

Division 3. Site Design Standards

Sec. 16A-4-300. Purpose.

This Division establishes standards for the design of development sites, including standards for off-street parking, landscaping, grading, outdoor storage and energy conservation. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-310. Off-street parking standards.

(a) **Applicability.** The standards of this Section shall apply to all development, including development of new uses, expansion of existing uses and the change of use of land or structures. Responsibility for complying with these standards rests with the owner of the property.

(1) Uses established after effective date. For all uses established or placed into operation after the effective date of this Development Code (September 2, 1998), there shall be provided that number of off-street parking spaces as specified in this Section.

(2) Uses established prior to effective date. For land, structures or uses established or placed into operation prior to the effective date of this Development Code (September 2, 1998), the number of existing off-street parking spaces shall not be reduced below the minimum number of existing spaces required herein. If such land area, structure or use is enlarged or expanded, there shall be provided at least the additional number of off-street parking spaces that is required by this Section.

(b) **Minimum Parking Required.** All uses shall be required to provide that number of parking spaces that complies with the standards set forth in Table 4-3, Minimum Off-Street Parking Requirements for Each Zone District, unless a reduction in that number is approved pursuant to Subsection (c), Reduction of Required Parking. Where any calculation of the number of required

off-street parking spaces results in a fractional space being required, such fraction shall be rounded up to the next higher number of spaces.

**Table 4-3
Minimum Off-Street Parking
Requirements for Each Zone District**

<i>Zone District</i>	<i>Minimum Parking Required</i>
SF-4, SF-6, SF-15, SF-30, SF-150, EST, DU	1 space per bedroom; minimum of 2 spaces
MF/PUD, MF	1 space per bedroom; 1 space per studio; 1.5 spaces per bedroom in a restricted unit
MU, MU-1, MU-2, MU/PUD, CC, CC/PUD	1 space per bedroom; 1 space per studio; 1.5 spaces per bedroom in a restricted unit; 1 space per 300 sq. ft. of commercial space, except 1 space per 4 seats for restaurants
PUD, SPA-1, SPA-2	Set by adopted plan, except in SPA-2, no parking shall be required for previously subdivided lots
PUB and CON	Determined by special review
OS	Not applicable

(c) **Reduction of Required Parking.** Parking may be proposed to be reduced by one (1) or more of the following options:

(1) **Shared parking.** Off-street parking facilities for separate uses may be provided collectively, if the total number of spaces provided is not less than the sum of the separate requirements of each such use. However, no parking space or portion thereof shall serve as the required space for more than a single use, unless the Town specifically authorizes a shared parking arrangement. In order to obtain approval of a shared parking arrangement, the applicant shall be required to show that the peak use period for the uses will not overlap with one another, that the uses are located on the same or adjoining sites, and that the total number of spaces that would be required for all uses has not been reduced by more than twenty percent (20%).

(2) Alternative parking plan. The Comprehensive Plan recommends that day skier parking be reduced west of the Woodbridge pedestrian bridge and be increased east of that bridge. In order to accomplish this recommendation, applicants proposing development that will be located west of the Woodbridge Bridge are encouraged to, but applicants proposing development that will be located east of said pedestrian bridge may propose to, develop fewer spaces on site than would be required by Table 4-3. For the number of required parking spaces to be reduced, the applicant shall comply with one (1) or a combination of the following options:

a. Create parking in desired location. The applicant may develop that parking which would have been required on site in a location that is consistent with the recommendations of Chapter 8, "Future Transportation Plan," of the Comprehensive Plan. The Town may place appropriate limitations on the approval of the development to ensure the off-site spaces are available for use by the public no later than the time the development receives its certificate of occupancy;

b. Offer options to automobile usage. The applicant may commit to offering transportation options to residents, visitors or guests of the development that will reduce or eliminate the need for parking on site. Such options may include provision of limousine or van services, payment for enhanced transit services by the Town or RFTA, purchase of transit passes for employees and similar approaches; or

c. Provide compact size parking spaces. The applicant may propose, within a predominantly enclosed parking structure and in conjunction with at least one (1) of the other options, to include compact size parking spaces as part of the required

parking, up to a maximum of fifteen percent (15%) of the total enclosed parking being provided. Said spaces will only be considered within portions of the structure sufficiently enclosed or screened to prevent fallen, plowed or windblown snow from accumulating within the compact size parking spaces. The appropriate number of compact spaces will be determined at the sole discretion of the Town Council based upon the nature of the proposed uses, public/private parking and access requirements, parking lot management, signage, location and grouping of the compact spaces, design, layout and vehicular circulation patterns within the proposed parking structure.

