

2.19 Residential Architecture (Single-Family and Multi-Family Dwellings)

- A. **Intent.** Architecture plays an important part in developing an identity for neighborhoods and dwellings. Thus, the Town wants to build upon the architectural traditions of the region, yet allow for diversity of expression. In addition, the Town wants to encourage a variety of housing types, sizes and prices in each neighborhood to allow people to remain in their neighborhoods, as their housing needs change. These architectural standards are intended to be used to for housing developments with more than three units adjacent to one another.
- B. **Housing Diversity/Neighborhood Identity.** Housing diversity is an important goal for new residential development in Nunn. In support of this, the integration of detached and attached single-family dwellings and multi-family dwellings within neighborhoods, even in the same block, is encouraged.
- C. **Single-Family Detached and Duplex Dwellings.** The intent of this Section is to build a significant proportion of single-family detached and duplex dwellings with architectural designs that relate homes to the street, that create diversity and variety along residential streets, that have front porches, rear-loaded garages or alternatively loaded street-accessed garages, and that reflect traditional Colorado styles and neighborhoods, as well as more modern designs.
1. **Streetscape Diversity.** Single-family detached building requirements are intended to ensure that an adequate mix of models and styles are offered within a neighborhood and within each block face.
 - a. Before the building of single-family and duplex dwellings may commence on a block and prior to the issuance of a building permit within the block, the applicant shall illustrate through the use of a Block Diversity Plan, how the development will comply with the requirements set forth in this section. Final plat approval cannot be given without approval of a **Block Diversity Plan** for the initial stage of development (See Article 1 Section 1.16 Definitions for Block Diversity Plan). Developments of three (3) dwelling units or less are exempted from this provision.
 - b. The Block Diversity Plan shall include, at a minimum, a map that illustrates the model and elevation for each building on a typical block and a written description of how the provisions of this Section (2.19 C 1.-15.) shall be met.
 - c. In order to allow for flexibility in sales, a Block Diversity Plan may be modified over time, provided the minimum requirements of this section are met. The applicant shall enforce these requirements as individual lots are purchased.
 2. **Model Diversity.**
 - a. Each block face shall contain at least three (3) different models or duplex buildings that have significant variations in floor plan configuration and massing. Differentiation in models requires all of the following variations:
 - i. Rooms and elements program;
 - ii. Floor plan configuration;

- iii. Massing;
 - iv. Size;
 - v. Color scheme;
 - vi. Use of exterior material;
 - vii. Garage component (at street-access condition); and
 - viii. Garage access (at street-access condition).
- b. Each block face shall contain no more than two (2) of the same model or duplex building with the same architectural style.
 - c. Significant variation in the range of exterior colors on a block face is encouraged. Use different colors on adjacent building facades. Treat a block face as a unified composition.
 - d. Each block face shall contain at least three (3) roof colors, except where solar considerations are used to select color.
 - e. The same model with the same architectural style shall not be placed adjacent to each other or directly across the street from one another.
 - f. At least one-half (1/2) of the buildings on each block face shall have a front porch (refer to 2.19 Residential Architecture (C)(7)).
3. Enhancements at Corners. At corners, buildings shall address the side street or open space. Corner lots shall be wide enough to allow for side elevation enhancements. At least two (2) of the following enhancements are required:
- a. A side or wrap-around porch or a bay window. Wrap-around porches are encouraged.
 - b. Windows or glazed doors that face the side street or open space.
 - c. A change in the vertical or horizontal wall plane.
 - d. Brackets, projections, belt courses, or other such details.
4. Stylistic Diversity. Each model or duplex building shall have at least two (2) architectural styles and color schemes.
5. Architectural Style. New residential architecture shall resemble the architecture commonly found in Colorado neighborhoods or more modern designs. The goal is to create the memorable character, identity, and appeal that these neighborhoods display, not to provide exact replicas of historic buildings. Photographs that illustrate the basis of the proposed architectural styles shall be provided.
6. Massing. The mass of a house or duplex should strongly reflect its architectural style and be scaled to provide visual interest and depth, reduce boxiness, and achieve an articulated form on all four sides.

