

Fig. IV.5- Accessory Unit

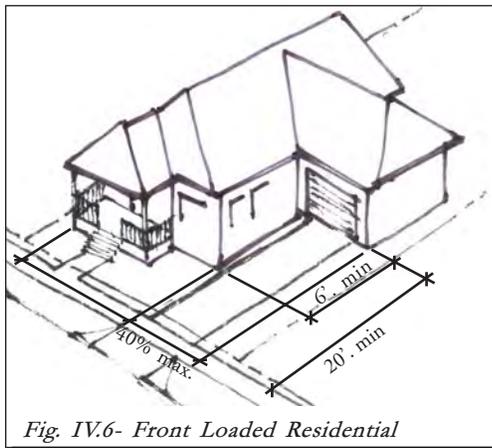


Fig. IV.6- Front Loaded Residential

11. Accessory dwelling units shall be no greater than six hundred (600) sq. ft., unless the subject lot is larger than 7000 sq. ft. and then the size may be increased to seven hundred and fifty (750) sq. ft., not including decks and porches.
12. Accessory dwelling units shall not exceed the height of the principal residence. (Fig. IV.5)
13. Lots with accessory dwelling units shall have a minimum of one (1) additional on-site parking space to serve the accessory dwelling unit.(Fig. IV.5)
14. Driveways for front-loaded garages on single family lots with fifty feet (50') or more of street frontage shall not exceed twenty feet (20') in width measured at the build-to line. Driveways for front loaded garages on single family lots with less than fifty (50) feet of street frontage shall not exceed twelve feet (12') in width measured at the build-to line.
15. Front loaded garages shall be set back at least twenty feet (20') from the inside edge of a sidewalk. The garage façade shall be set back at least six feet (6') from the front façade of the house, not including the porch.
16. Garage door opening(s) located between six feet (6') and ten feet (10') of a build-to line and facing a front street shall not exceed forty percent (40%) of the width of the house façade which includes the garage. (Fig. IV.6)
17. Side yard setbacks shall allow enough space for extension of service utility lines to structures. Where a zero foot (0') side yard setback is used for a garage, the other side setback shall be a minimum of five feet (5').
18. Except as otherwise required in a TND, the City's parking requirements shall apply to TND developments.
19. Where shared parking is used, a shared parking and cross access agreement shall be recorded prior to the issuance of a building permit. Where shared parking is used, the parking requirements for those uses may be reduced by up to twenty percent (20%).
20. Fencing shall be allowed as follows:
 - a. Fencing established behind the build-to zone or line is subject to the same regulation as fences under the standard provisions of the Zoning Code.

- b. Fencing in the front yard on mid-block lots and in the primary front yard of corner lots (where the front door is located) is limited to 42" in height and must meet sight distance requirements. (Fig. IV.7)
 - c. Fencing in the secondary front yard on corner lots (similar to side yard) is permitted as follows:
 - i. a fence setback shall be established on the Development Plan that maintains at least 24" from the sidewalk and that meets sight distance requirements;
 - ii. a fence shall be no more than 75% opaque up to 48" in height, and 50% opaque above that
 - iii. a fence must be located at or behind the primary front facade of the dwelling
21. Signage shall emphasize a uniform design theme and be oriented to pedestrians. Signs shall share a common style in terms of size, shape, and/or materials.
 22. Trash enclosures shall be located at the rear of the lot.
 23. Above ground utility equipment such as transformers and telecommunication boxes located in areas other than alleys shall be visually screened while providing the minimum required front, side and rear clearances (typically three (3') sides and rear, and eight feet (8') front).
 24. Standard front side and rear yard utility easements required under Section 7.7.607B of the City Code may be waived by the City or alternative location allowed, depending on the subdivision design.
 25. Where a greenway of courtyard site design is proposed, the greenway or courtyard length shall be limited to 300' when a standard block design is used with streets on either end (150' minimum from a public street). Where a design is proposed other than the above "block" layout, the design shall be evaluated as a function of emergency service provision and may require a Fire Department access lane. Where multi-family units or commercial is proposed, buildings shall be designed with a mid-block break in order to provide an emergency services access, and to facilitate addressing. The greenway shall include pedestrian sidewalks extending the length of the block, at least five feet (5') wide, and sidewalks to front doors at least three feet (3') wide. The greenway shall allow public access (and utility easement where appropriate) for primary access to dwellings or commercial space. Greenways associated with greeway units shall have a 40' minimum average width, with 20' minimum dimension, and areas considered private lot areas shall not be counted toward the width.



Fig. IV.7- Fences

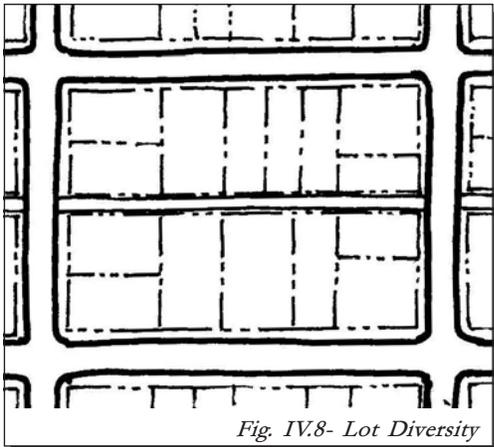


Fig. IV.8- Lot Diversity

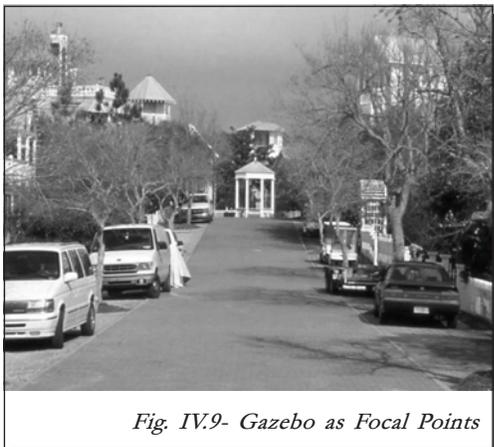


Fig. IV.9- Gazebo as Focal Points

General Architecture and Design Guidelines

The following architectural and design elements are recommended for a TND development:

- A. A variety of lot sizes, both for the entire TND and individual blocks, should be provided to allow for housing diversity. (Fig. IV.8)
- B. The principal building on lots devoted to single family detached residences should be setback no less than twenty-five (25) feet from the rear lot line.
- C. Civic uses should have at least fifty percent (50%) of their perimeter bounded by streets, excluding alleys and lanes.
- D. Minor civic structures such as kiosks, picnic shelters, park facilities, transit stops, gazebos and centralized mail facilities should be incorporated as focal points. (Fig. IV.9)
- E. No two identical building elevations should be placed next to each other.
- F. A variety of housing designs should be provided.
- G. The number of homes in the TND with garages accessed from the street should not exceed twenty percent (20%) of the total number of homes in the TND, and such homes are more appropriately located at the edges of the TND development.
- H. The height of buildings should relate to the adjoining street type, and should transition from lower buildings at the edge of the neighborhood to higher buildings at the Neighborhood Center or core.
- I. Subject to approval by the City Traffic Engineer, vehicles may back (unpark) across a property line into the alley.
- J. Decorative light posts are recommended for free standing lights, and lighting should be low in height to complement the human scale.
- K. Accessory dwelling units may be freestanding, attached to or located above garages.
- L. Opaque fences should not be placed in the front build-to zone or along alleys.
- M. Double frontage lots should be avoided.
- N. Structures should be separated by a minimum of six feet (6').
- O. Utility meters should not be placed on building walls visible from streets or pedestrian-ways. If placed in visible locations, meters should be screened.
- P. Parking located adjacent to back yards should be screened to mitigate visual impacts.
- Q. Handicapped ramps should be planned early in the process to be integrated into the streetscape and

Traditional Neighborhood Development

walkway system to allow for a well-planned street and entry area.

- R. Window wells should be visually inconspicuous, so that any structural element is at the ground surface and does not extend more than a few inches above grade.
- S. Addresses should be designated for greenway units in a conspicuous, well lighted location adjacent to a public street in order to clearly identify unit locations for rapid response by emergency service providers.
- T. On-street parking in TND should be striped to define spaces, when there are circumstances that reduce the number of on-street spaces, such as fire lanes. Maintenance should be provided by the Homeowners Association.

Multi-family, Mixed-Use, Civic and Commercial Buildings Standards

Commercial, multifamily, civic or mixed-use TND buildings shall conform to the following additional architectural and design guidelines:

1. Building fronts and main entrances shall orient to the street(s) or to a courtyard connected to the street with a pedestrian-way. In a courtyard orientation, all building frontages adjacent to streets shall include design features to create interest on the street.
2. Buildings shall be designed to promote a sense of human scale. (Fig. IV.10)
3. Buildings shall generally relate in scale and design features to the surrounding buildings, showing respect for the local context.
4. The design of all buildings shall avoid monolithic shapes and shall include articulated surfaces. (Fig. IV.11)
5. The architectural features, materials and the articulation of a façade shall be continued on all sides visible from a public street, excluding alleys.
6. Building entrances shall be clearly defined and emphasized. (Fig. IV.12)
7. The first floor street frontage of parking structures, excluding alleys, shall be dedicated to commercial, civic or office use.
8. For commercial space only, a minimum of fifty percent (50%) of the area of the front façade on the ground floor shall be transparent, consisting of window or door openings allowing views into and out of the interior. Windows or glazed areas facing a sidewalk on the first floor shall use glass that is at least eighty percent (80%) transparent and allows views in and out of the building.



Fig. IV.10- Building Scale and Orientation



Fig. IV.11- Building Articulation



Fig. IV.12- Building Entrances



Fig. IV.13- Rear Parking

9. In Neighborhood Centers and for multifamily developments, directly adjacent on-street parking may be counted towards meeting the minimum parking requirements of those Neighborhood Centers or multifamily developments.
10. When attached to non-residential and mixed-use buildings, fully shielded exterior lighting fixtures shall be used.
11. All outdoor mechanical equipment, such as heating and ventilation systems, must be placed on the roof, in the rear or side of a building, and otherwise be visually screened from any street. Mechanical equipment along street frontage(s) shall be screened. Mechanical equipment on a roof shall be screened with a parapet wall or other types of visual screen walls.
12. In any mixed-use area of a TND, all signs shall be wall or projecting signs. Projecting signs shall be mounted perpendicular to the building face and shall not exceed eight (8) square feet of area.
13. Commercial store fronts shall have no more than twenty four (24) square feet of signage per store front.
14. On-site parking areas shall be located to the rear or side of the buildings. (Fig IV.13)
15. Parking lots located on the side of buildings shall be screened from the street by a wall and/or landscaping achieving a minimum of thirty-six (36) inches in height.
16. Parking lots shall not abut street intersections, excluding alleys.
17. The provision of on-site parking spaces shall not exceed 125% of the minimum parking requirements for multi-family, civic, commercial or mixed-use, as specified in the Zoning Ordinance.

Multi-family, Mixed-Use, Civic and Commercial Buildings Guidelines

Commercial, multifamily, civic or mixed-use TND buildings should conform to the following architectural and design guidelines:

- A. For proper building orientation, entries should be clearly identifiable from the sidewalk adjacent to the street, or courtyard, in the event of courtyard or greenway design. Entryways should be clearly identifiable with easy pedestrian access from main thoroughfares or parking spaces.

- B. In order to promote a human scale, buildings should incorporate elements of the following architectural features:
- a distinct first level often defined by strong horizontal elements such as awnings or façade treatments;
 - special accent materials and design details on all first floor facades;
 - transparent windows and doors;
 - textured materials with human-scaled proportions; and
 - outdoor and entrance areas that form a relationship with abutting pedestrian areas.
- C. For buildings to relate in scale and design features to surrounding buildings and to respect the local context, they should utilize such features as:
- maintaining the building scale or by subtly graduating changes;
 - maintaining front yard setbacks at the build-to line;
 - establishing base courses;
 - continuous use of front porches on residential buildings;
 - repeating cornice lines in buildings of the same height;
 - extending horizontal lines of fenestration; and
 - echoing architectural styles and details, design themes, building material and colors used in surrounding buildings.
- D. For buildings to display respect for local context, adjacent buildings should be compatible in appearance. Elements that contribute to compatibility in appearance include similarity in roof line, fenestration, materials, color, texture, and entryways.
- E. In order for the design of all buildings to avoid monolithic shapes and flat, unarticulated surfaces, the following techniques are appropriate:
- changes in color, graphical patterning, texture or material;
 - projections, recesses and reveals;
 - windows and doorways;
 - arcades and pergolas;
 - towers;
 - gable projections; and
 - horizontal and vertical breaks.
- F. In order for building entrances to be clearly defined, utilize such features as awnings, recessed door openings, columns and pilasters, fanlights and sidelights, porches and other similar architectural elements.



Fig. IV.14- Building Articulation



Fig. IV.15- Civic Building as Vista Termination

- G. The front of the building should have the greatest articulation followed by the sides and then the rear. (Fig. IV.14)
- H. Buildings should not extend more than 200 feet of street frontage.
- I. Single use commercial and civic buildings, excluding schools, greater than 30,000 square feet of area should be located along a TND Main Street, Avenue or Parkway.
- J. Freestanding civic buildings should be located in a Neighborhood Center, or adjacent to a park, plaza or at a vista termination. (Fig. IV.15)
- K. All exterior lighting should be directed downward to reduce light pollution, and full cut-off fixtures are recommended.
- L. The upper stories of parking structures fronting onto streets (not including alleys) should be articulated to avoid blank walls. This may be achieved through the use of such elements as changes in surface texture, addition of architectural features and stepping back upper floors.
- M. Parking lots or garages should provide at least one (1) bicycle parking space for every twenty (20) motor vehicle parking spaces. This may either be provided on-site or through the provision of bicycle parking spaces within a short distance and clearly visible from the lot or garage.
- N. For non-residential uses located within one-quarter ($\frac{1}{4}$) mile of an existing public transit stop, parking requirements may be reduced by ten percent (10%). For non-residential uses included in a shared parking and cross access agreement, parking requirements may be reduced by an additional five percent (5%) using this provision.
- O. Live/Work units are to be considered mixed-use buildings.

Part V- Streetscape

The streetscape of the traditional neighborhood development is a critical component in adding to the vitality and livability of the neighborhoods. The streetscape is defined as that area that lies between the street curb and the facade of the adjacent buildings. (Fig. V.1) The combination of the adjacent land use, with the public and semi-public spaces of the streetscape, are what make the street a dynamic and inviting space to the pedestrian.

The streetscape design will address the following

- the proportional relationship between the street width and building height;
- the build-to lines and the structures that define this line;
- the semi-public space;
- the public realm;
- the tree lawn improvements;
- street furniture;
- off-street parking;
- garage placement.

