



DESIGN GUIDELINES TOWN OF COOPERTOWN

INTRODUCTION, OVERVIEW & INTENT

Coopertown’s environment is one of its most important assets in attracting residents, businesses and employment opportunities. Tobacco farming, whiskey and barrel making are a part of its rich history. The name Coopertown came from the local coopers who made barrels for shipping tobacco, whiskey and many other products. As a bedroom community to Nashville and Clarksville with rich farmlands and a rural environment it provides the perfect environment to live, work, shop and play. However, as with many small rural communities Coopertown needs to plan and prepare for urban sprawl. As the Town grows, preservation of open space and quality of life for its residents becomes paramount. Having a set of design guidelines to govern the look and feel of Coopertown’s unique character is of utmost importance. These Design Guidelines serve as a guide by which developers will create and exhibit their plans to be reviewed and approved by Town leaders. These Guidelines address construction in the following areas:

- General Commercial and Interstate Commercial Zones
- General and Interstate Industrial Zones and the
- Historical District/Historical Preservation

There are Design Guidelines for each of these zones. Refer to the proper guidelines prior to starting the development process. Each contains specific design guidance for its area. However, in order to retain the Town’s unique character the requirements for each zone emphasizes a strong connection to the Town’s history through the use of themes such as barrel making, dark fired tobacco, area historic events and designs, and, since Coopertown is so near to the ‘Home of Country Music’, Nashville, country music.

PURPOSE and GOALS

The purposes of these Design Guidelines are to ensure a unified and compatible development, and provide a consistent level of quality throughout the community. These Guidelines are intended to provide guidance to owners and developers when making application for new construction, and additions and modifications of existing developments where applicable within the Town. These Guidelines establish standards for streetscape design, landscaping, access and traffic flow, signage, and architecture; all in keeping with Coopertown’s unique history.



BASIS FOR THE DESIGN GUIDELINES

6-54-133 of *The Tennessee Code* gives the Town of Coopertown, Tennessee the authority to develop general guidelines for the exterior appearance of nonresidential property, multiple family residential properties, and any entrance to a nonresidential development. The basis for these design review standards are as follows:

- Enhancing the character and stability of residential, business, commercial, and industrial areas, and promoting the orderly and beneficial development of such areas;
- Preventing overcrowding of land;
- Conserving the value of land and buildings;
- Minimizing traffic hazards and congestion;
- Preventing undue concentration of population;
- Providing for adequate light, air, privacy, and sanitation;
- Reducing hazards from fire, flood, and other dangers;
- Assisting in the economic provision, utilization, and expansion of all services provided by the public, including but not limited to roads, water and sewer services, recreation, schools, and emergency services;
- Encouraging the most appropriate uses of land; and
- Enhancing the natural, man-made and historical amenities of Coopertown, Tennessee.

The standards provided translate these purposes into guidelines for design. These Guidelines also outline the process which applicants must follow to seek approval of their projects by the design review committee which has been designated as the Coopertown Municipal Planning Commission (hereafter referred to as Planning Commission.)

ROLE OF THE PLANNING COMMISSION

The Planning Commission shall administer the provisions of these Design Guidelines including, without limitation:

- Certification that proposed development comports with the design standards set forth herein.
- Recommendation of amendments, as necessary, to the Coopertown Design Guidelines for approval by the Board of Mayor and Aldermen of Coopertown, Tennessee (hereafter referred to as the Board).
- Design-based recommendations for rezoning requests to the Board, whenever future developments are proposed that will eventually be reviewed based on the provisions in these Guidelines.
- Consultation with municipal and other appropriate agencies on matters addressed in these Guidelines.

AMENDMENTS TO THE DESIGN GUIDELINES

Amendments to these Guidelines shall be made by ordinance and approved by a majority of the entire membership of the Board, with appropriate input from the Planning Commission.

INTERPRETATION AND CONFLICT WITH OTHER REGULATIONS

These Guidelines explain the goals and standards which the Planning Commission will apply in reviewing proposals. It does not reproduce all of the specific requirements stated in the Zoning Ordinance, Subdivision Regulations, or other applicable development standards and regulations. Applicants are advised to consult all such documents prior to preparing plans. These Guidelines are intended to complement these ordinances and regulations and explain graphically what is intended. In the event that there appear to be conflicts between the Guidelines and any other standards adopted by the Planning Commission or the Town of Coopertown, the more stringent standards shall apply.

ACTIONS SUBJECT TO THE DESIGN GUIDELINES

Development, which includes any uses, structures, or physical improvements or changes to land located in the CA, CB, IA, IB, or IC zoning districts, is subject to these Guidelines if the development involves any of the following:

- (A) Site plan approval under Article VIII, Section 8.030 (D) of the Coopertown Zoning Ordinance for all new buildings and activities unless otherwise specified;
- (B) Approval of any use permitted by special exception under Article VIII, Section 8.070 of the Zoning Ordinance involving either a new structure, or addition or expansion to an existing structure as specified below in (C). Special Exceptions are subject to review by the Coopertown Board of Zoning Appeals prior to final review by the Planning Commission;
- (C) Any development as described above in (A) or (B) involving an addition or expansion to an existing structure totaling 50% or more of the ground floor area; and
- (D) Any change in use, as described in Article VII, Section 7.021 of the Zoning Ordinance, to any use subject to these Design Guidelines.

DEVELOPMENTS EXEMPT FROM DESIGN REVIEW

Reconstruction or repairs required for immediate public health or safety reasons, as determined by the Building Commissioner, are expressly exempted from the requirements of these Guidelines. Also exempt are any legal nonconforming uses of land, including expansion of such nonconforming uses, as described in Article VII, Section 7.020 of the Zoning Ordinance.

APPLICATIONS AND REVIEW PROCESS

Submission to Planning Staff and Initial Review

Applicants for design review certification shall submit to the Planning Staff the photographs, conceptual building designs, and other necessary details referenced in these Guidelines. All applications shall be submitted at least fifteen (15) calendar days prior to the Planning Commission meeting. The Planning

Staff will review all submittals and submit to the Planning Commission for their review, however, the Planning Staff is reserved the right to reject any application that is incomplete. Written comments from the planning staff will be made available to applicants at least one (1) calendar week prior to the Planning Commission meeting, in which their project will be heard after Planning Staff determination that the application comports with the requirements of these Guidelines. Planning Staff shall transmit the application with all written staff comments and recommendations to the Planning Commission. Viewpoints expressed by the Planning Staff shall be advisory only; no legally enforceable rights or expectations of any kind shall vest until the applicant's formal application for certification has been processed in accordance with all the provisions of these Guidelines.

Submission Requirements

Design review occurs in the context of review of the required Site Plan as required by Article VIII, Section 8.030 (D) of the Zoning Ordinance. To demonstrate how the architectural character relates to the overall development of the site, a conceptual plan depicting the proposed development is required to be submitted, and drawn to scale no smaller than 1" = 100' to show clearly:

- The dimensions, orientation and acreage of each lot to be built upon
- The layout of the entire project and its relationship to adjacent properties
- The location and dimensions of present and proposed streets and highways
- The location of points of entry and exit for vehicles and internal circulation patterns
- The location and layout of all paved areas including off-street parking and loading facilities
- All existing and proposed topography, with contours at intervals of no more than 2-feet in areas that are disturbed
- The size, shape and location of existing and proposed construction with uses noted
- The seal of a civil engineer or surveyor licensed in the State of Tennessee and competent of such design
- Building façade and overall building's architectural character

A plan providing all requirements as indicated for regular site plan review per Article VIII, Section 8.030 (D) of the Zoning Ordinance may be utilized provided the above details are included.

REVIEW BY THE PLANNING COMMISSION

The Planning Commission shall approve, approve with conditions, or disapprove an application for design review certification within thirty (30) days of the application's initial review by the Planning Commission, Failure of the Planning Commission to complete its review and make its decision and recommendation within 60 days after a formal application with all the required materials is received shall be deemed a recommended approval of the application unless the Planning Commission and the applicant agree to a greater time period. All decisions by the Planning Commission shall be deemed final. The Planning Commission's proceedings and reasons for its decisions on all applications shall be clearly stated in the official Minutes of the Planning Commission meeting. An approved application and its supporting exhibits shall be endorsed as approved by the Planning Commission.

Design review certification shall not constitute site plan approval and receipt of building permit as provided in ART VIII, Section 8.030 (C) of the Zoning Ordinance. Certification of the design review application shall be as a separate action by the Planning Commission from site plan approval.

APPEAL OF PLANNING COMMISSION ACTIONS

Any person aggrieved by a decision made by the Planning Commission under this Manual may appeal the action, per 6-54-133 of The Tennessee Code, to the Board within thirty (30) days in writing. Such appeal shall set forth the grounds with which the person filing the appeal takes exception to the decision made by the Planning Commission on an application. Appeals shall be decided within sixty (60) days of their filing unless the applicant and the Board agree to extend this period. In reviewing the appeal, the Board shall not invalidate the Planning Commission's action, unless approved by majority of the entire membership. The reason for the decision of the Board's determination shall be clearly reflected in the Board's official minutes.

If the Board invalidates the Planning Commission's action, it may, in its discretion, either exercise the powers of the Planning Commission or remand the matter, along with its statement of reasons, to the Planning Commission for further action not inconsistent with these reasons, which the Planning Commission shall conduct another review.

WAIVER OF DESIGN GUIDELINES

The Planning Commission, in its judgment, may waive any of the requirements of these Guidelines that it believes are unnecessary. It may also require such other information or exhibits, including samples of proposed building materials, as may be considered necessary to reach an informed decision on the acceptability of the project. Applicants may also request a waiver to any provision herein these Guidelines. If the planning commission finds that, in its judgment, a waiver of any such requirement does not nullify the general intent and purpose of these Guidelines, then it shall have the prerogative to approve it.

VESTING RIGHTS

Following approval of the site plan under these Guidelines, the applicant has five (5) years to obtain a building permit, begin site preparation and commence construction. If any of these do not occur within five (5) years of the site plan approval, then the approval shall expire and a new approval must be sought. If the applicant satisfies these requirements, then the Guidelines applicable at the time of approval shall be in effect during the applicable vesting period as outlined in Section 13-4-310, Tennessee Code, and as amended, except where there is an amendment to the site plan that meets the requirements of 13-4-310 (h), Tennessee Code, and as amended, or violation of approval in accordance with 13-4-310 (f), Tennessee Code, and as amended.

PROHIBITIONS

No building permit, license, certificate, or other approval or entitlement shall be issued or given by the Town with respect to any development subject to these Guidelines, until the development has been approved pursuant to these Guidelines. No certificate of use or occupancy, whether temporary or permanent in form, shall be given for any such development until the Building Commissioner has certified that the development has been completed in accordance with the design approved by the Planning Commission; provided, however, that the Building Commissioner, in her discretion, may elect to grant a Temporary Use and Occupancy Permit subject to a reasonable guarantee that the applicant will complete the development in accordance with the approved design.

Failure to comply with the requirements of these Guidelines, after a notice has been issued by the Building Commissioner with a stated time frame for compliance, shall be deemed a violation and shall be subject to a stop work order ceasing further activity, including construction and/or occupancy of the development until the violation has been remedied.

