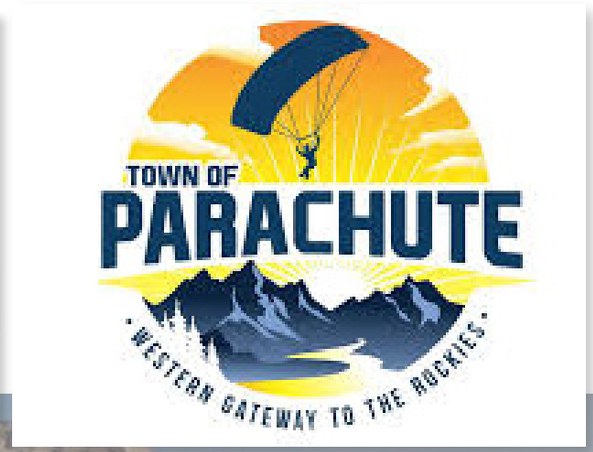
Parachute Design Guidelines



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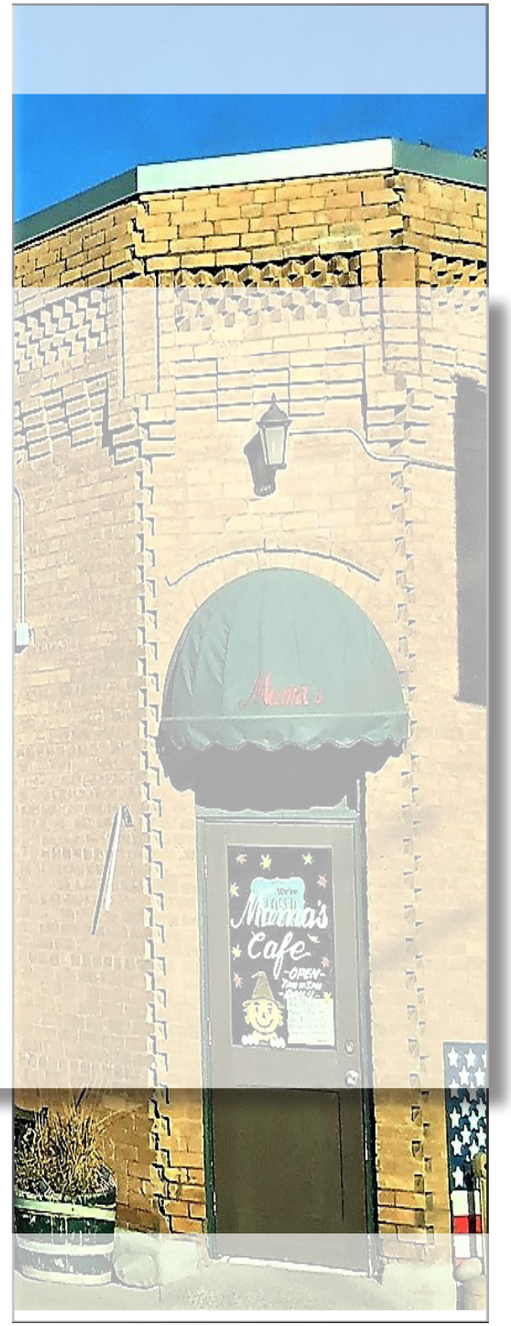
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INTRODUCTION

Introduction

The life and history of Parachute, Colorado, in 2019 are at an exciting and important crossroads. Town leaders sense optimism in the regional economic climate and believe Parachute is primed to provide a unique destination for Interstate Highway 70 travelers while enhancing opportunities for current businesses and residents. Leaders also see an increase in local property interest for commercial, retail, and new business services and are now leveraging resources to make the Town ready for new and infill development activities. To that end, the Community Development Division has prioritized a need to establish a set of community-wide building design standards to ensure quality projects are implemented throughout the Town that would advance the vision and goals of the Comprehensive Plan.

Thriving small-town downtowns and locally zoned commercial areas may rely on a series of economic and design strategies or district overlays to assist them in becoming successful vibrant centers of commerce. Design Guidelines are one of many tools municipalities use to establish and maintain character related to building aesthetics, site design, and neighborhood feel. These guidelines are often structured as separate supportive documents, used in tandem with local zoning codes and construction standards, and serve as an instructional manual for property owners, businesses, developers, architects, and builders for achieving the intended building form, context, and character for new developments and redevelopment.

Design guidelines are also used by Town staff during the development review process to help identify priority building features and site elements that should be consistently implemented to achieve "cohesiveness" and a "sense of place" for the community. Guidelines are typically structured with general intent statements and contain a list of specific criteria or menu items for raising the visual appearance and quality construction of structures and their site placement. Although the intent is to establish a rhythm of conformity, there are also opportunities for creative license and design flexibility in the interpretation, application, and implementation of the document's criteria. The end goal is to encourage new development to recognize there is a return on investment (to the project and to the community) when priority is placed on quality design that represents the vision of the focal area.

Adoption

The Town of Parachute, ("the Town") now hereby adopts and establishes this document as the Parachute Design Guidelines ("PDG"), also referred to as "the Design Guidelines", to foster consistent site design and architectural building elements to new developments by using standards found within the following four (4) Character Districts and the associated Streetscape Classifications:

Character Districts

- Old Town Center District (OTC),
- Central Business District Mixed-Use (CBD-MU),
- Commercial Mixed-Use District (CMU), and
- Business/Industrial Mixed-Use District (BI-MU).

Streetscapes

- Vehicular,
- Passage Way,
- Commercial,
- Transition, and
- Pedestrian.

Applicability

The PDG's are intended to work in tandem with the Parachute Municipal Code ("PMC"). The PDG's apply to all properties within the zoning districts identified within the Character District section when the following thresholds are met:

1. The PDG's shall apply to all new development requiring a Site Plan within a Character District (Sec. 15.01.215 of PMC).
2. The Town Manager shall have the authority to specify which criteria of these Guidelines shall apply to each request.
3. The Town Manager shall have the authority to waive any criteria of these Guidelines upon a determination that such criteria is not necessary or inconsistent with the intent of the particular Character District.

All projects meeting the thresholds for the PDG shall provide additional information in a format necessary to demonstrate that the PDG standards have been met. Such information shall be provided to the Town in conjunction with a Site Plan or Special Use Review application and Building Permit applications, as required in the PMC.

Authority

These Design Guidelines are established under the authority granted to the Town Council to create and amend overlay zoning districts as specified in Section 15.02.320 of the PMC. These Guidelines shall be given all powers, enforceability, and authorities as provided through the PMC.

Amendments or Modifications to the Design Guidelines

While these standards are intended to be specific enough to create unique character areas within the Town based on intended uses, yet flexible enough to respond to market forces, these Design Guidelines may, from time to time, be reviewed and amended or modified.

Amendments or modifications to these Guidelines may only be initiated by the Town Manager. Such updates shall follow the process laid out for updating the Parachute Municipal Code in Section 15.02.245.

The Town Council may not determine that an update to these Guidelines should be amended or modified unless the amendment or modification is consistent with the goals and polices of the comprehensive plan and promotes the general welfare of the community. If a proposed amendment or modification is inconsistent with the comprehensive plan, the request may only be approved if the request is justified because of changes or changing conditions in the particular area, in the Town in general, or that the amendment or modification is necessary to correct an error in the existing Guidelines.

Waivers & Appeals

Waivers from the PDG may be requested in writing and filed with the Town Manager. All requests shall follow the submission requirements, review procedures, and decision-making process as laid out in Sec. 15.01.130.

Appeals of an administrative decision based on the PDG's shall also follow the submission requirements, review procedures, and decision-making process as laid out in Sec. 15.01.130.