Streetscape Design Standards

The following design standards are required of a TND development:

1. Building scale and height along streets shall be related to the TND roadway type, where the smaller structures shall be located along narrower streets and taller structures along wider streets (refer to Street standards). (Fig. V.2)
2. Either a build-to line or build-to zone shall be designated on the TND Development Plan. (Fig. V.3) Where a build to line is designated, each building's primary facade (not including porch) shall be set on the build-to line. Where a build-to zone is designated, each building's primary facade (not including porch) may vary within the build-to zone. Build-to lines and zones shall be designated within the ranges specified in the table below. The build -to line or zone for secondary frontages which do not include the front door, may be reduced and shall be established through analysis of sight distance and drainage, but in no case shall be less than five feet (5'). Build-to zones or lines shall fall within the following distances from the property line:

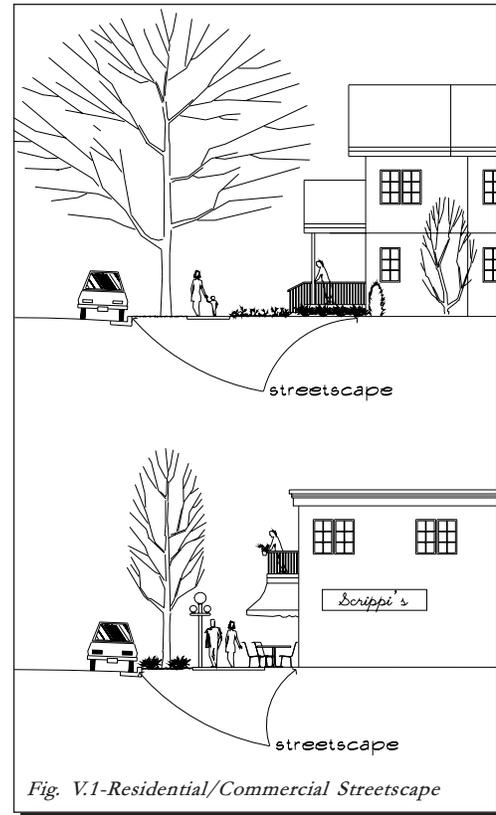


Fig. V.1-Residential/Commercial Streetscape

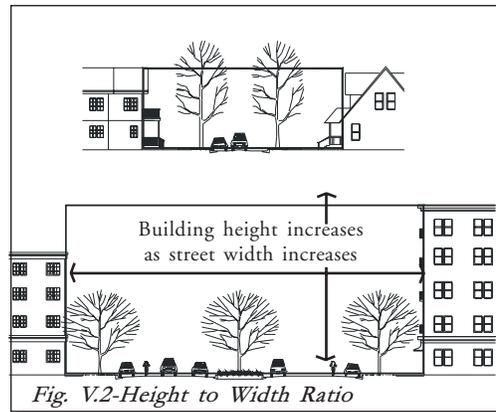


Fig. V.2-Height to Width Ratio

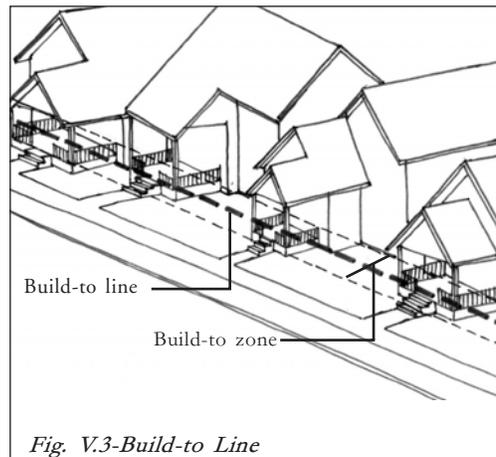


Fig. V.3-Build-to Line

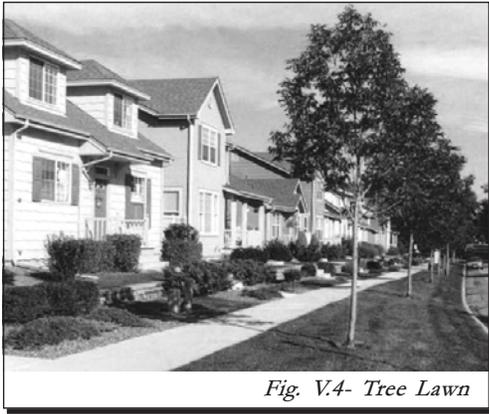


Fig. V.4- Tree Lawn

single family/two-family residential*	10-15'
townhomes	0-10'
multi-family	0-15'
live/work	0-10'
office	0-10'
neighborhood commercial	0-10'
civic	n/a
parking lots with street frontage**	8' min.

* at the outside edge of a TND, the build-to line may be up to twenty-five feet (25')

** measured from the adjacent building facade(s), in a direction away from the public right of way

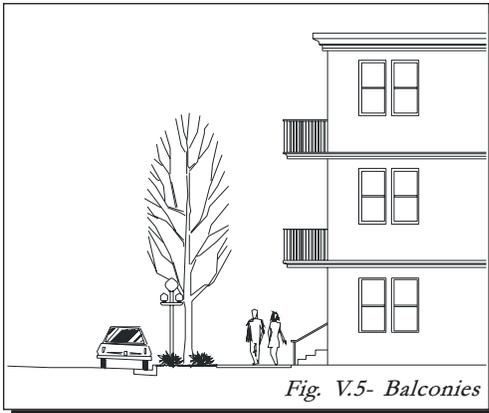


Fig. V.5- Balconies

3. Sidewalks shall have two access ramps per corner.
4. Sidewalks shall be a minimum of five feet (5') in width. Sidewalk design widths shall be based on street type.
5. Tree lawns, a minimum of six feet (6') in width, shall be provided along all streets. Tree lawn design widths shall be based on street type. (Fig. V.4)
6. Street trees shall be planted along all streets at a maximum distance of thirty feet (30') on center.
7. Street trees at intersections shall not be planted closer than twenty-five feet (25') to the corner.
8. Unenclosed cantilevered balconies with a minimum of ten feet (10') of clearance above grade shall be permitted to extend up to six feet (6') over the sidewalk. (Fig. V.5)



Fig. V.6- Street Furnishings

Streetscape Design Guidelines

The following design guidelines are recommended for a TND development:

- A. A consistent treatment of tree lawns should be designed throughout the TND neighborhood.
- B. Street furniture such as benches, trash receptacles, planting tubs and street lamps should be provided for pedestrian use and as an additional element of human scale. The furniture should complement the architectural style, and be concentrated mainly in the Neighborhood Center. (Fig. V.6)
- C. Transit should be incorporated into a TND in accordance with standards and routes established by City transit planning.
- D. Transit stops, pullouts and nodes should be incorporated into focal points or should be located to connect with well-defined pedestrian and bicycle routes.

Traditional Neighborhood Development

- E. Circulation should be designed to encourage internal bicycle (on-street) and pedestrian circulation within the TND and connect to external pedestrian and bicycle improvements.
- F. Street trees should be maintained to provide 14' of vertical clearance above drive lanes and 8' above sidewalks. Permits to plant and prune street trees are to be obtained from the City Forester.
- G. Cantilevered balconies should have solid floors with no openings to the sidewalk below.

Landscape Design Standards

The Landscape Code and Policy Manual of the City of Colorado Springs (Article 4, Part 3 of the Zoning Code) will apply within a TND development, with the exceptions listed below which supercede the Landscape Code requirements:

7.4.317. B.: Coverage Requirements:

Live ground plane coverage requirements shall apply to the tree lawn area as well as the build-to zone within the landscape setback.

Residential (Fig. V.7)	80%
Neighborhood Center (Fig. V.8)	50%
Mixed-use	50%

Live ground plane coverage in Neighborhood Centers and mixed-use areas may go as low as 25% if the hardscape elements consist of a variety of high quality, detailed elements such as colored/patterned concrete, brick/concrete pavers, stone (e.g. flagstone, slate).

7.4.320.: Landscape Setbacks-

B. Landscape setbacks for building frontages shall correspond to the build-to lines per Part V- Streetscape of the TND Code. Landscape Setbacks where parking fronts the street shall include an additional minimum 8' setback from the build-to line.

D. Required Trees- tree requirements are based on street type. All streets (except alleys) shall have a street tree requirement.

Lane:	30' o.c. 2" caliper
TND Street:	30' o.c. 2" caliper
Neighborhood Street:	30' o.c. 2" caliper
Main Street:	30' o.c.*3" caliper
Avenue:	30' o.c.*3" caliper
Boulevard:	30' o.c.*3" caliper
Parkway:	30' o.c.*3" caliper

o.c.- on center

*final spacing to be species dependent



Fig. V.7- Landscape Coverage- Residential



Fig. V.8- Landscape Coverage- Neighborhood Center

These trees shall be located within the tree lawn.

Multifamily and non-residential uses will be required to meet tree quantity criteria, street trees included, based on street type (Section 7.4.320.D.):

- Avenue: Minor Arterial
- Boulevard: Minor Arterial
- Parkway: Expressway/Principle Arterial

7.4.323: Landscape Buffers and Screens- this section shall only apply if the site design does not achieve compatibility between different uses.

7.4.324: Street Trees in Parkways- street trees in parkways (tree lawns) shall correspond to the requirements in this Streetscape Section under Required Trees.

Part VI- Streets

The streets of a TND are an integral part of the development and are key elements in the creation of a neighborhood. In order to encourage alternative modes of transportation and provide options to driving, streets need to accommodate pedestrian, transit, bicycle and automobile modes on an equal basis.

The street system within the TND is to have a high level of connectivity to adjacent and neighboring street systems, either existing or proposed. (Fig. VI.1) The dispersion of traffic throughout the TND is dependent upon providing numerous opportunities for ingress, egress, and internal circulation within the neighborhood. To accomplish this, numerous street types are defined.

The success of circulation within a TND neighborhood relies on the street types that intersect with each other. For optimum access, and to address issues of safety, deliveries and utility servicing, the street network should always have the smaller streets (Lanes and TND Streets) intersecting with streets of a higher classification (Neighborhood and Main Streets, Avenues and Parkways).

TND Roadway Standards

The following roadway standards are required of a TND development:

1. Alleys shall be provided in the Neighborhood Center to facilitate access to parking and for use by service and delivery vehicles.
2. Dead-end alleys are prohibited.
3. There shall be a minimum of thirty (30) feet of distance between building faces on opposite sides of an alley.
4. Garages and accessory dwelling units accessed from an alley shall display addresses that are clearly visible from the alley.
5. Streets and pedestrian ways shall be interconnected so that access throughout the community is direct and convenient.
6. Low-speed street geometry shall be used to limit the speed at which motorists turn and enter streets. Tight corner radii of ten feet (10') – twenty feet (20'), depending on the intersecting street types, shall be used.
7. Adequate sight triangles at all intersections shall be preserved.

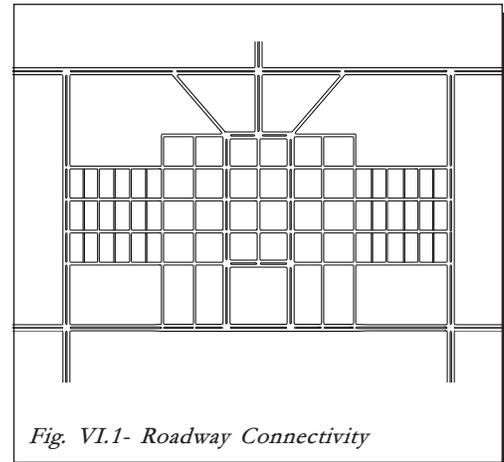


Fig. VI.1- Roadway Connectivity

- Queuing areas shall be provided at midblock of two-way streets of twenty-eight feet (28') in width of pavement or less for firefighting purposes. Such queuing areas shall be designated as fire lanes with no parking (see Figures VI.2 & VI.3).

