

SOUTH JEFFERSON COUNTY COMMUNITY PLAN



JEFFERSON
COUNTY
PLANNING
&
ZONING
DEPARTMENT





As of the Interim South Jefferson County Community Plan adoption, October 19, 1994

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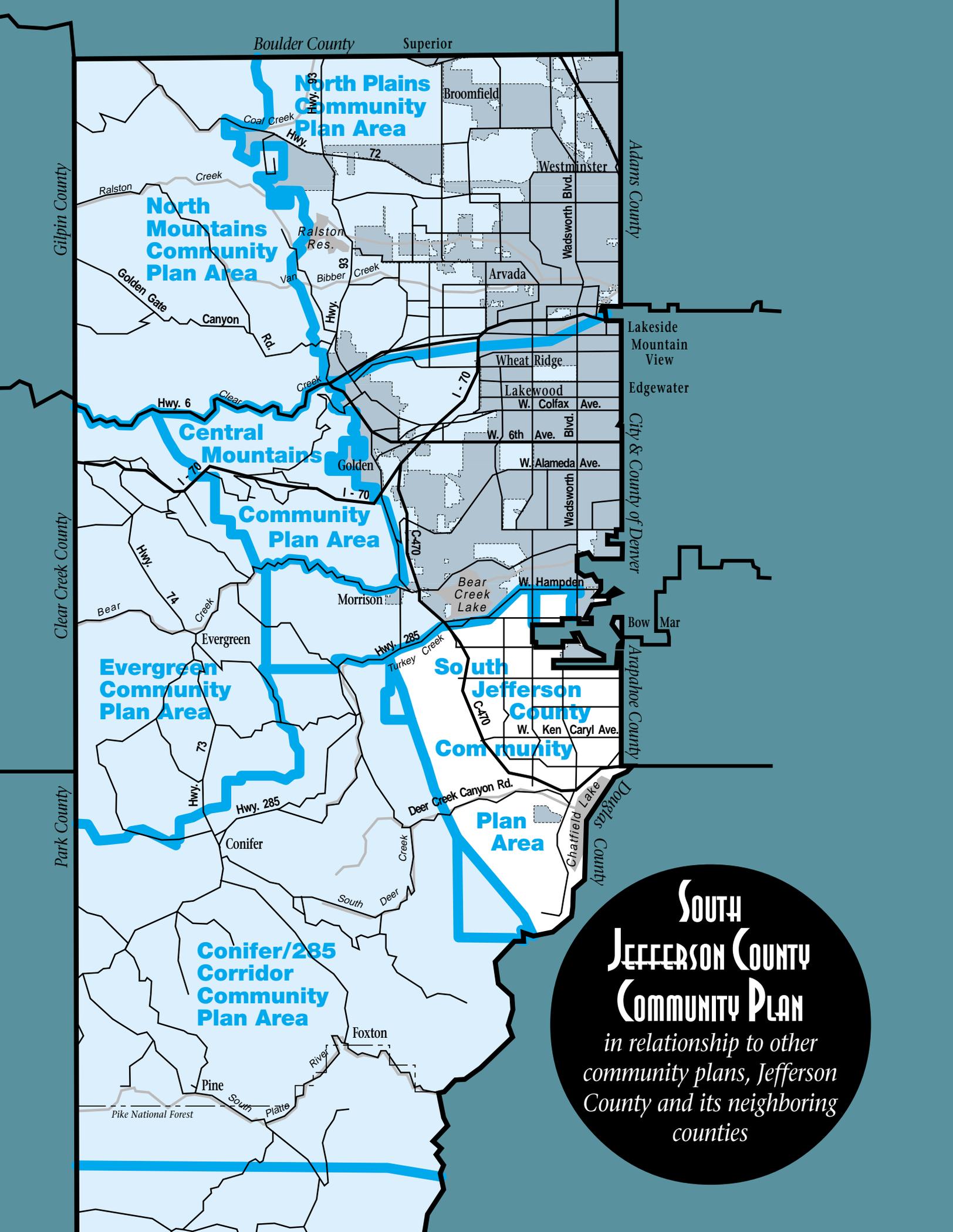
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December, 1995

SOUTH JEFFERSON COUNTY COMMUNITY PLAN

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The South Jefferson County Community Plan also consists of a Trails Inventory Map and Policies under a separate cover. A copy of the South Jefferson County Trails Inventory Map and Policies can be obtained within the Planning and Zoning Department.





**SOUTH
JEFFERSON COUNTY
COMMUNITY PLAN**
*in relationship to other
community plans, Jefferson
County and its neighboring
counties*

ACKNOWLEDGEMENTS

These revisions to the South Jefferson County Community Plan are the result of a year-long review undertaken by the South Jefferson County Focus Group working with the staff of the Jefferson County Planning and Zoning Department. In September of 1993, this Focus Group - representing the many segments and interests of the community - was formed by the Jefferson County Planning and Zoning Department, with guidance from the Board of County Commissioners and the Planning Commission.

From September 1993 through the early summer of 1994, the Planning and Zoning Department worked with the members of the Focus Group to review the current community plan policies. The project managers were Kevin Nichols and Richard Miller, with staff assistance from Bill Roberts. Doyle Harrison was responsible for document production. Phyllis Schenemen, Lisa Vernon and Jo Ellen Blakey provided significant support throughout the project. Other staff members who contributed to this update were: Heather Bennett, Hank Epstein, Karen Hellner, Liza Jackson, Mike Kortendick, Jean Montoya, Jonathan Moore, Marty Ostholthoff, Terri Pieros, Gary Pultz, Doug Reed, Janet

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A special thanks needs to be extended to the Ken Caryl Ranch Master Association, the Jefferson County Schools and Faith Community Church for graciously providing meeting space for the many meetings held over the year. ○



INTRODUCTION

The South Jefferson County Community Plan is a set of policy recommendations developed for the southeastern portion of Jefferson County. Its purpose is to serve as a guide for land use and service decisions now and in the future.

The first version of the Plan was adopted in 1984. 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. In 1987, another Community Advisory Group was convened to review the impacts of that Plan and revise the plan's objectives and policies to meet the changing expectations of residents and the changing development climate.

In September 1993, the Focus Group began work on revisions to the community plan. The Group was faced with an unprecedented set of development pressures spurred by the recovery of the metropolitan economy. For example, high levels of population in-migration into the County and the consequent demand for new single family housing placed enormous pressures on the Activity Centers which had been designated in earlier versions

of the Plan as sites for higher intensity commercial and residential uses. The demand for housing also placed unprecedented pressure on vacant lands west of the Hogback. Amidst these development pressures as well as the twin pressures of the Tabor and Gallagher Amendments, the Focus Group examined in detail all of the substantive areas of the existing Community Plan. During the course of the year many issues were debated, including:

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? Should the boundaries of these development sites be expanded or made more fluid?

Activity Centers - How many should there be, how large should they be, and how much and what types of development should they contain?



Open Space and Parks - Where, how much, and what kind of open space and trail connections are needed to begin to knit the community together?

Downzoning-Replatting - Are current zonings and plats appropriate, and if not, what are the solutions?

Goal Achievement - Are the goals of the 1987 Plan being achieved?

Design - What design standards should be expected for the various types of development? Are there development factors such as environmental impacts which should be considered during zoning application review? Are there now new design issues to be discussed with the completion of C-470 through the community?

The Group wrestled with 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 sense of place. The Focus Group affirmed this sense of place by renewing Plan policies which encourage employment and services close to home.

It should be noted that this revision carries forward a section called "Plan Amendment and Exception Process" from the 1987 Plan. By continuing to include this section, explicit recognition is given to 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.

Unlike previous revisions to this Plan, the Focus Group did not use a consensus-based decision-making process. Rather, the Group provided ideas and comments to the Planning and Zoning Department staff, who then developed draft policy statements reflecting these comments as well as the concerns of other County or public agencies. Points of controversy or disagreement were ultimately resolved by the Planning Commission during the course of the public hearings which were held to review the proposed revisions.

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.

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 Highways 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 other 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. ○



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, particularly as the “baby boom” generation grows older.

The South Jefferson County 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

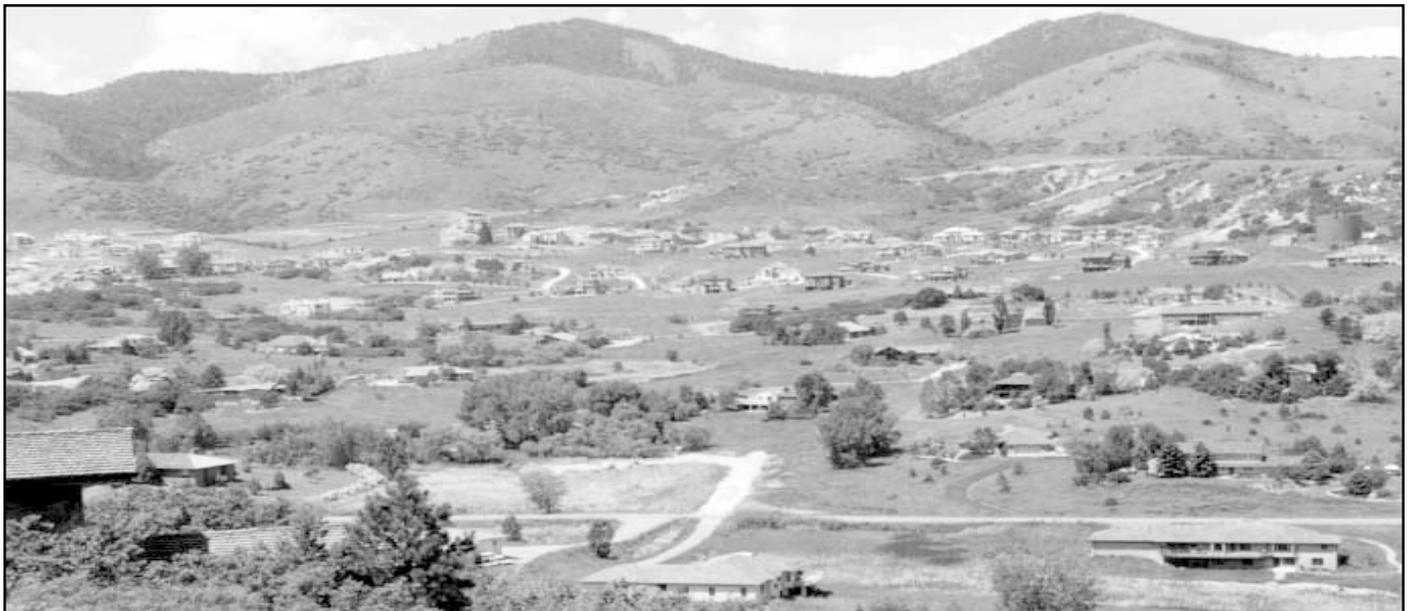
1. Ensure a wide range of housing opportunities by accommodating diversity in housing types, densities, and prices.
2. Assure that adequate public services are and will be available to the residential sector of the community.
3. Protect and enhance property values of existing and future homes.

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.

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. Policies concerning the environment are contained in the Environmental Resources section. ○



EMPLOYMENT

Traditionally, South Jefferson County has been known as a “bedroom” community where residents commute to jobs located well outside of the local community. And while the number of jobs in the community has increased over the years, the majority of residents who work, still depend on employment opportunities within the larger metropolitan area.

This imbalance between workers and local 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.

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., Schuller International or Lockheed Martin.
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.

12. Maintain flexibility in policy recommendations in order to accommodate market shifts.

13. 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 land uses, see the sections regarding Infill Areas, Arterial/Arterial Intersections, and Activity Centers. ○



ACTIVITY CENTERS

Activity Centers are areas capable of supporting a mix of mutually supportive land uses which have a high degree of activity. The land uses envisioned for Activity Centers are intended to serve two purposes: first, to increase the non-residential portion of the County's real estate tax base, particularly in terms of higher-wage employment opportunities; and second, to provide areas for higher density housing and other support services.

To meet these broad purposes, Activity Centers have cores of employment-based land uses (e.g., office, industrial, research and development) which are in turn supported by higher density attached housing, support and highway-oriented retail, child care, educational and religious facilities, recreation, and open space. These areas have highway and arterial vehicular access, a full range of urban services, and the ability to absorb the most adverse impacts of higher intensity, mixed use development without adversely affecting lower density areas.

