



# East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans



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# 1. Introduction

## 1.1 Purpose

This document builds upon recent efforts to beautify the Town of Severance. This document provides a strategy for achieving a cohesive design approach for the two corridors (although the designs differ among segments within each corridor according to its context and function). The two corridors are divided into segments that vary by design theme, right-of-way width, street width, speed limit, setbacks, and how bicycle traffic is accommodated. The objective is to slow traffic down as it approaches and goes through Old Town and the street environment becomes more pedestrian and bicycle friendly. The report goes on to identify future pedestrian crossings along the two corridors.

A theme that emerged early on in the process of creating these plans is the desire among residents and the Town's administration to distinguish Severance from other North Front Range towns by preserving its historic agrarian character and being explicit about the desire to have new development reflect that character. Agrarian character is seen as being practically intertwined with a small town feel, strong community ties, social support, and sustainability.

The design of the redevelopment of the Old Town commercial area and the design of future commercial areas outside Old Town are addressed separately in order to ensure that they are distinct from, and complement each other in terms of how they function, the kinds of retail businesses they will attract, and the roles they serve within the community. This document also contains design guidelines for residential development that work to ensure the continuation of the agrarian aesthetic by promoting the Modern Farmhouse and Agrarian styles.

The Town's existing patterns of land use are illustrated, and this document goes on to illustrate how those patterns can be extended into undeveloped areas in a way that preserves the historic development pattern near Old Town, extends the later (1960-1980's) development pattern in the close-in areas, and transitions to lower density development patterns in the areas

*Figure 1.1-1: Aerial photo of central Severance looking west, 2020.*



closer to the Town limits. The idea is to illustrate how subdivision layouts can help preserve the character of Old Town and the area around it, and transition to residential development that offers larger lot sizes.

In each part of this document, effort has been made to create a community that is connected, rather than divided, by roads, to provide physical connectivity between the north and south sides, and the east and west sides of Town; to manage traffic behaviors closer to Old Town; to enhance Severance's sense of place; and to capture and implement the community's vision for the corridor by rethinking land use, growth patterns, and commercial development opportunities; and to further the goals and objectives contained in the Comprehensive Plan and the Transportation Master Plan.

In support of those Goals and Objectives, this corridor plan:

- Provides a framework for the visual quality of corridors, landscaping, and building style/materials along the corridors.
- Sets standards for public and private investment in the corridors, streamlining the development review and approval process.
- Reflects existing conditions, improvement plans, future projects, and anticipated growth. It provides a framework for how future public infrastructure and private development in the corridors can achieve the vision for Severance described in the Comprehensive Plan.
- Supports the different intensities and types of development within the area covered by the corridor plans.
- Calls for landscape open space buffers with walkways linking to the Town core and regional trails.
- Creates various settings that promote interaction, such as on-street plazas and seating areas in the Town core, and trail links from neighborhoods to Town activity centers.
- Enhances the relationship of Old Town to the greenway system and identifies neighborhood links to outdoor resources and amenities.
- Identifies potential development patterns for undeveloped land adjacent to the corridors as envisioned by the Comprehensive Plan.
- Identifies potential commercial development scenarios and guidelines for identified commercial development areas within the corridor areas and development nodes on 1<sup>st</sup> Avenue and East Harmony Road.
- Reflects the opportunities and constraints presented by the existing through-traffic pattern in Severance.
- Identifies design standards for development within the developmental nodes at SH 257 and East Harmony Road / WCR 74 and at SH 392 and 1<sup>st</sup> Street / WCR 23.
- Identifies bikeways and pedestrian connections from neighborhoods and Old Town to the Severance Greenway.

## 1.2 Process

The process for this corridor plan document began with a review of the Land Use Code and concurrent planning efforts, namely the Comprehensive Plan update, the Transportation Master Plan and the Access Control Plan. A conclusion of the Transportation Master Plan is that there is a need to reduce vehicle speeds in the Old Town area. Key to achieving this goal is the design of street sections that become more urban in nature as they go from the Town limits to Old Town where the right-of-way widths of East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 are constrained. Accordingly, street sections were developed that go from Natural/Rural to Suburban to General Urban to Urban Center.

These street section concepts informed the Transportation Master Plan as a way to gradually reduce traffic speeds and achieve a balance of pedestrian, bicycle and automobile amenities within Old Town. The street sections then became the foundation for developing streetscape guidelines and themes for segments of East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 that respond to the character and type of development that is anticipated and planned to occur along the two corridors.

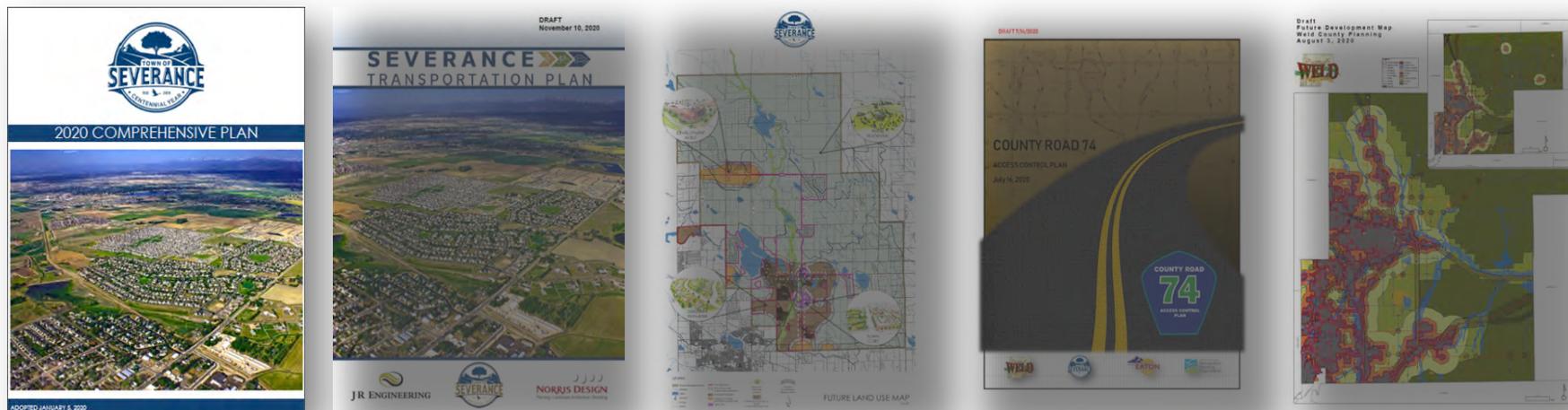
The street sections also correspond to the various land development patterns that occur within Severance. Conceptual future land use and development pattern drawings were developed to illustrate these concepts.

Finally, design guidelines were developed for each of three development types: Old Town redevelopment, commercial development nodes outside Old Town, and residential development. All three guidelines point toward creating a sense of place in Severance that is distinctly agrarian in character and true to Severance's heritage.

### 1.3 Recent & Concurrent Plans

The East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans build on other recently completed plans and ongoing planning efforts in Severance and Weld County. The following plans and draft plans were the main sources for relevant information and policies that informed the development of this document.

- Town of Severance 2020 Comprehensive Plan, January 5, 2020
- Severance Transportation Master Plan, April 27, 2020
- Severance Land Use Code, March 23, 2021
- Weld County 74 Access Control Plan, September 23, 2020
- Weld County Comprehensive Plan Update, August 3, 2020



## 2. Context

### 2.1 History

Before western settlement began due to the Homestead Act, the Severance area was home to immense herds of bison and the Native Americans that hunted them. Archaeological evidence at the Kaplan-Hoover Bison Kill Site proves human occupation of the area as early as 800 years before B.C.E.

Beginning in the early 1800's westward expansion brought trappers, traders, miners, ranchers and eventually farmers and merchants who built over 100 communities in what would eventually become Weld County. At least a third of these towns and unincorporated communities have become ghost towns.

In 1894, David E. Severance applied for a post office for a community of approximately 50 families to be named Tailholt. However, because Mr. Severance put in for the post office it was erroneously named Severance and it just stayed that way. Mail for Severance was carried to and from Eaton, then later from Windsor by horse and buggy.

A promotion began in the early 1900s to persuade farmers to raise sugar beets so that a sugar factory would be built in neighboring Windsor. The necessary acreage was pledged and the Windsor factory was built in 1903, becoming the Great Western Sugar Company in 1905. That same year, the Great Western Railway was built and Severance became a sugar beet receiving station and dump on the Great Western Railway, operating until 1985.

The Great Western Railroad provided passenger service from 1917 to 1926. Beyond making it easier for people to travel through Northern Colorado, the railroad transported farmers' crops and brought in investors and businessmen in increasing numbers. At about the same time, advances in irrigation practices made it possible to sustain massive farms of wheat, and, most importantly, sugar beets.

In 1906 Bruce Eaton, the son of Governor Benjamin Eaton founded Severance and, by 1920 the Town had enough residents to incorporate, with 40 votes for and 0 against. Between 1950 and 1980, as surrounding towns grew, Severance lost businesses and residents as larger cities offered more opportunities and amenities. But since 2000, the Town of Severance has grown from a population of about 600 to an estimated 9,000 in 2020.

*Figure 2.1-1: A train on the Great Western Railway, circa 1910.*



**References:**

Great Western Trail Authority, “The Story Behind the Great Western Trail”,  
<https://www.gwtrail.com/history/>

Steven G. Fancy, Windsor’s Oldest Building: The 1873 Halfway House and the Four Families Who Lived There”, Windsor, CO, September 4, 2007,  
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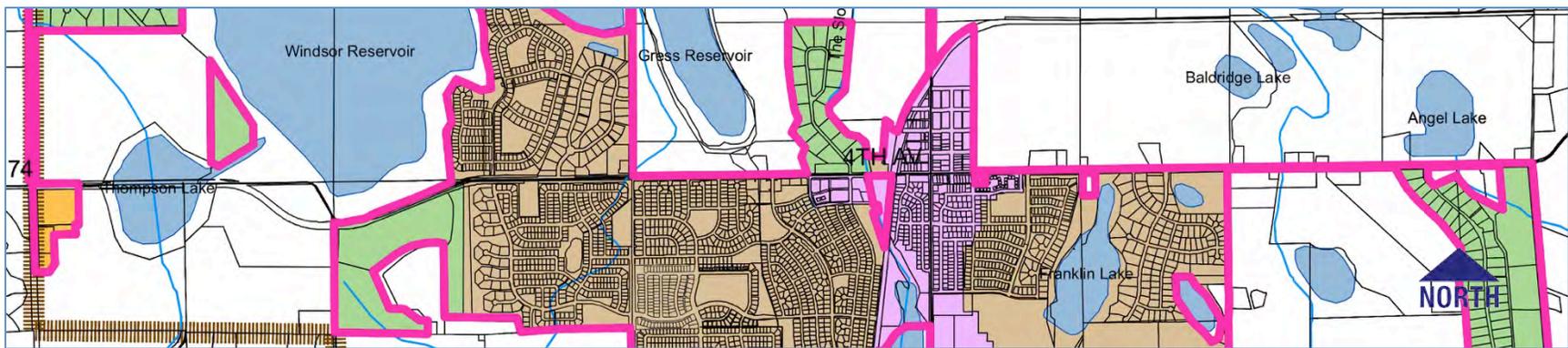
**Figure 2.1-2: Circa 1915, Kester Hardware Store in Severance: In the window read, “J. H. Kester, Hardware Implements, Harness”; City of Greeley Museums Permanent Collection; Gift of Hazel E. Johnson #1971.02.0056.**



## 2.2 Zoning

The two exhibits on this page show the zone districts for the areas along the two corridors.

**Figure 2.2-1: Existing zoning classifications along East Harmony Road / WCR 74.**



**Figure 2.2-2: Existing zoning classifications along 1<sup>st</sup> Street / WCR 23.**



## 2.3 Existing Land Uses

The existing patterns of land use along the two corridors are illustrated on the following pages.

Figure 2.3-1: Existing Land Uses, East Harmony Road / WCR 74 Corridor from SH 257 to Hollister Lake Road.



Figure 2.3-2: Existing Land Uses, East Harmony Road / WCR 74 Corridor from Hollister Lake Road to Timber Ridge Parkway.



Figure 2.3-3: Existing Land Uses, East Harmony Road / WCR 74 Corridor from Timber Ridge Parkway to Bald Ridge Drive.



Figure 2.3-4: Existing Land Uses, East Harmony Road / WCR 74 Corridor from Bald Ridge Drive to WCR 27.



Figure 2.3-5: Existing Land Uses, 1<sup>st</sup> Street / WCR 23 Corridor from the Great Western Trail crossing to the south end of Law Reservoir.



Figure 2.3-6: Existing Land Uses, 1<sup>st</sup> Street / WCR 23 Corridor from the south end of Law Reservoir to WCR 70.

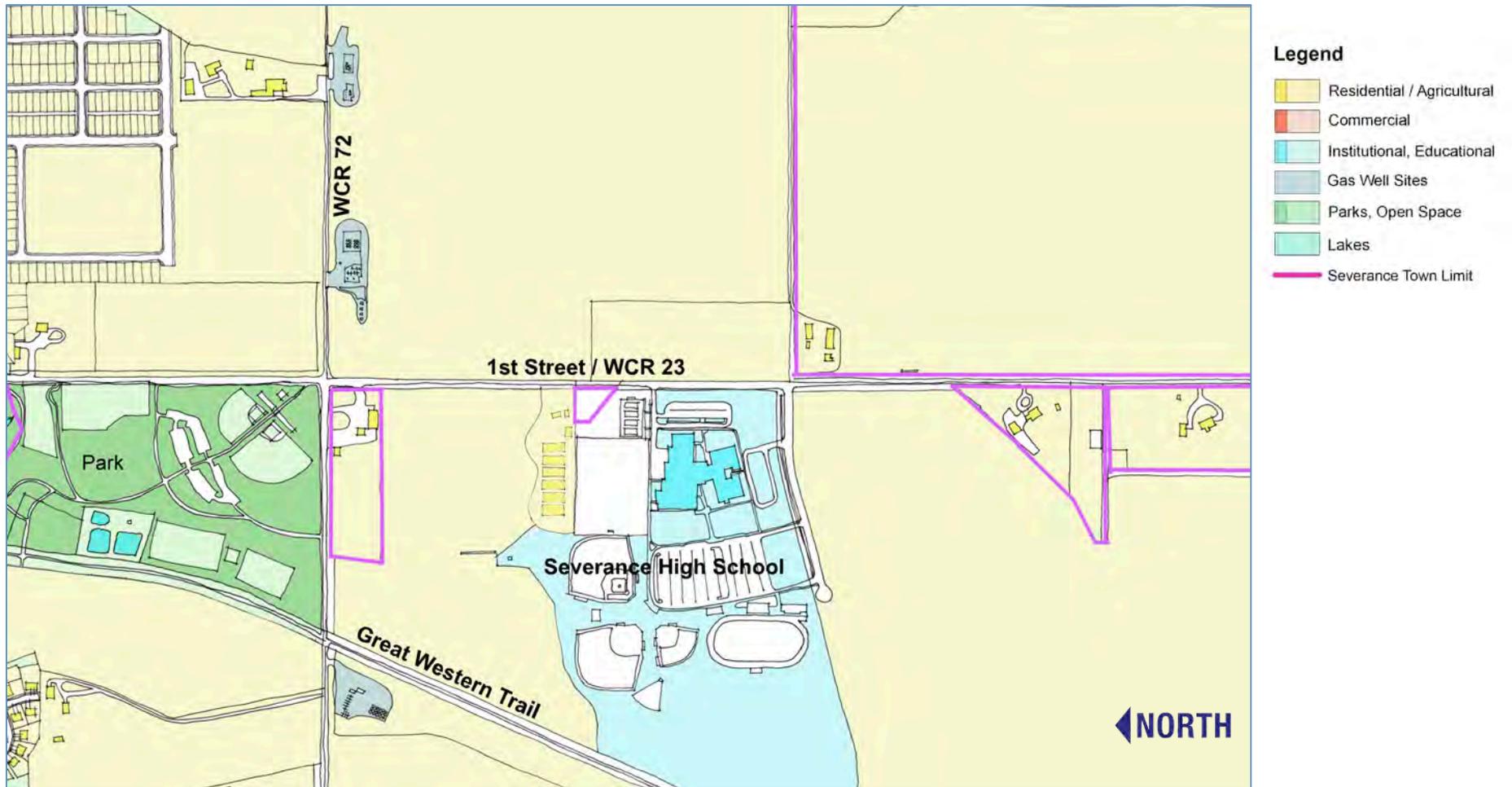


Figure 2.3-7: Existing Land Uses, 1<sup>st</sup> Street / WCR 23 Corridor from WCR 70 to SH 392.



## 2.4 Future Land Use Concepts

The arrangement of future land uses depicted on the following pages (Figures 2.4-1 through 2.4-7) show how the site planning of new development could be accomplished along the two corridors. They illustrate how existing patterns can be extended into undeveloped areas in a way that preserves the historic development pattern near Old Town, extends the later (1960-1980's) development pattern in the close-in areas, and transitions to lower density development patterns in the areas closer to the Town limits. The idea is to illustrate how subdivision layouts can help preserve the character of Old Town and the area around it, and transition to residential development that offers larger lot sizes.

These conceptual future land use plans illustrate and describe just one potential development scenario for each of the two corridors. These illustrations should not be construed as the only permitted site layouts. Details for each development will be finalized in the required entitlement processes as required by the Land Use Code for each parcel or assemblage of parcels. (See LUC Section 16).

Figure 2.4-1: Future Land Use Concept, East Harmony Road / WCR 74 Corridor from SH 257 to Hollister Lake Road.

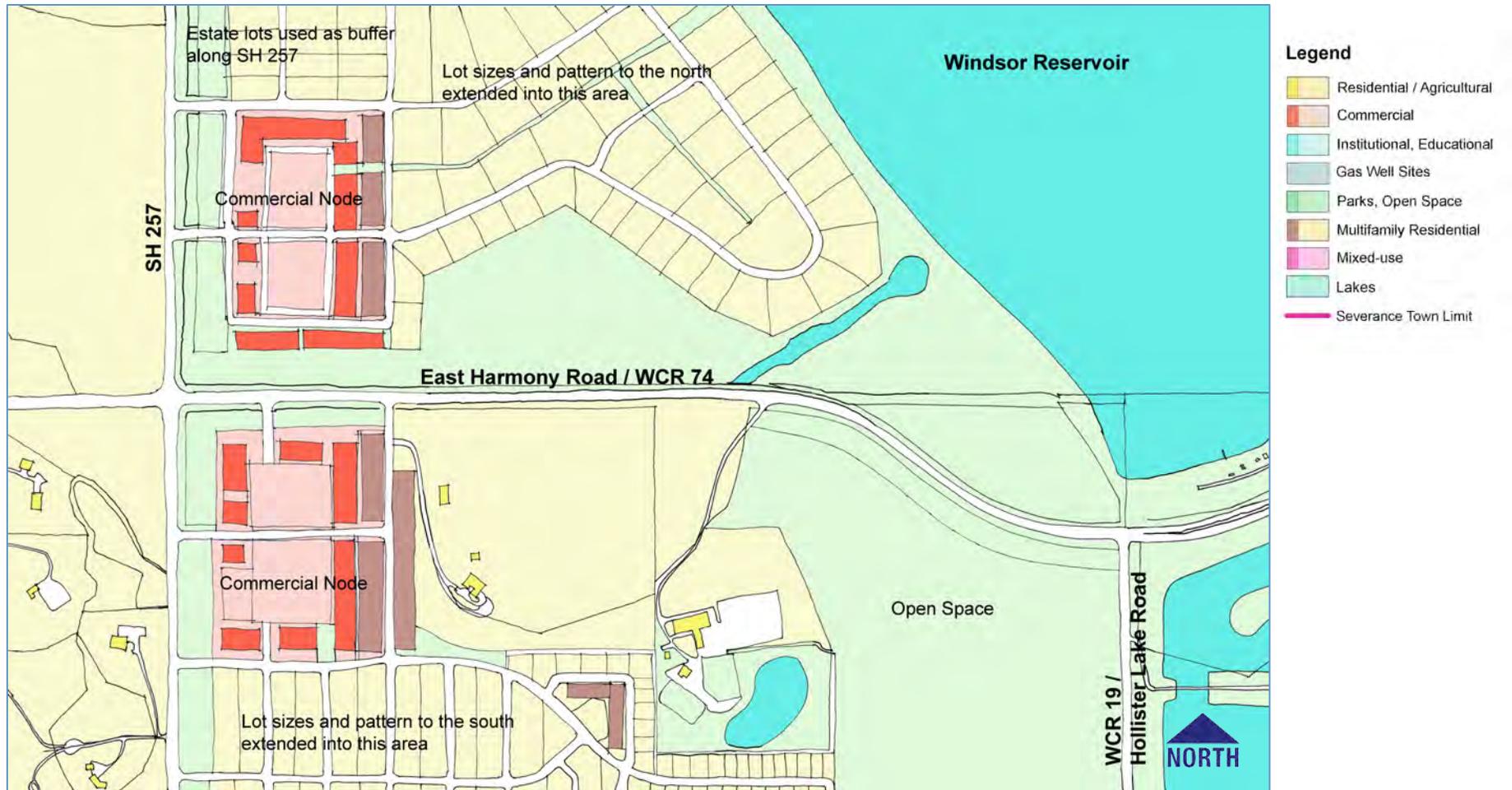


Figure 2.4-2: Future Land Use Concept, East Harmony Road / WCR 74 Corridor from Hollister Lake Road to Timber Ridge Parkway.



Figure 2.4-3: Future Land Use Concept, East Harmony Road / WCR 74 Corridor from Timber Ridge Parkway to Bald Ridge Drive.



Figure 2.4-4: Future Land Use Concept, East Harmony Road / WCR 74 Corridor from Bald Ridge Drive to WCR 27.



Figure 2.4-5: Future Land Use Concept, 1<sup>st</sup> Street / WCR 23 Corridor from the Great Western Trail crossing to the south end of Law Reservoir.

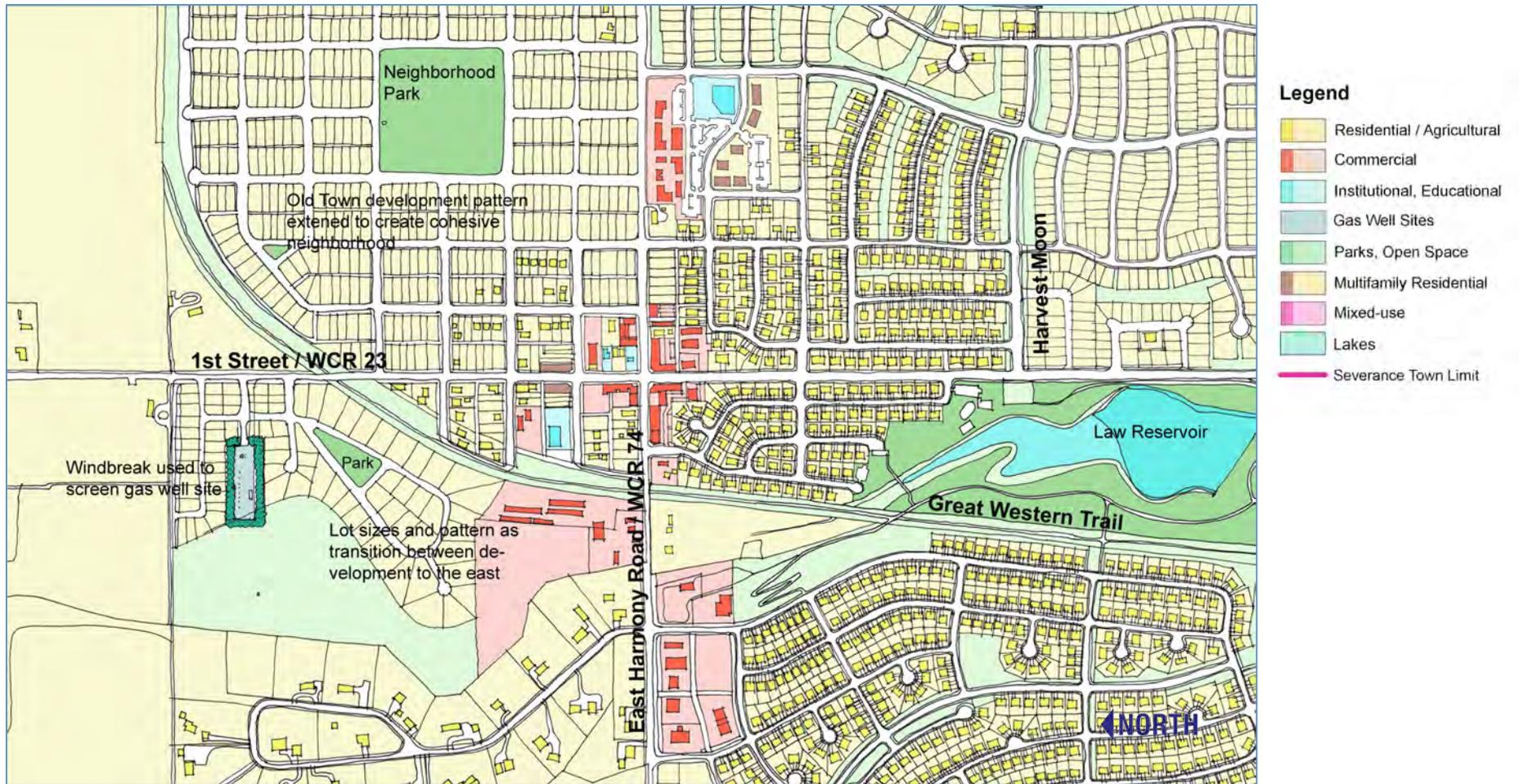


Figure 2.4-6: Future Land Use Concept, 1<sup>st</sup> Street / WCR 23 Corridor from the south end of Law Reservoir to WCR 70.