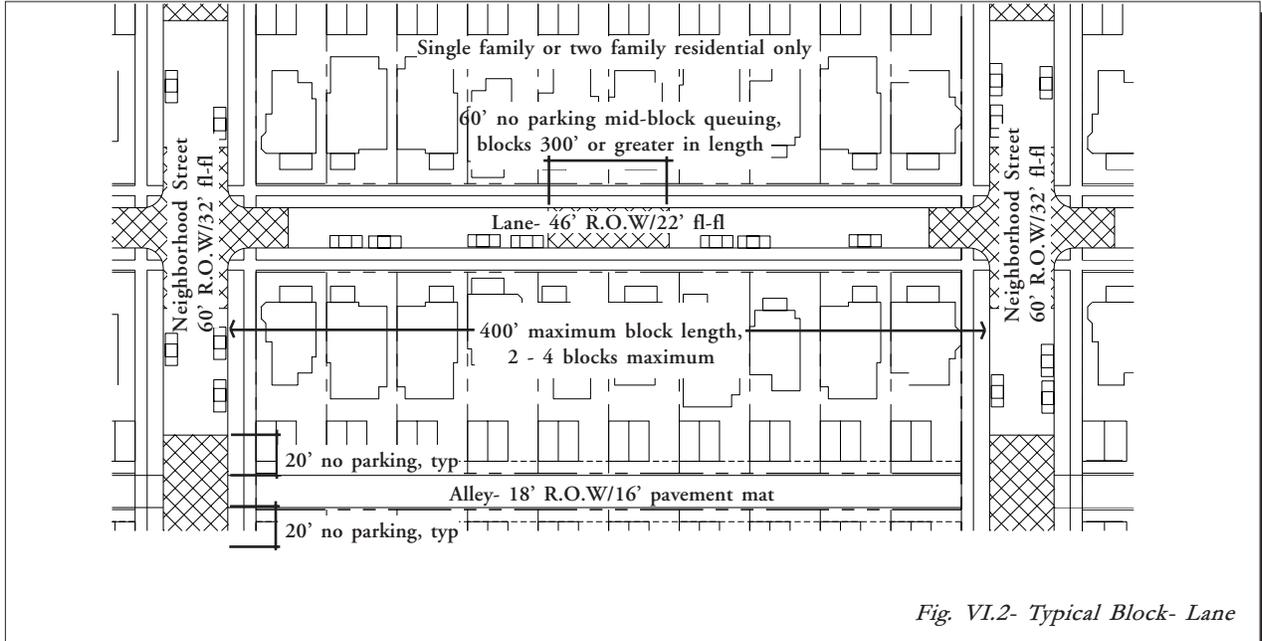


Fig. VI.2- Typical Block- Lane

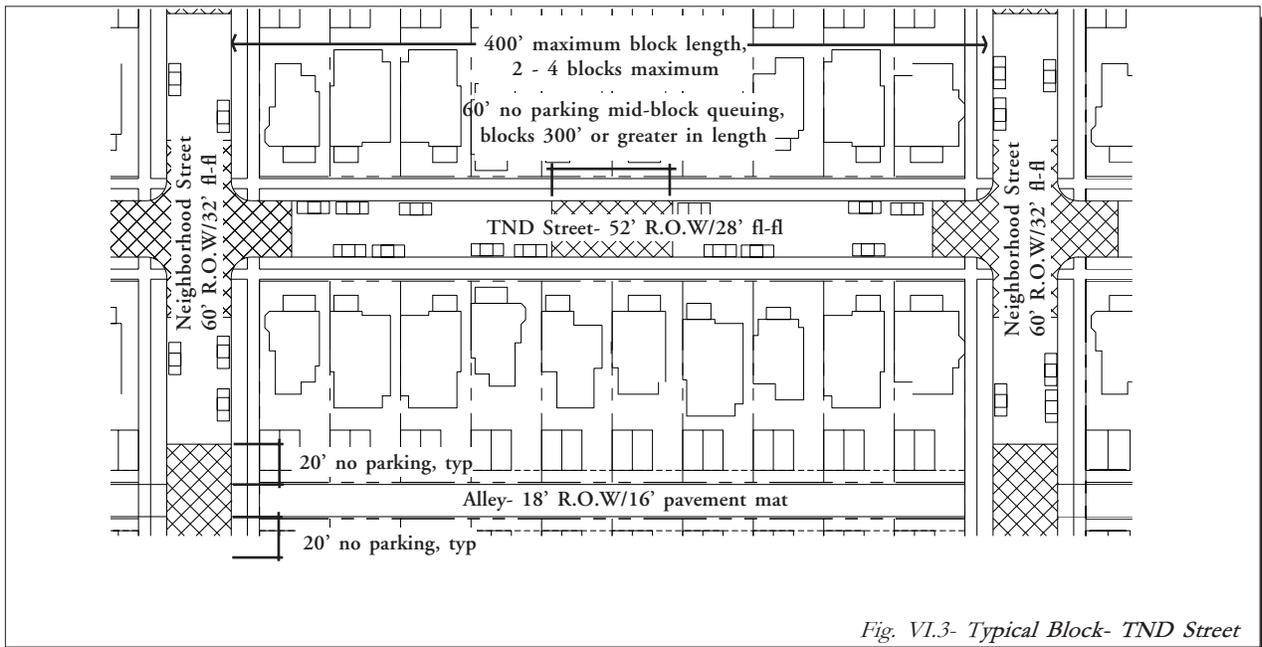
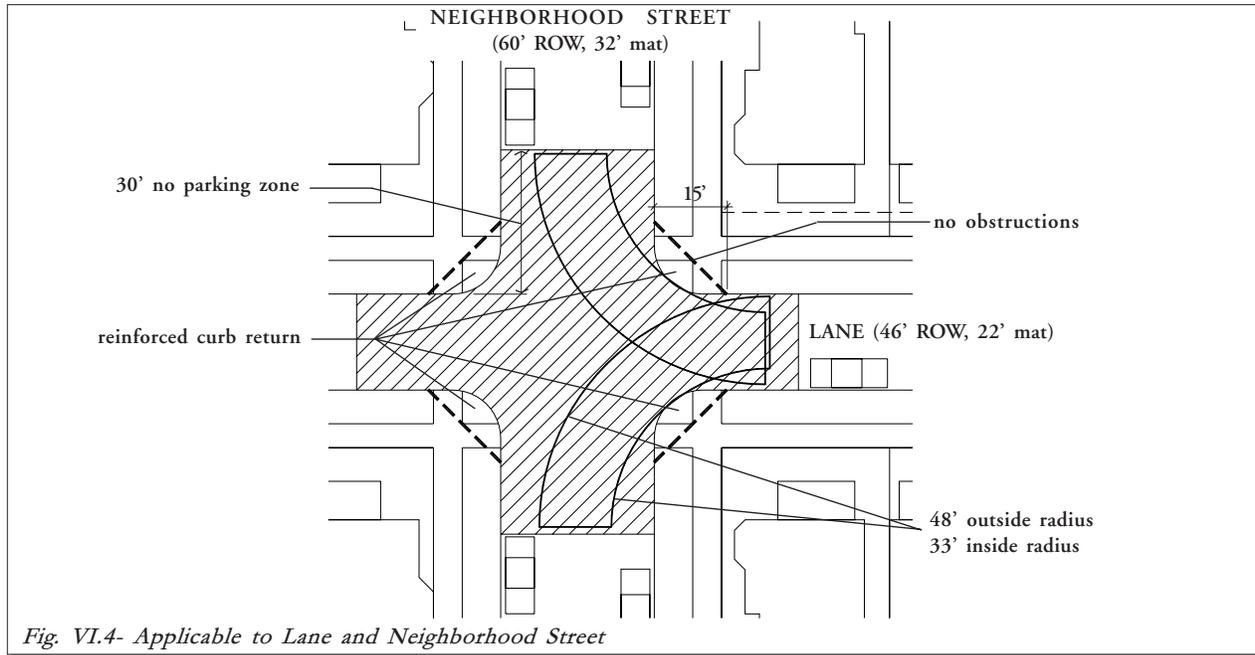


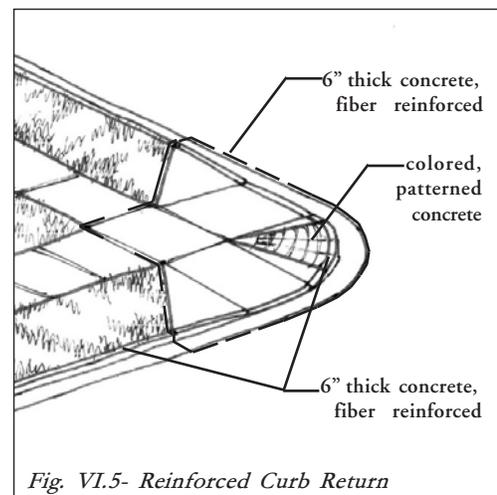
Fig. VI.3- Typical Block- TND Street

Traditional Neighborhood Development

9. No parking is permitted within thirty feet (30') of the intersection of two-way streets of twenty-eight feet (28') in width of pavement or less. No parking is permitted within twenty feet (20') of the intersection of an alley and a TND roadway. Such areas shall be designated as fire lanes with no parking (see Figures VI.2, VI.3 & VI.4).



10. No above ground obstructions with the exception of street lights, are permitted within fifteen feet (15') of an intersection of two-way streets of twenty-eight feet (28') in width of pavement or less. Above ground obstructions includes but is not limited to fire hydrants, trees and traffic signs.
11. Lanes and TND Streets are to have reinforced, vertical curbs, and surfaces within the radii are to be concrete a minimum of six inches (6") thick, 4,000 psi, and fiber reinforced (see Figure VI.5).
12. Public alleys shall be platted with an eighteen foot (18') right-of-way and sixteen foot (16') pavement width for residential areas and a twenty-two foot (22') right-of-way and twenty-two foot (22') pavement width for non-residential areas. Private alleys shall be platted with an eighteen foot (18') utility and access easement and sixteen foot (16') pavement width for residential areas, and twenty-two foot (22') utility and access easement and twenty-two foot (22') pavement width for non-residential areas. Alleys shall not allow parking and shall be paved. When utilities are located within or adjacent



- to alleys, an adjacent six foot (6') width access and utility easement shall be provided on both sides of the alley right-of-way or easement.
13. Lanes shall be platted with a forty-six foot (46') right-of-way, a twenty-two foot (22') pavement width flow line to flow line, shall allow parking on one (1) side, shall have sidewalks a minimum of five feet (5') in width on both sides, shall be paired with an alley on both sides, shall have a maximum block length of four hundred feet (400') and shall extend from two (2) to four (4) blocks in length.
 14. TND Streets shall be platted with a fifty-two (52) foot right-of-way, a twenty-eight (28) foot pavement width flow line to flow line, shall allow parking on both sides, shall have sidewalks a minimum of five (5) feet on both sides, shall be paired with an alley on both sides, shall have a maximum block length of four hundred (400) feet, and shall extend from four (4) to six (6) blocks in length.
 15. Neighborhood Streets shall be platted with a sixty foot (60') right-of-way, a thirty-two foot (32') pavement width flow line to flow line, shall allow parking on both sides, shall have sidewalks a minimum of six feet (6') on both sides, shall have a maximum block length of six hundred feet (600'), and shall extend from four (4) to six (6) blocks in length.
 16. Main Streets shall be platted with a minimum sixty-four foot (64') right-of-way, a minimum thirty-four foot (34') pavement width flow line to flow line, shall allow parking on both sides, shall have sidewalks a minimum of eight feet (8') on both sides, shall be paired with an alley on at least one (1) side, shall have a maximum block length of six hundred feet (600'), and shall extend from four (4) to six (6) blocks in length.
 17. Avenues shall be platted with a minimum of ninety foot (90') right-of-way, a minimum twenty-four foot (24') pavement width flow line to flow line for each direction of traffic, shall have a center landscaped median of no less than seventeen feet (17') in width, shall allow parking on both sides, shall have sidewalks a minimum of six feet (6') in width on both sides, shall have a maximum block length of six hundred feet (600'), and shall extend from four (4) to six (6) blocks in length. Where a bicycle route is designated, a six foot (6') bike lane shall be included.

18. Boulevards shall be platted with a minimum of one hundred, twenty-four foot (124') right-of-way, a minimum thirty-five foot (35') pavement width flow line to flow line for each direction of traffic, shall have a center landscaped median of no less than seventeen feet (17') in width, shall allow parking on both sides, and shall have sidewalks a minimum of six feet (6') in width on both sides. Where a bicycle route is designated, a six foot (6') bike lane shall be included.
19. Parkways shall be platted with a minimum of one hundred, twenty-four foot (124') right-of-way, a twenty-eight foot (28') pavement width flow line to flow line for each direction of traffic, shall have a center landscaped median of no less than twenty feet (20') in width, shall not allow parking, and shall have sidewalks a minimum of six feet (6') in width on both sides.
20. Lanes and TND Streets shall always intersect with Neighborhood Streets, Main Streets, Avenues or Boulevards.
21. When fences are constructed that impede access to above ground utility equipment, gates to enable access shall be provided.

TND Roadway Guidelines

The following roadway guidelines are recommended of a TND development:

- A. Cul-de-sacs and dead end streets should not be used.
- B. Streets should be aligned to establish the character of the neighborhoods, ending at a focal point and framing background views.
- C. Alternative street intersection geometrics that preserve view corridors and/or provide traffic calming are encouraged.
- D. TND Avenues, Boulevards and Parkways should be designed to incorporate transit, either through reserving locations for transit stops, establishing transit stops or creating transit lanes. The design of these improvements should adhere to adopted city standards.
- E. Except as detailed in the TND ordinance, typical street sections for a TND, including line of sight guidelines should meet the requirements identified by their "functional classification" of the City Engineering Subdivision Policy Manual and Public Works Design Manual.
- F. A TND roadway should have no more than one (1) curve between two (2) intersections.

- G. Diagonal parking should not be used on a TND roadway within 400' of an intersection of an arterial street.
- H. For purposes of calculating number of blocks, Lanes, TND Streets, and Neighborhood Streets should be regarded as terminated when they intersect with Main Streets, Avenues, Boulevards, and Parkways.
- I. Intersections neck-downs are recommended for collector street intersections in order to enhance pedestrian cross walks and to slow traffic. Neckdowns should be designed in accord with City Street standards.

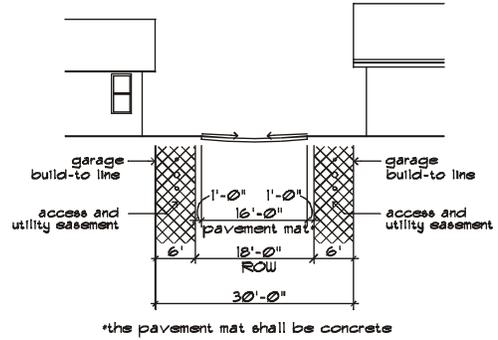
Traditional Neighborhood Development

Alley (A)

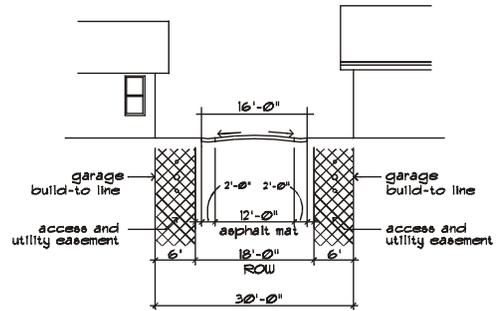
Purpose: access to rear of properties

R.O.W.:	18' residential/22' commercial
Pavement Mat:	16' residential/22' commercial
Parking:	none
Adjacent Land Use:	garages parking lots accessory dwelling units above garage accessory residential commercial mixed use
Block length:	equal to adjacent street length
Build-to-line:	6'
Building height:	1 story/2 with accessory dwelling unit (residential)
Utilities:	1 - 6 story (non-residential) water or sewer and/or gas, electric, phone, cable, data

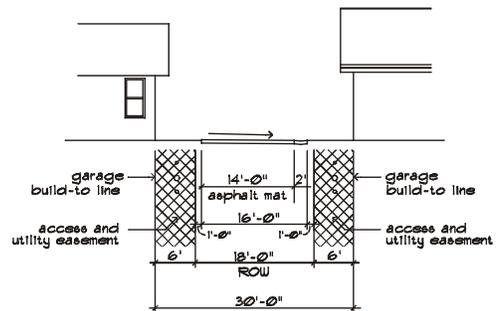
Note: In the case of private alleys, the R.O.W. shown here shall be a public easement for access and utilities.
Water utilities located within the alley requires a 30' minimum clearance between structure.