Relationship with Parachute Municipal Code

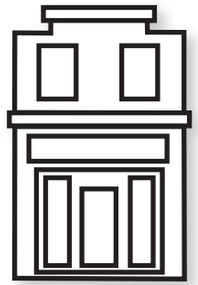
The PDG's will be a review tool for staff to utilize during the Site Plan, Special Use Review, and Building Permit processes as identified by Chapter 15 of the Parachute Municipal Code, to promote the desired context and character as applied to a project's:

- Building Form – includes structure height, mass, scale, roof design, architectural design/details, and materials,
- Streetscape – includes pedestrian and multi-modal activities within a right-of-way or up to the building line that activates the public realm; and,
- Site Design – includes the orientation of structures on a site and the space between structure(s) and the street. Specific site design standards, including landscaping, buffers, parking, signage, lighting, and fencing, are regulated by other sections of the PMC.

View of 1st Street, looking northeast. A blank canvas for development.

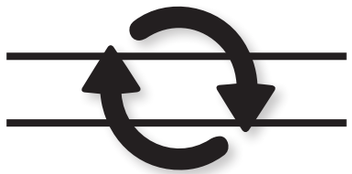
Key Principles

Three (3) key principles have been identified to guide the Parachute Design Guidelines. These principles are based on a review of the Town's current policy documents (*Town of Parachute 2015 Comprehensive Plan* and *Chapter 15 of the Parachute Municipal Code)*, existing conditions, current needs of the community in 2018-19, and reflect best-practice methods for achieving quality designs with future development. They also reflect recent community input provided during this document's public outreach process.



Principle 1: Reflect Local Heritage within Old Town Center

The priority of Principle 1 is to re-establish a context and theme of the Town's original "Old Town Main Street" to honor the past and set a vision for a vibrant pedestrian-oriented downtown merchants' district. First Street has lost a number of contributing structures within the original Town grid and has seen them replaced with a variety of infill structures (circa 1940-2000's) serving both commercial and residential uses. The Design Guidelines echo community consensus and recommends adding new retail, commercial, mixed-use, and multi-family buildings in this district that reflect traditional brick storefronts. These Design Guidelines encourage new building forms to encompass the entire block and create a rhythm of one-, two-, and three-story storefront buildings with on-street parking and tenant parking behind buildings. Additionally, priority should be placed on creating an inviting streetscape and wide pedestrian sidewalk that connects the Parachute rest area and lodging accommodations located at the northern end of 1st Street to the OTC District.



Principle 2: Connect Parachute across Interstate Highway 70

The priority of Principle 2 is to carry-over architectural materials and site details from the OTC District and infuse them into more contemporary expressions to establish a larger civic and commercial district on the opposite side of Interstate Highway 70 (I-70). Although I-70 is a vital transit corridor to this community and to destination points beyond, the freeway's horizontal bi-section of the Town creates challenges for residents and visitors alike due to limited cross-overs and a loss of community connectedness. The Town would benefit greatly if developments took cues from each other and replicated similar features or design intent between all districts within the Design Guidelines. Some suggestions to achieve this goal include:

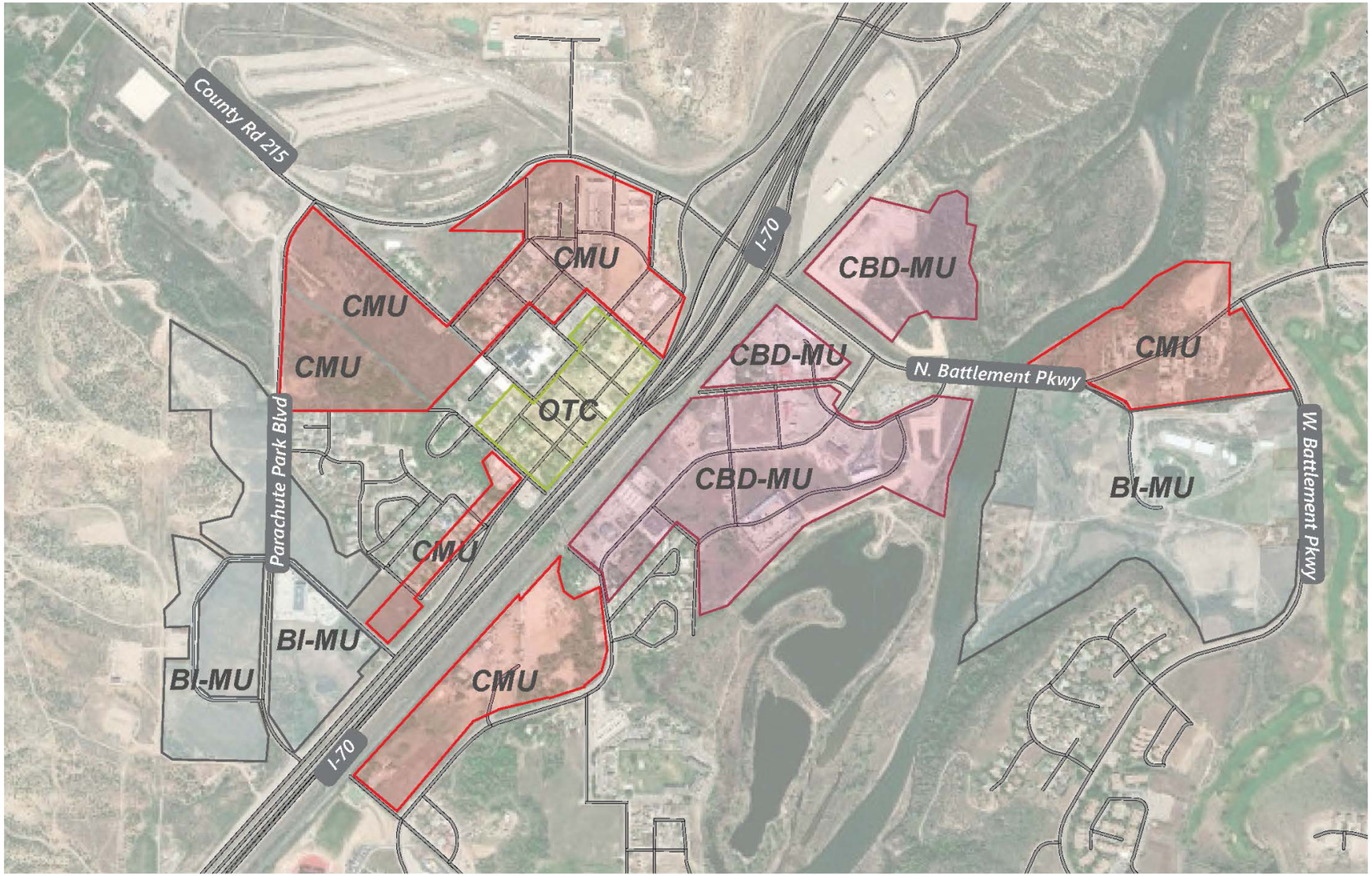
- Maintain a consistent building-base watercourse element that grounds all buildings (preferable brick or stone),
- Façade compositions that express horizontality through a tripartite design (defined as: base, middle, and top building features),
- Inclusion of direct design elements or the modern interpretation of such design elements established by OTC District buildings that are transferred or mimicked into the other district themes,
- Entry features and or entry plazas should incorporate references to paving systems and site features referenced in the OTC District,
- Maintain brick or stone bases to district and tenant monument signs along the rights-of-way; and,
- Other examples as proposed.

Principle 3: Reflect a Contemporary Mountain-West Theme within Mixed-Use and Commercial Districts

The priority of Principle 3 is to encourage a unique blend of traditional building styles with more modern expression/ application of primary and secondary building materials to exhibit a truly unique style for Parachute within the regional Western Slope context and its mountain forms. This principle allows for more artistic license and may include the expressions of varied roof forms and roofing materials, accentuated exterior facades, unique wood and metal elements as accents, and use of glazing systems to elevate the overall design presence within all districts other than the OTC District.

CHARACTER DISTRICTS

Overall Character District Map



Character Districts

Old Town Center (OTC)

Intent/Definition

The OTC District intends to preserve and re-establish the original town blocks with historically-themed storefront buildings with wide sidewalks and or boardwalks that replicate the Town's prior "Old Town Main Street". Primary characteristics are:

- Consistent building street-walls with minimal setbacks,
- Mixed-use buildings with parapet roof forms, and
- Pedestrian-scale building elements which use traditional building materials and methods, or the modern expression and interpretation of traditional materials and methods.