COMMERCIAL DESIGN GUIDELINES

GENERAL REQUIREMENTS

STREET DESIGN

Streetscape Gateway

Town Gateways provide a transition from State Highways into Town Limits and create an entrance for the Town through the use of signage, landscape, and architecture. The design of these areas display positive green space through the use of design of buildings and setbacks, boulevards, and building orientation.



Connectivity and Street Networks

1. All street networks shall connect with the street network of the adjacent developments if any or to future developments.
2. Street and sidewalk connections shall be made between neighborhood commercial centers and adjoining neighborhoods.
3. streets shall be used to reduce access when connecting multiple collector, residential, non residential and local access streets to arterials and major arterials
4. Cross access easements shall be provided between adjoining commercial sites for shared access and parking.
5. Within new developments, stub streets shall be provided in order to permit future street interconnectivity.
6. Streets widths within a development shall be kept to a minimum in order to reduce driving speeds, narrow pedestrian crosswalks and minimize storm water runoff, while still allowing for

1. Service

vehicular and pedestrian safety, emergency service vehicle access and sufficient vehicle turning movements.

7. Alleys are encouraged within all commercial development to provide for utilitarian facilities, delivery services and loading to create a visually appealing front streetscape.

SITE PLAN CONSIDERATIONS

Building Placement

Building placement is an extremely important factor when creating a space in an urban environment. These vertical elements establish the sides of this space; therefore, the orientation, setback, height, and material are all essential elements in developing a uniform façade treatment.

Retention/Detention Ponds

Retention/Detention and water quality ponds should be located in existing ponds, drainage tributaries and low-lying areas of the site wherever possible. Good drainage design dictates that these facilities become an integral and aesthetic part of the site landscape where feasible, grades gradual enough to preclude fencing.

Preservation of Natural Features

The natural setting of the Town of Coopertown is its greatest asset and attractive quality. Streams, wetlands, stands of native vegetation, fence rows, historic sites and other notable features makeup the framework of the community, enhance the heritage of the region and provide the fabric on which the built environment is placed. As such, the sites natural features should be preserved.

Site Amenities

The Town of Coopertown has an abundant number of site amenities that must be preserved in order to maintain a sense of place. Items like classic/historic designed houses, barns, fences (stacked stone, etc.), large/old trees, significant sinkholes, caves, springs, etc. might fall into this category (see *Site Amenities*). If any type of amenity is located on site, the amenities must become part of the new project design.

Formal Open Space

The community places great value on open space and the benefits it provides. Formal open space areas are used as transition between different adjacent uses and create points of pedestrian destination and connectivity.

General Streetscape Treatment

A consistent streetscape treatment along public rights-of-way enhances the appearance of the public domain and provides an attractive unified setting for the variations among individual developments and sites. Landscaped areas should dominate the frontage of any site.

BUILDING MATERIALS and COLORS, ALL COMMERCIAL ZONES

The combination of building materials and colors used within the Town will also have an impact on the overall character of the development. While the use of a variety of materials and color is permitted, it is important that each building utilizes them in a manner that creates an aesthetically pleasing composition and is compatible with the materials and colors of adjacent buildings and streetscape elements. The materials and colors proposed for each building are subject to review and approval by the Town and should be specified on all plans submitted to the Town.

1. All exterior walls, other than windows and doors, shall be comprised primarily of one material. Complementary secondary materials are recommended to provide detail and scale. The architectural treatment shall extend to all sides of the building, and to all accessory structures. The primary material shall extend over a minimum of fifty percent (50%) of any wall visible from a street, excluding windows and doors.
2. Buildings on the same site shall be compatible in material and color selection.
3. Primary colors should be muted and bright colors used sparingly.
4. Fences and screens that are attached, or extend from the building, shall be comprised of permitted materials that match or compliment the building façade.
5. Preferred wall materials are restricted to brick, natural and cultured masonry stone, fiber cement board, and painted wood clapboard. Brick and stone materials shall be masonry material.
6. Stucco (including synthetic stucco) is permitted as a secondary material and shall cover no more than forty percent (40%) of exterior walls, excluding windows and doors, only when used with a primary material constructed of a preferred material or shall cover no more than twenty percent (20%) of exterior walls, excluding windows and doors, when used with primary material constructed of split face block. Where stucco is used, a masonry base shall be provided at a minimum of five (5) feet in height.
7. Metal panels shall be prohibited. Metal accent trim and architecturally designed exposed structural components are acceptable but must be approved by the Planning Commission prior to final Site Plan submittal and acceptance.
8. Concrete block shall be painted to match the primary material and shall be relegated to the rear of the building only and where it is not visible to the general public.
9. Split-face concrete block is permitted as a primary material and shall cover no more than seventy-five percent (75%) of exterior walls, excluding windows and doors, only when the secondary materials are constructed of a preferred material or sixty percent (60%) of exterior walls excluding windows and doors, when used with a secondary material constructed of stucco. The stucco shall be limited to twenty percent (20%) of exterior walls, excluding windows and doors. The remaining twenty percent (20%) of exterior walls shall be constructed of a preferred material.

10. Sloping roofs shall be made of durable materials. Metal with standing seems, terra cotta, and other stone and clay products are preferred materials. Asphalt shingles are permitted with prior approval by the Planning Commission or the Coopertown Historic Zoning Commission (HZC).
11. Flat roofs must have parapets that screen roof top equipment and mechanical penetrations.
12. Awnings are permitted. Materials, colors and locations are to be submitted to the Town for approval.
13. Vinyl siding is prohibited.

TOWN CENTER

Creation of a Town Center: (Commercial CA Zone)

In order to start creating a ‘Town Center’, the following considerations will help accelerate the design of the core for the Town: (Coopertown’s Town Center is envisioned as the area surrounding Old Coopertown Road, Burgess Gower Road and State Highway 49. This area includes the Historic District as depicted on the Official Zoning Map for Coopertown, Tennessee.)

- Development must be a ‘cozy’ atmosphere for pedestrian and vehicular activity through the use of landscaping, architecture and planning.
- The design for vehicular and pedestrian areas must be integrated in a safe and efficient manner.
- Buildings and parking areas should have common setback lines.
- Historical buildings and architecture should be preserved and maintained.
- Focal points ‘theme’ and other ‘points of interest’ should be provided throughout the Town Center including art objects, water features, open space, native/significant flora, building design features, etc.

Historic District Review process

Any applications subject to these Guidelines which lie within the Historic District shall be subject to an additional review for Certificate of Appropriateness by the HZC. Please refer to the standards provided in Article V, Section 5.070 of the Zoning Ordinance.

Town Center Area:

Buildings

1. Building Guidelines and setbacks in the Historic District (part of ‘Town Center’) are set and approved by the Coopertown HZC.
2. Buildings other than those in the Historic District are to be oriented parallel to the street. Within the Town Center, the buildings or their façade will sit along the front setback line.
 - a. Front Setback – Min. 12’ - 0”, Max. 20’ - 0”.

- b. Side Setback – 0’ to 10’ - 0”. The zero-lot line provision is encouraged.
 - c. Rear Setback – 20’ -0” to edge of service drive (if required).
2. Corner buildings should have a strong tie to the setback lines of each intersecting street. This will continue the formation of a ‘space’ from one street to another. Buildings are encouraged not to be angled ninety (90) degrees to the street at the corner. Instead, the exterior shape of the building shall create space that is open to the streets and existing surroundings.
 3. With multiple buildings linked together, the architecture and landscape shall provide a positive, functional relationship between one building and another.
 4. All building entrances shall face the street with parking areas sited in the rear or to the side of the building.
 5. Multiple building developments shall be sited on public streets or internal private streets.
 6. All unpleasant features shall be located on top or in the rear of buildings accessed via a service drive. Unpleasant features include HVAC units, loading docks, dumpsters, electrical boxes, and outdoor storage (this does not include outside displays).
 7. Parking lots and parking garages shall not terminate vistas or be located abutting street intersections unless they are completely screened, incorporate a formal open space feature, or the façade is designed to resemble a building. In all cases sight distance for vehicle movement cannot be compromised.
 8. A transition between residential and commercial areas shall be created through gradual decreases in scale along with buffer space consisting of berms, decorative walls and appropriate plantings to minimize light and noise pollution and to enhance a unified streetscape design.
 9. Any above-ground parking structures should be at the rear of a development or away from the primary street.

Access and Circulation

One of the key factors in commercial design is developing adequate access and circulation for various, simultaneous users including: vehicular, pedestrian, and bicyclist. Through these standards, people who live and work within the development will have the option of using alternative modes of transportation. The following criteria provide direction in creating a positive design for the streets, intersections, and parking facilities within the Town of Coopertown.

The access and circulation features throughout Town Center apply to each type of user. Streets, parking lots and parking structures must possess the following characteristics:

Streets:

1. Street width throughout Town Center will vary depending on the design. However, the width of the traffic lanes shall be kept to a minimum in order to maintain slow vehicular speeds and shorter pedestrian crosswalks while still allowing vehicles to move safely.
2. Service streets shall be used to reduce access when connecting multiple collector, residential, non residential and local access streets to arterials and major arterials
3. The street layouts shall decrease travel distances for each type of user, providing strong connectivity from one stretch to another and prohibiting the use of cul-de-sacs (All CA zones).
4. Street designs shall be sensitive to existing topography, capturing views and adding interest to the streetscape (All CA zones).
5. Street patterns should provide locations for significant buildings to become focal points at the ends of streets (All CA zones).
6. Traffic calming devices such as traffic circles and street neck downs are encouraged.
7. Alleys and service drives are encouraged to provide utilitarian functions and delivery service.

Parking Facilities: (Ref. Zoning Ordinance, Article IV)

A properly functioning parking lot is a benefit for the property owner, his tenants and their customers. A parking lot needs to allow customers and deliveries to reach the site, circulate through the parking lot, and exit the site easily. Clear, easy to understand circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion.

1. All parking lots, areas and facilities shall be paved. Use of environmentally friendly porous paving systems is encouraged.
2. Parking shall be behind the buildings to promote the creation of a continuous streetwall which helps define the public realm of the street and provides a more continuous 'store front' that encourages pedestrian activity.
3. Locate access drives on secondary streets or alleys where possible (All CA zones).
4. On-street parking is permitted.
5. Parking areas should be separated from buildings with a raised walkway/sidewalk and a minimum five (5) foot wide landscape strip where applicable.
6. Minimize intersections. Dead end aisles are prohibited.
7. Locate entryways and delivery parking areas away from parking circulation way intersections.

8. Provide deep entry drives. The first parking stall or aisle juncture that is perpendicular to the entryway should be a minimum of thirty (30) feet back from the curb.
9. Maximum width for entryways is 32'-0".
10. Separate car from service truck access where feasible.
11. Screen parking lots with evergreen vegetation and trees to provide shade, reduce glare, and screen parking from public view.
12. Provide adequate access and turn around areas for fire and other emergency vehicles.
13. Provide common entryways where appropriate to promote vehicular access to more than one building or site to encourage shared parking.
14. Design should include landscaping between the street and the parking area for accent of lot entrances, to frame major lot circulation aisles and to highlight pedestrian pathways within the lot.
15. No more than twelve (12) contiguous parking spaces shall be provided without using a landscape island.
16. Parking areas that abut street intersections shall provide a landscaped green space at the intersection to create an aesthetic appearance and screening parking from view. Care shall be taken to not creating a sight distance problem for drivers. This open space should be 50' x 50', not including the right-of-way area.
17. A six (6) feet wide minimum sidewalk shall be adjacent and within parking lot.
18. Refer to *General Parking Standards* for space and aisle information.

