



 **DOUGLAS COUNTY**
COLORADO

Department of Community Development



Douglas County 2040 Comprehensive Master Plan



Douglas County Department of Community Development
Planning Services Division

Douglas County, Colorado

Adopted by the Douglas County Planning Commission
August 5, 2019

RESOLUTION NO. PC19-01

DOUGLAS COUNTY PLANNING COMMISSION

A RESOLUTION ADOPTING THE DOUGLAS COUNTY
2040 COMPREHENSIVE MASTER PLAN

WHEREAS, pursuant to C.R.S. § 30-28-106(1), it is the duty of the Douglas County Planning Commission to make and adopt a master plan for the physical development of the unincorporated territory of Douglas County; and

WHEREAS, in 1986, the Planning Commission adopted the 1986 Douglas County Master Plan; and

WHEREAS, pursuant to C.R.S. § 30-28-108, the Planning Commission may amend, extend, or add to a master plan or carry out any part of it into greater detail from time to time; and

WHEREAS, in 1992, the Planning Commission amended the 1986 Douglas County Master Plan and adopted the 1992 Douglas County Master Plan; and

WHEREAS, in 2001, the Planning Commission amended the 1992 Douglas County Master Plan and adopted the 2020 Douglas County Comprehensive Master Plan; and

WHEREAS, in 2008, the Planning Commission amended the 2020 Douglas County Master Plan and adopted the 2030 Douglas County Comprehensive Master Plan; and

WHEREAS, in 2014, the Planning Commission amended the 2030 Douglas County Master Plan and adopted the 2035 Douglas County Comprehensive Master Plan; and

WHEREAS, the Planning Commission desires to amend the 2035 Douglas County Comprehensive Master Plan and adopt the Douglas County 2040 Comprehensive Master Plan ("2040 CMP"); and

WHEREAS, the Planning Commission directed staff to engage in a public outreach process to inform the public about the 2040 CMP; and

WHEREAS, pursuant to C.R.S. § 30-28-106(1), the 2040 CMP has been reviewed by the Planning Commission, and the Planning Commission has accepted and considered oral and written public comments and encouraged public participation throughout the process of developing the 2040 CMP; and

WHEREAS, the Planning Commission considered the 2040 CMP at a properly noticed public hearing held on August 5, 2019.

NOW, THEREFORE, BE IT RESOLVED, by the Douglas County Planning Commission, that:

1. The 2040 CMP is hereby adopted for the unincorporated area of Douglas County, superseding the 2035 Douglas County Comprehensive Master Plan, approved June 16, 2014, as amended.

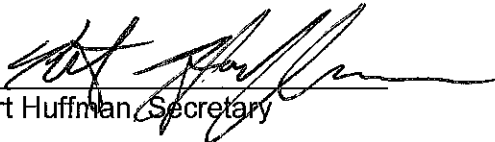
2. The Douglas County Planning Commission Resolution No. PC14-002, dated June 16, 2014, approving the 2035 Douglas County Comprehensive Master Plan, is hereby repealed and all prior actions inconsistent herewith are repealed.
3. The Douglas County Parks, Trails and Open Space Plan adopted November 5, 2012, as amended, the Douglas County Recreation and Tourism Plan adopted November 17, 2017, the Douglas County Mineral Extraction Plan adopted June 11, 2019 as amended, and the Douglas County 2030 Transportation Plan adopted November 2009, as amended, are hereby incorporated herein by this reference and made a part of the 2040 CMP.
4. In connection with the printing of the 2040 CMP, the Director of Community Development is authorized to make any appropriate corrections to the grammar, syntax, and format of the 2040 CMP.
5. A copy of the 2040 CMP, together with a copy of this resolution, shall be certified to the Board of County Commissioners of the County of Douglas, State of Colorado, and to the Planning Commissions of all municipalities within Douglas County.

PASSED AND ADOPTED this 5th day of August 2019, in Castle Rock, Douglas County, Colorado.

DOUGLAS COUNTY PLANNING COMMISSION

BY: 
Gary Godden, Chair

ATTEST:

BY: 
Kurt Huffman, Secretary

ACKNOWLEDGEMENTS

On behalf of the Douglas County Planning Commission, staff would like to thank all those who participated in this effort to plan for Douglas County's future. Special thanks to the citizens who participated in the 2040 Douglas County Comprehensive Master Plan by attending meetings, writing letters, and sending emails. Without your input, the Plan would not be possible.

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Julie Barrett
Mark Rankin

EDITING AND GRAPHICS

Kimberly Smith

PHOTOGRAPHY

Luke Thornton

DEPARTMENT OF COMMUNITY DEVELOPMENT

Terence T. Quinn, AICP, Director
Steven E. Koster, AICP, Assistant Director of Planning Services
Jennifer Eby, AICP, Assistant Director of Community and Resource Services
Randall Burkhardt, Assistant Director of Parks, Trails & Building Grounds

CMP UPDATE TEAM

Dan Avery, AICP
Dan Dertz
Joe Fowler, AICP
Nancy Gedeon, AICP
Jamie Hartig
Sherry Meyer
Curt Weitkunat, AICP
Caitlin Zeiler

CONTRIBUTING STAFF

Sabrina Bach
Jeanette Bare, AICP
Chris Boyd
Austin Brown
Michael Cairy
Jay Carner
Rand Clark, CCAP, NCRT
Tina Dill
Troy Dunning
Faye Estes
Melanie Grothe
Judy Hammer, AICP
Matthew Jakubowski, AICP
Samantha Jarocki
Becky Nelson, CECD
Eric Pavlinek
Cindy Perez
Kati Rider, AICP
Valerie Robson
Brett Thomas, AICP
Lynne Wilson

TABLE OF CONTENTS

SECTION 1:	Introduction	Page 1-1
SECTION 2:	Urban Land Use	Page 2-1
SECTION 3:	Nonurban Land Use	Page 3-1
SECTION 4:	Rural Communities	Page 4-1
	A. Franktown	Page 4-1
	B. Louviers	Page 4-10
	C. Sedalia	Page 4-14
SECTION 5:	Community Resources	Page 5-1
SECTION 6:	Transportation	Page 6-1
SECTION 7:	Water Supply	Page 7-1
SECTION 8:	Environmental Quality	Page 8-1
SECTION 9:	Wildlife	Page 9-1
SECTION 10:	Amendments and Updates	Page 10-1
APPENDIX A:	Glossary	Page A-1

LIST OF MAPS

- MAP 1.1: Comprehensive Master Plan Land Use Map
- MAP 2.1: Chatfield Urban Area
- MAP 2.2: Castle Pines Village SUA
- MAP 2.3: Pinery SUA
- MAP 2.4: Roxborough SUA
- MAP 2.5: Castle Rock Municipal Planning Area
- MAP 2.6: Parker Municipal Planning Area
- MAP 2.7: Lone Tree Municipal Planning Area
- MAP 2.8: Larkspur Municipal Planning Area
- MAP 3.1: Nonurban Subareas
- MAP 3.2: Chatfield Valley Subarea
- MAP 3.3: Cherry Valley Subarea
- MAP 3.4: High Plateau Subarea
- MAP 3.5: Indian Creek Subarea
- MAP 3.6: Northeast Subarea
- MAP 3.7: West Plum Creek Subarea
- MAP 3.8: Pike National Forest and Foothills Subarea
- MAP 4.1: Rural Communities
- MAP 4.2: Franktown Rural Community
- MAP 4.3: Franktown Village
- MAP 4.4: Franktown Subarea Soils and Riparian Corridors
- MAP 4.5: Louviers Rural Community
- MAP 4.6: Sedalia Rural Community
- MAP 7.1: Water Supply Zones
- MAP 8.1: Class 3 Hazards and Environmental Constraints
- MAP 8.2: Steeply Dipping Bedrock
- MAP 9.1: Wildlife Resources

INTRODUCTION

VISION STATEMENT

The Douglas County Comprehensive Master Plan (CMP or Plan) reflects, acknowledges and balances the common values, rights, and needs of all County residents and landowners, and honors and protects its unique, diverse communities and resources. This intent is most effectively realized through citizen understanding of, and participation in, land use review processes and public forums.

In the State of Colorado, it is the duty of the county planning commission to draft and adopt a comprehensive plan for the unincorporated territory of the county, pursuant to C.R.S. §30-28-106(1).

The CMP clearly states the desired community vision for the future and establishes the guiding policies needed to achieve sustainable growth over a 20- to 30-year period. The CMP has been developed as the foundation for the County's future growth and development, and as such, is intended to provide decision makers with guidance on how to maintain and improve identified community values.

The CMP uses community values as the basis for goals, objectives, and policies to shape and guide future growth. An extensive process was followed to identify community values during the 2008 update. The community identified values in 10 categories that are still valid in 2019:

- Access and Transportation
- The Natural Environment
- The Planning Process
- Property Rights and Property Values
- Quiet, Peacefulness, and Privacy
- Recreation
- The Rural/Unique Area
- The Safe Environment
- The Sense of Community
- Water Supply

This Plan builds on the above-listed community values in developing goals, objectives, and policies to guide land use

SECTION 1

decisions and shape development. A future Land Use Map (see Map 1.1) is included to demonstrate how this Plan's policies guide the desired location, use, and intensity of land development. Each of these components of the CMP is described below:

- Goals provide general statements reflecting County desires regarding land use, decision-making processes.
- Objectives establish a more specific framework for the larger goal.
- Policies provide the guidelines for direction or action.
- The CMP Land Use Map illustrates future land uses and important geographic features based on this Plan's goals, objectives, and policies.

Plan components address growth-related topics such as land use, transportation, community resources, parks and open space, water supply, environmental quality, and wildlife.

This Plan is divided into land use, environmental, and service sections that detail the community's desired goals, objectives, and policies by topic and geographic area. Section background and Plan amendment processes are provided to assist with using and maintaining the relevance of the document.

The CMP is the instrument that establishes long-range land use policies in a coordinated and unified manner. Decision makers can use this Plan for guidance on resource allocation, zoning of land, the subdivision of land, capital improvement plans, budgeting, and County work programs.

COMMUNITY OUTREACH AND PUBLIC PARTICIPATION

The 2040 CMP update public outreach process began in January 2018. The outreach process was designed to reach as many Douglas County citizens as possible. A variety of media, technologies, and public meetings were used to gather input on the themes and topics most important to the County's citizens. Input is used to review and inform the goals,

objectives and policies as they relate to the County's vision. Below is a list of methods used during the update process to collect comments:

- **INTERNET**

A web page was created where people could track project status, public meetings, materials, and the latest drafts of plans and maps under discussion. The web page included a link to submit comments or questions about the Plan and the update process.

- **PLANNING COMMISSION KICK-OFF MEETING**

The Planning Commission formally kicked-off the CMP update process during a public hearing and listened to initial Master Plan comments from the public.

- **OPEN HOUSE - CASTLE ROCK**

The open house was the start of the update process and was intended to familiarize the public with the current CMP policies and provide information on the update process.

- **COMMUNITY CONVERSATIONS - CASTLE ROCK, FRANKTOWN, HIGHLANDS RANCH, LARKSPUR, LOUVIERS, PARKER, ROXBOROUGH AND SEDALIA**

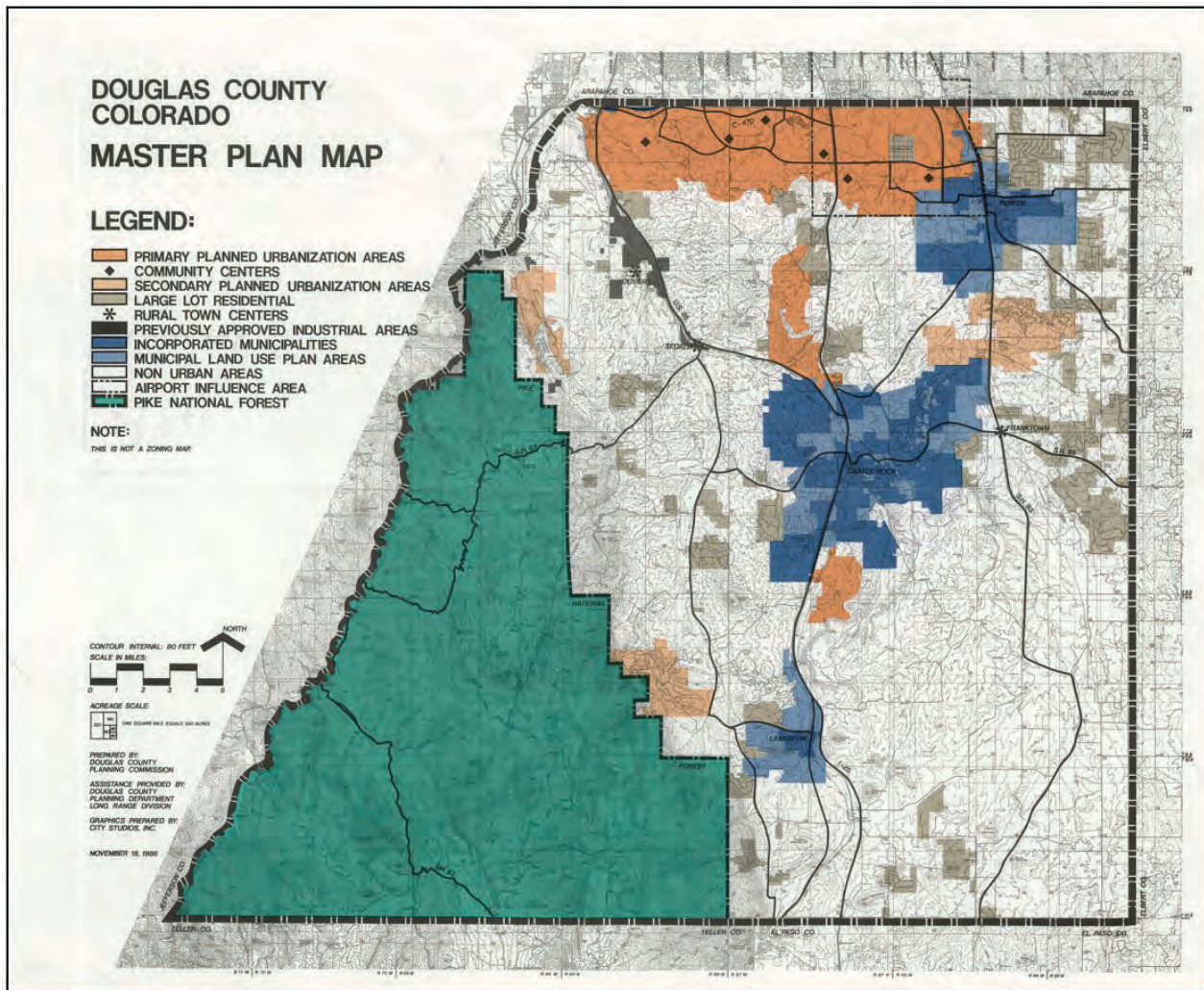
For each community, the conversations were focused on the subareas and specific Master Plan topics in Douglas County. Staff listened, discussed, and gathered public input about the issues and values specific to these areas. Staff used note cards and flip charts to capture public comments. Comment cards were provided to attendees if they wished to write comments instead of speaking.

- **WRITTEN COMMUNICATION**

Comment cards were available at all meetings for use by citizens not comfortable speaking in a public setting. Staff also received public comment letters that were included in the project file record. Staff distributed the CMP update to agencies, homeowners' associations, and business groups via email and mail requesting comments.



Figure 1.1 - 2010 Master Plan Map



THE FIRST MASTER PLAN

A County CMP was completed in 1974, however a CMP and Land Use Map wasn't adopted until 1986. The 2010 Master Plan Map (1986) (Figure 1.1) directed urban development to the northern four miles of the County between Highways 83 and 85, and recognized existing communities in "secondary planned urbanization areas," such as Castle Pines, The Pinery, Roxborough, and Perry Park. The secondary planned urbanization areas became what are now known as "Separated Urban Areas." The 1986 Plan left the remainder of the county for nonurban densities and uses.

Subsequent CMPs refined the goals, objectives, and policies for urban and

nonurban areas of the county to ensure the community vision continued to be reflected. The 2040 CMP Land Use Map, while more detailed, has a land use pattern that is similar to the one adopted in 1986.

RELATIONSHIP TO OTHER PLANS AND REGULATIONS

The CMP is supported by other planning documents that serve to shape development. These include related guiding documents which are considered "sub-elements" of the CMP. Sub-elements provide topic-specific goals, objectives, and policies, and in some cases, are referenced in the CMP document. Sub-element plans include the:

- Transportation Master Plan

- Mineral Extraction Plan
- Parks, Trails, and Open Space Master Plan
- Recreation and Tourism Plan

Figure 1.2 shows the relationship between the CMP and its sub-elements and implementation documents.

The CMP has historically reflected planning goals and values consistent with Metro Vision 2040. The Metro Vision 2040 Plan is a regional land use and transportation plan established by the Denver Regional Council of Governments (DRCOG). Metro Vision 2040 addresses topics such as future transportation investments, growth trends, regional open space needs and opportunities, and air and water quality standards over a 20-year horizon. The County is a signatory to the Mile High Compact, a voluntary agreement between members of DRCOG to manage growth throughout the region by implementing Metro Vision 2040.

PHYSICAL CONTEXT

Douglas County, Colorado encompasses over 843 square miles and lies close to the center of the state along the I-25 corridor between the major metropolitan areas of

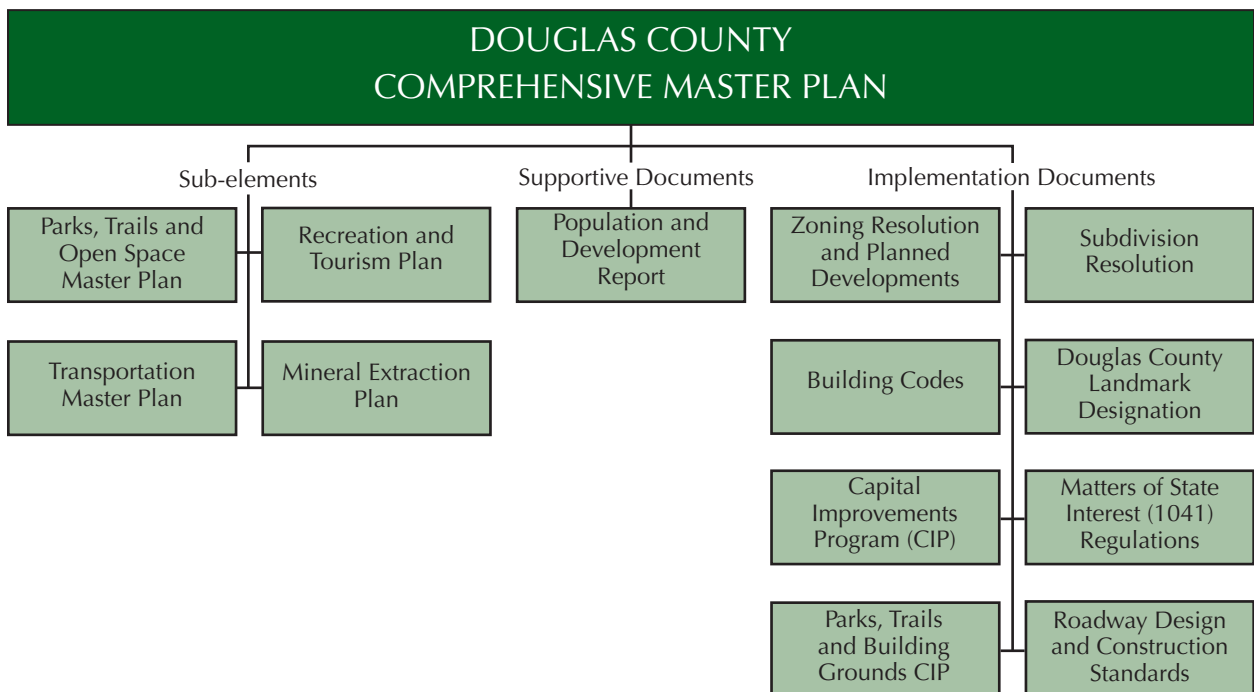
Denver and Colorado Springs.