These areas targeted for more intensive uses are located in a few strategic areas rather than distributed throughout the community. Activity Centers are, by intention, compact in geographic area. They provide focus for the community and convenient access to employment, goods, and services. The Centers pro-

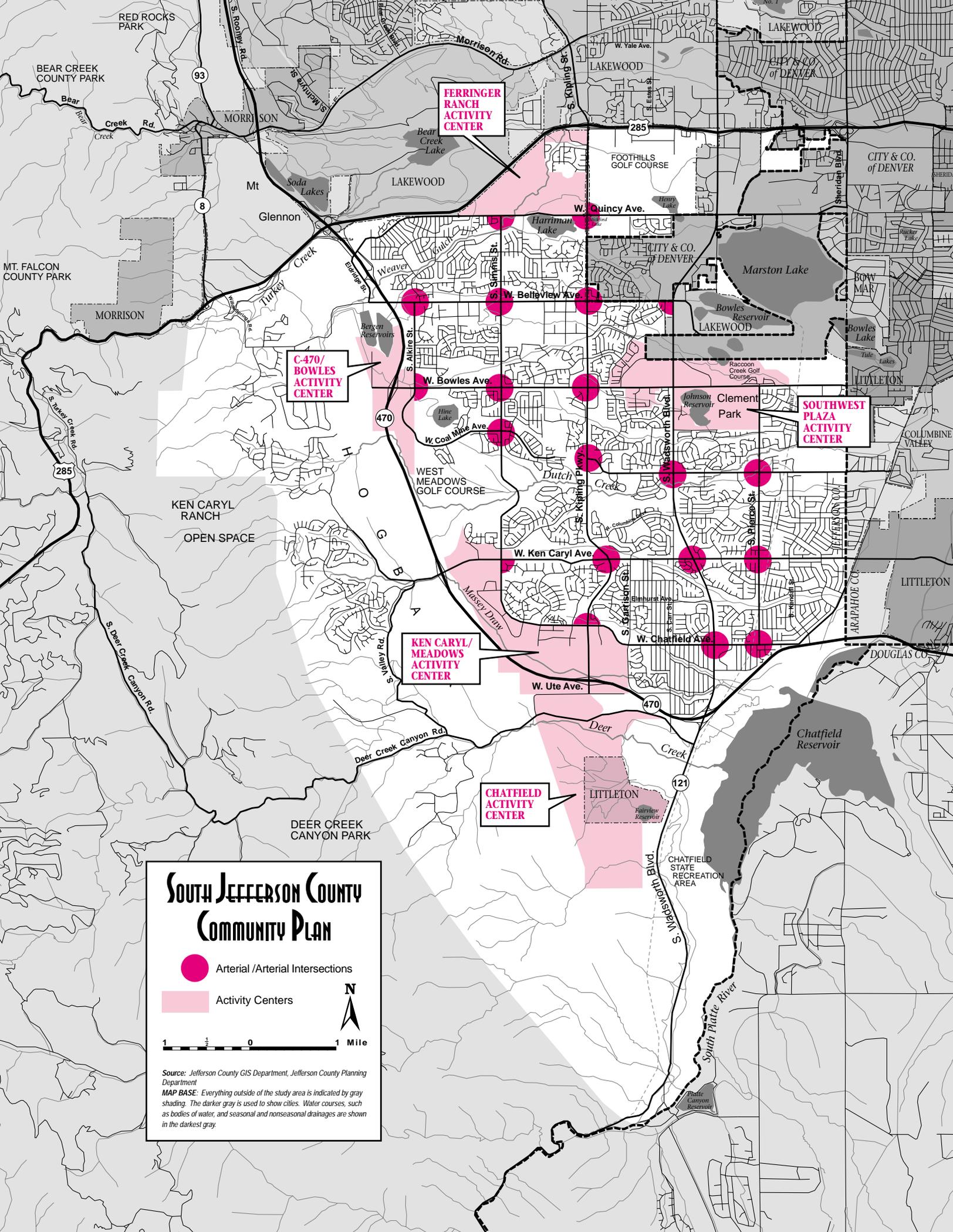
mote the efficient use of land and public services such as water, sanitation, fire and police protection, recreation and open space, and transportation.

There are five Activity Centers defined in this plan:

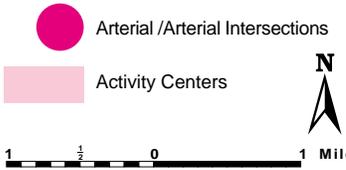
- C-470/Bowles Activity Center
- Ken Caryl/Meadows Activity Center
- Southwest Plaza Activity Center
- Chatfield Activity Center
- Ferringer Ranch Activity Center

One other area which had been established as an Activity Center in the previous versions of this community plan is no longer considered appropriate as an Activity Center. This area—the C-470/Highway 285 Activity Center—is now subject to the policies contained in the Infill section of this plan.





SOUTH JEFFERSON COUNTY COMMUNITY PLAN



Source: Jefferson County GIS Department, Jefferson County Planning Department
 MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in the darkest gray.

**FERRINGER RANCH
ACTIVITY CENTER**

**C-470/
BOWLES
ACTIVITY CENTER**

**KEN CARYL/
MEADOWS
ACTIVITY CENTER**

**CHATFIELD
ACTIVITY CENTER**

**SOUTHWEST
PLAZA
ACTIVITY CENTER**

OBJECTIVES

1. Create predictability and stability for current and future residents by designating where future intensive development will be located. This will avoid potential conflicts. Clear expectations of the nature and intensity of future land uses are important for current and future property owners.
2. Create adequate land supply for future business development to achieve a more balanced tax base and greater opportunities for employment to be located in closer proximity to residents of the area.
3. Provide areas for higher density attached housing to ensure a range of housing opportunities for the community's population.
4. Coordinate and consolidate commercial centers and provide an alternative to "strip" development, or small centers on every corner.
5. Limit the amount of non-local traffic through residential areas by locating Activity Centers along major transportation corridors.
6. Create the opportunity to live in close proximity to places of employment, thereby minimizing traffic congestion and pollution and increasing convenience.
7. Protect existing development from negative impacts of higher intensity development.
8. Encourage development of Activity Centers to their full, logical potential.
9. Adequately separate each Center from other Activity Centers to avoid continuous or strip development.
10. Protect the unique geologic features of the area, including the Hogback and foothills. Encourage less intensive development on the west side of C-470 to preserve view corridors and wildlife habitat.
11. Create a unique identity and style for each Activity Center through cohesive architectural theme, uniform lighting and signage, architectural elements such as clock towers, fountains, and defining boundaries and entries with similar landscape treatments. To satisfy this objective, any new land use proposal should submit evidence indicating how its design standards conform to, or build on, the high quality design and architectural themes of existing development within the same Activity Center.
12. Create a pleasant, safe, and efficient setting for people to shop, live and work.

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

GENERAL POLICIES

1. Activity Centers are appropriate for a broad range of higher intensity uses. In general, retail, office, light industrial and high density residential should be encouraged in Activity Centers as delineated on the Activity Center Concept Maps. Activity Center Concept Maps have been developed only for the C-470/Bowles Activity Center and the Ken Caryl/ Meadows Activity Center.

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. Zoning regulations should 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. Transition from high to lower intensity shall occur within the boundary of each Activity Center. 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) from the central portions of the Activity Center to the Activity Center boundaries.

5. Preserve views to the Hogback, foothills, mountains, and other scenic amenities in determining building height, location, bulk, and spacing.

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

7. Residential densities in South Jefferson County Activity Centers shall be:

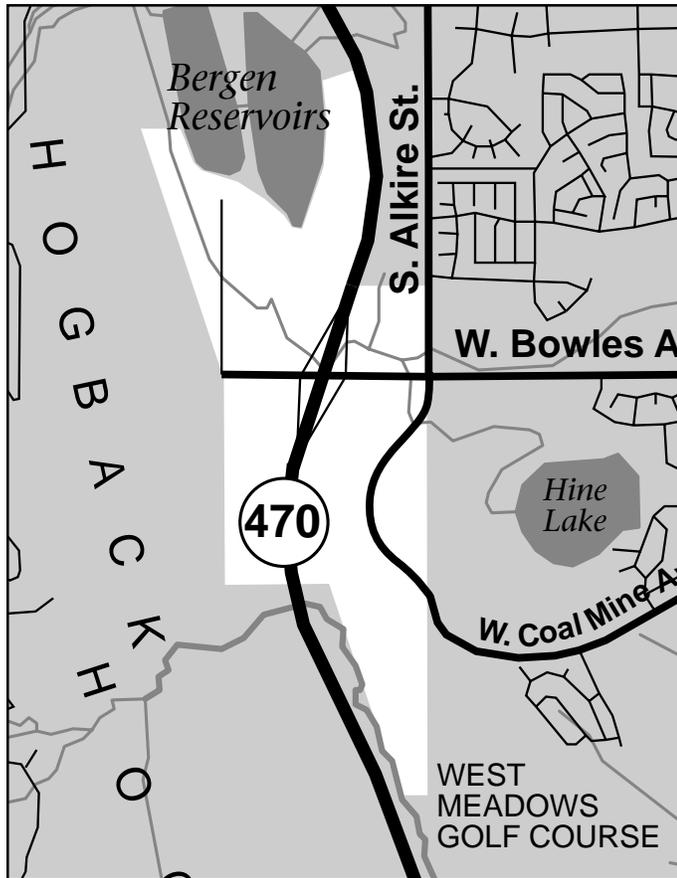
Single Family - less than 8 dwelling units per acre (du/acre). Densities of less than 8 du/acre shall occur at the edge of Activity Centers for transitions to the lower densities outside of Activity Center boundaries where no other type of use or buffering can be used satisfactorily to achieve the needed transition. Single family housing is considered a use with very limited applicability in Activity Centers.

Multifamily - 15 du/acre as a minimum, except where a lower density of attached housing is needed to transition to uses in adjacent areas.

8. The Activity Centers located along C-470 have the highest potential for regional employment center development. Areas key for regional employment center uses should be preserved. In general, those areas closest to the C-470 interchanges are most important to preserve. These developments require a mixed use approach with primary emphasis on higher-wage employment generating uses supported by other suitable uses.

9. Some flexibility in zoning should be allowed and encouraged in Activity Centers to allow the landowner and the County to take advantage of employment opportunities and market fluctuations. Such flexibility should ensure, however, a balanced mix of uses which work together as a unit within the Activity Center. To the maximum extent possible, when changes are necessary to the Activity Center Concept Maps, landowners should coordinate their efforts to ensure that the Center still functions as a unit.

10. Future zonings should coordinate with regional transportation agencies to accommodate Park-n-Ride and other currently planned transportation facilities to enhance their accessibility for future employees.



C-470/Bowles Activity Center

11. Except for the Ferringer Ranch and Chatfield Activity Centers which have strictly limited uses, land uses within the Activity Centers which result in removal of Activity Center designated property from the tax rolls should be carefully evaluated based on the supply, location and feasibility of alternative sites located outside of the Activity Center. These uses may include public open space, public parks, schools, governmental and religious facilities. These uses should be discouraged from occupying critical frontage locations along major arterials unless other non tax-exempt uses can be integrated into the site plan.

Each tax-exempt land use proposal should also be evaluated against the pattern of existing uses and other zoned but undeveloped uses in the entire Center. The tax-exempt proposal must clearly demonstrate that its presence, specific location and scale and range of activities will not compromise the fundamental purposes of the Center. This showing will include an assessment of the impact of the tax-exempt use as a separate development as well as the cumulative effect it might have when taken together with any other similar existing or zoned uses in the Center.

12. Protect, and where possible, preserve known wildlife habitat, such as wetlands, and maintain an adequate open space/wildlife buffer along known migration routes.

13. Where possible, provide safe pedestrian-oriented spaces within each Activity Center, connecting to other portions of the Activity Center. These pedestrian spaces should include areas for local artist displays, outdoor cafes, and cultural enrichment.

14. Create a pedestrian/bike connection along drainage areas and other trail connections to link residential areas to Activity Centers. As much as possible, these trail links should be preplanned and reflected in the master plan documents of the Jefferson County Open Space Department and local park and recreation districts.

15. Provide transit connection points including Park-n-Ride lots at appropriate locations within Activity Centers where such facilities would not preclude or substantially reduce employment-oriented land uses.

C-470/BOWLES ACTIVITY CENTER POLICIES

1. The portion of agricultural zoning within this Activity Center is appropriate for multifamily, light industrial, and research and development-type uses.

2. The C-470/Bowles Activity Center should be developed as a mixed use Activity Center with retail, office, light industrial, residential, religious and educational uses. Development proposals shall be evaluated against the Activity Center Concept Map for this area and applicable development and design standards.

The following development standards shall apply to this Activity Center (excluding the Dakota Ridge High School site):

% of acreage of Activity center	Land use
60% (Minimum)	Office/industrial
30% (Maximum)	Residential
10% (Maximum)	Retail (highway-oriented retail uses should be predominant)

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

4. Development on the west side of C-470 should preserve the relatively undisturbed character of the Hogback and its wildlife values.