COMMERCIAL ZONES CA and CB:

(Ref. Zoning Ordinance, Article V, Sections 5.050 and 5.052)

The Interstate Commercial zone, CB, shall comply with all the design guidelines below and shall have Coopertown historical and area 'theme' elements integrated throughout the development.

1. All buildings are strongly encouraged to be parallel to the street rights-of-way.
2. Buildings are encouraged to be oriented around internal streets rather than parking lots.
3. Open space should be provided that is pedestrian friendly and creates positive views from all angles. Transitions between adjacent sites should use pedestrian plazas or formal/informal open spaces. The use of a 'theme' element would be appropriate in pedestrian plazas.

4. All unpleasant features shall be located to the rear or sides of the building and accessible via a service drive: e.g.; HVAC units, loading docks, dumpsters, electrical boxes, and outdoor storage.
5. Continuous horizontal strip malls shall be broken up with architectural elements or physically separated to create pedestrian transition zones.
6. Parking lots shall not terminate vistas or be located abutting street intersections unless completely screened. In all cases sight distance for vehicle movement cannot be compromised.
7. Parking lot on any site shall not be the dominant element of the site. The use of landscaping, berms and other screening elements shall restrict the views of parking areas.

Access and Circulation (See Access and Circulation, Town Center Area above)

Access and circulation design guidelines shown above in “Town Center” apply in all CA and CB zones.

Commercial Uses in CB Zones:

The Interchange Commercial CB zone is composed of properties in close proximity to the I-24, Exit 24, interchange. It includes all properties from the Robertson County/Coopertown town limits line down State Highway 49 to H. York Road, north of Hwy 49 to Jack Teasley and all south fronting properties along Hwy 49 to H. York Road. This area is designated Interstate Commercial and will accommodate a multitude of up-scale business types including: Clothing and apparel stores, restaurants, consumer hardware stores, personal services stores, hotels, business offices, sporting goods stores, appliance stores, food product and general merchandise stores, health and fitness clubs, night clubs, and other consumer related businesses. Gas stations, low-rise motels, truck stops, gun stores, and similar businesses will be limited in number allowed and must be approved by the Coopertown Planning Commission.

This area will feature clusters of similar and synergistic businesses connected to one another by greenways utilizing sidewalks. Each greenway shall feature Coopertown historical theme items. The clusters will also display in some form one or several of Coopertown Historical themes as well as most of the flora will be varieties indigenous to the area. Parking will be provided in each cluster. Music will be broadcast in all open spaces in each cluster.

All site plans and proposals for this area shall be reviewed and approved by the Coopertown Planning Commission prior to commencement of any work on any plan. The Coopertown Planning Commission may recommend to the Board of Mayor and Aldermen a rezone or the rejection thereof of any property within the Illustration 13, planned CB zone. Town Center guidelines for buildings, streets and circulation apply to this zone.

Commercial Uses in CA Zones: (Ref. Zoning Ordinance, Article V, Section 5.050)

Specialty Retail Centers

Specialty Retail Centers are unanchored retail centers that provide specialty goods and/or services that are generally unavailable in the surrounding area. Shoppers at these centers are less inclined to visit only one shop, and tend to spend time browsing through several shops. Specialty Centers typically rely for their appeal on attractive, and often thematic, architecture, landscaping, and ornamentation, as well as the unusual goods and services.

1. Buildings are encouraged to be placed at the minimum front setback.
2. The site should be organized to encourage relaxed pedestrian circulation with substantial amounts of plantings and site furnishings around buildings.
3. Building design, landscape, outdoor furniture and site fixtures should conform to the same architectural design theme.
4. A transition from low buildings at the site perimeter to larger and taller structures within the interior of the site is generally encouraged.
5. Pedestrian ways and sidewalks in front of buildings and building clusters should be a minimum of ten (10) feet wide.

Vehicle Dealerships

1. Buildings are encouraged to be placed at the minimum front setback.
2. Showrooms shall face the major public street.
3. Outdoor vehicle displays shall be oriented toward the public street with permanent at-grade display areas.
4. Unloading of vehicles from carriers shall be from a secondary access or where feasible.
5. Screened storage area shall be provided for vehicles awaiting repair. No storage area shall be adjacent to a residential area or primary street.
6. Sufficient space shall be allowed for service drop-offs to prevent stacking on a public street.

Service Stations & Car Washes

Service Stations and Car Washes are intensive uses that are characterized by large paved areas with several points of access from adjacent streets to maximize maneuvering flexibility for vehicles. Driveway cuts need to be limited, circulation needs to be channeled, and paved areas reduced.

1. Buildings are encouraged to be placed at the minimum front setback.

2. The structure on the site shall be spatially related; buildings should be organized into a simple cluster.
3. The site shall accommodate all legitimate, anticipated circulation patterns with reduced areas of paving and well-placed landscape areas.
4. Service bays shall not be visible to residential properties and primary streets.
5. Additional elements to be considered in the design process are noise control measures, water and air stations, and vacuum stations and the screening of these elements.
6. For petroleum stations, each pump island shall include stacking spaces for two vehicles on site.
7. All architectural elements beyond the main body of the building shall be compatible.
8. Buildings shall contribute a positive street presence and appearance.

Auto Repair and Service

Auto Repair and Service Facilities can be problematic uses characterized by noise, large numbers of parked vehicles, traffic, the presence of petroleum products such as oils, acids and other hazardous materials, and general cleanliness. A major problem with older Repair and Service Facilities is inadequate storage for vehicles being serviced, resulting in cars, etc. being parked on the street, sidewalks, landscaping, and in front of neighboring properties.

1. All parking, work areas and work staging areas shall be paved.
2. Vehicle entrance access width shall be no greater than thirty feet (refer to Article III, Section 3.090 of the Coopertown Zoning Ordinance).
3. Buildings are to be placed at the minimum front setback or greater.
4. Vehicle drop-off and repairs should be contained within a building.
5. Ample space for drop-off vehicles shall be provided to avoid stacking overflow onto a public street.
6. The interior work bays shall not be visible from the primary street or any adjacent residential area or open space.
7. Dismantling of wrecked vehicles and outdoor storage is allowed behind the primary structure and must be visually shielded from all directions. Noise abatement shall be used to prevent annoyance to the public and to neighbors.

8. Trash bins need to accommodate disposal of junk parts, packing material of received parts, and oils and lubricants.
9. Buildings shall contribute to a positive street presence.

Hotels and Motels

The scale and activities associated with Hotels and Motels often make them problematic neighbors for adjacent residential properties and adjacent primary streets.

1. Buildings are encouraged to be placed at the minimum front setback.
2. The building and driveway entrance shall be the focal street element, not the parking lot.
3. Delivery and loading areas shall not be adjacent to residential areas and primary streets.
4. Mechanical equipment, including swimming pool equipment, shall be located on the plan for proper noise control to surrounding areas.
5. Swimming pools shall be located away from the street, a minimum of twenty (20) feet with adequate screening, providing proper safety features and privacy.
6. Utilize parking lots and open space to transition between adjacent uses.
7. All rooms must open into an internal room entry access model. No room entries shall be visible from adjacent sites and streets.

Drive-Through or Drive-up Businesses

The major design issues related to these types of establishments (banks, fast food, etc.) are site plans that promote efficient and well organized vehicular access and on-site circulation, while adequately buffering adjacent uses.

1. Buildings are encouraged to be placed at the minimum front setback.
2. Avoid the “back of the building” appearance; buildings shall contribute to a positive street presence.
3. The building shall front the primary street, not the drive-through aisles or parking area. The building shall be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations (locate along the side or rear area of the structure).
4. Provide adequate on-site queuing distance to accommodate six (6) cars minimum before the first stopping point.

5. No portion of the queuing aisle should serve double duty as a parking aisle.

Suburban Area (CA Zones)

The access and circulation features throughout the suburban area must apply to each type of user, Streets, parking lots, and parking structures must possess the following characteristics:

Streets:

1. The street layouts shall decrease travel distances for each type of user, providing strong connectivity from one stretch to another and prohibiting the use of cul-de-sacs.
2. Street designs shall be sensitive to existing topography, capturing views and adding interests to the streetscape.
3. Street patterns should provide locations for significant buildings to become focal points at the end of streets.
4. Service streets shall be used to reduce access when connecting multiple collector, residential, non residential and local access streets to arterials and major arterials.

Parking Lots:

1. Locate access drives on secondary streets or alleys, preferred.
2. Screen walls shall not be located within the sight triangles for drivers entering, leaving or driving through the site.
3. Parking areas should be separated from buildings with a raised walkway and a minimum five (5) foot wide landscape strip. If covered walk is provided, locate landscape area to street side of walk.
4. Minimize intersections. Dead end aisles are prohibited.
5. Locate driveways away from intersections. Driveways should line up with driveways on the opposite side of the roadway.
6. Provide deep entry drives. The first parking stall or aisle juncture that is perpendicular to the entry driveway should be a minimum of thirty (30) feet back from the curb.
7. All parking areas shall be paved. Use of environmentally friendly porous paving systems is encouraged.
8. Parking lot designs shall be sensitive to existing topography, capturing views and adding interest to the streetscape.

9. Separate car from service truck access where possible.
10. Separate the pedestrian and vehicular activity areas. Design parking areas and sidewalks so that pedestrians walk parallel to moving cars. Crosswalks shall be incorporated into vehicular travel lanes where appropriate. They shall connect to sidewalks adjacent to buildings as well as sidewalks in the landscape islands to form a continuous pedestrian path throughout each parking area. Provide a clearly defined pedestrian entry corridor within expansive parking lots.
11. Provide common driveways, where appropriate, which promote vehicular access to more than one site and encourage shared parking.
12. Screen parking lots with evergreen vegetation and trees to provide shade, reduce glare, and screen cars from public view.
13. Provide common driveway and plazas or open space between adjoining properties.
14. Landscaping shall accent the importance of the driveways from the street, framing the major circulation aisles, and highlighting pedestrian pathways.
15. No more than twelve (12) contiguous parking spaces shall be provided without using a landscape island.
16. Refer to *General Parking Standards* for space and aisle information (See Zoning Ordinance, Article IV, Section 4.010).
17. Parking areas that abut street intersection shall be completely screened.
18. Loading stalls shall be designed to avoid interference with circulation or parking.
19. If Commercial Suburban buildings are greater than 20,000 SF, the maximum width of the main entry driveway is thirty-six (36) feet. If Suburban buildings are less than 20,000 SF, the maximum width of the main entry driveway is twenty-four (24) feet. For additional vehicular lanes and widths, a traffic study shall be submitted to the Planning Commission for approval.
20. Driveway cuts shall be regulated per Section 3.090 - Access Control, of the Coopertown Zoning Ordinance.

