

Division 2. Improvements Standards

Sec. 16A-4-200. Applicability.

(a) **Minimum Requirements.** Improvements standards are intended as minimum standards to further the orderly layout and use of land. These standards shall apply to all development applications for PUD, subdivision, subdivision exemption or special review submitted within the Town. The designer should be aware that whenever unusual or complex circumstances are anticipated in conjunction with a proposed development, additional information or analysis beyond the minimums set forth herein may be required by the Town Engineer.

(b) **Standards Are Not Inflexible.** These design standards are intended to ensure a certain level of performance; however, they are not inflexible. If an alternate design, procedure or material can be shown to provide performance equal to or better than that established by these standards, or where it can be shown that strict compliance with these standards would cause unacceptable environmental impacts, or would result in adverse site conditions because of unusual topography, size or shape of the property, existing vegetation or other exceptional situation or condition, then the Town Engineer may recommend that the Town Council accept the alternative. The Town Engineer's evaluation shall consider whether the alternative will provide for an equivalent level of public safety and whether the alternative will be equally durable so that normally anticipated user and maintenance costs will not be increased.

(c) **Plans Shall Be Prepared by Professional Engineer.** All plans, reports and specifications for development or redevelopment of improvements addressed within this Division shall be prepared by, or under the direct supervision of, a professional engineer licensed in the State. Final public improvement plans, reports and specifications shall bear the seal and signature of the professional engineer responsible for their preparation. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-210. Streets and related improvements.

(a) **General Standards.**

(1) **Capacity standard.** Traffic generated by any proposed development shall not cause the capacity of the Town's road network (including in all cases Brush Creek Road) providing access to the development to be exceeded. Level of service "C" or better (as described in the Comprehensive Plan or as calculated by the Town Engineer) is hereby deemed to be the acceptable design standard for all intersection and roadway segment operations within the Town. In order to determine the impacts of the proposed development on the capacity of the Town's road network, the following steps shall be followed:

a. **Trip generation.** The applicant shall determine the number of trips the project is expected to generate, pursuant to Section 16A-5-340(c)(2), Transportation Impact Analysis, and shall include that determination in the preliminary PUD application.

b. **Analysis of cumulative impact.** The applicant shall calculate the cumulative impact on the Town's road network of the trips that will be generated by the applicant's project and by the other development that is planned to occur within the Town (as described in the buildout analysis in the Comprehensive Plan). Using this information, the Town Engineer shall determine whether any segment of the Town's road network or any intersection will be caused to exceed level of service "C."

c. **Percentage allocation.** If the Town Engineer determines that the cumulative impact of the remaining development will be to cause any segment of the Town's road network or any intersection to exceed level of service "C," then the Town Engineer shall calculate what percentage of this

impact on the road network is due to the applicant's project. The method of calculation shall be subject to the approval of the Town Engineer. This shall be determined by comparing the number of trips the applicant's project is projected to generate to the number of trips that will be generated by the other development that is planned to occur within the Town (as described in the buildout analysis in the Comprehensive Plan).

d. Options. The conclusions of the Town Engineer shall be considered by the Town Council, who shall then require the applicant to demonstrate how the development will accomplish either, or a combination of, the following options:

1. Reduce number of trips. Implement transportation demand management actions, such as provision of private transit services, enhancement of public transit service, shifting of required parking to preferred locations off-site, improvement of other public parking facilities, and similar actions to reduce the development's number of projected trips below the level at which its share of the cumulative number of projected trips will cause any segment of the Town's road network or any intersection to exceed level of service "C"; or

2. Pay fee. Pay an in-lieu fee which the Town Engineer determines represents the development's share of the total cost of improvements that must be made to the Town's road network, transit facilities and public parking facilities to ensure that the cumulative number of projected trips does not cause any segment of the Town's road network or any intersection to exceed level of service "C."

a) Use of funds. All funds collected by the Building and Planning

Department shall be deposited in a separate interest-bearing account. Monies in this account shall be used solely for the planning, design and construction of road network, transit facilities and public parking facilities in locations that are consistent with the recommendations of Chapter 7 of the Comprehensive Plan, "Future Transportation Plan."

b) Refund. Any payment made for a project for which a building permit is not issued or is cancelled may be refunded if the current owner of the property submits a request for a refund to the Town's Finance Director. All requests for refunds shall be accompanied by a copy of the receipt issued for payment of the fee.