5. Residential uses south or north of Bowles Avenue and east of C-470 are appropriate only when it can be clearly shown that roadway noise can be mitigated either through the use of prevailing topography or other mitigation strategies. Further, no new residential uses should be approved for the quadrants formed by the intersection of Bowles Avenue and Alkire Street for a distance of 850 feet as measured from the centerlines of the roadways.

6. New development proposals shall establish view corridors and maximum building heights to protect views to the Hogback and mountain front.

KEN CARYL / MEADOWS ACTIVITY CENTER POLICIES

1. The Ken Caryl/ Meadows Activity Center is the community's most strategic area for future economic development as an employment center. Kipling Parkway and Ken Caryl Avenue are viewed as the principal gateways to this Activity Center.

2. The frontage along Kipling Parkway should be preserved for high-wage employment uses. No more than 15% of the frontage along Kipling Parkway should be devoted to retail uses.

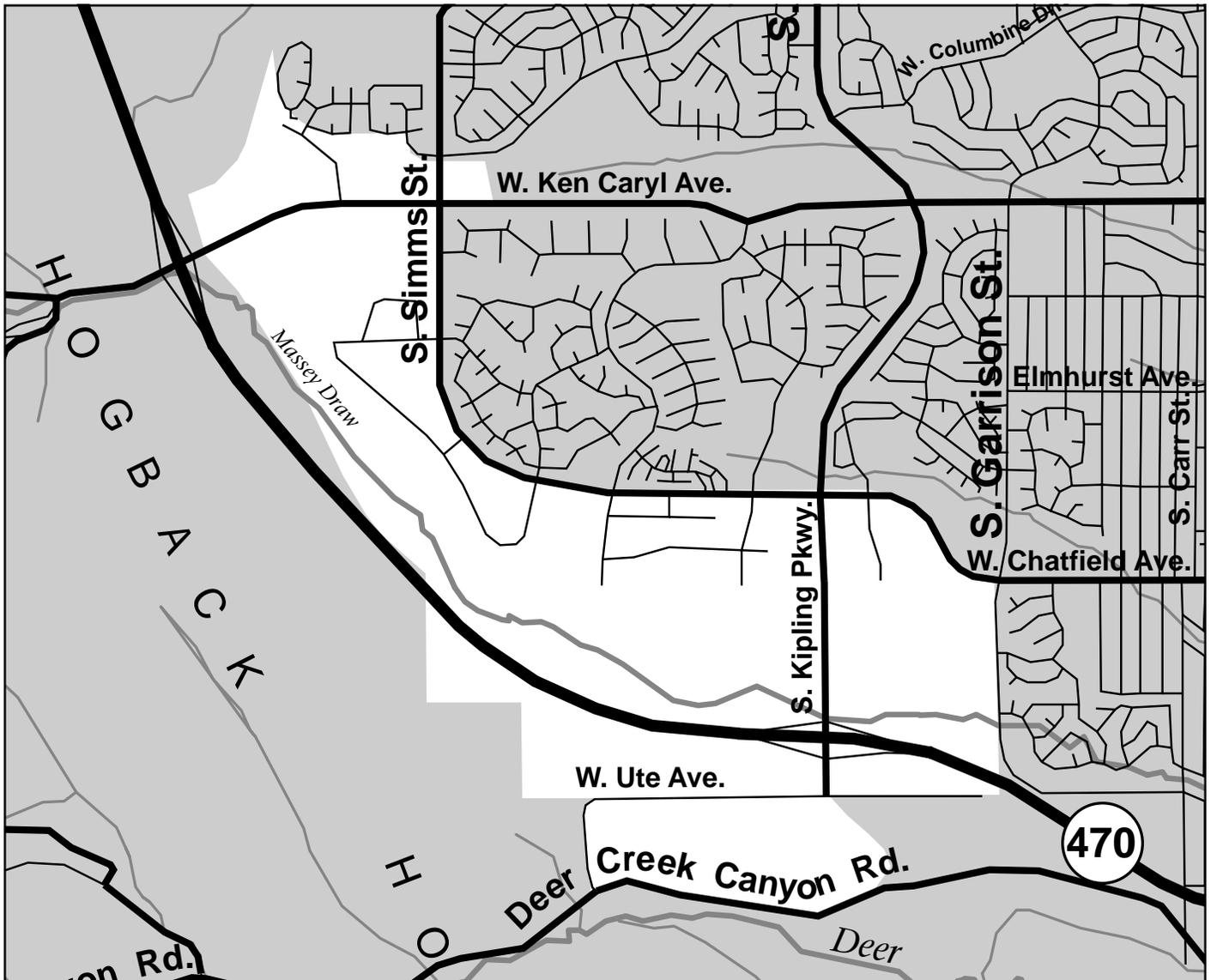
3. The Ken Caryl/ Meadows Activity Center should be developed as a mixed use area. Development proposals shall be evaluated against the Activity Center Concept Map for this area and applicable development and design standards.

The following development standards shall apply to this Activity Center:

% of acreage of Activity center	Land use
60% (Minimum)	Office/Industrial Residential Retail
30% (Maximum)	
10% (Maximum)	

4. 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.

5. A major open space corridor along Deer Creek and a clear and distinct separation between this Center and Deer Creek



Ken Caryl /Meadows Activity Center

Canyon Road 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.

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

7. A buffer shall be required along the easterly side of C-470 for any new development proposals within this Activity Center.

8. The wetlands along Massey Draw should be preserved in developing this area.

9. Trail connections should be provided to the existing C-470 and Kipling Parkway trails and the Chatfield Arboretum.

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, with office and business center uses as well as a major health and recreation area.

2. The viability of the above activities should be maintained.

3. This Center is recommended for mixed use that includes recreation, office, commercial, and multifamily developments. Existing multifamily uses should be preserved. Also, additional multifamily uses should be considered when new zonings or redevelopment proposals are evaluated to provide a better balance of jobs and housing. In particular, there is a need for affordable housing to serve retail workers in the area.

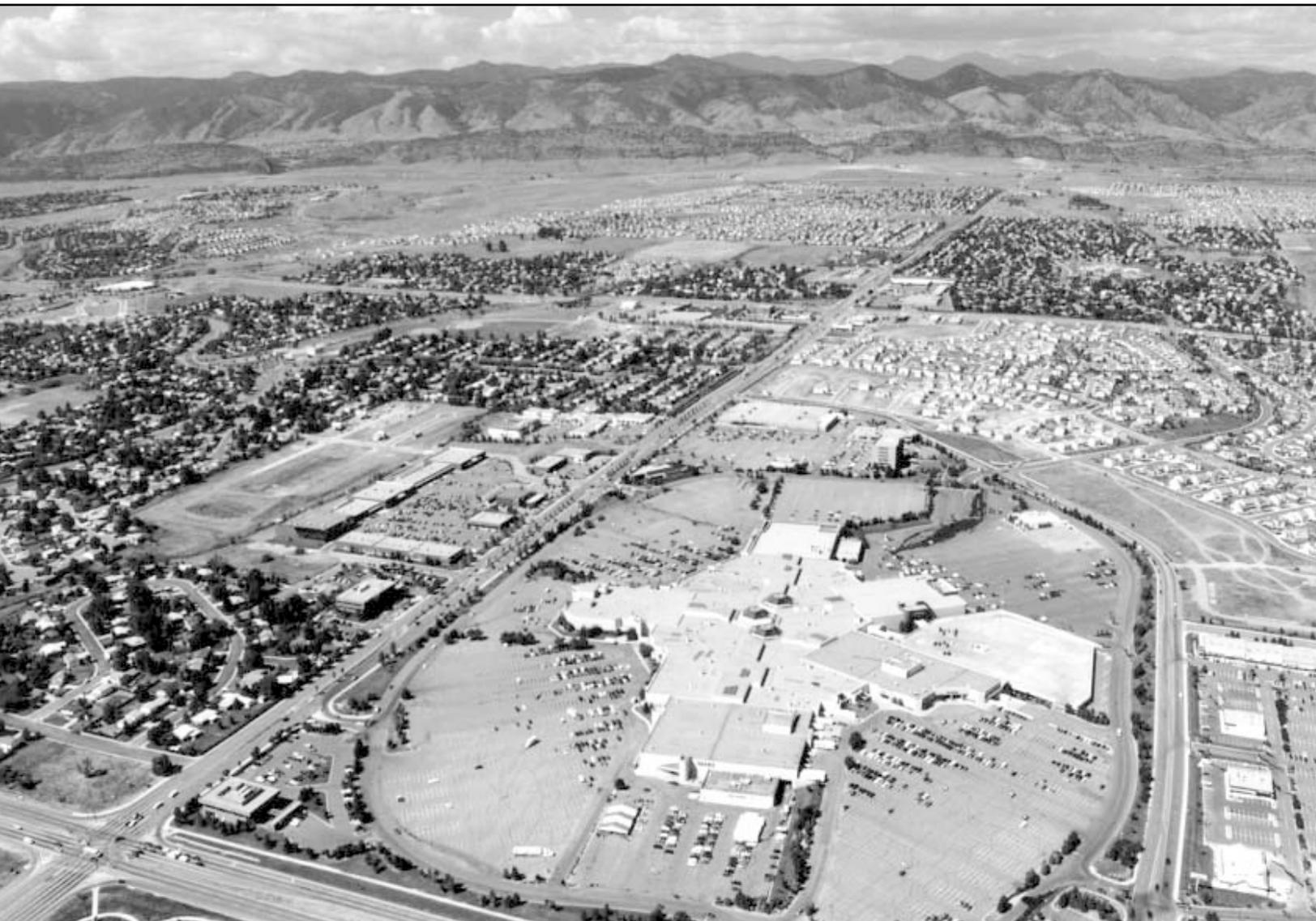
4. Access should be located as far as feasible from the intersection of Bowles Avenue and Wadsworth Boulevard.

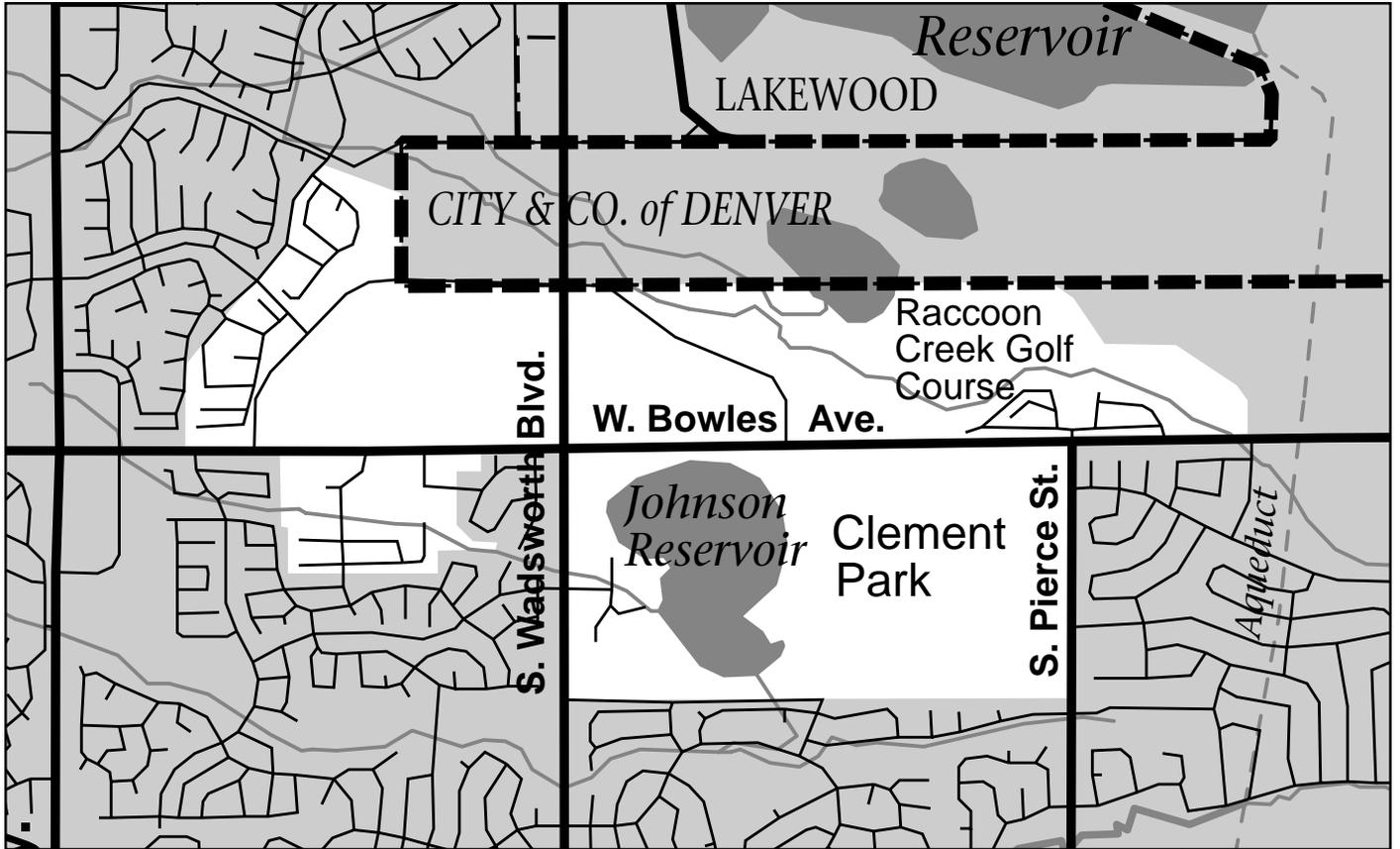
5. Easy access from one area to another for vehicular traffic, as well as for pedestrian and cyclists, should be provided.

