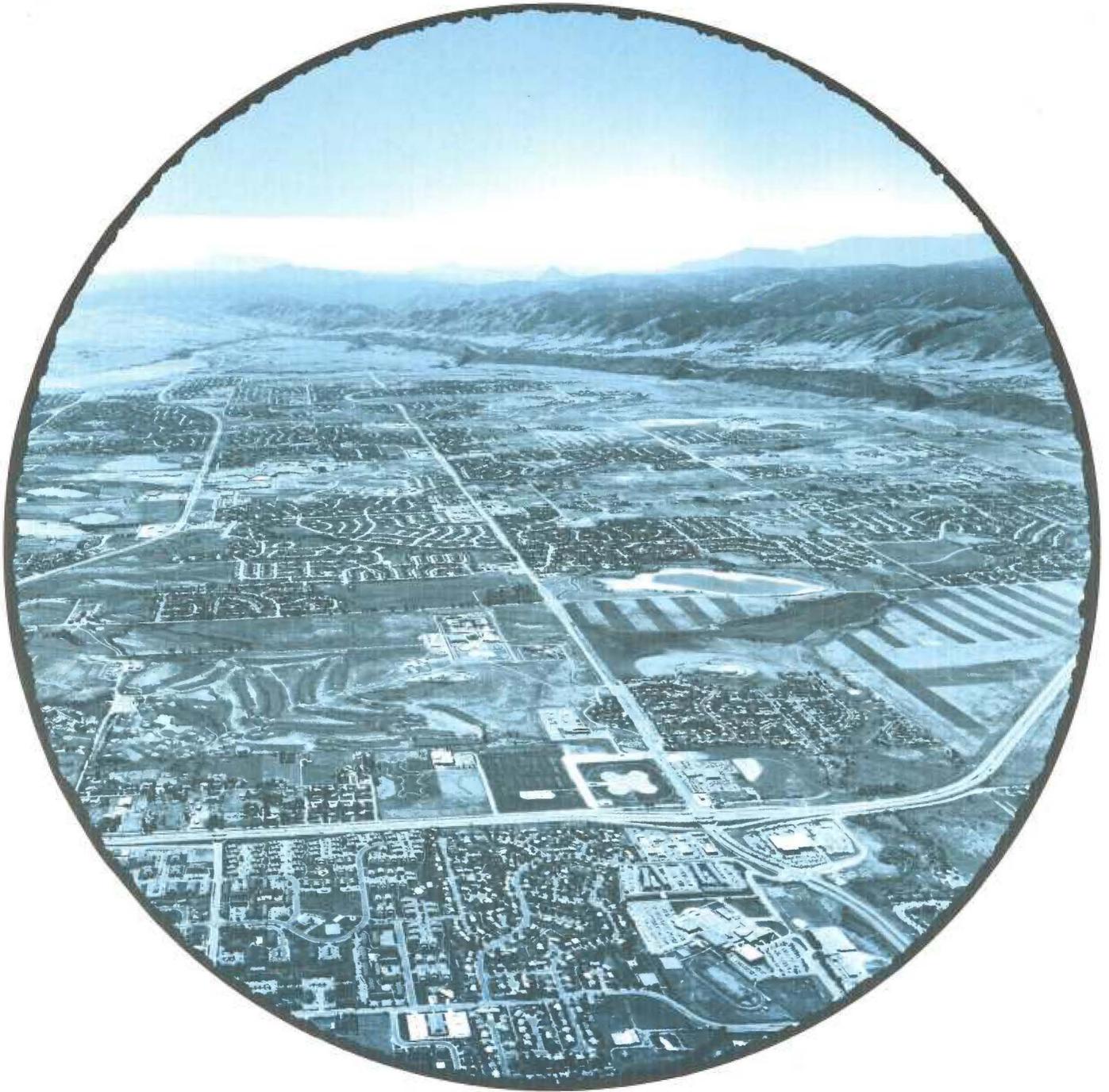


SOUTH JEFFERSON COUNTY



COMMUNITY PLAN

JEFFERSON COUNTY, COLORADO, PLANNING DEPARTMENT

*It was moved by Commissioner EIKNER
that the following Resolution be adopted:*

**BEFORE THE PLANNING COMMISSION
COUNTY OF JEFFERSON STATE OF COLORADO
RESOLUTION**

RE: SOUTH JEFFERSON COUNTY COMMUNITY PLAN

WHEREAS, on May 16, 1984, the Jefferson County Planning Commission approved the Southeast Jefferson County Community Policy Plan as a component of the Jefferson County Comprehensive Plan; and

WHEREAS, the Jefferson County Planning Department, the Planning Commission, and the South Jefferson County Community Advisory Group have completed extensive research, analysis, review, and community meetings on the Southeast Jefferson County Community Policy Plan and proposed a revised South Jefferson County Community Plan; and

WHEREAS, public hearings on the revised South Jefferson County Community Plan were held by the Jefferson County Planning Commission on April 22, 1987, and May 20, 1987, at which time this matter was continued for further testimony and decision on June 10, 1987; and

WHEREAS, on June 10, 1987, the Jefferson County Planning Commission approved the Interim South Jefferson County Community Plan; and

WHEREAS, the original version of this revised South Jefferson County Community Plan has been edited for final publication and only minor editorial changes have been made; and

WHEREAS, a public hearing on the revised South Jefferson County Community Plan, attached hereto and incorporated herein as Exhibit "A", was held on July 20, 1988; and

WHEREAS, based on the evidence, testimony, exhibits, and recommendations of the Jefferson County Planning Department, comments of public officials, agencies, and citizens of the County and comments from other interested parties, the Planning Commission finds as follows:

1. That adequate publication of public notice has been provided for hearings before the Planning Commission.
2. That the hearings before this Planning Commission have been extensive and complete and that all pertinent facts, matters, and issues have been submitted and considered, and all interested parties heard.
3. That the revised South Jefferson County Community Plan as amended and set forth in Exhibit "A", attached hereto and incorporated herein by this reference, adequately addresses the problems and concerns raised in the public hearings by interested parties.
4. That it is the opinion of the Planning Commission that the South Jefferson County Community Plan, including text and maps, should be accepted as set forth on attached Exhibit "A".
5. That adoption of said Plan is in the best interest of the health, safety, and welfare and morals of the citizens of Jefferson County.

NOW, THEREFORE, BE IT RESOLVED that the South Jefferson County Community Plan, including text and maps, as set forth on Exhibit "A", attached hereto and incorporated herein by this reference be and hereby is APPROVED and adopted as a component of the Jefferson County Comprehensive Plan pursuant to Section 30-28-108, C.R.S., and that said approved South Jefferson County Community Plan be certified to the Board of County Commissioners pursuant to Section 30-28-109, C.R.S.

BE IT FURTHER RESOLVED that the South Jefferson County Community Plan adopted on June 10, 1987 and including text and maps, be and hereby is rescinded as a component of the Jefferson County Comprehensive Plan.

BE IT FURTHER RESOLVED that in the area of Jefferson County that the Community Plan shall be applied, it shall be applied in conjunction with the Jefferson County General Land Use Plan and other applicable Jefferson County Special Plans in effect. Where conflicts arise between the plans, the South Jefferson County Community Plan shall govern over the Jefferson County General Land Use Plan, but applicable Special Plans and the South Jefferson County Community Plan shall be given equal weight and conflicts in recommendations shall be resolved on a case by case basis. The Jefferson County Special Plans currently include the Mineral Extraction Policy Plan, Sanitary Landfill Plan, Telecommunications Plan, the Major Thoroughfare Plan, and the Jefferson County Open Space Plan.

I, LISA J. VERNON, Executive Secretary of the Jefferson County Planning Commission do hereby certify that the foregoing is a true copy of a Resolution duly adopted by the Jefferson County Planning Commission at a regular hearing held in Jefferson County, Colorado, on July 20, 1988.

Lisa J. Vernon

Lisa J. Vernon, Executive Secretary

Jefferson County Planning and Zoning Department

100 Jefferson County Parkway, Suite 3550, Golden, Colorado 80419-3550

Len Mogno, Planning Director

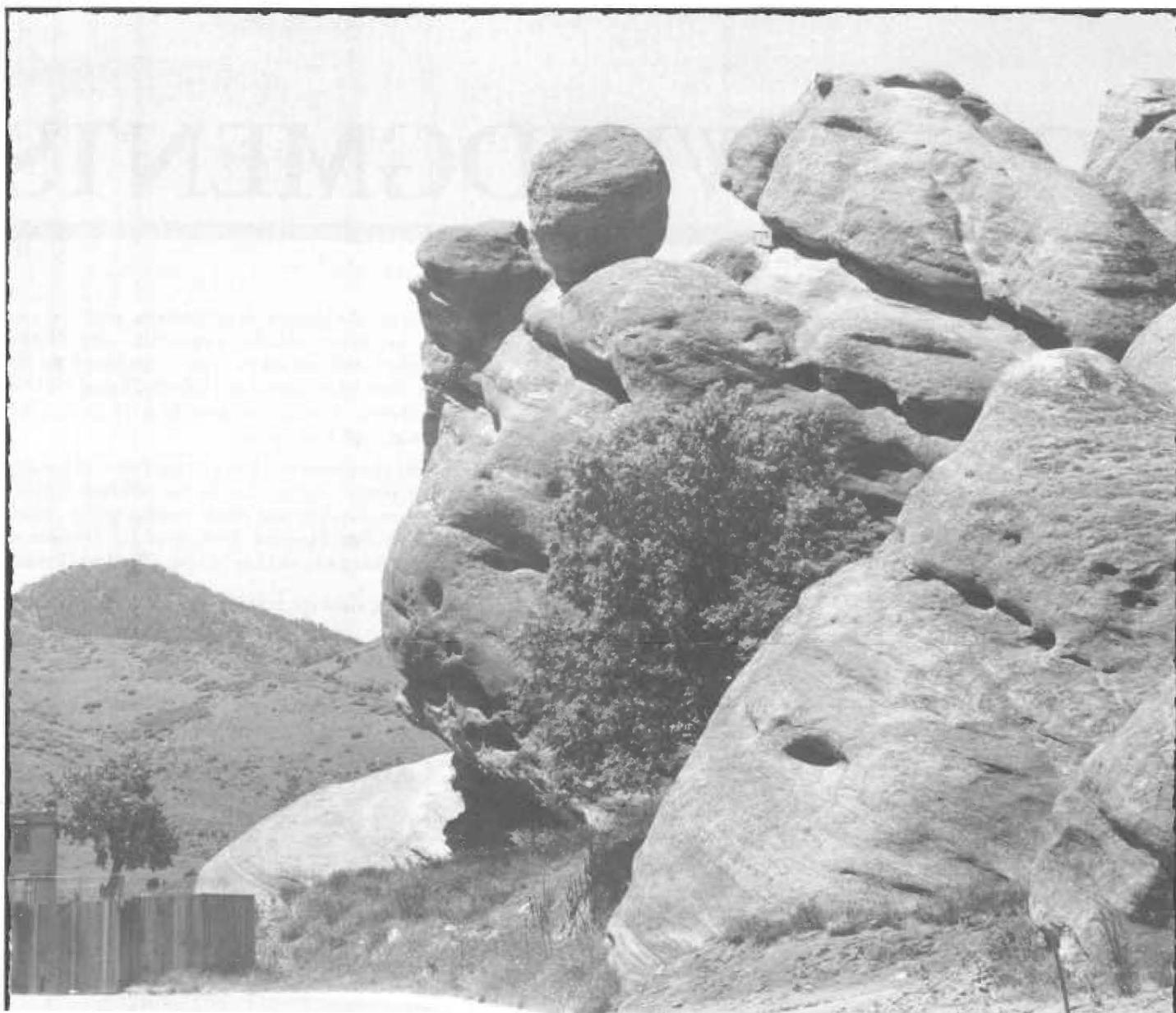
October, 1988 Reprinted April 1992

SOUTH JEFFERSON COUNTY COMMUNITY PLAN

The South Jefferson County Community Plan is contained in two documents.

Part I: Objectives and Policies

Part II: Design Guidelines



The Plan resulted from a Community and Jefferson County cooperative planning endeavor.

ACKNOWLEDGMENTS

The South Jefferson County Community Plan is the result of a cooperative effort between the area Community Advisory Group and Jefferson County. The Advisory Group, appointed by the Jefferson County Board of County Commissioners, represented many segments of the community including developers, homeowners, service districts, the League of Women Voters, and the Chamber of Commerce.

Members of the Group were:

Vickie Agler
Don Godi
Newell Grant
Lyle Hinds
Mike Kay
Larry Moore
John Muscatell
Susan Proctor

Jo Rock
Keith Rosbury
Allen Sanders
Pamela Spivey
Rob Trost
John Vierthaler
John Walden

The Jefferson County Planning Department worked with the Community Advisory Group. The project managers were Steve Hebert and Linda Dahl. Doyle Harrison was

responsible for the document production, with the support of Lisa Vernon, Phyllis Scheneman, and Tammy Ferrel. Other staff members who contributed to the document were: Mark Satre, Keith Montag, Kevin Nichols, Ruth McHeyser, Janet Stromberg, Rich Fatuzzo, Ellen Crain-Jordan, and Ray Nielsen.

A high level of support was given by the Jefferson County Board of County Commissioners, the Jefferson County Planning Commission, and those overseeing the project who included Paul Hargrave, Director of the Division of Community Resources and Len Mogno, Planning Director.

The following agencies provided valuable assistance and comment:

Colorado Department of Highways
Colorado Division of Wildlife
Foothills Metropolitan Recreation and Park District
Jefferson County Department of Highways and Transportation
Jefferson County Open Space Department

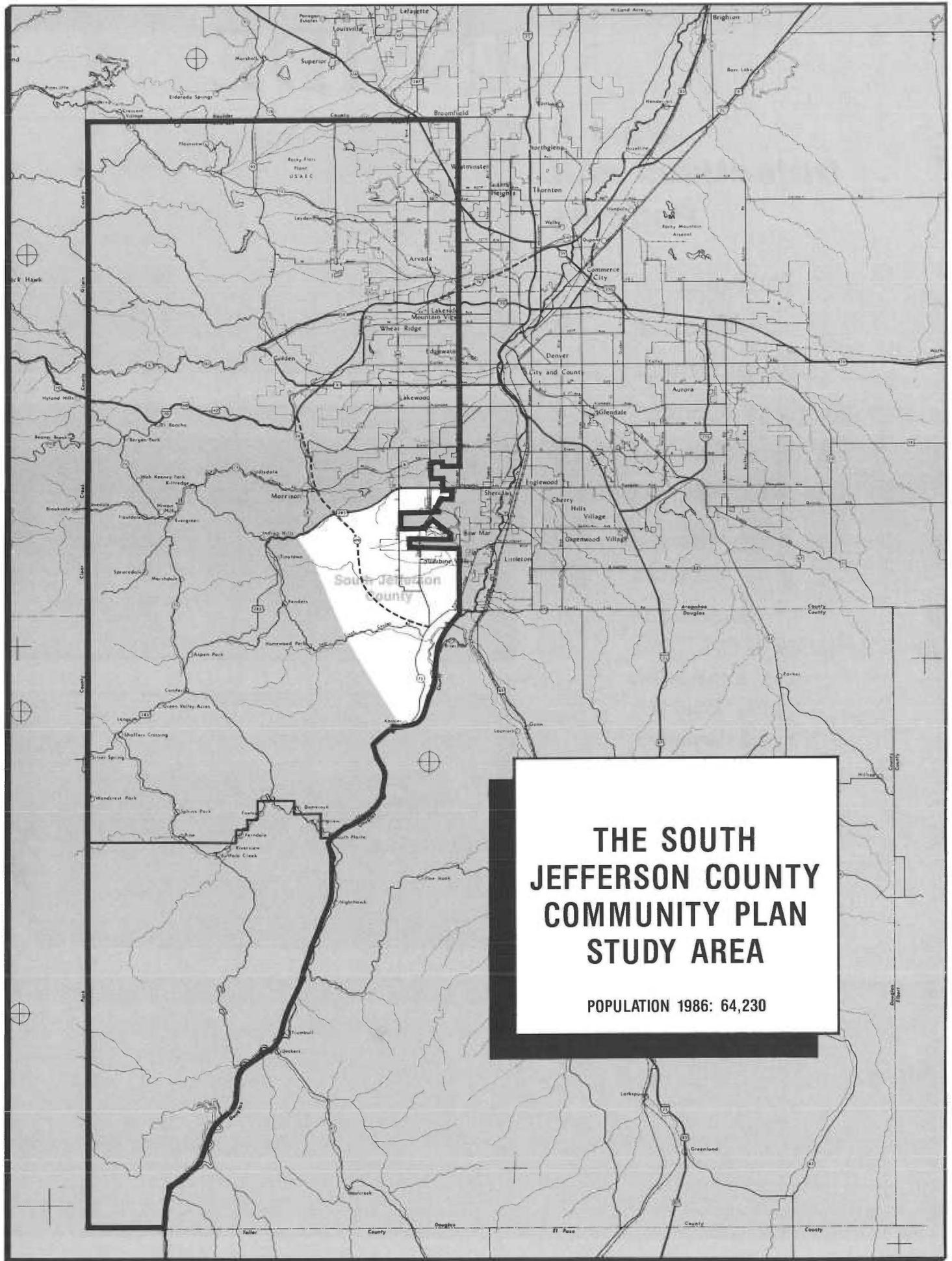
The Advisory Group and the County wish to express special thanks to Ken Caryl Ranch Master Association, Raccoon Creek Golf Club, and the offices of Howard, Needles, Tammen, and Bergendoff for providing hospitality and meeting space during the project.

