

Dawson Trails Planned Development, Amendment 3 (Section 6.5)

Planning Area E2 and Pedestrian Oriented Area Development Standards

6.5 Planning Areas E-1 and E-2

1. Permitted Uses

A. Residential

1. Single Family Detached (E-2 only)
2. Single Family Attached (Townhome, Duplex, Triplex, Fourplex, Zero Lot Line Dwellings, Patio Dwellings, Motor Courts, Green Courts, Clustered Dwellings) (E-2 only)
3. Mixed-Use (horizontal or vertical) (E-2 only)
4. Multifamily (E-2 only)
5. Clustered Single Family Dwelling Units, including but not limited to Zero Lot Line Dwelling Units, Patio Dwelling Units, two, three, and four, and other Multi-Family Dwelling Units (E-2 only)
6. Clustered Single Family Dwelling Units on a single lot as a product for lease (E-2 only)
7. Detached private garages (E-2 only)

B. Non-Residential

1. Alcoholic Beverage Sales
2. Assisted Living, Memory Care, or other similar institutional uses
3. ATM / Kiosk / Financial Institution
4. Automobile Service / Fuel Station / Wash / Rental
5. Bed and Breakfast
6. Clinic
7. Day Care Center Facility
8. Drive Through Facility
9. Gym / Health Club
10. Hospital / Urgent Care
11. Nursing Home
12. Office (including Flex Office)
13. Place of Worship
14. Private Club
15. Public Facilities
16. Retail
17. Restaurant
18. Services, Commercial
19. Services, Personal
20. Services, Repair
21. Veterinary Clinic (to include 24/7 emergency care)
22. Open Space, Public or Private
23. Private Recreational and park uses, clubhouse, country clubs, recreational facilities, including but not limited to clubhouses, swimming pools, sport courts and jogging, riding, hiking and biking trails.
24. Public Parks, Playgrounds, and other non-commercial recreational areas
25. Utilities including but not limited to gas, electric, telecom. This includes structures or facilities commonly associated or required with the installation and operation of utilities.
26. Water infrastructure including but not limited to detention/retention areas/ponds, lift stations, and piping, as well as structures typically associated with water infrastructure such as pump houses.

2. Uses By Special Review

- A. Solar collectors which are not part of the primary structure
- B. Public Facilities

3. Maximum Building Height for all uses (2):

- A. Planning Area E-1: 50'
- B. Planning Area E-2: 60'

4. Residential Setbacks (unless otherwise approved by the Town at the time of SDP or Plat)

A. Primary Structure

**Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11*

1. Minimum Lot Size: None
2. Setbacks (3, 4, 10, 13, 14)
 - a. Minimum Front Setback (1, 5, 8): 15'
 - b. Minimum Front Setback to Garage Door Face (1, 5, 8): 20'
 - c. Minimum Rear Setback (6): 10'
 - d. Minimum Rear Alley Setback (6, 7): 2'
 - e. Minimum Side Setback (interior lot) (6, 7, 12): 5'
 - f. Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
3. Minimum Building Separation (3): 10'

B. Accessory Structure

**Note: The numbers within parentheses following each standard indicate additional development standards which may apply. See Section 6.11*

1. Setbacks (3, 4, 10, 13, 14)
 - a. Minimum Front Setback (6): 20'
 - b. Minimum Rear Setback (6, 7): 5'
 - c. Minimum Rear Alley Setback (6, 7, 8): 2'
 - d. Minimum Side Setback (interior lot) (6, 7, 12): 5'
 - e. Minimum Side Street Setback (1, 5, 6, 7, 8): 15'
2. Minimum Building Separation (3): 10'

5. Non-Residential Setbacks: To be established at the time of Site Development Plan / Plat application, review, and approval.

6. Pedestrian Oriented Area in E-2

- A. The following are the supplemental design standards for the areas and buildings within the PDP that are categorized as a Pedestrian Oriented Area, which includes a centrally located gathering place and/or "main street" and will include the following:
 1. Include either a publicly accessible and activated square/green/plaza OR a publicly accessible and activated "main street" at least one (1) block in length with buildings fronting with entries / pedestrian access oriented onto the space or street and incorporating typical urban design elements such as on-street parking (parallel or head-in), street trees for shade, decorative/enhanced paving, lighting/street furnishings, and other elements to help establish and define the public realm of the place/street.
 2. Enhanced elements to support pedestrian connectivity may include crosswalks, outdoor dining, pedestrian-scaled lighting (poles and/or bollards), dedicated bicycle parking in key locations, or similar improvements.
 3. Development patterns to prioritize pedestrians by placing entrances at sidewalks, providing landscaping along main routes, and allowing on-street parking to help encourage slower vehicular traffic. As this area's goal is to be pedestrian oriented, the transportation network in this area should also provide safe crossings for pedestrians and cyclists and include mid-block crossings where necessary.
 4. Convenient pedestrian and bicycle access to all adjacent streets.
 5. Create pedestrian focal points with enhanced pedestrian paving, shaded sitting areas with comfortable seating and tables, proximate to cafes or coffee shops, views of landscaped areas, parks, or distant natural vistas, pedestrian-scaled lighting, and safe, non-intrusive people watching. Where possible, provide power and wi-fi to encourage people to work outdoors.
 6. Accessible parking spaces located, signed, striped, and lighted with close and convenient access to building entries.
 7. For multi-building office areas/campuses, pedestrian amenities that allow for use and enjoyment of outdoor areas as a development focal point or centralized amenity for people from other buildings. These can include a mix of pedestrian-scaled lighting, tables, drinking fountains, benches, seating walls, shade trees, raised landscape planters, berms, clock towers, specimen trees, potted plants, information kiosks, botanical exhibits, or art features.
 8. Convenient pedestrian access to transit stops and outlying parking areas, if any.
 9. Where feasible, design sites to accommodate bus stops.
 10. Bicycle parking in convenient and visible areas that do not interfere with pedestrian circulation.
 11. Interconnection of pedestrian areas with adjacent existing or planned open space.
 12. The potential for outdoor dining and/or other amenities to enliven plazas and open space areas.