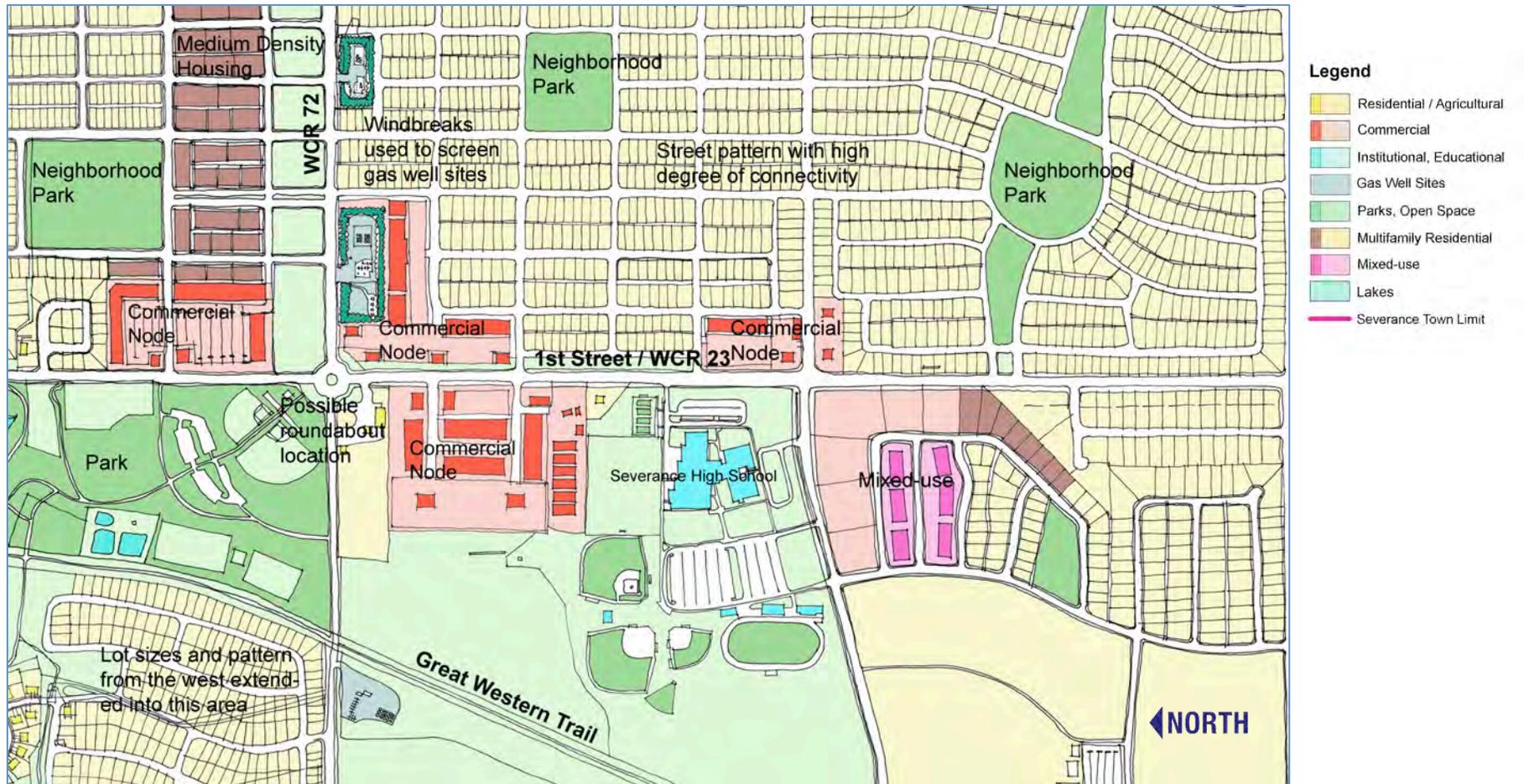


Figure 2.4-7: Future Land Use Concept, 1<sup>st</sup> Street / WCR 23 Corridor from WCR 70 to SH 392.



## 2.5 Transportation

On this page and the next are illustrations that show the revised existing and recommended future conditions for the Harmony Road and 1<sup>st</sup> Street corridors. The recommendations are from the Weld County 74 Access Control Plan, July 16, 2020, and the Severance Transportation Master Plan, April 27, 2021. The information from the two sources has been combined into two exhibits for each corridor.

Figure 2.5-1: East Harmony Road / WCR 74, from SH 257 to 1<sup>st</sup> Street / WCR 23.

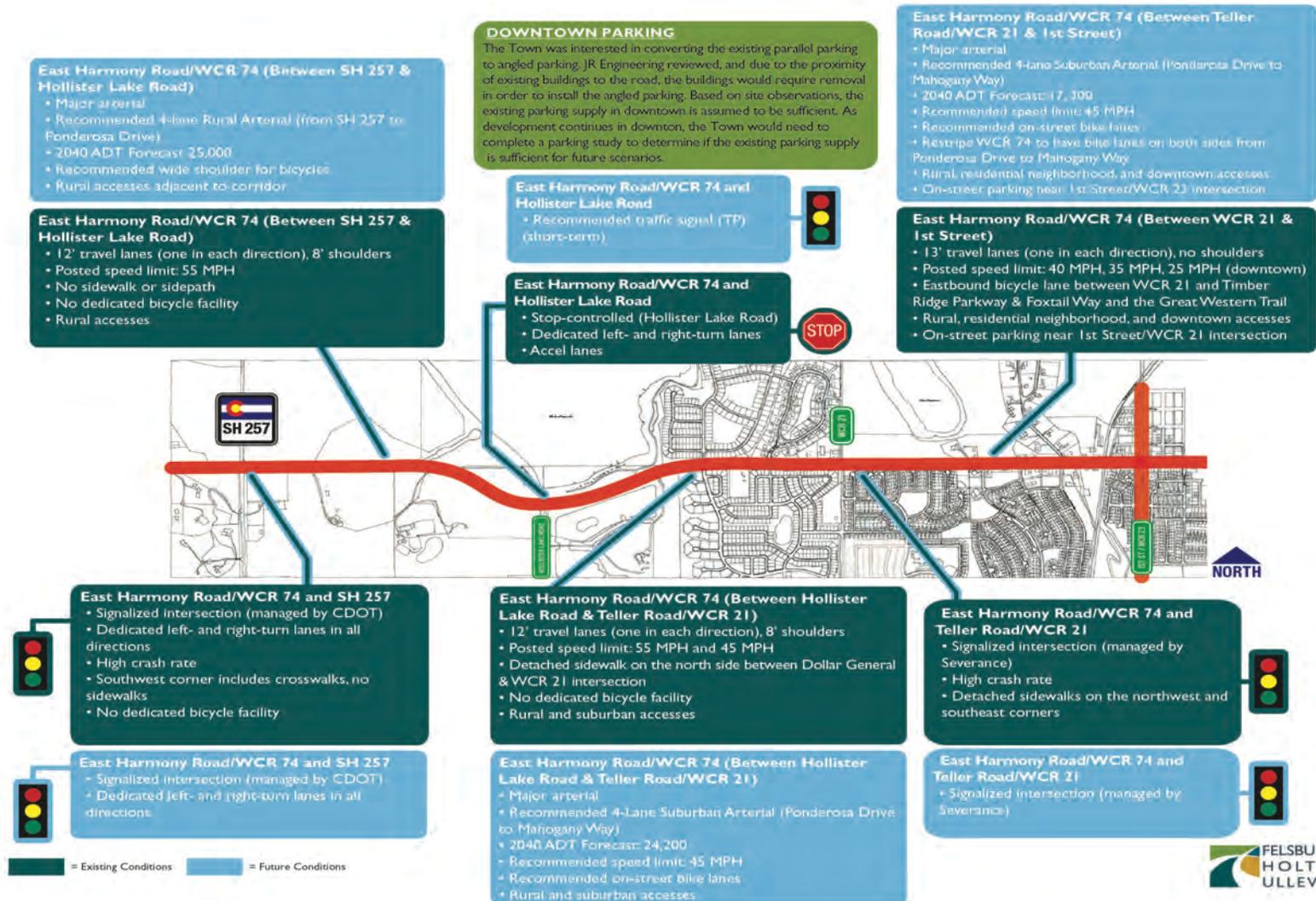


Figure 2.5-2: East Harmony Road / WCR 74, from 1<sup>st</sup> Street / WCR 23 to WCR 27.

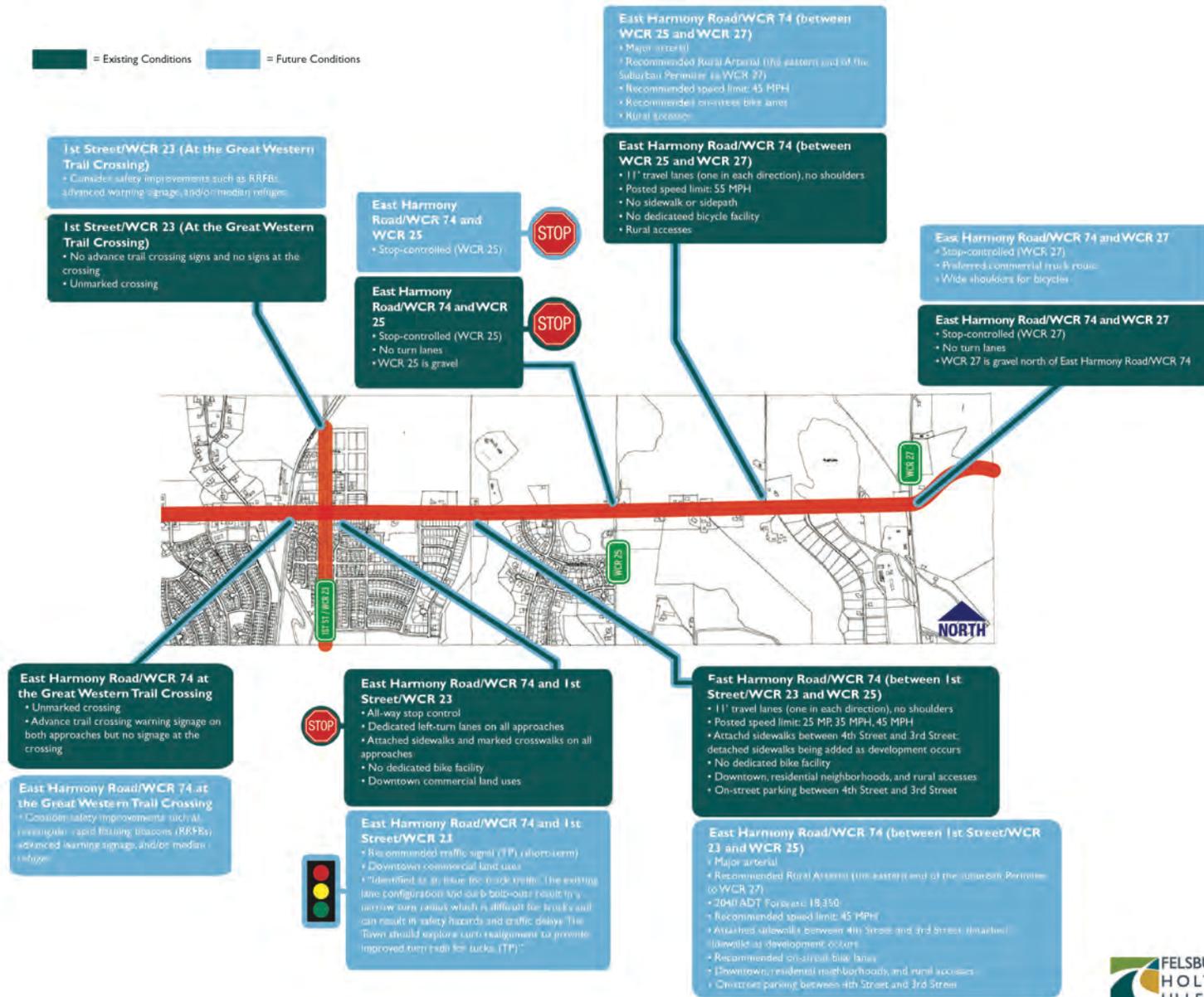


Figure 2.5-3: 1<sup>st</sup> Street / WCR23, from the north Great Western Trail crossing to the Severance High School.

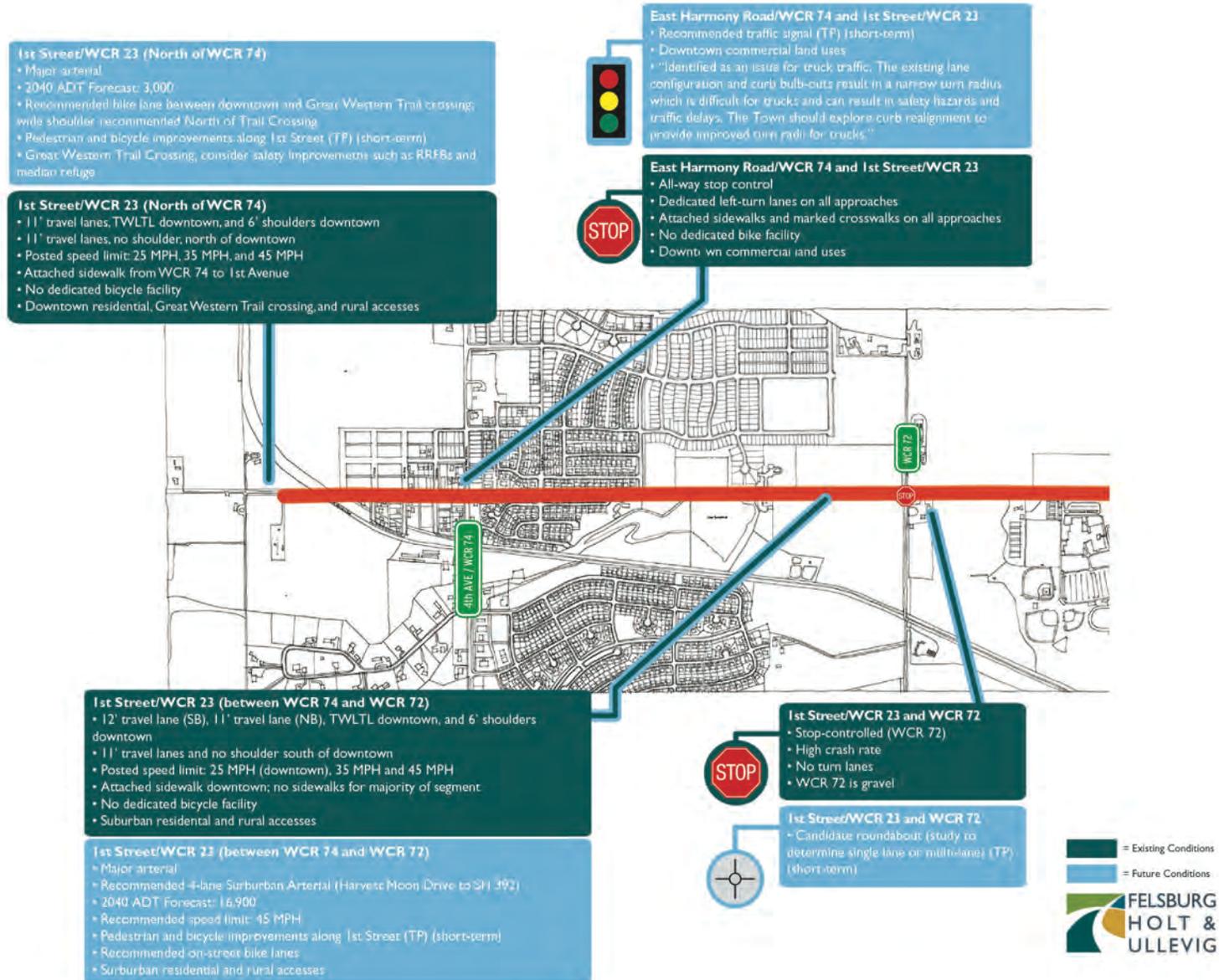
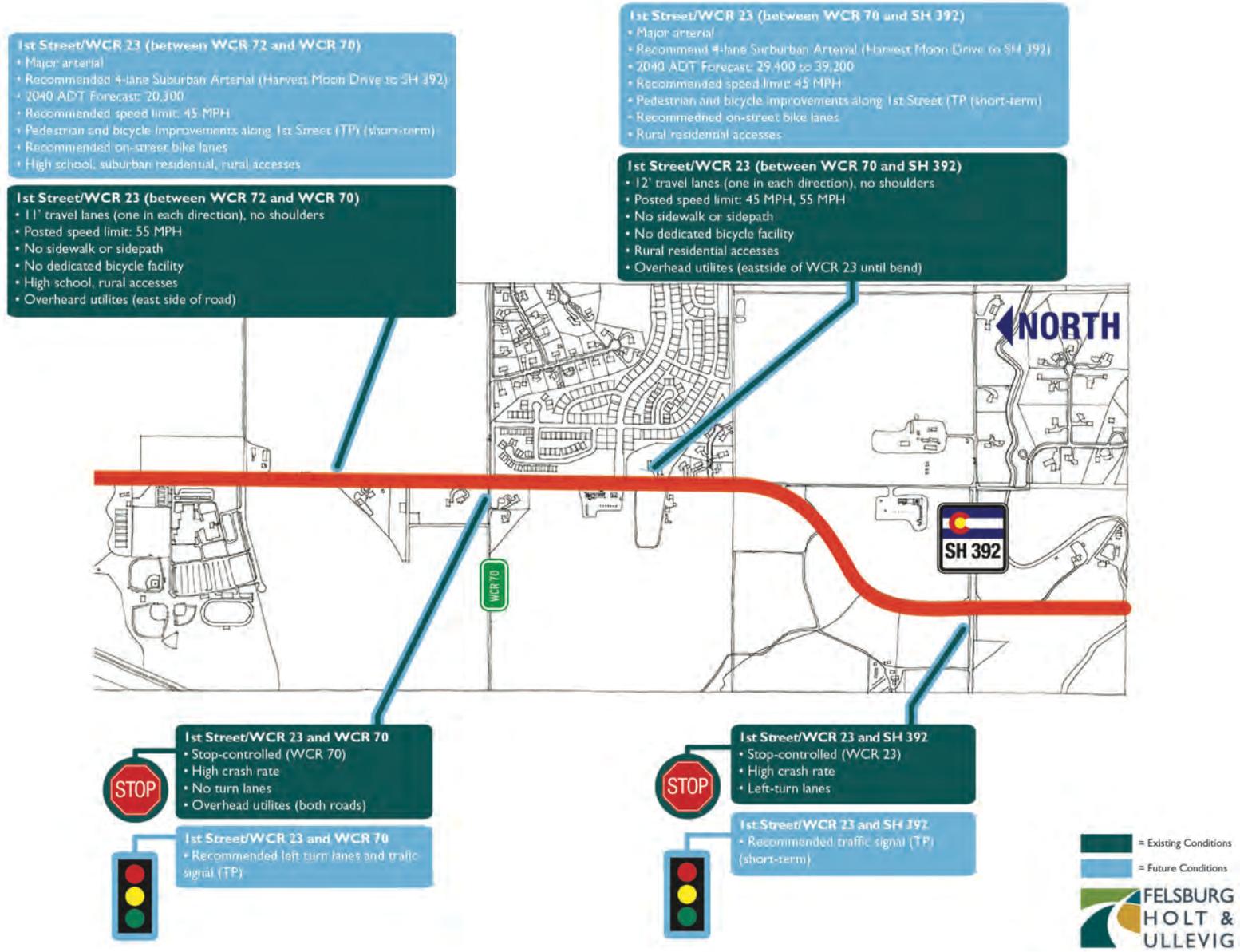


Figure 2.5-4: 1<sup>st</sup> Street / WCR23, from the Severance High School to SH 392.



### Pedestrian Crossings

The following four exhibits summarize the recommendations for pedestrian crossing locations on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 based on the previous four exhibits (Figures 2.5-1 through 2.5-4).

Figure 2.5-5: Pedestrian Crossing Locations, East Harmony Road/WCR 74, from SH 257 to 1<sup>st</sup> Street / WCR 23.

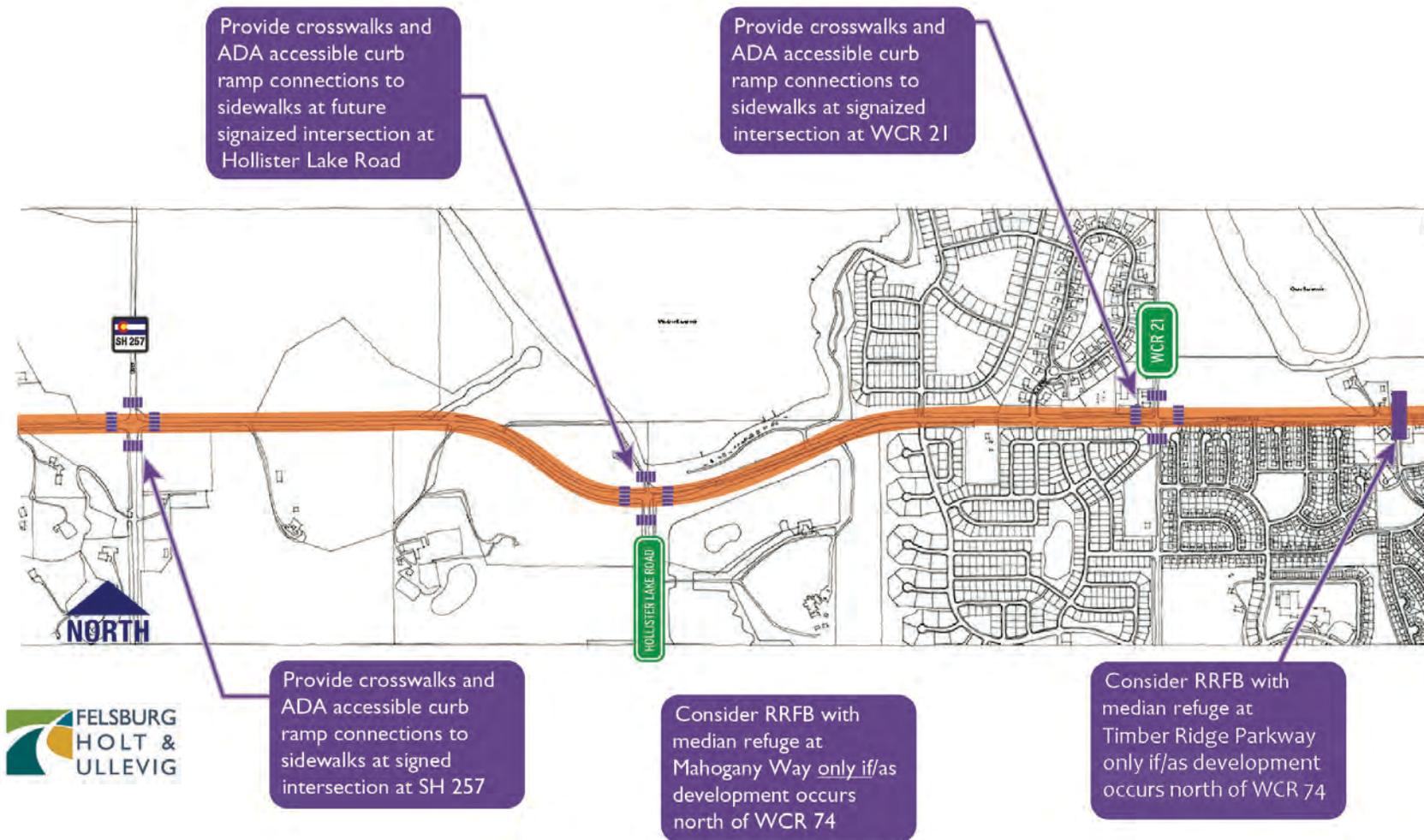


Figure 2.5-6: Pedestrian Crossing Locations, East Harmony Road / WCR 74, from 1<sup>st</sup> Street / WCR 23 to WCR 27.