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**THE SOUTH
JEFFERSON COUNTY
COMMUNITY PLAN
STUDY AREA**

POPULATION 1986: 64,230

All parcels within the study area fall into one of three land use categories: Activity Centers as designated on page 10; Arterial-Arterial Intersections, wherever two arterials meet; and Infill for all other areas.

INTRODUCTION

This revision of South Jefferson County Community Plan is a set of policy recommendations developed for the southeastern portion of Jefferson County. It is a guide to be used for land use and service decisions now and in the future. The first version of the Plan, adopted in 1984, laid the groundwork for this latest effort. It called for periodic review and revision, as does this Plan.

The Community Advisory Group that developed the 1984 Plan worked amid rapidly changing land uses that challenged the citizens' perceptions of the character of their community. The Community Advisory Group working on the 1987 update was able to review the impacts of that Plan and revise Plan Objectives and Policies to accommodate the growth that has occurred. Major issues the Group considered in formulating the revised Plan included:

INFILL AREAS - What kind of development is appropriate, how intense should it be, and how does it relate to design?

ARTERIAL•ARTERIAL INTERSECTIONS - What uses are appropriate?

ACTIVITY CENTERS - How many should there be, how large should they be, and how much development should they contain?

OPEN SPACE AND PARKS - Where, how much, and what kind of open space is needed?

DOWNZONING•REPLATTING - Are current zonings and plats appropriate, and if not, what are the solutions?

FUNDING FOR CAPITAL IMPROVEMENTS - Are current proposals to finance improvements adequate? Should this Plan allocate responsibility?

GOAL ACHIEVEMENT - Are the goals of the 1984 Plan being achieved?

DESIGN - What design standards should be expected?

The Group examined development patterns according to the residents' quality of life concerns, the area's character, and the needs of the business and development community. Their goal was to maintain a high quality residential environment with a distinct community identity. The addi-

tional goals of promoting employment and services close to home are reflected in the policies of this Plan. This should enhance the quality of life by reducing travel time, thus improving air quality and boosting the local economy. Staff from the Jefferson County Planning Department and Department of Highways and Transportation assisted the group by providing the data and analysis needed.

It was generally agreed that the intensity of the land uses allowed must be based upon the ability of the transportation system to operate efficiently.

What kind of development is appropriate, how intense should it be, and how does it relate to design goals?

It should be noted that this revision contains a section called *Plan Amendment and Exception Process*. This section was added in recognition of the limitations of a Land Use Plan in dealing with anomalous parcels or proposals. The process has been designed to accommodate the unusual cases the Group did not envision, in which a development proposal upholds the objectives of the Plan but may not conform to the policies.

The Community Advisory Group agreed to reach decisions by consensus. This helped to resolve the many differences and potential conflicts in the community and to ensure that all interests are represented in the recommendations. After a great deal of deliberation and compromise, this Plan represents the consensus of the Group.

This Plan's Relationship to Other County Plans

The *Jefferson County General Land Use Plan* and associated *Development Pattern Maps* cover the entire County. Where there is not a conflict between policies and maps of the two plans, both apply.

Other plans that apply to the entire County and which should be reviewed in conjunction with this Plan are:

The Mineral Extraction Policy Plan that identifies mineral deposits by quality and type and provides guidelines for mineral extraction operations. These deposits are not shown on the Development Pattern Maps that accompany this Plan. Only those areas where zoning for mineral extraction exists are identified.

The Sanitary Landfill Plan that provides guidelines for the location and operation of Sanitary Landfills within the County.

The Telecommunications Plan that identifies the locations and conditions for siting telecommunication facilities within the County.

The Major Thoroughfare Plan that was drafted by the County's Highway and Transportation Department and shows existing and proposed roadways and improvements.

The Jefferson County Open Space Master Plan that was developed by the Open Space Program and shows the location of existing parks and open space, and some of the areas targeted for future open space acquisition.

These plans should be used in concert with the Land Use and Community Plans. Where conflicts occur among the plans, the Community Plans and Special Plans take precedence over the Land Use Plan. When a land use addressed by a Special Plan occurs in a Community Plan area, the recommendations of both plans will be given equal weight and conflicts will be resolved case by case.

SOUTH JEFFERSON COUNTY COMMUNITY PLAN STUDY AREA PROJECTIONS

	ESTIMATED		THEORETICAL BUILDOUT		
	1982	1986	1984 PLAN	1986 ZONING	1987 PLAN BUILDOUT
SINGLE FAMILY DWELLING UNITS	18,852	19,680	34,000	30,000	37,800
MULTIFAMILY DWELLING UNITS	2,740	3,470	42,000	28,000	43,300
POPULATION	59,849	64,230	174,420	164,160	206,842
RETAIL GLA Sq. Ft.	2,200,000	3,300,000	14,000,000	12,000,000	12,600,000
OFFICE GLA Sq. Ft.	1,400,000	2,600,000	13,300,000	8,900,000	16,500,000
INDUSTRIAL GLA Sq. Ft.	2,700,000	3,000,000	10,800,000	10,000,000	13,500,000
EMPLOYMENT	14,959	16,020	88,380	68,769	101,889

- NOTES:
1. 1987 Plan assumes 1986 zoning plus land use allocations based on the 1987 Amended Plan.
 2. 1984 Plan assumes 1986 zoning plus land use allocations based on the original 1984 Plan.
 3. All projections include incorporated and unincorporated portions of the study area.

4. An occupancy rate of .95 and a household size of 2.7 were used to calculate projected population.
5. The square foot per employee used to project employment were: Retail, 600; Office, 298; and Industrial, 529.

SOURCE: Jefferson County Planning Department, Oct. 10, 1988.

Trends in economics and lifestyle suggest a growing demand for different types of housing.

HOUSING

The nature of housing is changing nationwide. The traditional single family detached home is still the preferred choice of many buyers, however, trends in economics and lifestyle suggest a growing demand for different types of housing.

The Community Plan suggests that looking at the real impacts of new housing in the existing community is more important than the percentage of each housing type. The objectives of the Plan are to accommodate a diverse mix of housing types while protecting and enhancing the character of the community.

OBJECTIVES

1. Ensure a wide range of housing opportunities by accommodating diversity in housing types, densities, and prices.
2. Assure that adequate public services are and will be available to the residential sector of the community.
3. Protect and enhance property values of existing and future homes.
4. Ensure privacy, limit visual impacts, and prevent or reduce crime through residential design.

5. Reduce traffic congestion, air pollution, and excessive service costs by developing an efficient residential land use pattern that minimizes travel time to services and the workplace.

SINGLE FAMILY DETACHED HOMES ARE THE PREVALENT HOUSING TYPE EXISTING TODAY IN SOUTH JEFFERSON COUNTY.



6. Avoid limitations on the supply of housing which artificially inflate housing prices.

7. Ensure residential development is sensitive to environmental constraints and hazards.

For specific policies on the amount, type, and location of residential development, see the sections regarding Infill Areas, Arterial/Arterial Intersections, and Activity Centers.

New employment centers should be created to provide the residents an opportunity to work in their community.

EMPLOYMENT

Traditionally, southeast Jefferson County has been known as a “bedroom” community. There are currently an estimated 14,000 to 15,000 jobs in the community. However, the majority of the residents who are employed work outside the community.

The imbalance between workers and job opportunities can have many disadvantages: severe rush hour traffic congestion; deteriorated air quality due to the commuter traffic; and a weak tax base, resulting in higher tax burdens for residents.

The balance between the workforce and the jobs available is expected to improve in the future. The intent of the Community Plan is to ensure that a balance will be created. Residents should have the opportunity to work in their community. However, new employment centers must be compatible with the community. Development of these centers should preserve and enhance the amenities of the community.

MARTIN MARIETTA IS THE AREA'S LARGEST EMPLOYER.



OBJECTIVES

- 1.** Encourage an employment mix which is approximately balanced between office, retail, and industrial jobs.
- 2.** Encourage a mix of high skilled, medium, and low skilled jobs.
- 3.** Increase the number of job opportunities in the community. Reduce unemployment.
- 4.** Avoid dependency on one or two industries, e.g., Manville or Martin Marietta.
- 5.** Monitor employment trends and encourage employers who are likely to remain stable in the future.
- 6.** Create jobs which will match the community's workforce.
- 7.** Encourage employment centers which are compatible with the community and its environment. Ensure that any new industry is clean and nonpolluting.
- 8.** Increase and diversify the tax base. Additional tax base helps to offset additional service costs.
- 9.** Create opportunities for individuals to live near their place of work.
- 10.** Minimize the total amount of travel time, reducing the need for new or expanded roads and therefore, public dollars.
- 11.** Solve the current transportation dilemma. Eliminate major bottlenecks, enhance accessibility. Enhanced accessibility is a major part of overall quality of life.
- 13.** Maintain flexibility in policy recommendations in order to accommodate market shifts.
- 14.** The County and the community should take an active role in attracting employers to the community.

For specific policies on the amount, type, and location of retail, office, or industrial employment centers, see the sections regarding Infill Areas, Arterial/Arterial Intersections, and Activity Centers.

The Plan identifies six Activity Centers: C-470 • Hwy. 285, C-470 • Bowles, Ferringer Ranch, Southwest Plaza, Ken Caryl • Meadows, and Chatfield.

ACTIVITY CENTERS

The Community Plan has identified several areas within the community which are suitable for higher intensity uses. These areas either have or will have good vehicular access, a full range of urban services, and the ability to absorb the impacts of higher intensity development without adversely affecting lower density areas. These areas have been designated in the Plan as Activity Centers.

Activity Centers are multi-purpose centers with an intensive mix of land uses. They may include a mix of residential, employment, commercial, recreational, cultural, governmental, educational, and open space activities. Increased employment is a major objective of these Centers.

These more intensive uses are located in a few strategic areas rather than distributed everywhere throughout the community. Activity Centers are compact in geographic area. They provide focus for the community and convenient access to employment, goods, and services. The Centers promote the efficient use of land and public services such as water and sanitation, fire and police protection, open space, and transportation.

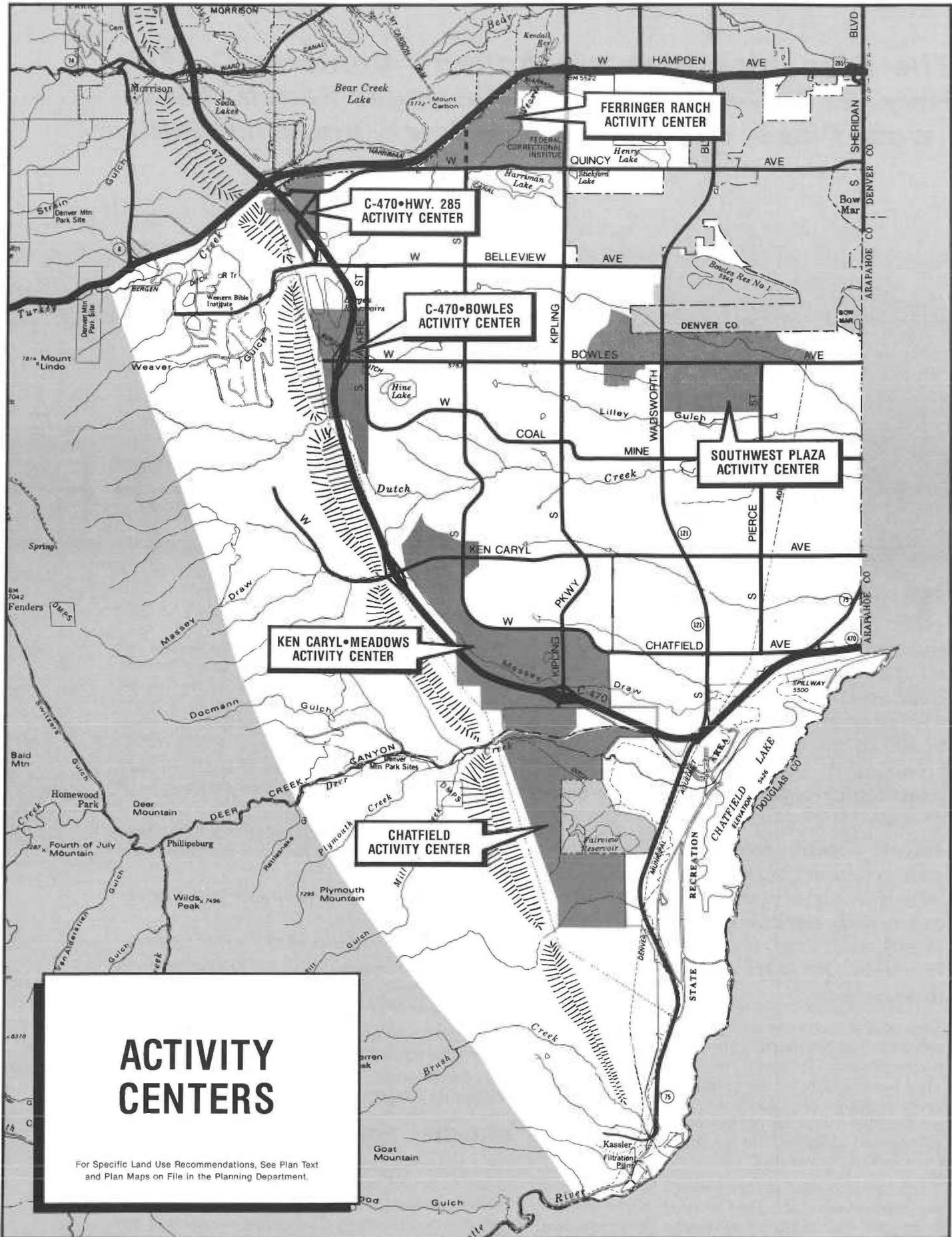
The intent is to develop uses within a Center that will complement each other. The Centers should be designed to integrate with and be compatible to the surrounding neighborhoods.

OBJECTIVES

- 1.** Create predictability and stability for current and future residents by designating where future intensive development will be. This will avoid potential conflicts and complaints. Clear expectations of the nature and intensity of future land uses are important for current and future residents and property owners.
- 2.** Coordinate and consolidate commercial centers and provide an alternative to “strip” development, or small centers on every corner.
- 3.** Limit the regional traffic moving through the interior of the community by locating Activity Centers along major transportation corridors.
- 4.** Provide appropriate locations for uses of regional scale.
- 5.** Provide a mix of uses within Activity Centers.
- 6.** Create the opportunity to live in close proximity to places of employment, thereby minimizing traffic congestion and increasing convenience.
- 7.** Protect existing development from negative impacts of high density development.
- 8.** Ensure proper design, so that Activity Centers do not become congested, polluted, or confusing.

GENERAL POLICIES

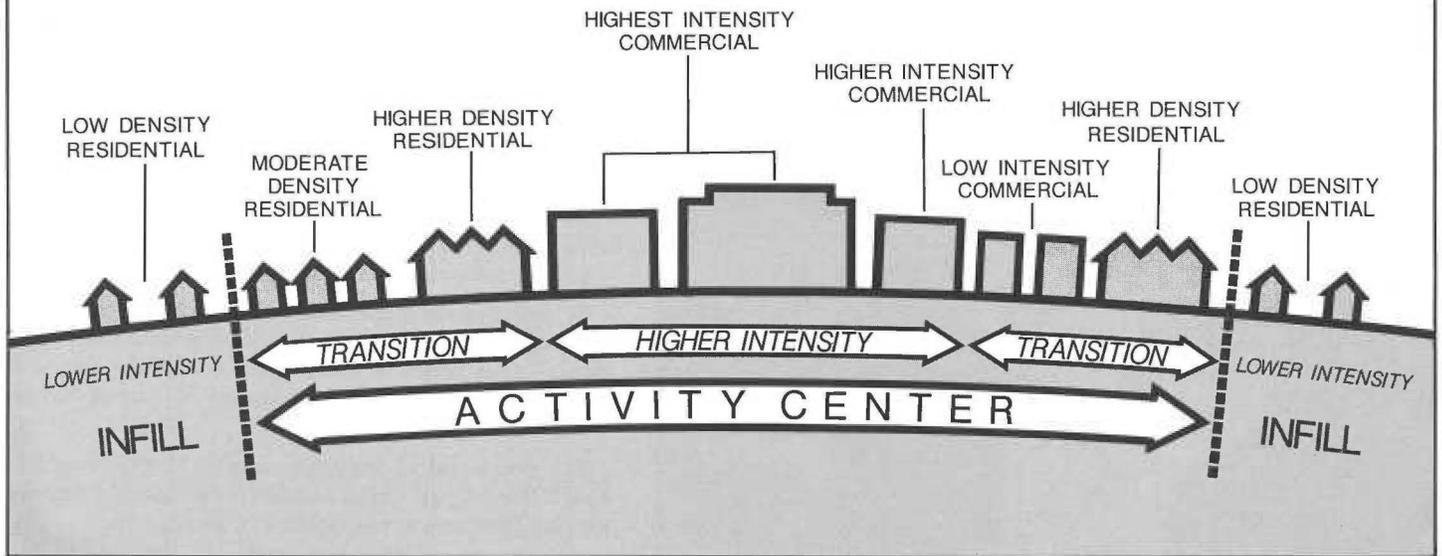
- 1.** Activity Centers are appropriate for a broad range of uses. In general, large scale retail, office, industrial, high density residential, and open space uses should be encouraged in Activity Centers. The specific amount and type of retail development in each Center is undetermined at



ACTIVITY CENTERS

For Specific Land Use Recommendations, See Plan Text and Plan Maps on File in the Planning Department.