7. Roof.
 - a. The roof forms and pitches of a house or duplex shall strongly reflect its architectural style. In general, a simple dominant roof form should be used in combination with complimentary secondary and minor roof forms and elements.
 - b. Roof overhangs, eaves, fascias and soffit detail shall be detailed appropriately for the architectural style of the building.
 - c. The character and placement of dormers, when used, shall also reflect the architectural style of the building.

8. Covered Entries and Porches.
 - a. A covered entryway for the front door is encouraged.
 - a. Porch designs shall reflect the architectural style of the building. Where provided, a porch shall be at least six (6) feet deep, eight (8) feet wide, and be defined by a railing, columns or similar architectural features that are scaled and detailed to reflect their style.
 - b. Raised porch floors, sixteen (16) inches or more above the finished grade, are encouraged.

9. Front Doors. Front doors shall be designed, detailed and located to be a prominent architectural element that is visible from the street. The door style, scale, and trim should complement the architectural style of the building.

10. Windows. The window type, composition, proportions, and trim for a house shall strongly reflect its architectural style. The use of muntins is encouraged to create a smaller scale.

11. Exterior Embellishments. Bays, projections, brackets, trim and material changes that are appropriate for the expression of the architectural style of a building are encouraged.

12. Exterior Color.
 - a. The skillful use of color variation is especially important. Monotonous color palettes are strongly discouraged.
 - b. Exterior trim, accent, roof and masonry colors shall be coordinated.

13. Allowable Building Extensions. Cornices, canopies, eaves or similar architectural features may extend from the building into a required yard not more than two (2) feet. Open, unenclosed, uncovered porches at ground level may extend into a required yard not more than six (6) feet, excluding roof overhangs.

14. Garages. Homes, not garages, shall have the emphasis on residential streets. The intent is that residential streets have variety and that garages not dominate homes and streets. Alley accessed garages are encouraged. See figure 2-24. Houses on large acreages (1

acre minimum) and small subdivisions of less than three (3) single family residences are exempt from this Section.

a. Requirements for Garages with Access from the Street:

- i. Variety of Garage Placement. Varying the placement of street-accessed garages on adjacent lots is encouraged to create diversity and avoid repetition.
- ii. Projecting Garages. Street-facing garage doors shall be set back at least twenty-five (25) feet from the sidewalk or property line. In addition, there shall be a minimum of one (1) lot between every projecting garage door.
- iii. Recessed Garages. Deep recessed and rear garages with side yard drive are encouraged. At least one-third (1/3) of garages on every block face shall be recessed.
- iv. Swing-in (side-loaded) garages are encouraged. However, such garage projections should be minimized so that they appear integrated with the overall structure and do not become a dominant feature of the streetscape.
- v. Three-Car Street Accessed Garages. Three car front-facing garages are discouraged. Swing-in garages, split garages, and tandem garages are encouraged.
- vi. Maximum Driveway Curb Cut Width. The width of a driveway curb cut is limited to thirty (30) feet.

b. *Compliance.* The applicant shall include in the application for approval of the final plat, documentation showing how the development will comply with this requirement.

ALLOWED TYPES OF STREET ACCESSED SINGLE FAMILY RESIDENTIAL GARAGES

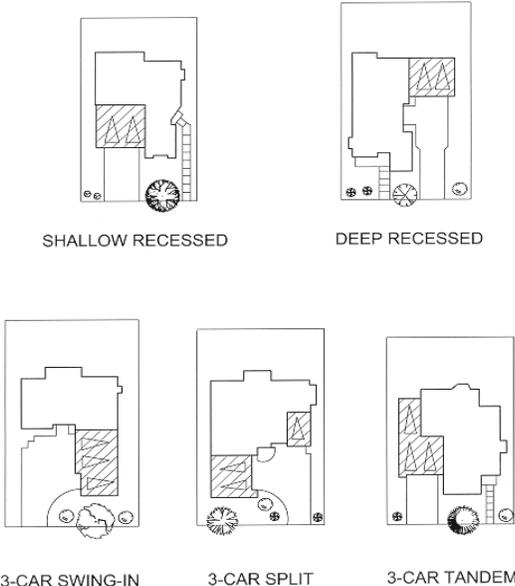


Figure 2-24

D. **Townhouses and Row Houses (Single-Family Attached Dwellings).** The intent of this Section is to build town houses and row houses with architectural designs that relate buildings to the street, and that achieve a harmonious balance between repetition and variety.