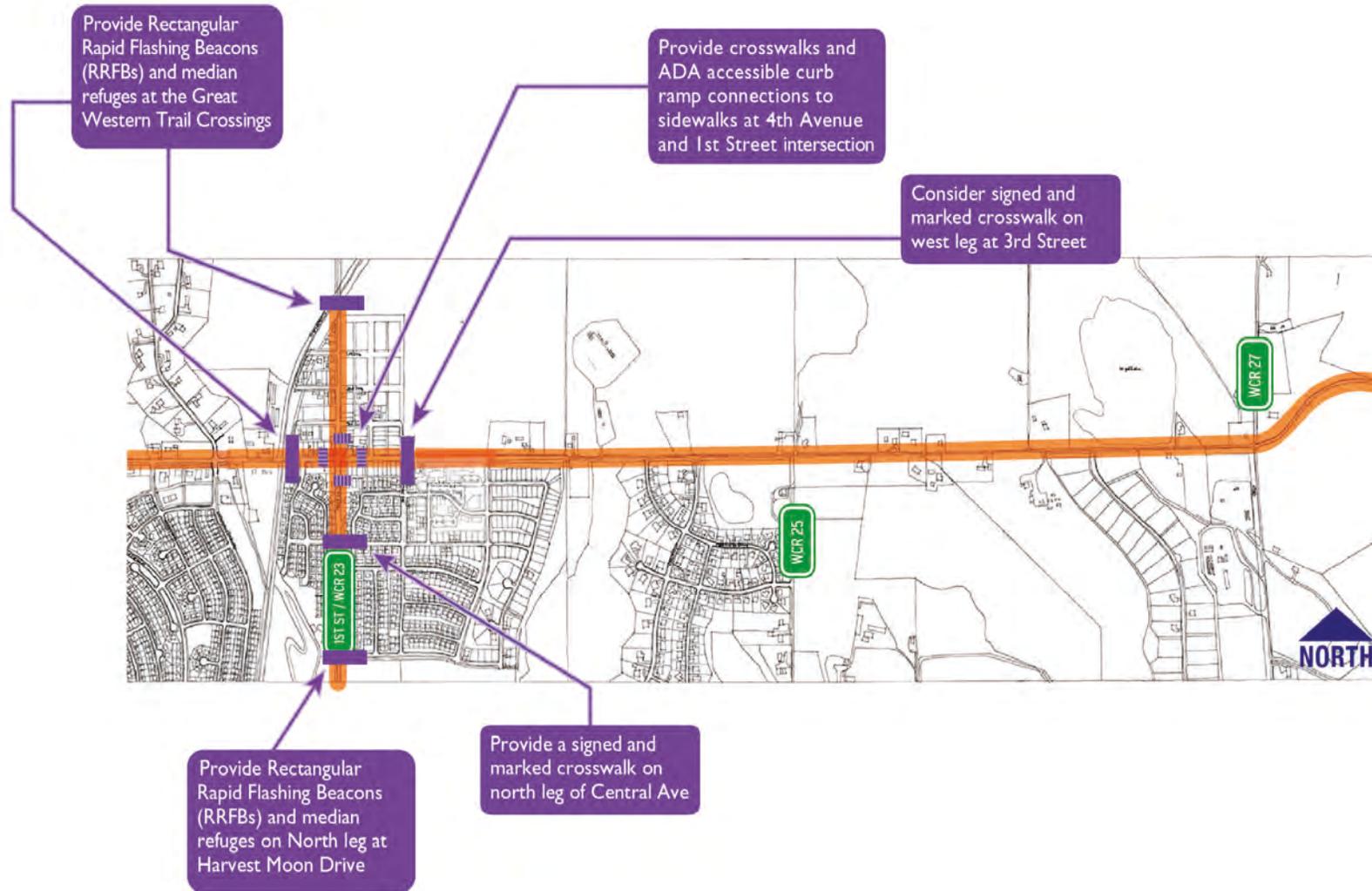


Figure 2.5-7: Pedestrian Crossing Locations, 1<sup>st</sup> Street / WCR 23, from the north Great Western Trail crossing to the Severance High School.

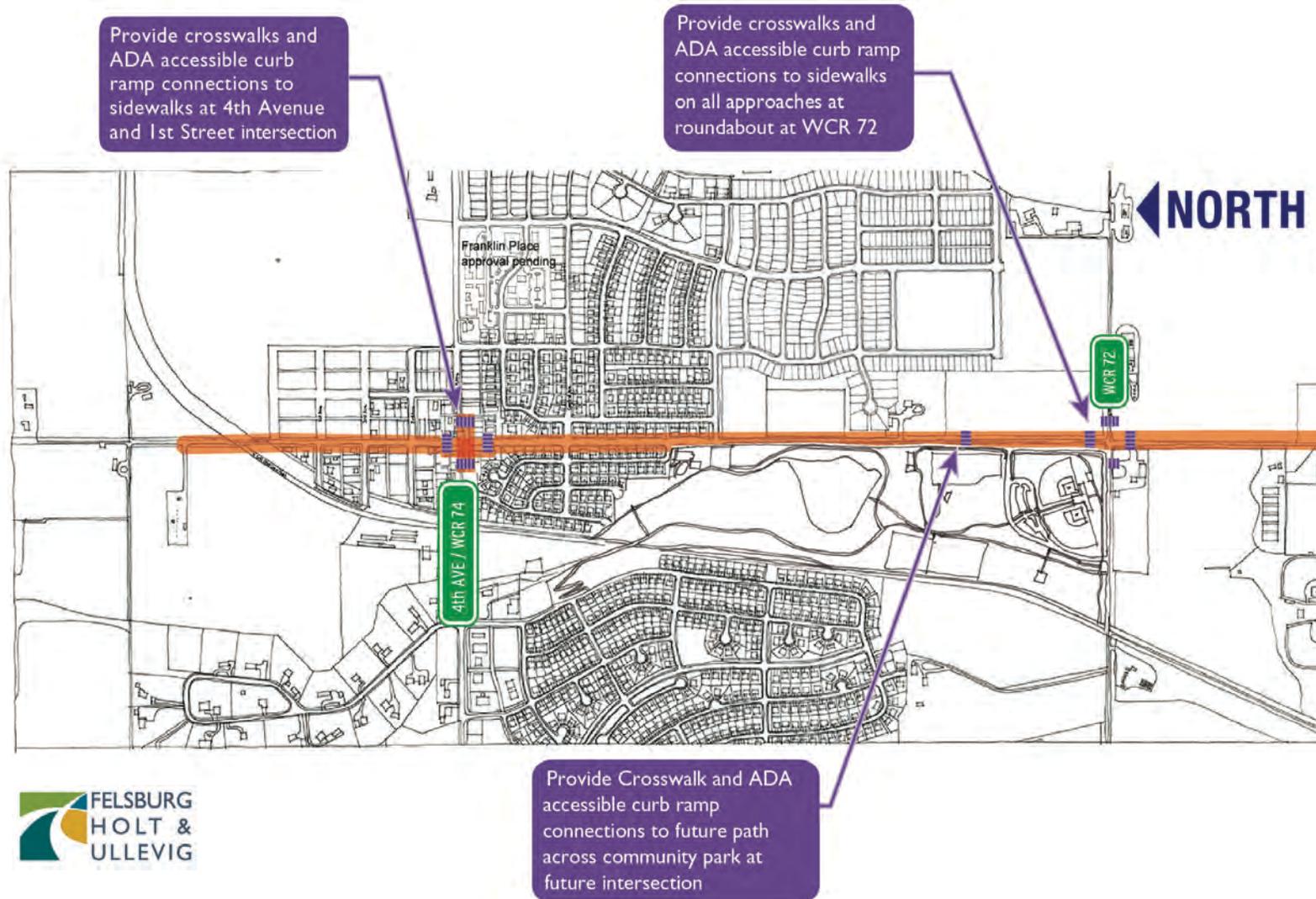
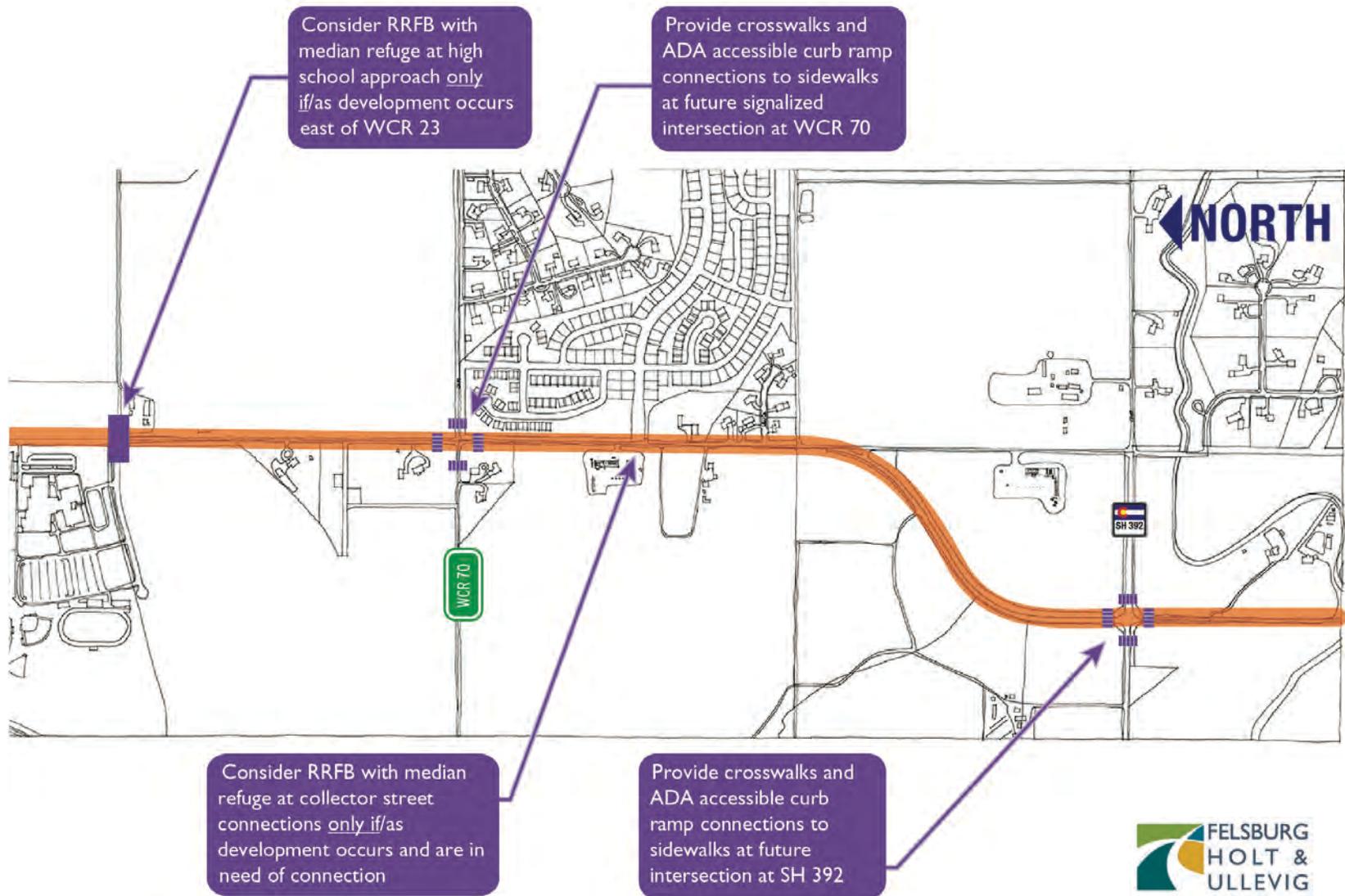


Figure 2.5-8: Pedestrian Crossing Locations, 1<sup>st</sup> Street / WCR 23, from the Severance High School to SH 392.



## 3. Streetscapes

### 3.1 Introduction

These standards set forth a coordinated approach to the design and management of streets as visually appealing public spaces that contribute to the Town of Severance's identity. The term "streetscape" generally encompasses the visual and pedestrian environment of a street. These streetscape standards involve parameters for tree-lined streets and sidewalks, other landscaping along street edges, and landscaped medians in arterial streets. There is a need for standards to set the bar for level of quality and investment. These standards provide a framework for programming, budgeting, designing, maintaining, and renovating various incremental projects as part of a holistic approach.

The town's arterial streets represent the majority of the town's utility and transportation infrastructure. Besides the functional needs for traffic and utilities, a pervasive theme throughout the Town's Comprehensive Plan is the importance of streets as public space. As high-visibility public space, arterials create first impressions, are experienced by all residents on a daily basis, and play a large role in determining the character of Severance.

Arterial streetscapes vary in width from the Town core, to the suburban perimeter, to the rural residential and agricultural areas. Some arterials are distinguished by the inclusion of medians. Besides managing traffic, medians provide very high-visibility space for landscaping and provide a refuge for pedestrians crossing the road. Medians can humanize the scale of a wide street, and add beauty, safety features, and civic identity. They are a highly visible mainstay of urban design, and thus are a major aspect of the Town's streetscape efforts.

These street sections accomplish a number of objectives. The right-of-way width of the Rural Arterial street section at the Town limits is 140' and as we get closer to the center of Town, the right-of-way width is reduced to 120' (General Urban Arterial streetscape), and finally to 90' wide in the Old Town area. This has to do with the need to reduce speeds as vehicles enter into a more urban environment, with greater potential for pedestrian and bicycle conflicts, and the fact that the width of the right-of-way in the Town core is constrained due to the distance between buildings on opposite sides of the streets.

There is an expressed interest in developing an identity program to support an overall theme for each of the corridor transects. Each theme includes a selection of elements within the streetscape, urban design and landscape, that includes elements of colors, signage, banners, building materials, streetscapes, landscaping, amenities, site furnishings, hardscape elements and others elements that present a cohesive and positive identity within each of these transects rather than having a series of individual projects and properties that do not relate to each other. The adopted theme will help to instill a sense of uniqueness and unification that would otherwise be lacking.

Theming and character development for each transect has generally been defined within each transect by looking at opportunities for shared landscape patterns, materials, colors and amenities. The theming and identity has been kept general to allow for individual expression within each development but still allowing for a comprehensive theme to tie everything together within each transect and in Severance generally.

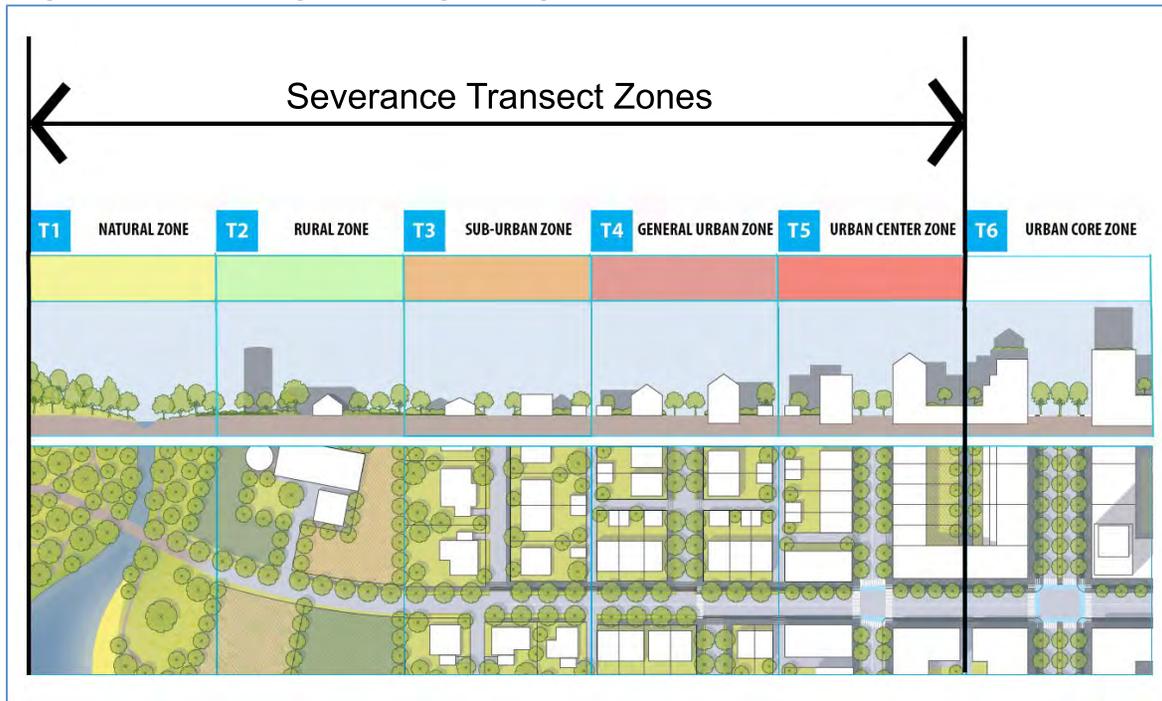
The themes reflect back upon the character of the farmhouse and agrarian society and the influences of the country life on urban development. The development of themes for each transect begins by looking at these influences that historically have shaped the character of the landscape.

It is understood that successfully establishing a theme among existing developed properties may prove challenging as landscapes and streetscapes exist in some areas and further investment may not be forthcoming. However there are many parcels along the two corridors that have not yet been developed. For those properties, the Town will want to utilize design guidelines that integrate themes and elements for incorporation into the landscape, streetscape and urban design features.

### 3.2 Transect Zones

In urban planning, the word transect defines a series of zones that transition from sparse rural farmhouses to the dense urban core. It is a

Figure 3.2-1: Transect diagram showing the range of transect zones and streetscapes found in Severance.



The types of Arterial Streetscapes found in Severance include:

- Natural Zone (T1)
- Rural Zone (T2)
- Suburban Zone (T3)
- General Urban Zone (T4)
- Urban Zone (T5)

The two Corridor Transect Maps below show where these arterials change in character from Natural (T1) to Rural (T2) to Suburban (T3) to General Urban (T4) to Urban (T5).

The maps and lists work in conjunction with design standards in the following pages to guide investment in streetscapes on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.

**Figure 3.2-2: East Harmony Road / WCR 74 Transect Zones**



- T4, General Urban Zone arterial street section, between SH 257 and the driveway entrance to 8236 WCR 74
- T1, Natural Zone arterial street section, between the driveway entrance to 8236 WCR 74 and the driveway access to 9227 WCR 74 (Windsor Shores).
- T2, Rural Zone arterial street section, between 9227 WCR 74 (Windsor Shores) and the north driveway entrance to 35712 WCR 19.
- T3, Suburban Zone arterial street section, between the driveway entrance to 35712 WCR 19 and Summit View Road.
- T4, General Urban Zone arterial street section, between Summit View Road and the Great Western Trail crossing.
- T5, Urban Center Zone arterial street section, between the Great Western Trail crossing and 3<sup>rd</sup> Street.
- T4, General Urban Zone arterial street section, between 3<sup>rd</sup> Street and WCR 24 alignment projected.
- T3, Suburban Zone arterial street section, between WCR 24 alignment projected and WCR 25.
- T1, Natural Zone arterial street section, between WCR 25 and WCR 27.

Figure 3.2-3: 1st Street / WCR 23 Transect Zones

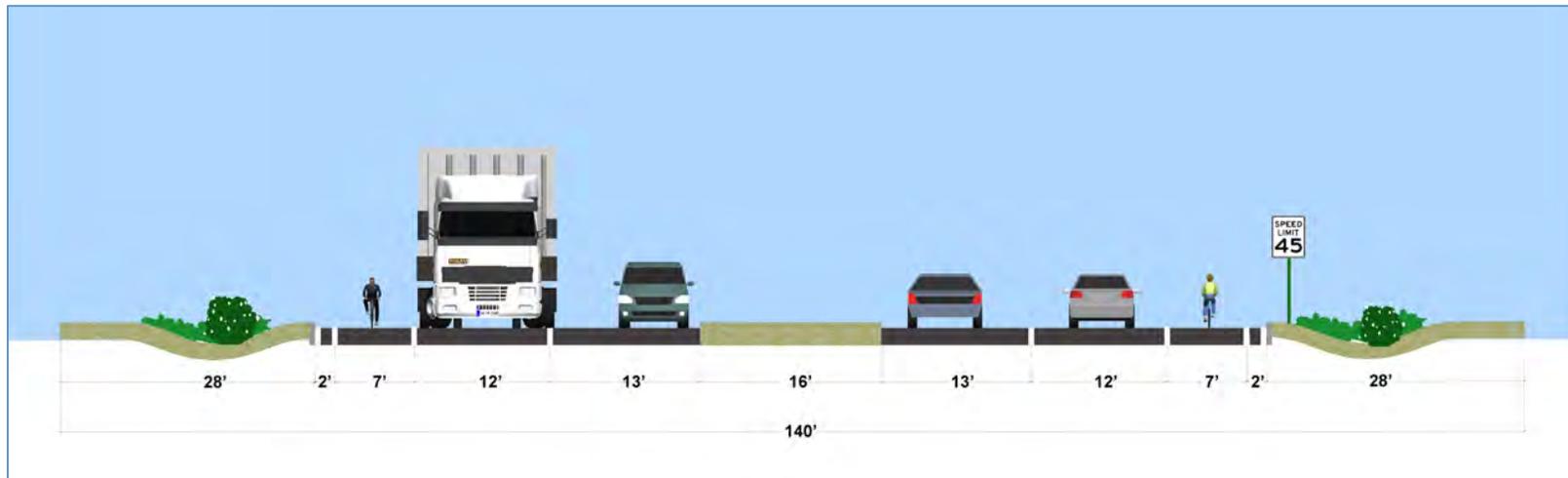


- T2, Rural Zone arterial street section, between the WCR 75 alignment projected and the Great Western Trail crossing.
- T3, Suburban Zone arterial street section, between the Great Western Trail crossing and 3<sup>rd</sup> Avenue.
- T5, Urban Center Zone arterial street section, between 3<sup>rd</sup> Avenue and the Ruth Avenue alignment projected.
- T3, Suburban Zone arterial street section, between the Ruth Avenue alignment projected and WCR 71.
- T2, Rural Zone arterial street section, between WCR 71 and SH 392.
- T2, major arterial, rural corridor street section between WCR 70 and SH 392

### 3.3 Natural Zone Arterial (T1) and Rural Zone Arterial (T2) Streetscapes

The primary focus of "Natural and Rural Arterial Streetscapes" is on reflecting the natural and rural character of the undeveloped areas of Severance. The Natural and Rural Arterial Street section includes a 18' wide median with 4:1 side slopes that drain to the center, and on each side of that: two travel lanes (the inside lane is 13' wide and the outside lane is 12' wide), a 7' wide bike lane, a 2' wide buffer lane, an 18' wide planting strip that slopes to its center, and a 10' wide sidewalk. The sidewalk may occur on one or both sides depending on the estimated level of pedestrian activity. (See Figures 3.3-1 and 3.3-2.)

**Figure 3.3-1: Typical T-1 and T-2 Transect Zones / Natural and Rural Arterial Streetscape.**



**The Natural Zone (T1) and Rural Zone Arterial (T2) Street Sections include:**

- 16' wide median planting strip
- 13' wide drive lane next to the 16' wide median planting strip
- 12' wide drive lane next to the 13' drive lane
- 7' wide bike lane next to the 12' wide drive lane
- 2' wide buffer lane next to the bike lane
- 28' wide planting strip next to the 2' wide buffer lane
- 10' wide sidewalk next to the 18' wide planting strip (May not be required in Natural zones.)

The total ROW width is 140’.

The suggested speed limit for this street section is 45 MPH.

For buildings on parcels that front on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23, in the T1 and T2 zones, there is an additional setback of 80’ from the future edge of pavement as defined by the Town of Severance in this document.

**Figure 3.3-2: Illustration of the T1 Natural / T2 Rural Zone Arterial Streetscape on East Harmony Road, where it crosses the Windsor Reservoir outlet**



## **Medians**

Median planting standards emphasize mixed plantings of perennials, grasses, shrubs, and tree groupings, with a mulched ground surface. The intent of these standards is to reflect Severance's western regional character with regionally specific plants suited to the harsh roadway environment.

Planting compositions must include:

- Varied plant forms, textures, and foliage in addition to flowers,
- Coordinated, repeating groupings of plants to form an overall pattern,
- Accent groupings to add detail and variation within the overall pattern, and
- Related elements such as mulches and boulders.

### **Median planting general approach**

Mixed plantings of other plant types shall be established and maintained in medians.

### **Median width measurements**

Median widths are nominally 18 feet from edge of pavement to edge of pavement.

### **Median grading**

The ground surface in these medians shall be sloped downward to the center at a 4:1 slope, or approximately 25%.

## **Parkways**

### **Parkway width measurements**

Parkway widths are nominally 18 feet from edge of pavement to edge of sidewalk or future sidewalk location.

### **Parkway grading**

The ground surface in these parkways shall be sloped downward to the center at a 4:1 slope, or approximately 25%.

### **Plantings**

Parkways in Rural Arterial Streetscapes shall consist of native seed mix.

## Design Theme

The Natural and Rural Arterial Streetscapes design theme is a reflection of the character of the western natural landscape found in the rural landscapes of Severance. Natural landscapes dominate with a mix of native grasses, shrubs and vegetation. Tree plantings may be limited and emphasis should be placed on natural restoration techniques due to the lack of irrigation and to promote a low maintenance landscape. Informed landscape patterns can create a more attractive visual connection along the rural street transect and should not be designed simply as a pasture restoration of natural grass blends but should consider the use of rolling terrain, native grasses, natural rock outcrops and native shrubs and forbes as found in Colorado's grassland communities.