GRADUATED DEVELOPMENT WITHIN AN ACTIVITY CENTER



this time. This should be subsequently evaluated based on market demand, convenience, and accessibility to prevent excessive amounts of retail or inefficient distribution of retail centers.

2. All Activity Centers should be subject to internal planning guidelines and coordinated with the balance of the Community Plan. Coordination within each 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. Use zoning to establish the design and characteristics of the Center.

3. Integrate Activity Centers into the neighborhood, both in terms of design and the appropriateness of uses.

4. Activity Centers should have definite boundaries.

5. Encourage development of existing Centers to their capacity as currently zoned or to their full logical potential.

6. Transition from high to lower intensity shall occur **within** the designated boundary of each Activity Center. This will help to ensure compatibility with the Infill density residential development that is to occur on the outside of these boundaries.

7. The highest intensity uses should be located within an Activity Center at a significant distance from low density areas. Intensity should be gradually reduced (graduated) as the distance to low density areas decreases.

8. Consider preservation of views in determining building height, location, and spacing.

9. Adequately separate each Center from other Activity Centers to avoid continuous or strip development.

10. Activity Centers may be specialized. Public services or offices should be concentrated and centrally located.

11. Residential density in South Jefferson County Activity Centers shall be:

- Townhome density - 8 to 15 du/ac.
- Apartment/Condominium density - 16 to 30 du/ac.

- C-470 Activity Centers - residential densities of 30 du/ac. or above are permitted, provided they conform to the design criteria and are consistent with long-term service constraints.
- Densities of less than 8 du/ac. shall occur at the edge of Activity Centers if needed for transitions to the lower densities outside of Activity Center boundaries.
- Chatfield Activity Center residential densities shall be the same as specified in Infill Areas, subject to the same design criteria.

C-470 • HOGBACK VISUAL CORRIDOR POLICIES

Views of the Hogback ridge and mountain front are some of South Jefferson County's best features, emphasizing its regional importance as a gateway to the Rocky Mountains. New development, both structures, and roads, should preserve these excellent views to ensure this component of the community's image will be maintained.

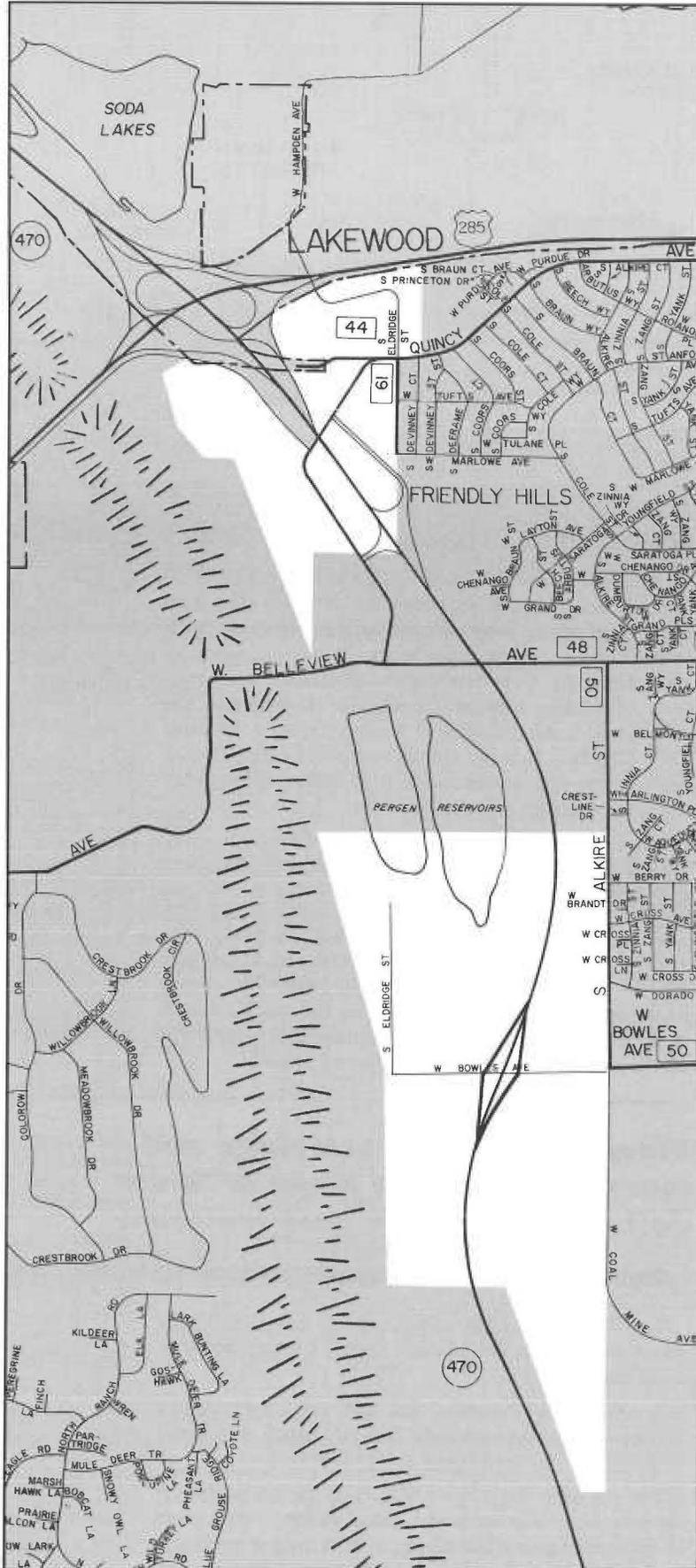
Views of the Hogback ridge and mountain front are some of South Jefferson County's best features.

1. The Hogback and the mountain front are major scenic resources in the area and should be maintained in open space.

It is strongly recommended that Jefferson County Open Space purchase those portions of the Hogback which still remain in private individual ownership.

If any use other than open space is to be considered on the Hogback, very strict and special design criteria must be applied, to ensure the atmosphere of open space is preserved and negative environmental impacts are mitigated.

**C-470•HWY. 285 & C-470•BOWLES
ACTIVITY CENTERS**



2. Encourage the clustering of development on parcels which have the least visual impact from the C-470 roadway, surrounding properties, and the community at large. New development proposals must identify significant views of the project from the C-470 roadway, surrounding properties (including those west of the Hogback), and the community. Proposals must include demonstrations of how these views will be preserved.

3. Development along the C-470 Corridor must consider views from the community when planning the height of buildings in the area. The atmosphere of the undeveloped Hogback must be preserved. Taller buildings are appropriate only in the areas where, due to lower elevation, they will have little or no impact on the view of the Hogback presently enjoyed by the community.

4. Select and position landscaping to reinforce significant views of the Hogback and mountain front. Provide visual variety along roadway landscapes through the use of a diversity of plant species, emulation of natural conditions, etc.

5. Ensure that all development in the C-470/Hwy 285, C-470/Bowles, Ken Caryl/Meadows and Chatfield Activity Centers conform to the policies of this section.

**C-470 • HWY 285
ACTIVITY CENTER POLICIES**

1. The C-470/Hwy 285 Activity Center should be developed as a mixed used Center including retail, office, and residential.

2. Because a large portion of the Activity Center is currently zoned for retail and office, new zoning should emphasize higher intensity residential.

3. The *Design Guidelines* on buffering should be given additional weight to protect single family development on the eastern boundaries of the center.

**C-470 • BOWLES
ACTIVITY CENTER POLICIES**

1. The C-470/Bowles Activity Center should be developed as a mixed use Activity Center with retail, office, light industrial and multifamily development.

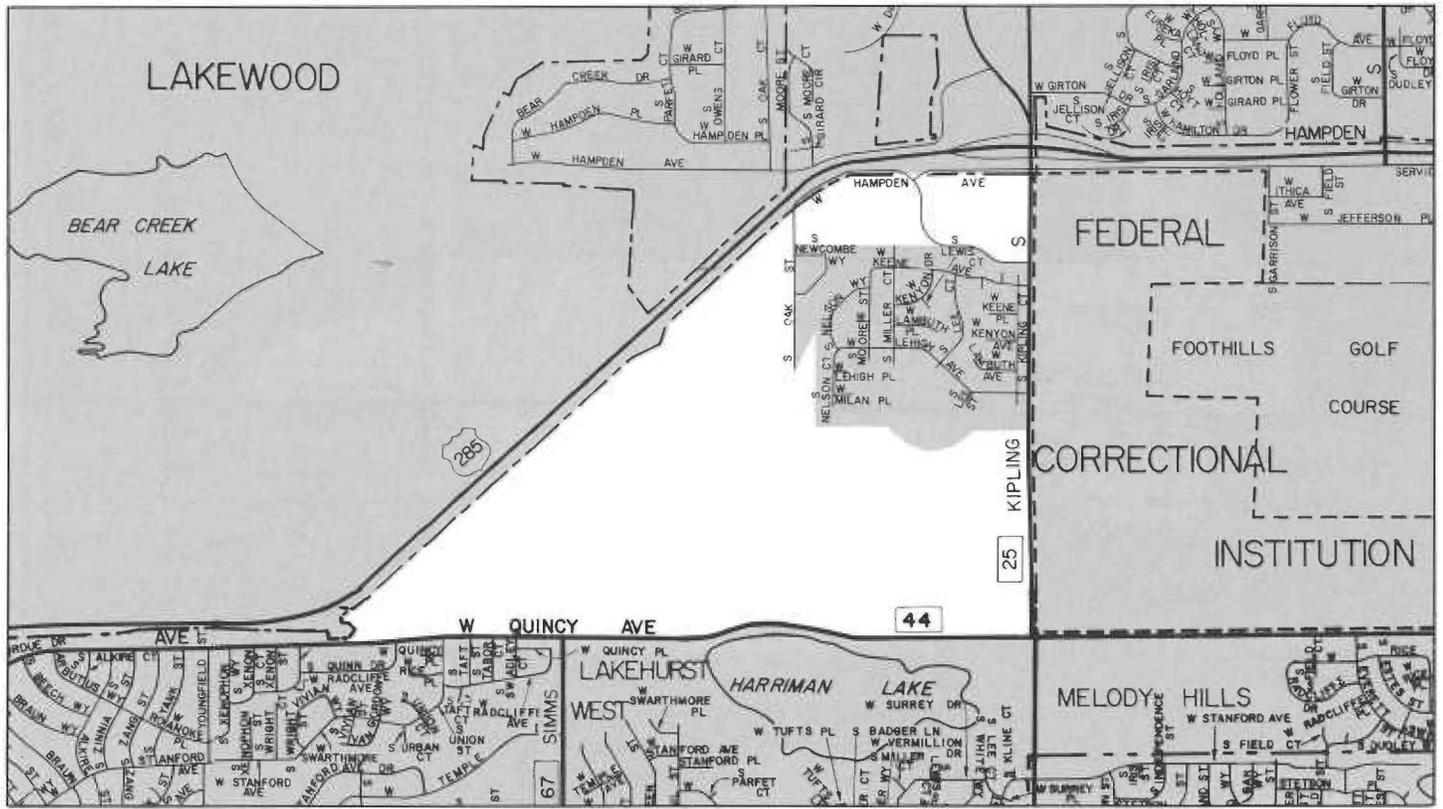
2. Special consideration should be given to design of projects in this Center to ensure adequate buffering and protection of adjacent single family residential properties.

**FERRINGER RANCH
ACTIVITY CENTER POLICIES**

1. The Ferringer Ranch Activity Center is considered to be an area appropriate for much less intensive development than the other Activity Centers designated in this Plan. Although many of the uses acceptable in other Centers are also acceptable here, the intensity of these uses must be reduced so that the impact of the development is similar to the impact allowed under the Infill Area policies regarding average daily trip generation, scale of buildings, design, etc.

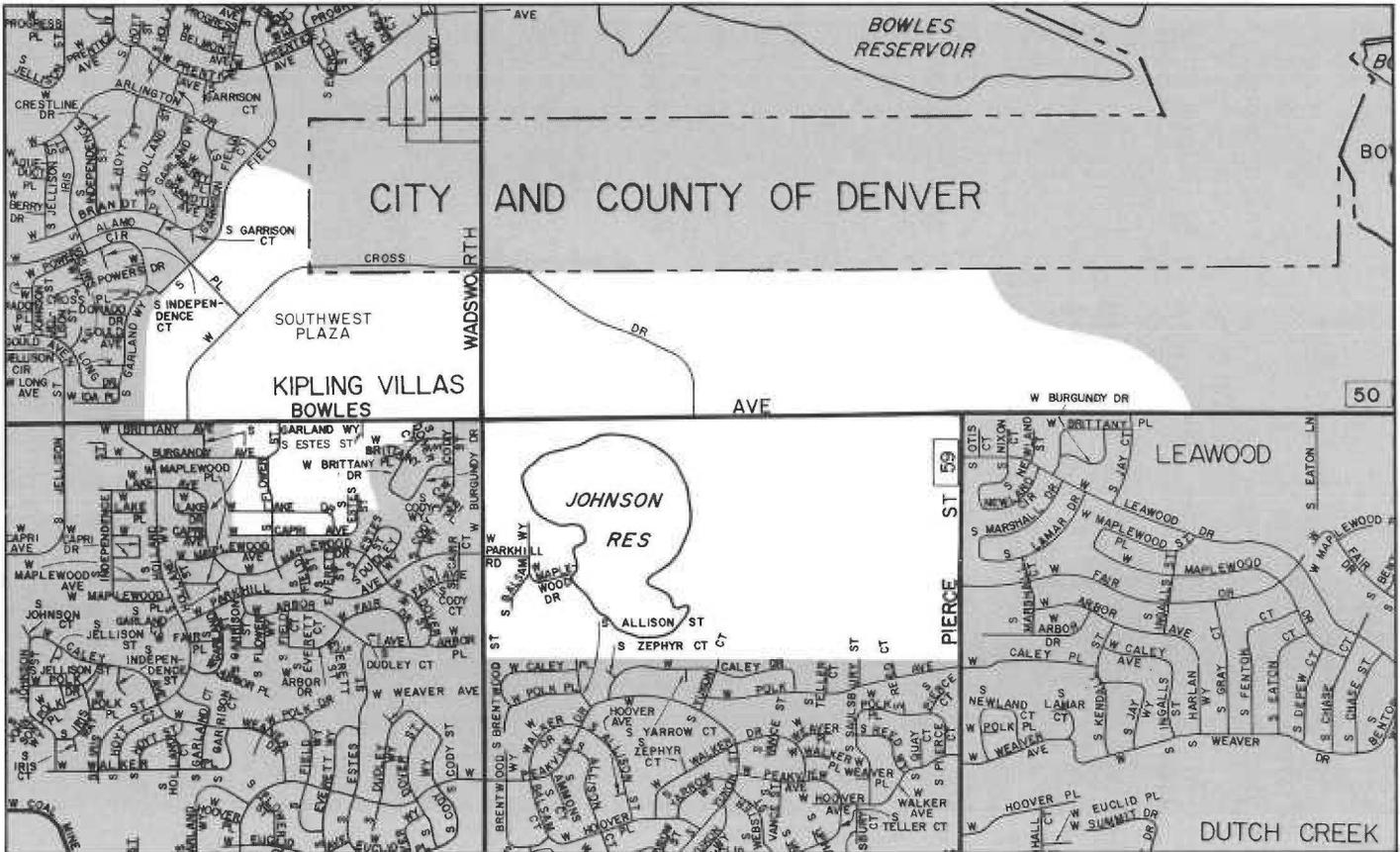
2. The primary emphasis should be on public uses such as parks, fairgrounds, educational facilities, and other governmental and community uses.

FERRINGER RANCH ACTIVITY CENTER



IN THE FERRINGER RANCH ACTIVITY CENTER, PRIMARY EMPHASIS SHOULD BE ON PUBLIC USES.

SOUTHWEST PLAZA ACTIVITY CENTER



3. Other appropriate uses include:
- Residential
 - Retail-neighborhood support uses
 - Office
 - Light Industrial

SOUTHWEST PLAZA ACTIVITY CENTER POLICIES

1. This Activity Center should serve as a community focal point with a full range of community services. It will serve as the primary regional retail hub, as well as a major health and recreation area.
2. The viability of the above activities should be maintained.

Activity Centers provide focus for the community and convenient access to employment, goods, and services.

3. This Center is recommended for mixed use that includes recreation, office, commercial, cultural, and multi-family developments.
4. Access should be located away from the intersection of Bowles Avenue and Wadsworth Boulevard.





RACCOON CREEK GOLF COURSE, OPEN TO THE PUBLIC, ENSURES THE ACTIVITY CENTER IS TRULY A MIXED USE CENTER.

ROBERT F. CLEMENT PARK, DEDICATED IN 1987, IS A POPULAR ADDITION TO THE AREA. BUSY FROM DAWN TO DARK, THE PARK PROVIDES A WIDE SPECTRUM OF RECREATION OPPORTUNITIES, RANGING FROM DAY CARE FIELD TRIPS TO ADULT SOFTBALL.

5. Easy access from one area to another for vehicular traffic, as well as for pedestrians and cyclists, should be provided.