Topographic relief ranges from 9,748 feet at Devils Head in the Pike National Forest to 5,360 feet where the South Platte River crosses the north boundary of the county. Some geologic resources of the county are landmarks, such as Devils Head, Dawson Butte, Castle Rock, Roxborough State Park, and Castlewood Canyon State Park. These landmarks, and the rolling, ridge-and-valley landscape surmounted by its mountain backdrop are aesthetically important assets of the County and its people.

Douglas County's vegetation is as varied as its topography. Pine, spruce, and fir trees cover the mountains of the Pike National Forest. The foothills are home to Gamble Oak, Mountain Mahogany, and Choke Cherry. The numerous riparian ways running throughout the county play host to Cottonwood trees, willows, and lush grasses. The mid-grass prairies prevalent in the county are populated with blue gramma, switch grass, and winter wheat grasses.

Douglas County is home to a diversity of wildlife including deer, elk, coyote, mountain lion, fox, hawk, black bear, the Preble's meadow jumping mouse (a threatened species)

Figure 1.2 - CMP-Related Plans and Documents



and is the nesting ground of the Sharp-tailed grouse.

DEVELOPMENT CONTEXT

Since the 1990's, Douglas County has been one of the fastest growing counties in the U.S. The County's population continues to grow, but not at the same volume or rate as in the past. The County gained nearly 110,000 residents between 2000 and 2010, which was a 62 percent increase.

Between 2010 and 2020, the anticipated population growth rate will be much lower, closer to 25 percent, as approximately 70,000 new people call Douglas County home. This pattern of slower growth is likely to continue for the next two decades, reaching a projected population of 484,000 in the year 2040. (See Figure 1.3)

Douglas County has changed from a rural county with a small population to a mixed urban and nonurban county with a larger population. Even with fast population growth in the 1990's, the Master Plan guided

development to appropriate areas of the county.

As Douglas County continues to grow, the type and location of housing, the number and type of jobs, and population trends for the next several years will diverge from historic development patterns.

To protect the rural patterns of development, the County adopted policies that guide growth to designated urban areas and municipalities in the northern portion of the county. Over 90 percent of the County's population lives in the designated urban areas which make up less than 20 percent of the County's land. (See Figure 1.4)

The County is home to seven incorporated municipalities. Five wholly within the county are Castle Pines, Castle Rock, Larkspur, Lone Tree, and Parker. The two municipalities based outside of Douglas County are Aurora and Littleton. Combined, these municipalities make up an increasing share of the County's total population, but account for only 9 percent of the land area.

Figure 1.3

Douglas County Population Projections, 2000-2040

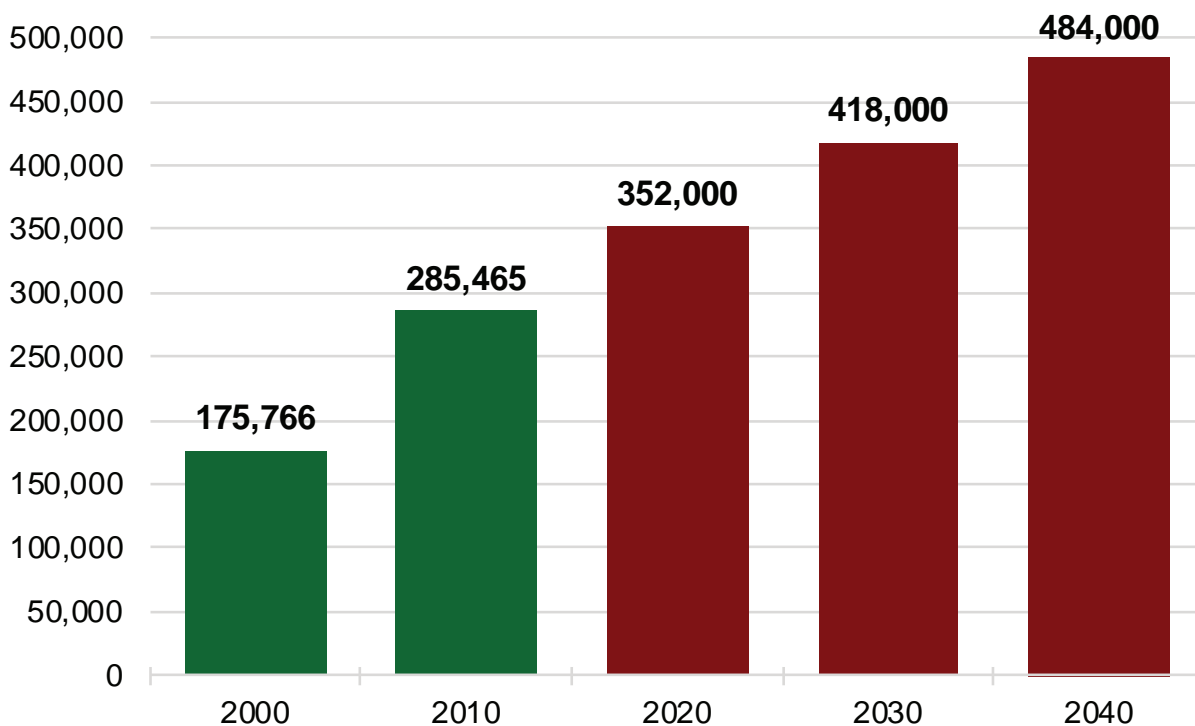
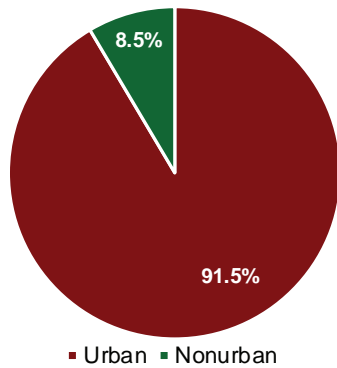


Figure 1.4

Douglas County Urban and Nonurban Population Shares, 2019



In 2007, the municipalities accounted for 38 percent of the total population; as of 2019, they account for 43 percent. (See Figure 1.5) Plan policies encourage the incorporated communities to increase their share of the urban population over time.

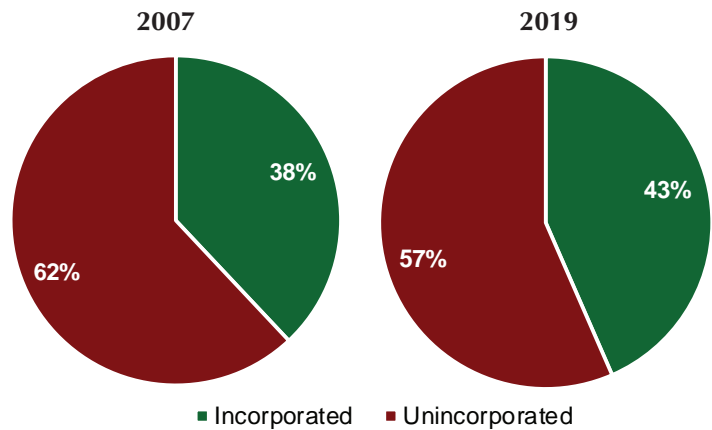
The County housing growth rate has slowed considerably since the 1990's. The recession in 2009 slowed the housing market, but building activity has increased almost every year since then. The highest annual County housing growth rate occurred in 1996 while the lowest occurred in 2011. (See Figure 1.6)

The type of housing built has also changed over the years. In 1990, there were few apartment units in Douglas County and by 2000, that total had tripled. In 2019, all multi-family housing, including condominiums, townhouses, duplexes, and apartments, were 24 percent of the total housing stock.

The number of wage and salary jobs (not including sole proprietors) located in Douglas County has been increasing steadily over the past two decades, except during the recession in 2009. The total number of jobs in 2017 was over 121,000. By 2040, total employment in the County could reach 220,000 jobs. (See Figure 1.7)

Figure 1.5

Incorporated and Unincorporated Douglas County Population Shares, 2007 and 2019



County industries experiencing the largest increases in jobs from 2008 to 2017 were health care and social assistance, professional and technical services, and administrative and waste services. Although retail trade continued to be the County's largest employer, other industries are growing faster, decreasing the percentage of retail jobs in the county. The second and third largest industries are professional and technical services, and health care and social assistance.

In the past, Douglas County had low percentages of people over the age of 65. As the population ages, the percentage of older adults will increase to 25 percent of the County population by the year 2040. The County may have to adjust policies in order to meet the needs of older adults. (See Figure 1.8)

URBAN AND NONURBAN

The CMP is a guiding document for the unincorporated parts of Douglas County. The unincorporated area is 91 percent of the total land area of Douglas County. Land use control in Douglas County is under the jurisdiction of seven municipalities in addition to the County.

The CMP categorizes different parts of unincorporated Douglas County as urban, nonurban, and rural communities on the land use map. Each has different goals, objectives,

Figure 1.6

Douglas County Annual Housing Growth Rate, 1990-2018

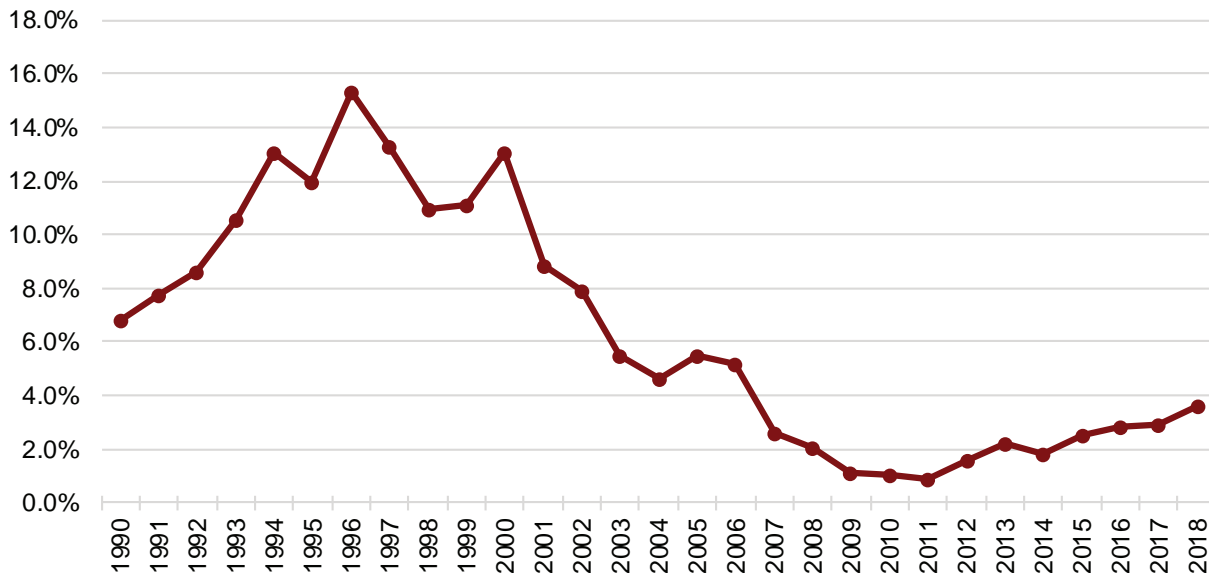
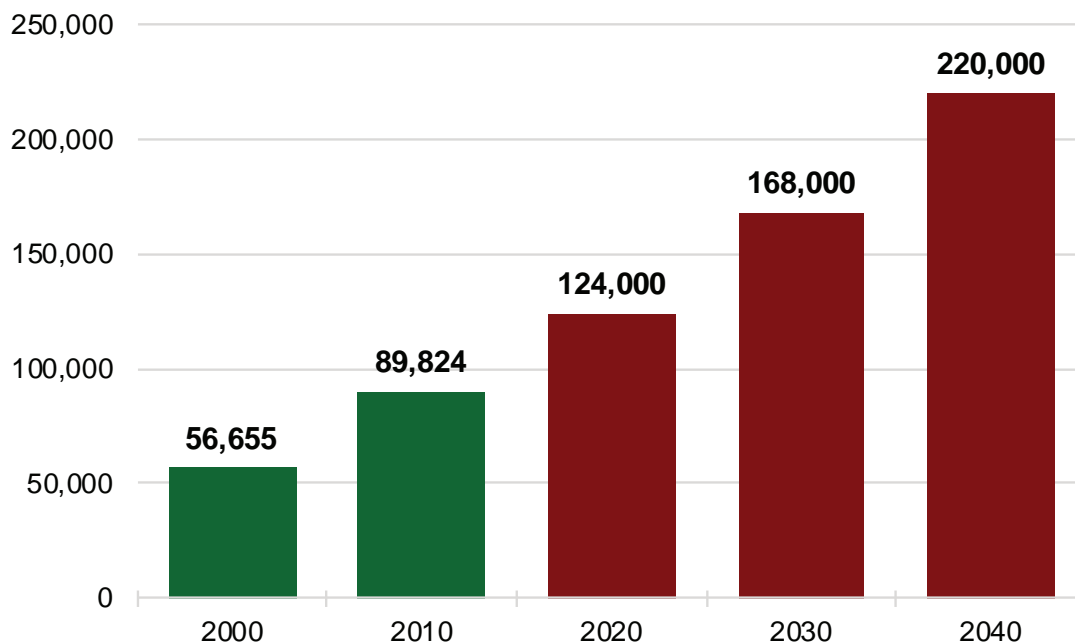


Figure 1.7

Douglas County Employment Projections 2000-2040

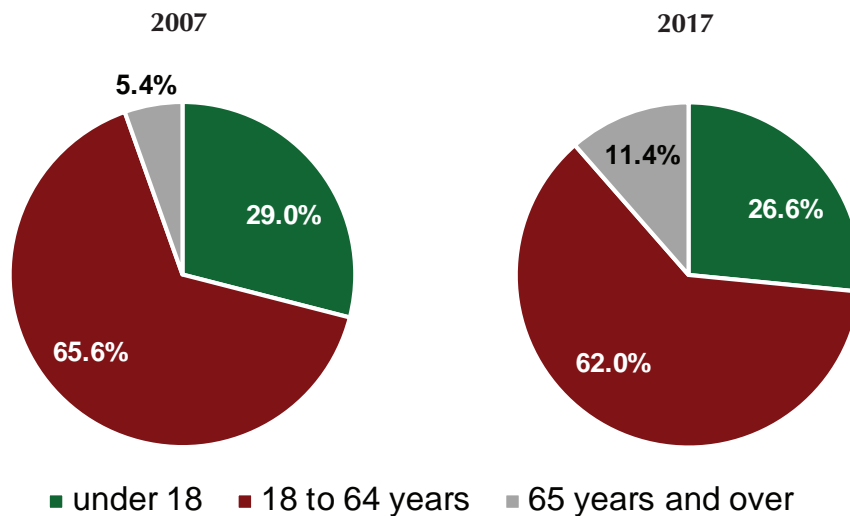


and policies. Urban development is typically characterized by residential uses at a gross density higher than one dwelling unit per 2.5 acres, and all commercial, business, and industrial uses.

The CMP Land Use Map shows four categories of urban area in unincorporated Douglas County: Primary Urban Area, Chatfield Urban Area, Separated Urban Areas, and unincorporated Municipal Planning

Figure 1.8

Douglas County Population by Age Group, 2007 and 2017



Areas. The fifth type of urban area on the CMP Land Use Map is the incorporated cities and towns. Land within incorporated cities and towns is designated as urban, even if the land currently has rural uses.

These urban areas are 150 square miles in size, or 18 percent of the total land area in Douglas County. The incorporated cities and towns are 79 square miles in size, or 9 percent of the total land area. As of January 2019, 91 percent of the population in Douglas County lives in the urban-designated areas of the county. The population living in the municipalities is 43 percent.

The CMP has been successful in guiding development to the urban areas to preserve the nonurban areas. The Land Use Map along with the goals, objectives, and policies encourage urban-level development in urban areas and appropriate rural development in the nonurban area. The amount of urban land area has not increased much since the 1986 Land Use Map. Ninety percent of the growth in Douglas County over the past few decades has occurred on land area designated as urban in the 1986 Master Plan. The County population is growing by infilling previously designated urban and incorporated areas rather than adding new urban land.

BALANCED FUTURE

As Douglas County continues to grow, the vision for the future has turned toward preserving the quality of life residents enjoy. County officials and residents understand the need for a balance between environmental quality and adequate services in the face of new growth. To address the need for balance, the CMP incorporates the concept of sustainability as part of the community vision.

The characteristics of the future population within the county are projected to change in comparison to what has been experienced in the past. Adjustments to plan policies and budget priorities will need to be considered to meet the needs of a different population.

Based on trends and growth projections, the County plans for the future by focusing on growth-related topics, such as:

- Providing areas for urban development to preserve the open spaces and nonurban areas
- Encouraging communities for older adult populations
- Supporting development of renewable water resources while emphasizing conservation efforts

- Encouraging transportation systems that do not rely heavily on the automobile
- Considering and evaluating services for residents of all ages
- Promoting housing diversity
- Increasing open space preservation activities
- Identifying and protecting important viewsheds
- Identifying areas for commercial activities

The goals and expectations of the CMP must be used to guide how development will look and where it will go. The CMP is the primary tool for establishing a vision and shaping development. By focusing on the stated growth topics, the public, staff, and officials can better prepare the County to meet future challenges while protecting the resources and natural amenities of the County.

IMPLEMENTATION: HOW THE CMP IS USED

The most important step in achieving the County vision is through implementation of the CMP. Applied primarily through zoning and subdivision, it guides unincorporated development, directing growth to urban areas and limiting nonurban development. Approval criteria for most land use applications require compliance with this Plan.

The competing values of the Plan must be balanced through the public review process to achieve the larger vision of the community. The public has a key role in the implementation of the CMP by providing feedback to Douglas County through development review processes on how well the community's vision is being implemented through the CMP. Decision makers use the CMP to ensure proposals and programs meet public desires and expectations.

The County strives to improve participation by utilizing the latest technologies in distributing information to, and soliciting feedback from, the public about development review and County activities.

INTERPRETATION: HOW THE SECTIONS RELATE TO EACH OTHER

As a guiding document, the CMP uses language different than that found in regulatory documents such as the zoning resolution and the subdivision resolution. Words like “encourage,” “support,” “promote,” and “ensure” provide flexibility in prioritizing the competing values in the CMP and remind us that the document is not a checklist.

The CMP is meant to be used as a whole. The goals, objectives, and policies are reviewed and discussed within the context of a specific land use request. For example, the Nonurban Land Use section primarily deals with land use in the nonurban area, heavily emphasizing rural character, scenic views, open space, and design issues. Yet topics such as community resources, transportation, water supply, wildlife habitat preservation, and open space opportunities are addressed in other sections of the Plan, including the urban land use section, and should be reviewed concurrently with nonurban land use policies.

