



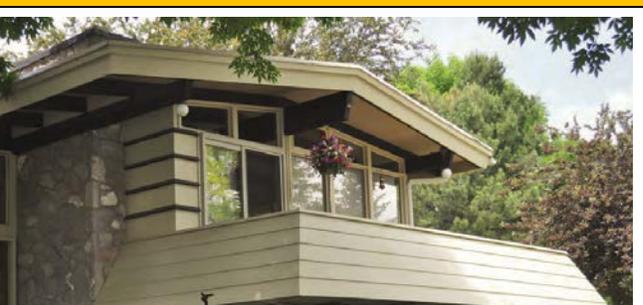
Neighborhood Plans & Corridor Plans

A Section of the City of Littleton Comprehensive Plan

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ACKNOWLEDGEMENTS

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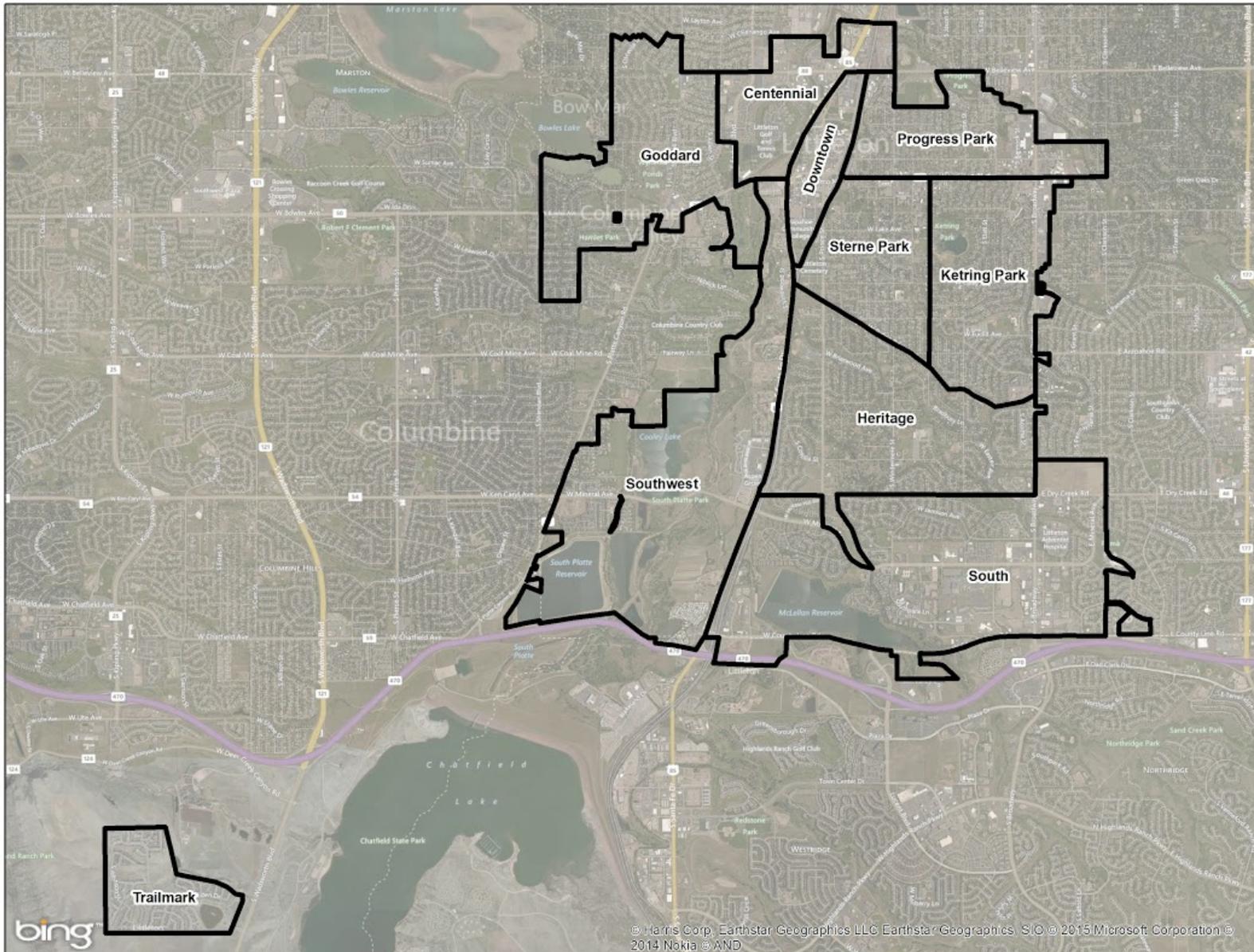
* *The Downtown Neighborhood Plan is available as a separate document that can be accessed as a Document Download from the Community Development Department's page on the City's website: www.littletongov.org.*

** *To date, no neighborhood plan has been developed for the entire Southwest Neighborhood. However, the existing South Santa Fe Corridor Plan and the Mineral Light Rail Station Area Master Plan address the eastern section of the neighborhood.*



NEIGHBORHOOD PLANS

NEIGHBORHOOD BOUNDARIES MAP



CENTENNIAL NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood as exemplified by retail and commercial uses.
- Goal 2:** Encourage an improved street system that will increase ease of access to the area and promote the viability of the area as a commercial and retail center.
- Goal 3:** Encourage joint action of landowners and merchants and the City in solving or minimizing neighborhood problems.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** Pedestrian crossings on Santa Fe Drive to the Platte River greenbelt should be encouraged where feasible.

LAND USE

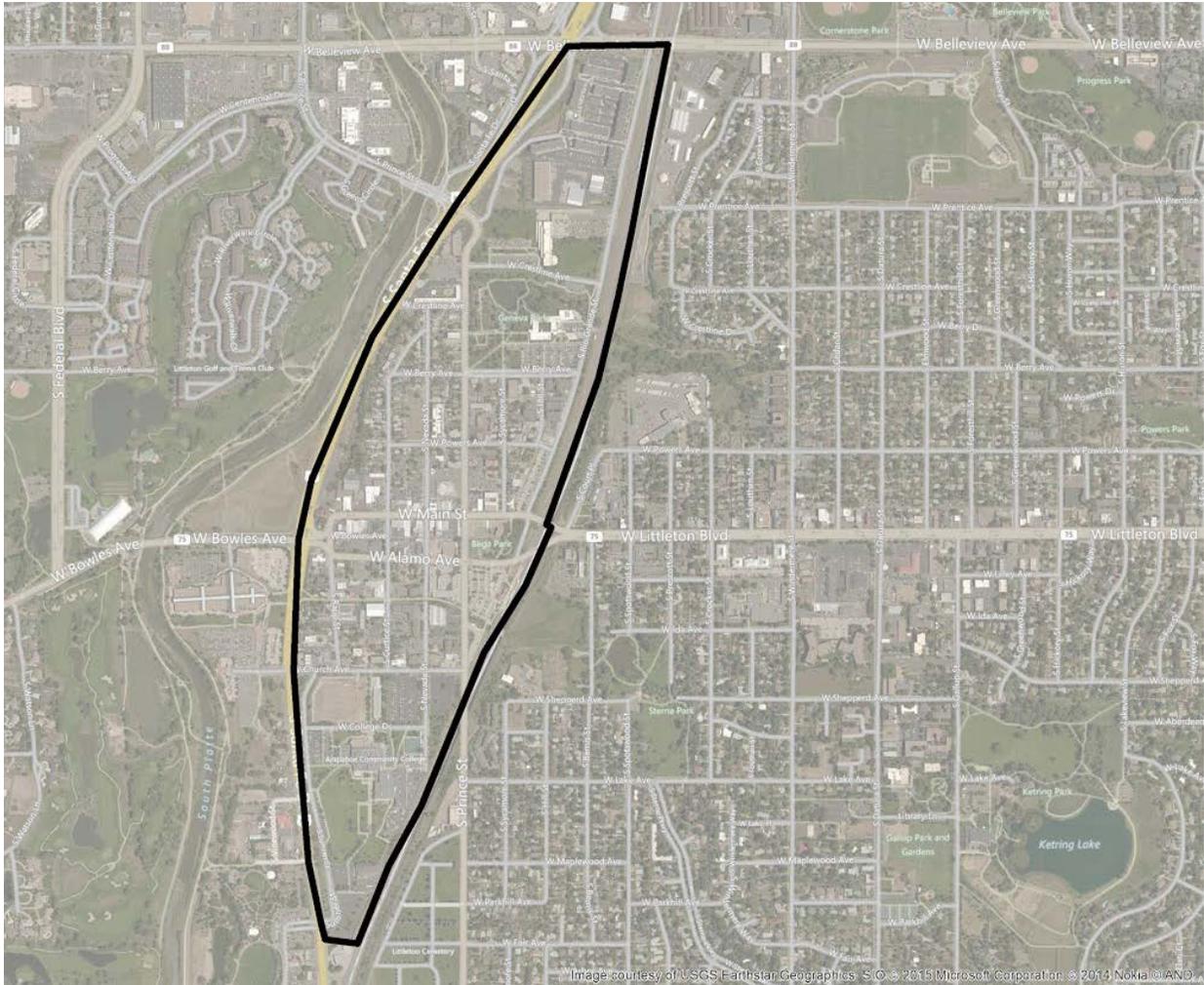
- Policy 1:** Land made available for redevelopment as a result of the South Platte channelization project should be zoned and developed in keeping with the character of the surrounding neighborhood and the Riverfront plans.
- Policy 2:** Remnant parcels of land should be considered for such public uses as open space, parks and parking lots and RTD park and ride locations and should be jointly developed by the Highway Department and the City or



other public agencies.

Policy 3: That any development proposals be carefully scrutinized to assure adequate buffering and compatibility between residential and commercial neighborhoods.

DOWNTOWN NEIGHBORHOOD

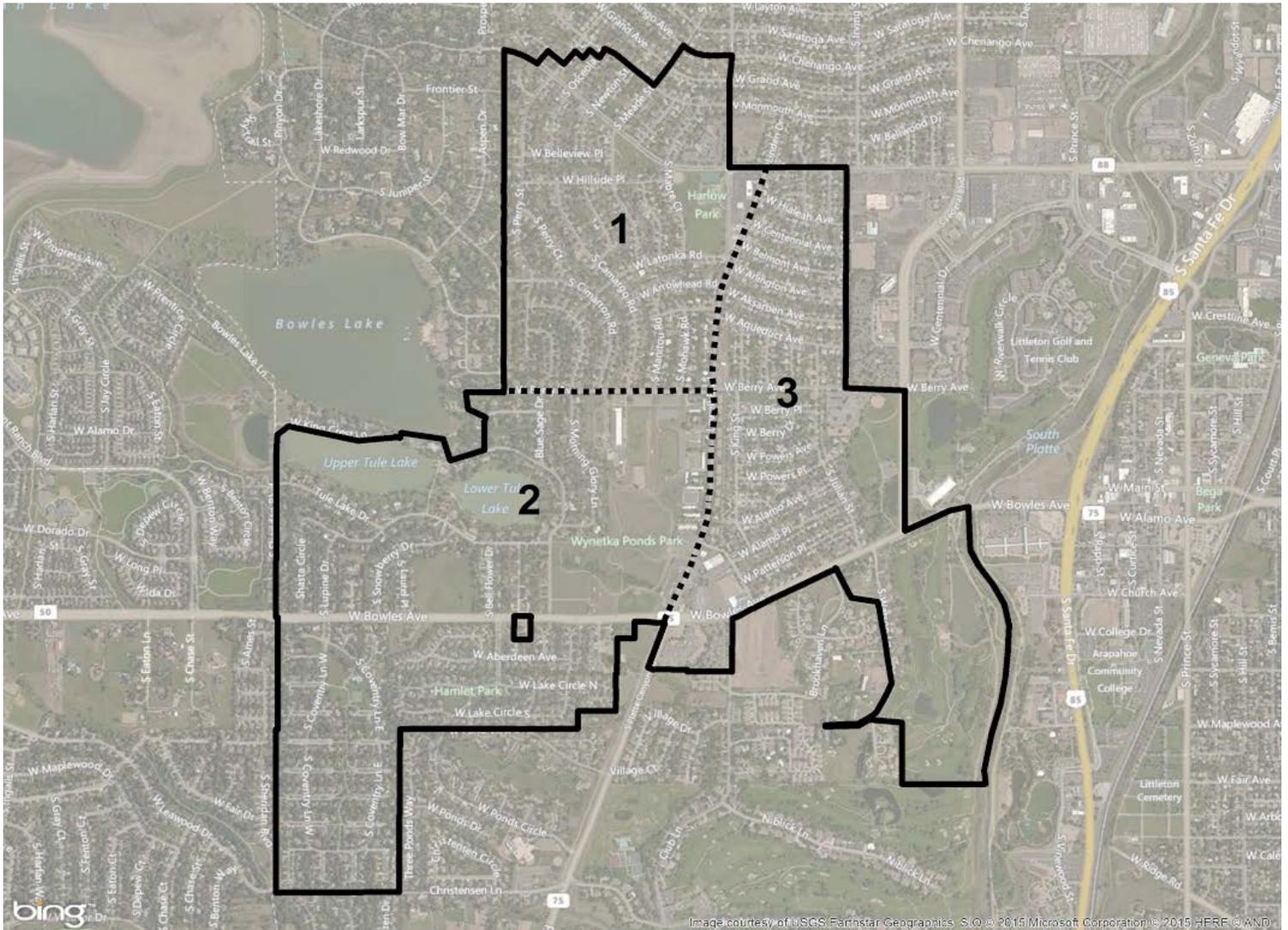




DOWNTOWN NEIGHBORHOOD

NOTE: The Downtown Neighborhood Plan is available as a separate document that can be accessed as a "document download" from the Community Development Department's page on the City's website, www.littletongov.org.

