



**Land Use and Development Code Update Committee
Monday, April 11, 2022, 6:00 PM
Public Meeting Room / Eagle Town Hall
200 Broadway, Eagle, CO 81631**

This agenda and the meetings can be viewed at www.Townofeagle.org.

PUBLIC WIFI - TOEG – townofeagle2019

MEETING ACCESS INFORMATION

This will be an in-person meeting with Zoom access.

Meeting access can be found here: <https://us06web.zoom.us/j/89874391007> | Meeting ID: 898 7439 1007

6:00 PM – MEETING CALLED TO ORDER

APPROVAL OF MINUTES

1. Minutes dated March 14, 2022

DISCUSSION

1. Parking and Lighting Overview
2. Future Agenda Items

ADJOURN

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Nikki Davis
Nikki Davis
Administrative Technician II



MEETING MINUTES
Land Use and Development Code Update Committee
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200 Broadway, Eagle, CO 81631

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MEETING ACCESS INFORMATION

This was an in-person meeting with access for the public to attend via Zoom.

6:00 PM MEETING CALLED TO ORDER

Chair Hoiland called the meeting to order at 6:05 PM.

COMMITTEE MEMBERS PRESENT

Kyle Hoiland, Rick Pylman, Scott Schlosser,
Dawn Koenig, Jack Albertson
Allison Kent (via Zoom)

COMMITTEE MEMBERS ABSENT

Scott Turnipseed

STAFF

Chad Phillips – Community Development Director
Peyton Heitzman – Planner II
Jessica Lake – Planner I (via Zoom)
Nikki Davis – Administrative Tech II
Elizabeth Garvin – Clarion Associates
Don Elliott – Clarion Associates (via Zoom)

APPROVAL OF MINUTES

1. Minutes dated February 7, 2022

The February 7, 2022 meeting minutes were approved without change.

DISCUSSION

1. Installment 1: Zone Districts and Uses

Garvin presented an overview of existing land use maps, sub area plans, and current zone districts. First, Clarion focused on aligning the land use planning documents with the zone districts. After review and analysis, Clarion drafted new zone district categories for the Town to consider. The greater intent is to ensure future development in those districts match the Town's needs. The Code Assessment report also provided recommended district line up changes.

One of the main proposed changes revolved around residential districts. Garvin included a detailed table to summarize. She also noted that naming conventions are moving away from 'family' to 'unit'.

Koenig asked why Downtown Residential was categorized under Commercial. Garvin replied the way the draft reads now, it could allow neighborhood-scale commercial uses such as a dry cleaner or nail salon.

Albertson added there has been discussion around first-floor commercial to strengthen the Town's sales tax base; can vacant commercial spaces be filled in with residential? Garvin suggested identifying what districts are strict on first-floor commercial.

Pylman suggested creating a housing zone district such as government deed restricted to support projects like West Eagle. Clarion proposed creating a Civic Campus district that will allow housing, likely by right. Or, establish an affordable housing district with its own development standards and incentives.

Public Comment: Local businesses have expressed interest in donating funds to development projects if business owners can secure work force housing. This is easier to do on public property.

Koenig proposed creating a manufactured home zone designation and to consider allowing these unit types in some of the zone districts.

Lake asked what density is more appropriate in downtown neighborhoods: residential or commercial.

As development sprawls away from Broadway, it would be difficult to make land use uniform because of the varying development goals around town. Elliott noted that multiplying zone districts will complicate the administrative process.

Clarion has created a shell district for Grand Avenue (Commercial Mixed-Use 2 / CMX2) to help with build out. However, at this stage, the Grand Avenue Corridor Study is more of a design plan versus land use.

Albertson had concerns about building scale in the Central Business District. Schlosser expressed the Town has a parking problem downtown and that the Town should consider a space for a parking garage.

Public Comment: The main intent of downtown is to promote density. Downtown is the heartbeat of the community and we need to preserve its character. Garvin stated that historic preservation standards will likely be drafted into the districts to minimize overlays.

Public Comment: We need to listen to other community leaders who are pushing for increased building height as a means to increase housing stock. Koenig asked if the Fire District has equipment to service taller buildings.

The committee discussed tiny home standards and if they could be considered an accessory dwelling unit.

Last, Clarion is reviewing the Use Tables. A main initiative is to minimize the number of projects that require special use review. Elliott suggested implementing a Send Up (by staff) / Call Up (by Planning Commission or Town Council) administrative process which can be subject to appeal.

2. Future agenda items

The next committee meeting will be April 11, 2022.

New committee candidates will be presented to Town Council at the March 22nd meeting.

The committee will begin brainstorming public outreach efforts targeted for late April or early May.

ADJOURN

Meeting adjourned at 8:00 PM.

Town of Eagle

Land Use & Development Code Update

Parking and Lighting Overview

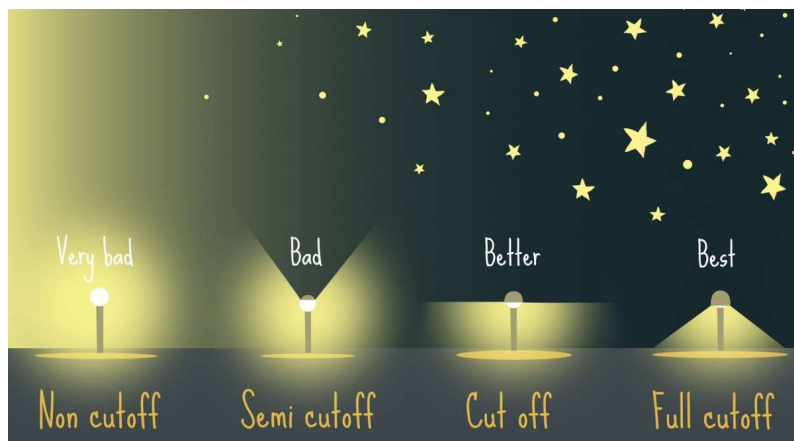


The April LUDC Update Committee discussion will be focused on a discussion of the current and updated parking and outdoor lighting regulations.