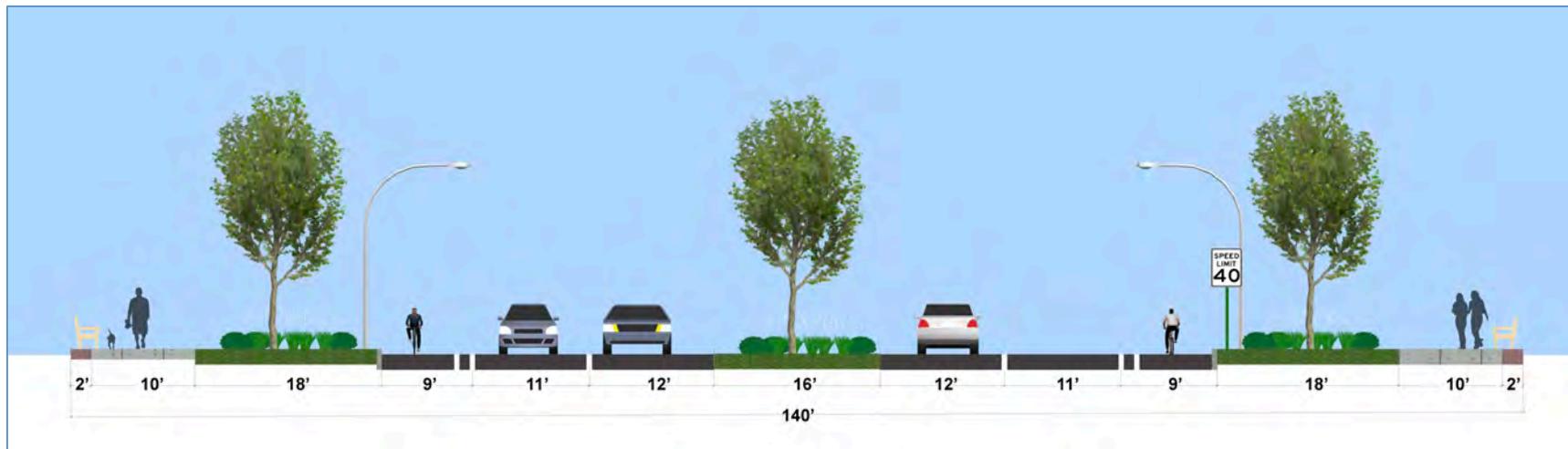
*Figure 3.3-3: Image of native Colorado grassland community showing native grass communities, forbes, shrubs and rock outcrops.*



### 3.4 Suburban Zone Arterial (T3) Streetscapes

The suburban arterial streetscape is intended to provide a more formal setting for segments of Harmony Road and 1<sup>st</sup> Street that are lined with low-density residential and commercial development. The Suburban Arterial Street section includes a 16' wide median with trees, and on each side of that: two travel lanes (the inside lane is 12' wide and the outside lane is 11' wide), a 2' wide buffer lane, a 7' wide bike lane, an 18' wide planting strip with trees, a 10' wide sidewalk, and a 2' wide strip that is available for amenities such as benches. The sidewalk may occur on one or both sides depending on the estimated level of pedestrian activity. (See Figures 3.4-1 and 3.4-2.)

Figure 3.4-1: Typical T-3 Transect Zone /Suburban Arterial Streetscape.



The Suburban Zone Arterial (T3) Street Section includes:

- 16' wide median planting strip
- 12' wide drive lane next to the 16' wide median planting strip
- 11' wide drive lane next to the 12' drive lane
- 2' wide buffer lane next to the 11' wide drive lane

- 7' wide bike lane next to the 2' wide buffer lane
- 18' wide planting strip next to the 7' wide bike lane
- 10' wide sidewalk next to the 18' wide planting strip
- 2' wide zone for amenities where needed next to the 10' wide sidewalk
- Streetlights

The total ROW width is 140'. The transitions from 140' ROW width to 120' width will be designed during the final design of the arterial streets. The suggested speed limit for this street section is 35-40 MPH.

**Figure 3.4-2: Illustration of the T-3 Suburban Zone Arterial Streetscape on East Harmony Road / WCR 74 looking east from a point just west of Fox Ridge Parkway.**



## **Medians**

### **Median Tree Groupings**

- Canopy shade trees, ornamental trees, and evergreen trees shall be planted in groups of three, five, or more to the extent reasonably feasible. Open intervals shall be provided between the groups.
- Open intervals between tree groups shall constitute 30-60% of the length of a given median. These percentages are intended to convey a general proportion rather than a precisely measured formula.
- Determination of the open intervals shall be based on the design intent and growth assumptions for trees over a given time frame.
- Where median length allows, repetition of tree groupings is encouraged.

### **Tree Separation from Median Edges**

Separation of trees from concrete edges shall be provided as needed based on assumptions for growth and pruning over a given time frame. The following minimum separations shall be provided for the various tree types:

- Large canopy trees - 2.5 feet.
- Ornamental trees - 1.5 feet
- Large evergreen trees - 7 feet
- Small evergreen trees - 5 feet

### **Evergreen Tree Setbacks from Face of Curbs**

Evergreen trees shall be set back from the face of curbs:

- Large evergreen trees - 9 feet.
- Small evergreen trees - 7 feet.

### **Staggered Median Tree Groupings if Space Permits**

Tree groupings shall be staggered rather than aligned in straight rows, where median width permits a stagger of at least 2 feet.

### **Mixed plantings**

Mixed plantings of perennials, ornamental grasses, shrubs, and shrubby trees shall be planted and maintained to cover at least 75% of the median area within 5 years, based on assumptions for growth and maintenance of plants by the designer.

- Mixed plantings shall be composed of groups of at least 3 plants per group, with each group composed of a single species.
- Mixed plantings shall be composed for understory conditions at tree groupings, and open conditions in intervals between tree groupings.
- Mixed plantings shall be arranged in an informal pattern rather than formal rows or geometrically shaped groupings. The informal pattern shall include coordinated, repeating groupings of plants in an overall composition, rather than random placement. Plantings shall be designed and maintained to span the full width of the median at maturity.
- Mixed planting standards apply to all medians 3 feet wide or wider.

### **Mixed Plantings - Two Options for Intensity**

Two options for mixed plantings shall be permitted:

#### **a. Perennial Garden Style**

**(i) Intent:** This option emphasizes the maximum degree of planting intensity, color, and variety, with perennials used for the full length of a median. This results in a higher number of different plant groupings and a higher total number of plants to achieve the required 75% plant coverage.

**(ii) Requirements:** An average of at least 4 groupings of perennial or ornamental grasses, and 3 groupings of shrubs per 250 square feet shall be planted and maintained. Groupings shall be composed of single species with at least 3 plants.

#### **b. Shrub Garden Style**

**(i) Intent:** This option allows the use of larger shrubs and shrubby trees to achieve the required 75% coverage with a lower number of different plant groupings and lower total number of plants.

**(ii) Requirements:** An average of at least 3 groupings of shrubs per 250 square feet shall be planted and maintained. Groupings shall be composed of single species with at least 3 plants.

In open areas at the ends of medians at intersections, at least 4 perennial or ornamental grass groupings and 3 shrub groupings shall

be planted and maintained, with emphasis on color and/or texture over a long growing season.

**c. Decision on Options**

The option to be used in any project shall be approved by the staff, Planning Commission, and Council of Trustees based on consideration of the relative importance of a given median to community image, intensity of adjacent land uses, the width and length of the median, and Town budget considerations. In general, the Perennial Garden Style is more appropriate in higher-activity, mixed-use areas. The Shrub Garden Style is generally more appropriate in residential and other lower-activity areas.

**Median Noses and Narrow Ribbons Planting**

Median areas 3-7 feet wide shall be planted with low mixed planting under 30 inches in height.

**Plants and mulches in conjunction**

Plant groupings shall be designed in association with either cobble mulch or organic mulch. Plants selected to feature green leaves and flowers are generally complemented by organic mulch, while stone mulch can detract from their effects. Stone mulch can complement evergreens, other plants selected to feature distinct forms or textures, and xeric plants with grey-green foliage. When mulches are mixed, the patterns shall be in sweeping curves, and not rectangular blocks or strips along the edge.

**Mulches**

Organic mulch shall be used, either solely or in combination with stone mulch to add visual interest with a design pattern.

Stone mulch, if used, shall consist of 2- 4-inch stone combined with groupings of 4-12 inch or larger stone hand placed as accents for visual interest and to separate abutting organic and stone mulches. Larger stone shall be placed first, then embedded, mingled, and settled with the smaller stone rather than loosely dumped.

**Boulders**

Boulders may be used to structure and complement plant groupings. They shall be designed and placed in deliberate groupings in association with the planting and mulch design pattern, and any low walls or slopes.

**Median Hardscape - Edges and Paving**

Hardscape treatments depend on different median widths and different contexts throughout the Town, and shall comply with the following requirements:

- a. In median areas that are at least 7 feet wide, a double curb edge shall be installed where a project includes:
  - (i) A new median, or
  - (ii) An existing median that lacks splash blocks or has splash blocks that warrant replacement. The purpose of this standard is to

provide additional depth for planting areas, space for maintenance personnel, an additional correction barrier for vehicles leaving the roadway, and a visual design that complements the curb and gutter. Where a median tapers to less than 7 feet, the upper curb shall return across the median to enclose the upper landscape area.

b. The following exceptions to the double curb shall apply:

- (i) Sloped concrete splash blocks with integral tan tint and exposed aggregate finish shall be permitted in lieu of a double curb if a median project is located in a street segment or area of the Town where existing splash blocks have a previously established theme and are expected to remain for a long term.
- (ii) Where a median is less than 7 feet wide, the edge shall be a standard 6-inch curb with no double curb or splash block.
- (iii) Median areas under 3 feet wide shall be hard-surfaced rather than planted. Hard surface material shall be rectangular concrete or brick pavers set on a concrete base. Where existing tan exposed aggregate concrete median paving establishes a prevailing theme, it shall be permitted for paving of medians less than 3 feet wide.

#### **Irrigated Turf grass**

Turf-type grass in parkways provides a multi-functional solution for landscaped edges along Town streets of all classifications. Two main types of turf-type grasses may be used in Severance streetscapes: cool season turf grasses, and warm season native short grasses. Cool season turf grasses include improved varieties of Kentucky Bluegrass, Tall Fescue, Perennial Ryegrass, and Wheatgrasses. Warm season native short grasses include improved varieties of Buffalo Grass and Blue Grama.

Efficiently irrigated, mowed cool season turf grass provides a living green edge to Town streets over a long growing season. The green edge, along with street trees, is a unifying element that helps define Town streets as continuous spaces, in conjunction with street trees.

Cool-season turf grass can be a sustainable, functional landscape solution consistent with "xeriscape" and "water-wise" landscaping principles. These principles recognize cool season turf grass as an appropriate use of water in high visibility, multifunctional, high-use areas, and parkways typically fit that description. Cool season turf grass can be reasonably drought tolerant, depending on the species and improved variety.

#### **Alternatives to Turf-Type Grass**

Mulched planting beds will be considered on a case-by-case basis. Alternatives to irrigated turf grass can be an appropriate choice for property owners abutting collector and local streets, depending on whether the parkway is governed by an approved the staff, Planning Development Plan. Alternatives can also be appropriate for arterial street projects in special areas.

#### **Tree Plantings in Medians**

Tree groupings and mixed plantings of other plant types shall be established and maintained in medians. This standard shall not apply in

the following situations:

- Trees shall not be planted in medians less than seven feet wide.
- Where a median is less than three feet wide, it shall be paved rather than planted.

### **Alternatives Planting Schemes**

The designer may propose a low water-using alternative scheme.

### **Parkways**

The Town maintains most Suburban Arterial street parkways, unless other arrangements are made with another entity. Turf grass provides a range of benefits as a solution to suburban arterial street parkways as described in Section 4.

### **Street Trees**

Rows of street trees along street edges are the fundamental, unifying element of continuity in town streetscapes. Street trees can be considered as multi-functional public infrastructure that:

- Defines the street as distinct space, providing a unifying framework for abutting developments.
- Provides canopy shading along streets and sidewalks to reduce glare and summer heat build-up.
- Provides a buffer between pedestrians on the sidewalk and vehicles in the roadway.
- Provides space for streetlights and signs, and for snow storage in winter.
- Designers are encouraged to arrange changes in species to reflect roadway conditions, such as open stretches of roadway between access points, stretches approaching intersections and driveways, and/or changes in adjoining land use.
- Wherever the sidewalk is separated from the curb, rows of canopy shade trees shall be planted in the parkway at 25 to 35 foot intervals, centered in the strip between the curb and the sidewalk. (See the T3 and T4 Street Sections, Figures 3-5 and 3-6.)
- Where feasible, street tree rows in landscape areas, whether inside or outside of the sidewalk, shall be in groupings of three, five, or more of a single species. The intent is to provide species diversity within a deliberate, legible design pattern or motif. Designers are encouraged to arrange changes in species to reflect roadway conditions and roadway alignment, such as open stretches of roadway between access points, stretches approaching intersections and driveways, topography, views, and/or changes in adjoining land use.
- Where a sidewalk is attached to the curb and is less than 8 feet in width, canopy shade trees shall, to the extent reasonably

feasible, be established in an area ranging from 3 to 7 feet behind the sidewalk at 30 to 40 foot intervals. This standard shall also apply where unusual constraints preclude tree planting in a parkway.

### **Adjustment of Spacing Intervals**

The Senior Planner may approve or require larger or smaller spacing intervals to better fit the growth habits of different street tree species, for safe use of the street or sidewalk, and to better fit with existing trees or other existing conditions unique to the location.

### **Overhead Power Line Conflicts**

Ornamental trees may be planted in substitution of the canopy shade trees where overhead lines and fixtures prevent normal growth and maturity.

### **Spacing from Driveways**

No tree shall be planted closer than 8 feet from any driveway or alley.

### **Tree Separation from Utilities**

Where utilities are not located in their standard designated locations, exceptions to these requirements may occur, as approved by the Senior Planning staff. Tree/utility separations shall not be used as a means of avoiding the planting of required street trees. Landscape and utility plans shall be coordinated. Following are the minimum dimension requirements for the most common tree/utility separations.

- 35 feet between canopy shade trees and streetlights. Fifteen (15) feet between ornamental trees and streetlights.
- 10 feet between trees and water or sewer lines.
- 4 feet between trees and gas lines.
- 4 feet between trees and underground electric lines shall be provided where feasible.

### **Irrigated Turf grass**

Turf-type grass in parkways provides a multi-functional solution for landscaped edges along town streets of all classifications. Two main types of turf-type grasses may be used in Severance streetscapes: cool-season turf grasses, and warm-season native short grasses. Cool-season turf grasses include improved varieties of Kentucky Bluegrass, Tall Fescue, Perennial Ryegrass, and Wheatgrasses. Warm –season native short grasses include improved varieties of Buffalo grass and Blue Grama.

Efficiently irrigated, mowed cool season turf grass provides a living green edge to town streets over a long growing season. The green edge, along with street trees, is a unifying element that helps define town streets as continuous spaces, in conjunction with street trees.

Cool-season turf grass can be a sustainable, functional landscape solution consistent with "xeriscape" and "water-wise" landscaping principles. These principles recognize cool-season turf grass as an appropriate use of water in high visibility, multifunctional, high-use areas, and parkways typically fit that description. Cool-season turf grass can be reasonably drought tolerant, depending on the species and improved variety.

### **Alternatives to Turf-Type Grass**

Mulched planting beds will be considered on a case-by-case basis.

Alternatives to irrigated turf grass can be an appropriate choice for property owners abutting collector and local streets, depending on whether the parkway is governed by an approved Development Plan. Alternatives can also be appropriate for arterial street projects in special areas.

In a "Low Impact Development" (LID) landscapes, streetscapes, landscaped parkways and medians are depressed rather than raised, to help manage stormwater runoff closer to the source. Depressed landscaped areas are designed with special soil mixes, corresponding plantings, and other design techniques to infiltrate and filter runoff, instead of concentrating and conveying all runoff to centralized detention and treatment facilities. LID techniques and technologies are encouraged whenever the drainage patterns and the infrastructure allows for such measures to be used.

### **Fences**

Where the rear lot line of a residence abuts the arterial road right-of-way, there must be a 6' tall wood privacy fence on the right-of-way line, similar in design to the example shown in Figure 3.1-9. The fence should be stained and well maintained.

**Figure 3.4-3: Example of a fence that is appropriate for residential subdivisions where rear and side yards abut a Suburban Arterial right-of-way.**



### Design Theme

The design theme for the Suburban Arterial Streetscapes transect is to reflect upon the character of the modern farmhouse architecture style and landscape found in agrarian communities. The landscapes should utilize large areas of manicured turf and informal arrangements of plantings to emphasize the manicured agrarian nature of farm living. Farmhouse landscape designs should emphasize and incorporate natural elements and materials such as the use of natural stone for specialty paving and in signs, and natural wood in fencing, signs and amenities.

Worn wood and weathered stone faces add richness to the landscape found in traditional farmhouse communities. Avoid the use of steel and concrete when possible. Corten Weathering Steel would be acceptable and adds a level of richness that harkens back to the farmhouse style. Lots of color should be included within the landscape but limited to lighter colors and hues. Lighter colors should be emphasized with an occasional pop of color to emphasize special features within the amenity zones and identity.

Farmhouse landscape designs should utilize simple landscaping with free flowing planting arrangements bringing together casual groupings of plants in colorful arrangements for a mix of more manicured lawns and a minimal aesthetic that looks classical of a farm community but not overly designed and chaotic. It should be kept simple, with minimal plantings and practical landscapes. Use of containers or pottery suitable for the public landscape adds a level of detail and attention that provides an attractive solution for adding color and structure within the landscape to emphasize entries, signage and other features.

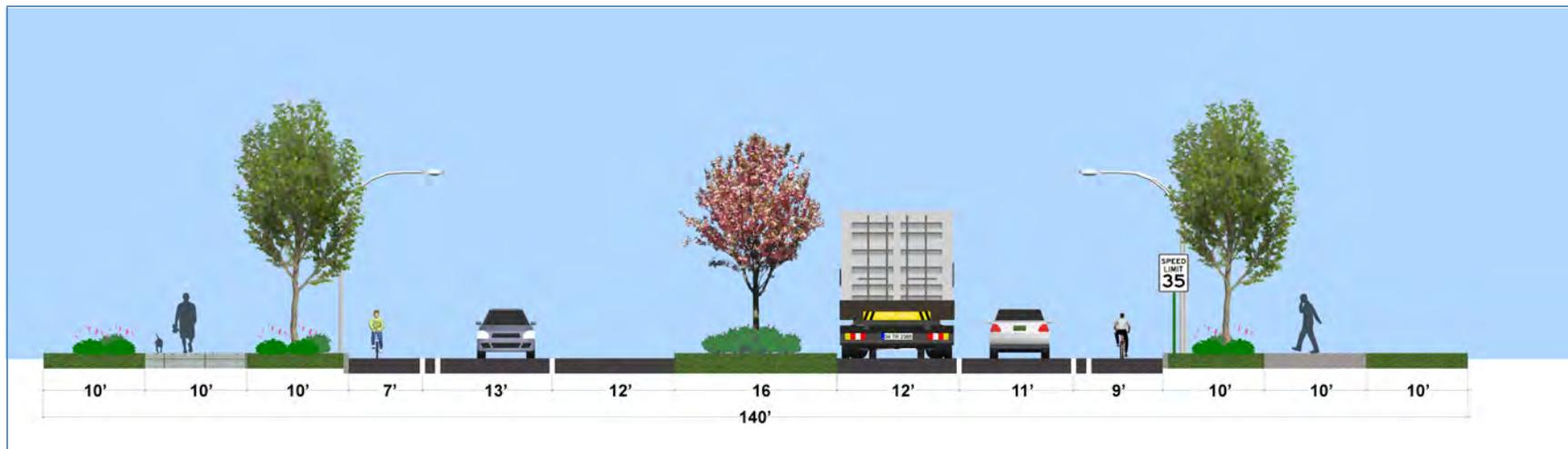
*Figure 3.4-4: Images of modern farm themed landscapes.*



### 3.5 General Urban Zone Arterial (T4) Streetscapes

General Urban Zone Arterial Streetscape is intended to provide a narrower street section where the right-of-way narrows as it goes through the more urban sections of Harmony Road and 1<sup>st</sup> Street, as a signal to the driver to expect more pedestrian and bicycle traffic and a lower speed limit. The General Urban Arterial Street section includes a 16' wide median with trees, and on each side of that: two travel lanes (the inside lane is 12' wide and the outside lane is 11' wide), a 2' wide buffer lane, a 7' wide bike lane, an 10' wide parkway planting strip with trees, a 10' wide sidewalk, and a 10' wide planting strip. (See Figures 3.5-1 and 3.5-2.)

**Figure 3.5-1: Typical T-4 Transect Zone/General Urban Arterial Streetscape.**



**The General Urban Zone Arterial (T4) Street Section includes:**

- 16' wide median planting strip
- 12' wide drive lane next to the 16' wide median planting strip
- 11' wide drive lane next to the 12' drive lane
- 2' wide buffer lane next to the 11' wide drive lane
- 7' wide bike lane next to the 2' wide buffer lane

- 10' wide planting strip with trees next to the 7' wide bike lane
- 10' wide sidewalk next to the 10' wide planting strip
- 10' wide planting strip next to the 10' wide sidewalk
- Streetlights

The total ROW width is 120'. The transitions from 140' ROW width to 120' width, and from 120' ROW width to 92' ROW width will be designed during the final design of the arterial streets. The suggested speed limit for this street section is 35-40 MPH.

**Figure 3.5-2: Illustration of the T4 General Urban Zone Arterial Streetscape at East Harmony Road / WCR 74, looking west, from a point just east of Timber Ridge Parkway. Note the Severance Town Hall on the south side of East Harmony Road / WCR 74.**



## Medians

See Medians, pages 42-46.

## Parkways

The Town maintains most General Urban Zone Arterial street parkways, unless other arrangements are made with another entity. Turf grass provides a range of benefits as a solution to suburban arterial street parkways as described on pages 45 and 47-48.

The Town maintains most suburban arterial street parkways, unless other arrangements are made with another entity. Turf grass provides a range of benefits as a solution to suburban arterial street parkways as described on pages 45 and 47-48.

## Fences

See Fences, page 48.

***Figure 3.5-3 Example of a fence that is appropriate for residential subdivisions where rear and side yards abut a General Urban Zone Arterial right-of-way.***



### **Constrained Corridor Segments**

These are segments where the General Urban Zone Arterial Streetscape is not feasible due to physical constraints of existing development. Typically, both parkways and medians should be constrained.

Streetscape projects in these areas shall incorporate aspects of a General Urban Zone Arterial Streetscape to the extent reasonably feasible. The allocation of available space and the compromises on each component of the street shall be determined on a project-by-project basis. The most important aspects to consider in the streetscape approach are safe sidewalks and street trees.

### **Design Theme**

The design theme for General Urban Zone Arterial Streetscapes is similar in character to the Suburban Zone Arterial Streetscape theme. The Urban transect continues to reflect the character of the modern farmhouse architecture style and landscape found in agrarian communities. Slower speeds and higher volumes of traffic lend to more detail and color within the landscape.

The landscapes should utilize large areas of manicured turf and informal arrangements of plantings to emphasize the manicured agrarian nature of farm living. Farmhouse landscape designs should emphasize and incorporate natural elements and materials such as the use of natural stone for specialty paving and in signs, and natural wood in fencing, signs and amenities.

Worn wood and weather stone faces add richness to the landscape found in traditional farmhouse communities. Avoid the use of steel and concrete when possible. Corten Weathering Steel would be acceptable and adds a level of richness that harkens back to the farmhouse style. Lots of color should be included within the landscape but limited to lighter colors and hues. Lighter colors should be emphasized with an occasional pop of color to emphasize special features within the amenity zones and for identity.

Farmhouse landscape designs should utilize simple landscaping with free-flowing planting arrangements bringing together casual groupings of plants in colorful arrangements with a mix of more manicured lawns and a minimal aesthetic that looks to the classical farm community. Keeping it simple but practical within the landscapes. Use of containers or pottery suitable for the public landscape adds a level of detail and attention that provides an attractive solution for adding color and structure within the landscape to emphasize entries, signage and other features.

Figure 3.5-4: Images of modern farm-themed landscapes.



### 3.6 Urban Center Zone Arterial (T5) Streetscapes

The Urban Center Zone Arterial Street section includes a 14' two-way left turn lane, and on each side of that: one 12' wide shared travel lane on each side, an 8' wide parallel parking lane, a 2' wide step-out strip, a 6' wide zone for trees in grates and furnishings, an 8' wide pedestrian through zone, and a 2' wide building frontage/café zone next to the building face. (See Figures 3.6-1, 3.6-2, and 3.6-3.)