GODDARD NEIGHBORHOOD





GODDARD NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood as exemplified by single-family residential uses, open space and suburban atmosphere.
- Goal 2:** Encourage new commercial uses to concentrate in established presently zoned business districts to arrest development of “strip commercial”, which encroach into residential areas and create traffic congestion.
- Goal 3:** Institute intergovernmental review procedures with neighboring jurisdictions so that impacts of development in those areas can be identified and planned for.
- Goal 4:** Encourage improved public transportation service, thus heavier utilization, as a means of decreasing auto traffic, conserving energy and improving air quality.
- Goal 5:** Provide a balanced mix of recreational opportunities, including organized, active sports facilities and natural passive areas.
- Goal 6:** Enhance neighborhood quality of life by supporting code enforcement programs, to minimize nuisance and protect property owners from adverse impacts of poor maintenance.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** That an intensified program of traffic code enforcement, in conjunction

with increased fines and penalties, be undertaken to control speed violations, particularly on Lowell Boulevard/Berry Avenue, Morning Glory/Blue Sage Drive, and other areas of heavy violations.

Policy 2: That a program of sidewalk and/or bike path improvements be devised to provide safe pedestrian access along major arterials.

Policy 3: That RTD be urged to revise routes and schedules in the Southwest Metro area to encourage more ridership.

LAND USE

Policy 1: That new commercial uses be encouraged to locate in concentrated, established commercial districts, primarily downtown.

Policy 2: That development of any land zoned for business within the neighborhood, if it occurs, be encouraged to develop as less intensive, neighborhood-oriented uses.

Policy 3: That any further residential development be compatible with the existing single-family residential character of the neighborhood.

Policy 4: That the City closely monitors development proposals in adjacent jurisdictions which will affect the neighborhood, and aggressively seek input to resolve or minimize adverse impacts of such development.

Policy 5: That the environmental integrity of the neighborhood, particularly as affected by floodplains, storm runoff, and soil types, be protected by strict enforcement of applicable regulations to assure that development will not cause environmental damage.

PARKS AND RECREATION

Policy 1: That an east-west bicycle/pedestrian trail linking Columbine Trail with other parks in the neighborhood, be given higher priority, and that it be

viewed as a multi-purpose facility rather than purely as a recreational resource.

CODE ENFORCEMENT

- Policy 1:** That the City's environmental codes covering landscape maintenance; trash, weeds and abandoned vehicles, be strictly enforced to preserve the well maintained character of the neighborhood and to protect adjacent property owners from adverse impacts of poor maintenance.
- Policy 2:** That enforcement of the City's animal control ordinance be upgraded to curb the magnitude of animal-related nuisances in the neighborhood.
- Policy 3:** That the enforcement of the City's noise control ordinance be upgraded to assure peaceful enjoyment in the neighborhood residential areas.



HERITAGE NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve existing character of the neighborhood, open space, semi-rural atmosphere, and general “quality of life” aspects, especially the predominantly low-density single-family residential areas.
- Goal 2:** Prohibit new high-density residential and commercial uses from encroaching into existing low-density residential areas.
- Goal 3:** Limit multi-family residential and light commercial uses to areas along major arterials such as Santa Fe and Broadway.
- Goal 4:** Preserve and enhance existing parks and open space, and acquire additional land for parks and open space to provide more recreational opportunities for the residents.
- Goal 5:** Improve transportation facilities and traffic control only to the extent necessary to provide safety and good traffic patterns, but not to an extent which would encourage through traffic.
- Goal 6:** Provide a safe and interconnected system of bike paths that will facilitate bicycle traffic as an alternative to automobile traffic for local trips.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** The police patrols on those residential streets which have been repeatedly identified as problem areas should continue to be intensified for some period of time to discourage speeders.
- Policy 2:** Ridge Road should be kept essentially in its present character as a residential collector street with improvements limited to safety and maintenance rather than increased traffic load.
- Policy 3:** The use of alternatives to the private automobile should be encouraged by safe and convenient mass transit facilities and bike paths.
- Policy 4:** That direct access onto South Broadway between Fremont and County Line Road be in accordance with the South Broadway Access Control Plan, so as to provide maximum efficiency of traffic movement and accessibility to Broadway frontage property.

LAND USE

- Policy 1:** Further development in the neighborhood should be consistent with existing development, primarily low density, single-family residential uses.
- Policy 2:** Any new development in the neighborhood should be designed and sited so as to protect views and maximize open space.
- Policy 3:** Low intensity commercial and office uses and residential uses other than single-family shall be limited to the peripheral areas of the neighborhood with direct vehicular access only to major arterial streets.



Common access points, clustering of buildings and similar techniques should be employed to preserve the open, low intensity character of the neighborhood and avoid the appearance of strip development along the arterial streets.

- Policy 4:** Development proposals for commercial and multi-family residential developments should be carefully scrutinized to assure compatibility with existing adjacent residential development. A transitional area not less than 50 feet in width, landscaped and maintained by the owner of the non-residential/multi-family development shall be considered a minimum acceptable separation.
- Policy 5:** In addition to the requirements of the zoning ordinance, in order to preserve the character of the neighborhood, any parcels proposed to be rezoned shall not exceed densities in adjacent developments.
- Policy 6:** Environmentally sensitive areas such as floodplains, steep slopes, etc., should be discouraged from developing or severely limited to development that will not adversely affect such sensitive areas.
- Policy 7:** That floodplain development restrictions be imposed on applicable portions of Lee Gulch in compliance with the Federal Emergency Management Agency (FEMA) national flood insurance program requirements, and that all property owners in the floodplain be encouraged to participate in the federal flood insurance program.

PARKS AND RECREATION

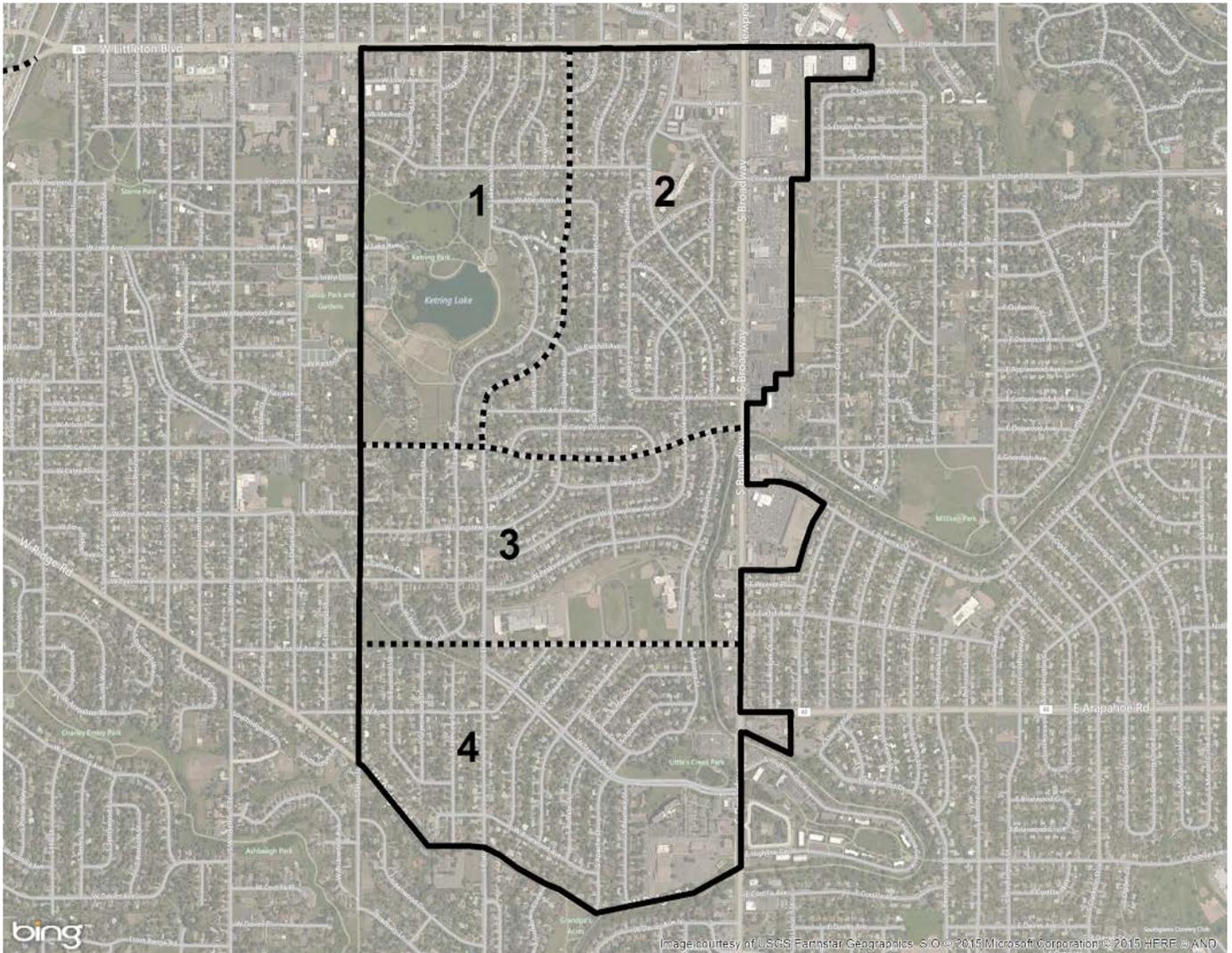
- Policy 1:** The Highline Canal represents one of the most cherished neighborhood features and as such its preservation and enhancement should be supported.
- Policy 2:** That further development of subdivisions in the neighborhood be required to dedicate adequate public open space to meet the needs of the area residents.



Policy 3: The development of park pockets along the Lee Gulch greenbelt should be encouraged.

Policy 4: Private development of any nature should be encouraged to utilize design and siting principles to maximize open space.

KETRING NEIGHBORHOOD



KETRING PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood, open space and general “quality of life” aspects, especially the “well-maintained, attractive” single-family residential areas.
- Goal 2:** Improve transportation facilities and traffic controls only to the extent necessary to improve safety and to provide good traffic circulation within the neighborhood, and to discourage vehicular traffic in the neighborhood.
- Goal 3:** Prohibit further development of new commercial and continued conversion of residential structures to commercial uses, in existing single-family residential areas.
- Goal 4:** Preserve existing parks and open space and limit further development of existing park and open space to passive recreational facilities.