GENERAL PARKING STANDARDS: (Ref. Zoning Ordinance, Article IV, Section 4.010)

The following lists specific standards that must be followed in order to accomplish a practical, pleasing parking area within the natural and built environment of the Town.

1. The images below illustrate the standard parking space dimensions.

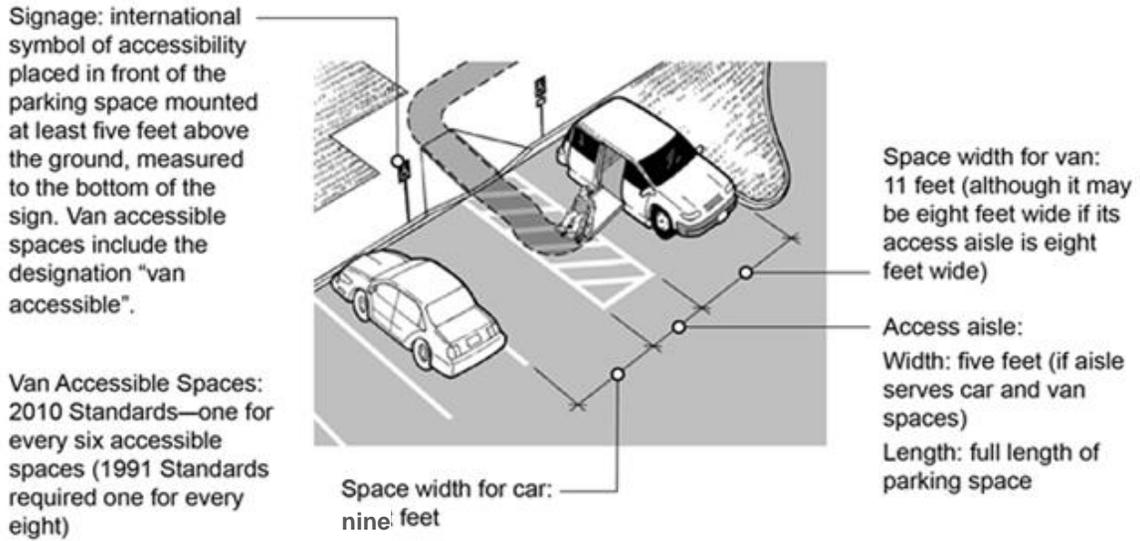


Figure 1

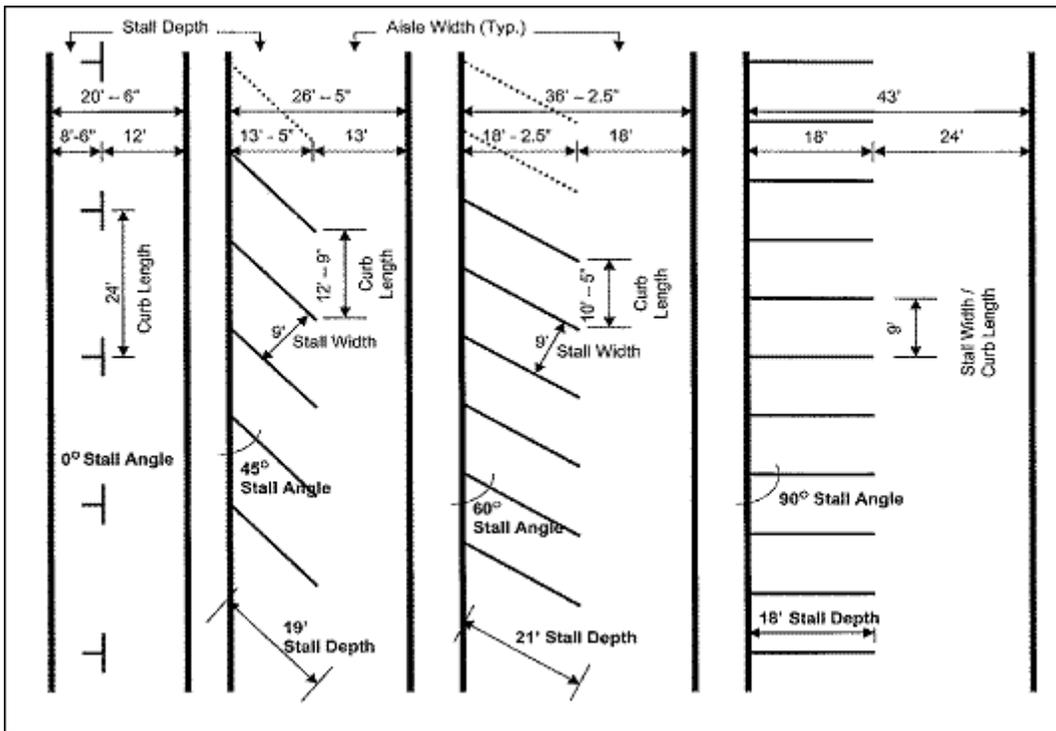


Figure 2

2. The layout must provide safe and adequate measures for pedestrian and automobile safety concerns.

3. Parking spaces shall be comprised of smaller modules to reduce visual impact of the site.
4. Parking areas shall run parallel with the contours, taking into account drainage patterns as well as the natural environment. The slope shall not exceed five percent (5%) throughout the parking and pedestrian connection.
5. No more than twelve (12) contiguous spaces are allotted. The row must be broken with a landscape island or roadway (minimum 8' wide as measured from the back of curb).
6. Sites located with a Major or Minor Arterial and a Collector street frontage shall be limited to vehicular access from the Collector street only.
7. If Commercial Suburban buildings are greater than 20,000 SF, the maximum width of the main entry driveway is thirty-six (36) feet. If Suburban buildings are less than 20,000 SF, the maximum width of the main entry driveway is twenty-four (24) feet. For additional vehicular lanes and widths, a traffic study shall be submitted to the Planning Commission for approval.
8. All off-street parking areas shall be designed to prohibit the parking of vehicles within the public rights-of-way and encroachment onto sidewalks.
9. On-street parking is permitted within the Town Center area where the streets serve the workplace and storefront buildings. On-street parking must be provided on one side of any street adjacent to a square, park or other open space area.
10. Parallel on-street parking width shall be eight (8) feet by twenty-two (22) feet. All on-street parking shall be parallel unless angled nose-in parking is approved by the Planning Commission. Parking spaces shall be a minimum of thirty-five (35) feet from intersections.
11. Within the Suburban areas, a single loaded bay of parking may be located within the front of the building if there are no possible alternatives and must be approved by the Planning Commission.

FORMAL OPEN SPACE

The community places great value on open space and the benefits it provides. Formal open space areas are used as transition between adjacent uses and create points of pedestrian destination and connectivity. Formal open spaces are structured in nature and shall include landscaping (canopy and understory trees, shrubs and lawn cover, etc.), and streetscape furnishings (benches, lighting, sculptures, fountains, etc.). The space is regularly maintained and serves as a focal point for the development. Typical formal open spaces include plazas, squares, and forecourts. Formal open space designs must be submitted for approval by the Planning Commission.

Formal Open Space Requirements

1. Developments consisting of ten (10) acres or more and having multiple buildings which collectively exceed twenty five percent (25%) or one hundred nine thousand (109,000) square

feet of gross building area, shall provide one or more formal open space areas equal to at least ten percent (10%) of the site's developable area. The developable area shall consist of the gross site acreage minus the following: floodplain, buffer areas, water features and/or stormwater drainage features, wetlands, utility easements, twenty percent (20%) slopes, and any other conservation areas as determined by the Planning Commission.

2. Formal open space shall be no less than twenty-five- hundred (2,500) square feet in area.
3. Within the Town Center, right-of-way or buildings shall enclose at least seventy-five percent (75%) of the open space perimeter.
4. In Suburban areas, rights-of-way or buildings shall enclose at least fifty percent (50%) of the open space perimeter.
5. Shall be located central to the development, at the termination of vistas or at street intersections.

When designing the public space of a street, one must organize the key elements which create the streetscape image, which promotes the integration of pedestrian and vehicular use while enforcing the spatial definition.

GENERAL STREETScape TREATMENT

A consistent streetscape treatment along public rights-of-way enhances the appearance of the public domain and provides an attractive unified setting for the variations among individual developments and sites. Landscaped areas should dominate the frontage of any site.

The following standards shall apply to all new and existing public streets:

Sidewalks

1. Sidewalks are required on both sides of all streets except industrial roads, rural roads, alleys and the undeveloped edge of neighborhood parkways which shall require a sidewalk on one side only. Other than the Town Center and commercial developments similar in style to Town Center, sidewalks shall be setback a minimum of six (6) feet behind the street back of curb to create a median planting zone. This planting zone area shall be reserved for the street trees described below. Sidewalks shall be a minimum of five (5) feet in width. Sidewalks adjacent to commercial buildings shall be a minimum of eight (8) feet in width in the Town Center and five (5) feet in the Suburban areas.
2. Sidewalks shall be constructed of concrete or brick/pavers or combination of both and shall be raised above the adjacent street level. Pedestrian street crossings at all intersections in the Town Center shall be of a different paving material to serve as traffic calming devices.

3. As with streets, all sidewalks should connect with adjacent properties and development where possible to reinforce pedestrian interconnection within the community. Sidewalks should connect building entries within and between developments where possible.

Street Trees

1. Street trees shall be planted along both sides of all streets except rural roads, alleys and the undeveloped edge of neighborhood parkways. Street trees shall be installed in a planting zone, minimum six (6) feet width and located between the back of the street curb and the sidewalk described above. Planting zones shall be a minimum of thirty (30) inches deep. The distance between the back of the curb and the sidewalk shall be a minimum of three (3) feet.
2. In the Town Center and other similar areas where a generous sidewalk width is required or desired, street trees may be installed in “plant wells” or within tree gates with properly designed drainage and irrigation systems. The planting soil irrigation and drainage systems for the planting strip must be in place prior to the construction of the sidewalk. The typical sidewalk cross section may need to be modified to provide adequate structural support for the sidewalk. Street trees shall be installed in the center of the tree well opening at two (2) to three (3) inches higher than the finish grade of the tree well/grate. Root balls shall rest on undisturbed sub-grade or adequately compacted fill to prevent settling. Mulch beds shall be a minimum of two (2) inches below the pavement edges.
3. Street trees shall be large maturing canopy species. They shall be planted forty (40) to sixty (60) feet on center and shall be a minimum of 2-1/2” caliper and fourteen to sixteen (14-16) foot height at the time of installation.
4. Small maturing trees shall be planted twenty-five to thirty-five (25-35) feet on center and may be used to meet street tree requirements only where pre-existing overhead utility lines exist and would prevent the installation of canopy species. Small trees may be multi-trunked and shall be a minimum of ten (10) feet in height at installation.
5. The planting zone area located between the back of the street curb and the sidewalk shall be planted with a turf type grass in the form of seed or sod. A minimum three (3) foot wide strip of sod shall be installed in the landscape area adjacent to the building side of the walk, if proposed to be finished with turf type grass. Sod must be used on all areas within the streetscape containing slopes greater than fifteen percent (15%).

ADDITIONAL DESIGN CONSIDERATIONS

When incorporated into the site, streetscape furnishings such as benches, trash receptacles, light fixtures, bollards, fountains, sculpture, etc. should create a unifying theme throughout the site. See *Streetscapes Elements* below.

