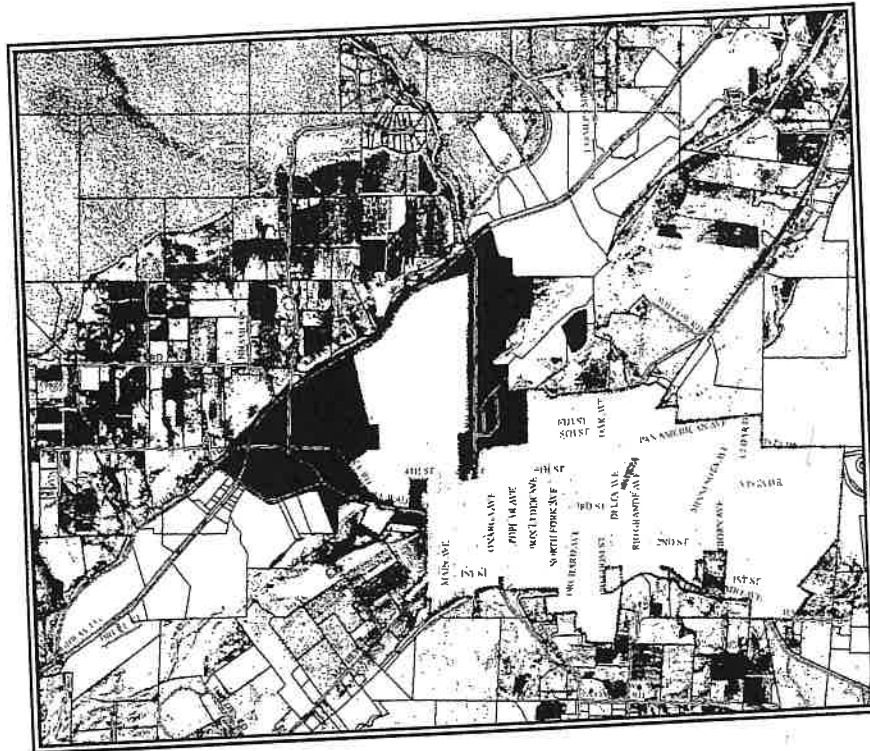


Town of Paonia Highway 133 Corridor Master Plan



Prepared by:

Western Slope Consulting LLC
0165 Basalt Mt. Drive
Carbondale, Colorado 81623
970-963-7172
wscconsulting@supris.net

Acknowledgments

The Highway 133 Corridor Master Plan project would not have been possible without the substantial time generously donated by the members of the Highway 133 Advisory Committee, Paonia Board of Trustees, Board of County Commissioners (BOCC), the public, county staff and other participants. The following participants are individually recognized for their participation in this planning process.

Highway 133 Advisory Committee

Cecil Farnsworth
Robert Lario
David Marek
Mary McCarney
Steve Wolcott
Neal Schwieterman - Trustee Representative
Barb Peterson - Town Staff Representative
Scott Leon - Town Staff Representative
Dave Rice - Delta County Staff Representative

Paonia Board of Trustees

Mayor - Neal Schwieterman
Mayor Pro Tem - Lucien Pevec
Trustee - Bryan Ayres
Trustee - Sidney Lewis
Trustee - Blake Kinser
Trustee - Connie Ferguson
Trustee - David Weber

Delta County Commissioners

Lela J. McCracken - District No. 1
C. Bruce Hovde - District No. 2
R. Olen Lund - District No. 3

Project Consultant

Western Slope Consulting, LLC

Highway 133 Corridor Master Plan

Table of Contents

	Page
Acknowledgments	2
Introduction and Purpose	4
Methodology	4
Public Process	5
Relationship to Comprehensive Plans - Town of Paonia and Delta County	5
Town of Paonia Highway 133 Corridor Master Plan Vision	8
Goals and Policies	9
Design Standards	13
Land Uses	19
Application Processing	20
Variances	21
Implementation	22
Plan Updates and Amendments	23
Appendix	26
Selected Survey Results	26
Existing Conditions and Projections	32
Maps	36

Highway 133 Corridor Master Plan

Introduction and Purpose.

The Town of Paonia has been interested in land-use activities outside of their municipal limits for many years. The 1996 Paonia Comprehensive Plan states, "The purpose of the Paonia Comprehensive Plan is to lay out a course of action for addressing the pressures of future growth and development in the area while maintaining the existing "rural agricultural setting. The plan is a policy document for Paonia's and Delta County's elected and appointed officials and staff to use in making recommendations and directions on specific land use and development proposals. It is based on direction and input from the citizens of Paonia and other stakeholders within the influence area, as well as the volunteer planning committee and is intended to provide a sense of what is acceptable and desirable."

The Highway 133 Corridor Master Plan was crafted to address new development in the defined "Area A" that is in close proximity to the municipal boundaries and that has a direct influence on future growth, economic vitality and Paonia's small town character.

Methodology.

The initial phase of the project began with a community survey sent to residents both Paonia area town and County residents in June 2008. The purpose of the survey was to gather information on community perceptions about business activities in and outside of the municipal limits. Two primary areas of focus were downtown Paonia and the Highway 133 Corridor. Respondents were also asked questions about length of residency, location in or outside of town limits, dwelling unit type and basic demographic data. The survey results were presented at a public meeting in July 2008.

The Paonia Board of Trustees appointed a 10 member Highway 133 Advisory Committee consisting of town and unincorporated Delta County residents, two town trustees, town staff members and Delta County Planning Department representatives. The purpose of the Committee was to oversee the project, seek input from community members and offer guidance to the project. The Highway 133 Advisory Committee met more than 14 times during the project.

Several public meetings were held during the course of the project to obtain initial input from area residents, to present project findings and submit the Highway 133 Master Plan to the Paonia Board of Trustees and Delta County Commissioners for adoption.

Project tasks included the following steps.

1. Initial scoping.
2. Definition of the study area and subareas.
3. Data collection & mapping.
4. Vision statement development.
5. Goals and policies.
6. Drafting of the plan document.
7. Public input & presentation.
8. Plan refinement & revisions.
9. Plan adoption.

Highway 133 Corridor Master Plan

Public Process

The Highway 133 Project included many opportunities for direct public involvement and input. A community survey was sent to 1,000 households in the Paonia area as well as many residents outside town limits. The results of the community survey were presented at a July 2008 public meeting attended by a large number of area residents. Residents from both within and outside town limits were solicited to submit applications for the project Highway 133 Advisory Committee. The Paonia Board of Trustees appointed representatives to the Committee. All Committee meetings were publicly noticed and open to public attendance. At various times, area residents that were not on the committee sat in on the meetings. More than 14 Advisory Committee meetings were held at Paonia Town Hall throughout the process. In January 2009, a public meeting was held with the Delta County Commissioners to give a project update and overview of the process. This was also an opportunity for the Commissioners and the public to offer input. A noticed public presentation was made to area residents in May 2010 to provide a Plan update, and to receive public input. Additional public meetings were held in August, September, and October 2010. These meetings included the public, Paonia Chamber of Commerce, Area Planning Commission, Paonia Planning Commission and the Paonia Board of Trustees. The Paonia Board of Trustees adopted the Plan at a noticed public hearing on October 12, 2010. The Paonia Trustees forwarded the Plan to the Delta County Commissioners who considered the Plan at a joint public hearing with the Delta County Planning Commission on November 3, 2010. Prior to final adoption, the Plan was made available at several public locations including the Paonia library, Town Hall and the Delta County Courthouse for public inspection.

Relationship to Comprehensive Plans - Town of Paonia and Delta County.

Town of Paonia 1996 Comprehensive Plan.

The 1996 Paonia Comprehensive Plan and 1996 Delta County Master Plan both address development outside of Paonia town limits because of the potential impacts of development in those areas on the town.

The Paonia comprehensive plan includes the following goals.

- ♦ Maintain rural and agricultural setting of the community.
- ♦ Maintain small community closeness.
- ♦ Preservation of the character of downtown.
- ♦ Monitor growth and encourage controls on quality and character.
- ♦ Provide adequate infrastructure.
- ♦ Promote diversity of employment opportunities.
- ♦ Expand and diversify the tax base.

The plan identifies that numerous factors influenced the detailed development of the plan including "impacts on the area's visual quality, potential for traffic congestion, commercial "stripping" of state Highway 133 (the scenic byway) and the threat of "suburban sprawl." In response to these identified concerns, the Plan provides that "commercial retail, office and industrial development has been identified for expansion in or near areas where these types of uses currently exist." "Future commercial property developed along State Highway 133 will be separated from existing commercial uses by expanses of open space in order to avoid "stripping" along the scenic byway and the design of future commercial properties will be controlled by design guidelines in order to ensure consistency with the community character." Further, the plan recommends that future commercial development should be based upon the objective to maintain and enhance the downtown commercial district and prevent "strip" development along state Highway 133. The Paonia Comprehensive Plan also enumerates goals and policies that address

Highway 133 Corridor Master Plan

commercial development, protection of agricultural lands, protection of the scenic byway and support for a compact community. The details of this plan are found in the Comprehensive Plan document available at Paonia Town Hall.

Delta County 1996 Master Plan.

Similarly, the Delta County Master Plan was based upon public meetings held throughout the County during the Spring of 1995. The 5 most important countywide issues are as follows.

- ◆ Preservation of agricultural lands and open space.
- ◆ Protection of private property rights.
- ◆ Maintaining the rural lifestyle.
- ◆ Scarcity of availability of domestic water.
- ◆ Lack of land-use planning.

The Delta County master plan includes a series of goals, policies and implementation strategies. On the issue of preservation of agricultural land and operations and incompatible uses, the plan includes the following statement. "If maintaining a critical mass of agricultural land use is the County's highest priority, the County must be willing to restrict other uses that are incompatible with agriculture and related business. This means residential subdivisions and other types of development adjacent to agricultural operations may have to be denied or required to mitigate adverse impacts on existing agricultural land use." One of the implementation strategies is to "establish a strong liaison with the private and public agencies to advocate agricultural land preservation in order to fully utilize conservation easements and other tools to preserve agricultural land." Another implementation strategy identifies that "the County should utilize its authority under state laws to develop a local planning area review process for any change in land use from agricultural use to residential, commercial or industrial use, and to develop mitigation standards to minimize the potential negative impacts on agricultural lands." The Plan strategies state that "the County should direct growth and infrastructure development to protect productive agricultural lands."

In order to minimize adverse impacts to county service providers and on infrastructure, Delta County established a goal to "encourage new development to locate in areas with adequate infrastructure and require that development pays its own way." One of the issues on this topic was that continuing residential development in the County was outpacing its ability to improve and maintain the county road system. Concerns were expressed about the County Sheriff's Department and its ability to respond to the level and complexity of rural crime. Similar concerns were identified about emergency services.

