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APPENDIX A: SMART GROWTH IMPLEMENTATION ASSISTANCE VISIT

Background on SGIA

Communities around the country are interested in fostering economic growth, protecting environmental resources, and planning for development, but they may lack the tools, resources or information to achieve these goals. In response to this demand, the Development, Community, and Environment Division of the USEPA, has launched the Smart Growth Implementation Assistance Program to provide technical assistance—through contractor services—to selected communities.

This assistance is expected to improve the overall climate for infill, brownfields redevelopment, and the revitalization of non-brownfield sites—as well as deliver on other community and environmental goals. EPA and ICF assembled a contractor team whose expertise met the needs of the two communities. Based on their experiences in other parts of the country, this Team will be provided Victor and Driggs options and strategies that could be adopted so that each community can get achieve its own vision for growth.

Partners

Valley Advocates for Responsible Development (VARD)
City of Driggs, Idaho
City of Victor, Idaho

Sponsors

Valley Advocates for Responsible Development (VARD)
City of Driggs, Idaho
City of Victor, Idaho

Local Team Members

Cari Golden
Planning and Zoning Administrator, City of Victor

Kathy Rinaldi
Executive Director, Valley Advocates for Responsible Development

Doug Self
Planning and Zoning Administrator, City of Driggs

Driggs and Victor Community Participants at the final presentation October 26, 2006

Name
Alice Stevenson
Amanda DeRito
Andy Von Gleich
Ann Loyola
Art Denton
August Grigsby
Babette Thorpe
Bob Henege
Brenda Schweitzer
Bruce Simon
Dan Powers
Dave Harvey
David Kearsley
Diane Temple
Doug Self
Geordie Gillett
Glen Carlson
Grant Thompson
Harry Wilcox
Ian Tuttle
Jeanne Miyoshi
JeanneMarie Callahan
Jennifer Zung
Kaela Weinbrandt
Kathy Rinaldi
Ken Chambers
Kim Billimoria
Larry Thal
Larry Young
Louis Christensen
Lynne Wolfe
Margaret Gillentine
Mark Lazich
Mark Trupp
Marshal McInnis
Mary Lou Hansen

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Mike O'Neill
Mike Peters
Paul Hansen
Pete Maniaci
Randy Blough
Reid Rogers
Rick Baldwin
Sandy Mason
Scott Yannell
Sue Karichner
Viv Carlson
Zahan Billimoria

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ICF/EPA Consulting Team

Dena Belzer, Principal
Strategic Economics
Ms. Belzer specializes in connecting regional economic and demographic growth trends to real estate development activity and local policy initiatives. Ms. Belzer's work draws upon a traditional urban economics framework and innovative analytical techniques to provide strategies for addressing growth and development-related issues. Ms. Belzer is an expert on transit oriented development, fostering mixed-use districts, and local-serving retail attraction. She has helped to establish best practices for transit oriented development in multiple communities as well as writing extensively on the topic.

Jim Charlier, President
Charlier Associates, Inc.
Mr. Charlier is a nationally recognized transportation planning professional with 31 years experience in local, regional and statewide settings across the country. He has provided transportation planning services to clients throughout the United States and is a frequent speaker, lecturer and facilitator on urban transportation planning challenges and opportunities. Mr. Charlier obtained BS and MS degrees from Iowa State University in 1972 and 1975 and is a certified planner (AICP).\

Tim Van Meter, Architect/Partner
Van Meter Williams Pollack
Mr. Van Meter's experience has ranged widely from buildings, to landscape designs, to urban designs for districts and neighborhoods. As a partner in Van Meter Williams Pollack, Tim has focused on mixed use developments, urban infill projects and affordable housing. He has led the design team on many of the firm's complex design projects, formulating the program, building consensus and developing design solutions. Projects include: affordable housing developments; industrial reuse plans; mixed use projects;

public housing revitalization plans; transit oriented communities; as well as interior architecture and corporate facilities. Tim works closely with clients and communities to formulate programs and development strategies.

Rick Williams, Architect/Planner
Van Meter Williams Pollack
Mr. Williams' work has been on the forefront of mixed use pedestrian and transit-oriented planning and urban design. The scale of projects range from residential developments, mixed-use neighborhoods and urban infill to community plans and new town proposals. As a partner in Van Meter Williams Pollack, Rick brings his diverse background and extensive experience to focus on planning and urban design projects involving mixed use, pedestrian and transit oriented developments as well as project management and construction administration efforts for a variety of the firm's building projects. Projects Rick has been recently involved include the MacArthur Boulevard Streetscape Concept Plan; Millsmont Urban Design Plan, S.F. Transit Oriented Neighborhood Planning, Prescott /Acorn Neighborhood Transportation Plan, Westminster Traditional Neighborhood Design Guidelines, the Fremont CBD Plan, and the Fremont Small Lot Residential Design Guidelines.

William Schroeer, Vice President, ICF International, managed the ICF consulting team.

EPA Representatives

Matthew Dalbey and David Bend, Development, Community and Environment Division. Carla Fromm and Jim Werntz, EPA Region 10.

Schedule of Activities

Day 1: Monday October 23, 2006

3:30 pm: Meet at Driggs City Hall with local team.

7:00-8:30 p.m.: Kickoff meeting (Public invited)

Day 2: Tuesday October 24, 2006

8:00 am – 8:30 am: Team meeting (meet at Driggs Community Center)

8:30 – 10:30 am: Team tours Teton County

10:30 am: Return to Driggs. Walking tour of Driggs

11:30 noon – 12:30 pm Lunch

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1:00 – 1:30 pm: Walking tour of Victor.

1:30-3:00 pm: Prepare for design/vision workshop public session in Victor.

3:00 – 5:00 pm: Meet with developers/landowners/stakeholders owners from both Victor and Driggs.

7:00 pm – 9:00 pm: Design/vision workshop public session in Victor (Public invited)

Day 3: Wednesday October 25, 2006

8:30 am – 9:00 am: Team meeting in Victor (Victor City Hall)

9:00 am – 12 noon: Analysis of barriers and opportunities for Victor's infill development.

12 noon – 1:00 pm: Lunch with elected officials and staff in Victor and/or C.O.C. and development community (Location in Victor)

1:00 pm – 3:00 pm: Public drop in for the downtown Victor vision/design plan. (Public invited)

3:00 pm – 5:00 pm: Analysis of barriers and opportunities for infill for both Victor and Driggs.

7:00 pm – 8:30 pm: Preliminary presentation of downtown Victor design/vision concept. Victor City Hall.

Day 4: Thursday October 26, 2006

8:30 am – 9:00 am: Team meeting in Driggs (Driggs Community Center)

9:00 am – 12:00 noon: Analysis of barriers and opportunities for infill for Driggs.

12 noon – 1:00 pm: Lunch with elected officials and development community in Driggs and development community

1:00 pm – 4:30 pm: EPA team completes analysis and prepares for final presentation

7:00 pm – 8:30 pm: Final Presentation of findings

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APPENDIX B: MARKET OVERVIEW

The Team used a broad overview of demographic, economic, and market conditions in Victor, Driggs, and Teton County to provide the context for the technical assistance work. The data collected helped the Team understand the magnitude of future demand. This context – the collected data and analysis of the local and regional economy – helped focus the Team's work and guide the implementation options presented to the communities and discussed in the full report. This appendix includes an introductory overview of all the data used and analyzed and the full data set collected by the Team. The data set is divided into three sections: the Economic and Demographic Profile, Land Use Inventory, and Market Findings. This appendix is meant to supplement the discussion of the market findings presented in the full report.

Overview

Teton County and Victor and Driggs are growing. Both cities recognize that increased growth brings opportunities and challenges. The opportunities include a growing economy, more job opportunities, and an increased tax base. Yet growth can also bring challenges such as maintaining a town's character, amenities, and affordability. These benefits can often be maximized and challenges minimized by incorporating growth into the existing town fabric. Doing so invigorates a community's downtown core and prevents the negative economic and environmental effects of sprawl.

The market overview for Victor and Driggs reveals that each city can accommodate a large portion of future growth within their respective city limits. Given a supportive regulatory climate, this growth can support multiple community goals. This, however, is only part of the story. The data also shows that a substantial portion of future growth will likely be accommodated in the unincorporated portions of Teton County. Given the regulatory climate in the county, Driggs and Victor should consider working with the county to develop a regional strategy that addresses the opportunities and challenges that come along with growth.

What follows is an overview of each of the data sections. For more detailed information, please review the slides and corresponding notes pages.

Economic and Demographic Profile

The Team created an economic and demographic profile to analyze population and economic trends in Driggs, Victor and Teton County. In all three municipalities the data reveals increasing populations, increasingly expensive housing and land costs – particularly when compared with income levels. Several specific findings are:

- Driggs, Victor, and Teton County have all experienced large population increases since 1990.
- The majority of residents in Driggs, Victor, and Teton County are young families.
- The median income for households in Driggs, Victor, and Teton County are approximately $50,000 per year.

- According to the 2000 U.S. Census, seasonal housing units are a small percentage of housing in Driggs (6.17%), Victor (4.07%), and Teton County (15.24%), especially when compared with other resort towns such as McCall, Idaho (48.3%).
- Discussions with local developers, real estate professionals, and knowledge gained during the site visit suggest the market is responding to growing demand for seasonal homes in Teton County.
- Platted developments have far exceeded built developments in Driggs, Victor and Teton County, suggesting that a great deal of real estate speculation is occurring.

Land Use Inventory

More than three-fourths of the land in Driggs and Teton County is considered undeveloped by the Teton County Recorder's Office. Victor's developed vs. undeveloped land is reversed – more than three-fourths of its land is undeveloped. The Team understands that municipal annexation process is fluid and these data change periodically. In all three jurisdictions, the number of platted parcels is far ahead of actual construction. This is a challenge for all three jurisdictions, since retrofitting platted parcels with revised development policies can be difficult.

Market Findings

The consulting team performed a market analysis to understand retail and real estate trends in Driggs, Victor, and Teton County. The analysis revealed three housing market segments in the region 1) people who work in Jackson, but cannot afford to live there; 2) local residents with moderate incomes; and 3) second home buyers. Although the region is comprised of three housing markets, most developments currently being constructed are only affordable for second home buyers. The market analysis also noted retail leakage in Driggs, Victor, and Teton County. Several key points from the presentation can be found below.

- Three housing markets exist in Teton Valley:
    - People who work in Jackson, but cannot afford to live there;
    - Local residents with moderate incomes; and
    - Second home buyers.
- Median home price in Teton Valley is approximately $300K.
- Lots in Teton County are selling for $75-100K/acre.
- In Victor and Driggs lots are selling for $125K/acre.
- Only a small percentage of incomes in Driggs (29%), Victor (38%), and Teton County (39%) are sufficient to buy housing.
- Retail leakage in Driggs (29,153 square feet), Victor (23,551 square feet), and Teton County (72,047 square feet-includes Driggs and Victor).
- Strong lodging sales – hotel and motel receipts – over the past seven or eight years suggest that the area could support another hotel establishment.

This overview only touches on several key points from the presentation. Please review the full data set below for additional information including graphs, charts, and analysis.

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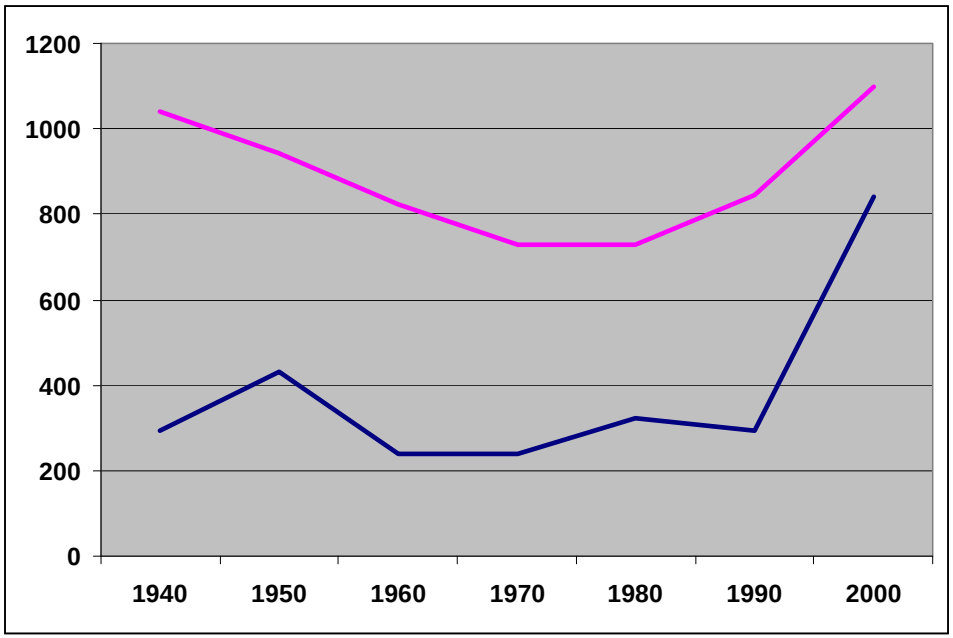
VICTOR + DRIGGS: EPA SMART GROWTH IMPLEMENTATION ASSISTANCE PROGRAM

VICTOR + DRIGGS
ECONOMIC AND DEMOGRPAHIC PROFILE

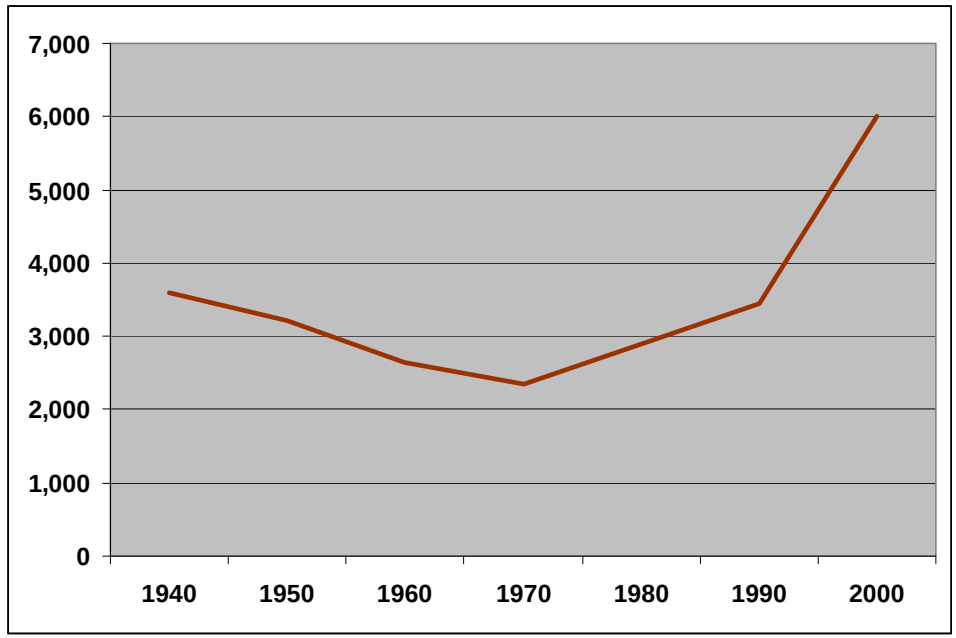
Demographic Profile

Population Change, 1940 to 2006

Cities of Victor and Driggs



Teton County



Source: Idaho Commerce & Labor, Claritas

Demographic Profile

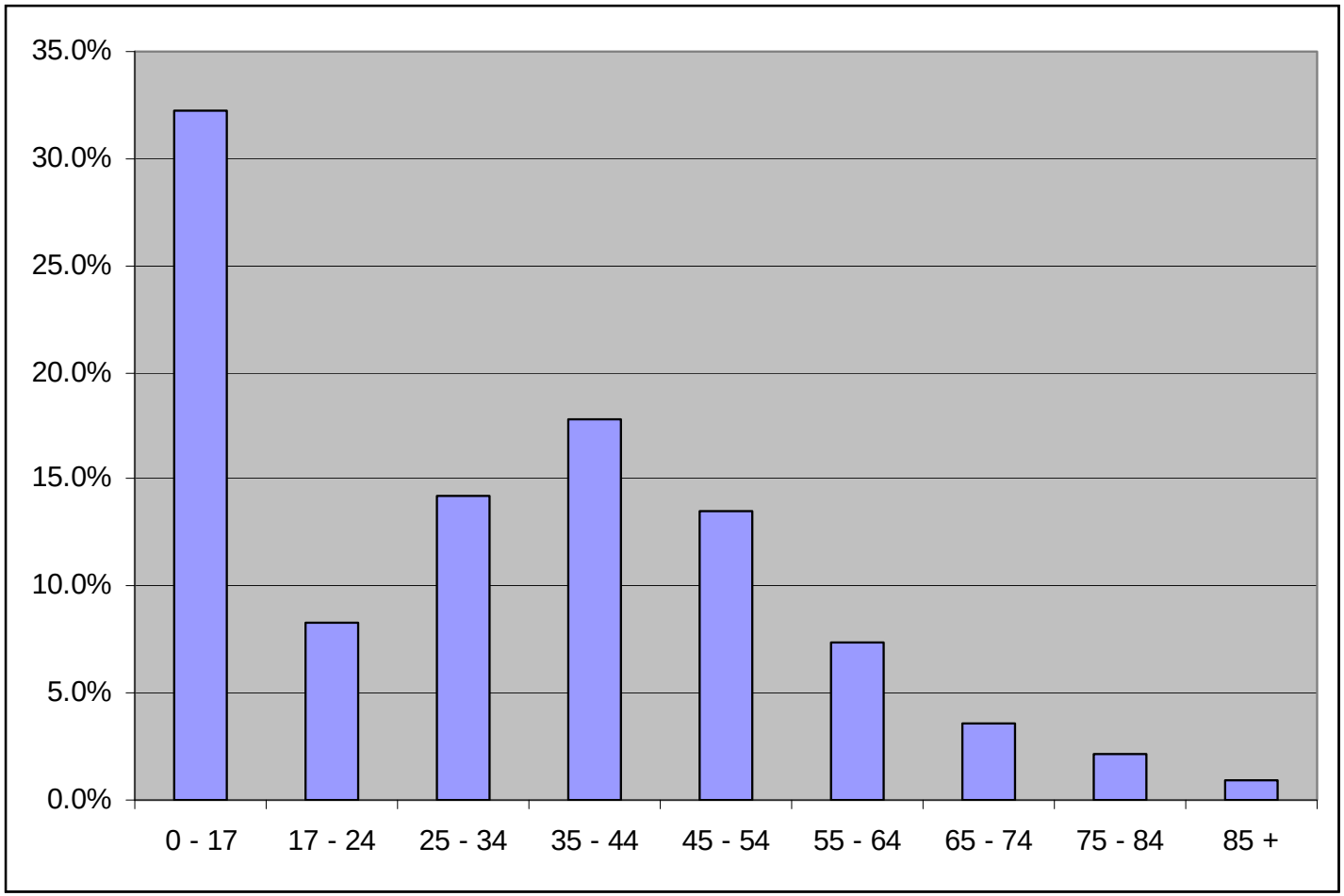
Population Growth, 1970 to 2006

	Year	Population	% Change From Previous Decade
City of Victor	*1970*	241	-
	1980	323	34.0%
	1990	292	-9.6%
	2000	840	187.7%
	2006	1,255	49.4%
City of Driggs	*1970*	727	-
	1980	727	0.0%
	1990	846	16.4%
	2000	1,100	30.0%
	2006	1,165	5.9%
Teton County	*1970*	2,351	-
	1980	2,897	23.2%
	1990	3,439	18.7%
	2000	5,999	74.4%
	2006	7,615	26.9%

Source: Idaho Commerce & Labor, Claritas

Demographic Profile

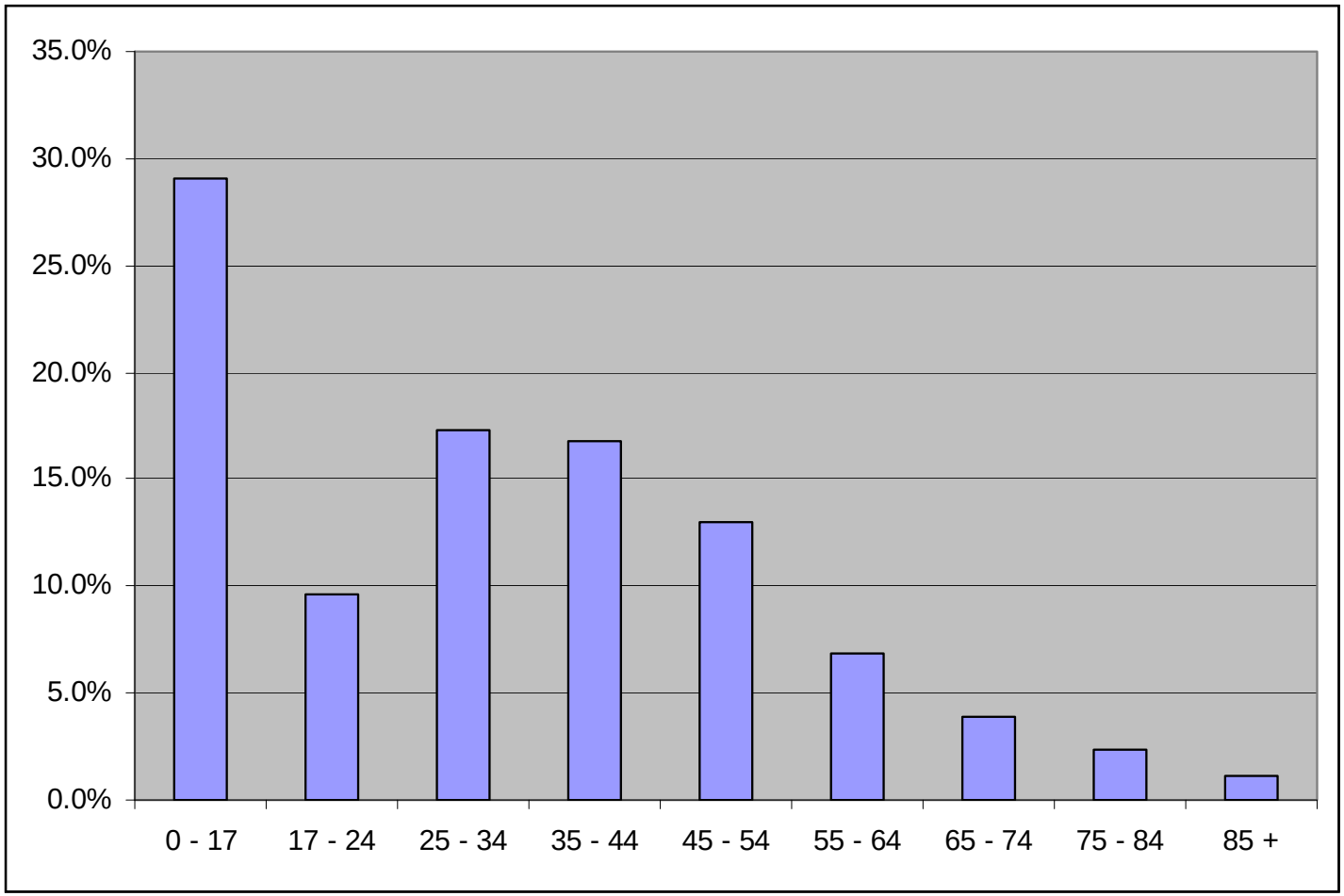
2006 Age Distribution, City of Victor



Source: Claritas

Demographic Profile

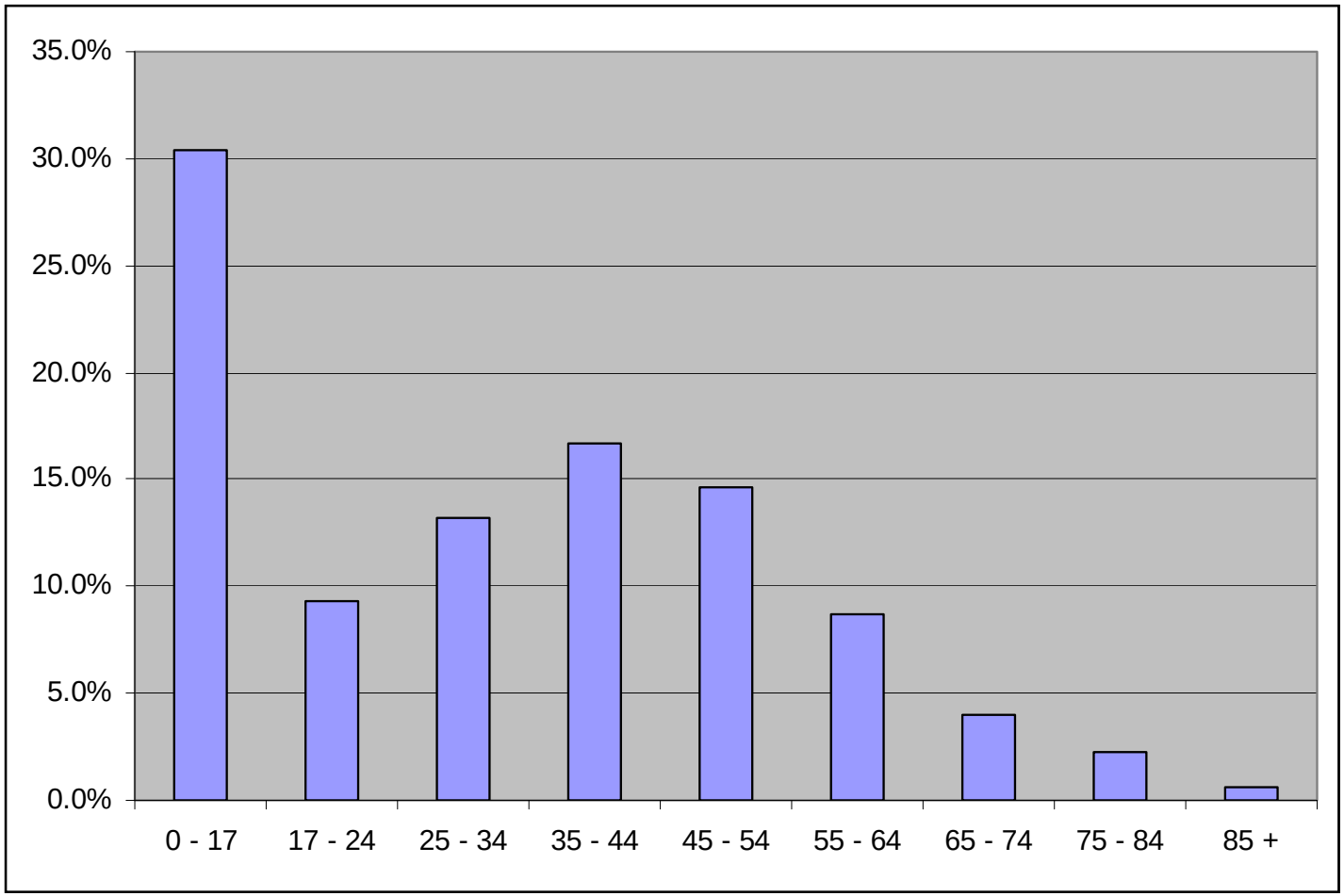
2006 Age Distribution, City of Driggs



Source: Claritas

Demographic Profile

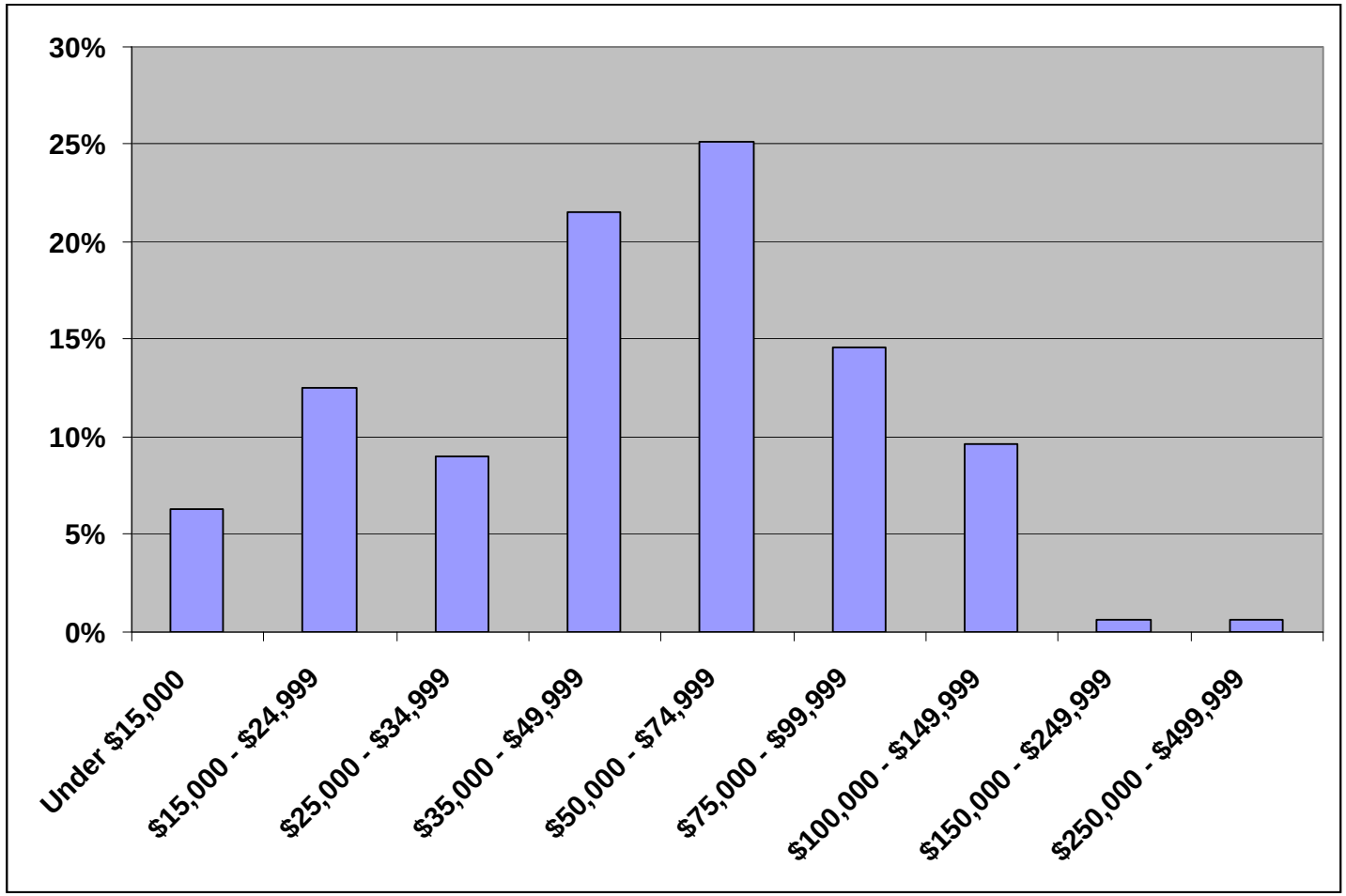
2006 Age Distribution, Teton County



Source: Claritas

Demographic Profile

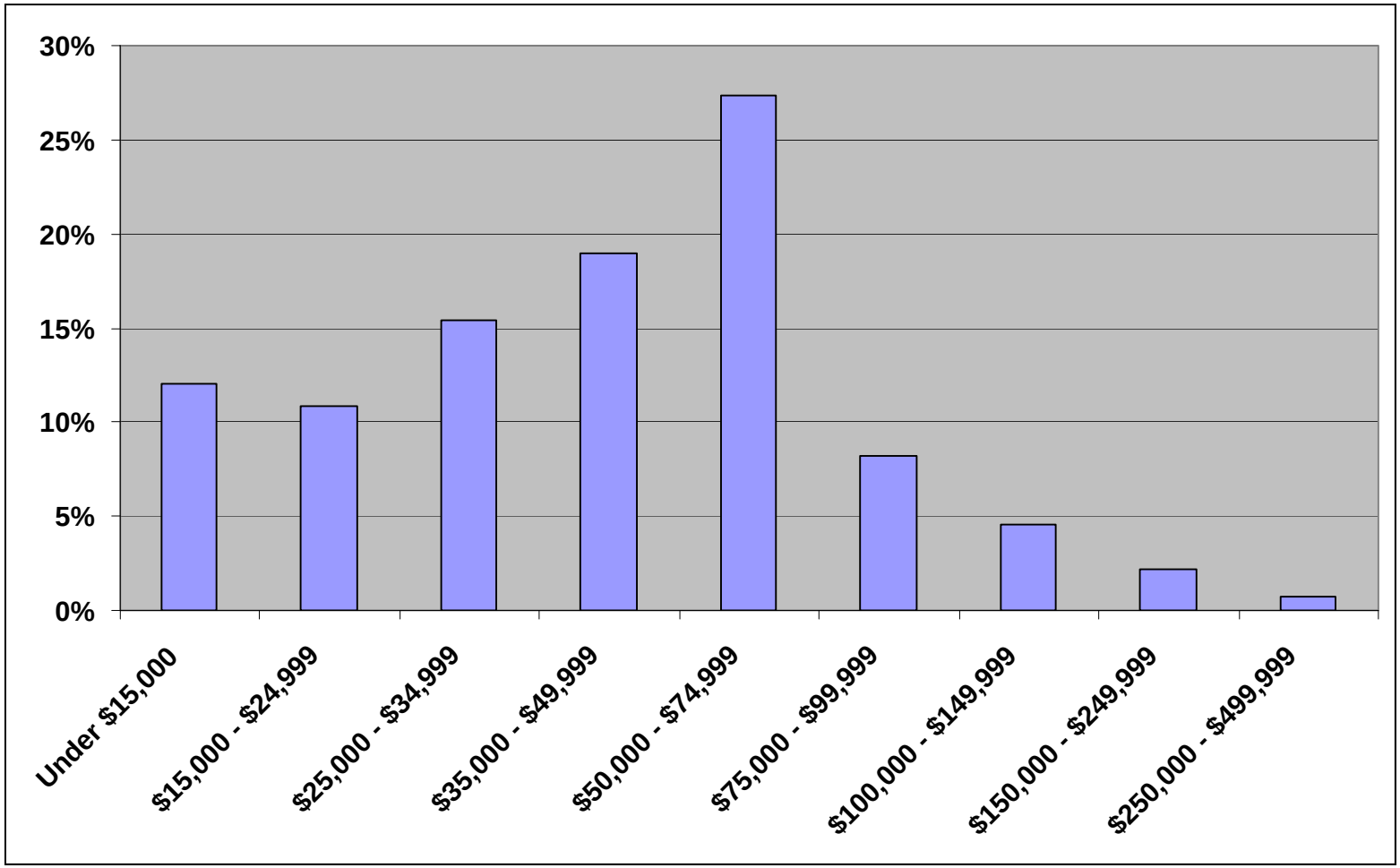
2006 Income Distribution, City of Victor



Source: Claritas

Demographic Profile

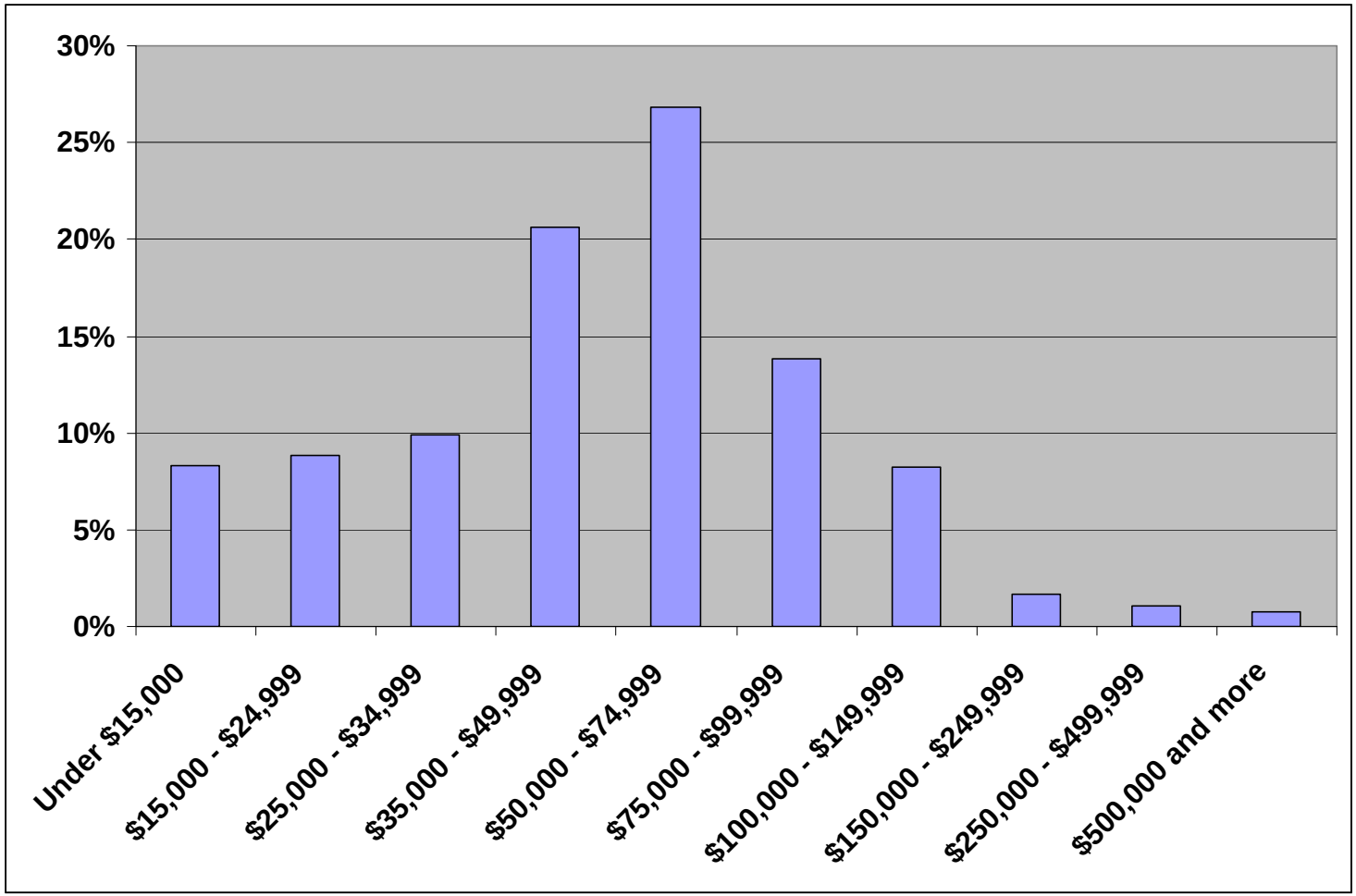
2006 Income Distribution, City of Driggs



Source: Claritas

Demographic Profile

2006 Income Distribution, Teton County



Source: Claritas

Demographic Profile

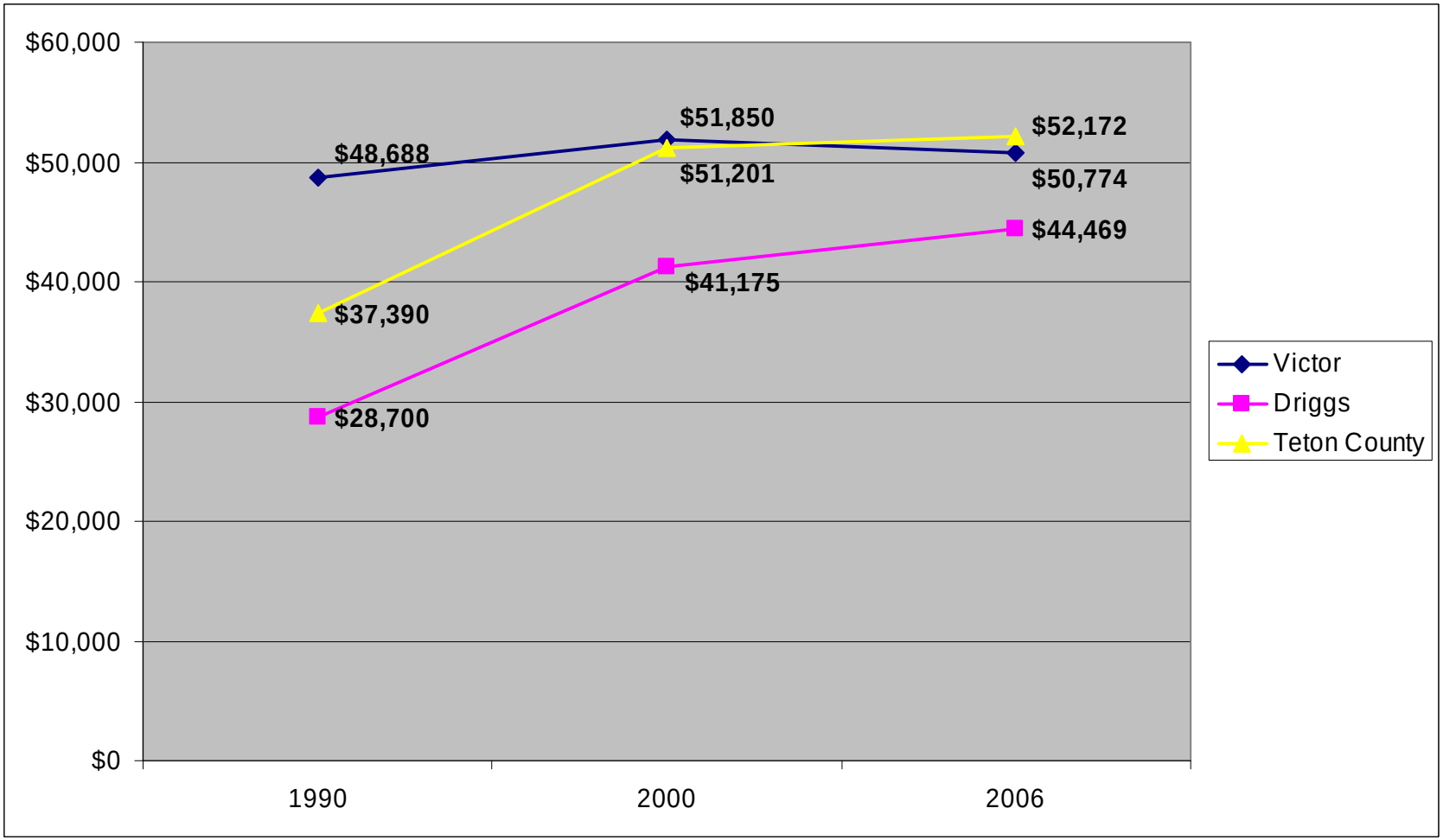
Median Income, 2006

City of Victor	$50,744
City of Driggs	$44,469
Teton County	$52,172

Source: Claritas

Demographic Profile

Median Income Adjusted for Inflation



Source: US Census Bureau, Claritas

Demographic Profile

Educational Attainment, 2006

Victor

- 87.8 % with a high school degree or higher
- 18.1% with a bachelor's or higher

Driggs

- 81.1 % with a high school degree or higher
- 30.1% with a bachelor's or higher

Teton County

- 87.5 % with a high school degree or higher
- 27.7% with a bachelor's or higher

Source: Claritas

Housing

Tenure and Occupancy, 2000

	Victor	Driggs	Teton County
Renter occupied	24.9%	32.8%	26.5%
Owner occupied	75.1%	67.3%	73.5%
Total Housing Units	344	454	2,632
Occupied	301	400	2,078
Vacant	43	54	554
Seasonal Units	14	28	401
other vacancies	29	26	153
Seasonal as a Percent of Total Units	*4.07%*	*6.17%*	*15.24%*

Source: US Census Bureau: 2000 Census

Housing

Tenure and Occupancy, 2000

	City of McCall	Valley County
Seasonal as a Percent of Total Units	*48.30%*	*53.79%*

	Town of Taos	Taos County
Seasonal as a Percent of Total Units	*7.46%*	*16.93%*

	Victor	Driggs	Teton County
Seasonal as a Percent of Total Units	*4.07%*	*6.17%*	*15.24%*

Source: US Census Bureau: 2000 Census

Employment

Teton County Labor Force Data, 2004

Sector	#	%
Manufacturing	100	4.7%
Construction	386	18.1%
Information	39	1.8%
Utilities & Transportation	64	3.0%
Retail & Wholesale Trade	319	14.9%
Financial Activities	89	4.2%
Professional & Business Services	183	8.6%
Educational & Health Services	105	4.9%
Leisure & Hospitality	278	13.0%
Other Services	91	4.3%
Government	480	22.5%
Total Nonfarm Employment	2,134	100.0%

Source: Idaho Commerce & Labor

Employment

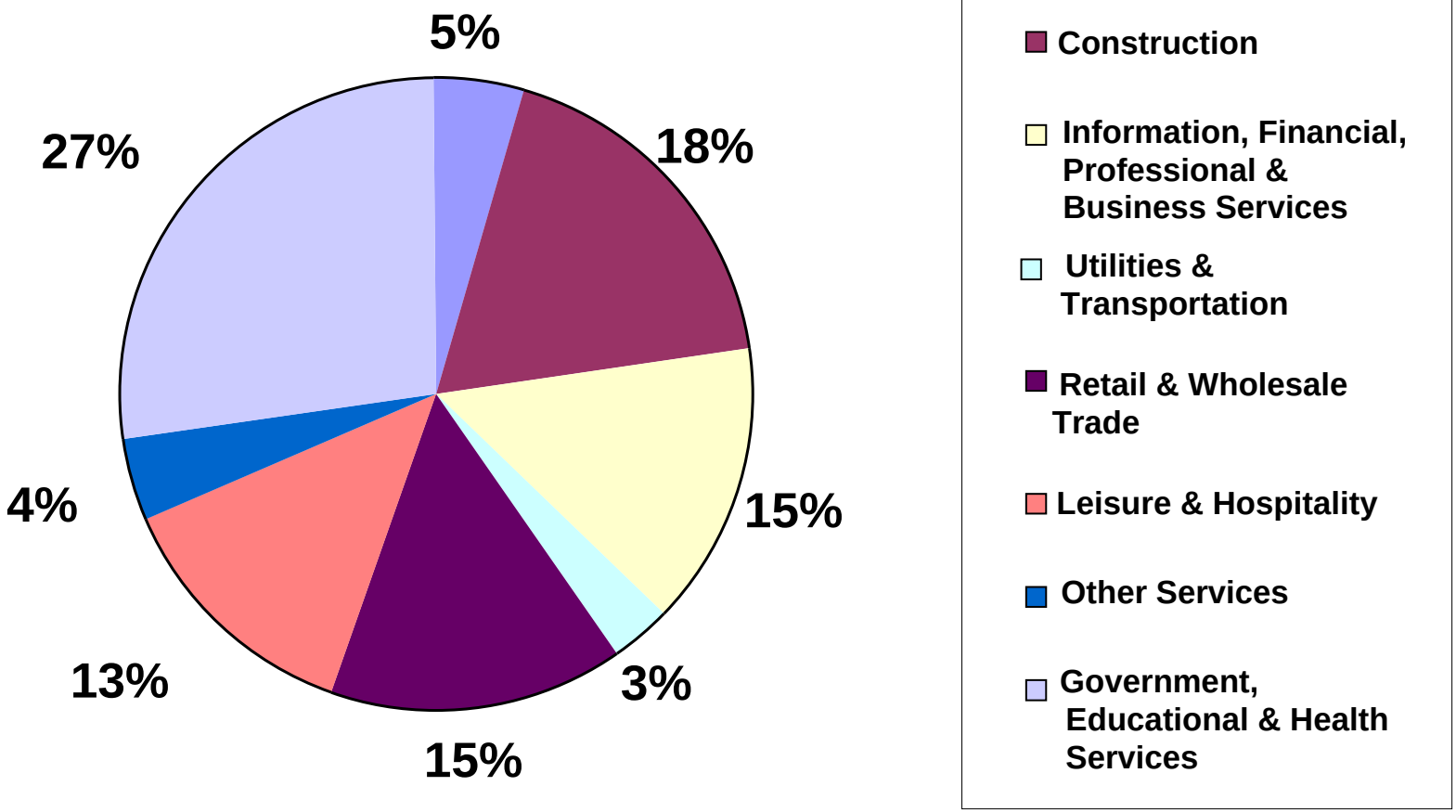
Teton County, Wyoming Labor Force Data, 2004