Building Form

Materials:

Standard 1: Building form shall reflect the form traditionally used in the Historic Downtown which is rectangular with the short side facing 1st Street.

Standard 2: First floor façade facing the primary street shall be 80% transparent using glass or similar materials.

Standard 3: The primary material shall be brick composing a minimum of 90%.

Standard 4: The secondary material shall be wood composing a maximum of 10%.

Standard 5: Metal and/or wood may be used as trim and accents.

Roof:

Standard 6: Flat roofs (with a minimal slope to rear of the building) shall be the only roof form "visible" from the public street with parapets or false facades that mirror the period flat roof forms. All roof mounted mechanical equipment and/or duct work visible from an adjoining street shall be screened by an enclosure painted consistent with the color scheme of the building.

Standard 7: Parapets and other architectural elements may be used to create a flat roof form.

Standard 8: Encouraged roofing materials are single-ply roofing membranes or equivalent surfacing methods for flat roof systems.

Entry:

Standard 9: Front entrance shall be directly oriented on primary street.

Standard 10: Primary street front entrance doors shall be composed of wood, simulated wood with glass insets, or storefront glazing systems.

Standard 11: Commercial buildings and mixed-use buildings with commercial on the ground floor, shall have a clearly defined and highly visible main entrance, including at least three (3) of the following site and architectural elements:

- Recessed entryway;
- Canopies or porticoes;
- Overhangs on upper floors;
- Arcades;
- Arches;
- Outdoor patio seating areas;
- Display windows;
- Architectural tilework or integrated moldings; and/or
- Integrated planters or wing walls for landscaping or seating.

Articulation:

Standard 12: Buildings that are more than one (1) lot, shall reflect the traditional lot width in the Historic Downtown (50 feet) as expressed by two or more of the following:

- Variations in height at internal lot lines or not less than fifty (50) feet;
- Variations in the front façade setback at internal lot lines or not less than fifty (50) feet; and/or
- Variations in architectural detailing and materials to emphasize the building module.

Height:

Standard 13: First story height shall be a minimum of eleven (11) feet, measured floor to ceiling. Second and third story heights shall be at least one (1) foot shorter than the first-floor height measured from floor to ceiling.

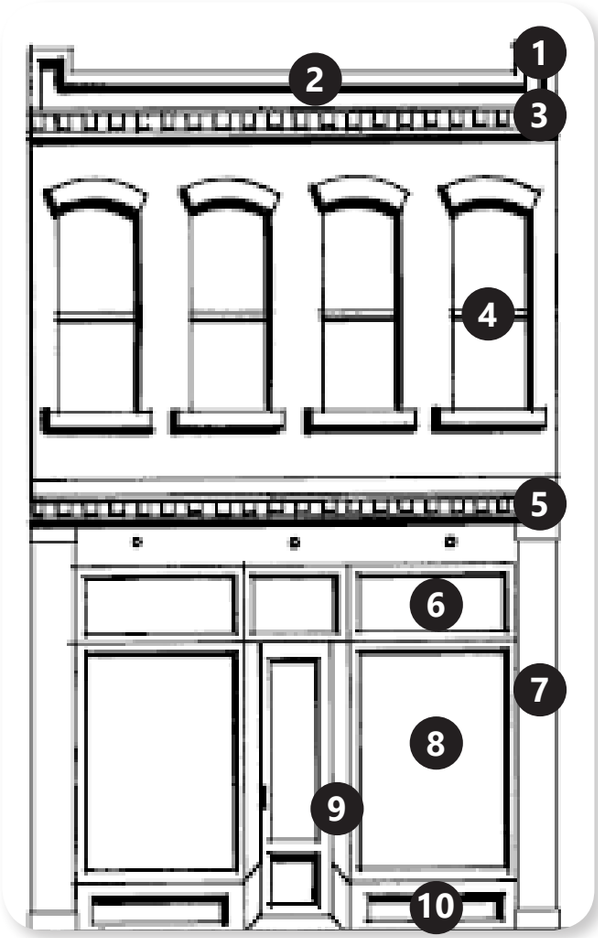
Massing:

Standard 14: Buildings shall be proportional, reflect human scale, and create rhythmic modules if built as one cohesive unit.

Standard 15: Multi-story buildings shall incorporate two (2) or more of the following traditional façade articulation features on all facades abutting streets:

- Canopies;
- Belt coursed at the second and/or third story floor plate;
- Cornices with moldings; and/or
- Columns and/or pilasters, base watercourse banding (includes banding below storefront windows).

Architectural Standards



1. **Parapet or Pediment**
2. **Flat Roof**
3. **Cornice**
4. **Upper Story Windows (regularly spaced w/ hoods and sills)**
5. **2nd Floor Belt Course**
6. **Transom Windows**
7. **Pier/Pilaster**
8. **Storefront Windows**
9. **Recessed Entry**
10. **Bulkhead/Kickplate**

Material/Color Palette

A. Modular Brick & Thin Brick (ref: Acme Brick/ Denver Plant Color Selections or similar)

Color(s)/Range: Buff, Tan, Orange, Lt. Brown, Brown, Lt. Grey, Grey, Pink, Rose

B. Cast Stone Window Sills & Trim Bands (ref: Fort Collins Pre-Cast, Inc. or similar)

Color(s)/Range: Cream, Tan

C. Wood Trim, Precast Cornice Ornamentation or Wood/Metal Storefront Framing

Color(s)/Range: Light or Dark complimenting colors to contrast primary materials

Site Design

Setbacks:

Standard 16: A minimum of sixty-five (65) percent of a building's façade shall be at the property line.

Building Orientation:

Standard 17: The front façade of buildings shall be oriented toward the primary street frontage.

Standard 18: Lot coverage may be allowed up to 100% of the lot.

Lighting:

Standard 19: Pedestrian lighting shall be located to illuminate pedestrian corridors and entry ways.

Standard 20: Lighting shall be downward lit and shielded.

Screening:

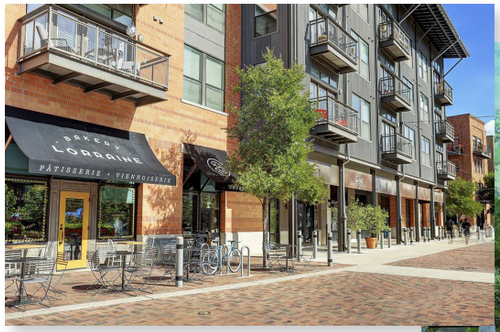
Standard 21: Roof top equipment shall be screened from public view. Outdoor trash enclosures and or mechanical heating and ventilation units shall be screened with a masonry screen wall with louvered metal enclosure gates.

Pedestrian Accessibility:

Standard 22: Building entries shall be visually enhanced to indicate the primary public access. There shall be a hierarchy of architectural features to define secondary entries, breezeways or building cut throughs. All public access points are to incorporate CPTED (Crime Prevention Through Environmental Design) principles.

Parking Standards:

Standard 23: No parking shall be allowed between any building façade and a public right-of-way. On-street parking is permitted and main parking lots are encouraged at the rear of the building.



Character Districts

Central Business District - Mixed Use (CBD-MU)

Intent/Definition

The CBD-MU District intends to be a transitional character district that infuses architectural materials and site details from the OTC District, incorporating the recent building additions along Cardinal Way and Grand Valley Way. Streetscapes along Cardinal Way are to transition building forms and parking from a pedestrian-centric priority closer to County Road 300 to auto-centric preferences along the thoroughfare to the southwest. Primary characteristics of this district are; higher percentage of brick as the primary exterior material, varied roof forms, and varied build-to lines corresponding to this document's Streetscape Map.