To respond to the issue of the fiscal impacts of new development, Delta County established the following goal. "The growth policies of Delta County should ensure that the financial impacts of new development are paid by those who benefit, and that development is directed to those areas where there is adequate infrastructure and services." One policy that supports this goal is "development should occur in and near municipalities where adequate infrastructure is available and services can be efficiently provided." Several strategies were developed to implement this policy. "1. The County and the municipalities should establish joint planning areas that define the urban service boundaries around each town. 2. Municipalities should be encouraged to allow the expansion of their water and sewer service areas, to accommodate a reasonable rate of growth. 3. The County should require that residents who benefit from any extension of municipal utility services must pay the costs of those extensions."

Protection of private property rights is an important value in Delta County and is strongly embraced by its residents. The Plan recognizes land use planning that embraces community goals may conflict with the issue of private property rights. This aspect of the Master Plan is challenging for private property owners, developers and the land use process. One of the policies that address this issue is that "The right to develop and improve private property does not constitute the right to physically damaged or adversely

Highway 133 Corridor Master Plan

impact the property or property value of neighboring landowners." An implementation strategy is that "compatibility of a new development with the existing land uses should be given priority consideration."

It is difficult to paraphrase the detail contained in both the Paonia Comprehensive Plan and Delta County Master Plan. The reader is encouraged to review both of these documents for a complete understanding of the information contained therein. The purpose of this section is to frame this Highway 133 Corridor Master Plan within the context of these two guiding documents. Although both of these plan documents are over 14 years old, they represent core values identified by county residents. Community core values tend to remain consistent over time. Some of the details in these planning documents will change as will the accompanying maps for future land uses. However, the basic tenets embodied in the goals and policies will likely remain consistent over time. It is anticipated that these documents will be updated in the future.

Highway 133 Corridor Master Plan

Town of Paonia Highway 133 Corridor Master Plan Vision.

The Town of Paonia is a small rural community with a high quality of life that is valued by municipal and area residents. Paonia desires to retain its rural small town character both physically and perceptually. An important means of articulating these qualities is creation of a community 133 Corridor Vision. This vision offers direction/information to residents, decision-makers, applicants and visitors about how Paonia sees itself. The Vision guides the actions Paonia and Delta County will take to pursue, protect and enhance this vision when creating its long-term future.

Paonia's historic downtown core is the civic, social and business hub of the community. The health and vitality of the core is fundamental to sustaining town character. Businesses, civic and social activities are accessible by bicycle and foot without a motor vehicle. Municipal utilities, parks/public works, public safety and other governmental services easily and cost-effectively service the community core. Community residents can easily support core businesses, community organizations and other functions. Commercial (and light industrial) development located away from the community core may potentially damage the function of the downtown core and community sustainability. Adverse impacts may be created by land uses that do one of the following:

1. Unnecessarily compete with the Downtown
2. Require single or limited use utility extensions which are expensive
3. Require greater travel distances for public works and public safety
4. Limit non-motorized access
5. Emphasize primary access by motor vehicle.

Improperly located and poorly buffered incompatible uses may harm valued agricultural uses important to the economy. Protection of agricultural uses is intended to ensure land-use compatibility, but is not intended to unnecessarily restrict a change from agricultural activities to another use. Careful evaluation is necessary on land development (residential, commercial or industrial) away from the historic core to ensure protection of the Highway 133 West Elk Scenic Byway values. Clustering these activities in suitable locations and incorporating open space buffers between uses will minimize detrimental impacts. Quality building architecture and site design will maintain clean attractive appearances and successful site function. Landscaping, effective signage, good site access/circulation and well designed lighting are important. These design elements ensure quality appearance, provide safe access and eliminate over-lighting/glare.

The Town of Paonia and Delta County support reasonable and compatible new development. Town and area residents value protection of private property rights and value less governmental regulation. However, new development should reasonably contribute to its impacts so as to ensure that the cost of services, utility extensions, roadway improvements and governmental expenditures do not become financial costs to existing residents. Contributions from new development should also be directed at maintaining existing levels of service in the community. New commercial and industrial development should promote a sustainable economy and not unnecessarily duplicate similar functions in the historic core. Similarly, this new development shall not adversely affect agricultural uses. Paonia and Delta County will use the land use process to ensure compatibility with surrounding uses and quantify net community revenues before approvals are granted. A careful balance must be maintained in a free-market to ensure healthy competition, but new businesses that unnecessarily relocate or displace core community businesses are not desired.

Delta County does not have zoning, but uses *Regulation for Specific Developments* as a method of ensuring adequate services, use compatibility, natural/cultural resource protection, safeguarding community character and supporting agriculture. The Delta County and Paonia Comprehensive Plans include clear language supporting the Highway 133 Corridor Vision. Paonia has an intergovernmental agreement (IGA) with Delta County on land-use activities in the municipal planning area. Paonia and

Highway 133 Corridor Master Plan

Delta County will revise the existing IGA or create a new IGA to promulgate this plan and vision. These principles are important to Paonia, area residents and Delta County to ensure a sustainable quality living environment for area residents that does not burden taxpayers with new development costs. It is intended that this Plan will apply only to uses in Delta County within the defined areas adjacent to the Town of Paonia that require a Specific Development Permit from the County. In the event of conflict between the provisions this Plan and the regulations or plans of Delta County, the requirements of this Plan shall govern.

Goals and Policies.

Scope & Focus

Goal - *Focus all land uses that require a Delta County "Specific Development Permit" at appropriate nodes where it can be efficiently and cost-effectively served by municipal utilities and services.*

Policy - New multi-family, commercial or light industrial development should be located adjacent to or within close annexation distance to the municipal boundary.

Policy - Paonia will avoid leapfrog development outside Area A by requiring sequential annexation and avoid flagpole annexations to maintain cost-effective provision of services, protect its economic base and secure new sales/property taxes.

Policy - New development in Area A should be located along Grand Avenue, Stahl Road, Clock Road, Price Road, Samuel Wade Road or at the intersection of these roads and State Highway 133 in a manner that draws traffic off Highway 133 and leads visitors to the downtown core.

Existing Agricultural Use Support

Goal - *Delta County and Paonia shall protect and support existing agricultural uses to support sustainability of those activities.*

Policy - Agricultural businesses that support and enhance area agriculture are encouraged.

Policy - Protection of existing agricultural uses shall be a primary consideration before any new residential, commercial or industrial development requiring a specific development permit is approved.

Policy - Incompatibility of new land uses with existing agricultural uses shall be a basis for denial. Mitigation may be required to ensure compatibility with agriculture if the proposed new land-use is incompatible. Incompatible means land uses that create conditions that are detrimental to agriculture from, by way of example but not limited to, trespass, domestic animal harassment of livestock, agricultural operations complaints (spraying, farm equipment sounds, odors, hours of operation, etc...).

Policy - Recommendations from the staff and other representatives of the Town of Paonia and Delta County on use compatibility and compliance with the Paonia Highway 133 Corridor Master Plan will be primary in final decisions by the Delta County Commissioners.

West Elk Scenic Byway Character

Goal - *The open scenic character of the West Elk Scenic Byway shall be protected.*

Policy - Open space and landscaping shall be used to buffer new business and to maintain the Highway 133 corridor rural character within Area A.

Policy - New businesses locating within Area A shall include quality architectural designs, good site plan design, effective landscaping, well-designed dark-sky compliant lighting, substantial setbacks and quality signage in scale with the use and area.

Highway 133 Corridor Master Plan

Policy - New businesses in Area A shall contribute a proportionate share of the cost of non-motorized access routes in the form of trails and/or sidewalks to facilitate non-motorized access by area residents and reduce traffic impacts.

Gateways

Goal - *The Town of Paonia, Delta County and CDOT will collaborate to develop gateway signage, landscaping and street lighting that directs the traveling public to downtown Paonia where food, services, entertainment and information are available.*

Policy - The Paonia community gateways will be improved based upon site-specific plans to define the entry portals to add to the sense of "arrival."

Policy - Paonia will work with the Colorado Department of Transportation and Delta County on the gateways to ensure consistency of signage, landscape design, lighting and other characteristics in these transition areas.

Policy - Paonia will work with community organizations, the business community and development community to support right-of-way cleanup and beautification efforts in each gateway.

Appropriate Development

Goal - *Delta County and the Town of Paonia will protect the Highway 133 West Elk Scenic Byway (in Area A) from strip commercial, big box and similar development that will detract from the rural qualities of the highway corridor and Paonia's small-town character.*

Policy - New development in Area A shall occur at identified nodes with ample open space buffers between uses and be designed in a manner that maintains the rural small town character of Paonia.

Policy - Site design, good architectural design, landscaping, lighting and signage shall be incorporated in new development to protect the scenic qualities of the Highway 133 Corridor in Area A.

Policy - Commercial design standards are needed that address vertical/horizontal monolithic walls, rear and internal parking areas, landscaping designed for shade, division of large parking areas, support of architectural ornamentation and specification of square footage maximums for single structures.

Policy - Structures should be sited to avoid a "wall" affect along public rights-of-way and along adjacent property lines. This can be achieved by varying the building setbacks and clustering buildings.

Policy - Neighborhood commercial design standards will address architectural compatibility, parking, signage, landscaping and lighting to make small commercial areas desirable in residential development.

Conformance to the Comprehensive Plan.

Goal - *Development that does not conform to the Town of Paonia or Delta County Comprehensive Plans should not occur within Area A.*

Policy - Applicants should clearly demonstrate in land-use applications substantial conformity with the applicable Comprehensive Plan.

Policy - Non-compliant land-use applications should be modified to conform substantially to the comprehensive plan or they may be rejected.

Highway 133 Corridor Master Plan

Access

Goal - *Driveway access in Area A along Highway 133, Grand Avenue, Samuel Wade road and other access roadways shall conform to the applicable CDOT, Delta County or Town of Paonia roadway access design standards and shall offer safe, separated well-defined access points.*

Policy - Landscaping, good design and other design techniques will identify and define access points along roadways within Area A.

Policy - Access design will incorporate features to provide for safe non-motorized crossings and access to commercial or other uses.

Policy - Shared accesses and frontage road or similar designs shall be utilized to minimize and separate access points for individual businesses.

Policy - Site circulation within new development should be designed to promote a good flow of traffic through the site and minimize conflicts with pedestrian or bicycle movement.

Screening & Storage

Goal - *Screening of stored materials, equipment, HVAC equipment, waste receptacles, transformers and other unsightly business elements will be tastefully incorporated into building and site design to achieve in aesthetically pleasing appearance of businesses in Area A.*

Policy - Development proposals should include site plans that provide for screening of building elements, utility entrances, transformers, utility pedestals, loading areas, storage, and other aspects of the development plan that detract from a pleasing aesthetic appearance of the site and structures.