Sector	#	%
Manufacturing	243	1.0%
Construction	2,665	11.2%
Information	376	1.6%
Utilities and Transportatin	451	1.9%
Retail and Wholesale Trade	2282	9.6%
Financial Activities	2,920	12.2%
Professional and Business Services	2,884	12.1%
Educational and Health Services	1,153	4.8%
Leisure and Hospitality	6,922	29.0%
Other Services	1,190	5.0%
Government	2,209	9.3%
Other	542	2.3%
Total Non-Farm Employment	**23,837**	**100.0%**

Source: Source: U.S. Bureau of Economic Analysis

Employment

Teton County Labor Force Data, 2004



Source: Idaho Commerce & Labor

Employment

Median Regional Labor Costs

Sector	Average Hourly Wage
Architecture & Engineering	$30.10
Computer & Math	$27.53
Business & Financial	$20.34
Healthcare Practitioners & Technical	$20.01
Construction & Extraction	$15.25
Production	$12.12
Office & Administrative Support	$11.09
Sales & Related	$9.03

Source: Idaho Commerce & Labor

P26. PLACE OF WORK FOR WORKERS 16 YEARS AND OVER--STATE AND COUNTY LEVEL [5] - Universe: Workers 16 years and ove

	Victor		Driggs		Teton County	
	Population	*Percent*	*Population*	*Percent*	*Population*	*Percent*
Worked in state of residence:	**207**	**45.9%**	**359**	**65.5%**	**1,878**	**63.9%**
Worked in county of residence	188	90.8%	332	92.5%	1,742	92.8%
Worked outside county of residence	19	9.2%	27	7.5%	136	7.2%
Worked outside state of residence	**244**	**54.1%**	**189**	**34.5%**	**1,060**	**36.1%**
Total	**451**	**100.0%**	**548**	**100.0%**	**2,938**	**100.0%**

U.S. Census Bureau
Census 2000

P27. PLACE OF WORK FOR WORKERS 16 YEARS AND OVER--PLACE LEVEL [5] - Universe: Workers 16 years and over

	Victor		Driggs		Teton County	
	Population	*Percent*	*Population*	*Percent*	*Population*	*Percent*
Living in an incorporated place	***451***	***100.0%***	***548***	***100.0%***	***1,124***	***38.3%***
Worked in place of residence	75	16.6%	261	47.6%	354	31.5%
Worked outside place of residence	376	83.4%	287	52.4%	770	68.5%
Not living in an incorporated place	**0**	**0.0%**	**0**	**0.0%**	**1,814**	**61.7%**
Total	**451**	**100.0%**	**548**	**100.0%**	**2,938**	**100.0%**

U.S. Census Bureau
Census 2000

Victor + Driggs Major Employers

Grand Targhee	300
County School District	230
Teton Valley Hospital	150
Broulim's Thriftway	62
Teton County	57
Eagle Computer Systems	28
USDA	25
Teton Telecom	18

Source: Idaho Commerce & Labor

Growth Trends

Population Projections

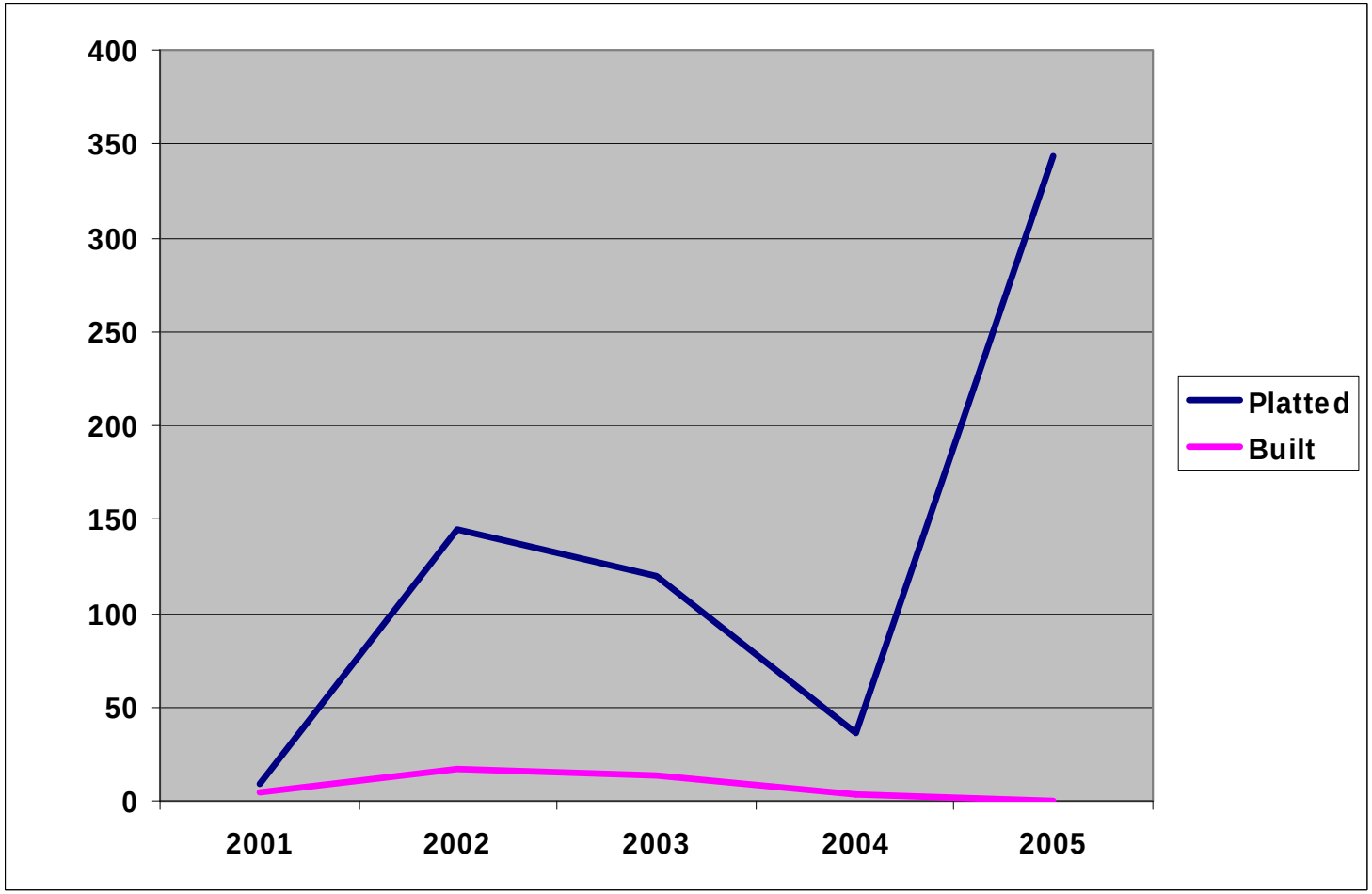
- Teton County is expected to gain 1,151 – 3,360 new residents by 2025
- Dividing these estimates by the current average household size yields a demand for 410 – 1,196 new housing units by 2025

	Additional Population by 2025		Additional Housing Demand	
	Min	Max	Min	Max
Teton County	1,151	3,360	410	1,196

Source: Idaho Power/Idaho Economics. Woods & Poole

Growth Trends

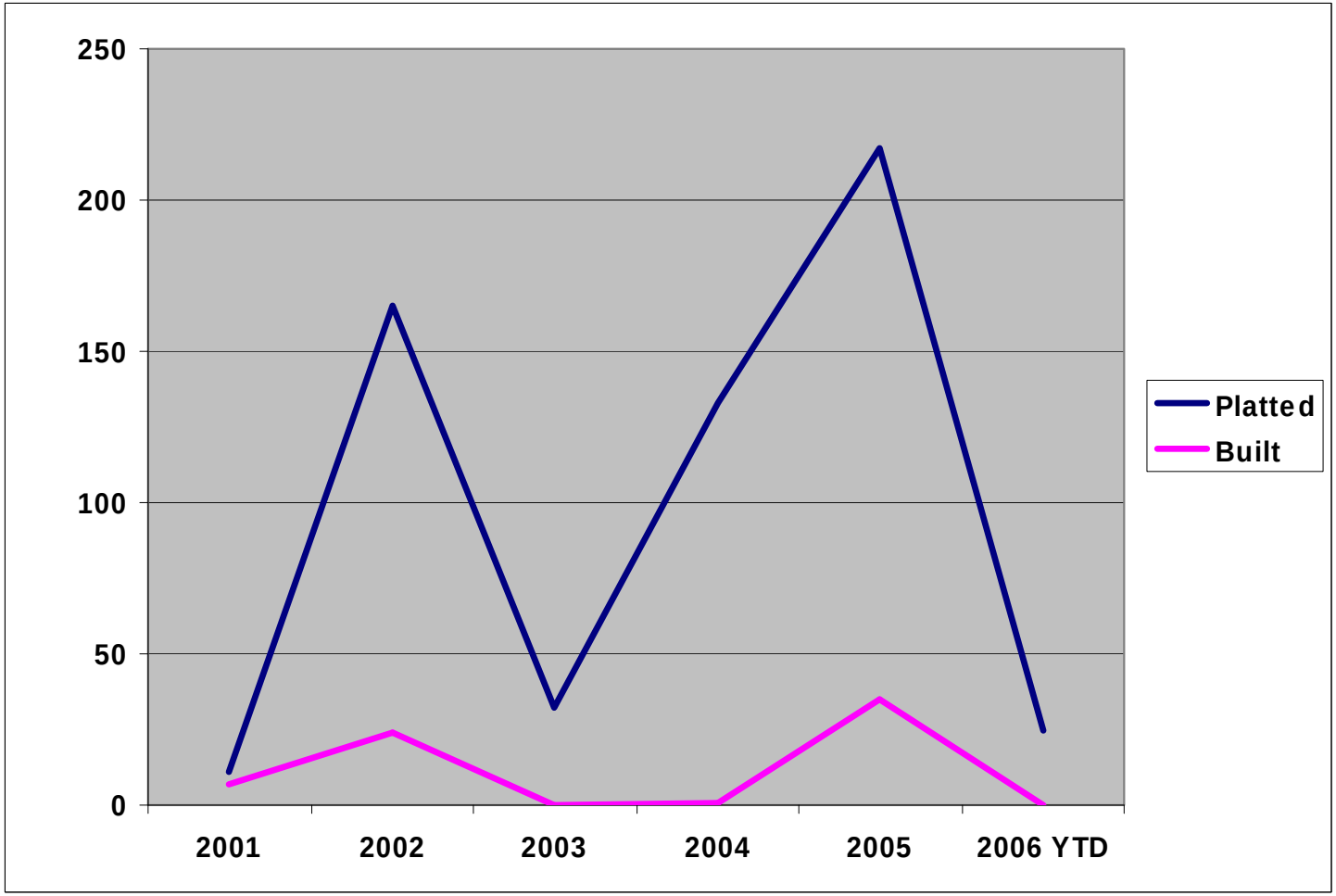
City of Victor Development



Source: Teton County Recorder's Office

Growth Trends

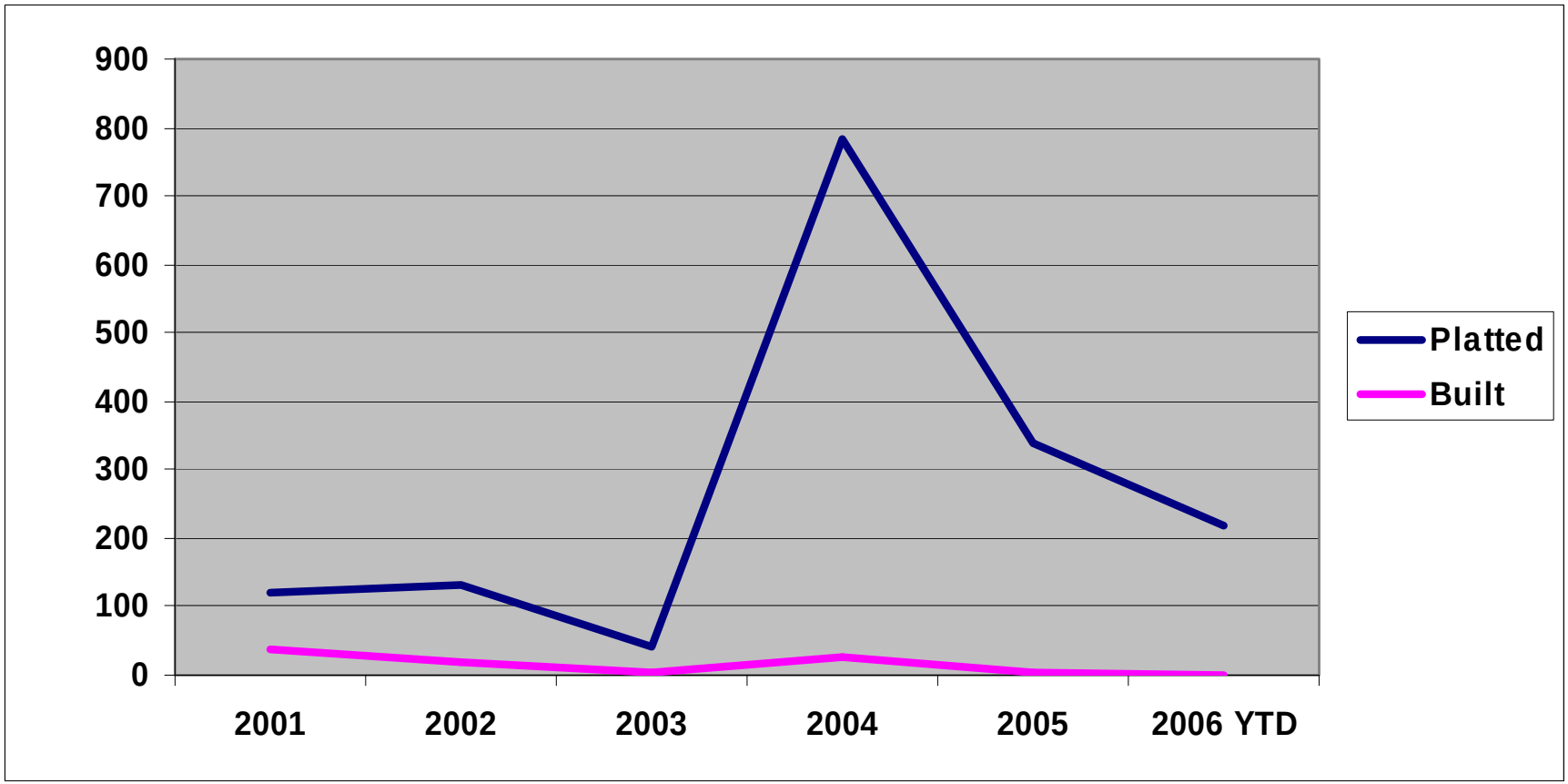
City of Driggs Development



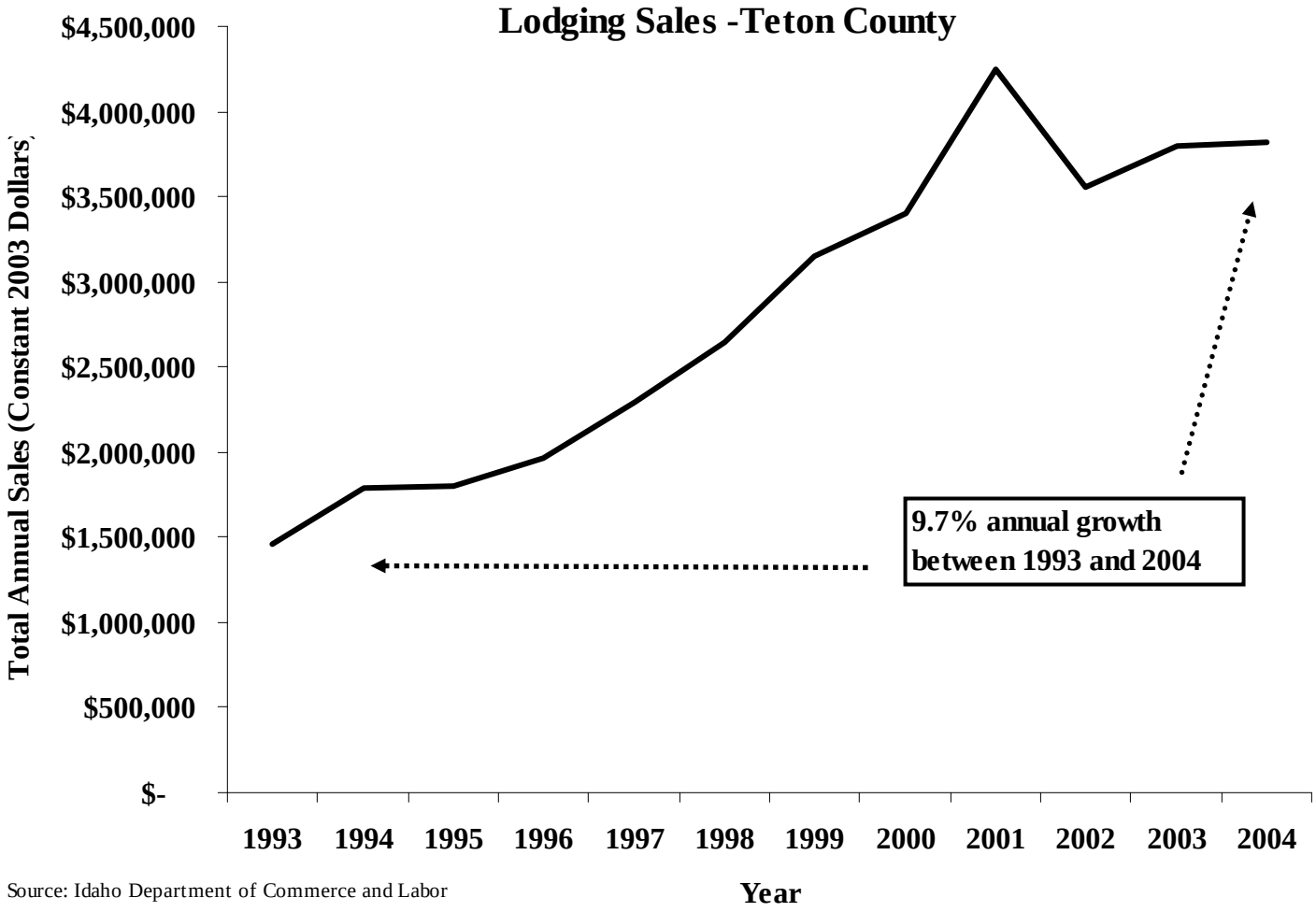
Source: Teton County Recorder's Office

Growth Trends

Teton County Development



Source: Teton County Recorder's Office



Source: Idaho Department of Commerce and Labor

Accomodations in Teton County

	1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004	
	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp	Units	Emp
72111 Hotels (except Casino Hotels) and Motels	3	24	3	32	4	37	5	39	5	37	6	39	6	44	5	40	6	39	6	38	6	38	7	41
7212 RV (Recreational Vehicle) Parks and Recreational Camps	3	17	3	19	3	23	3	22	3	25	3	23	3	25	3	24	3	26	3	27	4	40	4	37
53131 Real Estate Porperty Managers	2		3		2		2		4		4		3		4		4		4		4		4	

LAND USE INVENTORY

Developed Land

Teton County	Acres	Percent of Total
Private Land	194,163	67.4%
US Forest Service Acreage	88,013	30.5%
BLM Acreage	6,080	2.1%
Total Acreage in County	**288,256**	**100.0%**

County Land	Acres	Percent of Total
Developed	18,039	9.3%
Undeveloped	159,208	82.0%
Conservation Easement	7,561	3.9%
Pending	9,355	4.8%
Total	**194,163**	**100.0%**

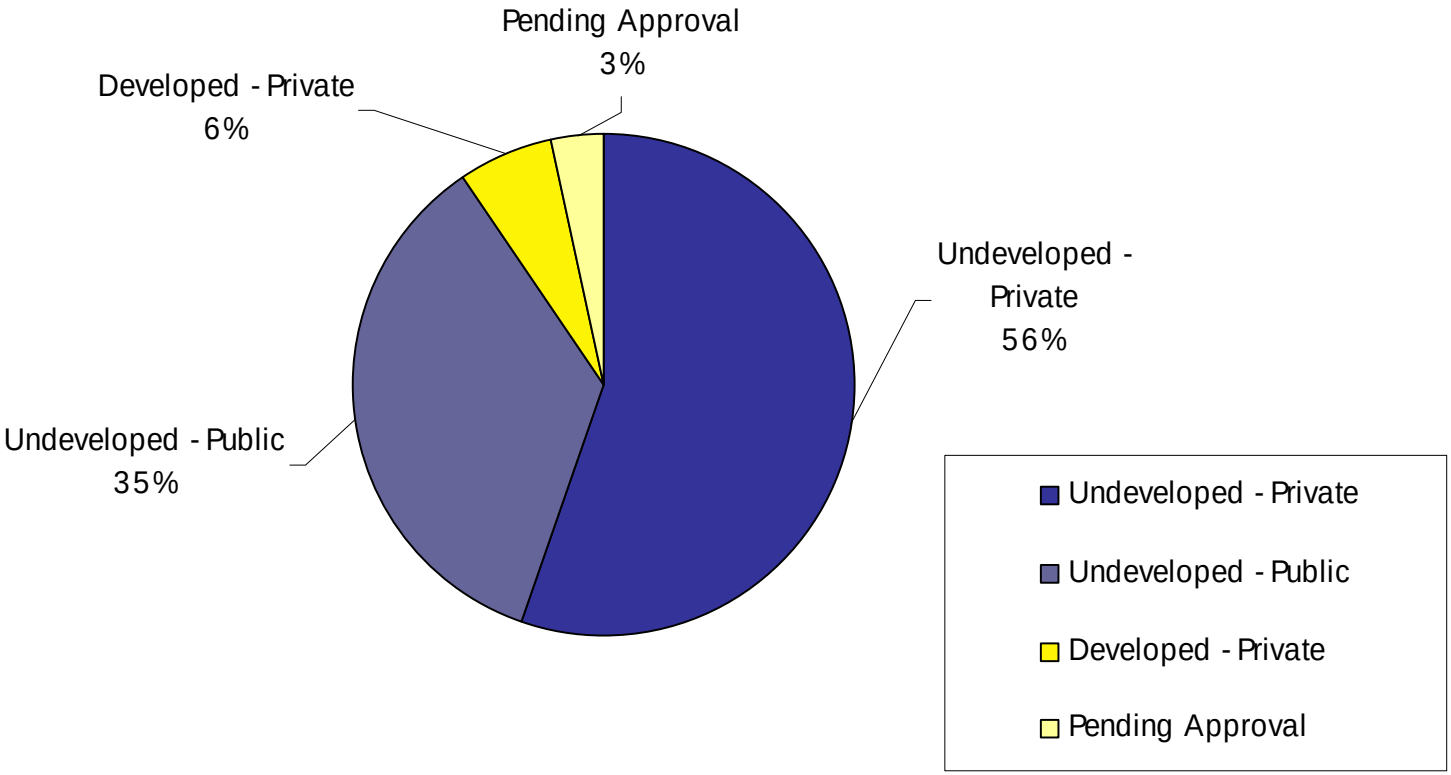
Victor	Acres	Percent of Total
Developed	543	77.5%
Undeveloped	157	22.5%
Pending	0	0.0%
Total	**700**	**100.0%**

Driggs	Acres	Percent of Total
Developed	216	21.3%
Undeveloped	798	78.7%
Pending	0	0.0%
Total	**1,014**	**100.0%**

Source: Teton County Recorder's Office

Developed Land

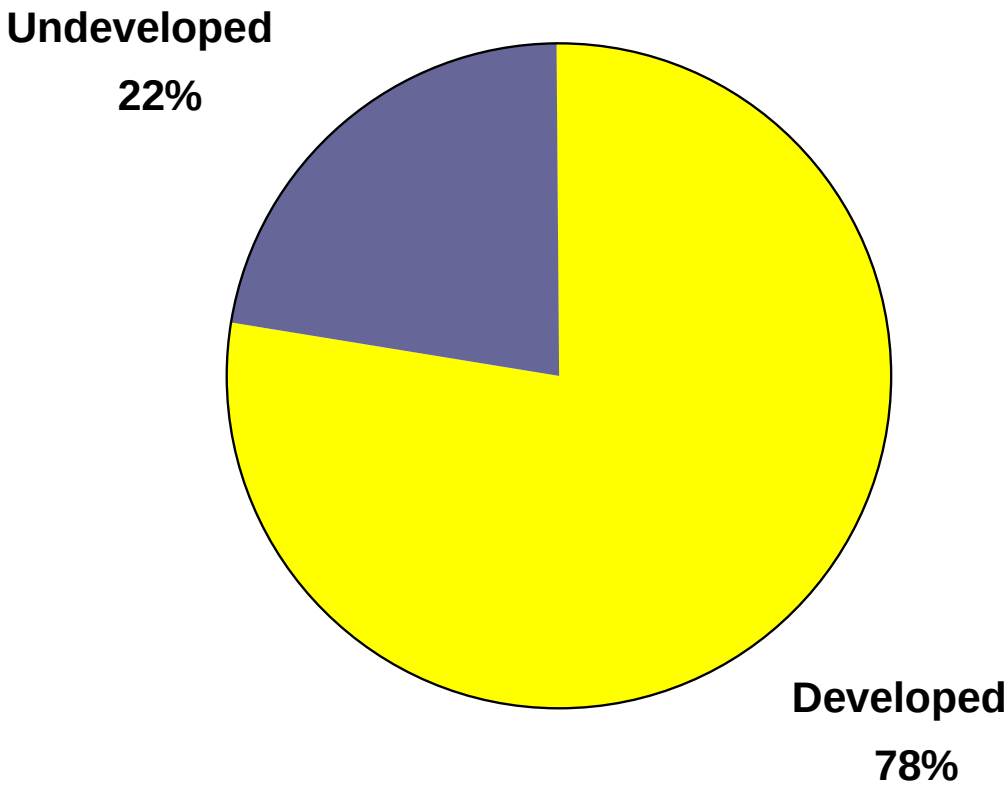
Teton County



Source: Teton County Recorder's Office

Developed Land

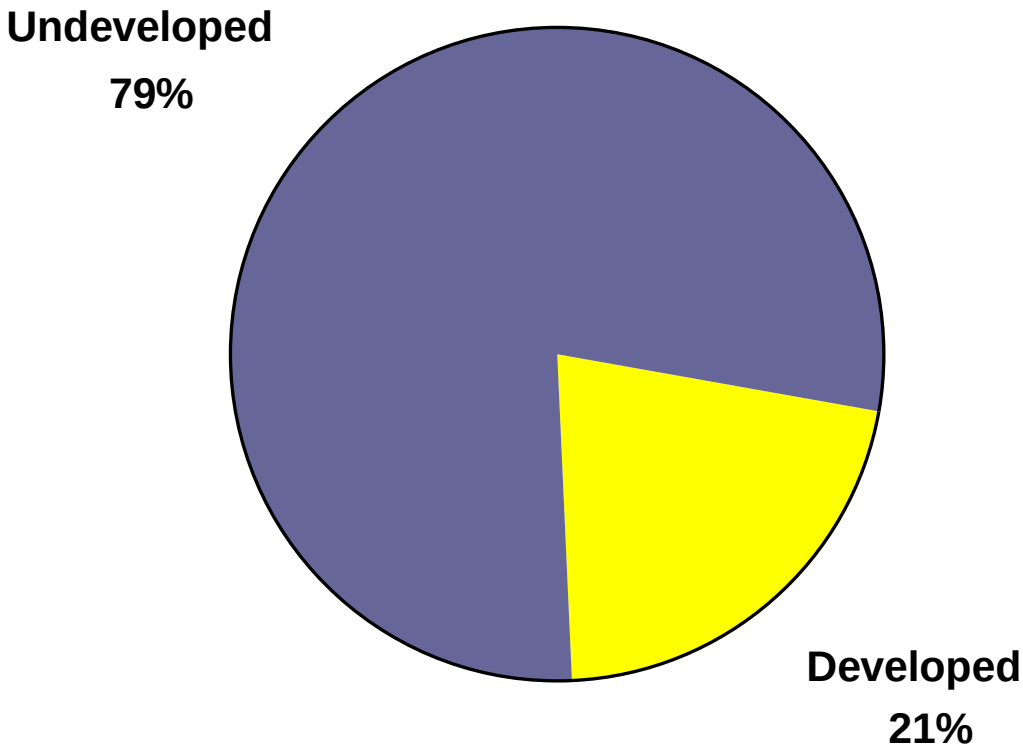
City of Victor



Source: Teton County Recorder's Office

Developed Land

City of Driggs



Source: Teton County Recorder's Office

VICTOR + DRIGGS
MARKET FINDINGS

Real Estate Market

Housing

- Three markets exist for homes in the Teton Valley
  - People who work and live in Jackson, but cannot afford to buy a home
  - Local residents with moderate incomes
  - Second home buyers
- Most buyers of homes and land in Teton County are second home buyers and investors
- Demand for lower priced units is strong to meet the needs of locals
- Limited opportunity for high-paying jobs in Victor or Driggs

Real Estate Market

Housing

- Median price of a single family home is approximately $300,000
- Lots in the County sell for between $70,000 and $100,000 an acre
- Lots in the Cities of Victor and Driggs sell for up to $125,000 an acre
- Attached housing projects built in cities sold quickly and have appreciated well
- Even with high land prices, denser housing types make development feasible

Real Estate Market

Housing Affordability

Sector	Average Hourly Wage	Gross Yearly Salary	Affordable Home Price
Sales & Related	$9.03	$18,782.40	$73,055
Office & Administrative Support	$11.09	$23,067.20	$89,734
Production	$12.12	$25,209.60	$98,073
Construction & Extraction	$15.25	$31,720.00	$123,426
Healthcare Practitioners & Technical	$20.01	$41,620.80	$161,955
Business & Financial	$20.34	$42,307.20	$164,623
Computer & Math	$27.53	$57,262.40	$222,834
Architecture & Engineering	$30.10	$62,608.00	$243,683

Source: Idaho Commerce & Labor, Strategic Economics

Real Estate Market

Housing Affordability

- Median incomes are :

City of Victor	$50,744
City of Driggs	$44,469
Teton County	$52,172

- Median price of a single family home is approximately $300,000
- Salary required to afford a median priced home is $64,000
- Percent of households able to purchase a median priced home

	Households	Percent of Total
Driggs	122	29%
Victor	170	38%
Teton County	1,051	39%

Source: US Census Bureau: 2000 Census

Real Estate Market

Commercial

- Commercial properties sell for $100,000 to $200,000 per acre
- Demand for mixed-use developments with walkable retail on the ground floor
- Grocery stores require a population of about 3,000 people in a three mile radius
- Retail leakage in almost every category: $7.3 million in Driggs, $5.9 million in Victor, and $18 million in Teton County

Real Estate Market

Commercial

- Leakage represents an additional 29,153 square feet of supportable retail in Drigg's, 23,551 square feet in Victor and 72,047 square feet in Teton County.
- Some retail infusion in the following sub-categories
  - Building supplies
  - Book stores
  - Home furnishings
  - Sporting goods
  - Hardware stores

Real Estate Market

Commercial

City of Victor – Retail Leakage

	Demand (Expenditures)	Supply (Sales)	Opportunity Gap/ Surplus
Motor Vehicle and Parts Dealers	4,785,321	312,486	4,472,835
Furniture and Home Furnishings Stores	483,068	532,285	(49,217)
Electronics and Appliance Stores	463,284	0	463,284
Building Material, Garden Equip Stores	2,169,122	4,472,401	(2,303,279)
Food and Beverage Stores	2,315,761	661	2,315,100
Health and Personal Care Stores	736,332	0	736,332
Gasoline Stations	2,284,578	6,880,162	(4,595,584)
Clothing and Clothing Accessories Stores	865,561	111,837	753,724
Sporting Goods, Hobby, Book, Music Stores	387,866	179,604	208,262
General Merchandise Stores	2,331,469	91,054	2,240,415
Miscellaneous Store Retailers	517,638	0	517,638
Non Store Retailers	1,104,764	849,692	255,072
Foodservice and Drinking Places	1,740,755	867,497	873,258
Total Retail Sales	**20,185,519**	**14,297,679**	**5,887,840**

Source: Claritas

Real Estate Market

Commercial

City of Driggs – Retail Leakage

	Demand (Expenditures)	Supply (Sales)	Opportunity Gap/ Surplus
Motor Vehicle and Parts Dealers	3,898,116	841,593	3,056,523
Furniture and Home Furnishings Stores	376,966	0	376,966
Electronics and Appliance Stores	385,367	185,646	199,721
Building Material, Garden Equip Stores	1,669,223	2,074,372	(405,149)
Food and Beverage Stores	2,046,286	683,923	1,362,363
Health and Personal Care Stores	646,046	1,751,277	(1,105,231)
Gasoline Stations	1,918,246	550,892	1,367,354
Clothing and Clothing Accessories Stores	724,319	1,959	722,360
Sporting Goods, Hobby, Book, Music Stores	320,564	429,390	(108,826)
General Merchandise Stores	1,976,749	705,386	1,271,363
Miscellaneous Store Retailers	422,843	227,386	195,457
Non Store Retailers	914,873	757,042	157,831
Foodservice and Drinking Places	1,485,733	1,288,119	197,614
Total Retail Sales	**16,785,331**	**9,496,985**	**7,288,346**

Source: Claritas

Real Estate Market

Commercial

Teton County – Retail Leakage

	Demand (Expenditures)	Supply (Sales)	Opportunity Gap/ Surplus
Motor Vehicle and Parts Dealers	27,849,025	4,184,002	23,665,023
Furniture and Home Furnishings Stores	2,782,544	1,607,002	1,175,542
Electronics and Appliance Stores	2,703,020	316,996	2,386,024
Building Material, Garden Equip Stores	12,554,943	19,742,998	(7,188,055)
Food and Beverage Stores	13,845,521	941,997	12,903,524
Health and Personal Care Stores	4,436,767	2,406,995	2,029,772
Gasoline Stations	13,360,855	56,668,001	(43,307,146)
Clothing and Clothing Accessories Stores	5,051,830	343,000	4,708,830
Sporting Goods, Hobby, Book, Music Stores	2,260,170	1,414,992	845,178
General Merchandise Stores	13,752,010	1,354,996	12,397,014
Miscellaneous Store Retailers	3,014,563	767,992	2,246,571
Non Store Retailers	6,464,016	4,637,996	1,826,020
Foodservice and Drinking Places	10,195,367	5,871,999	4,323,368
Total Retail Sales	**118,270,631**	**100,258,966**	**18,011,665**

Source: Claritas

Real Estate Market

Commercial

- Grand Teton Mall on East side of Idaho Falls has many major retail stores and big-box stores.
  - Bed, Bath and Beyond, Pier 1, Wal-Mart, JC Penny, Macy's, Dillard's, Barnes and Noble, Old Navy, Sears, Bath and Body Works, Buckle, Claire's, Foot Locker, Gap, Gap Kids, Baby Gap, Hot Topic, American Eagle, Aeropostale, Victoria's Secret, Kay Jewelers, Payless, Motherhood Maternity, as well as service stores like Lenscrafters, hair salons, T-mobile etc.

Real Estate Market

Commercial

- Stores in Victor
  - Victor Outdoor Seconds –Sporting Goods
  - Victor Emporium- Sporting Goods
  - Trail Creek Nursery
  - Kearsly Trees
  - Festive Living
  - Robinson Upholstery
  - Quality Builders
  - Victor Valley Grocery
  - Phillips Gas Station

Real Estate Market

Commercial

- Stores in Driggs
  - Peaked Sports
  - Yost Mountain Equipment
  - Corner Drug
  - Teton Hardware
  - Ace Hardware

Conclusions

APPENDIX C: CONNECTIVITY PRIMER

US EPA ARCHIVE DOCUMENT

Streets are the fundamental building blocks of urban places. Decisions about street infrastructure and layout shape cities and towns for many generations into the future.

A key smart growth technique available to city planners and decision makers is to ensure that their streets are developed such that they result in a functioning network rather than just a collection of facilities. In this regard, it is important to understand the relationships between two primary characteristics of street systems: *corridor capacity* and *network connectivity*.

Corridor capacity is a useful strategy for opening new lands to development and for connecting new neighborhoods with older city centers. Network connectivity, by contrast, is a useful strategy for encouraging redevelopment and infill within the existing urbanized area. Emphasizing connectivity over corridor capacity does not mean that mobility is diminished as a concern or that traffic capacity becomes less important. Rather it means improvements in capacity and mobility are achieved by developing a well-connected network of streets rather than by concentrating capacity investments in a few major arterial corridors.

Nationally, transportation planners are beginning to address connectivity as an important characteristic of transportation networks, especially roads and streets. A recent study by Dr. Susan Handy at the University of California/Davis (*"Planning for Street Connectivity", American Planning Association PAS #515*) documents the techniques that local governments are using to ensure minimum levels of connectivity.

The primary techniques for achieving connected networks are:

- Keeping block sizes small in both residential and commercial development;
- Providing or requiring minimum spacing between intersections;
- Ensuring that collector/connector streets are provided as areas develop;
- Discouraging or disallowing long cul-de-sacs and dead-end streets; and,
- Ensuring parallel route redundancy at the arterial, collector and connector street levels for emergency service access.

Measures of Street Network Connectivity

Measure	Standard	Notes
Links/Nodes	1.4 minimum	Within the perimeter of a study area, divide the number of roadway links by the number of intersections; excludes links on perimeter highways
Intersections/Square Mile	250 minimum	Including perimeter intersections (LEED-ND min = 300)
Block perimeter	< 1,200' = ideal 1,400' = maximum	Measured at the right of way line; does not include streets (LEED-ND gives no points above 1800' and max points is 800 – 1050')
Block Length	330' = ideal 528' = maximum	Consistent with Portland/Metro
Resiliency	10% Maximum	% of parcels that are inaccessible if one street is blocked
Proximity	65%	% of DUs within ¼ mile of village nodes

US EPA ARCHIVE DOCUMENT

APPENDIX D: EXAMPLE OF DOWNTOWN PARKING GUIDELINES

US EPA ARCHIVE DOCUMENT

US EPA ARCHIVE DOCUMENT

TOWN OF JACKSON
DOWNTOWN STUDY

APRIL 2003

prepared by:
Charlier Associates, Inc.
4041 Hanover Avenue• Suite 101• Boulder Colorado 80305

OVERALL DIRECTION

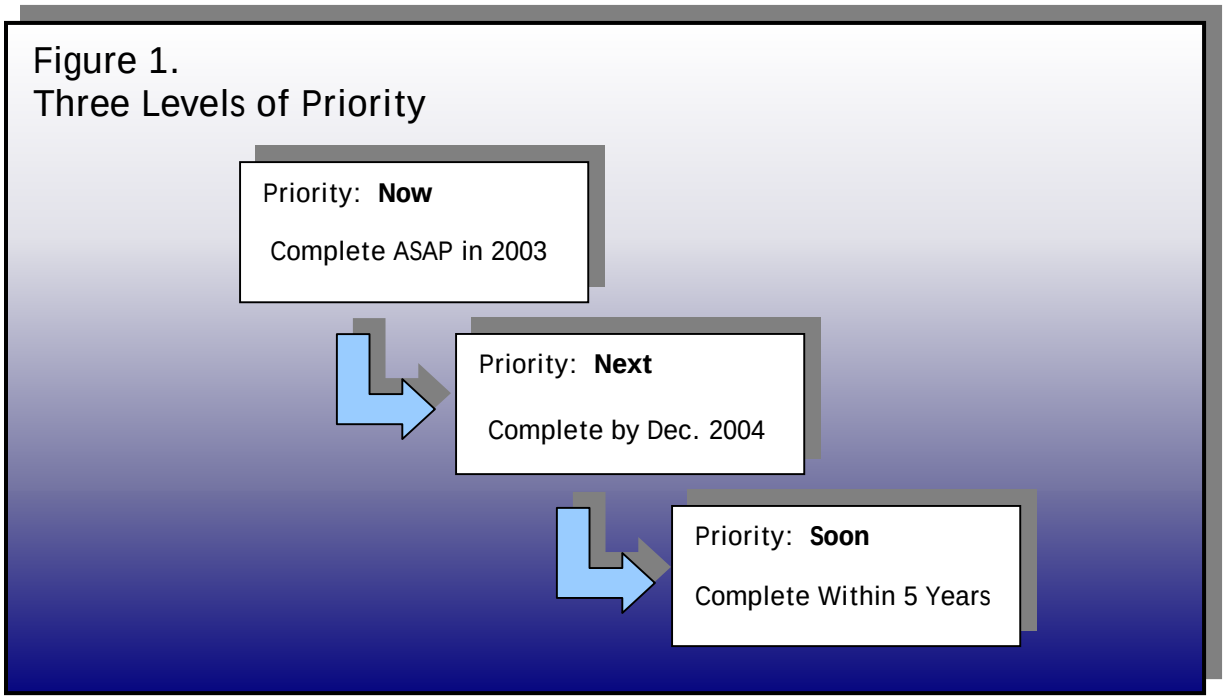
INITIATIVES:

OBJECTIVES:

1. Design the downtown transportation program to support the goals and objectives set forth in Chapter 8 of the Comprehensive Plan.
2. Create a rational, stable, long-term parking system in downtown that supports the Town's objectives for "Town as Heart" of the region. The parking system should provide "enough" parking, but not "too much" parking and the system should be designed to strike that balance.
3. Encourage redevelopment and infill projects in downtown by simplifying the project development process and by supporting strategic approaches to meeting parking demand.
4. Manage traffic circulation through a balanced approach that responds to needs but recognizes the inherently "busy" nature of streets in successful downtowns.
5. Apply enforcement and management strategies that support broader transportation and land use objectives.
6. Prioritize the pedestrian environment over other objectives.

US EPA ARCHIVE DOCUMENT

PRIORITIZATION OF ACTIONS



Each of the major initiatives is set forth in a separate section below. For each initiative, an approach is described along with specific actions. The actions are prioritized according the scheme shown in Figure 1.

The Town has limited resources (money, staff, time) and cannot tackle every issue at once. Priorities are designed to enable Council to make aggressive progress on downtown transportation issues, but to do so within a feasible level of effort and emphasis.

A summary of "Now" priority actions is provided on the next page.

US EPA ARCHIVE DOCUMENT

SUMMARY OF "NOW" ACTIONS

TUNE UP ENFORCEMENT
Establish new parking time limit zones. Initially establish two parking enforcement seasons for downtown; later establish three. Set seasonal enforcement staffing levels.

ENSURE LONG TERM SUPPLY
Maximize on-street parking. Identify and work to preserve future parking sites. Explore potential for a partnership with CCA. Develop federal funding for the MAC parking structure.

REVISE DEVELOPMENT PARKING STANDARDS
Revise LDRs to provide a shared parking credit, allow a credit for public street frontage, revise on-site percentage requirements, eliminate credit for prior existing uses, and set the parking requirement for residential land uses.

REVISE FEE IN LIEU PROGRAM
Revise LDRs to set a new fee schedule, clarify that the developer does not "own" spaces, and allow people to pay fees into the FIL system and "bank" FIL space equivalents.

SET ASIDE EMPLOYEE PARKING
Initiate a paid parking permit program, set the first year fees and designate one of the town lots as the initial permit parking facility. Sell parking permits (window stickers) to employers and employees. Establish a fines. Build on the commuter TDM program ("Save a Space").

REORGANIZE PARKING FINANCE STRUCTURE
Create a Downtown Parking Enterprise Fund with Capital and Operations accounts. Establish an annual report of the Downtown Parking Enterprise Fund due in April of each year.

RELY ON TRANSIT
Work with START to implement an employee "EcoPass" program and to initiate and expand commuter transit routes in accordance with their Transit Development Plan.

INVEST IN PEDESTRIANS
Improve and maintain crosswalks, develop sidewalks along Pearl, and make improvements called for in Pearl corridor plan. Develop pedestrian spine along Center, keeping street open to traffic. Work with WyDOT to implement improvements in the West Broadway corridor plan.

CREATE DOWNTOWN PARKING ADVISORY COMMITTEE
Establish a Downtown Parking Advisory Committee. Work through Town staff to implement priorities and policy initiatives of the DPAC with oversight from Council.

US EPA ARCHIVE DOCUMENT

TUNE UP ENFORCEMENT

PRIORITY

NOW

NEXT

SOON

APPROACH

An enforcement tune up is needed to ensure on-street parking is not consumed by commuters, and to promote the viability of future investments in parking structures. Enforcement should be fair and tight, but friendly to visitors (first time offenders).

ACTIONS

1. Establish new parking time limit zones (see map appendix):
   - 15-minute spaces in a small number of selected on-street locations.
   - 2-hour zones on-street and in off-street lots in the core area.
   - 4-hour zones on-street outside the core.
   - No time limits on-street in peripheral areas.
2. Establish two parking enforcement seasons for downtown: summer (June 1 – September 30), the rest of the year.
3. Adjust on-street signage promptly at season change to ensure fair notice to parkers.
4. Set summer enforcement staffing sufficient to provide two enforcement officers on the street continuously from 9AM to 8PM 7 days a week. Provide periodic enforcement throughout the rest of the year as warranted.
5. Deploy hand-held computers for ticketing of parking offenses, linked daily to a database allowing tracking of license plates. Acquire three computers, two in service and one reserve.
6. Revise the parking fine schedule: No fine for first time offenders; escalating fines for repeat offenders and scofflaws.
7. Implement a zonal system for parking overtime enforcement.
8. Set ski season enforcement staffing at levels sufficient to provide one officer on the street from 9AM to 7PM.

US EPA ARCHIVE DOCUMENT

TUNE UP ENFORCEMENT – DISCUSSION & ADDITIONAL INFORMATION

Downtown Jackson faces many of the same issues as all downtowns, including the need to protect on-street parking supply for customers during peak seasons. The principal challenge is avoiding the occupation of premium on-street parking by employees.