6. Jefferson County, the City of Lakewood, the City and County of Denver and the State Department of Transportation should coordinate development and access plans.

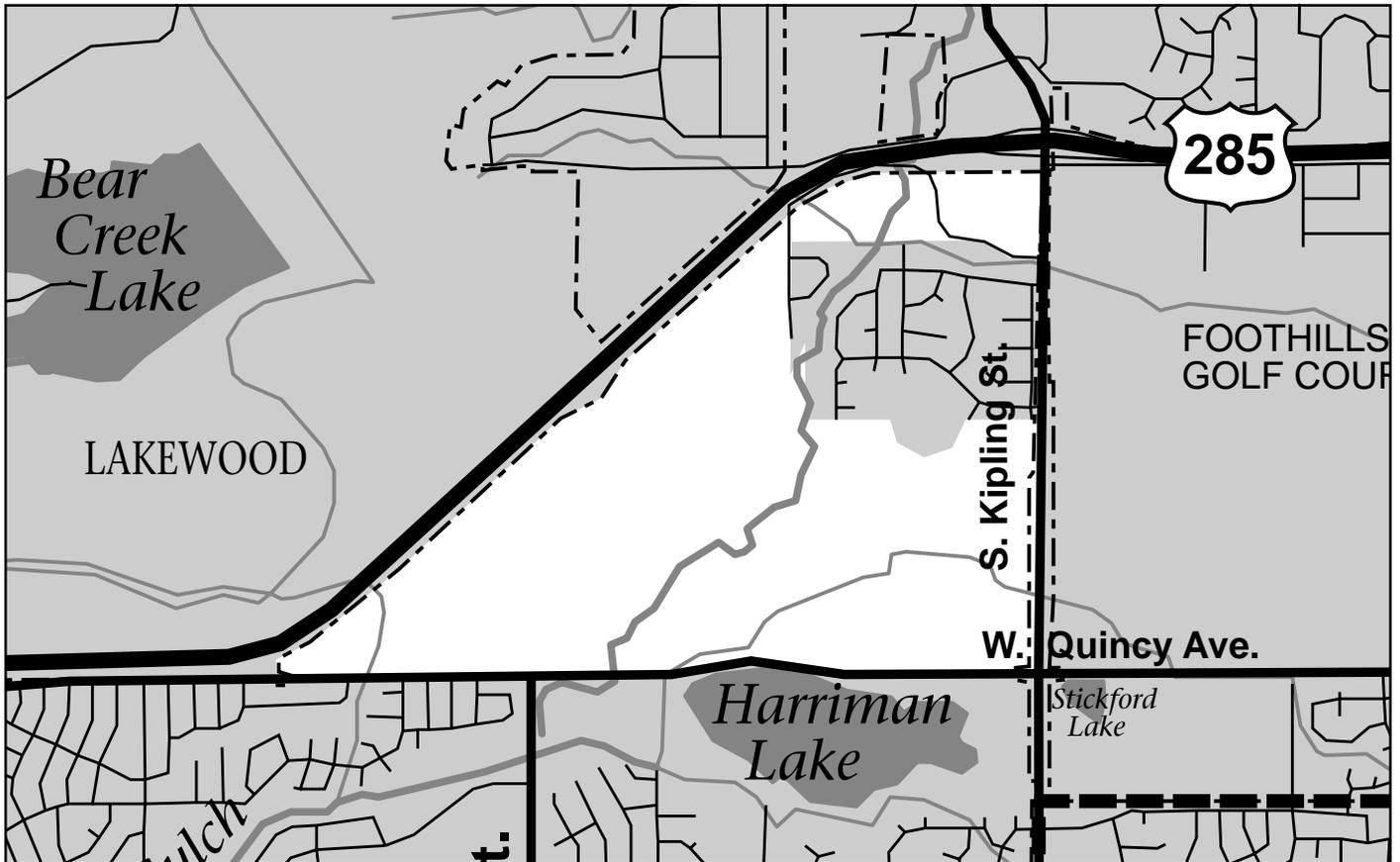
7. Taller buildings may be appropriate within this Activity Center. However, consideration shall be given to view corridors to the mountain front from then existing development.

8. Roof lines should be designed to minimize the visual impacts of roof-top mechanical equipment (for example, appropriate screening).





Southwest Plaza Activity Center



Ferring Ranch Activity Center

FERRINGER RANCH ACTIVITY CENTER POLICIES

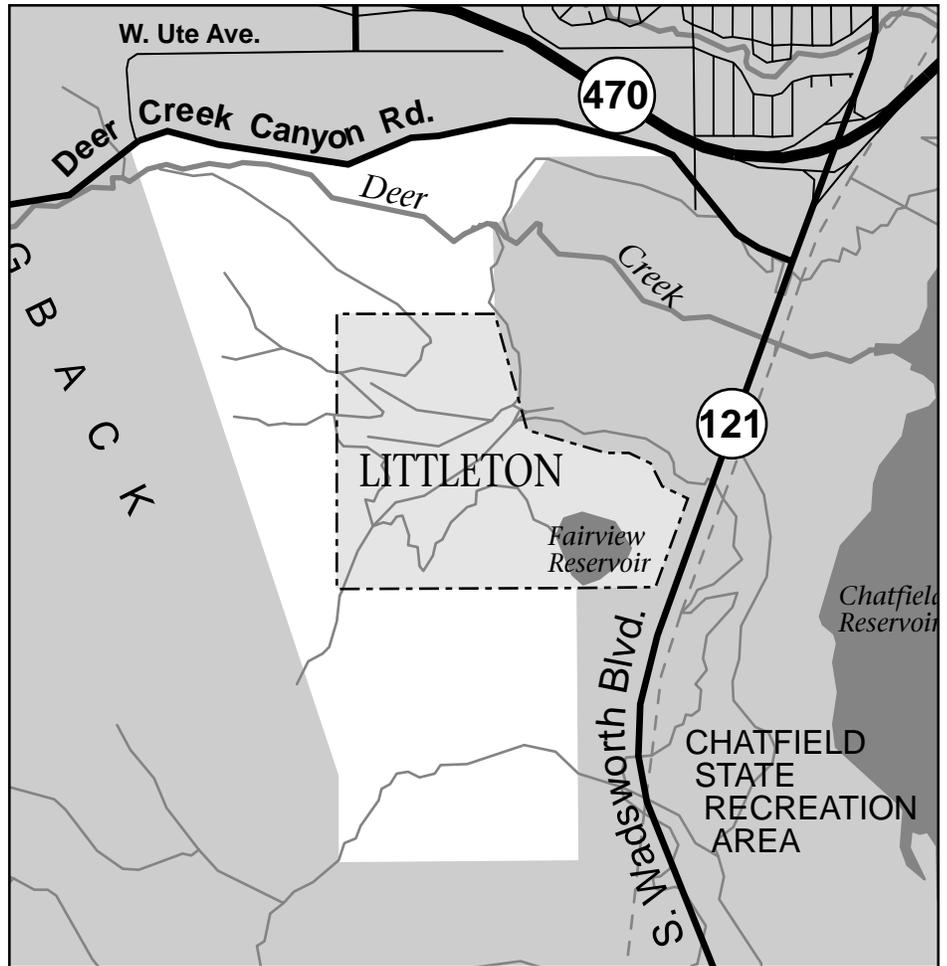
1. The Ferringer Ranch Activity Center is considered to be an area appropriate for much less intensive development than the other Activity Centers designated in this plan.

2. The primary emphasis should be on public uses such as open space, parks, fairgrounds, educational facilities, and other governmental and community uses. Such uses should incorporate a high degree of open space, and traffic impacts should not exceed the equivalent of infill densities allowed.

3. Other appropriate uses include:

- residential at densities not to exceed 10 du/acre
- retail-neighborhood support uses

4. In the event an interchange is built at the intersection of Simms Street and US 285 (Hampden Avenue), the Ferringer Ranch Activity Center should be reevaluated by the community and the Planning Commission.



Chatfield Activity Center

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.

4. All development should conform to the following:

- a. no nonresidential traffic should be allowed through residential areas;
- b. the area close to Highway 121 should remain non residential; and
- c. a minimum of 50% open space should be required.

5. The number of access points onto Highway 121 and Deer Creek Canyon Road shall be limited.

6. 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 Criteria should be applied to give special consideration to view corridors, maintaining a feeling of openness and compatibility with adjacent uses.

7. 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 Ken Caryl/Meadows 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 municipal boundary of Littleton.

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%.

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



REDEVELOPMENT OF KIPLING HILLS POLICIES

1. The Kipling Hills subdivision should not be included in the Southwest Plaza Activity Center at this time. Inclusion should be considered only after public hearings are held by the Planning Commission.

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 D 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.

IMPLEMENTATION

To successfully implement an Activity Center over time, the County cannot simply respond to rezoning cases on a case-by-case basis. Proactive strategies should be taken which may include:

1. County-initiated rezoning of Activity Centers which may be improperly zoned at the current time.

2. Land banking of key parcels which may take years to develop under normal market conditions.

3. Financial incentives such as use of the County's bond authority, block grant funds, creation of enterprise zones, tax deferments, assistance in constructing needed infrastructure, and job training.

4. Detailed market studies by the Jefferson Economic Council and others in identifying business sectors most likely to locate in this area. ○

ARTERIAL/ARTERIAL INTERSECTIONS

Arterial roads are designed to move large volumes of traffic efficiently and at relatively high speeds, and to provide reasonable access to adjoining parcels of land. The highly visible quadrants formed by these intersecting arterials have been traditionally viewed as appropriate for higher intensity land uses, such as: retail, office, light industrial, and high density residential projects.

All development located at these intersections must be carefully planned and coordinated with existing development to avoid negative impacts to traffic capacity and adjacent land uses. Development along arterials should transition into the surrounding neighborhood, both in terms of land use and design features. 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 roadway centerlines.

OBJECTIVES

1. Ensure any proposed development does not negatively impact the efficiency of vehicular and pedestrian circulation. Project entries should be coordinated among several uses where feasible and designed to move traffic efficiently on and off the arterials.
2. Discourage regional uses along arterials. These uses are more appropriate for Activity Centers.
3. A variety of uses should be permitted along the arterial frontage with adequate separation and varying setbacks between developments to prevent the appearance of “strip development”. (See the Design Guidelines section of the Plan.)
4. Avoid or mitigate all negative building and site design impacts on surrounding properties and the overall community.
5. Performance standards for proposed development shall be established at the time of zoning to assure conformance with the Design Guidelines section.
6. A variety of land uses should be permitted to provide employment, service and retail opportunities.

7. Zoning should provide flexible standards through the Planned Development process; and use, density, and gross leasable area should be evaluated based upon merits of the proposal and amenities offered by the project.

POLICIES RESIDENTIAL

1. Single and multifamily dwelling units shall be permitted. Density may exceed 10 du/acre provided traffic impacts during peak hours do not exceed the amount of traffic that would be produced from a commercial development on the site. Densities for all types of housing shall be determined by compatibility with adjacent land uses, traffic capability of the arterials, density of surrounding residential areas, and availability of necessary services in close proximity. Multifamily projects shall be 16 du/acre or less and limited in height to 35 feet.
2. All residential developments shall provide pedestrian connections to common open space and to the boundary of the development. Open space for active and passive recreational uses should be provided for residents.
3. Parking and service areas development shall be located such that they are visually screened from the arterials, either by the buildings or landscape features.
4. When residential developments back an arterial, a variety of fencing materials, landscape treatments, and variation in the setbacks of fencing shall be incorporated to prevent the “walled-effect” along arterials.