Landscaping

Goal - *Landscaping in Area A shall be incorporated in building site plan designs that provides an overall integrated appearance, breaks up building massing, defines primary building features such as the main building entrance and site access as well as screening for service entrances, storage areas and other unsightly building features.*

Policy - New development applications should include a detailed landscape plan that identifies numbers of trees, evergreens, shrubs by, as applicable, caliper size, height or container size. Areas proposed for grasses or groundcovers shall include the square footage, species type, seed mix/spread rate (for grasses) and other characteristics.

Policy - Use of native, drought tolerant, low-water consuming xeric species is encouraged to minimize water use and maintenance. Nonliving materials may be incorporated into the landscaped areas but shall not occupy more than 25% of the landscaped areas.

Policy - Use of non-treated irrigation water is strongly encouraged on all landscaped areas. Consideration should be given to incorporating water features into the site design that utilize irrigation ditches and flowing water in a way that minimizes insect breeding (mosquitoes etc.).

Policy - Properly spaced street trees should be planted along roadways in Area A in front of new businesses in a manner that minimizes roadway hazard and maximizes shade when trees reach maturity. Street trees should be designed to shade sidewalks and non-motorized access routes in or adjacent to public rights-of-way.

Policy - Landscape designs should incorporate tree islands in parking lots and should define driveway entry points without reducing sight distance.

Highway 133 Corridor Master Plan

Non-motorized Access

Goal - *Non-motorized access should be accommodated in new construction site planning in a manner that facilitates both access to and from the site from adjacent locations and internally on the site. Non-motorized access plans shall include handicap accessibility and encourage site access that reduces the need for motor vehicles.*

Policy - All weather hard surface sidewalks shall be located in the adjacent right-of-way and designed to connect to existing or future right-of-way sidewalk connections as part of an overall non-motorized access plan.

Policy - Pedestrian crossings should be well-defined and visible to the motoring public. Use of textured pavements, slightly raised crossings and effective lighting should be utilized to minimize maintenance, increased visibility and provide for the safety of pedestrians, bicyclists and other non-motorized traffic.

Policy - Sidewalks and trail routes should be designed to connect to planned or existing trail/sidewalk systems adjacent to the property or across a public right-of-way.

Parking

Goal - *Parking areas in Area A shall be designed and located to minimize the dominant appearance of vehicles on a site and shall be designed to facilitate non-motorized access through the site that minimizes conflicts with vehicle traffic.*

Policy - Careful site planning should consider placement of parking for customers, employees, deliveries, and service vehicles to maintain quality appearances from the public right-of-way and adjoining properties.

Exterior Lighting

Goal - *Exterior lighting in new development in Area A including lighting on buildings, in parking lots and other on-site locations shall be designed to be downcast, minimize glare, over lighting and lighting trespass by incorporating "dark sky" designs, cut-off fixtures, and other elements that consider energy efficiency, good color rendition and good overall lighting design.*

Policy - Paonia will require lighting design that minimizes lighting trespass while meeting appropriate safety standards.

Policy - Paonia will adopt a lighting ordinance with standards aimed at eliminating light pollution, glare, over-lighting and preserving a dark night sky.

Signage

Goal - *New business signage in Area A shall conform to the Town of Paonia sign regulations to limit the total number of signs, height, and square footage.*

Policy - The Town of Paonia shall revise its sign ordinance and include elements such as aesthetic character, design, materials, and thematic characteristics.

Infrastructure

Goal - *Paonia will continue to operate its water and wastewater facilities in a manner that provides high-quality service with adequate capacity to meet community needs including fire flow, potable use, irrigation and wastewater treatment. Fiscally, these systems are operated on an enterprise basis and fee structures will be reviewed regularly to ensure that user fees and tap fees (system development fees) are adequate to meet current and long-term financial needs. In addition, the Town will maintain a portfolio of water rights sufficient to serve current and future needs.*

Highway 133 Corridor Master Plan

- Policy** – Additional plant or system capacity necessary to accommodate increased demands resulting from new growth shall be paid for by new development.
- Policy** – New development shall pay for on-site and off-site infrastructure improvements commensurate with the anticipated development demands based upon an acceptable engineering analysis.
- Policy** – Paonia will track available water/sewer system EQR availability to ensure adequacy for peak demands by existing land uses and will allow new development demands when new system capacity is available.
- Policy** – Anyone residing in Area A as defined in this Plan and shown on the accompanying map, who goes through the specific development and conforms to the standards detailed herein will be eligible to purchase a water tap at a 25% discount from out-of-town tap rates. There will be a maximum of 8 water taps per year sold at this discounted rate available on a first come first served basis. These properties will pay out-of-town user fees until they are annexed.
- Policy** – Pursuant to Paonia Board of Trustees Resolution 2010-10, an unlimited number of sewer taps will be made available to Area A as defined in the Highway 133 Overlay at the same tap price as charged to customers living inside the Paonia Town limits.
- Policy** – Properties in Area A that are subject to these standards will be required to enter into a preannexation agreement with the Town and comply with all development standards.
- Policy** – Property owners and/or applicants that request water or sewer taps without a definite development proposal will be required to sign a preannexation agreement that will, among other things, require them to comply with all standards in Area A at the time they are ready to develop.

Compatibility & Economic Sustainability

Goal – *New commercial development in Area A should complement existing businesses and not be detrimental to long-term community economic sustainability.*

Policy – The community will work to increase education/information/awareness and visitation to the historic downtown in concert with expanded events, business promotion and related activities.

Design standards.

The following design standards are to be used within Area A shown on the Highway 133 Corridor Master Plan map.

Commercial Building Design and Site Layout.

- ◆ Large, square, “box-like” structures are not an acceptable form. Architectural elements with smaller forms stepping outwards and down shall be included in building design.
- ◆ Blank, windowless walls visible from public streets are discouraged. Walls shall not have an uninterrupted length exceeding fifty (50) feet. Buildings having single walls exceeding fifty (50) feet in length shall incorporate one or more of the following for every fifty (50) feet:
 1. Changes in color, graphical patterning, changes in textured surfaces, or changes in materials.
 2. Projections, recesses, shadow lines and reveals.
 3. Windows patterns and fenestration.
 4. Changes in parapet heights.
 5. Stepping of the wall plane.
 6. Overhangs.
 7. Arcades and pergolas.
 8. Towers.
 9. Gable projections.
 10. Horizontal/Vertical breaks.
 11. Other similar architectural features/techniques to avoid

Highway 133 Corridor Master Plan

- ◆ monolithic shapes and surfaces and to emphasize building entries.
- ◆ Exterior building elevations shall maintain the integrity of near-by architectural character and detailing.
- ◆ Adverse impacts will be minimized and visual compatibility with adjacent land uses will be achieved by using a combination of landscaping, building orientation and appropriate architectural elements.
- ◆ Continuous cornice lines or eaves are encouraged between adjacent buildings.
- ◆ Buildings with flat roofs shall provide a parapet with an articulated cornice.
- ◆ The architectural treatment of the front facade shall be continued, in its major features, around all visibly exposed sides of a building. Blank wall or service area treatment of side and/or rear elevations visible from the public right-of-way is discouraged.
- ◆ Windows shall be vertically proportioned wherever possible.
- ◆ Fixed or retractable awnings are permitted. Canvas is the preferred material, although other water proofed fabrics may be used; metal or aluminum awnings may be used, but should be integrated into the building design and have good aesthetic appeal.
- ◆ Air conditioning units, HVAC systems, exhaust pipes or stacks, elevator housing and satellite dishes and other telecommunications receiving devices shall be screened from view from the public right-of-way and from adjacent properties by using walls, fencing, roof elements, and landscaping.
- ◆ Trash facilities, loading, service and storage areas visible from the public right-of-way or adjacent property shall be screened with an opaque screening wall that matches building exterior appearance and/or by landscaping.
- ◆ Loading areas shall not front any public street.
- ◆ Materials, colors, and architectural details used on the exterior of a building shall be compatible with the building's style and with each other.
- ◆ Standardized "corporate" or strongly thematic architectural styles associated with chain-type restaurants retail stores and service stores are strongly discouraged unless they accommodate the desired image for the Town of Paonia and are compatible with adjacent structures and uses.
- ◆ Intense, bright or fluorescent colors shall not be used as the predominant color on any wall or roof of any primary or accessory structure.
- ◆ Sloping roof areas with a pitch of three in twelve (3 in12) or greater, and visible from a public right-of-way, shall be surfaced with attractive and durable materials that are consistent with exterior building characteristics and architectural character.
- ◆ Office, hotel and motel structures shall be oriented so that pedestrian entries face the nearest adjacent street.
- ◆ Office and entry spaces shall be distinguished from the building mass.
- ◆ Where multiple buildings are proposed on a development parcel, buildings shall be oriented to allow views into the project and shall preserve high quality views through the project (e.g. views of the mountains).
- ◆ Applications submitted shall include an engineered drainage plan that includes rooftop drainage on the site.

Non-motorized Connections

- ◆ Commercial developments must include a plan to link with surrounding areas by extending town streets, sidewalks, and/or paths directly into and through the development, thereby providing convenient, direct pedestrian, bicycle (non-motorized access) and vehicle access to and from the development.

Highway 133 Corridor Master Plan

- ◆ Walkways must be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and not be located and aligned solely based on the outline of a parking lot configuration that does not provide such direct pedestrian access.
- ◆ Pedestrian crossings should incorporate textured/colored concrete to minimize maintenance and enhance safety.
- ◆ A sidewalk plan shall be submitted showing connections to existing and/or future sidewalks to provide for continuous access. In the event development occurs in advance of completion of adjacent sidewalks, applicants shall provide adequate easements and cash in lieu of sidewalks based upon an amount established by the Board of Trustees and subject to Town approval.
- ◆ Sidewalk widths shall be a minimum of 5 feet or another adequate width based upon standards established by the Town.

Building Location & Setbacks

- ◆ Where possible, buildings shall be located to front on and relate primarily to streets. Building setbacks from local and collector streets should be minimized in order to establish a visually continuous, pedestrian-oriented street-front. In the case of large buildings where greater setbacks are needed, a minimum of thirty (30) percent of the building shall be brought to the setback line. If a minimum setback is not maintained, the increased setback area shall have landscaping, low walls or fencing, a tree canopy and/or other site improvements along the sidewalk designed for pedestrian interest, scale and comfort.