This is not an issue of "the business community" vs. the public. It is clearly in the Town's (read: everyone's) best interests to that ensure on-street parking is available for customers. Of course, the Town must also provide safe convenient ways for employees to get to work, an issue also addressed by these recommendations.

"Local" plates were tracked during the field study in July. (A local plate could be a commuter – a downtown employee – or a local resident shopping or doing business downtown.) The study determined that local plates are a significant presence in on-street spaces throughout downtown.

While local plate durations are not longer, on average, than visitor durations, this is largely because commuters move their cars to avoid overtime tickets. Thus, preventing use of parking by employee cars requires three program elements: parking time restrictions, a zonal approach to time limits, and effective enforcement of those restrictions. Time restrictions have the benefit that they allow local use of downtown parking for the same purposes as visitors and tourists – shopping, eating, etc. At the same time they prevent (or discourage) use of on-street parking supply for all-day storage of commuters' cars. The zonal system addresses the problem of employees moving their cars to avoid tickets (rampant today). To avoid a ticket, the employee must move the car into another zone, thus negating most of the original incentive to park in front of their building.

Today there are two busy parking seasons in downtown: summer (June through September), and ski season (January through March), with occasional busy days in December around Christmas. However, parking demand currently approaches supply only during the summer, so this study is recommending the Town initially establish two parking enforcement seasons: **summer and the rest of the year**. In the future, three parking seasons will be needed as growth in winter bed base continues: summer, **ski season** and the rest of the year.

There also a couple of related issues be addressed in making the enforcement system functional and fair. The first is dealing with "scofflaws" – repeat offenders who treat parking tickets as just the cost of doing business. The second is the negative effect that parking tickets issued to visitors can have on the Town's image as a desirable destination. Both of these issues can be addressed through careful ticket pricing.

Parking scofflaws are a problem in every community. The most effective way to deal with them is to have an escalating fine schedule where the tenth (or twentieth) ticket received during a set period of time is more expensive than the first. Eventually, the cost is too high and the scofflaw will find a better parking solution.

A similar approach can help with the visitor perception problem. By making the first ticket free, many visitors will avoid a fine – in part because they will learn that there are parking time limits in downtown and they are enforced, and in part because they are only in town briefly. Issuing a friendly (perhaps even humorous), advisory ticket on first offense can help preserve return business for the Town. Creating the ability to do this requires the use of handheld computers for ticketing so that license plates can be recognized at the point of ticket issuance. Database workarounds are available to resolve issues related to rental car companies and other practical enforcement details.

US EPA ARCHIVE DOCUMENT

ENSURE LONG TERM SUPPLY

PRIORITY

NOW

APPROACH

There is not a shortage of parking supply in downtown today. During peak mid-summer afternoons, parking spaces in core areas are 100% occupied, while at least 500 spaces remain available in peripheral areas.

However, Jackson cannot rely on remaining reservoirs of peripheral parking to support redevelopment in the core. Also, the Town must maximize availability of on-street parking supply and ensure on-street parking is available for visitors and shoppers.

Future parking needs should be met with several well-placed, well-timed smaller garages rather than one large structure. Almost 1,400 new spaces would be needed to support non-residential development. Another 1,300 could be associated with future residential projects.

ACTIONS

1. Set policy to maximize on-street parking by reducing size of red zones and by making other design adjustments (consistent with minimum safety requirements). Phase out painting of most parking spaces to increase effective capacity.
2. Identify four or five alternative future parking structure sites, with geographic representation.
3. Identify and seek out potential sites for interim surface parking lots and work with site owners to establish public parking arrangements.
4. Begin working on the measures and partnerships required to preserve the alternative future parking structure sites.
5. Explore the potential for a partnership with Community Center for the Arts to resolve their parking needs and provide a jump-start for downtown parking supply additions.
6. Develop federal transportation funding sources for the MAC site parking structure.

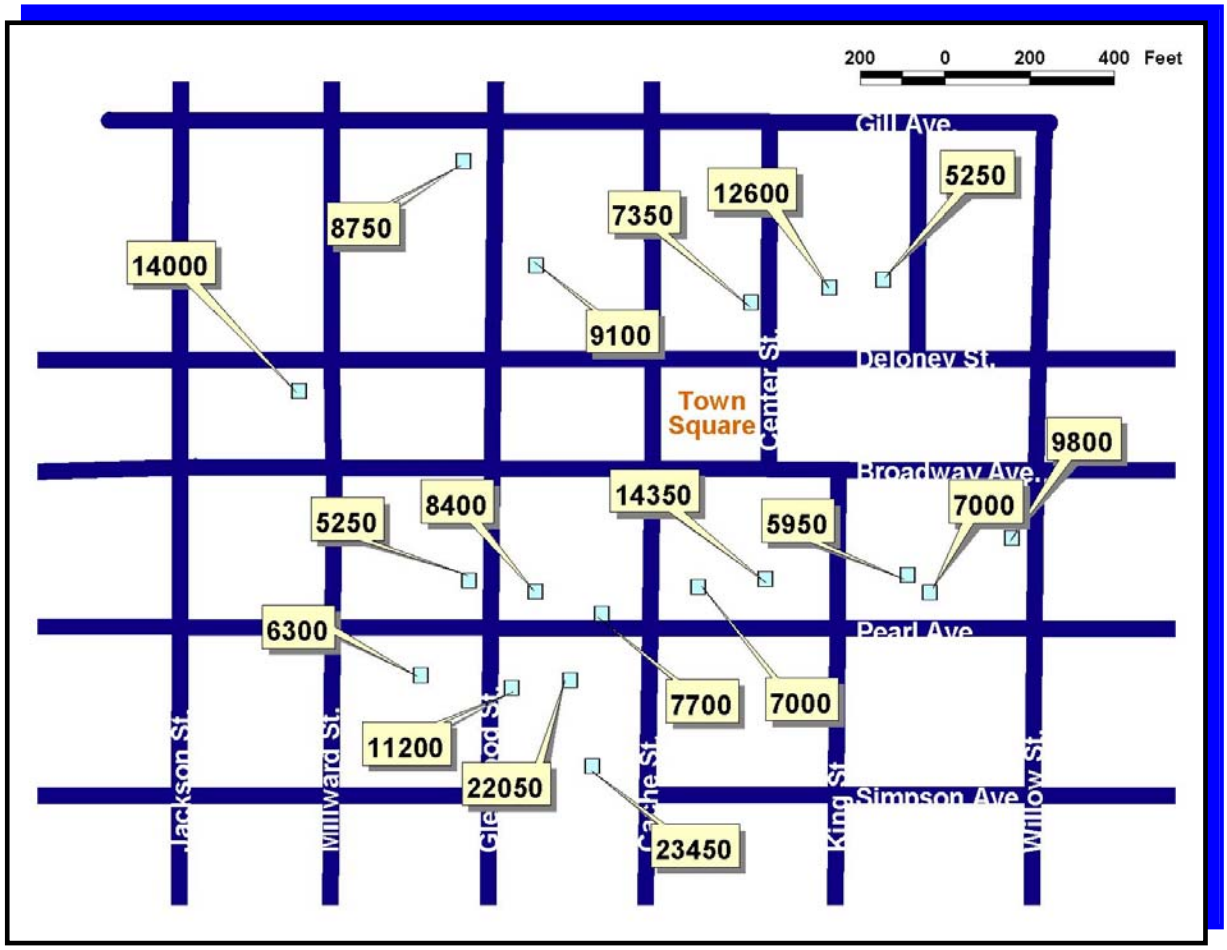
US EPA ARCHIVE DOCUMENT

ENSURE LONG TERM SUPPLY – DISCUSSION & ADDITIONAL INFORMATION

Availability of Parking Spaces At Peak Times – July, 2002		
	Thursday 2 PM	**Saturday Noon**
Town Square	0	0
Northwest	78	29
Northeast	139	201
Southwest	138	171
Southeast	204	353
TOTAL	559	754

It is important for the Town to keep in mind that, in addition to parking required in support of future redevelopment and infill, another 500 or so spaces could be lost because the current off-street parking supply is where some of the future projects will occur.

CURRENT SURFACE PARKING ON "BUILDABLE LOTS" **(530 SPACES)**



US EPA ARCHIVE DOCUMENT

REVISE DEVELOPMENT PARKING STANDARDS

PRIORITY

NOW

SOON

APPROACH

The town's existing parking ordinance should remain unchanged. However, a "downtown special parking area" (DSPA) should be established (map in appendix) as an overlay of provisions applicable only with the DSPA. This avoids the need to make parking ordinance changes town-wide with issues unrelated to downtown development.

ACTIONS

Amend LDRs, creating a DSPA and making these provisions applicable for development projects within the DSPA:

1. Provide a shared parking credit equal to 50% of the calculated parking demand for commercial land uses (not including residential, lodging, etc.).
2. Allow a credit equal to 4 spaces for each 50 lineal feet of public street frontage, less lineal footage of curb breaks for driveways.
3. Eliminate the on-site percentage requirement for commercial (non-residential, non-lodging) projects of less than 25,000 square feet. For commercial projects of more than 25,000 square feet, require at least 25% of the parking requirement to be met on site.
4. Require developers to fulfill any remaining parking requirements off-site either through the fee in lieu program or through ownership of other parking within 1,000 feet radius measured along a straight line from the center of the primary street frontage of the project.
5. Eliminate the credit for uses existing prior to the date of adoption of these recommendations.
6. Set the requirement for residential uses at 1.5 spaces per thousand square feet, with a minimum of one space per unit and a maximum of three spaces per unit, and with at least one space per unit provided on-site.
7. Set an on-site bicycle parking requirement equal to 1 bicycle parking space per every ten vehicle spaces required (10%). Details of bicycle parking location and design should be worked out at the site plan stage.
8. Within two years, review parking utilization and development experience and consider decreasing shared parking credit to 25% of calculated parking demand.

US EPA ARCHIVE DOCUMENT

REVISE DEVELOPMENT PARKING STANDARDS – DISCUSSION & ADDITIONAL INFORMATION

The principal shared parking opportunities in downtown Jackson are:

- Sharing between various retail, restaurant, bar and entertainment land uses associated with "internal capture" –people making multiple storefront visits from one parked vehicle; and,
- Sharing between downtown office employment and commercial land uses – mid-day trips, incidental shopping, lunch, etc. requiring no parking space.

Treating office uses in the same category as other "commercial" uses (retail, restaurant, bar, etc.) takes account of shared use details, such as the fact that while overall calculated generation rates for certain uses (restaurant or bar) are relatively high, these uses also exhibit more shared parking.

Neither lodging nor residential uses represent good shared parking opportunities. Parking associated with lodging exhibits continuing occupancy during the day (especially close to downtown) and begins to approach its peak fairly early in the evening during peak summer season. Thus, peak lodging park demand occurs at some of the same hours that peak retail, restaurant and other commercial uses are at or near their peaks. Residential uses in downtown do not empty out completely during the day and in many cases would reach high occupancy levels during times when other downtown uses would still be fairly full. Also, residential parking conflicts can be especially rancorous and are best avoided in the interests of the overall system.

As part of this project, actual downtown Jackson parking generation rates (parking demand related to existing land uses) were observed during a peak July week in 2002. The observed demand reached only about 50% of the parking requirements in the current Jackson ordinance. However, as shown in the table below, another factor to be considered is the elimination of current parking supply found in off-street surface lots that are large enough to be "buildable." (See page 7.)

BASIS FOR RECOMMENDED ORDINANCE		
Current Parking Inventory	On-Street	1,041
	Off-Street	1,532
	Total Current Inventory	2,573
Additional Need Based on Field Survey	Added Commercial Land Uses*	924
	Added Residential Land Uses**	1,308
	Surface Parking Lost to Infill***	424
	Total Future Additional Need	2,656
Parking Provided With 25% Shared Parking Credit	Added Commercial Land Uses*	1,352
	Added Residential Land Uses**	1,308
	Total New Spaces Provided	2,660

* Based on additional 337,000 square feet of commercial land uses
** Based on additional 872 dwelling units
*** Based on 80% of potential lost spaces from page 7 (80% of 530 = 424)

This table compares minimum parking requirements of the current ordinance with demand observed in July and with the DSPA commercial shared parking credit set at 25%. Residential demand is calculated at 1.5 spaces/thousand square feet in each column. Lodging is not included.

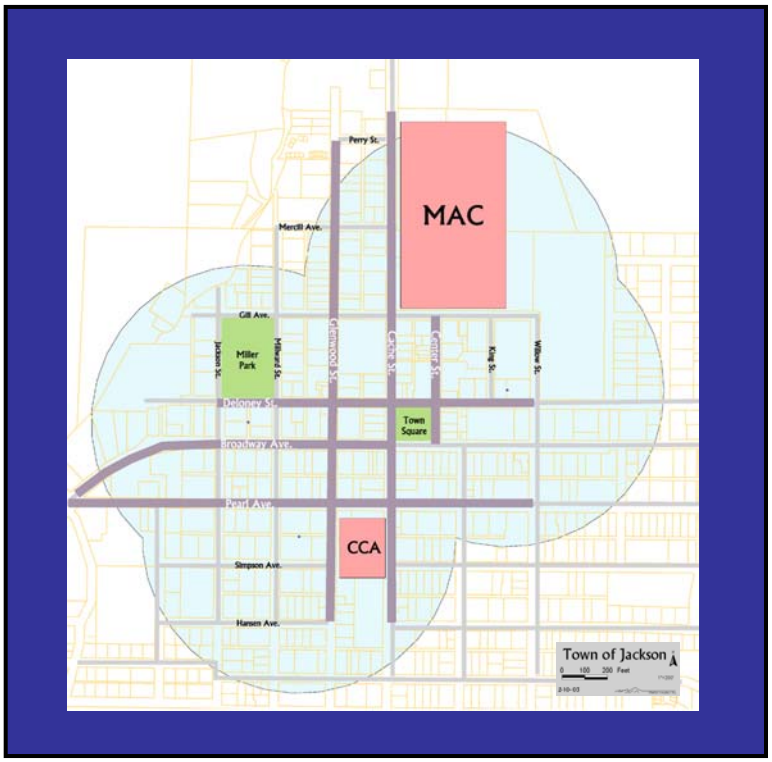
US EPA ARCHIVE DOCUMENT

To take into account the potential for loss of current off-street parking supply as an incidental side effect of infill projects, the Town should allow a shared parking ratio of about 25%. However, the downtown has an on-street reserve of about 500 to 800 spaces (see page 7). Also, there is a need to "jump start" the planned redevelopment of downtown. For these reasons, a 50% shared parking credit is recommended for the next two years. This will encourage downtown redevelopment consistent with Town and County policy. Within two years, however, the Town should re-evaluate parking utilization and development experience with an eye to lowering the shared credit to 25%.

These recommendations are based on demand observed during July, 2002, and thus reflect low transit and bicycle mode shares. The regional transportation plan calls for substantial increases in non-auto mode share that, if achieved, could reduce parking demand in downtown. The Town should continue to monitor mode share and travel behavior with an eye to the possibility of further reducing parking requirements based on progress on this front. For now, bicycle parking requirements should be implemented as a step toward achieving the planned mode shifts.

Future development in downtown Jackson will take the form of redevelopment or infill projects. In both cases, many projects will be rendered infeasible if they are required to provide all of their parking supply on site. In particular, such a requirement would basically prohibit most smaller projects. Not only is there no need to require all parking on site for small projects, it is not in the Town's interest to have surface or structure parking on every parcel in the downtown. This would detract from good urban design and would inhibit economic synergy between adjacent land uses.

At the same time, it will not be in the Town's interests to have a large, super-garage concentrating parking and traffic at a singular location and creating a large "negative space." Rather, future off-street parking supply should be scattered in at least three or four separate locations around the downtown. These can be built over time as demand grows. The figure below shows how four hypothetical parking locations would lie within 1,000 feet (measured along a straight line radius) of most of the downtown area. Thus, the proposed requirement that off-site parking be provided within 1,000 feet of each project would allow a small number of public (or private) parking sites to meet most development needs.



A distance of 1,000 feet represents about a 4 to 5 minute walk time for most people. While this is further than some are willing to walk in downtown today, it is a modest walk distance, well within typical "willingness to walk" range for cities and towns throughout North America. Commuters and downtown residents will be more willing to utilize such off-street parking sites than shoppers and visitors. However, some visitor use of certain sites would be possible and could be encouraged. Ultimately, the data generated by this study shows that most or all customer parking demand can be met on-street if commuter and downtown resident vehicles can be parked off-street.

US EPA ARCHIVE DOCUMENT

REVISE FEE IN LIEU PROGRAM

PRIORITY

NOW

NEXT

APPROACH

To ensure financial viability of the fee in lieu program, the fee schedule should be modified to be closer to the true cost of new parking, most which is assumed to be structured parking in the future.

The schedule should reflect realities of relationship between project size and feasibility, and parking fees by continuing the practice of setting fees for small projects lower. However, the schedule should reach full cost level earlier than the current table.

ACTIONS

1. Revise the LDRs to set a new fee schedule, applicable within the Downtown Special Parking Area:

Number of FIL Spaces to be Purchased	Cost per FIL Space
1st through 10th	$8,500
11th and more	$17,000

2. Revise the LDRs to clarify that the developer who pays FIL fees has paid an impact fee to a parking utility and does not "own" the spaces for which fees were paid. However, future redevelopments of sites for which FIL payments were once made should be entitled to credit for that number of spaces in calculation of new parking requirements.

3. Revise LDRs to allow people to pay fees into the FIL system and "bank" the right to FIL space equivalents for future use at the current price. Credits for these payments should run with land ownership and be fully transferable, but not refundable.

4. Revisit and revise FIL fee schedule annually in April to reflect actual project costs.

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REVISE FEE IN LIEU PROGRAM – DISCUSSION & ADDITIONAL INFORMATION

The proposed fee in lieu pricing would increase the cost per space across the board, to be more in line with the current estimated actual cost of structured parking ($17,000). At the same time, the fee structure will be less complicated than the one in current ordinance (below).

As shown below (Comparison 1), with the shared parking credit set at 25%, the cost of fee in lieu spaces for very small projects (< 7,000 sf) would be less than today due to the effects of crediting street frontage, crediting shared parking, and the setting lower fees for fewer than 11 spaces. The cost for larger projects would be higher than today.

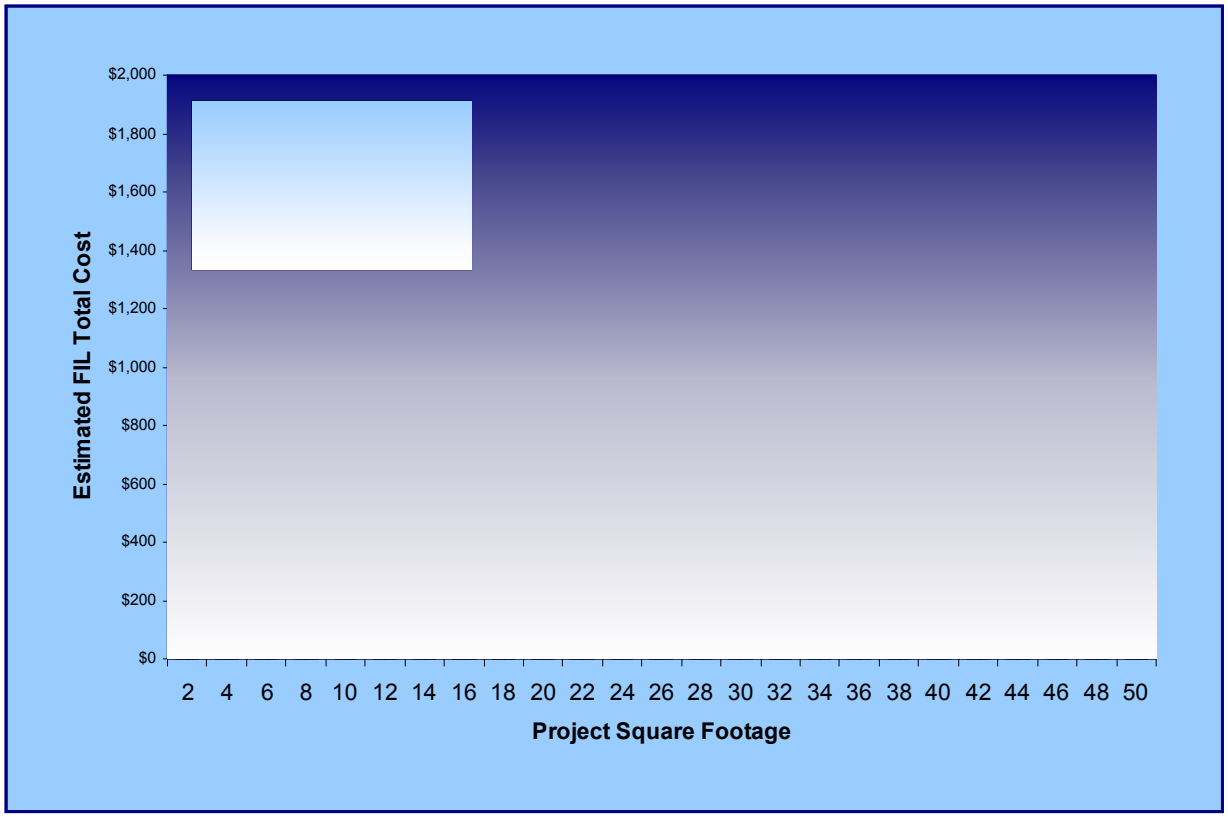
The same comparison is made on the next page with the shared parking credit set at 50% as recommended for the next two years. (Both figures assume developers meet the minimum on-site requirement and then buy the rest from the Town's FIL program.)

CURRENT FEE IN LIEU COST

Number of FIL Spaces Purchased	Cost Per Space
Up to 4	$1,000
Up to 10	$2,500
Up to 20	$4,000
Up to 30	$7,000
Up to 40	$8,500
41 and Over	$10,000

COMPARISON 1: FEE IN LIEU COST* FOR REPRESENTATIVE PROJECTS

Current Ordinance Vs. New Ordinance With 25% Shared Parking Credit



* Assumes full off-site allowance is purchased through fee in lieu program from the Town.

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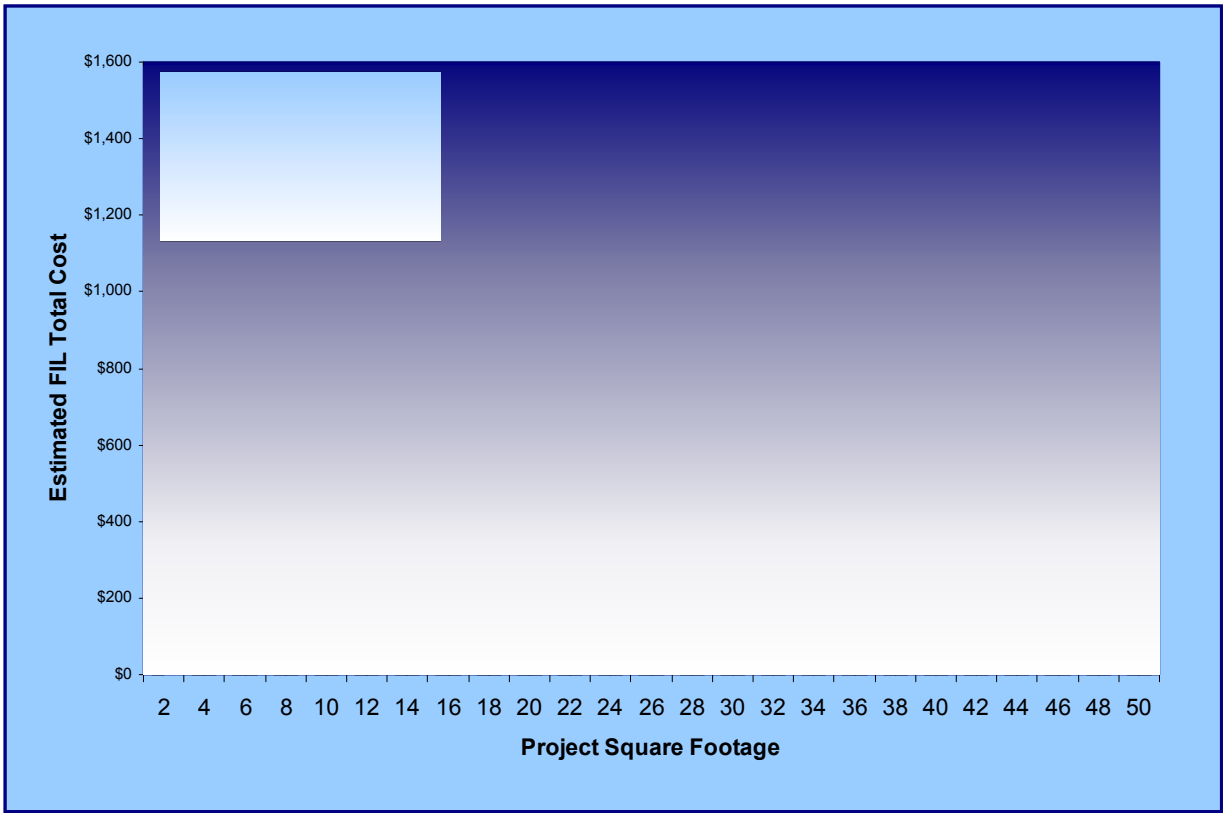
The figure below (Comparison 2) shows that one effect of a 50% shared parking credit would be to reduce significantly the estimated amount of fee-in lieu revenues coming to the Town. This is another reason the Town should consider revising the shared parking credit back up to 25% within the next couple of years.

COMPARISON 2: FEE IN LIEU COST* FOR REPRESENTATIVE PROJECTS

Current Ordinance Vs. New Ordinance With 50% Shared Parking Credit



* Assumes full off-site allowance is purchased through fee in lieu program from the Town.

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SET ASIDE PAID EMPLOYEE PARKING

PRIORITY

NOW

NEXT

APPROACH

The Town should introduce a paid employee parking permit program for off-street public lots close to the core. This will serve as a precursor to future employee parking in garages and at the same time demonstrate concern for employee parking as the on-street enforcement tune-up takes effect. As part of this program the town should anticipate the need to maintain and manage a waiting list.

ACTIONS

1. Initiate a paid parking permit program marketed to employers and their commuters. Permit revenue should be identified as intended for operations and maintenance of the downtown parking system.

2. Set the fee in the first year at:
   - $30 per month – Jun, Jul, Aug
   - $15 per month – Sep, Oct, Nov
   - $25 per month – Dec, Jan, Feb, Mar
   - $15 per month – Apr, May

3. Designate one of the town lots – either the lot south of Pearl or the lot west of Millward – as the initial permit parking facility. If demand warrants, designate both for permit parking.

4. Sell parking permits (window stickers) to employers and employees with monthly renewal. Monthly permits, once assigned to individuals, should not be transferable during that month.

5. Amend ordinances to establish a fine of $25 per offense for parking in a permit lot with no sticker.

6. Build on the commuter TDM program ("Save a Space") and communicate with employees about transportation issues and opportunities, including transit, parking and parking enforcement.

7. Revise the fee schedule annually (in April) based on each year of experience.

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SET ASIDE PAID EMPLOYEE PARKING – DISCUSSION & ADDITIONAL INFORMATION

Increasing enforcement of overtime parking will require addressing employee parking and other employee commute issues. Although it is important that premium, on-street parking not be occupied by commuters' vehicles, it is also important that the commuting needs of downtown employees be met.

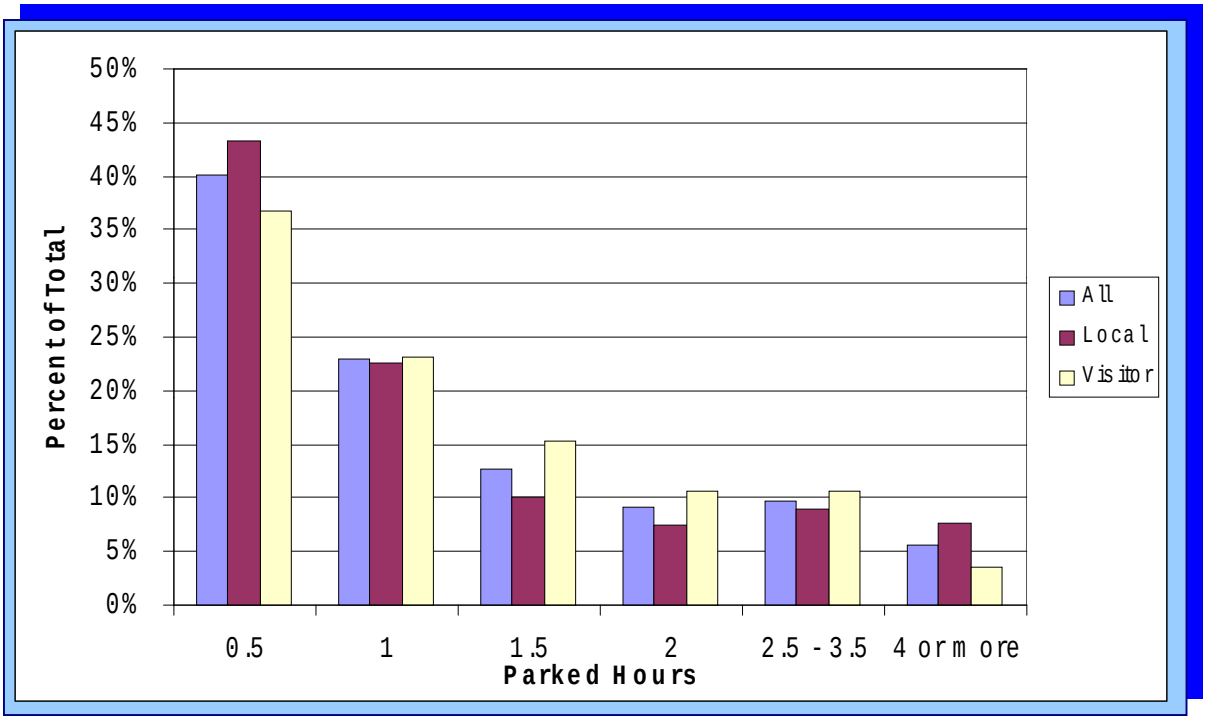
During the July 2002 field surveys, 40% of all vehicles parked on street were there for one half hour or less. Locals and visitor vehicles appeared to follow similar parking trends.

Of the vehicles parked on street for four hours or more:
- 372 were "local" vehicles; and,
- 374 were "visitor" vehicles.

This suggests a lower end estimate of the amount of employee parking required of at least 370 spaces. In fact, the actual need will be somewhat higher than this as the field surveys revealed people were moving their cars to avoid tickets based on chalked tires. These cars would be in addition to the 370 observed parked for longer than four hours. At the same time, some of the 370 vehicles were outside the core area where 2-hour or 4-hour parking is recommended and could thus continue to park on-street.

Thus the off-street parking supply recommended to go into a paid parking permit program would be much less than the likely demand – at least with the recommended enforcement. The Town should be able to sell all of the permitted spaces and then gauge the amount of additional demand.

ON STREET PARKING DURATIONS
July 2002



REORGANIZE THE PARKING FINANCE STRUCTURE

PRIORITY

NOW

NEXT

SOON

APPROACH

The Town should establish a Downtown Parking Enterprise Fund to organize and manage revenues and costs. This will increase accountability and gradually take downtown parking needs off of the general fund.

ACTIONS

1. Create a Downtown Parking Enterprise Fund (within the Town's budget) that is directly associated with the DSPA.

2. Within the fund, maintain two separate accounts:
   - Capital account (sources of revenue would include fee in lieu proceeds, appropriations, contributions, grants, partnership proceeds and other revenues);
   - Operations account (sources of revenue would include parking permit fee revenues, appropriations and other revenues).

3. Make capital expenditures from the Capital Account, including costs of planning, designing and building off-street parking supply, costs of leasing off-street supply, and capital type costs resulting from joint ventures and partnerships.

4. Make operations and maintenance expenditures from the Operations Account, including cost of administering parking permit program and cost of maintaining off-street facilities. (Leave on-street maintenance costs in the public works program.)

5. Establish an annual report of the Downtown Parking Enterprise Fund due in April of each year.

6. Allow short term loans of 6 months or less between the Capital and Operations Accounts if cash management requires.

7. Transfer funding of downtown parking enforcement to non-law enforcement staff funded out of the Enterprise Fund and assign all DSPA parking fine revenues – both on and off-street – to the Fund.

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POSTPONE ON-STREET PAID PARKING

PRIORITY

APPROACH

Eventually, the Town should implement paid parking for a portion of its on-street parking supply in downtown. This will become necessary to rationalize the overall downtown parking system and to support regional transportation objectives.

For the next several years, the Town should put in place the foundation of a long term parking supply, finance and management system. When the time comes, this foundation will make it easier to implement paid on-street parking.

ACTIONS

NOW

1. Ensure the implementation of a downtown parking program anticipates and is designed to work with a future paid on-street parking system.

SOON

2. Implement paid parking on-street in downtown on specific block faces within the 15-minute and 2-hour parking zones.
3. Install block face meters for a "pay and display" system.
4. Lease "hang tag" meters to residents and sell time on these meters to the lessees.
5. Set parking rates and adjust parking permit fees and fine schedules to create a coherent system with no internal inconsistencies.
6. Deposit revenues from on-street paid parking into the Operations Account of the Downtown Parking Enterprise Fund and pay costs of enforcement and administration out of that Account.

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ESTABLISH MANAGEMENT SYSTEM FOR OFF-STREET PUBLIC PARKING SITES

PRIORITY

APPROACH

Eventually, as the Town establishes public parking garages, the paid employee parking permit program will begin to utilize some of those spaces. At the same time, the cost of maintaining the garages will be funded out of the Downtown Parking Enterprise Fund.

ACTIONS BEFORE ON-STREET PAID PARKING

NEXT

1. As the first parking garage is being built, identify the number of spaces to be made available for permit holders. The number of reserved spaces should be set to meet, if possible, the current demand (including backlog) for employee parking permits, event if that consumes most of the spaces in the garage(s).

2. These spaces should be marked as "reserved" for use only by permit holders (window stickers) from 7AM to 6PM. All other spaces in the garages should be managed as free parking for use by anyone (no entrance or exit gates).

3. Parking garage spaces should not have time limits, although the Town could require non-permit spaces be vacated by 2AM daily.

4. Add a higher priced parking permit to the employee parking permit program that is good only in parking structures. Maintain a two-tiered pricing system as long as there are both surface and garage components to the permit system.

ACTIONS AFTER ON-STREET PAID PARKING

SOON

5. Install gates at parking garage entrances and exits, and change over to paid parking in the garages.

6. Issue time cards to entering non-permit vehicles and collect from them as they leave based on elapsed time. Issue magnetic cards to permittees.

7. Eliminate reserved parking spaces in garages.

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RELY ON TRANSIT

PRIORITY

APPROACH

Successful downtowns can accommodate many more people than they can the vehicles they bring with them. Reaching downtown Jackson's full potential will require increased reliance on modes other than personal vehicles.

In particular, regional transit routes for visitors and downtown commuters offers significant potential to relieve pressure on downtown parking supplies and on area roadways. Also, continuation and expansion of the in-town circulator route will help downtowners avoid the need to use cars for short trips within town, providing traffic alleviation benefits.

Full realization of the transit potential will require a progressive pass program as well as active marketing and a Town transportation demand management effort.

ACTIONS

NEXT

1. Work with START to implement an employee "EcoPass" program. This deeply-discounted commuter ID card should be sold to employers with the requirement they be purchased for every employee in the firm.

2. Work with START to initiate and expand commuter transit routes in accordance with their Transit Development Plan.

SOON

3. Prepare for increased transit ridership demand once the paid on-street parking goes into effect.

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ACCOMMODATE TRAFFIC CIRCULATION

PRIORITY

APPROACH

Major modifications to the downtown street network are not required

ACTIONS

NOW

1. Ensure the MAC site is accessible for motor vehicles to and from the south as well as the west.

NEXT

2. Consider a future need to signalize the intersection of Broadway and Willow as traffic volumes there increase. Ensure any such project improves safety of school children and other pedestrians.

3. Work with Wyoming DOT to bring about reconstruction of the 5-way intersection at Pearl and Broadway to improve traffic flow and pedestrian/bicycle safety.

4. Work with Wyoming DOT to improve signing of the truck route (Millward – Mercill) in order to encourage its use by through traffic, including trucks.

SOON

5. Continue communication with Wyoming DOT to prevent lane modification and loss of parking on Broadway and Cache.

6. The Town should not take the lead in either a Spring Gulch or a North River Crossing bypass with the objective of downtown traffic alleviation.

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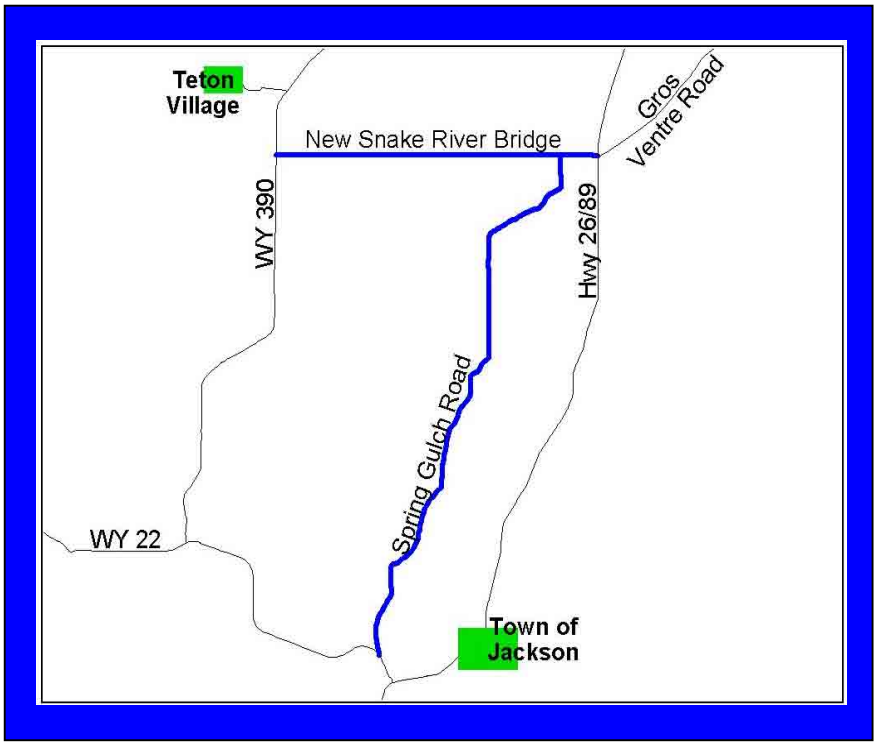
ACCOMMODATE TRAFFIC CIRCULATION – DISCUSSION & ADDITIONAL INFORMATION

While traffic on key downtown arterials has not increased much since the Transportation Plan was adopted, it should be expected to grow slowly over the next couple of decades. The Transportation Plan forecasts still appear reasonable. The state highway corridor – West Broadway and North Cache – will be congested during peak summer months. During the peak travel hours of many summer days, this will create delays and queues.

Other downtown corridors – Pearl, Willow, Snow King – will carry increased traffic, but will not reach high levels of congestion and delay. Certain intersections – Willow/East Broadway, and the Five-Way – may require physical modification. Other downtown intersections will either function adequately or could not in any case be significantly reconfigured (e.g., Broadway/Cache).

Two "bypass" projects have been proposed that would have some traffic reduction impact on the state highway corridor – reconstructing Spring Gulch Road and installing a new bridge over the Snake River north of town. If both were implemented, together they would reduce traffic on Broadway just west of Cache by about 3,000 daily cars at build out. There is not sufficient rationale for the Town – on behalf of the downtown – to take the lead in advocating either of these bypass alternatives. The positive and negative impacts are mixed, each project would have numerous negative impacts and each would require significant funding. However, it would be beneficial to encourage greater use of the truck route (Millward – Mercill) by through traffic (which is a small percentage of peak hour activity).

BYPASSES CONSIDERED IN TRANSPORTATION PLAN



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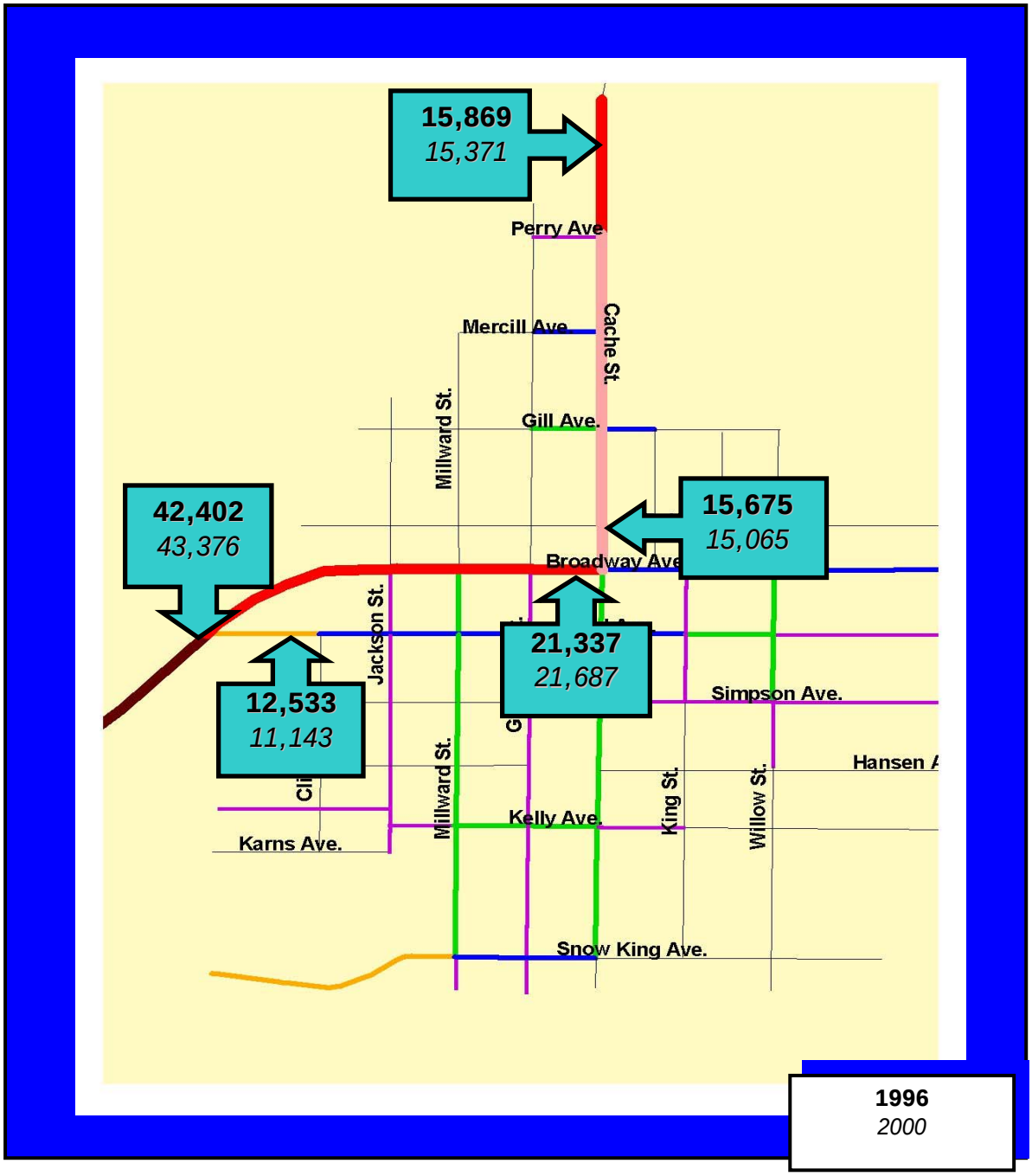
COMPARISON OF 1996 AND 2000 TRAFFIC IN DOWNTOWN
(Wyoming DOT Count Data)



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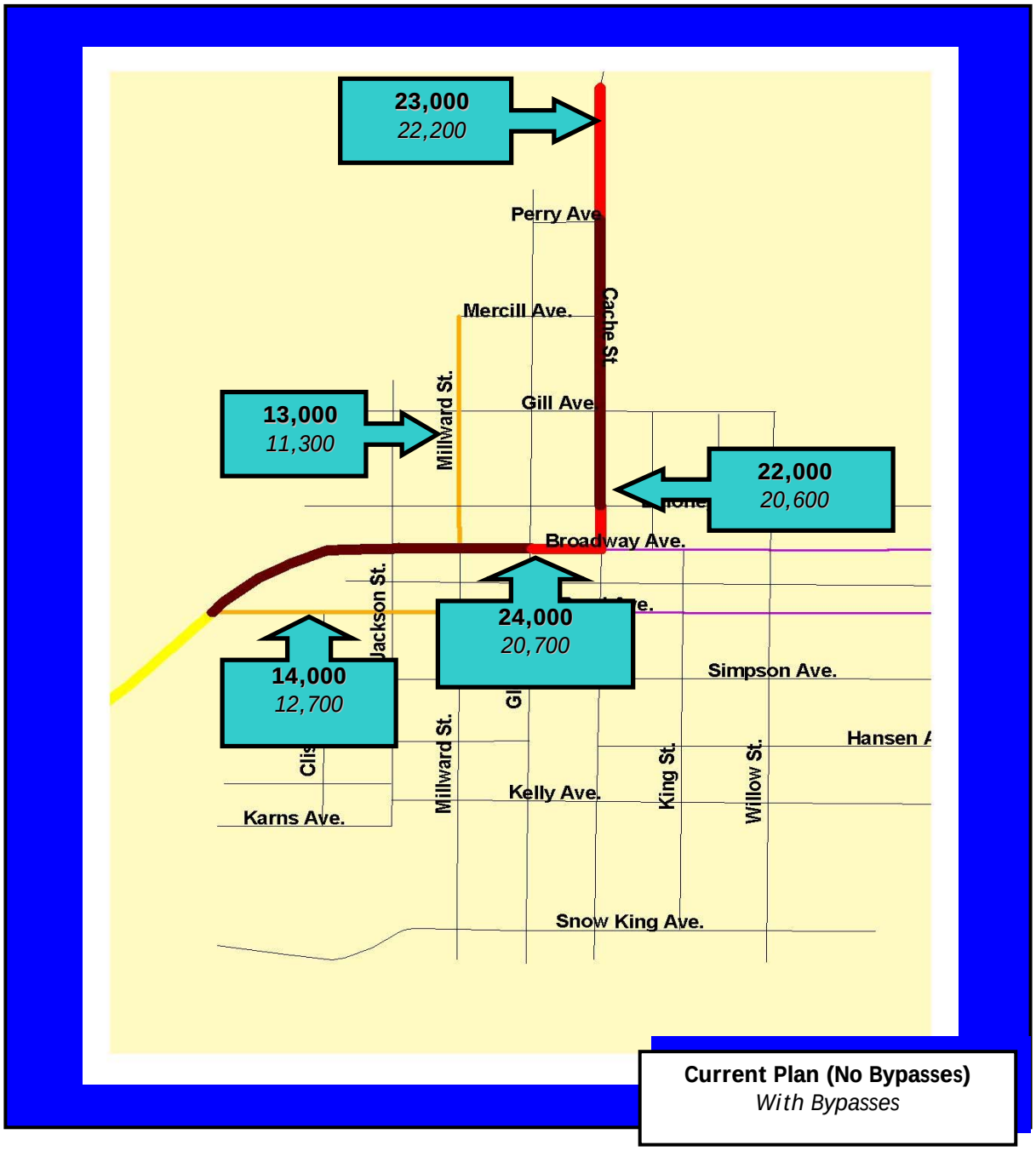
2020 Traffic With and Without Bypasses
(Based on Regional Transportation Plan)



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INVEST IN PEDESTRIANS AND BICYCLING

PRIORITY

APPROACH

The Town should focus pedestrian investments in the highest priority corridors, given limited resources. The Town should also ensure all private sector projects within the downtown contribute positively to the downtown pedestrian environment.