6. Jefferson County and the City and County of Denver should coordinate development and access plans.

Southwest Plaza Activity Center should serve as a community focal point.

7. Building heights should be 40 feet or less. If the finished topography will allow a higher building and still maintain a low profile effect, a building may exceed 40 feet.

8. Roof lines should avoid the appearance of urban center lines and be designed to minimize the visual impacts of roof-top mechanical units, (e.g., appropriate screening, etc.).

9. Development proposals should provide a feeling of open space and be sensitive to the proximity of buildings to avoid a "massing" effect.

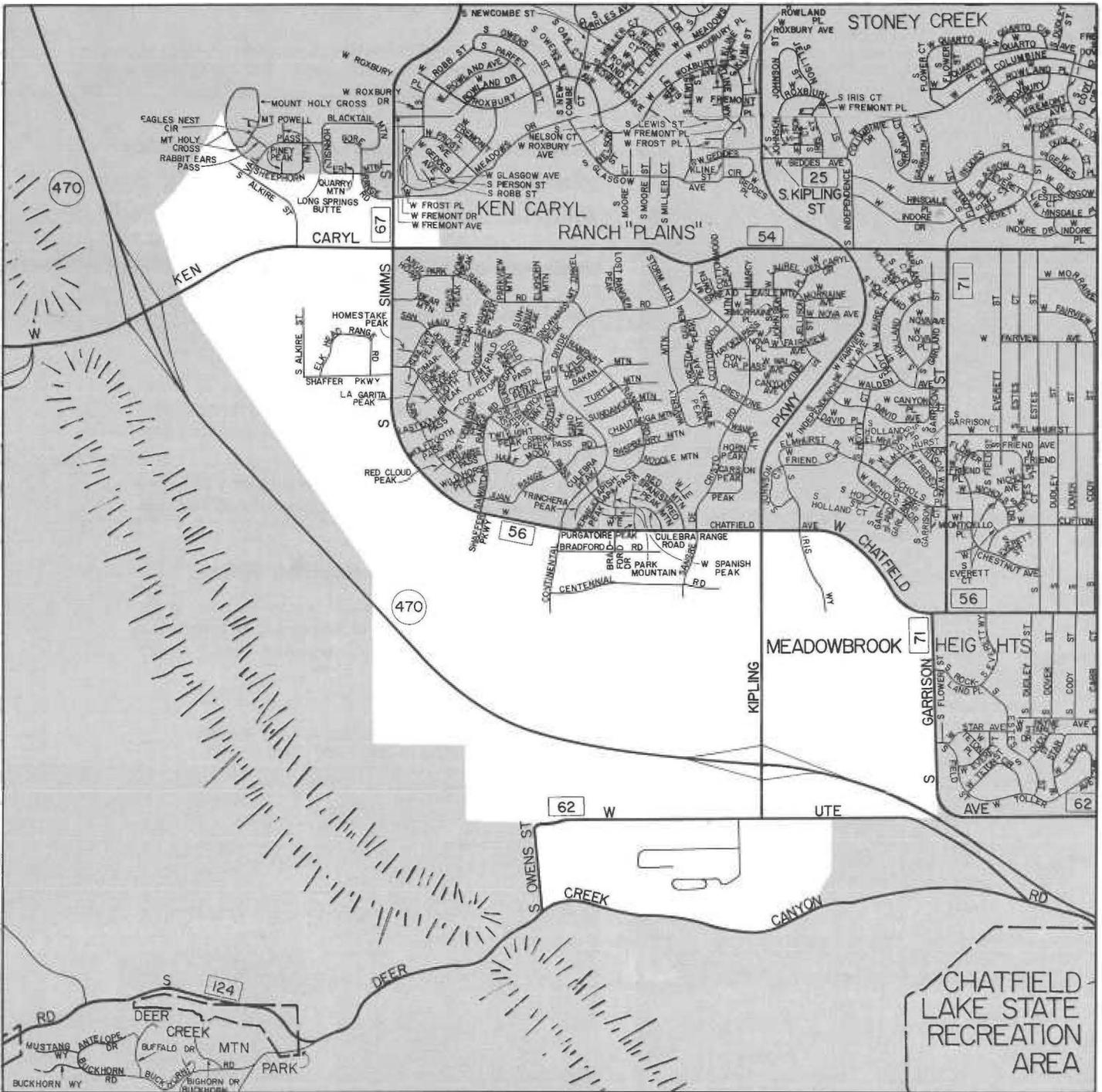
Redevelopment of Kipling Hills

1. Kipling Hills parcel should not be included in the Activity Center at this time. Inclusion is only appropriate if approved by the Planning Commission at its 6 month plan amendment review.

SOUTHWEST PLAZA PROVIDES THE BASE FOR THE REGIONAL SHOPPING OPPORTUNITIES IN SOUTH JEFFERSON COUNTY.



KEN CARYL • MEADOWS ACTIVITY CENTER



2. The entire Kipling Hills subdivision should be planned and zoned as one project. (Not necessarily one use, but create a cohesive design for the entire area.)

3. All negative impacts upon the residential area to the south shall be mitigated.

4. Development on this site is also subject to the following transportation constraints:

a. it must not deteriorate the transportation system's Level of Service beyond Level C at buildout, or Level E at any time prior to that (see the Transportation Section for further discussion);

b. it must grant full movement access from the west only; and

c. it must, as a priority, protect the Wadsworth/Bowles intersection as a transportation facility.

KEN CARYL • MEADOWS ACTIVITY CENTER POLICIES

1. The existing zoning and proposed mix of uses is appropriate. The design criteria for buffering should be applied to the north, south, and east boundaries of the

Meadowbrook Heights property to buffer the single family development from the mixed higher density uses of the Ken Caryl/Meadows Activity Center.

2. A major open space corridor along Deer Creek and a clear and distinct separation between this Center and the Chatfield Activity Center should be provided. Special consideration should be given to any proposal within the southern portion of this Center to assure compatibility with the major public open space areas to the south, e.g., Chatfield Recreation Area and Botanical Gardens Arboretum.

3. The south-facing slope along Deer Creek Canyon Road within this Center should remain as open space.

4. Development within this Activity Center should conform to the *Design Guidelines*.

CHATFIELD ACTIVITY CENTER POLICIES

1. This site is recommended for development as a mixed-use center.

2. Residential uses are allowed in conjunction with the

employment center. Densities shall conform to density criteria of Infill Areas.

3. Residential development at this Activity Center should internalize the costs of service provision. This is especially important for school construction. Funds should be generated from this Activity Center to construct an elementary school if residential development is to occur.

A significant portion of the Activity Center should be preserved as open space.

4. All development should conform to the following guidelines:

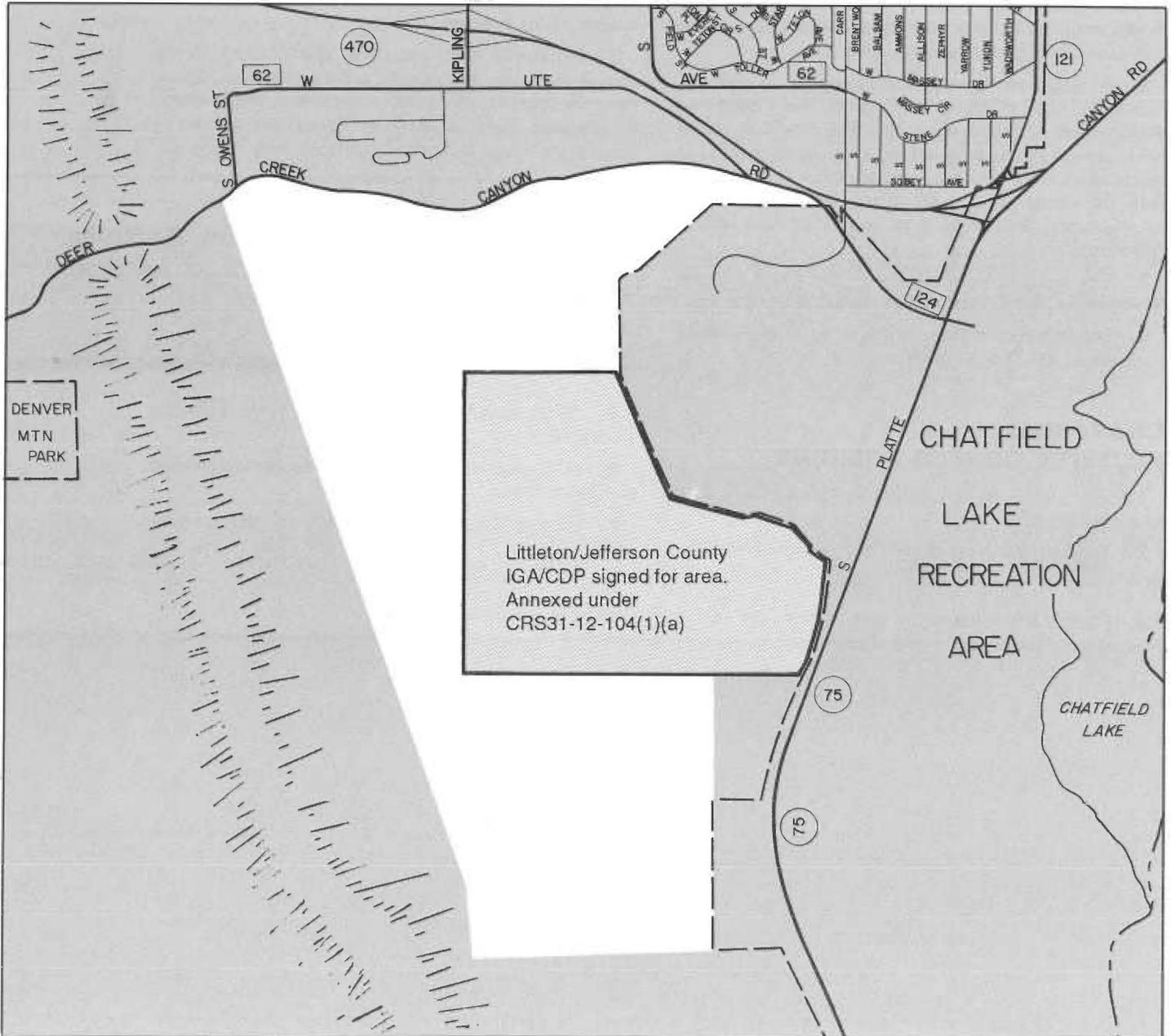
a. no nonresidential traffic should be allowed through residential areas;

b. the area close to Highway 75 should remain non-residential; and

QUALITY DESIGN AND COMPATIBILITY WITH THE AREA ARE HALLMARKS OF THE KEN CARYL DEVELOPMENTS.



CHATFIELD ACTIVITY CENTER



- c. a minimum of 50% open space should be required.
- 5. Kipling Street should be extended through this area to serve the Activity Center and to connect with Highway 75. This extension should be done in a sensitive manner in crossing the open space and adjacent lands.
- 6. The number of access points onto Highway 75 and Deer Creek Canyon Road shall be limited.
- 7. 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 Activity Center should be preserved as open space. The Hogback should remain preserved as open space as well. The *Design Guidelines* should be applied to give special consideration to view corridors, maintaining a feeling of openness, and compatibility with adjacent uses.
- 8. For the area north of Deer Creek but within the Activity Center, the best use of the land is open space. An

open space corridor in this area would ensure a visual separation of the C-470/Ken Caryl Activity Center and the Chatfield Activity Center; preserve a continuity of open space between Chatfield Reservoir, the Arboretum, and the Hogback; as well as preserve the beauty of the Deer Creek Basin.

It is strongly recommended that Jefferson County Open Space purchase this tract, as well as the land south of the creek to the Fairview Ditch.

If any use other than open space is to be considered on this site, very strict and special design criteria must be applied to preserve view corridors and the atmosphere of open space. Under no circumstances should the net open space of this area be less than 50%.

- 9. Building design should strive for compatibility with the natural surroundings and result in a blending, rather than a high contrast effect with the environment.

Higher intensity land uses are drawn to these areas because of the enhanced accessibility and visibility.

ARTERIAL • ARTERIAL INTERSECTIONS

Arterial roads in southeast Jefferson County are the primary elements of the road network which allow travel throughout the community. They serve to move automobiles efficiently, carrying high volumes of traffic at relatively higher speeds. They also provide good access to immediately adjacent parcels of land. Where these arterials intersect, the demand for higher intensity land uses increases. Retail, office, light industrial, and high density residential projects are drawn to these areas because of the enhanced accessibility and visibility. However, unless properly managed, the land uses that develop at these intersections can negatively affect the ability of the arterials and the intersection to function properly. For the purpose of the Arterial/Arterial Intersections land use category in this Plan, the limits of the intersections extend 850 feet in each direction from the intersection of the centerlines.

OBJECTIVES

- 1.** Protect the arterials as transportation facilities (this is the most important objective).
- 2.** Serve the surrounding neighborhoods and the community with neighborhood scale development.
- 3.** Discourage large scale uses which depend on market areas outside the community, attracting clientele from other communities. Regional uses should be located exclusively within the Activity Centers.
- 4.** Prevent negative impact upon the viability of Activity Centers.
- 5.** Ensure development does not result in “strip development” extending along arterials. (See the *Design* section of this Plan.)
- 6.** Avoid or mitigate all negative building and site design impacts on surrounding properties and the overall community.
- 7.** Establish performance standards through the County’s *Design Guidelines* program or at the time of zoning to assure conformance to the *Design* section objectives.



ARTERIAL/ARTERIAL INTERSECTIONS OFTEN SERVE THE SURROUNDING RESIDENTS WITH NEIGHBORHOOD-SCALE COMMERCIAL DEVELOPMENT.

POLICIES

Residential

1. Single or multifamily residential dwelling units not to exceed 10 dwelling units per acre.

Commercial

1. Commercial uses at Arterial/Arterial Intersections should be limited in scale to a Neighborhood Center. A Neighborhood Center:

- a. draws traffic from adjacent neighborhoods (not regional traffic);
 - b. is 100,000-300,000 square feet gross leasable area (this includes all quadrants of the intersection);
 - c. is mixed use and may not be predominately retail; and
- NOTE: Retail is not to exceed 50% of the total.

d. does not contain a freestanding, all retail, convenience level center (under 50,000 square feet gross leasable area).

2. Retail development which is part of an office or residential development (same structure) may exceed the 150,000 sq. ft. maximum. Such retail must be a support use, subordinate to the primary use, and should not exceed 30% of the primary use floor area. If approved, the additional support retail should be considered a part of the 300,000 sq. ft. GLA non-residential maximum.

Office & Light Industrial

1. Additional office or low intensity light industrial (including mini-storage) are allowed, not to exceed the total GLA at the intersection (all quadrants).

Expansion of Commercial Centers

1. Expansion of commercial centers onto parcels which abut existing housing or onto parcels zoned for 10du/ac. or less is only appropriate if the development includes a well landscaped, substantial buffer area. It must also demonstrate a high degree of conformance to the *Design Guidelines* to assure compatibility with the adjacent residential area.

2. Nonresidential uses should not extend beyond 850 feet from the intersection (to be measured from the intersection of right-of-way lines).

Arterial • Arterial Intersections Next to Activity Centers

1. Arterial/Arterial Intersections which abut an Activity Center are subject to the policies of this section. The amount of development which can occur on the quadrants outside of the Activity Center is directly proportional to the number of those quadrants. In other words, if 2 of the 4 quadrants of the intersection are outside the Activity Center, then those 2 quadrants could have a maximum of 75,000 sq. ft. of retail and 75,000 sq. ft. of non-retail development (1/2 the total allowed for an Arterial/Arterial Intersection). See the accompanying table for the various combinations:

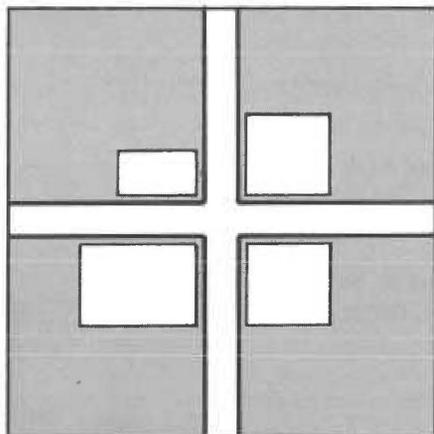
DEVELOPMENT ALLOWED ON QUADRANTS OUTSIDE ACTIVITY CENTERS

	Maximum Retail	Maximum Non-Retail
3 quadrants in Activity Centers, 1 quadrant outside	37,500 sq. ft.	37,500 sq. ft.
2 quadrants in Activity Centers, 2 quadrants outside	75,000 sq. ft.	75,000 sq. ft.
1 quadrant in Activity Centers, 3 quadrants outside	112,500 sq. ft.	112,500 sq. ft.

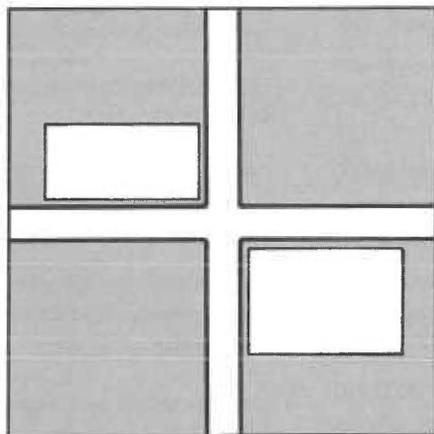
Crossings Between C-470 & Arterials

1. Areas where C-470 crosses an Arterial without an interchange, such as C-470 and Belleview, are not considered Arterial/Arterial Intersections. These areas are subject to the Infill policies.