Meeting Agenda

1. Project schedule update
2. Parking regulations
 - a. Overview of current planning goals and strategies, summarized below
 - b. Discussion of 2017 Parking Study (summary attached, [full study](#) on the Town website)
 - c. Contents of current parking regulations (Sec. 4.07.140 and district-specific standards, attached)
 - d. Discussion of peer community parking approaches (survey attached and parking structure information below)
 - e. Identify potential revisions
3. Outdoor lighting regulations
 - a. Overview of current planning goals and strategies, summarized below
 - b. Discuss effectiveness of current regulations (Sec. 4.07.010, attached)
 - c. Code update questions:
 - i. What are we trying to achieve? Dark skies, safety, anything else?
 - ii. How simple can we make the standards to achieve this goal? If we focus on downcast and opaquely shielded fixtures where the source can't be seen beyond the property line, along with limits on bulb/source brightness, what unintended consequences could arise?
 - d. Identify potential revisions

Illustration of lighting cutoff types



Planning Goals and Strategies for Parking

The Town has adopted the following policy goals, strategies, and actions to guide the parking regulations:

Elevate Eagle

1. Goals
 - a. Conduct a parking study after completion of Broadway Station and consider a parking in-lieu of fee and potential sites for a Central Business District overflow parking lot or structure.
 - b. New development is encouraged to include landscaping consistent with the mature area including extended sidewalks, pedestrian amenities, and parking enhancements.
 - c. Mixed-use developments should provide adequate pedestrian amenities/facilities including off-street parking, sidewalks, landscaped areas/planters, gathering areas and nighttime lighting (that is appropriate to dark sky standards but provides adequate lighting for night recreation, safety, and entertainment).
2. Actions:
 - a. Address parking Downtown (e.g. site identification for public parking opportunities; fee-in-lieu of parking within the Downtown core; ease of parking requirements to encourage redevelopment; increased shared parking areas; investigation into a parking app, etc.).
 - b. Identify key access points along the Eagle River for recreation and provide wayfinding, signage and parking at only these key locations.
 - c. Create a policy to allow installation of bicycle racks to offset parking requirements.
 - d. Create a parking management plan that implements maximum parking standards for key locations; incentives for shared parking and building-integrated parking; fee-in-lieu or impact fee structures to fund parking structures and/or mobility hubs; and paid parking or time-limited parking.
3. Design Concept: mixed-use development should have shared parking

West Eagle Sub Area Plan

1. Encourage a neighborhood parking plan to efficiently address new commercial parking needs. While some convenient parking is permitted in front of buildings along Highway 6, larger parking lots required by more intensive development proposals should be located in the rear yard of the buildings. A clear connection from Highway 6 to these larger parking lots should be part of the overall design.
2. Design concepts:
 - a. Parking should be located behind buildings.
 - b. Some limited convenience parking could exist along Grand Avenue.

Eagle River Corridor Plan

Mixed-Use District: Parking - To help facilitate maximum build-out and reduce the amount of off-street parking needed, on-street parking should be permitted on all streets within the RMU area. Shared parking facilities are encouraged to accommodate the parking needs for multiple buildings/uses. Tuck-under parking and structured parking are encouraged where feasible. Large expanses of surface parking are discouraged. If surface parking lots are necessary, they should be located behind buildings or given landscape treatments to minimize their impact on the pedestrian experience along streets in the RMU area.



Boulder, Colorado



Denver, Colorado



Eagle, Colorado

Creative Parking Solutions

Creative approaches to parking are encouraged in the RMU area. Tuck-under parking, wrapped parking structures, and on-street parking are a few examples of appropriate parking solutions.

East Eagle Sub Area Plan

1. Goal: The EESAP area will include adequate parking areas located and buffered to avoid visual blights as seen from I-70 and Highway 6.
 - a. Policy 8.1. Portions of parking lots should be encouraged to be located to the rear of buildings with buildings situated closer to the street front age. Look for opportunities for consolidated parking lots with shared parking and internal connections within parking lots.
 - b. Policy 8.2. Parking lots should provide sufficient landscaping for shade coverage.
 - c. Policy 8.3. Developments that provide employee housing units shall provide on-site parking and shall avoid dependence on on-street parking for employees and guests.

Additional Peer Community Parking Information

The following peer communities have parking structures:

1. Breckenridge (image on the next page)
 - South Gondola Parking Structure (2020), 950 stalls, \$41 million
2. Glenwood Springs
 - 9th and Cooper parking garage (2013) 149 stalls, \$4 million

- 3. Steamboat Springs
 - Downtown Garage
 - Steamboat Square Garage



The structure will be completed in November 2021.

Parking During Construction:

During the construction of the South Gondola Lot Parking Structure, the Town of Breckenridge encourages all guests to park out at the free Airport Road Lot.

Employees will continue to park based on their employee permit restrictions or at the Airport Road parking lot.

The Town of Breckenridge encourages all residents, employees, and locals to utilize alternate modes of transportation, such as biking, during this time.

Quick Facts about the South Gondola Lot Construction:



When finished, the South Gondola lot will hold approximately **950 cars** (surface lot + parking structure), with 400 net new spaces.

About **\$10.5 million** of the cost of construction (\$38 million) will stay within the community towards **local contractors, workers, and suppliers.**

The project includes pedestrian improvements for connectivity to the **Blue river, Rec Path, and the core of town.**

Planning Goals and Strategies for Outdoor Lighting:

The Town has adopted the following policy goals, strategies, and actions to guide the outdoor lighting regulations:

Elevate Eagle

1. Goals
 - a. Apply dark night sky standards consistently to all proposed outdoor lighting systems, and work to retrofit existing systems over time.
 - b. Mixed-use developments should provide adequate pedestrian amenities/facilities including off-street parking, sidewalks, landscaped areas/planters, gathering areas and nighttime lighting (that is appropriate to dark sky standards but provides adequate lighting for night recreation, safety, and entertainment).

Next Steps

1. Draft updated parking standards
2. Review outdoor lighting standards for potential simplifications

EXECUTIVE SUMMARY

The Town of Eagle has engaged WALKER Consultants to complete a *Downtown Parking Study* (or the “Plan” for the purposes of this document).

The goals of this Plan are to evaluate current supply and demand conditions within the downtown core, bounded by Grand Avenue to the north and west, Capitol Street to the east, and 5th Street to the south. Further, WALKER was tasked with developing recommendations for parking policy and management in Eagle, using a review of existing off-street parking requirements and guidelines set forth in the Eagle Municipal Code, and incorporating industry best practices.

Based on the team’s findings and recommendations, Eagle’s leadership now has the exciting opportunity to make important, impactful changes for the Town. These changes will help to ensure that the downtown parking supply will continue to serve its users well; that existing regulations are effectively and equitably enforced; that any and all changes to parking regulations or enforcement of said regulations are well-communicated to the public; and that parking will not be a major financial or practical deterrent to downtown’s continued development.

Following are key findings from this study:

- **Supply Sufficiency:** Eagle’s existing downtown parking supply is more than sufficient to meet current demand, though there are a small number of localized shortages that can be alleviated by upping enforcement of existing regulations. The efficiency of current supply could be further improved by increased signage and, eventually, paving and striping of existing unimproved rights-of-way used for parking.
- **Public Right-of-Way:** The lack of enforcement of certain regulations, namely Section 11.10 of Eagle’s municipal code, which permits the impounding of stored and/or abandoned vehicles on public property, is seriously jeopardizing the integrity of the public rights-of-way in downtown Eagle.
- **Community Education:** Many community members are unaware of existing parking regulations, some of which are essential to the integrity of Eagle’s public rights-of-way. Targeted outreach and education on these regulations and the benefits they offer to the community is essential.
- **Private Off-Street Parking:** At present, many developers are deterred by existing off-street parking requirements in Eagle’s downtown. Those who still choose to develop frequently apply for variances from the off-street parking requirements, thereby undermining the existing regulations and taking up significant staff and elected official resources.