The Town should also work to improve the bicycling environment in and around downtown, and should ensure adequate and convenient parking for bicycles.

ACTIONS

NOW

1. Improve and maintain good crosswalks throughout downtown, with immediate emphasis on the Broadway, Cache, Glenwood and Pearl corridors (see map below).
2. Develop continuous sidewalks in the Pearl Avenue corridor from Broadway to Willow, and make the other improvements called for in the Pearl Avenue corridor plan.

NEXT

3. As part of the MAC project, develop a pedestrian spine along Center Street north from the Square. Keep the street open to traffic, but improve sidewalks, crossings and wayfinding (consistent with MAC site plan).
4. Work with Wyoming DOT to implement the pedestrian/bicycle improvements called for in the West Broadway corridor plan.

SOON

5. Improve the intersection of Willow and Broadway to facilitate safe, comfortable pedestrian crossings of Broadway at that location.
6. Develop a pedestrian wayfinding system for downtown including signs, pavement markings, sidewalk treatments and kiosks at strategic locations (MAC, CCA, etc.).

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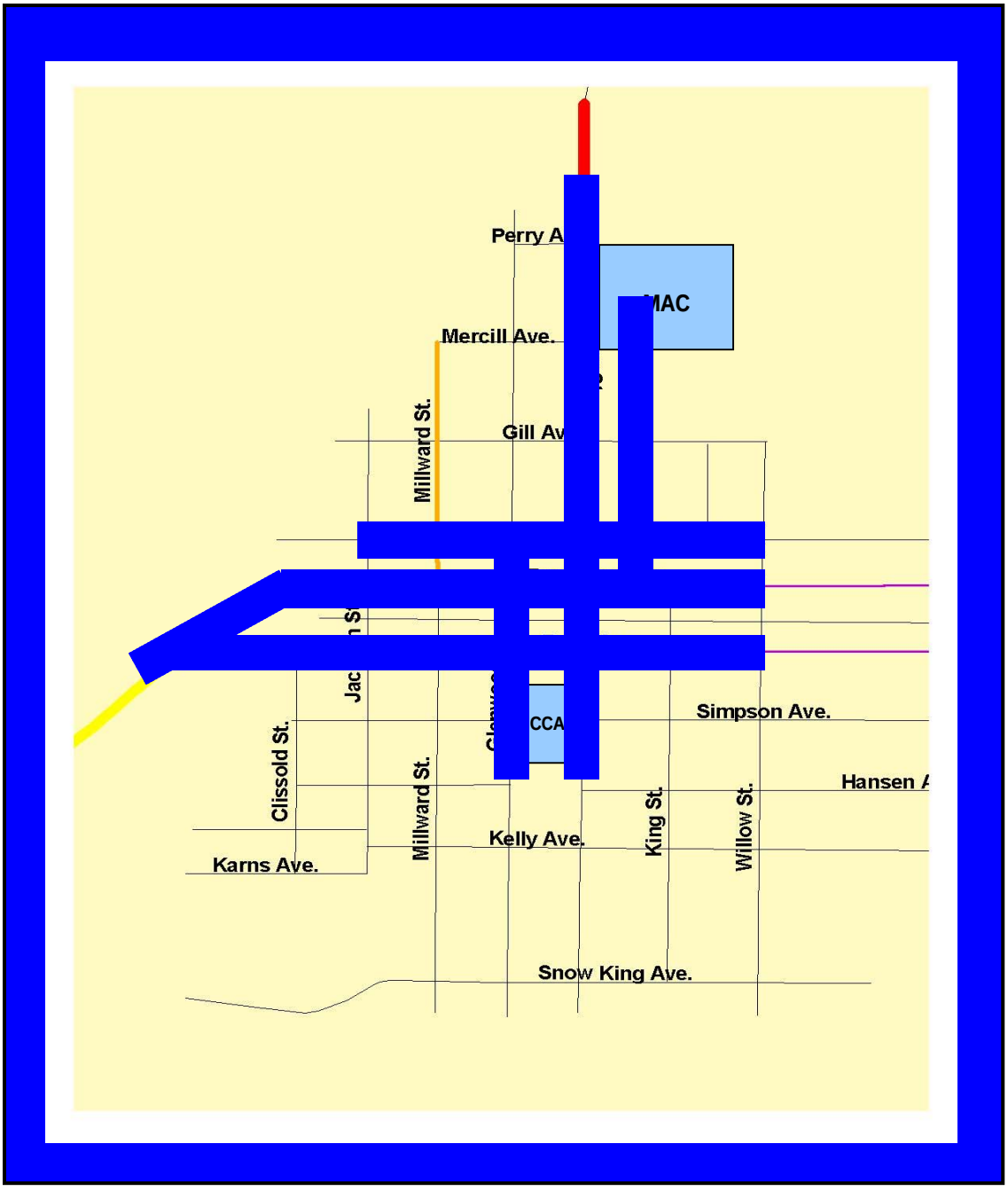
INVEST IN PEDESTRIANS– DISCUSSION & ADDITIONAL INFORMATION

PRIORITY PEDESTRIAN INVESTMENT CORRIDORS
(Based on Town Corridor Plans)



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CREATE DOWNTOWN PARKING ADVISORY COMMITTEE

PRIORITY

NOW

NEXT

SOON

APPROACH

The Town should involve downtown businesses and property owners in the management of downtown parking. The Town should also work with downtown businesses and property owners to determine interest in and acceptance of a more formal designation of a Downtown Development Authority.

ACTIONS

1. Establish a Downtown Parking Advisory Committee (DPAC), made up of businesses and property owners within the Downtown Special Parking Area. An initial purpose of this committee should be the review and approval of parking measures identified in this report.
2. Assign staff to work with the DPAC. Work through Town staff to implement priorities and policy initiatives of the DPAC with oversight from Council.
3. Seek review and advice from the DPAC on expenditures from the Downtown Parking Enterprise Fund and on management of the downtown parking supply.
4. Work with the DPAC to identify additional financial options available to the Town for funding future facilities in conjunction with Town programs and private redevelopment efforts.
5. Work with the DPAC to evaluate advantages of creating a Downtown Development Authority (DDA) to manage the downtown parking system in Jackson and to address other needs.
6. Review parking program on an annual basis (April) in a Report on the Status of Downtown Parking. Review and confirm a continued need for the DPAC; dissolve it or create a DDA as appropriate.

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CREATE DOWNTOWN PARKING ADVISORY COMMITTEE– DISCUSSION & ADDITIONAL INFORMATION

Wyoming statutes provide alternatives for managing and financing downtown parking programs. These are distinguished by the governance structure and financing authority desired and include:

- Advisory bodies – the Town could choose to establish a Downtown Parking Advisory to advise the Mayor and Town Council. This option allows the most direct management through town staff with Council oversight. An advisory committee representing downtown businesses and property owners could advise Council on needed policies and programs while the Town staff implements decisions of Council. Wyoming Statutes (WS 15-1-801) establishes the ability of local governments to construct off-street parking facilities. Jurisdictions can pledge various parking revenues plus proceeds of gas taxes. Revenue bonds for parking facilities do not require voter approval.

- Quasi-governmental bodies – the Town could establish a formal legal entity. WS 15-9-201 gives the Town authority to establish a Downtown Development Authority (DDA). The Town would appoint an initial Board of Directors and define the boundaries of the district. A plan of development is required for the district and that plan must be approved by the DDA Board and the Town. The Plan should address redevelopment opportunities, including parking facilities as well as planning and management of improvements in the District, landscaping and maintenance, promotion of public events, activities to support business development, and other economic development actions. The board then transitions to one elected from within the District.

- Funding for operations of a DDA could come from member assessments, general fund contributions, grants and other contributions as well as a levy of up to 30 mills against assessed real estate in the District. This assessment must be approved by a majority of property owners within the District and must be renewed every four (4) years. For capital projects, the town could establish tax increment financing (TIF) to provide a financing source from property and sales taxes within the District. Since the Town of Jackson does not currently levy a property tax, a DDA, in effect, would function like a special assessment district. This would require approval of businesses and property owners within the District electing to charge themselves an assessment, either fee or tax assessment, to fund the needs of the downtown. The Town could elect to match those contributions to encourage the self-assessment and increase available funds for projects within the District.

- Lastly, to assist parking measures the Town has the option to simply appropriate funds from its annual budget to fund specific operational needs or accrue for future capital costs. The Town could choose to finance structures with general obligation and/or special purpose excise taxes but both measures would require voter approval are not recommended here.

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APPENDIX
DOWNTOWN SPECIAL PARKING AREA

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APPENDIX E: SMALL LOT ZONING DESIGN GUIDELINES

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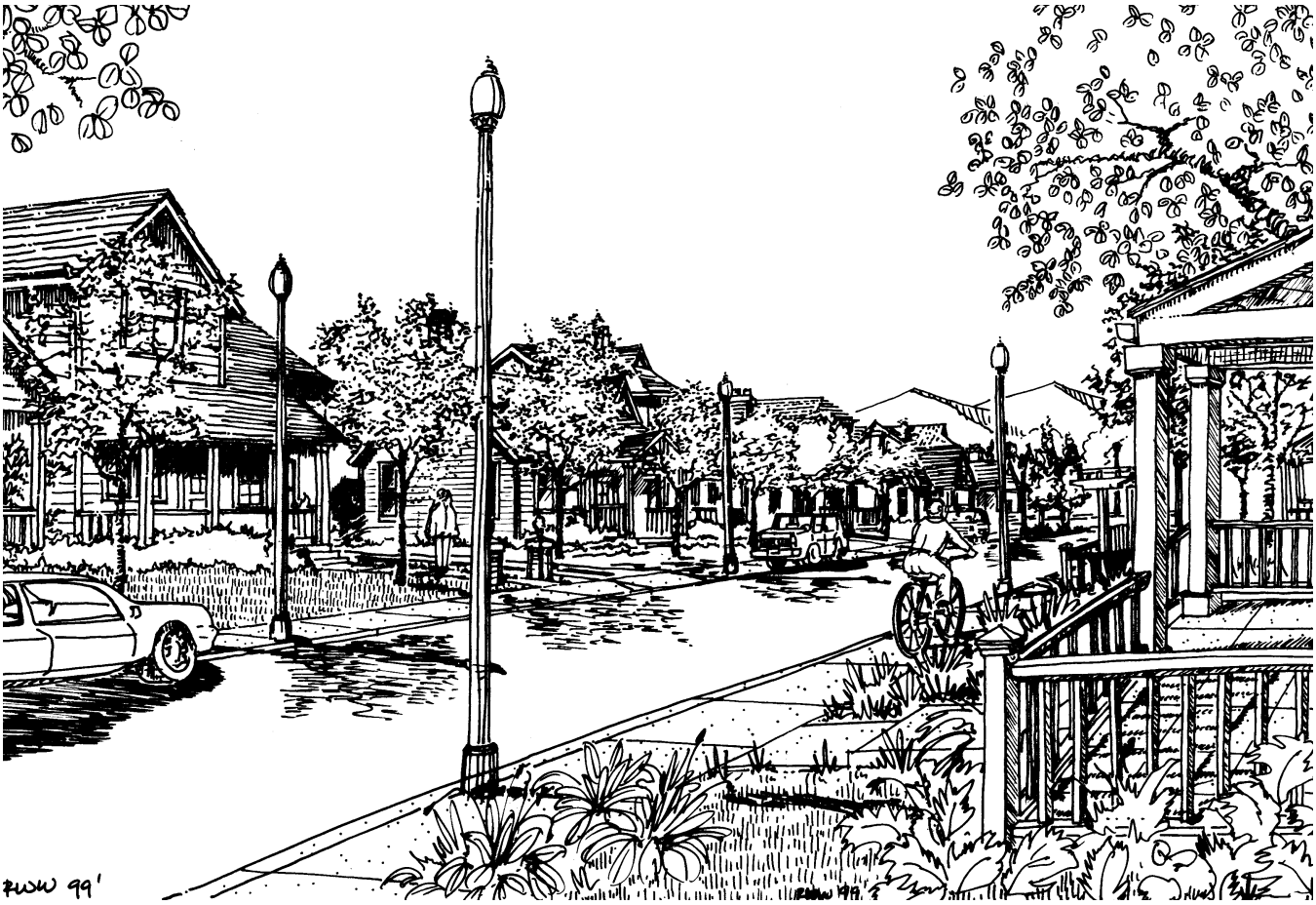
Design Guidelines

for

Small-Lot Single-Family Residential Developments



City of Fremont, California

Development & Environmental Services Department
39550 Liberty Street
P.O. Box 5006
Fremont, California 94537-5006
Phone: 510-494-4740
FAX: 510-494-4515

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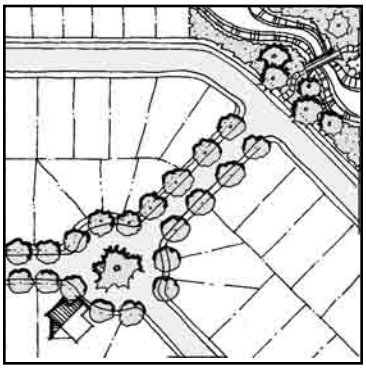
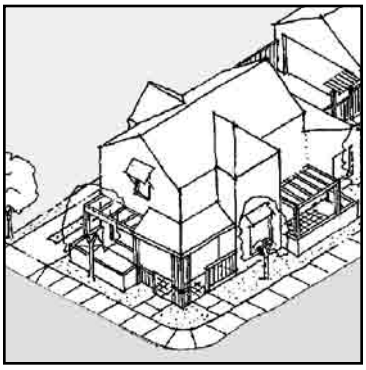
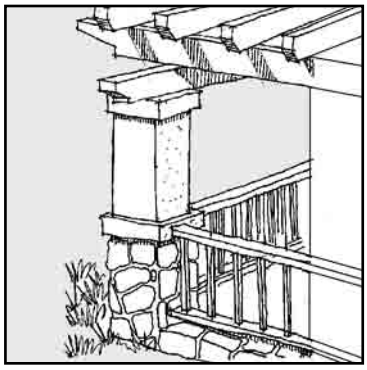
Design Guidelines

for

Small-Lot Single-Family Residential Developments







City of Fremont, California

Contact:

Development & Environmental Services Department
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A. BACKGROUND

Background

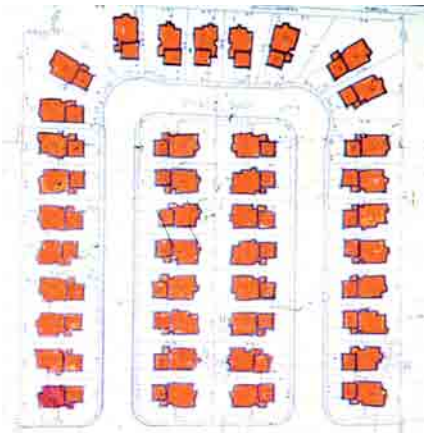
The following residential design guidelines are specifically for "small lot" single family developments. "Small Lots" range in size from 4,000 to 6,000 square feet. These guidelines may also be used, by the City, informally, in the review of other single family developments.

The City of Fremont has, in the recent past, approved a number of "small lot" single family developments under the City's Planned District Ordinance. The Planned District Ordinance (Fremont Municipal Code, Title 8, Chapter 2, Article 18.1) encourages and provides a means to allow flexibility in the planning of superior development featuring variations in siting, lot sizes , density or setbacks; and/or non-conventional residential unit types. Recent projects appear, to both the City Council and Planning Commission, to be standard subdivisions, which are using the PD designation only to allow smaller lots and greater density, without the commensurate greater amenities or higher quality design.

In City Council and Planning Commission workshops a number of primary issues arose with regard to these projects. These include:

- *" lack of substantial landscaping",*
- *"useability of yards and open space",*
- *"insufficient or inappropriate parking",*
- *"insufficient building separation",*
- *"little or no variety between buildings",*
- *"garage doors dominate the street facade",*
- *"buildings appear too big and blocky",*
- *"lack of single story homes and elements",*
- *lack of variety in materials and colors",*
- *"lack of architectural character and detail".*
- *a shared dislike for current sound wall and sub division entry feature designs.*

The City Council and Planning Commission have requested a set of guidelines be created to provide clear direction to the development community as to the City's vision. The guidelines will be used to assist the planning staff, Planning Commission and City Council in evaluating the merits of future "small lot" development proposals.



Undesirable: Standard Sub Division Layout

Recent projects appear to be standard subdivisions, using the PD designation only for smaller lots and greater density without commensurate amenities and high quality design.

Undesirable: Home Design

Prominence of garage doors, buildings appearing too big and blocky, insufficient single story elements, lack of variety in materials and colors, lack of architectural character and detail, have all been cited as deficient qualities of recent developments.

Desirable: Streetscape

The purpose of the Design Guidelines is to assist in the development of quality residential neighborhoods for current and future residents of the City of Fremont.

US EPA ARCHIVE DOCUMENT

Purpose

The purpose of the design guidelines is to provide a clear set of design policies to project sponsors such as developers, property owners, architects and designers . These are the primary design issues which the planning staff, City Council and Planning Commission will use to evaluate project proposals. The goal is to expedite the planning review process by clearly stating the City's desires for quality design of residential projects.

Application of the Design Guidelines

It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

The following Guidelines are to be used by the development proposal team to assist them in producing a quality Planned District development. The Planning Staff, Planning Commission and City Council will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed 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 why it varies from the guidelines, and the additional benefit the proposed project provide to the community.

Zoning Ordinance

The Guidelines will be used to augment and reinforce the Planned District Ordinance, Fremont Municipal Code Title 8, Chapter 2, Article 18.1, as it relates to "small lot" residential developments. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of project proposals.

Desirable: Streetscape with trees and architectural variety.
The guidelines are to be used by the development proposal team to assist them in producing a quality Planned District development.

Desirable: *Homes which minimize the impact of the garage on the streetscape and have prominent entries.*

Undesirable: *Homes where garages are the dominant feature and entries are hidden or minimal.*

Desirable: *Corner lots which orient entries and extend architectural detailing to all visible elevations.*

Undesirable: *Buildings with blank facades, lacking architectural detail and blank side-yard fencing.*

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Application of the Design Guidelines (Cont.)

Early Consultation with Staff
Applicants should review the Design Guidelines, Background and Purpose so as to understand the rational and spirit of the guidelines. Applicants should contact the City of Fremont Development Organization 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.

Development Organization
The Development Organization is the City's site plan and architectural approval agency and is composed of staff from the departments of Development and Environmental Services, and Fire and Police.

Planning Commission and City Council
Planned District projects are reviewed by the Planning Commission and City Council. Projects are assessed for conformance with the Guidelines by staff prior to consideration by these bodies. Planning Commission decisions may be appealed to the City Council.

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 judgement. While some Guidelines include quantitative standards, most require qualitative interpretation. The approving agency has the latitude to interpret the Guidelines, so long as 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:

City Planner
Development & Environmental Services Dept.
P.O. Box 5006
City of Fremont
Fremont, California 94537-5006

Desirable: Smaller homes with sensitive detailing.

Applicants should review the Design Guidelines, Background and Purpose so as to understand the rational and spirit of the guidelines.

Desirable: *Homes which minimize the impact of the garage on the streetscape and have prominent entries.*

Undesirable: *Homes where garages are the dominant feature and entries are hidden or minimal.*

Desirable: *Tree-lined streets with entry porches and homes, connecting to the neighborhood.*

Undesirable: *Developments which are internally focused and become individual enclaves isolated from the City.*

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DGL 1.1: Connection to Adjacent Uses

Background
Many of the recent small lot single family development (SLSFD) have isolated themselves from adjacent neighborhoods, or have not taken the opportunity to connect with other commercial or residential developments. This internalized pattern has created an image of separate isolated enclaves, rather than new projects being a part of the existing neighborhood or district.

Purpose
To promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking or driving, to better integrate new projects into the existing community. This will make it easier for residents to circulate throughout the neighborhoods.

Design Guidelines

DGL 1.1.1: Connect to Residential Neighborhoods
Project designs should connect into the adjacent neighborhoods and provide for future connections to currently undeveloped properties via streets or pedestrian and bike paths.

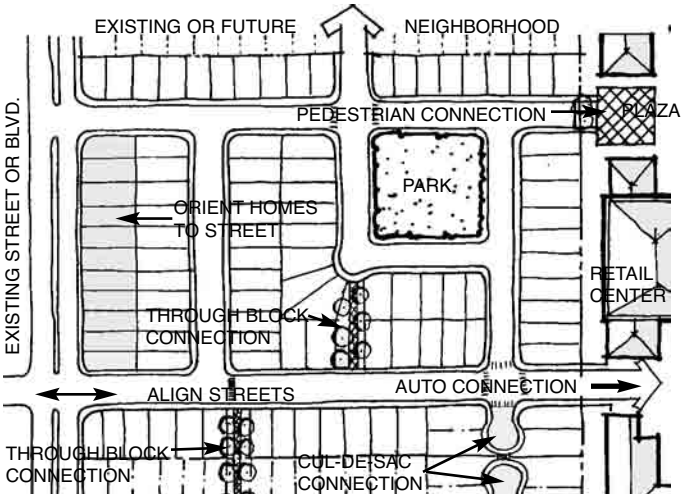
DGL 1.1.2: Connect to Retail Shops
Projects adjacent to existing or future retail properties should provide auto access or pedestrian/ bike access to adjacent developments, coordinating with walkways and plaza locations.

DGL 1.1.3: Perimeter Building Orientation
Projects should be designed with residences facing existing streets, eliminating street facing rear yard fences or sound walls, unless the traffic or acoustic impacts are significant and cannot be feasibly addressed by the building design. Frontage roads are encouraged. (see DGL 1.7.1)

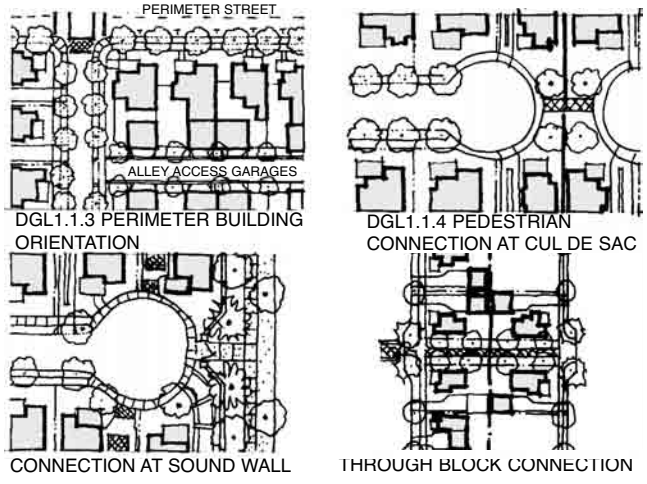
DGL 1.1.4: Pedestrian and Bike Connections
Pedestrian and bike and visual connections should be made wherever auto connections are infeasible due to traffic, physical constraints or other considerations.

Desirable: *Pedestrian and bike connections should be made wherever auto connections are infeasible due to physical constraints.*

Undesirable Development and Building Orientation
Many existing developments lack connections to their surroundings, orient inward, rather than to the community, and at times create undesirable street facing rear yard walls.



Desirable: Connections to Adjacent Properties
DGL 1.1.1 & 1.1.2: *New developments should connect to existing and future neighborhoods and commercial uses via street connections, bike or pedestrian paths.*



Examples of Connections and Building Orientation
DGL 1.1.3: *Residences should orient to existing streets.*
DGL 1.1.4: *Pedestrian, bike and visual connections should be made wherever possible.*

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DGL 1.2: Internal Street Layouts & Connections

Background
Recent residential developments have been internally focused and have failed to properly connect to existing amenity opportunities such as creeks and community facilities. The street layouts have been insular in quality, making internal connections to amenities more difficult.

Purpose
To promote neighborhood circulation and street layouts which provide convenient connections via streets or pedestrian and bike paths to parks, tot lots or other amenities, making these more readily accessible to all residents. To promote paths and vistas which allow residents and visitors to see landmarks and amenities "down the street", providing orientation for residents, visitors, and children, and providing neighborhoods with a sense of place or identity.

Design Guidelines

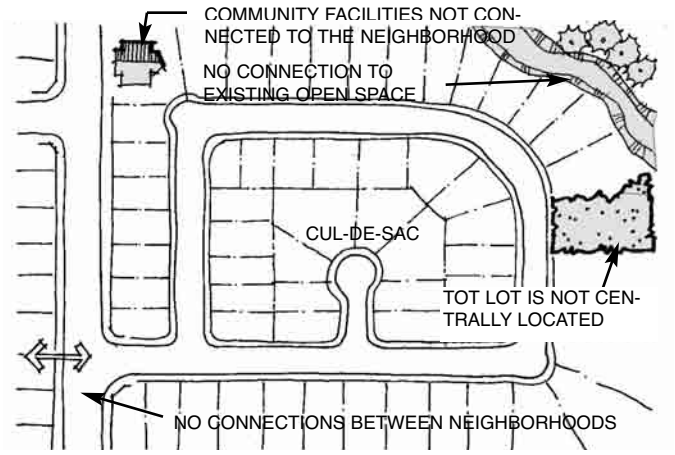
DGL 1.2.1: Internal Street Layout
Internal street layout should provide loop circulation wherever possible rather than dead end cul-de-sacs.

DGL 1.2.2: Connecting to Amenities
Internal street and path layouts should connect to landmarks or amenity features such as parks or community buildings, tot lots or stands of major tree(s).

DGL 1.2.3: Vistas
Streets and paths should focus on important vistas such as community buildings, mountains, trees or open spaces.

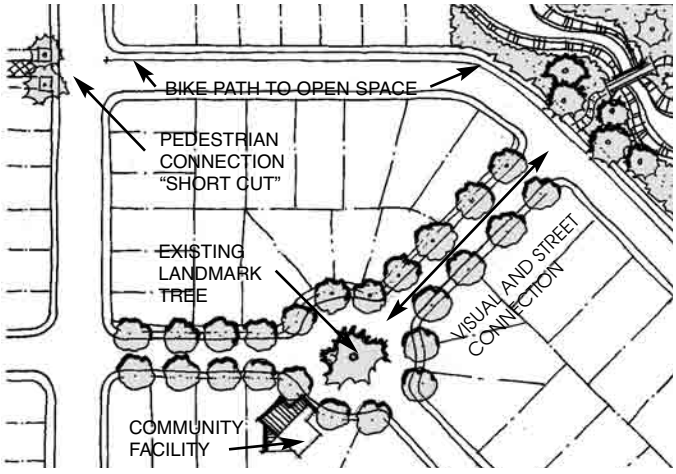
DGL 1.2.4: Pedestrian and Bike Connections
Where loop street connections are not feasible, pedestrian and bike paths may be used as "shortcuts" to make walking and biking more convenient.

Connecting streets, pedestrian and bike paths and focusing on landmarks features provides better orientation for residents and visitors .



Undesirable Internalized Layout

DGL 1.2.1*: Loop and through circulation within the development is greatly desired rather than cul-de-sacs or dead ends. Where loop street connections are not possible, pedestrian and bike paths should connect streets with shortcuts.*



Desirable Layout with Vistas & Connections to Amenities

DGL 1.2.2 & 1.2.3: *Internal street and path layouts should connect to landmarks or amenity features such as parks or community buildings, tot lots or stands of major tree(s).*

Desirable Vistas & Connections to Amenities

DGL 1.2.3: *Streets and paths should focus on important landmarks and vistas such as community buildings, mountains, trees or open spaces.*

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DGL 1.4: Private Street Design

Background
Recent projects have been developed with private streets having sidewalks and on-street parking on one side only. Sidewalks have typically been of a minimal width. These minimal design standards do not enhance the pedestrian quality of the neighborhood. "No Parking" signage further clutters the streetscape. In some instances, the front doors of the residences open directly into the street conflicting with a driving lane or parking space.

Purpose
To promote appropriate street designs which support and reinforce pedestrian activity within the neighborhood. Sidewalks encourage walking within the neighborhood and on street parking provides visitor parking and helps to buffer pedestrians from moving vehicles.

Design Guidelines

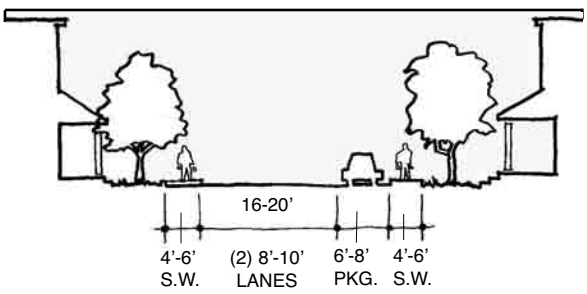
DGL 1.4.1: Private Streets
Where private streets are used, they should incorporate special design features such as special paving, neckdown intersections and separated sidewalks with street trees.

DGL 1.4.2: On Street Parking
Minor streets, serving greater than six homes, should have on street parking and sidewalks on each side of the street. A minimum of 1 on-street parking space per home is required.

DGL 1.4.3: Single-Side Parking and Sidewalk
Where on-street parking is limited to a single side of the street, a sidewalk should be on that side.

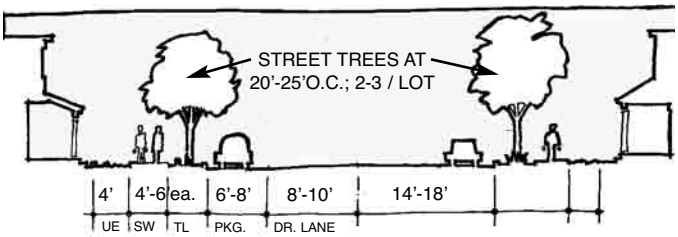
DGL 1.4.4: Primary and Collector Streets
Separated sidewalks with street trees or decorative tree grates are strongly encouraged for primary circulation and collector streets.

DGL 1.4.5: "Neckdown" or "Bulbed" Intersections
Neckdown" curbs and decorative paving at crosswalks at primary intersections, entries and at parks or tot lots are encouraged.

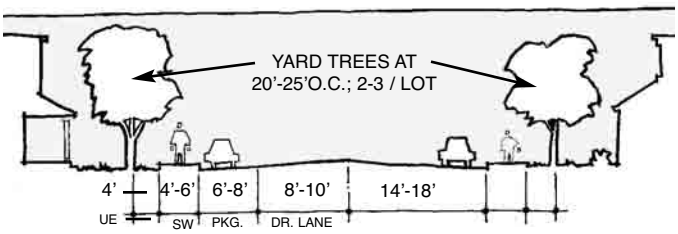


Minimum Private Street Std.: Serving 6 units maximum.
Where on-street parking is limited to a single side of the street, a sidewalk will be on that side.

Recent street designs minimize elements which support or reinforce pedestrian circulation throughout the neighborhood.

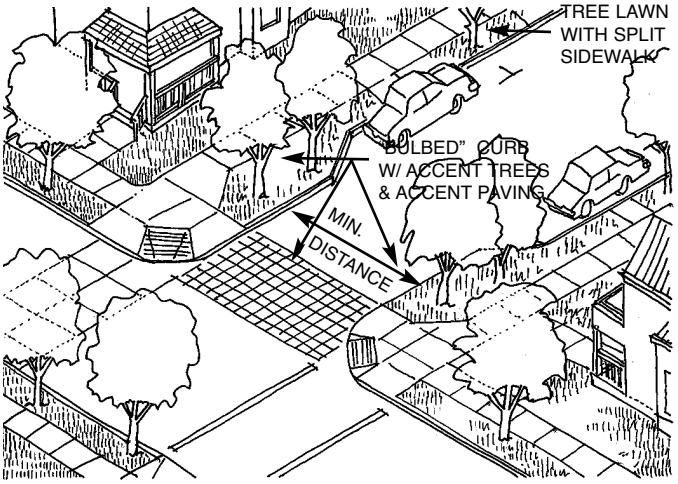


Street Section: With Street Trees (Preferred)



Street Section: With Yard Tree Alternative (Acceptable)

PREFERRED STREET SECTIONS



DGL 1.4.5: *Neckdown curbs, accent trees and decorative paving at primary intersections, parks and tot lots are desirable.*

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DGL 1.3: Public Street Design

Background

The majority of recent PDs have been constructed with private streets, conforming to the City's standards for private streets. The private streets have prevented or discouraged the connections between adjacent developments. There is also concern regarding the long term maintenance of these streets. The private street designs have not provided the community with the desired street trees, bike ways and sidewalks which enhance the quality of the neighborhoods.

Purpose

The purpose of this design guideline is to emphasize the preference for public streets and street designs which enhance the quality of the planned district. Street trees, separated sidewalks, street lamps and special paving and intersection designs are illustrated as desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.
Note: The City is currently developing standards for street lamps and special intersection paving.

Design Guidelines

DGL 1.3.1: Public Streets

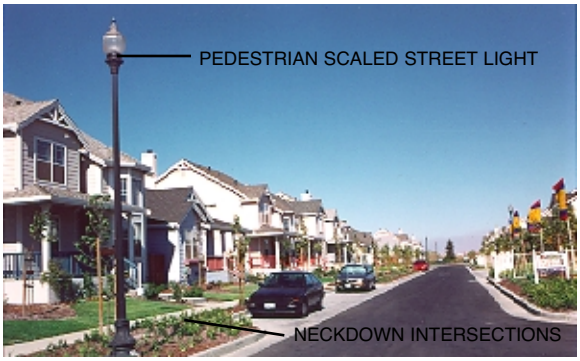
Public Streets are strongly encouraged for all but the most minor streets, those serving less than six residences.

DGL 1.3.2: Minimum Design/Layout Requirements

At a minimum one public street should be constructed within any PD development of over 12 dwelling units or one acre. This street should connect to adjacent roads or parcels at a minimum of two locations creating a through street condition wherever feasible without creating shortcuts.

DGL 1.3.3: Public Street Design Elements

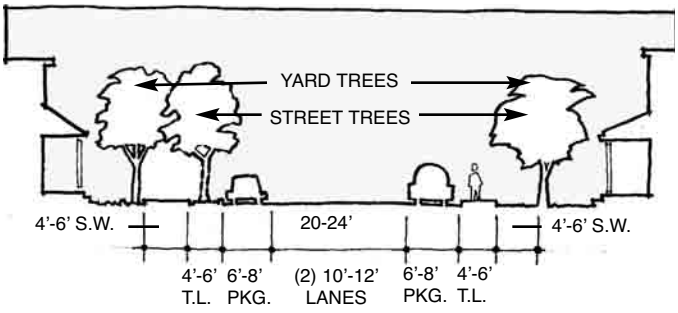
Residentially scaled street lights, separated sidewalks with street trees within planting strips or in tree wells and accent paving at neighborhood entries and crosswalks are strongly encouraged.



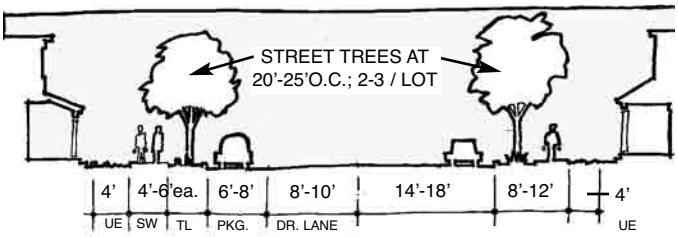
Preferred
DGL 1.3.3: *"Neckdown" curbs and decorative paving at crosswalks, entries and at parks or tot lots are strongly encouraged.*

Preferred Street Design

The private street designs have not provided the community with the desired street trees, bike ways and sidewalks which enhance the quality of the neighborhoods.



Minimum Public Street Design Standard for Small Local Street.



Street Section: With Street Trees (Preferred)

PREFERRED STREET SECTION

Street Trees @ 25' on center maximum

Street Lights

PREFERRED STREET DESIGN ELEMENTS

DGL 1.3.3: Public Street Design Elements: *Residentially scaled street lights, separated sidewalks with street trees and accent paving at neighborhood entries and crosswalks.*

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DGL 1.5: Alley Design

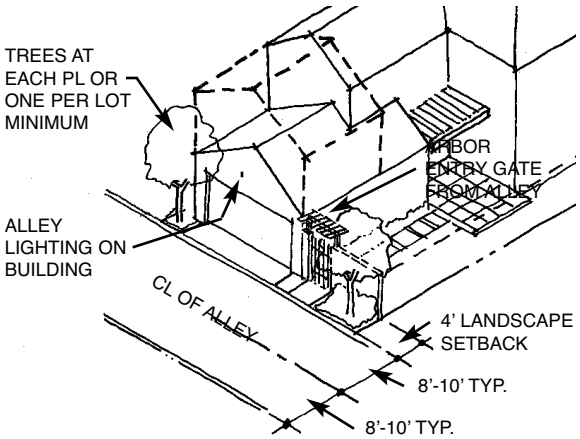
Background
Alleyways have not been recently developed within the City of Fremont. Recent projects in other communities have incorporated high quality alley designs with single family residences. Alleys may be desirable to eliminate the impact of the garage door and driveway apron on the streetscape and eliminate driveway access conflicts on streets with higher traffic volumes or speeds. It is anticipated that alleys would only be used in areas with unique site constraints.

Purpose
To promote alleys, at appropriate locations, with design quality consistent with the neighborhood streetscapes.

Design Guidelines

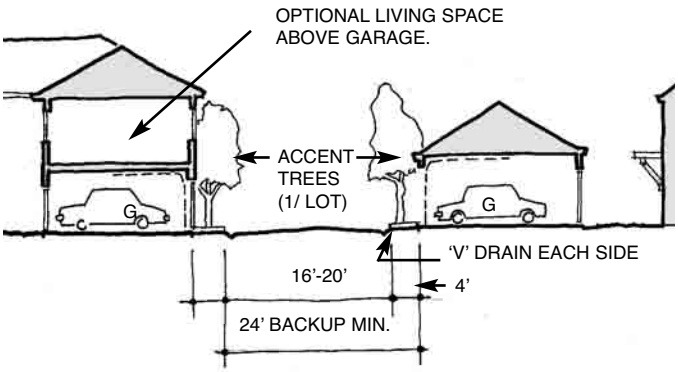
DGL 1.5.1: Alleys: Appropriate Use
Alleys may be allowed where developments face major streets to which driveway access is not allowed but homes oriented to the street are desired by the City. Alleys may be permitted wherever visitor parking is in high demand in order to provide the greatest amount of on-street parking. Alleys also allow homes to front tot lots, parks or open space without a road separating the homes from such features.

DGL 1.5.2: Alley Design Principles:
a. Alleys should be straight so that you can see from one end to the other.
b. Deadend alleys should be less than 100' long.
c. Alleys should have special accent paving similar to auto courts.
d. Landscaping should be consistent with the rest of the development with a 4' landscape strip and minimum one tree per lot.
e. Each Lot should provide lighting from either building or pedestal lighting.

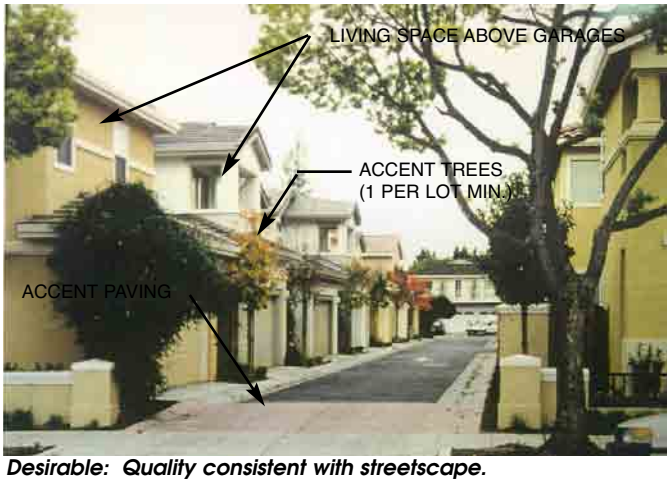


DGL 1.5.2: Alley Design Elements

Desirable: Front Yard without garage or parking apron
Alleys are desirable to eliminate the impact of the garage door and driveway apron on the streetscape and eliminate driveway access conflicts on streets with higher traffic volumes or speeds. Eliminating curb cuts provides the greatest amount of on street parking



Minimum Design Standard for Private Alleys.



Desirable: Quality consistent with streetscape.
Alleys provide access to large garages without negatively impacting the streetscape and they maximize on-street parking opportunities in areas needing added visitor parking.

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DGL 1.6: On-street and Off-street Parking

Background
On-street parking provides a substantial amount of short term and visitor parking. Off-street parking standards are to provide for long term parking, typically for residents. On-street parking along sidewalks helps to buffer pedestrians from passing autos. On-site and on-street parking should be balanced to make effective use of parking areas, create pleasant streetscapes and provide parking for residents and visitors. The visual impact of off-street parking, viewed from the street, should be minimized using side drives and semi-recessed garages and additional landscaping.

Purpose
The purpose is to locate off-street parking and provide paving design which improves the streetscape, to minimize curb cuts and maximize front yard landscaping and to maximize the opportunity for on-street parking.

Design Guidelines

DGL 1.6.1: Required Parking Spaces
Each lot should have a minimum of three parking spaces with a fourth on-street space. Lots with more than four off-street spaces, including the garage, should have side-drive rear yard parking.

DGL 1.6.2: Carports
Carports are allowed for the second required covered parking space, and are recommended particularly in the rear yard configuration.

DGL 1.6.3: On-Street Parking Spaces
There should be a minimum of one on-street parking space per unit for visitor parking.

DGL 1.6.4: Curb Cuts and Driveways
Curb cuts should be 12' max. to allow for single drives. Drives shared by two to five lots (as in parking courts) should be a maximum of 16-18'.

DGL 1.6.5: Apron Designs
Parking aprons and driveways should have accent paving at the curbcuts and on the parking apron to diminish the appearance of expansive concrete surfaces.

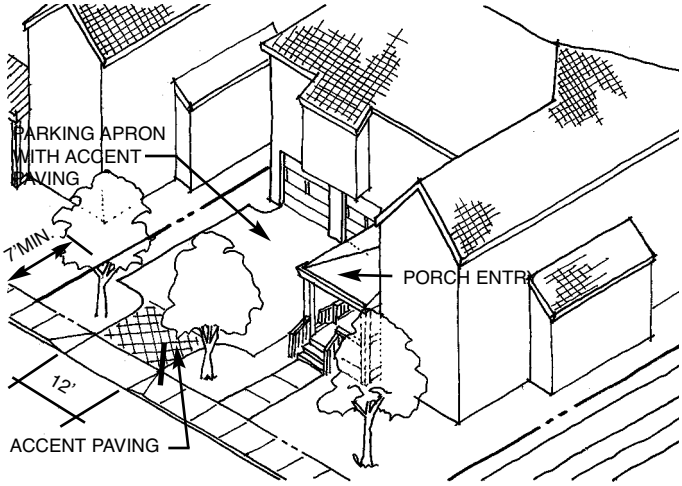
DGL 1.6.6: Side-Drive Parking Design Preference
Side drives are preferred to minimize the impact of off-street parking on the streetscape, and maximize on-street parking.

(Also see DGL 2.3: Garage Location)

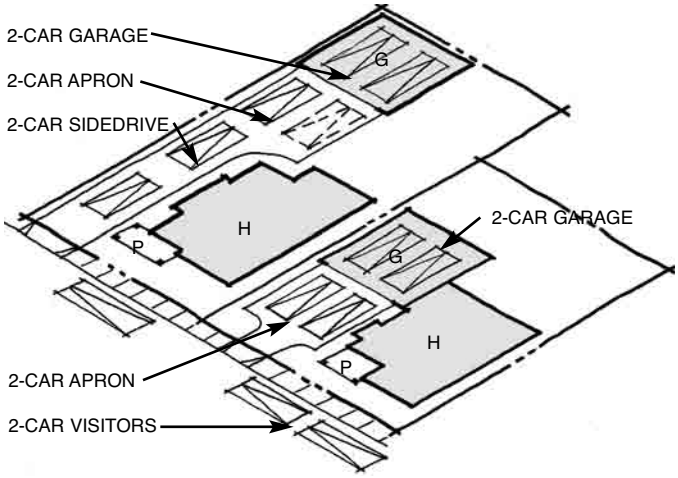
DESIRABLE
SIDEDRIVE W/ REAR GARAGE

UNDESIRABLE
FRONT YARD GARAGE W/ APRON
(MAX. 50% OF THIS TYPE ALLOWED)

Off-street parking on drive aprons in front garages may be convenient parking, but creates unaesthetic & inhospitable streetscapes and minimizes on-street parking.



DGL 1.6.1: *Single width (12') curb cuts are preferred . Semi-recessed garages with parking aprons should have two single-width garage doors and are not allowed adjacent to each other .*



DGL 1.6.1: *Each lot should have a minimum of three parking spaces with a fourth on-street space. Lots with more than four off-street spaces should have side-drive rear yard parking.*

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DGL 1.7: Sound Walls and Entry Features

Background
Recent developments have been designed as internally focused projects surrounded by sound walls with the only access punctuated by an entry feature to highlight it as a separate development. This has helped to create the appearance of separate isolated enclaves rather than an inter-connected community.

Purpose
The purpose is to minimize the negative aesthetic qualities of soundwalls where they are required and to better connect neighborhoods to the larger street system via pedestrian and bike connections.

Design Guidelines

DGL 1.7.1: Minimize Soundwalls
Perimeter residences which are part of new developments should be oriented to existing streets, minimizing the extent of sound walls or rear yard walls, except where necessary due to acoustical requirements. Frontage roads are preferred in lieu of soundwalls wherever possible.

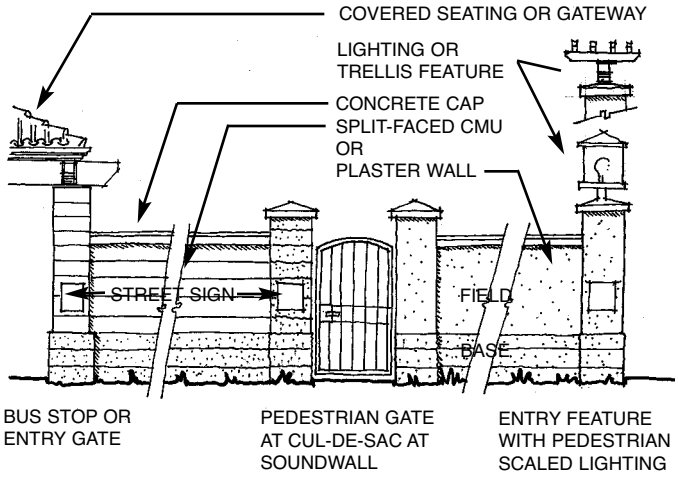
DGL 1.7.2: Entry Features Architectural Character
Understated entry features are desirable, to integrate the projects into the neighborhood rather than differentiate developments. Accent Landscaping and trellises to set off development entries are more desirable than walls or structures.