NEIGHBORHOOD POLICIES

TRANSPORTATION

COMMENTS: A substantial portion of the items on the residents’ questionnaire and discussion at the neighborhood meetings related to transportation issues. Some of the specific questions included the extension of Gallup Street, south of Ridge Road, to Heritage High School, the function of neighborhood collector streets, and pedestrian safety in school zones and miscellaneous traffic related issues. The neighborhood also supported both the extension of Gallup Street south to provide an alternate access to Heritage High School and completion of Sterne Parkway from Broadway to Lake Street, terminating at Sterne Park. Both of these projects have been abandoned due to subsequent policy decisions by the City. The questions with respect to internal traffic



produced a general response that these streets were carrying too much through traffic and that this role should be discouraged and downplayed as much as possible.

The following plan policies addressing transportation and traffic issues were formulated as a result of neighborhood input:

- Policy 1:** That traffic controls be maintained or improved on internal residential collector streets, for example Caley and Elati, to prevent further increases in speed and traffic volumes.
- Policy 2:** That the function of Caley Avenue and Elati Street as carriers of through traffic be de-emphasized.
- Policy 3:** That an intensified program of traffic code enforcement, in conjunction with increased fines and penalties, be undertaken to improve pedestrian safety in school zones.
- Policy 4:** That Ridge Road be maintained in its present character with improvements to improve safety and facilitate traffic flow.

LAND USE

- Policy 1:** That further development of commercial uses south of Littleton Boulevard along north-south streets (e.g., Gallup and Datura) be prohibited.
- Policy 2:** That further conversion of existing single-family residences to commercial uses, especially along South Broadway, be prohibited.
- Policy 3:** That emphasis be placed in the decision-making process on the preservation of existing single-family areas as sound, desirable areas in

which to live.

Policy 4: That storm water runoff be controlled through a combined program of increasing the capacity of storm sewers, prohibiting further development, or redevelopment within floodplains to minimize potential flood damage.

PARKS AND RECREATION

Policy 1: That the Ketring/Gallup Park complex be maintained essentially as it currently exists, with future improvements, if any, limited to passive recreational uses such as fishing piers, and picnic areas.

Policy 2: That a “linear park” be developed on uncompleted portions of Sterne Parkway with emphasis placed on pedestrian and bicycle use.

CODE ENFORCEMENT

Policy 1: That the environmental code of the City which requires land owners to maintain the landscaping of rental property, including renter-occupied single-family residences, be strongly enforced to preserve the well-maintained character of the neighborhood and to protect owners from adverse impacts of poor maintenance.

Policy 2: That a concerted, intensified effort should be undertaken to control vandalism.

PROGRESS PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood as much as possible, preserving especially the single-family home areas.
- Goal 2:** Limit new high-density residential development as well as the encroachment of commercial and industrial development into existing residential areas.
- Goal 3:** Develop existing parks fully and acquire additional parkland, open space, to provide increased recreational opportunities for the residents.
- Goal 4:** Improve transportation facilities and traffic controls to provide more safety for children walking to school as well as the elderly and other pedestrians.

NEIGHBORHOOD POLICIES

TRANSPORTATION

COMMENTS: The transportation system of a neighborhood should be designed to perform the dual role of providing access for its residents and visitors as well as protecting the neighborhood from the negative impacts of unnecessary traffic congestion. Presently, four streets perform the role of collector streets, i.e. they collect and distribute traffic between major arterial streets; these are:

- 1. Prentice Avenue between Windermere and Delaware Street;*



2. *Delaware Street between Littleton Boulevard and Prentice Avenue;*
3. *Lehow Avenue from Delaware to Broadway; and*
4. *Short segment of Powers Avenue between Delaware and Broadway.*

Bellevue, Littleton Boulevard and Broadway all perform the function of arterials, i.e., they permit rapid and relatively unimpeded movement of traffic through the City; in addition, Windermere Street is presently carrying sufficient volumes to be classified as an arterial. It is the recommendation of the plan that these be officially designated as arterial or collector as noted above, and that measures should be designated as residential in character.

The recommendations of the neighborhood are as follows:

- Policy 1:** Upgrading South Windermere to arterial status by providing four-lane striping and turn lanes.
- Policy 2:** Officially designate the above-mentioned segments of Prentice Avenue, Delaware Street, Lehow Avenue and Powers Avenue as collector streets; and Broadway, Littleton Boulevard, Bellevue Avenue, and Windermere Street as arterials.
- Policy 3:** Provide traffic signal at West Powers Avenue and Bannock Street.
- Policy 4:** Mitigate high volume school bus traffic on residential streets.

LAND USE

- Policy 1:** The Progress Park residents desire to preserve the low-density residential character of their neighborhood.

COMMENTS: The existing zoning appears to be compatible with this goal. Infilling of individual homes in the single-family residential areas and multi-family in existing high-density areas can occur only on a relatively small scale. There is a sufficient supply of vacant land within the neighborhood to allow for moderate industrial growth.

- Policy 2:** In accordance with the expressed goals of the residents, the

neighborhood land use policy for Progress Park proposes that the existing zoning boundaries not be changed except as might reduce the potential intensity of development in the neighborhood.

COMMENTS: *Present zones both conform with the existing character of the neighborhood and allow for limited new development and growth.*

STORM DRAINAGE

COMMENTS: *The floodplain of Slaughterhouse Gulch is predominately within the Progress Park neighborhood. In order to eliminate potential risk to the health and safety of residents, minimize property damage from flooding, and to meet requirements of FEMA, the following recommendations are made:*

Policy 1: Floodplain overlay restrictions be imposed for applicable portions of both Slaughterhouse Gulch and Big Dry Creek which requires the following:

- a. Residential structures, including basements, must be at or above the 100-year flood level;
- b. Non-residential structures must be adequately flood proofed;
- c. Encroachment into the floodplain is permitted only to the extent that it does not increase the downstream flood surface area;
- d. Encroachment into the floodplain is permitted only to the extent that does not significantly decrease the amount of valley flood storage

Policy 2: Encourage all property owners both within and at the fringe of the floodplain to participate in the flood insurance program.

SCHOOL DISTRICT FACILITIES

COMMENTS: *Littleton Public Schools maintains North Elementary School and the adjacent bus maintenance and parking facility. It is recommended that North Elementary School be retained as an important resource to the community, and that an attempt be made to better utilize its facilities as a community center for off-hours use of athletic and meeting facilities and as a location for continuing education programs.*



The school bus maintenance facility, however, has proved to be a nuisance to the neighborhood and is poorly located. Complaints have been made by the nearby residents of bus drivers parking on public streets; noise and air pollution; use of residential streets for ingress and egress of buses; and danger to school children.

Policy 1: It is the recommendation of the neighborhood plan, therefore, that the bus facility be eventually phased out and be relocated to a more suitable site that is more centrally located in the School District.

Policy 2: Until the bus facility is eliminated, measures should be taken to reduce its impact.

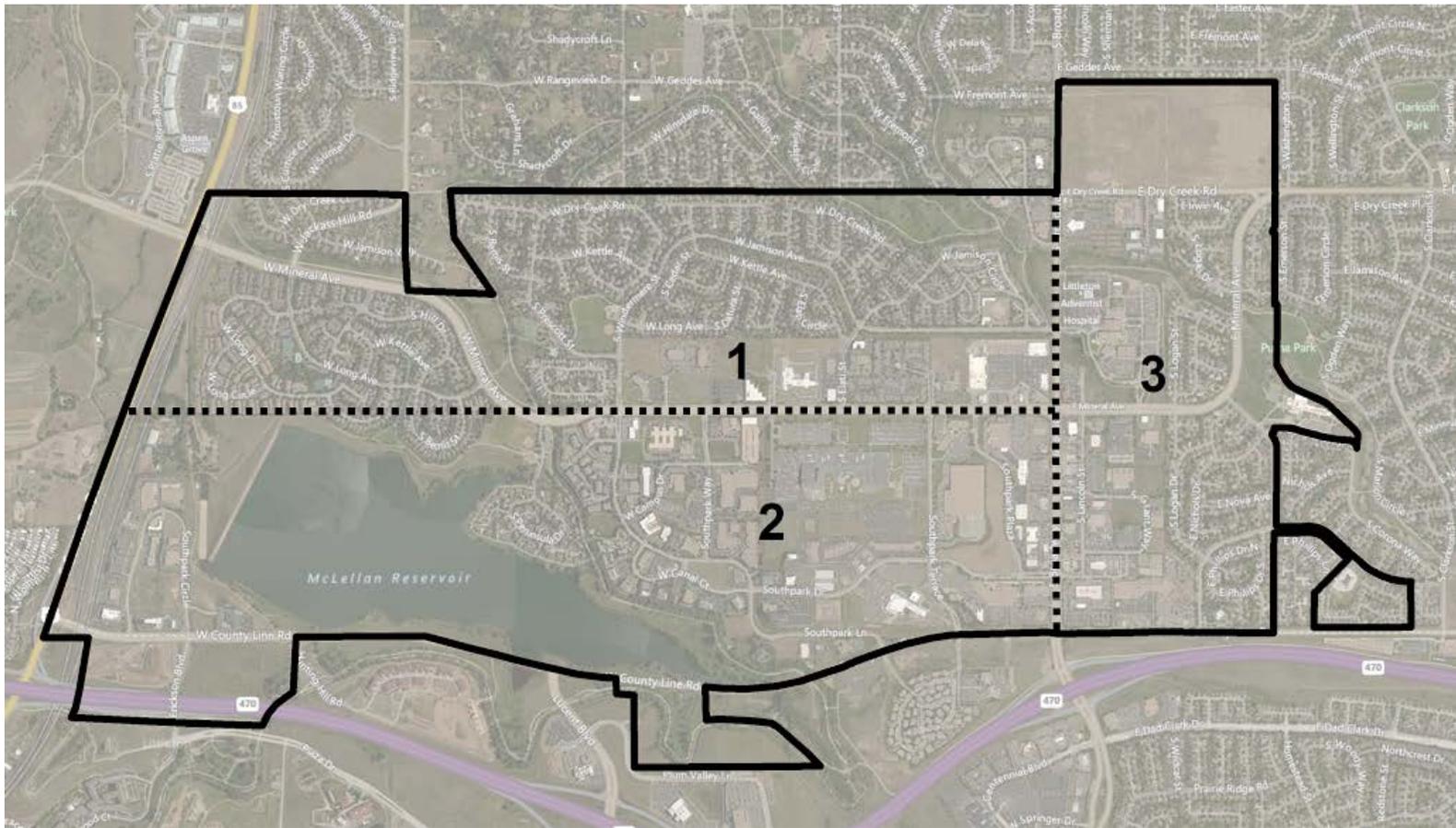
PARKS AND RECREATION

COMMENTS: Of the two existing parks in the neighborhood, Powers Park is completely developed. Progress Park has been incorporated in the overall master plan for the Cornerstone Park complex.

Policy 1: The neighborhood plan recommends the acquisition of additional park or open space land throughout the Progress Park Neighborhood. Possibilities for land acquisition would be:

- a. A trail along Slaughterhouse Gulch connecting to the South Platte River greenbelt;
- b. Use of presently vacant properties for tot lots or small neighborhood parks; and
- c. A greenbelt and trail along Big Dry Creek.

SOUTH NEIGHBORHOOD





SOUTH NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** To develop a Regional Employment Center in the South Neighborhood while assuring adequate buffering of adjacent residential and recreational uses from adverse effects of commercial and industrial uses.
- Goal 2:** To prevent degradation of the water quality of McLellan Reservoir, the Highline Canal or any surface or subsurface water body within the South Neighborhood.
- Goal 3:** To provide adequate vehicular access to and from industrial areas in the neighborhood without introducing commercial or industrial traffic onto residential streets.
- Goal 4:** To protect residential and recreational areas from negative visual and audible intrusions of commercial and industrial development.
- Goal 5:** To provide adequate mass transit facilities in close proximity to commercial, residential and employment areas.
- Goal 6:** To provide and maintain infrastructure and facilities including: schools; parks and open space; streets; and water, sewer and drainage systems required to support development.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** That commercial and industrial traffic be discouraged from using “local” residential streets through design and regulatory controls.
- Policy 2:** That separate pedestrian linkages be provided connecting the residential, recreational, industrial, and commercial areas.
- Policy 3:** That the Regional Transportation District be encouraged to acquire land in the neighborhood in anticipation of providing additional mass transit service to the area.