d. Tandem/stacked parking. The applicant may propose, in conjunction with at least two (2) of the other options, to include tandem/stacked parking spaces as part of their required parking. Tandem/stacked parking will only be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A suitable form of guarantee must be provided, ensuring that a valet or other persons will always be available when the parking lot is in operation. The appropriate number of tandem/stacked parking spaces will be determined at the sole discretion of the Town Council based upon:

1. The operational nature and parking requirements of the residential project being served;

2. The parking lot management plan; and

3. The tandem/stacked parking location, design, layout and vehicular circulation patterns within the proposed parking lot or structure.

e. Contribute cash-in-lieu. The applicant may make a one-time cash payment to the Town, in the amount of twenty-five thousand dollars (\$25,000.00) per space. Approval of the payment-in-lieu shall be at the option of the Town Council.

1. Payment due at building permit. The payment shall be due and payable at the time of the issuance of a building permit.

2. 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 new public parking spaces in locations that are consistent with the recommendations of Chapter 8, "Future Transportation Plan," of the Comprehensive Plan.

3. 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 Finance Director. All requests for refunds shall be accompanied by a copy of the receipt issued for payment of the fee.

4. Review of fee schedule. In order to ensure that the payment-in-lieu schedule is fair and represents current cost levels, it shall be reviewed within two (2) years of its effective date, and every two (2) years thereafter. Any necessary amendments to this Section shall be initiated by the Town Council to address the results of the review.

(d) Characteristics of Required Off-Street Parking.

(1) Minimum dimensions. Each exterior off-street parking space shall consist of an unobstructed open area measuring at least nine (9) feet wide by nineteen (19) feet long with the exception that a required single-family detached parking space may be reduced in size to consist of an unobstructed open area measuring eight (8) feet wide by eighteen (18) feet long. Spaces within enclosed parking areas may be reduced to eight (8) feet six (6) inches in width and eighteen (18) feet in length. Compact parking spaces may be eight (8) feet wide by sixteen (16) or eighteen (18) feet long, as approved by the Town Council. All parking spaces shall have a minimum unobstructed vertical clearance of seven (7) feet six (6) inches in height.

(2) Surface treatment. Off-street parking spaces shall be paved with a durable all-weather surface or be covered with gravel, and shall be maintained in a usable condition at all times. Paved surfaces shall be striped to demarcate the parking spaces and shall be graded for proper drainage.

(3) Unobstructed access. Excepting parking for single-family and two-family residences (see paragraph (4) below), each parking space shall have unobstructed access to a street, driveway or aisle. Off-street parking lots shall be provided with entrances and exits that are located to provide safe and efficient means of vehicular access to such parking spaces, to minimize traffic congestion and hazards and to not interfere with roadway and roadside ditches and drainage.

(4) Parking for residences. Parking areas provided for single-family detached and two-family dwellings may consist of garage area, parking strip or apron.

(5) Lighting. Lighting facilities, if provided, shall be arranged so that lights neither unreasonably disturb occupants of adjacent properties nor interfere with driver vision. Light sources shall be shielded from sight and shall be arranged to prevent direct light from spilling over onto adjacent residential uses. The maximum height of any light pole shall be twenty (20) feet. Poles of a lower height, that are more compatible in scale with pedestrians, are encouraged.

(e) Prohibited Uses of Parking Spaces. Required parking spaces shall be available for the parking of operable passenger vehicles of residents, guests, customers, patrons and employees of the use for which they are required. Prohibited uses of required parking spaces shall be as follows:

(1) Vehicle sale or repair. Required off-street parking spaces shall not be used for the sale, repair, dismantling or service of any vehicle, equipment, materials or supplies, nor shall any such activity adjacent to an off-street parking space obstruct required access to off-street parking spaces.