(2) Maintenance. No development shall be approved that would increase the Town's road maintenance responsibilities beyond the Town's capabilities. Roadways shall be designed, engineered and constructed so as to minimize future maintenance costs, to alleviate visual and functional problems that occur on hillsides and to avoid deep cuts.

(3) Service and emergency vehicles. No development shall be approved that will create traffic hazards or that does not provide adequate access for service vehicles and emergency vehicles, including fire trucks, ambulances and police vehicles, or that is not designed to facilitate reasonable removal or storage of snow from traffic areas.

(4) Security gates. No development shall be approved that will include any attempt to physically block entrance of vehicles or pedestrians from entering the development via private streets or trails. Physical blocks include security gates and fences.

(b) Street Design Standards. The following design standards apply to new and substandard streets in all developments, regardless of type or size, unless the street involved has been fully improved. No development shall be approved that includes elements that are not in compliance with these design standards, except as described in Section 16A-4-200(b), Standards Are Not Inflexible, and also except that within the Open Space (OS) and Conservation (CON) zone districts only, the Town Council may authorize roads that do not meet these design standards.

(1) Street pattern. Streets shall conform to approved plans for street extensions and shall bear a logical relationship to topography and to the location of existing planned streets in adjacent properties.

(2) Standards for road design. Public and private streets shall meet the standards of Table 4-1, Standards for Road Design.

TABLE 4-1 STANDARDS FOR ROAD DESIGN				
Road Classification	Min. Right-of-Way Width ¹	Max. Percent of Grade	Min. Width of Paved Surface	Min. Shoulder
Arterial	80'	8	24'	3' ²
Collector	60'	8	22'	3'
Local	50'	8	20' ³	3'
Minor	40'	8	20'	2'

Notes:

1. Additional right-of-way may be required by the Town, where necessary to implement the Comprehensive Plan, including, but not limited to, providing for necessary transit facilities.
2. Shoulder should be paved to permit an acceptable Class III bicycle lane where indicated in the Comprehensive Plan.
3. Pavement width may be increased if, depending on engineering studies, the amount of traffic anticipated on the roadway justifies the increase.

(3) Dedications. Rights-of-way shall be dedicated for the entire width for all minor, local, collector and arterial streets. The Town Council may permit private road easements when problematic topography exists or low traffic volumes are expected. Private road easements will be permitted only when such roadways meet the intent of the standards of Table 4-1, Standards for Road Design, and a provision for maintenance is agreed to by the developer.

(4) Half-street dedications. Half-street dedications shall be prohibited, unless they are for the purpose of increasing the width of an inadequate existing right-of-way.

(5) Streets that end on perimeter of plat. When the plat dedicates a street that ends on the plat or is on the perimeter of the plat, the applicant shall convey the last foot of the street on the terminal end or outside the perimeter of the plat to the Town in fee simple, and such shall be designated by using out-lots. The Town shall put the same to public use for public road and access purposes when, within its sole and absolute discretion, it deems advisable.

(6) Dead-end streets. Dead-end streets, except for cul-de-sacs, shall be prohibited unless they are designed to connect to future streets in adjacent land that has not been platted, in which case a temporary vehicular turnaround shall be required, subject to approval by the Town Engineer and the Fire Chief.

(7) Reverse curves. Reverse curves on arterial and collector streets shall be joined by a tangent of at least one hundred (100) feet in length.

(8) Service access. Service access shall be provided in commercial, business and industrial areas.

(9) Intersections. Intersections shall be ninety degrees (90°) unless otherwise approved by the Town Engineer. In no case shall the intersection be less than sixty degrees (60°). Intersections shall have a minimum tangent of fifty (50) feet on each leg. The number of intersections of local streets with collector and arterial streets shall be minimized.

(10) Intersection grades. Intersection grades shall not exceed four percent (4%) for a minimum distance of fifty (50) feet on each leg; flatter grades are preferred.

(11) Curb return radii. Curb return radii for street intersections shall be as follows:

a. Arterial and collector streets: thirty-five (35) feet minimum, or greater if so determined by the Town Engineer.

b. Local streets: fifteen (15) feet.

Curb return radii and corner setbacks for all other types of intersections shall be as approved by the Town Engineer. Approval shall be based upon the expected types of vehicle usage, traffic volumes and traffic patterns, using accepted engineering standards. In case of streets that are unable to adhere to ninety-degree angles, appropriate increases in curb return radii shall be made for the necessary turning movements.