The CBD-MU District also intends to accommodate three- to four-story vertical mixed-use buildings that wrap a block edge with retail users on bottom and office or multi-family residential uses above. An "urban-style apartment" complex may also be included in this district. Primary characteristics of this district are: incorporating similar architectural cues from the OTC District (i.e. building form, roofs, and details), buildings oriented to the street to emphasize pedestrian connections between blocks and place parking to the interior, rear or side and accessed by secondary streets. The use of public entry plazas and usable open space areas are encouraged to balance higher lot coverages and impervious surfacing.

Building Form

Materials:

Standard 1: First floor façade facing primary street shall be 75% transparent using glass or similar materials.

Standard 2: The primary material shall be brick composing a minimum of 70%.

Standard 3: The secondary material shall be wood, stucco, stone or metal comprising a maximum of 30% of each building facade.

Standard 4: Wood, stone, or metal may be used as trim and accents. Trim and accent materials may not be the same as the secondary material.

Standard 5: Encouraged roofing materials are flat roof membranes, composite shingles, concrete shakes, standing seam metal, rolled metal, or tile.

Roof:

Standard 6: A maximum roof pitch of four (4) feet to twelve (12) feet (4:12) shall be allowed. Where possible, flat roofs, parapets or false facades should be used. All roof mounted mechanical equipment and/or duct work visible from an adjoining street shall be screened by an enclosure painted consistent with the color scheme of the building.

Standard 7: Parapets and other architectural elements may be used to create a flat roof form.

Standard 8: The roofline shall be varied between property lines, adjacent buildings, and/or building uses.

Entry:

Standard 9: Front entrance shall be directly oriented on primary street.

Standard 10: Primary street front entrance doors shall be composed of wood, simulated wood with glass insets or storefront glazing systems.

Standard 11: Commercial buildings and mixed-use buildings with commercial on the ground floor, shall have a clearly defined and highly visible main entrance, including at least three (3) of the following site and architectural elements:

- Recessed entryway;
- Canopies or porticoes;
- Overhangs on upper floors;
- Arcades;
- Arches;
- Outdoor patio seating areas;
- Display windows;
- Architectural tilework or integrated moldings; and/or
- Integrated planters or wing walls for landscaping or seating.

Articulation:

Standard 12: Buildings that are more than one (1) lot, shall reflect the traditional lot width of fifty feet (50) using two or more of the following:

- Variations in height at internal lot lines or not less than fifty (50) feet;
- Variations in the front façade setback at internal lot lines or not less than fifty (50) feet; and/or
- Variations in architectural detailing and materials to emphasize the building module.

Height:

Standard 13: First story height shall be a minimum of eleven (11) feet, measured floor to ceiling. Second and third story heights shall be at least one (1) foot shorter than the first-floor height measured from floor to ceiling.

Massing:

Standard 14: Buildings shall be proportional, reflect human scale, and create rhythmic modules if built as one cohesive unit.

Standard 15: Multi-story buildings shall incorporate two (2) or more of the following traditional façade articulation features on all facades abutting streets:

- Canopies;
- Belt coursed at the second and/or third story floor plate;
- Cornices with moldings;
- Columns and/or pilasters; and/or
- Base watercourse banding (includes banding below storefront windows).

Architectural Standards
(Mixed-Use Commercial)

1. Parapet
2. Flat Roof (or focal element w/ pitched roof)
3. Cornice
4. Reflective Rectangular Motifs from OTC District
5. Upper Story Windows (regularly spaced w/ hoods and sills)
6. 2nd Floor Belt Course
7. Transom Windows
8. Pier/Pilaster
9. Storefront Windows
10. Horizontal or Angled Awnings
11. Watercourse Belt Course

Architectural Standards
(Mixed-Use Multi-Family)

1. Parapet
2. Flat Roof (or focal element w/ pitched roof)
3. Cornice
4. Reflective Motifs from OTC Districts
5. Recessed 4th Floor
6. Windows (regularly spaced w/ hoods and sills)
7. 2nd Floor Belt Course
8. Transom Windows
9. Pier/Pilaster
10. Watercourse Belt Course to define 1st Floor Height
11. Horizontal or Angled Awnings
12. Storefront Windows

Material/Color Palette

A. Modular Brick & Thin Brick (ref: Acme Brick/Denver Plant Color Selections or similar)

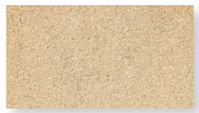
Color(s)/Range: Orange, Lt. Brown, Brown, Grey, Rose, Red

B. Cast Stone Window Sills & Trim Bands (ref: Fort Collins Pre-Cast, Inc. or similar)

Color(s)/Range: Cream, Tan

C. Stone Veneer (ref: Sunset Stone of Castle Rock, CO for Cobble Stone, Ledge Stone, Limestone, Stacked Stone, Castle Stone or similar)

Color(s)/Range: Light or Medium Tones



D. Stucco and/or EIFS

Color(s)/Range: Earth Tones Colors (Light Grey, Cream, Tan, Sand, Light Orange)

E. Metal Siding

Color(s)/Range: Light to Medium Greys or complimenting colors to contrast primary brick, stone, or stucco colors

F. Wood Trim, Precast Cornice Ornamentation or Wood/Metal Storefront Framing

Color(s)/Range: Light or Dark complimenting colors to contrast primary materials

Site Design

Setbacks:

Standard 16: A maximum setback of 10' shall apply to all building facades adjacent to streets.

Standard 17: A minimum of sixty (60) percent of a building's façade shall be at the property line.

Building Orientation:

Standard 18: The front façade of buildings shall be oriented toward the primary street frontage.

Standard 19: Lot coverage may be allowed up to 100% of the lot.

Lighting:

Standard 20: Lighting shall be located to illuminate pedestrian corridors and entry ways.

Standard 21: Lighting shall be downward lit and shielded.

Screening:

Standard 22: Roof top equipment shall be screened from public view. Outdoor trash enclosures and or mechanical heating and ventilation units shall be screened with a masonry screen wall with louvered metal enclosure gates.

Pedestrian Accessibility:

Standard 23: Building entries shall be visually enhanced to indicate the primary public access. There shall be a hierarchy of architectural features to define secondary entries, breezeways or building cut throughs. All public access points are to incorporate CPTED (Crime Prevention Through Environmental Design) principles.

Parking Standards:

Standard 24: No parking shall be allowed between any building façade and a public right-of-way. Parking is permitted off internal driveways, secondary public rights-of-way, or by on-street parking.

Character Districts

Commercial Mixed Use (CMU)

Intent/Definition

The CMU District intends to accommodate a wide range of retail and service developments meeting the shopping and distributive needs of the community and region. This district utilizes commercial sites or corners for larger retail center buildings and/or provides pad sites for single-tenant user buildings located along thoroughfares. Primary characteristics of this district are: enhanced building entrances or portals, tenant retail spaces with storefront glazing, architectural features such as columns, pilasters, trusses, or awnings to accentuate vertical or horizontal material changes, roof forms, or fenestrations. Mixed-use opportunities exist with office or multi-family uses within second or third floors as desired.

Building Form

Materials:

Standard 1: The primary material shall be brick, stone, wood, or stucco comprising a minimum of 70% of the building facades.

Standard 2: The secondary material shall be wood, and/or metal comprising a maximum of 30% of the building facades.

Standard 3: Wood, stone, and/or metal may be used as trim and accents. Trim and accent materials may not be the same as the secondary material.

Standard 4: Transparent windows shall be used on all stories of the building.

Standard 5: The roofline shall be varied between property lines, adjacent buildings, and/or building uses.

Roof:

Standard 6: A maximum roof pitch of four (4) feet to twelve (12) feet (4:12) shall be allowed. Where possible, flat roofs, parapets, or false facades should be used. All roof mounted mechanical equipment and/or duct work visible from an adjoining street shall be screened by an enclosure painted consistent with the color scheme of the building.

Standard 7: Parapets and other architectural elements may be used to create a flat roof form.

Standard 8: Encouraged roofing materials are flat roof membranes, composite shingles, concrete shakes, standing seam metal, rolled metal, or tile.

Entry:

Standard 9: Front entrance shall be oriented toward the primary street.