Parking

- ◆ Parking should be provided to the greatest extent possible at the rear or sides of buildings. Parking shall address the following characteristics:
 1. Parking and driveway areas and primary access to parking facilities shall be surfaced with asphalt or concrete.
 2. Parking lots shall not dominate the frontage of pedestrian-oriented streets, interfere with designated pedestrian routes, or negatively impact surrounding areas.
 3. No more than two (2) rows of parking shall be located on the front of buildings.
 4. Parking lots shall be landscaped and buffered as provided in the Landscaping Section.
 5. Where feasible, parking lots shall share access drives with adjacent property with similar land uses. Shared access should include cross-access easements and/or similar shared use agreements.
 6. Off-street parking areas shall be designed so that vehicles may exit without backing onto a public street unless no other practical alternative is available. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks or strike against or damage any wall, vegetation, utility or other structure.
 7. Circulation areas shall be designed to facilitate the safe movement of vehicles without posing a danger to pedestrians or impeding the function of the parking area.
 8. Parking area lighting shall utilize cut-off fixtures, and that are arranged to direct light downward, away from nearby residential properties, and does not create glare impacts to passing motorists or non-motorized traffic.
 9. Where possible, shared off-street parking for compatible uses should be considered and should include a shared parking agreement including substantiation that parking will be available during the times it is needed.
 10. Parking lots with 20 or more parking spaces shall be broken up into smaller segments with landscape medians and islands to minimize large areas of asphalt or other hard surfaces. Trees shall be incorporated to provide parking lot shading. Bollard and/or street lighting shall be used to provide lighting at critical points in the parking lot without over lighting, glare or lighting trespass.

Highway 133 Corridor Master Plan

11. Use of landscape/grassed catchment areas and similar designs should be used for managing, controlling and filtering parking lot/site drainage and is part of an overall site drainage plan. Use of properly engineered pervious surfaces may be considered subject to approval by the Town.
12. Site parking shall include bike racks and areas for parking strollers and other non-motorized vehicles near the main entrance to the primary building(s) and shall have a logical connection to on-site non-motorized access routes.

General Requirements for All Commercial, Industrial & Multi-family Uses.

- ◆ All service, fabrication and repair operations shall be conducted within a building. Service, fabrication and repair operations that are too large to be conducted within a building shall be conducted within a screened enclosure that blocks views from adjacent properties and adjacent public rights of way.
- ◆ All applicable environmental standards of Delta County, the Town of Paonia, the State of Colorado or the United States government shall be complied with at all times.
- ◆ All business, commercial and industrial facilities adjacent to residential uses shall be screened by landscaping and opaque fencing of a minimum height of seven feet (7') or as other wise provided for in the Paonia Municipal Code subject to review and approval of the Town Board of Trustees or Delta County Commissioners.

Landscaping

- ◆ Land development applications that are required to comply with the standards in Area A shall be accompanied by a detailed landscape plan.
- ◆ Landscape improvements shall be designed to enhance the overall appearance of the development and integrate the project with adjacent land uses and into the surrounding neighborhood.
- ◆ All landscaping improvements shall consider use of the site, access through or adjacent to the site and adjacent land uses.
- ◆ Landscapes shall strive to maximize the use of native species.
- ◆ Landscapes shall consist of a variety of species to enhance biodiversity. No one species may make up more than twenty-five (25) percent of the total non-grass plant materials on the site.
- ◆ At least seventy-five (75) percent of landscaped areas shall be live materials.
- ◆ A minimum of twenty-five (25) percent of the gross site land area shall be landscaped.

Planting standards

1. Site trees - A minimum of one (1) tree per five-hundred (500) square feet of landscaped area.
2. Shrubs - A minimum of one (1) shrub per one hundred (100) square feet of landscaped area. Group shrubs. Trees may be substituted for up to one-half (½) of the required shrubs at the rate of one (1) tree for ten (10) shrubs.
3. Groundcover - Establish irrigated grass turf maintained for heavy use areas to appropriate standards. Native grasses may be used for areas that will not receive heavy use. Grassed areas must be kept predominantly weed-free and should not be taller than eight (8) inches.
4. Street trees shall be planted along the adjacent public right-of-way at minimum interval of one (1) tree for every thirty-five (35) feet of the linear highway or street frontage.
5. Tree removal - Healthy trees listed as desirable on the Paonia Tree Board list shall not be removed without good cause. This requirement is not intended to prevent the removal of unhealthy trees in association with site development.
6. Revegetation - Areas disturbed by construction shall be reseeded and maintained in a predominantly weed-free condition.

Highway 133 Corridor Master Plan

Plant Materials.

1. Minimum planting sizes on required landscaping shall be two (2) inch caliper deciduous trees, six (6) foot tall evergreen trees and five (5) gallon shrubs.
2. All plants shall conform to standards for measurements, grading, branching, quality, ball and burlapping as stated in the American Standard for Nursery Stock, 1990 Edition, American Association of Nurserymen, Inc., (AAN-ASNS) and Colorado Nursery Act of 1965 (CNA).

Irrigation.

1. Landscaping shall be irrigated as required for plant establishment and maintenance. Irrigation shall be appropriate to the type and scope of the improvements.
2. Use of non-treated water for irrigation is encouraged if a permanent and suitable supply is available.
3. Temporary irrigation may be used to successfully establish native grasses and vegetation. Successful establishment is achieved when eighty (80) percent of the planted materials are actively growing and can survive without irrigation.

Guarantee of Installation.

1. Required landscape improvements shall be installed prior to occupancy of any structure and shall be accompanied by an agreement to guarantee installation of landscaping and other improvements before a final approval is granted. If weather conditions prevent installation, the developer shall post a financial guarantee for the improvements. This guarantee shall be released upon completion of the installation and successful establishment of the landscaping.

Maintenance.

Temporary irrigation systems should be used to establish native grasses and other vegetation designed to survive on ambient precipitation. Temporary irrigation systems shall not be removed until 80% of all associated landscaped areas are successfully established.

All landscaping shall be maintained and dead plant, tree or shrub landscaping shall be replaced by the landowner/occupant within one growing season. Property owners and/or occupants shall be responsible for maintenance of landscaping.

Lighting Standards

- ♦ A lighting plan shall be submitted that shows the location, type, wattage, bulb type, height, photometrics of all proposed light fixtures for land use applications in Area A that propose outdoor lighting.
- ♦ The Maximum light level at any point on a property line shall not exceed one-tenth (0.1) of a foot candle within or adjacent to a residential zone or 0.2 foot-candles adjacent to nonresidential areas
- ♦ Building façade lighting shall be fully shielded, aimed downward with fixtures mounted as flush to a wall as possible.
- ♦ Unshielded lighting is permitted provided that it is activated by a motion sensor and provided the lighting fixture is aimed downward and located in such a manner as to prevent glare and light trespass. The light shall only go on when activated and go off within five (5) minutes of activation. Motion sensor activated lighting shall not be triggered by movement or activity located off the property on which the light is located.
- ♦ Lighting fixtures mounted under canopies used for vehicular shelter shall be aimed downward and installed such that the bottom of the light fixture or its lens, whichever is lower, is recessed or mounted flush with the bottom surface of the canopy. A full cut-off light fixture may project below the underside of a canopy. All light emitted by an under-canopy fixture shall be substantially confined to the ground surface directly beneath the perimeter of the canopy.

Highway 133 Corridor Master Plan

- ◆ Up-lighting of landscaping is not permitted.
- ◆ A United States flag on a pole may be illuminated by pole-top mounted downward aimed fully shielded spotlight fixture.
- ◆ Full cut-off fixtures shall be installed in a horizontal position and aimed downward.

Prohibited Lighting.

1. Mercury vapor lamps;
2. Low-pressure sodium lamps;
3. Blinking, flashing, moving, revolving, flickering, changing intensity or color, and chase lighting, except lighting for temporary seasonal displays, lighting for public safety or required for air traffic safety;
4. Any light fixture that may be confused with or construed as a traffic control device;
5. Any upward oriented lighting except as otherwise provided for in this Section;
6. Searchlights, beacons and laser source light fixtures;
7. Exposed linear lamps that include without limitations, neon, light emitting diode (LED), and fluorescent lighting, primarily intended as an architectural highlight to attract attention or used as a means of identification or advertisement; or
8. Any lamp or bulb not within a light fixture visible beyond the property line on which it is located (except for seasonal displays).

Screening & Storage

- ◆ Except for items displayed by a retail business for immediate sale, larger quantities of inventory stock, equipment, construction materials, vehicles and similar items should be stored behind buildings structures and screening fences that incorporate landscape elements so that they are not or are minimally visible from the adjacent right-of-way. Living nursery stock associated with nursery sales is exempt from this requirement.
- ◆ Equipment shall be stored at the lowest operating height to minimize visual impacts.
- ◆ Fencing should be designed to avoid long continuous solid walls on property lines adjacent to the roadway and trails/sidewalks. Long sections of fence should be offset or staggered and broken up with landscape materials to improve visual appearance. Use of berms, landscaping and other aesthetically pleasing techniques should be incorporated adjacent to visible portions of the property along traveled ways to improve the appearance of the fencing.
- ◆ Chain-link security fencing should incorporate fabric type screening materials on the inside of the fence that provides at least 80% opacity. Use of plastic, wood or metal slats inserted in the chain-link fence for screening purposes will not be allowed because they do not provide effective screening to moving vehicles on the highway. Tires or used building materials are not acceptable screening materials.
- ◆ Solid wood fencing and other solid fence designs should be constructed to create an attractive appearance from public roadways in Area A with designs that, by way of example, include structural elements on the fence interior or are balanced between the interior and exterior.
- ◆ Fencing should be constructed of materials designed for longevity and minimum maintenance.
- ◆ Fencing shall be maintained in a good, structurally sound and safe condition.
- ◆ Outdoor stored materials, transformers, building utility service entrance equipment, trash receptacles shall be enclosed by a solid opaque enclosure constructed to match the exterior building appearance and/or shall be effectively screened from view by landscaping.

Dimensional requirements.

The following building setbacks shall be used adjacent to each of the following streets and should be based upon parking configurations.

Highway 133 Corridor Master Plan

Samuel Wade Road, Stahl Road, Price Road, Clock Road, Grand Avenue (Collector Street).

Front yard - 25 feet.

Side yard - 10 feet.

Rear yard - 20 feet.

Minimum lot size in unincorporated Delta County - 1 acre with central water or central sewer.

Highway 133.

Minimum setback adjacent to right-of-way - 50 feet.

Side yard - 10 feet.

Rear yard - 20 feet.

Minimum lot size in unincorporated Delta County - In conformance with Delta County requirements.

Signage.

- ◆ All site signage shall conform to the Town of Paonia Land Use Code presently detailed in Article XIV: "Signs" or as amended in the future.

Utilities

- ◆ All utilities shall be installed underground.
- ◆ Developments that have a structure within 400 feet of a water or sewer main and/or a property line within 200 feet of a sewer main shall connect to the Town of Paonia municipal water and/or sewer system.
- ◆ New development shall provide a sufficient number of fire hydrants for fire suppression and an adequate water supply connected to the municipal water system or other acceptable water supply.

Land uses.

The following land uses are supported within the Area A overlay district within the Highway 133 Corridor. Applicants seeking a Specific Development Permit from Delta County that conform to the following Permitted or Special Review Uses will receive incentives from both Delta County and the Town of Paonia that include, but are not limited to, streamlined review procedures, preference for water & sewer taps, discounted tap fees, a preannexation agreement and possibly other negotiated terms. In addition to compliance with the following uses, applicants must comply with building and site design standards that include landscaping, lighting, access, signage, non-motorized access, setbacks, outdoor storage/creating, underground utilities, parking area design/location, noise, odor view-shed protection and, if adopted, development impact fees.