(12) Turn lanes. Right turn bypasses or left turn lanes shall be required at the intersections when traffic conditions, as determined by the Town Council, indicate their need. The subdivider shall dedicate sufficient right-of-way to accommodate them when they are required.

(13) Street names. When streets are in alignment with existing streets, the new streets shall be named according to the streets with which they correspond. Streets that do not fit into an established street-naming pattern shall be named in a manner that will not duplicate or be confused with existing street names within the Town or its environs. The Building Official shall assign street numbers, in accordance with the Town's numbering system.

(14) Damage shall be remedied. Any finish paving, curb, gutter, sidewalks or driveways that are installed physically above and within one (1) year of the construction of any subsurface utilities shall be installed at the risk of the subdivider, and any damage created shall be remedied in conformance with the guarantee of public improvements approved for the development.

(15) Improvements shall conform to specifications. All streets shall be constructed in accordance with specifications established by the Town Engineer. Any street name signs shall conform to the current Town specifications. Any required traffic control signs, signals or devices shall conform to the "Town Specifications on Uniform Traffic Control Devices."

(16) Monuments. Prior to paving any street, permanent range point monuments meeting the standards of Section 16A-4-270, Survey Monuments, shall be installed to approximately finish grade. Permanent range point boxes shall be installed during or as soon as practicable after paving.

(17) Street lights. Street lights, if required, shall be placed at a maximum spacing of three hundred (300) feet and are subject to Town approval. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-220. Public trails.

(a) General Standard. New development shall, to the greatest extent possible, incorporate features that promote nonmotorized transportation alternatives such as pedestrian walkways and trails and the use of public or private mass transit systems that reduce the incentive for occupants of the development to use personal motor vehicles. In order to facilitate this standard and the goals of the Comprehensive Plan, the Town Council may require dedication of easements or right-of-way locations determined appropriate by the Town to accommodate such transportation systems.

(b) Trail Design Standards. The following standards apply to all public trails in the Town.

(1) Standards for trail classifications. Public trails shall meet the standards of Table 4-2, Standards for Trail Design.

TABLE 4-2 STANDARDS FOR TRAIL DESIGN			
Trail Classification	Trail Width	Right-of-Way Width	Location
Class I Paved Surface	8'	20'	Separate R-O-W
Class II Unpaved Surface	4'	20'	Separate R-O-W
Class III Bike Surface	3'	N/A	Extension of road surface*
Class IV Primitive Single-Track	48" trail bed; 18" tread surface	20'	Separate R-O-W
Class V Primitive Single-Track	48" trail bed; 12" tread surface	20'	Separate R-O-W

* Note: Trail shall be provided on both sides of the road.

(2) Clearances.

a. Vertical clearance. Minimum vertical clearance (trail surface to overhead obstructions) should be eight and one-half (8.5) feet. The desirable clearance is ten (10) feet.

b. Lateral clearance. Minimum lateral clearance to static objects (parked cars, utility poles, trees, etc.) is two (2) feet. Minimum desirable lateral clearances from soft shoulders and sloped drop-offs is one and one-half (1.5) feet.

c. Handicapped accessibility. Consideration should be given to handicapped accessibility.

(3) Site distance. Site distance is the length of route visible to the cyclist and pedestrian, including intersecting roads and driveways. Adequate sight distance shall be provided for a cyclist to stop or take evasive maneuvers. An adequate lateral view shall be available at intersection and driveway connections.

(4) Horizontal alignment. To minimize interface between cyclists and pedestrians moving in opposite directions at curves, additional pavement should be provided on the inside edge of curves.

(5) Grade. With the exception of Class II unpaved trails intended for the pedestrian or equestrian, grades of four percent (4.0%) to five percent (5.0%) are generally desirable. The maximum grade on paved trails should not exceed eight percent (8.0%).

(6) Drainage. To ensure that surface water and debris do not accumulate on paved trails, a two- to three-percent (2%-3%) cross pitch should be provided on Class I paved trails. A drainage ditch should be placed on the high side of the trail where a trail is cut into a hillside.

(7) Materials. A Class I paved trail shall be constructed with a minimum of six (6) inches of base course and two (2) inches of asphalt. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-230. Water supply, sewage disposal, solid waste disposal and utilities.