VALLEY ALLEY

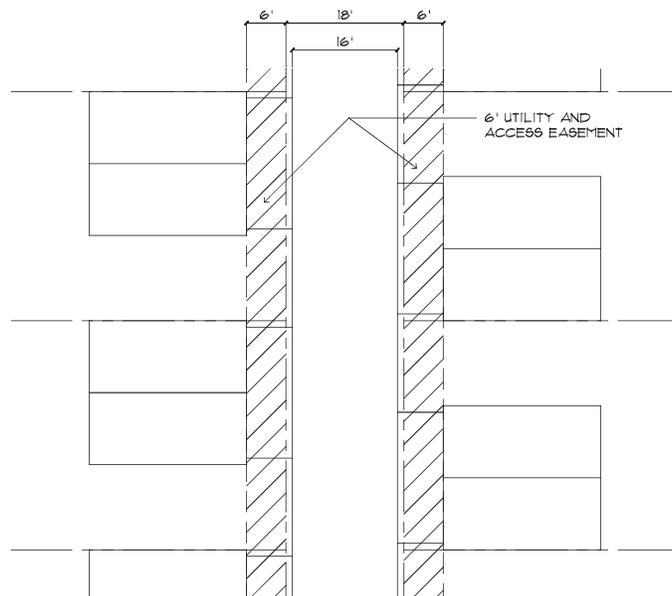


CROWN ALLEY**



SIDE ALLEY**

**concrete curb pans shall be a minimum of 2' wide and 6" thick



(Functional classification: Residential Lane)

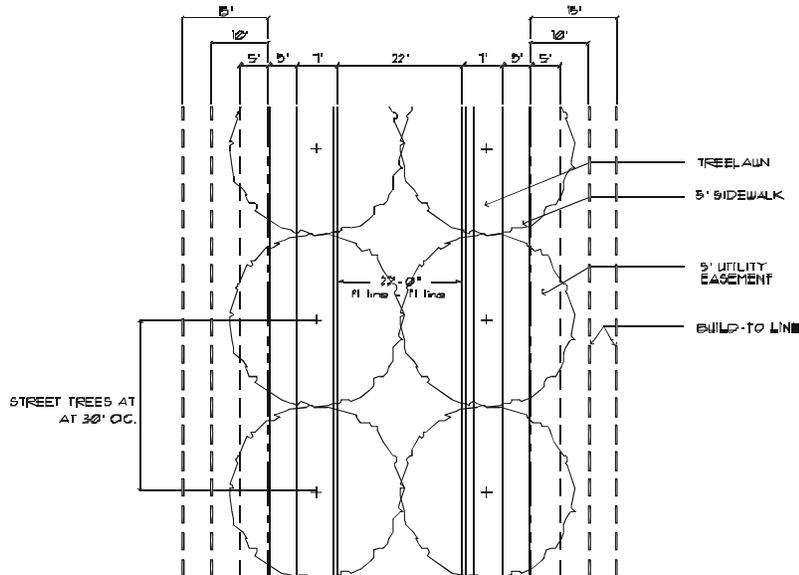
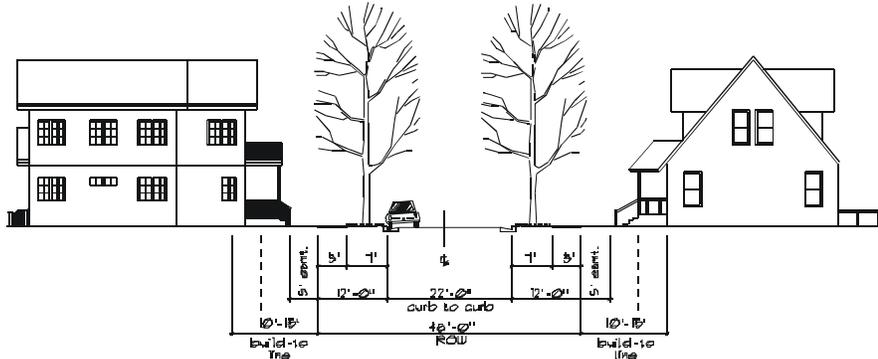
Purpose: access to single/two family homes

Street Section

R.O.W.: 46'
 Street Width: 22' with center queuing*
 Parking: 1 side
 Adjacent land use: single family residential
 two-family residential
 Alley: required
 Block length: 400' max. (measured from curb face to curb face)
 Number of Blocks: 2-4
 Utilities: water, sewer, gas, electric, phone, cable (combined with alley)
 Connect to: Neighborhood Street (D), Main Street (E), Avenue (F) or Boulevard (G)
 Design Volume: 250 vpd
 Min. Horiz. Radius: 65'
 Note: Landscape adjacent to queuing area will be designed to enable use by the Fire Department for staging.

Streetscape

Build to line: 10-15'
 Building height: 30' (1-2 story)
 Tree Lawn: 6' 6"
 Street trees: 2" cal. @ 30' o.c.
 Sidewalk: 5'
 Curb: min. 6" Type 1
 Building entrance: 18" min. above grade



Traditional Neighborhood Development

TND Street (C)

Purpose: access to single family, two-family, and multi-family housing

(Functional classification: Residential Street)

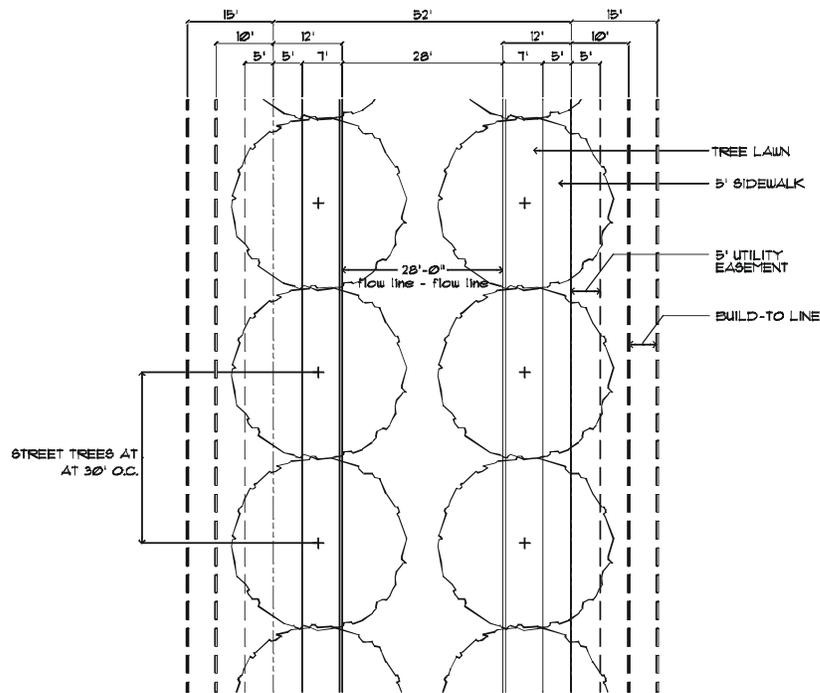
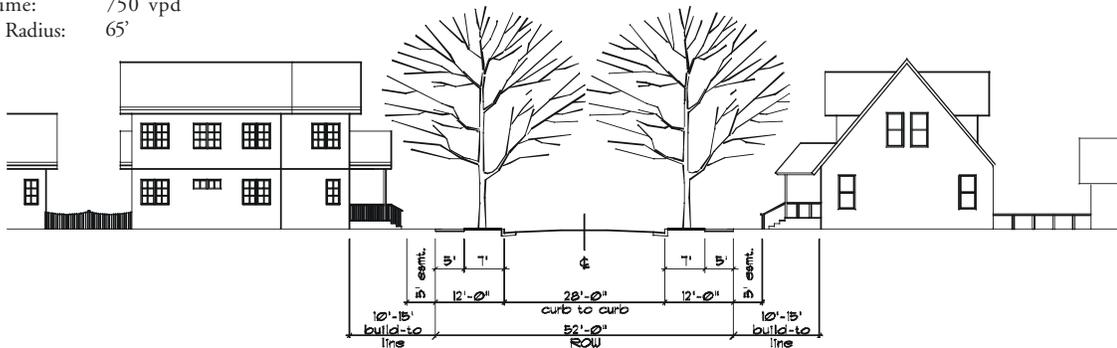
Street Section

R.O.W.: 52'
 Street Width: 28' fl/fl
 Parking: parallel, 2 sides
 Adjacent land use: single family residential
 two-family residential
 townhouse (subject to Fire Department approval)
 Alley: required
 Block length: 400' (measured from curb face to curb face)
 Number of blocks: 4-6
 Utilities: Water or sewer, gas, electric, phone, cable, data (in conjunction with alley)
 Connect to: Neighborhood Street (D), Main Street (E), Avenue (F), or Boulevard (G)
 Design Volume: 750 vpd
 Min. Horiz. Radius: 65'

Streetscape

Build-to line*: 0' -15'
 Building height: 30' (1-2 story)
 Tree Lawn: 6' -6"
 Street trees: 2" cal. @ 30' o.c.
 Sidewalk: 5'
 Curb: min. 6" Type 1
 Building entrance: 18" min. above grade

*Build-to line depends on adjacent land use.



Neighborhood Street (D)

(Functional classification: Minor Collector)

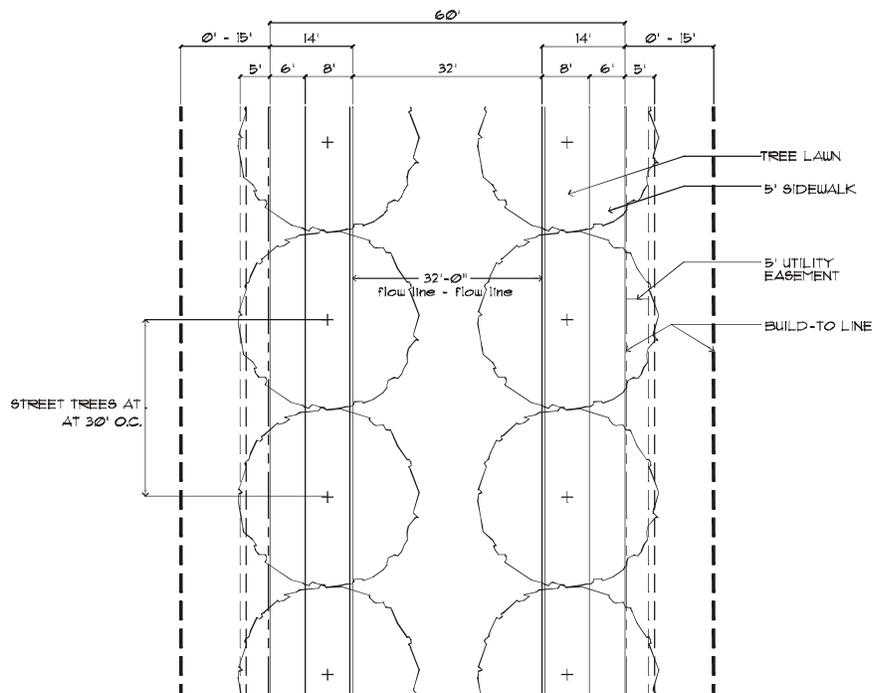
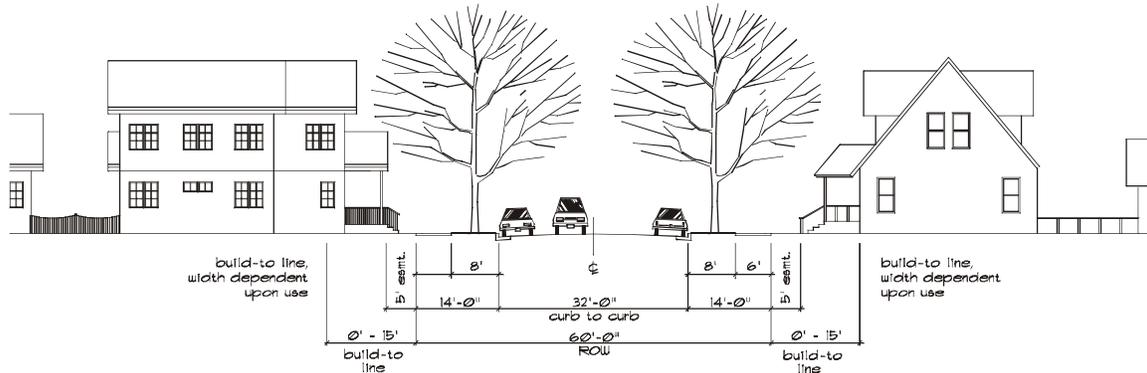
Purpose: access to single family, two family and multi-family housing, and neighborhood commercial

Street Section

R.O.W: 60'
 Street Width: 32' fl/fl
 Parking: parallel, 2 sides
 Adjacent land use: single family residential, two-family residential, townhouse, multi-family residential
 Alley: optional
 Block length: 600' max. (measured from curb face to curb face)
 Number of blocks: 4-6
 Utilities: all
 Connect to: all
 Design Volume: 2500 vpd
 Min. Horiz. Radius: 700'

Streetscape

Build-to line: 0-15' Residential
 Building height: 40' (1-3 story)
 Tree Lawn: 7'6"
 Street trees: 2" cal. @ 30' o.c.
 Sidewalk: 6' minimum
 Curb: min. 6" Type 1
 Building entrance: 18" min. above grade (residential)



Traditional Neighborhood Development

Main Street

Purpose: access to neighborhood commercial and mixed use

(Functional classification: Commercial/Industrial Collector)

