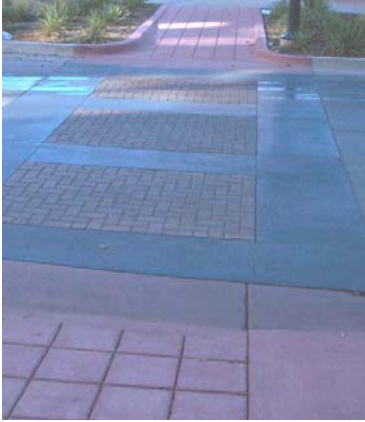
Commercial Street Intersection



Office Building Design Elements

## Street Trees and Landscape Elements

Street trees should be placed at appropriate intervals with accent trees at intersections and mid-block crossings.



Accent Paving

## Pedestrian Crossings and Sidewalks

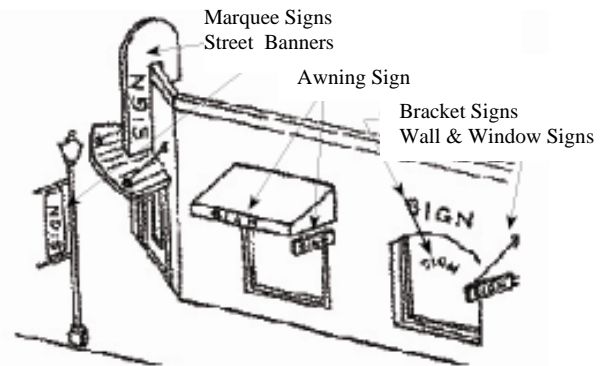
Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged along mixed use pedestrian walks and crossings. Pervious surfaces are encouraged wherever appropriate.

## Signage

Accents such as street names within sidewalk hardscapes or bollards are encouraged along the major commercial street. Unobstructed window areas are encouraged along streets by restricting window signs to no more than 10% of the window area. A signage program for each TMUND shall be developed and approved as part of the Official Development Plan.

## Build-to-Lines, Setbacks, Building Separation

- Two-story commercial buildings on the street frontage are encouraged.
- A pedestrian walk must be provided for pedestrian access of 15–25 feet depending on the volume of foot traffic. Where street trees or eating areas occur, the minimum pedestrian walk area should have an unobstructed width of 8-10 feet.
- All roof mounted equipment (HVAC etc.) must be screened to the full height by the parapet wall.
- Balconies are encouraged on floors above the street level, and may extend 3 feet into the public right-of-way.



Signage

## Furniture

Public street furniture is required. Bus stop seating and coordinated newspaper and other stands, and trash containers are desired. Furniture should be “zoned” along the street edge, with a separate private furniture zone along individual storefronts.

## Mixed Use Parking

Mixed-use commercial districts present opportunities to meet parking demand through shared off-street and on-street guest parking for compatible uses (e.g. office building and movie theaters). A district parking study is required to demonstrate the adequacy of the parking supply as a substitute for individual guest parking standards, as provided in “Off-Street Parking Standards,” Section 11-7-4 of the Westminster Municipal Code.



Stapleton Furniture

### 3.3: Commercial Mixed Use “Main Street” Site Planning

#### Policy

Promote a configuration of streets, buildings, parking and plazas within the mixed use commercial district that balances the needs of pedestrian and autos for convenient access, visibility and safety.



Bradburn  
“Main Street” Retail Configurations

#### “Main Street” Retail Configuration

Buildings should contribute to a cohesive pattern and reinforce the main retail/commercial street while reinforcing the overall goal of creating a walkable district. Buildings along a “Main Street” should “build to” the sidewalk or edge of plaza with entries relating to the street or plaza. Parking is located on the street (in parallel or diagonal configurations), behind the buildings in a shared parking lot, or in small lots in non-prominent locations.

#### Retail Center Configurations

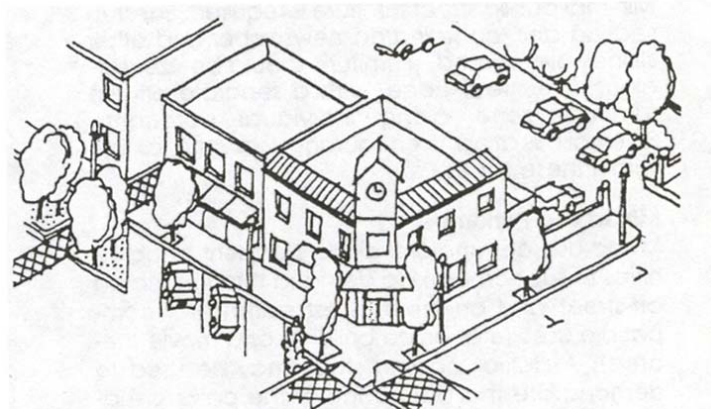
The visual dominance of parking should be minimized through building placement, screening and landscaping.