Topics may be discussed in multiple sections. Policies regarding wildlife can be found in the urban section, nonurban section, rural communities section, and the wildlife section. In cases of conflicting policies, there may be a reference that the specific section policies take precedence.

CONCLUSION

The Douglas County CMP guides and shapes new growth to ensure development is well-served and that resources and amenities are preserved. The CMP evolves over time and through its regular updates responds to a changing economy, anticipated growth, and changing needs and values of County residents.

The CMP represents a shared vision of the citizens of Douglas County as expressed by the Planning Commission. It seeks to find an appropriate balance in land use that will provide opportunities for preservation of open space and wildlife habitat, while meeting the

needs of daily life, including jobs, housing, recreation, and services appropriate for both urban and nonurban lifestyles. The CMP incorporates general policies about how and where growth and development should occur, while offering a broad, yet realistic land use plan for the County now and into the future.



URBAN LAND USE

Urban development is generally characterized by residential uses at a gross density greater than one dwelling unit per 2.5 acres, although densities of a particular development within an urban area may be lower. Commercial, business, and industrial zoning, including uses within a planned development that are of a similar scale and character, are also considered to be urban. Urban land uses are directed primarily to the northern portion of the County, including the Primary Urban Area, Chatfield Urban Area, and municipalities, as well as existing Separated Urban Areas as depicted on the Land Use Map.

The Plan includes information and ideas compiled from public input and planning staff analysis conducted in the preparation of this update. The urban land use section also draws from the Metro Vision 2040 Plan, adopted by the Denver Regional Council of Governments (DRCOG) in recognition and support of regional goals and objectives for open space, freestanding communities, a balanced transportation network, urban centers, environmental quality, and senior-friendly development.

Urban development in Douglas County should consider environmental and visual resources that include wildlife, habitat, recreation, and sense of place. Balancing these values as the County grows will ensure a high quality of life for current and future citizens.



SECTION 2

GENERAL URBAN LAND USE

GOAL 2-1

IMPROVE AND ENHANCE EXISTING INFRASTRUCTURE; SUPPORT HEALTHY LIVING; REDUCE VEHICLE MILES TRAVELLED; MAINTAIN AIR QUALITY STANDARDS; AND CONSERVE OPEN SPACE.

OBJECTIVE 2-1A

DIRECT URBAN-LEVEL DEVELOPMENT TO DESIGNATED URBAN AREAS.

POLICY 2-1A.1

Limit and direct urban development to the Primary Urban Area (PUA), Separated Urban Areas (SUAs), Chatfield Urban Area, and Municipal Planning Areas depicted on the CMP Land Use Map.

POLICY 2-1A.2

Prioritize the build-out of existing urban areas over approval of new urban development.

OBJECTIVE 2-1B

ENCOURAGE DEVELOPMENT THAT SUPPORTS HEALTHY COMMUNITIES.

POLICY 2-1B.1

Encourage health-promoting design through the development review process.

POLICY 2-1B.2

Support community efforts that provide healthy lifestyle choices.

OBJECTIVE 2-1C

ENSURE DEVELOPMENT IN DESIGNATED URBAN AREAS IS CONSISTENT WITH THE CMP.

POLICY 2-1C.1

Achieve consistency among land use and development regulations, the Capital Improvements Program, and this Plan through careful review and coordination during the development review process.

POLICY 2-1C.2

Determine the actual density or intensity of development at time of subdivision or site improvement plan by considering the potential environmental and visual impacts; availability of community facilities and services; and compatibility with existing, adjacent or planned uses.

POLICY 2-1C.3

Support the rezoning of urban zoned lands to be consistent with the Plan's goals, objectives, policies, and Land Use Map.

GOAL 2-2

SUPPORT ENVIRONMENTAL SYSTEMS
COMPRISED OF WATER, WILDLIFE, WILDLIFE
HABITAT, RECREATION AND SENSE OF PLACE.

OBJECTIVE 2-2A

BALANCE DEVELOPMENT WITH PRESERVATION OF
ENVIRONMENTAL AND VISUAL RESOURCES.

POLICY 2-2A.1

New development located in proximity to moderate to high value wildlife habitat should include a study and inventory of habitats, movement corridors, and habitat linkages.

POLICY 2-2A.2

New development should support, through the provision of significant open space, the conservation of habitats, movement corridors, and habitat linkages as indicated in the study.

POLICY 2-2A.3

Any new development should include a comprehensive trail study that considers wildlife, habitat, wetlands, and local and regional connections for all users. Studies should account for off-site conditions and impacts.

GOAL 2-3

PROVIDE CONNECTED PARKS, TRAILS, AND
RECREATIONAL FACILITIES APPROPRIATE TO THE
SCALE OF THE DEVELOPMENT.



OBJECTIVE 2-3A

DEMONSTRATE THE PROVISION OF NEIGHBORHOOD AND COMMUNITY PARKS, TRAILS, AND RECREATIONAL FACILITIES.

POLICY 2-3A.1

Ensure new development proposals provide parks and trails that are accessible to all, including young children, teenagers, the disabled, and older adults.

POLICY 2-3A.2

Strongly encourage multi-use trails to connect urban residential development to parks, open spaces, schools, recreational facilities, neighborhood and community activity centers, to other neighborhoods, and to a network of public trails. Ensure that amenities such as benches, tables, restrooms, and drinking fountains are provided where appropriate.

POLICY 2-3A.3

Encourage the construction of recreation centers in new residential development or contributions toward the expansion of the existing facilities, to lessen the burden on existing public facilities.

POLICY 2-3A.4

Ensure that tot lots, pocket parks, and other recreational facilities are provided in urban developments.

GOAL 2-4

ESTABLISH PUBLIC SPACES OR GATHERING PLACES IN NEW AND EXISTING NEIGHBORHOODS.

OBJECTIVE 2-4A

LOCATE GATHERING PLACES AND ACTIVITY CENTERS TO SERVE AS THE HEART OF A COMMUNITY, TO PROVIDE A SENSE OF IDENTITY, AND A PLACE FOR SERVICES.

POLICY 2-4A.1

Consider existing or planned, adjoining development when designing neighborhood centers.

POLICY 2-4A.2

Plan neighborhood centers as a focal point and a gathering space for residents, including, but not limited to, the following uses:

- Elementary school
- Neighborhood park
- Small single- and mixed-use retail and residential development
- Recreation center or other public or neighborhood facility
- Open space
- Linked trails and pedestrian paths

POLICY 2-4A.3

Link neighborhood centers to residential development through a system of trails and sidewalks.

POLICY 2-4A.4

Plan neighborhood centers that are easily accessible, centrally located, and visible to the community.

POLICY 2-4A.5

Design neighborhood centers to reflect and enhance surrounding development by using high-quality design that considers compatible scale, form, color, materials, and other architectural characteristics.

POLICY 2-4A.6

Design neighborhood centers to be pedestrian oriented and supportive of a wide range of transportation choices.

GOAL 2-5

DESIGN DEVELOPMENT TO COMPLEMENT BOTH THE NATURAL AND HISTORIC LANDSCAPE.

OBJECTIVE 2-5A

MINIMIZE THE IMPACT OF DEVELOPMENT ON NATURAL AND HISTORIC RESOURCES.

POLICY 2-5A.1

Locate development away from environmentally and visually-sensitive lands, including, but not limited to, primary ridges, bluffs, and horizon lines.

POLICY 2-5A.2

Protect the integrity of urban areas by protecting, where appropriate, views to and from significant natural features.

POLICY 2-5A.3

Design drainageways to reflect or complement the natural landscape, incorporate and enhance natural vegetation, minimize hard improvements, and provide wildlife habitat and recreational amenities.

POLICY 2-5A.4

Use creative design and planning approaches to mitigate environmental and visual impacts on the natural terrain, such as bluff lines, open spaces, hogbacks, major drainageways, or other adjacent topographical features.

POLICY 2-5A.5

Encourage compact development patterns that conserve natural resources.

POLICY 2-5A.6

Encourage new development to incorporate, conserve, and re-use historic structures and cultural resources.

POLICY 2-5A.7

Minimize impacts of new development adjacent to state parks through the establishment of appropriate land uses, provision of open space, visual buffering and screening, and other techniques.

GOAL 2-6

ACHIEVE COMPATIBILITY BETWEEN RESIDENTIAL AND NONRESIDENTIAL LAND USES, IN TERMS OF LAND USE AND DESIGN.

OBJECTIVE 2-6A

LOCATE NEW RESIDENTIAL DEVELOPMENT ADJACENT TO COMPATIBLE LAND USES.

POLICY 2-6A.1

Locate residential development away from areas that exceed an outside noise level of 65 DNL.

**POLICY 2-6A.2**

Mitigate noise using setbacks, berms, and building materials. High sound walls located adjacent to the street pavement or sidewalks without landscaping or berming, that limits important views, is inconsistent with this Plan.

POLICY 2-6A.3

Locate residential development away from intensive industrial uses that emit noise, dust, fumes, odors, refuse, smoke, vapor, light, and vibration, including wastewater treatment plants, environmentally hazardous areas, or other land uses that pose a threat to public health and safety.

OBJECTIVE 2-6B

USE DESIGN TECHNIQUES AND LAND USE ELEMENTS TO PROVIDE COMPATIBILITY BETWEEN RESIDENTIAL AND NONRESIDENTIAL USES AND CREATE A SENSE OF COMMUNITY IDENTITY.

POLICY 2-6B.1

Use natural landscape features to define development boundaries where appropriate.

POLICY 2-6B.2

Blend the existing character of adjoining developments with the design of new developments.

POLICY 2-6B.3

Support the establishment and enhancement of community separators by creating open space buffers, utilizing natural landforms and tree plantings to screen views and provide wildlife habitat.

OBJECTIVE 2-6C

DESIGN URBAN STREETS TO PROVIDE AN AESTHETICALLY-PLEASING ENVIRONMENT WHILE MAINTAINING CONVEYANCE, CONVENIENCE, AND PUBLIC SAFETY.

POLICY 2-6C.1

Establish a street hierarchy that provides a sense of order and scale with a pattern that allows for users to find their way.

POLICY 2-6C.2

Encourage neighborhood connectivity. Connect local and collector streets, where appropriate, and minimize the use of cul-de-sacs.

POLICY 2-6C.3

Provide landscaped medians within arterial streets, where possible, to break up street expanse and provide safety islands where pedestrians can pause when crossing the streets.

**POLICY 2-6C.4**

Create interesting streetscapes along arterials and collectors using plantings, lighting, special paving, etc.

OBJECTIVE 2-6D

INTEGRATE SITE AND ARCHITECTURAL VARIETY, AND PROVIDE HOUSING CHOICES IN NEIGHBORHOOD DESIGN.

POLICY 2-6D.1

Encourage diversity in residential design through variation in color, facade treatment, and lot size.

POLICY 2-6D.2

Design a varied and interesting streetscape that includes the use of street trees.

POLICY 2-6D.3

Provide transition, through appropriate design techniques, from residential development to open space and adjacent nonurban areas.

POLICY 2-6D.4

Encourage house design that places the garage behind the front entrance plane of the building.

POLICY 2-6D.5

Encourage mixed residential densities to create a diversity of housing types, sizes, and price ranges.

OBJECTIVE 2-6E

ENSURE NONRESIDENTIAL DEVELOPMENT IS COMPATIBLE WITH SURROUNDING LAND USES AND THE NATURAL ENVIRONMENT.

POLICY 2-6E.1

Locate nonresidential development in the PUA, SUAs, Chatfield Urban Area, and the municipalities. Concentrate this development in nodes, clusters, or centers. Strip or isolated development is inconsistent with this Plan.

POLICY 2-6E.2

Encourage uses such as office, institutional, and open space as a transition area between residential and major commercial or industrial areas.

POLICY 2-6E.3

Locate and design intensive nonresidential land uses to minimize conflicts with residential developments, agricultural uses, wildlife areas, and environmentally or visually-sensitive areas.

OBJECTIVE 2-6F

ENSURE RESIDENTIAL AND NONRESIDENTIAL BUILDING DESIGN, SCALE, AND ORIENTATION ARE COMPATIBLE WITH THE NATURAL AND BUILT ENVIRONMENT.

**POLICY 2-6F.1**

Design large structures to visually break up building mass.

POLICY 2-6F.2

Encourage the use of high-quality materials in the construction of buildings.

POLICY 2-6F.3

Design nonresidential development to emphasize human scale and create pedestrian and transit connections, where appropriate.

POLICY 2-6F.4

Use landscaping to complement and soften nonresidential development, and provide buffering, screening, and shade.

OBJECTIVE 2-6G

DESIGN LIGHTING AS AN INTEGRAL ELEMENT OF DEVELOPMENT.

POLICY 2-6G.1

Design lighting to minimize off-site illumination into residential and public-use areas, in conformance with the Douglas County Zoning Resolution.

POLICY 2-6G.2

Encourage the use of light fixtures that adhere to dark-sky practices in residential and non-residential development.

GOAL 2-7

FOSTER A BALANCED COMMUNITY AND ROBUST ECONOMY.

OBJECTIVE 2-7A

PROMOTE DEVELOPMENT PATTERNS AND COMMUNITY DESIGN THAT MEET THE NEEDS OF RESIDENTS.

POLICY 2-7A.1

Encourage a variety of housing that fits different lifestyles and needs.

POLICY 2-7A.2

Incorporate mixed-use development in new and existing communities.

POLICY 2-7A.3

Encourage redevelopment in appropriate areas of the PUA.

POLICY 2-7A.4

Encourage building and site design that provides safety and security.

POLICY 2-7A.5

Promote community gardens, farmers markets and produce stands, where appropriate, within urban areas.

OBJECTIVE 2-7B

PROMOTE THE AVAILABILITY OF COMMUNITY SERVICES.

POLICY 2-7B.1

Encourage the use of private activity bonds (PABs), in partnership with municipalities, to create opportunity for diverse housing development.

POLICY 2-7B.2

Support the Douglas County Housing Partnership's efforts to provide attainable housing.

POLICY 2-7B.3

Create opportunities for residents to access transportation and community services.

POLICY 2-7B.4

Establish partnerships to provide enhanced access to community services.

OBJECTIVE 2-7C

PROMOTE ECONOMIC DEVELOPMENT AND EMPLOYMENT OPPORTUNITIES.

POLICY 2-7C.1

Establish economic development partnerships that enable residents and businesses the opportunity to prosper.

POLICY 2-7C.2

Foster relationships with businesses to encourage their retention and expansion.

POLICY 2-7C.3

Provide incentives to foster a vibrant business environment.

POLICY 2-7B.4

Support workforce development efforts to meet the needs of area residents and businesses.

**GOAL 2-8**

CONSERVE RESOURCES.

OBJECTIVE 2-8A

MINIMIZE ENERGY USE IN RESIDENTIAL AND NONRESIDENTIAL DEVELOPMENT.

POLICY 2-8A.1

Encourage energy- and resource-efficient design in development and building construction.

POLICY 2-8A.2

Provide opportunities for solar energy utilization through subdivision and building design.

POLICY 2-8A.3

Support the development and use of renewable energy resources.

POLICY 2-8A.4

Encourage development patterns that conserve energy resources.

POLICY 2-8A.5

Encourage on-site recycling centers and the recycling of building materials.

GOAL 2-9

ENSURE DEVELOPMENT OCCURS CONCURRENTLY WITH ESSENTIAL SERVICES AND INFRASTRUCTURE.

OBJECTIVE 2-9A

ENCOURAGE URBAN DEVELOPMENT IN AREAS WITH EXISTING AND PLANNED CAPACITY IN SERVICES AND INFRASTRUCTURE.

POLICY 2-9A.1

Evaluate the capacity of existing services and facilities to support development.

POLICY 2-9A.2

Ensure that new development mitigates impacts to existing services and infrastructure.

CHATFIELD URBAN AREA

VISION STATEMENT

The Chatfield Urban Area should be subject to variable development density constrained by the infrastructure that the area can support and the need to preserve its characteristic open spaces, viewsheds and wildlife corridors, but sufficient to offer the residents the benefits of a multi-faceted community that can provide the residential, commercial, medical, recreational, and educational services that they require.

GOAL 2-10

UTILIZE ENVIRONMENTAL SYSTEMS COMPRISED OF WATER, WILDLIFE AND WILDLIFE HABITAT, RECREATION, AND SENSE OF PLACE AS THE BASIS FOR COMMUNITY FORM WITHIN THE CHATFIELD URBAN AREA.

OBJECTIVE 2-10A

BALANCE, CONSERVE, AND PRESERVE SENSITIVE ENVIRONMENTAL AND VISUAL RESOURCES AS OPEN SPACE IN AREAS ADJACENT TO AND WITHIN PROPOSED URBAN AREAS.

POLICY 2-10A.1

Any new development within the Chatfield Urban Area should include a comprehensive study and inventory of valley-wide, interconnected habitats, wildlife movement corridors, and habitat linkages.

POLICY 2-10A.2

Any new development within the Chatfield Urban Area shall support, through the provision of significant open space, the conservation of those habitats, wildlife movement corridors, and habitat linkages as indicated in the study.

POLICY 2-10A.3

Any new development within the Chatfield Urban Area should include a comprehensive trail study that considers wildlife, habitat, wetlands, and local and regional connections for all users. Studies should account for off-site conditions and impacts.

POLICY 2-10A.4

Any new development within the Chatfield Urban Area shall provide appropriate trail improvements and significant open space.

GOAL 2-11

DESIGN DENSITY-APPROPRIATE DEVELOPMENT TO COMPLEMENT BOTH THE NATURAL AND HISTORIC LANDSCAPE.

OBJECTIVE 2-11A

USE DENSITY-SENSITIVE DESIGN TECHNIQUES AND LAND USE ELEMENTS TO PROVIDE COMPATIBILITY BETWEEN RESIDENTIAL AND NONRESIDENTIAL USES, CREATE A SENSE OF COMMUNITY IDENTITY, AND AVOID OVERBURDENING THE INFRASTRUCTURE THAT THE AREA CAN REASONABLY SUPPORT.

POLICY 2-11A.1

Protect the integrity of the Chatfield Basin by protecting, where appropriate, views to and from significant natural features.

POLICY 2-11A.2

Support the establishment and enhancement of community separators by creating open-space buffers, utilizing natural landforms and significant vegetative plantings to help screen views and provide wildlife habitat in the Chatfield Urban Area.

POLICY 2-11A.3

Protect the integrity of the Chatfield Basin by promoting dark-sky practices for residential and commercial development.

POLICY 2-11A.4

Encourage enhanced east-west roadway capacity between US Highway 85 and the Chatfield Basin area.

POLICY 2-11A.5

As an aid to controlling infrastructure costs within this Area, the County should promote cooperation between stakeholders for the creation of scalable infrastructure including, but not limited to, central water with sustainable sources, central sewage, road capacity, and multi-modal transportation alternatives, all designed to be capable of being expanded economically to serve the future needs of the Area.

POLICY 2-11A.6

Encourage development within this Area to offer existing and future residents the benefits of a multi-faceted community that can provide the residential, commercial, medical, recreational, and educational services that they require, while preserving the open spaces, viewsheds, and wildlife corridors characteristic of the area.

GOAL 2-12

PROVIDE DENSITY-APPROPRIATE CONNECTED PARKS, TRAILS, AND RECREATIONAL FACILITIES.

OBJECTIVE 2-12A

DEMONSTRATE ADEQUATE PROVISION OF NEIGHBORHOOD AND COMMUNITY PARKS, TRAILS, AND RECREATIONAL FACILITIES FOR THE USE OF ALL SEGMENTS OF THE POPULATION.