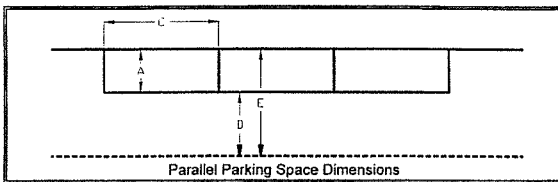
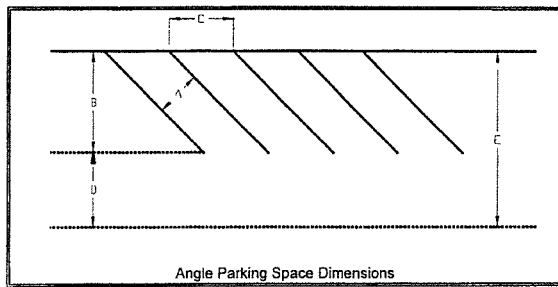
(2) Storage. Required off-street parking spaces shall not be used for storage of earth-moving machines, trailers, motor homes or construction-related or similar heavy equipment.

(f) Parking Lot Design.

(1) Minimum dimensions. The minimum dimensions for parking spaces, rows and aisles, based on one-way movement, are listed in Table 4-4, Minimum Dimensions for Parking Design, and are depicted in the illustrations that follow. The letters shown in the columns in the table correspond to the letters depicted on the illustrations.

The minimum aisle width, based on two-way movement, shall be twenty-two (22) feet.

TABLE 4-4 MINIMUM DIMENSIONS FOR PARKING DESIGN					
9' x 19' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	9'	9.0'	23'	12'	21'
45	9'	20.5'	N/A	13'	33.5'
60	9'	21.5'	N/A	18'	39.5'
75	9'	21.0'	N/A	19'	40'
90	9'	19.0'	N/A	23'	42'
8' x 16' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	8'	8'	20'	12'	20'
45	8'	17'	N/A	13'	30'
60	8'	17.8'	N/A	18'	35.8'
75	8'	17.5'	N/A	19'	36.5'
90	8'	16'	N/A	23'	39'
8' x 18' PARKING SPACE					
Parking Angle (in degrees)	Stall Width "A"	Stall Depth "B"	Curb Length "C"	Aisle Width "D"	Total Depth "E"
0 (parallel)	8'	8'	22'	12'	20'
45	8'	18.4'	N/A	13'	31.4'
60	8'	19.6'	N/A	18'	37.6'
75	8'	19.4'	N/A	19'	38.4'
90	8'	18'	N/A	23'	41'



(2) Setbacks and snow storage. Setbacks a minimum of eight (8) feet in width shall be required on each side of any parking lot, except in an area immediately adjoining the building which the parking serves. Where any parking lot directly adjoins a building, approved barriers shall be installed to prevent vehicles from striking the building. Parking lot setbacks and other portions of the lot not used for required parking may be used for purposes of snow storage. Adequate drainage shall be provided for the snow storage area, to ensure snow melt does not drain onto adjacent property. Snow shall not be stored within required parking spaces, except on an emergency basis for a period not to exceed forty-eight (48) hours.

(3) Handicapped parking. Parking for any use requiring handicapped access shall be provided in accordance with the provisions of Chapter 18 of this Code.

a. Sign. All spaces reserved for physically handicapped persons shall have a raised standard identification sign. The identification sign shall be twelve (12) inches by eighteen (18) inches, with a height not to exceed seven (7) feet. The standard colors of the sign shall be white on blue.

b. Location. Parking spaces reserved for physically handicapped persons shall be located as close to the use's entrance as is reasonably possible.

(4) Compact parking spaces. Compact parking spaces shall be grouped together when practicable, with each space identifiable by the location of a sign stating "Compact Cars Only." The dimensional area of the parking space shall be unobstructed. (Ord. 4-1998 §1; Ord. 7-2000 §1; Ord. 7-2004 §1; Ord. 16-2010 §1)

Sec. 16A-4-320. Landscaping, grading and other design standards.