A streetscape is defined by the streets, the architecture that creates the edge of the street corridor, and the elements within it. The organization of the streetscape elements occurs in three (3) identifiable zones between the buildings and the street: the building zone, the pedestrian zone, and the curb zone.

Building Zone: The building zone is the zone of transition from the building façade to the sidewalk. The zone may include plantings, architectural features, entrances, steps, awnings, seating, etc.

Pedestrian Zone: The pedestrian zone is the zone of strong pedestrian activity along a sidewalk, bound by the building zone on one side and the curb zone on the other. This zone is generally free of obstacles but may allow encroachments of plantings, seating or kiosks.

Curb Zone: The curb zone is the zone of transition from the sidewalk to the street. Most of the utilitarian fixtures such as fire hydrants, streetlights and street trees are located in this zone.

The boundaries of the three (3) zones are not as clear as the definitions might indicate. They are described for the purpose of indicating the locations of all streetscape elements; the zone edges will not necessarily correspond to the location of the street right-of-way or building setback lines.

The streetscape elements addressed in this section are classified according to the following categories:

- Landscaping (street trees, bushes, flora, etc.)
- Site furnishings (street furniture, receptacles, etc.)
- Lighting
- Intersections
- Hardscape (sidewalks, crosswalks, etc.)
- Screening (walls, fences, etc.)

STREETSCAPE ELEMENTS

Street Trees

Street trees are required along all streets in the Town Center of Coopertown. The primary purpose of the street trees is to shade vehicular travel lanes as well as the pedestrian pathways located adjacent to the streets. However, street trees play a significant role in establishing the appearance of the street. Trees that are uniform in type, size and spacing have a greater visual impact than a variety of trees placed randomly along a street.

Planting Beds and Planters

Other plantings in the streetscape are allowed and encouraged, especially in the building zone. The design of these plantings may be determined by the parcel owner; however, the design is subject to review and approval by the Town. They should always include an evergreen component and should be appropriate to the scale and character of the building and street.

Plantings may be installed in at-grade planting beds (flush with the sidewalk), in raised planters, or in freestanding planters. Raised planters shall be designed as an integral part of the adjoining building in the same style, form, color and materials.

Freestanding planters include pots, hanging baskets and window boxes. The planter color, material and type shall compliment the adjacent architecture within the streetscape. They must be located in the

building zone, unless otherwise approved, and shall not obstruct safe pedestrian movement. All shall be sufficiently large to provide an adequate amount of soil for growing plants in the summer season. Consideration should also be given to the winter appearance of these planters, either by providing evergreen or other winter plantings or by removing the planters to storage. Exposed soil in the winter will not be allowed. The following are specific criteria for each type of free-standing planter that must be met:

1. Pots shall be twenty-four (24) inch diameter minimum and hold at least two (2) cubic feet of soil.
2. Hanging Baskets shall be used in the growing season only and stored in winter. Hanging baskets shall be a minimum of twelve (12) inches in diameter. The hanging apparatus shall be clean, functional, and inconspicuous.
3. Window boxes shall be at least eighteen (18) inches long, eight (8) inches deep and appropriately scaled to the adjacent window.

Site Furnishings

This section of the streetscape standards sets forth street furniture specifications and/or a design approach. Consideration in the placement of street furnishings should be given to the appropriateness, context (i.e. trash receptacle near take-out restaurants), interference with pedestrian traffic, quantity required to meet demand or achieve the desired effect, and the minimization of clutter.

Seating

Sidewalk seating opportunities are encouraged throughout Town of Coopertown and are available in both formal (bench and table chairs seating) and informal (seatwalls, steps, and ledges) seating types.

1. Formal Seating: (Benches) Benches used in the Town Center shall be standard metal frames, finished in standard black, powder coat finish. The bench type within the series shall be chosen by the Town.
2. Benches shall be permanently mounted to the sidewalk paving with tamper proof bolts. The maintenance of all benches will be the responsibility of the Town.
3. Formal Seating: (Tables and Chairs) The use of tables and chairs is encouraged in conjunction with cafes, restaurants, ice cream stores, coffee shops or any other particular use that could benefit from outdoor seating. Encroachment into the pedestrian zone shall be minimized; seating/dining areas shall not occupy more than one side of the sidewalk width and shall not exceed the length of the store frontage.
4. The maintenance of all outdoor tables and chairs are the responsibility of the establishment owner. They shall be temporary and stored securely after hours. Their style and character should reflect the image of each particular establishment and shall be approved by the Planning Commission.

5. Informal Seating: Informal seating such as seatwalls and steps is encouraged throughout the Town.

Planter walls often function as seatwalls and therefore should be designed to allow for seating. Seatwalls shall be at least sixteen (16) inches in height and a maximum of twenty-six (26) inches high from finish grade to top of coping. Seatwall caps shall be a minimum of twelve (12) inches wide and made of material that matches the architecture and is suitable for sitting. Thorny plant material, if any, shall be placed away from the seatwall edge.

Steps are also a form of informal seating. Where possible, stairs should be wide enough so that the passage is not blocked when portions of steps are being used for seating.

Trash Receptacles

Trash receptacles shall be permanently mounted to the paving surface and generally located in the curb zone. The quantity of receptacles installed shall respond directly to demand and frequency of trash collection. The receptacles will be purchased, installed and maintained by the Town. Collection of all refuse will be the responsibility of the Town.

The trash receptacle to be used throughout the Town Center and CB zone shall have a black, powder-coat finish.

Mailboxes

Mail collection boxes will be placed according to a demand calculated by the US Postal Service. Boxes will not be required near large office buildings or large residential buildings that have interior mail rooms. The parcel owner shall submit plans to the US Postal Service to determine the need for mail collection boxes. If the Postal Service determines that mail collection boxes are needed, they shall be installed according to Postal Service regulations and these standards.

Mail collection boxes shall be located in paved areas in the curb zone facing the pedestrian zone. Auto-oriented curb drop collection boxes are prohibited. Parcel owners shall provide a poured in place concrete slab and shall bolt the collection boxes to the slab (beneath sidewalk pavers) to meet the specifications of the US Postal Service. The parcel owner shall work directly with the US Postal Service to finalize the location and installation of mail collection boxes.

Collection boxes for express mail services, such as Federal Express or Airborne Express, shall preferably locate in the building zone near major building entrances on paved areas. Parcel owners will work with the express mail companies to locate the collection boxes in the streetscape. Express mail collection boxes should be permanently bolted to the pavement in a manner similar to US Mail collection boxes.

Drinking Fountains

Drinking fountains may be installed in public open spaces and shall be custom designed to become an integral part of each open space. The materials, finish and color of the fountain shall relate to its context. The responsibility of maintenance and providing water shall be determined by the Town.

Bike Racks

A truly multi-modal environment includes facilities that encourage the use of bicycles, such as dedicated bike lanes and bike paths. However, people will choose the automobile over the bicycle as a mode of travel if adequate bicycle parking is not provided at their destination or located in safe areas. For this reason, bike racks should be provided along streets and should be located in well-lighted areas near the entrances of commercial and office buildings and at recreational facilities. Care must be taken to ensure that bikes and bike racks do not obstruct pedestrian movement. The bike racks shall be purchased, installed and maintained by the Town. Racks shall be finished in the standard black enamel or powder coat finish.

Newspaper Racks

Newspaper racks will be placed according to requests by parcel owners, demands determined by newspaper services provider and approved by the Planning Commission. Parcel owners with retail components shall establish newspaper sales within retail establishments or locate racks in interior foyers or interior parking garage access areas.

If newspaper service providers prefer to locate their racks near building entrances, bus stops and other places in the streetscape, parcel owners shall coordinate with the newspaper service providers, and the Town, to install the machines.

Newspaper racks in the streetscape shall be located in the building or curb zone on paved areas facing the pedestrian zone. Individual placement of machines is not permitted; machines shall be clustered together and housed in a structure that minimizes the visual impact such machines could have on the streetscape. The machines shall be bolted to the pavement for security. Machines shall not be secured to streetlights, stoplight poles, trees or other street furniture.

Vending Machines

Vending machines of all kinds except newspaper racks shall not be permitted anywhere within the Town.

Public Telephones

Public telephones, if any, shall be located within major office and residential buildings, in service areas adjacent to lobbies and in conjunction with directories and locations for emergencies. If additional public telephones are needed, they shall be located within the building zone near street corners and against building walls. The location shall be secure, visible and well lighted. Public telephones shall be installed by a telephone company at the request of a parcel owner and approved by the Town and shall be maintained by the installing telephone company.

Water Features

A water feature, such as a fountain, can enhance the streetscape, particularly when it is located at an entrance or in the foreground of a public open space. Large fountains are often used to signify the location of an important place or building or a location for public gatherings. Small fountains, including those incorporated into the wall of a building, simply add interest. The use of fountains and other water features is encouraged. The design and location of each should complement the style, scale, materials, and colors of the space and adjacent buildings.

LIGHTING (See *Out Door Lighting Standards Below*)

A major element of the streetscape design is the streetlight because of its proximity to the street, frequency, uniform spacing, and impact at night. Refer to the selected list of fixtures and poles as approved by the Town.

The light source shall be a white light lamp at an appropriate wattage to meet the required lighting levels. Streetlights are generally spaced to provide adequate lighting and if provided on both sides of a street shall be paired across from one another. They are to be centered on a line parallel to the curb. For good light distribution, streetlights shall be located halfway between street trees. When new streetlights are installed on the opposite of a street, streetlights shall be coordinated to create the paired effect specified. Placement and spacing of the streetlights may need to be adjusted to meet other requirements in these standards. These other requirements include location at intersections and a driveways or parking and service entrances. Special attention should also be given to the location of streetlights at lobby entrances. The streetlight locations shall be coordinated with the entrance design. At all other entrances, the regular spacing of streetlights as shown on the *Town Lighting Plans* shall prevail.

INTERSECTIONS

Intersections serve as points of reference and transitional areas. Several elements at intersections, such as crosswalks, stoplights, signs, streetlights, and sidewalks with handicap ramps, help to minimize conflicts between pedestrians and automobiles. Service streets are used to reduce access and calm traffic when connecting multiple collector, residential, non residential and local access streets to arterials and major arterials

Sidewalk with Handicap Ramps

Sidewalk paving patterns shall be designed to turn the corner at intersections in a clean, simple manner. Handicap ramps shall be provided according to the ADA standards. They shall be paved with concrete or the pavers used in the adjacent crosswalks, depending on the location.

Streetlights

Near intersections, consideration shall be given to the location of sidewalks, stoplights, sidewalks, and other streetlights. Only one streetlight shall be provided at each corner. Streetlights shall be no more than five (5) feet from the point of curvature of the curb at the intersection.

Street Trees

Street trees shall be located a minimum of ten (10) feet and a maximum of sixty (60) feet from the point of curvature of the curb at the intersection. Trees must be located so that they do not interfere with safe pedestrian or vehicular movement or obstruct clear sight lines.

Plantings and Street Furnishings

Plantings and street furnishings shall be designed and located in a manner that will not obstruct or hinder safe pedestrian or vehicular movement. Clear sight lines must be maintained.