POLICY 2-12A.1

Within proposals for urban development in the Chatfield Urban Area, ensure that community-wide recreational opportunities are provided.

GOAL 2-13

ENSURE THE COHESIVE IMPLEMENTATION OF COMMUNITY-IDENTIFIED VALUES IN THE CHATFIELD URBAN AREA AS EXPRESSED BY THIS PLAN.

OBJECTIVE 2-13A

EVALUATE DEVELOPMENT PROPOSALS BASED ON THE KEY DETERMINANTS OF COMMUNITY CHARACTER.

**POLICY 2-13A.1**

Any land use proposal within the Chatfield Urban Area shall provide for cohesive development of the built environment by demonstrating and facilitating coordination of the mix, location, and character of land use, transportation, and utilities, as well as development phasing.

POLICY 2-13A.2

Any land use proposal within the Chatfield Urban Area shall respect community-identified values through integration of natural system elements including, but not limited to, wildlife corridors and habitat areas, land character, sense of place, and significant community view corridors.

POLICY 2-13A.3

Ensure community-identified values are addressed so development meets the needs of the Chatfield Urban Area and surrounding communities.

POLICY 2-13A.4

Encourage participation of all stakeholders in the identification and implementation of community-identified values.

PRIMARY URBAN AREA

The Primary Urban Area (PUA) on the Land Use Map is classified for urban uses because it demonstrates the following attributes:

- Access to shopping, facilities, and services.
- Proximity to existing and developing major employment centers.
- Access to major transportation corridors.
- Land generally suited for urban development in terms of its environmental conditions.
- Investments in existing infrastructure.

Key reasons for directing growth to this area are to minimize investments in public and private infrastructure, thereby maintaining taxes at reasonable levels, and to minimize sprawl, thereby preserving valued open lands.

A major focus of this Plan is to create compact, urban form in the PUA, and build new residential development in mixed-use Community Activity Centers. In unincorporated Douglas County, Community Activity Centers have been planned for the Highlands Ranch Town Center and the Lincoln Station Transit-Oriented Development. Such centers are encouraged elsewhere in the PUA where opportunities occur for infill and redevelopment.

GOAL 2-14

ESTABLISH VIBRANT COMMUNITY ACTIVITY CENTERS.

OBJECTIVE 2-14A

ENCOURAGE ECONOMIC DEVELOPMENT OPPORTUNITIES BY PROMOTING HIGHER DENSITIES AND A MIX OF USE IN ACTIVITY CENTERS.

POLICY 2-14A.1

Design activity centers as high-intensity, compact centers with amenities to generate vibrancy and vitality.

POLICY 2-14A.2

Encourage construction of the principal community amenity, such as a central park or plaza early in the development process.



POLICY 2-14A.3

Encourage the redevelopment of large commercial centers into community activity centers.

OBJECTIVE 2-14B

DESIGN PEDESTRIAN-ORIENTED ACTIVITY CENTERS.

POLICY 2-14B.1

Orient buildings close to each other and to the street.

POLICY 2-14B.2

Provide pedestrian-scale amenities.

POLICY 2-14B.3

Reduce the visual impact of parking areas.

POLICY 2-14B.4

Address the visual impacts and scale of retail and commercial development through design that supports a pedestrian-oriented environment and encourages alternatives to “strip” and “big box” development.

OBJECTIVE 2-14C

PROMOTE A MULTIMODAL TRANSPORTATION NETWORK THAT PROVIDES ACCESS TO MAJOR COLLECTORS AND ARTERIAL HIGHWAYS, TRANSIT, SIDEWALKS, AND TRAILS AND LINKS ACTIVITY CENTERS.

POLICY 2-14C.1

Design streets to reduce travel speeds and include wide or detached sidewalks and safe pedestrian crossings.

POLICY 2-14C.2

Locate activity centers on primary transit corridors, integrate them into the regional transportation system, and provide bicycle parking and storage facilities.

POLICY 2-14C.3

Encourage circulator bus service, through RTD or private van shuttles, in activity centers.

POLICY 2-14C.4

Link activity centers to other community uses and neighborhoods via bicycle lanes adjoining roadways and a pedestrian and bicycle trail system, where appropriate.

POLICY 2-14C.5

Support the creation of corridors for public transit and light rail.

SEPARATED URBAN AREAS

Douglas County's 1986 Master Plan recognized previously-zoned, isolated, urban developments called Separated Urban Areas (SUAs). These areas include Roxborough, Castle Pines Village and The Pinery. These developments are located outside of the Primary Urban Area and were previously zoned for urban development as early as the 1970s.

Previous master plans recognized the SUAs as distinct land planning areas and established policies broadly covering these areas. The unique character, locations, and varying levels of service have resulted in different development patterns and issues for each of the SUAs. This Plan recognizes both the differences and similarities, and therefore proposes a set of common land use objectives, as well as individually crafted policies for each SUA.

Expansion of these areas is generally not supported; however, in some cases limited expansion may be supported based on a compelling public benefit, such as supporting the fiscal health of special districts and lowering overall indebtedness and tax rates for residents. In addition, limited expansion may be supported when a transfer of development credits offers a benefit to the County, including enhancement of community-separation buffers or the elimination of inappropriate zoning.

CASTLE PINES VILLAGE SUA

PHYSICAL CHARACTERISTICS

Castle Pines Village encompasses upland Ponderosa Pine and shrublands. Significant changes in elevation occur, giving rise to dramatic cliffs and rock outcroppings.

DEVELOPMENT ISSUES

With the incorporation of the City of Castle Pines in 2008, the renamed Castle Pines Village SUA has taken on a more compact form, primarily encompassing the community of Castle Pines Village, as well as adjoining agricultural-zoned lands to the east.

The Castle Pines Village SUA enjoys permanently established community separation buffers. Protected open space abutting Castle Pines Village include Cherokee Ranch to the west, and agriculture and estate-lot development to the east. Highway 85 and the East Plum Creek riparian corridor to the south serve as a physical boundary. Urban uses have been established within the City of Castle Pines on its northern and eastern boundaries.

THE PINERY SUA

PHYSICAL CHARACTERISTICS

The Pinery SUA has three distinct natural areas: (1) the eastern portion, at the edge of the "Black Forest" characterized by significant stands of Ponderosa Pine; (2) the central area comprising the Cherry Creek valley; and (3) the western area, characterized by shrubland, grassland, and undulating terrain rising to the bluffs of the High Plateau region.

DEVELOPMENT ISSUES

Primary development issues relate to lands surrounding and adjacent to The Pinery. Approval of any additional dwelling units on adjacent lands must consider the goal of maintaining community separation surrounding The Pinery.

Concerns raised by residents have included maintaining the community character,

enhancing the community-separator buffer, protecting views of the bluffs and Rocky Mountains, preserving wildlife habitat, and ensuring new development is compatible with the character of the original Pinery.

The Pinery Water and Wastewater District is concerned about wellhead protection for its alluvial wells in the vicinity of Cherry Creek, and established a groundwater protection zone where future development should be sensitive to potential impacts on water quality.

ROXBOROUGH SUA

PHYSICAL CHARACTERISTICS

Located immediately adjacent to the foothills and lying on both sides of the hogback, Roxborough enjoys one of the most stunning landscapes in the County.

The portion on the eastern side of the hogback is characterized by grazed prairie grass and limited riparian vegetation along Little Willow Creek. The western side lies between the hogback and the mountain sides of Pike National Forest, featuring substantial red rock outcroppings.

DEVELOPMENT ISSUES

The Roxborough Park Metropolitan District was established in 1972 to provide fire

protection services, water, and sanitation services to the area. In 1999, fire protection services moved from the Roxborough Park Metropolitan District's jurisdiction to the West Metro Fire Protection Department. Subsequently, the District changed its name to the Roxborough Water and Sanitation District (RWSD).

The Roxborough Village Metropolitan District (RVMD) is a separate district that provides the basic infrastructure improvements necessary to serve the Roxborough Village portion of the Roxborough Separated Urban Area. The inclusion of the Chatfield Farms Planned Development into RVMD in 1999 represented a significant benefit to the area.

In late 2010, RWSD executed an agreement with the City of Aurora to provide the Roxborough community with a permanent surface water supply which will provide adequate water for the RWSD's total build out; thus, addressing one of the previous concerns of the community. RWSD currently serves the entire Roxborough Separated Urban Area (Village and Park) with approximately 3,400 residential customers including a small commercial base.

Since the permanent water supply was received from the City of Aurora, RWSD provided connections to Plum Valley Heights,



Chatfield Acres, Chatfield East, and the Titan Road Industrial Park. These communities have created the Plum Valley Heights Subdistrict, a financing subdistrict of RWSD. In partnership with the Douglas County Water Alternatives Program, RWSD has helped provide clean, renewable drinking water to approximately 300 homes and businesses in the Northwest part of the County that previously relied on groundwater.

A major complication for development for the area is swelling soils and heaving bedrock. Inadequate mitigation of hazardous soils damaged home foundations and infrastructure in Roxborough Village. A technique of “over excavation” is required for all new development in areas to mitigate for swelling soils.

Additional concerns raised by residents include:

- Water supplies for the region.
- Sufficiency and timing of improvements of the transportation network.
- Safety and capacity of Waterton Road.
- Preservation of open space and wildlife habitat.

STRUCTURE OF THIS SECTION

This section is organized by subject matter. General policies regarding the integrity of the SUAs, access, the built and natural environment, and community separators have been developed for all SUAs. Policies regarding specific SUAs have been identified with the name of the appropriate SUA following the policy number.

GOAL 2-15

PRESERVE THE INTEGRITY OF THE SEPARATED URBAN AREAS.

OBJECTIVE 2-15A

SUPPORT THE LOGICAL BUILD-OUT OF SUAs.

POLICY 2-15A.1

Timing of development should be concurrent with capital improvement plans of the County and of special districts, where improvements are needed.

POLICY 2-15A.2

The creation and designation of new SUAs is inconsistent with this Plan.

POLICY 2-15A.3

Expansion of SUAs is not supported by this Plan, unless compelling public benefit is provided that outweighs potential impacts.

OBJECTIVE 2-15B

DEVELOP COMMUNITIES WITH ADEQUATE PUBLIC FACILITIES AND SERVICES.

POLICY 2-15B.1

Support funding methods to acquire and improve needed public facilities and services.

POLICY 2-15B.2

Ensure development or redevelopment enhances existing community services such as utilities, fire protection, schools and water supply.

POLICY 2-15B.3

Support efforts to ensure the fiscal health of special districts.

POLICY 2-15B.4

Support special district facility and infrastructure upgrades needed to build-out the SUAs.

POLICY 2-15B.5

Encourage the construction of roads, connectivity to adjacent neighborhoods, and emergency service access.

POLICY 2-15B.6

Encourage the construction of additional local and regional trails, sidewalks, and parks, where appropriate, to increase pedestrian safety and active and passive recreational opportunities.

POLICY 2-15B.7

Encourage wildfire mitigation measures by the County, the fire protection district, and individual property owners.

POLICY 2-15B.8

Support regional transportation services.

POLICY 2-15B.9

Encourage public or private transportation services, potentially including a public transportation district, within the SUAs.

POLICY 2-15B.10 (PINERY SUA)

Support efforts of the Pinery Water and Wastewater District to continue providing a safe and reliable water supply, particularly with respect to the protection of alluvial groundwater.

POLICY 2-15B.11 (ROXBOROUGH SUA)

Improve the safety and capacity of Waterton Road through cooperative efforts with Jefferson County, Denver Water Board, Colorado Department of Transportation, and area property owners.

OBJECTIVE 2-15C

DEVELOP IN A MANNER THAT COMPLEMENTS AND ENHANCES THE CHARACTER OF THE BUILT AND NATURAL ENVIRONMENT.

POLICY 2-15C.1

Develop in a manner that complements and enhances the existing development pattern of adjoining neighborhoods, including density, scale, and landscaping.

POLICY 2-15C.2

Identify, adequately protect, and buffer significant open space and natural areas in, and adjacent to, new developments.

POLICY 2-15C.3

Encourage environmental and viewshed protection through development review.

POLICY 2-15C.4

Include the use of environment-enhancing features in development.

POLICY 2-15C.5

Provide wildlife movement corridors within new development where appropriate.

POLICY 2-15C.6 (CASTLE PINES VILLAGE SUA)

Encourage tree plantings on lots adjoining existing development and major road viewshed corridors.

POLICY 2-15C.7 (CASTLE PINES VILLAGE SUA)

Design commercial development at a small village scale using natural materials and extensive building articulation. Incorporate appropriate tree plantings adjacent to residential development.

POLICY 2-15C.8 (PINERY SUA)

Minimize visual impacts and preserve the integrity of the High Plateau bluffs in the development of land on the west side of Cherry Creek.

POLICY 2-15C.9 (ROXBOROUGH SUA)

New development adjacent to the SUA boundaries must be consistent with County objectives regarding preservation of the Mountain Backdrop, must serve as a logical extension of development, and must clearly provide a fiscal benefit to either or both of the Roxborough special districts.

OBJECTIVE 2-15D

ESTABLISH COMMUNITY SEPARATORS SURROUNDING ALL SUAs WITH COMPATIBLE AND APPROPRIATE LAND USES.

POLICY 2-15D.1

Encourage coordination with other jurisdictions that may influence land development decisions within areas adjacent to the SUAs.

POLICY 2-15D.2

Approve only low-intensity land uses such as open space, agriculture, recreation, and residential development in areas adjacent to SUAs, in accordance with Nonurban Area policies in Section 3, and any intergovernmental agreements with municipalities and the County.

POLICY 2-15D.3

Encourage the provision of open space within and surrounding the SUAs to provide a framework of separation.

POLICY 2-15D.4

Incorporate the development of parks and the purchase of open space in accordance with the goals and policies of the County Parks, Trails & Open Space Master Plan and the County Transportation Master Plan.





MUNICIPAL PLANNING AREAS

Municipal development plays a key role in the evolving landscape of Douglas County. The impact of municipalities on the natural and built environment, on adjoining communities, and on the provision of services can have far-reaching consequences. Similarly, development in the unincorporated County can have the same impacts.

Municipal influence areas are planning areas established by the municipality's master plans. Municipal influence areas often surround, or are adjacent to, a municipality's municipal planning area. While municipal development is not planned for these areas, they are considered important to jurisdictions because of the potential impact development could have from an economic, visual, environmental, urban service, or water quality perspective.

The following goal, objectives, and policies are intended to guide development decisions by the County for proposed land uses within the unincorporated lands located in designated municipal planning and influence areas. Policies affecting unincorporated residents are also established to provide direction to municipalities.

These policies serve as a framework for a cooperative relationship between jurisdictions.

GOAL 2-16

ENCOURAGE COORDINATED COMPREHENSIVE MASTER PLANS BETWEEN THE COUNTY AND MUNICIPALITIES.

OBJECTIVE 2-16A

MUTUALLY AGREE UPON MAJOR LAND USE PLANNING CONCEPTS.

POLICY 2-16A.1

Coordinate with municipalities to address major land use issues such as annexation and adjacent development.

POLICY 2-16A.2

Maintain open communication, build relationships, and address areas of mutual concern between the County and municipalities.

OBJECTIVE 2-16B

ENSURE DEVELOPMENT INSIDE MUNICIPAL PLANNING AREAS (MPAs) IS CONSISTENT WITH THE DOUGLAS COUNTY COMPREHENSIVE MASTER PLAN.

POLICY 2-16B.1

Support the annexation of existing, unincorporated planned developments within MPAs.



POLICY 2-16B.2

Protect the municipal sales-tax base by encouraging owners of undeveloped, unincorporated lands within MPAs to petition municipalities for annexation and development.

POLICY 2-16B.3

Municipal annexations by non-Douglas County-based municipalities that may adversely impact the fiscal viability of special districts, municipalities, or planned communities, or that do not conform to Nonurban designations and uses, are inconsistent with this Plan.

POLICY 2-16B.4

Support annexation of a total community into a municipality to give residents a greater say in land use issues affecting their community. Annexations of only commercial development, leaving the residential component under County jurisdiction, are inconsistent with this Plan.

POLICY 2-16B.5

Mitigate potential land use impacts of new unincorporated development adjacent to municipalities. Encourage municipalities to mitigate land use impacts on adjacent unincorporated Douglas County development.

POLICY 2-16B.6

Land use applications for development on unincorporated lands within the MPAs shall be consistent with the goals, objectives, and policies of this Section 2, Urban Land Use.

NONURBAN LAND USE

The Douglas County Comprehensive Master Plan enhances the quality of life for residents by protecting the natural landscape, rural areas, and historic sites of the County. Specific nonurban subarea policies have been established to protect and preserve the rural character, heritage, wildlife habitat, viewsheds and historic townsites of the County. The Plan also identifies individual nonurban subareas to allow policies to reflect specific needs within these areas. The protection of nonurban areas is implemented through the Zoning Resolution, which establishes maximum thresholds for intensive land uses that may not be supported by nonurban area policies.

Nonurban development is supported in these subareas to preserve the County's rural heritage while providing compatible outdoor recreation and educational opportunities. Nonurban land uses are generally low-intensity activities that include farming, ranching, large lot residential, parks, and open spaces. To support and protect community values for nonurban residential and agricultural communities, limited commercial, service, and civic land uses are established.

NATURAL AREAS

Douglas County citizens have placed a high value on the conservation of the natural and rural character of the nonurban areas of the County as identified in recent Citizen Surveys.

To maintain the character of the nonurban portions of the County, the CMP supports efforts by landowners to continue the agricultural lifestyle they enjoy.

The County is rich in historic and cultural features that should be preserved for future generations. The CMP supports efforts to keep open rural lands between the urbanized areas to maintain a sense of place and retain community character.

The commitment to maintaining the rural areas of the County comes with a responsibility for stewardship of these lands. This section of the CMP contains policies to ensure that investments in land preservation are protected through proper management.

SECTION 3



Land use proposals must take into consideration the significant wildlife habitat found within and adjacent to riparian corridors, including, especially, Cherry Creek, East and West Plum Creeks, as well as the wildlife that depends on those resources for survival. Archaeological and historic resources have also been identified as important features to be considered and protected, whenever possible.

PIKE NATIONAL FOREST

The southwestern portion of Douglas County is dominated by the foothills and forested mountains of the Pike National Forest and contains important habitat for numerous wildlife species. The Pike National Forest offers exceptional scenic beauty and recreational opportunities. The mountains and forests create incredible vistas.

Private property and old mining claims are scattered throughout. The few roads are narrow and winding, many are gravel, and large portions of the area are inaccessible through the winter. Groundwater occurs inconsistently and is unreliable in this region. The wildfire danger is high and fires in these areas can be very intense and cause substantial damage. Areas that have been impacted by wildfire are subject to flash

flooding. Infrastructure and services are limited.

The Pike National Forest is controlled by the United States Forest Service (USFS); Douglas County has limited control over land uses in the National Forest itself. However, land use policies found in this document apply to non-Federal lands in the Pike National Forest Area. Nonurban land use policies are appropriate in this rural area.

With its proximity to the Denver Metropolitan area, the Pike National Forest is a popular recreational area offering hiking, camping, hunting, fishing, mountain biking, equestrian use, motor sports, and wildlife viewing. The Pike National Forest area is home to a wide variety of wildlife and the Platte River gold medal fishery. It also boasts a large and complex system of motorized and non-motorized trails. Managing the impacts to recreation resources is a challenge the South Platte Ranger District is addressing through proactive planning.