Standard 10: Commercial buildings and mixed-use buildings with commercial on the ground floor, shall have a clearly defined and highly visible main entrance, including at least three (3) of the following site and architectural elements:

- Recessed entryway;
- Canopies or porticoes;
- Overhangs on upper floors;
- Arcades;
- Arches;
- Outdoor patio seating areas;
- Display windows;
- Architectural tilework or integrated moldings; and/or
- Integrated planters or wing walls for landscaping or seating.

Articulation:

Standard 11: Buildings shall use wall articulation for all facades over seventy-five (75) feet using two or more of the following:

- Variations in height at internal lot lines or not less than seventy-five (75) feet;
- Variations in the front façade setback at internal lot lines or not less than seventy-five (75); and/or
- Variations in architectural detailing and materials to emphasize the building module.

Height:

Standard 12: First story height shall be a minimum of eleven (11) feet, measured floor to ceiling. Second and third story heights shall be at least one (1) foot shorter than the first-floor height measured from floor to ceiling.

Massing:

Standard 13: Buildings shall be proportional, reflect human scale, and create rhythmic modules, if built as one cohesive unit.

Standard 14: Multi-story buildings shall incorporate two (2) or more of the following traditional façade articulation features on all facades abutting streets:

- Canopies;
- Belt coursed at the second and/or third story floor plate;
- Cornices with moldings;
- Columns and/or pilasters; and/or
- Base watercourse banding (includes banding below storefront windows)

Architectural Standards

1. **Parapet**
2. **Flat Roof or Pitched Roof**
3. **Cornice**
4. **Reflective Motifs from OTC & CBD-MU Districts**
5. **Transom Windows**
6. **Pier/Pilaster**
7. **Storefront Windows**
8. **Horizontal or Angled Awnings**
9. **Watercourse Belt Course**

Material/Color Palette

A. Modular Brick & Thin Brick (ref: Acme Brick/Denver Plant Color Selections or similar)

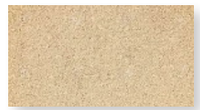
Color(s)/Range: Orange, Lt. Brown, Brown, Grey, Rose, Red

B. Cast Stone Window Sills & Trim Bands (ref: Fort Collins Pre-Cast, Inc. or similar)

Color(s)/Range: Cream, Tan

C. Stone Veneer (ref: Sunset Stone of Castle Rock, CO for Cobble Stone, Ledge Stone, Limestone, Stacked Stone, Castle Stone, Natural Thin Veneer or similar)

Color(s)/Range: Light or Medium Tones



D. Stucco and/or EIFS

Color(s)/Range: Earth Tones Colors (Light Grey, Cream, Tan, Sand, Light Orange)

E. Metal Siding

Color(s)/Range: Light to Medium Greys or complimenting colors to contrast primary brick, stone, or stucco colors

F. Wood Siding (Barn Wood, Contemporary Wood, Fiber Cement Siding or similar)

Color(s)/Range: Natural, Stained, or complimenting colors

G. Wood Trim, Precast Cornice Ornamentation or Wood/Metal Storefront Framing

Color(s)/Range: Light or Dark complimenting colors to contrast primary materials

Site Design

Building Orientation:

Standard 15: The front façade of buildings shall be oriented toward the primary street frontage.

Standard 16: Lot coverage may be allowed up to 80% of the lot.

Lighting:

Standard 17: Lighting shall be located to illuminate pedestrian corridors and entry ways.

Standard 18: Lighting shall be downward lit and shielded.

Standard 19: Vehicular use areas should be illuminated to the minimum extent necessary to ensure safety.

Screening:

Standard 20: Trash containers and loading and unloading areas shall be screened from view from adjacent properties and public rights of way. Screening materials shall be consistent with the materials of the primary structure on the lot.

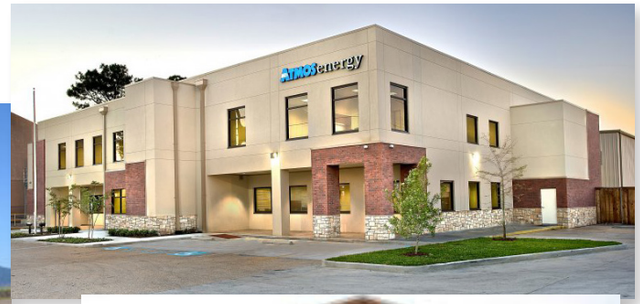
Pedestrian Accessibility:

Standard 21: Pedestrian walkways shall be located to provide clear access to the front entrance.

Parking Standards:

Standard 22: Up to fifty (50) percent of provided off-street parking may be allowed between the front building façade and public right of way. The remaining fifty (50) percent shall be located to the side or rear of the primary building.

Standard 23: A minimum of 10' landscape strip shall be provided between the right-of-way and off-street parking.



Character Districts

Business Industrial - Mixed Use (BI-MU)

Intent/Definition

The BI-MU District intends to incubate a compatible relationship between corporate office/professional office uses and light industrial warehousing/manufacturing businesses by the sharing of common architectural design features and site plan programming. The BI-MU area on the northwest side of I-70, east of Parachute Park Boulevard, is envisioned for corporate office uses with manufacturing/ warehousing uses adjacent to Diamond Loop. The BI-MU area along West Battlement Parkway will have similar uses yet should incorporate western/ranch design cues from the existing Lyons Ranch context. Primary characteristics of this district are: large buildings with enhanced main entrances and a variety of primary and secondary building materials.

Building Form

Materials:

Standard 1: The primary material shall be precast concrete, stucco, brick, stone, or metal siding comprising a minimum of 80% of the building facades.

Standard 2: The secondary material shall be brick, stone, metal siding and/or wood comprising a maximum of 20% of the building facades.

Standard 3: Wood and/or brick may be used as trim and accents. Trim and accent materials may not be the same as the secondary material.

Standard 4: Transparent windows shall be used on all stories of the building.

Standard 5: Encouraged roofing materials are flat roof membranes, composite shingles, concrete shakes, standing seam metal, rolled metal, or tile.

Roof:

Standard 6: A maximum roof pitch of four (4) feet to twelve (12) feet (4:12) shall be allowed. Where possible, flat roofs, parapets or false facades should be used. All roof mounted mechanical equipment and/or duct work visible from an adjoining street shall be screened by an enclosure painted consistent with the color scheme of the building.

Standard 7: Parapets and other architectural elements may be used to create a flat roof form.

Standard 8: The roofline shall be varied between property lines, adjacent buildings, and/or building uses.

Entry:

Standard 9: Front entrance shall be oriented toward the primary street or the main interior parking lot.

Standard 10: Commercial buildings and mixed-use buildings with commercial on the ground floor, shall have a clearly defined and highly visible main entrance, including at least three (3) of the following site and architectural elements:

- Recessed entryway;
- Canopies or porticoes;
- Overhangs on upper floors;
- Arcades;
- Arches;
- Outdoor patio seating areas;
- Display windows;
- Architectural tilework or integrated moldings; and/or
- Integrated planters or wing walls for landscaping or seating.

Articulation:

Standard 11: Buildings shall use wall articulation for all facades over seventy-five (75) feet using two or more of the following:

- Variations in height at internal lot likes or not less than seventy-five (75) feet;
- Variations in the front façade setback at internal lot lines or not less than seventy-five (75); and/or
- Variations in architectural detailing and materials to emphasize the building module.

Height:

Standard 12: First story height shall be a minimum of eleven (11) feet, measured floor to ceiling. Second and third story heights shall be at least one (1) foot shorter than the first-floor height measured from floor to ceiling.

Massing:

Standard 13: Buildings shall be proportional, reflect human scale, and create rhythmic modules if built as one cohesive unit.

Standard 14: Multi-story buildings shall incorporate two (2) or more of the following traditional façade articulation features on all facades abutting streets:

- Canopies;
- Belt coursed at the second and/or third story floor plate;
- Cornices with moldings;
- Columns and/or pilasters; and/or
- Base watercourse banding (includes banding below storefront windows).