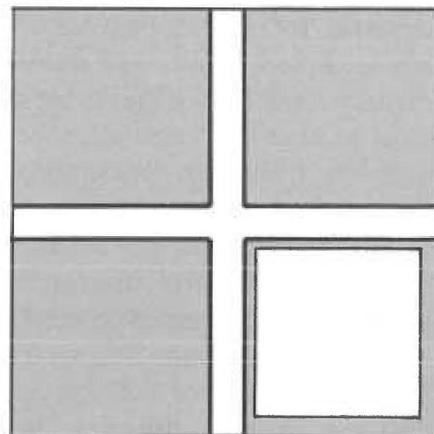
DISTRIBUTION OF COMMERCIAL DEVELOPMENT AT INTERSECTIONS



LEAST DESIRABLE



ACCEPTABLE



MOST DESIRABLE

To prevent potential negative impacts on surrounding residential neighborhoods, the preferred use on Infill Area parcels is residential.

INFILL AREAS

Infill areas in the context of this Plan simply refer to land outside of the Activity Centers and Arterial/Arterial Intersections, but within the study area. Many of the parcels subject to the Infill policies are small and zoned for agricultural uses. Over the years, residential and commercial development has occurred around these parcels. Recently, owners of many of these smaller parcels have attempted to rezone for development. Due to the close proximity of the surrounding neighborhoods and the current inadequacy of the road network, the manner in which these parcels develop is of concern.

In addition to the small parcels, there are many larger undeveloped parcels of 50 acres or greater that fall within the category of Infill. Given the trend to intensify existing zoning on these parcels, the magnitude and type of future development and the possible community impacts of that development are also of significant concern.

The Community Plan recommends the following policies to ensure the development of all Infill areas is compatible with the immediately adjacent neighborhoods. They strive to prevent long-term, undesirable, community-wide impacts.

OBJECTIVES

1. Emphasize residential development on Infill parcels.
2. Ensure compatibility with adjacent residential uses when determining use and density.

RESIDENTIAL

The preferred use on Infill parcels is residential, including uses traditionally considered acceptable in residential areas, e.g., churches, day-care centers, schools, etc., if the scale of the development results in impacts which are equal to residential impacts, or if they are otherwise compatible with the surrounding uses by virtue of location. Of prime concern in judging appropriate densities are impacts upon the transportation system, compatibility with surrounding residential development, and conformance to the *Design Guidelines* and the *Special Housing Criteria* of the *Design* section.

To create and maintain a quality residential environment, housing opportunities should be available for everyone from young families to older, retired people. They should also accommodate a range of income levels.



ALTERNATIVES TO THE TRADITIONAL SINGLE FAMILY HOME OFFER SMALL FAMILIES OR SINGLE PEOPLE AFFORDABLE HOMEOWNERSHIP WITH LESS MAINTENANCE RESPONSIBILITY.



OBJECTIVES

1. Create and maintain a quality residential environment by providing housing opportunities for people of all ages, and for a range of income levels.
2. Consider impacts to the transportation system when determining densities.
3. Establish design criteria which, when implemented, may result in a high degree of compatibility and therefore, may allow for higher densities.

POLICIES

In determining the size of a parcel proposed for rezoning, adjacent undeveloped lands owned, controlled, or comprehensively planned by the same parties should be included. The acreage of all such lands should be the basis for determining parcel size.

Parcels Less Than 50 Acres

1. The density range should be 1-10 dwelling units per acre (du/acre). To achieve a density of 10 du/acre, a proposal must meet all of the *Special Housing Criteria* listed in the *Design* section of this Plan. Densities within the 10 du/acre limit will be allowed depending on the degree of conformance with these criteria. Achievement of these criteria is encouraged on all projects, regardless of the number of units being requested.

Parcels of 50 Acres or More

1. The allowed density range for parcels of 50 acres or more is 1-6 du/acre.
2. Densities less than 6 du/acre will be awarded on a scale measuring conformance to the *Special Housing Criteria* listed in the *Design* section of this Plan.
3. The maximum density of 6 du/acre may only be achieved if all *Special Housing Criteria* are met and the proposed design is judged to be of excellent quality.

Density of Single Family Detached - Greater Than 5 Dwelling Units Per Acre

Any Single Family Detached development over 5 du/acre must also meet the following criteria:

1. Meets all requirements of the *Special Housing Criteria* in the *Design* section of this Plan except for 3. Clustering is encouraged but attaching units is not applicable.
2. Incorporates at least 10% common open space, usable for both passive and active recreation, for the residents of the development. This is in addition to immediate open space around individual units.
3. Requires a mandatory Homeowners Association with covenants, an architectural control committee, and management and maintenance responsibility of the common open space. Excellent design is required to mitigate the visual and service impact of this type of development. The following are considered some examples of creative design techniques which may be utilized to achieve quality design.
 - Landscaped streetscapes
 - Curvilinear streets
 - Additional visitor parking
 - Varied setbacks
 - Trail system to schools and amenities

- Limited fencing, discourage definition of property lines (privacy to be achieved through building placement, site design, and landscaping)
- Coordinated architectural character and elements

Density Outside Water & Sanitation Districts

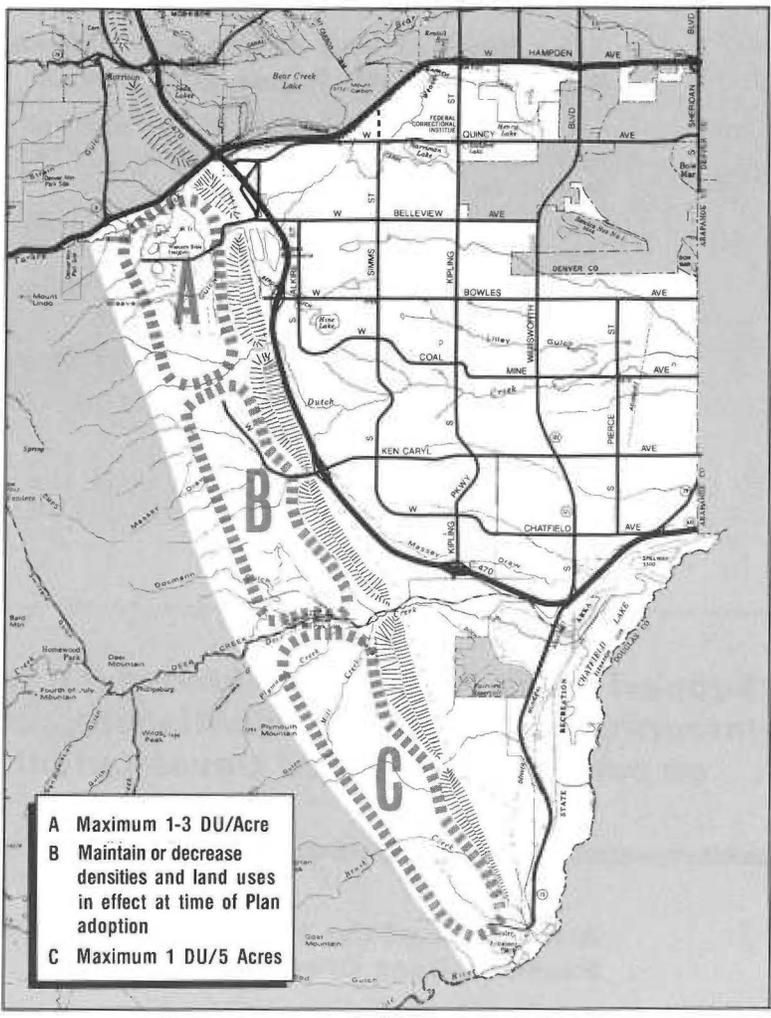
1. Maximum residential density outside water and sanitation districts should be 1 du/5 acres.
2. This development should be clustered to minimize visual impact and maximize the amount of common open space.

Hogback & the Mountain Front

1. The Hogback and the mountain front are major scenic resources in this area and should be maintained in open space. It is strongly recommended that Jefferson County Open Space purchase those portions of the Hogback which still remain in private individual ownership.
2. If any use other than open space is to be considered on the Hogback, very strict and specific design criteria must be applied to ensure the atmosphere of open space is preserved and environmental impacts are mitigated.

Hogback Valley

1. Development in the valley west of the Hogback should emphasize a large amount of open space.
2. Any development allowed should strive to preserve the scenic resources of the area and ensure compatibility with its natural amenities.



RESIDENTIAL DEVELOPMENT WEST OF THE HOGBACK

For Specific Land Use Recommendations See Plan Text and Plan Maps on File in the Planning Department.

THE KEN CARYL RANCH HOUSE OFFERS A LUXURIOUS COUNTRY ATMOSPHERE FOR SOCIAL OR BUSINESS EVENTS.



Area West of The Hogback Between Ken Caryl North Ranch & U.S. 285

1. Gross densities of 1-3 du/acre are more appropriate for this area. It should be emphasized that, to achieve these densities, the proposal must:

- a. incorporate large tracts of open space and cluster units;
- b. demonstrate high conformance to the *Special Housing Criteria* in the *Design* section of this Plan; and
- c. be developed within a water and sanitation district.
 - Existing developed parcels may choose to remain on well and septic.
 - Residential densities of not less than 5 acres per dwelling may be developed with well and septic, provided other constraints do not preclude development as such.

Support retail may be considered if it is integrated into a new residential project as part of the Planned Development.

Area West of the Hogback South of Deer Creek Canyon Road

1. Gross density shall not exceed 1 du/5 acres whether inside or outside a public water and sanitation district.
2. Housing types should be limited to single family detached homes. Units may be clustered to achieve higher net densities and more common open space.

Area West of the Hogback Between Ken Caryl North Ranch & Deer Creek Canyon Road

1. Maintain or decrease densities and land uses in effect at the time of Plan adoption.

RETAIL CENTERS INCORPORATED INTO NEW RESIDENTIAL COMMUNITIES OFFER CONVENIENCE AND MAY EVEN REDUCE TRAFFIC ON THE ARTERIAL ROADS.



2. Demonstrate high conformance to the *Special Design Criteria* in the *Design* section of this Plan.

COMMERCIAL

OBJECTIVE

Provide flexibility for retail and office uses in Infill Areas when compatibility with adjacent residential areas is possible.

POLICIES

Office or Limited Industrial

This category includes office, light industrial, research and development, mini-storage, and other like uses. For consideration of commercial uses other than retail on Infill parcels these uses must:

1. abut an arterial;
2. not exceed 15 acres total, on both sides of the arterial, between Arterial/Arterial Intersections. This 15 acre limitation does not include nonresidential within Arterial/Arterial Intersection boundaries;
3. not exceed 660 feet (total on both sides) of frontage of these uses between Arterial/Arterial Intersections. This 660 feet frontage limitation should not preclude conversion or development of existing home sites; such development should be reviewed on a case by case basis provided that the scale does not exceed that of residential;
4. demonstrate a traffic impact compatible with surrounding uses. Trip generation on local streets should not exceed the rate generated by surrounding existing uses;
5. not exceed the total amount of traffic generated by residential at 10 du/acre (70 trips per day per acre);
6. conform to all applicable policies of the *Design* section.

Retail

Support retail may be considered if it is integrated into a new residential project as part of the Planned Development. This precludes rezoning a parcel to retail within an existing subdivision. Consideration of such retail use is subject to the following criteria.

1. These centers may be up to 50,000 sq. ft., but should be of a scale appropriate to serve that Planned Development neighborhood of which it is a component.
2. If not integrated into a new residential project, all retail uses shall be limited to Arterial/Arterial Intersections.
3. Convenience retail may exceed the trip generation limits of 70 trips per day per acre.
4. These retail uses shall abut an arterial.
5. Conform to all applicable policies of the *Design* section.

INDUSTRIAL

OBJECTIVES

1. Support employment growth.



THE MANOR HOUSE WAS THE HOME OF JOHN C. SHAFFER, WHOSE ORIGINAL KEN CARYL RANCH WAS THE BASE FOR THE COMMUNITY THAT BEARS THAT NAME TODAY.

2. Prevent negative impacts on adjacent uses (traffic, noise, glare, smoke, etc.).
3. Prevent unsightly buildings or outside storage.
4. Provide convenient distribution of industrial uses serving area residents.
5. Protect the community from hazardous substances.

POLICIES

1. As a general rule, industrial development should be concentrated in Activity Centers; however, it may occur in community or neighborhood centers provided the appropriate design guidelines and policies of this section have been satisfactorily met.
2. Activities of a similar scale to home occupations could occur anywhere, subject to adequate design to prevent undesirable impacts.
3. Small scale industrial uses, (e.g., plumbing shop, small auto repair, etc.) may occur in any center, subject to adequate design to prevent undesirable impacts. These uses should be explicitly defined in the zoning proposal. Related outside storage areas should be limited and screened.
4. Larger scale industrial uses may occur only in Activity Centers.
5. Light manufacturing may occur in either the infill Commercial Centers or Activity Centers, depending on the scale of the use. Larger scale uses are allowed only in Activity Centers.
6. Encourage the aggregation of similar uses in Activity Centers through the development of specialized industrial parks or districts with adequate power, truck access, etc.
7. All industrial uses should ensure that all potential hazardous substances are known and adequately accommodated. This should be accomplished through project design and enforcement of state and local policies and regulations.

8. Performance standards in the *Design Guidelines* should be applied during the review process.

CHURCHES

POLICY

Churches are allowed in Infill areas subject to the same locational and design criteria as office uses. Churches do not, however, compile acreage against office acreage allowances.

GRANT RANCH

The 30-acre parcel at the southeast corner of Wadsworth and Belleview is a unique parcel of land and does not fit the Community Plan. It is recommended that this site be identified as unique and, as such, be eligible for the *Plan Exception and Amendment Process* for the following reasons.

1. It is bounded on 3 sides by major arterials: Wadsworth 6 lanes, Belleview 4-6 lanes, and an "unnamed" arterial of 4 lanes connecting Belleview and Bowles.
2. It is bordered on all sides by areas of intensity higher than infill intensity: Retail Commercial to the north, Office Commercial to the west, high density housing and recreation facilities to the east, and Congregate Housing of a 23 du/acre density on the south.
3. It is too small for development as a "residential community" and cannot be integrated into any existing residential community.
4. The parcel is at an Arterial/Arterial Intersection location but the intersection is already more intense than allowed under recommended guidelines of this Plan.

The review for compliance with *Design Guidelines* should be emphasized on this sensitive site when considering any rezoning proposal.

The primary concern is to ensure that new facilities and services are provided in a timely fashion, in order to keep pace with new development.

SERVICES

One of the critical factors effecting one's perception of the "quality of life" in a community is the availability, convenience, and quality of essential services. In areas experiencing rapid or significant growth, it is often very difficult for services to keep pace with growth demands. Therefore, agreement on desired level and quality of services is a crucial first step in ensuring the achievement of a livable and desirable community.

The timing of new and improved services is directly related to new development. The primary concern is to ensure that new facilities and services are provided in a timely fashion, in order to keep pace with new development. Extensive information was presented to the Community Advisory Group about options being considered by various service providers, as well as the needs of various users of these

services. Recognition was made that the County is in a difficult position in regard to this issue since most services (e.g., fire protection, schools, parks, water and sewer, etc.) are not directly provided by the County. Therefore, recommendations of this section emphasize roads as the most significant service-timing issue.

GENERAL OBJECTIVES

- 1.** Prevent additional deterioration of service quality.
- 2.** Obtain significant new funds.
- 3.** Upgrade existing service levels as soon as possible.
- 4.** Additional growth is a given - it must be managed, not stopped.
- 5.** Deterioration of Level of Service below critical thresholds must be prevented.
- 6.** Interjurisdictional plans are needed to adequately assess constraints and service improvements.

TRANSPORTATION

POLICIES

Ultimate Level of Service

1. A Level of Service C or better should be maintained throughout the system at the time of "planned buildout". Planned buildout is the amount of development which may be achieved by the recommendations of this Plan. This includes a road network with 6 lane arterials and interchanges, as discussed below. However, at no time should the Level of Service go below E. (See Appendix for a description of *Level of Service*.)

No new zoning should permanently reduce the Level of Service (LOS) beyond C. All feasible zoning permitted by the Plan at buildout, (including assumptions for all parcels, e.g., A-1, A-2, etc.) shall be considered in the traffic analysis used to determine Levels of Service for the system.

Number of Lanes

1. Arterials should be limited to a maximum of 6 through lanes.

Interchanges

1. Interchanges between east-west arterials (Bowles Avenue, Belleview Avenue, Coal Mine Avenue, Ken Caryl Avenue, Quincy Avenue) and Kipling Street and Wadsworth Boulevard may be appropriate in order to maintain Level of Service C.

2. New interchanges on north-south arterials other than Kipling Street and Wadsworth Boulevard are not acceptable. The exception to this is the proposed interchange between Simms Street and U.S. 285, which should be constructed if and when necessary.

3. The proposed interchange between Bowles Avenue

and C-470 is essential to the transportation network and should be constructed.

4. Construction of all interchanges, acceptable under this Plan, should be given a priority according to the comprehensive transportation study being developed.