Following are key action items recommended by this study:

- **Enforcement of existing parking regulations.** The Town of Eagle has already adopted a number of excellent parking regulations that could offer great benefit to the community, but are not adequately enforced, primarily because of current staffing levels. These regulations include Section 11.10 of Eagle’s municipal code, as well as the two-hour parking restriction along Broadway. As such, WALKER

recommends that the Town consider hiring one additional staff member dedicated to parking/code enforcement (either part-time or full-time, depending on need as determined by impacted departments).

- **Demarcation of parking within unimproved rights-of-way.** WALKER recommends that the Town develop and install signage detailing how to park on all unimproved rights-of-way, and treating this instruction as an enforceable regulation. Eventually, WALKER recommends that the Town look towards paving and striping all unimproved rights-of-way used as parking.
- **Community Education plan.** WALKER recommends that the Town embark on a Community Education program in the first quarter of 2018 to provide information to community members about existing parking regulations and their benefits. The Community Development department is already in the process of implementing this recommendation.
- **Changes to off-street parking requirements.** WALKER recommends that updates to the Town’s land use code include revision of the off-street parking requirements to include increased opportunity for administrative reduction of requirements without undergoing a variance process. Specific recommendations include:
 - Consider adopting a uniform off-street parking requirement of 1.5 or 2 spaces per 1,000 square feet of new development in the Central Business Zone and Broadway Districts.
 - Maintain existing off-street parking requirements outside of these Districts, with a review every two years by the Planning Commission to determine whether and where to extend the uniform off-street parking requirement of 1.5 or 2 spaces per 1,000 square feet.
 - Include a separate off-street parking requirement for studio and “micro” multifamily residential units at 1 space per unit.
 - Amend Section 4.070.050 H to require a shared parking study performed by a third party experienced in producing such studies. Allow for up to a 25% reduction from the required off-street parking with approval from the Community Development Director; reductions higher than 25% should require approval from the Planning Commission.
 - Allow for a reduction of up to 10% with approval from the Community Development Director for multimodal infrastructure, such as bike share, fixed bike parking, fixed and covered bike parking, car share, etc.
 - After new parking requirements and reduction opportunities are in effect, review development impact annually for five years. This review should be performed by the Community Development Director, with report-outs to the Planning Commission and Town Board.
- **Near-term and mid to long-term funding allocations.** WALKER recommends that Eagle take near-term (1 to 2 years) action to fund the following recommendations discussed in this report:
 - One additional staff person to assist in regular enforcement of existing parking restrictions and other restrictions as added (e.g. demarcation of how to park within a certain block face).
 - Signage to demarcate how patrons should park within rights-of-way in the study area and show drivers where parking is available.

- Staffing and/or consultant time to create parking brochure and other communications with Eagle citizens.

In the medium term (5 to 7 years), WALKER recommends that Eagle take action to fund the following additional items:

- Paving and striping of unpaved rights-of-way dedicated to on-street parking.
- Handheld LPR units for enforcement staff.

This Plan is organized into five sections, as listed below. Each topic-based section focuses primarily on findings and recommendations pertaining to that particular topic. The Implementation section of the Plan focuses primarily on methods and considerations for “rolling out” changes to parking policy and framework.

PLAN SECTIONS AND ORGANIZATION

- I. Plan Context and Input
- II. Existing Supply and Demand
- III. Supply and Demand Management
- IV. Code and Policy
- V. Implementation

Section 4.07.140. - Parking standards.

In order to ensure that safe and convenient off-street parking is provided to serve the requirement of all land uses in the Town, and to avoid congestion in the streets, the requirements of this chapter shall be minimum requirements for all land uses, unless specifically excepted herein. Additional spaces above the number required may be installed, but the maximum number of access ways to and from parking areas shall not be exceeded.

A. *Applicability.*

1. Except as provided herein, the provisions of this chapter shall apply to all uses established or commenced on or after the effective date of the ordinance from which this Title is derived. For uses existing on this date, parking spaces or areas existing on this date shall not be diminished in number or size to less than that required for such use under this chapter.
2. When an existing use or building is expanded, as measured in floor area used, off-street parking, loading areas and landscaping shall be provided as required for the added floor area, whether or not they were provided for the existing use or building.
3. When the use of an existing building or space is changed to either:
 - a. A use in a different use category as set forth in Subsection (C) of this section; or
 - b. A use in the same use category which requires more off-street parking than the existing use;off-street parking, loading areas and landscaping shall be provided as required for the new use, whether or not they were provided for the existing use; provided, however, the requirements contained in this subsection shall not apply in the Central Business Zone District (CBD) or Broadway District.
4. Parking as a use accessory to a lawful land use shall be allowed in all zone districts, except that commercial parking, wherein fees are assessed to those using the parking, shall be limited to those zone districts allowing commercial and office uses.

B. *Parking plan.*

1. Except for single-family and two-family dwellings, no use requiring parking shall commence before review and approval by the Town Planner of a parking plan. The parking plan shall be drawn to a scale, accuracy and level of detail determined by the Town Planner as necessary to demonstrate compliance with the provisions of this chapter. The parking plan shall depict the following, as required pursuant to this chapter: parking and loading spaces; circulation areas; curb cuts; dimensions and material of screening and/or landscaping; proposed drainage, grading, surfacing and subsurfacing; fire lanes; snow storage areas; facilities and spaces for the disabled; specifications for signs, wheel stops and lighting; and other pertinent details.
2. The Town Planner shall have the authority and responsibility to determine compliance of a parking plan with the provisions of this chapter. Such determination shall be made within ten days of submittal of the parking plan and shall be acknowledged on a form provided by the Town and shall be filed at the Town hall.

C. *Number of parking spaces required.* Off-street parking spaces shall be provided according to the following schedule, and when computations result in a fraction, the next highest whole number shall apply. When parking is required for more than one use, the sum of the requirements for all uses shall apply.

1. *Use category—Residential and lodging uses.*

- a. Single-family dwelling or duplex: two per dwelling unit for units with fewer than three bedrooms, and three per dwelling unit for units with three or more bedrooms.
- b. Multiple-family dwelling: 1½ per dwelling unit for units with one bedroom, two per dwelling unit for units with two bedrooms, 2½ per dwelling unit for units with three or more bedrooms, plus one additional space per six dwelling units.
- c. Accommodation units, temporary lodging: one per separate unit for temporary or long-term accommodations, including management and employee units.
- d. Mobile home: two per mobile home.
- e. Recreational vehicle: 1½ per campsite in RV park.

2. *Use category—Institutional and public assembly uses.*

- a. School: to be determined pursuant to Subsection (C)(5) of this section.
- b. Church: one per five seats or one per 100 square feet of floor area used or designed for public, whichever is greater.