1. Individual Dwelling Identity. Repeat principal architectural elements like entries, bays, cornices and parapets. Vary other architectural elements such as the offsetting of building walls, choice of materials, parapet height and color to create visual interest and streetscape diversity.
2. Primary Facade. Design the primary facade of each row house so it is evident where the unit begins and ends.
3. Articulation. A row house articulation is defined as a covered entry element, a dormer facing the street, a horizontal offset of at least two (2) feet in the principal building wall for a minimum of four (4) feet in width, a bay or projection, or a significant change in the parapet height and design.
 - a. The primary row house elevation towards the street shall have at least two (2) articulations, but not more than three (3) articulations. The required articulation refers to an individual row house, not the entire grouping.
 - b. Side elevations of row houses facing a street are subject to the same articulation requirements as the primary facade.
 - c. Row house groupings of six (6) units or more (or groupings over one hundred twenty [120] feet in length) require two (2) different articulation combinations.

E. **Multi-family stacked units, including condominiums and apartments.** The intent of this section is to build multi-family stacked units that achieve a harmonious balance between repetition and variety. Each multi-family dwelling containing more than three (3) dwelling units shall feature a variety of massing proportions, wall plane proportions, roof proportions and other characteristics. The following specific standards shall apply to multi-family stacked units, including condominiums and apartments:

1. Individual Building Identity. For all developments of three (3) or more multi-family stacked buildings, a floor plan may be repeated, however, identical building facades must not be replicated more than twice within the development. Before building may commence on a block and prior to the issuance of a building permit within the block, the applicant shall illustrate, through the use of a Block Diversity Plan, how the development will comply with the requirements set forth in this section. Final plat approval cannot be given without approval of a **Block Diversity Plan** for the initial stage of development (refer to *Workbook* for an example). A Block Diversity Plan shall include, at a minimum, the following:
 - a. A map that illustrates the floor plan and elevation for each building on the block.
 - b. The color palette to be used.
 - c. A written statement that specifies how provisions E.1 through 4 of Section 2.19, the multi-family stacked units Section of This Code will be met.

2. Primary Façade. Design the primary façade of each row house so that it is evident where the unit begins and ends.
3. Articulation. Each multi-family dwelling or condominium shall be articulated with projections, recesses, covered doorways, balconies, box or bay windows and/or other similar features, dividing large facades and walls into human-scaled proportions. Each multi-family building shall feature walls that are articulated by a least two (2) of any of the following elements within every thirty-six (36) foot length of the facade:
 - a. Recesses, projections or significant offsets in the wall plane;
 - b. Distinct individualized entrances;
 - c. Chimneys that project from the wall plane;
 - d. Balconies and/or other outdoor living space; or
 - e. Bay or box windows.
4. Roofs. Each multi-family building shall feature a combination of primary and secondary roofs. Primary pitched roofs shall be articulated by at least one (1) of the following elements:
 - a. Changes in plane and elevations;
 - b. Dormers, gables or clerestories; or
 - c. Transitions to secondary roofs over entrances, garages, porches, or bay windows.
5. Color. For all developments, there shall be no more than two (2) similarly colored structures placed next to each other along a street or major walkway spine.
6. Garages. No street-facing facade shall contain more than four (4) garage fronts. Resident garages or parking that is internal to the block is strongly encouraged. On-street parking should be made available for visitors.

2.20 Commercial and Industrial Architecture

A. Intent.

1. The intent for the Town center is to be a high activity area throughout the day and evening. Buildings and gatherings areas are located close to the sidewalk, forming a continuous street façade of buildings appearing at the smaller scale of older pedestrian-scale urban areas. Pedestrian movement is the essential focus. Building height, architectural details, front setbacks, parking location, wall articulation and tree-shaded sidewalks establish the architectural edge defining this area as a comfortable, safe, walkable and work-play-live commercial area, with an attractive streetscape making a desirable place for people to stroll, meet, shop and gather for public events.
2. Buildings not meeting the requirements but clearly satisfying the intent of this division may be allowed upon approval of the Board of Trustees.

B. General Provisions.

1. Connections. Commercial developments must be linked with surrounding areas by extending town streets, sidewalks and/or paths directly into and through the development, thereby providing convenient, direct pedestrian, bicycle and vehicle access to and from all sides of the development.
2. Accessibility. Developments must be accessible to pedestrians and bicyclists as well as motorists. Site plans shall equally emphasize the following:
 - a. Pedestrian access to the site and buildings;
 - b. Gathering areas for people; and
 - c. Auto access and parking lots.