5. Interchanges along C-470 at Ken Caryl Avenue, Hwy. 285, and north of Belleview are also planned.

Enhanced North-South & East-West Access

Kipling Street and Wadsworth Boulevard should be upgraded to provide efficient and safe north-south access into and out of the community. Enhanced east-west access

New zoning should not permanently reduce the Level of Service below C.

should also be provided. Improvements to Bowles and Ken Caryl Avenues, offering access to the Santa Fe Corridor and beyond, are encouraged. Design of the upgraded roadways should:

1. provide a limited number of traffic signals;
2. provide interchanges at major intersections, where needed;
3. accommodate right-in, right-out movements at minor intersections;
4. allow posted speeds of 45 to 50 m.p.h., where possible;
5. provide more frequent access points than on a freeway;



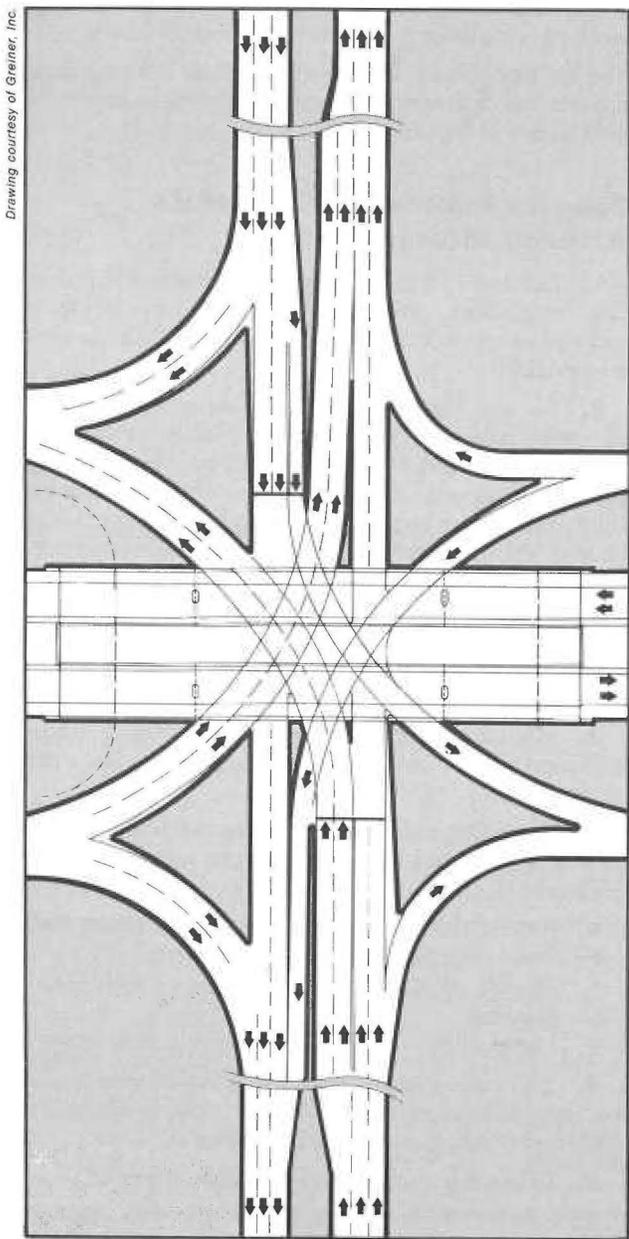
COLORADO HIGHWAY C-470, SHOWN HERE AT KEN CARYL AVENUE, WILL EVENTUALLY LINK THE DENVER TECH CENTER WITH I-70 AT THE MOUNTAIN FRONT.

- 6. provide intensive landscaping and buffering;
- 7. maintain safety if traffic signals are eliminated;
- 8. minimize impacts associated with upgrading, e.g., changes to existing traffic patterns due to rerouting of internal traffic and longer routes through subdivisions;
- 9. avoid disruption of school attendance areas;
- 10. maintain (when possible) existing or planned access to commercial areas;
- 11. protect existing and future homes from fumes, noise and glare;
- 12. minimize air pollution from automobile traffic; and
- 13. protect community facilities, e.g., schools, parks, and recreation centers.

Enhance Internal Access

- 1. Encourage road linkage between residential subdivisions, to enhance accessibility and to help alleviate

TYPICAL URBAN INTERCHANGE



congestion on arterials. Local traffic could then travel on internal mini-collectors, thereby avoiding the arterials.

Transportation Study

1. A comprehensive transportation study by an outside consultant(s) should be completed as soon as possible in order to:

- a. determine the nature, extent, and timing of current and future problems or inadequacies;
 - b. determine the specific amount of money needed to correct those problems or inadequacies;
 - c. identify the most efficient rate or sequencing of improvements in terms of dollars spent, and to minimize traffic disruption;
 - d. further investigate and delineate methods of financing, including the degree of leveraging provided by bonding, and the relative cost of different alternatives of various groups (e.g., existing residents or businesses, new residents, retail customers, etc.); and
 - e. enable detailed information to be disseminated to the community.
2. Such a study should be jointly funded by the County and the community.

Financing Improvements

- 1. Multiple sources of funding are needed for future road improvements to ensure adequate and equitable funding.
- 2. Improvement projects should be large enough to assure the most efficient use of design and construction funds.
- 3. Key roads identified in the Comprehensive Transportation Study should be improved, based on a 5-year Capital Improvements Program.
- 4. Funding methods should ensure an equitable sharing of the costs for road improvements between existing and future users.

The following methods are preferred transportation funding alternatives.

- a. Sales tax specifically designated for road construction.

Road linkage between residential subdivisions should be encouraged.

- b. Special improvement district (area-wide) or districts (several), involving mill levy increases.
- c. Recapture provisions to require developers whose share of road improvements were provided by the County to reimburse the County when they develop those adjacent lands; or for the County to reimburse developers when they pay up front for improvements that are the obligation of the County.
- d. Development fees based on vehicle trips instead of

length of frontage, which would eventually replace the requirement for arterial frontage improvements.

e. License taxes.

5. Municipal bond financing should be used in order to increase the rate at which improvements can be made, given the magnitude and urgency of current needs and the limited funds available on an annual basis. The issue of bonding should be put to a vote as soon as possible.

6. If an increased mill levy is used, it should have a definite date of termination.

7. If a special district is created, a mechanism should be created to ensure that property owners do not lose County-wide funds after funds from the special district are available.

8. Specific projects with specific timetables and definitive cut-off dates for the tax increase must be provided to justify any tax increase.

9. If arterial capital improvements are provided by private parties beyond required levels, recapture of those costs should be provided for from either the State, County, or other private parties, depending on which entity had responsibility for these additional improvements.

10. Special districts should be dissolved when their functions are no longer needed, in order to eliminate unnecessary levels of government.

Multiple sources of funding are needed for future road improvements to ensure adequate and equitable funding.

Timing of Development & Road Improvements

1. No land use shall reduce the transportation Level of Service below C at the time "planned buildout" occurs. However, Level of Service E should not be exceeded at any time.

To implement the above policy, a sound transportation model and projections are necessary to establish Level of Service C. Transportation volumes and land use patterns need to be continually monitored and updated.

2. The Capital Improvements Program for roads is essential to meet the goals and recommendations of this Plan. Prioritization of road segments should be based on the worst level of service.

3. Funding sources consistent with the recommendations of the Comprehensive Transportation Study (see Financing: Policy No. 1) must be implemented as soon as possible to prevent any further deterioration of service levels. It must place particular emphasis on recommendations for:

- a. prioritizing road segment improvements; and
- b. a specific financing plan to equitably, rapidly, and adequately fund these improvements.

Amount of Development vs. Transportation Constraints

1. The policies of the transportation section are predominant (Level of Service C, 6 lane roads, limited interchanges, etc.).

2. The constraints imposed by the transportation policies, in effect, dictate the maximum amount of development which can occur in the community. However, all development proposals are subject to each recommendation of this Plan and may be approved at levels less than what the transportation system can absorb.

3. Any new rezoning request which does not conform to the transportation policies of this Plan should be denied. Several projects zoned prior to the adoption of the 1984 Southeast Jefferson County Community Policy Plan may result in a violation of the Level of Service limits.

The County should develop a program to evaluate these projects and determine appropriate measures to assure the objectives will be achieved.

Special Policies for Arterial • Arterial Intersections

1. Develop a sound transportation model and projections to establish Level of Service C or better. Monitor and update transportation volumes and land use patterns continually.

2. No land use shall reduce the transportation Level of Service below the established standard at the time the project is developed. However, LOS D may be acceptable on limited segments if improvements which will upgrade the LOS to C are programmed. Such improvements may or may not be the responsibility of the developer. Funding for these improvements must be committed in a 5-year Capital Improvement Program and construction must be expected within a reasonable time. A phasing plan should be established for each project at the time of zoning or platting to assure this policy is met.

3. Minimize interference between shopping center destination traffic and traffic moving through the intersection.

The County Department of Highways and Transportation should develop and implement specific solutions to this problem:

- Prevent the need to cross several lanes at one time
 - Discourage left turns out of projects
 - Provide internal access between sites within each quadrant
 - Use medians to prohibit undesirable movements
4. Encourage location of the major project access points on the lower functional class of the two arterials, e.g., at Belleview/Kipling, use Belleview Avenue.
5. Discourage proliferation of signals at project access points, especially on the higher class arterial.
6. Resolve or prevent sight distance problems.

PARKS, RECREATION, & OPEN SPACE

Recreation and open space parks in this area of Jefferson County are managed by the Jefferson County Open Space Division; by Foothills Metropolitan Recreation and Park District; and Normandy Estates, Leewood, and Columbine Knolls Park and Recreation Districts. The two largest programs, Open Space and Foothills, are described briefly below.

JEFFERSON COUNTY OPEN SPACE

History

The Jefferson County Open Space program began in 1971 with the formation of PLAN Jeffco. Prior to 1971 many citizens of Jefferson County were taking stock of their community and wondering how to make a change for the betterment of the community. Jefferson County was rapidly gaining new residents, businesses were flourishing, and the Denver area was becoming a major growth region of the Sun Belt. The striking element to this growth was that it appeared to be headlong and haphazard and that few natural open space lands were being set aside for the people. Colorado legislation and new and more dynamic zoning and land use programs helped lessen the first problem by instituting more organized growth in Colorado and Jefferson County. The second problem, setting aside open space lands, remained due to the fact that there was very little money available at the local and State level to eliminate or confine the problem. In the spring of 1972 an Open Space sales tax campaign began. Shortly thereafter, in November 1972, 400 volunteers realized their goal. This goal, "a one-half percent sales tax on retail sales in Jefferson County to be used exclusively for the planning for, developing necessary access to, acquisition, maintenance and preservation of open space real property for the use and benefit of the public," (Board of County Commissioners Resolution dated September 26, 1972) was before the citizenry. By the evening of November 7, 1972, the voters of Jefferson County had passed the Open Space Sales Tax. Since the beginning of the Open Space Program, various planning efforts have been utilized to identify potential open space acquisition. Initial open space preservation lands were selected with help from the Jefferson County Interim Open Space and Park Plan. This document inventoried all park and open space master plans of the cities and park and recreation districts of Jefferson County. The plan noted existing and proposed open space and parks of the various plans and suggested lands for preservation throughout Jefferson County. A Master Plan was adopted in 1980, outlining the following purpose and goals of Open Space.

Purposes

For the purposes of the Jefferson County Open Space Program, Open Space is land and water retained in an essentially natural state, for scenic value and/or recreational use by the public. Jefferson County Open Space lands or interest in lands include land in its natural state, parks and recreation lands, greenbelt and agriculture buffer zones, scenic easements, floodplains, paths and trails, historic monuments, wild rivers, wilderness areas, wildlife habitats, community open space lands, etc.

The purpose of the Jefferson County Open Space Program is to plan for, identify, acquire, maintain, preserve, and protect natural, open, scenic, recreational, and historical lands for the use and benefit of the public.

Ad Hoc Advisory Committee Formation & Plan Update

In 1986, the Board of County Commissioners appointed an Ad Hoc Advisory Committee to evaluate the operations and long term policies of the Jefferson County Open Space Program. The Ad Hoc Advisory Committee's specific charge was to recommend policies to clarify the goals of the Open Space Program, and to delineate responsibilities between the County, cities, and special districts in providing open space and recreational activities.

The two largest programs are Jefferson County Open Space and Foothills Metropolitan Recreation and Park District.

The Ad Hoc Advisory Committee defined three major areas for study: 1) mandate, or the intent of the electorate in establishing the Open Space Program, 2) money, or the question of how Open Space sales tax revenues should be spent, and 3) management, addressing the question of which governmental units are best suited to deliver various types of recreational facilities. The Ad Hoc Committee finalized the recommended policies in a report dated May 12, 1987.

The Open Space Advisory Committee, on October 1, 1987, revised the Ad Hoc Committee Report and recommended amendments and additions to the Open Space By-Laws, Policies and Procedures relating to the Ad Hoc Report. The Board of County Commissioners ratified and approved the amendments and additions on October 26, 1987.

On April 21, 1988, the Open Space Advisory Committee reviewed the comments from public meetings and potential changes to the adopted policies. They determined the adopted policies provided the appropriate direction for the

DRAINAGE PRESERVATION AND HABITAT ENHANCEMENT ARE STRONGLY RECOMMENDED AS DEVELOPMENT OCCURS.



Open Space Program. This formed the basic policies for Jefferson County Open Space Master Plan update.

The priorities of that Open Space Plan are listed in this Community Plan below.

Priorities

The three major priorities of the Open Space Program are:

1. Acquisition of and access to Open Space lands. Top priority should be given to lands that are:
 - located in areas with current or projected high population growth; and
 - available in large parcels where the size of the parcel enhances the essential values or resources of the site.

A major priority of the Open Space Program is the acquisition of Open Space lands in areas of high population growth.

2. Operation and maintenance of existing and future Open Space lands.

3. Development of existing and/or future Open Space lands. This includes leaving land in its natural state or developing passive recreation opportunities such as:

- trails,
- basic picnic facilities,
- parking areas,
- primitive campgrounds,
- pick up sports areas,
- restrooms,
- native plantings,
- ballfields,
- natural amphitheater,

- basic horse facilities,
- boat ramp, and
- simple playgrounds.

Capital intensive projects such as tennis courts and golf courses are not appropriate in the foreseeable future (10 years) for development by the unincorporated County Open Space Program. However, cities may use their attributable shares for capital intensive development in a manner consistent with the Open Space Resolution. Development and operation/management of this type of facility is acceptable only by other public entities and **not** by Jefferson County Open Space Program.

Policies

1. Open Space needs that are commensurate with population growth, particularly in the plains area of the County, are of highest priority.

2. The emphasis of the Jefferson County Open Space Program in the unincorporated area of the County is to acquire open space lands.

3. The acquisition of property with Open Space funds adjacent to existing park and recreational property may be appropriate when such acquisition is of unusual benefit such as, but not limited to, trail corridor extension, unique land forms, historical sites, and linkage of small separated areas.

4. Lands acquired in the unincorporated portion of the County must fall within the criteria, intent and purpose set forth in the Jefferson County Open Space Master Plan. Lands acquired within city or park and recreation district boundaries must fall within the criteria, intent and purpose set forth in the Jefferson County Open Space Master Plan, except to the extent such criteria, intent and purpose is inconsistent with the the city or park and recreation district Master Plan, in which case the city or park and recreation district Master Plan shall prevail, providing, however, that all acquisitions shall comply with the intent of the Open Space Resolution.

CLEMENT PARK BOASTS EXCELLENT ACTIVE RECREATION FACILITIES.





"POCKET PARKS", LIKE THIS ONE IN LAKEHURST, OFFER SMALL GREEN SPACES CLOSE TO HOME FOR NEIGHBORHOOD CHILDREN.

5. All proposals for the purchase, trade or sale of Open Space land shall be submitted to the Open Space Advisory Committee for consideration and recommendation to the Board of County Commissioners. All Open Space Advisory Committee resolutions should state the intended use of purchase in the findings of fact.

6. The County may accept gifts of property to be used for Open Space purposes. The determination of the (gift) value of such property shall be the concern of the grantor, not the County.

7. All Open Space and park property that is annexed to a city or park and recreation district may become the responsibility of the city and/or park and recreation district.

8. Acquisition of water, water rights and water bodies for use on property acquired with Open Space funds or gifted to the County for Open Space purposes, is an appropriate use of Open Space Funds.

9. Open Space lands may be disposed of when:

a. a parcel is no longer meeting its Open Space purpose as recommended by the Open Space Advisory Committee and/or approved by the Board of County Commissioners; or

b. it is economically sound to purchase a large parcel in one piece and it is initially intended that a small portion of the parcel will be used for non-Open Space uses. In this situation, the non-Open Space portion may be subject to disposal. Such disposal must also be in accordance with Chapter 5 of the County Regulatory Policies, Section 5.30.2., Procedure for Disposing of County Owned Real Property, where applicable.

10. The development criteria for parks and Open Space areas within Jefferson County will be submitted to the Open Space Advisory Committee for recommendation and submission to the Board of County Commissioners for final determination. (The Open Space Advisory Committee reserves the right to make exceptions to this policy when deemed appropriate.)