Commercial operations and water development have always been included in the USFS's multiple use philosophy. Douglas County encourages the opportunity for local resource harvest and development. Any development or land use should respect the unique character of the Pike National Forest and minimize impacts to the local community and natural setting.

Management is critical to keep the forests healthy and the infrastructure intact. Some management activities are intensive and require heavy equipment; examples include timber harvest, controlled burning, restoration of burned areas, road and bridge

reconstruction, stream stabilization, and sediment removal. Activities such as wildlife management, weed control, watershed management, and beetle control may be less intensive but just as important.

Residential development opportunities are constrained by limited access, services, water, increased wildfire and flood hazard, and other obstacles. Wildfire risk should be mitigated wherever possible.

NONURBAN DEVELOPMENT

Residents of Douglas County value the "small town" feel and the quietness that the nonurban areas provide. Through the Zoning and Subdivision Resolutions, the CMP provides a basis for preservation of the rural landscape, natural habitats, critical viewsheds, and community separators. Design concepts are applied that respect rural communities, vegetative cover, ridgelines, wetlands, and critical wildlife habitat and movement corridors. In conjunction with the Douglas County Water Supply Overlay Zone District, the CMP defines areas that can physically support new development.

Design policies compel development to conserve and showcase important natural and agricultural features of the County. The CMP seeks to establish and preserve, through its policies, the values expressed by citizens for scenic views, dark skies at night, wide open spaces, undeveloped ridgelines, protected riparian areas, and agricultural landscapes.



As part of the land use review process, wildfire hazards, geologic hazards, and visual impacts must be evaluated and mitigated, to the extent possible. The process also requires demonstration of a dependable, long-term water supply in accordance with Section 18-A, Water Supply Overlay District, of the Douglas County Zoning Resolution, as well as review of other important services. The provision of local and regional trails and potential new connections to existing trails should also be considered as part of land use proposals.

NONURBAN SUBAREAS

There are seven distinct nonurban subareas identified in this Plan: Chatfield Valley, Cherry Valley, High Plateau, Indian Creek, Northeast, West Plum Creek, and Pike National Forest and Foothills. The subareas were established to create goals and policies that address their individual and unique character, circumstances, and needs.

HOW THIS SECTION RELATES TO OTHER SECTIONS IN THE COMPREHENSIVE MASTER PLAN

Policies in this section of the Plan primarily deal with land use in the nonurban area, heavily emphasizing rural character, scenic views, open space, and design issues. Topics such as community resources, transportation, water supply, wildlife habitat preservation, and open space opportunities are addressed in other sections of the Plan, including the urban land use section, and should be reviewed with nonurban land use policies.

GOAL 3-1

PROTECT AND CONSERVE THE NATURAL AND RURAL CHARACTER OF THE NONURBAN AREA.

OBJECTIVE 3-1A

PRESERVE LAND THAT IS CHARACTERIZED BY RANCHING, FARMING, SIGNIFICANT WILDLIFE HABITAT, IMPORTANT BIOTIC SYSTEMS, OR IMPORTANT SCENIC VIEWS, IN PERPETUITY.

POLICY 3-1A.1

To protect environmentally and visually sensitive nonurban areas, use the sale or transfer of development credits to send development to areas in the County more able to support development, consistent with this Plan.

POLICY 3-1A.2

Preserve open space through the purchase of land or conservation easements, donations, acquisitions, partnerships, or other appropriate land conservation tools.

OBJECTIVE 3-1B

SUPPORT OPPORTUNITIES FOR OWNERS OF RURAL LANDS TO CONTINUE RANCHING AND FARMING.

POLICY 3-1B.1

Diminish the impact of development to existing agricultural operations by buffering them from incompatible uses.

POLICY 3-1B.2

Encourage opportunities for the expansion of agricultural operations in the nonurban area.

OBJECTIVE 3-1C

PRESERVE RURAL HISTORIC STRUCTURES AND SITES.

POLICY 3-1C.1

Support restoration and management efforts of historic structures and sites as part of all rural land use applications.

POLICY 3-1C.2

Design new development to locate away from, and be compatible with, historic structures and sites.

OBJECTIVE 3-1D

ESTABLISH COMMUNITY SEPARATORS TO MAINTAIN COMMUNITY IDENTITY AND SENSE OF PLACE.

POLICY 3-1D.1

Maintain community separators through the identification of suitable land uses and appropriate location of development. Land uses that do not maintain community separation are inconsistent with this Plan.

OBJECTIVE 3-1E

PRESERVE AND PROVIDE FOR THE STEWARDSHIP OF OPEN SPACE AND NATURAL AREAS.

POLICY 3-1E.1

Identify and set aside, through the land use and development review processes, important open spaces in tracts or easements, where appropriate.

POLICY 3-1E.2

Require management plans, including forest and weed management plans, for conserved lands which are outside of residential lots or parcels, or within conservation easements, as appropriate. Management plans should identify the managing entity, funding source, and stewardship responsibilities.

GOAL 3-2

ENSURE LAND USE AND DESIGN IS COMPATIBLE WITH THE NATURAL AND RURAL CHARACTER OF THE NONURBAN AREA.

OBJECTIVE 3-2A

ENSURE THE CHARACTER AND INTENSITY OF DEVELOPMENT IS APPROPRIATE FOR THE NONURBAN AREA.

POLICY 3-2A.1

Design should be of a scale and character that complements the nonurban area.

POLICY 3-2A.2

Where possible, fencing should be wildlife-friendly, in accordance with standards recommended by the Colorado Division of Wildlife.

**OBJECTIVE 3-2B**

DESIGN DEVELOPMENT TO CONSERVE AND SHOWCASE IMPORTANT NATURAL AND RURAL FEATURES.

POLICY 3-2B.1

Use building envelopes, clustering and other site design techniques, where appropriate, to direct building away from environmentally- and visually-sensitive lands.

POLICY 3-2B.2

Design structures and site amenities with materials and colors that complement the natural landscape.

POLICY 3-2B.3

Encourage the preservation and construction of drainageways and stormwater management facilities that complement the natural and rural landscape.

POLICY 3-2B.4

Preserve vegetation, soils, and landforms by minimizing site disturbance. Overlot grading is strongly discouraged in the nonurban areas, except as needed for clustering or to screen residential development.

POLICY 3-2B.5

Design landscape plantings to minimize water consumption and blend with native vegetation using existing on-site trees and vegetation.

POLICY 3-2B.6

Grade disturbed slopes to blend with the natural terrain and revegetate with native grasses and vegetation.

POLICY 3-2B.7

Encourage designs that minimize the use of resources to provide energy efficiency in both construction and operation.

OBJECTIVE 3-2C

PRESERVE THE VISUAL INTEGRITY OF SIGNIFICANT RIDGELINES, ROAD VIEWSHEDS, HORIZON LINES, VIEWS OF THE MOUNTAIN BACKDROP, AND OTHER IMPORTANT NATURAL FEATURES.

POLICY 3-2C.1

Locate houses, utilities, and other structures away from important ridgelines and horizon lines.

POLICY 3-2C.2

Design development within the major highway corridors to protect viewsheds in the nonurban area.

POLICY 3-2C.3

Encourage residential site design and locations that complement the nonurban landscape and minimize the impact of road noise.

POLICY 3-2C.4

Minimize the impacts of light pollution from commercial and residential uses through lighting standards that support dark-sky principles.

OBJECTIVE 3-2D

ENCOURAGE RURAL DEVELOPMENT THAT SUPPORTS HEALTHY COMMUNITIES.

POLICY 3-2D.1

Require the provision of open space and trail corridors within residential development to allow access to natural features and to promote recreation and exercise opportunities.

POLICY 3-2D.2

Develop park facilities in the nonurban area for active and passive uses, where appropriate.

POLICY 3-2D.3

Develop local trail systems and a regional, interconnected system of multi-use trails that links communities, recreation areas, open space, neighborhood trails, and trail systems, including those outside of Douglas County.

POLICY 3-2D.4

Support the paving of shoulders along rural roads, outside of environmentally-sensitive areas.

NONURBAN SUBAREAS**GOAL 3-3**

MAINTAIN THE UNIQUE RURAL CHARACTER OF THE CHATFIELD VALLEY (NONURBAN AREA), CHERRY VALLEY, HIGH PLATEAU, INDIAN CREEK, NORTHEAST, WEST PLUM CREEK, AND PIKE NATIONAL FOREST AND FOOTHILLS SUBAREAS.

**CHATFIELD VALLEY SUBAREA****OBJECTIVE 3-3A**

ENSURE DEVELOPMENT IN THE CHATFIELD VALLEY SUBAREA RESPECTS THE UNIQUE CHARACTER OF THE AREA.

POLICY 3-3A.1

Low-intensity rural development is supported in the Chatfield Valley Subarea.

POLICY 3-3A.2

New development in the Chatfield Valley Subarea at densities higher than one dwelling unit per 35 acres is not supported by this Plan.

POLICY 3-3A.3

New development in the Chatfield Valley Subarea should apply stringent water conservation measures and avoid water-intensive uses.

POLICY 3-3A.4

Support ongoing planning and management efforts to ensure water quality is maintained now and into the future.

POLICY 3-3A.5

New development within the Chatfield Valley Subarea should include conservation of important grassland and other habitat areas, and wildlife movement corridors that link habitat areas.

POLICY 3-3A.6

New development within the Chatfield Valley Subarea should identify and preserve significant archaeological and historic features and be incorporated appropriately into development plans.

**POLICY 3-3A.7**

New development proposed within the Chatfield Valley Subarea should mitigate visual impacts to the mountain backdrop.

POLICY 3-3A.8

Development within the Chatfield Valley Subarea should conserve a buffer around the communities of Louviers, Roxborough, and Sedalia.

CHERRY VALLEY SUBAREA**OBJECTIVE 3-3B**

MAINTAIN THE AGRICULTURAL LIFESTYLE AND RURAL CHARACTER OF THE CHERRY VALLEY SUBAREA.

POLICY 3-3B.1

Low-intensity rural development is supported in the Cherry Valley Subarea.

POLICY 3-3B.2

New development in the Cherry Valley Subarea at densities higher than one dwelling unit per 35 acres is not supported by this Plan.

POLICY 3-3B.3

Future development within the Cherry Valley Subarea should minimize impacts to the riparian corridor of Cherry Creek and its drainages.

POLICY 3-3B.4

Preserve grassland areas in the Cherry Valley Subarea to ensure the survival of species such as the Plains Sharptailed grouse and Pronghorn antelope.

POLICY 3-3B.5

Maintain wildlife movement corridors through the Cherry Valley Subarea and to adjoining subareas, including the development of a Greenland and Interstate-25 wildlife underpass.

POLICY 3-3B.6

Development in the Cherry Valley Subarea should minimize visual impacts within major viewsheds.

POLICY 3-3B.7

Development within the Cherry Valley Subarea should conserve and maintain buffers to support distinctive community form and boundaries around the Town of Castle Rock and Franktown Rural Community.

POLICY 3-3B.8

Future trail projects should support trail connections between Greenland Ranch, Prairie Canyon, and Castlewood Canyon.

*HIGH PLATEAU SUBAREA***OBJECTIVE 3-3C**

ENSURE DEVELOPMENT IN THE HIGH PLATEAU SUBAREA IS CONSISTENT WITH THIS PLAN.

POLICY 3-3C.1

Low-density rural development is supported in the High Plateau Subarea.

POLICY 3-3C.2

New development in the High Plateau Subarea at densities higher than one dwelling unit per 35 acres is generally not supported by this Plan.

POLICY 3-3C.3

Development in the High Plateau Subarea should provide open lands adjacent to Interstate 25 and cluster development adjacent to existing development, at a density compatible with adjoining incorporated and unincorporated land uses, to protect important viewsheds.

*INDIAN CREEK SUBAREA***OBJECTIVE 3-3D**

ENSURE DEVELOPMENT IN THE INDIAN CREEK SUBAREA IS CONSISTENT WITH THIS PLAN.

POLICY 3-3D.1

Low-intensity rural development is supported in the Indian Creek Subarea.

POLICY 3-3D.2

New development in the Indian Creek Subarea at densities higher than one dwelling unit per 35 acres is not supported by this Plan.

POLICY 3-3D.3

New development in the Indian Creek Subarea should apply stringent water conservation measures and avoid water-intensive uses.

POLICY 3-3D.4

Support ongoing planning and management efforts to ensure water quality is maintained now and into the future.

POLICY 3-3D.5

New development within the Indian Creek Subarea should include conservation of important grasslands, habitat areas, and wildlife movement corridors that link habitat areas.

POLICY 3-3D.6

New development within the Indian Creek Subarea should identify and preserve significant archaeological and historic features and be incorporated appropriately into the development plan.

POLICY 3-3D.7

New development proposed within the nonurban areas of the Indian Creek Subarea should minimize visual impacts to the mountain backdrop.

POLICY 3-3D.8

Development within the Indian Creek Subarea should conserve a buffer around the community of Sedalia.

*NORTHEAST SUBAREA***OBJECTIVE 3-3E**

ENSURE DEVELOPMENT IN THE NORTHEAST SUBAREA IS CONSISTENT WITH THIS PLAN.

POLICY 3-3E.1

A maximum gross density of one dwelling unit per 2.5 acres is supported in the Northeast Subarea where it is logical infill, where approximately 50 percent of the property boundary is adjacent to zoned lands or parcel sizes consistent with the proposed development, and where site characteristics can generally support it.



POLICY 3-3E.2

A maximum gross density of one dwelling unit per 2.5 acres is supported in the Northeast Subarea where there is adequate public infrastructure to support the proposed development and where the other goals, objectives, and policies of the Plan have been met.

POLICY 3-3E.3

Encourage connections to central water and sewer district systems, when possible.

POLICY 3-3E.4

New development within the Northeast Subarea should take measures to protect the existing alluvial wells used as water supply in this area.

POLICY 3-3E.5

New development within the Northeast Subarea should be designed to minimize the removal of vegetation and to use trees and landforms to screen development, where possible. Additional trees and vegetation should be planted, where necessary and appropriate, to screen development.

POLICY 3-3E.6

Maintain natural drainages for wildlife movement, where possible, and provide open space linkages within and between large-lot developments.

POLICY 3-3E.7

Development along existing roads in the Northeast Subarea should be carefully sited and designed to minimize visual impacts, particularly of distant Front Range mountain views and open meadows.

WEST PLUM CREEK SUBAREA**OBJECTIVE 3-3F**

ENSURE DEVELOPMENT IN THE WEST PLUM CREEK SUBAREA IS CONSISTENT WITH THIS PLAN.

POLICY 3-3F.1

Low-intensity rural development is supported in the West Plum Creek Subarea.

POLICY 3-3F.2

New development in the West Plum Creek Subarea at densities higher than one dwelling unit per 35 acres is not supported by this Plan.

POLICY 3-3F.3

Parcels within, and directly adjacent to, the Perry Park development, that have been rezoned for densities higher than one dwelling unit per 35 acres under the provisions of previous Comprehensive Master Plans may proceed through the subdivision review process.

POLICY 3-3F.4

Support the use of Local Improvement Districts to improve internal roads and extend water and sewer infrastructure.

POLICY 3-3F.5

Support build out of Perry Park to the extent that development can be appropriately served by roads, water, and sewer infrastructure without undue harm to the natural environment.

POLICY 3-3F.6

Support limited transfer of development credits from platted portions of Perry Park that contain physical and environmental constraints, to more appropriate areas in the County.

POLICY 3-3F.7

New development within the West Plum Creek Subarea should avoid and mitigate impacts to the riparian corridor of East and West Plum Creeks and their sub-drainages.

POLICY 3-3F.8

Development along major roads in the West Plum Creek Subarea should be carefully sited and designed to minimize visual impacts, particularly to the foothills, Front Range mountain views, and open meadows.

POLICY 3-3F.9

Strongly encourage land use and transportation patterns that foster the establishment of visually distinctive communities.

POLICY 3-3F.10

Support paving shoulders along major roads to provide a safe place for bicyclists and all users.

POLICY 3-3F.11

Support the development of interconnected regional trail corridors.



PIKE NATIONAL FOREST AND FOOTHILLS SUBAREA

OBJECTIVE 3-3G

PRESERVE THE NATURAL ENVIRONMENT AND SCENIC BEAUTY OF THE PIKE NATIONAL FOREST AND FOOTHILLS SUBAREA, WHILE PROVIDING RECREATIONAL OPPORTUNITIES.

POLICY 3-3G.1

Support and encourage the conservation of lands important as natural resources.

POLICY 3-3G.2

Encourage the conversion of inholdings in the Pike National Forest.

OBJECTIVE 3-3H

PROVIDE APPROPRIATE RECREATIONAL OPPORTUNITIES IN THE PIKE NATIONAL FOREST.

POLICY 3-3H.1

Support the development of appropriately located trailheads and access to forest trails from lands along the eastern boundary of the Pike National Forest and Foothills Subarea.

POLICY 3-3H.2

Support cooperative efforts to plan for natural resource protection, management, and recreational uses in the Pike National Forest.

OBJECTIVE 3-3I

PRESERVE THE RURAL CHARACTER OF THE PIKE NATIONAL FOREST AND FOOTHILLS SUBAREA.

POLICY 3-3I.1

New development in the Pike National Forest and Foothills Subarea at densities higher than one dwelling unit per 35 acres is inconsistent with this Plan.

POLICY 3-3I.2

Minimize the impact of development and respect the distinct character of the Pike National Forest during development review.

POLICY 3-3I.3

Support the use of the County's 35-acre cluster regulations.

POLICY 3-3I.4

Ensure development proposed for the Pike National Forest, including, but not limited to, mineral extraction, water storage, recreation, major public utility facilities, and telecommunication facilities, is consistent with the County's Matters of State Interest (1041) Regulations, and the Zoning Resolution.

OBJECTIVE 3-3J

PROVIDE APPROPRIATE RESOURCE DEVELOPMENT OPPORTUNITIES IN THE PIKE NATIONAL FOREST AND FOOTHILLS SUBAREA.

POLICY 3-3J.1

Support responsible private and commercial development or extraction of natural resources.

POLICY 3-3J.2

Support the responsible improvement of the watershed and development of water resources.

POLICY 3-3J.3

Support industrial uses specific to resource development, such as sawmills or wood product processing facilities, where appropriate infrastructure can be provided and impacts to the local community can be minimized.

RURAL COMMUNITIES

Douglas County's rural communities of Franktown, Louviers, and Sedalia encompass much of the County's unique frontier settlement history. Currently, residents in and around these century-old rural communities continue to enjoy quiet, "sleepy-town" lifestyles.

Rural communities are unincorporated activity centers, providing clusters of commercial, community, and related uses to serve surrounding residential and agricultural areas. Each rural community has a historic rural village associated with it. They are designated on the County Land Use Map for two reasons: (1) to represent the historic rural town pattern of development within a general boundary, and (2) to draw attention to the desire of these rural village residents to preserve their heritage as unique entities within the County's nonurban area.

FRANKTOWN

Franktown was established as Douglas County's first county seat in 1861. Named after James Frank Gardner, Franktown's location along the original Cherry Creek stage route road made it a natural point of interest and major center of activity in the 1860s and 1870s.

The Franktown Subarea Plan, initially adopted as a separate document in 1989, reflects the community's desires and goals through 2020. Through a comprehensive public process, including both Technical and Public Advisory Committees, Franktown area citizens worked for over three years to define physical and policy boundaries for Franktown's future. The goals, objectives, and policies included in the Franktown Subarea Plan adopted in 2005 have been incorporated into this section of the Comprehensive Master Plan.