Properties located in Area B are not required (*but are encouraged*) to comply with these same standards with the goal and objective of creating a cohesive, attractive, integrated and logical land-use pattern in and adjacent to Paonia.

Implementation of the terms and conditions of this document are to be achieved through an intergovernmental agreement between the Town of Paonia and Delta County.

Permitted Uses - Must conform to design standard requirements.

Special Review Uses - Must conform to design standard requirements as well as other standards. That include, but are not limited to, site planning, access, building design/layout, parking, landscaping, lighting, signage, noise/order/glare/vibration/smoke/other emissions, and similar characteristics.

Prohibited Uses - Uses not allowed under any circumstances.

Other Restrictions - Large retail businesses shall be limited to a maximum of 20,000 square feet in a single structure or multiple structures associated with the same business.

Highway 133 Corridor Master Plan

Uses Permitted by Right. Retail businesses; professional/business offices; personal services shops (including, but not limited to, commercial recreation including pool halls, bowling alleys, skating rinks and golf courses, barber/beauty shops, child care, shoe repair, self-service laundromats, travel agencies); dental or medical clinics; microbrewery pubs; nursing homes; tattoo/body piercing shops; membership clubs; real estate offices; restaurants with 50 or fewer seats; motels/hotels with 50 or fewer rooms; small animal clinic without outside kennels; parking lots; winery with wine tasting; farmers markets; fruit processing/storage; garden center; greenhouse; parks and recreational areas.

Special Review Uses. Auto sales and service/repair; drive-up windows for banks; restaurants with more than 50 seats; fast food restaurants; drive-in restaurants; gas stations; professional and business office when part of a permitted light manufacturing use; light fabrication/manufacturing; storage shed rental spaces; dwelling units as part of a business use; public and governmental facilities; public or private schools; group homes for developmentally disabled; natural resource mining for a specific purpose and a limited timeframe. Except for "prohibited uses", unlisted uses may be allowed by Special Review in conformance with the Special Review procedures in the Paonia Land Development Regulations.

Prohibited Uses. Utility substations; adult businesses; commercial feedlots; automobile wrecking yard; bulk storage of flammable liquid gas and/or other flammable products; fertilizer manufacturing/storage; grain warehouse; explosives manufacturer/storage; concrete/asphalt plants; heavy industrial equipment service/storage; heavy industrial, hotels/motels with more than 50 rooms.

APPLICATION PROCESSING

Highway 133 Planning Review Process.

Application and Submittal Requirements.

Any person who proposes a Specific Development in the unincorporated area of Delta County that lies within Area A of the Paonia Highway 133 Planning District shall first request and attend a pre-application meeting with the Delta County Planning Department this process can be completed over the telephone and all applications forms can be downloaded online. The planning staff shall explain the application, site plan requirements, performance standards, review procedures and estimate the time required to complete the process. The Delta County planning staff will provide the applicant with a copy of the Paonia Highway 133 Planning Area standards and requirements with the proper application forms.

The applicant shall submit a completed application along with the required fees to the Delta County Planning Department. Upon receipt of a completed application and the associated fees, the Delta County Planning Department shall have ten (10) days within which the application shall be determined to be complete. In the case of incomplete applications, the planning staff shall notify the applicant of the deficiencies in the application, and request submittal of the required items and return the incomplete application to the applicant. Complete applications shall be referred to the list of referral agencies within twenty (20) working days of the application being deemed complete. Referral agencies should review and return comments on the submittal with adequate time for the County to review the input. All applications submitted to the Delta County Planning Department shall be reviewed as a minor development as outlined in the Specific Development Regulations Article IV Section 2.

Applications within Area A of the Paonia Highway 133 Planning District shall comply with all goals, policies and requirements. It is the applicant's responsibility to demonstrate clearly compliance with these provisions. Applicants that cannot comply with all the requirements due to circumstances of a property relating to its physical characteristics, lot configuration, topography, or other qualities beyond the control of the property owner/applicant which render the property unusable and/or unable to comply with one or more of the standards may apply for relief through a variance to these requirements. The variance

Highway 133 Corridor Master Plan

procedure is a separate, but can be a concurrent review process with the Specific Development Application.

Area A applications shall be submitted to the Town of Paonia and shall be reviewed by the Paonia Development and Review Committee (D&RC) for conformance to these Plan requirements. The D&RC shall present their findings and recommendations on each application in writing to the Paonia Board of Trustees at a regular public meeting. The Recommendations of the Town of Paonia from the D&RC shall be forwarded to Delta County to be considered during the County Commissioner's review of the application.

The Town of Paonia will post the property for notification of the D&RC public hearing in Paonia. Delta County Planning will notify property owners within 200 feet of the property boundaries in writing via regular mail and publish said notification of the BOCC public hearing in the newspaper of record for Delta County.

The Delta County Planning Department, upon receipt of the referral agency comments, shall schedule a public hearing before the Board of County Commissioners (BOCC) in compliance with Article V of the Delta County Regulations for Specific Developments. Applications that receive a recommendation for approval from the Town of Paonia will be recommended for approval to the County Commissioners at the public hearing. Delta County staff shall have the right to recommend additional terms and conditions beyond those recommended by the Town of Paonia and/or the referral agencies. Conversely, applications that receive a recommendation for denial from the Town of Paonia because of noncompliance with the goals, policies and requirements of the Paonia Highway 133 Planning Area will receive a recommendation for denial to the County Commissioners from the Delta County planning staff.

Applications approved by the Delta County Board of Commissioners must comply with any conditions imposed and must complete a "Development Agreement" with the County.

If an application meets the standards set forth in this document based on an initial review by Delta County and the Town of Paonia staff, then the application may proceed with a Delta County administrative review which means there will be no other public hearings in front of the Area Planning Commission, nor Delta County Planning, but shall proceed before the Delta County Board of County Commissioners for review.

Applicants that choose not to comply with the terms and conditions within Area A of the Paonia Highway 133 Planning District may process a Specific Development Application with the Delta County under the terms and conditions of the Delta County Regulations for Specific Developments. The Town of Paonia will be a referral agency under this process and has all rights to offer comments and recommendations on the application to the Upper North Fork Advisory Planning Committee, Planning Commission and County Commissioners in accordance with the Colorado Revised Statutes, adopted intergovernmental agreements and the applicable.

VARIANCES

When circumstances of a property relating to its physical characteristics, lot configuration, topography, or other qualities beyond the control of the property owner/applicant render the property unusable and/or unable to comply with one or more of the standards, a property owner/applicant may apply for relief through a variance to these requirements. A variance is intended to provide relief from some but not all of the required standards because of a demonstrated and qualified hardship on a subject property. Any variance considered must be the minimum variance necessary to provide reasonable use of a property while ensuring compliance with as many of the required standards as possible. A variance shall not be granted unless approved by both the Town of Paonia and Delta County. If a variance to these standards is determined to be required, the variance will be reviewed concurrently with an application submitted under the 133 Plan requirements.

Highway 133 Corridor Master Plan

Variance Criteria.

1. There are unique physical characteristics of the site such that compliance with the standards of this regulation would create an undue hardship on the property owner by depriving the owner of a reasonable economic use of the property.
2. The hardship is not a result of actions of the applicant or property owner.
3. Granting of the variance would not adversely affect adjacent or neighboring residents or property owners.
4. Support for the variance has been received from the Town of Paonia and Delta County.
5. There is no reasonable relief, other than a variance that would allow the property owner to comply with the provisions of this regulation.
6. The existence of non-conforming uses or previously approved variances adjacent to or in the vicinity of the variance is not a basis for granting a new variance.
7. A desire on the part of the applicant to not comply with the standards is not a justification for approval of a variance.

Procedures.

1. Application is submitted to the County planning staff.
2. Within 10 days of receipt of the application, the County planning staff shall refer the application to the Town of Paonia for review and recommendation.
3. The Town of Paonia will post the property for notification of the D&RC public hearing in Paonia. Delta County Planning will notify property owners within 200 feet of the property boundaries in writing via regular mail and publish said notification of the BOCC public hearing in the newspaper of record for Delta County.
4. A written report identifying compliance/non-compliance with the Highway 133 Plan standards/criteria shall be submitted to Delta County by the Town of Paonia.

Implementation.

The Highway 133 Corridor Master Plan must include implementation measures in order for the vision, goals and policies to be realized. The following actions are recommended to be implemented by the appropriate elected officials after evaluations/recommendations from the staff and Planning Commission and input from the public.

Public Awareness

- ◆ Make the Highway 133 Master Plan widely available through the Paonia's website, links to Delta County's website, brochures and other sources of public information.

Community Access

- ◆ Continue working with CDOT and investigating funding opportunities to ensure that points of access on Highway 133 are safe and are upgraded as traffic volumes increase in the future.
- ◆ Develop an overall community non-motorized access plan that shows sidewalks, trails and other avenues for non-motorized access throughout Paonia with high levels of connectivity and that improve community walkability.
- ◆ Establish sidewalk and trail design standards/sections for each sidewalk/trail type including, but not limited to, hard surface, soft-surface and primitive trails. These standards should be adopted into the land use code.

Economic Sustainability

Highway 133 Corridor Master Plan

- ◆ Establish a town-wide economic development committee to coordinate development activities and recommend development policies and actions to the Town Trustees.
- ◆ Plan and carry out beautification projects with the objective of making Paonia more attractive to tourists and travelers on Highway 133.
- ◆ Actively support retention and development of existing businesses in downtown and other parts of Paonia.
- ◆ Develop support for businesses locating on Main Street and enhancing/preserving historic structures.
- ◆ Work with Delta County and other agencies on Highway 133 beautification strategies and projects.
- ◆ Develop and adopt a plan for design and implementation of improvements to Paonia's gateways including, but not limited to, signage, lighting and landscaping.
- ◆ Plan for and carry out interim cleanup and beautification projects at gateways.

Development Standards

- ◆ The Town of Paonia should investigate and develop design standards for multifamily residential, commercial, and industrial structures that include but, are not limited to, architectural design, landscaping, signage, lighting, utilities, parking and overall site planning.
- ◆ The Town of Paonia should develop landscaping standards for the community for residential, commercial and industrial development.
- ◆ Develop lighting regulations to preserve the star-filled night sky and restrict over-lighting, lighting glare, and light trespass.
- ◆ The Town should review and revise its existing sign regulations to maintain small-town character, avoid sign clutter, ensure pedestrian scale signs, and to ensure that the regulations are clear and functional.

Intergovernmental Cooperation/Coordination

- ◆ Revise the existing Paonia/Delta County Intergovernmental Agreement to implement the Highway 133 Master Plan through a coordinated Town-County review/approval process for locations outside of Paonia within the identified planning area.
- ◆ Establish design standard requirements for new development approved outside the municipal boundary and within the identified planning area, to ensure development complies with all applicable municipal design standards.

