

**ACME TOWNSHIP
M-72 CORRIDOR ORDINANCE SUBCOMMITTEE OF THE
PLANNING COMMISSION**

Acme Township Hall

9:00 a.m. Monday, February 26, 2004

Meeting called to Order at 9:26 a.m.

Members Present: H. Smith, Chair, D. Krause, P. Salathiel

Members Excused: D. Hoxsie

Staff Present: S. Corpe, Office & Planning Coordinator/Recording Secretary

- A. The purpose of today's meeting is primarily for the M-72 Corridor Ordinance Subcommittee of the Planning Commission to discuss architectural standards concepts for the M-72 Corridor.
- Krause feels there are two basic options for addressing this issue: very broad written standards that leave much discretion to the Commission, or a lengthy very specific set of standards. In general, the members of the committee feel that the latter approach would be better.
 - Krause's ideas:
 - No trademark/corporate architecture, unless it can be modified
 - Neutral/earthtones shall be dominant colors
 - Rooftop mechanicals screened from view
 - Use of natural materials required
 - Salathiel provided a written list of thoughts dated 02/24/04.
 - Her question about the interplay of standard land use regulations with the M-72 Corridor Ordinance. Corpe felt that the overlay district is in addition to and/or supercedes the standard zoning for each district. Last week there was discussion about specifying that the supplemental height regulations that normally permit buildings to exceed the normal height restrictions if setbacks are increased shall not apply within the corridor.
 - Use of "neutral" colors shall be required
 - Do include e.2 minus "façade of multi-story building (match Whitewater Township)
 - Should there be maximum impervious surface per lot limits? How do other communities (particularly Whitewater Township) address the question? The goal is not to have vast areas of structure and parking separated by only a setback's worth of open space.
 - Signage
 - our current Sign Ordinance allows signage on structures of 20% of each elevation, to a maximum of 100 sq. ft. per elevation. If large buildings are developed in the corridor, the result could be a 100 sq. ft. sign reminiscent of the Art Van wall sign. How can we

avoid this, particularly since we will largely see the backs of buildings from the roadway?

- What is an appropriate minimum freestanding sign size for a 55 mph road for visibility and safety?
 - In general, the committee needs advice on how to manage signage, both wall and freestanding, so that we don't end up with vast blank walls with vast signs distracting one from the natural landscape.
 - Can/should we require properties sharing a driveway access to also share one sign at that driveway access?
 - Our current sign height maximum is 20'. In this district we would like it to be lower – perhaps a maximum of 6' from the ground in a bed of landscaping.
 - If we increase the allowable size of freestanding sign, can we decrease allowable size of or eliminate wall sign on sides visible from M-72?
 - How about allowing/providing standards for directional signs along service drives/at turn points?
 - Can we require that if signs are internally lit, the background/most of the sign is not of white/light background (reduce overall brightness) and/or require that signs be externally downlit only?
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- Can/should stormwater detention basins be regulated as structures? Can they be prohibited within a setback? Can placement of a basin be regulated, or is it more a function of topography?
 - The committee's primary concern is how development will appear from the M-72 corridor. Appearance from other perspectives is of secondary importance.
 - Some committee members are less concerned with types of materials used than with colors permitted. Good use of color will help structures blend into the background rather than standing out.
 - Reference the Broomfield Town Center Development requirements – excellent statements about building coloration and materials. (high quality, durable [brick, wood, native stone, tinted/textured concrete masonry]. Colors low reflectance, subtle, neutral or earthtones.
 - For a development such as a group of storage buildings, the committee would like the cumulative square footage of all of the structures to determine the minimum setback from the M-72 right-of-way.
 - Summary of ideas:
 - Corporate/trademark architecture shall be prohibited
 - Minimum 8:12 pitch for peaked roofs, 4:12 pitch for hip roofs, flat roofs to be hidden by raised cornice, in all cases rooftop mechanicals shall be screened from view
 - Building materials shall be of high quality and durable, including but not limited to brick, wood, native stone, tinted and/or textured concrete masonry.
 - Colors should be low-reflectance, subtle, neutral and earth-toned.

B. Consider approval of minutes of the February 2 and February 18 meetings:

Motion by Krause, support by Salathiel to approve the minutes of the February 2, and February 18 meetings as presented. There being no objection, the Chair cast an unanimous ballot.

C. Public Comment: None

D. Establish date for next meeting: Set for March 11, 2004 at 9:00 a.m.

Meeting adjourned at 11:35 a.m.