GOAL 4-1

MAINTAIN FRANKTOWN'S HISTORICALLY RURAL CHARACTER THROUGH:

- LOGICALLY-DEFINED LAND USE AREAS TO MANAGE GROWTH.

¹ Of or relating to life; Merriam-Webster Online

² Agricultural support services may include extension, marketing, research and information for micro-farming or similar endeavors.

SECTION 4

- A SENSITIVE "CROSSROADS" TRANSPORTATION PLAN.
- PROTECTION OF OPEN SPACE AND SCENIC VIEWSHEDS.
- PRESERVATION AND PROTECTION OF THE CHERRY CREEK ALLUVIUM AND RIPARIAN COMPLEX.
- ADDITIONAL COMMUNITY SERVICES AND PASSIVE RECREATIONAL OPPORTUNITIES.

(REFER TO MAPS 4.1 AND 4.2 FOR LAND USE DESIGNATION LOCATIONS.)

Area A and Area A/B Transition

OBJECTIVE 4-1A

PRESERVE FOR FUTURE GENERATIONS A LANDSCAPE DOMINATED BY OPEN LANDS AROUND FRANKTOWN.

POLICY 4-1A.1

Establish a clearly defined regional edge and community separation buffer, in concert with Objective 3-1D of this Plan.

POLICY 4-1A.2

Maintain a distinct Franktown-area identity outlined by natural boundaries of open space and development-free ridgelines.

OBJECTIVE 4-1B

CONSERVE IMPORTANT OPEN LAND IN AREA A THAT IS CHARACTERIZED BY RANCHING, FARMING, SIGNIFICANT WILDLIFE HABITAT, IMPORTANT BIOTIC¹ SYSTEMS, OR IMPORTANT SCENIC VIEWS.

POLICY 4-1B.1

Support the viability and expansion of agricultural and ranching activities, including new endeavors such as tree farms and low-intensity agricultural support services.²

POLICY 4-1B.2

Protect from development, in perpetuity where possible, open space areas critical to wildlife and other biotic systems, or that contain important highway views toward ridgelines to the west of Franktown, as well as views of Cherry Creek.

OBJECTIVE 4-1C

MAINTAIN THE RURAL CHARACTER WITH LIMITED, LOW-INTENSITY DEVELOPMENT.

POLICY 4-1C.1

Allow up to one dwelling unit per 10 acres where the land serves as a logical transition between existing rural site plans and historical large-lot development patterns in Areas A and B. New development at densities higher than one dwelling unit per 35 acres is otherwise not supported by this Plan.

POLICY 4-1C.2

Encourage density transfers³ from existing nonresidential zoning to appropriate receiving locations in the Franktown Village Area, consistent with this Plan.

POLICY 4-1C.3

New nonresidential and/or nonagricultural uses are inconsistent with Area A policies. Such uses are appropriate in the Franktown Village Area only.

POLICY 4-1C.4

Establish limited, low-impact passive recreation opportunities, including hiking, bird watching, road cycling, equestrian trails, and picnicking.

POLICY 4-1C.5

Encourage passive recreation use for reclaimed quarries.

POLICY 4-1C.6

All mining activity must be consistent with this Plan and the Douglas County Mineral Extraction Plan, as amended.



³ Transferring development potential from a donor area (which is environmentally sensitive) to an area already targeted as an appropriate receiving area.

POLICY 4-1C.7

Encourage improvements to existing properties.

Area B**OBJECTIVE 4-1D**

DELINEATE A BOUNDARY FOR FUTURE LOW-DENSITY INFILL DEVELOPMENT, TO BE CONSISTENT WITH THE EXISTING GENERAL LAND USE PATTERN IN THE NORTHEAST SUBAREA, AS DEFINED IN THIS PLAN.

POLICY 4-1D.1

The maximum permitted gross density for Area B is one dwelling unit per 5 acres consistent with the Douglas County Rural Residential Zone District, CMP Section 3, and Policy 3-3E.1 as described by this Plan.

POLICY 4-1D.2

Support rezoning of nonresidential lands to Area B residential, consistent with this Plan.

POLICY 4-1D.3

New nonresidential and nonagricultural zoning are inconsistent with Area B policies. Such uses are appropriate in the Franktown Village Area.

POLICY 4-1D.4

Encourage improvements to existing properties.

The Franktown Village Area

The Franktown Village Area includes the following districts: 1) Community Center; 2) Commons Area; 3) Community Residential Area; 4) Community Estate Area; and 5) Transition Area.

OBJECTIVE 4-1E

CONSOLIDATE NONRESIDENTIAL AND VILLAGE RESIDENTIAL LAND USES AT THE JUNCTION OF HIGHWAYS 83 AND 86.

POLICY 4-1E.1

Support the rezoning of existing commercial- or industrial-zoned land to agricultural or residential land uses.

POLICY 4-1E.2

Expansion of the Franktown Village Area boundaries is not supported by this Plan.

OBJECTIVE 4-1F

PROMOTE HEALTHY, SUSTAINABLE ECONOMIC DEVELOPMENT IN THE FRANKTOWN VILLAGE AREA.

POLICY 4-1F.1

Support new, and the expansion of, existing, locally-owned and operated businesses.

POLICY 4-1F.2

To ensure existing businesses stay viable, encourage community water and/or wastewater system options to fulfill central infrastructure requirements. Viable options include those professionally managed by a special district or a similar quasi-governmental entity.

POLICY 4-1F.3

Water and/or wastewater system viability shall be determined through review of potential service districts concurrent with development proposals.

POLICY 4-1F.4

Support central water and/or wastewater or alternative systems through an existing district and/or partnership with Douglas County to ensure viable business and residential development, and to ensure protection of the Cherry Creek alluvium.

POLICY 4-1F.5

Encourage development proposals that appropriately contribute to the fiscal support of infrastructure and services, consistent with this Plan.

POLICY 4-1F.6

Discourage franchise-style architecture. Refer to Policy 4-1G.5 regarding design guidelines that can enhance Franktown Village Area architecture.

OBJECTIVE 4-1G

ENHANCE THE HISTORIC CHARACTER AND SCALE OF THE FRANKTOWN VILLAGE AREA BY CREATING A MODEST AND ATTRACTIVE MIXED-USE AREA THAT SERVES THE CONVENIENCE AND PUBLIC SERVICE NEEDS OF THE FRANKTOWN COMMUNITY.

POLICY 4-1G.1

Support new development consistent with Franktown Village Area policies.

POLICY 4-1G.2

Support redevelopment of existing businesses in accordance with the goals, objectives, and policies of this Plan.

POLICY 4-1G.3

Encourage improvements to existing properties.

POLICY 4-1G.4

Decrease emphasis on uses and use separation; instead, focus on built form and the relationship of architecture to the natural environment and surrounding buildings.

POLICY 4-1G.5

Achieve contextually-sensitive design considering the following concepts:

- Mass and scale of structures.
- Residential scale.
- Unified building facades/complementary design among nonresidential structures.
- Streetscape.
- Community activity gathering places.⁴
- Integration of natural features in site improvement plans.
- A mixture of nonresidential building types, including single and multi-use buildings, with a variety of site and building configurations that evoke an historic Colorado small-town development pattern.
- Mixed uses (mix of residential and nonresidential retail and commercial), both within a site and within buildings that evoke a historic Colorado small-town development pattern.

POLICY 4-1G.6

Large single-use, nonresidential facilities, including “big box” retail, are inconsistent with this Plan, and will be discouraged.

POLICY 4-1G.7

Consider a 25,000 square foot interior space limit for any new single-use, nonresidential, building.

⁴ *The Great Good Place*, Oldenberg, Ran, 1989.

SPECIFIC PLANNING AREAS WITHIN THE FRANKTOWN VILLAGE AREA

*(Community Residential, Community Center,
Community Estate, Commons, and Transition)*

Community Residential District

OBJECTIVE 4-1H

ACCOMMODATE NEW RESIDENTIAL DEVELOPMENT.

POLICY 4-1H.1

Support residential densities to help achieve Objective 4-1F and 4-1F.4.

POLICY 4-1H.2

To maintain the rural scale and character of the Franktown Village Area, development should be limited to a level that reasonably and prudently supports the level of density necessary to support a viable central water and/or wastewater system, taking into account the future build out of other properties in the Franktown Village Area. Such development must be in compliance with the goals, objectives and policies of this Section 4.

POLICY 4-1H.3

Cluster units to reduce development costs, efficiently utilize infrastructure, preserve open space, and create a village atmosphere.

POLICY 4-1H.4

Encourage architectural design to be complementary to existing residential colors and materials in the Franktown community.

Community Center District

OBJECTIVE 4-1I

MAINTAIN AND EXPAND THE DIVERSITY OF LOCAL, COMMUNITY-COMMERCIAL SERVICES.

POLICY 4-1I.1

Encourage all new nonresidential development proposed in the Franktown area to locate to the southeast quadrant of State Highways 83 and 86, within the Community Center District.

POLICY 4-1I.2

Encourage the exchange of existing undeveloped, nonresidential zoning west of State Highway 83 to be consistent with this Plan.

POLICY 4-1I.3

Through the site improvement plan process, use techniques below to address visual impacts of nonresidential development:

- Improved screening for existing outside storage, using low-water consuming natural vegetation, architectural elements, or other acceptable proposed measures.
- Accessory residential uses attached to nonresidential structures.
- Visually-friendly building orientation, lot layout, and parking lot design.
- Reorientation of parking to the side and rear of buildings to accommodate future highway expansion and improve building street presence.



OBJECTIVE 4-1J

LIMIT THE AMOUNT AND INTENSITY OF INDUSTRIAL LAND USES.

POLICY 4-1J.1

Rezoning for additional industrial uses is inconsistent with this Plan.

POLICY 4-1J.2

Discourage new industrial construction and facility expansion on land within the Cherry Creek alluvium, illustrated on the Franktown Soils and Riparian Corridors Map.

POLICY 4-1J.3

Use appropriate design techniques, including but not limited to materials, scale of facilities and uses, screening and buffering, to reduce and mitigate the visual impacts of industrial and light industrial uses and structures located within the Franktown Village Area. See Policy 4-1I.3 for a list of techniques to address design for nonresidential sites.

*Community Estate (Alluvial Soils) District***OBJECTIVE 4-1K**

PROTECT CHERRY CREEK ALLUVIUM AND GROUNDWATER QUALITY.

POLICY 4-1K.1

Support residential development consistent with existing zoning using conservation measures to protect Cherry Creek and wildlife habitat.

POLICY 4-1K.2

Support voluntary efforts of existing businesses within the Community Estate District to relocate to the Community Center planning areas designated east of State Highway 83, out of the Cherry Creek alluvium.

POLICY 4-1K.3

Support redevelopment of existing nonresidential uses only when the application fulfills groundwater protection goals, as established in this Plan.

POLICY 4-1K.4

Encourage development of passive recreational opportunities adjacent to Cherry Creek.

(See Objective 4-1X for more policies on water quality.)

*Commons District***OBJECTIVE 4-1L**

ACCOMMODATE A DIVERSITY OF PUBLIC AND QUASI-PUBLIC LAND USES, INCLUDING, BUT NOT LIMITED TO SCHOOLS, NON-PROFIT, AND GOVERNMENT AND INSTITUTIONAL USES.

POLICY 4-1L.1

Encourage public uses to locate and expand in the Franktown Village Area.

**POLICY 4-1L.2**

Encourage new places of worship of an appropriate scale to locate within the Franktown Village Area, thus enhancing its diverse range of land uses.

POLICY 4-1L.3

Encourage multiple uses for public-use land and buildings, e.g., school grounds as an outdoor park, or Franktown Elementary School as a community focal point.

*Transition District***OBJECTIVE 4-1M**

CREATE A TRANSITION OF RESIDENTIAL INTENSITY, FROM MORE DENSITY IN THE COMMUNITY RESIDENTIAL AREA, TO LOWER-DENSITY NONURBAN AREAS.

POLICY 4-1M.1

Allow only land uses permitted by existing zoning, or lower density, to form the transition from Franktown's center to surrounding nonurban areas. This may include density permitted in the Community Residential planning area, but with careful attention to lot spacing, open space, and vegetative buffers to complement development on adjacent, large-lot parcels.

POLICY 4-1M.2

Ensure land-use compatibility through the use of landscaped buffers, open space, and the use of natural topographical features and vegetation.

POLICY 4-1M.3

Use clustering to conserve significant open space, ecosystems, and natural areas.

CIRCULATION/TRANSPORTATION IN THE FRANKTOWN VILLAGE AREA

The policies provided in this section are generally applicable to circulation in the Community Center and Community Residential designations in the Franktown Village Area. Refer to CMP Section 6 for general road network policies applicable to the Areas A and B.

OBJECTIVE 4-1N

ACHIEVE SAFE AND EFFICIENT VEHICULAR AND PEDESTRIAN CIRCULATION IN THE FRANKTOWN VILLAGE AREA.

POLICY 4-1N.1

Design the Franktown street network to encourage:

- Publicly-dedicated streets to maximize efficient use of County resources.
- A grid or modified grid system for local streets in future growth areas.
- Street parking, either parallel or diagonal, instead of larger parking lots.
- Public street connections from new developments to existing subdivisions, highways, and to one another, and create or maintain public street connections between existing subdivisions.

OBJECTIVE 4-1O

ESTABLISH A SAFE PEDESTRIAN NETWORK OF SIDEWALKS AND TRAILS.

POLICY 4-1O.1

Encourage pedestrian orientation, safety, and connectivity for redevelopment and new development.

POLICY 4-1O.2

Encourage trail connections between the Franktown Elementary School and future residential development.

POLICY 4-1O.3

Encourage development of formal and informal community gathering places.

POLICY 4-1O.4

Encourage development of a pedestrian sidewalk and trail system that ties into existing and future traffic control improvements associated with CDOT's Highway 83/86 Access Control Plan, and provides access to, and through, all portions of the Franktown core area.



POLICY 4-1O.5

Automobile parking facilities should primarily be located to the side or rear of buildings.

POLICY 4-1O.6

Encourage sensitive trail design and development that minimizes and/or mitigates conflicts with agricultural activities and significant wildlife habitat.

OBJECTIVE 4-1P

ACHIEVE CONSISTENCY BETWEEN LOCAL STREET PLANS AND STATE HIGHWAY ACCESS CONTROL PLANS FOR STATE HIGHWAYS 83 AND 86.

POLICY 4-1P.1

To ensure safety and efficiency, actively participate with CDOT in preparation of the State Highways 83/86 Access Control Plan to coordinate and consolidate collector street access for new and existing development.

POLICY 4-1P.2

Isolated development with inadequate connecting access points to State Highways and the collector street network are inconsistent with this Plan.

POLICY 4-1P.3

Encourage pedestrian orientation and recognition of Franktown Village Area character when considering future highway widening or redesign projects.

POLICY 4-1P.4

Encourage street design consistent with Franktown Village Area concepts as described by this Plan.

DESIGNING THE BUILT ENVIRONMENT TO ENHANCE THE NATURAL LANDSCAPE AND PRESERVE VIEWS IN THE FRANKTOWN RURAL COMMUNITY

OBJECTIVE 4-1Q

NEW DEVELOPMENT, AND REDEVELOPMENT OF EXISTING STRUCTURES AND SITE IMPROVEMENT PLANS SHOULD ACKNOWLEDGE AND COMPLEMENT THE NATURAL LANDSCAPE.

POLICY 4-1Q.1

Design development to do the following:

- Preserve significant existing vegetation.
- Use predominantly natural and historical materials and colors.
- Require use of low-water-consuming, xeric vegetation to soften and screen development and to provide small animal habitat and forage.
- Use enhanced plantings of native conifers to extend the nearby forest into easterly and higher portions of the Franktown Village Area to help create a unifying element and identity.
- Use riparian plantings in the Cherry Creek corridor.
- Discourage use of high-water-consuming turf.

POLICY 4-1Q.2

Locate and design development to minimize visual impacts from views experienced from State Highway 83 (views toward Castle Rock), State Highway 86 (toward Franktown), rural arterials (Russellville Road and Bayou Gulch Road), and important public spaces such as parks and trails and landmarks.

POLICY 4-1Q.3

Use building envelopes for all new subdivisions visible from Franktown highways and roads listed in 4-1Q.2 to complement key view corridors.

POLICY 4-1Q.4

Maintain natural foreground views around the riparian corridor in the Cherry Creek valley west of Franktown.

POLICY 4-1Q.5

Where opportunity exists, locate development behind topographical barriers and within or adjacent to vegetated areas.

POLICY 4-1Q.6

Locate houses, utilities, and other structures away from important ridgelines and skylines along the west and southern edges of the Franktown Rural Community.

**POLICY 4-1Q.7**

Avoid development (including driveways) on slopes in excess of 20 percent.

POLICY 4-1Q.8

Mitigate the visual and environmental impacts of driveways.

POLICY 4-1Q.9

Encourage wildlife-friendly fencing in Franktown. (Example: open-design, unpainted split-rail and wire fencing, 42 to 48 inches).

POLICY 4-1Q.10

Entry features to residential neighborhoods, if used, should be compatible with policies in this section.

OBJECTIVE 4-1R

PROTECT VIEWS OF THE NIGHT SKY.

POLICY 4-1R.1

Support residential and nonresidential lighting that preserves a dark night sky for Franktown area residents.

OBJECTIVE 4-1S

PRESERVE FRANKTOWN'S HISTORY.

POLICY 4-1S.1

Encourage and support the placement of historic markers where appropriate and where it furthers historic education.

POLICY 4-1S.2

Encourage landmark status for historic properties and structures.

ECOSYSTEM AND AGRICULTURAL PRESERVATION IN THE FRANKTOWN RURAL COMMUNITY

OBJECTIVE 4-1T

CONSISTENT WITH DOUGLAS COUNTY DEVELOPMENT-REVIEW REQUIREMENTS, PRESERVE CHERRY CREEK'S SHALLOW, VEGETATED, AND MEANDERING FORM.

POLICY 4-1T.1

Promote natural stream restoration of Cherry Creek, maintaining shallow, stable, base flow channels with wide, vegetated floodplains, as opposed to stabilizing eroded channels in place.

**POLICY 4-1T.2**

Promote stream stabilization projects along the mainstream of Cherry Creek that mitigate the impacts of increased runoff; are natural in appearance and function; and that preserve and enhance Cherry Creek's inherent ability to improve water quality.

POLICY 4-1T.3

Encourage development design near Cherry Creek tributaries to control the delivery of high sediment and nutrient loads to mainstream Cherry Creek; to reduce loading to the Cherry Creek Reservoir; and create healthy, natural stream environments within the watershed. This may include reduction of fertilizer application and sludge that may impact runoff loads into the Creek.

OBJECTIVE 4-1U

PROTECT AND RESTORE THE INTEGRITY OF THE CHERRY CREEK ECOSYSTEMS TO FOSTER COMMON, SENSITIVE, AND ENDANGERED FLORA AND FAUNA.

POLICY 4-1U.1

Maintain, and restore where necessary, wildlife habitat and movement corridors to healthy pre-development conditions.

POLICY 4-1U.2

Encourage rural residents to share the natural environment with wildlife in a way that reduces nuisance impacts and encourages healthy habitat.

POLICY 4-1U.3

Minimize public access in environmentally sensitive areas.

POLICY 4-1U.4

Minimize and, where possible, restrict new easements and rights-of-way through critical vegetation areas.