Architectural Standards

1. **Parapet**
2. **Flat Roof or Pitched Roof**
3. **Thin Cornice**
4. **Reflective Motifs from OTC/CBD-MU/CMU Districts**
5. **Tilt Wall or clad with Primary or Secondary Materials**
6. **Repetitive Windows or Bay Doors**
7. **Enhanced Entry on Corner w/ Modern Elements**
8. **Horizontal Awnings**
9. **Watercourse Belt Course**

Material/Color Palette

A. Precast Concrete/Tilt-Wall

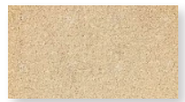
Color(s)/Range: Earth Tone Colors (Light to Medium)

B. Modular Brick & Thin Brick (ref: Acme Brick/Denver Plant Color Selections or similar)

Color(s)/Range: Buff, Tan, Lt. Brown, Brown, Lt. Grey, Pink, Rose

C. Stone Veneer (ref: Sunset Stone of Castle Rock, CO for Cobble Stone, Ledge Stone, Limestone, Stacked Stone, Castle Stone, Natural Thin Veneer or similar)

Color(s)/Range: Light or Medium Tones



D. Stucco and/or EIFS

Color(s)/Range: Earth Tones Colors (Light Grey, Cream, Tan, Sand, Light Orange)

E. Metal Siding

Color(s)/Range: Light to Medium Greys or complimenting colors to contrast primary brick, stone, or stucco colors

F. Wood Siding (Barn Wood, Contemporary Wood, Fiber Cement Siding or similar)

Color(s)/Range: Natural, Stained, or complimenting colors

G. Wood Trim, Precast Cornice Ornamentation or Wood/Metal Storefront Framing

Color(s)/Range: Light or Dark complimenting colors to contrast primary materials

Site Design

Building Orientation:

Standard 15: The front façade of buildings shall be oriented toward the primary street frontage or towards the main interior parking lot.

Standard 16: Lot coverage may be allowed up to 75% of the lot.

Lighting:

Standard 17: Pedestrian scale lighting shall be located to illuminate pedestrian corridors and entry ways.

Standard 18: All lighting shall be downward lit and shielded.

Standard 19: Vehicular use areas should be illuminated to the minimum extent necessary to ensure safety.

Screening:

Standard 20: Trash containers and loading and unloading areas shall be screened from view from adjacent properties and public rights of way. Screening materials shall be consistent with the materials of the primary structure on the lot.

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Standard 23: A minimum of 10' landscape strip shall be provided between the right-of-way and off-street parking.

STREETSCAPE DESIGN

Introduction

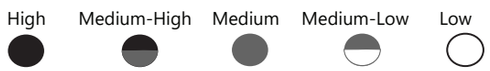
Relationship Between ROW & Building Form

Each of the Character Districts identified within these Design Guidelines have unique attributes that, when utilized together, create the desired character. While structural attributes greatly define that character, the design of the adjacent streets cannot be ignored. The public spaces adjacent to private property are instrumental in defining a user's entrance into a new place. This chapter will explore the design elements and standards applicable to the public rights-of-way which will complete the creation of these unique character districts.

These standards should not be used independently of each other, but rather all standards should be viewed collectively to discern the use, character, feel, and experience which they will yield and be viewed in context of the Character District in which it is located. These standards are not intended to be prescriptive regulations, but rather general guidelines to facilitate a discussion with Town staff to create the desired look, land uses, interaction, character, feel and experience of each district.

Prioritizing Streetscape Standards

To create the desired character of the public rights-of-way, the Town has identified nine (9) elements to evaluate various impacts. Within the following sections, each element will be scored (indicated by the degree of circle hatching) based on the priority given to that particular element within that particular roadway classification. The identified elements are:



1. Parking

The presence, or lack of, on-street parking greatly influences the character of an area. Not only does the physical presence of vehicles parked on the side of the street slow traffic down and visually engage motorists, by focusing parking to strategic areas, the number of people within those areas is increased, therefore, activating such areas. On-Street parking should be focused in retail corridors where buildings are constructed tightly next to each other to allow patrons to park in one location and walk to the various locations and uses they are seeking.

2. Access

In this context, access refers to the direct vehicular access from the public right-of-way to the property. When direct accesses are increased, the availability of on-street parking decreases, as does the walkability and cohesiveness between adjacent buildings and uses. As districts increase in pedestrian use, direct access should be decreased.

3. Connectivity

Connectivity refers to the ability for all users to easily get from point-to-point within the district. A district's connectivity would also include accessibility, as defined in the Americans with Disability Act (ADA). Regardless of the Character District, connectivity is a key element in allowing intuitive use of a property. However, the strategies to implement connectivity within the public right of way vary based on the intended use. Districts which are pedestrian focused should have larger sidewalks, clearer constructed cues to identify pedestrian zones and corridors, and clear pedestrian connections to building entrances. Conversely, as districts become more auto oriented, the connections may simply be a minimum-width sidewalk within the public right of way with a meandering path connecting from the adjacent street to the building's entrance.

4. Street Lights

Street lights have a large impact on either inviting or dissuading users of certain activities. While lighting is necessary for safety reasons, it is also an opportunity to create a unique place. By providing pedestrian scale lighting which is strategically located and sized to illuminate pedestrian areas such as sidewalks and crosswalk, pedestrian use will increase. On the other hand, if tall, broadly illuminating street lights are installed, pedestrian use will decrease. The line between auto and pedestrian zones can be further blurred with additional lighting strategies such as stringing lights above the roadway. As pedestrian use increases, street lights should illuminate pedestrian zones with softer impacts. As auto use increases, street lights may become taller and spread further apart. For areas where auto and pedestrian uses are equal, lighting at both scales should be implemented.

5. Street Furniture

Streetscape design should include a range of street furniture which will make the right-of-way more inviting and functional for users. Street furniture should include items such as bike racks, benches, planters, and trash receptacles. In a more auto oriented roadway, street furniture may be limited, but should be strategically located based on the users of that specific corridor.

6. Building Orientation

The relationship between a building's orientation on a parcel and the public right-of-way influences the user experience. The further set back a building is from the ROW, the more open and less walkable the corridor is. On the other hand, when buildings are located right at the edge of the sidewalk, the transition between public ROW and private property is blurred and the experience creates increased flow – walkability – between buildings, stores, and public seating areas such as benches, bike racks, and plazas. Within high pedestrian focused districts, buildings should be oriented at the property line with clear entrance articulation. As pedestrian uses decrease, setbacks may increase allowing for sufficient auto oriented uses such as access ways or parking lots. Buildings should still be oriented toward the ROW with clear articulation of entrances, however, the building's orientation on the parcel will be less focused on direct connectivity to the ROW and more focused on internal circulation.

7. Block Form

Block form refers to the design form of an entire block of individual parcels. While building setbacks and building heights and architectural design standards apply to individual buildings on individual parcels of land, block form identifies the general character of the sum of a group of individual parcels and it's relationship to the adjacent public right-of-way. In pedestrian focused areas, block form should be designed to be more walkable and provide increased connectivity and activity. This includes the distance between streets, the roadway network, and, generally, the width of lots – or, at least, the width of buildings on individual parcels. As pedestrian activity increases, lot width decreases, connectivity increases, and block size decreases, and the street network more resembles a traditional grid pattern. As auto activities becomes prioritized, lot widths may increase, street networks may meander or bend, and connectivity between individual lots and buildings decreases.

8. Signage

The size of signs allowed should be based on the intended reader. If the intended reader is driving a car, signs may be larger and more prominent. However, if the intended reader is a pedestrian, they should be smaller, less intrusively illuminated, and further the user experience by requiring materials compatible with the surrounding buildings. Signage elements should include illumination, size, materials, and permitted locations.

9. Events

Public events generally use public spaces such as roadways, plazas, and parks. In order to regularly utilize rights of way for public events, the impact on the entire street network will need to be accounted for in the design so that adequate emergency access and capacity is provided during the event. Areas better suited for these types of events usually have the same characteristics of pedestrian focused areas. Therefore, as pedestrian use increases, the ability for the right of way to be used for public events and festivals also increases.