DGL 1.7.3: Landscaping
Berming along soundwalls should create the appearance of walls no taller than 6 feet. Additional landscape setbacks, street trees and accent trees at entries are strongly encouraged to improve the appearance of the soundwalls.

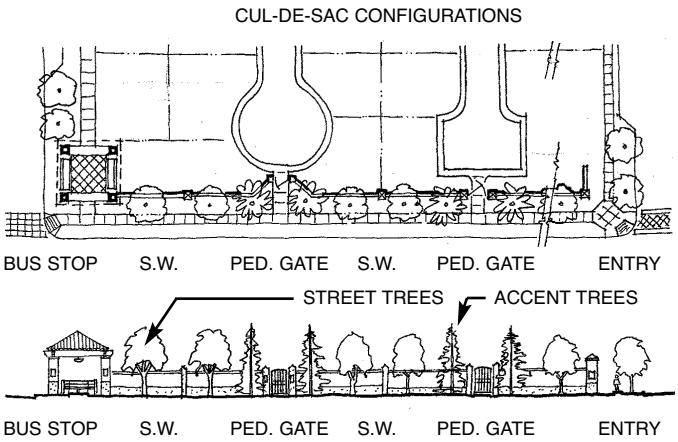
DGL 1.7.4: Sound Wall Design
Sound walls should have a rhythm rather than a single monotonous design. Periodic entries help to minimize walking distances, connecting bike paths along major roads. Designs should reflect compatability with building design.

Preferred: *Shared elements between entry features of separate developments can assist in integrating the neighborhood or defining a larger district.*

Undesirable Entry
Sound walls and entry features have typically been designed to separate developments or neighborhoods.



DGL 1.7.2 & 1.7.3: *Historic Entry features frequently defined districts and design elements were shared by many neighborhoods creating common themes rather than differentiating between each development.*



DGL 1.7.3 and 1.7.4: *Sound walls should have a rhythm rather than a single monotonous design along the entire lenth. Periodic entries help to minimize walking distances and integrate bike paths along the major roads. Landscaping and berms minimize the visual impact of long continuous soundwalls.*

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DGL 2.1: Lot Sizes, Floor Area Ratios (F.A.R.s)

Background:
The size of homes relative to the lot size is a very important issue. Recent small lot single family developments have placed relatively large, standard sized homes on the small lots. The Planning Commission and City Council have each noted that the homes appear too large for the small lots. The City Council has set the minimum lot size they will consider at 4,000 s.f. lots. The appropriate home sizes are discussed below.

Purpose:
The purpose of this guideline is to set maximum average Floor Area Ratios (F.A.R.) acceptable for the overall development and general guidelines for various Lot Layouts / Building Prototypes. Smaller lots will require smaller homes. As incentive to adhere to the Residential Design Guidelines, a higher F.A.R may be allowed for projects which meet or exceed the guidelines. Prototypes with "rear yard garages" rather than "standard garages" are encouraged to have the largest homes and greatest individual floor area ratio. The higher the F.A.R., the more stringently the guidelines will be used in evaluating the projects' consistency with the guidelines in defining an exceptionally designed project in the P.D. evaluation.

Design Guidelines

DGL 2.1.1: Average Base/Allowable Project F.A.R.
The maximum average base Floor Area Ratio for an entire project is .5 F.A.R. with a maximum F.A.R. of .7 for any one lot. By meeting or exceeding the following primary Design Guidelines, as well as others, the maximum F.A.R. may be raised to .6 overall for the entire project at the discretion of the City. The Floor Area Ratio Calculation includes the garage floor area.

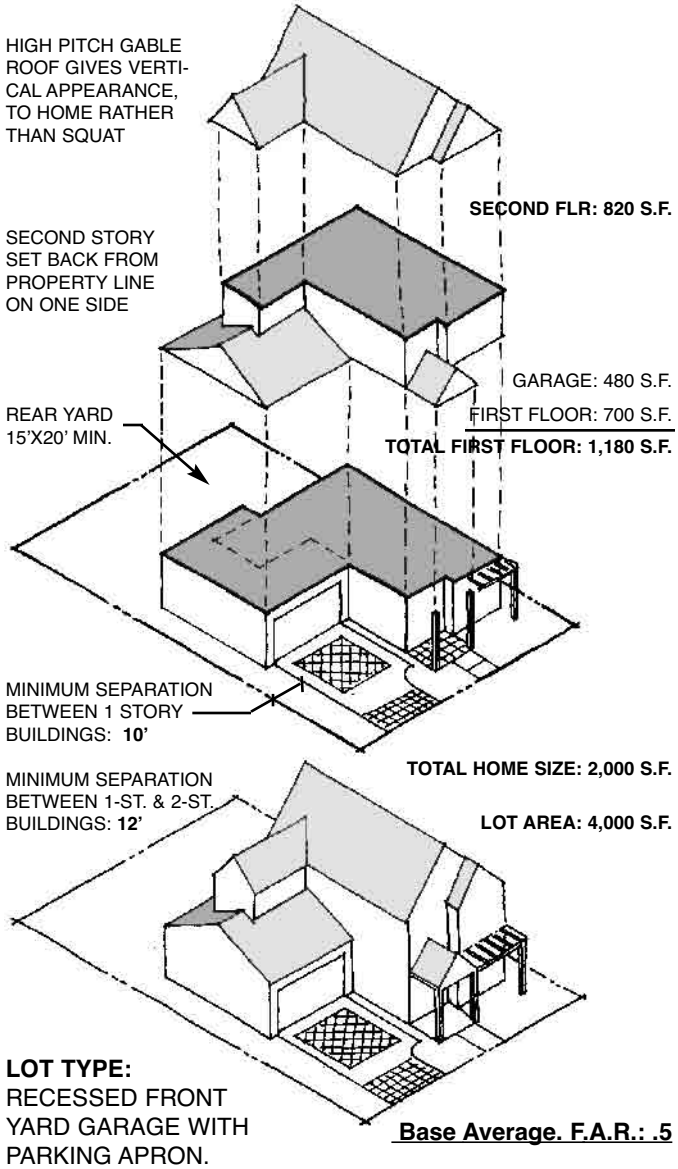
The increased F.A.R. also requires special design consideration above and beyond the minimum guideline requirements for issues including:

DGL 2.2; Setbacks and Building Separation and the projects relationship to existing developments
DGL 2.5; Yards: Types and Sizes
DGL 3.2.3; No.of Stories / Floor Area Mix.
DGL 2.3.2; Garage Location/Configuration Types
DGL 3.3; Variety of Materials
DGL 3.5; Entry / Porch Elements and Corner Lots
DGL 3.6; Variety of Colors
DGL 4.3; Open Space, Tot Los, Parks
DGL 4.1.2; Separated sidewalks with street trees.

Note: Projects which take special consideration for energy conservation, use renewable or recycled materials and provide provisions for recycling services will also receive special consideration in evaluating F.A.R.

Recent small lot single family developments have placed large, standard sized homes on the small lots. The Planning Commission and City Council have each noted that the homes appear too large for the small lots.

Example F.A.R. Calculation of a Single Lot



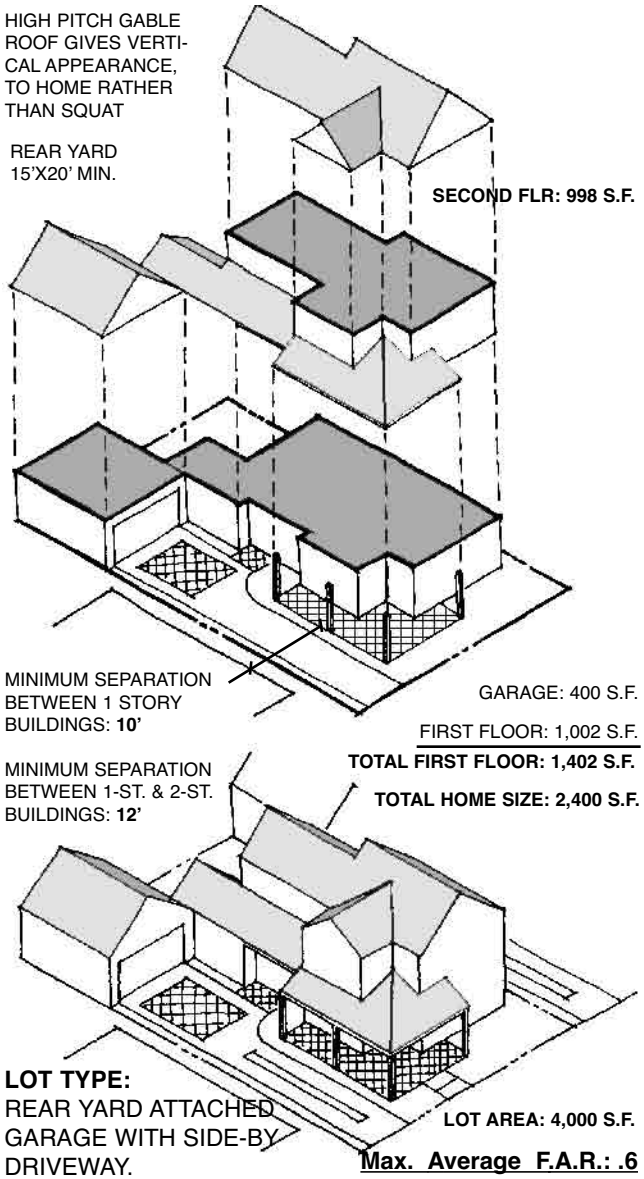
DGL 2.1: Floor Area Ratios (F.A.R.s) Cont.

Example: *The side-drive configuration assists in creating building separation, giving the homes a less massive appearance.*

The front yard garage and apron gives the home a larger appearance and minimizes building separations.

Example: *Home Designs may have an F.A.R. (Floor Area Ratio) of .7 F.A.R.* The Rear Yard Garage with sidedrive or alley access eliminates the garage (its door and parking apron) from the home's mass and bulk and are encouraged for higher F.A.R.s.

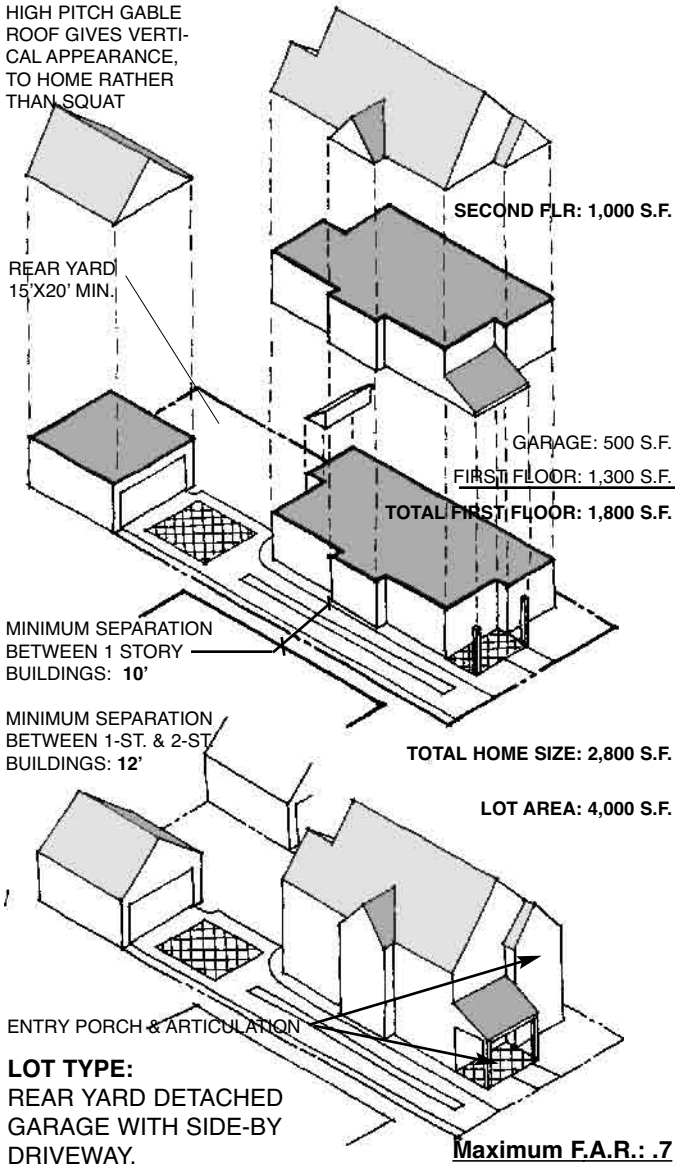
Example F.A.R. Calculation of a Single Lot



LOT TYPE:
REAR YARD ATTACHED GARAGE WITH SIDE-BY DRIVEWAY.

Max. Average F.A.R.: .6

Example F.A.R. Calculation of a Single Lot



LOT TYPE:
REAR YARD DETACHED GARAGE WITH SIDE-BY DRIVEWAY.

Maximum F.A.R.: .7

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DGL 2.2: Setbacks and Building

Background
Small Lot residential developments necessitate minimal reasonable setbacks. The setbacks created shall allow for useful yard spaces and appropriate buffers and privacy. Successful minimal setbacks require additional landscaping and other elements such as screens and low walls, not typically necessary for standard large lot developments. Also, architectural detailing becomes more important.

Purpose
Insure appropriate building separations and to provide yard areas which are usable, receive ample sun light and allow for substantial landscaping for screening, privacy, etc.

Design Guidelines

DGL 2.2.1: Front Yard Setbacks
Front yard setbacks may be as small as 7' to the face of a front porch entry. The primary building setback should be a minimum range of 10'-15' with single story facades being closer and two story facades having greater setbacks. A variety of setbacks within this range is strongly encouraged.

DGL 2.2.2: Garage Setback
Front Yard "Standard or Recessed Garage" should be setback a minimum of 12' behind the homes' main facade line.

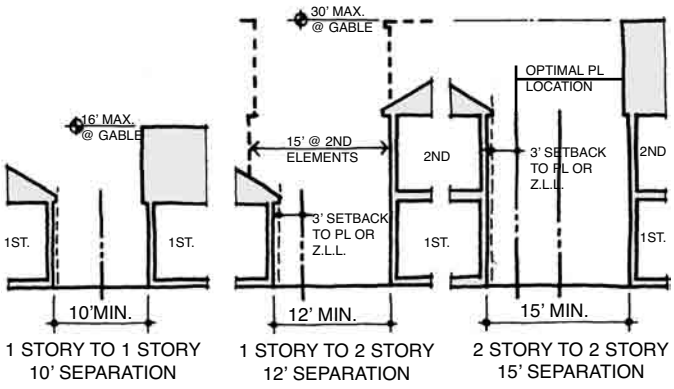
DGL 2.2.3: Building Separations
Building Separations are in accordance with current zoning regulations and are as follows:
10'-2 single story units, 12'-1 to 2 story units; 15'- 2 to 2 story units. Zero-lot line configurations are preferred, making more useful side yard spaces.

DGL 2.2.4: Rear Yard Setbacks
Rear yard minimum setback for homes is 15'and setbacks for ancillary buildings may be zero lot line. Garages along alleys are to provide minimum 4' setback / apron.

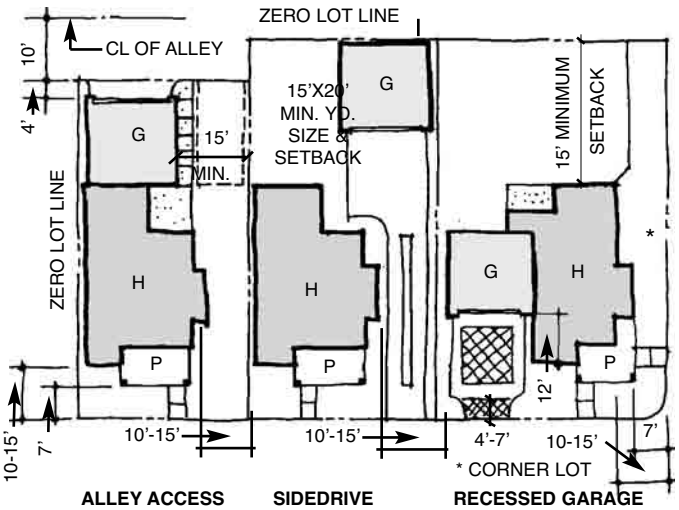
Note: When projects are adjacent to existing neighborhoods the setback of the second story of the new homes should be no less than the setback of the adjacent existing homes for equivalent or compatible sized lots as required by the zoning ordinance.

DGL 2.2.5: Corner Lot Setbacks
Side yard setbacks at corner lots are to comply with front yard setbacks.

DGL 2.2.1: Front Yard Setbacks: *Front yard setbacks may be as small as 7'-10'' to the face of a front porch entry. The primary building front yard setback shall range from 10'-15'with single story facades being closer and two story facades having greater setbacks. A variety of setbacks is encouraged.*



DGL 2.2.3: Building Separations: *are desired to minimize the appearance of one continuous wall of building along the street, and create more usable sideyards.*



Typical Building Setbacks and/or Building Separations

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DGL 2.3: Garage Location: attached & detached; recessed, side drive and alleys.

Background
The single most important design feature impacting the streetscape and appearance of residential neighborhoods is the location and design of the off-street parking and garage. Large parking aprons with large garage doors facing the street create a stark appearance. They significantly impact the building and landscape designs of individual lots and the entire streetscape. Rear yard parking aprons can create quality private courtyards and secure play areas for children.

Purpose
To promote home designs which minimize the negative impact of the garage and parking apron on the streetscape.

Design Guidelines

DGL 2.3.1: Garage Location
Lot plans and building designs which minimize the impacts of the parking apron and garage on the streetscape are strongly encouraged.

DGL 2.3.2: Proportion of Garage Locations Types
The following percentages are the generally desired mix of garage locations and will be evaluated on a project by project basis:

• A maximum of 50% of the units may have standard 18' curbuts and 20' aprons. No two lots of this configuration should be adjacent to one another.

• An additional 25% of the units may have Semi-recessed two car garages and 20'x20' parking aprons should include 12' max. curb cuts and an additional 4'-7' landscaping setback at neck.

• 25% of the lots should have rear yard garage (in the back half of the lot) with a side-by drive.

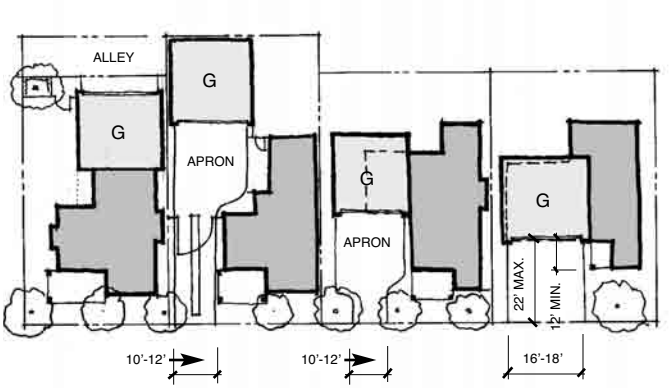
Note: Parking courts are considered side-drive configuration for the purposes of this calculation. (See DGL 2.4)

Note: Alley designs are considered rear yard garages. (See DGL 1.5)

Note: Smaller projects will be required to meet the intent of maintaining variety, while diminishing the impact of garage and apron parking on the streetscape.

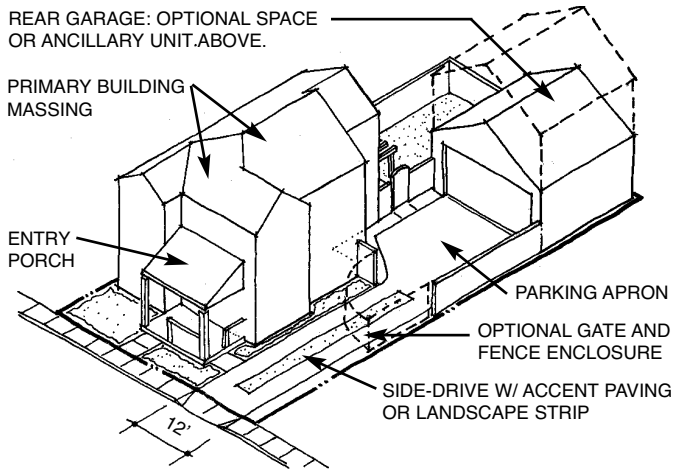
DGL 2.3.3: Side-Drive or Alley Accessed Garages
Side-drive designs with rear yard garages and parking aprons are preferred. Accent paving or drives with landscape strips are strongly encouraged. Alley accessed garages are encouraged in some instances. (See DGL 1.6)

Preferred **Undesirable**
Large parking aprons with large garage doors facing the street create a stark appearance and significantly impact the building and landscape designs of individual lots and streetscape as a whole. Rear yard parking aprons can create quality private courtyards and secure play areas for children.



Alley Access Attached or Detached **(Minimum 25% Required)** | Side-Driive, Rear -Yard, Attached or Detached | Semi-Recessed Front Yard Apron **(Additional 25% Max. allowed)** | Garage with Standard Front Yard Apron. **(50% Max. Allowed)**

Typical Garage Locations and Proportions



Preferred: Side-Drive Lot Configuration

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DGL 2.4: Garage Location - Parking Courts

Background
Parking courts may be a good strategy for lessening the impact of curb cuts, parking aprons and garages on the streetscape. However, recent designs have created courtyards which minimize the residential entries and maximize the view of the garages as seen from the street or within the parking court.

Purpose
To create quality parking court housing which closely follows the primary principles of the standard residential PD. To create parking courts that emphasize residential entries viewed from the street and courtyard. Entries should be emphasized and garages should be visually minimized.

Design Guidelines

DGL 2.4.1: Porch and Garage Orientation
Porches and Entries should be located in the front of the homes, and at the driveway entry corner to accentuate the entry. Garages should be recessed behind the homes' main facades similar to typical lots, minimizing the visual impact of the garage door and parking apron.

DGL 2.4.2: Paving
Parking Courts should have accent paving which provides a pedestrian walkway to all entrances from the street and minimizes the impact of the courtyard paving. Accent paving at parking aprons and accent bands along the driveway are strongly encouraged.

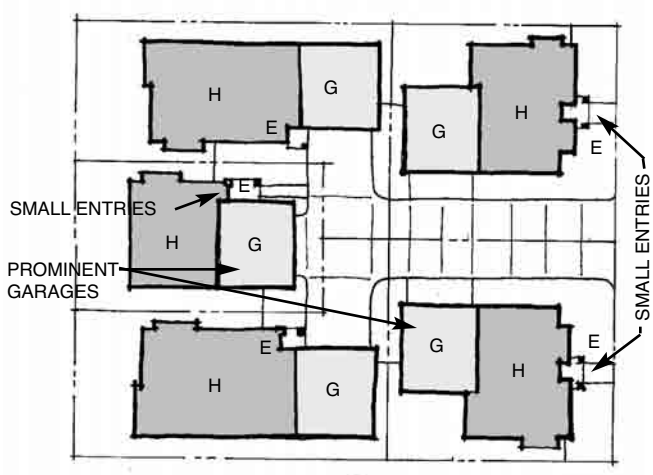
DGL 2.4.3: Landscaping / Trees
Trees and large landscape fingers between parking aprons are strongly encouraged to break up the expanse of paving and view of garages. One front yard tree at each interior lot minimum.

DGL 2.4.4: Length and No. of Units
The maximum depth of a Parking Court Lot is 100' and the max. no. of units it can serve is four.

Desirable: Parking Court Housing

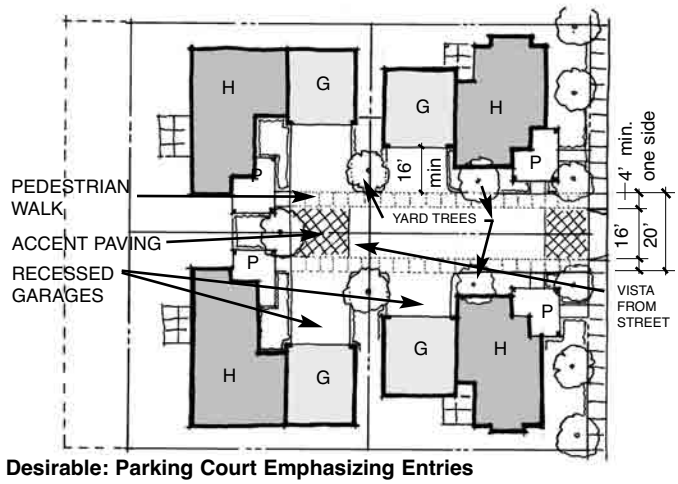
Parking courts provide the necessary parking while minimizing the impact of the garage,creating higher quality streetscapes.

Undesirable: *Recent courtyard parking designs have emphasized the garage doors and minimized the entries, even when viewed from the street.*



Undesirable Parking Court

Parking courts with an odd number of lots creates a garage at the end vista of the court as viewed from the street. This typical layout also pushes entries to the back corners, minimizing their impact.



Desirable: Parking Court Emphasizing Entries

Preferred Parking Courtyard Design Elements and Configuration. Garages are recessed and entries are enlarged and used to accent corners and interior vista.

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DGL 2.5: Yards: Types and Sizes

Background
Large and small yards play an important part in making small lot residences more livable. Yards should be useful outdoor space not sized to merely meet minimum setback requirements. The location, size and access to yard space will vary depending on the lot layout of the residence and parking (garage) location.

Purpose
To define minimum yard requirements by size as well as to illustrate the need for unique designs, emphasizing usability of yard space given the small lot and yard sizes.

Design Guidelines

DGL 2.4.1: Desired Yard Areas
Each residence should have preferably three areas which may be accessed from the residence: a front yard porch, patio or lawn area; a sideyard courtyard and a rear yard more active space or court.

DGL 2.4.2: Front Yards
Front yards may provide small extensions of the entry porch or front living areas for semi private activity. (Minimum Size: 8'x12')

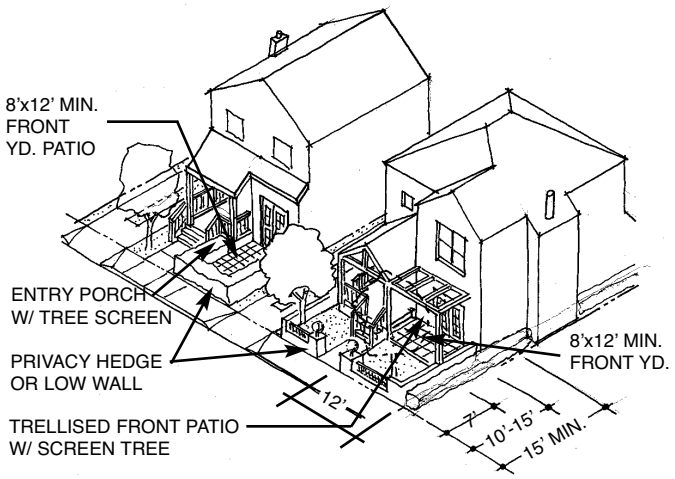
DGL 2.4.3: Side Yards
Side yards are typically more utilitarian. Aggregated side yards, as with side drive lots, wide enough for an activity area (Min. 8'x8') are preferred.

DGL 2.4.4: Back Yards
Back yards are typically private and more personalized. These should be designed for privacy from neighbors, with appropriate fencing and trellises. (Minimum Size: 15'x20')

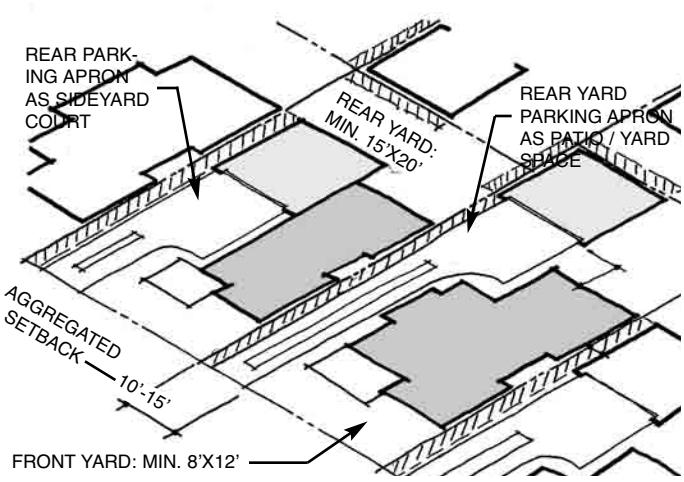
DGL 2.4.5: Parking Apron
Front yard parking aprons may not be considered yard area, while rear yard aprons at side drive lots may be considered hardscape back yard area.

Desirable: *Large covered porches and patios create extended living spaces in Fremont's mild climate..*

Desirable: *Rear yard parking aprons make quality semi-private patios.*



DGL 2.4.1: Front Yards: *should have small patios or lawn play areas with consistent landscaping. Patios with low fences walls or hedges, and trellises providing semi-privacy are preferred.*



DGL 2.4.3: Side Yards: *Side drives with aggregated side yards are preferred. A part of one side yard shall have a useful area such as a patio which is an extension of the home. This is required on all corner lots.*

DGL 2.4.4: Rear Yards: *Rear yards are the most flexible yard, minimum size and design of fencing, trellis etc. to provide privacy is required from adjacent homes and yards.*

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DGL 3.1: Massing, Articulation, Proportion

Background
The massing and articulation of buildings within medium density small lot developments is of great importance. Many recent projects have had square, "blocky" homes, with minimal architectural detailing creating a lack of character. The proportion of the homes have been horizontal, creating an appearance of heavier denser homes. The lack of architectural detail or variety of material and color exacerbates the bulky dense appearance of the developments. The small lot buildings need to have a lighter quality, with a variety in the massing and articulation. Vertical elements, such as two story entries or bays, etc. help to breakup the horizontal and blocky quality found in recent projects.

Purpose
To create a greater variety of massing and articulation providing relief from the close adjacency of the homes and minimal setbacks. Breaking up the massing will make the homes appear smaller.

Design Guidelines

DGL 3.1.1: Massing
The design should break the main facade of the home into three to four distinct elements: entry; main building; a single story element and the roof. Gable roofs emphasize vertical proportions, create modulation and are strongly encouraged.

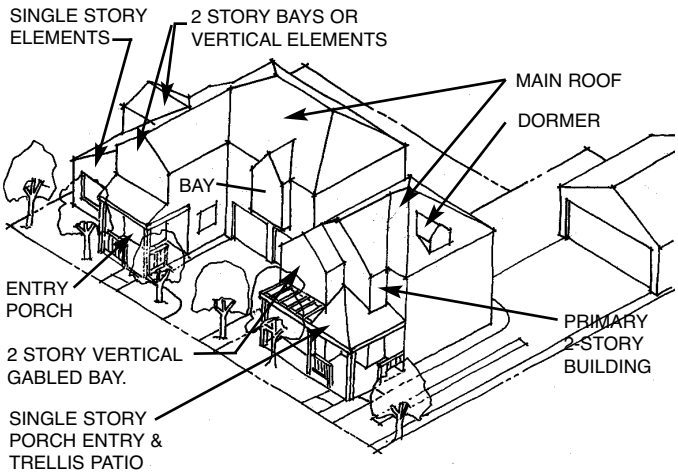
DGL 3.1.2: Articulation
The massing should be further varied by articulation of elements such as bays, dormers, etc.. Changing materials on these elements provides further articulation and adds variety.

DGL 3.1.3: Proportion
Each home should have a vertical element to its massing, such as a bay, corner turret or dormer, etc. based on the architectural character.

DGL 3.1.4: Emphasizing Articulation
The massing, articulation and proportion should have greater emphasis if the elements are differentiated by a change in detail, color and/or material.

Desirable: *Porches, bays, dormers and vertical articulation help to give the homes a less "bulky" or "squat" appearance.*

Undesirable: Poor Massing and Minimal Articulation
Many recent projects have had square, "blocky" homes, with minimal architectural detailing, creating a lack of character .



DGL 3.1.1: *The home design shall break the main facade of the home into a minimum of three to four distinct elements: entry; main building; a single story element and the roof.*

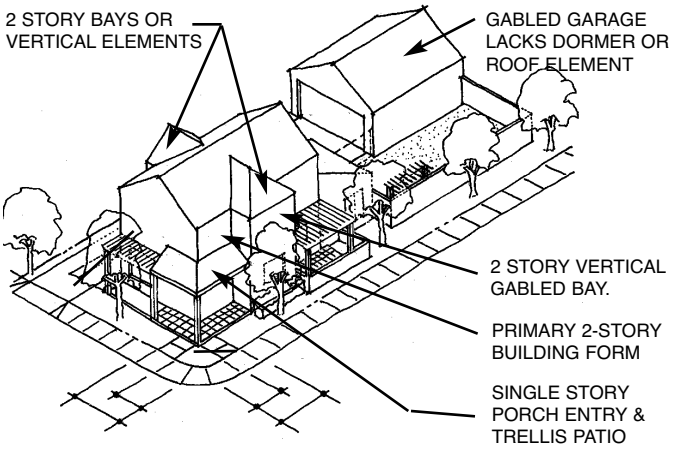
DGL 3.1.3: *Each two story home shall have a vertical element to its massing, such as a two story entry feature, bay, corner turret or dormer, etc.*

DGL 3.1: Massing, Articulation, Proportion (cont.)

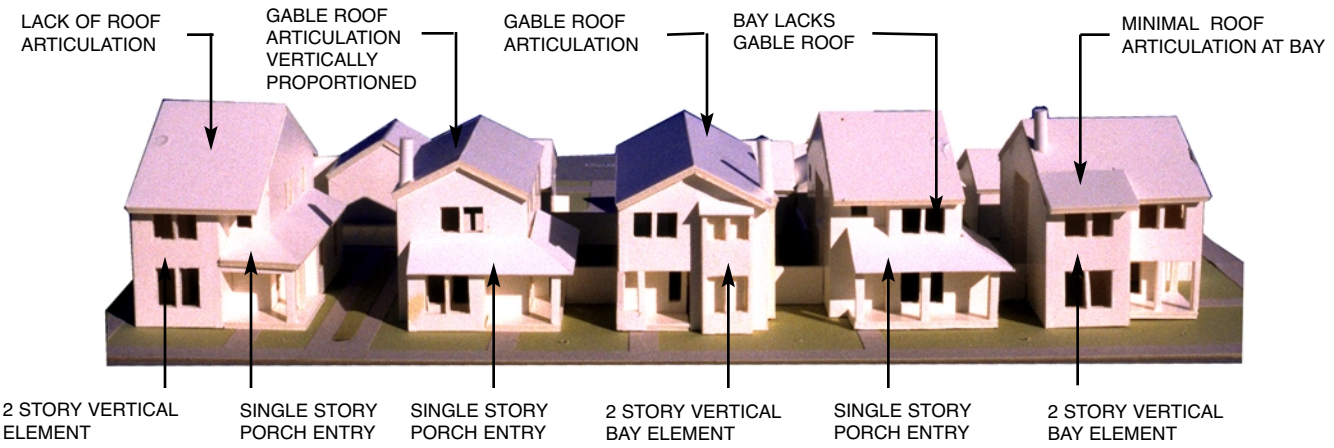
Desirable: *High pitched gable roofs add vertical proportions and articulation to home facades.*

Desirable: *Gable Roofs add variety to roof silhouette along street scape creating "sawtooth" appearance.*

Desirable: *Articulation of elements along corner lot sideyard should be comparable to front yard building articulation.*



Desirable: *At corner lots side facades shall maintain the architectural design consistent with the front facade.*



Examples: of Massing, Articulation and Proportion:

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DGL 3.2: Number of Stories, Mix

Background
Recent small lot residential projects have predominantly consisted of two story homes. This has added to the perceived density and lack of variety within these neighborhoods. It is desirable for new residential neighborhoods to include additional one story homes to provide for seniors, the disabled, and those families who prefer or desire single story homes. Lot sizes may need to be larger to allow for these homes.

Purpose
To require single story homes for some residences and to add variety and minimize the perceived density of all two story neighborhoods.

Design Guidelines

DGL 3.2.1: One Story Home Requirement
15% of the homes should be single story. Single story residences should be scattered evenly throughout the neighborhood, with a minimum of one for each side of each block.

DGL 3.2.2: Single Story Massing
Single story massing elements should be emphasized on the front facades, using porches, or single story living areas seen from the street. (Roofs over 16' are considered two stories)

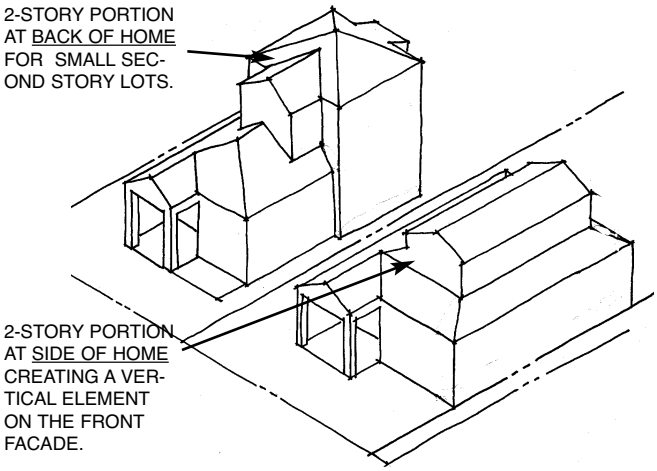
DGL 3.2.3: Two Story Area Limits
Two story homes should attempt to generally have the following first story to second story area relationships:

- 30% should have a small second story (maximum of 30% of the first floor)
- 30% should have a medium second floor (maximum of 50% of the first floor)
- The remaining 25% of the homes' second stories are limited to a maximum of 75% of a home's first floor area.
- The two story areas should generally be located in the rear or to one side of the home, creating a bay or vertical element on the front facade.

Note: This guideline will be adhered to more strictly with larger developments.

Desirable: *a change in color and material assists in breaking down the massing of two story residences.*

Undesirable: *Recent small lot developments have consisted of primarily two story homes, creating a lack of variety . A variety of single story and two story homes is required.*



DGL 3.2.1 and 3.2.2: *15% of the homes should be single story and scatterred evenly throughout the development. For two story homes, the second story portion should generally be located in the rear,* or to one side of the home, or create bays or other vertical elements.

Desirable: *single story massing elements shall be emphasized on the front facades.*

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DGL 3.3: Materials, Variety

Background
Recent residential developments have lacked a variety of materials within their facade palettes. The predominance of stucco exteriors, many with limited detailing or limited variety of treatments has produced a monotony of appearance. A greater variety of materials used on the facades from home to home or within a single building creates a more diverse and interesting neighborhood. Materials should be used so that they do not appear to be "applied" are used in their appropriate manner or style.

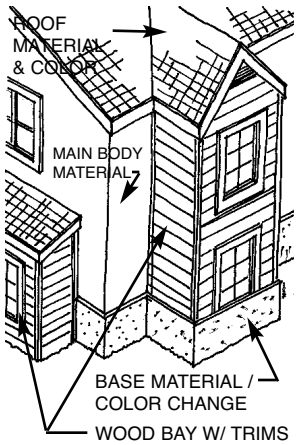
Purpose
To promote greater variety of material use within each development and to have materials used in an appropriate manner so as not to look applied.

Design Guidelines

DGL 3.3.1: Variety of Material Palettes
Developments over four homes should have a minimum of two material palettes, each with a different primary material. A minimum of 33% of the homes should have each of the material palettes. (A primary material is the material used on a minimum of 67% of the building's facades.) (See Example #1)

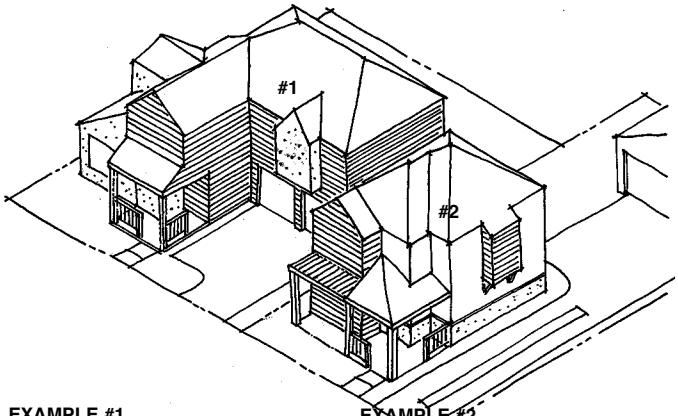
DGL 3.3.2: Alternative Material Variety
An alternative to DGL 3.3.1 is to have all homes have a minimum of 33% of a secondary material on each facade. (Example: stucco facade with wood or stone base and bays) (See Example #2)

DGL 3.3.3: Appropriate Material Use
Materials should be used so as not to appear to be "applied" by using heavier materials as bases and ending materials on inside corners.



DGL 3.3.3: *Materials should be used so as not to appear to be "applied"; by using heavier materials as bases and ending materials on inside corners.*

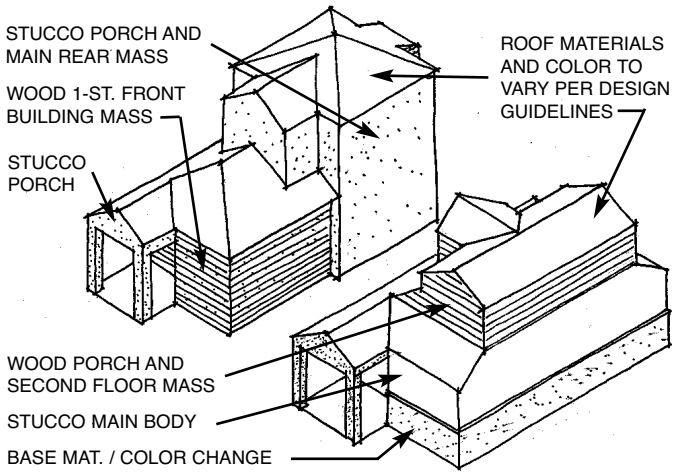
Undesirable: *Recent developments have been nearly all of a single material, stucco, creating monotony. Also, detailing or "applied" materials are used inappropriately.*



EXAMPLE #1
PRIMARILY WOOD WITH STUCCO BAYS AND ONE STORY ELEMENTS.

EXAMPLE #2
PRIMARILY STUCCO WITH WOOD BAYS AND BASE COLOR CHANGE.

DGL 3.3.1: *Developments over four homes should have a minimum of two material palettes, each with a different primary material. A minimum of 33% of the homes will have each of the material palettes. These two strategies may be blended within a single development.*



DGL 3.3.2: *Alternative: 33% of a secondary material on primary facades provides the variety desired within each individual home rather than residence to residence.*

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DGL 3.4: Roofs: Forms and Materials

Background
Roof forms and materials have a great impact on the appearance of and variety within a neighborhood. The use of a single roof material and similar colors throughout a development has created the appearance that all of the homes are the same. A variety of roof forms, materials and colors within each development improves the overall appearance.

Purpose
To promote the use of a variety of roof materials within each development and a greater variety of roof forms throughout the neighborhood.

Design Guidelines

DGL 3.4.1: Roofing Material Variety
Developments over four homes should have a minimum of two primary roof materials, such as concrete shake or spanish tile or composition shingles. A minimum of 33% of the homes should have each of these materials. If concrete shake and composition shingle are used, two non-similar colors of each material should be used.

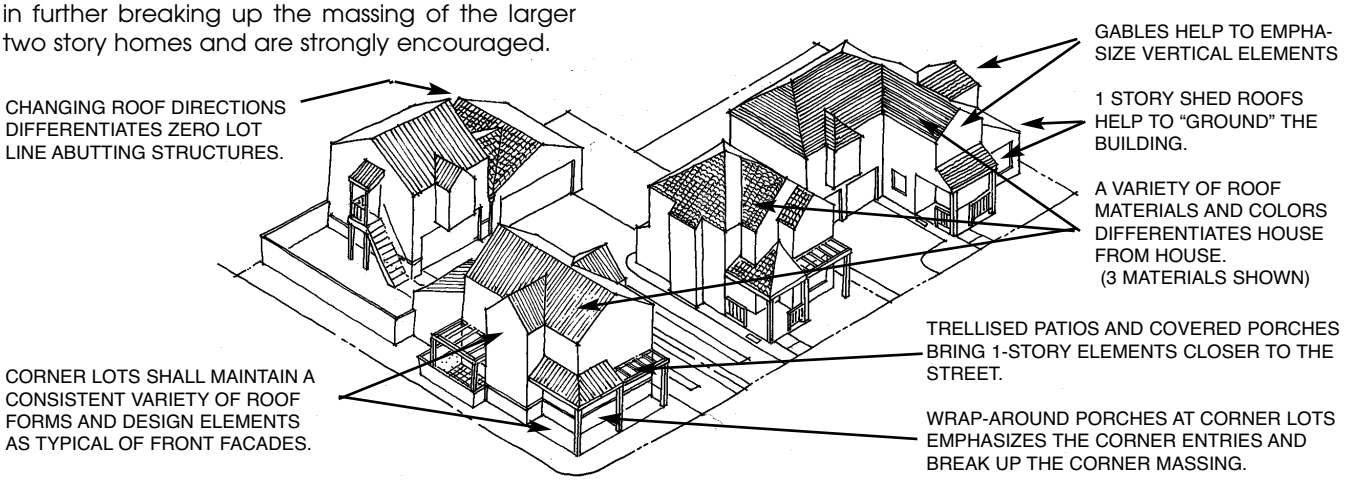
DGL 3.4.2: Roof Forms
A variety of hips and gables should be used, particularly on the front / street facade to further break up the mass of the homes. High pitched roofs and gables are most successful when used to emphasize vertical elements of the facade.

DGL 3.4.3: Overhangs and trellising
Roofs extended over windows for shading and associated brackets are strongly encouraged to add character and interest to the roof forms.

DGL 3.4.4: Single story Roof Elements
One story roofs, often over porches or bays assist in further breaking up the massing of the larger two story homes and are strongly encouraged.

Undesirable: Low pitched roofs of a single material
The use of a single roof material and often single or similar colors has assisted in creating monotony and an appearance that all the homes are the same throughout a development.

DGL 3.4.2: Roof Forms: *A variety of hips and gables shall be used. High pitched roofs and gables are often most successful when used to emphasize vertical elements of the facade.*



DGL 3.4.4: *First Floor roofs over porches and bays as well as extended roofs and trellis are encouraged to "bring the buildings to the ground" and add detail, breaking up the massing.*

Note: *Roof forms, materials and details add a great deal of variety to the residential neighborhood or development.*

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DGL 3.5: Entries and Porches

Background

The location and size of entries affects the orientation of the residences. Orienting the homes to side or back yards rather than streets minimizes activity along the street and minimizes the opportunity for informal surveillance. Small entries or locating entries so that they are not seen from the street creates a bland street facade and minimizes activity on the street by removing the circulation associated with the home's front door.

Purpose

To improve neighborhood streetscapes by having entries and seating areas activating the street. To assist in breaking down the scale and breaking up the mass of the buildings, entries and porches are strongly encouraged.

Design Guidelines

DGL 3.5.1: Porches and Entry Requirements

Entries and porches are strongly encouraged to be the primary element of each home on the street facade.