POLICY 4-1U.5

Restrict development from impacting rare plant communities, particularly Reed Hollow and Russellville Gulch.

OBJECTIVE 4-1V

PRESERVE EXISTING AGRICULTURAL OPERATIONS AND EXISTING VEGETATION.

POLICY 4-1V.1

Support farming- and agriculture-friendly regulations to address agricultural needs such as slow-moving traffic (tractors) and similar activities.

POLICY 4-1V.2

Through the development-review process, encourage appropriate setbacks for new, non-agricultural development and from existing ranching and farming operations to avoid potential “nuisance” complaints.

POLICY 4-1V.3

Support preservation of existing vegetation through preservation plans submitted concurrently with site improvement plans or subdivision.

WATER RESOURCE MANAGEMENT AND WATER QUALITY

Franktown’s primary wastewater management tools include septic tanks and leach fields. Properly managed, these systems can adequately support limited rural development as proposed in this Plan and protect groundwater in the Franktown Rural Community. However, this Plan supports future development on a central sewer system. Potential for a future central sewer system in Franktown rests with the ability of the Franktown Business Area Metropolitan District, or other similar future entities, to finance a central sewer line that would ultimately serve to protect Cherry Creek and serve the Franktown business community.

This Plan incorporates stringent policies concerning water supply as it is a County and region-wide issue (refer to CMP Section 7 - Water Supply). Franktown’s location in the Central Basin affords the area fewer restrictions on development based on the relatively plentiful, although nonrenewable, groundwater aquifers. Area residents and business owners are wholly dependent on groundwater wells for domestic uses, and given the lack of recharge, the community sets forth its desire to conserve water and protect this finite resource for future generations.

**OBJECTIVE 4-1W**

MAXIMIZE THE COST-EFFECTIVE USE OF WATER FOR DOMESTIC AND COMMERCIAL USES.

POLICY 4-1W.1

Encourage additional water storage for new development that requires central water facilities, thereby allowing existing wells in the Franktown Village Area to serve as the water supply for existing commercial and business activities, and to preserve aquifer supplies for existing rural residential development outside the Franktown Village Area.

POLICY 4-1W.2

Support initiatives to encourage conservation of local, renewable water rights for use in the Franktown community, consistent with countywide water policies and this Plan.

POLICY 4-1W.3

Support water conservation through such means as low-flow toilets and shower heads, xeric landscaping, sensor-based sprinkler systems, and gray-water reuse.

POLICY 4- 1W.4

Support natural recharge opportunities through innovative, stormwater-management design and preservation of ecologically-critical collection points.

OBJECTIVE 4-1X

MAINTAIN THE ENVIRONMENTAL INTEGRITY AND WATER QUALITY OF THE CHERRY CREEK RIPARIAN CORRIDOR AND TRIBUTARIES IN THE FRANKTOWN RURAL COMMUNITY TO EXCEED, TO THE EXTENT PRACTICABLE, ALL STATE AND FEDERAL WATER-QUALITY STANDARDS.

POLICY 4-1X.1

Support initiatives by quasi-governmental entities such as a special district to establish a community wastewater management program for existing on-site wastewater systems (OWS).

POLICY 4-1X.2

Support business development or redevelopment efforts to incorporate upgraded community wastewater systems.

POLICY 4-1X.3

Support the development of a central wastewater collection system⁵ for the village.

POLICY 4-1X.4

Encourage replacement of standard OWS within the Cherry Creek alluvium with connection to central sewer.

POLICY 4-1X.5

Preclude new OWS within the Cherry Creek alluvium, consistent with requirements per Colorado Department of Health and the Cherry Creek Basin Water Quality Authority.

STORMWATER MANAGEMENT IN THE FRANKTOWN RURAL COMMUNITY

Stormwater runoff contributes to increased levels of phosphorus and additional bacteriological elements that, without proper management, can flow into Cherry Creek. The Creek is a source of drinking water for downstream users in the Metro Area and also flows into the ecologically-significant Cherry Creek Reservoir that serves not only humans, but provides a diverse wildlife habitat. Stormwater runoff management in Franktown depends on careful site planning where the ultimate goal is to plan appropriate detention facilities to accommodate stormwater runoff in Franktown for any new development.

OBJECTIVE 4-1Y

MANAGE STORMWATER RUNOFF FROM NEW AND EXISTING DEVELOPMENT TO PRESERVE AND ENHANCE WATER QUALITY.

⁵ This could include smaller package plants with central management and oversight by a district, if financially feasible.

⁶ www.lid-stormwater.net Low Impact Development (LID) concepts address aquatic resource protection programs. LID technology is an alternative comprehensive approach to storm water management. It can be used to address a wide range of issues, including Combined Sewer Overflows (CSOs), National Pollutant Discharge Elimination System (NPDES) Stormwater Phase II permits, Total Maximum Daily Load programs, Nonpoint Source Program goals, and other Water Quality Standards.

POLICY 4-1Y.1

Accommodate stormwater detention facilities and overall best management practices (BMPs) for all development/redevelopment, including residential subdivisions.

POLICY 4-1Y.2

Site stormwater detention ponds, water quality improvements, and related facilities in accordance with the Douglas County Storm Drainage and Technical Criteria Manual.

POLICY 4-1Y.3

In cooperation with Douglas County Engineering, site additional innovative concepts for stormwater management, such as vegetated drainage swales, rooftop gardens, or other techniques to manage stormwater flows.⁶

LOUVIERS

At the turn of the 20th century, commercial industries in the Rocky Mountain region were booming. However, there was no place in the West at that time for many businesses to obtain the explosives they needed for developing industries such as mining, road building, logging, and quarrying.

In 1906, E. I. DuPont de Nemours & Co., Inc. (DuPont) met this need by building an explosive factory 25 miles south of Denver.

Between 1908 and 1920 DuPont established the town of Louviers to house its employees. The town was built adjacent to the plant site. To attract and keep workers in the



isolated West, they endeavored to establish a sense of community. As a result, residents were provided with a school, houses, streets, water, sewers, and entertainment, as well as medical services and retail stores. DuPont owned and maintained the houses until the early 1960s when the company sold the houses to individual owners. Production at the plant, however, continued into the 1980s.

The Louviers Village Club was constructed in 1917 and became the community's social and commercial center. It housed a mercantile store, barbershop, post office, and social amenities including a billiards room, dance hall, movie theater, and a two-lane bowling alley thought to be the oldest functioning bowling alley in Colorado. The Village Club was also used as a meeting place for a variety of organizations, including the Ladies Red Cross Society. Dances were held monthly, and first-run movies were shown weekly in the assembly hall. A specially designed projection booth facilitated film showings. DuPont transferred ownership of the Village Club to Douglas County in 1975. In 1998 and early 1999, the entire town and the DuPont plant were registered as a District on the National Historic Register.

In 2004, a committee of Louviers residents formed to develop a Louviers Subarea Master Plan. The plan was developed by the committee through direct discussions with, and surveys of, Louviers residents, as well as through information provided by County representatives. The committee met with representatives of Douglas County and maintained communication with DuPont through its site manager. This section incorporates policy direction and concepts as were proposed within the Louviers Subarea Master Plan.

The Louviers Rural Community is characterized by a mix of urban and rural land uses. Land use review within the Louviers Rural Community is also subject to the Urban Land Use and Nonurban Land Use sections of this Plan. If there is conflict between policies, the policies in this section take precedence.

GOAL 4-2

PRESERVE AND PROTECT THE HISTORIC AND UNIQUE CHARACTER OF THE LOUVIERS RURAL COMMUNITY AND BALANCE DEVELOPMENT, INFRASTRUCTURE, OPEN SPACE, AND RECREATIONAL NEEDS, WHILE RECOGNIZING CONSTRAINTS AND OPPORTUNITIES.



OBJECTIVE 4-2A

ESTABLISH COMMUNITY SEPARATORS AROUND THE LOUVIERS VILLAGE AREA TO MAINTAIN COMMUNITY IDENTITY AND SENSE OF PLACE.

POLICY 4-2A.1

Maintain community separation for Louviers Village through appropriate location of development. New land uses that do not maintain community separation are inconsistent with this Plan.

OBJECTIVE 4-2B

ENSURE THE NATURE AND INTENSITY OF DEVELOPMENT IS APPROPRIATE FOR THE LOUVIERS RURAL COMMUNITY AND VILLAGE AREA.

POLICY 4-2B.1

Design should be of a scale and character that complements the rural and historic character of the Louviers Village without precluding the diversity of housing choices.

POLICY 4-2B.2

Create local trail connections between Louviers major open spaces and other regional trail and bike paths.

OBJECTIVE 4-2C

DESIGN DEVELOPMENT TO CONSERVE AND SHOWCASE IMPORTANT NATURAL AND RURAL FEATURES.

POLICY 4-2C.1

Encourage structures and site amenities to be designed with materials and colors that complement the natural landscape and historic character.

POLICY 4-2C.2

Preserve or construct drainageways and stormwater management facilities that complement the character of Louviers.

POLICY 4-2C.3

Preserve vegetation, soils, and landforms by minimizing site disturbance. Overlot grading is strongly discouraged in the Louviers Village.

**POLICY 4-2C.4**

Design landscape plantings to minimize water consumption and blend with native vegetation.

POLICY 4-2C.5

Grade disturbed slopes to blend with the natural terrain and revegetate with native grasses.

POLICY 4-2C.6

Encourage innovative development patterns that minimize the use of resources and reduce energy consumption in both construction and operation.

OBJECTIVE 4-2D

PRESERVE THE VISUAL INTEGRITY OF SIGNIFICANT RIDGELINES, ROAD VIEWSHEDS, VIEWS OF THE MOUNTAIN BACKDROP, AND OTHER IMPORTANT FEATURES.

POLICY 4-2D.1

Locate development away from important ridgelines.

POLICY 4-2D.2

Minimize the impacts of light pollution from nonresidential and residential uses through lighting standards based on dark-sky practices.

POLICY 4-2D.3

Minimize visual impacts associated with intensive uses in order to preserve views of Louviers from US Highway 85 and the Cherokee Ranch & Castle.

POLICY 4-2D.4

Encourage the designation of permanent open space to preserve the Front Range Mountain Backdrop viewshed from and along US Highway 85.

OBJECTIVE 4-2E

DEVELOP AND REDEVELOP THE US HIGHWAY 85 CORRIDOR FOCUSING ON INFRASTRUCTURE IMPROVEMENTS AND INFILL REDEVELOPMENT.

POLICY 4-2E.1

Ensure that the redevelopment of existing nonresidential sites within the industrial zoned areas along the US Highway 85 corridor is upgraded to meet current standards.

POLICY 4-2E.2

In cooperation with landowners, encourage the rezoning of long, narrow strips of General Industrial-zoned (GI-zoned) land situated between railways and public rights-of-way to the Agricultural One (A-1) or Open Space Conservation (OS) zone districts.

POLICY 4-2E.3

Require appropriate mitigation of contaminated sites prior to reuse.

POLICY 4-2E.4

Support the siting of industrial and commercial uses in development nodes, as shown on Map 4.5, rather than in a continuous strip configuration along the US Highway 85 corridor in order to facilitate major wildlife movement corridors and support the visual integrity of the US Highway 85 viewshed.

POLICY 4-2E.5

Minimize the impacts of strip industrial development.

OBJECTIVE 4-2F

ADDRESS WATER AND SEWER SERVICE NEEDS IN THE US HIGHWAY 85 CORRIDOR.

POLICY 4-2F.1

Encourage the buildout of General Industrial-zoned, vacant parcels, and the redevelopment of underutilized, existing General Industrial-zoned parcels upon provision of centralized water and sewer services along the US Highway 85 corridor.

POLICY 4-2F.2

Encourage landowners to work with service providers to obtain central water and sewer services, as they become available.

OBJECTIVE 4-2G

PRESERVE THE INTEGRITY OF THE PLUM CREEK RIPARIAN CORRIDOR.

POLICY 4-2G.1

Encourage the enhancement, restoration, and protection of riparian open space and wildlife habitat by encouraging appropriate vegetative plantings within and adjacent to the Plum Creek riparian area and its tributaries, and through the creation of significant open space.

POLICY 4-2G.2

Encourage the reclamation of natural, original flow and sinuosity of Plum Creek.

POLICY 4-2G.3

Strongly discourage large-scale manipulation of the Plum Creek floodplain. The County may support manipulation of the floodplain boundary on a small-scale, case-by-case basis, if and only if:

- All federal and county approvals are obtained.
- The application clearly demonstrates significant benefits related to on- or off-site habitat restoration including, but not limited to, the installation of native grasses, forbs, shrubs, trees, wetlands rehabilitation, stream bank stabilization, and erosion control.

POLICY 4-2G.4

Encourage the relocation of development located within high-value wildlife habitat and riparian corridor areas.

OBJECTIVE 4-2H

IMPROVE ACCESS AND TRAFFIC SAFETY ALONG US HIGHWAY 85.

POLICY 4-2H.1

Strongly encourage the allocation of the necessary state and federal financial resources to expedite the US Highway 85 improvement projects between C-470 and Sedalia, as outlined in the South I-25 Corridor and US Highway 85 Corridor Final Environmental Impact Statement (I-25 and US 85 FEIS).

POLICY 4-2H.2

Consolidate access points along US Highway 85 to improve safety and create a coordinated road network.

POLICY 4-2H.3

Encourage development patterns that support potential mass transit service along the US Highway 85 corridor.

POLICY 4-2H.4

Support provisions for a shared-use regional trail and bike path in the US Highway 85 corridor, with connections to existing and proposed regional and local trails in the county.

OBJECTIVE 4-2I

ENHANCE AND SUPPORT OPEN SPACE-RELATED USES IN THE US HIGHWAY 85 CORRIDOR.

POLICY 4-2I.1

Support the continued use of agriculturally-zoned properties on the east side of US Highway 85.

POLICY 4-2I.2

Rezoning of agriculturally-zoned land on the east side of US Highway 85 to Industrial or Commercial zone districts or uses is inconsistent with the intent of this section.

POLICY 4-2I.3

Support consolidation of agriculturally-zoned parcels east of US Highway 85 for low-density, clustered residential development.

OBJECTIVE 4-2J

SUPPORT AND PRESERVE EXISTING WILDLIFE MOVEMENT CORRIDORS THAT CONNECT EXISTING OPEN SPACE AND WILDLIFE HABITAT AREAS.

POLICY 4-2J.1

Support the construction of a wildlife underpass and crossings for large mammals, consistent with CDOT requirements and recommendations in the I-25 and US 85 FEIS.

POLICY 4-2J.2

Encourage conservation easements on private land situated adjacent to major wildlife crossings on US Highway 85.

OBJECTIVE 4-2K

PRESERVE HISTORIC RESOURCES IN THE US HIGHWAY 85 CORRIDOR.

POLICY 4-2K.1

Encourage the restoration and renovation of the historic “company town” architecture and the established landscaped street and open space pattern in Louviers.

POLICY 4-2K.2

Discourage the demolition and replacement of existing historic residences and buildings in Louviers.

POLICY 4-2K.3

Ensure that land use development and design proposals in the vicinity of the Louviers Village meet the intent of preserving the unique company town character and historic heritage.

POLICY 4-2K.4

Encourage architecturally-sensitive additions to complement historic structures in Louviers, consistent with National Trust for Historic Preservation guidelines.

SEDALIA

The rural community of Sedalia has its earliest roots in its role as a transportation and resource shipment point. Prior to settlement of the area, early residents and visitors were Native American Ute and Arapahoe tribes, followed by trappers and explorers of the traditional European settlement of the West. The relative ease of developing timber resources led to the establishment of a sawmill in the area of Riely’s Hill, on Daniels Park Road. The developed lumber resources were shipped regionally and utilized for early construction in the burgeoning towns and cities along the eastern slope of the Rocky Mountains.

By 1865, Judge J. J. Craig owned the land area upon which the existing community sits. Known as Corral or Round Corral, the area was a holding and shipping point for cattle. After the end of the Civil War, additional settlement and homesteading of the area increased as farming and ranching opportunities offered attractive livelihoods.

With the completion of the railroad in 1871, the growing community, then known as the Town of Plum or Plum Station, required additional services. In 1872, Mr. Henry Clay had received an appointment for the Post Office, and renamed the community after his hometown of Sedalia, Missouri.

The railroad opened up significant transportation improvements, allowing business and trade to thrive. The community's location, between the major cities of Denver and Colorado Springs, served markets for coal, dairy products, cider, quarried stone and lumber. In 1925, automobile transportation was supported through the completion of the US Highway 85 corridor. The roadway was sited to the north of the existing community, thus preserving its fabric and heritage. The last steam engine stopped in Sedalia in 1957, though rail traffic through the community remains robust.

Today, the Sedalia Village area is characterized by distinct zone districts that support a variety of urban and rural land uses. Land use review within the rural community of Sedalia is also subject to the Urban Land Use and Nonurban Land Use sections of this Plan. If there is conflict between policies, the policies in this section take precedence.



GOAL 4-3

BALANCE DEVELOPMENT, EMPLOYMENT, INFRASTRUCTURE, OPEN SPACE, AND RECREATIONAL NEEDS WHILE RECOGNIZING CONSTRAINTS AND OPPORTUNITIES IN THE SEDALIA RURAL COMMUNITY.

OBJECTIVE 4-3A

PRESERVE THE CHARACTER OF THE SEDALIA VILLAGE AREA AS A SAFE, PLEASANT, AND AFFORDABLE COMMUNITY WITH A RURAL AND SMALL-TOWN ATMOSPHERE.

POLICY 4-3A.1

Encourage development that is similar in type and scale to development that now exists in both the Sedalia Village and nonurban, outlying areas.

POLICY 4-3A.2

Encourage activities that would support Sedalia as a profitable employment center, where the entrepreneurial nature of its businesses and cottage industries are nurtured and supported.

POLICY 4-3A.3

Encourage opportunities to expand the diverse mixture and pattern of land uses within the Sedalia Village area that reflect the character of Sedalia and that reinforce its role as a commercial service center for the area.

POLICY 4-3A.4

Support the current level of fire protection and encourage long-term improvements that result in the overall enhancement of fire-district ratings.

OBJECTIVE 4-3B

DEVELOP AND REDEVELOP SEDALIA FOCUSING ON INFRASTRUCTURE IMPROVEMENTS AND INFILL REDEVELOPMENT.

POLICY 4-3B.1

Ensure that the redevelopment of existing nonresidential sites is upgraded to meet current standards.

POLICY 4-3B.2

Encourage the rezoning of long, narrow strips of General Industrial-zoned land situated between railways and public rights-of-way, to the Agricultural One (A-1), or Open Space Conservation (OS) zone districts.

POLICY 4-3B.3

Require appropriate mitigation of contaminated sites prior to reuse.

POLICY 4-3B.4

Facilitate major wildlife movement corridors and support the visual integrity of the US Highway 85 viewshed.

POLICY 4-3B.5

Support the siting of industrial and commercial uses in development nodes, as shown on Map 4.6, rather than in a continuous strip configuration along the US Highway 85 corridor.

POLICY 4-3B.6

Strongly discourage new waste disposal landfills in the Sedalia Rural Community.

POLICY 4-3B.7

Encourage the community, County, and State to pursue recycling and reuse to reduce the need for landfills.

POLICY 4-3B.8

Minimize the impacts of strip industrial development.

OBJECTIVE 4-3C

SUPPORT WATER AND SEWER IMPROVEMENTS IN THE SEDALIA RURAL COMMUNITY.