- c. Hospital: one per two patient beds, plus one per three full-time employees, plus one per part-time or full-time staff doctor.
 - d. Nursing home: one per four patient beds, plus one per three full-time employees, plus one per part-time or full-time staff doctor.
 - e. Housing project for senior citizens: one per dwelling unit, plus one per six dwelling units for visitors.
 - f. Auditorium, assembly hall, gymnasium, skating rink, theater, library, convention hall, exhibition hall, sports arenas, funeral home and other places of public assembly not otherwise listed herein: one per four seats or one per 100 square feet of floor area used or designed for use by the public, whichever is higher.
3. *Use category—Commercial uses.*
- a. General office, public administration: one per 300 square feet of floor area used or designed for office or public use.
 - b. Medical, dental, veterinary office, service establishment: one per 250 square feet of floor area used or designed for office or public use.
 - c. Retail sales business for sale of goods: parking area equal in square footage to the total floor area of the building, excluding one-half of storage and display areas used for bulky items requiring extensive floor area such as household appliances, furniture, automobiles, farm and construction equipment.
 - d. Indoor restaurant, bar or tavern, handling the sale of food or beverages, or both, primarily for consumption on the premises: 1½ per 100 square feet of floor area used or designed for use by the public, plus 1½ per 200 square feet of kitchen floor space.
 - e. Outdoor restaurant, bar or tavern providing food or beverages, or both, to customers in an outdoor area: one per 200 square feet of outdoor floor area.
 - f. Drive-in or drive-through restaurant without indoor eating area for the public: three per 100 square feet of floor area, plus a minimum of six stacking spaces per drive-up window, in accordance with Subsection (L)(2) of this section.
 - g. Drive-through window accessory to indoor restaurant: a minimum of six stacking spaces per drive-up window, in accordance with Subsection (L)(2) of this section.
 - h. Drive-through retail or service establishment or vehicle washing facility: one per employee per major shift, plus stacking spaces in accordance with Subsection (L)(2) of this section.
 - i. Nightclub, lounge, dance hall: one per 100 square feet of floor area or 0.3 space per person maximum rated capacity, whichever is greater.
 - j. Gasoline station: one per 100 square feet of retail or office floor area, plus stacking spaces in accordance with Subsection (L)(2)(a) of this section.
 - k. Vehicle repair or maintenance facility: one per 100 square feet of retail or office floor area, plus three per service bay.
 - l. Bus depot: one per 100 square feet of floor area, in addition to loading and unloading areas. Ten percent of parking spaces required, or a minimum of two spaces, shall be reserved for overnight or long-term parking.
 - m. Bowling alley: four per bowling lane.
 - n. Outdoor commercial recreational use, including swimming pool, skating rink, and park: to be determined pursuant to Subsection (C)(5) of this section.
 - o. Private club, health club: to be determined pursuant to Subsection (C)(5) of this section.
4. *Use category—Industrial uses.*
- a. Industrial, manufacturing, warehousing, wholesale business:
 - 1. One per 1,000 square feet of floor area used or designed for storage, warehousing, distribution, wholesale sales, or a combination thereof.
 - 2. Plus one per 350 square feet of floor area used or designed for manufacturing assembly, parking, preparation, research facilities, experimental or testing laboratories, or other such uses.
 - 3. Plus one per 300 square feet of floor area used or designed for retail sales or office use.
 - b. Self-storage, mini-warehousing establishment: one per full-time employee on duty, plus vehicular movement areas

sufficient to allow on-site loading and unloading.

5. *Other uses.* For uses not specifically listed herein, the use classification for purposes of parking requirements shall be determined by the Town Planner, based on similarity of the proposed use to the listed use classification. If the Town Planner determines that a proposed use is not comparable to any use listed herein, he shall request the Planning Commission to determine off-street parking requirements for the proposed use at a regular Commission meeting. The Planning Commission shall make such determination based on the following criteria: the similarity of the use to those uses listed herein, the zone district of the property, the need for off-street parking in the area where the property is located, the nature and extent of use of the property by the public, the number of employees who will work on the subject property, and the use capacity.
 6. *Uses not known.* For unknown commercial space for which all or part of the space has no use designated the parking requirement shall be as follows: parking spaces shall be provided at the rate of one per 225 square feet for the first floor and one per 275 square feet for all other floor area, except that an indoor restaurant, bar or tavern may occupy no more than 25 percent of the floor area without providing for additional spaces.
- D. *Size.* Each off-street parking space shall cover an area not less than nine feet wide and 19 feet long. All parallel parking spaces shall be a minimum of 22 feet in length.
- E. *Garages and covered parking.* Parking requirements may be met by garages and carports covering or enclosing spaces which comply with minimum size provisions of this chapter.
- F. *Location of parking spaces.*
1. For single-family dwellings and multifamily dwellings with two through five dwelling units, off-street parking spaces shall be located on the same lot as the dwelling or a common lot associated with the dwelling.
 2. Off-street parking may be located on any part of the lot occupied by the dwellings or uses for which such parking space is required except that no parking space shall be established in a required front yard setback on any lot containing three or more dwellings. Enclosed underground parking spaces may be located anywhere on the lot.
 3. For multifamily dwellings with more than five dwelling units and all nonresidential uses parking spaces may be located within a 200-foot radius of the subject property, measured from any point on the property. If the use and the parking area are not owned by the same owner, the owner of the subject use shall submit for approval by the Town Attorney, a binding agreement affording him use of the parking area.
 4. No parking space shall be located closer than five feet from a window or door of a habitable structure.
- G. *Exclusive use for parking.* Except for single-family and two-family dwellings no off-street parking or loading space shall be used for any purpose other than the parking of vehicles. No parking space shall be converted to another use unless it is replaced concurrently with another parking space meeting all of the requirements of this chapter.
- H. *Joint use of parking spaces.* Where an owner or developer can document that two separate uses do not require parking during the same hours and that adequate provisions have been made to ensure that the uses will not require parking during the same hours, such owner or developer may petition the Planning Commission for permission to allow parking spaces which otherwise comply with the provisions of this chapter to fulfill the requirements for both uses. Permission for such joint use of parking spaces may be granted subject to such conditions as the Planning Commission finds necessary to carry out the purpose and intent of this chapter. Such request shall follow the Town's review procedures for zoning variance, as set forth in Section 4.05.020, except that hardship criteria shall not apply.
- I. *Common parking area.* Common parking areas may be provided in areas designated to serve jointly two or more buildings, units, structures or uses, provided that the total number of parking spaces shall not be less than that required for each use.
- J. *Loading areas.* For those uses requiring deliveries or service by truck and which are not contiguous to an alley, an off-street delivery truck berth at least 14 feet wide and 30 feet long shall be provided in addition to the required parking area. Where the property or use is served or designed to be served by tractor-trailer delivery vehicles, the off-street loading berth shall be designed so that delivery vehicles using the loading area do not obstruct traffic movements in the parking area or in the public right-of-way.
- K. *Parking area surfacing.* The following requirements shall apply to every residential and nonresidential parking area finished surface:

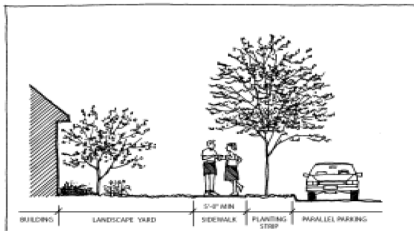
1. *Residential parking areas.*
 - a. All parking areas serving a single-family dwelling or four or fewer units shall have parking areas surfaced with asphalt, concrete, brick, gravel or road base.
 - b. All parking areas serving five or more units shall have parking areas surfaced with asphalt or concrete.
 2. *Nonresidential parking areas.*
 - a. All parking areas serving nonresidential buildings which contain ten or fewer parking spaces and have less than 3,000 square feet of parking area shall have parking areas surfaced with asphalt, concrete, brick, gravel or road base.
 - b. All parking areas serving nonresidential buildings which contain more than ten parking spaces or have more than 3,000 square feet of parking area shall have parking areas surfaced with asphalt or concrete.
- L. *Design of parking areas.* The following design standards of this section shall be met for all parking areas, whether or not the parking area is required.
1. *Access.*
 - a. Except single- and two-family dwellings, each access way between a public street and the parking area shall be not less than 15 feet nor more than 35 feet wide at the intersection of the access way with the public street, and a divider stop at least six feet long shall be installed if the access way exceeds 25 feet in width. Each access way shall be clearly and permanently marked and defined through the use of landscaping, rails, fences, walls or other barriers or markers. Said marking and defining may be augmented by painting or striping.
 - b. Except single- and two-family dwellings, access from any parking area onto a collector or arterial street and from any parking area with four or more parking spaces onto a local street shall be designed to permit user vehicles to enter and exit unrestricted in forward drive. Single- and two-family dwellings may stack parking spaces except that unobstructed and direct access must be provided for a minimum of two spaces. Access ways shall be designed so as to reduce the number and proximity of access points along public streets.
 - c. Access ways on the same lot frontage shall be separated by a minimum curb length of 30 feet. For lots of 100 to 200 feet of frontage, the minimum length of curb separation shall be increased by one foot for every five feet of property length beyond 100 feet. For lots exceeding 200 feet of frontage, access ways shall be separated by at least 50 feet. In the case of a corner lot, access ways shall be located not closer than 50 feet to the intersecting street right-of-way line, or where lot frontage is less than 75 feet, the maximum distance possible from the intersecting street right-of-way line, as determined by the Town Planner.
 - d. The intersection of an access way with a public street shall be located not closer than 15 feet to a side lot line, except that a common access way to two adjacent properties with combined width not exceeding 35 feet may be provided at the common lot line.
 2. *Stacking spaces.*
 - a. For any drive-in or drive-through retail or service use, there shall be provided stacking space for vehicles waiting for service, sufficient to prevent any such vehicles from extending onto the public right-of-way at any time. In no case shall fewer than two such stacking spaces be provided for each window or counter on the entrance side, and one such space on the exit side where an exit is provided.
 - b. No bays designed to be entered from more than one direction shall be permitted.
 3. *Parking for the disabled.* A minimum of one parking space for the disabled shall be provided for each nonresidential use which requires a minimum of 15 parking spaces. For such uses requiring more than 15 spaces, one space designed for the disabled shall be provided for each additional 40 spaces. Such spaces shall be located as close as possible to a major entrance of a building or use. Such spaces shall be a minimum of 12 feet in width, unless located parallel to a sidewalk, in which case they shall be a minimum of nine feet in width. Parallel spaces shall be a minimum of 24 feet in length. All parking spaces for the disabled shall be designated by means of a permanent identification sign.
 4. *Parking area layout.* Every parking area shall be designed according to the following table. The top line of figures for each parking angle constitutes minimum design standards and the lower two lines constitute higher standards to be employed at the option of the owner or developer. The owner or developer may select the parking angle and the line of figures for such parking angles and then all figures in that line shall become requirements.

MINIMUM PARKING SPACE AND DRIVEWAY REQUIREMENT

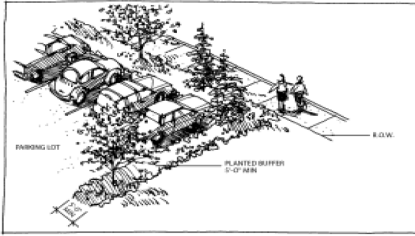
Parking Angle	Stall Width	Length of Stall to Curb	Aisle Width	Curb Length per Stall	Width of Double Row with Aisle
10	9'0"	9.0	12.0	23.0	30.0
	9'6"	9.5	12.0	23.0	31.0
	10'0"	10.0	12.0	23.0	32.0
20	9'0"	15.0	11.0	26.3	41.0
	9'6"	15.5	11.0	27.5	42.0
	10'0"	15.9	11.0	29.2	42.0
30	9'0"	17.3	11.0	18.0	45.6
	9'6"	17.8	11.0	19.0	46.6
	10'0"	18.2	11.0	20.0	47.0
45	9'0"	19.8	13.0	12.7	52.5
	9'6"	20.1	13.0	13.0	53.3
	10'0"	20.5	18.0	14.1	54.0
60	9'0"	21.0	18.0	10.4	60.0
	9'6"	21.2	18.0	11.0	60.4
	10'0"	21.5	18.0	11.5	61.0
70	9'0"	21.0	19.0	9.6	61.0
	9'6"	21.2	18.5	10.1	60.9
	10'0"	21.2	18.0	10.6	60.4
80	9'0"	20.3	24.0	9.1	64.3
	9'6"	20.4	24.0	9.6	64.3
	10'0"	20.5	24.0	10.2	65.0
90	9'0"	19.0	24.0	9.0	62.0
	9'6"	19.0	24.0	9.5	62.0
	10'0"	19.0	24.0	10.0	62.0

5. *Grade of parking.* Outdoor parking areas shall not exceed four percent grade and shall be not less than one percent grade. The grade of access ways shall not exceed four percent within 100 feet of the intersection with a public street.

6. *Landscaping.*



- a. Except in the CBD zone district, at least ten percent of the total un-enclosed parking area, including access ways, shall be devoted exclusively to landscaping of trees, shrubs, and ground cover which reduce the visual impact and assist in defining on-site traffic movement when the number of parking spaces required is ten or more. Such landscaping shall be in addition to the front street buffer as set forth in Section 4.07.020. Hedges provided to fulfill any screening requirements may be included in the ten percent landscaping requirement. Screening of parking lots from adjacent properties shall be required. Screening must be provided to eliminate headlight glare from lot onto adjacent property and to screen views into parking lots. Planting buffers along the edges(s) of parking lots must be a minimum of five feet wide or a combination of fencing and a two-foot wide buffer may be used.
- b. Non-living ground cover shall not exceed 20 percent of the required landscaping area.