*Figure 3.6-1: Image of typical T-5 Transect Zone/Urban Center Zone Arterial Streetscape with water quality planters and streetscape furniture within the amenity zone.*

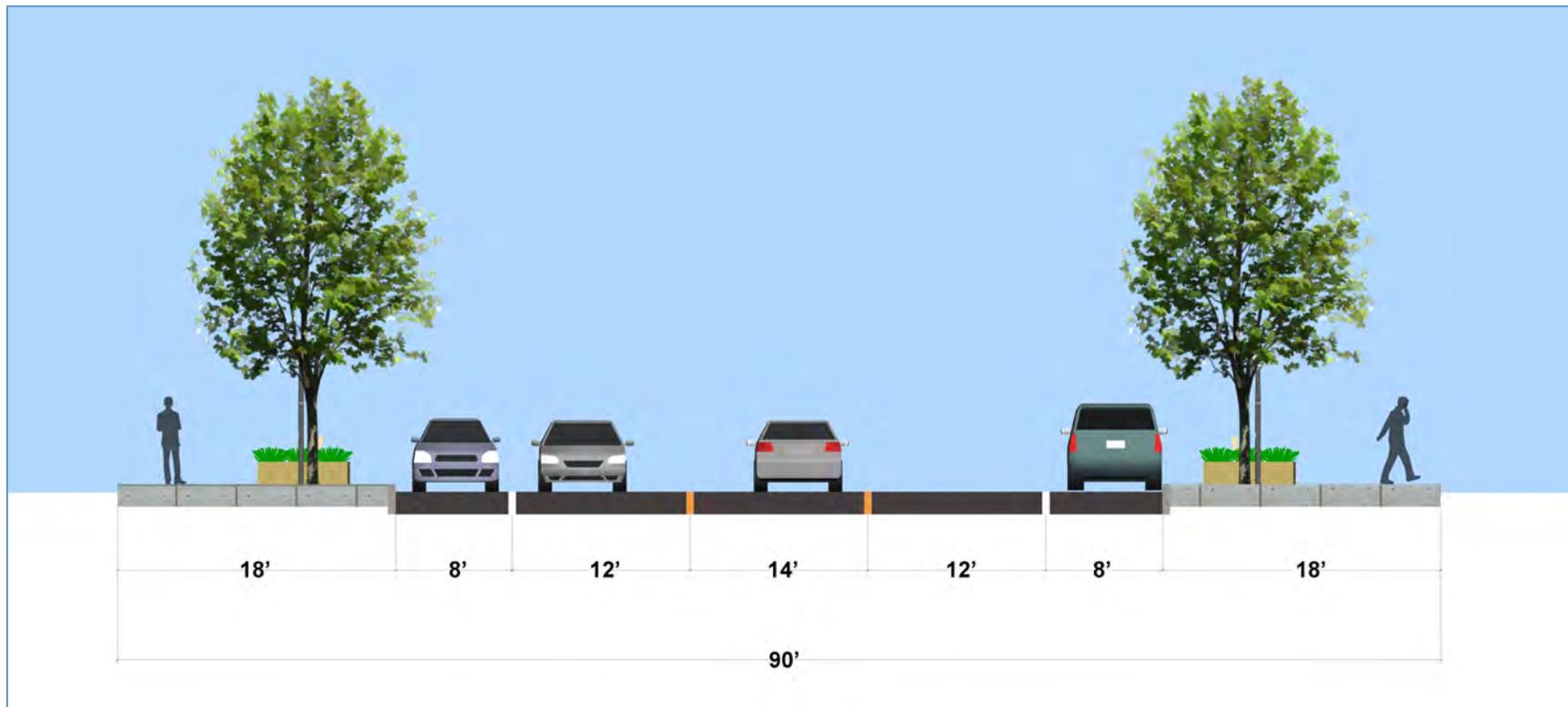
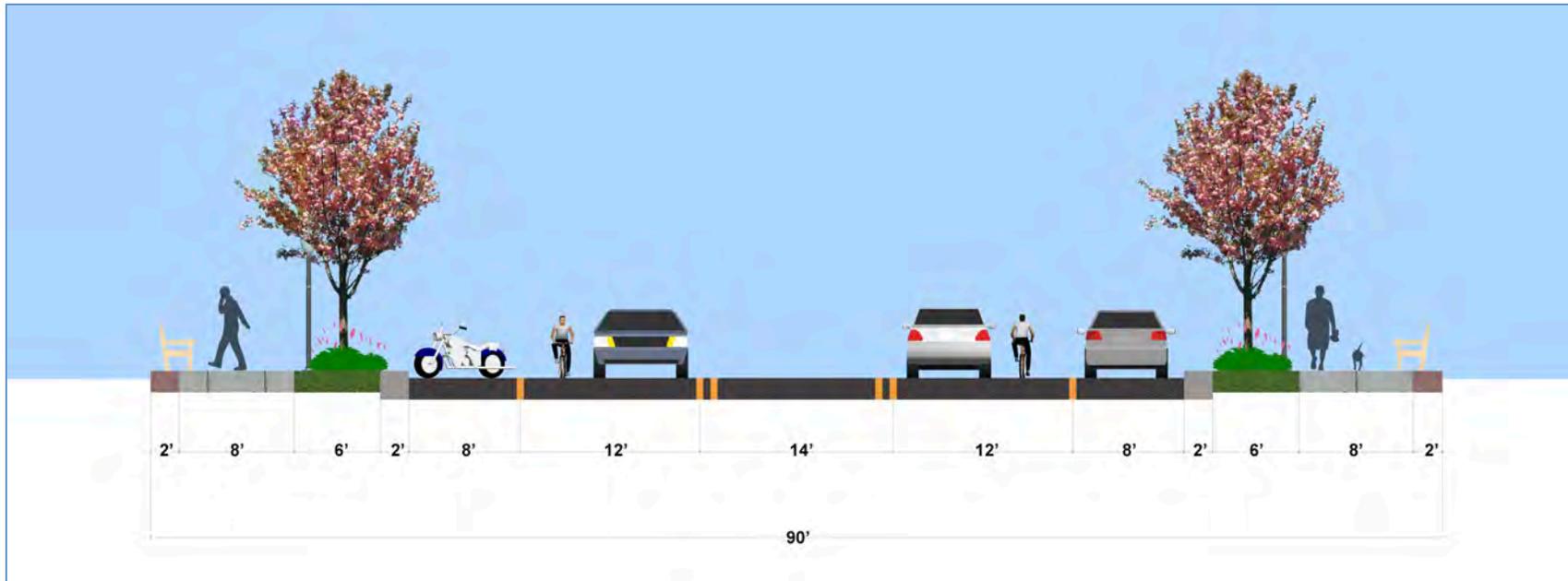


Figure 3.6-2: Image of typical T-5 Transect Zone/Urban Center Zone Arterial Streetscape with planting are within an amenity zone and street furnishings to the outside.



**The Urban Center Zone Arterial (T5) Street Section includes:**

- 14' wide center turn lane
- 12' wide drive lane next to the 14' wide center turn lane, shared with bicycles
- 8' wide parking lane next to the 12' wide drive lane

- 6" curb next to the parking lane
- 2' wide step-out strip behind the curb
- 6' wide tree and furnishings zone next to the step-out strip
- 8' pedestrian through zone next to the 6' wide tree zone
- 2' wide building frontage/cafe zone next to the 8' wide pedestrian through zone
- Streetlights
- Street trees and other streetscape elements

The total ROW width is 90'. The transitions from 120' ROW width to 90' ROW width will be designed during the final design of the arterial streets. The suggested speed limit for this street section is 25 MPH.

**Figure 3.6-3: Illustration of the T5 Urban Zone Arterial Streetscape placed in context at the intersection of East Harmony Road / WCR74 and 1<sup>st</sup> Street / WCR 23, looking north from a point just south of the intersection.**



## Trees and Furnishings Zone

The Trees and Furnishings Zone is defined as the section of the sidewalk between the curb and the clear path, in which trees, street furniture, and amenities such as lighting, benches, newspaper kiosks, utility poles, and bicycle parking are provided. The Trees and Furnishings Zone may also contain green infrastructure elements such as rain gardens or flow-through planters. The furnishing zone acts as a buffer between the active pedestrian walking area (throughway zone) and street traffic. The Trees and Furnishings Zone may be differentiated from the Pedestrian Through Zone through paving scoring, materials, or edge treatments to indicate that the furnishing zone is a place for lingering as opposed to moving.

### Street Trees in Sidewalk Cutouts (See Figure 3.6-1, T5 street section)

If a project involves a new sidewalk that must be attached to the curb due to unique constraints or context, then the sidewalk width should be wide enough to incorporate planting cutouts with tree grates to the maximum extent feasible.

- To the maximum extent feasible, such sidewalks shall be 16 feet wide with cutouts at least 25 square feet at 25- to 35-foot spacing. Larger cutouts with more than 25 square feet are encouraged.
- In all cases, trees in sidewalk cutouts shall be located at least 8 feet away from buildings and offset from building entrances.
- If such an attached sidewalk has an abutting landscape area, then 8 feet shall be the minimum width in which canopy trees shall be provided in sidewalk cutouts.
- The minimum area of any sidewalk cutout shall be 25 square feet, using 5x5-foot tree grates. Larger cutouts with more than 25 square feet of area are encouraged, for example 5x6-foot or 5x9-foot tree grates, to support tree health.
- The soil surface in a sidewalk cutout shall be level with the bottom of the sidewalk slab. Trees shall then be planted with the top of the root ball 1-2 inches above the soil surface.
- All tree grates shall be installed per manufacturer's instructions. Frames shall be set in a true, flat plane to prevent rocking of the grate. The grate or a template shall be set in the frame before concrete is poured to ensure the final installation is square and flat.
- Grates shall be of a pedestrian-safe ADA-compliant style with slot openings 1/4-inch or less in width.

*Figure 3.6-4: A row of street trees in grates. Note the distinct paving material that defines the Trees and Furnishings Zone.*



### **Streetscape Furniture and Amenities**

- **Pedestrian Lighting**
- **Bicycle Parking**
- **Benches**
- **Rain Gardens and Flow-Through Planters**

### **Pedestrian Through Zone**

The Pedestrian Through Zone defines the primary, dedicated, and accessible pathway that runs parallel to the street. The clear path ensures that pedestrians have a safe and adequate place to walk. The throughway zone is intended for accessible pedestrian travel only and should be clear of obstacles, including driveway aprons or other changes to cross-slope. The walking surface should be constructed of concrete with a broom finish.

In limited circumstances on narrow sidewalks, ADA-compliant tree grates may be counted toward the minimum clear path of travel; however, as they are difficult to maintain to an accessible standard, this is not a preferred solution. Overhanging elements such as awnings, store signage, and bay windows may occupy this zone as long as there is a clear distance under them of at least 80 inches, as required by accessibility standards.

### **Building Frontage/Cafe Zone**

The Building Frontage/Cafe Zone defines the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk café tables and seating, movable planters, merchandise displays, and sandwich boards. The Building Frontage/Cafe Zone consists of both the facade of the building fronting the street and the space immediately adjacent to the building. Architectural elements that encroach into the street such as awnings, canopies, and marquees may also occupy this zone.

### **Design Theme**

The design theme for the Urban Center Arterial Streetscapes continues the farmhouse theme but is more focused as we begin to transition into an urban environment. The focus becomes one of a downtown rural community and streetscape with amenity zones, on street parking and focused on the pedestrian connection to the storefronts and businesses. Minimal use of concrete should be considered. Natural stone pavers should be considered for plazas and in the amenity zones. Raised planters within the streetscape can incorporate natural materials such as stone, wood or the use of self-weathering steel such as Corten Weathering Steel that reflects a farmhouse character. Street furnishings should match the farmhouse character and consider use of cast iron ends on benches or wood, streetlights that portray the

character of older gas lamps and plantings that are colorful and simple. Water quality planters can be utilized to reinforce the theme and character of the urban streetscape in place of the tree lawn.

Intersection improvements should incorporate expanded bulb-outs for the creation of plazas and to provide safety for pedestrians as they cross the street. These bulb-outs should utilize natural stone pavers or tumbled concrete pavers to reflect the character of farmhouse architecture.

*Figure 3.6-5: Image of an urban modern farm themed landscape along a downtown corridor.*



## 3.7 Roundabout Streetscapes

It may be desirable to install roundabouts in a few locations along East Harmony Road/WCR 74 and 1<sup>st</sup> Street/WCR 23 to create gateways to the Town or to highlight the entrance to a commercial node. However, each location must be studied to see if projected traffic volumes and/or other factors will cause traffic signals to be required in lieu of a roundabout intersection.

### **Median grading**

The ground surface in center medians in roundabouts shall be crowned with slopes not to exceed 7: 1 or approximately 14 percent. The intent of this standard is to increase the visual prominence of landscaping, and work in conjunction with planting and hardscape elements to achieve year-round screening of visibility across the roundabout to a height of at least 4 feet.

### **Roundabout planting and hardscape**

Roundabout medians shall be developed and maintained with tree groupings and mixed plantings in the Perennial Variety Style, with boulders and a mulched ground surface. Landscape walls may be included to reinforce the pattern and provide year-round structure for plantings.

Apron paving and any special curbs shall be designed for visual interest with tinted, textured concrete, pavers, or similar material.

Design of each individual roundabout shall be unique unless multiple roundabouts are related in a pair or group as part of a single traffic management project. Design elements include planting themes, plant species, apron paving, and other hardscape details.

The designer may propose an alternative low water-using roundabout median planting scheme.

### **Design Theme**

Roundabouts are located within the different transects and are to generally maintain the landscape aesthetic of that transect's design theme. Use of naturally placed rock outcrops is encouraged with tall native grasses, forbes and shrubs to reflect the character of the grasslands within the Rural Transect. Colorful arrangements of informal planting beds full of perennials, flowering shrubs and ornamental trees can be used to mimic the character of a farmhouse garden in the suburban and urban transects. Low stone walls and use of Corten Weathering Steel and possible sculptural elements of elements found within a farm can be used within the Urban Town Center Transect.

As roundabouts are planned and designed they should ultimately take precedent from the surrounding landscape and urban patterns within that transect.

## 4. Gateways

Gateway signage can provide a unique sense of identity, transition, and anticipation to a place. They should relate to the jurisdictional boundaries of the Town, views, and topography. Gateways can be used to identify entrance points to the Town and key destinations within it, as well as its neighborhoods. Several opportunities for gateways exist in the Town of Severance.

Gateways can have a variety of configurations and scales. From regional to community to the neighborhood scale, gateways can be created through a variety of improvements, including architectural, monumental, or landscape. In this plan, we have identified recommended locations for regional gateways that mark the Town limits, and destination gateways that identify the Old Town area. In the future, destination gateways may be added that identify important commercial development nodes. Developers may want to create gateways that announce the entrances to the neighborhoods they develop.

### Regional Gateways

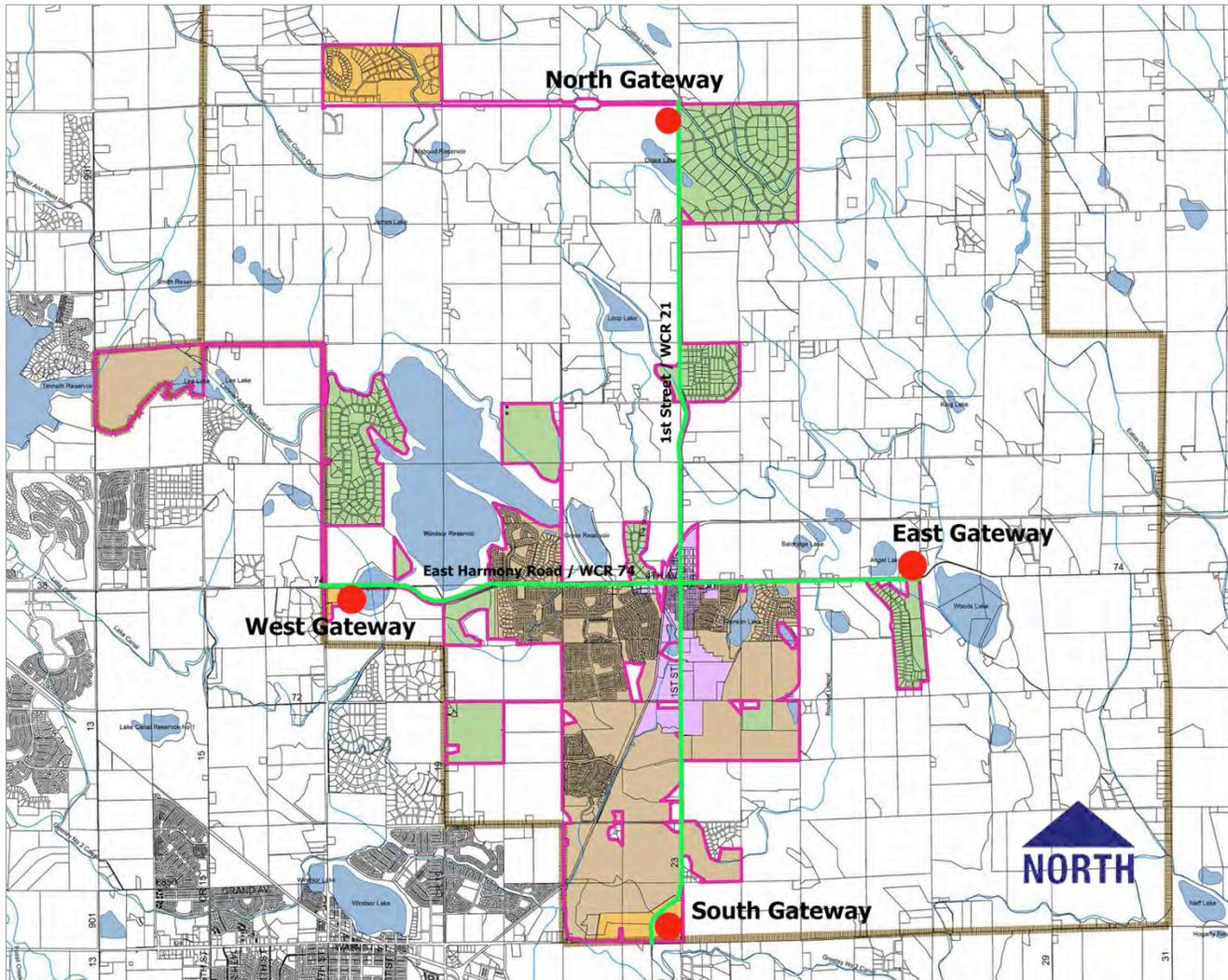
The regional gateway should focus on the traveller's experience as they enter the Town of Severance from the surrounding area. An appropriate gateway for the Town limits would be an updated version of the aluminum sign panel currently used at the Town limits such as the one on Harmony just east of SH 257, shown in Figure 4.1 1.

**Figure 4.1-1: Existing gateway sign on East Harmony Road / WCR 74, just east of SH 257.**



Figure 4.1-2 shows the recommended locations of gateway signage along the north, east, west, and south approaches to the Town on Harmony Road and 1<sup>st</sup> Street.

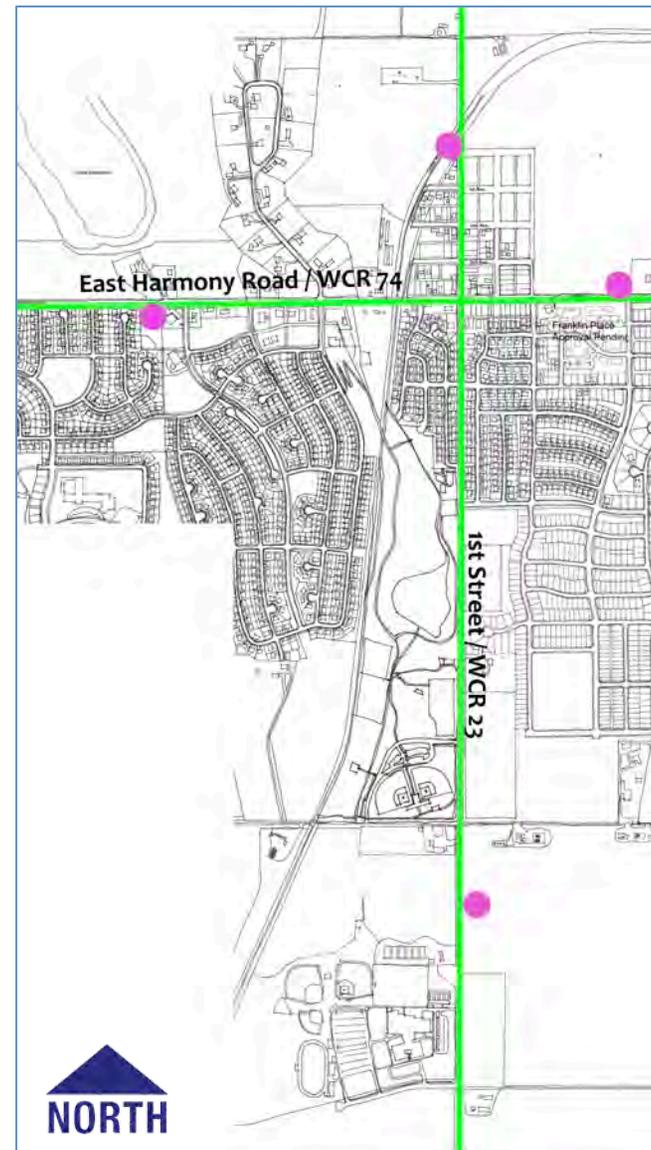
**Figure 4.1-2 Conceptual Regional Gateways locations.**



### Destination Gateways

Destination gateways are used to identify the entrances of major destinations including, but not limited to commercial areas, government civic centers, public facilities, institutions, and special areas. They can also be located in tourist destinations such as historic districts. The Severance Old Town area is one such destination. Figure 3.2-3 shows proposed conceptual locations for Old Town gateways.

Figure 4.1-3. Conceptual Old Town gateway locations.



## 5. Pedestrian and Bicycle Trails Network

The following two drawings illustrate a concept for connecting the neighborhoods on either side of East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 with pedestrian and bicycle trails. They are based on the premise that there should be a grid comprised of a combination of trails, bike lanes, and shared lanes that occur on at least a quarter-mile spacing, that converges on the Great Western Trail and Greenway spline. These drawings are focused on the connections across East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 to better knit the Town together, but overlaps with aspects of the Greenway Concept found in the next section, because of the Great Western Trail.

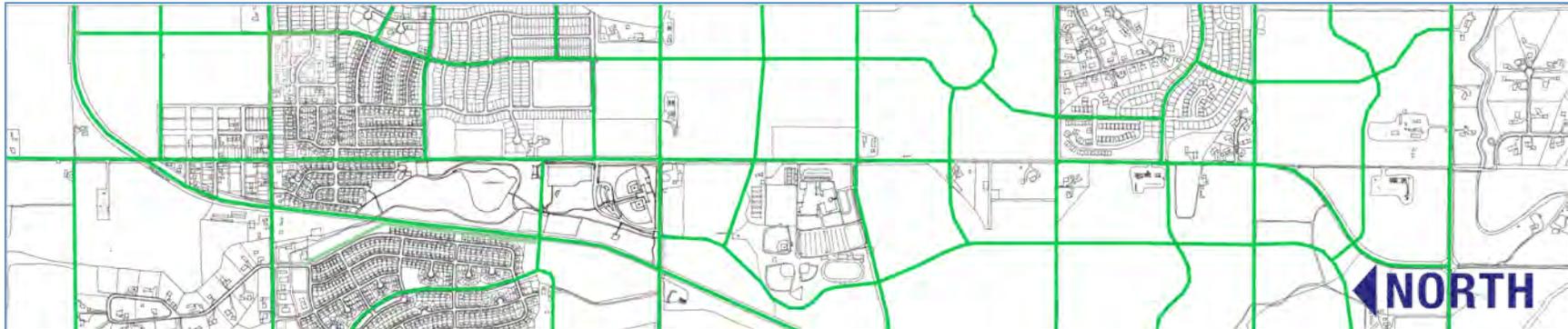
### Network Goals

- Provide walkable access to a network that reaches all parts of Severance, and connects neighborhoods, schools, retail centers, etc. and will make the community more livable in many ways, including reducing pedestrian and bicyclist injuries, improving children's safety, and encouraging healthy and active lifestyles for people of all ages.
- Provide a complete network of well-maintained, ADA-compliant sidewalks, walkways and crossings for users of all abilities
- Provide a complete sidewalk network without gaps and with frequent pedestrian crossings across major roads.
- Provide a complete pedestrian network with sidewalks and crossings that are up to standards and provide direct access to key destinations: consisting of retail uses, parks, schools.
- Provide a safe network of pedestrian facilities that enables walking as a comfortable transportation mode and designed to reduce or eliminate conflicts between pedestrians, bicyclists and autos.

**Figure 5.1-1: Conceptual Bicycle Path and Trail Network along East Harmony Road / WCR 74.**



Figure 5.1-2: Conceptual Bicycle Path and Trail Network along 1<sup>st</sup> Street / WCR 23.



### Great Western Trail Goals

- Provide year round safe recreation opportunities for hikers, bicyclists, and other non-motorized users.
- Promote user awareness, appreciation, and protection of natural, scenic, cultural, and historic resources and promote community involvement in their protection and care.
- Incorporate trail designs that mimic the natural, historic, and cultural environment along the trail.
- Promote local stewardship.
- Feature a well-maintained primary trail within the rail-banked right-of-way.
- Incorporate safe and easy access from local communities and connections to nearby major recreation areas on adjacent public lands.
- Promote healthy lifestyles through exercise, interpretation and education, and trail stewardship activities.
- Stimulate local recreation that can boost economic opportunities linked to the uniqueness of the area, its environment, culture, heritage, people, and history.

### Recreation Guidelines

- Provide safe, well maintained, and easy access within the Great Western Trail right of way for a wide range of users of all ages and abilities.

- Provide opportunities for disabled access at all points of entry into the path and trail network.
- Provide emergency access points for visitor safety, wild-land fire management, and other resource management needs. Accommodate motorized use where appropriate to provide maintenance and emergency access consistent with local policies.
- Consider providing visitor facilities at major points of access and other designated points along the trail where feasible, featuring visitor amenities such as kiosks, restrooms, water, picnic tables, benches, bike racks, and hitching posts.
- Identify and clearly mark trail connections from neighborhoods and to nearby recreation areas and facilities, schools, etc.

### **Interpretive Guidelines**

- Define interpretive themes and sites along the trail for outdoor learning, featuring a diverse range of subjects, tools, materials and media (information kiosks, maps, interpretive stops).
- Partner with adjacent landowners, local communities and schools, public agencies, and other entities to capture their stories for interpretive materials.
- Highlight local heritage including all human history, including Native American history and railroad history, the development of Severance and Winsor, and associated industries.
- Protect and interpret sensitive and unique natural habitats, including water resources, plants, and wildlife.

### **Trail Design Guidelines**

- Communicate a clear identity linked to the area's unique heritage and natural environment.
- Incorporate a simple rustic design that invites use and illustrates best management practices in sustainability.
- Incorporate a natural surface trail (existing native sub-grade and cinder ballast) as the trail surface with gentle grades. Replace and improve trail surfaces in the areas of high visitation using local materials.
- Incorporate bridge and culvert designs, improvements, and replacements to accommodate a 100-year flood event.
- Utilize environmentally friendly and vandal resistant materials and practices in trail and facilities construction.
- Incorporate a user-friendly wayfinding system to easily guide users to and from the trail.
- Facilitate the development of "downtown" trailheads and appropriate wayfinding for visitors and local residents to begin their journey to the trail.