(a) Landscaping Standards.

(1) Preserve existing vegetation. Existing vegetation and live trees shall be preserved so as to: (a) reduce the potential for erosion and sedimentation from development; (b) screen or soften the appearance of development; and (c) buffer uses from one another. Existing vegetation and trees that are removed shall be replaced with appropriate, similar size plantings and shall be supplemented with additional plantings that help to screen the development, cover exposed areas and hold soil in place.

(2) Standards for new plantings. All plants used for landscaping shall be compatible with the local climate and the soils, drainage and water conditions of the site. Wherever possible, native varieties shall be used. When planting occurs on hillsides, slopes, drainageways or similar natural areas, plant material should duplicate adjacent plant communities both in species composition and spatial distribution patterns. Evergreen shrubs should be planted in clusters to maximize their chance for survival. When appropriate, landscaping should use drought-resistant varieties, employ xeriscape design

principles and promote water conservation. Provision shall be made for irrigation, when necessary, to ensure survival of the plants.

(3) Landscaping of multi-family and nonresidential development. All portions of lots containing multi-family dwellings and nonresidential development that are not covered by impervious materials shall be landscaped with grass, ground cover, shrubs or similar landscape treatments. A mix of deciduous and evergreen trees and shrubs shall also be planted to effectively buffer proposed nonresidential uses from adjacent residential uses and to provide a buffer between such uses and surrounding collector and arterial streets.

(4) Landscaping of parking areas. Standards for landscaping of parking areas are provided in Section 16A-4-310(f)(4), Parking Lot Landscaping.

(b) Grading Standards. All development shall comply with the following standards:

(1) Mass grading. Mass grading that removes existing vegetation and leaves large areas of soil exposed shall be properly managed to control erosion. When significant portions of a site are to be disturbed, the Town may require grading activities to be phased, so disturbed areas can be stabilized. The Town may also require topsoil to be stockpiled, for re-use on areas requiring revegetation and landscaping.

(2) Limitations on site disturbance. Cuts, fills, grading, excavation, vegetation removal and building construction shall be confined to designated building envelopes, except as permitted pursuant to Section 16A-3-200(b), Construction in Required Setbacks, and except for site disturbance necessary to

install and maintain utilities, roadways, trails, irrigation ditches, fences and trees and similar plant material. Material excavated from the building envelope may be stockpiled outside of the building envelope for later use on the property.

a. Earth berm outside building envelope. Where site disturbance is proposed to create an earth berm outside of a designated building envelope, the applicant shall demonstrate that the berm: (1) has been blended into the natural topography to the greatest extent possible; (2) will not exceed a fifty-percent slope (one [1] foot vertical to two [2] feet horizontal); (3) will not obstruct sight visibility at road or driveway intersections or create other safety hazards; and (4) will not adversely affect Town snow removal operations.

b. Administrative modification. An administrative modification may be required, pursuant to Section 16A-5-250, Administrative Modifications, if the Planning Director determines that any berm located outside the building envelope does not satisfy the above criteria.

(3) Mark envelope. Prior to the commencement of site disturbance, the applicant shall visibly mark the extent of the designated building envelope. The applicant shall maintain said marking in place throughout the duration of construction. Relocation or removal of the marking without the prior approval of the Town shall be considered a violation of this Code.

(4) Restoration of disturbed areas. Disturbed areas shall be restored as undulating, natural-appearing landforms, with curves that blend in with adjacent undisturbed slopes. Abrupt angular transitions and linear slopes

shall be avoided. As necessary, cuts and fills shall be supported by retaining walls, made of wood, stone, vegetation or other materials that blend with the natural landscape. Areas disturbed by grading shall be contoured so they can be revegetated and shall be revegetated within one (1) growing season after construction, using native species similar to those growing on the site.

(5) Design shall fit natural topography and site conditions. Proposed structures shall be located and designed to fit the site's natural topography and site conditions, rather than adjusting the topography and site conditions to fit the structure. For example, instead of creating a flat bench or terrace for a building platform on a sloping site, the structure should instead be stepped up or down the slope. Roads and driveways shall follow the contours of the natural terrain.