LAND USE

- Policy 1:** That residential areas be protected from commercial and industrial development by utilizing a combination of setback “buffers”, screening, and other measures to reduce the visual and audible impacts created by the development.
- Policy 2:** That the portion of the neighborhood east of the Highline Canal; excluding the residential areas of South Park, Southbridge, and Oakbrook; be designated as a regional employment center.
- Policy 3:** That residential and industrial development be staged to provide a balance of types of development in accordance with a detailed plan for each development area. Any development of an industrial or commercial nature shall not be located north of Jamison Avenue and west of Broadway.
- Policy 4:** That residential development in the area provides a mix of housing types, in a manner that preserves or enhances character of existing residential areas.



Policy 5: That the Broadway frontage in South Neighborhood should be developed as low-intensity commercial and multi-family uses consistent with development patterns in the area.

Policy 6: That general development plans for each development area be submitted for approval prior to detailed planning which shall include sufficient data to determine the adequacy of City service systems, the impact and treatment of traffic with respect to adjacent neighborhoods, and the impact of residential development on schools.

PARKS, OPEN SPACE, AND PUBLIC SERVICES

Policy 1: That adequate land be made available by the appropriate private or public body for schools, fire protection, and public recreation.

Policy 2: That open space be established and maintained around the perimeter of McLellan Reservoir as a buffer from adjacent development.

Policy 3: That parks with formalized recreational facilities such as swimming, golf, ball fields, etc., be developed to serve the South Neighborhood and surrounding areas.

Policy 4: That the Highline Canal be surrounded by open space throughout the neighborhood to protect and enhance its recreational opportunities, in conjunction with preservation of the area around the "Horseshoe Park" segment of the canal as a natural, passive recreation area.

Policy 5: That development be required to provide adequate measures to prevent water quality degradation of McLellan Reservoir, the Highline Canal or any surface or subsurface water body within the neighborhood that is attributable to the development.

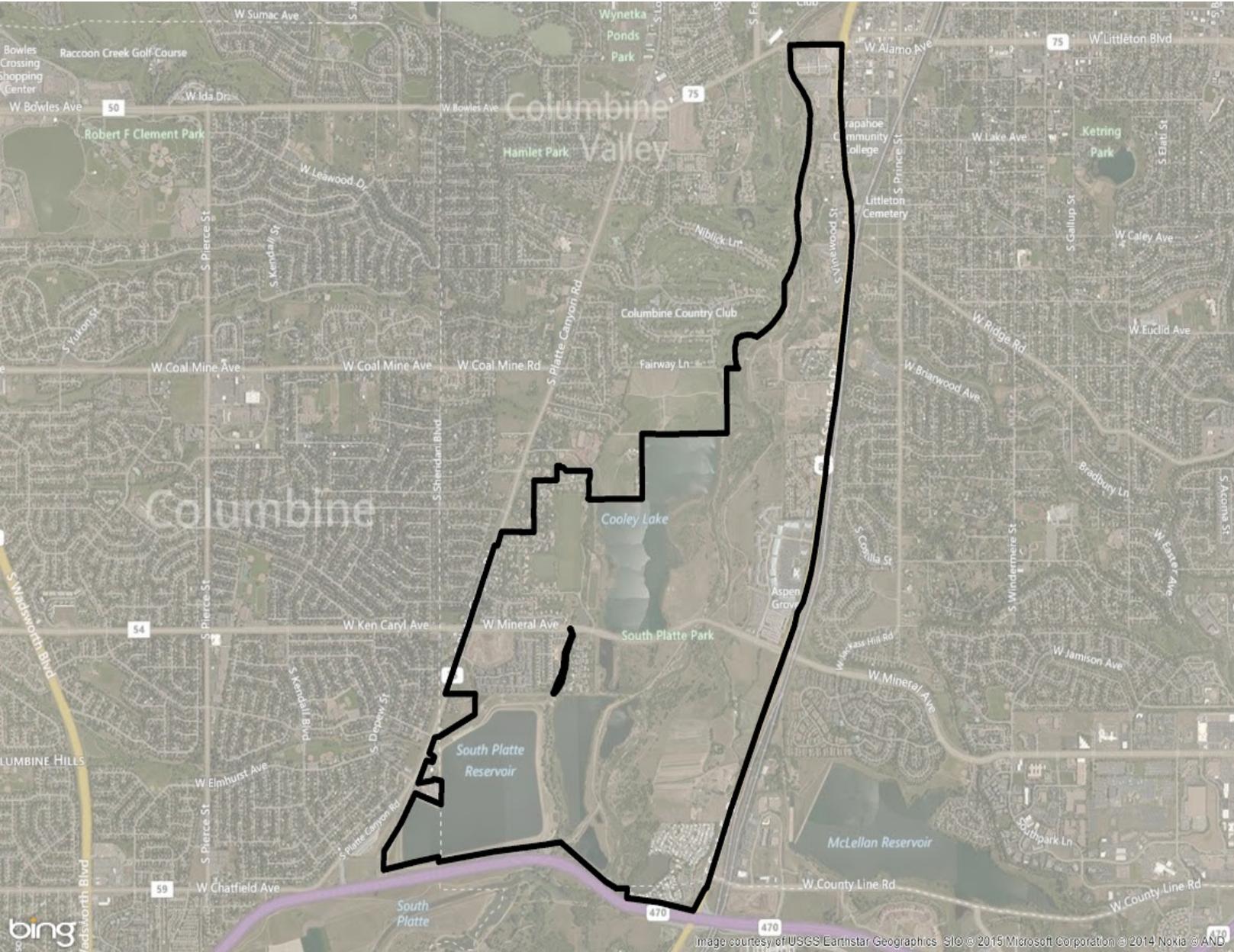
Policy 6: That all drainage ways be designed and maintained as open space to accommodate recreational facilities, including trails, and where practical, to preserve natural vegetation and habitats.

Policy 7: That the City enforce all agreements and commitments by the property owners and other governmental entities made at the time of annexation relative to public infrastructure, facilities and services, including schools, parks and open space, streets, water, sewer, and drainage systems, and other improvements.

Policy 8: That land for open space be provided by development to protect and enhance the natural state of McLellan Reservoir and the recreational use of the Highline Canal.



SOUTHWEST NEIGHBORHOOD



SOUTHWEST NEIGHBORHOOD

NOTE: *Because the areas that make up what we now call the Southwest Neighborhood were annexed into the city after the neighborhood plans were first developed, there is not a neighborhood plan for the entire Southwest Neighborhood. However, the eastern portion of the Southwest Neighborhood is addressed by two plans:*

1) the South Santa Fe Corridor Plan, which is included in this document, and 2) the Mineral Light Rail Station Area Master Plan, which is being developed at the time of this update to the neighborhood plans. Following the completion of the Mineral Light Rail Station Area Master Plan, the city will undertake an update to the second plan that addresses the eastern portion of the Southwest Neighborhood, the South Santa Fe Corridor Plan. That update will replace the plan currently in this document. Because the Southwest Neighborhood is almost fully developed by planned developments that have regulations that are more restrictive than the city's; because the area is relatively stable; because most of the current issues in the neighborhood, such as traffic, can be addressed more quickly and efficiently by actions other than a neighborhood plan; and because other small area plans address those areas in the neighborhood that are subject to the most impactful change, a neighborhood plan for the entire Southwest Neighborhood is currently ranked as low priority.

STERNE PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the unique character of the neighborhood and general “quality of life” aspects, especially the mix of architectural styles, mature trees, and quiet atmosphere of the residential areas.
- Goal 2:** Improve transportation facilities and traffic controls only to the extent necessary to improve safety and to provide good traffic circulation within the neighborhood.
- Goal 3:** Prohibit encroachment of commercial uses into established residential areas by limiting such uses to existing commercial districts such as Littleton Boulevard.
- Goal 4:** Preserve existing parks and open space and encourage new or expanded recreational areas to be developed to provide natural, passive recreation opportunities.
- Goal 5:** Improve enforcement of the City’s environmental codes to assure neighborhood preservation through good maintenance, adherence to noise ordinance, and crime prevention.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** That traffic controls in internal residential and collector streets be



maintained or improved to improve safety and to prevent further increases in speed and volume of traffic.

Policy 2: That Ridge Road be maintained in its present character to the extent possible, with improvements limited to those necessary to improve safety and accommodate the existing traffic load.

Policy 3: That pedestrian safety in school zones be improved through an intensified program of traffic code enforcement, in conjunction with higher fines and penalties; and the City's active support and participation in safety education programs in the schools.

LAND USE

Policy 1: That development of commercial uses south of Littleton Boulevard, beyond that which is presently zoned commercial, in residential areas of the neighborhood, be prohibited.

Policy 2: That emphasis in the decision-making process be placed on the preservation of the neighborhood as a sound, desirable residential area.

Policy 3: That storm water runoff be controlled through a combined program of increasing the capacity of storm sewers and prohibiting further development or redevelopment within floodplains.

PARKS AND RECREATION, OPEN SPACE

Policy 1: That a "lineal park" be developed on uncompleted portions of Sterne Parkway with emphasis on bicycle and pedestrian use.

CODE ENFORCEMENT

Policy 1: That the environmental code adopted by the City, which requires land owners to maintain the landscaping on rental property, including renter-

occupied, single -family dwellings, be strongly enforced to preserve the well-maintained character of the neighborhood and to protect adjacent property owners from adverse impacts of poor maintenance.

Policy 2: That a concerted, intensified effort should be undertaken to control vandalism.

TRAILMARK NEIGHBORHOOD

NOTE: Prior to the development of the TrailMark neighborhood, the city adopted a Comprehensive Development Plan for what was then known as the Chatfield Activity Center. That plan, which is included here, was approved by city council in 1991 and amended in 2000. As it sounds, this is a plan for how to develop the neighborhood and is not a true neighborhood plan, which would be a product of significant public input by neighbors and would address what residents identified as issues and opportunities for their neighborhood. A revised neighborhood plan for the TrailMark Neighborhood, which will include extensive resident involvement, is included in the list of priorities and sequencing of all Small Area Plans, including those for neighborhoods, corridors, and activity areas. Periodically, city council updates that list, on which the TrailMark Plan is currently listed as a medium priority.

The text of the plan is presented as it was adopted in 1991 and amended in 2000.

1.0 INTRODUCTION

The Chatfield Activity Center Comprehensive Development Plan (CDP) has been jointly developed and adopted by the City of Littleton (the City) and Jefferson County (the County) in an Intergovernmental Agreement (IGA).

The CDP contains specific minimum land use and development standards and consists of text and a map. These standards will establish a framework for future development within the Chatfield Activity Area as further defined. The CDP was originally adopted on February 26, 1991 and amended on September 12, 2000 to establish development standards and criteria uniquely for property known as Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2, which differ from certain standards previously set forth in the CDP.



1.1 CHATFIELD ACTIVITY AREA

(Also Referred to as the "Activity Center")

The Chatfield Activity Center is located in southern Jefferson County, immediately west of Chatfield State Park, see Exhibit "A". The South Jefferson County Community Plan identifies the area as an "Activity Center", which is suitable for higher intensity uses and a mix of uses. That portion of the Chatfield Activity Center, referred to as "Chatfield Green", is defined in Section 2.0.

The center has a unique environmental setting, with the hogback rising dramatically on its western boundary and Chatfield Reservoir to the east. Additionally, it is located in close proximity to C-470 and is bounded on the east by a four-lane arterial, State Hwy. 121.

1.2 INTENT

The overall intent reflected in this document is to ensure quality development which:

- Is consistent with the South Jefferson County Community Plan and the Comprehensive Plan of the City of Littleton;
- Is consistent with the regulations, policies and objectives of the City of Littleton and Jefferson County;
- Is compatible with the environmental resources of the area and existing and future development;
- Creates a high quality community and promotes economic opportunity.