## 6. Greenway Concept

### Purpose of the Conceptual Greenway Plan

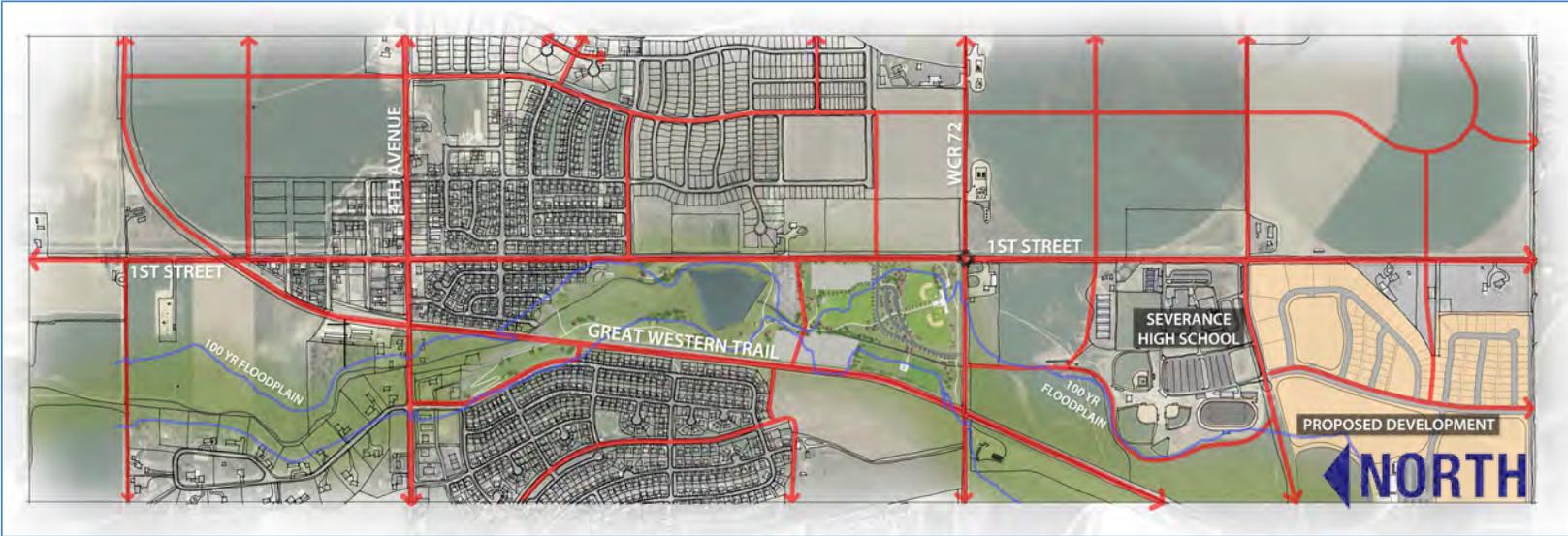
This Conceptual Greenway Plan suggests ways in which Severance can develop a greenway network that will help preserve its essential natural resources and, in turn, its unique character and quality of life. The purpose of a greenway plan is to develop a network of connections between the Town's diverse natural areas, its various cultural, historic, and recreational resources, and neighborhoods. These connections will help to preserve the County's natural resources and open spaces while providing valuable recreational opportunities for local residents.

### Goals and objectives

Preserving and enhancing Severance's character and quality of life is the main goal of the Greenway Concept Plan, and these specific objectives support this main goal:

- Protect existing natural areas primarily for ecological health and preservation of wildlife habitat.
- Provide a framework for the preservation of agricultural land that is within the floodplain.
- Provide recreational opportunities for Severance residents through the preservation and connection to existing parks, open spaces, and the Great Western Trail.
- Promote economic growth via recreational or eco-tourism.
- Provide connections along the Great Western Trail to nearby retail and restaurants.
- Work to extend the Great Western Trail to connect to other regional trails.
- Encourage private development that would support use of the Great Western Trail, e.g., lodging, restaurants, markets, bike repair shops, emergency health services, drinking water, public restrooms, picnic areas, and libraries.

Figure 6.1-1: Conceptual Greenway Plan.



The Great Western Trail extends to the southwest from this point to Windsor.

## 7. Old Town Development Design Guidelines

### Introduction

In 2021, the Town completed the Downtown Improvements Project, paving the remaining dirt roads and adding sidewalks. Going forward, the community would like to see new development capture and embody the character of the older existing commercial buildings and augment it with what is understood to be the predominant style of commercial architecture in the downtowns of North Front Range and Weld County communities and develop a character that is uniquely Severance over time. The styles of a few of the existing structures in Severance's original downtown area exhibit distinctively western and agrarian styles from the 1800's to just after World War II, mostly during the period marked by sugar beet production.

Many of the commercial buildings built during the last century were built in a style that was consistent with the times, meaning that they had to be simple and utilitarian, and made of affordable and accessible materials. While they differed in shape and function, they usually shared the same approach to exterior materials, colors, simple lines, simple shapes, and simple details.

These buildings are authentic, small in scale, and relatable. They fit well with the desires that several community members expressed, which is to build a community where the development supports cohesiveness. They see this as the town's best path toward long-term sustainability.

The proposed goals for these design guidelines are as follows:

- Conserve elements of the town's character that contribute to the town's small-Town feel, warmth and friendliness, while guiding future development, reuse, and reinvestment.
- Foster investment and economic development in the Old Town area that is consistent with community goals.
- Provide guidelines to clarify the community's expectations for the type and quality of development within Old Town and its character.

### Goals

The following (on page 72) is a summary of the key goals for this chapter:

Figure 7.1-1: Several examples of existing commercial buildings in Old Town.



### **Land Use**

- Old Town should include a mix of uses that extends activities throughout the day.
- Maintain and enhance the Old Town area as a vibrant, healthy downtown that serves as the town's social, cultural and entertainment center and principal, but not exclusive, retail and business district.
- Increase attractions and amenities that bring people to the Old Town area, including local shopping, services, modest tourism, specialty retail, restaurants, festivals/special events, farmer's market and entertainment.
- Encourage pedestrian and customer intensive retail businesses to locate on the ground floor level in the Old Town area.
- Encourage the development of dwelling units, including senior housing in the Old Town area.
- Create new retail places and link them with shopping streets. Each new project should strengthen the development of an overall shopping and retail system and support public parking.

### **Circulation**

- Old Town buildings should have a concentration of uses with a clear identity and short walking distances between them.
- Pedestrian, bicycle and automobile circulation systems should be coordinated and efficient.

### **Urban Design**

- Streets and places should encourage pedestrian activity.
- Because East Harmony Road / WCR 74 should have the highest foot traffic and greatest continuity of storefront commercial uses, infill development should be built to the front lot line and at least 75% of a buildings frontage should be used for retail storefront. Development on 1<sup>st</sup> Street / WCR 23 should also be built to the front lot line and have at least 50% of the frontage as retail storefront.

### **Conservation**

- Historic features of the Old Town area should be preserved.
- Buildings of historic value and other structures that contribute to the historical character of Severance should be maintained in active service, whenever feasible.
- Where feasible, encourage the adaptive reuse, renovation and/or rehabilitation of existing residential structures.

### **Character**

- Designs that are urban in character are encouraged in the Old Town area. Such designs include, but are not limited to, buildings that extend to the front and side property lines, buildings which provide feelings of permanence and durability, and buildings with outdoor cafes and plazas.
- Residential neighborhoods adjacent to Old Town and their residential character should be protected.

### Parking

- The Old Town Commercial Area has very little off-street parking and on Friday and Saturday nights the parking demands are very high and a nuisance to some residents in the immediate area. There is a need for additional parking and wayfinding signage to direct people to available on-street and off-street parking spaces.

*Figure 7.1-2: Grandview Avenue in Historic Olde Town Arvada (left) and Mountain Avenue in downtown Berthoud.*



## Design Guidelines

### Street Level Interest and the Pedestrian Experience

1. Buildings within the Old Town area should exhibit the basic features of traditional "Main Street" structures but in new, innovative ways.

Storefront buildings should have the following features:

- Display windows at the sidewalk edge
- High quality construction and materials
- Awnings, shading features at the storefront level
- Accentuated/Recessed entries
- Pedestrian-oriented signs

2. These buildings should generally align at the sidewalk edge, define the pedestrian zone and provide a sense of scale and visual interest. This pattern of development should be strengthened in order to enhance the vibrancy of the Old Town Commercial area.

- A minimum of 75% of the front of a building should have a zero front setback.
- Primary building facades should be parallel to the front property line.
- Where portions of a building are set back from the sidewalk, the areas should be treated as a plaza or courtyard.
- Avoid outdoor spaces that are inappropriately scaled for their use or result in unusable space between buildings.
- While the more traditional retail building had a storefront that was attached to the back of the sidewalk, there is a place in downtown Severance for freestanding buildings, such as the Quonset hut on 1<sup>st</sup> Street / WCR 23, the Post Office, or the handful of freestanding commercial buildings. Both have their place in the townscape. They add to the informality of Old Town Severance. Each serves a purpose in the composition of commercial and mixed-use site planning that gives Severance its unique character.

3. Develop the ground floor level of a building to encourage pedestrian activity. The linear frontage of a commercial building should incorporate pedestrian-oriented elements such as:

- A storefront with transparent display windows or display cases

- Outdoor dining areas
  - Public art
  - Canopies, awnings, trellises, landscaping, shade trees and benches
  - A blank wall or vacant lot appearance is inappropriate
4. Locate on-site parking to minimize visibility from the sidewalk.
- Parking shall not be located so that it interrupts the storefront continuity along the sidewalk.
  - Place on-site parking behind the buildings at the ground level or completely above or below the first floor of a building.
  - Parking must be accessed from the rear of the property on parcels with alleys.
  - For parcels without alley access, driveways serving on-site parking should be avoided on Harmony Road. When necessary, such driveways should be minimized in width and provide for good visibility of pedestrians.
5. Bike parking should be incorporated into new development.
- Bike parking for commercial uses should be conveniently located within the Curbside Tree & Furnishings Zone of the sidewalk or front courtyard. Placement of bike racks should be carefully considered to minimize conflicts with pedestrian travel. (See Chapter 3, Section 6.)
  - Two bike-parking spaces shall be provided for each upper story residential unit. Locking mechanisms should be included within the units or in a secure location behind the building.
6. Locate mechanical equipment and service areas out of public view.
- Loading/service areas including refuse/recycling enclosures should be located out of public view whenever feasible and must not front onto a primary shopping street.
  - Electrical and communication transformers/cabinets located in the public right-of-way must be located on-site and screened from public view or installed below grade in the right-of-way.
  - Backflow prevention/anti-siphon valves must be integrated into the building design and concealed from public view. Such devices may not be located within the right-of-way on primary pedestrian streets.
  - All other mechanical equipment must be located behind or on top of the building and screened from public view using parapet walls, landscaping, etc.

### **New Buildings and Additions**

*New buildings and additions should be delineated both vertically and horizontally to reflect traditional patterns and convey a human scale.*

7. New buildings should respect the traditional height of buildings while establishing a pattern for more efficient land use.
  - New buildings should be predominantly two and three stories in height.
8. A new building should be divided into "modules" that appear similar in scale to buildings with traditional facades.
  - Historically, most buildings were constructed in 25-foot wide increments. New buildings should reflect this pattern, not because it is “historical” but because it results in a better scale of development for retail land use.
  - A clear visual division between street level and upper floors should be incorporated through the change of materials, colors and/or canopies and awnings.
9. New buildings should be designed to accommodate a mix of uses with the ground floor spaces designed primarily for retail, restaurant, cultural, and entertainment uses.
10. Floor-to-floor heights should appear to be similar to those seen on buildings with traditional facades.
  - First floor windows should be a minimum of 10 feet in height.
  - Upper floor windows should be divided into individual units and not consist of a "ribbon" of glass.
  - Primary upper floor windows should have a vertical dimension that is taller than the first floor windows.

### **Simple Building Forms**

*Simple rectangular building forms with horizontal roof planes should predominate.*

11. Simple rectangular volumes are preferred.
  - New buildings and additions should be designed with simple rectangular volumes.
  - Cylindrical, pyramidal, and other elaborate building forms are generally inappropriate.
12. Horizontal roof forms should predominate and be screened by extensions of the building wall planes.
  - Parapet walls should be used for screening flat roofs and be detailed with elements such as cornices to define the building

roofline.

- Sloping roof forms may be used as accents.

Exception: The occasional odd iconic metaphorically shaped retail venue is acceptable, e.g., a milk can-shaped ice cream shop.

### Primary Entrances

Clearly identify the primary entrance to a building and orient it to the street. The primary entrance should convey a sense of human scale and be welcoming.

13. Orient the primary entrances to the sidewalk and primary pedestrian ways.

- Primary entrances to ground floor spaces and upper stories should be oriented to the sidewalk and primary pedestrian ways.
- If a courtyard is incorporated in the design, an entrance may also open onto it.
- Corner buildings should be designed with angled entrances at the corner.

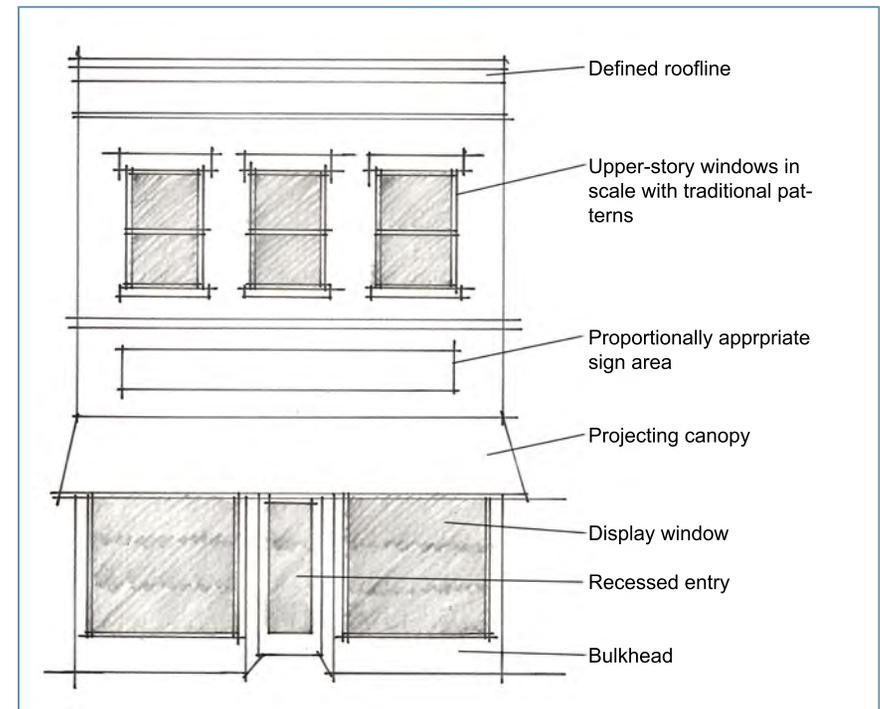
14. Clearly identify the primary entrance.

- Use an awning, change in roofline, or other architectural feature to define the entry.
- A sign mounted at the entry may also be used.
- Special paving treatments may be used to enhance the entry.

15. Recessed entries should be encouraged in new storefront construction.

- Storefront entries should be recessed to emphasize the entrance, increase window display area, and provide a sheltered transition to the interior of the store.

Figure 7.1-3: The parts of a storefront façade.



- Storefront entries should be centered on the tenant space and be highly transparent.
- Solid or residential type doors with small areas of glass should be avoided.

### **Architectural Features**

16. Architectural features should be used to provide weather protection and highlight building features and entries.

- Buildings should be designed to incorporate awnings.
- Storefront window openings should be designed to accommodate awnings above the windows.
- The awning should fit the shape of the opening of the building.
- Awnings should be mounted to highlight moldings that may be found above the storefront or to fit within a sign panel that may be part of the facade design.
- Open-ended rather than boxed awnings are preferred.
- While fabric (canvas or other high quality fabric) awnings are preferred, fixed metal canopies are also acceptable. Vinyl awnings are not appropriate.

### **Enhanced Weather Protection**

17. A fixed canopy and trellis supported with posts may be used where enhanced weather protection is desired.

- Permanent structures may be used on building facades with harsh sun exposure and where outdoor dining is planned.
- They should be incorporated into the overall design of the building and be appropriate in mass and scale with the structure.
- These features should be designed to not obstruct storefront visibility and pedestrian access.

### **Building Materials and Colors**

*Building materials and colors should help establish a human scale and provide visual interest. While some diversity in exterior building materials and color is a part of the tradition of downtown, the range should be limited in order to promote a sense of visual continuity in the Old Town area.*

18. Use the highest quality materials on exposed exterior surfaces such as brick, metal, stone, terra cotta, wood, tile and stucco.

- Innovative or "green" materials are encouraged provided they appear similar in quality, texture, finish and dimension to those used traditionally in the Old Town Area.
- Stucco should be detailed to create a composition of smaller wall surfaces and establish a sense of human scale.

19. Simple material finishes are encouraged.

- Matte finishes are preferred.
- Polished stone or ceramic tile, for example should be avoided or limited to accent elements.
- Reflective or mirror glass is not appropriate.

20. Building colors should evoke a sense of richness and liveliness to complement and support the overall character of Old Town.

### **Signage and Lighting**

*Design buildings with careful consideration for the incorporation of signage and lighting.*

21. New buildings and additions should be designed to allow for signs appropriate in scale and location to the building and the Old Town area. Signs should comply with the Severance Land Use Code, Chapter 16.9.30. Signs and lighting should comply with the night sky ordinance. See the Severance Land Use Code, Section 16.16.

22. Exterior building lighting should be used to accentuate the building design and the overall ambiance of Old Town.

- Highlight architectural details and features with lighting integrated into the building design.
- Facade lighting should provide for a sense of vibrancy and safety without resulting in excessive light and glare.
- The innovative use of lighting is encouraged.
- Energy conservation and efficiency should be considered.

### **Parking**

23. Parking should be considered and incorporated as part of an overall parking plan for the downtown.

- Create more long-term parking for employees, mid-week shoppers, diners, and visitors.
- Improve the streets in the immediate area, north of East Harmony Road / WCR 74, east and west of 1<sup>st</sup> Street / WCR 23. Paving the

streets in this area will give structure to the paved areas and increase the apparent parking supply.

- Implement a plan for wayfinding signage to direct people to parking spaces on side streets west of 1<sup>st</sup> Street / WCR 23 and/or north of East Harmony Road / WCR 74.
- Investigate the feasibility of using an 18' wide strip of land on the west side of Railroad Avenue between East Harmony Road / WCR 74 and 3<sup>rd</sup> Avenue for head-in parking.
- Parking for commercial uses is not required to be provided on-site. However, the Town should consider requiring that employees of new development park in designated long-term parking areas as a condition of approval.
- Access to a parking area should be provided from an alley, not from a primary shopping street.
- One parking space for each live-work unit should be provided on-site or in a designated structure off-site.
- Parking for development designed solely for residential uses must be provided onsite.

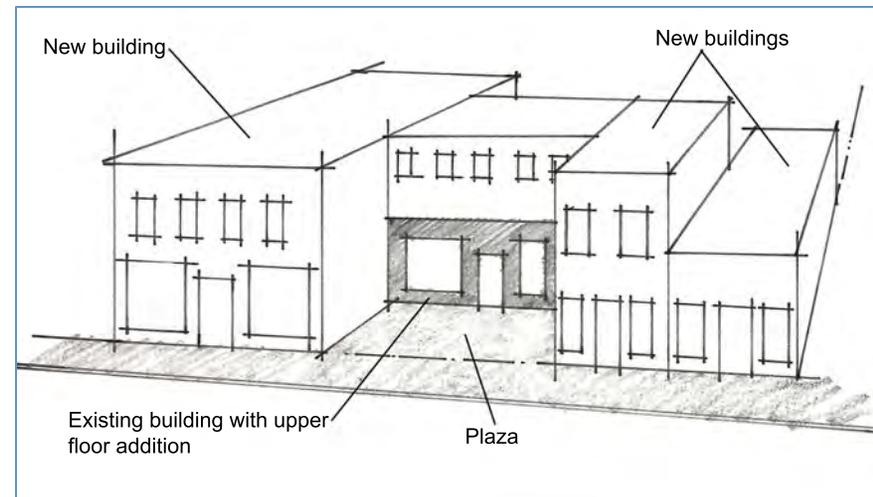
### Streetscape

The Town should implement a streetscape plan for principal pedestrian/retail streets that includes coordinated street trees, wayfinding signage, furniture, lighting, and improved pedestrian street crossings. A system of streetscape elements that enhances the role of key downtown streets is needed to support pedestrian and shopping environments while linking open spaces. See also Chapter 3, Section 6 Urban Arterial Streetscapes, for guidance on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 streetscapes.

24. A streetscape plan should be developed which includes implementation programs for:

- New Street Trees, street tree infill and replacement
- Street lights
- Signs and banners
- Street furniture

**Figure 7.1-4: Illustration of desired new building alignment incorporating an existing building.**



- Enhanced pedestrian crosswalks
- Planters
- Public art

### **Mixed-Use Development**

*Residential development as part of mixed-use development in Old Town would give the Old Town area a 24-hour life and social dimension that office and commercial uses alone cannot provide. This new Old Town housing also would reduce the need for development of rural agricultural land at suburban densities.*

25. The Old Town area should be a vital, active place with a mix of complementary uses. In general, the street level should be active with commercial uses that invite pedestrian activity. Retail, service businesses and dining establishments are particularly appropriate in this context. Upper floors should include offices and residential uses. Overall, the density of the Old Town area should increase, by constructing upper floor additions on existing structures and developing new buildings of primarily two and three stories with residential uses in the upper floors.

26. While a diversity of individual design solutions is encouraged, an overall sense of visual continuity should be reinforced through similar relationships to the street and a general compatibility of scale and materials.

27. Open spaces should be planned to encourage pedestrian activities. They should be linked to key activity centers and pedestrian routes. Uses and building designs surrounding open spaces should help energize them.

### **Second Floor Uses**

28. Design upper story residential and office uses to be compatible with ground floor retail uses.

- Flexible live-work units that can be used as office, studio, and/or residential space are preferred.
- Townhouse or condominium units for ownership are encouraged.
- Smaller units designed with three bedrooms or less are appropriate.
- Large three- and four-bedroom apartment type units are inappropriate.

### Old Town Redevelopment Concept

The arrangement of future land uses depicted in this plan is a schematic diagram of redevelopment showing how the site planning guidelines for Old Town could be applied. This conceptual land use plan illustrates one potential development scenario. This illustration should not be construed as the only permitted site layout. Details for each development will be finalized in the required entitlement processes as required by the Land Use Code for each parcel or assemblage of parcels. (See LUC Section 16).

Figure 7.1-5: Conceptual diagram showing locations of redevelopment opportunities in the Old Town area.



## 8. Commercial Node Design Guidelines

### Introduction

The community has expressed a desire to see new commercial development capture and embody a kind of character that is distinctively western and agrarian. The goals for the design guidelines are as follows:

- Create new commercial development that has an agrarian character.
- Create development that has a small Town feel, compatible with the traditional neighborhood character of the adjacent residential development.
- Foster investment and economic development in the new commercial areas that is consistent with the community's goals.
- Provide guidelines to clarify the community's expectations for the type and quality of development within the new commercial node areas and its character.
- In particular, create a Tailholt Commercial Area (1<sup>st</sup> Street / WCR 72) that is a vibrant, healthy commercial node that serves as one of the town's social, cultural, and entertainment centers and principal, but not exclusive, retail and business district.

### Goals

The following is a summary of the key goals for this chapter:

#### Land Use

- Create new retail places and link them with shopping streets. Each new project should strengthen the development of an overall shopping and retail system and support public parking.
- The Tailholt Commercial Area should include a mix of uses that extends activities throughout the day.
- Encourage the development of dwelling units, including senior housing in the Tailholt Commercial Area.

#### Circulation

- New Commercial Node buildings should have a concentration of uses with a clear identity and short walking distances between them.

- Pedestrian, bicycle and automobile circulation systems should be coordinated and efficient.

Figure 8.1-1: Examples of agrarian style commercial development.



### **Urban Design**

- Streets and places should encourage and support pedestrian activity.

### **Conservation**

- Where feasible, encourage the adaptive reuse, renovation and/or rehabilitation of existing residential structures and incorporate them into the commercial development.

### **Character**

- Designs that are agrarian in character are encouraged in the commercial node areas, buildings that provide feelings of permanence and durability, and buildings with outdoor cafes and plazas.
- New commercial development should respect and support adjacent existing and planned residential neighborhoods.

### **Parking**

- Parking should be located so that it is visible from the arterial streets, is not a barrier to pedestrian movements, and is imminently accessible to retail uses.

Details for each development will be finalized in the required entitlement processes as required by the Land Use Code for each parcel or assemblage of parcels. (See LUC Section 16).