DGL 3.5.2: Entry / Porch

Locate entries and porches on the front / street facade. Entries or porches should extend along 50% of the homes primary front building facade.

DGL 3.5.3: Corner Lot Entry Porches

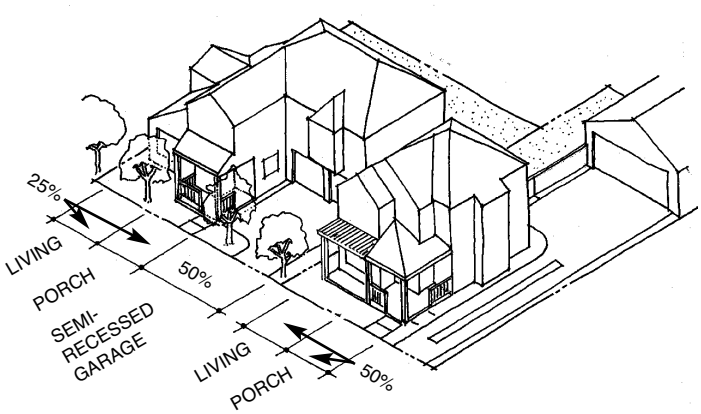
Entries and porches should be oriented to the street corners. At corner lots, side yard facades shall maintain the architectural design consistent with the front facade.

DGL 3.5.4: Porch Massing / Articulation

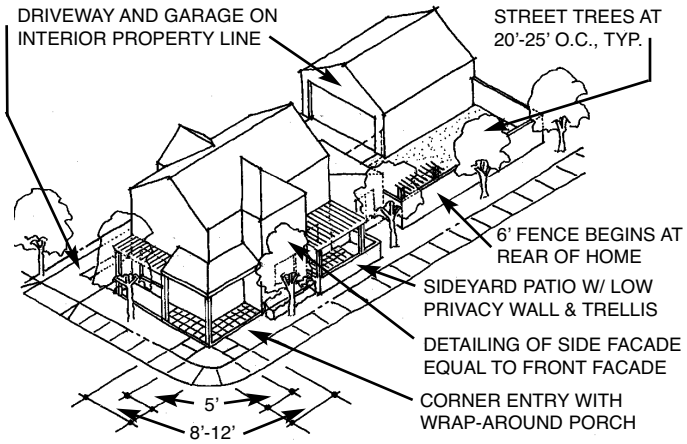
Porch / Entry features should primarily be single story elements, or incorporated into two story vertical elements to break up the building mass along the street.

Prominent porches along the street and well designed corner residences, especially with corner wrap-around porches, greatly enhance the streetscape appearance of the neighborhood.

Desirable: Streetscape lined with entries and porches. *Entries and porches greatly improve the residential character of the neighborhood.*



DGL 3.5.1 & 3.5.2: *Entries and porches should be a prominent element of the residence and be located along the street facade. Entries should extend along 50% of the homes' front building facade.*



DGL 3.5.3: *Corner Lots: Corner entries are highly desirable. The side yard facades should have architectural treatment consistent with the front facade. Wrap-around porches are highly desirable.*

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DGL 3.5: Entries and Porches (cont.)

Background
Residential entries and porches provide seating areas and support activity along residential streets. Locating active living spaces toward the street also add activity and assist in an informal surveillance of the neighborhood street. Porches provide a "semi-private" transition or buffer between the sidewalk and the private living spaces. Trellises or porches also add architectural detail and visual interest to the homes.

Purpose
To promote activity areas along residential streets and add visual interest to the homes.

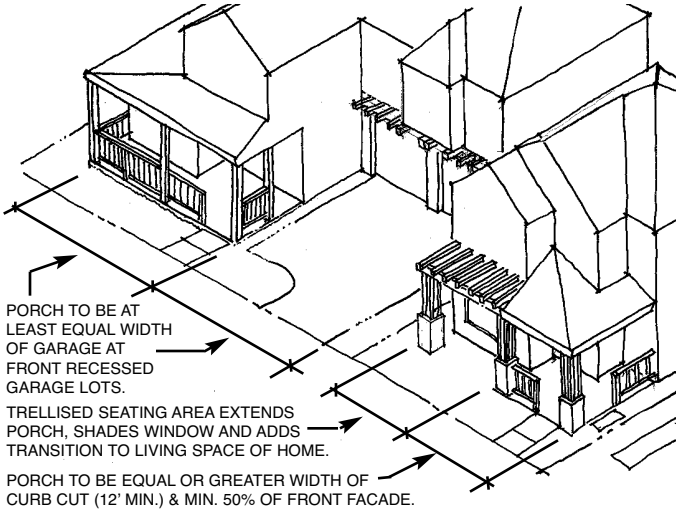
Design Guidelines

DGL 3.5.5: Porch / Entry Size
Entry and porch should extend along the building facade to an equal or greater width than the garage or driveway. Approximately 50% of the main facade should be occupied by the porch.

DGL 3.5.6: Porch / Entry Seating Area (Size)
Entries and porches are desired to be sized for a small seating area for chairs or a bench outside of the main entry circulation path. (minimum dimension of 6'x6' or 5'x7', plus circulation area).

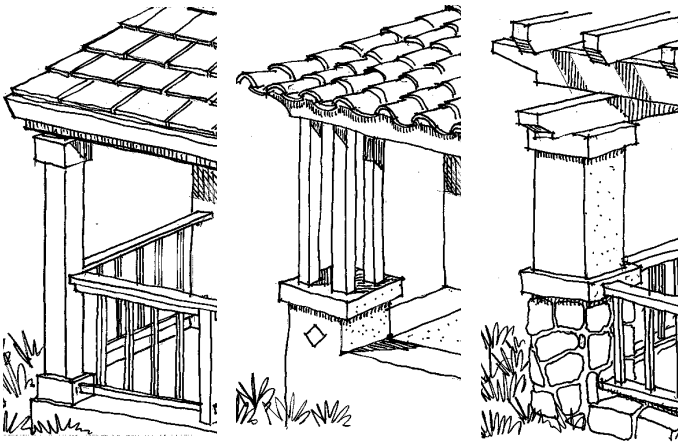
DGL 3.5.7: Architectural Details
Railings, short walls, trellises and roofs all add architectural detail and character to the residences, providing visual interest to the homes.

Undesirable Entries: *Entries are frequently minimal and the homes lack the transition space between the street and living spaces as well as the architectural detail which porches can provide.*



DGL 3.5.6: Porch / Entry Size*: Entry and porch should extend along the building facade to an equal or greater width than the garage or driveway, approximately 50% of the main facade.*

Desirable: *Porches provide added architectural character, provide transitions and buffers between the street, living spaces and activity areas.*



Desirable Typical Porch / Entry Designs

DGL 3.5.7: Architectural Details: *Railings, short walls, trellises and roofs all add architectural detail and character to the residences, providing visual interest to the homes.*

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DGL 3.6: Color, Variety

Background
Color has a great impact on the overall appearance and variety within a neighborhood. The use of a single palette of colors has assisted in creating monotony and an appearance that all the homes are the same throughout a development. A variety of colors within each neighborhood and development can be achieved through a variety of body colors as well as by a variety of detail and trim colors.

Purpose
To promote a greater variety of colors within each development and neighborhood.

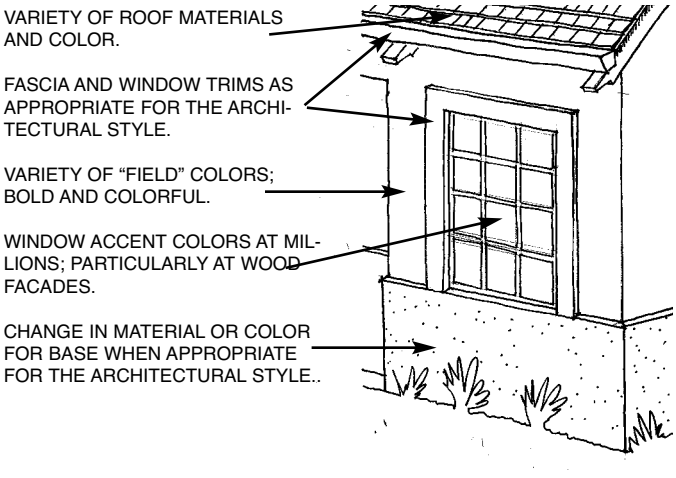
Design Guidelines

DGL 3.6.1: Number of Color Palettes
Developments of over four homes shall have a minimum of two colors from different color families for each primary body material, such as stucco and/or wood. A minimum of two trim colors will be used for each primary body color. If stucco and stone are used as a primary materials then a third body color and trim palette should be provided for the stucco material.

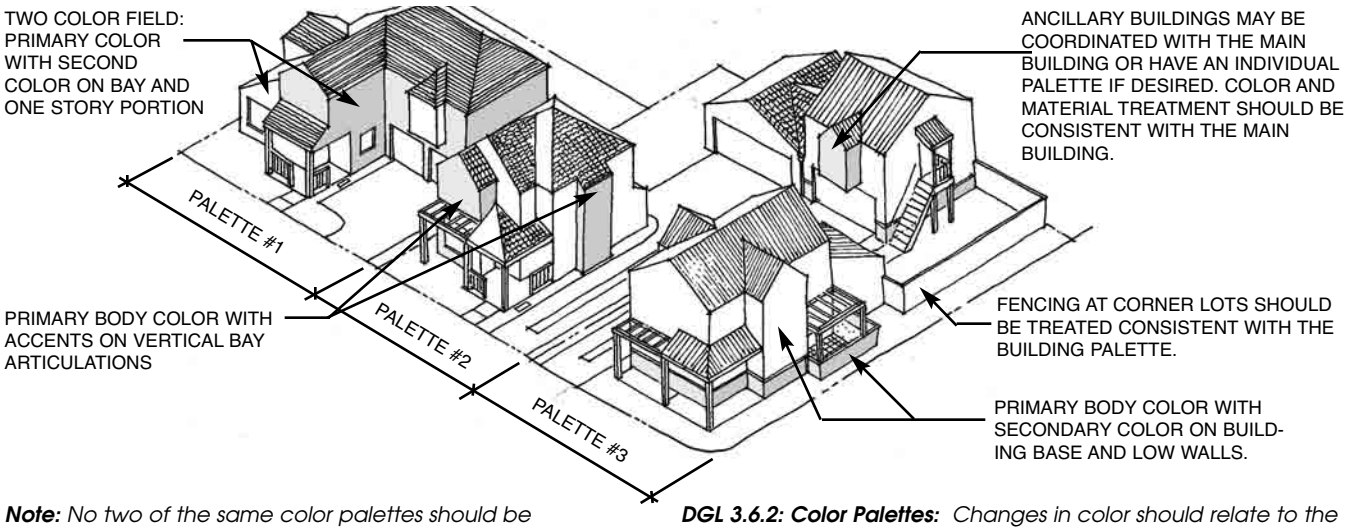
DGL 3.6.2: Color Palettes
Within an individual building color variety should relate to changes of materials, such as stucco and wood or body/base and trim, providing a palette of a minimum of three colors along with a roof material for each home.

DGL 3.6.3: Accent Colors
It is strongly recommended that window sash, millions and trims receive accent colors to emphasize the building's details.

Undesirable: *The use of a single palette of colors has assisted in creating monotony and an appearance that all the homes are the same throughout a development.*



DGL 3.6.3: Accent Colors: *It is strongly recommended that window sash, millions and trims receive accent colors to emphasize the building's details.*



Note: *No two of the same color palettes should be used adjacent to one another within a development.*

DGL 3.6.2: Color Palettes: *Changes in color should relate to the building forms and materials and will typically be stopped and changed at material changes and on "inside" corners.*

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DGL 3.7: Trellises, Columns & Details

Background
Many recent developments have lacked detail and visual interest. Many recent columns have been poorly proportioned for the size or location. Trellises, brackets and other details can be used to add a lightness to otherwise heavy building forms.

Purpose
To promote the use of trellises, brackets, columns and posts and other details which play an important role in adding visual interest and minimizing the bulky dense appearance of small lot single family residences.

Design Guidelines

DGL 3.7.1: Trellised Patios or Arbors
Trellises over seating areas should define semi-private areas in front or side yards and provide privacy in small rear yard courts.

DGL 3.7.2: Window Shading
Trellises or canopies over large windows should be provided to shade from the hot summer sun and provide visual interest with shadows and added detailing.

DGL 3.7.3: Fence Trellises
Trellis extensions to yard fencing should be provided to add privacy and a framework for landscape vines.

DGL 3.7.4: Porches and Railings
Porch and building columns and other trellis framework should be proportioned appropriately for the scale of the element.

Desired: *Trellises, brackets, columns and posts and other details play an important role in adding visual interest to the homes, minimizing the appearance of bulky dense small lot single family residences.*

TRELLIS WINDOW SHADE

PRIVACY FENCE ARBOR

TRELLIS PATIO COVER

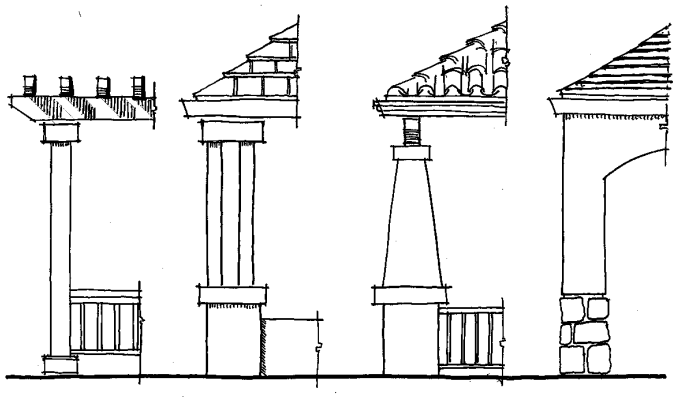
PRIVACY FENCE TRELLIS

DGL 3.7.1 & 3.7.2 AND 3,7,3: *Trellises which extend porches and/or shade large windows from the summer sun also add visual interest to the streetscape and are encouraged.*

POORLY PROPORTIONED ENTRY COLUMN

WELL PROPORTIONED AND DETAILED ENTRY COLUMN

NOTE: *Trellises, railings and other details add a lightness to buildings which are frequently heavy in appearance.*



TRELLIS POST & RAILING

4 - POSTER & LOW WALL

TAPERED COLUMN & RAILING

STONE BASE AND STUCCO POST

DGL 3.7.4: *The proportion of columns, trellises, railings and other elements is important so that they do not appear too heavy or too light for the building.*

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DGL 3.8: Fencing: Design and Location

Background:
Fencing is an important visual element, particularly in medium density small lot homes. Typically, yard fences have been wood planks contrasting sharply with the stucco homes, creating long blank walls, particularly at corner lots. Fencing, especially when seen from the street, should be designed to integrate into the architecture of the buildings and add visual interest in its detail, materials or color. Rear yard fencing may be minimized by using zero lot line configurations with rear garages. Trellises may be used to add visual interest and provide privacy.

Purpose:
Improve the appearance of small lot developments including the design of the fencing, particularly at corner lots.

Design Guidelines

DGL 3.8.1: Corner Lots
Fencing at corner lots should begin at or near the back end of the building, and fences which are visible from the street should have additional detailing to provide visual interest.

DGL 3.8.2: Fence Details
Partially transparent fencing adds interest while maintaining privacy.

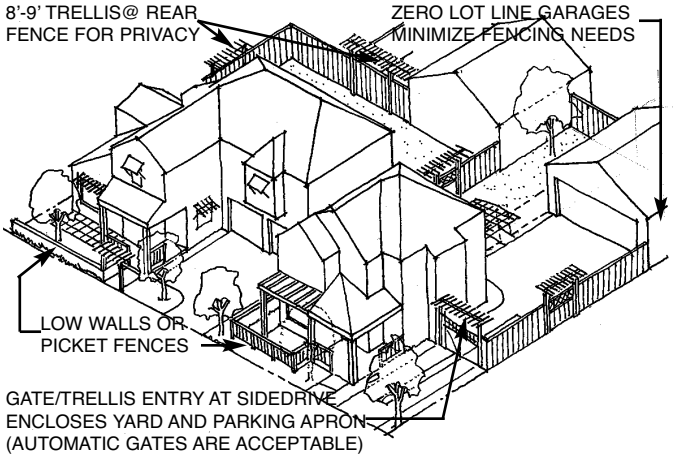
DGL 3.8.3: Gates and Entries
Accents at gates such as arched gates or arbors add visual interest and demarcation to entrances.

DGL 3.8.4: Trellises and Grills
Extended trellises and grills at small rear patios are encouraged to provide privacy to and from neighbors.

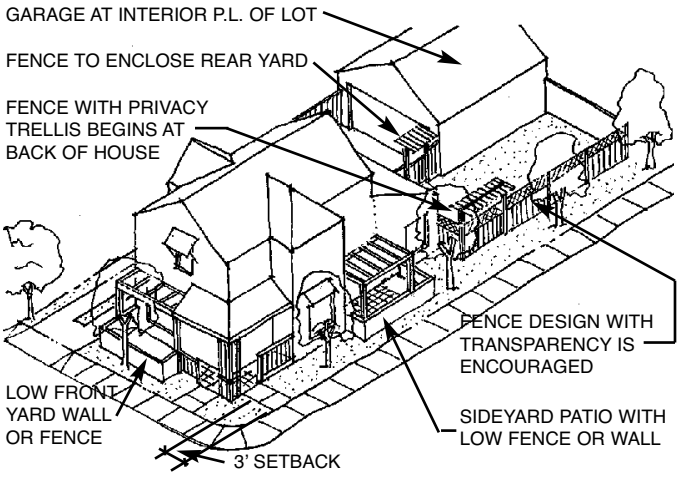
DGL 3.8.5: Low Walls
Low walls or fences (3'-4' high) are encouraged at front or side yard patios where desired in lieu of porch railings, etc.

Desired: *Low walls or picket fences at side yard porches and rear yard fences which extend only to the rear corner of the home.*

Undesirable: *Yard fences have typically been utilitarian wood planks, contrasting sharply with the stucco homes and creating long blank walls, particularly at corner lots.*



DGL 3.8.1 & 3.8.2: *Rear yard fencing at corner lots should begin at or near the back end of the building. Partial Transparency, extended trellises for privacy and accents at gates is encouraged.*



DGL 3.8.4 & 3.8.5: Low walls or fences (3'-4' high) are encouraged at front or side yard patios where desired in lieu of porch railings.

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DGL 4.1: Street Trees and Yard Trees

Background
New small lot single family developments generally lack landscaping. The high lot coverage and minimal building separations create a more harsh streetscape than homes with larger lots. Street and yard trees provide greater landscaping.

Purpose
To improve the appearance of the streetscape with additional landscaping and street trees to diminish the impact of the dense buildings and provide a softer appearance to these denser developments.

Design Guidelines

DGL 4.1.1: Street Tree Spacing
Provide street trees or yard trees at approximately 20' to 25' on center along each side of the street. (minimum 3 per lot)

DGL 4.1.2: Separated Sidewalks
Separated sidewalks with "tree lawns" (min. 4' wide) are strongly encouraged. These may be planted with lawns or other appropriate ground cover. Irrigation is required.

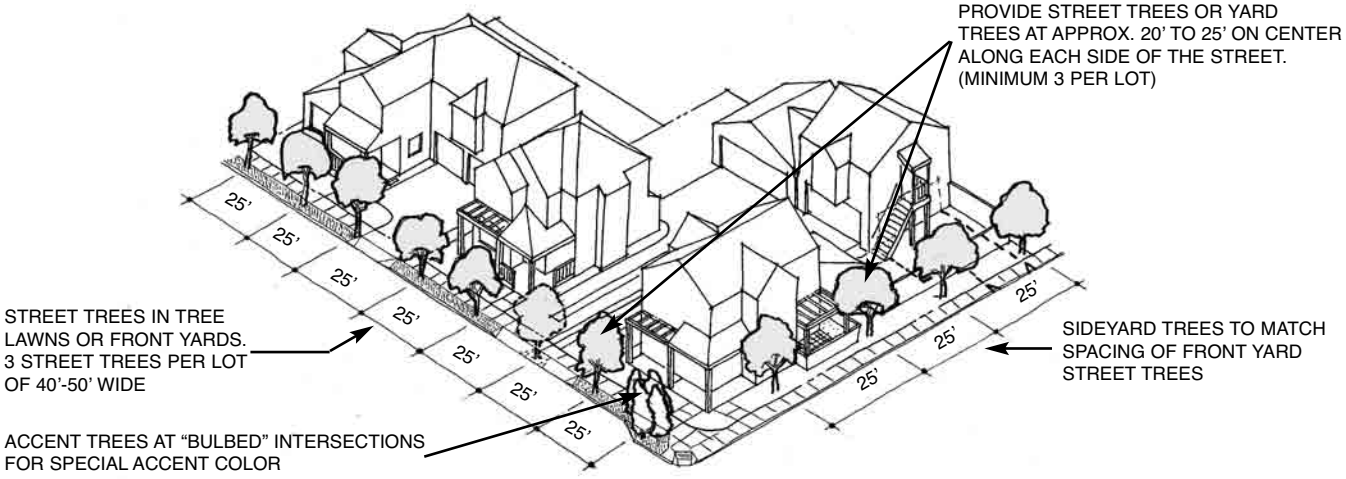
DGL 4.1.3: Specimen Size
Provide 25 Gallon tree specimens minimum for all street and yard trees.

DGL 4.1.4: Species and Canopy Size
Provide tree species which create a continuous canopy at 15 years of maturity.

DGL 4.1.5: Accent Trees
Consistent tree species and accent trees at special locations within the neighborhood are strongly encouraged.

Undesirable: *The lack of landscaping and large street or yard trees and the density of small lot developments has created a harsh streetscape in many recent projects.*

Desirable: *Tree-lined streets soften the appearance of the denser small lot single family neighborhood.*



DGL 4.1.2: *Separated sidewalks with "tree lawns" are strongly encouraged. These may be planted with lawns or other ground cover.*

DGL 4.1.3 & 4.1.4: *Provide tree species which create a continuous canopy at 15 years of maturity. Provide 25 gallon tree specimens minimum for all street and yard trees.*

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DGL 4.2: Front Yard Landscaping

Background
Landscaping in most developments is provided primarily as a ground cover for the appearance of the home while it is being sold. Many recent developments have used a single palette of plants, a utilitarian ground cover and planting, which integrates the entire development. This adds to the monotony, further giving the appearance that each home is the same. This is particularly the case when a home owner's association is created for the shared maintenance of the front yards.

Purpose
To promote a variety of planting palettes which softens the development, reinforces the home design and adds variety to the streetscape.

Design Guidelines

DGL 4.2.1: Landscape Variety
There should be an equal number of individual front yard landscape palettes, varying in style, color and general appearance, as home models or unit types for each development.

DGL 4.2.2: Landscape Elements
Front yard landscaping which reinforce other design elements of the home such as vines on trellises, hedges or low fences and walls are strongly encouraged.

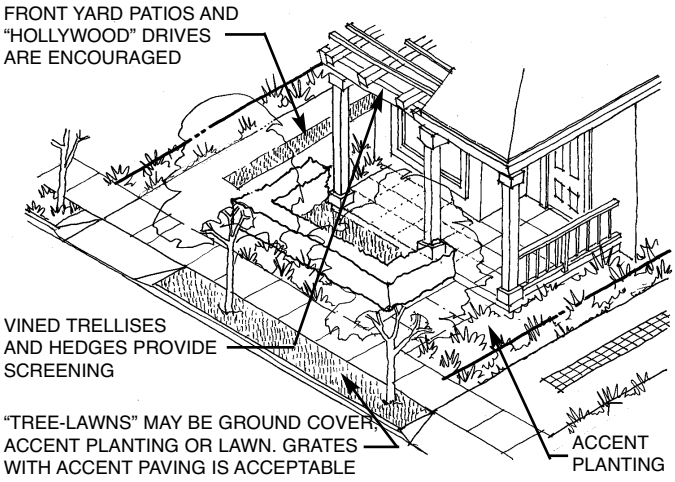
DGL 4.2.3: Sidedrive Landscape
Along side drives a minimum 1-6" to 2' wide landscape strip is required along the property line. Also hollywood drives with planting or accent paving is encouraged.

DGL 4.2.4: Privacy Screens
Planting in front of windows, in lieu of fencing, to provide privacy is desired and strongly encouraged. (Plant sizes for screens and hedges shall be a minimum of 15 gals.)

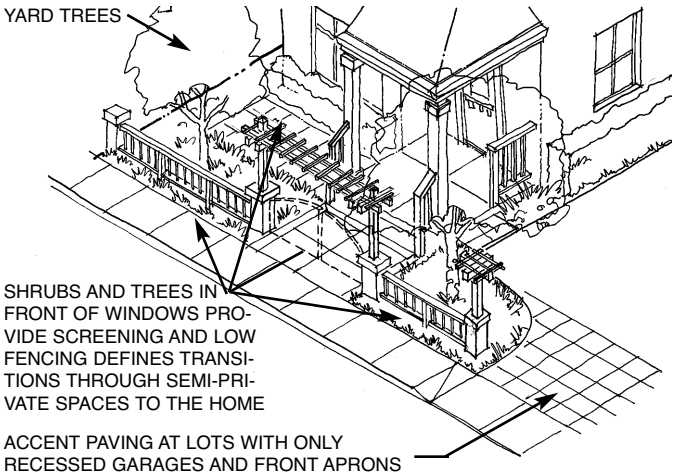
DGL 4.2.5: Personalized Planting Areas
Where consistent planting is used, such as in parking courts, areas for landscaping by each resident shall be provided and prepared to add individual variety.

Preferred: *Street trees add a consistency to the street while yard landscapes reinforce the individual qualities or identities of the homes and residents.*

Undesirable: *Consistent planting throughout a development creates a monotonous streetscape and reinforces a lack of variety in the homes.*



DGL 4.2.4: *Vines on trellises or grills, hedges as low fences and shrubs or trees in front of windows provide privacy or semi-private areas and are strongly encouraged.*



DGL 4.2.2 & 4.2.5: *Planting in front of windows, trees, bushes, low walls and fences provide transition spaces for front yard patios. Gates and trellises highlight entries.*

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DGL 4.3: Tot Lots, Parks and Open Space

Background
In medium density developments the small park or tot lot provides the larger play yard not provided with each individual lot.

Purpose
To promote open public or semi-public open space within neighborhoods and provide added relief and variety, breaking up the pattern of homes and giving a focus to the neighborhood or development.

Design Guidelines

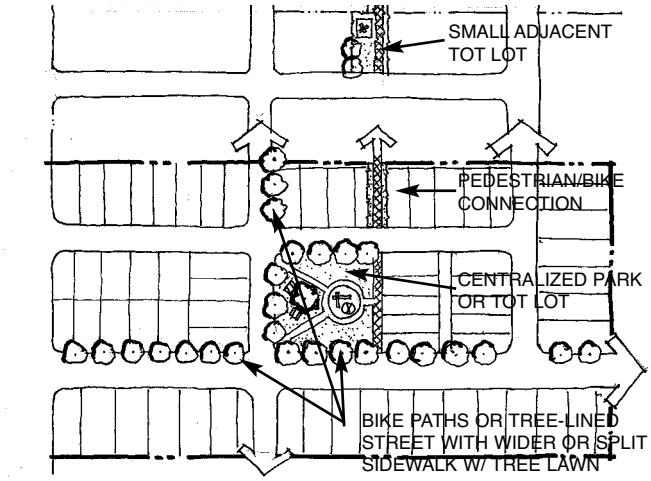
DGL 4.3.1: Common Open Space
Common open space is encouraged for developments of 15 units or greater.

Size: 1/8 acre or approximately 75'x75' (5,600 s.f.) with useable play areas of 2-3,000 sf.

DGL 4.3.2: Location and Design
These amenities should be centrally located to be shared by the neighborhood and be easily viewed from the street and homes for informal surveillance and security. A low transparent fence should enclose tot lot areas.

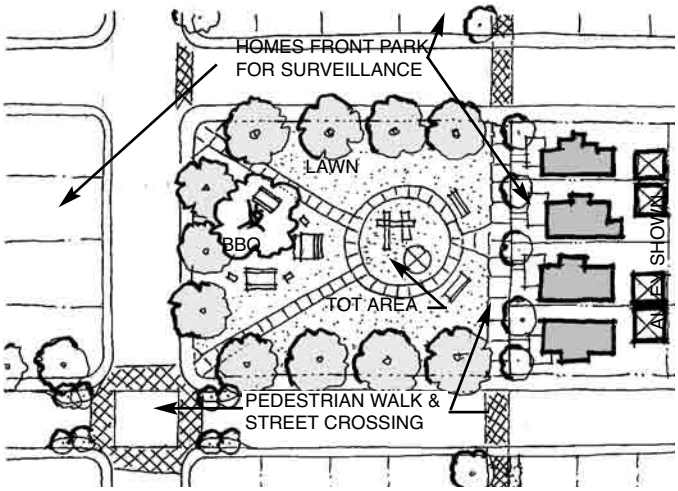
DGL 4.3.3: Variety of Uses
Tot lots and parks should be designed to facilitate use by a number of different ages or activity groups concurrently, such as for small gatherings and may include small barbeques and ample seating and tables. Play equipment is desirable as is a lawn area, seating & tables in the larger play areas.

Desirable: Tot lot
Small parks or tot lots provide the larger play yard not provided with each individual lot in medium density developments.



DGL 4.3.1 & 4.3.2: *1/8 acre tot lots are desired in projects over 15 units. They shall be centrally located as a focus for the neighborhood or development or take advantage of natural landscape features such as major tree stands.*

Preferred: *Tot Lots and Parks are particularly necessary in small lot developments. They add relief to dense projects and add a neighborhood focus.*



DGL 4.3.3: *Parks or Tot Lots shall incorporate play equipment, seating and tables and lawn for more active play. If large trees are not existing, trellises or canopies are encouraged.*

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DGL 4.4: Private Yards

Background:
The design of private yards is of greater importance in small lot developments than in larger lots as spaces typically have to extend the living areas and serve multiple functions. Most developments do not build out the enclosed rear yards. A drought tolerant planting plan should be displayed.

Purpose:
To promote unique designs solutions which increase the usefulness of small yards and landscape areas.

Design Guidelines

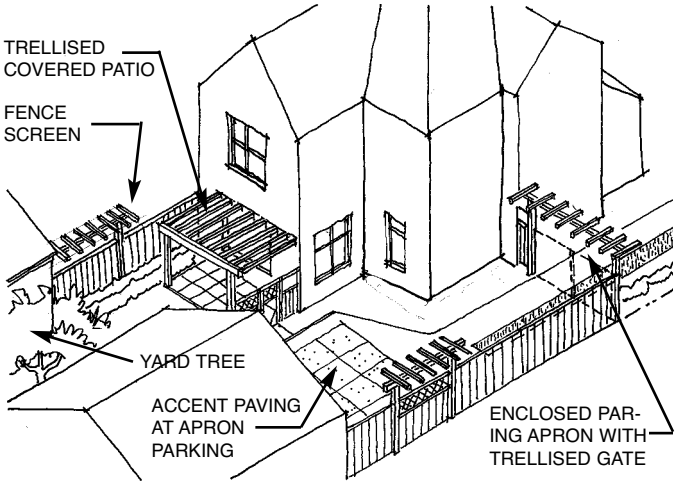
DGL 4.4.1: Model Home Displays
The "model" homes should display a variety of fencing and landscape design concepts noted in these design guidelines. Porches, patios and walkways, covered trellises, screens and garden walls should be displayed. The landscape and trellis designs should be home buyer options.

DGL 4.4.2: Yard Tree
A 25 gal. yard tree shall be provided for each residence. These may either be planted or provided for future installation by the property owner. Deciduous shade trees or fruit trees are encouraged.

DGL 4.4.3: Irrigation
Drip irrigation systems for water conservation are desired and strongly encouraged. Automatic Irrigation is required per City of Fremont Landscape Ordinance.

DGL 4.4.4: Minimum Yard Size
The minimum dimension of the rear yard is 15'x20'. This must be reasonably flat and usable or be a deck or patio.

Preferred: Model homes displaying unique design solutions
The "model" homes shall display a variety of fencing and landscape design concepts noted in these design guidelines.



DGL 4.4.1: *Porches, patios and walkways, covered trellises, screens and garden walls shall be displayed. These landscape and trellis design may be options for the home buyer.*

Preferred: *The design of private yards is of great importance in small lot developments as yards typically extend the living areas and serve multiple functions.*

Hardscape patios with accent paving may extend the living space or provide a small "outdoor room" for many activities.

APPENDIX F: TND DESIGN GUIDELINES

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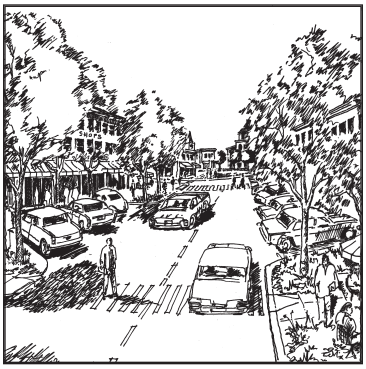
Design Guidelines

for

Traditional Mixed Use Neighborhood Developments



City of Westminster, Colorado

Contact:

Department of Community Development
4800 West 92nd Avenue
Westminster, Colorado
80030

Phone: 303-430-2100
FAX: 303-428-0618

Consultant:

Van Meter Williams Pollack
Architecture • Urban Design
1738 Blake Street
Denver, Colorado
Phone: 303-298-1480
FAX: 303-295-9596
www.vmwp.com

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Design Guidelines

for

Traditional Mixed Use Neighborhood Developments

Planning Commission and City Council Public Review Draft, 8/16/99

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A. TABLE OF CONTENTS

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A. TRADITIONAL MIXED USE DEVELOPMENT

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:

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 from destination to destination;

A Mixed Use "Village" Center: with Retail/Office and a Variety of Housing providing ample opportunity for residence 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 in safety.

Interconnected Street/Block Patterns: which better integrates each area within a community, making 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, yet has faded over time.

The traditional mixed use neighborhood provides an opportunity to bring back these fundamental building blocks. This creates a memorable community and gives it a sense of place within itself 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.

Traditional Mixed use Neighborhood Development: *represent a pattern of development which can be found in cities and towns throughout the front range.*

Compact / Walkable Pedestrian Oriented District.

Interconnected Street/Block Patterns with Narrow Streets and Shade Canopies.

A Variety of Parks sizes for active and passive uses as foci for the neighborhoods.

Relate to the original / historical pattern of Westminster.

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B. PURPOSE & APPLICATION OF THE GUIDELINES

Purpose

The purpose of the design guidelines is not to modify existing zoning regulations, but to fundamentally change the review criteria for special areas or projects designated as Traditional Mixed Use Neighborhood Developments. This provides the opportunity for a high quality mixed use neighborhood developed with a set of design regulations which are different from the City's existing standards. The intent is to provide a clear set of design policies to project sponsors such as developers, property owners, architects and designers. These guidelines represent the primary design issues which the planning staff, Planning Commission and City Council will use to evaluate project proposals. The goal is to expedite the planning review process by clearly stating the City's desires for quality design of traditional mixed use and residential projects.

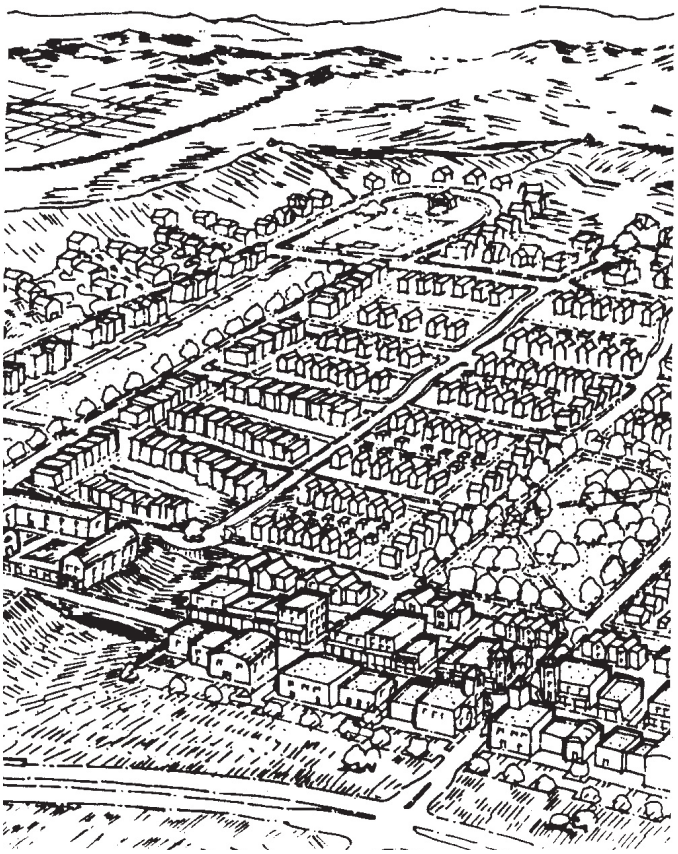
Application of the Design Guidelines

The Guidelines are to be used by the development proposal team to assist them in producing a quality Master Planned development. The City will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

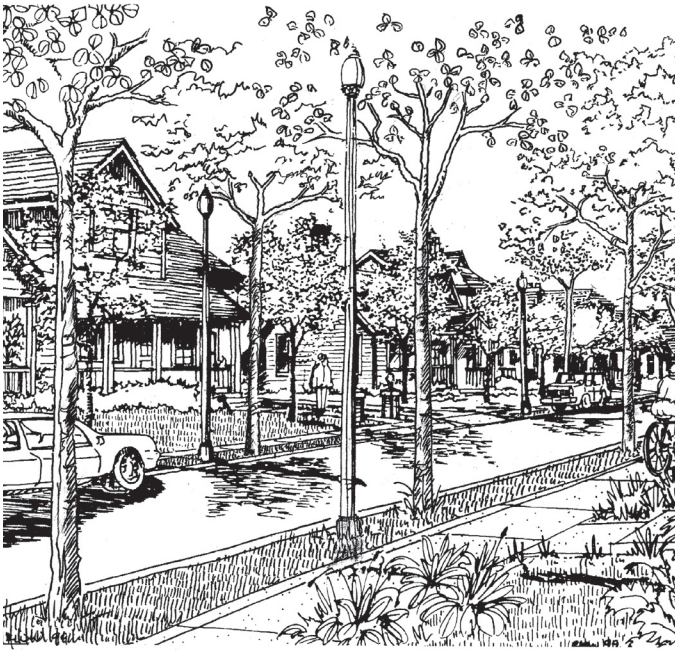
To assist the City's review, a project description is required for each submittal which discusses how the development proposal meets the various design guidelines for each topic, or why it varies from the guidelines, and the additional benefit the proposed project provide to the community. It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

Zoning Ordinance

The Guidelines will be used to modify the city's existing zoning ordinance when reviewing mixed use or TND tranditional neighborhood development proposals. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of traditional mixed use neighborhood project proposals.



Purpose: *The guidelines are to be used by the development proposal team to assist them in producing a quality Master Planned Development.*



Goal: *To assist the development community by presenting the City of Westminster's desires for traditional mixed use neighborhood developments, including the fundamental principles and primary elements which such projects should contain.*

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Application of the Design Guidelines (Cont.)

Early Consultation with Staff
Applicants should review the Design Guidelines, Background and Purpose so as to understand the rationale and spirit of the guidelines. Applicants should contact the City of Westminster Department of Community Development 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.

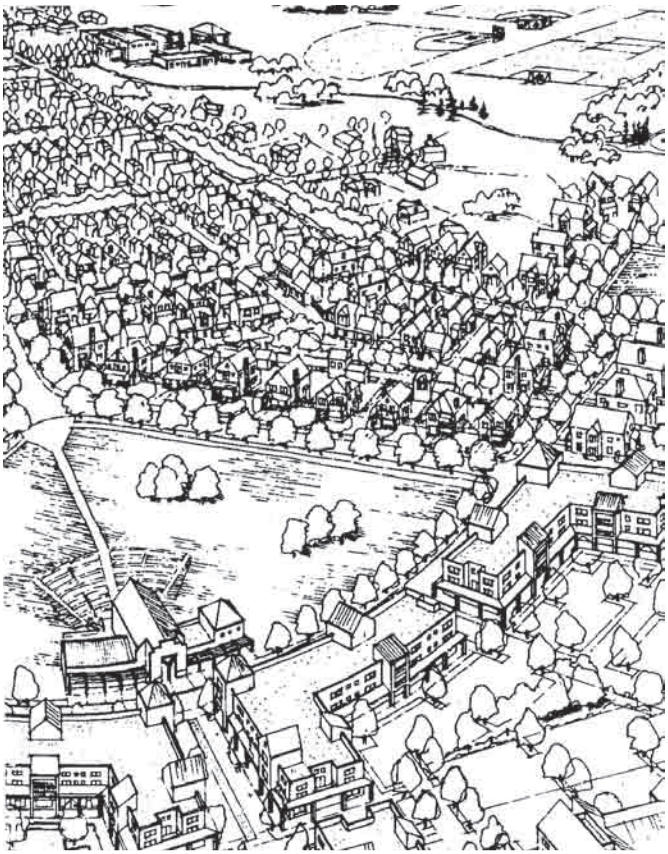
Development Organization
The Community Development Department is the City of Westminster's site plan and architectural approval agency and is composed of staff from the Department of Community Development, Fire and Police.

Planning Commission and City Council
Master Planned Developments are reviewed by the Planning Commission and City Council. Projects are assessed for conformance with the Guidelines by staff prior to consideration by these bodies. Planning Commission decisions may be appealed to the City Council.

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 judgement. While some Guidelines include quantitative standards, most require qualitative interpretation. The approving agency has the latitude to interpret the Guidelines, so long as 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 92nd Avenue
City of Westminster, Colorado 80030
Phone: 303-426-3857
Fax: 303-428-0648



Goal: *Mixed Use Neighborhoods or Districts will provide local needs for goods and services from the surrounding neighborhoods. Although primarily a commercial area, a variety of uses including residences are desired to extend activity time. The district will be a pedestrian oriented place, serving as the focal point and identity for the surrounding neighborhoods.*

Tree-lined streets *with entry porches and homes, connecting to the neighborhood.*

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DGL 1.1: Relationship to Adjacent Uses

Policy
Promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking or driving, to better integrate new projects into the existing community. This will 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 ___

DGL 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 elimininate shorts cuts and support a desireable living environment.

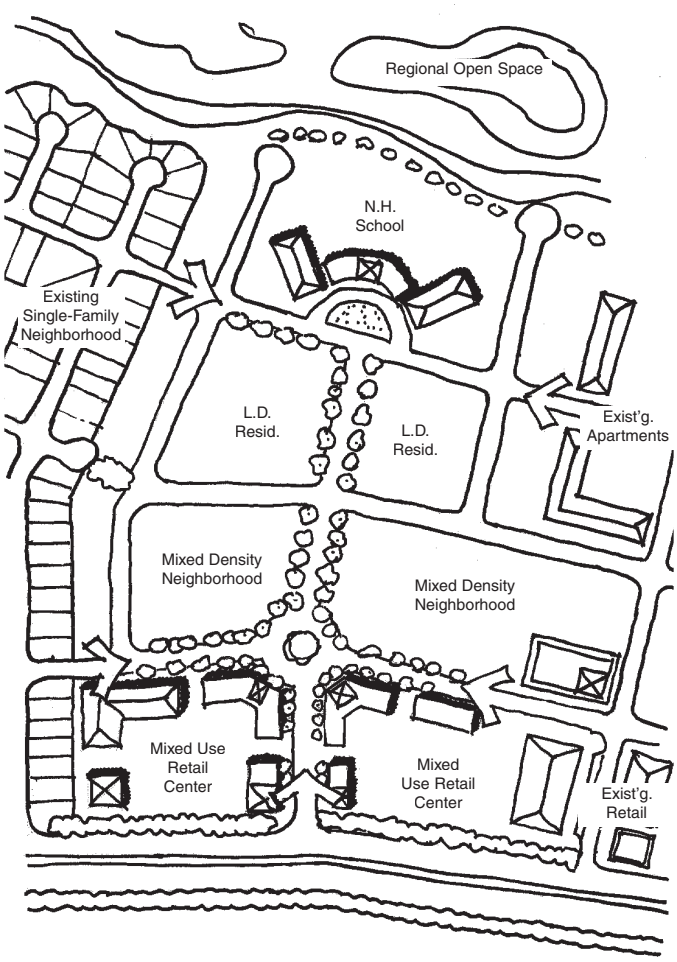
DGL 1.1.2 Transition of Land Uses and Intensity
Non residential uses, larger buildings and attched multi-family housing should be encouraged to be located near commercial centers with a transition to smaller buildings closer to low density neighborhoods.

DGL 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.

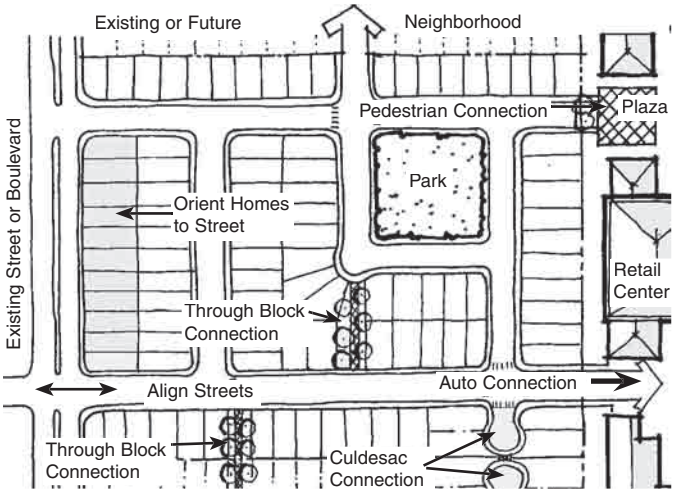
DGL 1.1.4 External Orientation
Where new TNDs abutt major streets, land uses, building types and site planning should be used to connect with the street, eliminating the need for soundwalls and providing a high quality view of the neighborhood.

New neighbohoods, adjacent to open space systems, should look upon open space and provide public access along it while protecting the natural environment. Include walking paths and bike paths where appropriate.

DGL 1.1.5 Retaining Views & Natural Features
View corridors, open space and other natural features should be maintained wherever possible.



Potential Connections to the surrounding Community
New mixed mixed use neighborhoods can take advantage of their variety to connect to and knit together various adjacent single use developments, providing a vibrant focus.



Connections to Adjacent Neighborhoodss,
New developments should connect to existing and future neighborhoods and commercial uses via street connections, bike or pedestrian paths.

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DGL 1.2: Structure of the Neighborhood

Policy
Promote neighborhood circulation which provides convenient connections via streets and pedestrian and bike paths to retail centers, parks, tot lots and other amenities. Make these amenities more readily accessible to all residents. Promote paths and vistas which allow residents and visitors to see landmarks and amenities "down the street". This provides orientation for residents, visitors, and children, and provides neighborhoods with a sense of identity.