The South Jefferson County Community Plan represents extraordinary efforts of citizens and business leaders throughout the community to forge a common vision for the future of this area. This CDP recognizes and acknowledges this effort by ensuring that future development will be consistent with the recommendations of that Plan.

In order to promote compatibility with the recreation areas adjacent to this Activity Center and to help conserve the special scenic resources of the area, a significant portion of the consideration to view corridors, maintaining a feeling of openness, and compatibility with adjacent uses.

1.3 RELATED DOCUMENTS AND REVIEW

The standards contained in this document are minimum standards. More restrictive standards or provisions may be adopted by the appropriate jurisdiction when property is rezoned. If any regulation, development standards or procedure is not specified in this CDP, the IGA, or other specifically referenced document, then all normally applicable procedures and requirements of the entity having jurisdiction shall apply. This CDP must be reviewed in conjunction with the companion IGA.

1.4 AMENDMENTS

Amendments to this CDP can occur only as specified by the IGA.

2.0 DEFINITIONS

The following terms shall be defined as set forth below. Any term used herein that is not defined shall be defined in Jefferson County or the City of Littleton codes, standards or regulations, as appropriate.

2.A.1 Accessory Building or Use

The use of land or a subordinate building or a portion of a main building, which is secondary to or incidental to the principal use or structure, and not incompatible with the intent of the land use category.

2.A.2 Arterial

A roadway with 4 or more through lanes which permits rapid and relatively unimpeded movements connecting communities as well as major land use elements with one another.



2.B.1a Building Separation (definition applicable only to Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2)

The distance from one building to another on the same or adjacent building sites or lots, excluding architectural appendages such as eaves, overhangs, fire places, flues, and wooden decks not more than 30" above grade.

2.B.1 Building Separation (definition applicable to all other areas within the Chatfield Activity Center, except Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2)

The distance from one building to another on the same or adjacent building sites or lots, excluding architectural appendages such as eaves, overhangs, fireplaces, flutes, etc.

2.B.2.a Building Setbacks (definition applicable only to Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2)

The distance from the property boundary, to a building wall, excluding architectural appendages such as eaves, overhangs, fire places, flues, and wooden decks not more than 30" above grade.

2.B.2.b Building Setbacks (definition applicable to all other areas within the Chatfield Activity Center, except Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2)

The distance from the property boundary, to a building wall, excluding architectural appendages such as eaves, overhangs, fireplaces, flues, etc.

2.C.1 Chain Link Fence

A fence composed of wire mesh, typically forming "woven square" approximately two inches in width.

2.C.2 Chatfield Green

That portion of Section 10, excepting the north half of the northwest quarter, Township 6 South, Range 69 West of the 6th P.M., Jefferson County that is within the Chatfield

Activity Area and which is defined on the Official Development Plan recorded at Reception Number 87057420 in the office of the Jefferson County Clerk and Recorder. This property shall retain the existing zoning in the Chatfield Green ODP within the jurisdiction of Jefferson County unless otherwise rezoned by the Board of County Commissioners of Jefferson County.

2.C.3 Collector

A roadway with two through lanes which collects and distributes traffic between local and major arterial streets.

2.D.1 Development Plan

An Official Development Plan in Jefferson County or a general Planned Development Plan in Littleton or a Final Development Plan, as appropriate.

2.D.2 Down Cast Lighting

On-site illumination which is constructed, located and aligned in such a manner as to restrict a cone of illumination to ground surface areas within the boundaries of the site and to reduce visibility of such sources from adjoining properties and public roadways.

2.F.1 Final Development Plan (FDP)

Either the City of Littleton's Final Site Development Plan, Final Plat or Site Approval, or Jefferson County's Plat, is appropriate.

2.F.2 Floor Area Ratio (FAR)

The total gross floor area (GFA) of a building divided by the total lot area.

2.F.3 Frontage

All sides of a lot adjacent to a street.



2.G.1 Gross Floor Area (GFA)

Total floor area expressed in square feet.

2.L.1 Local Road

A roadway with two through lanes that provides direct access to lots and generally has less than 1000 average daily trips.

2.O.1 Outdoor Storage

Storage for all materials, merchandise, stock supplies, machines, equipment, vehicles (used for commercial purposes), manufacturing materials, or chattels of any nature which are not kept in a structure having at least four walls and a roof, regardless of how long materials are kept on the premises.

2.P.1 Parking Area

An area, other than a street or alley, designed or used primarily for secondary access and the temporary parking of vehicles.

2.P.2 Planning Director

The Jefferson County Planning Director or the City of Littleton Planning Director, as appropriate.

2.R.1 Riparian Area

The area adjacent to a water body or drainage which is characterized by more extensive and water dependent vegetative material and habitat potential due to increased availability of water.

2.R.2 Right-of-way

Land designated for public circulation purposes.

2.S.1 Significant Biological Activity

Areas critical to the survival of a game or protected species, as defined by the Colorado Division of Wildlife, such as calving, nesting or essential food supply.

2.S.2 Slope

Percent of slope shall be determined as $\frac{\text{Rise}}{\text{Run}} \times 100$ or $\times 100$

2.S.3 South Jefferson County Community Plan

A set of land use policy recommendations developed cooperatively among a Community Advisory Group, Jefferson County Staff and area citizens, adopted by Jefferson County to guide land use decisions in southeastern Jefferson County.

2.S.4 Street

A public or private thoroughfare, avenue, road, arterial, collector, local boulevard, parkway, way, drive, lane, circle, or private easement providing generally the primary roadway to and egress from the property adjoining along its length.

2.S.5 Structure Height

Height of a building including permitted appurtenances such as mechanical equipment, satellite dishes, etc.

2.U.1 Unobstructed Open Space

An area upon which no structure may be erected or surface area utilized for vehicular movement or parking. Such areas include, but are not limited to landscaped yards, natural areas, patios, plazas, arcades and pedestrian and/or bicycle pathways/ Design features including but not limited to benches, fountains, statuary, kiosks, raised planting areas, light fixtures, and picnic shelters shall not be deemed to violate any prohibition against structures in open space.



3.0 LAND USE

3.1 LAND USE CATEGORIES

The CDP is comprised of one land use category: MIX Use-MU

This category permits the following uses.

- Residential Uses- single family attached and detached and multifamily.
- Office Uses:
 - General Office
 - Educational Institutions
 - Financial Institutions
 - Laboratories
 - Health care Institutions
- Retail Uses:
 - Retail goods or services
 - Recreation or entertainment facilities
 - Restaurants
- Industrial Uses:
 - Research, development, and testing
 - Outdoor storage
 - Showrooms
 - Wholesale goods or products, distributions
 - Fabrications, assembly, repair and services, manufacturing, processing, warehousing activities must be completely enclosed within a building.
- Open Space Uses:
 - Undeveloped natural lands not designated for development of buildings, roads, or structures; or
 - Undeveloped natural lands, except for minor buildings and roads which are only accessory for passive recreation; or
 - Active recreation which is accessory to developed areas; or
 - Landscape enhancement of developed areas/
 - Necessary roads and parking areas shall be permitted, but shall not be counted toward open space percentage/acreage requirements.

- Playgrounds, trails
- Botanic gardens, nature centers
- Amateur sport fields and courts
- Grazing
- Equestrian centers, golf courses
- Public Schools:
 - The City or County shall work with the District in obtaining (a) suitable site(s) when requested by the District.

3.2 SUPPLEMENTAL USES

Some of the following uses may be subject to additional review or approval procedures of either the City or the County, as appropriate:

- Child care facilities and private schools
- All ranching uses except as specifically prohibited in Section 3.3 which are in existence at the time of adoption of this CDP.
- Public uses including:
 - Fire stations
 - Police stations
 - Governmental and Special District Offices
 - Governmental and Special District Utilities
 - Libraries
 - Public or Private utility facilities
 - Offices and common facilities of landowner's association
 - Reservoirs

3.3 PROHIBITED LAND USES

The following uses are prohibited in all land use categories:

- Outdoor vehicle, boat, and equipment sales
- Drive-in movie theaters
- Animal rendering, feedlots
- Storage of hazardous materials:
 - Outside of bunker or structure, or
 - Which is in violation of Colorado or Federal standards, or



- Which extends for more than 30 consecutive days.
- Incineration
- Outdoor storage of salvage materials or inoperable vehicles
- Mobile homes that do not conform to C.R.S.

4.0 DEVELOPMENT STANDARDS

The development standards outlined in this section specifically regulate the intensity of any permitted land uses.

4.1 DENSITY/INTENSITY

The following sections describe the development standards relative to residential and nonresidential density.

➤ 4.1.1 Maximum Dwelling Units:

The overall average gross dwelling unit density shall not exceed 6 du/acre. Maximum permissible dwelling units shall be calculated based on all lands shown on a Development Plan excluding those devoted to non-residential uses and associated within these non-residential use areas. Transfer of density between residential areas within a Development Plan is permitted.

- The maximum number of residential dwelling units within Chatfield Green shall be as follows:
Total = 805, of which not more than 350 units may be multifamily or single family attached. All or the remainder may be single family detached.
However, should total unobstructed open space for the 346 acre Chatfield Green parcel exceed 50%, without including private yard areas, the limit for multifamily or single family attached units shall be 575 units, while maintaining the total limit of 805 units.
- 4.1.1.1 Density Criteria:
Outside of Chatfield Green, density will be determined using the following criteria. A high degree of conformance with 1 through 11 below earns the maximum number of units allowed.

1. Determine that the capacity of the transportation network and its ability to absorb additional trips will not be adversely affected.
2. Plan uses compatible with adjacent development or zoned areas.
3. Cluster and/or attach units.
4. Designate a high percentage of open space.
5. Reduce the impacts of glare:
 - Prevent direct glare from headlights upon adjacent residential uses.
 - Minimize glare from general lighting, reflective surfaces, and signs.
6. Guarantee a high quality of landscaping including" species, quantity of materials, maturity of materials, design, landscaping, appropriateness.
7. Ensure a circulation system which is functional, safe, efficient, and of high quality. The system should be designed to coordinate multiple systems, where appropriate, such as: roads (internal), access, bikeways, pedestrian trails.
8. Preserve and enhance natural topography.
9. Increase buffering and setbacks where adjoining density is lower.
10. Endure high quality of streetscape and incorporate low maintenance design.
11. Develop a superior master plan which results in compatible mix and pattern of uses.

➤ 4.1.2 Maximum Gross Floor Area (GFA):

- Within Chatfield Green, if in the City of Littleton
 - Retail- 160,000 square feet or
 - Office- 260,000 square feet



Or

- A combination of retail and office whereby the total of both is represented by the following formula:

$$\text{Percent of permitted retail} + \text{percent of permitted office} \leq 100\%$$

For example, if 40,000 square feet of retail is built (25 percent of that permitted) then a maximum of 195,000 square feet of office (75 percent of that permitted) would be allowed.

Any retail use which is primarily intended to attract customers from a regional trade area is prohibited.

- Within the MU category
 - The maximum floor area ratio (F.A.R.) shall be .25
 - Allowed density may be transferred between different areas within the boundaries of a Development Plan.

➤ 4.1.3 Maximum Structure Height:

The maximum permitted structure heights for each land use category shall be:

<u>Land Use Category</u>	<u>Maximum Height (feet)</u>
Office, commercial industrial	50'
Multiple family, single family attached	45'
Single family detached	35'
Uses on open space lands, except golf clubhouse, which may be 45'	28'

- 4.1.4.a Minimum Building Setback (applicable only to Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2):

(Minimum allowed from public street to the building wall)*

	Detached Units	Attached Units
Front	15' to building other than garage	15' to building other than garage
	15' to side loaded garage** (at door plane)	15' to side loaded garage (at door plane)
Side	15'	15'
Rear	15'	15'

* As measured from back of curb or back of walk when present.

** Actual length of driveway measured from the door plane of the garage to the back of curb or back of sidewalk, when present, shall not be less than 20 feet.

(Minimum allowed from private street to the building wall*)

	Detached Units	Attached Units
Front	12' to building, including side loaded garage (at door plane)	10' to building, including side loaded garage (at door plane)
	20' to front-loaded garage (at door plane)	20' to front loaded garage (at door plane)
Side	5'	10'
Rear	5'	10'

* As measured from private street tract boundary.