## **Design Guidelines**

### **Street Level Interest and the Pedestrian Experience**

1. Develop the ground floor level of a building to encourage pedestrian activity. The frontage of a commercial building should incorporate pedestrian-oriented elements such as:
  - A storefront with transparent display windows or display cases
  - Outdoor dining areas
  - Public art

- Canopies, awnings, trellises, landscaping, shade trees, and benches
  - A blank wall or vacant lot appearance is inappropriate
2. Open spaces such as plazas should be planned to encourage pedestrian activities. Therefore, they should be linked to key activity centers and pedestrian routes. Uses and building designs surrounding open spaces should help energize them.
  3. Locate on-site parking to minimize visibility from the sidewalk.
    - Locate on-site parking to minimize visibility from the sidewalk.
    - Parking shall not be located so that it interrupts the storefront continuity along the sidewalk.
    - Place on-site parking behind the buildings at the ground level.
    - Parking must be accessed from the rear of the property on parcels with alleys.
    - The Town should consider requiring that employees of new development park in designated long-term parking areas as a condition of approval.
    - One parking space for each live-work unit should be provided on-site.
    - Parking for units designed solely for residential purposes must be provided onsite.
    - For parcels without alley access, driveways serving on-site parking shall be avoided on Harmony Road. When necessary, such driveways should be minimized in width and provide for good visibility of pedestrians.
  4. Bike parking should be incorporated into new development.
    - Bike parking for commercial uses should be conveniently located within the Curbside Tree & Furnishings Zone (See page 58) of the sidewalk or front courtyard. Placement of bike racks should be carefully considered to minimize conflicts with pedestrian travel.
    - Two bike-parking spaces shall be provided for each upper story residential unit. Locking mechanisms should be included within the units or in a secure location behind the building.
  5. Locate mechanical equipment and service areas out of public view.
    - Loading/service areas including refuse/recycling enclosures should be located out of public view whenever feasible and must not front onto a primary shopping street.

- Electrical and communication transformers/cabinets located in the public right-of-way must be located on-site and screened from public view or installed below grade in the right-of-way.
- Backflow prevention/anti-siphon valves must be integrated into the building design and concealed from public view. Such devices may not be located within the right-of-way on primary pedestrian streets.
- All other mechanical equipment must be located behind or on top of the building and screened from public view using parapet walls, landscaping, etc.

**Figure 8.1-2: Photos of Jessup Farm commercial development in Ft. Collins, an example of agrarian style commercial development.**



Figure 8.1-3: Photos of Jessup Farm commercial development in Ft. Collins, an example of agrarian style commercial development.



### **Land Use**

*The Tailholt Commercial Area should be a vital, active place with a mix of complementary uses. In general, the street level should be active with commercial uses that invite pedestrian activity. Retail, service businesses and dining establishments are particularly appropriate in this context. Upper floors, if there are any, should include offices and residential uses.*

6. Increase attractions and amenities that bring people to the Tailholt Commercial Area, including local shopping, services, modest tourism, specialty retail, restaurants, festivals/special events, farmer's market and entertainment.

- Buildings should be designed to accommodate a mix of uses with the ground floor spaces designed primarily for retail, restaurant, cultural and entertainment uses.
- Pedestrian and customer intensive retail businesses are encouraged to locate on the ground floor level in the Tailholt Commercial Area.
- The development of dwelling units, including senior housing in the Tailholt Commercial Area is encouraged.
- Tailholt Commercial Area buildings should have a concentration of uses with a clear identity and short walking distances between uses.

### **Transportation, Parking and Circulation**

7. Maintain access control on Harmony Road and 1<sup>st</sup> Street, but provide easy access and multiple points of access to commercial development from the intersecting side streets.

8. Provide a high degree of connectivity in the areas around commercial nodes.

9. Create ample long-term parking for employees, mid-week shoppers, diners, and visitors.

### **Character**

10. Buildings that recall agrarian and farmhouse styles are preferred.

- In plan view, new buildings should generally be designed with simple rectangular volumes.
- Simple rectangular building forms, predominately with steeply pitched roof planes, including dormers, are desirable.

- Buildings that recall the shapes of barns, silos, stables, etc. are encouraged.
- Buildings that recall historic farmhouse designs are acceptable as accents, for example, a building that houses a restaurant that specializes in traditional farm fare.
- New buildings and additions should be designed with simple volumes that recall stables, utility sheds, barns, and silos, etc. are encouraged.
- Gabled roofs are encouraged.

Exception: The occasional iconic metaphorically shaped retail venue is acceptable, i.e., a milk can-shaped ice cream shop.

### **Primary Entrances**

*Clearly identify the primary entrance to a building and orient it to the street. The primary entrance should convey a sense of human scale and be welcoming.*

11. Orient the primary entrances to the sidewalk and primary pedestrian ways.

- Primary entrances to ground floor spaces and upper stories should be oriented to the sidewalk and primary pedestrian ways.
- If a courtyard is incorporated in the design, an entrance may also open onto it.
- Clearly identify the primary entrance.
- Use an awning, change in roofline, or other architectural feature to define the entry.
- A sign mounted at the entry may also be used.
- Special paving treatments may be used to enhance the entry.

### **Architectural Features**

12. Architectural features should be used to provide weather protection and highlight building features and entries.

- Buildings should be designed to incorporate awnings.
- Storefront window openings should be designed to accommodate awnings above the windows.
- The awning should fit the shape of the opening of the building.

- Awnings should be mounted to highlight moldings that may be found above the storefront or to fit within a sign panel that may be part of the facade design.
- Open-ended rather than boxed awnings are preferred.
- While fabric (canvas or other high quality fabric) awnings are preferred, fixed metal canopies are also acceptable. Vinyl awnings are not appropriate.

### **Enhanced Weather Protection**

13. A fixed canopy and/or trellis supported with posts may be used where enhanced weather protection is desired.

- Permanent structures may be used on building facades with harsh sun exposure and where outdoor dining is planned.
- They should be incorporated into the overall design of the building and be appropriate in mass and scale with the structure.
- These features should be designed to not obstruct storefront visibility and pedestrian access.

### **Building Materials and Colors**

*Exterior building materials should be simple, durable, and be compatible with the idea of agrarian architecture. While some diversity in exterior building materials and color is a part of the tradition of commercial districts, the range should be limited in order to promote a sense of visual continuity for the Town Core South Commercial Area.*

14. Use the highest quality materials on exposed exterior surfaces such as brick, metal, stone, terra cotta, wood, tile and stucco.

- Innovative or "green" materials are encouraged provided they appear similar in quality, texture, finish and dimension to those used traditionally in the agrarian architecture.

15. Simple material finishes are encouraged.

- Matte finishes are preferred.
- Polished stone or ceramic tile, for example should be avoided or limited to accent elements.
- Reflective or mirror glass is not appropriate.

16. Building colors should evoke a sense of agrarian tradition to complement and support the overall character of the commercial district.

### **Signage and Lighting**

*Design buildings with careful consideration for the incorporation of signage and lighting.*

17. New buildings and additions must be designed to allow for signs appropriate in scale and location to the use and the commercial area.
18. Signs should comply with the Severance Land Use Code, Chapter 16.9.30. Signs and lighting should comply with the night sky ordinance. See the Severance Land Use Code Section 16.16.
19. Exterior building lighting should be used to accentuate the building design and the overall ambiance of the commercial node.
  - Highlight architectural details and features with lighting integrated into the building design.
  - Facade lighting should provide for a sense of vibrancy and safety without resulting in excessive light and glare.
  - The innovative use of lighting is encouraged.
  - Energy conservation and efficiency should be considered.

### **Parking**

20. Parking should be considered and incorporated as part of an overall parking plan for the Tailholt Commercial Area.
  - Access to parking areas should be clear and legible.
  - Create long-term parking for employees, mid-week shoppers, diners, and visitors.
  - Implement a plan for wayfinding signage to direct people to parking areas.
  - The Town should consider requiring that employees of new development park in designated long-term parking areas as a condition of approval.
  - Access to a parking area should be provided from an alley, not from a primary shopping street, when feasible.
  - One parking space for each live-work unit should be provided on-site.
  - Parking for development designed solely for residential uses must be provided onsite.

### **Streetscape**

*The Town and/or developer should implement a streetscape plan for principal pedestrian/retail streets that includes coordinated street trees, wayfinding signage, furniture, lighting, and improved pedestrian street crossings. A system of streetscape elements that enhances the role of key shopping streets is needed to support pedestrian and shopping environments while linking open spaces. See also Chapter 3, Section 6 Urban Arterial Streetscapes, for guidance on the 1<sup>st</sup> Street streetscape.*

21. Implement a streetscape plan for principal pedestrian/retail streets that includes coordinated street trees, wayfinding signage, furniture, lighting, and improved pedestrian street crossings. A system of streetscape elements that enhances the role of key Tailholt Commercial Area streets is needed to support pedestrian and shopping environments while linking open spaces.

22. A streetscape plan should be developed which includes implementation programs for:

- New trees and street tree infill and replacement
- Street lights
- Signs and banners
- Street furniture
- Enhanced pedestrian crosswalks
- Planters
- Public art

See Chapter 3, Section 6 for streetscape guidelines for the Urban Core Streetscape for guidance on streetscapes on 1<sup>st</sup> Street.

### **Mixed-Use Development**

*Residential development as part of mixed-use development in the Tailholt Commercial Area would give the area a 24-hour life and social dimension that office and commercial uses alone cannot provide. This housing also would reduce the need for development of rural agricultural land at suburban densities.*

23. The Tailholt Commercial Area should be a vital, active place with a mix of complementary uses. In general, the street level should be active with commercial uses that invite pedestrian activity. Retail, service businesses and dining establishments are particularly appropriate

in this context. Upper floors should include offices and residential uses.

24. While a diversity of individual design solutions is encouraged, an overall sense of visual continuity should be reinforced through similar relationships to the internal streets and a general compatibility of scale and materials.

25. Open spaces should be planned to encourage pedestrian activities. They should be linked to key activity centers and pedestrian routes. Buildings and uses surrounding open spaces should be designed and arranged to help energize them.

### **Second Floor Uses**

26. Design upper story residential and office uses to be compatible with ground floor retail uses.

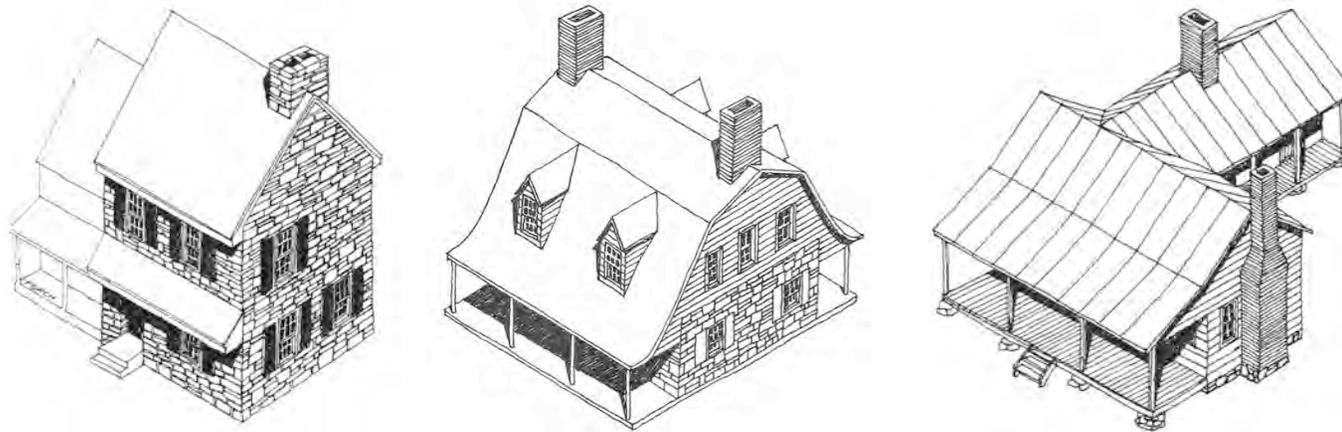
- Flexible live-work units that can be used as office, studio, and/or residential space are preferred.
- Townhouse or condominium units for ownership are encouraged.
- Smaller units designed with three bedrooms or less are appropriate.
- Large three and four bedroom apartment type units are inappropriate.

## 9. Residential Development Design Guidelines

### Introduction

The agricultural traditions in Severance provide a variety of architectural references. The simple agrarian forms of barns and outbuildings are landmarks in the landscape. These buildings and settings offer an opportunity to incorporate agricultural themes.

*Figure 9.1-1: Three examples of American farmhouse styles from “American Homes, An Illustrated Encyclopedia of Domestic Architecture”, by Lester Walker. From left to right: The German Colonial Country Townhouse, the Flemish Farmhouse (a variant of Dutch Colonial), and the Shanty.*



The term agrarian refers to being “of the land”. Agrarian architecture harkens back to the agricultural practices and lifestyles of the Greek Arcadians in the late 1700s. This building style used local materials and elements that were rustic, organic, and comfortable. Agrarian-style architecture tends to invoke a communal spirit.

These homes were formed mostly out of utility. An agricultural-heavy America made up of small, rural farms needed structures that were practical and efficient, could be quickly constructed, and were made of affordable and accessible materials, such as wood and stone. Over the past century, as an industrializing America has shifted away from the agricultural industry, the term “farmhouse” has evolved from its literal meaning—a home built on a farm—into a broader architectural signifier.

Figure 9.1-2: Examples of Farmhouse style homes from around the US.



Figure 9.1-3: Photos of homes in Severance that are examples of the modern Farmhouse style.



Figure 9.1-4: Examples of the Farmhouse style in the Bucking Horse development in Ft. Collins.



### **The Modern Farmhouse**

Today's farmhouse styles mimic these elements by maintaining the wide footprint, one- and two-story designs with front porches as a transitional space. The whole effect is welcoming and homey with easy access to the outdoors. Plenty of large windows, dormers and doors support indoor-outdoor transitions and a connection to the natural setting, while fireplaces, roomy country kitchens, lofts and large dining areas create a comforting and cozy feel inside.

Modern farmhouses pick up on the clean, simple aesthetic of traditional, utilitarian farmhouses and their particular characteristics, but have enhanced comfort and address the needs associated with contemporary living.

### **Features of the Farmhouse, or Agrarian, Style**

#### **Informal and Spacious**

A classic farmhouse would be located in a rural area and support a farming lifestyle. That means informal gathering spaces inside, a spacious open kitchen and transitional features like a large front porch for stowing muddy boots and outdoor gear. Many of the farmhouse features that we now think of as charming decorative elements were actually designed with specific purposes in mind: Porches acted as mudrooms for shedding dirty work-wear before entering the house, for example. The overlapping pieces of wood used for clapboard siding were extra-effective at keeping out wind and moisture. A large center fireplace on the first floor could heat both the lower and upper stories. Dutch doors let airflow in while keeping farm animals out. A gabled roof with a 45-degree pitch was easy to frame and maximized height. These classic homes were often quite wide and featured two stories with the lower level serving as the public area of the home for friends and neighbors to gather while the family's bedrooms and private areas were located upstairs.

You can find countless different interpretations of farmhouses across the country. In California, for example, you find them with vertical Council and batten siding and simplified Victorian details. In Texas, there are farmhouses built out of that wonderful limestone fieldstone that breaks the East Coast mold of being a house type built primarily of wood. In Colorado, along the northern front-range, the farmhouse style typically features wood framing with shiplap siding, large porches, and steep roofs with dormers. In other words, the Farmhouse Style.

Common features of the Colorado farmhouse style include:

- Large, functional porches
- Formal front rooms for entertaining guests
- Simple rectangular or square floor plans with clean lines
- Shiplap or board and batten siding

- Steep, A-frame roofs
- One or two stories
- Fireplaces
- Dormers
- Light-colored exteriors and neutral colors
- Natural materials

### **Porches**

Just like the farmhouse architectural structure itself, porches also emerged for utilitarian purposes, serving as a space to abandon dirty shoes and boots, a dry place to store firewood throughout the year, and ultimately, to survey the land before them — to keep an eye on livestock, watch for visitors and more.

The traditional porch was like the modern-day mudroom, which means contemporary farmhouse porches are all about leisurely outdoor living, fit with dining tables, chairs to relax and read, and ample lighting making it an extension of the home's interior. It can be a full-on wraparound with ample space for sitting, a cozy nook at the front door to protect visitors from the weather, or some other style, but the front porch will almost always be an integral part of the home's design.

### **Simple shapes, simple details**

Exterior elements such as steeply pitched gable roofs, dormers, and porches, invoke the farmhouse feel. Details should be simple and unfussy: flat trim for the casings and flat fascia boards instead of elaborate crown moldings; square columns rather than turned. For the roofs, use standing seam metal roofs to evoke the old-fashioned country feel.

Even though a proper farmhouse is rooted in simplicity, that doesn't mean that it is lacking elegance or refinement; rather, those qualities come from the proportions, scale, and simple details that characterize the style.

### **Windows**

While thinking about bringing the outside in, it makes sense to incorporate plenty of windows into the design. Views of the green landscape can provide a calming experience. Operable windows allow for ventilation and natural daylight. Natural light flooding into the main rooms in the house helps to make the home feel more open and warm, so a lot of modern farmhouse layouts enhance and encourage natural lighting throughout the house. Things like:

- Floor-to-ceiling windows in the sitting area or living room
- Large bay windows in upstairs foyers
- Overly sized windows in the kitchen
- Doors with wide-angle views of the outdoors

For a farmhouse appearance, consider windows with divided lites. Many of these are “simulated” with the grills being in-between 2 panes of glass. Or, the grills are placed on the surface of both panes. They do lend a classic appearance.

When it comes to the window trim style, it’s recommended that it be simple and minimalistic but not so plain that it’s “flavorless.” While the focus will be on the views granted by the windows, it does help to frame those views tastefully. Craftsman-style window trims tend to work the best all-around.

### **Exterior Materials**

The exterior materials on modern style farmhouses are typically painted or stained wood, or stone. Wood siding can be either board and batten or shiplap. Either way the siding is locally obtainable and accessible and, if stone is used, there are nearby sources.

### **Exterior Colors**

Barns painted or stained red were common in rural Europe. The color choice came with immigrants to the United States. The red paint contained ferrous oxide, which repelled fungus, was inexpensive and provided a durable surface finish. While red is okay, it is sometimes too bold of a statement.

Modern farm style houses tend to be of more muted tones, inside and out. Exteriors that are natural, for example stained wood and stone, blend in with the landscape. Softer color schemes and natural finishes can have a very nurturing and calming effect. A modern farmhouse tends to shy away from bright and bold colors and has more elements like natural wood and stone as the core home decor idea or theme. The home should feel cozy and soothing. A simple palette of white with black accents is a common approach that adds to the farmhouse feel.

Figure 9.1-5: Examples of the Modern Farmhouse style: The two on the left lean into the Agrarian style.



## Goals

The goals of these design guidelines are as follows:

- Provide guidelines to clarify the community's expectations for the type and quality of residential development in Severance.
- Create development that has a small Town feel, compatible with the traditional residential architecture of the North Front Range and Weld County.
- Create new residential development that has an agrarian or farmhouse character that evokes a communal spirit.

## Design Guidelines

### Materials

*The choice of materials and colors should provide an enduring quality and enhance architectural and massing concepts.*

1. Architectural design within each residential subdivision or infill site should use a palette of materials that convey an image of quality and durability.

Examples include:

Roofs: Unglazed clay tile, architectural composition shingles

Walls: Painted stucco, shiplap wood siding, wood shingles, board and batten wood siding

- All facades should employ the same vocabulary of materials.
- On corner homes, architectural materials should be consistent on both exposed elevations.
- Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction.

Examples include:

Roofs: glazed or painted tiles, highly reflective metal or sheet materials, composition roll roofing

Walls: vinyl, metal, T-111 siding, plywood, other sheet materials

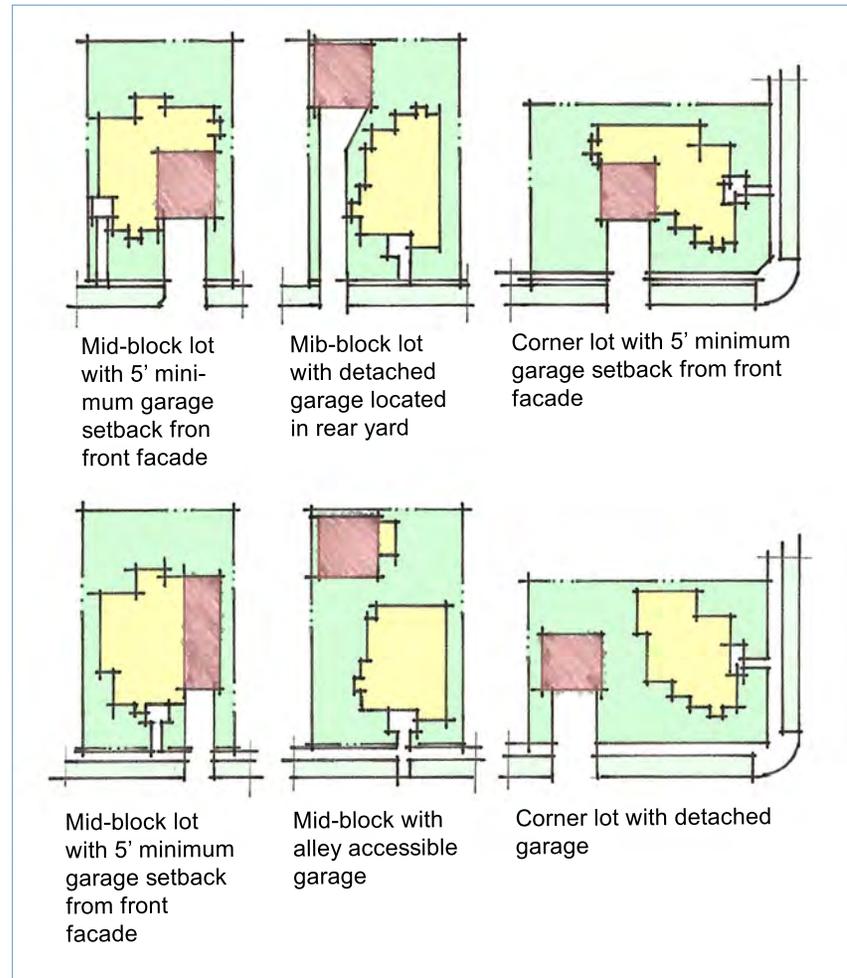
- Wood or hardboard siding, if used, should be shiplap or board-and-batten. Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.
- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone, used in projects.

### Site Planning

*New single-family housing and subdivisions should result in residential design and site planning that supports overall neighborhood design objectives and context.*

- New single-family housing should be oriented towards public streets and reduce the visibility of parking garages.
- New housing in existing neighborhoods should reflect the setbacks, yards and orientation of Severance’s older neighborhoods.
- Entrances and windows, not garages, should be the dominant elements of front facades. Low hedges, fences or entry gates should be used to define the edge of private yards.
- Garages should be pushed back at least 5’ from the front elevation. Rear garages are strongly encouraged and should be designed to preserve back yard space.
- In no case should the width of the garage be more than 50% of the width of the house or 24’, whichever is less.
- Corner homes should be planned so both exposed facades enhance the street.
- On corner lots, the sides of the house should be set back at least 15’ from the property line.
- Where natural features exist, such as creeks or hills, open spaces should be preserved and used to frame and define residential areas.
- Grading for new homes should limit the visual distinction between grading of existing neighborhood streets and adjacent natural landforms.
- Grading should be contoured to blend into adjacent open spaces.
- Existing gas and oil well installations should be screened from

**Figure 9.1-6: Garage placement options.**



view with windbreaks and hedgerows. (See Figure 9.1-7.)

- Use rows of trees and shrubs to line the edges of dedicated open space areas.
- Use low water using plants where appropriate.

**Figure 9.1-7: Images of windbreaks, typical of the landscaping to be used to screen gas well sites from residential development.**



### **Outdoor Spaces**

*Gardens and thoughtful landscaping are stress reducing. Greenery uses carbon dioxide to live and gives us clean oxygen in return. More oxygen means better health. Plants that require low amounts of water can be used to create oasis. A fire pit is a nice addition for gathering around. Windbreaks were a common feature of Colorado farmsteads. They serve a useful function and can be incorporated into the landscape at a scale that evokes the farmsteads of an earlier time.*

- Homes should include outdoor spaces that serve a useful function and are incorporated into the landscape at a scale that evokes the farmsteads of an earlier time.

Figure 9.1-8: Examples of usable outdoor spaces at homes designed in the modern Farmhouse style.

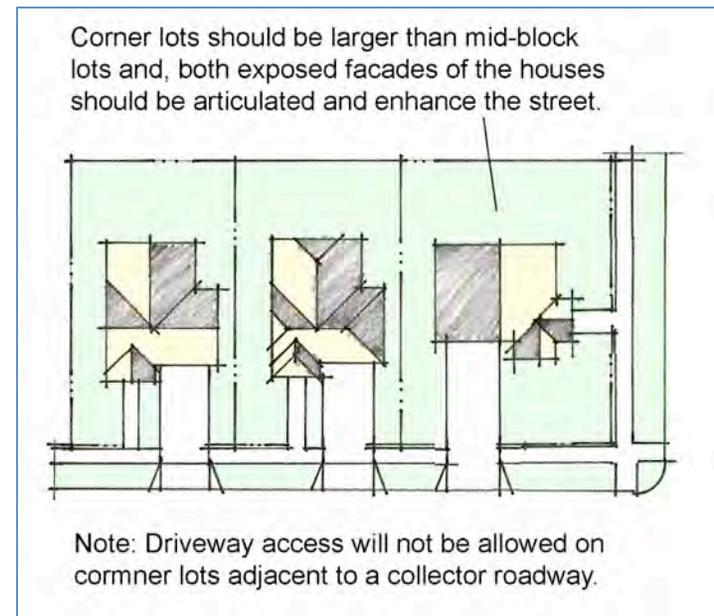


### Massing, Transitions and Architectural Design

*New single-family housing should be high quality architecture and provide a variety of styles and design within each block, respecting the neighborhood setting.*

- Block frontages should include at least three distinct models (both in plan and elevation), plus one or more variations for corner lots. Homes of the same model should not occur on adjacent lots.
- Architecture within each new residential area should use a variety of forms, details and materials. New projects should create a pleasing variety of homes.
- Roof forms should be consistent on all parts of the house and garage. All roofs should have a similar pitch.
- Larger wall and roof planes should include 3-dimensional design features such as chimneys, balconies, bay windows or dormers.
- All facades of a home, including side and rear elevations, should have the same vocabulary of forms, detail and materials.
- The entire home should have a coherent architectural composition. Roofs, walls, and materials should gracefully transition from front, sides and rear elevations.
- Open porches, balustrade railings, and roofs that complement the pitch and materials of the main roof are encouraged.
- On corner lots, architectural style and details shall be consistent on both exposed facades.
- Windows and doors should be unifying architectural elements. Details should reinforce and enhance the architectural form and style of the house.
- Trim profiles and recessed windows and doors are encouraged. Special windows such as bays and dormers are encouraged to add interest to the facade.
- Stairways, fences, trash enclosures and other accessory elements should be designed as integral parts of the architecture. These elements should not be visible features at the ends of streets or driveways.
- Where more than half of homes adjacent to a proposed subdivision are one story, at least half of the new single-family detached

**Figure 9.1-9: Corner lots.**



home designs should also be one story or have a predominantly one-story appearance. The emphasis is on providing single story designs. "Predominantly one story appearance" is defined as a design that includes a smaller second story (less than 60% of the first floor footprint) in a location with minimal impacts on existing adjacent homes.