HARDSCAPE: SIDEWALKS and CROSSWALKS

The hardscape is one of the most visually dominant elements of the streetscape. Because of this, it is used to reinforce and distinguish major access points into the development and entrances to significant buildings. The hardscape includes pavement, curbs, walls and fences.

Paving Materials

Pavers may be used to enhance or demarcate important place within the development and strengthen the character of the community. Within sidewalks, pavers are used to draw attention to various places along streets, signifying a transition to a different or special place, such as the main entrance to a building or pedestrian zone.

Sidewalks

The standard sidewalk for the Town shall be a concrete measuring at least five (5) feet in width in the Suburban area and eight (8) feet in the Town Center area. Special sidewalk paving is allowed and encouraged in certain areas such as building entrances and within the formal open spaces (i.e. courtyards and plazas). The intent is to allow for individual expression of a particular building or place in the streetscape; however the special paving shall be carefully integrated with streetscape paving. The design of the special paving and the materials to be used shall be left to the parcel owner with final approval by the Town. Special paving associated with buildings shall relate to the form, scale and materials of the architecture. It shall also complement the pavers identified as the standard entrance and crosswalk paving. Special paving areas shall not extend into the street right-of-way unless approved by the Town. The maintenance for all special paving outside the public right of way shall be the responsibility of the parcel owner.

Crosswalks

Specialty pavers used in crosswalks provide an attractive alternative to the pavement markings typically used to identify locations for pedestrians to cross. The change in pavement acts as a traffic calming device, slowing vehicles and giving priority to the pedestrians.

Streets and Driveways

All special paving areas within streets and driveways shall be paved with concrete pavers. Pavers shall be 60 mm to 70 mm in areas of pedestrian and light vehicular traffic and at least 80 mm for moderate to heavy vehicular traffic.

Curbs

Six (6) inch concrete curbs with gutters shall be installed on public streets throughout the Town.

FENCES and WALLS

Fences and walls will be an integral part of the architecture and landscape throughout the Town. They link buildings to each other and create a distinctive edge along the street. All fences, gates and columns shall occur within landscape easements or within the described building zone and shall not encroach into

the pedestrian zone. The design of each shall complement the surrounding building materials, forms, scale and color, and shall serve one of two purposes: enclose an outdoor space or screen objects from view.

Typically, walls and fences that enclose open space areas are not opaque; they provide a transparent barrier. Walls and fences used to screen parking areas or HVAC units, for instance, shall be one-hundred percent (100%) opaque.

Fences

Depending on the design, fences can be useful for enclosing spaces without fully separating such spaces from the streetscape. The edges of outdoor cafes, for example, may be defined by a low, transparent fence that still allows the café to be visually connected to the street. Similar fences may also be used to identify the perimeter of a residential lot without blocking the view of the home from the street. In selecting materials, the architectural style of the building(s) shall be considered. Fences may be constructed of wrought iron or wood according to the following standards:

1. Wrought iron fences: Black wrought iron fences may be used alone or in combination with stone walls and piers. Heavy gauge steel or aluminum with high quality black paint is an acceptable substitute for wrought iron.
2. Wooden fences: Wooden picket fences are permitted in a variety of styles. Typically, such fences are painted white; light colors are encouraged. Wood may be used in combination with stone walls and columns. Such fences shall be used only to enclose large open space areas and designed to coordinate with guardrails along the major roads within the Town. Columns shall be spaced a minimum of fifty (50) feet on center to avoid long, uninterrupted fence lines.
3. Chain link fencing is prohibited in the Town Center; however, it is allowed at a maximum height of six (6) feet in the Suburban Districts. All chain link fencing used in suburban commercial areas shall be vinyl coated. Chain link fences shall be vinyl coated in the front yard of Industrial Districts.
4. Vinyl fencing is prohibited.

Stone and Masonry Walls

Walls may be either retaining or freestanding. The use of architectural detailing is encouraged to provide interest at the streetscape level. The incorporation of low seatwalls is also encouraged. Walls are often seen in the landscape, with low walls at the front of the property and higher walls to the side and rear.

Walls shall be built according to International Building Code (IBC) standards, as adopted by the Town. Wall materials shall be limited to those listed below; however, other materials may be used with the approval of the Town.

1. Brick walls: Patterned brickwork is encouraged and walls should be capped with brick or precast concrete.

2. Stone walls: Stone walls that match or coordinate with the entrance walls are encouraged. Minimize mortared areas and cap walls with stone or stone slabs.
3. Interlocking masonry units: Masonry units, such as Keystone walls, shall be permitted but shall not exceed twenty (20) square feet in area if visible from a public street or other public areas unless approval is given by the Town. Concrete masonry units must be faced with brick, stone, or stucco finish.

Walls are acceptable for screening parking lots, HVAC units, dumpsters, etc. Screen walls shall be a minimum of three (3) feet in height but taller walls are required to adequately screen objects over three (3) feet in height.

SIGNAGE

Signs are an important part of the streetscape, providing direction, information and identity. The signage in Coopertown shall serve as a unifying element designed to contribute to the interest and character of the streetscape. To some degree, a minimalist approach is recommended. To avoid clutter and confusion, signs should be used only where needed. Also, signs should be oriented to the specific user – automobiles and/or pedestrians as appropriate. Signage in all areas shall comply with the Zoning Ordinance, Article IV, Section 4.080. Exceptions may be considered and approved by the HZC for signage in the Historical zones.

For all new developments fronting and within 500 feet of Highways 49 and 431, only freestanding monument signs located in landscaped areas shall be permitted. The monument sign should incorporate similar materials used in the building's architecture. No monument sign shall exceed six (6) feet in height, except for those where the ground is artificially raised by an earth berm. Monument signs shall not be located closer than five (5) feet from the street right-of-way. No monument sign shall exceed a maximum of thirty-two (32) square feet in area, and only one (1) monument sign shall be allowed on premises for each street frontage. The Planning Commission shall use its discretion in allowing a different freestanding sign other than a monument sign if the developer demonstrates that the site's features merits the modification or otherwise the character of the area will not be compromised by allowing a different freestanding sign.

DIRECTORIES/KIOSKS

Directories will be required in certain areas throughout the Town of Coopertown. These directories will be of a standard custom design established by the Town in order to be instantly identified as a directory. Directories shall contain a map to orient the user and be lighted for night use.

LANDSCAPING

Well designed, properly installed plantings will be a part of the Town streetscape. Landscaping creates a sense of place, provides shade, reduces glare, and helps to form public spaces and street corridor edges. These plantings are intended to create a lush, green atmosphere. A variety of plantings is encouraged to maintain the long-term health of the plants and to foster an environment that is diverse in flora and fauna. Extensive mono-cultural plantings are discouraged, except in street tree planting. The design standards for some of the planting areas are provided in these standards; other plantings in the streetscape are encouraged, but the specific design may be determined by the individual parcel owner.

All plants installed in the Town shall meet the American Standard for Nursery Stock latest edition as published by the American Association of Nurserymen. Plants shall be sized and spaced to provide adequate impact upon installation, meaning the plantings should “fill in” in one to two (1-2) years. All plantings shall be mulched using double shredded hardwood bark mulch, unless otherwise noted in these standards.

General Landscape Requirements

Landscaped areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping should express the three dimensions of the project and should continue patterns of landscaping in the surrounding area. The following list is a few basic guides that shall be enforced in order to maintain an aesthetically pleasing, healthy environment.

1. The following applies:
 - A. Pear trees are prohibited.
 - B. Crepe-myrtles are considered shrubs.
2. Landscape beds must use the tiering system: grasses and groundcovers in the front, shrubs in the middle, and trees or upright shrubs in the back.
3. Ornamental trees may be planted under overhead lines.
4. Use flowering vines on walls and arbors.
5. Berms, plantings, and walls can screen outdoor areas from wind.
6. Landscape plant materials shall not be topped, sheered, or altered in any fashion.
7. Landscape must be drought-tolerant wherever possible.
8. Landscape should be in scale with adjacent buildings and of appropriate size at maturity to accomplish goals.
9. Majority of the building’s base must be landscaped to soften the edge between surrounding areas and the structure.

10. Landscaping must be protected from vehicular and pedestrian encroachment by raising planting surfaces, depress walks, or the use of curbs.
11. All proposed trees shall be staked at installation.
12. After final installation, a landscape inspection will occur on site, comparing the count to the plan as well as the health status of the plants. Any plant that is in poor condition must be replaced within the next planting season.
13. Overall landscape must be approved by the Town.
14. Existing street trees shall count towards the landscape requirements.

Preservation / Replacement

Significant landscaping shall be preserved whenever feasible. Generally, all trees measuring four (4) inches in caliper measured at DBH (Diameter at Breast Height) (4'-5' above grade) shall be preserved and protected. Of such trees, only those within the strictly defined construction site area may be removed. In some particular instances the Town may find that the removal of certain trees could foster the growth of others. Such clearing may only be permitted with the specific authorization of the Town of Coopertown.

The following measures shall be followed to protect existing trees on a developing site:

1. Tree Survey

Applications for grading, building and change of use permits on all property except that which is excluded shall provide a tree survey that shall include all trees four (4) inch DBH and larger within the site and all trees over 1 inch caliper and six (6) feet in height within the Town or State right-of-way.

Stands of dense thickets of trees may be indicated by massing with significant perimeter trees surveyed and average DBH noted.

2. Tree Protection and Planting Plan

All applications

- A tree and root protection zone plan for the existing trees of four (4) inches DBH and larger on the site trees located within the public right-of-way.
- When the site layout makes it necessary to remove a tree having caliper of four (4) inches or greater, the tree must be replaced on site as near as practical to where the tree was removed. Replacement trees must be a minimum of fifty percent (50%) of the tree's caliper inches removed, e.g.: a 24" caliper tree could be replaced by three 4" caliper trees or four 3" caliper trees. This replacement requirement shall apply in addition to normal landscape requirements.

3. Tree Replacement and Protection

When trees designated or planted in accordance with the above requirements die or are removed for any reason, they must be replaced during the next suitable growing season in a manner, quantity and size approved by the Town. Wheelstops, curbs or other barriers shall be provided where trees might otherwise

be damaged by vehicles. Trees shall be allowed to grow to their natural height and form. Topping of trees is prohibited.

Additional requirements for specific plant types are as follows:

Lawn: Seed and sod cultivars shall be varieties native to the middle Tennessee area.

Groundcover: Groundcovers are permitted as a substitute for lawn where appropriate, such as, an area with no foot traffic and little or no sun.

Seasonal Color: Annuals, biennials and perennials are permitted to provide seasonal flower color. Seasonal color is encouraged in the building zone and open spaces and can be used to highlight entrances and signs.

Shrubs: Shrubs shall be planted in unified mass plantings. Unless a shrub serves as an accent plant, the planting of individual shrubs should be avoided.

Trees: Trees other than those specified for street trees may be used in planting where there is adequate room. Parcel owners are encouraged to use flowering and ornamental trees especially at entrances.

LANDSCAPING AS SCREENING

Landscaping may be used to screen certain objects from public view, such as parking areas, HVAC units, outdoor storage, dumpsters, service entrances, and loading docks. If landscaping is used for this purpose, it must meet the following requirements.