COMMERCIAL & OFFICE

1. Commercial uses at Arterial/Arterial Intersections should be limited in scale to that of a neighborhood center. A neighborhood center:

a. draws traffic from adjacent neighborhoods (not regional traffic).

b. has a maximum of 300,000 square feet gross leasable area (this includes all quadrants at the intersection). Additional gross leasable area may be allowed if the visual appearance of the development will be substantially improved as a result of the new development and traffic impacts can be mitigated. In determining appropriate gross leasable area for a proposed development, existing traffic conditions, access, and compatibility with existing land use shall be considered.

c. is mixed use and may not be predominately retail (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 square foot 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 square foot gross leasable area non residential maximum.

3. Development should coordinate vehicular and pedestrian circulation, signage, and landscape design with adjoining properties.

4. Development incentives, such as increased density or gross leasable area should be granted for amenities such as outdoor plazas, fountains, clock towers, art objects, unique pedestrian orientation features, and other creative design features.

5. Native and drought-resistant trees and plant materials are encouraged for all required landscaping.

6. Retail and office centers should have definite boundaries. Adequate buffering shall be provided for centers adjacent to residential areas.

7. Development shall provide pedestrian connections to common open space and to the boundary of the development. Open space for active and passive recreational uses should be provided.





LIGHT INDUSTRIAL

1. Low impact, light industrial uses (including mini-storage) are permitted. Architectural style and site design features for light industrial uses shall complement other developments in the immediate area. (See Design Guidelines section for design criteria for mini-storage development.)

EXPANSION OF COMMERCIAL CENTERS

1. Expansion of commercial centers onto parcels which abut existing housing or onto parcels zoned for 10 du/acre 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 section of the Plan to assure compatibility with the adjacent residential areas.

2. Nonresidential uses should not extend beyond 850 feet as measured from the intersection of the arterial roadway centerlines.

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 square feet of nonretail development (one-half of the total allowed for an Arterial/Arterial intersection).

CROSSINGS BETWEEN C-470 & ARTERIALS

1. Areas where C-470 crosses an Arterial without an interchange, such as C-470 and West Bellevue Avenue, are not considered Arterial/Arterial intersections. These areas are subject to the infill policies. ○

INFILL AREAS

Infill areas, in the context of this Plan, simply refer to land outside of Activity Centers and Arterial/Arterial Intersections, but within the study area. The parcels of land which are subject to infill policies vary in size from large to small and, in many cases, are now surrounded by residential and commercial development.

With the rebound of the local economy, development pressures have intensified in recent years, increasing the likelihood of rezoning proposals for these remaining vacant tracts of land. The magnitude and type of future development and the possible community impacts of that development are thus of significant concern.

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, the suitability of the proposed uses to existing environmental conditions, and conformance to the appropriate design criteria of the Design Guidelines section.

The Community Plan recommends the following policies to ensure that the development of all infill areas is compatible with the immediately adjacent neighborhoods. These policies 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.
3. Ensure that uses are environmentally suitable and that environmentally sensitive or unique lands are protected or preserved.
4. Create and maintain a quality residential environment by providing housing opportunities for people of all ages, and for a range of income levels.

5. Consider impacts to the transportation system and to the natural environment when determining densities.

6. Establish design criteria which, when implemented, may result in a higher degree of compatibility.

GENERAL POLICIES

1. In reviewing proposals for rezoning, adjacent undeveloped lands owned and controlled by the same parties, should be comprehensively planned.

2. The density range should be 1 to 10 du/acre except as noted otherwise. To achieve a density in the range of 4 to 10 du/acre, a proposal must meet all of the Special Housing Criteria listed in the Design Guidelines section of this Plan.

3. Lower density developments with densities less than 4 du/acre will be awarded on a scale based on conformance to the Special Housing Criteria listed in the Design Guidelines section of this Plan.

4. Densities higher than 10 du/acre may be allowed for elderly housing projects where it can be shown that traffic impacts will not exceed the equivalent of 10 du/acre and project design is compatible with surrounding areas. Building character, setbacks, height, mass and buffering of parking lots should all be considered in determining whether such projects are compatible.

SPECIAL CHARACTER

1. South Jefferson County has several unique areas whose special character should be preserved: Montgomery Acres; Belleview Avenue in the area of South Eldridge Street and east of the Hogback; the Jefferson Avenue and Carr Street neighborhood; and Bowles Avenue in the area of South Eaton Lane. The

existing character of these areas - viewed in terms of overall area density, lot size, lot shape, land uses, architectural character and the like - should be used as the basis to evaluate any new rezoning or other land use proposed for these areas. The objective of identifying these special areas is to maintain their existing character to the most practical extent possible. Extensive community involvement is also expected prior to any public hearing or review of a land development proposal for these areas.

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 if soil and bedrock conditions support septic systems in this type of development pattern and the massing of buildings is compatible with adjacent development.

HOGBACK & THE MOUNTAIN FRONT POLICIES

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, such uses shall conform strictly to the Hogback and Mountain Design Policies outlined in the Design Guidelines section of this Plan.

3. Under no circumstances should a rezoning to more intensive uses be supported for parcels located on the Hogback or on the mountain front unless such density can be sited in suitable or appropriate locations. Suitability shall be evaluated in terms of overall project density, degree of visibility, potential for screening and buffering, and degree of scarring or disturbance.

HOGBACK VALLEY

The Hogback Valley areas are unique geologic and environmental resources and should be preserved in their natural state to the greatest extent possible. Densities and development patterns should reflect a careful balance between the unique and highly sensitive environmental conditions of these areas and uses by people.

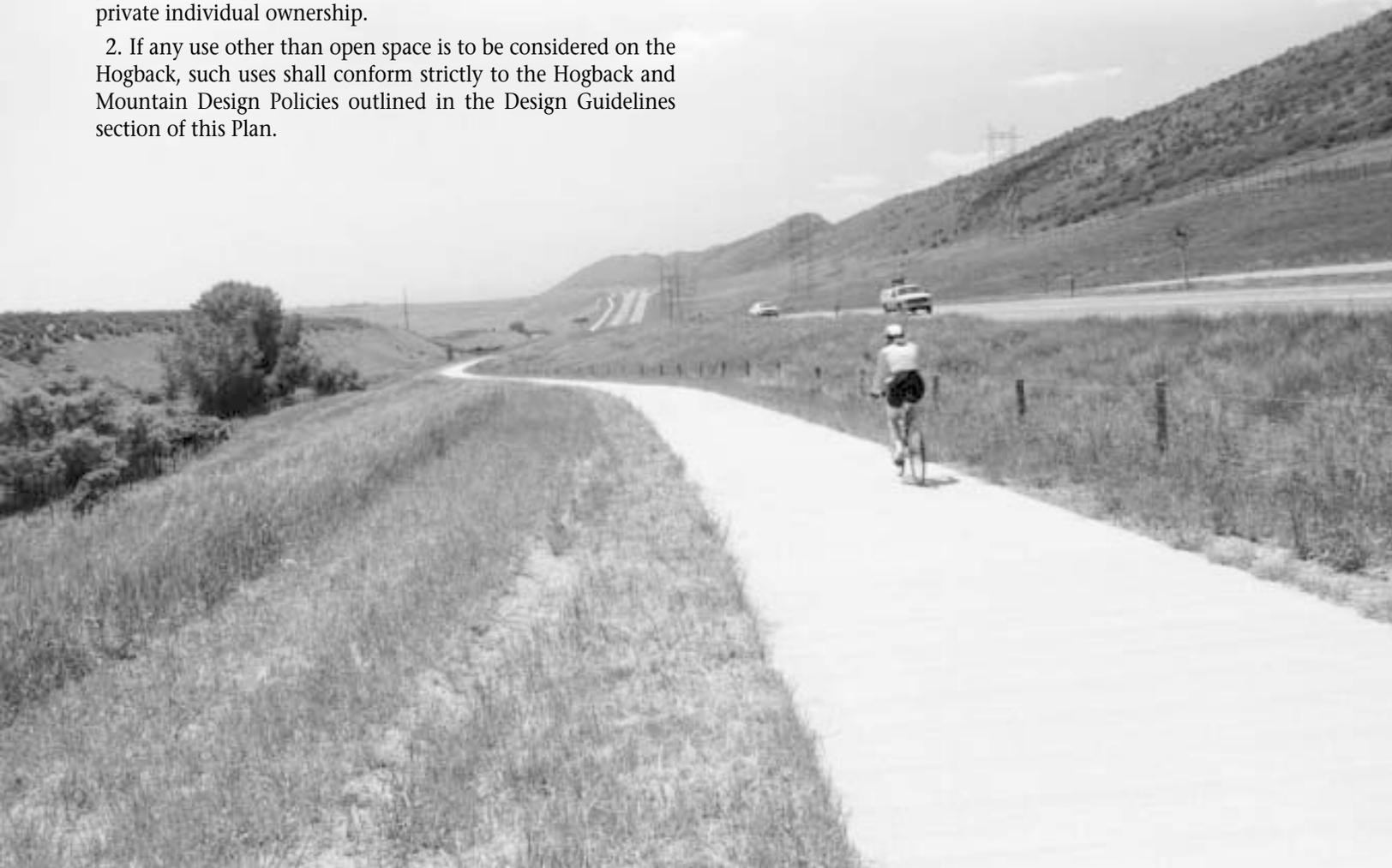
Three general areas of consideration should guide the review of development proposals for land in the Hogback Valley:

1. Do the existing infrastructure systems have the capacity to handle the additional demands which might result from the proposed development and, if not, do expansions to these systems make sense in light of prevailing community character?

2. Is the proposal compatible with the existing community character in terms of uses, lot sizes, and architectural character?

3. Are there environmental or ecosystem factors which might be adversely affected by the development proposal?

In addition to these general areas of concern, development in the Hogback Valley should conform to the following:



1. Development in the valley west of the Hogback should emphasize a large amount of open space. Hogback and Mountain Design Policies shall be applied to and incorporated into any new zoning proposal.

2. Any development allowed should strive to preserve the scenic resources of the area and ensure compatibility with its natural amenities.

AREA WEST OF THE HOGBACK BETWEEN KEN CARVL NORTH RANCH & U.S. 285

(Areas "A West" & "A East" on Map)

To preserve the unique character of this area and preserve significant wildlife habitat, detached single family housing development proposals should be evaluated based upon the following criteria:

1. Provisions for protecting views from within the project and from outside of the project area;
2. Provisions for protecting existing site features such as rock outcroppings, wetlands or other geologic/environmental resources;
3. Provisions for buffering and transitions between uses;
4. Provisions for internal circulation and for ensuring that the external road networks do not become overloaded as a result of the project;

5. Provisions for excellent architectural and site design including building materials; building types; building orientation, separation, massing and height; lot layout and fencing; and overall integration of the project site into existing community development pattern and prevailing topography and setting;

6. Provisions for public water and sewer or site design conforming to appropriate lot size standards for well and septic (1 du/5 acre).

7. Provisions for preserving historic, archaeological, and paleontological resources.

The following standards shall also apply to traditional single family developments:

1. Maximum gross density:
 - 1 du/acre in area "A West"
 - 1 du/5 acres in area "A East" (valley area between Hogback and mini-hogback)
2. Minimum lot size:
 - 20,000 square feet in area "A West"
 - 2 acres in area "A East" exclusive of slopes exceeding 30% and 100-year floodplains
3. Maximum lot coverage by structures (i.e., anything under a roof): 25% of lot area
4. Maximum building height (where height is defined as the distance between the lowest point at natural grade and the highest point at the roofline along a building facade): 35 feet





5. Minimum separation between buildings:

- 50 feet - area "A West"
- 100 feet - area "A East"

6. Minimum common open space (not including the yards of individual lots): 15%

7. Served by both public water and public sewer

These standards may be altered for development that can demonstrate exceptional conformance to the criteria and a minimum amount of 50% open space, but in no case shall the maximum gross density be exceeded.

AREA WEST OF THE HOGBACK & SOUTH OF DEER CREEK CANYON ROAD

1. Gross density shall not exceed 1 du/5 acres. Housing types should be limited to single family detached homes. A minimum lot size of 3 acres shall apply. To achieve the maximum gross density and the minimum lot size in particular, the proposed development shall demonstrate conformance to the following criteria:

a. Provisions for protecting views from within the project and from outside of the project area;

b. Provisions for protecting existing site features such as rock outcroppings, wetlands or other geologic/environmental resources;

c. Provisions for buffering and transitions between uses;

d. Provisions for internal circulation and for ensuring that the external road networks do not become overloaded as a result of the project;

e. Provisions for excellent architectural and site design including building materials; building types; building orientation, separation, massing and height; lot layout and fencing; and overall integration of the project site into the existing community development pattern; and prevailing topography and setting;

f. Provisions for public water and sewer or site design conforming to appropriate lot size standards for well and septic (1 du/5 acre);

g. Provisions for preserving historic, archaeological, and paleontological resources.