(Minimum allowed from parcel boundary to the building wall*)

	Detached Units	Attached Units
North	10'	10' ^{**}
South	30' ^{**}	55' ^{**}
East	10' ^{**}	10' ^{**}
West	10' and 15' ^{**}	15'-30' ^{**} (varying)

* *Boundary of Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2.*

** *Front, rear, and side.*

*** *Setback varies 5' in order to stagger homes.*

(Minimum allowed from common driveway to the building wall)

	Detached Units	Attached Units
Front	3'	5'
Side	3'	5'
Rear	3'	5'

(Minimum allowed to the building wall)

	Detached Units	Attached Units
	10' [*]	20'

* *Minimum setback of 3 feet shall be provided from the property lines of each lot to the building wall of the structure.*

- 4.1.4.b Minimum Building Setback (applicable to all other areas within the Chatfield Activity Center, except Lot 1, Block 9, Chatfield Green Subdivision, Filing No. 2):

The minimum building and structure setbacks from rights-of-way and private roads are shown below:

Minimum Building Setback from Rights-of-Way and Private Roads

<u>Minimum Building Setback Distance (feet)</u>	<u>Type of Rights-of-Way</u>
401	Arterial
201	Collector or Local Roads

**See note (1) on at 4.1.5*

Minimum Residential Building Setback from Lot Lines

<u>Minimum Residential Building Setback Distance (feet)</u>		
75	From	Industrial zoned property
50	From	Commercial/office zoned property, rear yard
25	From	Commercial/office zoned property, side yard

**Note 1: May be reduced by 50% if intensive landscape materials are used as approved in a Final Development Plan.*

- 4.1.5.a Minimum Landscape Borders and Buffers (applicable only to Lot 1, Block 9, Chatfield Green Subdivision Filing No. 2):

A landscape border along street right-of-way shall be provided to create an attractive streetscape at a minimum width equal to the various building setbacks established in Section 4.1.4a.

- 4.1.5.b Minimum Landscape Borders and Buffers (applicable to all other areas within the Chatfield Activity Center, except Lot 1, Block 9, Chatfield Green Subdivision, Filing No. 2):

A landscape border along right-of-way shall be provided to create an attractive streetscape as specified below.



Minimum Landscape Borders

<u>Minimum Landscape Border Width</u>	<u>Type of Right-of-Way</u>
40'	Arterial
20'	Collector

Note: May be reduced by 50% if intensive landscape materials are used as approved in a Final Development Plan.

Minimum Landscape Buffers

Landscape buffers shall be provided on commercial or industrial lots to buffer adjacent residential lots.

<u>Minimum Width (Feet)</u>	
50	Commercial or industrial building or storage or parking area next to a residential lot.
5	For each additional 10,000 square feet of building above 30,000 square feet.

- 4.1.6 Minimum Unobstructed Open Space:
- 4.1.7 Minimum Unobstructed Total Open Space: The minimum unobstructed open space requirements for each of the following land use categories shall be as follows:

Retail	22%
Office and Industrial	30%
Attached single family or multifamily	35%
Churches and public facilities	30%

The total Chatfield Activity Center shall incorporate a minimum of 50% unobstructed open space, which may include private yard areas.

4.2 OUTDOOR STORAGE

➤ 4.2.1 Design Criteria:

Outdoor storage, as permitted, shall be shown on approved Final Development Plan. It may not exceed 75% of the building footprint and must be accessory to a structure.

All outdoor storage areas must be screened from the sight of properties and roadways that are within 300 feet of the storage area. The calculation of this requirement is performed by viewing the storage area from 5 feet above the ground. A "view" of the storage area is constituted when any portion of the storage area ground plane is visible. Park and golf course maintenance equipment is excluded from this requirement.

Outdoor storage shall not exceed 10 feet in vertical height unless totally screened by a building.

The outdoor storage of unpressurized highly flammable liquids or gases, in excess of 1,000 gallons, shall be underground (also see Section 5.6) and may not be located in a required setback or buffer area. All above ground tanks shall be considered Mechanical Equipment and shall be subject to 4.5.

Outdoor storage areas shall be permitted within open space areas only for the storage of incidental maintenance equipment and supplies. Outdoor storage in these areas shall not be greater than 2% of the area and shall be screened from view as described herein.

4.3 ARCHITECTURE

➤ 4.3.1 Design Criteria:

For all types of uses, the clustering of buildings shall be utilized wherever possible to provide for the maximum amount of open space, landscaping, and to help preserve scenic views.

Commercial buildings should incorporate characteristics of residential buildings such as pitched roofs, varied facades, and the same architectural finish on all sides.

Building locations and walkways should facilitate and encourage pedestrian traffic.



Exterior building materials for all non-residential buildings shall be constructed of wood, glass, rock, brick, textured cementitious material, and/or architecturally styled metal.

All metal buildings shall utilize standard architectural detailing of non-metal buildings, such as parapet walls and the use of texture. Metal buildings shall be treated with more than 50% natural appearing material on all sides.

Significant areas of exposed untextured concrete or concrete block are prohibited.

Unless otherwise approved at the time of Final Development Plan, single plane walls facing public right-of way shall be limited to a maximum length of 100 feet. Single plane walls not facing public right-of-way shall be limited to a maximum length of 300 feet. For the purpose of this paragraph, single plane walls shall be defined as walls whose building elevations include less than 25% of such area in balconies, doors, windows, or natural appearing materials.

Building roofs shall have a pitch equal to 2 feet in vertical rise to 12 feet in horizontal run or greater. Roofs with a flatter pitch shall be screened to a height 2 feet above the highest roof point by parapet walls or other architectural elements.

4.4 FENCES/WALLS

Except for boundary fences needed to contain livestock, it is the intent of this CDP to limit fencing wherever possible. The following standards shall be adhered to for all fences and walls.

➤ 4.4.1 Materials

Barbed wire, electrified or metal stake fences are prohibited in all land use categories. Chain link may be used only:

1. In conjunction with recreations uses such as swimming pools, tennis courts, or backstops.
2. In conjunction with the industrial use where the fence is located on the side of the property adjacent to other industrial uses.

Such fences shall be prohibited within 30 feet from any roadway right-of-way.

4.5 MECHANICAL EQUIPMENT

All public utilities, satellite dishes, building mounted microwave or antenna structures, and ground level mechanical equipment shall be subject to the setbacks in 4.1.4 and maximum heights in 4.1.3.

➤ 4.5.1 Design Criteria:

All rooftop mechanical equipment including electronic equipment, all types of vents, and all public utilities on all nonresidential buildings shall be completely screened for their height or camouflaged by similar materials and architectural styles used on the balance of the building when viewed from a distance of less than 200 feet at a height of 5 feet above ground level.

4.6 SIGNS

All signs shall be controlled by the following provisions and meet any additional standard of either the County or the City, as appropriate.

➤ 4.6.1 Prohibited Signs:

The following signs are prohibited in all land use categories:

- Bus bench advertising signs
- Off-premise signs including billboards
- Any sign displaying on a vehicle when said vehicle is used primarily for the purpose for displaying such sign.

➤ 4.6.2 Sign Program:

When commercial or industrial centers are to be developed or redeveloped, design standards that ensure unified design of all signs shall be adopted.



4.7 LIGHTING

All lighting shall be controlled by the following provisions:

➤ 4.7.1 Location:

Lighting shall be confined to the property and shall not cast light or glare adjacent properties or public rights-of-way.

➤ 4.7.2 Height:

Maximum light standard height within 150' of property lines: 20' except street lighting in right-of-way.

➤ 4.7.3 Design:

All lighting shall be downcast cut off-type.

4.8 CIRCULATION:

All circulation systems shall meet the following provisions:

➤ 4.8.1 Transportation Planning Standards:

The following transportation planning and vehicular access standards shall be adhered to in the development of vehicular circulation systems.

- Vehicular access to other streets from off-street parking and service areas shall be designed to channel traffic to and from such areas conveniently and safely in a manner which minimizes traffic conflicts and promotes free traffic movement on streets without excessive interruptions.
- Vehicular access points shall be designed to permit smooth traffic movement with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. Local streets will not be connected to streets outside the development in such a way as to encourage their use by through traffic.

- Residential cul-de-sacs may be used where no more than 35 residential units are served.
 - Chatfield Green is intended to be an enclave, primarily of residential development, served by a loop road off of Highway 121 at a single access point. No roads to other properties which would invite through traffic are envisioned.
 - Development areas shall be designed to prevent nonresidential traffic through residential areas.
 - Land uses associated with truck traffic shall have access designed to access arterials directly or use collector streets which do not run through residential areas.
 - The number of new roadway access points on onto Highway 121 shall be limited to 2 and limited to 1 on Deer Creek Canyon Road.
 - Jefferson County will retain access control for Deer Creek Canyon Road unless annexed by the City. County standards shall apply to determine necessary improvements to this road and to determine the location and spacing of proposed access connections to it.
 - Provisions shall be made for mitigation of projected capacity problems on adjoining or nearby streets, roads, and intersections that would be caused by traffic generated from a proposed development.
- 4.8.2 Roadway Improvements:
- Site development at Chatfield Green is restricted to that level of onsite development which will generate not more than 20,000 ADT through the intersection of SH-121 and the main access road, as determined by a professional traffic study using the then current ITE Trim Generation Manual, until such time as improvements, as specified by the Colorado Department of Highways, are constructed at that intersection. The developer of Chatfield Green shall obtain all permits required by the Colorado Department of Highways and shall comply with their requirements.
 - Arterials are limited to a maximum of 6 through lanes.



- Arterial access which originates along Deer Creek near Kipling extended and proceeds in a southeasterly direction to an intersection with Highway 121 south of Chatfield Green shall be accommodated in all land use or development approvals. An extension of Kipling to tie into this road shall be studied by the City and County.
- Along at least one side of arterial roads, a detached multi-use paved path, at least 8 feet wide, shall be provided. Along collector roads, a 4-foot wide paved path or sidewalk shall be provided on at least one side.

4.9 LANDSCAPING

➤ 4.9.1 Parking Lots:

A minimum of 5% of the internal parking lot area must be landscaped. The view of parking areas from adjacent right-of-way or public areas shall be reduced by berming or landscape screening.

➤ 4.9.2 Common Areas:

A maintenance entity for all common areas shall be created.

➤ 4.9.3 Water Conservation:

Minimizing water consumption will be an objective in the design and maintenance of landscaped areas and irrigation systems.

4.10 MASTER PLANNING

➤ 4.10.1 Coordination within the Activity Center should ensure the Center works as a unit.

Projects must coordinate vehicular circulation. Pedestrian and bicycle paths should link the uses. Site plans and use types should be compatible. Zoning should establish the design and character of the Center.

- Integrate the Activity Center into the surrounding natural and built areas both in

terms of design and appropriateness of uses.

- The highest intensity uses should be located within the Activity Center at a significant distance from low-density areas. Intensity should be gradually reduced (graduated) as the distance to low density areas decreases.
- The preservation of views must be considered in determining building height, location, and spacing.

➤ 4.10.2 The Area Close to Highway 121 Should Remain Nonresidential.

4.11 GRADING AND SITE DESIGN

➤ 4.11.1 Environmental Site Design Criteria:

The attached graphic Exhibit B shows areas of environmental sensitivity. The following criteria are established to promote environmentally compatible development.

Area "A" - Floodplains and Riparian Areas

The most significant areas are depicted on the graphic. See 4.12.1.

Area "B" - Visually Prominent Slopes

No development, except for a road, shall occur where this slope exceeds 20%.

Area "C" - Major View Corridors

The arrows indicate major view corridors, originating from the two existing bodies of water, and represent the most desirable views from these locations to off-site features. The two major views are toward the southwest to the cut in the hogback and mountain peaks beyond, and easterly to Chatfield Reservoir.

Within these corridors, the following criteria apply:



1. These corridors will be a priority location for previously required open space areas and for non-structural uses.
2. Buildings will be sited and separated to minimize disruption of views.