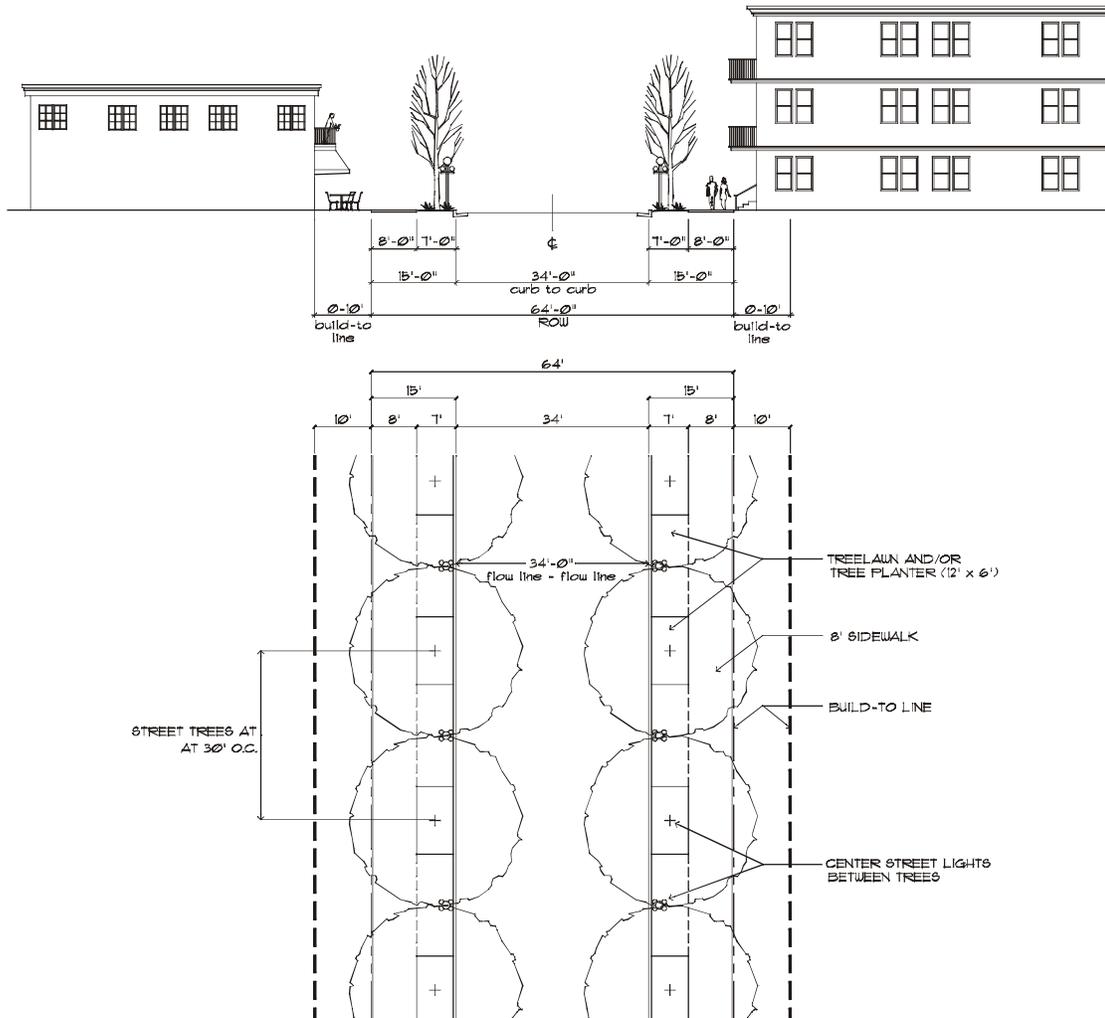
Street Section

R.O.W: 64' (minimum)
 Street Width: 34' fl/fl
 Parking: parallel, 2 sides
 60 degree diagonal (86' R.O.W, 56' fl-fl)
 Adjacent land use: commercial
 townhomes
 multi-family residential
 Neighborhood Center
 mixed use
 Alley: required
 Block length: 600' max. (measured from curb face to curb face)
 Number of blocks: 4-6
 Utilities: all
 Design Volume: 5,000 vpd
 Min. Horiz. Radius: 700'

Streetscape

Build-to line: 0'-15'
 Building height: 50' (2 - 4 story)
 Tree Lawn: 6'-6"
 Street trees: 3" cal. (spacing species dependant)
 Sidewalk: 8'
 Curb: min. 6" type 1
 Building entrance: 2'-4" above grade (residential)
 at grade (commercial/mixed use)
 Miscellaneous: transit stops shall be accommodated where appropriate (at 800' - 1200')

Note: A 0' build-to requires on-street doors be inset a minimum of 4'



Traditional Neighborhood Development

Avenue

(Functional classification: Major Collector)

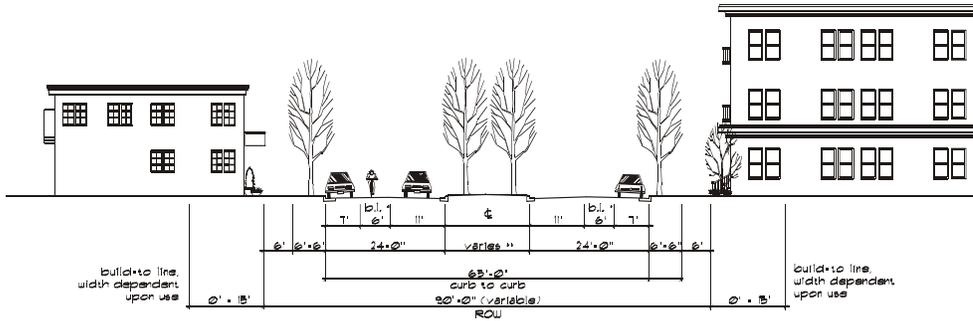
Purpose: connects town centers to neighborhoods

Street Section

Street Width: 90' (minimum)
 Median: 65' fl/fl
 Parking: 17' minimum parallel, 2 sides
 Adjacent land use: 60d diagonal (112' R.O.W., 87' fl-fl) commercial townhomes multi-family residential Neighborhood Center
 Alley: mixed use
 Block length: optional 600' max. (measured from curb face to curb face)
 Number of blocks: 4-6
 Utilities: all
 Design Volume: 7,500 vpd
 Min. Horiz. Radius: 700'

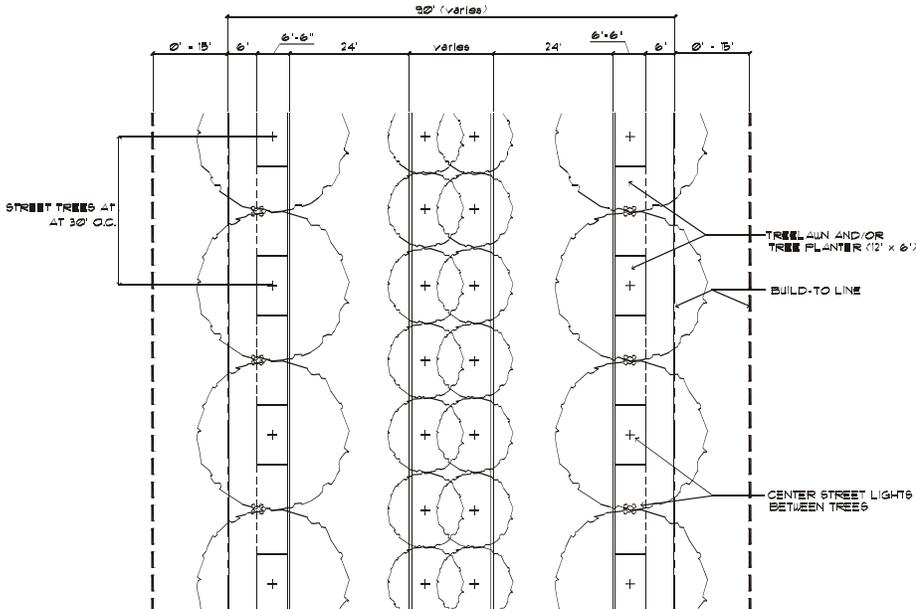
Streetscape

Build-to line: 0 - 10' commercial, 0' - 15' residential
 Building height: 70' (2 - 6 story)
 Tree lawn: 6'
 Street trees: 3" cal. (spacing species dependant)
 Sidewalk: 6'
 Curb: min. 6" Type 1
 Building entrance: 18" - 4' above grade (residential) at grade (commercial/mixed use)
 Miscellaneous: transit stops shall be accommodated where appropriate (at 800' - 1200')



*bike lane is required when street is designated as a bike route on the Concept Plan (18' pavement mat, each side, without a bike lane).

**17' minimum median width



Traditional Neighborhood Development

Boulevard

Purpose: access to commercial and mixed-use areas, carries regional traffic

(Functional classification: Minor Arterial)

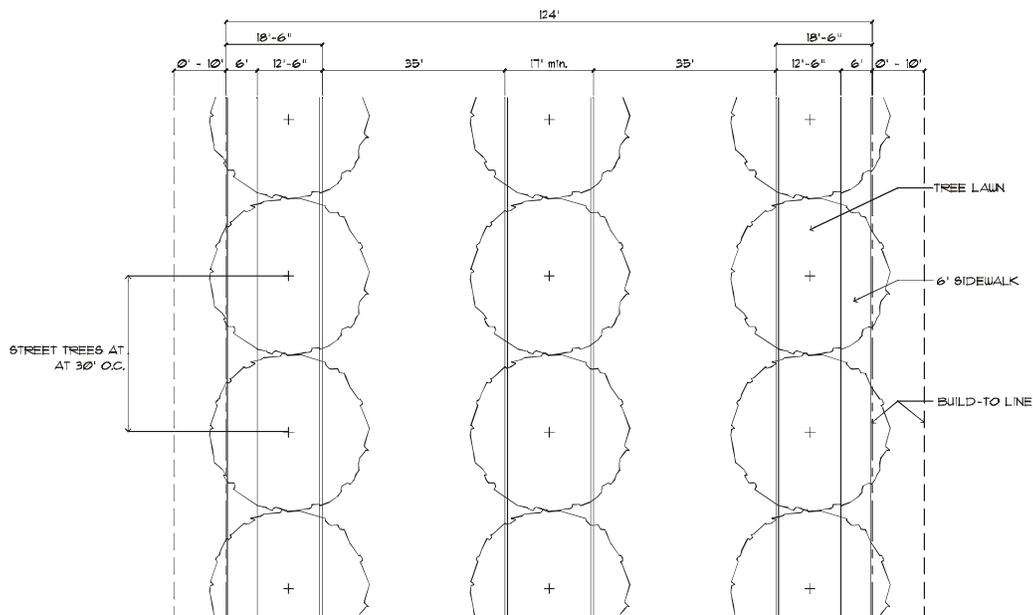
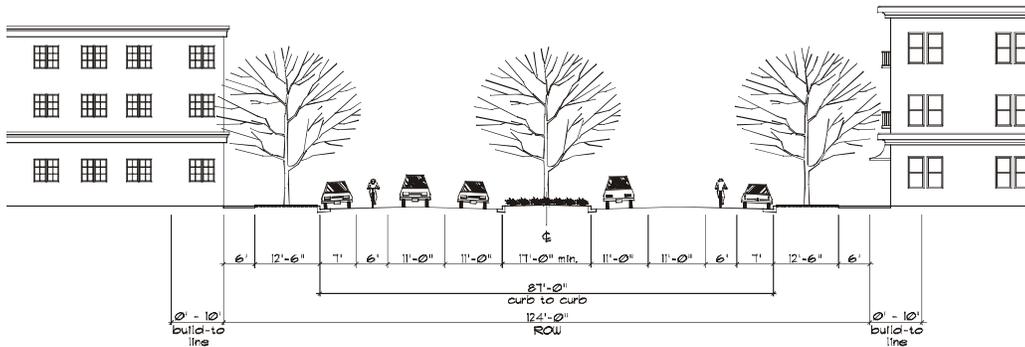
Street Section

R.O.W.: 124' (minimum)
 Street Width: 87' fl/fl
 Median: 17' min.
 Parking: parallel, 2 sides
 60 degree diagonal (146' R.O.W., 109' fl-fl)
 Adjacent land use: neighborhood center
 mixed use
 office
 commercial
 civic
 employment center
 Alley: optional
 Block length: n/a
 Number of blocks: n/a
 Utilities: all
 Design Volume: 16,000 vpd
 Min. Horiz. Radius: 930'

Streetscape

Build-to line: 0 - 10'
 Building height: 65' (2 - 6 story)
 Tree Lawn: 12'
 Street trees: 3" cal. (spacing species dependent)
 Sidewalk: 6' min.
 Curb: 6' min.
 Building entrance: min. 6" Type 1
 18"-4' above grade (residential) at grade (commercial/mixed use)
 Miscellaneous: -transit stops (per the Public Transportation Plan) shall be accommodated where appropriate (at 880' - 1200')
 -where designated by the City's Public Transportation Plan as a rapid transit route, a dedicated transit lane or peak hour transit lanes may be required

Note: A 0' build-to requires on-street doors be inset a minimum of 4'



(Functional classification: Parkway)

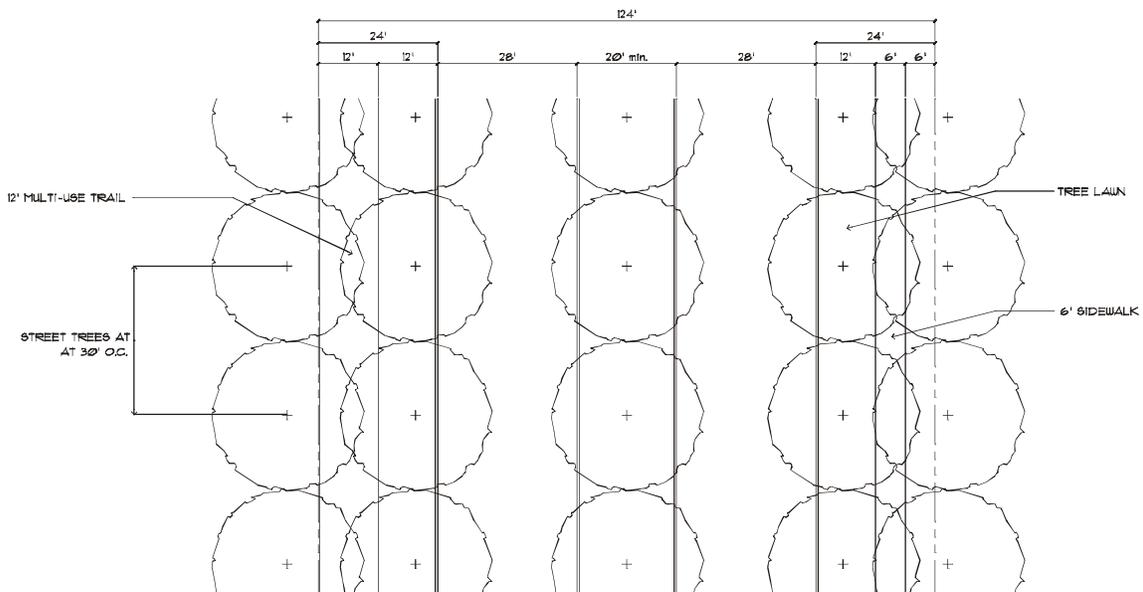
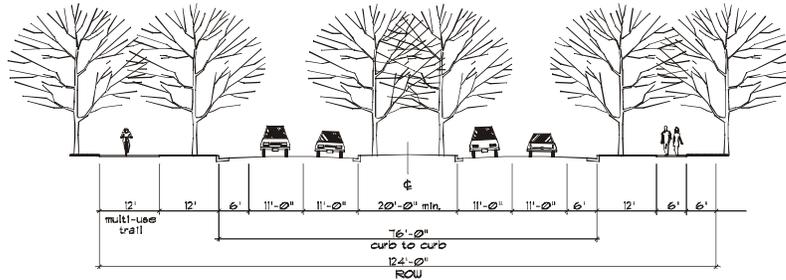
Purpose: regional traffic