The Retail Center Configuration should have minimal building setbacks to public streets. Primary entrances to commercial buildings should orient to a pedestrian street or plaza, not a mid-block parking lot. Anchor buildings may have primary entries from off street parking lots. Secondary entries to street or plaza are strongly encouraged. Outdoor eating areas for restaurants and coffee shops are encouraged.

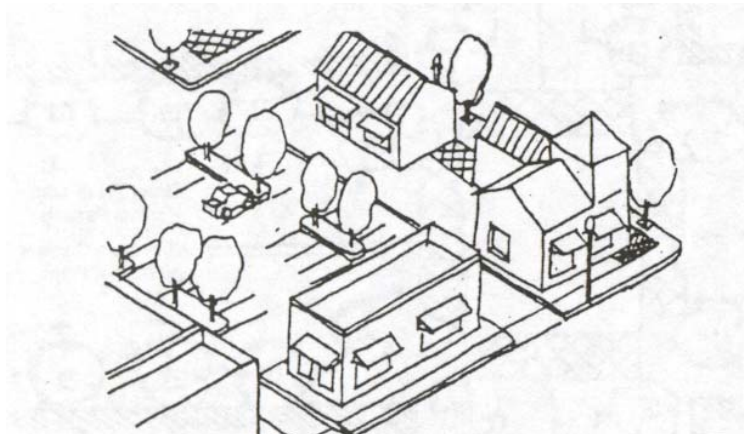


#### Parking Location and Design

- Commercial parking should typically be behind buildings and never located on corner lots.
- On-street parallel or diagonal parking is encouraged on new commercial streets.
- Parking lots should be screened by low walls, hedges and other landscaping.
- Mid-block pedestrian walks are encouraged.
- Parking area lighting and landscaping are required.
- Bicycle parking is required. The type, location and number shall be determined on the Official Development Plan.



Main Street – Parking Location and Design  
Parking located behind mixed use street front and on-street parking.



Retail Center – Parking Location and Design  
Parking lots located behind street front shops.

### 3.4: Commercial/Mixed Use Office Site Planning

#### Policy

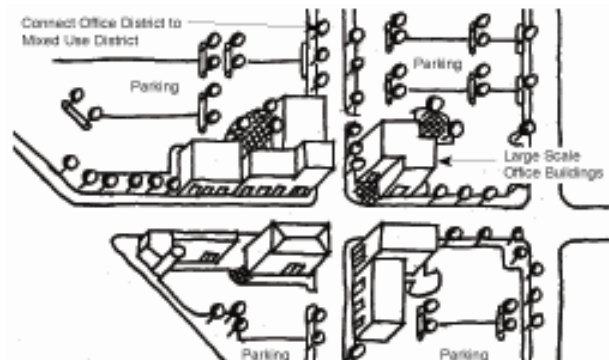
Provide for large scale office uses within a pedestrian framework emphasizing connections to the mixed use district. A commercial/office district contains primarily office uses with convenience retail. The larger office buildings are to be clustered to provide a pedestrian area with the understanding that a large amount of surface parking will also be provided.

Promote high quality site development and landscaping throughout the mixed use district. Insure the necessary provisions for utilities and services and their appropriate screening or enclosure using the construction materials matching the primary building.

- The siting of office buildings should provide a strong connection to the commercial/mixed use street or district without walking past or through a large parking area.
- The small amount of convenience retail/commercial should be located adjacent to the park or plaza or other open spaces.
- Shared parking should be calculated based on special parking studies. Overflow or event parking should be provided.
- Parking areas should be heavily landscaped with trees spaced to provide a substantial canopy over the paving areas within a ten year period.
- The office/commercial district should be located adjacent and connected to the mixed use district with high density residential also allowed.
- The office/commercial district buildings should be located to maximize the convenient connection to the mixed use district.