7. *Lighting.* Security lighting shall be provided in all parking areas with more than ten spaces used or designed for use during evening hours. The lighting shall meet the requirements of the Section 4.07.010.
8. *Drainage.* All parking areas shall be designed and graded to restrict site drainage to a rate no greater than the historical rate, before development, for the 25-year storm, or shall include development of a storm drainage system to convey runoff water to a site approved by the Town Planner.
9. *Snow storage.* All parking areas shall address snow storage and removal of snow.

(Ord. No. 1986-03, § 4.07.050, 3-5-1986; Amended 6-2-1991; Amended 11-21-1997; Ord. No. 08-2017, §§ 17—24, 4-11-2017)

Town of Eagle

District/Location Specific Parking Standards

CBD

I. *Parking.*

1. In the Central Business District, both parallel and diagonal parking currently exists. This is the traditional, established parking layout in this area. Both parallel and diagonal parking shall remain the standard for this area. Parking configuration will be determined at development review on a case by case basis and will be dependent upon street right-of-way width. The existing rights-of-way in area vary between 60 feet and 80 feet.
2. Parallel parking shall be encouraged along all blocks within the Central Business District where diagonal parking is not feasible. Parking layout and design shall include curb and gutter.
3. For parking lots with ten or more parking spaces, one deciduous shade tree shall be required to be planted in the interior of the lot for every ten spaces. All required shade trees shall be located within curbed, planted medians and/or islands to provide spatial definition and shade within paved areas.
4. In areas where residential setbacks occur, visibility of parking from the street shall be minimized by placing parking behind the building. Access to rear parking lots shall be from the alley. Existing buildings undergoing renovations shall be required to eliminate and landscape existing driveways; new curb and gutter will be required to meet existing conditions.
5. All parking lots adjacent to primary and secondary streets shall be screened using plant material and/or fencing.

Broadway

I. *Parking.*

1. For parking lots with ten or more parking spaces, one deciduous shade tree shall be required to be planted in the interior of the lot for every ten spaces. All required shade trees shall be located within curbed, planted medians and/or islands to provide spatial definition and shade within paved areas.
2. In areas where residential setbacks occur, visibility of parking from the street shall be minimized by placing parking behind the building. Access to rear parking lots shall be from the alley.
3. All parking lots adjacent to primary and secondary streets shall be screened using plant material and/or fencing.
4. In the Broadway District, one space per residential unit shall be provided on-site only when a retail or restaurant use has been established on the first floor. If a service establishment on the ground floor is established, the parking requirements shall be reviewed on a case by case basis. The use of stacked parking spaces is allowed to meet this requirement. Parking covenants shall be required to control access to the stacked parking spots for the owners, renters, or lessees of residential units in the building.
5. In the Broadway District, on-site parking requirements for residential use may be met by enclosed garages. Garages may be located within the 25-foot setback. Service entrances and access must be provided in the instance that garages are located in the rear yard. This standard will be reviewed on a case by case basis. Garage square footage will not be counted towards the floor area ratio standards (refer to [Chapter 4.04](#) for specific zoning standards). (Figure 18)

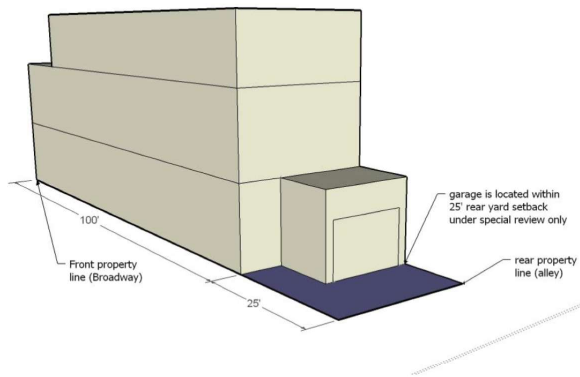


Figure 18: Garage located within the rear yard setback under special review only. Note that the configuration of the garage in this case allows for ingress and egress off of the property for residential parking and that there is a service entrance to the ground floor retail space.

6. In the Broadway District, basement square footage will not be counted towards the floor area ratio standards (refer to [Chapter 4.04](#) for specific zoning standards).

Highway 6 Corridor

1. *Parking.*

1. For parking lots with ten or more parking spaces, one deciduous shade tree shall be required to be planted in the interior of the lot for every ten spaces. All required shade trees shall be located within curbed, planted medians and/or islands to provide vertical interest and shade within paved areas.
2. On-street parking is prohibited.
3. All parking lots adjacent to primary and secondary streets shall be screened using plant material and/or fencing.

Chambers Avenue

7. *Parking.*

- a. For parking lots with ten or more parking spaces, one deciduous shade tree shall be required to be planted in the interior of the lot for every ten spaces. All required shade trees shall be located within curbed, planted medians and/or islands to provide spatial definition and shade within paved areas.
- b. All parking lots adjacent to primary and secondary streets shall be screened using plant material and/or fencing.

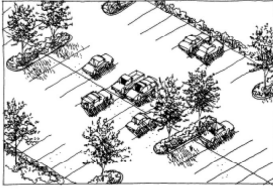


- c. Commercial parcels that front Chambers Avenue should have no more than 50 percent of all required parking located between the property line abutting the public right-of-way and the building face. The remaining parking stalls are to be located to the sides or rear of the proposed building. Parking lots are not permitted abutting the I-70 right-of-way.

North Interchange

H. *Parking.*

1. For parking lots with ten or more parking spaces, one deciduous shade tree shall be required to be planted in the interior of the lot for every ten parking stalls. All required shade trees shall be located within curbed, planted medians and/or islands to provide spatial definition and shade within paved areas.



2. All parking lots adjacent to primary and secondary streets shall be screened using plant material and/or fencing.
3. Commercial parcels that front Eby Creek Road should have no more than 50 percent of all required parking located in between the property line abutting the public right-of-way and the building face. The remaining parking stalls should be located to the sides or rear of the proposed building. Limited parking lots are permitted abutting the I-70 right-of-way with substantial landscape screening.

ReCode Eagle
Parking Survey

Comparison Categories	Eagle	Carbondale	Avon	Breckenridge	Steamboat	Salida	Glenwood Springs	Frisco	Crested Butte
Includes minimum off-street parking requirements	Y	Y	Y	Y	Y	Y	Y	Y	Y
Includes maximum off-street parking standards	N	Y	N	N	N	N	Y	N	N
Includes bicycle parking standards	N	Y	Y	N	Y	N	Y	Y	N
Includes electric vehicle parking standards (charging station)	N	N	Y	N	Y	N	N	Y	N
Includes bus and large vehicle parking standards	N	N	N	N	N	N	N	N	N
Allows tandem parking	N	Y	N	N	Y	N	Y	Y	N
Allows shared parking	N	Y	Y	N (considering)	Y	Y	Y	Y	N
Allows valet parking	N	Y	N	N	Y	N	N	N	N
Allows and gives credit for on-street parking	N	Y	N	N	Y	N	N	Y	N
Allows reduced parking in mixed-use/pedestrian and bike-oriented areas	N?	N	Y	N	Y	N	Y	Y	N
Allows reduced parking for affordable housing/inclusionary housing	N	N	N	N	Y	N	N	N	Y
Includes instructions about how to apply parking standards to redevelopment/change of use/structural additions	N	N	N	Y	Y	Y	Y	N	N
Allows director/staff to grant parking reductions in specific circumstances	N	Y	Y	Y	N?	Y/ Somewhat	Y	Y	N

Section 4.07.010. - Lighting standards.