(a) Water Supply and Sewage Disposal. No development shall be approved without the applicant submitting competent evidence that a water supply of adequate quantity, pressure and dependability is available to support the use intended and to provide for protection from fire, and that facilities to collect, treat and dispose of anticipated types and quantities of wastewater and sewage are available or can and will be provided with suitable capacity, quality of discharge, suitable point of discharge and dependability and that any such proposed system is financially feasible. All water lines, sewer lines, fire hydrants and appurtenances shall meet the standards, specifications, rules and regulations of the applicable fire protection and water and sanitation district, or shall be as approved by the Town Engineer.

(b) Solid Waste Disposal. No development shall be approved without the applicant submitting a solid waste disposal plan that includes enough container capacity to accommodate three (3) times per week pickup or less. All solid waste disposal containers shall be animal-proof, conforming to the specifications for such facilities promulgated by the Colorado Division of Wildlife.

(c) Utilities.

(1) Underground placement. All utilities shall be placed underground. Any areas excavated to place utilities underground shall be revegetated within one (1) growing season after installation, to stabilize and restore disturbed areas.

(2) Exception. Transformers, switching boxes, terminal boxes, meter cabinets, pedestals, ventilation ducts and other facilities appurtenant to underground utilities may be placed above ground when the utility company demonstrates to the Town Engineer that the facilities cannot reasonably be placed underground. The Town Engineer shall review the location and design of such above-ground appurtenances to ensure they do not block the visibility of motorists and pedestrians, and do not hinder road maintenance and snow removal activities. Such facilities shall be landscaped to reduce their visibility and shall be maintained, including painting, so they do not become an eyesore.

(3) Other utilities. Other utilities not specifically mentioned shall be provided in accordance with the standards and regulations of the respective utility department or company. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-240. Fire protection.

(a) Service by Fire Protection District. Developments shall be located and designed in a manner that enables them to be served by the Snowmass-Wildcat Fire Protection District and that complies with the adopted standards of said district.

(1) Unusual fire hazards. No development shall be approved that, due to design, size (including height) or building materials, could present unusual fire hazards that are beyond the fire-fighting capability of the Snowmass-Wildcat Fire Protection District.

(2) Location. Development shall not be located in such a way as to adversely affect the capability of the fire protection district or other public service entities to respond to fires or other nonfire emergencies in any other structure or area of the Town.

(3) Fire access. Fire lanes, emergency access and fire apparatus access roads shall conform to the provisions of the Fire Code, as set forth in Chapter 18, Article VII of the Municipal Code.

(b) Development in Areas Subject to Wildfire Hazards.

(1) Purpose. There are certain types of lands within the Town that have the potential to pose hazards to human life and safety and to property due to wildfire. The purpose of this Section is to ensure that development avoids these wildfire hazard areas whenever possible. Where it is not possible for development to avoid these areas, standards are provided to reduce or minimize the potential impacts of these hazards on the occupants of the property and, as applicable, the occupants of adjacent properties.

(2) Applicability. When the Planning Director shall determine that due to the vegetation, slopes and other factors present on a property, there is a potential for a proposed development to be threatened by moderate or severe wildfire hazards, then the Planning Director shall refer the application to the Colorado State Forest Service (CSFS) for review and comment.

(3) Classification of hazard by CSFS. CSFS shall review the application and determine whether there is a low, moderate or high degree of wildfire hazard posed to persons and property. CSFS shall consider the proposed design of the development (including the

planned roads and water supply facilities and the configuration and location of lots), the topography of the site, the types and density of vegetation present, the fire protection measures proposed by the applicant and other related factors in making its determination.

(4) Recommendations by CSFS. If CSFS finds that a moderate or severe degree of severity of wildfire hazard may be posed to persons and property, CSFS shall make recommendations as to the mitigation techniques that should be incorporated in the development. These recommendations shall be based on guidelines promulgated by CSFS (see, for example, CSFS publications entitled "Wildlife Protection in the Wildland Urban Interface" and "Wildfire Safety Guidelines for Rural Homeowners") and may include, but are not limited to, the following mitigation techniques:

a. Locations. Recommendations to locate structures outside of severe hazard areas, off of steep slopes and outside of draws and canyons.

b. Manipulate vegetation. Recommendations to manipulate the density and form of vegetation, so as to create defensible space buffers around proposed building envelopes, to remove hanging tree limbs near chimneys and to establish fuelbreaks or reduce the severity of the hazard. The form and the extent of the recommended vegetation manipulation shall be based on the severity of the hazard that is found to be present.