Parking Areas

There are two alternatives to screen parking areas:

1. Provide an average eight (8) foot wide continuous perimeter planting strip measured from the edge of parking that contains canopy shade trees or understory trees and evergreen shrubs (thirty inches (30) tall at installation and have an average growth of five to six (5-6) feet in four (4) years.)
2. The average eight (8) foot wide planting strip may be substituted for a five (5) foot planting strip with the masonry/fence option as outlined below.

Parking Areas (Perimeter Plantings)

The following is a list of characteristics the perimeter planting bed must contain:

1. Shrubs shall be evergreen and twenty-four (24) inches tall at installation with an average growth of five to six (5-6) feet in four (4) years. Shrubs may be pruned, but a minimum height of three (3) feet must be maintained; however, the shrubs must be allowed to grow together and grow tall enough to effectively screen the object(s). Maximum spacing shall be five (5) feet on center.

2. Canopy trees shall be 1-3/4" caliper minimum spaced forty to sixty (40-60) feet on center.
3. Understory trees may be substituted in lieu of canopy trees if overhead lines are present. Understory trees shall be 1-3/4" caliper minimum and spaced thirty-five to forty (35-40) feet on center. Existing trees may be used to satisfy these requirements.
4. Openings in the landscape shall be provided for access, but the width of such openings shall be limited to the width that is required to access the areas or equipment.
5. No trees shall be planted on underground utilities if its growth might interfere with the installation or maintenance of any public utilities.
6. If the masonry wall/fence option is used the following shall apply:
 - a. Be a minimum of three (3) feet and maximum of six (6) feet tall.
 - b. Be constructed in a durable fashion complimenting the building materials. Chain link fencing shall not be permitted. Variations of building materials (i.e. solid wood planking) shall be approved by the Planning Commission.
 - c. Shall not be stockade style in appearance by the use of solid fencing. Masonry columns shall interconnect fencing at a minimum of fifty (50) feet on center. Undulating fence and providing fronting evergreen vegetation may be used to eliminate the stockade appearance.

Parking Areas (Internal Plantings)

Not only does the perimeter of the site need special landscape attention, but the interior of the site must be landscaped as well. In order to enhance the architecture of a site, the landscape must frame the structure as well as the surrounding area. Below are necessary elements in improving the site visually by reducing the negative impacts associated with large areas of pavement as well as minimizing the summer glare and heat buildup.

1. Based on parking area size and layout, trees shall be planted within the paved parking area so that each parking space is within sixty (60) feet or less of a tree. Perimeter trees and street trees may be used to satisfy this requirement.
2. No more than twelve (12) contiguous parking spaces are permitted. Landscape islands incorporated to satisfy this requirement or the "sixty-foot rule" outlined below shall, at a minimum, contain two-hundred- twenty-five (225) square feet of unobstructed landscape area per tree at a minimum six (6) inch high curb.
3. Landscape islands, based on the above requirements, shall be at a minimum, sodded, seeded, or mulched. Applications are strongly encouraged to plant trees, shrubs, annuals, perennials, ornamental grass, and/or groundcover within landscape islands.

4. Landscape strips along buildings shall maintain a minimum width of five (5) feet from back of curb to building.
5. Parking bays shall be separated from buildings by landscaped areas and/or protected walkways.
6. A minimum eight (8) foot wide landscape planter area shall be provided at the end of each parking aisle.
7. All trees planted within the parking islands shall be canopy.
8. A minimum of one (1) tree for each four (4) parking spaces shall be provided.

HVAC Units and Outdoor Storage

All HVAC units and outdoor storage facilities must be kept at the rear or side of the building. These areas must be landscaped heavily with upright evergreen trees and shrubs, visually screening from pedestrian and vehicular activity.

1. Screening and planting buffers shall be a minimum of six (6) feet high or rising to two (2) feet above items being screened.
2. Outside storage of debris, non-licensed vehicles, wood and similar items that could be classified as unattractive nuisances shall be prohibited.

Dumpsters

All dumpsters must be kept at the rear or side of the site, away from pedestrian and vehicular activity. The dumpster areas must be enclosed with an opaque fence or masonry wall and maintain upright evergreen shrubs along the perimeter of the fence.

1. Evergreen landscape must wrap around three (3) sides of the fence, allotting the fourth side as the entrance.
2. No more than twenty-five percent (25%) of the fence surface shall be left open.
3. The finished side of the fence shall face the abutting properties.
4. Dumpster pad screen wall to be split face block painted/tinted to match building exterior.

Service Entrances

Service areas shall be visually screened from its surrounding environment: residential districts, arterial streets, collector streets, and expressways / freeways. This may be accomplished through the orientation of the service area, landscaping with evergreen trees and shrubs, berming, or installing a wall. No matter which choice is incorporated into the design, the feature must provide a six (6) foot barrier between the service area and the area to be screened.

Loading Docks

Loading docks shall be placed in the rear or side of the building, hiding it from pedestrian and vehicular activity. This area must be concealed by a wall with material to match the primary structure.

LANDSCAPE AS BUFFERING

Landscaping may also be used as a buffering / berm technique when a commercial site abuts a residential zoned area. However, berms are not permitted within the town center because they are not conducive to elements within the downtown character. Below displays the standards set forth for landscape buffering.

1. Buffers shall be required when a different use is being developed abutting an existing developed lot or vacant lot.
2. One-hundred percent (100%) of the applicable buffer requirements shall be the responsibility of the Developer.
3. If the land use relationships between two abutting properties is such that less buffer would suffice to separate the uses, with the approval of the Planning Commission the width of the buffer may be reduced.
4. The width of any required buffer may be reduced by twenty-five (25) percent if a wall, fence, or berm is provided based on the following conditions subject to approval by the Planning Commission.
 - A. Any fence or wall shall be constructed in a durable fashion of brick, stone, wood posts and planks, or other masonry materials. No more than twenty-five percent (25%) of the fence surface shall be left open and the finished side of the fence shall face the abutting property.
 - B. Walls and fences shall be a minimum height of six (6) feet.
 - C. Berms shall be a minimum height of four (4) feet with a maximum slope of 3:1.
 - D. Berms shall be stabilized to prevent erosion and landscaped.
 - E. If a fence or wall is used, no shrubs are required. However, if a berm is constructed, the amount of shrubs required may be reduced by twenty-five percent (25%). The required tree amount shall not change.
5. Required trees and shrubs shall meet the following standards:
 - A. Forty percent (40%) of the required trees within the buffer shall grow to be large, maturing trees.
 - B. All deciduous trees shall have a minimum caliper of one and three-fourth's (1-3/4) inches at the time of planting.
 - C. All evergreen trees shall be a minimum height of six (6) feet.
 - D. Twenty-five percent (25%) of the shrubs may vary from the above restrictions.
 - E. Shrubs shall be evergreen and two (2) feet tall when planted. They shall grow to five to six (5-6) feet within four (4) years.
 - F. Twenty-five percent (25%) of the shrubs may vary from the above restrictions.
 - a. Shrubs may be deciduous.
 - G. Shrubs planted on a berm may be smaller provided the combined height of the berms and plantings are at least six (6) feet after four (4) years.

- I. All specifications for the measurement, quality, and installation of trees and shrubs shall be in accordance with, American Standard for Nursery Stock, published by the American Association of Nurserymen, and be free of disease.
6. The arrangement of trees and shrubs in the buffer area shall provide a visual separation between abutting land uses. Shrubs shall be massed in rows or groups to achieve the maximum screening effect.
7. If existing vegetation meets the intent of buffering/screening, but the plant materials are not on the approved landscape list, the Planning Commission must determine whether the material is acceptable. If so, the requirements for plant materials may be waived.

ALTERNATIVE TO BUFFERING and SCREENING REQUIREMENTS

If there is unusual topography or elevation, awkward size, abnormal soil or other sub-surface, or the presence of a required buffer or screening on adjacent developed property that would make strict adherence to the requirements of this section serve no meaningful purpose or physically impossible to install and maintain the required buffer or screen, the Planning Commission may alter the requirements of this section as long as the existing features of the development site comply with the spirit and intent. Such an alteration may occur only at the request of the property owner, who shall submit a plan to the Building Commissioner showing existing site features that would buffer or screen the proposed use and any additional buffer materials the property owner will plant or construct to buffer or screen the proposed use. The Planning Commission shall not alter the requirements unless the developer demonstrates that existing site features and any additional buffer materials will screen the proposed use as effectively as the required buffer or screening. [Note: This means that the Planning Commission has the prerogative to go with an alternative buffering or screening scheme as it finds suitable to the area in which the project is located.]

OUTDOOR LIGHTING STANDARDS

Outdoor lighting has a significant impact on the safety, security and visual quality of the Town and its associated developments. In addition to security purposes, lighting can be used as a landscape element to help unify the individual components of the Town as well as to distinguish individual buildings and spaces as appropriate focal points. Driver and pedestrian orientation can be aided by providing a hierarchy of lighting effects that correspond to the different zones and uses of site. During the day, lighting fixtures are a part of the visual character of the site design. At night, if not properly designed, outdoor lighting can be a major intrusion upon adjacent properties, right-of-way and regional vistas.

As lighting function changes from roadway orientation to a parking or pedestrian orientation, the consistency in style and design should be maintained. Lighting should reduce adverse impacts on adjacent sites and minimize energy consumption. The intensity and location of the lighting should be the minimum necessary for safety. Light fixtures should be sufficiently shielded to eliminate glare and nuisance light pollution onto adjacent properties and motorists. Light fixtures should be in proportion to the building mass and scale of the surrounding environment. Refer to the Streetscape Lighting Standards section for detailed information on Downtown streetscape lighting.

Specific standards for outdoor lighting, which are to be considered in design, are:

All lighting fixtures shall meet the State adopted version of the National Electric Code (NEC).

The light from any luminaire shall be added, shielded or directed to prevent direct light from being distributed beyond an angle of thirty-five degrees (35°) from a vertical plane onto adjacent properties and/or surrounding areas. Unshielded lamps, bulbs and tubes are not permitted, except for temporary holiday lighting.

1. A grid photometric Lighting Plan, showing pole locations and maintained horizontal luminance at grade shall be provided. This grid shall extend until 0.0-foot candle is maintained. Detail drawings of poles and fixtures shall also be provided on the lighting plan. The detail or fixture schedule shall denote the color and height of each pole and fixture.
2. The maximum foot-candle intensity at property lines shall be one (1.0) foot candle, exception at property lines of residential uses and residential zoning districts the maximum shall be one-tenth (0.10) foot candle.
3. Light fixtures, including base shall not exceed twenty-five (25) feet for parking lots with less than five-hundred (500) spaces and thirty (30) feet for parking lots with more than five-hundred (500) spaces.
5. Lighting fixtures within a planned development shall be consistent in design and height.
6. Shoebox style lighting fixtures shall not be used for poles of sixteen (16) feet or less in height. Light fixtures and light pole cut sheets shall be provided on the lighting plans.
7. Parking areas shall be lighted using pole mounted lighting fixtures. The fixtures shall be located within or adjacent to the parking areas in landscape areas or islands for safety and aesthetic reasons. Light poles shall yield to the location of existing and proposed trees.
8. Attached building or wall pack lighting used for security or aesthetic affect shall be screened by the buildings architectural features or contain a thirty-five degree (35°) cutoff shield. In no case shall parking areas be illuminated by building mounted lights.
9. Lighting along pedestrian pathways should be at a scale appropriate for pedestrians while providing optimum visibility.
10. No luminaries shall have any blinking, flashing or fluttering lights or illuminating device which has a changing light intensity, brightness or color nor is an beacon light permitted, except those required for fire alarm and/or emergency systems.
11. Fixtures used for architectural lighting, such as façade, feature and landscape lighting, shall be shielded and aimed or directed so as to preclude light projection beyond immediate objects intended to be illuminated and shall not extend beyond structure and property line. The scale and color of architectural lighting shall be determined by the Planning Commission based on the area of town and

architectural feature or landscaping that is proposed to be illuminated. Bright colors and exposed bulbs shall be prohibited. Lighting fixtures shall be a low wattage fixture. Planning Commission may require photo samples and lighting fixture information with plan submittals.