2. All new zoning proposals shall show a high degree of conformance with the Hogback and Mountain Design Policies in the Design Guidelines section of this Plan.

3. In no case shall density exceed 1 du/5 acres gross density.

AREA WEST OF THE HOGBACK BETWEEN HEN CAROL NORTH RANCH & DEER CREEK CANYON ROAD

1. Maintain or decrease densities and land uses in effect at the time of Plan adoption.
2. Demonstrate high conformance to the Hogback and Mountain Design Policies in the Design Guidelines 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 on infill parcels these uses (not including retail) must:

1. Abut an arterial roadway;
2. Not exceed 15 acres in total, on both sides of the arterial roadway, between Arterial/Arterial Intersections. This 15 acre limitation does not include nonresidential uses within Arterial/Arterial Intersection boundaries;
3. Not exceed 660 feet (in total, taken from both sides of the roadway) of frontage of these uses between Arterial/Arterial Intersections. This 660 foot frontage limitation should apply to both vacant tracts and to the conversion or development of existing home sites; such development should be reviewed on a case-by-case basis provided 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; and
6. Conform to all applicable policies of the Design Guidelines section.

RETAIL

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

1. These infill commercial centers may be up to 50,000 square feet, but should be of a scale appropriate to serve the 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 uses permitted as a part of a residentially-oriented Planned Development may exceed the trip generation limits of 70 trips per day per acre.
4. These support retail uses shall abut an arterial roadway.
5. Conform to all applicable policies of the Design Guidelines section.

INDUSTRIAL

OBJECTIVES

1. Support employment growth.
2. Prevent negative impacts of adjacent uses (traffic, noise, glare, pollution, 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 infill commercial centers provided the appropriate design guidelines and policies can be satisfied.

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 infill commercial 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 current zoning for that portion of Grant Ranch located within unincorporated Jefferson County is appropriate.

Any future development of those portions of Grant Ranch located within the municipal boundaries of Lakewood or the City and County of Denver should be governed by an intergovernmental agreement approved by the affected local governments, including Jefferson County. Because of its unique character, any future rezoning of this part of Grant Ranch should be undertaken as a Plan Exception. Particular emphasis should be placed on traffic circulation, impacts to public facilities and services, and the preservation of the site's unique environmental features.

FORMER C-470/U.S. 285 ACTIVITY CENTER

The status of this former Activity Center should be reevaluated when and if new access ramps are proposed to be constructed for the intersection of C-470, U.S. 285 and West Quincy Avenue. Until such time, new zoning proposals for this area should be evaluated under the terms of the Plan Exception Process. Higher density multifamily residential uses should be encouraged as should smaller scale office/commercial projects and/or smaller scale mixed use projects. Particular emphasis should be given to visual impacts since the area serves as a major gateway to the mountains and the South Jefferson County community. Higher intensity proposals should also provide adequate buffering to the surrounding residential uses. ○

TRANSPORTATION

One of the critical factors affecting the perception of the quality of community life 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 demand. 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. The County is in a difficult position with 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 because of the County's direct role in road building and maintenance.

OBJECTIVES

1. Prevent additional deterioration of service quality.
2. Obtain significant new funds.
3. Upgrade existing deficient 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.



POLICIES

ULTIMATE LEVEL OF SERVICE

1. A Level of Service D 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. However, at no time should the Level of Service drop below E. (See Appendix for a description of Level of Service.)

No new zoning should permanently reduce the Level of Service (LOS) beyond D. 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 LOS for the system.

NUMBER OF LANES

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

INTERCHANGES

1. The desirability of building interchanges between designated east-west and north-south arterials as a means of maintaining the target LOS needs to be reevaluated in light of recent State constitutional amendments and new federal transportation planning requirements.

ENHANCE NORTH-SOUTH & EAST-WEST ACCESS

As roadways are studied for improvement, the following design guidelines should be followed:

1. Provide a limited number of traffic signals.
2. Accommodate right-in, right-out movements at minor intersections.
3. Allow posted speeds of 40 miles per hour or greater, where possible.
4. Provide more frequent access points than on a freeway.
5. Provide intensive landscaping and buffering.
6. Maintain safety if traffic signals are eliminated.
7. Minimize impacts associated with upgrading, e.g., changes to existing traffic patterns due to rerouting of internal traffic and longer routes through subdivisions.
8. Avoid disruption of school attendance areas.
9. Maintain (when possible) existing or planned access to commercial areas.
10. Protect existing and future homes from fumes, noise and headlight glare.
11. Minimize air pollution from automobile traffic.
12. Protect community facilities, e.g., schools, parks, and recreation centers.

ENHANCE INTERNAL ACCESS

1. Encourage road linkages between residential subdivisions, to enhance accessibility and to help alleviate congestion on arterial roadways. By providing interconnected subdivisions, some of the local traffic can be shifted to internal local streets, thereby reducing traffic loads on the major roadways.

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. Funding methods should ensure an equitable sharing of the costs for road improvements between existing and future users.
4. The following methods are preferred transportation funding alternatives:
 - a. Sales tax specifically designated for road construction.
 - 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. Government bond financing should be used in order to increase the rate at which improvements can be made.
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.

TIMING OF DEVELOPMENT & ROAD IMPROVEMENTS

1. No land use shall reduce the transportation LOS below D at the time of “planned buildout”. And, until such time as “planned build-out” occurs, LOS E should not be exceeded at any time.

To implement this policy, a sound transportation model and projections are necessary to establish LOS D. Transportation volumes and land use patterns need to be continually monitored and updated.

AMOUNT OF DEVELOPMENT VERSUS TRANSPORTATION CONSTRAINTS

1. 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.

2. Any new rezoning request which does not conform to the transportation policies of this Plan should be denied.

SPECIAL POLICIES FOR ARTERIAL/ARTERIAL INTERSECTIONS

1. Develop a sound transportation model and projections to establish LOS D or better. Monitor and update transportation volumes and land use patterns continually.

2. No land use shall reduce the transportation LOS below the established standard at the time the project is developed. However, LOS E may be acceptable on limited segments provided that improvements are programmed which will upgrade the LOS to D. Such improvements may or may not be the responsibility of the developer. Funding for these improvements must be committed in a 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.

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

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



ENVIRONMENTAL RESOURCES

South Jefferson County is composed of two distinct environmental areas - the broad expanse of the plains and the Hogback region. The Hogback region, which is the transition zone between the former short-grass prairie and mountain front, not only serves as a major defining landform for the community but is also viewed as a highly significant environmental area.

These two regions are tied together by numerous drainages which cut through the community. Taken together, the gently sloping plains, the meandering drainages and the rising Hogback region create a topography which is both visually stunning and environmentally unique.





The quality of life valued by citizens of South Jefferson County derives in large part from the balance so far achieved between the constructed world of human community life and the unique, natural environment of South Jefferson County. To ensure that this balance is maintained, this Plan identifies environmental policies which have not been part of previous plans. To this end, policies have been drafted to address wildlife habitat, the availability of clean water and air, the preservation of key views and landforms, and protection from natural hazards such as swelling soils and ground subsidence.

The purpose of this section, then, is to provide a framework by which to evaluate future development proposals so that the quality of life in South Jefferson County can be sustained. The policies which are outlined in this section seek to encourage those land uses which can be shown to be suitable to the environmental conditions which currently exist in the community.

OBJECTIVES

1. Minimize the adverse effects of new development on surrounding land uses and the natural environment.
2. Ensure that development does not occur in areas where acceptable design or engineering solutions cannot be applied to mitigate environmental impacts.

POLICIES

1. Preserve:
 - a. Key wildlife habitats such as wetlands, riparian areas and open meadows;
 - b. Critical winter range areas along the Hogback and mountain front; and
 - c. Key wildlife movement corridors.
2. Encourage cleaner air by:
 - a. Promoting mixed use development in Activity Centers and major arterial intersections; and
 - b. Reducing dependence on automobiles by providing pedestrian and bicycle links between housing, recreation, shopping and schools.
3. Encourage cleaner water by:
 - a. Preserving wetlands and other areas of natural recharge;
 - b. Requiring proper installation of individual septic systems and promoting higher efficiency septic designs;
 - c. Minimizing disturbance or alteration of drainageways in areas with highly erosive soils; and
 - d. Implementing new County drainage regulations to conform to the Clean Water Act.
4. Address swelling soils as discussed in other sections of this Plan.
5. Avoid creating residential developments with elevated noise levels by:

- a. Considering the potential noise impacts of major roads or nonresidential land uses when locating residential development; and
 - b. Where appropriate, provide noise buffering measures.
6. Avoid developing on sites with the potential for ground subsidence unless engineering studies can demonstrate a reasonable solution for mitigation.
 7. Preserve key public views of the Hogback and mountain area.

ENVIRONMENTAL ASSESSMENT

To meet these broad objectives and policies, each new rezoning proposal should be required to submit an environmental assessment at the time of application, if appropriate. The purpose of this assessment is to provide a reasonable basis upon which to evaluate the suitability of the proposed land uses in relation to existing environmental conditions. It is understood that since the quality of each site may vary, some discretion will be needed to tailor this assessment to the existing conditions of the site.

This assessment should cover at least the following areas, if appropriate:

- Geology and Soils
- Wildlife and Vegetation
- Hydrology

In general, the assessment should first document and/or inventory existing conditions on the proposed site for each topic area and should include enough of the area around the site to create a reasonable context by which to evaluate the site-specific environmental factors.

The second part of the assessment should:

- identify those environmental factors/conditions which might be altered by the proposal; and
- assess the subsequent impacts to these existing factors/conditions by the proposed uses.

Last, the assessment should identify the specific measures needed to mitigate adverse impacts of the proposed development. These mitigation methods should be clearly defined and written as enforceable provisions for the zoning of the site.

ENVIRONMENTAL ASSESSMENT CHECKLIST

The following checklist is intended to suggest the conditions/factors to include in an environmental assessment. This checklist is not intended to be exhaustive but rather, broad enough in scope so that all reasonable environmental factors may be considered during a land use review.

A. Topography

1. Slope analysis

B. Hydrology

1. Surface Hydrology

- a. Existing surface conditions.

- b. Evaluation of proposal against any existing basin control regulations or standards.

2. Subsurface water
 - a. Water table
 - b. Aquifers and ability of significant aquifer re-charge areas to accommodate the proposed development
- C. Vegetation**
 1. Existing tree cover
 2. Understory vegetation
 3. Ground cover
 4. Existing wetlands or riparian areas
- D. Wildlife**
 1. Existing resident and migratory wildlife
 2. Existing habitat types and vegetation required to support habitats
 3. Existing wildlife movement patterns
- E. Geology and Soils**
 1. Surface soil characteristics
 2. Subsurface geology
- F. Noise**
 1. Existing noise levels
 2. Projected noise levels from proposed development
- G. Cultural Resources**
 1. Inventory of historical, archaeological and paleontological conditions on site
- H. Hazardous Waste/Hazardous Materials**
 1. Assess site for presence of hazardous waste and/or materials to the level of a Phase I type assessment.

THE SOILS OF SOUTH JEFFERSON COUNTY

Like other areas of the metropolitan region, Jefferson County has areas of highly expansive soils and bedrock which require that extreme care be taken when locating and designing development.

The general area of concern for expansive, steeply dipping bedrock is shown on the accompanying South Jefferson Community Plan map. Expansive soils and bedrock in this area are the result of underlying geologic formations which have been tilted to a near-vertical position when the adjacent mountains were uplifted. These formations, often highly fractured due to faulting and upturning, also contain beds of highly expansive clay minerals commonly known as bentonite. When the soils or bedrock become wet and expand, a structure may be subjected to differential movement which can cause severe structural damage. Because of these conditions, development in this area is subject to different constraints than areas with conventional expansive soils and flat-lying expansive bedrock and therefore, requires special investigative methods and engineering techniques.