Utilities

- ◆ Town of Paonia should develop a comprehensive utility master plan that integrates with an overall capital improvements plan to ensure that the water and wastewater utilities are properly funded, sized, expanded and maintained as the community grows.
- ◆ The Town should ensure that adequate water rights are dedicated with new development to ensure that the municipal water rights portfolio remains intact as growth occurs.
- ◆ Paonia should regularly evaluate all utility fees to ensure that they remain consistent with changing costs.
- ◆ The Paonia Trustees will implement the provisions of Resolution 2010-10 by making available tap fee discounts on up to eight (8) water taps on a first come basis as an incentive for properties outside town limits and within Area A to comply with the intent, goals/policies and design/development standards contained in the Highway 133 Master Plan.

Highway 133 Corridor Master Plan

- ♦ The Paonia Trustees, through Resolution 2010-10, will make available an unlimited number of sewer taps to properties in Area A as defined in this Plan at the same tap price as charged to customers living inside the Paonia Town limits. Properties are encouraged to conform to the provisions in this Highway 133 Master Plan in return for this benefit.

Planning Process & Updates

- ♦ The Paonia Comprehensive Plan should be updated and should incorporate the provisions in the Highway 133 Master Plan to create a complete and consistent plan for the future development of Paonia and its planning area.
- ♦ The Highway 133 Master Plan should be reviewed annually to ensure that it meets the needs of the community. Periodic modifications to the plan should be considered to keep it up to date.

Plan Updates and Amendments

The Highway 133 Master Plan is designed to be a community document that articulates the vision goals and policies of Paonia for future growth and development in the Highway 133 corridor area. The Plan needs to remain current. The basic community values and vision from which this plan is made are not expected to change significantly. However, portions the document may periodically need modification and updating. Minor errors may be found in the plan that should be corrected. The Plan amendment process is not directed at changing the plan to fit the needs of a development proposal that does not comply, but rather, it allows the Town to ensure that the basic tenets remain consistent with Paonia's future.

The Plan should be subject to review for updates every five years. The practice of periodic updates gives the Town of Paonia and Delta County a chance to review and consider changes to the document. This is also an opportunity for appointed and elected boards to renew ownership in the Plan. It is ownership in the plan consistent with the community's vision that ensures long-term sustainability.

In addition to the regular plan update process, two other measures are available for modifying the document. The simplest method is an **Insubstantial Amendment** to the plan. Insubstantial amendments are reserved for small changes and/or corrections of errors found as the document is used. For example, errors in the text or on the maps may be discovered and should be corrected. Language may be revised to better clarify the intent of a particular section. Insubstantial amendments are those that apply to a few sections of the document and do not change the intent or underlying principles of the document. Insubstantial amendments are typically initiated by the staff, Planning Commission or Trustees annually or as they are needed.

Substantial Amendments are the second method for modifying the document and are reserved for major changes. Substantial Amendments are only available once a year on or near the anniversary of the plan's adoption and must be considered carefully. These amendments typically are directed to policy changes, multiple sections of the document or are a magnitude that warrants larger scale review. Substantial plan amendments involve noticed public hearings before the Planning Commission, Board of Trustees and County Commissioners.

Insubstantial and substantial amendments may also be initiated by municipal residents.

Plan amendments (substantial or insubstantial) shall be evaluated against the following criteria. The town staff shall submit written recommendations to the Paonia and Delta County Planning Commissions. The Board of Trustees and Delta County Commissioners are the final decision-making bodies on these changes and the Town and County Planning Commissions shall make written findings on each of the following items that shall be presented to the Board of Trustees and Delta County Commissioners no later than 45 days after a decision of the Town and County Planning Commissions.

1. The plan section or sections subject to amendment are erroneous or have been found to be out of date.

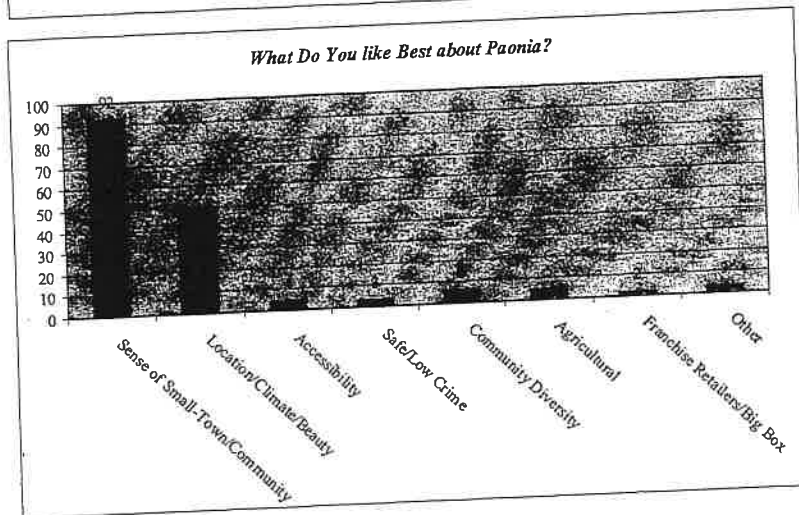
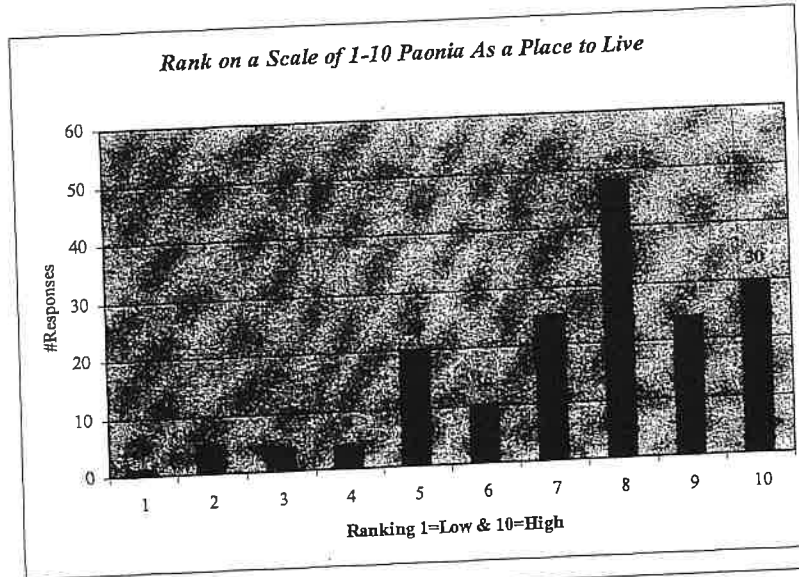
Highway 133 Corridor Master Plan

2. The proposed amendment will not adversely affect utility planning, transportation, delivery of services, or other major functions of the Town.
3. An amendment does not bestow an individual benefit to a developer, property owner, or requesting party, but confers a benefit to the community as a whole.
4. A proposed change is compatible with existing uses, the plan vision, goals and policies.
5. The amendment is based upon a considerable change in the land use character of an area that warrants modification.
6. The modification does not conflict with or inhibit logical cost-effective annexations.
7. The plan amendment is consistent with logical extension of services, utilities, roadways, parks/open space and other essential municipal functions.
8. The amendment does not adversely affect sensitive environmental areas, air or water quality, or result in increased risks to public health, safety or welfare.
9. Strict compliance with the provisions of the section(s) to be changed conflicts with the intent of the plan or creates conditions that were not intended in the document.
10. The amendment will not result in a reduction and delivery of municipal services, utilities, unmitigated traffic impacts or other conditions that create a financial hardship or other hardship for the Town of Paonia.
11. The amendment is in keeping with the overall intent of this Highway 133 Corridor Master Plan, its vision, its goals and policies and is in the best interest of the community.