The emphasis must not be placed solely on parking and drive-through functions.

3. Walkways. Walkways must be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access.
4. On-Street Parking. Streets and other elements of the site plan shall be designed so that on-street parking is a functional part of the development (except along arterial streets).
5. Building Orientation. Where possible, buildings shall be located to front on and relate primarily to streets. Building setbacks from local and collector streets should be minimized in order to establish a visually continuous, pedestrian-oriented streetfront. In the case of large buildings for employment, storage or auto-related uses, where greater setbacks are needed, a minimum of thirty percent (30%) of the building shall be brought to the setback line. If a minimized setback is not maintained, the larger setback area shall have landscaping, low walls or fencing, a tree canopy and/or other site improvements along the sidewalk designed for pedestrian interest, scale and comfort. Pedestrian Scale. The establishment of buildings on isolated "pad sites" surrounded by parking lots and driveways, and that offer mainly auto-oriented signage to define entrances, is discouraged. Even relatively massive development can be configured into "blocks" or other spaces proportioned on a human scale and city block scale; and need not be proportioned on a monolithic, auto-oriented scale.
7. Thematic Architectural Styles. Standardized "corporate" or strongly thematic architectural styles associated with chain-type restaurants and service stores are strongly discouraged unless they accommodate the desired image for the Town and are compatible with adjacent structures and uses.
8. Location of Parking Lots. Parking requirements shall be provided to the greatest extent possible by spaces at the rear or sides of the building. Refer to Landscaping (Section 2.16) and Parking (Section 2.10) for additional parking requirements.

9. Blank Walls. Blank, windowless walls are discouraged. Where the construction of a blank wall is necessary, the wall shall be articulated.
10. Wall articulation.
 - a. Walls shall not have an uninterrupted length exceeding fifty (50) feet. Pilasters, texture transitions, windows and stepping of the wall plane are required.
 - b. All exterior elevations shall maintain the integrity of the adjacent dwellings architectural character and detailing.
 - c. Continuous cornice lines or eaves are encouraged between adjacent buildings.
 - d. Buildings with flat roofs shall provide a parapet with an articulated cornice.
11. Facade Treatment. The architectural treatment of the front facade shall be continued, in its major features, around all visibly exposed sides of a building. Blank wall or service area treatment of side and/or rear elevations visible from the public viewshed is discouraged.
12. Windows. Windows shall be vertically proportioned wherever possible.
13. Awnings. Fixed or retractable awnings are permitted.
14. Screening. All air conditioning units, HVAC systems, exhaust pipes or stacks, elevator housing and satellite dishes and other telecommunications receiving devices shall be thoroughly screened from view from the public right-of-way and from adjacent properties by using walls, fencing, roof elements, and landscaping. In addition, all trash facilities, loading and parking areas shall be properly screened. Refer to Section 2.17 Buffering and Screening for additional requirements.
15. Architectural Details. All materials, colors, and architectural details used on the exterior of a building shall be compatible with the building's style and with each other.

C. Downtown Architectural Standards.

1. Setbacks. Buildings shall abut the front property line. Building facades may be recessed if an arcade or similar structure abuts the front setback. Architectural projections including cornices, balconies, canopies and entry features may encroach into public rights-of-way, subject to permits as required by this Land Use Code.
2. Multi-Story, Mixed-Use Structures. Commercial uses may be contained in multi-story (two to three stories) mixed-use structures with commercial/retail uses on the ground level and above and/or apartment dwellings or offices on the upper levels. Such building shall vary in terms of footprint and architectural elevations. The maximum ground level footprint of a commercial building shall be five thousand (5000) square feet unless otherwise approved by the Board of Trustees.

3. Facade Treatments. Large buildings shall be articulated or designed to resemble the character and scale of the original downtown buildings, with each facade twenty-five (25) feet or less.
4. Entries. Transparent entries and large store front windows are strongly encouraged. Recessed and other styles of window openings are desired.
5. Windows. Street-level storefront windows are strongly encouraged. Office and residential windows organized in a generally regular pattern are encouraged.
6. Awnings/Canopies. Awnings or canopies, which provide a generally consistent cover along the pedestrian walk are strongly encouraged. Arcades are desired to maintain a more continuous weather protected walk.