Design Guidelines

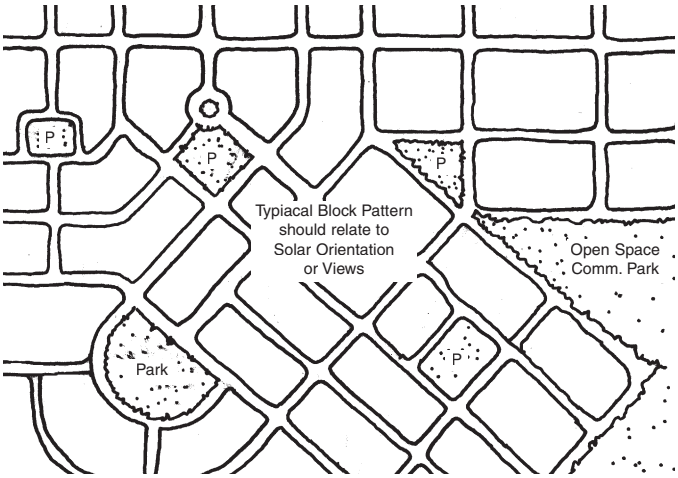
DGL 1.2.1: Pattern of Streets and Blocks
Multiple connecting streets within a residential neighborhood should knit a neighborhood together, not form barriers. Streets, bikeways and walkways should create a unifying circulation network that provides convenient routes to destinations within the neighborhood without forcing trips onto the surrounding arterial streets.

The street network should consist of a series of generally rectilinear blocks in a grid or 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.

DGL 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 side walks and accent crossings, bike paths, greater landscape and prominent lighting.

DGL 1.2.3: View Corridors and Vistas
Streets and paths should focus on important vistas such as community buildings, mountains, trees or open spaces.

DGL 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.



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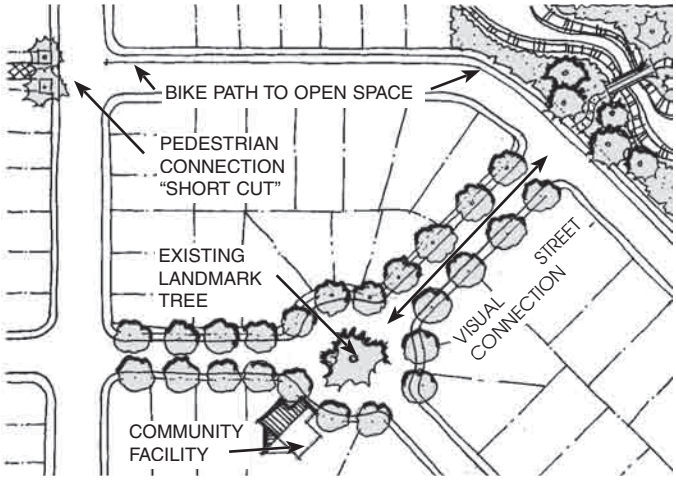
The street network should consist of a series of generally rectilinear blocks in a grid or interconnected pattern which is conducive to walking and biking. Block legths should provide frequent connections and be between 300 and 700 feet maximum in length.



Vistas & 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).

View Corridors and Vistas

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

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DGL 1.3: Parks and Open Space

Policy: Promote the creative deisgn and use of a wide variety of City parks for Westminster's residents and visitors.

DGL 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. Parking along the street or in a small parking lot is desired to minimize impact on the adjacent residential neighborhood.

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 be designed for extensive seating areas, with hardscape plazas, lawn and landscape areas where appropriate.

• **Active Community Parks:** Typically between three and ten acres, active community parks often contain multiple sports fields, community buildings and other active play areas. These larger parks are often disruptive to the adjacent residents.

- 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.

• **Neighborhood Parks:** Smaller parks of 1/2 to 3 acres are generally neighborhood oriented and become the focus and identity for the neighborhood. Less active in quality, these parks are typically designed for smaller children as well as informal open ball playing areas. Tot Lots may be incorporated into these smaller parks.

• **Tot lots:** Small parks for younger neighborhood children, these parks are often located on parcels as small as 3,000 to 5,000 square feet. They often 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.

Town Square, Plaza or Village Green *: plays a central role as a primary gathering space for the commercial community.*

Neighborhood Parks: *Smaller parks of 1/2 to 3 acres are generally neighborhood oriented and become the focus and identity for the neighborhood.*

Tot Lots: *Play an important role in provideing shared play areas within residential neighborhoods, particularly townhome and small lot single familly neighborhoods with homes containing small yards.*

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DGL 1.4: Mixed Use Districts Location and Connections

Policy
Encourage a successful mixed use center with a variety of locally serving uses, which are connected by a strong area structure of streets, buildings and open space. These land uses should generally transition in intensity from the commercial center to surronding lower intensity residential neighborhoods.

Design Guidelines

DGL 1.4.1: Variety of Uses
Mixed Use commercial districts should contain a combination of uses including residential, retail, offices, services, 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 secondary uses and located at non-prominent locations. Large retail uses should respect the small scale pedestrian and block pattern of the mixed use district.

DGL 1.4.2: Development Pattern
Street and block patterns, pedestrian and bicycle connections should extend through the mixed use commercial center. A mixed use commercial district should maintain a coherent, continous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

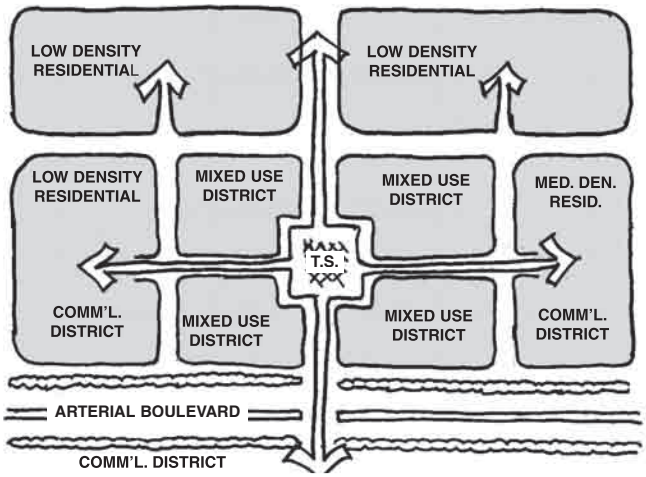
DGL 1.4.3: Location of Commercial Mixed Use Areas
Commercial Mixed Use areas should be located in a central area to maximize pedestrian access by the greatest number of residents as well as access by the surrounding community.

DGL 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 multi-family housing around a neighborhood commercial center or commercial district with secondary uses above primary retail establishments.

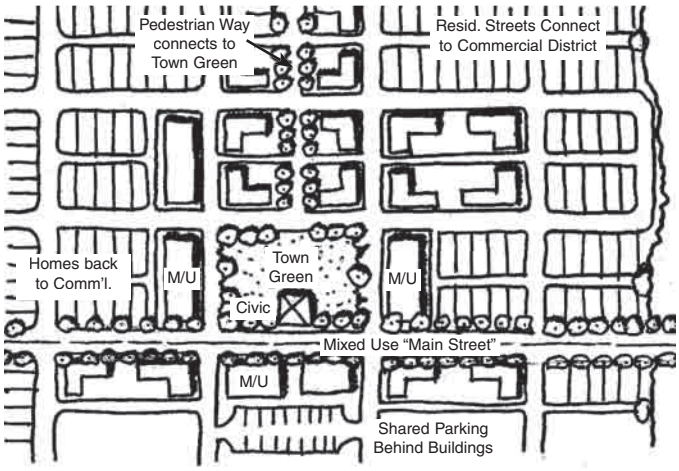
The surrounding neighborhoods contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods and heavier intensity commercial or light industrial / employment areas.

DGL 1.4.5: Structure of Mixed use Areas
The structure of mixed use areas may vary, yet they will typically be one of 2 primary types:

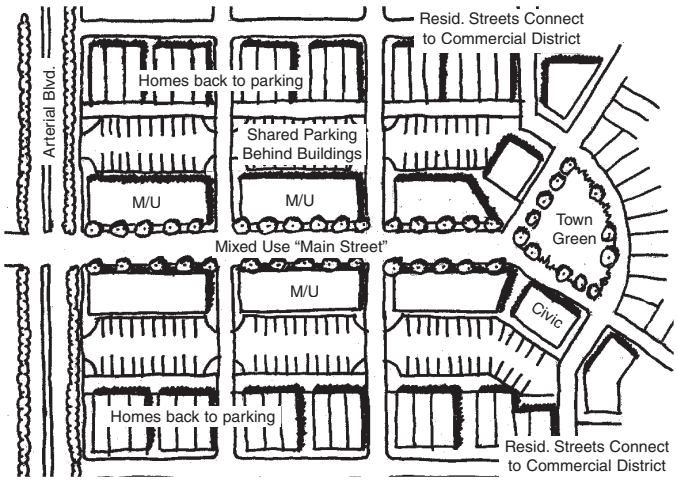
1. Nodal centers generally focus on a civic space such as a square, plaza, village green or commons.
2. Linear mixed use areas generally feature "main Streets" mixed use retail streets sometimes ending



Variety of Uses and Transitioning Intensities



Nodal Mixed Use Areas
Focus on a Town Green of Square with the mix of uses around the public space.



Linear Mixed Use Areas
Provides a linear commercial street typically connecting an Arterial Parkway with a Town Green or Park or public space.

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DGL 1.5: Mixture of Land Uses & Housing Types

Policy
Encourage mixed use areas with a variety of locally serving businesses and other commercial establishments integrated with a variety of residential housing types and densities. Organize these areas to allow appropriate integration, while protecting more sensitive low intensity residential neighborhoods and allowing easy access from these neighborhoods.

Design Guidelines

DGL 1.5.1: Variety of Uses
A variety of non-residential land uses are appropriate to the mixed use area including:

- Neighborhood serving retail uses
- Small businesses with low-traffic or visibility needs such as service businesses.
- Small-scale offices and clinics
- Civic Uses
- Daycares
- Places of worship and assembly
- Parks and other small recreation areas.

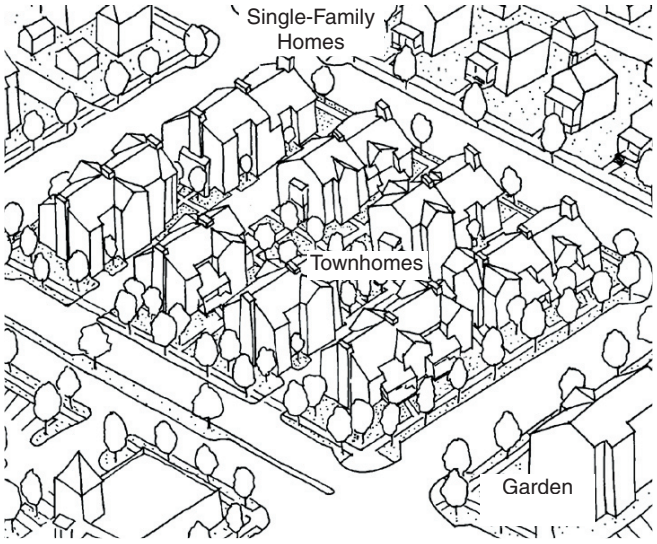
DGL 1.5.2: Variety of Housing Types
A variety of housing types can fit into this higher activity area including:

- Residential units above retail shops or work places
- multi-family housing or group homes
- townhomes or duplexes
- small lot single family with accessory dwelling units

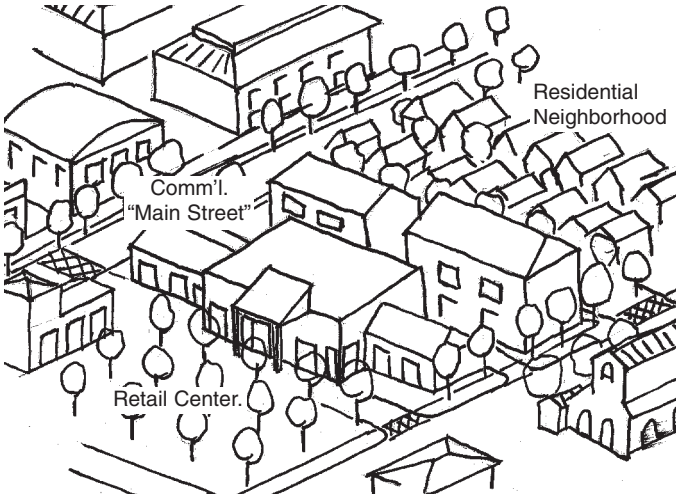
These housing types and other uses can easily share streets and blocks and provide opportunitiy for moderately cost housing to be beside higher cost housing and non-residential uses.

DGL 1.5.3: Horizontally Mixed Land Uses
Horizontally mixed land uses unified by a pattern of streets and blocks with buildings fronting the streets are strongly encouraged. This is an effective way to integrate commercial uses and housing in a mixed use area. Compatable uses may share a street. More intense uses may share a block and an alley while fronting separate streets.

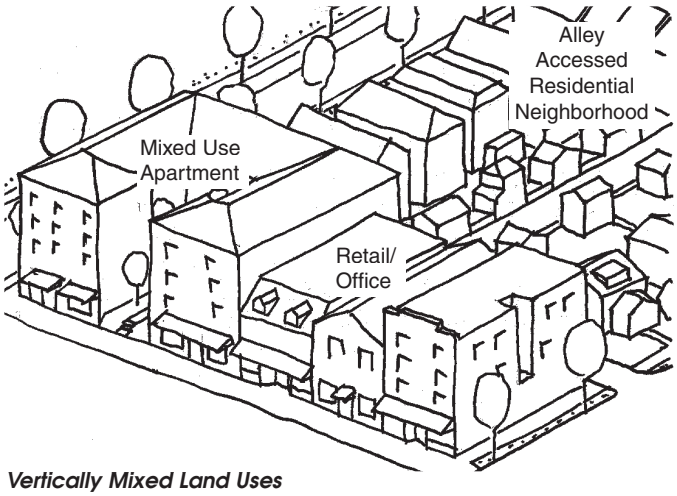
DGL 1.5.4: Vertically Mixed Land Uses
Vertically mixed uses are desireable, particularly on primary pedestrian streets. Streets lined with shops, with offices and residences above, provide added activity and informal surveillance of the streetlife.



Variety of Housing Types:
Single Family Homes, Townhouses and Apartments make good neighborhoods in a mixed use district



Horizontally Mixed Land Uses
Allows for single use developments which 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, which allows for greater integration of land uses, while allowing for individual use buildings.

DGL 1.6: Unique Front Range Characteristics

Policy

Promote developments which reflect the natural features of the Front Range landscape and it's tradiitonal community patterns.

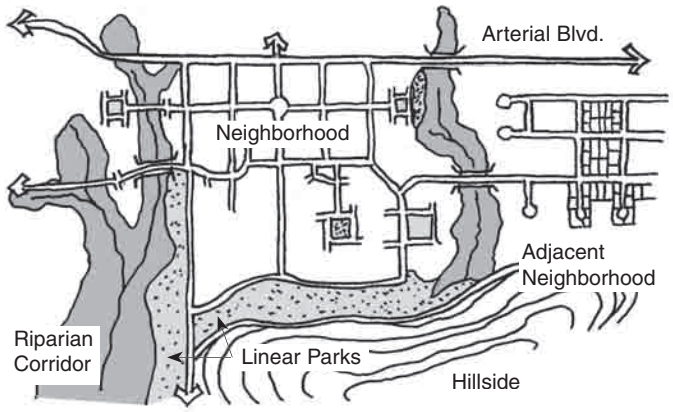
Design Guidelines

DGL 1.6.1: 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.

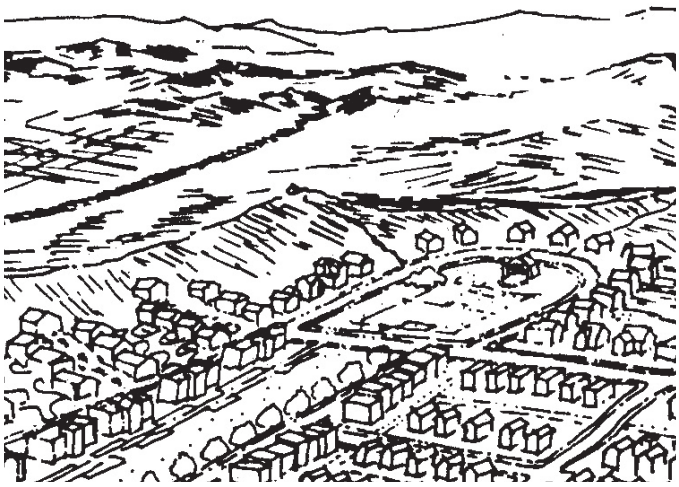
DGL 1.6.2: Open Space Systems
Greenways with trails and paths should line riparian corridors, drainage swales and retention areas, connecting natural open space with active open space destinations such as parks, schools, recreation fields, open lands etc. Special attention should be paid to environmentally sensitive areas and trail design. Trails should not impact wildlife movement corridors, flood plains, wetlands or regional drainage systems.

DGL 1.6.3: Topography
Topography is a landscape feature which provides the opportunity for unique community character. Whether a "hillside town", a bowl-shaped view corridor, or the town hall or mansion on the knoll a town, district or neighborhood may have its identity shaped by topography. New neighborhoods should be designed to take advantage of the natural topography by allowing itself to be shaped by the land's natural features. Extensive grading, which impacts the natural topographic character, is prohibited.

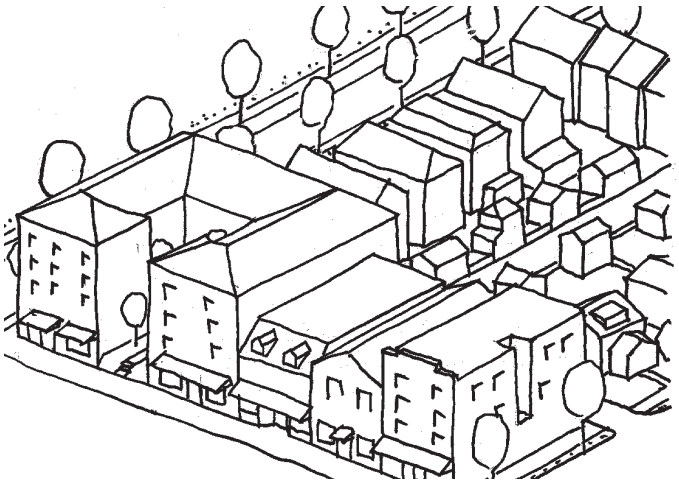
DGL 1.6.4: Building Protoypes
Building Protoypes, as well as building elements should reflect the construction traditions and features found in communities along the Front Range. Environmental factors such as solar orientation, protection from snow and wind should be considered.



Open Space Systems
Provide strong edges and natural separations between neighborhoods and should be incorporated into neighborhood plans.



Topography
New neighborhoods should be designed to take advantage of the natural topography by allowing itself to be shaped by the land's natural features.



Building Prototypes
Mixed use buildings with office and residential uses can be easily incorporated into residential blocks along commercial streets.

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DGL 2.1: Street Design Principles

Policy

Enhance the convenience and quality of the neighborhood through street design. Street trees, separated sidewalks, street lamps, special paving and intersection designs. These elements promote residential scaled, aesthetic streetscapes and reinforce pedestrian and bicycle safety, convenience and activity.

2.1.1 Public Streets and Alleys
Public streets are strongly encouraged. Interconnected street systems 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 to be emphasized over faster moving through traffic.

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

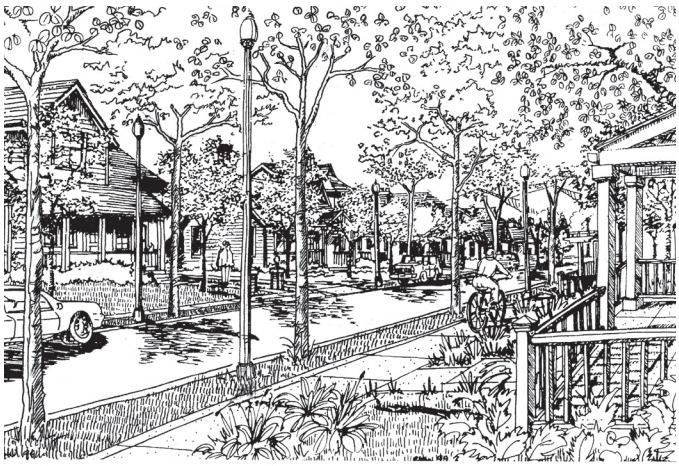
2.1.3 Prominent Connecting Streets
Primary streets connecting to commercial centers, parks, schools and other civic elements should be designed with distinct character including wider walks, bike paths, unique trees and lighting. Linear parks or landscape medians may be appropriate.

2.1.4 On-Street Parking
Streets should incorporate curbside parking.

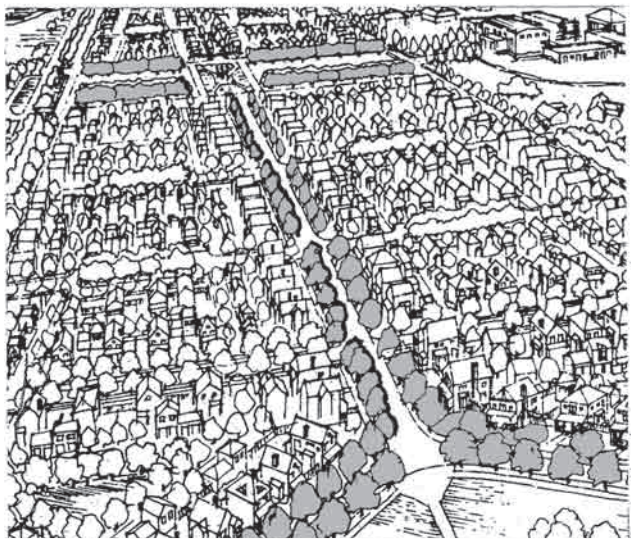
- Diagonal parking is appropriate on commercial streets fronting retail shops;
- Parallel parking for visitor parking for residential streets or along retail / commercial streets.

2.1.5 Emergency Access

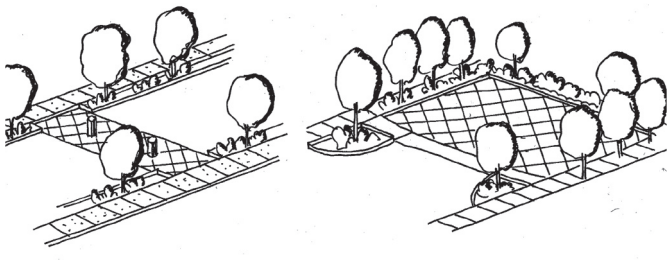
- Interconnected street systems should provide convenient emergency access throughout mixed-use and residential neighborhoods.
- Cul-de-sacs may be provided at special locations. Permeable surfaces are encouraged for larger pavement areas.
- Hammer-head turn arounds allow for emergency vehicle circulation, while minimizeing paved surface areas.



Policy: *Enhance the quality of the neighborhood, by promoting residentially scalled, aesthetic streetscapes and reinforce pedestrian and bicycle safety, convenience and activity; while maintaining automobile circulation.*



Prominent Connector Streets



Removeable Bollards prevent through traffic while allowing emergency vehicular access.

When hammer heads or Cul-De-Sacs are required pervous paving should be used to minimize impervious surfaces and accent parking courts.

Emergency Access : *Removeable bollards are encouraged rather than cul-de-sacs. Permeable surfaces are encouraged at larger paved areas where required for emergency circulation.*

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DGL 2.2: Street Design

Design Guidelines

DGL 2.2.1: Streets and Drives
Typical residential streets should incorporate design features such as neckdown or bulbed intersections, pedestrian scaled street lights, separated sidewalks with street trees within planting strips or in tree wells and accent paving at neighborhood entries and crosswalks are strongly encouraged.

DGL 2.2.2: Primary and Collector Streets
Separated sidewalks with street trees or decorative tree grates are strongly encouraged for primary local and major residential streets.

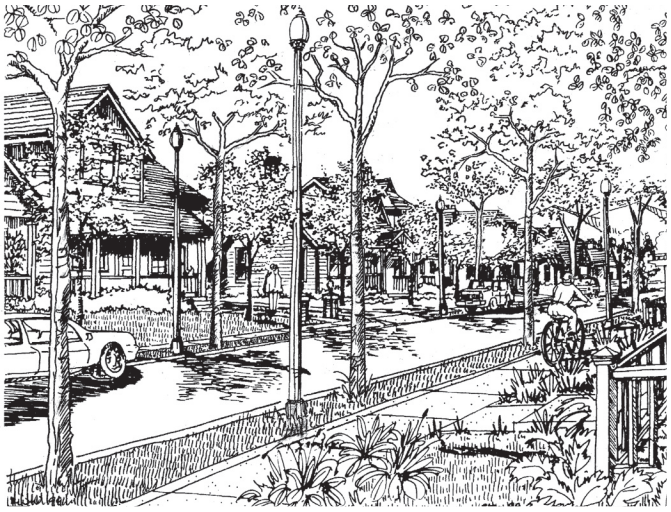
DGL 2.2.3": Neckdown" or "Bulbed" Intersections
Neckdown" curbs and decorative paving at cross-walks at primary intersections, entries and at parks and tot lots are strongly encouraged.

DGL 2.2.4: On Street Parking
Minor streets, serving greater than six homes, should have on street parking and sidewalks on each side of the street. A minimum of 1 on-street parking space per home is required.

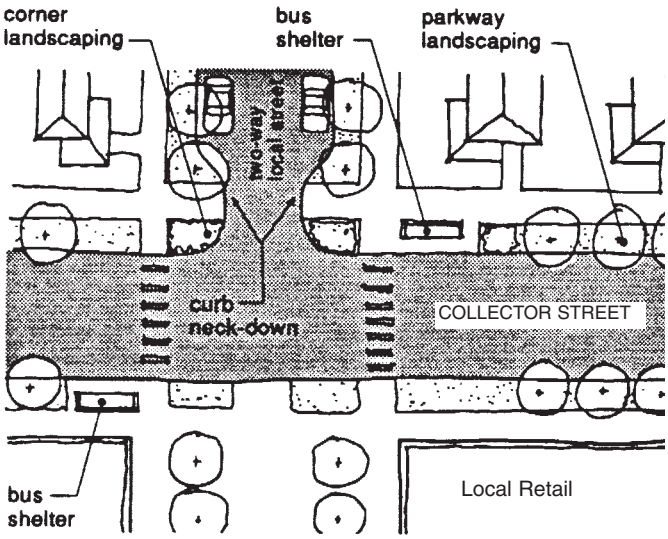
DGL 2.2.5: Single-Side Parking and Sidewalk
Where on-street parking is limited to a single side of the street, a sidewalk is required on that side.

DGL 2.2.6: Intersection Design
Residential street intersections should be designed to slow traffic while allowing safe emergency access. Safety features should include:

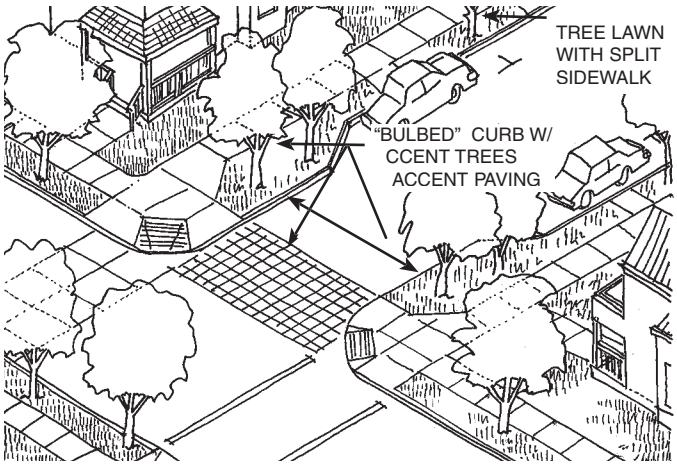
- Neckdown intersections which slow traffic, while minimizing crossing distances for pedestrians.
- At major pedestrian streets or connections, accent paving at the crosswalks are strongly encouraged.
- Crossings which connect public facilities to resi dential neighborhoods should incorporate neck-downs and accent paving.



Quality Streetscapes Encourage Walking or Biking.

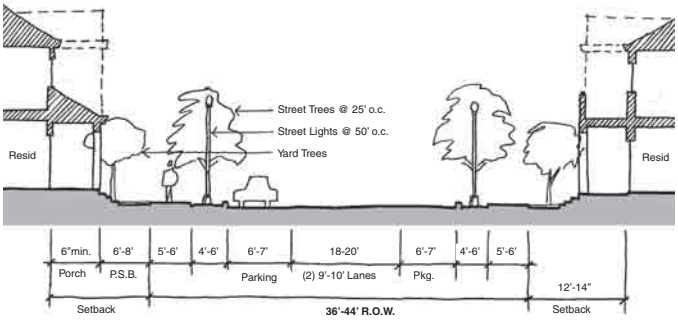


Traffic Calming Techniques improve safety for pedstrians and enhanse the attractiveness of a neighborhood.

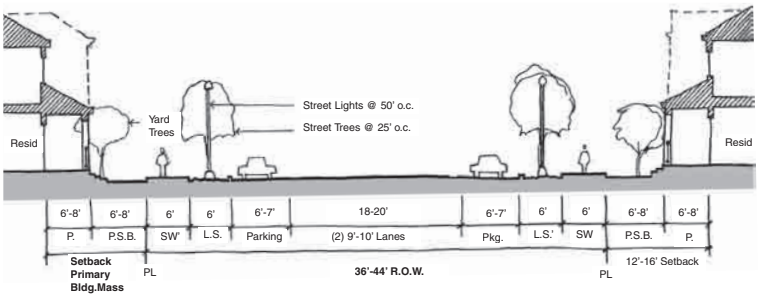


Pedestrian Oriented Crossings: *Neckdown curbs, accent trees and decorative paving at primary intersections, parks and tot lots are desirable.*

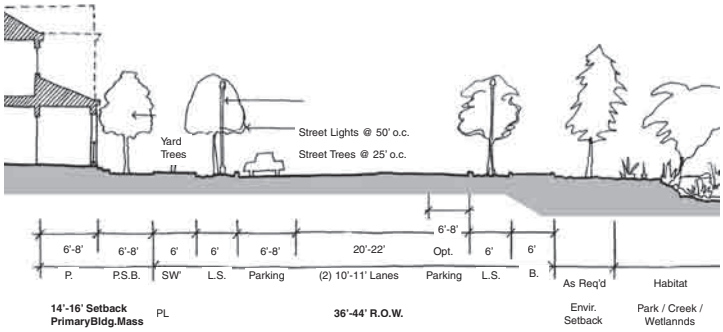
DGL 2. 2 Street Design (Cont.)



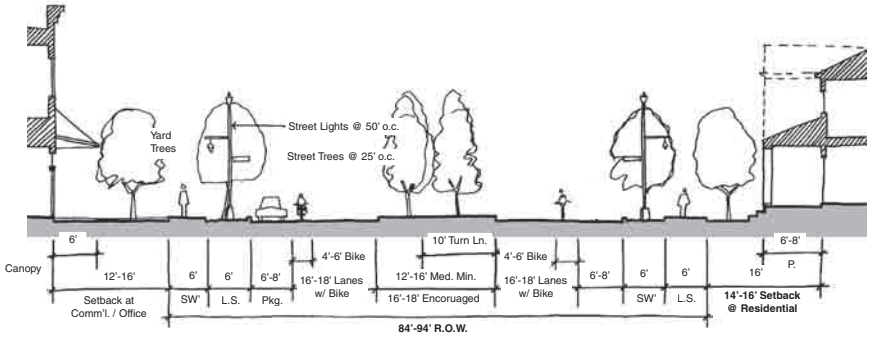
Minor / Local Residential Street



Primary Residential Streets



Primary Residential Street Fronting Open Space



Parkway Arterial

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DGL 2.3: Alley or Lane Designs

Policy

Alleys are encouraged throughout a residential community to improve the neighborhood streetscape. Alley design quality should be consistent with the neighborhood.

Alleys are encouraged to eliminate the impact of the garage door and driveway apron on the streetscape and eliminate driveway access conflicts on streets. Alleys also allow homes to front tot lots, parks or open space without a road separating the homes from such features. Alleys can provide additional parking where needed.

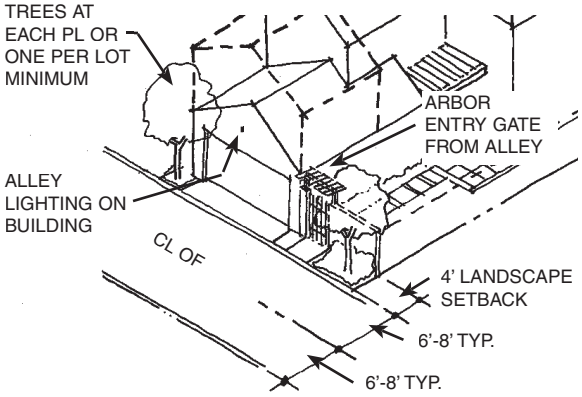
Mid block land use and density transitions can share alleys for appropriate vehicular access and minimize impacts to lower intensity residential uses. High quality alleys support accessory residential units which may use the alleys as addresses.

Design Guidelines

DGL 2.31: Alleys: Appropriate Use
Alleys may be allowed where developments face major streets to which driveway access is not allowed but homes oriented to the street are desired. Alleys may be permitted wherever visitor parking is in high demand in order to provide the greatest amount of on-street parking.

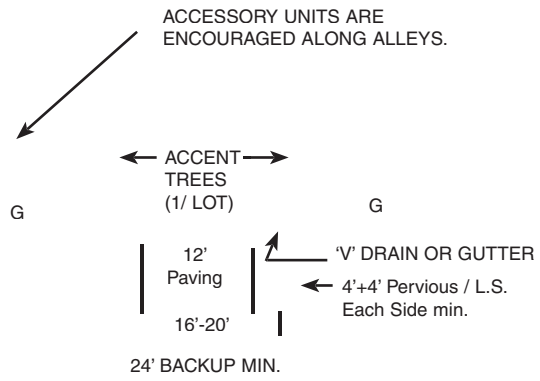
DGL 2.3.2: Alley Design Principles:

a. Alleys should be straight so that you can see from one end to the other.
b. Deadend alleys should be less than 100' long.
c. Alleys should have special accent paving similar to auto courts.
d. Landscaping should be consistent with the rest of the development with a 4' landscape strip and minimum one tree per lot.
e. Each Lot should provide lighting from either building or pedestal lighting.



Alley Design Elements

Alleys are desirable to eliminate the impact of the garage door and driveway apron on the streetscape. Alleys eliminate driveway access conflicts on streets with higher traffic volumes or speeds. Eliminating curb cuts provides the greatest amount of on-street parking



Alley Design Standard

Desirable: Quality consistent with streetscape.
Alleys provide access to large garages without negatively impacting the streetscape and they maximize on-street parking opportunities in areas needing added visitor parking.

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DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

DGL 2.4.1 Small Lot Single Family Residential

Single family homes on lots below 5,000 s.f.

General Site Planning

- Vary lot widths throughout the neighborhood.
- Vary one and two story homes and elements.
- Consider solar orientation when siting streets, blocks, lots and homes.
- Minimize garage visibility from street
- Minmize impervious surfaces at patios, alleys and sideby drives.

Building Entry Locations

- Entries should be primary streetscape element.
  Entry should be min. 30% of building fadade.
- Porch / seating area strongly encouraged.
- Raised porch strongly encouraged.
- Covered Porch with emphasis on materials and
  details strongly encouraged.

Parking / Garages

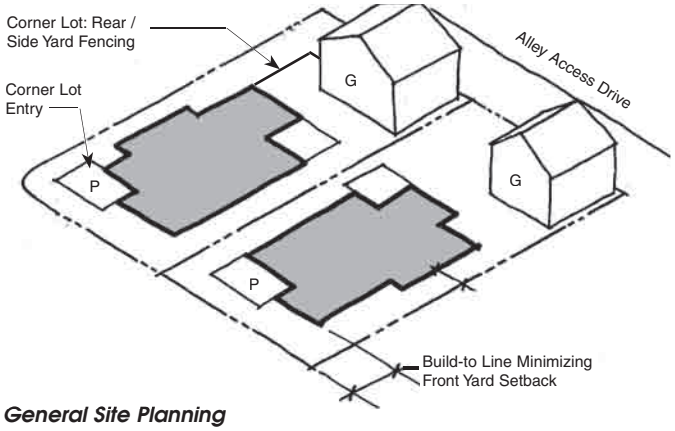
- Maximum 12' front yard curb cut and driveway.
- Recessed 1- car garage max. front loaded.
- Alley accessed garages strongly encouraged.
- Sideby drive with rear yard garages
  encouraged for 2-car street accessed parking.
- Open parking spaces encouraged to have pervious surfaces.

Build-to-Lines, Setabacks & Building Separations

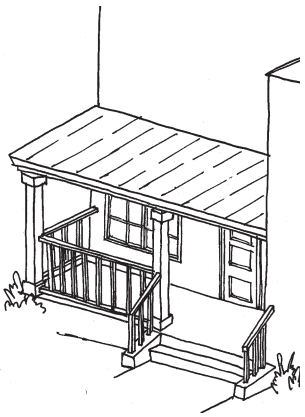
- Build-to Lines are desired to form consistent . street frontages.
- Entries and Porches should extend in front of main facades and be emphasized with details.
- Building Separation is emphasized over PL setback requirements.

Private Yards and Fencing

- Frontyard fencing, where occurs should be low,
  transparent and be compatible to the home.



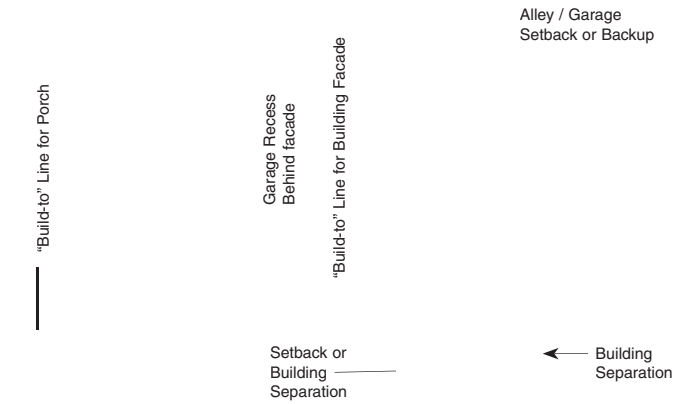
General Site Planning



Building Entries

Porch Detailing

Parking / Garages



Build to Lines Setbacks, Building Separations

are to be defined for each development individually.

Private Yards and Fencing

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DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

DGL 2.4.2 Standard and Large Lot Single Family

Single family homes on lots above 5,000 s.f. These homes are to be generally located on the edges of single family neighborhoods or adjacent to existing large lot homes.

General Site Planning

- Vary lot widths throughout the neighborhood.
- Vary one and two story homes and elements. One story homes not desired at corner lots
- Consider solar orientation when siting streets, blocks, lots and homes.
- Minimize garage visibility from street
- Minmize impervious surfaces at patios, alleys and sideby drives.

Building Entry Locations

- Entries should be primary streetscape element. Entry should be min. 30% of building facade.
- Porch / seating area strongly encouraged.
- Raised porch strongly encouraged.
- Covered Porch with emphasis on materials and details strongly encouraged.

Parking / Garages

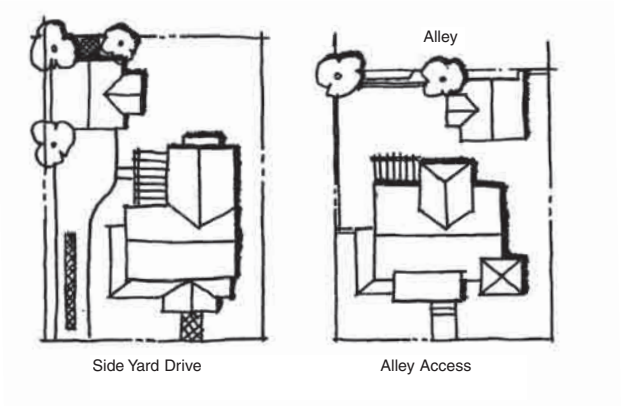
- Alley accessed garages are encouraged.
- Sideby drive with rear yard garages encouraged for 2-car street accessed parking.
- Maximum 12' front yard curb cut and driveway.
- Recessed 1- car garage max. front loaded.
- Recessed 2-car garages allowed on lots above 7,500 s.f. 12' width curb cuts max. allowed.
- Open parking spaces and large driving courts encouraged to have pervious surfaces.

Build-to-Lines, Setabacks & Building Separations

- Build-to Lines are desired to form consistent . street frontages.
- Entries and Porches should extend in front of main facades and be emphasized with details.
- Building Separation is emphasized over PL setback requirements.

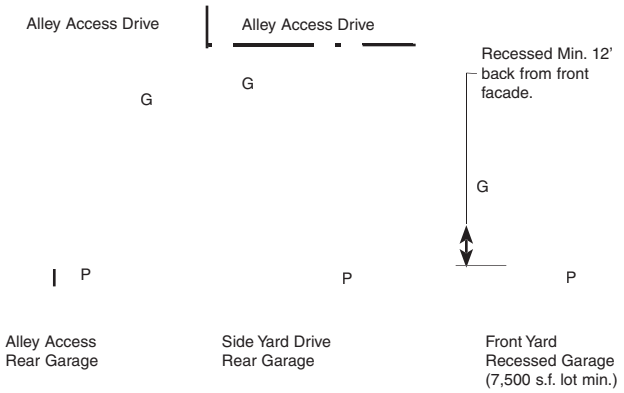
Private Yards and Fencing

- Frontyard fencing, where occurs should be low, transparent and be compatible to the home.

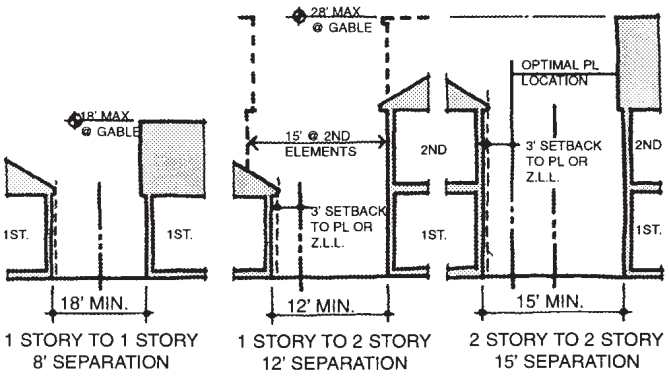


General Site Planning

Building Entry Locations



Parking / Garages



General Build to Lines, Setbacks or Building Separations

US EPA ARCHIVE DOCUMENT

DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

DGL 2.4.3 Accessory Buildings & Residential Units
Accessory structures and ancillary residential units are small scale buildings integrated with single family homes as either secondary living and storage space or small scale rental units.

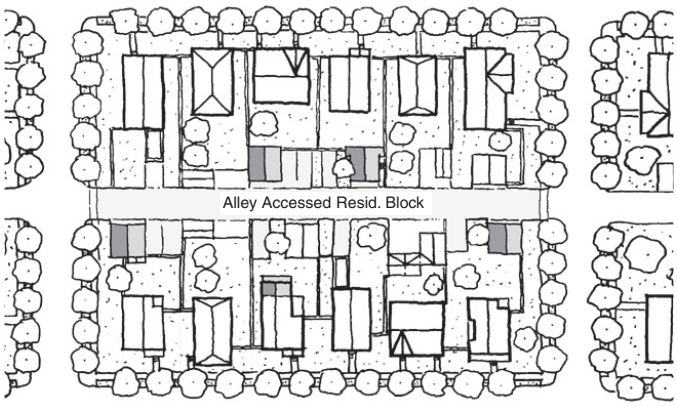
General Site Planning
- Accessory units are encouraged on alley accessed lots.
- Ancillary units may be:
  - -Integrated within the main residence or;
  - -Attached to the main residence or;
  - -Separate structure within rear yard or over garage.
- Siting must consider the privacy and solar access for 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 enter from both the street or alley.

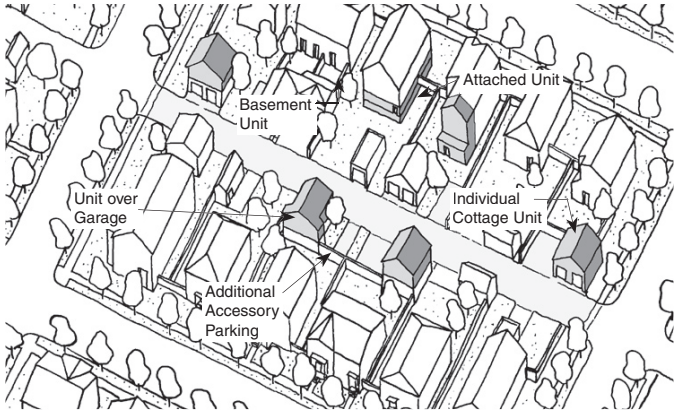
Parking / Garages
- Provide 1 on-site parking space for second unit.
- Areas above covered Parking may be used as private open deck space by the accessory unit.

Build-to-Lines, Setabacks & Building Separations
- Build to lines from the alley r.o.w. are encouraged to provide a consistant alley scape.
- Zero lot line configurations provide for maximum yard sizes without the wasted space of small side yards.
- Accessory buildings used as storage are encouraged to be placed to maximize yard useage.
- Living spaces and accessory units are encouraged to be located to provide privacy for

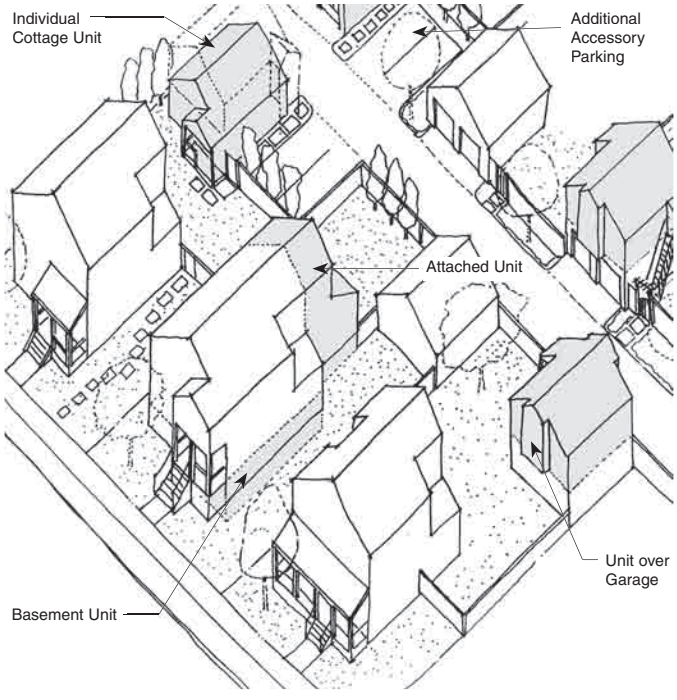
Accessory unit along an Alley



General Site Planning Opportunities



Integrating rental Units into a Single Family Neighborhood



Accessory Unit Types

US EPA ARCHIVE DOCUMENT

DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

DGL 2.4.4: Townhomes & Rowhouses

Townhomes and Rowhouses are single family homes with zero lot line sideyard configurations. They may have integrated or separate garages and are frequently accessed by rear alleys or single car drives. Lots are typically 16' to 25' wide.