12. Light fixtures shall be indicated on the landscape plans.
13. Canopy-mounted lights shall be recessed with flush mounted lenses.
14. White light is required. Metal halide, color corrected mercury vapor and color corrected high-pressure sodium lamps are preferred. Low-pressure sodium is prohibited.
15. Light fixtures shall be of a type and design appropriate to the lighting application and aesthetically acceptable to the Town.
16. Neon lights are prohibited except as may be approved by the HZC for the Historical Zone.
17. Illumination, where required shall, as a maximum, have the intensities and uniformity ratio in the National Electric Code (NEC) as adopted by the State of Tennessee as follows:

USE	MAINTAINED FOOTCANDLES	*UNIFORMITY AVERAGE: MINIMUM
PARKING: COMMERCIAL		
- High Activity (Regional shopping centers / fast food / facilities / civic / cultural events)	0.9 Min.	4:1
- Medium Activity (Community shopping Centers / office parks / hospitals / recreational events)	0.6 Min.	4:1
- Low Activity (Neighborhood shopping/ industrial employee parking / schools / church parking)	0.2 Min.	4:1
Non-Residential Walkways and Bikeways	0.5 Avg	5:1
Building Entrances	5.0 Avg	-

❖ The Uniformity Average: Minimum stands for the uniformity ratio comparing the average illumination with the minimum foot-candle value.

UTILITIES

All on-site utility services on any lot or within utility easement areas shall be located underground, except for transformers, vaults, meters, control boxes or other items not generally designed to be placed underground. Temporary overhead power lines may be installed for the period during which improvements are constructed on any lot and provided, further, that such temporary overhead power lines shall be dismantled upon completion of construction of such improvements.

TEMPORARY TRAILERS

In addition to the standards provided in Article IV, Section 4.030 of the Zoning Ordinance, temporary trailers may be required on site for specific purposes, such as providing a temporary field office while construction of a particular portion of the development is taking place. Marketing trailers may also be required to provide office space until a permanent sales and marketing office is constructed. The design, location and construction of trailers must be approved by the Town's Building and Codes Department prior to the use of such trailers on the properties.

DEFINITIONS

The following terms are hereby defined as follows and shall be interpreted as such throughout these Guidelines. Terms not herein defined shall have their standard dictionary definition such as the context may imply.

Buffer – A strip of land that physically separates two or more different land uses. These areas are typically landscaped with evergreen plants or contain walls that strengthen the barrier between uses.

Building cluster(s) – Several businesses sharing the same site with zero lot lines.

Building Scale – The relationship between the mass of a building and its surroundings. This includes the street width, open space, and mass of adjacent buildings.

Building Zone – Zone of transition from the building streetwall to sidewalk.

Built-to-Line – A boundary or alignment, usually parallel to the property line, along which a building or structure must be placed. It usually establishes the maximum distance away from the property line or the curb that a building or structure may be placed.

Caliper – The diameter of a tree trunk measured in inches, six inches above ground level for trees up to four (4) inch in diameter. Trunks over four (4) inch in diameter should be measured twelve (12) inches above ground level.

Caliper at DBH - Diameter at Breast Height, the diameter of a tree trunk measured in inches at breast height.

Collector Street – Roadways that serve internal traffic movements by connecting several local streets with an arterial roadway.

Common entryways – Access entry/exit points to several connected parking facilities.

Corridors – A long passageway connecting two or more points that may include rail lines or a major roadway.

Courtyards – Courtyards are small, decoratively paved open spaces located in conjunction with civic, retail, commercial, or business uses.

Curb Zone – Zone of transition from the sidewalk to the street.

Façade – A building face or wall.

Freestanding Planter – Pots, hanging baskets and window boxes.

Front Setback – The distance from the face of curb to the face of the building.

Gateway – An architectural feature or landscaping that signifies a transition between one space and another or a principle point of entrance to a district or neighborhood.

Greenway – A greenway is an area of open space interspersed throughout and along the perimeter of the development.

Grid Street Pattern – A network of parallel and perpendicular streets intersecting at 90-degree angles, forming rectangular blocks of lands.

Human Scale – The relationship between the dimensions of a building, structure, street, open space, or streetscape element and the average dimension of the human building.

Local Streets – Roadways that provide direct access to the adjacent land. These roadways typically accommodate low volumes of traffic.

Modified Grid Street Pattern – A network of streets that is similar to a grid street pattern but is modified to incorporate curves in roadways or diagonal streets. This pattern is useful in areas where the roadway design must be sensitive to topography, existing development, or other constraints.

Multi-Modal – Accommodating various modes of transportation including bicycles, pedestrians, transit vehicles, and automobiles.

Neighborhood Parks – Neighborhood Parks are areas for active and passive recreation within walking distance of residential areas.

Pedestrian Zone – Zone of concentrated pedestrian movement along a sidewalk, bound by the building zone on one side and the curb zone on the other.

Planting Strip – Narrow planting bed typically located between two paved areas, such as a sidewalk and a street, or between a paved area and a building.

Primary Street – Roadways designed to move high volumes of traffic between various points within a region. Typically, these roadways have limited access and connect with collector streets.

Public Open Space – Informal or formal outdoor areas that are intended for use by the general public for passive or active recreation. These areas can vary in size and may include but are not limited to the following elements: seating, landscaping, playground equipment, playing fields, and water features.

Rear Setback – The distance from the property line to the back of the building

Right-of-Way – A public or private area that allows for passage of people or goods, including freeways, streets, bike paths, alleys, and walkways. A public right-of-way is a right-of-way that is dedicated or deeded to the public for public use under the control of a public agency.

Secondary Streets – Roadways designed to move lower volumes of traffic between various points within a region. Typically, these roadways provide access in lieu of Primary Streets.

Setback – The distance between a property line or other boundary and a building or structure.

Side Setback – The distance from the property line to the side of the building

Sign Area – The area or areas on a commercial building façade where signs may be located without disrupting the façade composition.

Square – A square is an open space area surrounded by streets on a minimum of seventy-five percent (75%) of its perimeter.

Street Fixtures – Items such as trash receptacles, mailboxes, benches and planters.

Street Furniture – Functional elements of the streetscape that can include such items as seating, trash receptacles, telephones, kiosks, sign posts, lighting or planters.

Street Tree – A tree planted as an element of the streetscape that forms a visual edge between the street and the pedestrian and building zone.

Streetscape – The combination of building facades, signage, landscaping, street furnishings, sidewalks, and other elements along a street. The quality of these elements and the degree to which they complement each other determine the quality of the streetscape.

Stub Street - A street that in the future will connect one development to another. The stub street shall have a properly designed turn-around at its end.

Suburban (Commercial) Areas - Areas abutting City Center containing a variety of housing types (excluding applicability of these Guidelines to single-family, duplex residential dwellings, and individual

mobile homes) as well as commercial development. Commercial development zones within the Town other than Interstate Commercial Zone, CB, Town Center, zoned CA and the Historic District are classified as suburban areas. Suburban commercial is zoned CA. It is the location within the Town of the commercial area which makes it ‘suburban’.

Surface Parking – Single level parking for automobiles located at the ground level.

Traffic Calming – Simple street design features that slow traffic and cause motorists to drive more cautiously.

Tree Species – A unit in a plant classification. A species may be defined as a collection of individuals so nearly resembling one another that they suggest common parentage.

Tree Variety – Individuals within the species that exhibit prominent, yet minor variations from the apparent normal, for example, a weeping or columnar habit or variations in the color of leaves or flowers or length and shape of the fruits are regarded as varieties of the species.

Valance – The overhang of awning where signage may be placed.

Zero lot line(s) – Buildings or businesses built with a zero side set-back.

Zoning – Zoning is the basic means of land use control employed by local governments. Zoning divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land.

DRAINAGE DESIGN

1. In retention ponds that always contain water, measures for aeration, such as fountain features, shall be used to reduce water stagnation.
2. Detention areas, which hold temporary runoff, shall be planted with moisture tolerant plant material, such as native trees, shrubs and grasses to enhance the aesthetic impact of these features.
3. Surface developed retention/detention and water quality ponds shall not be located within any front yard setback without approval of the Planning Commission.
4. Large stone rip-rap apron stabilizing measures and concrete lined ditches are prohibited in the front yard of a development.
5. Design considerations shall create the detention/retention feature as a site amenity.
6. Maximum slope of ponds shall be 3:1 in the front yard and can be greater in the rear yard.
7. Underground drainage may be used to satisfy detention/retention if needed or desired.

8. If a perimeter pond fence is to be used, it shall have evergreen shrubs fronting the fence to reduce visual impact. The fence shall be a minimum of four (4) feet tall, black, and vinyl coated or as directed by the Planning Commission.

PROTECTION OF EXISTING VEGETATION

Trees shall be protected during all phases of construction and site development. The developer/builder shall make every effort to protect and retain all existing trees and significant vegetation.

RETENTION OF EXISTING SITE FEATURES

Existing natural drainage courses, wetlands, large rock outcrops, stands of mature vegetation, fence rows, rock walls, cemeteries and other natural features shall be located on the site plan. These elements shall be preserved and incorporated into the site plan.

PRESERVATION OF NOTABLE STRUCTURES

Structures which are valued for their significance shall be located on the site plan. Incorporation of such structures into the site's development as a special feature is encouraged. If the structures are not to be retained or adapted, reasons shall be stated.

WOODED SITE DEVELOPMENT

Wooded sites should be developed with consideration for their natural characteristics. Bands of trees, such as fence rows, should be maintained as an existing amenity to the development. Where portions of the woods must be developed, edges should be protected in order to retain the character of the woods. Where isolated pockets of trees are located, they should be strategically incorporated into the site plan and utilized to enhance the sites visual impact.

HILLSIDE SITE DEVELOPMENT

Development of sloped parcels should generally follow the natural contours of the land. As the steepness of the slope increases, development opportunities decrease. Development on slopes increases, development opportunities decrease. Development on slopes of twenty percent (20%) or greater shall be prohibited. Alternative design methods shall be discussed to prevent development of steep slopes.

1. Development of sloped properties should follow the natural contours of the land.
2. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural land forms and to minimize grade differentials with adjacent streets and with adjoining properties.

ATTEST:

Town Recorder