Highway 133 Corridor Master Plan

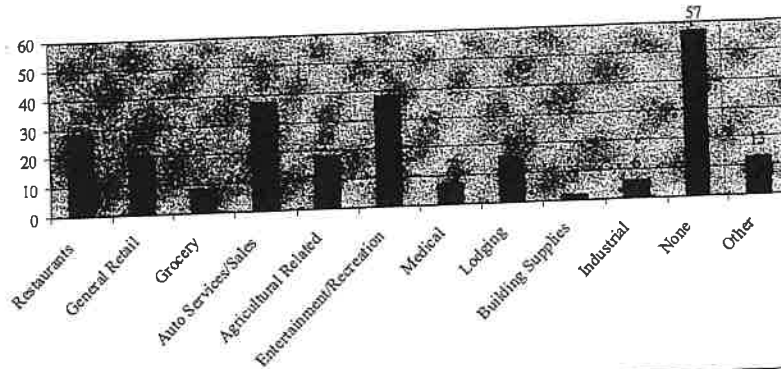
Appendix

Survey Results

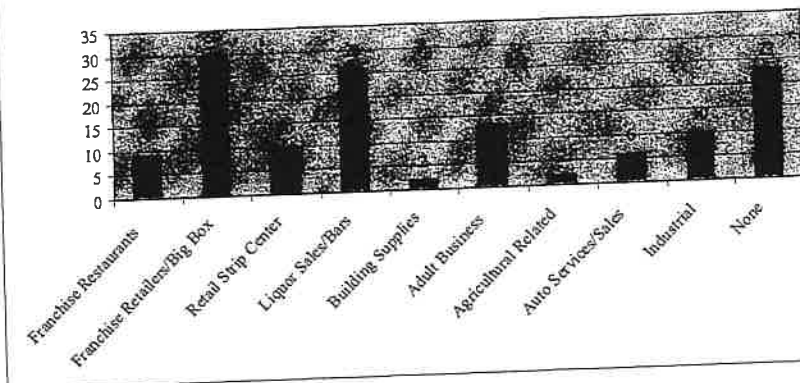


Highway 133 Corridor Master Plan

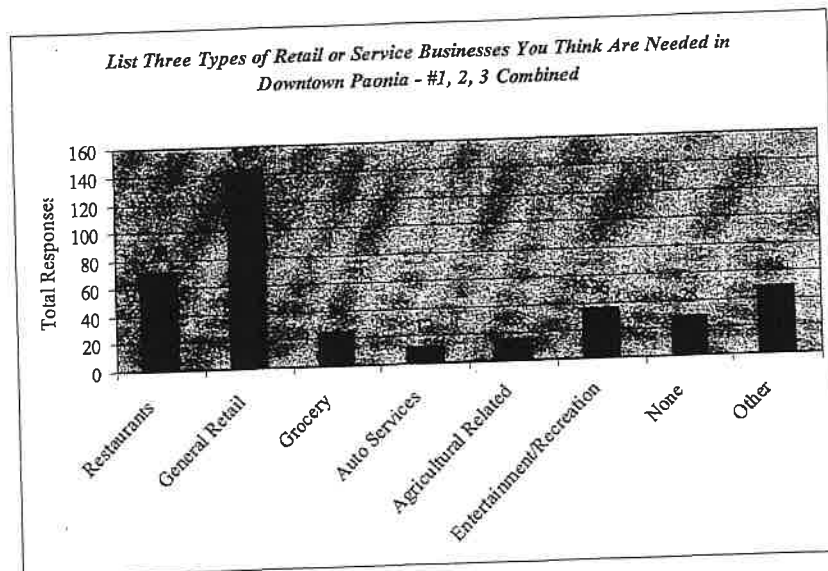
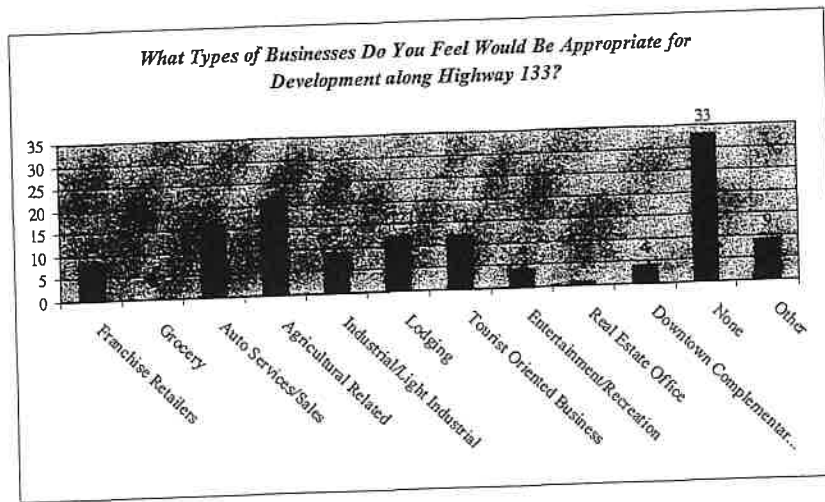
List Three Types of Retail or Service Businesses You Think Are Needed on Highway 133 - #1, 2, 3 Combined



What Types of Businesses Do You Not Want to See along Highway 133 in the Designated Area?

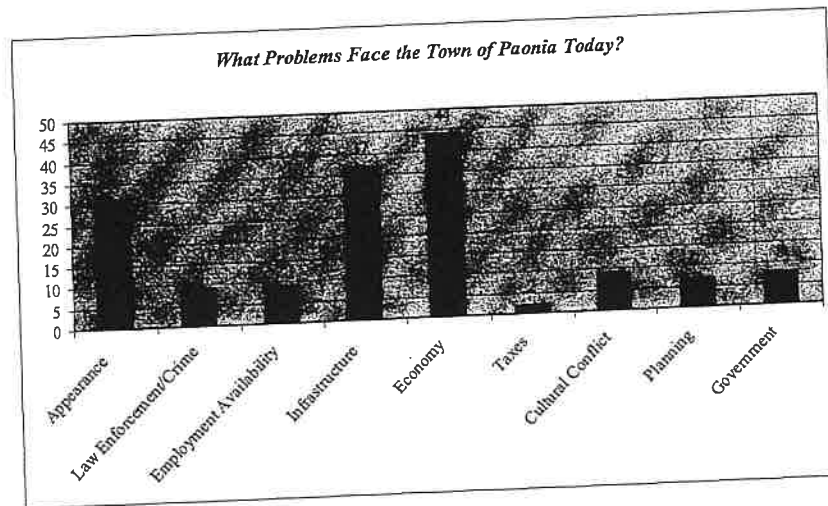


Highway 133 Corridor Master Plan

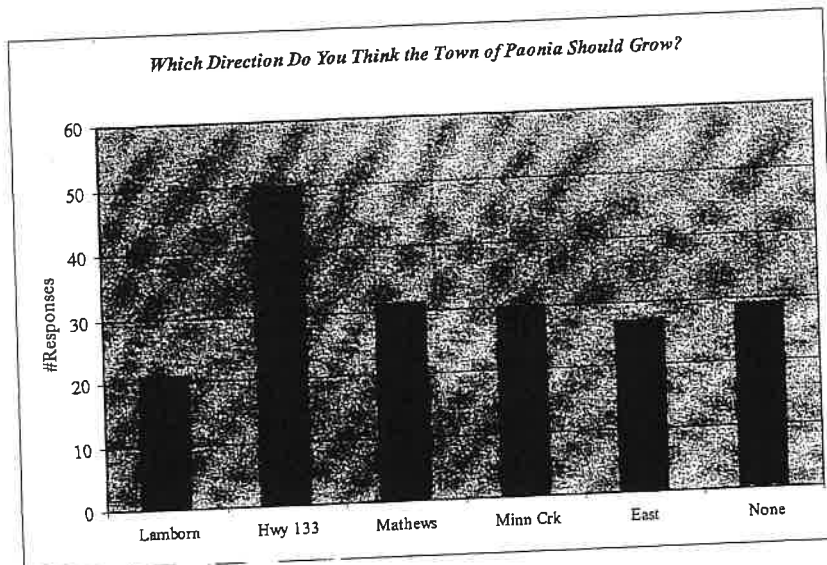


Highway 133 Corridor Master Plan

What Problems Face the Town of Paonia Today?

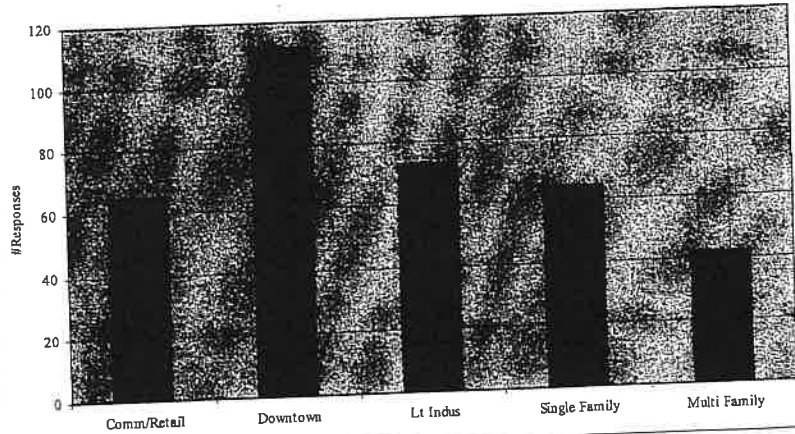


Which Direction Do You Think the Town of Paonia Should Grow?

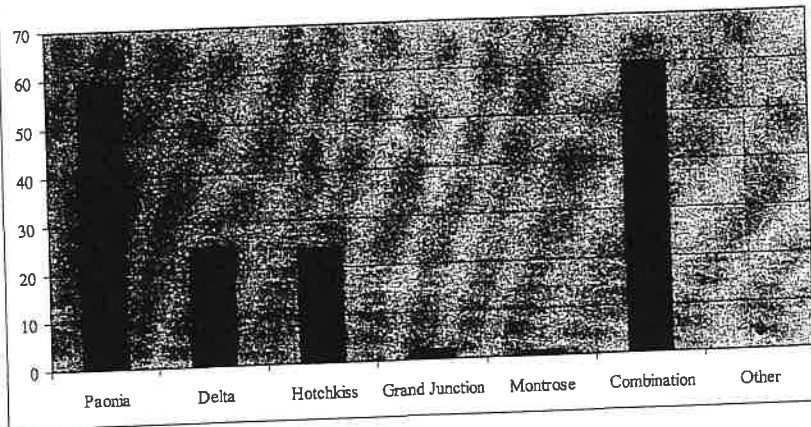


Highway 133 Corridor Master Plan

Which Land Uses Should the Town of Paonia Encourage?

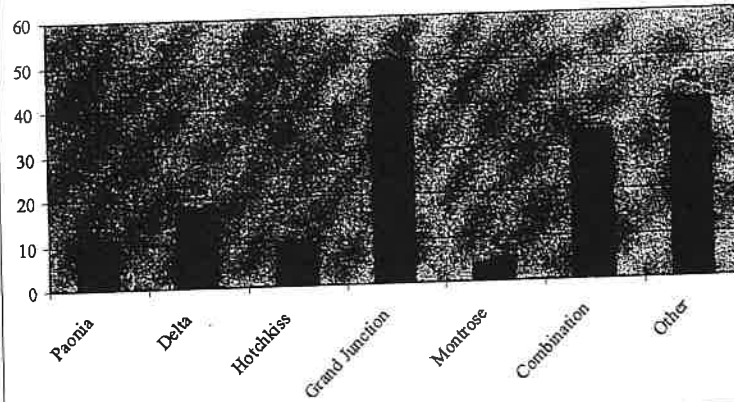


Where Did You Purchase the Majority of Your Groceries over the Last 12 Months?

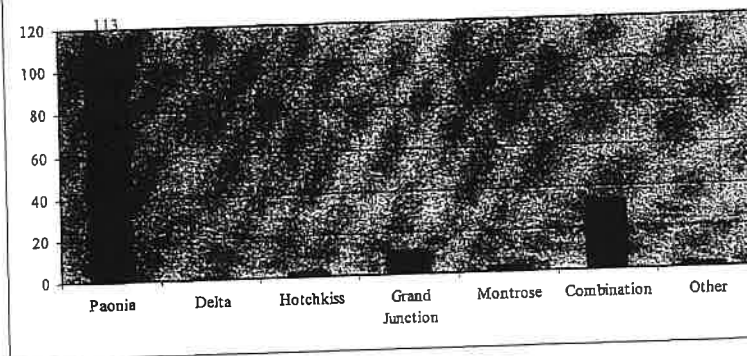


Highway 133 Corridor Master Plan

Where Did You Purchase the Majority of Your Clothing over the Last 12 Months?