(c) Outdoor Storage of Materials, Equipment and Vehicles. Unless otherwise determined by the Town Council, all commercial materials and equipment, including snow grooming equipment, stored outside for a period of time exceeding fifteen (15) days, during which time said materials or equipment remain unused, shall be fenced or screened in a manner that it is not visible from an adjacent street or property. Such fences or screening shall be a minimum of

eight (8) feet high from grade, unless the Planning Director shall determine that a fence or screen of lesser height be found to meet the intent of this Subsection. All fences shall be of sound construction and shall have not more than ten percent (10%) open area. All other unlicensed, inoperable or dismantled vehicles and parts shall be contained within an enclosed structure. The outside storage of materials, equipment or vehicles which: (1) are not customarily found in association or connection with the principal permitted use of the property, (2) alter the essential character of the surrounding neighborhood, or (3) adversely affect public welfare is prohibited.

(d) Regulations for Ski Lifts. No development shall be approved in proximity to an existing or proposed ski lift unless said development complies with all applicable regulations governing said ski lift.

(e) Quality of Skiing. No development shall be approved that adversely affects the quality of skiing at the Snowmass Ski Area, including the distribution of skiers on the mountain and access to the ski area.

(f) Access to Public Lands. New development shall not result in loss or significant limitation of existing access to public lands.

(g) Historical or Archaeological Sites. No development shall be approved which would result in the destruction or significant alteration of any sites or structures that have been determined by the Town Council to have historical or archaeological significance to the Town, the region or the State.

(h) Construction Management. No PUD, amended PUD or subdivision development shall be approved unless a construction management plan has been submitted to and approved by the Town Council or the Planning Director where final approval is administrative. The number of residential units and the amount of commercial space that can be under construction at any one (1)

time shall be subject to reasonable limitation in order to minimize disruption to normal business activities, disturbance to the peace and quiet of residential neighborhoods, interference with vehicular and pedestrian movement and/or damage to public roads, utilities and facilities, without unnecessarily interfering with the anticipated development activity. The extent of any such limitations shall be determined in the review and approval of each development project and shall be set forth in a construction management plan to be approved therewith. (Ord. 4-1998 §1; Ord. 13-1998 §1; Ord. 1-1999 §1; Ord. 7-2000 §1)

Sec. 16A-4-330. Energy conservation.

(a) General Standard. Energy conservation shall be promoted and maximum advantage taken of solar and alternative energy source opportunities. To achieve this purpose, applications for subdivision, planned unit development or special review shall contain an energy conservation plan, which shall optimize the planning and utilization of all possible energy conservation features in proposed new construction without reducing the percentage of authorized buildable lot area or density allowed by the existing zoning. Failure to submit a satisfactory energy conservation plan, which complies with the provisions of this Section, shall constitute grounds for denial of the application.

(b) Contents of Energy Conservation Plan. An energy conservation plan shall contain the following materials:

(1) Map. A map showing the orientation and placement of the building or buildings in relation to topography, vegetation, other structures and all other factors affecting solar access, so as to optimize sunlight access sufficient to take advantage of solar energy systems in as many buildings as is possible. Detailed information shall also be provided identifying and indicating the number of structures that shall have four (4) full hours of direct sunlight between the hours of 10:00 a.m. and 2:00 p.m.

(2) Shadow study. Evidence that the proposed structures are sited to provide sufficient year-round solar access to a south wall or a south roof, including a shadow study, for major structures that may create shadow on other structures or roadways. Shadow studies shall be based on a thirty-percent sun angle at 9:00 a.m., 12:00 noon and 3:00 p.m.

(3) Passive or active techniques proposed. A detailed description, including both text and map, of the specific passive or active heating and cooling techniques being utilized, including but not limited to building configuration, window exposure, grading, landscaping, interior and exterior passive and active solar energy features, and attention to elimination or impairment of solar access to possible adjacent building sites. This description should also include an energy utilization analysis in relation to snowmelt areas, heating systems, swimming pools, saunas, Jacuzzis and other significant energy-consuming elements of the project and an estimate of the anticipated energy gain through the planned energy systems. (Ord. 4-1998 §1; Ord. 7-2000 §1)

Sec. 16A-4-340. Building design guidelines to preserve community character.