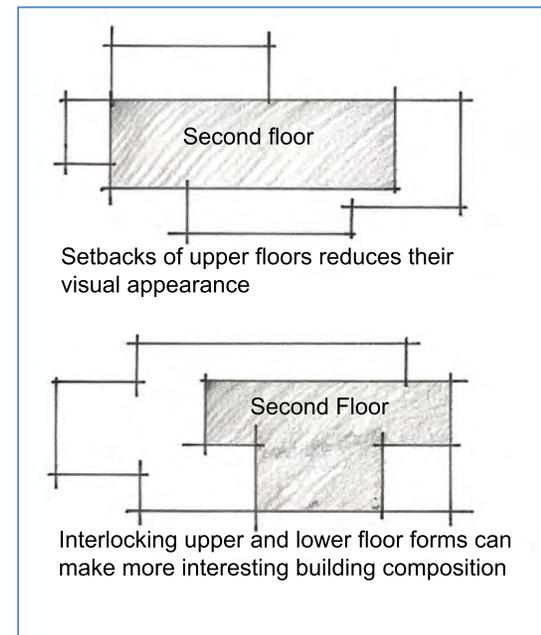
- Second stories of new homes should be subordinate in scale and not project or overhang the first-floor footprint. "Subordinate" is generally considered to mean 75% or less of the first-floor footprint. However, where a historic home style typically has a second-floor footprint equal to the first-floor footprint, this guideline may not apply.
- Two-story homes should also step back at the second floors and/or increase the side and rear yards to provide transitions to adjacent existing single-story homes.
- For smaller infill subdivisions, the side yard spacing should appear to be similar (from the street) to that found in the surrounding neighborhood. Building footprints that are stepped as illustrated help accomplish this, and lot design may also be important.
- Varying roof heights, step-backs, and/or changes in wall planes should be used to break up perceived mass.
- In two-story designs, applicants should use more than one material or color changes on an elevation to help break up the vertical mass; minimize use of two-story high design elements (turrets, two story entryway features); avoid massive, tall chimneys; and use visually "heavy" materials such as stone or brick sparingly.
- Privacy of neighbors should be respected to the extent feasible through window placement, entry locations, landscape or other screening, second story step backs, etc.
- A Floor Area Ratio of .35 or greater (+500 sq. ft. for garages) is a "flag" for more careful scrutiny of any proposed two story home size and design in comparison with adjacent and nearby homes within 100 feet. The FAR is calculated as the total square footage of the house divided by the lot size, excluding any private street right-of-ways.

### Lighting

*Lighting location and design should be an integral part of the design concept for multi-family projects.*

- Lighting in projects should be designed for specific tasks (i.e., illuminating common areas, parking, streets, paths, and entryways).
- Lighting should be mounted on architecturally designed posts less than 16' in height, and preferably lower.
- Fixtures and posts should be consistent throughout the project.
- Lighting along public streets and spaces should reflect district or neighborhood standards.

**Figure 9.1-10: Reducing the perceived mass of two-story houses.**



- Fixtures should incorporate lens or shades to screen the view of light sources from residences.
- Exterior light fixtures must be in compliance with the town's dark sky ordinance.

### **Landscape**

*Project landscaping should support the design concepts for residential streets, common areas and architectural design.*

- All site areas not covered by structures, walkways, driveways, plazas or parking spaces should be landscaped.
- Landscaping should support the privacy requirements, distinction, and transition between private, common and public spaces.
- Freestanding landscape elements that provide visual accents and a sense of entry are encouraged. These could include trellises, arbors, and special landscape materials that add character to yard and common areas.
- Landscape materials should be live plants. Gravel, rock, bark and other materials are not a substitute for plant cover.
- Landscape shall be permanent with automated irrigation. Plant materials should be low water using.
- Natural features and existing trees should be incorporated into the landscape plan.
- Plazas and common areas subject to pedestrian traffic may be surfaced with a combination of landscape and decorative pavers or textured concrete.
- Parking lots should be generously landscaped to provide shade, reduce glare and provide visual interest. Parking lots should provide shade trees (of at least 15 gallon in size) for each 5 spaces. Higher ratios are desirable.
- Parking lots should be landscaped. Lots should be screened from view with architectural fences, berms or shrubs consistent with Town standards.
- Gas well sites adjacent to residential development should be screened with windbreaks, rows of trees and shrubs that wrap around the perimeters of the gas well sites.

## Fences

- Where the rear lot line of a residence abuts the arterial road right-of-way, there must be a 6' tall wood privacy fence on the right-of-way line, similar in design to the example shown in Figure 9.1-11.
- Where the front and side lot lines abut the arterial road right-of-way, there should be a fence similar to the fences shown in Figure 9.1-12.

*Figure 9.1-11: An example of a fence that is appropriate for new residential subdivisions in Severance.*



*Figure 9.1-12: Examples of fences that are appropriate for residences in the Old Town neighborhood.*



### Streetscape

*New and infill residential projects should provide street trees and lighting that support the streetscape concepts or themes for the district.*

- Where the rear lot line abuts Harmony Road or 1<sup>st</sup> Street, there must be a 6' tall wood fence of a type similar to the one shown in Figure 9.1-11.
- In suburban residential zone districts, the area between the street and property line should include a tree lawn area next to the street that is at least 8' wide and beyond that, a sidewalk at least 5' wide. There may also be a buffer between the sidewalk and the right-of-way line.
- Street trees are required for these sidewalk areas. Trees should be spaced 25'-30' on center.
- Pedestrian-scale lighting should be included in development planning for multi-family projects. Lighting should comply with the night sky ordinance. See the Severance Land Use Code Section 16.16.

**Figure 9.1-13: Examples of the Modern Farmhouse style.**



## 10. Recommended Code Modifications

Recommended Modifications to the Severance Land Use Code include:

1. Adding references to relevant paragraphs of Severance Land Use Code Article 6, Zoning Districts and Article 7, Definitions to point the reader to the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional site and building design requirements and guidance contained in the Corridor Plans document.
2. Adding language to the Severance Land Use Code to alert the reader to the required additional development setback along East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 in the Natural Zone Arterial (T1) and the Rural Zone Arterial (T2) corridor zones as defined in the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans (See page 36 in the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans).

The following is a compilation of the recommended modifications to the Severance Land Use Code (modifications are highlighted):

Sec. 16.5.10 – Site plan.

Sec. 16.5.10 (2)

- i. Grading and drainage plan and report. This plan and report must be certified by a Colorado-registered professional engineer and must include approximate earthwork quantities (how earthwork on the site is “balanced”), storm drainage concept, such as locations of pipe and other conveyance facilities, locations for on-site detention or downstream structural improvements, and soil erosion and sedimentation control plans and specifications. It must also discuss the impacts on any existing floodways and/or floodplains both on and adjacent to the site as well as any FEMA applications required. Low impact storm water management recommendations of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans are to be met for properties within the boundaries of the Corridor Plans.

Sec. 16.5.10 (2) l. - Landscape and open space plan.

Landscape and open space plan, which must address the treatment of all public and private exterior spaces including streets, medians, and rights-of-way. Landscape plans are to be designed to meet the requirements of this code and show approximate locations of trees, shrubs, groundcovers, turf, buffering, fences, walls and other site amenities that will be included in the

plan. The landscape design recommendations of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans are to be met for all properties within the boundaries of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans. A Corridor Plans development setback applies to all frontage along East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 within the Natural Zone Arterial (T1) and the Rural Zone Arterial (T2) corridor zones. The setback width is 80'. See pages 36-37 of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans.

Sec. 16.5.10 (2) p. - Lighting plan (See the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.10.1- Intent.

Sec. 16.6.10.1

(c) Rural residential conservation may be within the rural residential area. Conservation residential development focuses on large percentages of dedicated open space, agricultural or conservation easement land area that complements a subdivision of rural subdivision lots. The breakdown of densities, open space and design requirements is further described in Section 16.6.10.16. (See also East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1st Street / WCR 23.)

Sec. 16.6.10.6 – Standards.

Sec. 16.6.10.6

(a) Typical subdivision layout. Subdivisions in the rural residential area shall be designed with an internal rural roadway system to serve lots within the subdivision. Each lot shall have frontage onto a roadway. The perimeters adjacent to major roadways shall be landscaped and shall provide pathways for pedestrian linkages. Fencing shall be open and visually interesting along the perimeter street frontage. The main entrance to the subdivision will typically have a monument sign and landscaping. Open space and drainage corridors within the subdivision will provide opportunities for pedestrian linkage to adjacent subdivisions. Each subdivision proposal should reflect the Comprehensive Plan. (See also East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1st Street / WCR 23.)

Sec. 16.6.10.9 - Edges/landscape.

The perimeter treatment adjacent to major roadways should include a landscape buffer of varying width with a minimum width of twenty (20) feet. Properties with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 shall design perimeter treatment in accordance with the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans.

A developer-installed fence should be placed inside the property line within an easement on each lot or tract. The landscape should be complementary to the rural character of the surrounding area. The use of shade trees is encouraged along greenbelt community pathways.

Sec. 16.6.10.10 – Fencing.

- (a) Fencing shall be of a rural character. The treatment should be consistent within the entire development. Fencing located along collector or arterial roads shall be open rail/open character and set back from the right-of-way a minimum of twenty (20) feet. Properties with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 shall design and locate fencing in accordance with the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans. Fencing shall be made visually interesting and shall avoid creating a “tunnel” effect. Style of fencing for neighborhood should strive for consistency with surroundings and intended design. Compliance with this standard may be accomplished by integrating architectural elements such as brick or stone columns and incorporating articulation or openings into the design. Varying the alignment or setback of the fence and softening the appearance of fence lines with plantings or similar techniques is also encouraged. Privacy fences should not be used. For agriculture uses, T-post fences, wire fences and electric fences are allowed as per the management plan. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.10.12 – Connectivity.

Sec. 16.6.10.12

Pedestrian connectivity within and adjacent to the subdivision is highly encouraged. Each development shall provide a combination of trails, sidewalks or widened streets to accomplish connectivity. Off-street pedestrian linkage can be accomplished with the use of open greenways and drainage conveyance corridors with meandering trails or paths. Properties with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 are to include pedestrian links to identified greenways and regional trails. Refer to Typical Subdivision Layout for examples. Each subdivision must contain a twenty (20)-foot minimum perimeter landscape buffer with a minimum six (6)-foot-wide community pathway. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.10.13. - Lighting.

With the exception of lighting for public streets, all other project lighting used to illuminate buildings, parking lots and walkways shall be evaluated during the development review process. All lighting shall adhere to the requirements of Ordinance 2020-XX. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.10.16. - Rural Residential Conservation Sub-zoning.

(8) Perimeter treatment:

- a. Fencing adjacent to right-of-way shall be addressed in fencing plan. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.) Criteria and maintenance responsibilities shall be described in the HOA documents.

Sec. 16.6.20.2. - Density.

- (c) Open space/parks and connectivity requirements (See section 16.12.250 and the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.20.6. - Standards.

- (b) Typical single-family lot layout illustration, Note #3. See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.

Sec. 16.6.20.7. - Street standards.

Refer to the Severance Transportation Master Plan and to the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for properties adjacent to Harmony Road / 74 or 1<sup>st</sup> Street / WCR 23

Sec. 16.6.20.9. - Edges/landscape.

The perimeter treatment adjacent to roadways should include a landscape buffer that of varying width with a minimum width of twenty (20) feet. A meandering community pathway that is a minimum of six (6) feet wide shall be located within the

buffer. (See Section 16.6.20.7, Street Standards.) The use of shade trees is encouraged along greenbelt community pathways. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.20.10. - Fencing.

- (a) Lots adjoining greenbelts shall have common area fencing. Common area fencing shall be “articulated” with fence columns, fence details, varying depths of greenbelts, etc. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.20.12. - Connectivity.

Pedestrian connectivity within and adjacent to the subdivision is required. Each development shall provide a combination of trails and sidewalks within the subdivision to provide connections to the Severance Greenway and trail corridor. Off-street pedestrian linkage can be accomplished by the use of open greenway/corridors with meandering trails or paths. Refer to Typical Subdivision Layout for example. Each subdivision adjacent to arterial streets must contain a perimeter landscape buffer with an off-street community path that is a minimum of six (6) feet wide. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.20.13. - Lighting.

With the exception of lighting for public streets, all other project lighting used to illuminate buildings, parking lots and walkways shall be evaluated during the development review process. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.30.1. - Intent.

- (b) The vision of the Town core is to develop/redevelop into a vibrant and somewhat eclectic place for residents and visitors to live, shop, work, dine, recreate and gather while supporting a theme reminiscent of a charming and active small Town. To achieve this, the Town recognizes the importance of allowing the market to direct development with minimal regulatory and/or design constraints. Concurrently, property owners and developers must recognize the importance of supporting the overall theme of the Town core area and employ design elements, materials and site planning techniques that reinforce this

vision. All participants need to acknowledge that the Town core area will continue to be a dynamic place where uses may change and properties may be altered to reflect changes in the marketplace and in response to the growth of the community that coincide with the Comprehensive Plan. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels within the Town Core.)

Sec. 16.6.30.4. - Design standards.

The following design standards shall apply within the Town core. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.30.7. - Architectural standards.

The following shall be the architectural standards for the Town core. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Architectural design of homes should reflect early twentieth (20<sup>th</sup>) century traditional, dominated by porches, steeper roofs, mixed materials, etc. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for Residential Design Guidelines.)

Sec. 16.6.30.8. - Edges/landscape.

Edges of commercial developments shall have high-quality landscaping. Berms, meandering walks, a mix of irrigated turf, shrub beds, ornamental trees, evergreen trees and shade trees are encouraged. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.30.9. - Fencing.

Front-yard fencing in the Town core shall be open wood picket or wrought iron and shall not exceed forty-two (42) inches in height. Brick or stone columns are encouraged. Privacy fencing between users or to screen users shall be allowed per review and approval as a part of a final plat or site plan approval. Privacy fencing shall not exceed six (6) feet in height and shall be minimized and placed so that the visual impact to surrounding uses and the public right-of-way is minimized. Landscape

buffering in place of or associated with privacy fencing is encouraged. Privacy fencing, if located adjacent to the public right-of-way, shall be separated from the public right-of-way by a landscaped buffer. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.30.11. - Lighting.

Lighting shall be consistent with the architecture and should consist of pedestrian-scale cut-off lighting so that no light spills beyond the boundary of the project. Parking lots, pedestrian ways and building entries shall be appropriately lit. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.1. - Intent.

- (a) The development nodes (see Section 16.6.40.7 for locations and descriptions) are surrounding key intersections in areas within the Town GMA but outside the Town core area. These development nodes are important to the future economic vitality of the community and have the potential to be served by urban infrastructure, which may offer the opportunity for higher intensity land uses. The development node zoning includes one sub-zoning as outlined below, allowing for more specific industrial uses and intending to be contemplated at the time of annexation and zoning:
  - a. Development Node Industrial Sub-zoning (Section 16.6.40.4) is intended for more industrial land uses and will include separate requirements intended to provide adequate mitigation to potential impacts.
- (b) Ultimately, the uses, development patterns and standards presented in this division are expected to result in development that is suitable to the location, aesthetically complementary to the overall vision of the Town, economically viable, and conforming to the Comprehensive Plan. Until the marketplace, combined with appropriate levels of infrastructure, supports the full implementation of this division, flexibility and real-time assessments will guide the review and approval of developments within the development node areas. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.2. - Density.

- (c) Setbacks for uses, including multi-family residential and commercial uses, shall be determined through platting and/or site plan review. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.5. - Design standards.

The following shall be the design standards for the development nodes. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.6. - Street standards.

Street standards within the development nodes that are not a state highway shall comply with the standards set forth in the Severance Transportation Master Plan. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.7. - Description of nodes.

- (b) Corner of Colorado Highway 257 and Weld County Road 74 (Harmony Road). The west side of this intersection is in the Town of Windsor GMA. The east side at the intersection is in the Town of Severance GMA. The properties adjacent to this intersection are within the boundaries of an intergovernmental agreement with the Town of Windsor that further defines the land uses, etc. This intersection has high traffic counts, with Highway 257 being a key transportation link between Severance and Windsor and to Highway 14 to the north. Harmony Road is quickly becoming a very busy thoroughfare that becomes a key street in the Town core area of Severance. To the east, it connects to Eaton, and to the west, it is becoming a heavily developed corridor through Timnath and Fort Collins with an important link to Interstate 25. The majority of the traffic from the Severance area going to Fort Collins or Interstate 25 will utilize the Harmony Corridor. The landowner/developer shall meet with the Town, the Town of Windsor, the county and the Colorado Department of Transportation to determine allowable access points onto state highways and county roads located within the development node. (See also the East Harmony Road /WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74.)
- (c) Colorado Highway 392 Corridor (north side). The Highway 392 corridor development node is intended to be primarily commercial and industrial with surrounding higher intensity residential land uses. This corridor is governed by a land use and revenue sharing intergovernmental agreement between the Town of Severance and the Town of Windsor. Commercial and industrial land is a required use for a portion of the corridor. The landowner/ developer shall meet with the Town, the Town of Windsor and the Colorado Department of Transportation to determine allowable access points onto Highway 392 within the

development node. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.8. - Architectural standards.

The following shall be the architectural standards for the development nodes. Properties within the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans are to meet the architectural guidelines, standards, and recommendations of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans applicable to the property.

Sec. 16.6.40.9. - Edges/landscape.

Edges of commercial development shall have high-quality landscaping. Berms, meandering walks, a mix of irrigated turf, shrub beds, ornamental trees, evergreen trees and shade trees are encouraged. Streetscape and sidewalks for properties within the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans are to be designed to meet the guidelines, standards, and recommendations of the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans applicable to the property. Parking lots are required to have landscaping per industry standards. The ends of parking bays shall have landscape islands, which shall be strategically placed to ensure that there are no more than twenty (20) contiguous parking spaces.

Sec. 16.6.40.10. - Fencing.

Front-yard fencing in the development nodes shall be open wood picket or wrought iron and shall not to exceed forty-two (42) inches in height. Brick or stone columns are encouraged. Privacy fencing between users or to screen users shall be allowed per review and approval as a part of a final plat or site plan approval. Privacy fencing shall not exceed six (6) feet in height and shall be minimized and placed so that the visual impact to surrounding uses and the public right-of-way is minimized. Landscape buffering in place of or associated with privacy fencing is encouraged. Privacy fencing, if located adjacent to the public right-of-way, shall be separated from the public right-of-way by a landscaped buffer. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.6.40.12. - Lighting.

Lighting shall be consistent with the architecture and should consist of pedestrian-scale cut-off lighting so that no light spills beyond the boundary of the project. Parking lots, pedestrian ways and building entries shall be appropriately lit. (See also the East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans for additional guidance for parcels with frontage on East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23.)

Sec. 16.7.10. - Definitions.

*Comprehensive Plan* means the plan that was most recently adopted by the Planning Commission and Town Council in accordance with Section 31-23-206, CRS to guide the future growth, protection and development of the Town, affording adequate facilities for housing, transportation, comfort, convenience, public health, safety and general welfare of its population. The Comprehensive Plan includes any area-specific plans and infrastructure plans adopted to implement the policies and recommendations of the Comprehensive Plan.

*East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 Corridor Plans*, is an adopted set of standards, guidelines and recommendations for improvements for East Harmony Road / WCR 74 and 1<sup>st</sup> Street / WCR 23 and for the planning and design of adjacent perimeter areas and structures.

# 11. Implementation

**Table 1: Recommended Implementation Actions and Timeframes**

| Action | Responsibility          | Timeframe  |
|--------|-------------------------|------------|
|        |                         |            |
|        | Town Staff/Town Council | Short-term |

|   |                         |            |
|---|-------------------------|------------|
| Widen 1 <sup>st</sup> Street / WCR 23 to Urban Zone Street Section with parallel parking, between just north of the Great Western Trail Crossing to Trust Auto and Diesel Care.   | Town Staff/Town Council | Mid-term   |
| Widen 1 <sup>st</sup> Street / WCR 23 to General Urban Zone street section with one travel lane in each direction, with a center median and/or turn-lane, between near Trust Auto and Diesel Care and Harvest Moon Drive. Note 80' constraint between fences. | Town Staff/Town Council | Mid-term   |
| Add second southbound travel lane on 1 <sup>st</sup> Street / WCR 23 south of Harvest Moon Drive; drop travel lane into right-turn only northbound at Harvest Moon Drive.   | Town Staff/Town Council | Mid-term   |
| Widen 1 <sup>st</sup> Street / WCR 23 to Suburban Zone street section between Harvest Moon Drive and WCR 70 (ensure westbound multimodal connection along WCR 70 to GWT).   | Town Staff/Town Council | Mid-term   |
| Widen 1 <sup>st</sup> Street / WCR 23 to Rural Zone street section between WCR 70 and SH 392.   | Town Staff/Town Council | Short-term |
| <b>Gateways</b>   |                         |            |
| Design and install regional gateway signage at the locations shown on Figure 3.2-2.   | Town Staff/Town Council | Short-term |
| Design and install destination gateways leading into Old Town at the locations shown on Figure 3.2-3.   | Town Staff/Town Council | Mid-term   |
| <b>Pedestrian and Bicycle Trails Network</b>  |                         |            |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at signed intersection at SH 257 and East Harmony Road / WCR 74.   | Town Staff/Town Council | Long-term  |

|   |                         |            |
|---|-------------------------|------------|
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at future signalized intersection at Hollister Lake Road and East Harmony Road / WCR 74. | Town Staff/Town Council | Mid-term   |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at signalized intersection at WCR 21 and East Harmony Road / WCR 74.                     | Town Staff/Town Council | Short-term |
| Consider RRFB with median refuge at Timber Ridge Parkway only if/as development occurs north of WCR 74.   | Town Staff/Town Council | Short-term |
| Provide Rectangular Rapid Flashing Beacons (RRFBs) and median refuges at the Great Western Trail Crossing on East Harmony Road / WCR 74.                          | Town Staff/Town Council | Short-term |
| Consider signed and marked crosswalk on west leg at 3 <sup>rd</sup> Street and East Harmony Road/ WCR 74.   | Town Staff/Town Council | Short-term |
| Provide Rectangular Rapid Flashing Beacons (RRFBs) and median refuges at the Great Western Trail Crossing on 1 <sup>st</sup> Street / WCR 23.                     | Town Staff/Town Council | Mid-term   |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at 4 <sup>th</sup> Avenue and 1 <sup>st</sup> Street intersection.                       | Town Staff/Town Council | Mid-term   |
| Provide Rectangular Rapid Flashing Beacons (RRFBs) and median refuges at North leg at Harvest Moon Drive and 1 <sup>st</sup> Street / WCR 23.                     | Town Staff/Town Council | Mid-term   |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks on all approaches at roundabout at 1 <sup>st</sup> Street / WCR 23 and WCR 72.           | Town Staff/Town Council | Mid-term   |

|   |                         |                      |
|---|-------------------------|----------------------|
| Consider RRFB with median refuge at high school approach <u>only if/as</u> development occurs east of WCR 23.   | Town Staff/Town Council | Mid-term             |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at future signalized intersection at WCR 70.   | Town Staff/Town Council | Long-term            |
| Consider RRFB with median refuge at collector street connections only if/as development occurs and are in need of construction.   | Town Staff/Town Council | Mid-term             |
| Provide crosswalks and ADA accessible curb ramp connections to sidewalks at future intersection at SH 392.  | Town Staff/Town Council | Long-term            |
| Continue to connect sidewalks, bicycle paths, and regional trails from new and, in some cases, existing development to the Great Western Trail.   | Town Staff/Town Council | Short-term; On-going |
| <b>Greenway</b>   |                         |                      |
| Continue making improvements to the park, Law Reservoir, Great Western Trail and floodplain areas between the Great Western Trail/1 <sup>st</sup> Street crossing and the Great Western Trail crossing at WCR 21. | Town Staff/Town Council | Short-term; On-going |
| <b>Code Modifications</b>   |                         |                      |
| Adopt Modifications to the Land Development Code  | Town Staff/Town Council | Short-term           |