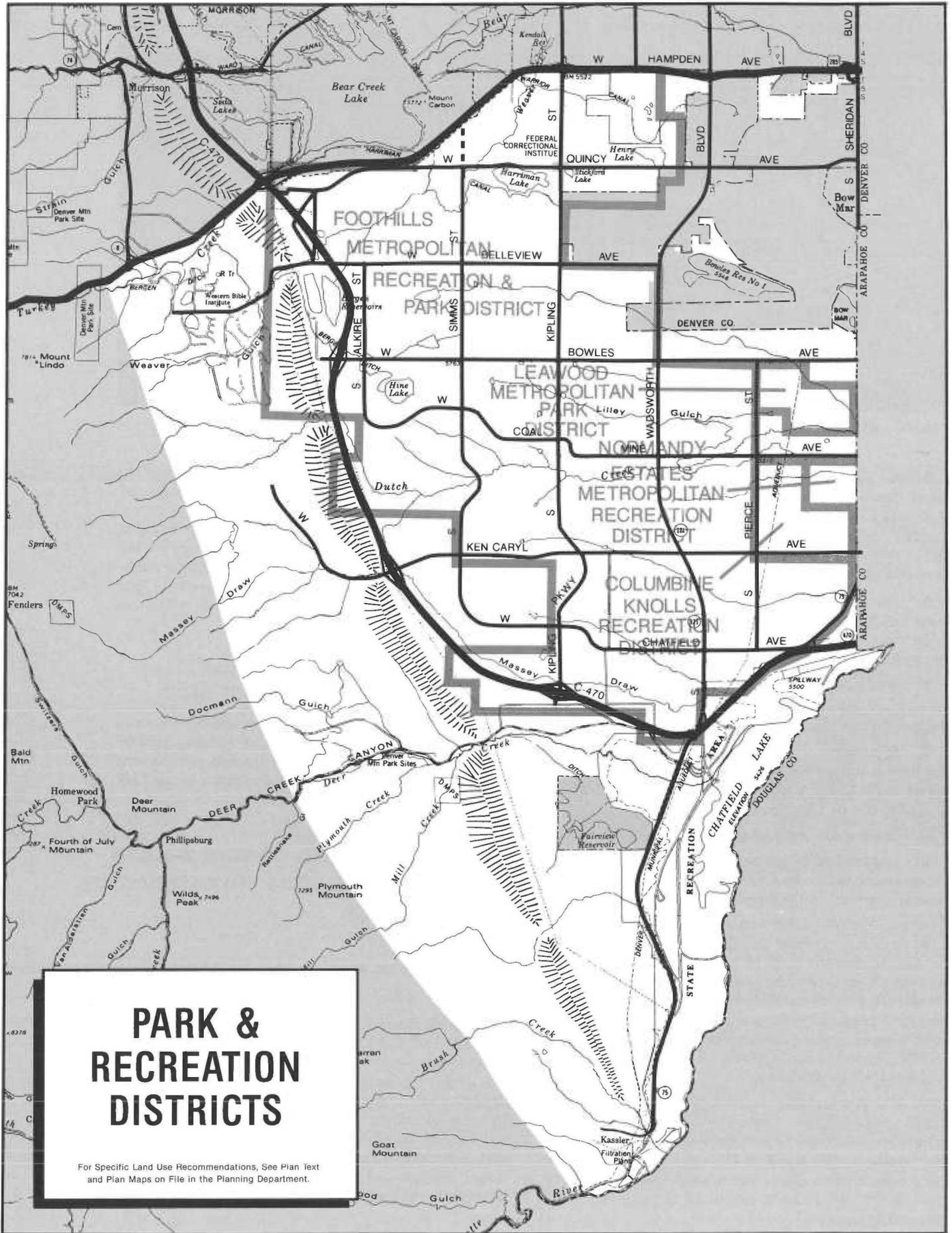
11. The Open Space Division may schedule and coordinate the use of County owned Open Space parks and facilities with public groups and entities. In addition, interpretive and educational programs relating to Open Space properties which identify, preserve and educate the public to their natural surroundings, and outdoor recreational activities that make use of natural areas of Open Space lands, including boating, sailing, and rafting are appropriate uses of Open Space funds.

FOOTHILLS METROPOLITAN RECREATION & PARK DISTRICT

The Foothills Metropolitan Recreation and Park District serves a rapidly growing area of Jefferson County - a close-in, urbanizing area lying partly within and partly to the south of the City of Lakewood and adjacent to the City

A major concern should be the acquisition of sites threatened by development.

and County of Denver in the southwest metropolitan area. The population in the District's logical service area was 28,286 in 1970 and 127,321 in 1980, for an average annual growth rate of 8.1% for the decade. It is anticipated that this service area population will be 193,300 in 1990 and 235,480 at full development before the turn of the century. In order of popularity, the ten most popular recreation activities for Foothills constituents are: swimming, golf, trap, picnicking, recreation classes, soccer, softball, fitness classes, baseball, and football. Soccer rose in the ranks to its present position in 1980 and tennis dropped to eleventh place.



PARK & RECREATION DISTRICTS

For Specific Land Use Recommendations, See Plan text and Plan Maps on File in the Planning Department.

Current facilities in the Foothills District can be classified according to the general area they serve and how far users are willing to travel for the activities offered. Neighborhood parks are at the bottom of the hierarchy and serve immediately adjacent residential areas. Many users walk into the park. Community parks are larger and serve a collection of neighborhoods. The facilities, sometimes including a community center and a swimming pool, serve as a recreational focus for the community. Large, District parks, sometimes with one-of-a-kind facilities, serve the entire District area. The District area also encompasses two large Federal reservations which, when developed, will serve as regional parks.

Including the major Federal reservations, there are 7,636 acres of open space land in or near the District. These lands are administered by the City of Lakewood, Jefferson County Schools, the Federal Government, Jefferson County Open Space, and Foothills. For the developed acreage, 443 acres are developed for neighborhood recreational uses, 361 acres for community uses, 414 acres for district uses, and 2,870 acres for regional uses. A wide range of recreational facilities are found in these parks. In addition to the developed acreage, there are 1,295 acres of undeveloped public land that can be developed for recreational use as the District population grows. Based upon a reasonable level of service, to serve the 1990 population the District will need to add about 40 acres of neighborhood parks, 219 acres of community parks, and about 553 acres of District-wide park facilities. This acreage will need to be developed with typical park and recreation facilities. Sites for several of these needed parks have been acquired by either the Foothills District or the City of Lakewood. This is particularly true in the northern part of the Foothills service area.

Distribution of sites to users is particularly important for neighborhood parks. In the northern part of the service area, acreage of most park types is sufficient but some new sites are necessary to achieve better distribution for the population. In the southern part of the service area, some vacant land is still available. The District will still need to work with developers to secure sites in needed locations as development occurs.

Centrally located community facilities are recommended for the seven communities within the District. This includes a community recreation center as a focal point for the community.

To the extent possible, new District facilities can be developed on lands already publicly owned to avoid the cost of major land acquisitions. Public sites which will accommodate active recreation development are Green Mountain open space, The Bear Creek Dam reservoir area, and the Chatfield Dam reservoir area. School sites are also programmed for recreational use to avoid duplication of facilities. Playgrounds are associated with neighborhood park development and the playfields of junior and senior high schools complement community park development.

In developing the park system, a high priority should be placed upon the acquisition of needed sites that are threatened by development, and then upon the development of existing sites to serve areas inadequately served before final development of sites where facilities are already available.

SOUTH JEFFERSON COUNTY COMMUNITY PLAN RECOMMENDATIONS

The Community Advisory Group wishes to emphasize the following recommendations:

1. A community group composed of Community Advisory Group members and other people from South Jefferson County should work on open space issues with Jefferson County Open Space Division, the Open Space Advisory Committee, and the Foothills Metropolitan Recreation and Park District.

This group should emphasize concerns generated by the Community Advisory Group including:

a. Identify the remaining natural resources of South Jefferson County that should be preserved to maintain the open space atmosphere in our community.

- It is strongly recommended that Jefferson County Open Space purchase those portions of the Hogback which still remain in private ownership.
- It is strongly recommended that Jefferson County Open Space purchase the area north of Deer Creek within the Chatfield Activity Center that is in private ownership, land along the creek west into the Canyon, and land south of the creek to the Fairview Ditch.

b. Develop regulations for floodplain preservation and drainage enhancement. Such enhancement should comply with the Open Space Department's standards for acquisition and management.

c. Work with Open Space in an advisory capacity in the formulation of their new Master Plan.

d. Coordinate open space and park design standards.

2. The Open Space Master Plan must recognize the goals, objectives, and policies of this Plan.

LAW ENFORCEMENT

Law enforcement for unincorporated southeastern Jefferson County is provided by the Jefferson County Sheriff. General information number - 277-0211.

The Jefferson County Sheriff is located at the County Detention Facility at 17900 West 10th Avenue, Golden, Colorado 80401. Two substations, one in the Ken Caryl area and one in Evergreen, have been established to better serve those communities.

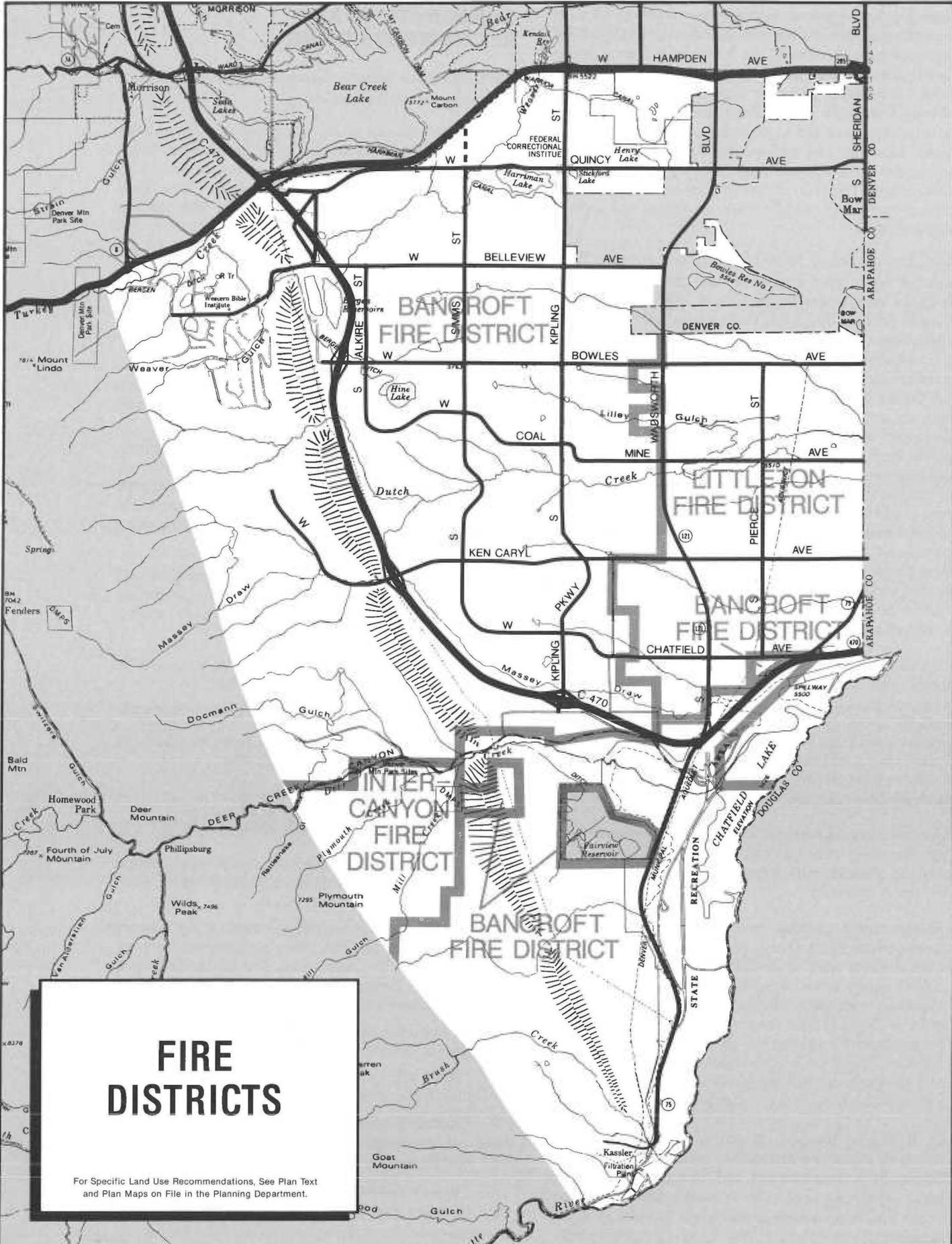
The Community Advisory Group would like to emphasize the following priorities for law enforcement.

1. Locate a full time (24-hour), full service Sheriff's station in the Southeast.

2. Upgrade service so that a prompt response can be made to non-emergency or non-life threatening situations (e.g., vandalism, after-the-fact burglary, etc.).

3. Improve visibility of Sheriff patrol.

4. Upgrade level of service; acquire additional funds if necessary.



FIRE DISTRICTS

For Specific Land Use Recommendations, See Plan Text and Plan Maps on File in the Planning Department.

FIRE PROTECTION

Jefferson County citizens and their residences and businesses within the study area of this Plan are protected by the Littleton Fire Department and the Bancroft Fire Protection District and Inter-Canyon Fire District. Although two separate districts exist, an automatic aid contract between the districts ensures joint service to all emergencies when needed.

Littleton Fire Department

Littleton Fire Department Administration is located at 2255 West Berry Avenue, Littleton, Colorado 80165. The general information number is 795-3800.

The Littleton Fire Department places high priority on prevention, training, and professionalism. The Department provides a variety of emergency and prevention services to a population of 110,000 residents in a 45 square mile area. Littleton Fire Department currently employs 97 men and women including 78 field personnel. All firefighters are certified Emergency Medical Technicians and 32 firefighters are paramedics. This is the highest percentage of paramedics of any fire department in the State.

Littleton maintains an average response time of under four minutes to all emergencies. Services include: fire suppression, emergency medical response, hazardous materials response, swift water rescue, commercial inspection program, community education, fire and arson investigation, and emergency medical dispatching (EMD). EMD allows

residents to receive emergency instructions by phone before fire personnel arrive and has resulted in saving at least six lives since 1984.

The west District fire station is located at Coal Mine Road and Kendall Boulevard, just east of Pierce. This station is equipped with an engine and a rescue unit and is manned by three firefighters and two paramedics. When necessary, the personnel from the station at Berry and Rio Grande can be moved to the west location.

District boundaries should be expanded as soon as possible to cover all lands in the study area.

Bancroft Fire Protection District

The Bancroft Fire Protection District Administration offices are located at 3301 South Field St., Lakewood, Colorado 80227. The general information number is 989-4307.

Bancroft Fire Protection District has 8 stations; 7 manned and 1 unmanned. They are located at:

- Station #1 - 6315 Morrison Road
- Station #2 - 9095 West Jewell Avenue
- Station #3 - 9990 West Alamo Place
- Station #4 - 321 Colorado Highway 8, Morrison

THE BANCROFT FIRE PROTECTION DISTRICT IS PROUD OF IT'S EIGHT STATIONS AND MODERN FIRE AND RESCUE EQUIPMENT.





CHATFIELD HIGH SCHOOL SERVES THE WESTERN PORTION OF THE COMMUNITY.

- Station #5 - 10305 West Chatfield Avenue
- Station #6 - 3301 South Field, Lakewood
- Station #7 - 13300 West Yale (unmanned)
- Station #8 - 15629 West Belleview Avenue

Bancroft's personnel currently consists of approximately 90 full-time, paid firemen, 2 non-uniformed maintenance employees, and an administrative staff of 5 people. Bancroft's equipment includes 7 first-line pumpers and 5 reserve pumpers, and 2 first-line ambulances and 1 reserve ambulance.

Organized in 1947, the Bancroft Fire Protection District provides fire protection and suppression services and ambulance and emergency medical services within its boundaries. Additionally, it provides specialized rescue services through its rock rescue and dive team divisions. The District also trains and equips personnel for responding to hazardous materials incidents. Support functions of the District include fire prevention, arson investigation, public fire safety education, planning, and mapping.

The Community Advisory Group wishes to emphasize the following recommendations.

1. The Bancroft and Littleton Fire Protection Districts should continue measures to assure that growth and development do not adversely affect desirable service level and quality.
2. Congested roads currently result in a poor response time for emergency vehicles. Therefore, roads should be upgraded as quickly as possible to ensure the health and safety of the citizens in southeast Jefferson County.
3. District boundaries should be expanded as soon as possible to cover all lands in the study area.

WATER & SANITATION

Water and sanitation services in the study area are provided by a number of water and sanitation districts. They are:

- Lakehurst Water and Sanitation District
- Lockmoore Water and Sanitation District
- Meadowbrook Water and Sanitation District
- Platte Canyon Water and Sanitation District
- Southwest Metro Water and Sanitation District
- Willowbrook Water and Sanitation District
- Grant Water and Sanitation District
- Ken Caryl Water and Sanitation District
- Southwest Plaza Metro District

For more information on these water and sanitation districts, please see the Appendix.

In considering the water and sanitation service to South Jefferson County, the Community Advisory Group wishes to emphasize the following recommendations.

1. The Board of County Commissioners and the various water districts are encouraged to participate in metro area-wide discussions of water supply and water conservation to ensure that the long-term water supply will be adequate to meet future needs.
2. The various water and sewer districts should initiate appropriate measures to assure that growth and development do not adversely affect desirable service level or quality.

SCHOOLS & CULTURAL FACILITIES

KINDERGARTEN-TWELVE

Jefferson County Schools are within the R-1 School District. R-1 Administrative Complex is located at 1829 Denver West Drive, Building 27, Golden, Colorado 80401. General Information number is 231-2222.