Street Section

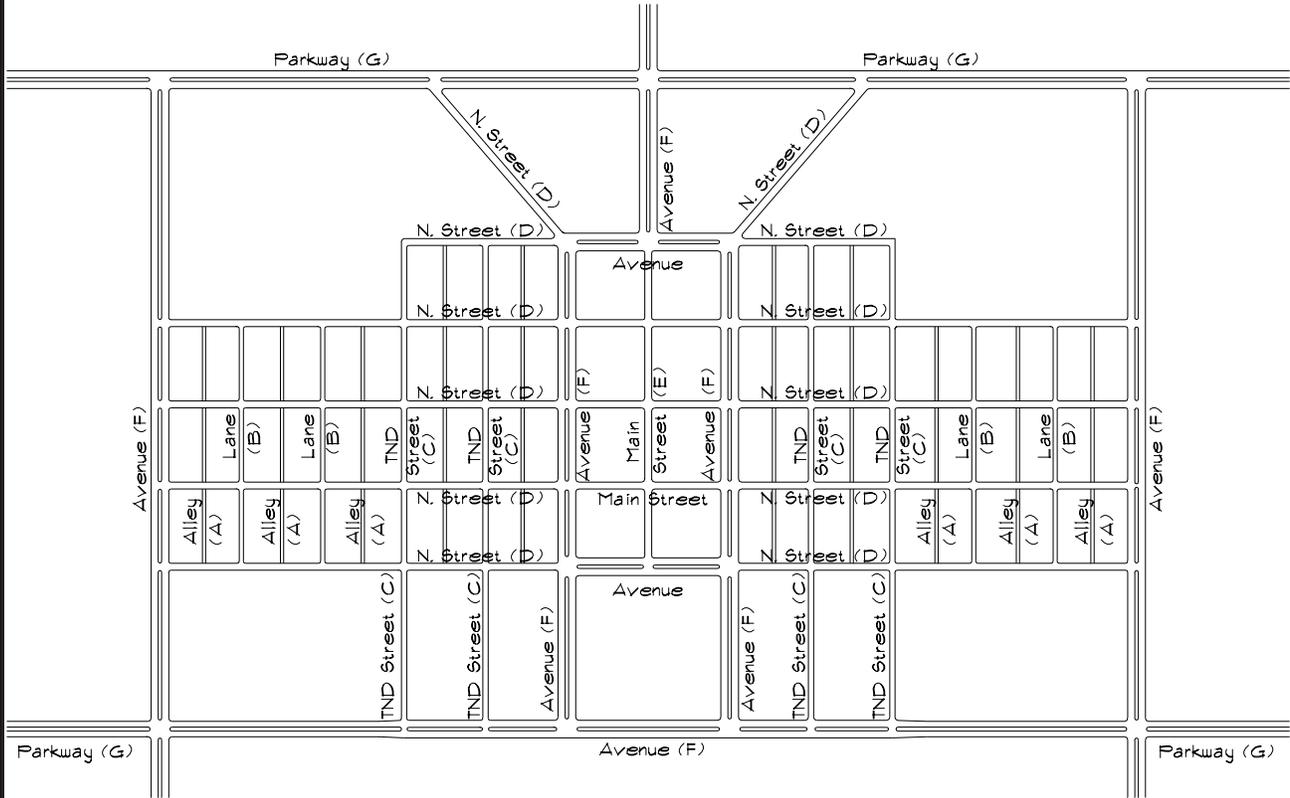
R.O.W.: 124' (minimum)
 Street Width: 76' fl/fl
 Median: 20' minimum
 Parking: none
 Adjacent land use: open space
 agriculture
 civic
 Alley: n/a
 Block length: n/a
 Number of blocks: n/a
 Utilities: all
 Connect to: n/a
 Design Volume: 25,000 vpd
 Min. Horiz. Radius: 930'

Streetscape

Build-to line: n/a
 Building height: n/a
 Tree Lawn: 11'-6"
 Street trees: 3" cal. (spacing species dependant)
 Sidewalk: 6'
 Trail: 12'
 Curb: min. 6" Type 1
 Building entrance: n/a
 Miscellaneous:
 -transit stops and/or transit stations (per the Public Transportation Plan) shall be accommodated where appropriate (at 800' - 1200')
 -where designated by the City's Public Transportation Plan as a rapid transit route, dedicated transit lane or peak hour transit lanes may be required transit nodes



Street Hierarchy



TND Drainage Standards:

The following drainage standards are required of a TND development (except as indicated in the TND ordinance, the Drainage Criteria Manual shall apply):

1. Vertical curbs shall be used on all TND streets, including curb returns, excepting alleys. City Standard 8-inch vertical curb is required except where 6-inch vertical curb is desired to create a more traditional or aesthetic appearance. Storm sewer inlets must be placed where the allowable street flows are exceeded. Street capacities are reduced when using 6-inch curb which may result in additional storm sewers and inlets. The design engineer shall compute the allowable flow capacities and flow depths for TND streets using equivalent values in the Drainage Criteria Manual and the following criteria.
2. For local streets, the Initial Storm (5 year) Flow must not cross the street crown from one side to the other. There must be at least two inches (2") of freeboard at the curb. The Major Storm (100 year) Flow must not exceed twelve inch (12") depth at the gutter and must not flood adjacent buildings.
3. For Avenues and Parkways, Initial Storm Flow spread must not encroach beyond the outside lane and Major Storm Flows must be confined in the street section.
4. Allowable alley storm flows shall be limited to the flows generated from the rear of the lots along the alley.
5. Alley flows shall not cross the intersecting streets into another alley but shall be captured or diverted at the intersecting street.
6. Flow spread shall be confined to the right-of-way at reasonable and safe depths.
7. Alternate inlet types such as combination castings shall be allowed to provide a more traditional appearance. Slotted drains are prohibited.

Utilities

The design of a TND is to occur in a comprehensive manner, where land use, site design and infrastructure are designed in concert with one another. This will especially apply to utility design work, where advance planning and design will facilitate construction, both from a functional and aesthetic standpoint.

General Utility Considerations

The Colorado Springs Utilities (Utilities) provides the community of Colorado Springs with electric, gas, water and wastewater service. To accommodate and support TND's, standards and guidelines have been developed for utility placement. This information is for general planning purposes only, and do not supercede applicable city code, tariffs, standards, specifications, and safety codes. Utilities publishes its Line Extension and Service Standards for each utility, and its Construction and Maintenance Standards which provide details regarding facility location, access and landscaping requirements. Due to the nature of TND development, utility design is expected to be site specific. Developers are encouraged to contact Utilities in the earliest phase of the project to discuss options for utility placement.

The TND street types, ROW widths and associated easements allow for most development types and typical utility infrastructure. Additional utility easements may be required by Utilities as necessary to accommodate the final utility infrastructure necessary to meet the subdivision layout and overall capacity demands. The developer typically dedicates such easements using a standardized Utilities easement agreement form and process.

General Utility Guidelines

The following design standards are recommended for a TND development:

- A. Access to utility infrastructure is of prime importance and should be maintained to Utilities standards from all streets, alleys and easements.
- B. Except for street lighting systems, dry utilities should be located in alleys. However, in the event that TND roadways must accommodate utility extensions (from off site), dry utilities may be located in tree lawns, resulting in the need for a wider than average tree lawn (eight feet minimum). The specific location of utilities within a particular TND street layout will be determined on a case by case basis.
- C. Street lighting systems, when provided, should be located in the tree lawns.
- D. Fences and landscaping within easements should meet the criteria as established in the Utilities Standards.

- E. Electric transformers should be located within 12 feet of a paved surface and when located adjacent to driving surfaces, should be protected from incidental vehicular damage. The electric transformer front, side and rear clearances are to be in accordance with Utilities Standards. Gas meter sets located near electric transformers must maintain separation as provided in the Utilities Standards (typically 15 feet minimum). In order to accommodate TND features, the electric utility design may require underground electric transformers, which shall be installed by Utilities at the developer's expense.
- F. Utilities should not be located within tree lawns, except for street lights and fire hydrants, and as described in B. above.
- G. Utility meters should be located with no less than three (3) feet of front clearance. Natural gas and electric meters adjacent to driving surfaces should be protected from incidental vehicular damage.
- H. Large telecommunication vaults should be located in alleys rather than the streetscape.

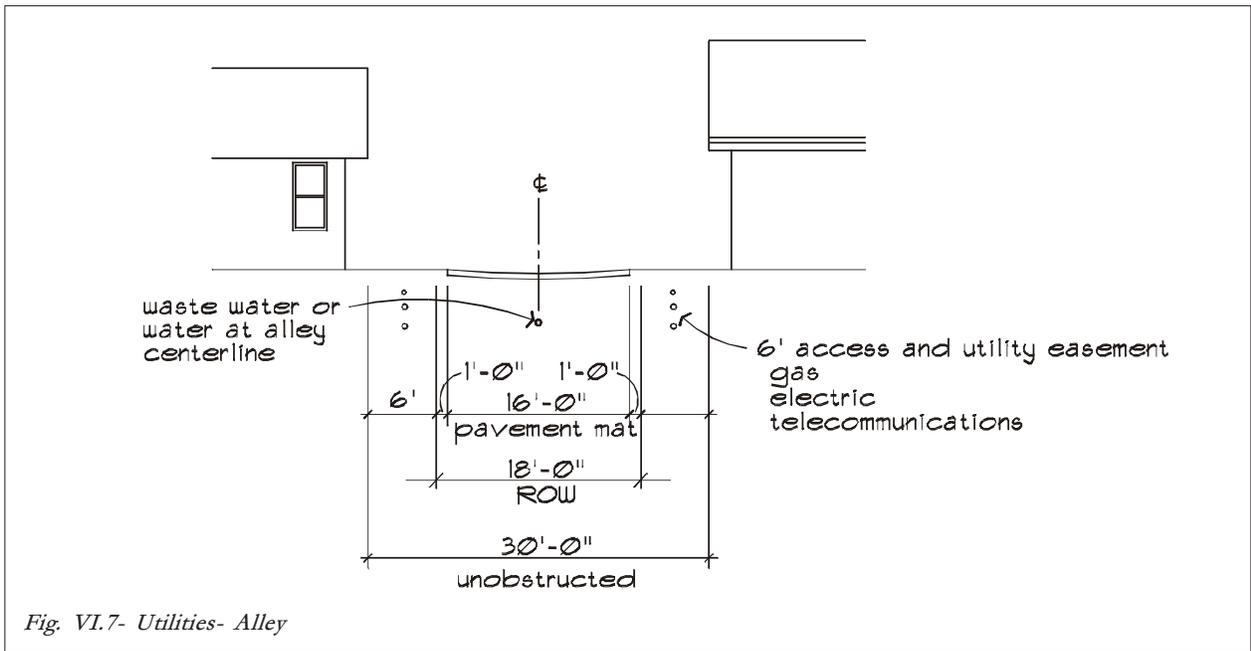
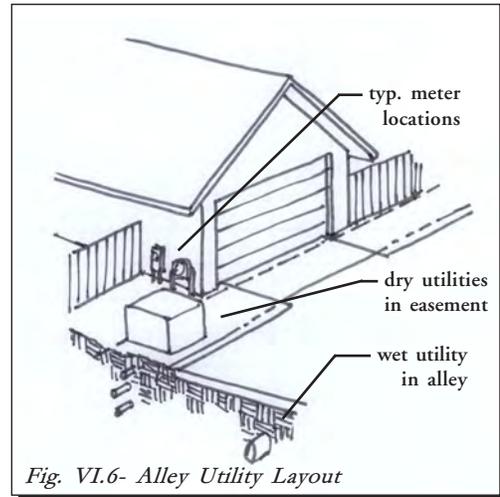
ALLEYS:

The alley design allows for a combination of wet and dry utilities, dependent upon the adjacent street type. (Fig. VI.6) In all street types where alleys are proposed, it is anticipated that all dry utilities will typically be located in the alleys except for main line facilities where they cannot be designed to fit into alleys.

Guidelines

The following design guidelines are recommended for a TND Alley:

- A. When located in alleys, dry utilities should be placed in common trenches within the six (6) foot easement located adjacent to the alley right-of-way.
- B. Alleys should contain no more than one wet utility. Wastewater lines, located along the centerline of an alley, should be permitted in alleys that are 400' or less in length. Water lines in alleys are not restricted by alley length.
- C. Direct access from the alley to utility improvements should be provided.
- D. Paving within any easement should be permitted only to provide access to garages and adjoining parking spaces.



E. Landscape materials allowed within the easements should be groundcovers, annuals, perennials or shrubs (no more than ten (10) feet in height and no more than six (6) feet in width) conforming to “Colorado Springs Utilities Site Design Guidelines” and standards and specifications.

LANE

The Lane is intended for residential use.

Guidelines

The following design guidelines are recommended for a TND Lane:

- A. A five (5) foot utility easement should be provided along both sides of the Lane. Additional dry utility easements may be required in certain instances.
- B. One wet utility should be placed in the Lane.
- C. Large telecommunication vaults should be located in alleys, either within the right-of-way or the easement.

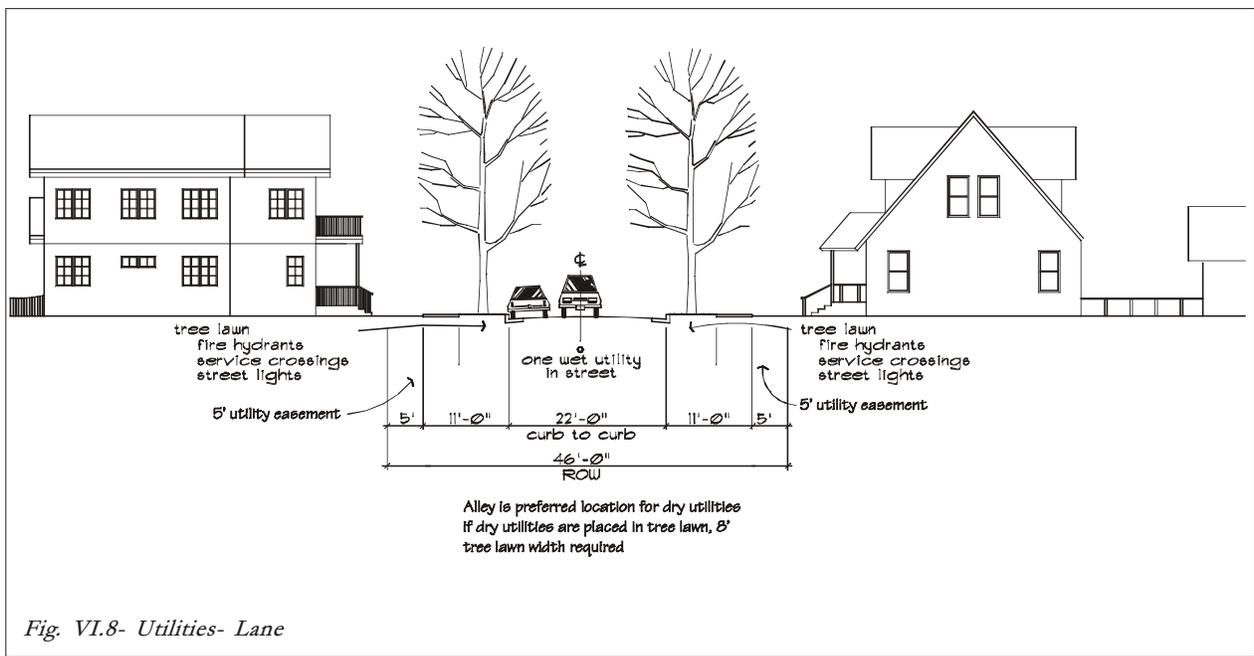


Fig. VI.8- Utilities- Lane

Traditional Neighborhood Development

TND STREET

The TND Street is similar to the lane in that it will serve residential land uses, ranging from single family to multi-family residential.