c. Structural design. Recommendations to use noncombustible roof materials, to require pitched roofs and to sheath, enclose or screen projections and openings above and below the roof line, as applicable.

d. Water supply. If access to a pressurized water system with fire hydrants is not provided, recommendations may be made to ensure the availability of a water supply for individual structures, in the form of access to a pond, installation of an underground water storage tank, provision of dry hydrants or similar methods.

e. Access. Recommendations to provide for separate routes of entrance and exit into a subdivision or PUD, to lay out roads so as to create fuel breaks and to ensure the adequacy of access by emergency vehicles, including the provision of regularly spaced turnouts along roadways, the establishment of adequate grades and sight distances and the prohibition of dead-end streets (but not cul-de-sacs) in the project.

f. Maintenance. Recommendations to keep roofs cleared of debris and to store flammable materials and firewood away from structures.

(5) Compliance. The Town Council shall consider the recommendations of CSFS, and shall apply those recommendations they deem to be appropriate as conditions of development approval. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-250. Storm drainage.

(a) General Standard. The integrity of existing and natural drainage patterns shall be preserved in order that the aggregate of future public and private development activities will not cause storm drainage and flood water patterns to exceed the capacity of natural or constructed drainage ways, will not subject other areas to increased potential for damage by flood erosion or sedimentation and will not pollute natural streams. New development shall provide for structures and/or detention facilities necessary to ensure that

run-off characteristics of a site after development are no more disruptive to natural streams, land uses or drainage systems than are the run-off characteristics calculated for the site's natural state. In cases where storm runoff from an upstream source passes through the subdivision, the drainage plan shall provide adequate means for maintaining the historical drainage system.

(b) Drainage Plan Required. A drainage plan shall be submitted as part of the development application, to include anticipated discharge volumes and general technique for conveying storm waters through the site. The drainage plan shall be prepared to meet the specifications of the Town Engineer, and shall be as approved by the Town Council.

(c) Reference to Water Quality Standards. Applicants are also referred to Section 16A-4-30, Brush Creek Impact Area, and Section 16A-4-40, Flood plain and Wetland Areas, for additional standards that are applicable to managing runoff from development sites. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-260. Easement characteristics.

(a) Utility Easements. Utility easements ten (10) feet in width on each side of all rear lot lines and five (5) feet on each side of side lot lines shall be dedicated where necessary. Where the rear or side lot lines abut on property outside of the subdivision on which there are not easements at least five (5) feet in width, then the easements on the rear and side lot lines in the subdivision shall be fifteen (15) feet and ten (10) feet in width respectively. Easements of ten (10) feet shall be required on the inside of the front lot line where necessary.

(b) Cul-De-Sacs. Easements twenty (20) feet in width shall be dedicated in "T" intersections and cul-de-sacs for the continuation of utilities or drainage improvements where necessary.

(c) Water and Sewer Easements. Water and sewer easements shall be a minimum of thirty (30) feet in width wherever possible. Easements less than thirty (30) feet wide shall be submitted to the Snowmass Water and Sanitation District for review and approval.

(d) Planned Utility or Drainage System. Whenever a tract to be developed embraces any part of a planned utility or drainage system designated on an adopted plan, the necessary easements shall be dedicated to accommodate the plan within the tract.

(e) Drainage Easement. Where an irrigation ditch or channel, natural creek or stream traverses a development, an easement sufficient for drainage and to allow for maintenance of the ditch shall be dedicated.

(f) Trail Plan. Whenever a tract to be subdivided includes any part of a bikeway, bridle path, cross country ski trail or hiking trail designated on an adopted trail plan, twenty-foot easements shall be dedicated to accommodate the plan within the tract. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-270. Survey monuments.

(a) Boundaries Shall Be Monumented. The external boundaries of all subdivisions, blocks and lots shall be monumented on the ground by reasonably permanent monuments solidly embedded in the ground. These monuments shall be set not more than one thousand four hundred (1,400) feet apart along any straight boundary line, at all angle points, and at the beginning, end and points of change of direction or change of radius of any curve boundaries.

(b) Comply with C.R.S. All monuments shall be set in accordance with the provisions of Section 38-51-101, C.R.S., unless otherwise provided for in this Development Code.

(c) Range Points and Boxes. Range points and boxes shall be set on the centerline of the street rights-of-way unless designated otherwise. (Ord. 4-1998 §1; Ord. 7-2000 §1)