A. *Objectives.* The objectives of this section are as follows:

1. Provide quality, context-sensitive lighting for the Town mountain environment; and
2. Sustain a pristine nighttime sky by controlling glare, light trespass and light pollution; and
3. Provide for zero tolerance of light pollution and light trespass beyond property lines within and into residential areas; and
4. Minimize light pollution and light trespass beyond property lines within and into commercial and industrial areas; and
5. Require proper shielding to eliminate glare at normal viewing angles from all high brightness sources; and
6. In facade, sign and retail applications, use lighting to create visual hierarchy, which facilitates circulation and way finding.

B. *Applicability.*

1. Except as provided herein, the provisions of this section shall apply to all subdivisions, planned unit developments, development permits, sign permits, and building permits finally approved on or after the effective date of the ordinance from which this section is derived.
2. All lighting fixtures, devices, equipment, lamp sources and wattage, fixture locations, and shielding installed after the effective date of the ordinance from which this section is derived shall comply with the requirements and standards of this section.
3. All lighting fixtures, devices, equipment, lamp sources and wattage, fixture locations, and shielding presently in use and existing as of the effective date of the ordinance from which this section is derived, and not in conformance with the requirements and standards of this section, shall be considered a legal nonconforming use.

C. *Submittal requirements.* A lighting plan shall accompany all applications for development and preliminary subdivision plans and shall be submitted separately from other drawing information. The lighting plans and/or specifications shall show the type of lighting equipment, the lamp source and wattage, fixture locations, mounting heights, shielding and all mounting details. Manufacturer catalog and/or specification materials with scaled drawings or photographs are also required for all lighting equipment. In addition, calculations shall be provided which show point-by-point horizontal illuminance at ground level for all commercial or industrial projects. Calculations for other project types shall be provided at the Town's request.

D. *Prohibitions.*

1. All mercury vapor sources are prohibited. Existing fixtures should be modified to accommodate more current technologies.
2. Any search light or laser light used for the purpose of advertising, or as a beacon, is prohibited. Blinking, tracing, or flashing lights are also prohibited.
3. High intensity discharge (HID) floodlighting is prohibited.
4. Fixtures with high brightness lamps and poor visual cutoff are prohibited.
5. Bollards or low-mounted luminaries (less than 12 feet above ground) are not to exceed 35 watts.
6. Exterior neon sources such that the source can be directly viewed are prohibited. Backlighting applications may be acceptable, and must conform to the same restrictions as cabinet signs.

E. *Exemptions.*

1. All lighting used for the purpose of aviation is exempted.
2. All temporary lighting used to identify hazards or roadway construction (operating less than four months) is exempted.
3. All traffic signal lighting is exempted.
4. Low voltage, ornamental landscape lighting which meets yard lighting and lamp shielding requirements is allowed.
5. Low-brightness, seasonal holiday lighting is allowed. Note that the National Electrical Code (Section 590.3(B)) allows for temporary lighting installations for up to 90 days.
6. High intensity discharge floodlighting may be used for sports lighting applications (see Lamp Shielding Chart for restrictions).
7. Lighting for the purpose of security must meet the criteria of each application category but may be exempted from specific control requirements.

F. *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Cutoff angle (of fixture) means the angle measured upward from the vertical at which the bare source is completely blocked from view.

Discomfort glare means glare producing discomfort. It does not necessarily interfere with visual performance or visibility.

Footcandle means the basic unit of illuminance (the amount of light falling on a surface).

Full-cutoff fixture means a fixture that allows no emission of light above horizontal.

Full shielding refers to internal and/or external shields and louvers provided to prevent brightness from lamps, reflectors, refractors and lenses from causing glare at normal viewing angles.

Glare means the sensation of annoyance, discomfort, or loss in visual performance and visibility due to bright or uncontrolled light sources.

IESNA means the Illuminating Engineering Society of North America, an organization that establishes standards for the lighting industry.

Illuminance means a measure of the amount of light incident on a surface, expressed in footcandles.

Light trespass means any form of artificial illumination emanating from a light fixture or illuminated sign that penetrates another property.

Luminance means the apparent brightness of a light fixture or lamp as viewed from a specific direction. The luminance of a fixture can vary as the viewing angle varies.

Motion sensor device means a device that will sense motion electronically and switch on security lighting for a brief duration.

Non-cutoff fixture means a fixture that includes no optics to prevent light emission above horizontal.

Nuisance glare means glare that causes complaints.

Semi-cutoff fixture means a fixture that emits some light above horizontal, but less than a non-cutoff fixture.

Timing device means a switching device, a part of which is a clock, set to the prevailing time, that will control the period of operation for outdoor lighting fixtures and signs.

LAMP SHIELDING AND SPECIAL APPLICATION CHARTS

Lamp Shielding Chart			
Refer to this chart for shielding instructions for all exterior lighting applications			
Lamp Wattage	Incandescent	Fluorescent	H.I.D.
Less than 35	None	None	N/A
36—75	None	None	Low
76—100	Low	Low	Medium
101—150	Medium	Medium	Medium
151—250			Medium
251—500			Full
501—1,000			Full
1,001+			Full
Legend:			
None	No shielding (IESNA non-cutoff)		
Low	Low shielding (IESNA semi-cutoff)		
Medium	Medium shielding (IESNA full-cutoff)		
Full	Full shielding (lamp shielded from view outside of property)		
Full	Prohibited (see "exemptions")		

Commercial Light Level Criteria

Maximum initial illuminance values in these areas must not exceed the range specified by the table. Values are taken from the IESNA's recommended illuminance values. Lower wattages and mounting heights should be implemented whenever possible

Area/Criteria	Fast Food/ Convenience	Gas Station/ Hotel Canopy	Automotive Outdoor Retail	General Commercial	Walkways and Parkways
Maximum initial horizontal illuminance (fc) value at ground level	1.5—3.0	20—30	20—30	1.5—3.0	0.2—1.0

Note— Lighting for residential and industrial areas is covered under specific application categories in the title.

PARKING AREA LIGHTING

	Acceptable Lamp Types and Maximum Allowable Wattages	Controls	Maximum Mounting Height
Residential	Lighting parking lots is prohibited in rural or standard residential areas		
Residential Multi-Family	Compact fluorescent H.I.D. Incandescent	42 W max. 70 W max. 100 W max.	Lights on dusk to dawn 25 feet
Residential Medium Density	Compact fluorescent H.I.D. Incandescent	42 W max. 70 W max. 100 W max.	
Public Area	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.	
Commercial Limited	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.	Lights on until one hour after closing or servicing 30 feet
Commercial General	Compact fluorescent H.I.D.	(2)42 W max. 75 W max.	
Central Business District	Compact fluorescent H.I.D.	(2)42 W max. 100 W max.	
Industrial	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.	Lights on until one hour after closing 30 feet

Notes:

- Dusk-to-dawn operation is allowed for 24-hour business operations.