General Site Planning

- Townhomes are encouraged to have alley accessed drives to minimize the impact of garages on the minimal unit frontages.
- Lot widths should vary between 16' to 25'.
- Individual lots, yards and units are typically emphasized in the design and architecture.
- Building entries fronting the street are required.
- Front yards may be raised (tuck-under configuration). 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 and tuck-under garage types are used, semi-private front yards and larger decks are encouraged.

Building Entry Locations

- Entry porches should be prominent features reflecting the individual units.
- Front yard patios or porches and decks are encouraged to activate the streetscape.

Parking / Garages

- A consistent parking strategy of single-front garages or alley accessed garages should be used rather than a mixture along a street.
- Detached garages provide a quality private yard space and a strong home/yard connection.
- Alleys should be landscaped per single family residential standards.

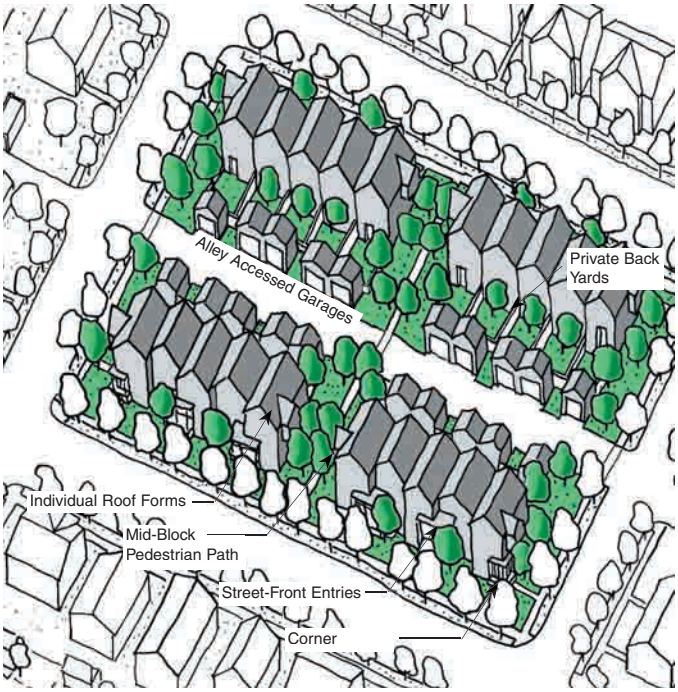
Build-to-Lines, Setbacks Building Separations

- Build-to lines should be established for consistency along a streetscape.

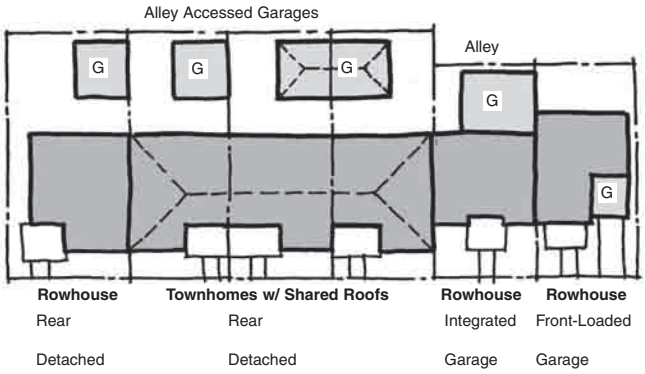
Private Yards and Fencing

- Where townhome configurations do not allow private rear yardsprovide a front patio or yard of a minimum 10'x15' of generally level

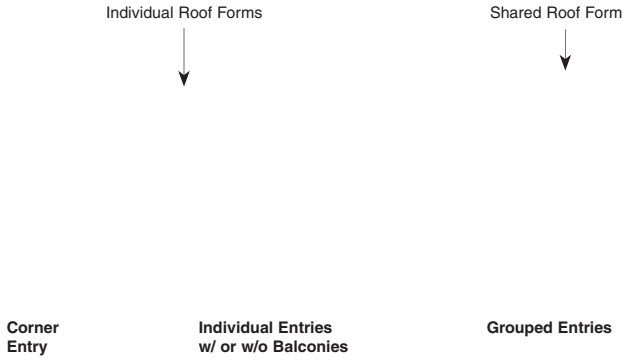
Townhoues and Rowhouses



General Site Planning



Site Planning Configurations



Building Entry Locations

US EPA ARCHIVE DOCUMENT

DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

DGL 2.4.5: Multi-Family Apartments

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

General Site Planning

- Apartment Buildings should orient to the street with entries with porches and balconies.
- Parking should be located to the internal 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.

Building Entry Locations

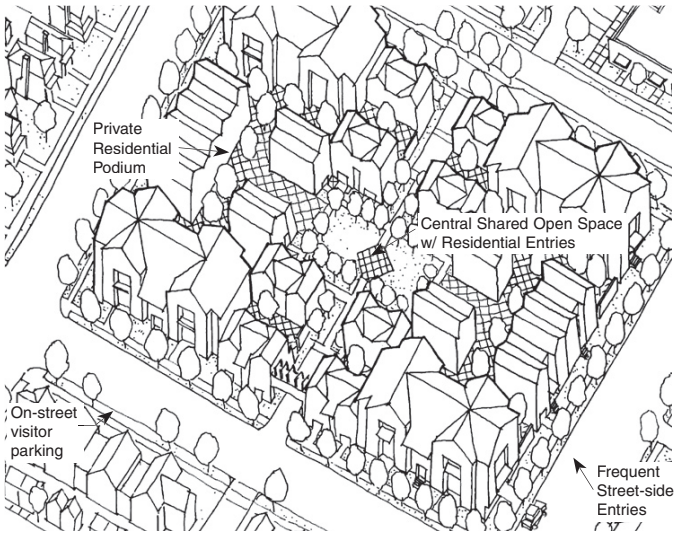
- Indiviual street facing entries, accessing ground floor and partially raised residential units are encouraged.
- Entries should be prominent features located at important corners and along pedestrian-oriented streets. Small patios, porches and balconies are also encouraged.
- Shared Facilities should be designed and located as semi-public facilities as a front door. Place facilities at a prominenet location adding vitality and interest to an apartment complex.

Parking / Garages

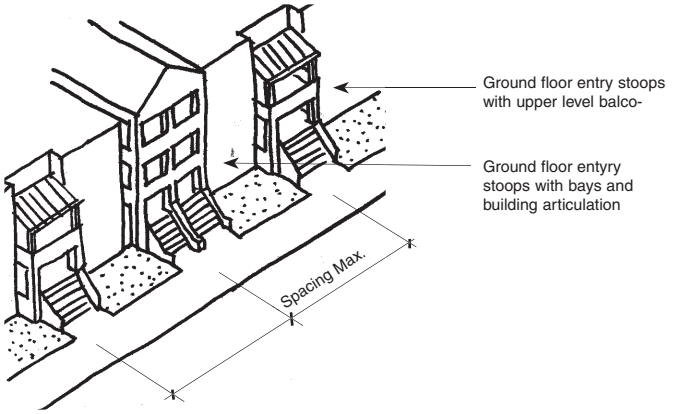
- Parking should be located within the interior of the block, with on-street parking being used for visitor parking.

Build-to-Lines, Setbacks & Building Separations

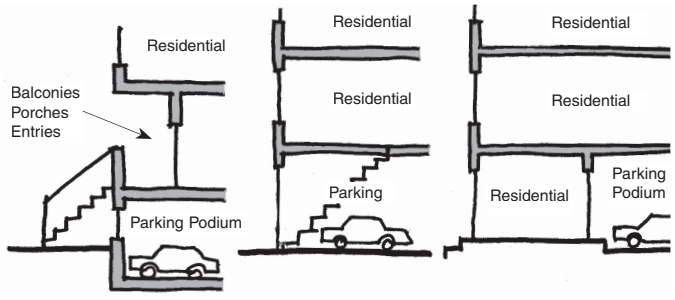
- Apartment buildings should be sited parallel with the streets, forming street wall edges with setbacks consistent with adjacent residential or



General Site Planning

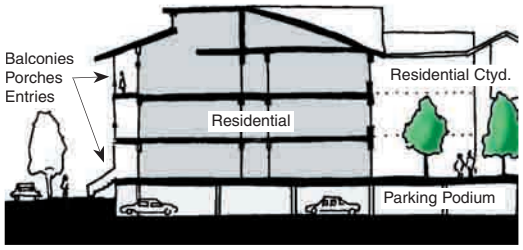


Building Entry Locations



Sub-Grade Podoium With Srteet Entrances | **Parking Podium (Not Encouraged)** | **Residential at Street Level fronting Podium**

Parking Podiums : *Fronting the street are not allowed.*



Typical BuildingSection - Podium Building

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DGL 3.1: Mixed Use Districts General Overview

Policy
Mixed Use Neighborhoods or Districts will provide local needs for goods and services from the surrounding neighborhoods. Although, primarily an 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.

Design Guidelines

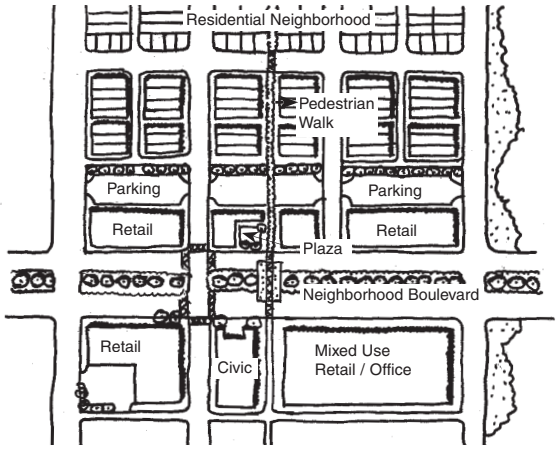
DGL 3.1.1: Location of Commercial Mixed Use Areas
Commercial Mixed Use areas should be located in a central area to maximize pedestrian access by the greatest number of residents as well as access by the surrounding community.

DGL 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-prominant secondary uses. Large retail uses should respect the small scale pedestrian and block pattern of the mixed use district.

DGL 3.1.3: Development Pattern
Street and block patterns, 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, continous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

DGL 3.1.4: Transition of Area Uses
Medium density / mixed use commercial centers are a focus for the surrounding neighborhood , typically, denser attached and detached multi-family housing around a neighborhood commercial center or commercial district with secondary uses above retail establishments. The surrounding neighborhoods contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods and heavier intensity commercial or light industrial / employment areas.

DGL 3.1.5: Urban Design Character
Buildings should be placed to form active commercial streets 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.



Mixed Use Commercial Districts *should contain a combination of uses including residential, retail, offices, services, civic usues and open space.*

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

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

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DGL 3.2: Commercial Street Designs

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

DGL 3.2.1: Commercial / Mixed Use Streets
Urban streetscape design will establish an attractive, safe pedestrian-oriented framework throughout the mixed use commercial district. See Street Sections for illustration.

DGL 3.2.2: 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 way at approximatley 16'ht. and 50' o.c. Optionally two level lights are appropriate within commercial areas. Additional lighting may include building and signage lighting as well as accent up-lights at accent landscaping.

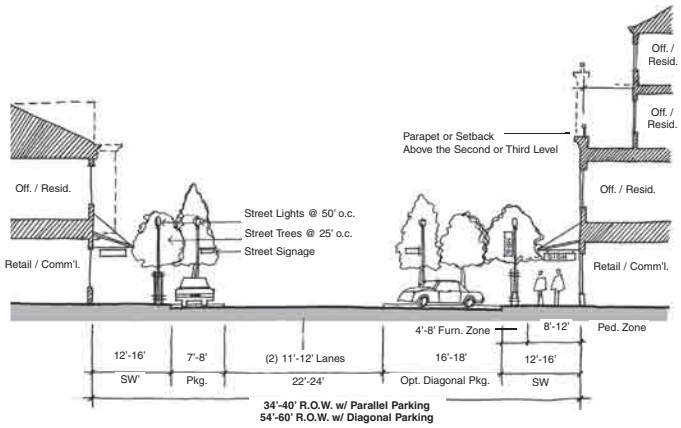
Street Trees and Landscape Elements
Street trees should be placed appoximately 25' o.c. with accent trees at intersections and mid-block crossings.

Pedestrian Crossings & 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.

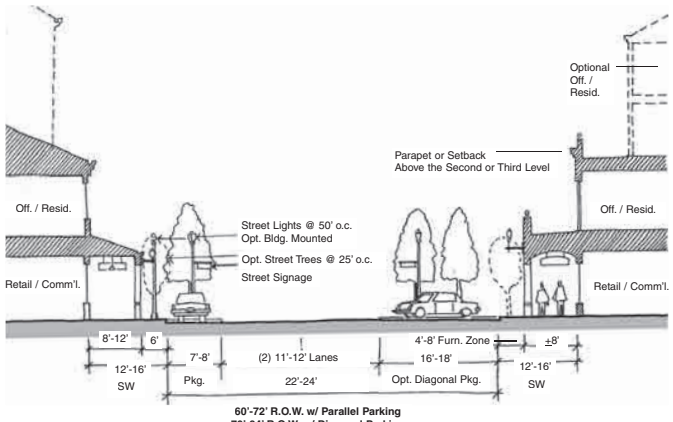
Signage
Street signage should be consistent with pedestrian lighting and coordinated as part of street furniture. Accents such as street names within sidewalk hardscapes or bollards are encouraged along the major commercial street.

Furniture
Minimal public street furniture is required with bus stop seating and coordinated newspaper and other stands desired. furniture should be "zoned" along the street edge, with a separate private furniture zone along individual storefronts. Sidewalk seating is encouraged as long as it is within these zones.

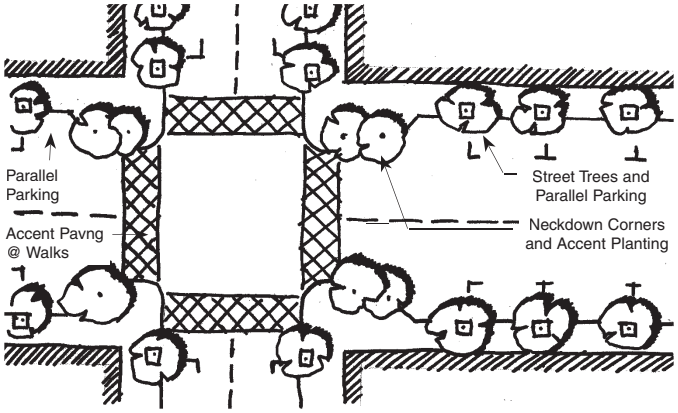
Commercial / Mixed Use Streetscapes



Commercial Street Section



Commercial Street Section - Optional Arcade if Desired



Commercial Street Intersection

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DGL 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 which balances the needs of pedestrian and autos for convenient access, visibility and safety.

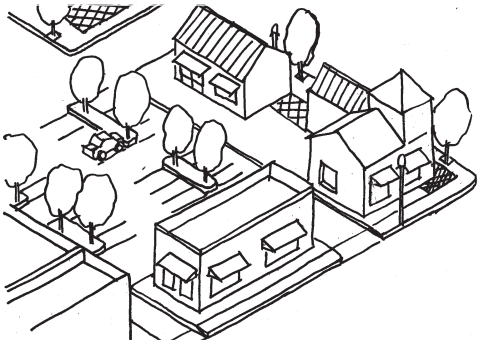
DGL 3.3.1: "Main Street" Retail Configurations
Buildings should contribute to a cohesive pattern and reinforce the main retail/commercial street while reinforcing the overall goal ofcreating a walkable district. Buildings along a "Main Street" should "build to" the sidewalk or edge of plaza with entries 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-prominant locations.

DGL 3.3.2: Retail Center Configurations

Larger retail centers, which rely on a larger market area will require a greater amount of parking. The visual dominance of parking should be minimized through building placement, screening and landscaping.

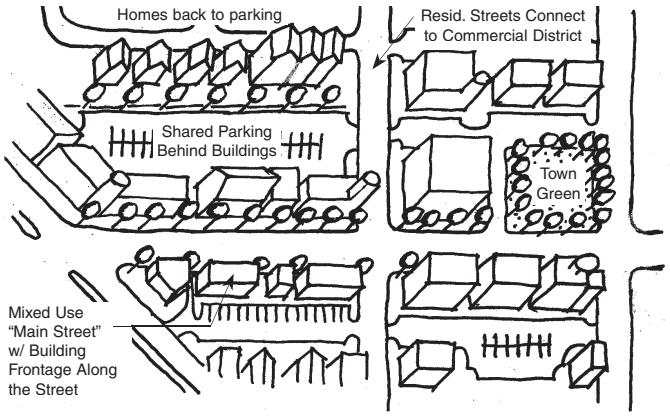
The Retail Center Configuration should modify typical centers so that building setbacks to public streets are minimized. Primary Entrances from commercial buildings should orient to a pedestrian street or plaza, not a mid-block parking lot. Anchor buildings may have entries from off street parking lots, however secondary entries to street or plaza are strongly encouraged.

DGL 3.3.3: Parking Location and Design
- Commercial parking should typically be behind buildings and never located on corner lots.
- On-street parallel or diagonal parking is encour aged on new commercia streets.
- Parking should be screened by low walls and landscaping.
- Mid-block pedestrian walks are encouraged.

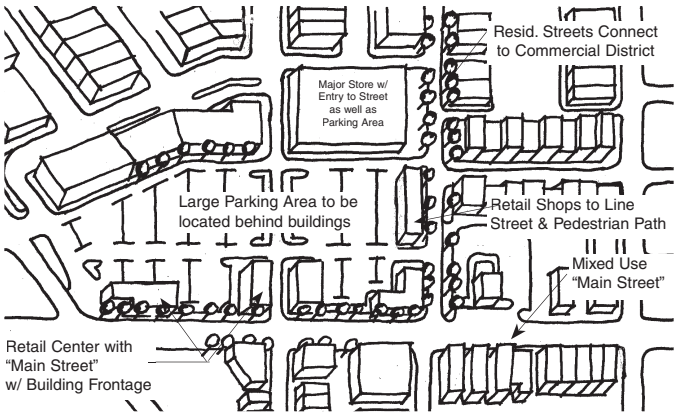


Retail Center - Parking Location and Design
Parking Lots located behind streetfront shops.

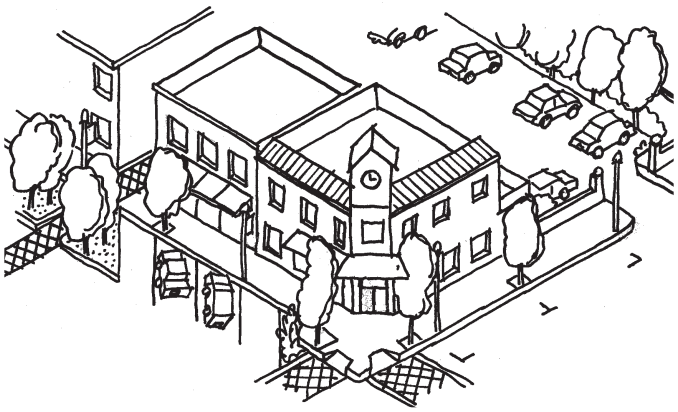
Active Commercial / Mixed Use Streetscape



"Main Street" Retail Configurations



Retail Center Configurations



Main Street - Parking Location and Design
Parking Located behind Mixed Use Streetfront Buildings and on-street parking.

DGL 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.

DGL 3.4.1: Commercial / Office District

- 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 space.
- Paving of parking areas should be minimized. Shared parking should be calculated based upon ITE standards to minimize the required parking area. Overflow or event parking should be provided with pervious surfaces.
- Parking areas should be heavily landscaped with trees spaced to provide a 70% canopy of paving areas within a ten year period.

DGL 3.4.2: Open Space: Parks or Plazas

- The office buildings should be clustered around a small park or plaza.
- Seating and shaded or covered areas are strongly encouraged.

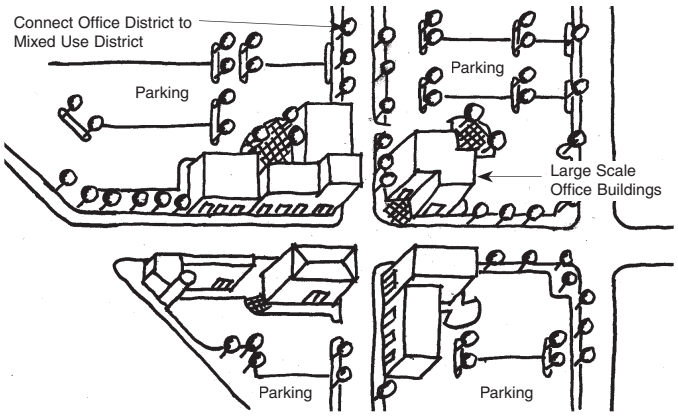
DGL 3.4.3: Relationship to Adjacent Uses:

- 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.

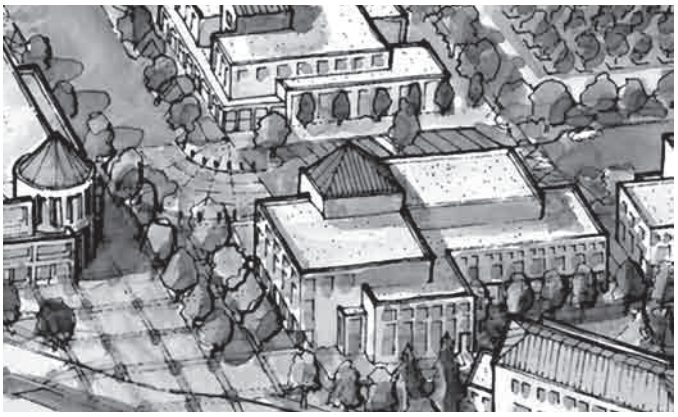
DGL 3.4.4: Office Building Design Elements

- Office buildings should provide arcades or canopies along pedestrian paths as well as pedestrian lighting.
- Office buildings should contain base, body and

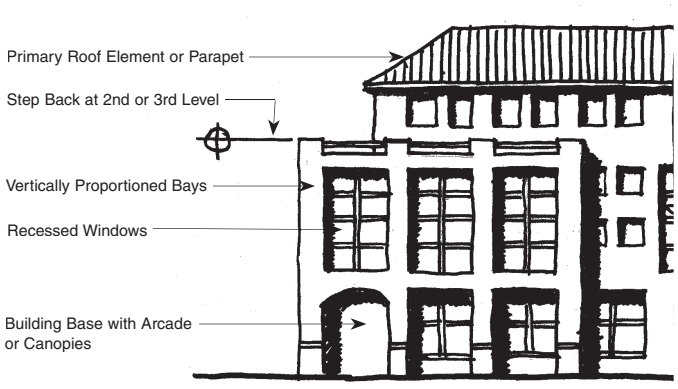
Commercial / Office District ???



Public Open Space: Parks or Plazas



Public Open Space: Parks or Plazas



Office Building Design Elements

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DGL 3.5: Building Prototypes and Design Elements

Policy
Promote the development of buildings which support the pedestrian-scaled mixed use district, particularly the "Main Street" commercial character.

DGL 3.5.1: Traditional Main Street Building Prototypes

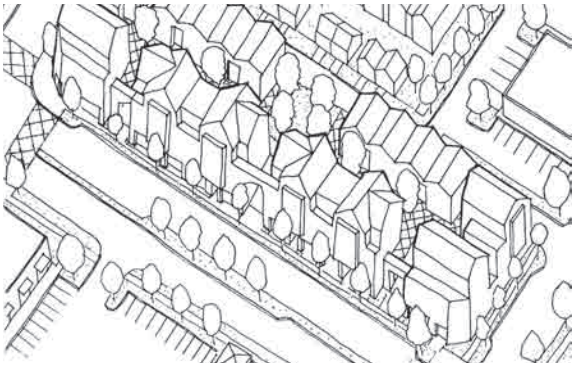
- Ground floor retail or service commercial uses are required, especially at corner lots.
- "Main Street" building prototypes have "build-to" lines at the back of sidewalk or a consistent set back with hardscape to the building.
- Parking may be provided by on-street parking orshould be located to the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

DGL 3.5.2: Mixed Use Building Prototypes

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

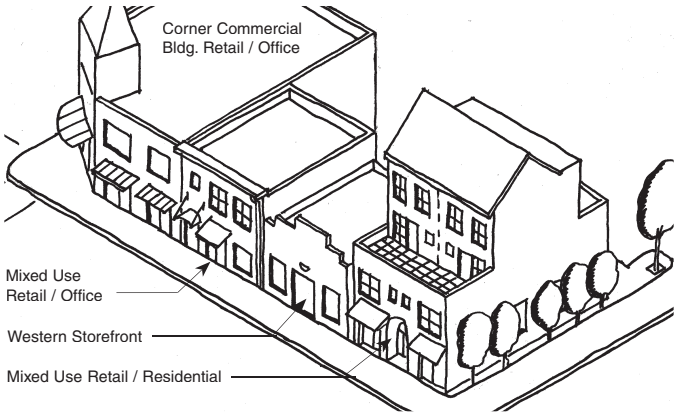
DGL 3.5.3: High Density and Mixed Use Residential Building Prototypes

- 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 podiums which are fronted by retail or residential uses.

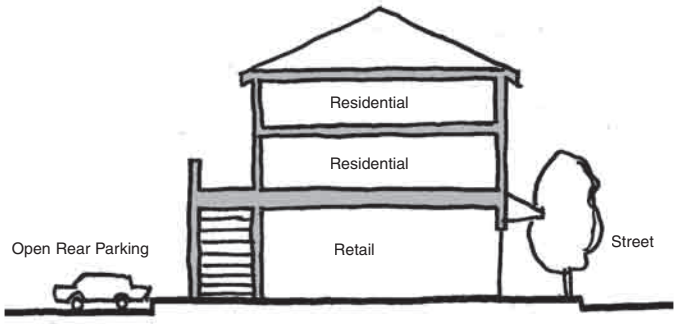


High Density and Mixed Use Residential
Building Prototypes

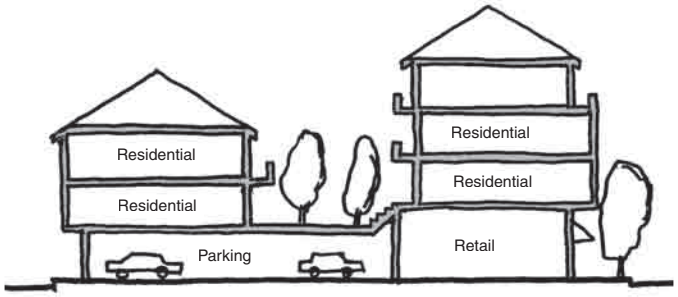
Traditional Main Street Building Prototypes



Traditional Main Street Building Prototypes



Mixed Use Building Prototypes



Mixed Use Building Prototypes

US EPA ARCHIVE DOCUMENT

DGL 3.5: Building Prototypes and Design Issues

Policy
Encourage pedestrian friendly buildings, which provide visually interesting building elements and materials. Encourage a high level of design quality as well as material pallette which reflects local and regional building practices.

DGL 3.5.4: Building Elements
Encourage the design, materials and selection of elements of the buildings which maintain a generally consistent urban design vocabulary while allowing variety within each building or complex.

Entries: Transparent entries and large store front windows are strongly encouraged. Recessed or "punched" openings are desired.

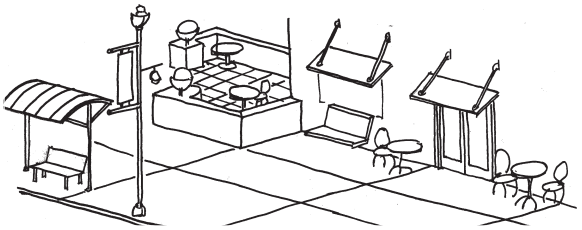
Windows: Street-level storefront windows are strongly encouraged, to display the shop's use. Retail windows should be large. Office and residential windows operable and smaller yet organized in a generally regular pattern.

Awnings / Canopies: Awnings or canopies, which provide a generally consistent cover along the pedestrian walk are strongly encouraged. Arcades, if appropriate are also desired to maintain a more continuous weather protected walk. The design of arcades should be generally consistent in proportion and column frequency from building to building.

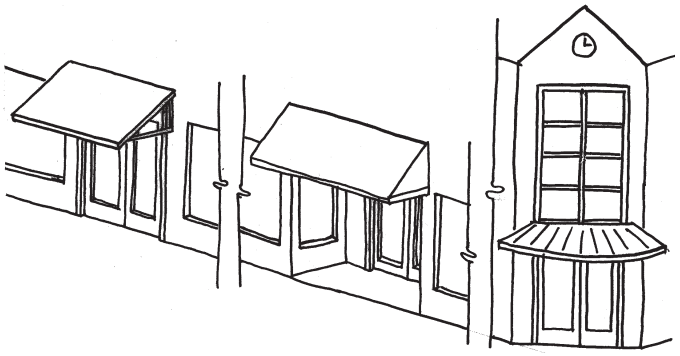
Signage: Signage should be pedestrian scaled and located for viewing by pedestrians, cyclists as well as drivers. Individual / unique signage is appropriate. "Box" signage is not appropriate. Signs should be individual letters with a consistent lighting vocabulary or signage program.

Lighting: Lighting should be pedestrian scaled and located to light the pedestrian way and 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 is should be incorporated

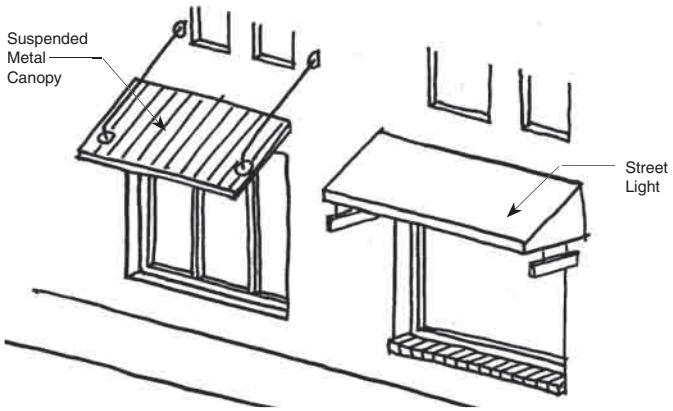


Seating: Bus Stops, Built-in Ctyd., Bldg. Integration @ tables and chairs

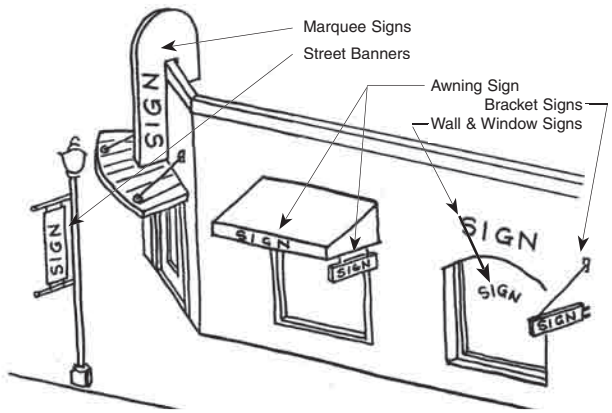


Covered Entry | Recessed Entry | Corner Entry

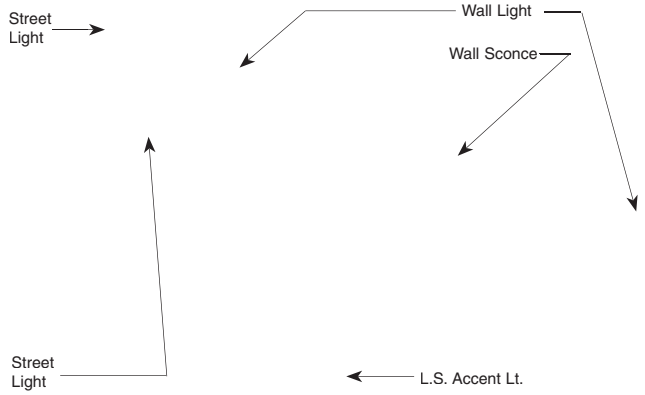
Entries and Windows



Awnings and Canopies



Signage



Lighting

DGL 3.6: Site Development Issues

Policy
Promote high quality site development and landscaping throughout the mixed use district. Insure the necessary provisions for utilties and services and their appropriate screening or enclosure.

DGL 3.4.1: Commercial Parks and Plazas
- Plazas incorporated into mixed use projects should reflect the equivalent quality level as public plazas and parks.
- Formal plaza types are encouraged.
- Seating and tables, shaded areas and land scaping should be provided as appropriate to the space to encourage public use & activity.
- Small open spaces with seating areas are desirable when retail spaces such as cafes or lunch shops are located within office buildings.

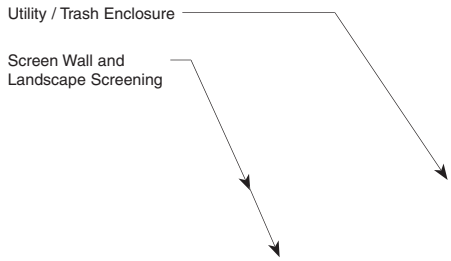
DGL 3.4.2: Trash and Loading Areas: Location and Screening
- Trash collection areas should be located away from primary pedestrian walks and must be screened and/or enclosed as appropriate.
- Loading areas should be located away from pedestrian walks and screened from view.

DGL 3.4.3: Utility Access
- Provide for appropriate utilities and locate them away from primary pedestrian walks.
- Wherever possible locate utility access from alleys or rear yard easements.
- Where streetside utility access is required provide for enclosure within utilitiy rooms or screening within a landscape area if appropriate. When ever possibly provide utilities (such as transformers) below grade rather than on mounted pads.

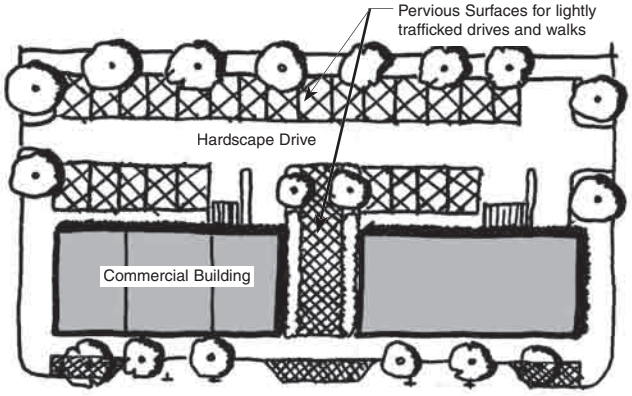
DGL 3.4.4: Impervious Surface Areas
- Pervious surfaces are encouraged whenever possible to maximize ground water retention. Examples of areas which potentially could include pervious surfaces are:
  - hardscape plazas and courtyard areas
  - overflow or secondary parking areas.
  - parking courts and light trafficed areas.
  - pedestrian walks and bike paths

DGL 3.4.5: General Landscape Guidelines
- Provide street trees (25' o.c.) per street stds.
- Provide accent planting and trees at intersection bulbs.
- Provide parking lot trees at spacing to create 70% 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

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



Location, Screening and Enclosures



Impervious Surface Areas

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APPENDIX G: DISCUSSION OF THE HUNTSMAN SPRINGS PRELIMINARY SITE PLAN

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APPENDIX G: DISCUSSION OF THE HUNTSMAN SPRINGS PRELIMINARY SITE PLAN

On Thursday October 26, Driggs planning staff asked the Team to discuss the recently approved preliminary site plan for the Huntsman Springs planned development. This development presents opportunities and challenges for Driggs. The Team's site analysis is presented below.

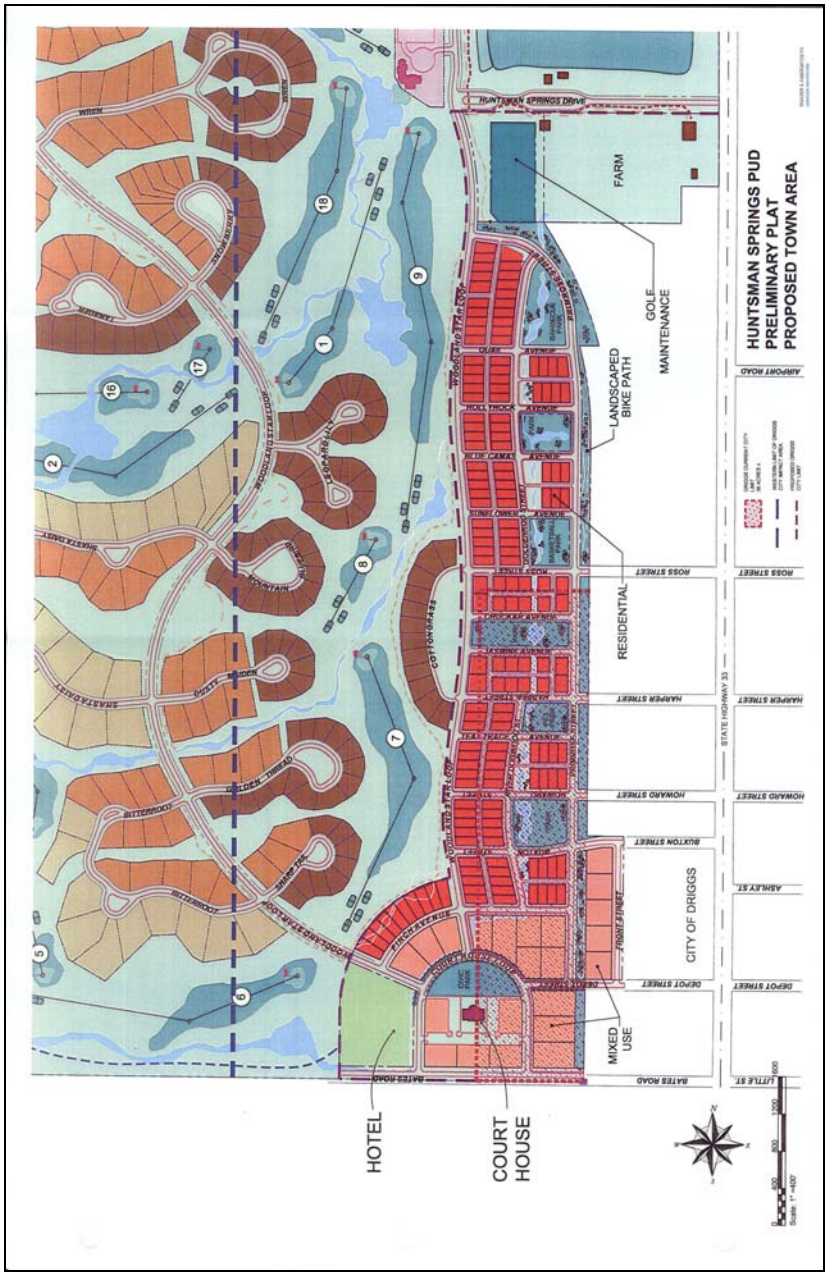

Figure 1: Huntsman Springs preliminary site plan

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General concepts in the preliminary site plan supportive of multiple community, economic, and environmental outcomes

- Huntsman Springs adds housing choices in the second home market that are an alternative to low density, single use options common in the unincorporated sections of the County.
- The development's proposed commercial, retail, and civic uses are relatively connected to downtown.
- Huntsman Spring's compactness is a good alternative to the conventional development that is, and will continue to, occur on the edge of the city and in the county.
- There is retail leakage in Teton County (discussed in the market overview section above). Huntsman Springs may entice a significant portion of the retail leakage, but the significant number of dwellings in the development will also bring its own market (at least for part of the year).
- Huntsman Springs' retail, commercial, and civic district will be different than the existing downtown Driggs, but both can exist.
- Multiple access points into and out of the development of Hwy. 33 north will mitigate excess automobile traffic at the southern end of the development off of Bates Road. Access from Ross, Harper, Howard, and Buxton Streets should be supported.

Some challenges and concerns

- The Teton County Court House should remain where it is, in its historic building on Highway 33. Another civic use could be found for the court house site in the plan. Historic courthouses can be expanded or added to, their parking requirements accommodated, and facilities updated. (Cheyenne, Wyoming is an example). The Teton County Court House is currently prominent on Main Street. Main Street would lose some of its importance if the Court House were moved.
- Lot frontages along the western edge of the higher density portion of the development are a concern. The view of the mountains to the west of Driggs is a public amenity and should be accessible from the public road by fronting lots on the east side of a north south road, rather than on the west side (which privatizes the public view). One way to resolve this would be to continue Buxton Avenue

Figure 2: Teton County Court House in Driggs

Figure 3: Historic Court House in Cheyenne, Wyoming

through (along the existing arc) to Woodland Star Loop and then on to Bates Road. Houses would front Buxton and Pinch Avenue would then revert to an alley, serving the back of the mixed-use parcels that front the Court House Loop.

- Internal circulation through the site's southern end should be refined to increase connectivity within the site and with the existing street pattern. For instance, it may be desirable to continue Pinch Avenue through to Bates Road.

- The Court House Loop and the circulation through the most compact portions of the development need refining to provide better connections within the development and with the existing development pattern in downtown Driggs.

- The flight path of the Driggs Airport is currently directly over a portion of the homes in the development. Even if this nuisance is clearly stated in housing contract, residents may eventually raise a furor over flights taking off over their homes, especially at night or early in the morning. It is possible to get the same (or more) units in the development by raising the density in some sections while leaving the property directly under flight path undeveloped.

- The preliminary site plan does not describe the variety of housing types that will be offered within the site. It would be preferable if it did. The market overview and other analysis clearly indicate the need for a variety of housing types, especially units affordable to households with less than $64,000 in income.

Since the site visit, the Driggs City Council approved the Huntsman Springs preliminary plat. Many of the issues discussed during the site visit can be addressed in the process that leads up to the final site approval.

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APPENDIX H: ADDITIONAL RESOURCES

Online Smart Growth Information Resources

For more information about smart growth tools and techniques, please visit the following websites:

EPA's Smart Growth Program: http://www.epa.gov/smartgrowth
This site includes research, publications, and other resources from the U.S. EPA's smart growth program.

Smart Growth Network: http://smartgrowth.org
Smart Growth Online is a Web-based catalogue of smart growth-related news, events, information, and resources. The site is a service of the Smart Growth Network, a coalition of more than 35 environmental, real estate, development, academic, historic preservation, equity, and government groups working together to improve the quality of development in America's communities.

Smart Growth America: http://smartgrowthamerica.org
Smart Growth America is a coalition of national, state, and local organizations working to improve the ways we plan and build the towns, cities, and metro areas we call home.

Smart Growth Leadership Institute: http://www.sgli.org
The Smart Growth Leadership Institute helps state and local elected, civic, and business leaders design and implement effective smart growth strategies.

Affordable Housing Design Advisor: http://www.designadvisor.org
This site was developed to help anyone involved in the production of affordable housing achieve higher design quality. It is full of useful information and shows examples of affordable, well-designed, high-quality homes.

Infrastructure Costs Resources

In 2004, the Brookings Institute published *Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns*, by Mark Muro and Robert Puentes.
http://www.brookings.edu/urban/publications/200403_smartgrowth.htm
This report makes the case that investing in more compact development patterns and existing urban cores can save localities on infrastructure costs.

Street Design Resources

Burden, Dan, et al., *Street Design Guidelines for Healthy Neighborhoods*, Center for Livable Communities, Local Government Commission, January 1999. www.lgc.org.
Helps communities implement designs for streets that are safe, efficient, and aesthetically pleasing for both people and cars. It features helpful guidelines that specify street widths and implementation strategies.

Context Sensitive Solutions, www.contextsensitivesolutions.org.
Includes resources about designing transportation projects in a way that fits the physical setting, maintains safety and mobility, and preserves scenic, aesthetic, historic, and environmental resources.

Freedman, Michael, Freedman Tung & Bottomley, "Retrofitting the Commercial Strip," presented at the New Partners for Smart Growth Conference, January 2006.
http://www.cmcgc.com/media/handouts/260126/SAT-PDF/460-Freedman.pdf.
Ideas for turning commercial highway strips into neighborhood centers.

Institute of Transportation Engineers, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice*, 2005. www.ite.org.
Guidance for traffic engineers on designing roadway improvement projects in places where community objectives support walkable communities, compact development, mixed land uses, and support for pedestrians and bicyclists.

Institute of Transportation Engineers, *Guidelines for Neighborhood Street Design*, 2001.
www.ite.org.
Information for traffic engineers on how to build more neighborhood-scaled streets.

Oregon Department of Transportation, *Main Street… When a Highway Runs Through It: A Handbook for Oregon Communities*, 1999.
www.oregon.gov/ODOT/HWY/BIKEPED/docs/mainstreethandbook.pdf
Techniques for dealing with state highways in towns, using Oregon examples.

Pulleyblank, Sarah, *Civilizing Downtown Highways*, Congress for the New Urbanism, 2002. Shows how state highways that function as main streets can be tamed as they run through town.

Water Resources

U.S. EPA's publication *Protecting Water Resources with Higher-Density Development*.
http://www.epa.gov/dced/water_density.htm
This report helps communities better understand the impacts of higher and lower density development on water resources.

U.S. EPA's publication *Smart Growth Techniques as Stormwater Best Management Practices*.
http://www.epa.gov/dced/stormwater.htm
This report reviews nine common smart growth techniques and examines how they can be used to prevent or manage stormwater runoff.

U.S. EPA's publication *Protecting Water Resources with Smart Growth*.
http://www.epa.gov/dced/water_resource.htm

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This report describes 75 policies that communities can use to grow in the way that they want while protecting their water quality.

Transfer of Development Rights (TDR) Resources

- **General information about TDR programs:**

"TDRs and Other Market-Based Land Mechanisms: How They Work and Their Role in Shaping Metropolitan Growth," by William Fulton, Janice V. Mazurek, Rick Pruetz, and Chris Williamson, Brookings Institution Center on Urban and Metropolitan Studies, June 2004.
http://www.brookings.edu/metro/publications/20040629_fulton.htm

American Farmland Trust fact sheet on Transfer of Development Rights, January 2001.
http://www.farmlandinfo.org/documents/27746/FS_TDR_1-01.pdf

- **Individual TDR programs and ordinances**

Los Ranchos de Albuquerque adopted a TDR program in 2003:
http://www.beyondtakingsandgivings.com/losranch.htm

Chattahoochee Hill Country, Fulton County, Georgia:
http://www.chatthillcountry.org/hot-topics/tdr.htm

"How Well Can Markets for Development Rights Work? Evaluating a Farmland Preservation Program," by Virginia McConnell, Elizabeth Kopits, and Margaret Walls, Resources for the Future, March 2003 (study of Calvert County, Maryland, TDR program):
http://www.rff.org/Documents/RFF-DP-03-08.pdf

Cape Cod Commission Model Bylaws and Regulations: Transfer of Development Rights Bylaw/Ordinance for Towns in Barnstable County, Massachusetts:
http://www.capecodcommission.org/bylaws/tdr.html

Pinelands Development Credit Bank, New Jersey:
http://www.njdobi.org/pinelandsbank.htm

TDR Program, King County, Washington:
http://dnr.metrokc.gov/wlr/tdr/
In addition, two communities in King County have online information on their TDR programs:
Issaquah (http://www.ci.issaquah.wa.us/Page.asp?NavID=836) and Redmond (http://www.ci.redmond.wa.us/insidecityhall/planning/compplanning/transfer.asp).