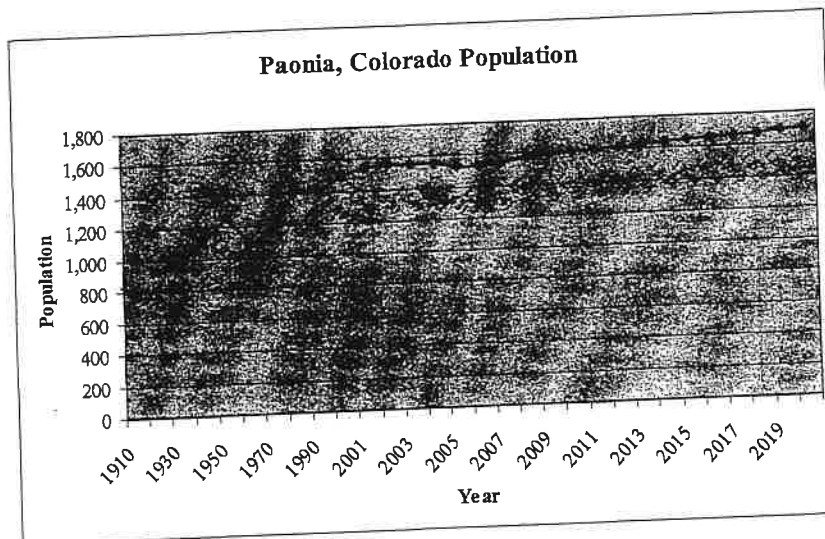
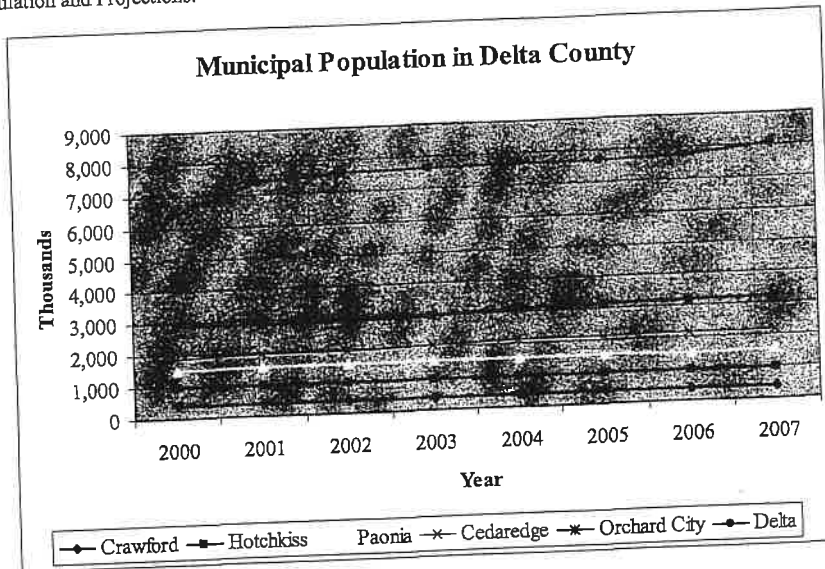


Where Did You Purchase the Majority of Your Hardware over the Last 12 Months?



Existing Conditions and Projections.

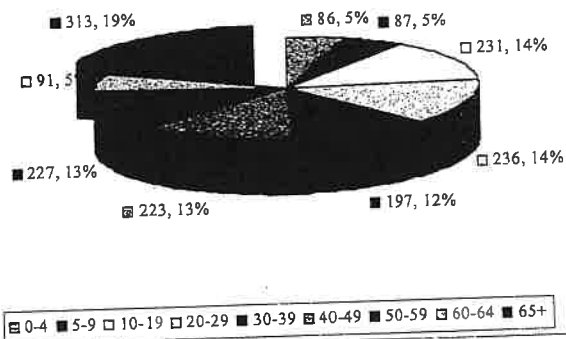
Population and Projections.



Highway 133 Corridor Master Plan

Municipality	Area of Municipality (Square Miles)	Population	Population/Square- Mile
Crawford	0.25	376	1,478
Paonia	0.75	1,541	2,067
Hotchkiss	0.85	956	1,122
Cedaredge	1.95	2,151	1,102
Orchard City	11.50	3,227	280
Delta	13.73	8,021	584

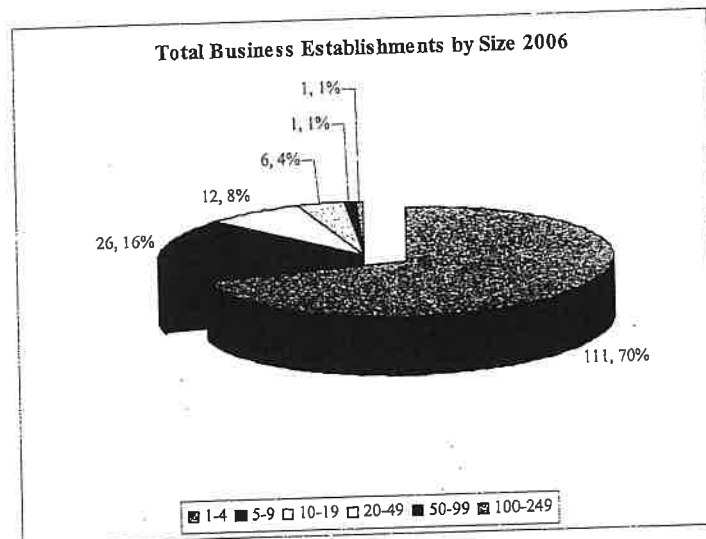
Paonia Population Distribution 2006



Paonia Demographics

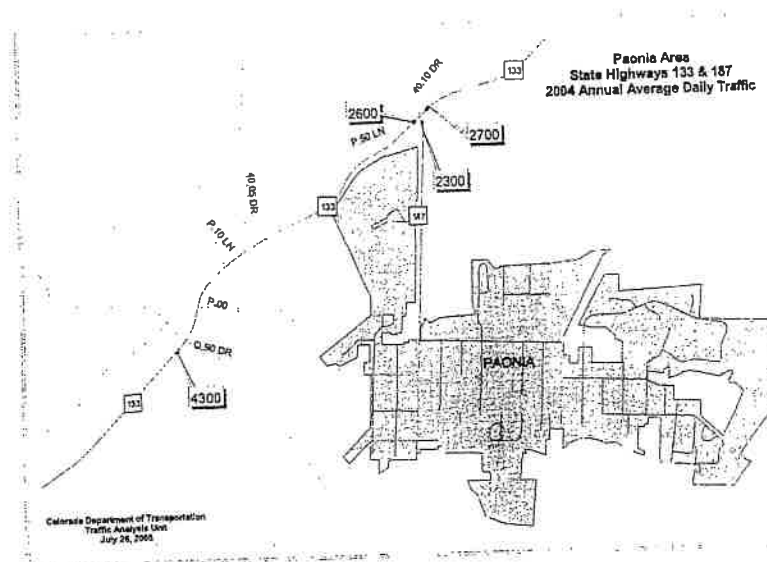
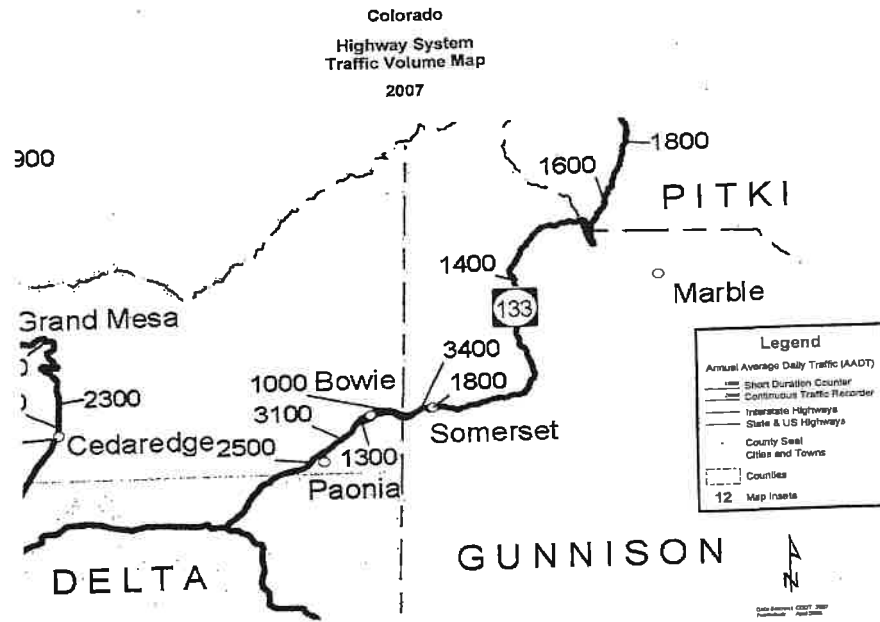
Age Distribution	# Pop
0-4	86
5-9	87
10-19	231
20-29	236
30-39	197
40-49	223
50-59	227
60-64	91
65+	313

Highway 133 Corridor Master Plan

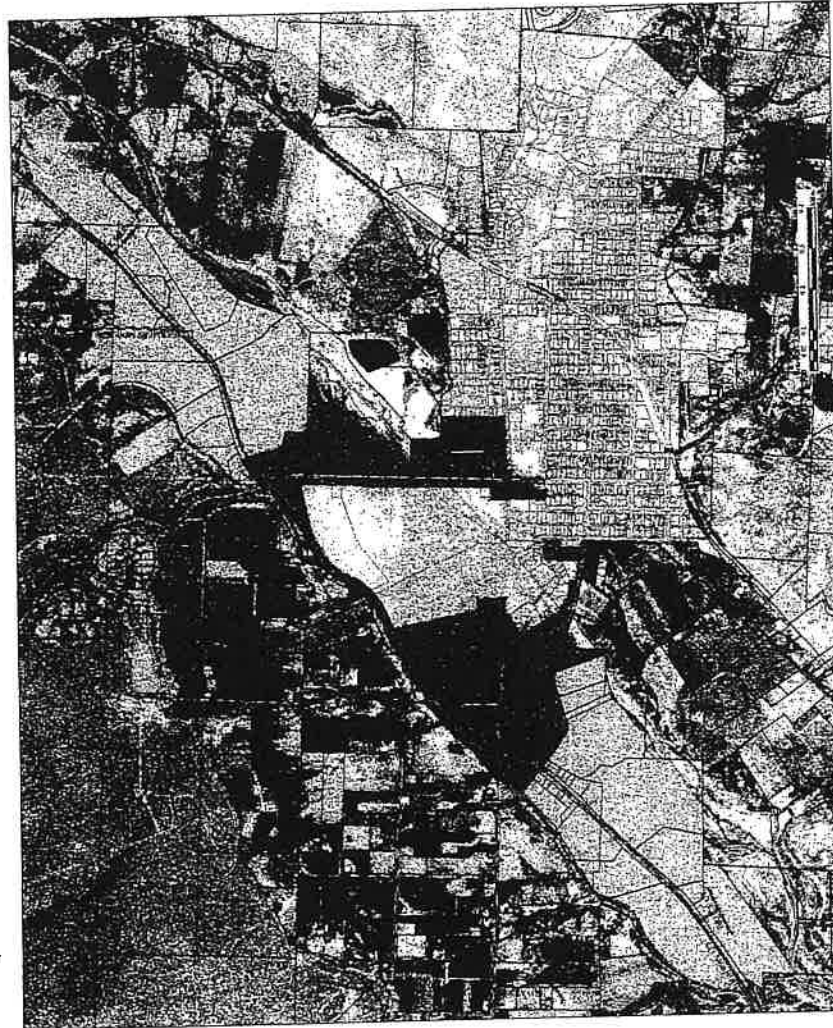


Business & Workforce	
Total Establishments	156
Total Employees	642
Tot Estab. By Size	No.
1-4	111
5-9	26
10-19	12
20-49	6
50-99	1
100-249	1

Highway 133 Corridor Master Plan



Maps



Scale: 1 inch = 1 mile
Date: 1/24/2011
Author: Ann Eddins