Belmar  
Commercial/Office District

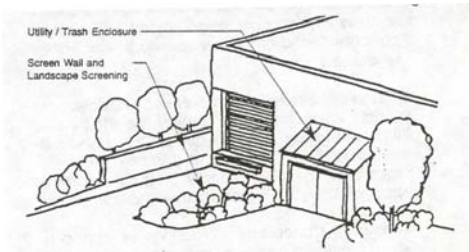


Public Open Space: Parks or Plazas

#### 3.4.1: Commercial/Mixed Use: Parks or Plazas

- The office buildings should be clustered around a small park or plaza.
- Seating and shaded or covered areas are strongly encouraged.
- Plazas incorporated into mixed use projects should be very high quality.
- Formal plaza types are encouraged.
- Seating and tables, shaded areas and landscaping should be provided as appropriate to the space to encourage public use and activity.
- Small open spaces with seating areas are desirable when retail spaces such as cafes or lunch shops are located within office buildings.
- Pervious surfaces are encouraged whenever possible to maximize ground water retention. Examples of areas that potentially could include pervious surfaces are hardscape plazas and courtyard areas.





Trash & Loading Areas  
Location, Screening and Enclosures



Commercial and Mixed Use Plazas  
High quality seating, landscape and lighting are encouraged.

### 3.4.2: Trash, Loading Areas, and Utility Access: Location and Screening

- Trash collection areas should be located away from primary pedestrian walks and must be screened with building materials matching the primary building.
- Loading areas should be located away from pedestrian walks and screened from view.
- Provide for appropriate utilities and locate them away from primary pedestrian walks.
- Wherever possible locate utility access from alleys or rear yard easements.
- Where street side utility access is required provide for enclosure within utility rooms or screening within a landscape area if appropriate. Whenever possible provide utilities (such as transformers) below grade rather than on mounted pads.

### 3.4.3: Office Building Design Elements

- Office buildings should provide canopies along pedestrian paths and pedestrian lighting.
- Office buildings should contain base, body and roof elements and provide features such as exterior roof decks and other scale giving features and articulating elements.
- The predominant construction material for office and mixed use buildings should be brick or stone.
- The design and construction materials of office/commercial buildings must have a 360 degree architectural design character.

### 3.4.4: General Landscape Guidelines

- Provide street trees per the City of Westminster Landscape Regulations.
- Provide accent planting and trees at intersection bulbs.
- Provide parking lot trees at spacing to create substantial shading of paved surface area within 10-year growth span.
- Provide landscape adjacent to pedestrian walks, walls and fencing as appropriate.
- Provide landscape for screening.
- Provide landscape elements such as trellises, fencing, landscape screen walls etc. to provide accents to the buildings and reinforce the pedestrian walkways throughout the community.
- Provide tree grates (5 ft x 5 ft or 4 ft x 6 ft), or circular grates of equal area in all hard surfaced areas.



Belmar  
Commercial/Office District



Stapleton  
Office Building Design Elements

### **Shared Parking**

Mixed-density and mixed-use residential neighborhoods present opportunities to share on-street demand for guest parking among individual buildings. A neighborhood parking study may be used to demonstrate the adequacy of the on-street parking supply as a substitute for individual guest parking standards.

## 3.5: Commercial Mixed Use Building Prototypes and Design Elements

### Policy

Promote the development of buildings that support the pedestrian-scaled mixed use district, particularly the “Main Street” commercial character.

Encourage pedestrian oriented buildings, that provide visually interesting building elements and materials. Encourage a high level of design quality and material palette that reflects local and regional building practices.

### 3.5.1: Traditional Main Street Building Prototypes

- Ground floor retail or service commercial uses are required, especially at corner lots.
- “Main Street” building prototypes have “build-to” lines at the back of sidewalk or a consistent setback with hardscape to the building.
- Parking may be provided by on-street parking or should be located to the rear of buildings.
- Corner buildings should highlight their presence with special architectural elements or features.



Belmar  
Main Street Building Prototype



Traditional Main Street Building Prototypes

### 3.5.2: Mixed Use Building Prototypes

- Residential and office uses are strongly encouraged above the ground floor retail space.
- Street entrances to spaces above the ground floor are strongly encouraged.
- The retail base of the building should have large display windows and transparent entrances.
- Office or residential uses should reflect their character with window patterns etc.
- Balconies or roof decks are encouraged.