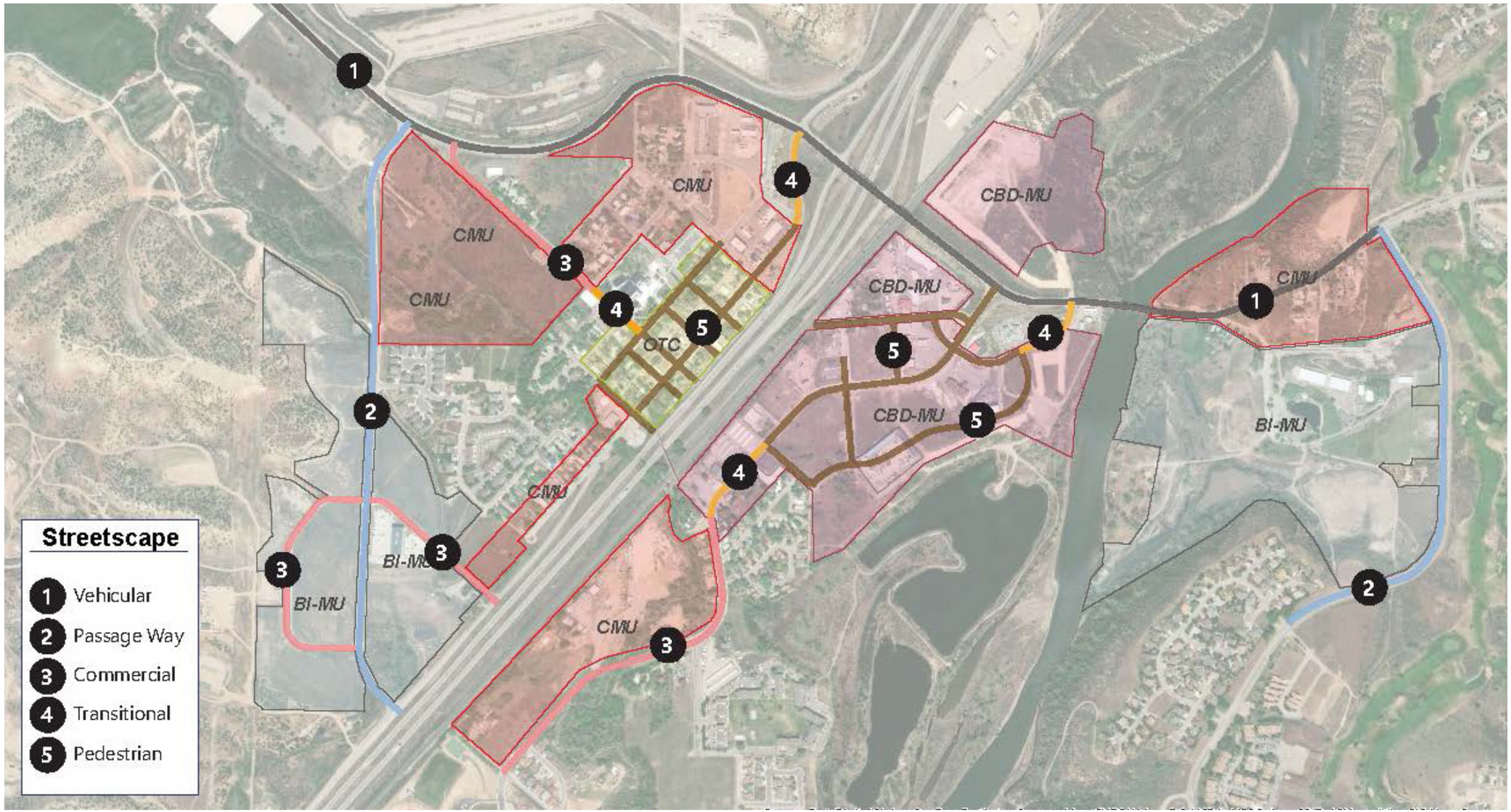
Classifications

To address the spectrum of street functions throughout Parachute, the following Streetscape Design Classifications are identified:

- Vehicular
- Passageway
- Commercial
- Transitional
- Pedestrian

To optimize the desired District Character, each of the nine (9) streetscape standards above are prioritized in each Streetscape Design Classification section within the following pages. These classifications do not include dimensions or construction standards, but rather prioritize user experience in certain corridors which can be used in conjunction with other Town standards associated with street improvement standards and regulations.

Overall Streetscape Classification Map



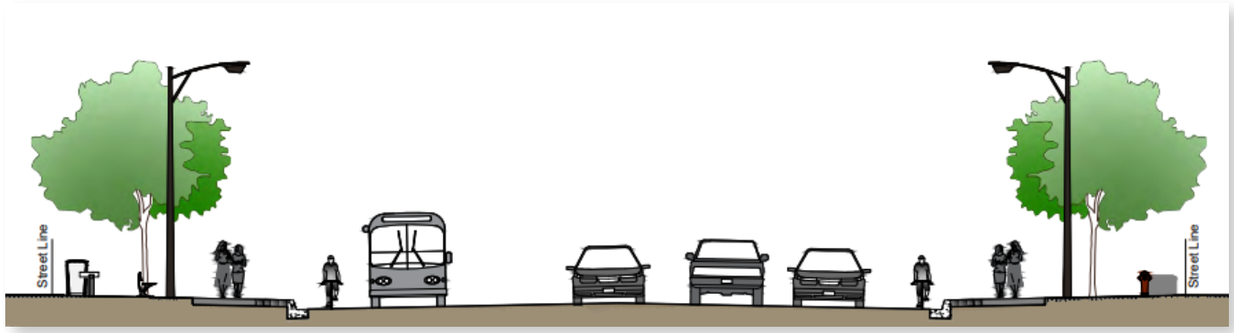
Streetscape Design
Vehicular

Intent of Classification

This Streetscape Design Classification section prioritizes vehicular movements by limiting direct access to controlled intersections, sufficient travel lanes, and detached sidewalks. The use of landscaping and streetscape elements outside of the paved travel lanes (contained within the right-of-way) should be used to create a comfortable spaces for pedestrians.

Parachute construction standards should be utilized in conjunction with these standards.

Design



Refer to the *Prioritizing Streetscape Standards* section on page 29 to understand the subjective scale of each standard.

Priority
○ *Parking*
● *Access*
○ *Connectivity*
● *Street Lighting*
○ *Street Furniture*
○ *Building Orientation*
○ *Block Form*
○ *Signage*
○ *Events*

Key

High	Medium-High	Medium	Medium-Low	Low
●	◓	●	◒	○

Streetscape Design
Passage Way

Intent of Classification

This Street Design Classification section prioritizes vehicular movements to pedestrian use where a majority of the users of the right-of-way will be using vehicles to access businesses, employment, and other office type uses. While direct access to these streets should still be limited, each parcel should be allowed one access point. Access points should be understood or calculated through the platting process to manage accesses to the extent possible. The use of landscaping and streetscape elements outside of the paved travel lanes (contained within the right-of-way) should be used to create a comfortable spaces for pedestrians. This streetscape may include medians to further control turning movements.

Parachute construction standards should be utilized in conjunction these standards.

Design

Refer to the *Prioritizing Streetscape Standards* section on page 29 to understand the subjective scale of each standard.