D. Neighborhood Commercial Architectural Standards.

1. Neighborhood Center. The design of the commercial center needs to function as a focal point or activity center for the neighborhood. The design should include where possible, outdoor space for pedestrians, such as a plaza, outdoor café or seating area.
2. Setbacks. Building setbacks from local and collector streets should be minimized in order to establish a visually continuous, pedestrian-oriented streetfront. In the case of large buildings for employment, storage or auto-related uses, where greater setbacks are needed, a minimum of thirty (30) percent of the building shall be brought to the setback line. If a minimized setback is not maintained, the larger setback area shall have landscaping, low walls or fencing, a tree canopy and/or other site improvements along the sidewalk designed for pedestrian interest, scale and comfort.
3. Driveway Crossings. Driveway crossings must place priority on pedestrian access and the material and layout of the pedestrian access must be continuous as it crosses the driveways, with a break in the continuity of the driveway paving and not in the pedestrian access way. Continuous driveway aisles located directly in front of a building are discouraged.

E. Community Commercial Architectural Standards.

1. Design of Developments with Internal Orientation. In multiple-building developments where setbacks are increased to accommodate independent development with internal orientation, all primary building entrances must face walkways, plazas, or courtyards that have direct, continuous linkage to the street without making people walk through parking lots. However, it may be necessary for such direct pedestrian access ways to cross drive aisles. Driveway crossings must place priority on the pedestrian access. Continuous driveway aisles located directly in front of a building are discouraged.
2. Connections. Where it is not possible or appropriate to extend Town street and sidewalks directly into development or bring the building up to a Town sidewalk, buildings shall be shaped and designed to form pleasant, direct connections to adjacent land.

3. Requirement for Four-Sided Design: A building's special architectural features and treatments shall not be restricted to a single facade. All sides of a building open to view by the public, whether viewed from public or private property shall display a similar level of quality and architectural interest.
4. Building Form: The design of all buildings shall employ textured surfaces, projections, recesses, shadow lines, color, window patterns, overhangs, reveals, changes in parapet heights, and similar architectural features to avoid monolithic shapes and surfaces and to emphasize building entries. Designs shall not contain unbroken flat walls of fifty (50') feet or greater in length.
 - a. Buildings having single walls exceeding fifty (50') feet in length shall incorporate one or more of the following for every fifty (50') feet:
 - i. Changes in color, graphical patterning, changes in texture, or changes in material;
 - ii. Projections, recesses and reveals;
 - iii. Windows and fenestration;
 - iv. Arcades and pergolas;
 - v. Towers;
 - vi. Gable projections;
 - vii. Horizontal/vertical breaks; or
 - viii. Other similar techniques.
5. Roof Materials: All sloping roof areas with a pitch of three in twelve (3 in12) or greater, and visible from any public or private right-of-way, should be surfaced with attractive and durable materials.
6. Orientation of Pedestrian Entries: All office, hotel and motel structures shall be oriented so that pedestrian entries face the nearest adjacent street.

F. Industrial/Business Park Architectural Standards.

1. Intent. The intent of the Industrial/Business Park Architectural Standards is to ensure that the quality of industrial/business park development enhances the overall well being and image of the community.
 - a. Items 3 through 7 from the Community Commercial Section 2.20.E shall apply.
 - b. *Building Massing and Form:*
 - i. Office and entry spaces shall be distinguished from the building mass.
 - ii. Large, square, "box-like" structures are not an acceptable form. Architectural elements with smaller forms stepping outwards and down shall be included.
 - iii. Loading areas shall not front any street or public right-of way.
 - iv. Parking requirements shall be provided to the extent possible at the rear or sides of the building.
 - c. *Wall Articulation.* Walls shall not have an uninterrupted length exceeding fifty (50) feet. Pilasters, texture transitions, windows and stepping of the wall plane are required.
 - d. *Siting Structures.*
 - i. Structures shall be sited to avoid a "wall" effect along public rights-of-way and along adjacent property lines. This can be achieved by varying the building setbacks and clustering buildings.
 - ii. Where multiple buildings are proposed on a development parcel, buildings shall be oriented to allow views into the project and shall preserve high quality views through the project (e.g. views of the mountains).