### 3.5.3: High Density and Mixed Use Residential Building Prototypes

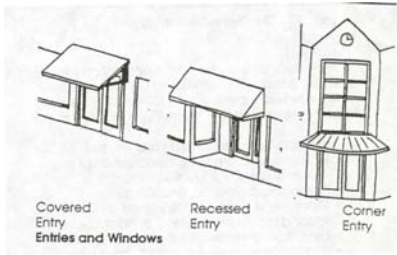
- High density mixed use buildings are encouraged as part of a major commercial area within a mixed use district.
- Retail or service commercial are required along primary pedestrian streets and walks.
- Parking should be within screened areas that are fronted by retail or residential uses.
- Buildings should step back from the commercial street at a relatively consistent height above either the second or third level.
- Retail parking should be allowed on street.



High Density and Mixed Use Residential  
Building Prototypes

### 3.5.4: Building Elements

Encourage the design and selection of building elements so that a generally consistent urban design vocabulary is maintained. Allow variety within each building or complex.



#### Entries

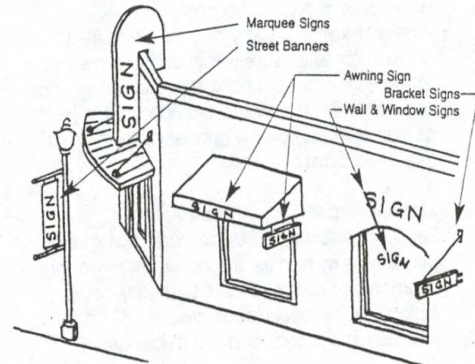
Transparent entries and large store front windows are strongly encouraged. Recessed, “punched” and other styles of window openings are desired.

#### Windows

Street-level storefront windows are strongly encouraged, to display the shop’s use. Retail windows should be large but office and residential windows should be smaller and operable yet organized in a generally regular pattern. Approximately 2/3 of ground level windows shall be glazed. Reflective glass or mirrored glass is prohibited unless determined otherwise by the City. Clear glass shall be used for store fronts, windows and doors. Window painting or view blocking materials or techniques are generally not permitted.



Bradburn Building Elements/Awnings



Signage

#### Awnings/Canopies

Awnings or canopies that provide a generally consistent cover along the pedestrian walk are strongly encouraged. Arcades are desired to maintain a more continuous weather protected walk. The design of arcades should be generally consistent in proportion and column frequency along streetscapes.

#### Signage

Signage should be pedestrian scaled and located for viewing by pedestrians, cyclists and drivers. Individual/unique signage is appropriate. “Box” signage is not appropriate. Signs should be individual letters.



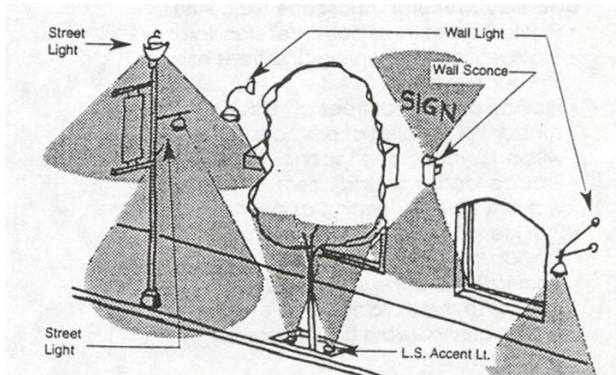
Bradburn Building Elements/Signage

## Lighting

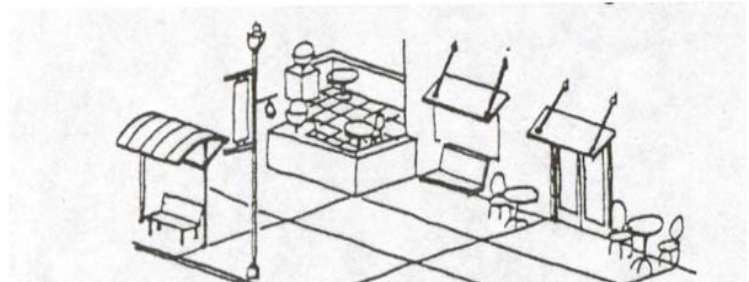
Lighting should be pedestrian scaled and located to light the pedestrian way, accent landscape, signage, shop displays and articulated building elements. Lighting should be consistent with the overall urban character.

## Seating and Bus Stops

Seating along the pedestrian/commercial streets is strongly encouraged. Seating for bus stops should be incorporated into the building's design whenever possible. Informal retail seating is also encouraged.



Lighting



Seating: Bus Stops, Built-in building. Integration w/tables and chairs.

## Public Art

A project that is more than 10 acres in size must include public art at a minimum cost of \$1,000 per acre, in a manner and design acceptable to the City. This is in addition to any open space, public or private parks within the project.