Priority

- ○ Parking
- ◒ Access
- ◓ Connectivity
- ● Street Lighting
- ● Street Furniture
- ○ Building Orientation
- ○ Block Form
- ○ Signage
- ○ Events

Key

High	Medium-High	Medium	Medium-Low	Low
●	◒	●	◓	○

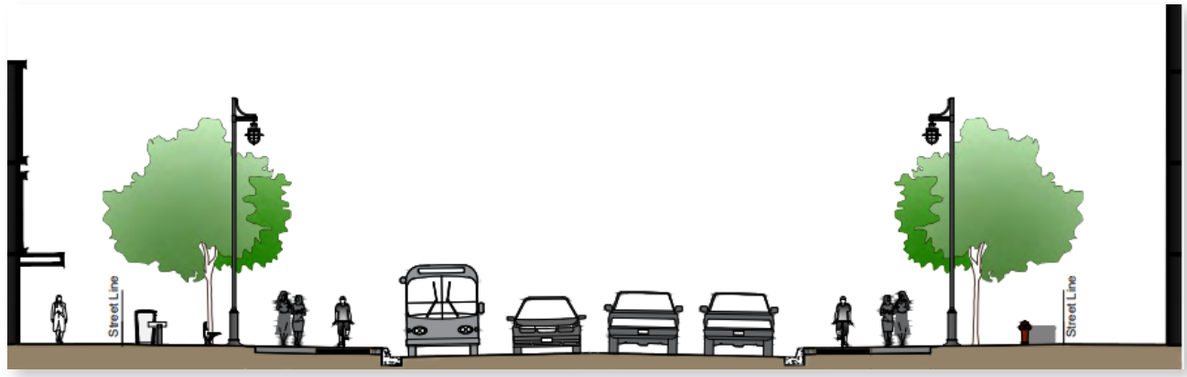
Streetscape Design
Commercial

Intent of Classification

This Street Design Classification section prioritizes vehicular movements over pedestrian use where a majority of the users of the right-of-way will be using vehicles to access businesses, employment, and pad-site retail uses off of a primary right-of-way. Each parcel should be allowed one access point. Access points should be understood or calculated through the platting process to manage accesses to the extent possible. The use of landscaping and streetscape elements outside of the paved travel lanes (contained within the right-of-way) should be used to create a comfortable spaces for pedestrians. This streetscape may include medians to further control turning movements.

Parachute construction standards should be utilized in conjunction with these standards.

Design



Refer to the *Prioritizing Streetscape Standards* section on page 29 to understand the subjective scale of each standard.

Priority
Parking
Access
Connectivity
Street Lighting
Street Furniture
Building Orientation
Block Form
Signage
Events

Key

High | Medium-High | Medium | Medium-Low | Low

Streetscape Design
Transitional

Intent of Classification

This Street Design Classification cross section acts as the transition from prioritizing vehicular use to pedestrian use. The use of urban design principles such as wayfinding signage, street lights, landscaping, and narrowing of travel lanes should be used to slow down traffic and create a sense of "arriving" in a pedestrian environment. In addition to physical design of the roadway, building form and orientation on the adjacent property are essential to creating the sense of arrival.

Parachute construction standards should be utilized in conjunction with these standards.

Design

Refer to the *Prioritizing Streetscape Standards* section on page 29 to understand the subjective scale of each standard.

Priority
Parking
Access
Connectivity
Street Lighting
Street Furniture
Building Orientation
Block Form
Signage
Events

Key

High	Medium-High	Medium	Medium-Low	Low

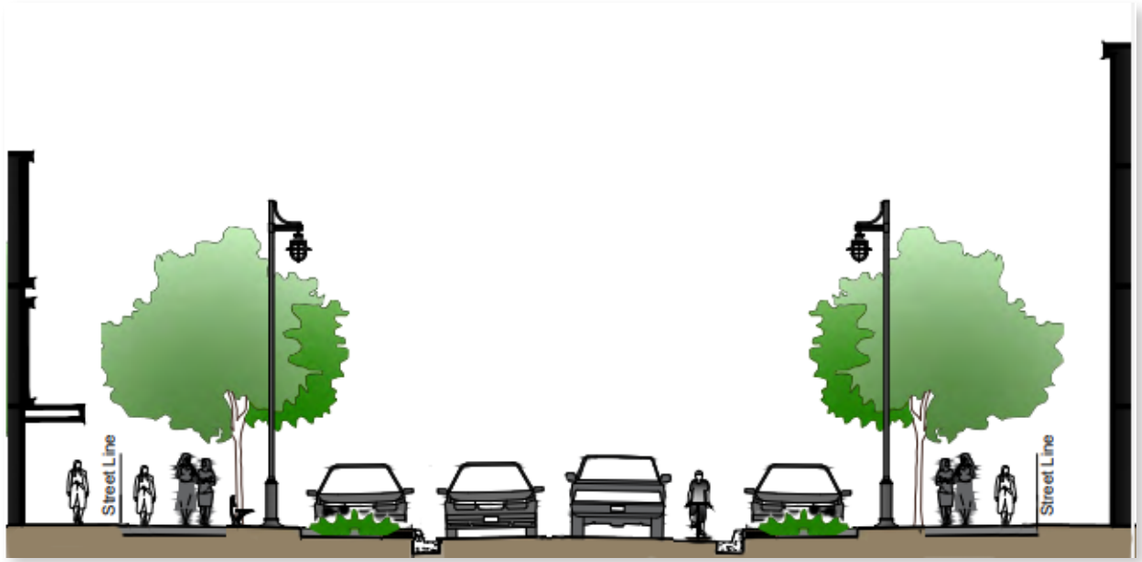
Streetscape Design
Pedestrian

Intent of Classification

This Street Design Classification section prioritizes pedestrian activities over vehicular use. It is characterized by large sidewalks, on-street parking on both sides of the street, multiple pedestrian refuge areas at clearly delineated crosswalks and extensive landscaping. The public realm has significant amounts of gathering spaces such as landscape walls, fountains, benches, or plazas where people can gather, rest, interact, or relax. For pedestrian focused streetscapes, the property is a place that should be used and interacted with rather than a means of transporting people via automobile.

Parachute construction standards should be utilized in conjunction with these standards.

Design



Refer to the *Prioritizing Streetscape Standards* section on page 29 to understand the subjective scale of each standard.

Priority	
●	***Parking***
○	***Access***
●	***Connectivity***
●	***Street Lighting***
●	***Street Furniture***
●	***Building Orientation***
●	***Block Form***
●	***Signage***
●	***Events***

Key

High	Medium-High	Medium	Medium-Low	Low
●	◕	●	◔	○

End of Document

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Del Norte • Silverthorne • Wheat Ridge
303-293-8107 • www.rgengineers.com

TOWN OF PARACHUTE, COLORADO
PLANNING COMMISSION
RESOLUTION NO. 2019-01-PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF PARACHUTE, COLORADO RECOMMENDING THAT TOWN COUNCIL APPROVE THE ADDITION OF A NEW CHAPTER 15.09 OF THE PARACHUTE MUNICIPAL CODE CONTAINING DESIGN GUIDELINES

WHEREAS, the Town Council of the Town of Parachute initiated a text amendment to Title 15 "Land Use Regulations" of the Parachute Municipal Code to add design guidelines, as set forth in the draft Ordinance enclosed as **Exhibit A** (the "Text Amendment");

WHEREAS, pursuant to Section 15.05.201 of the Parachute Municipal Code, the Text Amendment is reviewed by the Planning Commission and Town Council;

WHEREAS, the Planning Commission reviewed the Text Amendment at a duly-noticed public meeting to consider and hear public comments;

WHEREAS, the Planning Commission finds that the Application conforms with the review criteria set forth in Section 15.05.206 of the Parachute Municipal Code; and

WHEREAS, based on the recommendation of Town Staff, the testimony of the witnesses and the documents made a part of the record of the public meeting, the Planning Commission recommends that the Town Council approve the Text Amendment in the form of the Ordinance presented to Planning Commission.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF PARACHUTE, COLORADO, AS FOLLOWS:

Section 1. The foregoing recitals are incorporated herein as if set forth in full.

Section 2. The Planning Commission hereby recommends the Town Council approve the Text Amendment concerning design guidelines requirements, as set forth in **Exhibit A**.

SO RESOLVED by a vote a vote of 6 to 0, of the Planning Commission of the Town of Parachute at a regular meeting held at Town Hall in the Town of Parachute, Colorado, on the 14th day of February, 2019.

PLANNING COMMISSION OF THE TOWN OF PARACHUTE, COLORADO

By _____
Chair

ATTEST:

Town ~~Clerk~~ manager