Area "D" - Major Drainage Corridors

These two drainages include riparian wetland areas and wildlife habitat corridors. These corridors will be priority location for previously required open space.

➤ 4.11.2 Maximum Slope:

Residential development shall not occur in areas where the preexisting slope is in excess of 30%. Commercial or industrial development shall not occur in areas where the preexisting slope is in excess of 20%. At the time of Final Development Plan, small areas of slope (portions of a lot) in excess of these standards may be designated for development by the Planning Director if they are incidental to adjacent developable areas and may be developed without significant visual or environmental impacts.

➤ 4.11.3 Revegetation:

All disturbed areas not covered by impervious surfaces shall be revegetated.

4.12 HAZARD AREAS AND ENVIRONMENTAL RESOURCES

The following standards are applicable to all land use categories as appropriate.

➤ 4.12.1 Floodplains and Riparian Areas:

100-year floodplains will only be used for unobstructed open space purposes. Riparian areas shall be preserved in open space except when necessary for road constructions. Disturbed riparian areas shall be replaced on a one to one acreage basis with areas of equivalent vegetative character, function, and image.

➤ 4.12.2 Wildfire Areas:

No structures will be allowed in a wildfire hazard area (as defined by the State Forest Services, excluding grass lands) unless a hazard mitigation plan, reviewed by the State Forest Service, has been approved with the Final Development Plan.

➤ 4.12.3 Geologic Hazards and Features:

No structures will be allowed in a geologic hazard area (as defined by the entity having jurisdiction) unless a mitigating plan has been approved with the Final Development Plan. Significant rock outcrops shall be noted on the Final Development Plan shall not be disturbed by development.

➤ 4.12.4 Wildlife and Biology:

Wildlife movement corridors or areas of significant biological activity shall be identified on the Final Development Plan. Any approved Final Development Plan shall provide provisions to protect these areas or ensure that any significant adverse impacts are mitigated.

➤ 4.12.5 Aquifer Recharge Zones:

Any area providing ground water recharge to bedrock aquifers shall be identified at the time of the Final Development Plan. The total amount of naturally occurring recharge shall be maintained.

5.0 OPERATIONAL STANDARDS

The following is a collection of general standards that are applicable to all land use areas.

5.1 INTENT

It is the intent of this section to specifically state standards that prevent land or buildings within the Chatfield Activity Center area from being used or occupied in any manner so as



to create any dangerous, injurious, noxious, or otherwise objectionable effect in a manner or amount which adversely impacts the Chatfield Activity Center or the surrounding area.

5.2 VIBRATION

No vibration shall be produced which is transmitted thorough the ground and is discernible without the aid of instruments at or at any point beyond the lot line.

5.3 AIR POLLUTION

There shall not be discharged into the atmosphere any contamination for which threshold limit values are listed for working atmosphere by the American Conference of Governmental Industrial Hygienists in such quantity that the concentration of the contaminant at ground level at any point beyond the boundary of the property shall at any time exceed the threshold limit.

5.4 ODORS

Any condition or operation which results in the creation of odors or gaseous emissions of such intensity and character as to be detrimental to the health and welfare of the public or which interferes unreasonably with the comfort of the public shall be removed, stopped or so modified as to remove the odor.

5.5 ELECTRONIC RADIATION

Any introduced source of electromagnetic radiation must meet the standards recommended by the American National Standards Institute. However, nothing in this provision shall prevent the use of speed detection devices by any authorized government agency.

5.6 HEAT AND GLARE

No activity shall occur that causes heat or glare impacts that are perceptible from and detrimental to the use of adjacent property.

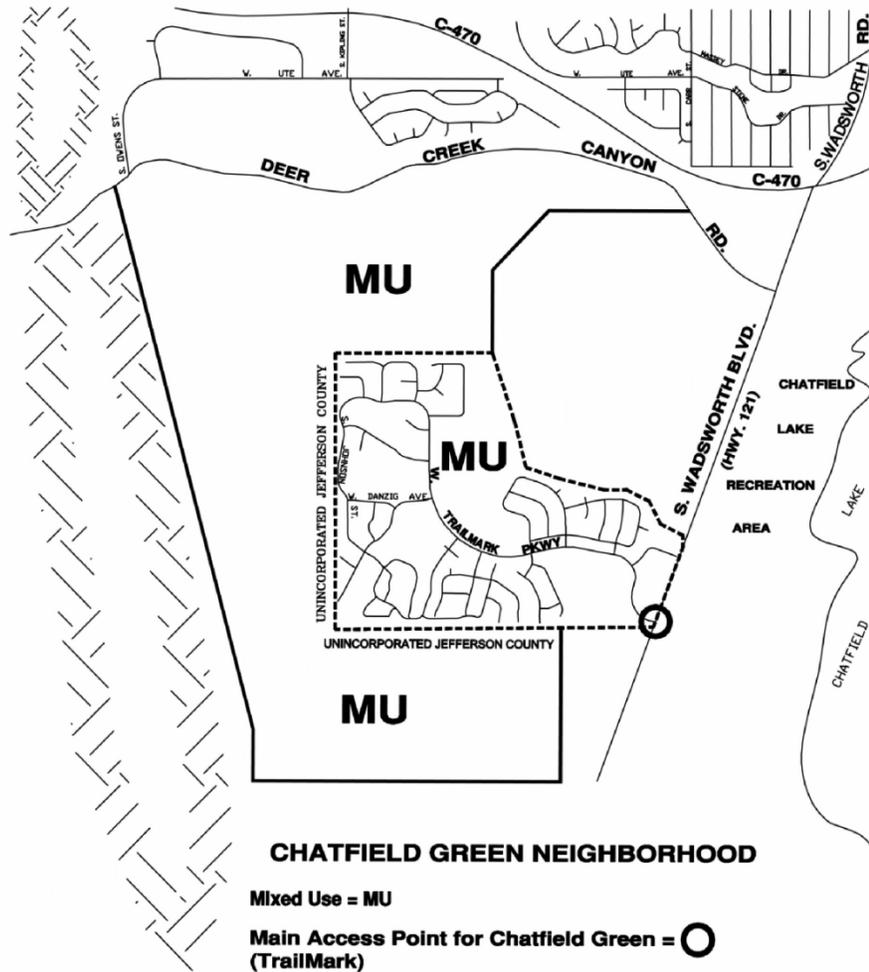


EXHIBIT A

CHATFIELD ACTIVITY CENTER

Center Description –(NOTE: This map is a reproduction)

Generally located in Sections 3, 4, 9, 10, 15 and 16, Township 6 South, Range 69 West and more particularly described as the eastern boundary being the Chatfield State Recreation Area, the northern boundary being Deer Creek Canyon Road, the western boundary being the line located approximately 700 feet easterly of and running parallel to the Public Service power line, which lies east of and parallel to the hogback as shown on the USGS quadrant map, to its point of intersection with the west section line of Section 15, and then south along the section line to the southern boundary, and the southern boundary being a line running west to east which begins approximately 1300 feet due north of the southwest corner of Section 15 and runs due east a distance of approximately 2600 feet to the Chatfield State Recreation Area.

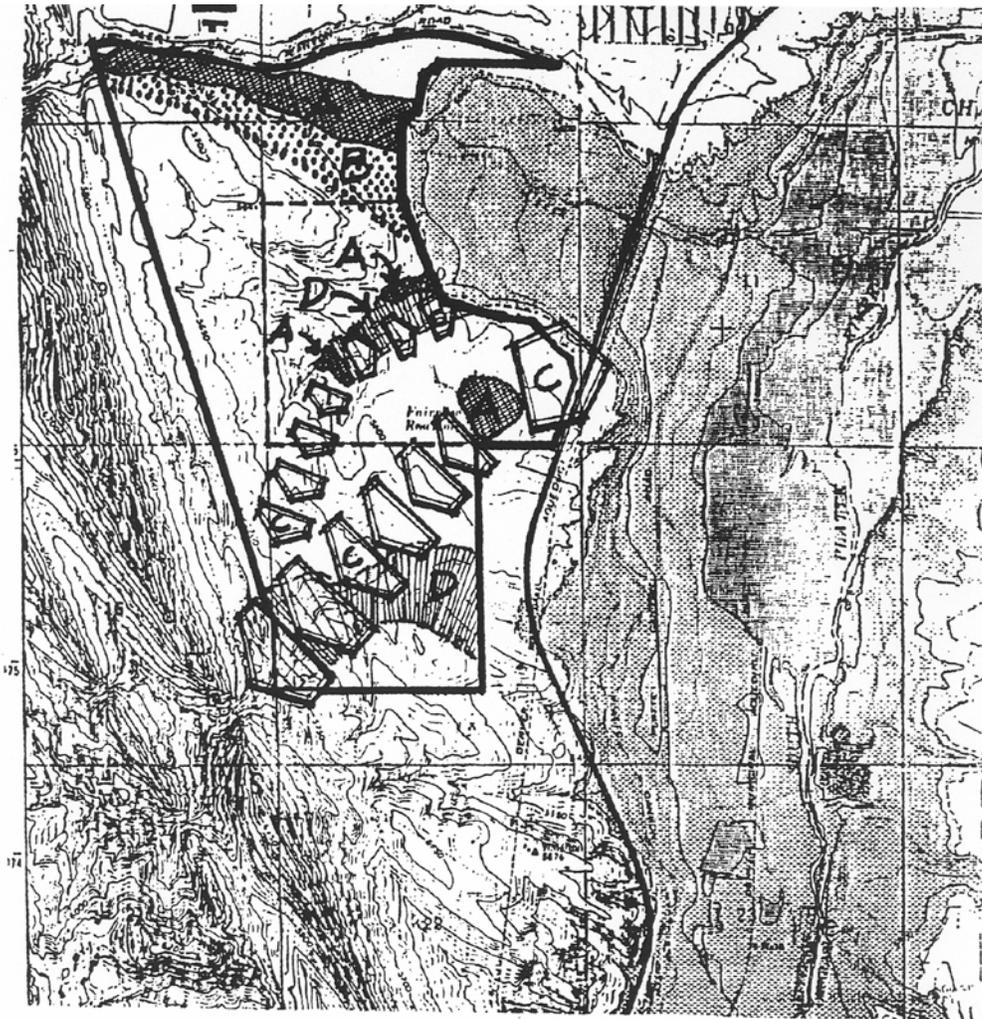
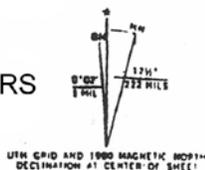