The Community Advisory Group policies pertaining to R-1 Schools are as follows.

1. The School Board is encouraged to continue the long-range capital facilities planning committees, comprised of Board officers, administrators, teachers, citizens, business/industrial, and County representatives. These committees should encourage continuity and enhanced coordination between various subareas. Functions of the group should be to:
 - a. monitor development trends and changes in student generation trends;
 - b. accurately anticipate capital improvement needs; and
 - c. formulate recommendations to accommodate those needs and closely coordinate facility or use policies with planning efforts at the County level, and in the private sector.
2. A mixture of housing types and densities should be provided throughout the area, in order to stabilize the pupil population.
3. Residential development in the Chatfield Activity Center will generate the need for an additional elementary school in that area. Necessary funds to build this facility should be collected from the developers of residential units either in the Activity Center or south and west of it.

CULTURAL FACILITIES & HIGHER EDUCATION

The Community Advisory Groups would like to emphasize the following priorities regarding cultural and educational facilities.

1. Promote cultural arts facilities in the area.
2. Encourage the location of a higher education facility adequate to serve the various needs of the community, including the business and industrial sector.

Design is one of the most significant factors in achieving compatibility.

DESIGN

Historically, controversy has attended the siting of dissimilar developments in adjacency. The Community Advisory Group recognized this and identified issues that frequently surface, and suggested some alternative solutions. Design is recognized as one of the most significant factors in achieving compatibility and ensuring a high quality community. These solutions are not intended to be mandates, nor the sole basis for rejecting a proposed development. They are intended to provide guidance to citizens, developers, and public officials in designing and reviewing proposed projects.

The Community Advisory Group encourages the appropriate parties to use these guidelines as a basis for negotiations that can resolve differences, mitigate adverse impacts, and achieve diverse development. The guidelines help ensure that new development is sensitive to the community's desire to conserve and/or preserve property values and unique environmental and social characteristics of South Jefferson County for present and future inhabitants.

The *Design Guidelines* in the Plan shall be used at the time of zoning, and should be incorporated into all Official Development Plans. Staff will perform an analysis on each case, reviewing it against the design solutions and making a judgment on how well the project performs. The Staff's recommendation on density or appropriateness of the project will follow this review. How the Staff arrived at its conclusion will be documented and available to the applicant and all interested parties. This analysis and its conclusions may be disputed by either the applicant or those interested parties at the Planning Commission or Board of County Commissioners' Hearing.

The Staff is currently formulating new *Design Guidelines* for county-wide application. These will be subject to public hearings and adoption by County officials. Once in place, these new *Design Guidelines* will replace those listed in this Plan.

This section includes six parts. These are applicable to various projects as follows:

- **General Policies** - these apply to all projects.
- **Strip Commercial Policies** - these apply to all commercial projects fronting arterials.
- **Arterial/Arterial Intersections Design Policies** - these apply to all projects which occur within an Arterial/Arterial Intersection area.
- **Infill Design Policies** - these apply to all non-residential projects which occur within an Infill area.
- **Special Housing Criteria** - these apply to residential projects.
- **Design Guidelines** - this is referenced and included under separate cover. It applies to all projects.

GENERAL POLICIES

1. The Design Guidelines are meant to suggest alternative solutions to impacts, rather than setting forth predetermined solutions. There is no one best solution as long as the impact is mitigated.

Intensify landscaping at the corners to preserve an open space feeling around the intersection.

2. All performance standards should be adequately addressed in development proposals in the zoning process. One or more of the alternative solutions (or new solutions) may be used.

3. Staff should develop a comprehensive design review process that clarifies and refines the concepts outlined in this section. Prior to this, these standards should serve as guidelines to assess the degree of compatibility of proposed dissimilar uses.

4. While the amenities listed under *Design Guidelines - Amenities* are all highly desirable, the appropriateness or need will depend on the nature of each project. However, as densities of residential developments increase or intensities of commercial and industrial areas increase, the quality and quantity of amenities should be considered in evaluating overall community benefit.

5. Those amenities internal to a project, enjoyed primarily by residents or tenants of the project, should be provided by the developer. Amenities that have a broader appeal and are used by the general community should be

"STRIP DEVELOPMENT" OFTEN RESULTS IN MULTIPLE, UNCOORDINATED ACCESS POINTS AND COMPETING SIGNS THAT CREATE VISUAL CLUTTER.



provided by the general community, either through the County, special districts, or neighborhood associations.

6. Where any policies in this section conflict, the more restrictive policy will be used.

"STRIP COMMERCIAL" POLICIES

Avoid "strip" commercial development through the following design criteria.

1. Access and continuity of high quality design should link developments. Avoid building placement and design which cuts off both physical and visual access between projects. To encourage the coordination of adjacent neighboring projects, development should:

a. provide direct vehicular and pedestrian access between onsite parking and adjacent existing and future parking areas greater than 10 spaces in size;

b. share common facilities between projects - both parking and major circulation;

c. include compatible site and building design which exhibits a coordinated pattern or theme;

d. coordinate landscaping and drainage plans;

e. vary setbacks and building shapes, forms, and heights;

f. include cohesive, easily understood sign systems which foster integration through size, number, and treatment; and

g. limit the number of curb cuts and access points.

2. Buffer structures and parking from roads to minimize visual impact. At the perimeter, include an average width of landscaping no less than 20 feet. Landscaping is defined as a screen of living plant materials. Land berms also add to the effectiveness of the screening.

3. Emphasize connections between buildings as well as with the natural landscape, to reinforce integration and continuity within the project rather than to the street.

4. Relate the size of the lot to the building coverage. No more than 50% of the parcel is to be covered by buildings.

5. Avoid large expansive parking lots by breaking them up with landscaping interior (not perimeter) to the lot. Include at least 5% of parking area devoted to landscaping within lots.

6. Promote smooth architectural transitions between projects through orientation, form and massing, scale, and details such as materials and finishes. Minimize the use of "packaged" or formula designs.

7. Minimize negative visual impact of service-related structures, trash containers, mechanical equipment, etc. This may be accomplished through integration of such structures into forms compatible with primary buildings, use of similar material treatment as building facades, screening with vegetation, topographic changes/berms, fencing, and locating away from major streets and areas with high visibility.

ARTERIAL • ARTERIAL INTERSECTIONS DESIGN POLICIES

Design solutions on properties in adjacency need to address the specific problems of Arterial/Arterial Intersections.

Design solutions to minimize impacts on nonresidential may be different than those for residential. At a minimum, site design should include the following.

1. Establish a 50 foot minimum setback for all buildings, measured from the property line. A height/bulk plane should be established, resulting in lower buildings at the corners and near adjacent residential property lines.
2. Minimize the visual impact of parking lots by:
 - berming
 - landscaping; and
 - minimizing long rows of spaces.

The intent of parking lot screening is not to obscure buildings and signs. Corridors of visibility across parking lots should be maintained to provide a viable marketing of each project.

3. Provide safe pedestrian circulation within each project and between projects.

4. Intensify landscaping at the corners of these arterial intersections to preserve an open space feeling around the intersection.

5. Minimize glare from headlights, overhead lights, signs, and reflective surfaces. Specific standards shall be developed at the time of zoning or through the County's Design Guideline program.

INFILL DESIGN POLICIES

Office

1. Provide a minimum of 40% open space for office and light industrial:
2. Be "residential" in character and architectural treatment on all sides;
3. Limit height to a maximum of 30 feet, measured from roof peak to grade;
4. Plan parking lots to contain sufficient landscaping at property perimeter, interior islands, and at building edge to screen or obscure views of parking lots from adjacent areas and roads;
5. Ensure a high degree of conformance to *Design Guidelines*;
6. Increase building setbacks as the heights of buildings increase;
7. Be of a scale and design compatible with the residential neighborhood;
8. Avoid the pattern of "strip development".

Retail

1. Minimum open space shall be 25%.
2. "Residential" character and architectural treatment on all sides must be guaranteed.
3. Heights must be limited to a maximum of 30 feet, measured from roof peak to grade.
4. Parking lots must contain sufficient landscaping at property perimeter and interior islands, to screen or obscure views of parking lots from adjacent areas and roads.
5. A high degree of conformance to the *Design Guidelines* must be demonstrated.

6. Building setbacks should increase as the heights of buildings increase.

7. Proposal must be of a scale and design compatible with residential neighborhood.

8. The characteristics of strip development shall be avoided.

SPECIAL HOUSING CRITERIA

1. Determine that the capacity of the transportation network and its ability to absorb additional trips will not be adversely affected.

The Design Guidelines are meant to suggest alternative solutions to impacts.

2. Plan uses compatible with adjacent developed 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
 - Landshaping
 - 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. Ensure a high quality of streetscape and incorporate low maintenance design.
11. Develop a superior master plan which results in a compatible mix and pattern of uses.
12. Achieve a high degree of conformance to the *Design Guidelines*.

DESIGN GUIDELINES

These are found under separate cover, entitled *PART II: Design Guidelines - South Jefferson County Community Plan*.

Exceptions to the Plan may be approved if the original objectives are met and the proposal is unique.

PLAN AMENDMENT & EXCEPTION PROCESS

OBJECTIVE

Flexibility in Plan policies should be provided for **UNIQUE** or **EXTRAORDINARY** proposals or parcels, and to accommodate changing conditions.

POLICIES

Exceptions or modifications to the Plan policies may occur at three levels.

Exceptions to the Plan

Case-by-Case

1. The Planning Commission may approve exceptions to the Plan policies if they find that the **ORIGINAL OBJECTIVES OF THE PLAN** are met and the proposal is a **UNIQUE** situation. A unique or extraordinary proposal is a proposal that was not anticipated or considered by the Advisory Group. An example of such a proposal would be a new college campus. Important elements in considering the appropriateness of a Plan exception are:

a. Applicant can demonstrate an attempt at informing the homeowners and community of the proposal, and resolution of any conflicts; and

b. there should not be significant opposition from surrounding Homeowners Association's or property owners, raising germane issues. Germaine issues are those that are addressed in the Community Plan's objective and policy statements.

2. Nonconformance with Plan Objectives is a basis for denial.

Changes to the Plan

Semi-Annual Plan Review

1. If the application is denied (under Case-by-Case above) the applicant may request a modification of the Plan policies by the Planning Commission in a regular 6 month Plan review, conducted by the Planning Commission with appropriate public hearings.

Periodic Review by a Community Advisory Group

1. Periodic Review by a Community Advisory Group appointed by the Board of County Commissioners will continue, to ensure Plan objectives are still appropriate. Such review will also serve as a comprehensive overview of any policy changes or Plan exceptions that may have taken place.

APPENDIX

WATER & SANITATION DISTRICTS

Water and Sanitation Districts in the Study Area are:

Lakehurst Water and Sanitation District

P.O. Box 26233
Lakewood, Colorado 80226

Lockmoore Water and Sanitation District

3333 South Bannock, Suite 790
Englewood, Colorado 80110

Meadowbrook Water and Sanitation District

4287 South Eldridge
Morrison, Colorado 80465

Platte Canyon Water and Sanitation District

7677 West Ken Caryl
Littleton, Colorado 80123

Southwest Metro Water and Sanitation District

7677 Ken Caryl Road
Littleton, Colorado 80123

Willowbrook Water and Sanitation District

4287 South Eldridge
Morrison, Colorado 80465

Grant Water and Sanitation District

1700 Western Federal Building
Denver, Colorado 80202

Ken Caryl Water and Sanitation District

10579 Bradford Road
Littleton, Colorado 80127

Southwest Plaza Metro District

c/o Perl Mack Company
1701 West 72nd Avenue
Denver, Colorado 80221

TRANSPORTATION LEVELS OF SERVICE

Levels of Service (LOS) on Transportation Facilities are described as follows:

Level of Service A - Level A describes primarily free flow operations. Average travel speeds near 60 mph generally prevail on 70-mph freeway elements. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The average spacing between vehicles is about 440 ft., or 22 car-lengths, with a maximum density of 12 pc/mi/ln. This affords the motorist a high level of physical and psychological comfort. The effects of minor incidents or breakdowns are easily absorbed at this level. Although they may cause a deterioration in LOS in the vicinity of the incident, standing queues will not form, and traffic quickly returns to LOS A on passing the disruption.

Level of Service B - Level B also represents reasonably free-flow conditions, and speeds of over 57 mph are maintained on 70-mph freeway elements. The average spacing between vehicles is about 260 ft., or 13 car-lengths, with a maximum density of 20 pc/mi/ln. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and breakdowns are still easily absorbed, though local deterioration in service would be more severe than for LOS A.



LEVEL OF SERVICE A



LEVEL OF SERVICE B



LEVEL OF SERVICE C



LEVEL OF SERVICE D

Level of Service C - Level C provides for stable operations, but flows approach the range in which small increases in flow will cause substantial deterioration in service. Average travel speeds are still over 54 mph. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require additional care and vigilance by the driver. Average spacings are in the range of 175 ft., or 9 car-lengths, with a maximum density of 30 pc/mi/ln. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage. The driver now experiences a noticeable increase in tension due to the additional vigilance required for safe operation.

Level of Service D - Level D borders on unstable flow. In this range, small increases in flow cause substantial deterioration in service. Average travel speeds of 46 mph or more can still be maintained on 70-mph freeway elements. Freedom to maneuver within the traffic stream is severely limited, and the driver experiences drastically reduced physical and psychological comfort levels. Even minor incidents can be expected to create substantial queuing, because the traffic stream has little space to absorb disruptions. Average spacings are about 125 ft., or 6 car-lengths, with a maximum density of 42 pc/mi/ln.

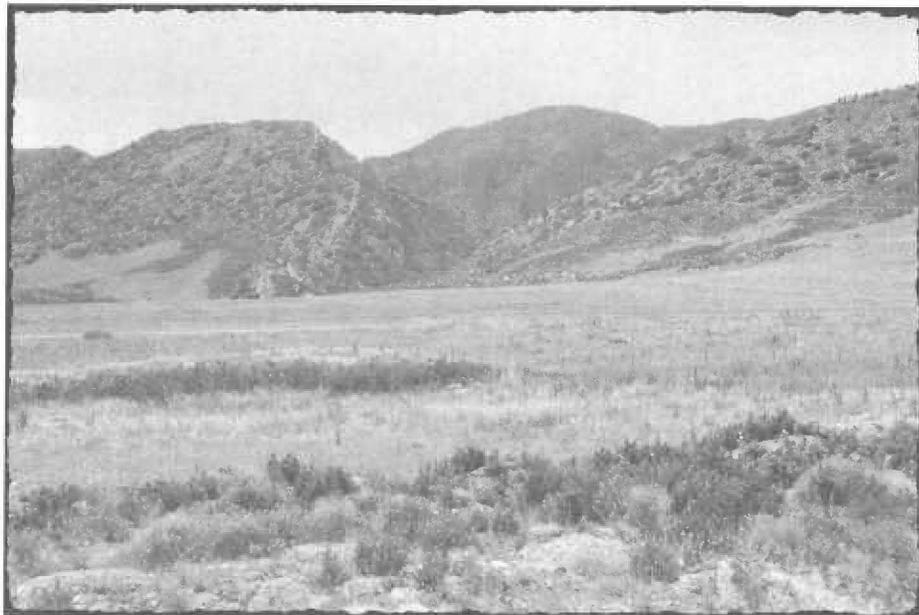
Level of Service E - The boundary between LOS D and LOS E describes operation at capacity. Operations in this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Vehicles are spaced at approximately 80 ft., or 4 car-lengths, at relatively uniform headways. This, however, represents the minimum spacing at which stable flow can be accommodated. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or a vehicle changing lanes, causes following vehicles to give way to admit the vehicle. This condition establishes a disruption wave which propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions. Any incident can be expected to produce a serious breakdown with extensive queuing. The range of flows encompassed by LOS E is relatively small compared to other levels, but reflects a substantial deterioration in service. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded to the driver is extremely poor. Average travel speeds at capacity are approximately 30 mph.

Level of Service F - Level F describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points. Such breakdowns occur for a number of reasons:

1. Traffic incidents cause a temporary reduction in the capacity of a short segment, in that the number of vehicles arriving at the point is greater than the number of vehicles able to traverse the short segment.
2. Recurring points of congestion exist, such as merge or weaving areas and land drops, where the number of vehicles arriving is greater than the number of vehicles traversing the point.
3. In forecasting situations, any location presents a problem when the projected peak hour (or other) flow rate exceeds the estimated capacity of the location.

It is noted that in all cases, breakdown occurs when the ratio of actual arrival flow rate to actual capacity or the forecasted flow rate to estimated capacity exceeds 1.00. Operations at such a point will generally be at or near capacity and downstream operations may be better as vehicles pass the bottleneck (assuming that there are no additional downstream problems). The LOS F operations observed within a queue are the result of a breakdown or bottleneck at a downstream point. The designation "LOS F" is used, therefore, to identify the point of the breakdown or bottleneck, as well as the operations within the queue which forms behind it.

The extent of queuing, and the delays caused by queuing, are of great interest in the analysis of congested freeway segments.



Additional maps and technical documentation used in the preparation of the South Jefferson County Community Plan are available at the Jefferson County Planning Department, 100 Jefferson County Parkway, Suite 3550, Golden, Colorado 80419-3550, telephone No. 271-8700. Examples of the material available include maps of the area's natural features, service district boundaries, roadway levels of service, demographic analysis, and governmental regulations.