In the past, some homes and roads built in this area have experienced damage as a result of improper design, drainage and/or construction. To help minimize the risk of damage due to these soil conditions, the following policies shall apply where problematic soils are a concern:

1. Development in areas of expansive soils and bedrock should be carefully evaluated for potential geologic hazards. When designing developments, areas with high dip claystone formations close to the surface (less than 15 feet) should be considered for open space or other similar uses with minimal construction.
2. The County, in conjunction with the Expansive Soils Task Force, should revise its zoning, subdivision, and building code regulations to designate what engineering studies, building codes and land uses are appropriate in expansive soil and bedrock areas.
3. The County and other interested parties, such as the Home Builder's Association and the Jefferson County Board of Realtors, should inform potential developers, builders and homeowners of the risks associated with development in expansive soil and bedrock areas and educate homeowners as to proper maintenance of landscaping and structures. ○

DESIGN GUIDELINES

Historically, controversy has attended the siting of dissimilar developments in adjacency. The Focus 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.

These guidelines should be used 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 unless appropriate regulations are adopted by the County. Staff will perform an analysis on each case, reviewing it against the design guidelines and making a judgment on how well the project conforms. 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 hearings.

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 nonresidential projects which occur within an infill area.

- **Special Housing Criteria** - these apply to residential projects.
- **Highway Design Policies** - these apply to projects along the C-470 and Highway 285 Corridors.
- **Hogback and Mountain Design Policies** - these apply to projects on the Hogback.

GENERAL POLICIES

1. The Design Guidelines are meant to suggest guidelines to address impacts, rather than setting forth predetermined solutions. There is no single "best" solution as long as the impact is mitigated.
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. 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 provided by the general community, either through the County, special districts, or neighborhood associations.
5. The use of drought-resistant plant materials should be encouraged.

6. Maximize views of the Hogback on and off-site through careful building placement and consideration of building heights.
7. Maximize the use of existing vegetation and natural landforms whenever possible to screen buildings and associated uses.
8. Introduced landscaping should consist primarily of native or compatible materials, placed in groupings that emulate the natural environment. Select and group plants to minimize consumption of irrigation water.
9. Revegetate or enhance all earth disturbances, regardless of magnitude, with staining and/or planting within one growing season.
10. Roll regraded slopes back into the surrounding topography to a grade that, when revegetated, will be stable and look natural.
11. Retain drainageways and storm water detention areas in their natural state, or emulate the natural environment, whenever possible.
12. Utilize an architectural design emphasizing materials which are compatible with the natural environment in color and texture. Rock, stone, brick, and wood should be used when the Hogback serves as a backdrop. Mirrored glass with more than 20% reflectance is prohibited due to high visibility and enhanced potential for glare.
13. Vary facades and roofs to minimize large expanses of flat planes.
14. Lighting on-site should be minimized to provide for safety and security, and to highlight architectural and landscape features. Eliminate unnecessary lighting and the spread of light/glare off-site. Exterior lighting from developments shall not shine directly into wildlife habitat areas.
15. Under-structure parking is generally less visually obtrusive than parking that obscures or disturbs the Hogback scenery, and should be encouraged.

16. Maintain wildlife movement corridors in a size, location, and character that will encourage their continued use. Wildlife corridors shall be continuous between developments.
17. Encroachment upon critical wildlife habitat is permitted only if the remaining habitat is enhanced such that the gross carrying capacity of the site is maintained or enhanced.
18. 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 on-site parking and adjacent existing and future parking areas greater than 20 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.
 - 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, which setback may be reduced to 35 feet with excellent landscaping, berming, and materials. 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.

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 adoption of County Design Regulations.

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 & LIGHT INDUSTRIAL

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.

MINI-STORAGE

1. A minimum of 25% of the total site shall be provided as landscaped area.
2. Colors shall complement the natural characteristics of the site, and shall not be used to attract attention to the facility. (i.e., no red roofs, orange doors, etc.)
3. At least 80% of the front building facade must have an exterior finish material of brick, stone, stucco, wood, nonreflective glass, or textured concrete.
4. Long building surfaces must be articulated with a change in surface material or plane.

5. Rental trucks, trailers, and outdoor storage areas shall be screened to the maximum extent possible by topographic features, landscaping, and fencing.
6. Storage of hazardous materials shall be prohibited by zoning.
7. Architectural style shall be compatible with surrounding properties. Pitched roofs are required.
8. Doors to individual units shall be located internal to the development.
9. Provide adequate stacking distance at entries to prevent truck traffic from blocking the flow of traffic on public rights-of-way.
10. No banners, reflective or flashing lights/signs are permitted.

SPECIAL HOUSING CRITERIA

1. Determine that the capacity of the transportation network (to be used in evaluating all projects) and its ability to absorb additional trips will not be adversely affected.
2. Plan uses compatible with adjacent developed or zoned areas.
3. Cluster and/or attach units where appropriate.
4. Designate a high percentage of open space.
5. Reduce the impacts of glare.
 - a. Prevent direct glare from headlights upon adjacent residential uses.
 - b. Minimize glare from general lighting, reflective surfaces and signs.



6. Guarantee a high quality of landscaping including:
 - a. Species
 - b. Quantity of materials
 - c. Maturity of materials
 - d. Design
 - e. Landshaping
 - f. 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:
 - a. Roads (internal)
 - b. Access
 - c. Bikeways
 - d. Pedestrian trails
 - e. Transit or bus stop locations
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.
13. Streets should connect, where feasible, to adjoining streets to prevent "dead end" circulation patterns.
14. Provide pedestrian and bicycle links to transit stops, adjacent parks, trails, schools, shopping centers, etc.

DENSITY OF SINGLE FAMILY DETACHED - GREATER THAN 4 DWELLING UNITS PER ACRE

Any single family detached development over 4 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. Incorporate 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

HIGHWAY CORRIDOR POLICIES

C-470/HOGBACK VISUAL CORRIDOR POLICIES

The C-470 corridor in South Jefferson County is a unique resource which serves not only as a primary accessway, but also provides dramatic views to the Hogback and mountain front.

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. All new development proposals for properties which adjoin the C-470 right-of-way should conform to these policies and the applicable design criteria.

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.

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 clearly show how those views will be preserved through specific site planning techniques such as clustering, varying building heights, and buffers.

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, and the like.

5. Development proposals should clearly address the impacts of roadway noise on proposed land uses. Specific mitigation strategies or performance standards should be required as part of zoning to ensure a reasonable level of compatibility between proposed uses and the various effects of roadway noise.

HIGHWAY DESIGN POLICIES

(To be applied to projects along the C-470 and U.S. 285 corridors)

SIGNAGE

The only signage permitted within the designated buffer area shall be major project identification for business parks and other major developments.

BUFFER

1. A designated visual buffer of 100 feet (minimum) shall be provided along highways unless dense landscaping, berming or natural occurring topographic features are present on site.

2. No structures, fences, parking or signage other than project identification signs should be allowed in the designated buffer area.

Building elevations that are visible from the highway shall incorporate the same building material as the front facade.

All rooftop mechanical equipment shall be screened on all sides by the architectural elements of the building such as parapet walls or mechanical penthouse rooms that are designed as an integral part of the building.

The parking lots should be screened by the building, dense landscaping and berming, or should be located within parking structures.

OUTDOOR STORAGE

Outdoor Storage shall not be visible from highway corridors.

Views - Building heights and placement of buildings shall maximize significant views of the Hogback from highway corridors.

Materials - Building finishes shall integrate structures into the natural landscape. Reflective glass and highly contrasting colors should not be used.

ACTIVITY CENTERS

To achieve high quality development and visual character within an Activity Center, the County should establish specific design criteria and review procedures in the following areas:

- a. Cohesive signage
- b. Building height and mass
- c. Coordinated access and parking
- d. Coordination of landscaping themes
- e. Coordinated light standards
- f. Coordinated street furniture and pedestrian amenities
- g. Coordination of pedestrian/bike trails
- h. Outdoor storage
- i. Architectural materials

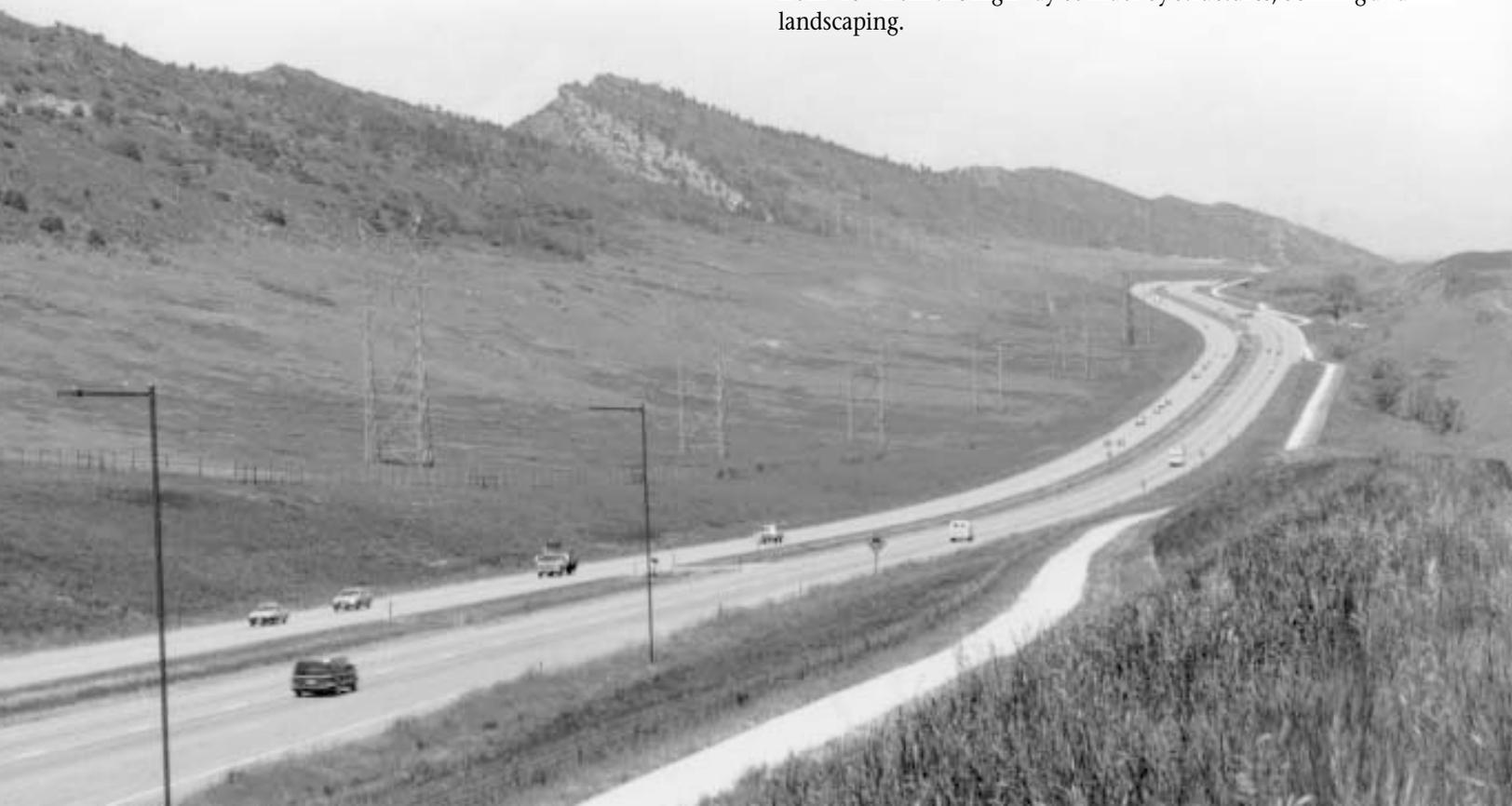
HOUSING - HIGHWAY CORRIDOR

Noise - Projects adjacent to highway corridors shall be evaluated by the County Health Department for noise levels. Projects shall be designed so that unacceptable noise levels do not exist.

Perimeter Fencing - To prevent a long continuous walled effect, any fence which is visible from the highway corridor shall vary the alignment or change the surface material of the fence. No fencing shall be allowed in the designated visual buffer.

Minimum Setback (visual) - No housing will be allowed in the designated 100 foot visual buffer.