Guidelines

The following design guidelines are recommended for a TND Street:

- A. A five (5) foot utility easement should be provided along both sides of the TND Street. Additional dry utility easements may be required in certain instances.
- B. Both wet utilities may be located in the street, or one wet utility may be located in the alley, subject to CSU approval.
- C. Large telecommunication vaults should be located in alleys, either within the right-of-way or the easement.

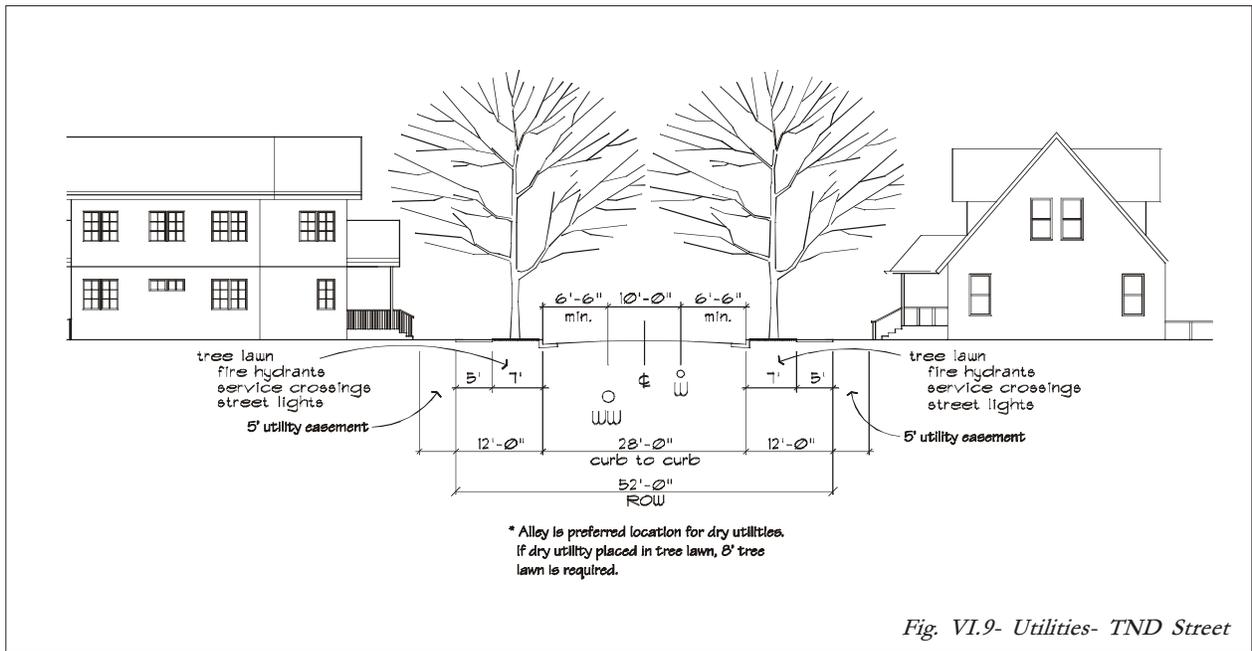


Fig. VI.9- Utilities- TND Street

NEIGHBORHOOD STREET

The Neighborhood Street will serve residential land uses, ranging from single family to multi-family residential. An alley is not required.

Guidelines

The following design guidelines are recommended for a TND Neighborhood Street:

- A. A five (5) foot utility easement should be provided along both sides of the Neighborhood Street. Additional dry utility easements may be required in certain instances.
- B. Both wet utilities may be located in the street. If an alley is provided, one wet utility may be placed in the alley, subject to CSU approval.

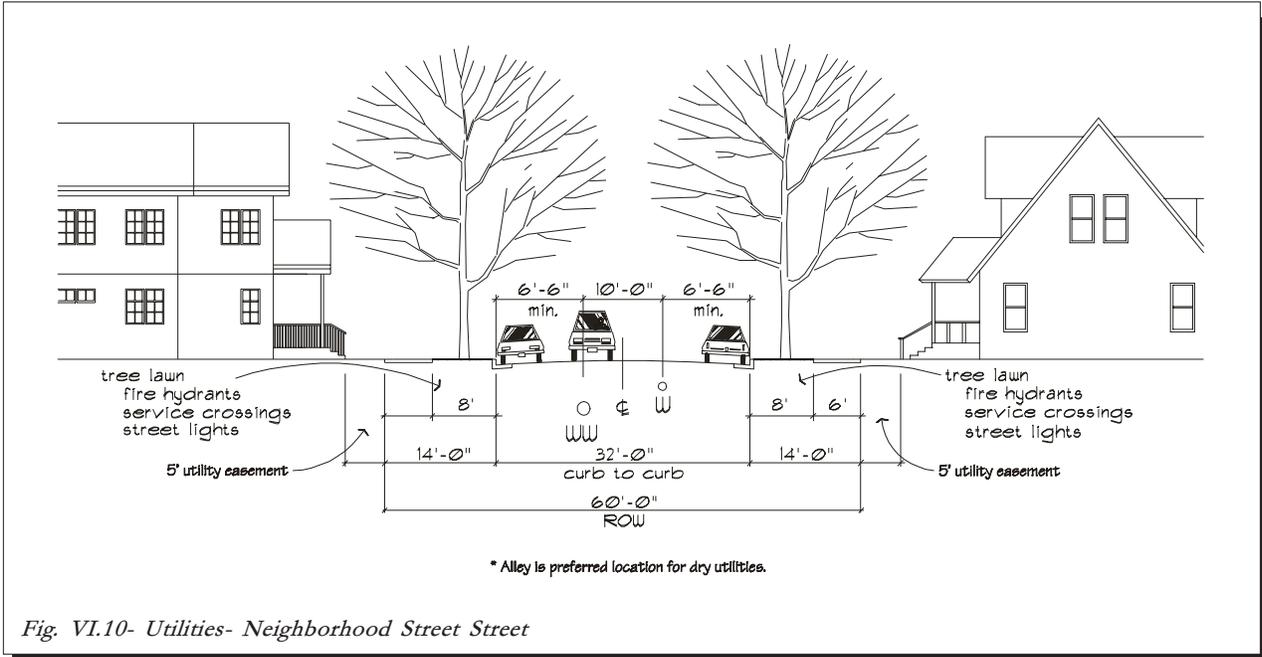


Fig. VI.10- Utilities- Neighborhood Street Street

Traditional Neighborhood Development

MAIN STREET

The Main Street provides access to residential and commercial use, and mixed-use. Alleys are required. Often this street type contains utility infrastructure that serves the greater demands of commercial land use as well as residential use.

Guidelines

The following design guidelines are recommended for a TND Main Street:

- A. Both wet utilities may be located in the street. Alternatively, one wet utility may be placed in the alley subject to CSU approval.
- B. To properly site above ground, electric transformers, the final building layout may need modification to enable adequate clearance without adversely affecting alley access.
- C. Dry utilities may be located in the right-of-way, including the tree lawn and area adjacent to buildings. Where dry utilities are placed in tree lawns, tree lawns are to be designed to accommodate dry utilities, streetlights and fire hydrants as well as the trees. Additional dry utility easements may be required in certain instances.

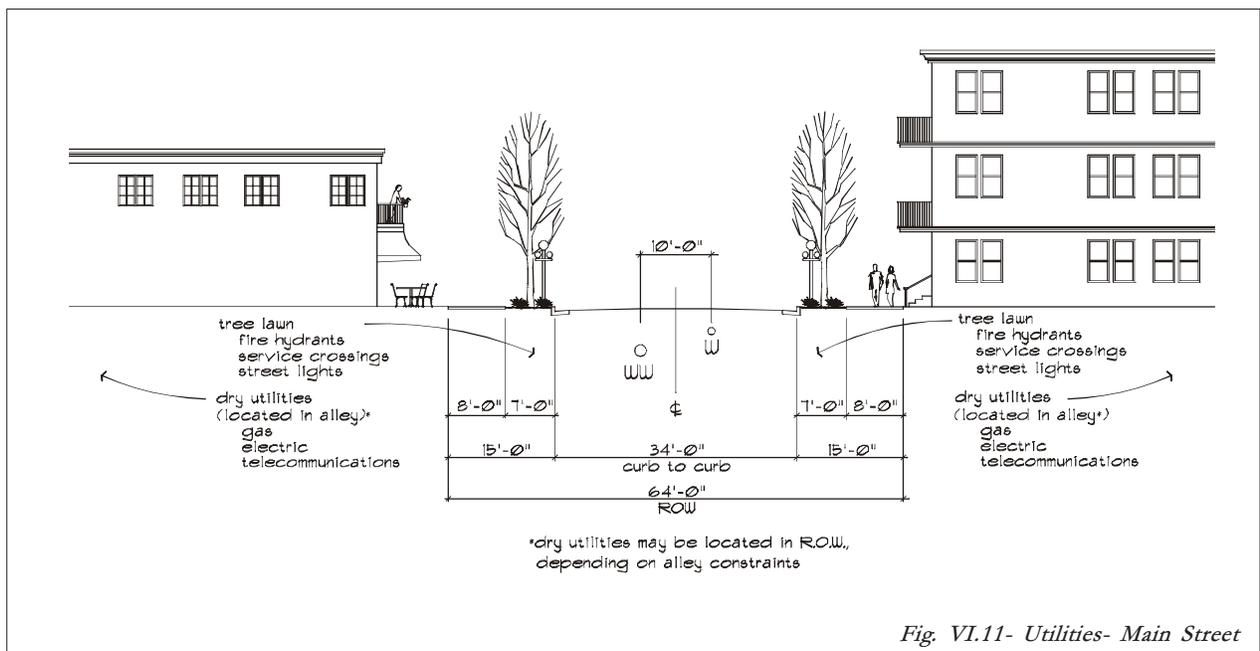


Fig. VI.11- Utilities- Main Street

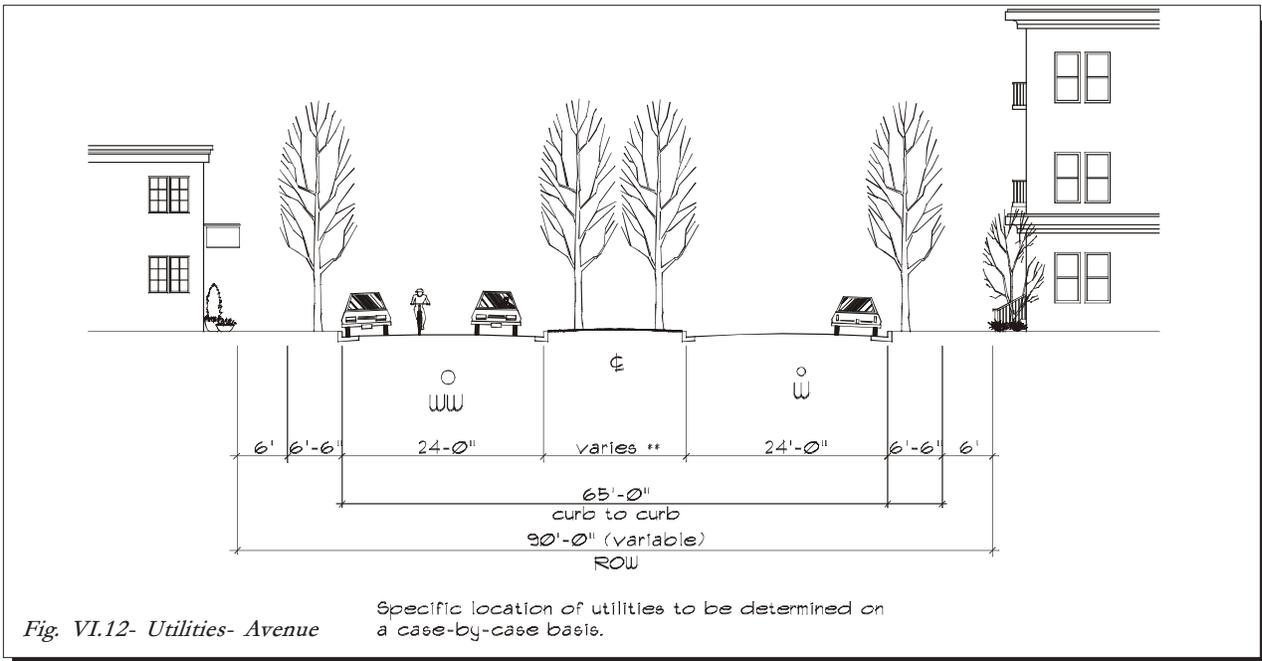
AVENUE

The Avenue connects neighborhoods to Neighborhood Centers and commercial uses. Avenues commonly contain major utility lines. Alleys are optional.

Guidelines

The following design guidelines are recommended for a TND Avenue:

- A. The location of utilities should be determined on a case by case basis in consultation with CSU.
- B. Wet utilities should be located within the paved area.
- C. Gas lines are commonly located in the paved area while electric lines are located back of curb in the tree lawn and adjacent spaces. Gas/electric joint trench installations should be located back of curb in the tree lawn, and the tree lawn may need expanding to allow utilities. Additional dry utility easements may be required in certain instances.