# Design Guideline Definitions

These DESIGN GUIDELINES control those aspects of private buildings that affect the public realm. They are to be used in conjunction with the OFFICIAL DEVELOPMENT PLAN, which assigns a Development Area Category to each lot. These Design Guidelines define a selection of different Building Types and list that Development Area Categories are allowed for each Building Type. The Official Development Plan places each lot in one of the following three Development Area Categories, referenced in these Regulations.

## Development Area Category

**Neighborhood Center (NC):** High density and multi-functional lots located in the town center. This zone is the most dense business, service and institutional area. It is centrally located and within walking distance of the surrounding residential areas.

**Neighborhood General (NG):** Medium density lots, primarily residential and nearest to the town center.

**Neighborhood Edge (NE):** Lowest density; residential lots towards the periphery of the neighborhood.

These regulations are strictly aesthetic in their intent. In cases of contradiction with local safety codes, these regulations may not apply. In no way does conformance with these regulations exempt a structure from compliance with other applicable codes.

## DEFINITIONS

**Attachment Zone** The area adjacent to the building footprint designated for the encroachment of Porches, Balconies, Bay Windows and other attachments. The Attachment Zone is shaded in these Regulations.

**Balcony** An upper-story exterior living area with or without a roof.

**Built Green** A voluntary program, its purpose is to encourage homebuilders to use technologies, products and practices that will:

- provide greater energy efficiency and reduce pollution
- provide healthier indoor air
- reduce water usage
- preserve natural resources
- improve durability and reduce maintenance

**Civic Building** A building owned by a Homeowners' Association, local government, or otherwise occupied by a not-for-profit institution.

**Building Height** A height measured *as* defined in the (IBC) International Builders Code.

**End Unit** The first and last units in a party-wall building of multiple units, such as a row house or townhome building.

<b>Frontage</b>	A building wall that faces any public right-of-way other than a rear lane. Buildings at corners have two frontages.
<b>Frontage Line</b>	The setback line on which a frontage is required to be constructed.
<b>Half-Story</b>	A top floor of a building contained partially within the roof space, lit principally by dormers. To qualify as a half story, the window sills must be above the eaves of the principal roof.
<b>Outbuilding</b>	A separate garage structure at the rear of a lot, that may include living quarters above.
<b>Path</b>	A public right-of-way with pedestrian access only.
<b>Porch</b>	A raised platform 2-3 feet above the ground, possibly balustraded area at the front of a building. Porches may be several stories in height.
<b>Rear Lane</b>	A secondary public means of access to a lot, typically occurring at the rear.
<b>Setback</b>	The distance of a building wall from its nearest property line.
<b>Wall</b>	When not noted otherwise, the term Wall refers to a External Wall or Fence to provide privacy.
<b><i>Parking Mgt. Plan</i></b>	A document that analyses the parking demand related to building uses in large mixed use areas of a development project.

## Design Guideline Criteria

**This Design Guideline Criteria applies to all building types, unless otherwise stated below.**

1. Lot sides against public rights-of-way (at corners) shall be considered lot fronts for the purposes of this Design Guideline Criteria. Corner buildings must therefore treat both of their street facades as Frontages as regards setbacks, attachments, and other details. In other words, corner buildings have two fronts, one back, and one side.
2. Buildings with alley access must access their garage from the rear lane, and are not allowed curb cuts on adjacent streets, (unless noted otherwise).
3. Walls and fences at Frontages and on front-yard side property lines shall be between 18 inches and 3 feet in height. Walls and fences at alleys and on rear-yard side property lines shall be between 3 feet and 6 feet in height. Walls and fences at the sides of row house gardens shall be between 5 feet and 7 feet in height. Walls and fences shielding parking lots from view shall be between 5 feet and 6 feet in height at streets, between 2 feet and 4 feet at alleys. All fences shall be setback a minimum of 3 ft from the alley right-of-way line or 5 ft from the alley pavement.
4. All row house patios and other shaped exterior spaces shall have a minimum dimension of 15 feet in all directions or as prescribed elsewhere in the Design Guidelines, but this dimension may be encroached by Attachments such as Porches and Balconies.
5. Additional attachments (Porches, Balconies, etc.,) are always allowed within the building footprint provided. Therefore, the absence of an Attachment Zone does not mean that attachments may not be allowed based on the individual review of specific projects.
6. Zero-lot-line side building walls against private property may not provide any visual access into the adjoining lot.