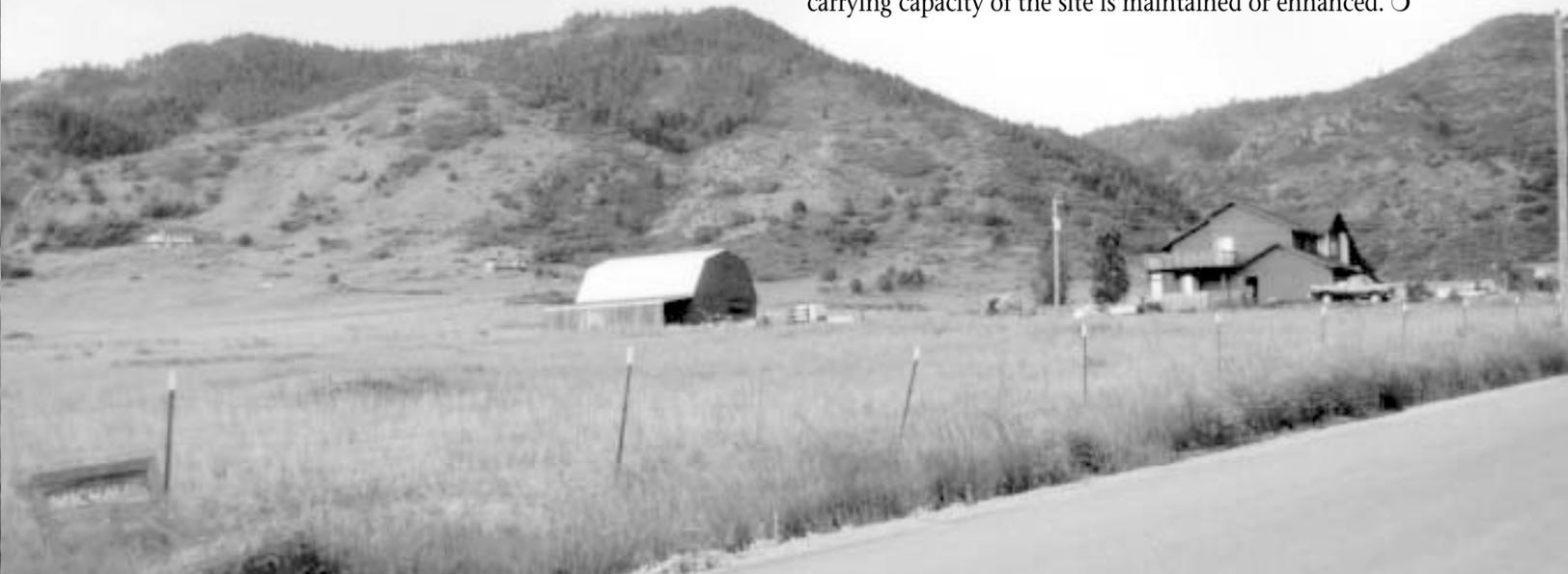
Multifamily Parking - Shall to the extent possible, be screened from view from the highway corridor by structures, berming and landscaping.



HOGBACK & MOUNTAIN DESIGN POLICIES

The beauty of the Hogback, mountains and surrounding landscape, the unique rock formations of the area, and diverse wildlife, are all major assets to the South Jefferson County community. Scenic or unique elements of the natural landscape need to be maintained or enhanced. All development within this area should be integrated into the existing natural character through sensitive location and design of structures and associated improvements. A large amount of open space should be provided with all proposed development. The following guidelines shall apply to development in the Hogback, Hogback valley and mountain areas:

1. No building shall be placed on existing slopes of more than 30%. Slopes in excess of 30% should be established as permanent open space. (Slope percentage is defined as the vertical distance, divided by the horizontal distance, multiplied by 100.)
2. Buildings should be oriented with the long axis of the building parallel to contours to limit visual scarring and minimize site grading. Multiple building developments should be stair-stepped along contours.
3. Building envelopes should be established for all structures, with building footprints and impervious areas minimized.
4. Clustering of buildings should be encouraged to minimize disturbance of slopes and maintain the visual integrity of the landscape.
5. Density and gross leasable area may be transferred to protect slopes and views.
6. Common access drives and utility corridors should be used when feasible, to minimize scarring.
7. Roads, access drives, and utility corridors should parallel natural contours.
8. Buildings or other structures should be located to avoid a dominant silhouette on the top of the ridge. The ridge silhouette should be composed predominantly of trees and landforms.
9. Rock outcroppings should be left undisturbed.
10. Maximize views of the Hogback on and off-site through careful building placement and consideration of building heights.
11. Maximize the use of existing vegetation and natural landforms whenever possible to screen buildings and associated uses.
12. Introduced landscaping should consist primarily of native or compatible materials, placed in groupings that emulate the natural environment. Select and group plants to minimize consumption of irrigation water.
13. Revegetate or enhance all earth disturbances, regardless of magnitude, with staining and/or planting within one growing season.
14. Roll regraded slopes back into the surrounding topography to a grade that, when revegetated, will be stable and look natural.
15. Retain drainageways and storm water detention areas in their natural state, or emulate the natural environment, whenever possible.
16. Utilize an architectural design emphasizing materials which are compatible with the natural environment in color and texture. Rock, stone, brick, and wood should be used when the Hogback or mountains serve as a backdrop. Mirrored glass with more than 20% reflectance is prohibited due to high visibility and enhanced potential for glare.
17. Vary facades and roofs to minimize large expanses of flat planes.
18. Lighting on-site should be minimized to provide for safety and security, and to highlight architectural and landscape features. Eliminate unnecessary lighting and the spread of light/glare off-site. Exterior lighting from developments shall not shine directly into wildlife habitat areas.
19. Under-structure parking is generally less visually obtrusive than parking that obscures or disturbs the Hogback scenery, and should be encouraged.
20. Maintain wildlife movement corridors in a size, location, and character that will encourage their continued use. Wildlife corridors shall be continuous between developments.
21. Encroachment upon critical wildlife habitat is permitted only if the remaining habitat is enhanced such that the gross carrying capacity of the site is maintained or enhanced. ○



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 two 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 Focus 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 Associations or property owners, raising germane issues. Germane issues are those that are addressed in the Community Plan's objectives and policy statements.
2. Nonconformance with Plan objectives is a basis for denial.

CHANGES TO THE PLAN

PERIODIC REVIEW BY A COMMUNITY ADVISORY GROUP OR FOCUS GROUP

1. Periodic review by an appointed Community Group 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

LEVELS OF SERVICE (LOS) ON TRANSPORTATION FACILITIES

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 upon passing the disruption.

Level of Service B - Level B also represents reasonably freeflow 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 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:

- 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.
- 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.
- 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. ○

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

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

RE: ADOPTION OF AMENDMENTS TO THE SOUTH JEFFERSON COUNTY COMMUNITY PLAN

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

WHEREAS, the Southeast Jefferson County Policy Plan was amended on July 20, 1988 by the Planning Commission and became the South Jefferson County Community Plan; and

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

WHEREAS, public hearings on the second revised South Jefferson County Community Plan were held by the Jefferson County Planning Commission on August 17, 1994, September 21, 1994, and October 12, 1994, at which time this matter was continued for decision only on October 19, 1994; and

WHEREAS, on October 19, 1994, 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 as per the edited version as of September 5, 1995; and

WHEREAS, a public hearing on the revised South Jefferson County Community Plan, attached hereto and incorporated herein as Exhibit "A" was held on October 25, 1995; and

WHEREAS, based on the evidence, testimony, exhibits, and recommendations of the Jefferson County Planning and Zoning 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, by the terms of the October 4, 1994 implementing resolution temporarily incorporated herein by this refer-

ence, 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.

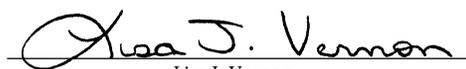
NOW, THEREFORE, BE IT RESOLVED that the South Jefferson County Community Plan including text and maps, as set forth on Exhibit "A", attached hereto and incorporated herein by this reference be and hereby is **APPROVED** and adopted as a component of the Jefferson County Comprehensive Plan pursuant to 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 previous versions of the South Jefferson County Community Plan, including the interim plan adopted on October 19, 1994 and including text and maps, be and hereby are rescinded as a component of the Jefferson County Comprehensive Plan.

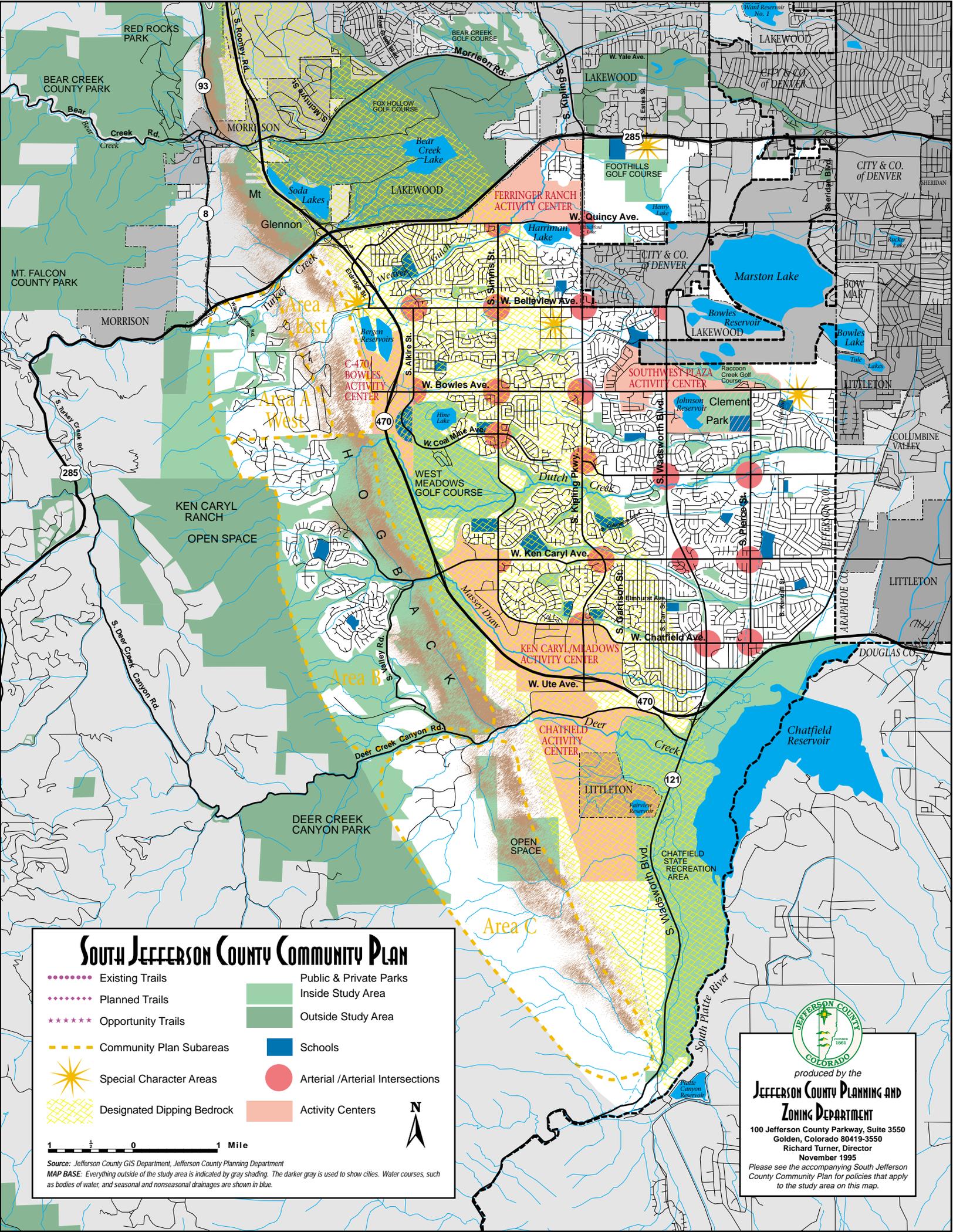
BE IT FURTHER RESOLVED that in the area of Jefferson County that the Community Plan shall be applied, it shall be applied in conjunction with the Jefferson County General Land Use Plan and other applicable Jefferson County Special Plans in effect. Where conflicts arise between the plans, the South Jefferson 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.

Commissioner MAULE seconded the adoption of the foregoing Resolution.

I, **LISA 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 October 25, 1995.



Lisa J. Vernon,
Executive Secretary



SOUTH JEFFERSON COUNTY COMMUNITY PLAN

- Existing Trails
- Planned Trails
- ★ ★ ★ ★ ★ Opportunity Trails
- Community Plan Subareas
- ☀ Special Character Areas
- ▨ Designated Dipping Bedrock
- Public & Private Parks Inside Study Area
- Public & Private Parks Outside Study Area
- Schools
- Arterial / Arterial Intersections
- Activity Centers

1 0 1 Mile



Source: Jefferson County GIS Department, Jefferson County Planning Department
 MAP BASE: Everything outside of the study area is indicated by gray shading. The darker gray is used to show cities. Water courses, such as bodies of water, and seasonal and nonseasonal drainages are shown in blue.



produced by the
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Please see the accompanying South Jefferson County Community Plan for policies that apply to the study area on this map.