- Mounting height may be increased for medium and fully shielded fixtures upon the Town's approval.

The following table lists recommended minimum maintained average illuminance values and maximum acceptable uniformity ratios:

Parking Lot Activity Level	General Parking and Pedestrian Areas		Non-Pedestrian Driveways (Vehicle Entries and Exits)	
	Footcandles	Uniformity Ratio (Avg.:Min.)	Footcandles	Uniformity Ratio (Avg.:Min.)
High: • Large shopping malls • High-volume fast food	0.9	4:1	2	3:1
Medium: • Smaller shopping centers • Office complexes • Hotels and motels • Hospitals • Community events • Condominiums • Fast food	0.6	4:1	1	3:1
Low: (for security lighting) • Neighborhood markets • Industrial facilities • School or churches	0.2	4:1	0.5	4:1

YARD LIGHTING

	Acceptable Lamp Types and Maximum Allowable Wattages		Controls	Maximum Mounting Height
Residential	Compact fluorescent Incandescent	32 W max. 75 W max.	Lights on dusk to 11:00 p.m.	20 feet
Residential Multi-Family	Compact fluorescent Incandescent	32 W max. 75 W max.		15 feet
Residential Medium Density	Compact fluorescent Incandescent	32 W max. 75 W max.		
Public Area	Compact fluorescent Metal halide	(2)42 W max. 70 W max.	Lights on dusk to dawn	25 feet

Commercial Limited	Compact fluorescent Metal halide	(2)42 W max. 70 W max.	Lights on until one hour after closing or servicing	25 feet
Commercial General	Compact fluorescent Metal halide	2)42 W max. 70 W max.		20 feet
Central Business District	Compact fluorescent Metal halide	(2)42 W max. 100 W max.		25 feet
Industrial	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.	Lights on dusk to 11:00 p.m.	30 feet

Notes:

- The use of motion detectors and timers is encouraged to control specific fixtures for security and egress applications.
- The use of porch lights and egress lighting is encouraged. Dusk-to-dawn operation is allowed for these applications. Note that these fixtures must still meet the intent of the Lamp Shielding Chart.

FACADE LIGHTING

	Acceptable Lamp Types and Maximum Allowable Wattages	Controls	Maximum Mounting Height
Residential	Facade lighting is prohibited in rural or standard residential areas		
Residential Multi-Family	Facade lighting is prohibited in residential multifamily areas		
Residential Medium Density	Facade lighting is prohibited in residential medium density areas		
Public Area	Compact fluorescent Linear fluorescent H.I.D. Incandescent	42 W max. 32 W max. 70 W max. 100 W max.	Lights on dusk to dawn See below
Commercial Limited	Compact fluorescent Linear fluorescent H.I.D. Incandescent	42 W max. 32 W max. 70 W max. 100 W max.	Lights on until one hour after closing or servicing
Commercial General	Compact fluorescent Linear fluorescent H.I.D.	42 W max. 32 W max. 70 W max.	
Central Business District	Compact fluorescent Linear fluorescent H.I.D.	42 W max. 32 W max. 70 W max.	
Industrial	Facade Lighting is prohibited in Industrial areas		

Notes (mounting of facade lighting):

- In all facade lighting, the source will be fully shielded from pedestrians and motorists.
- Sources should not be visible from inside the lighted building or from surrounding buildings.
- Uplighting must be shielded and/or fall completely on the facade.

- Downlighting of facade elements is preferred.

SIGN LIGHTING

Sign Lighting	Acceptable Lamp Types and Maximum Allowable Wattages		Controls	Maximum Mounting Height
Residential	Sign lighting is prohibited in rural or standard residential areas			
Residential Multifamily	Sign lighting is prohibited in residential multifamily areas			
Residential Medium Density	Sign lighting is prohibited in residential medium density areas			
Public Area	Compact fluorescent Linear fluorescent Incandescent	(2)42 W max. (2)32 W max. 100 W max.	Sign lights on dusk to dawn	See notes below
Commercial Limited	Compact fluorescent Linear fluorescent H.I.D. Incandescent	(2)42 W max. (2)32 W max. 70 W max. 150 W max.	Sign lights on until one hour after closing	
Commercial General	Compact fluorescent Linear fluorescent H.I.D. Incandescent	(2)42 W max. (2)32 W max. 70 W max. 150 W max.		
Central Business District*	Compact fluorescent Linear fluorescent Incandescent	(2)42 W max. (2)32 W max. 100 W max.		
Industrial	Compact fluorescent Linear fluorescent H.I.D. Incandescent	(2)42 W max. (2)32 W max. 70 W max. 150 W max.		
*Cabinet signs are prohibited in Central Business Districts				

General notes:

- The word "sign" refers to any object attached to or apart from a structure intended to convey advertising, image, or identification. Note that the National Electrical Code (Section 509.3(B)) allows for temporary lighting installations for up to 90 days.
- Each proprietor is limited to one illuminated sign per establishment.
- In all sign lighting, the source will be fully shielded from pedestrians and motorists.
- Sources should not be visible from inside the associated building or from surrounding buildings.

Externally lighted signs:

- Downlighting of signs is preferred.
- Uplighting must be shielded and/or fall completely on the sign.

Internally lighted signs:

- Cabinet signs, or signs with interior lighting, are to have fluorescent lamps and will not exceed 130 watts.
- The use of sources other than fluorescent for cabinet signs is subject to the approval of the Town.

ROADWAY LIGHTING

	Allowable Lamp Types and Maximum Allowable Wattages		Controls	Maximum Mounting Height
Residential*	Compact fluorescent H.I.D.	(2)42 W max. 100 W max.	Lights on dusk to dawn	20 feet
Residential Multifamily*	Compact fluorescent H.I.D.	42 W max. 100 W max.		
Residential Medium Density*	Compact fluorescent H.I.D.	(2)42 W max. 100 W max.		
Public Area	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.		25 feet
Commercial limited**	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.		30 feet
Commercial General**	Compact fluorescent H.I.D.	(2)42 W max. 175 W max.		
Central Business District**	Compact fluorescent H.I.D.	(3)42 W max. 175 W max.		
Industrial	Compact fluorescent H.I.D.	(3)42 W max. 175 W max.		
*House-side shields should be used in all residential areas (to prevent roadway lighting from trespassing onto residential property).				
**Mounting height may be extended to 40 feet for special cases such as large commercial developments only upon the Town's approval.				

(Amended 1-13-2000; Ord. No. 08-2017, §§ 1—5, 4-11-2017)