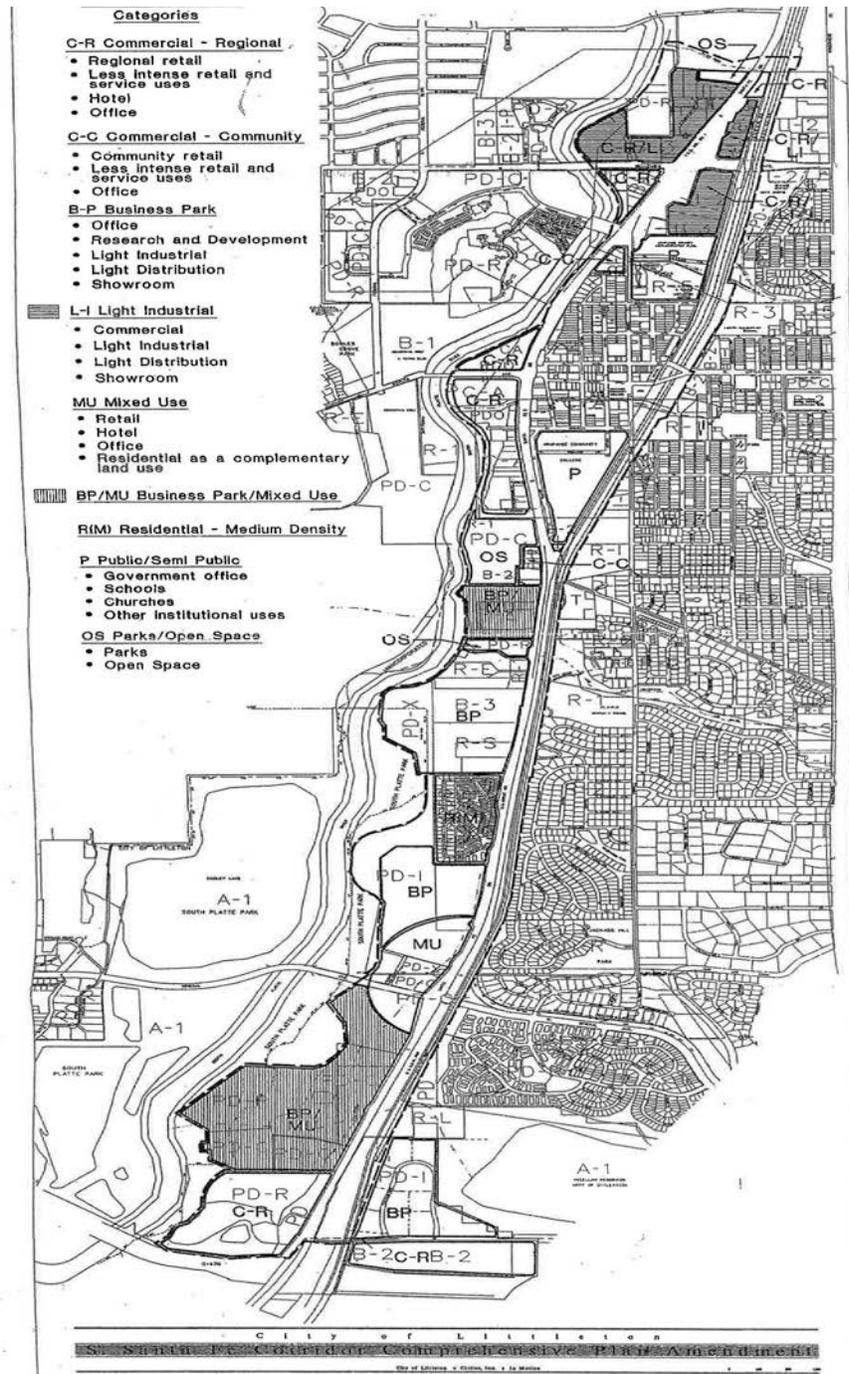
EXHIBIT "B"
ENVIRONMENTAL FEATURES

- A: FLOODPLAINS AND RIPARIAN AREAS
- B: VISUALLY PROMINENT SLOPES
- C: MAJOR VIEW CORRIDORS
- D: MAJOR DRAINAGE CORRIDORS



CORRIDOR PLANS

SOUTH SANTA FE CORRIDOR*



*This map is available as a download from the Community Development Department's page on the city's website: www.littleton.gov.org.

SOUTH SANTA FE CORRIDOR

INTRODUCTION

The Santa Fe Corridor shall be reclaimed as a vital seam through the city connecting downtown and residential areas to the South Platte River, serving quality revenue generating and community oriented land uses; and functioning as a visually appealing transportation corridor. The identity of Littleton and the historic downtown will be accentuated in a broader effort to improve the visual quality of Santa Fe Drive and expand the corridor's role in meeting economic demands and goals for the future

URBAN DESIGN GOALS AND POLICIES

Goal A: ACHIEVE A HIGH QUALITY AND CONSISTENT URBAN DESIGN, UNIQUE TO THE CHARACTER OF LITTLETON ALONG THE SOUTH SANTA FE CORRIDOR.

Policy 1: Preserve and protect the prominent and historic view corridors of the foothills/mountains and the South Platte River corridor including:

- Prince Street and South Santa Fe Drive intersection
- Bowles Avenue and South Santa Fe Drive intersection
- Mineral Avenue and South Santa Fe Drive intersection, and
- Main Street over the historic former Carnegie Library building.

Policy 2: Building entrances and orientation should address the South Platte River, South Santa Fe Drive and the Rio Grande Street frontage to maintain and improve the visual quality of all corridors. Design consideration along public ROWs and public amenities should include avoiding non-articulated blank walls and placing, to the extent possible, storage, utility and service areas in less visible and public locations.



- Policy 3:** Promote detached sidewalks with tree lawns (not including downtown) in new development along public rights of way.
- Policy 4:** Eliminate oversized signs, unimproved property boundaries and poorly screened storage, utility and service areas within the South Santa Fe Corridor.
- Policy 5:** Develop a landscaped edge along the west side of South Santa Fe Drive to protect the aesthetic and visual appearance of the corridor, utilizing the following techniques:
- Provide a substantial landscape buffer along South Santa Fe Drive
 - Buildings should be set back at least 50' from the future ROW of South Santa Fe Drive
 - At major intersections buildings may be closer than 50' to achieve pedestrian friendly connections and appropriate urban design scale.
 - Prince Street/South Santa Fe Drive
 - Bowles Avenue/South Santa Fe Drive
 - Church Avenue/South Santa Fe Drive
 - Parking may be approved within the 50' setback if it is properly screened and landscaped.
 - Building setbacks along all public street rights-of-way shall not be less than the minimum setback but shall, at least, be one foot of setback for each foot of building height.
- Policy 6:** Promote increased quality and quantity of landscaped areas.
- Utilize high quality materials in street ROWs and other public spaces.
 - Develop design standards for higher quality private development.
- Policy 7:** Provide City of Littleton gateway at South Santa Fe Drive and Prince Street on the North and South Santa Fe Drive and County Line Road on the south. Gateways include: city entryway signage, monumentation and landscaping.

GOAL B: INCREASE THE VISIBILITY AND PRESENCE OF DOWNTOWN LITTLETON ON SOUTH SANTA FE DRIVE BETWEEN PRINCE STREET AND CHURCH AVENUE.

Policy 1: Formalize downtown entries at Prince Street, Bowles Avenue and Church Avenue with gateways including downtown elements such as lights, identification graphics and landscaping.

Policy 2: Encourage the continuing development of the four corners of South Santa Fe Drive and Bowles Avenue intersection as follows:

- On South Santa Fe Drive from the north end of the EchoStar property to Church Avenue on the south.
- On Bowles Avenue, from the South Platte River east connecting to the existing downtown streetscape.

OPEN SPACE & NATURAL FEATURES - GOALS & POLICIES

GOAL A: PRESERVE AND ENHANCE THE MAJOR NATURAL FEATURES IN THE SANTA FE CORRIDOR:

- Big Dry Creek
- Little's Creek,
- Lee Gulch,
- South Platte River, and
- South Platte Park

Policy 1: Preserve the presence and visibility of, and provide visual connections to the foothills/mountains and South Platte River corridor. Significant opportunities to accomplish this occur at:

- Big Dry Creek,
- Little's Creek.
- Lee Gulch,



- Main Street, and
- Other east-west street connections

Policy 2: Preserve the quality of these open spaces and natural features utilizing selected acquisition, increased setbacks and/or land use controls.

Policy 3: A 100 foot +/- no-build zone along the South Platte Park should be maintained between new development and South Platte Park to preserve the habitat of this important community asset. Where berming and landscaping achieves the intent of the 100-foot buffer, the no-build zone may be reduced.

Policy 4: Discourage residential land uses immediately adjacent to South Platte Park.

Policy 5: Limit access to South Platte Park to existing formal connections.

Policy 6: Promote a broad range of public and private open space amenities within the corridor including plazas, pocket parks, pedestrian walkways, and river connections.

Policy 7: Provide additional access points and parking areas for the Platte River trail at locations north of South Platte Park.

Policy 8: A vehicular road and bridge across Lee Gulch is discouraged.

Policy 9: Develop a landscaped river edge along the east side of the South Platte River, north of South Platte Park to protect the esthetic and visual appearance of the river corridor, utilizing the following techniques:

- Provide a substantial landscape buffer along the South Platte River Corridor.
- Buildings should be set back appropriate to their height and use.
- Parking should be set back at least 20 feet adjacent to the river and must be properly screened and landscaped.

TRANSPORTATION GOALS AND POLICIES

GOAL A: PROVIDE ACCESS AND CIRCULATION THAT PROMOTES SAFETY AND OPTIMIZES DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES.

Policy 1: Define a circulation system of loop roads to optimize development of internal parcels.

Policy 2: Pursue the implementation of traffic signals along South Santa Fe Drive at Chenango Avenue, South Sumner Street, Briarwood Avenue, Newton Trust property access road, and Otero Avenue.

Policy 3: Encourage access points that service multiple property owners and internal circulation patterns.

Policy 4: Discourage the creation of frontage roads except where no other means of access is feasible.

Policy 5: Improve Rio Grande Street including curb and gutter and tree lawns to provide greater access and safety and to provide a higher quality of service to properties east of South Santa Fe Drive.

Policy 6: New uses and investments on the west side of Santa Fe south of Church Avenue should allow for future CDOT widening.

Policy 7: Plan higher-value business park and commercial uses where adequate access to Santa Fe Drive is available.

GOAL B: PROMOTE BETTER PEDESTRIAN AND BICYCLE ACCESS/ CONNECTIONS ACROSS SOUTH SANTA FE DRIVE AND THE RAILROAD DEPRESSION.

Policy 1: Support and conform to the Denver Regional Council of Government's regional bicycle plan.



- Policy 2:** Provide safe, accessible and attractive over/underpasses and pedestrian crossing improvements.
- Policy 3:** Balance pedestrian connections and vehicular access around activity centers including major developments, transit-oriented development (TOD) zones and Arapahoe Community College.
- Policy 4:** Promote additional bicycle access points to the Platte River trail north of South Platte River Park at appropriate locations such as Lee Gulch, Little's Creek, Big Dry Creek and/or where redevelopment occurs.
- Policy 5:** Promote better pedestrian connections across South Santa Fe Drive, particularly at the Bowles Avenue intersection.

LAND USE GOALS AND POLICIES

- GOAL A: DEVELOP THE SANTA FE CORRIDOR AS A HIGH-QUALITY, EMPLOYMENT-BASED LAND USE AREA WITHIN THE CITY.**
- Policy 1:** Encourage higher quality land uses including the redevelopment of underutilized properties to higher value land uses within the corridor.
- Policy 2:** Encourage the consolidation of smaller parcels into larger land holdings that promote higher quality and value uses. Support up-zoning of land only where these conditions are met.
- Policy 3:** Encourage relocation of lower value industrial, commercial and residential land uses to more suitable locations
- Policy 4:** Concentrate major retail and office development at the four arterial connections along South Santa Fe Drive: C-470/County Line Road, Mineral Avenue, Bowles Avenue, and Belleview Avenue.

Policy 5: Encourage redevelopment and improvements at the corners of South Santa Fe Drive and Bowles Avenue consistent with the character of downtown and EchoStar.

Policy 6: Encourage land uses at the Bowles Avenue/South Santa Fe Drive intersection that are complimentary to the downtown core and which better connect downtown to South Santa Fe Drive.

Policy 7: Between EchoStar and Hudson Gardens, encourage commercial and service uses that compliment EchoStar, Arapahoe Community College and Hudson Gardens.

GOAL B: PROMOTE TRANSIT ORIENTED DEVELOPMENT (TOD) WITHIN A ¼ MILE RADIUS OF THE MINERAL AVENUE STATION.

Policy 1: Allow for development with the TOD zone to be at higher densities to create a pedestrian scale of development.

Policy 2: Encourage higher value office and retail uses as the primary TOD land use.

Policy 3: Allow for higher density residential development to be built as a supportive land use where parcel size or access does not allow for higher quality business park or commercial development.

Policy 4: Work with the Regional Transportation District (RTD) to create opportunities for joint development on RTD property and to allow for private development closer to the Mineral Avenue light rail station by utilizing structured parking.

ECONOMIC DEVELOPMENT GOAL & POLICIES

GOAL A: DEVELOP THE SANTA FE CORRIDOR TO SUPPORT AND ENHANCE THE CITY'S ECONOMIC BASE.



- Policy 1:** Promote the development of high quality business and office park development on major parcels south of Lee Gulch.
- Policy 2:** Encourage regional and community retail and office uses to locate at major arterial crossings including C-470 and Mineral, Bowles and Belleview Avenues.
- Policy 3:** Discourage strip commercial development along South Santa Fe Drive that diminishes the value of interior land parcels.