Traditional Neighborhood Development

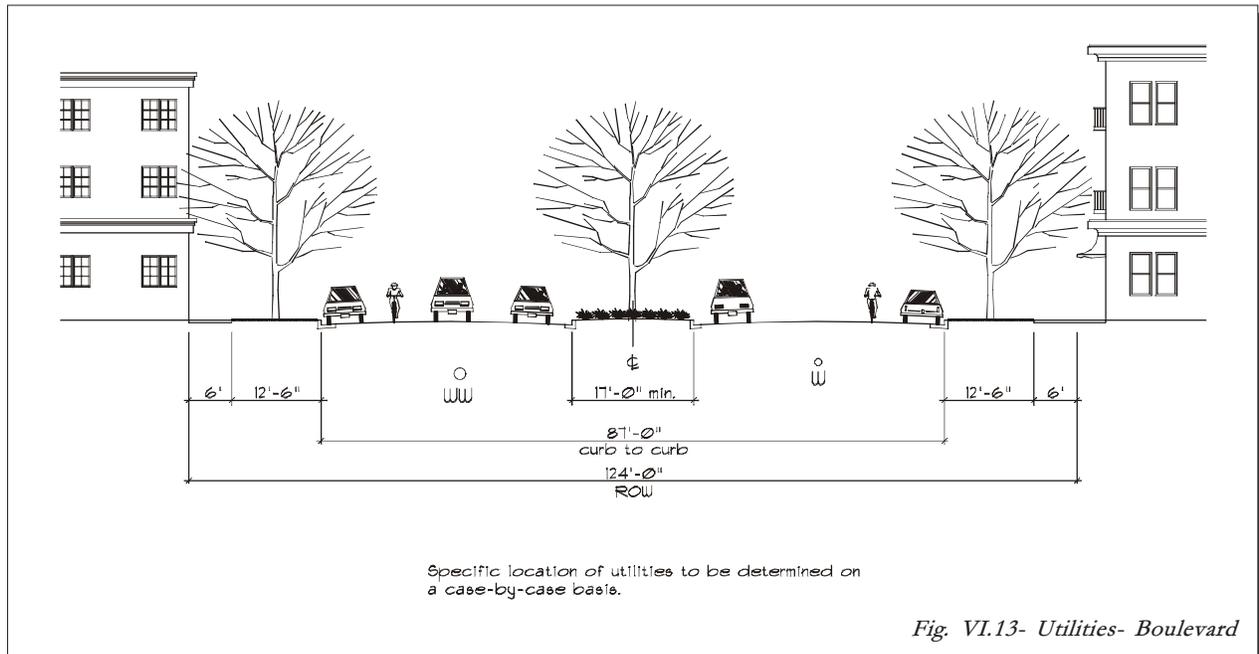
BOULEVARD

The Boulevard is used access to commercial and mixed-use areas, carries regional traffic.

Guidelines

The following design guidelines are recommended for a TND Parkway:

- A. The location of utilities should be determined on a case by case basis in consultation with CSU.
- B. Wet utilities should be located within the paved area.
- C. Gas lines are commonly located in the paved area while electric lines are located back of curb in the tree lawn and adjacent spaces. Gas/electric joint trench installations should be located back of curb in the tree lawn. Additional dry utility easements may be required in certain instances.



PARKWAY

The Parkway is used for regional traffic.

Guidelines

The following design guidelines are recommended for a TND Parkway:

- A. The location of utilities should be determined on a case by case basis in consultation with CSU.
- B. Wet utilities should be located within the paved area.
- C. Gas lines are commonly located in the paved area while electric lines are located back of curb in the tree lawn and adjacent spaces. Gas/electric joint trench installations should be located back of curb in the tree lawn. Additional dry utility easements may be required in certain instances.

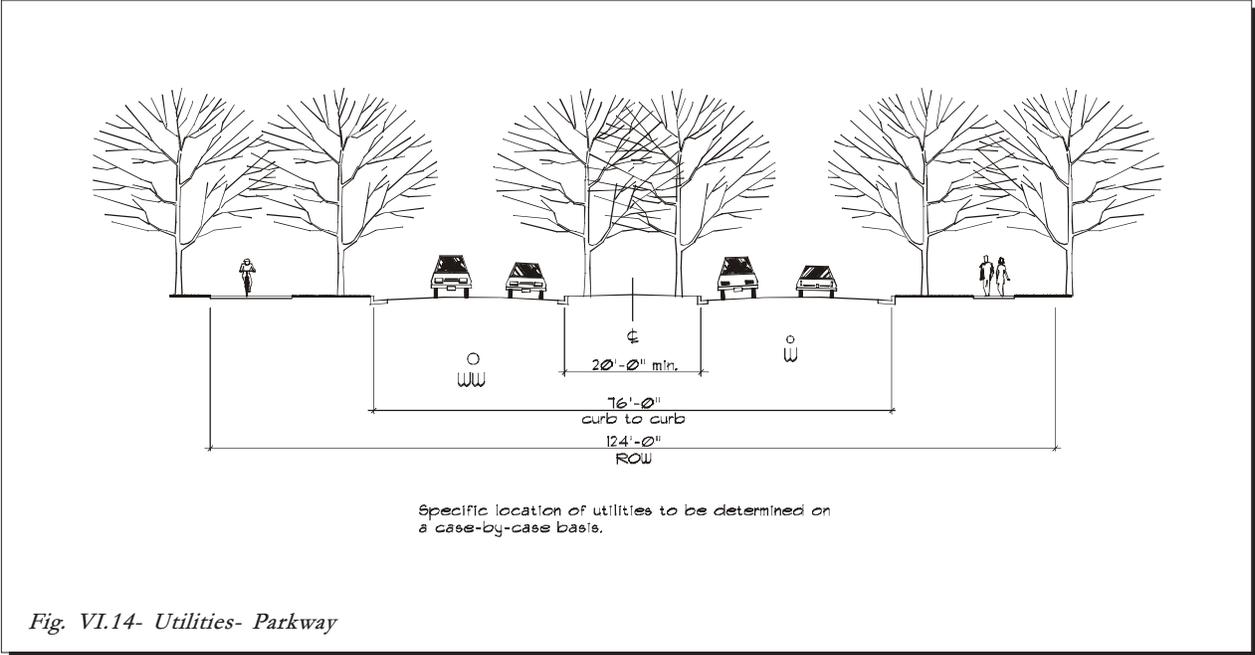


Fig. VI.14- Utilities- Parkway

Definitions

Accessory Dwelling Unit: A dwelling unit allowed in specific zones that is subordinate to the principal residential unit on the lot and which is located upon the same lot as the principal unit. An accessory dwelling unit is under the same ownership as the principal unit and it may be used for either residential or home occupation uses, subject to standard city regulations related to home occupations.

Balcony: A platform above the first floor that projects from the wall of a building and is surrounded by a railing or balustrade.

Building Articulation: The architectural details of a building façade that create architectural detail, such as varied façade planes, windows and awnings. Buildings are usually articulated in order to modulate the building mass and create visual interest.

Build-to line: The line at which construction of a building façade is to occur on a lot. A build-to line runs parallel to, and is measured from, the front property line and is established to create an even (or more or less even) building façade line on a street.

Build-to Zone: An area of a lot designated for placement of a building facade along a street, located parallel to a front property line. The Build-to Zone defines an area in which the locations of building fronts can vary within a specified range.

Clear Zone: An area inside the curb radius, within the sidewalk or tree lawn, that is kept clear of all objects and trees, to provide emergency vehicle clearance.

Common Area: Any portion of a development that is designed for the common usage of the owners and residents within a development. These areas may include plazas, private parks and open spaces, and in some cases parking lots and pedestrian walkways. Maintenance of such areas is the responsibility of a private entity, and is normally set forth in the form of private restrictive covenants, which guarantee the private maintenance of these areas.

Compatibility: The characteristics of different land uses or activities that permit them to be located near each other in harmony and without conflict. To determine compatibility, the following characteristics of the uses and structures shall be reviewed relative to other affected uses and structures: location, orientation, operation, scale, and visual and sound privacy.

Connectivity: The interconnectedness of streets, bicycle paths, transit routes and pedestrian ways. This is in contrast to use of dead-end streets, long streets with few intersections and cul-de-sacs.

Design Guidelines: Written statements, explanatory material, graphic renderings and/or photographs which are advisory recommendations intended to provide property owners and the public with specific examples of techniques and materials that can be used to achieve adopted standards.

Design Standards: Written statements adopted in the Zoning Code by City Council that set forth the required criteria, goals or objectives for the design of particular areas, systems and elements of the city and how they relate to one other.

Façade: That portion of any exterior elevation on the building extending from grade to top of the parapet, wall or eaves and the entire width of the building elevation.

Fence: A structure made of wood or other material that provides screening or encloses an area, most often a front or back yard.

Fully Shielded Lighting Fixture: A light fixture that is constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal

Greenway: A linear open space or park that provides passive recreation opportunities and/or bicycle or pedestrian paths. It often contains a waterway with surrounding natural, creek environment including water channels, floodplain and riparian vegetation.

Greenway Development: A structure (residential or commercial) that has its primary front entrance facing a courtyard or landscaped open space commonly called a greenway. Pedestrian sidewalks are included in the greenway and provide access to public streets that intersect the greenway, as well as to the front doors of the units. Vehicular access to each structure or unit is provided from alleys or streets in the rear with parking in back (often in a garage).

Human Scale: The relationship between the dimensions of the human body and the proportion of the spaces that people use. This is underscored by surface texture, activity patterns, colors, materials and details. The understanding of walking distances and spatial perceptions at a human scale determines the most positive placement of buildings, and the physical layout of the community. Buildings ranging in height from two to six stories, trees, and pedestrian scaled signs and street lights, textured pedestrian paths, and semi-private spaces all enhance this positive scale.

Live/Work Unit: A residential use type that combines a dwelling and a commercial space under single ownership in a structure. The residential portion of the unit shall contain at least four hundred square feet (400 sq. ft.) of gross floor area. The commercial space shall allow activities compatible with residential use with respect to noise, smoke, vibration, smell, electrical interference, and fire hazard, and may include such uses as professional services and offices, and the creation, display and sale of art, craftwork, jewelry, fabrication of cloth goods and similar activities.

Mixed-use Development: Development that integrates two or more land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Parking, shared: Off-street parking that is shared by one or more adjacent uses that do not have the same peak service times. An example of different peak service times might be an office building with occupancy from 8 a.m. to 5 p.m. weekdays, and a movie theatre with peak usage time from 5 p.m. to 10 p.m. weekdays, and on weekends.

Parkway: A type of street defined in the TND street standards.

Pedestrian-oriented Development: Development that incorporates safe, attractive, and continuous connections and walkways for travel and access by foot, at a human scale, as an integral part of its overall layout and design.

Plaza: A community gathering space, sometimes called a square, usually designed with seating areas, and with a variety of ground-plane finishes such as hard-surfaces, lawn and landscaping. It is often designed as a Focal Point with an amenity such as a fountain, and it may be bounded on one or more sides by a civic or commercial use in the neighborhood or commercial center.

Traditional Neighborhood Development

Porch: A first-story structural projection on the front, side or rear of a building, which may or may not have a roof.

Shared Parking and Cross Access Agreement: An agreement filed with the County Clerk and Recorder's Office that describes and defines the shared use of parking by the users of two or more properties characterized by differing peak user times and/or days. The agreement shall identify the properties involved and the owner(s), maintenance and operation responsibilities, the projected uses and the associated parking formulas, and the peak parking times and days. Also, the agreement shall guarantee cross access to associated entryways, drives, aisles, maneuvering areas and parking areas, and shall reference the Development Plan that displays the referenced information.

Streetscape: The area that lies between the street curb and the façade of the adjacent buildings. Its role is to define the distinguishing character of a particular street, including landscaping, tree lawns, sidewalks and other surfacing, lighting, street furniture and signage.

Traditional Neighborhood Development (TND): A pedestrian-oriented residential neighborhood, with variable lot widths and sizes, a mix of dwelling unit types, on-street parking, and non-residential uses generally located in a neighborhood commercial center along a Main Street or fronting on a plaza. The ideal size of the neighborhood is defined as a five to ten minute walk from the Neighborhood Center.

Transparent: Relates to glass in wall openings such as windows, which allow views into and out of a building. Windows or glazed areas that incorporate glass that is translucent or opaque shall not be considered transparent.

Tree Lawn: An area of the street right-of-way between the curb and the sidewalk, planted with landscaping.

View Corridor: The line of sight identified as to height, width, and distance of features (usually natural) of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Definitions for TND in the TND Section of Zoning Code.

These definitions are specific in application to TND only.

Activity Area: A space within the neighborhood that is used for recreation, gatherings, civic uses or neighborhood services such as a Neighborhood Center with retail and service commercial uses.

Civic Use in TND: An activity involving civic use types as defined in the City Zoning Code with exception of the following, which are excluded from a TND development: private clubs that do not allow public membership, crematory, detention facilities, maintenance and service facility. The purpose of a Civic Use in TND is to provide a neighborhood-serving space as an amenity.

Focal Point: A visual landmark. It commonly identifies the Neighborhood Center and contributes to establishing the character of the development. The Focal Point may be a statue, a plaza, a pavilion or some other structure or focused area that defines the heart or center of a development.

Landscaped Median: That raised portion of a TND Avenue, Boulevard, or Parkway located between opposing flows of vehicular traffic and landscaped to standards of the City Parks, Recreation and Cultural

Services Department and the City Public Works Department.

Monolithic: A structure that is uniform or massive in character and has little in the way of human scale, design or building articulation.

Neighborhood Center or Core: A higher density and intensity area, commonly with commercial land use, within walking distance of the surrounding residential neighborhoods. This area usually has land uses that provide services to the surrounding residences, including eating and drinking establishments, retail commercial and civic uses. There may also be buildings designed for light manufacturing, employment and mixed uses.

Open Space within a TND Zone District: Open Space shall be formative rather than residual, and must be comprised of land with significant features, either natural, recreational, aesthetic or cultural, that warrants permanent preservation. Open Space is incorporated into the development as character defining area, and land that is “left over” (i.e. not considered appropriate for development of buildings) with no recreational usefulness, or is in narrow linear strips along roadways, is not considered open space for the purposes of being counted toward the minimum amount of open space/parks provided as required in the TND Zone.

Parks

Neighborhood: A recreational tract oriented to all age groups but having less emphasis on the development of structured, heavily programmed facilities. It is often located adjacent to elementary schools for the sharing of playground facilities. The City attempts to provide 2.5 acres per every 1,000 residents in these types of parks.

Traditional: 3.5-20 acres in size, designed for the surrounding neighborhood within .5 mile radius. Often accessible by streets on 1 or 2 sides. Facilities and improvements typically found are playground equipment, basketball courts, landscaping, picnic areas and informal fields.

Small: .25-3.49 acre sites designed to serve homes within .25 miles of the park. They should have street frontage. Facilities typically are sodded areas for informal play, playground equipment and picnic facilities.

Passive Recreation Use: Uses that do not require a structured program or developed facility such as a ball-field. These uses involve such activities as hiking and bicycling on trails, picnicking, and playground equipment use.

Queuing Areas: An area within a street where parking is prohibited in order to allow cars to pass or for emergency vehicle use.

Utilities

Wet: Colorado Springs Utilities water lines and wastewater lines.

Dry: Colorado Springs Utilities natural gas lines and electric lines, and public and private telephone, data, cable, fiber optics and other similar systems.

Vista termination: The terminus of a street or open space/park that is occupied by an important building or other memorable structure or view, that “anchors” the end of the street or open space/park.