(a) Purpose. The building design guidelines contained within this Section are intended to preserve the character of the Town as a unique mountain setting, in which development is an element of the natural environment, and does not dominate those natural features. These guidelines are not intended to restrict imagination, innovation or variety in design, but rather are intended to assist in focusing on design principles that can result in creative solutions that are consistent with the character of the Town.

(b) Applicability. The provisions of this Section 16A-4-340 shall apply to any development application for PUD, amended PUD, subdivision, special review or building permit for non-residential development or redevelopment. These provisions shall not apply to development of a single-family detached dwelling unit or a two-family dwelling (duplex) on a lot subdivided prior to the effective date of this Development Code (September 2, 1998).

(c) Building Design Guidelines.

(1) Site integration. Building design shall be influenced by, and shall respond to, the natural features and mountain setting that surround the property. Structures shall be designed so they do not overwhelm the surrounding mountain environment.

a. Minimize modification. Developments should be planned to minimize the extent to which it is necessary to modify the natural terrain and natural watercourses. Where earthmoving techniques are necessary, man-made forms should be soft and natural in appearance. Natural water features should be preserved and enhanced.

b. Indigenous details. Indigenous details and landscape accents, such as streams, boulders, trees and wildflowers, should be used to connect the development to natural conditions.

c. Complement natural landforms. New buildings should be designed to complement natural landforms, by setting them into the slope, or by reflecting the angles and shapes found in the natural landscape. Building massing should be broken up or stepped along a slope, to conform to the shape, aspect and scale of the natural terrain.

d. Signs. Interpretive information and signs should be used to draw attention to nature and mountain ecology.

e. Grade. Awkward changes of grade in public spaces should be avoided. Natural grade changes should be used to separate and define activity areas. The needs of disabled persons should be considered in the layout of uses and in circulation patterns, as circulation on sloping terrain can be an obstacle to the disabled.

(2) Scale and mass. Buildings shall be designed to ensure that they are not perceived as being monumental in scale.

a. Relation to scale of surrounding buildings. The height and mass of new buildings should be related to the prevailing scale, form and proportion of surrounding buildings, to avoid overwhelming or dominating the existing character of the area.

b. Design articulation. Groups of buildings should be located to avoid creating a "wall" or "row" effect. Individual buildings should incorporate offsets or projections that relieve the visual effect of a single long wall, help to articulate individual units or groups of units and give the appearance the building is made up of a collection of smaller structures. Buildings should be sited so their longest frontages are not on their most visible sides.

c. Human scale. People spaces should respect human scale. The design should include articulated building and roof configurations; staggered roof lines; sloping roof forms with overhangs; setbacks of upper stories; variations in grade level, floor plane and wall textures; spatial enclosure; and the use of design elements that break up the volume of space.

d. Screen mechanical equipment. The roofs of structures containing nonresidential or multi-family uses should be designed to screen heating, ventilation and mechanical equipment from view from neighboring properties and public rights-of-way.

(3) Building materials. Buildings shall be designed with natural materials and details that are indigenous to Colorado and that are nonreflective.

a. Authenticity. Materials should be predominantly authentic in their appearance, with natural textures and weathering.

b. Materials. The indigenous materials of the surrounding mountains should be conveyed by integrating heavy timbers, natural siding materials and rock into the building design.

(4) Climate/solar orientation. Buildings should be located to maximize their exposure to winter sun and natural light, and for protection from wind and temperature extremes. The sizing, height and placement of windows should take advantage of the sun's seasonal track and the intensity of solar radiation that is found in the area.

(5) Views. Buildings should be oriented to take advantage of views and view corridors, and to frame views and enclose open space, but should also preserve important sight lines, overlooks and landmarks as viewed from public roadways and other public spaces, and as viewed from neighboring developments. Buildings shall be located to comply with the provisions of Section 16A-4-50(f), Ridgeline Protection Areas. (Ord. 13-1998 §1; Ord. 1-1999 §1; Ord. 10-1999 §1; Ord. 7-2000 §1)