POLICY 4-3C.1

Encourage the buildout of General Industrial-zoned, vacant parcels and the redevelopment of underutilized, existing General Industrial-zoned parcels upon provision of centralized water and sewer services along the US Highway 85 corridor.

POLICY 4-3C.2

Encourage landowners to work with service providers to obtain central water and sewer services, as they become available.

OBJECTIVE 4-3D

APPROPRIATELY SITE INTENSIVE INDUSTRIAL LAND USES ALONG THE US HIGHWAY 85 CORRIDOR.

POLICY 4-3D.1

Minimize the effects of mining in the Sedalia Rural Community.

POLICY 4-3D.2

Manage industrial and commercial traffic to minimize conflict with, and intrusion into, residential areas.

POLICY 4-3D.3

Encourage the relocation of development currently located within high-value wildlife habitat and riparian corridor areas to more appropriate locations.

**POLICY 4-3D.4**

Enclose principal processing activities associated with intensive industrial uses via architecturally designed and articulated structures in order to preserve views from US Highway 85, when appropriate.



POLICY 4-3D.5

Support neighborhood scale industrial and commercial uses in the Sedalia Village and support large-scale industrial and commercial uses in zoned industrial areas and development nodes.

POLICY 4-3D.6

Encourage low-intensity industrial land uses in preference to high-intensity industrial land uses.

OBJECTIVE 4-3E

PRESERVE THE INTEGRITY OF THE PLUM CREEK RIPARIAN CORRIDOR.

POLICY 4-3E.1

Encourage the enhancement, restoration, and protection of riparian open space and wildlife habitat by encouraging appropriate vegetative plantings within and adjacent to the Plum Creek riparian area and its tributaries.

POLICY 4-3E.2

Encourage the reclamation of the natural flow and sinuosity of Plum Creek.

POLICY 4-3E.3

Strongly discourage large-scale manipulation of the Plum Creek floodplain.

The County may support manipulation of the floodplain boundary on a small-scale, case-by-case basis, if and only if:

- All federal and County approvals are obtained.
- The application clearly demonstrates significant benefits related to on- or off-site habitat restoration including, by reference but not limitation, the installation of native grasses, forbs, shrubs, trees, wetlands rehabilitation, stream-bank stabilization, and erosion control.

POLICY 4-3E.4

Through the development review process, encourage vegetative plantings within and adjacent to the Plum Creek riparian corridor and its tributaries to enhance wildlife habitat, stream hydrology and aesthetic quality.

OBJECTIVE 4-3F

IMPROVE ACCESS AND TRAFFIC SAFETY ALONG US HIGHWAY 85.

POLICY 4-3F.1

Strongly encourage the allocation of the necessary state and federal financial resources to expedite the US Highway 85 improvement projects between C-470 and Sedalia, as outlined in the I-25 and US 85 FEIS.

POLICY 4-3F.2

Consolidate access points along US Highway 85 to improve safety and create a coordinated road network.

POLICY 4-3F.3

Separated grade crossings of railroad facilities at State Highway 67 would not be appropriate in the Sedalia Village area.

POLICY 4-3F.4

Encourage, where possible, the consolidation of the railroad tracks within Sedalia to mitigate the safety concerns resulting from the proximity of the railroad tracks to the highways and Sedalia Elementary School.

POLICY 4-3F.5

Encourage development patterns that support potential commuter rail service along the US Highway 85 corridor.

POLICY 4-3F.6

Support provisions for a shared use, regional trail and bike path in the US Highway 85 corridor with connections to other existing and proposed regional and local trails in the county.

OBJECTIVE 4-3G

ENHANCE AND SUPPORT OPEN SPACE-RELATED USES IN THE US HIGHWAY 85 CORRIDOR.

POLICY 4-3G.1

Support a clear and distinct separation between Sedalia and the Reynolds-Lavaun Industrial Node in order to facilitate wildlife movement from Daniel's Park, the Highlands Ranch Backcountry Wilderness, and Cherokee Ranch to lands west of US Highway 85.

POLICY 4-3G.2

Support the continued use of agriculturally-zoned properties on the east side of the US Highway 85 corridor for small-scale micro-farming, ranching, or equestrian uses.

POLICY 4-3G.3

Rezoning of agriculturally-zoned land on the east side of US Highway 85 to industrial or commercial zone districts is inconsistent with the intent of this section.

POLICY 4-3G.4

Support consolidation of agriculturally-zoned parcels east of US Highway 85 to create parcels for low-density, clustered residential.

OBJECTIVE 4-3H

SUPPORT AND PRESERVE EXISTING WILDLIFE MOVEMENT CORRIDORS THAT CONNECT EXISTING OPEN SPACE AND WILDLIFE HABITAT AREAS.

POLICY 4-3H.1

Encourage the construction or improvement of other wildlife underpasses in the Woodhouse/Cherokee Ranch Wildlife Crossing Area.

POLICY 4-3H.2

Encourage conservation easements on private land situated adjacent to major wildlife crossing on US Highway 85.

OBJECTIVE 4-3I

PRESERVE HISTORIC RESOURCES IN THE US HIGHWAY 85 CORRIDOR.

POLICY 4-3I.1

Preserve historic structures in the Sedalia Rural Community.

POLICY 4-3I.2

Encourage the preservation and enhancement of important historic sites and structures in the Sedalia Rural Community which reflect the area's heritage.



COMMUNITY RESOURCES

Community resources refer to services and amenities provided to the Douglas County community. The services discussed in this section are special districts, educational facilities, emergency services, utilities, and waste disposal. (Transportation and water supply have their own sections in the Plan.) The amenities considered are libraries, cultural arts facilities, and cultural and historic resources. (Parks and trails are covered in the Parks, Trails and Open Space Master Plan.) The CMP expresses the community values regarding these resources through the following goals, objectives, and policies.

While most community resources are not provided by county government, this Plan encourages coordination between service providers and the County during development review to ensure services are provided in the right places and at the right time.

COMMUNITY RESOURCES

GOAL 5-1

ENSURE THE PROVISION OF ADEQUATE COMMUNITY RESOURCES IN AN EFFICIENT AND COST-EFFECTIVE MANNER.

OBJECTIVE 5-1A

REVIEW EXISTING AND PROJECTED DEVELOPMENT TO ENSURE THAT IT DOES NOT OVERWHELM EXISTING SERVICES.

POLICY 5-1A.1

Consider buildout rates, projected demand, and capacity when evaluating proposed development.

POLICY 5-1A.2

Coordinate service needs with relevant special districts, authorities, and municipalities.

OBJECTIVE 5-1B

MAINTAIN A DEVELOPMENT PATTERN OF CONTIGUOUS AND LOGICAL EXTENSIONS OF COMMUNITY RESOURCES AND INFRASTRUCTURE.

SECTION 5

POLICY 5-1B.1

Encourage new development to be contiguous to existing development and infrastructure.

POLICY 5-1B.2

Encourage multi-purpose use of public lands, facilities, or services to promote efficiencies.

EDUCATION

GOAL 5-2

PROVIDE EDUCATIONAL FACILITIES THAT SERVE THE COUNTY'S POPULATION.

OBJECTIVE 5-2A

MAINTAIN A COOPERATIVE APPROACH TO PLANNING FOR EDUCATIONAL FACILITIES.

POLICY 5-2A.1

Encourage cooperation between the municipalities and the County to ensure adequate school facilities.

POLICY 5-2A.2

Support the school district's ability to finance new schools as part of the development review process.

POLICY 5-2A.3

Support tax incentives or other benefits to create partnerships between businesses and educational institutions.

OBJECTIVE 5-2B

SCHOOLS SHOULD BE SAFE, ACCESSIBLE, AND PROMINENT IN THE COMMUNITY.

POLICY 5-2B.1

Encourage multiple uses of public school facilities.

POLICY 5-2B.2

Encourage schools to locate adjacent to other community facilities to create neighborhood centers.

POLICY 5-2B.3

Ensure that schools are accessible to the community via a connected network of roads and trails.

SPECIAL DISTRICTS

GOAL 5-3

PROMOTE THE SUSTAINABILITY OF SPECIAL DISTRICTS.

OBJECTIVE 5-3A

ENSURE SPECIAL DISTRICTS ARE FINANCIALLY SOUND.

POLICY 5-3A.1

Require a detailed, independent evaluation of all special district financing plans.

OBJECTIVE 5-3B

ENSURE DISTRICT MANAGEMENT IS IN THE BEST INTEREST OF COUNTY RESIDENTS.

POLICY 5-3B.1

Ensure district activities and operations are consistent with the service plan.

LIBRARIES

GOAL 5-4

ENSURE LIBRARY RESOURCES ARE AVAILABLE TO ALL COUNTY RESIDENTS.



OBJECTIVE 5-4A

DEVELOP A COORDINATED APPROACH TO PROVIDE LIBRARY RESOURCES.

POLICY 5-4A.1

Cooperate with the Douglas County Libraries' Board of Trustees to mitigate growth-related impacts through planning, growth monitoring, and the land development review process.

OTHER UTILITIES

GOAL 5-5

MAINTAIN HIGH QUALITY STANDARDS IN PLANNING FOR UTILITY SITES.

OBJECTIVE 5-5A

MINIMIZE IMPACTS TO THE SURROUNDING AREA.

POLICY 5-5A.1

Apply design standards to ensure compatibility.

POLICY 5-5A.2

Recognize the technological, operational, maintenance, and safety constraints of these uses while balancing community desires to mitigate impacts to the natural and built environment.

POLICY 5-5A.3

Encourage high tension power lines and electrical substations be located away from residential and visually significant areas, where feasible.

POLICY 5-5A.4

Encourage residential development to be placed away from high tension power lines and electrical substations.

POLICY 5-5A.5

Encourage the joint use of utility corridors for new or upgraded major transmission lines.

POLICY 5-5A.6

Provide adequate right-of-way or setbacks to dissipate electromagnetic fields and noise and to mitigate visual and other land use concerns.

OBJECTIVE 5-5B

SITE TELECOMMUNICATION FACILITIES SO THEY WILL BE IN SCALE AND HARMONY WITH THE CHARACTER OF THE SURROUNDING ENVIRONMENT.

POLICY 5-5B.1

When feasible, locate facilities on existing structures, e.g., buildings, communication towers, water towers, smokestacks, windmills, silos, sign structures, or light poles, or in locations where the existing topography, vegetation, buildings, or other structures provide the greatest amount of screening and backdrop.

POLICY 5-5B.2

Balance the need for telecommunication services and the desire to preserve the visual environment.



EMERGENCY SERVICES

GOAL 5-6

PROVIDE QUALITY EMERGENCY SERVICES TO COUNTY RESIDENTS IN THE MOST EFFICIENT AND COST-EFFECTIVE MANNER POSSIBLE.

OBJECTIVE 5-6A

PROVIDE COORDINATED LAW ENFORCEMENT RESOURCES THAT CORRESPOND WITH POPULATION GROWTH.

POLICY 5-6A.1

Integrate safety improvements with new development projects.

POLICY 5-6A.2

Require adequate emergency access in all developments with two points of access and connections between neighborhoods, where feasible.

POLICY 5-6A.3

The location and design of emergency service substations should be efficient and compatible with the surrounding area.

OBJECTIVE 5-6B

ENSURE EMERGENCY SERVICES FOR NEW DEVELOPMENTS ARE AVAILABLE.

POLICY 5-6B.1

Require district service plans proposing fire protection to include provisions for technical rescue, emergency services, and environmental hazard response.

POLICY 5-6B.2

Require new development to be served by a fire district with adequate fire protection facilities, equipment and service capabilities, unless determined impractical.

HEALTH CARE

GOAL 5-7

INTEGRATE HEALTH CARE FACILITIES INTO NEW AND EXISTING COMMUNITIES TO SUPPORT IMPROVED QUALITY OF CARE.

OBJECTIVE 5-7A

SUPPORT ZONING FOR HEALTH CARE FACILITIES.

POLICY 5-7A.1

Encourage private health care facilities to locate in Douglas County.

POLICY 5-7A.2

Support health care facilities and supportive industries.



CULTURAL RESOURCES

An important component of Douglas County's sense of place is its historic legacy. This legacy is evident in our heritage of agriculture, mining, industry, and transportation and in our cultural resources. Cultural resources include historic roads, buildings, structures, sites, districts, landscapes, archeological sites, as well as cultural practices.

GOAL 5-8

PRESERVE DOUGLAS COUNTY'S CULTURAL RESOURCES FOR FUTURE GENERATIONS.

OBJECTIVE 5-8A

SUPPORT THE PRESERVATION AND PROTECTION OF CULTURAL RESOURCES.

POLICY 5-8A.1

Encourage partnerships and community-based efforts to plan for the preservation of cultural resources.

POLICY 5-8A.2

Identify and support the preservation of sites and artifacts with historic, prehistoric, or cultural significance.

POLICY 5-8A.3

Encourage the incorporation of historical and cultural resources into development plans.

POLICY 5-8A.4

Cooperate with the Historic Preservation Board, historical societies, and archeological organizations to promote the preservation of cultural resources.

CULTURAL FACILITIES

GOAL 5-9

PROVIDE OPPORTUNITIES FOR CULTURAL EXPERIENCES.

OBJECTIVE 5-9A

ESTABLISH CULTURAL FACILITY LOCATIONS IN NEW AND EXISTING COMMUNITIES.

POLICY 5-9A.1

Encourage land dedication for cultural facilities within urban development.

POLICY 5-9A.2

Encourage developers to include small-scale cultural facilities such as outdoor theatres or gazebos through appropriate land use application processes.



TRANSPORTATION

Like many growing western counties, Douglas County focuses on one of the most integral elements in land use planning - transportation. The primary purpose of a transportation network is for the movement of people and goods. Transportation also provides access to resources, places, and events that fulfill the daily needs and plays a large role in the quality of our individual and collective lives.

An inseparable relationship exists between transportation and land use. For instance, in rural areas with little development, a new regional road provides safer, convenient access to urban services and employment. In urban areas, transportation demands are derived from, and must support, specific land uses and their associated activities.

VISION FOR TRANSPORTATION PLANNING

A transportation network comprised of diverse types of transportation facilities supports improved access and mobility; it shapes the way we travel and the development of our communities. The integration of the transportation network and land use provides important benefits, including:

- Improved travel choices and options.
- Reduced road network demands, vehicle miles traveled, and time spent driving.

SECTION 6

- Improved community health and active living.
- Improved economic vitality.
- Improved air quality.
- Energy and natural resource conservation.

The transportation network is a vital community investment in economic development and sustainability. As the transportation network reflects and supports balanced land use policies, it also assists in the preservation and creation of a sense of place while conserving energy resources.

RELATIONSHIP TO OTHER ELEMENTS OF THE PLAN AND COUNTY REGULATIONS

The CMP establishes the community's vision regarding transportation for consideration through land use review and other decision-making processes. The County develops and adopts a separate element, the Douglas County Transportation Master Plan (DCTMP), which is incorporated herein by reference. The DCTMP is revised and adopted on a regular basis.

The DCTMP augments policies and values as established by this Plan. It is intended to identify and support potential transit opportunities such as regional bus service (Bustang), light rail, and future bus rapid



transit (BRT) corridors. Bicycle and pedestrian mobility are also critical in reducing demands in automobile roadways and meeting needs of a significant portion of the population. The 2040 DCTMP will also integrate and support land use policies as established by this Plan.

While the following goals, objectives, and policies reflect the County's general interest in how and where road and other transportation facilities are designed, the CMP is not intended as a technical guide. For detailed technical guidance on road design and other engineering-related issues, refer to the adopted DCTMP, Douglas County Roadway Design and Construction Standards, and the Douglas County Storm Drainage Design and Technical Criteria Manual.

ROAD NETWORK

An efficient and safe road network is essential to address increasing demands from local and regional growth and development. Roadway network improvements anticipate and respond to the varying land use demands and transportation infrastructure of different areas within the county.

The development of the road network faces physical, funding, and programming constraints. These include the often diverse physical characteristics of the county, such as varying topography, historic transportation corridor alignments, and established settlement patterns.

Funding sources for federal and state highway improvements are limited and must be maximized. Collaboration with other county and non-county jurisdictions must be pursued, even as different priorities and programs drive decision making. Non-county jurisdictions may have enormous impacts on the road network if their land use policies direct vehicle trips into relatively sparsely populated areas within the county or onto portions of the road network which were not intended as regional facilities.

Technological developments, including autonomous vehicles, car sharing, and on-demand services, will increasingly characterize the road network. Anticipated to

offer cost savings and convenience, a long-term shift in transportation infrastructure and travel behaviors is predicted. Projected benefits include improvements to the efficiency and safety of the transportation system, a potential reduction in traffic volumes, and reduced car ownership rates. Changes to the built environment could include changes to the demand for traditional parking lots as vehicle storage gives way to drop-off and pick-up experiences. Improved delivery capabilities could bring more passengers directly to their final destinations, significantly improving mobility choices for transit-dependent citizens. The full impact of this change will occur over the next few decades. As such, traditional transportation systems will require investments even as new transportation designs and solutions are implemented.

PAYING FOR ROAD CONSTRUCTION AND MAINTENANCE

The CMP directs that development pay its fair share of required road improvements, including those internal and adjacent to the development. In some cases, off-site road improvements are also required. Development proposals are reviewed for existing road capacity as well as road capacity at project buildout and at a long-range horizon year. As established in the Douglas County Roadway Design and Construction Standards, proposed new developments must demonstrate that road capacity is available, or alternately, identify viable improvements to increase roadway capacity. It may be necessary for a development proposal to construct, fund or partially fund an adjacent or off-site roadway project to mitigate traffic impacts. A development proposal may be phased, deferred, or recommended for denial if these requirements cannot be met.

Road network capacity is described under the term "Level of Service" (LOS), which generally describes relative traffic movement or congestion in an identified timeframe, as measured at intersections. LOS characterizes

the operational conditions of an intersection's traffic flow, ranging from LOS A (indicating very good, free-flow operations) to LOS F (indicating congested and sometimes oversaturated conditions). Reference Appendix B of the Douglas County Roadway Design and Construction Standards for LOS design objectives.

Douglas County supports road development and construction programs, in part, through revenues received through voter-approved sales and use tax initiatives. This revenue source supports construction of new roads, safety improvements, road widening, intersection improvements and signalization, and paving of gravel roads.

TRANSIT

Transit is defined as any vehicle or transportation system, public or private, used for the mass transport of people. The provision of transit facilities is often feasible only in areas where there is a high concentration of people. Population in the county is mostly concentrated in its northern tier, and within the municipalities of Lone Tree, Castle Rock, Parker, and Castle Pines, as well as the Separated Urban Areas of Roxborough and The Pinery.

County transportation demand is based, in part, on commuting patterns to and between the major employment centers of Denver and Colorado Springs. Continued reliance on the automobile is anticipated. Demand for access to public transportation for older adults, people with disabilities, youths, and non-driving residents will continue.



Transit opportunities and needs must continue to inform land use decisions by Douglas County and its constituent jurisdictions. Light rail service within the City of Lone Tree and future service in the western and central portions of Highlands Ranch provide strong opportunities to guide land use decisions, and to integrate other transit opportunities, including automobiles, buses, bicycles, and pedestrians. One example of the integration of land use and transit is Transit-Oriented Development (TOD), which establishes a higher density and intensity of land use, as well as a variety of different uses, in proximity to transit centers. Additionally, commuter rail on the existing Union Pacific and Burlington Northern Santa Fe Railroad corridors, continues to provide opportunities for future regional transit solutions within existing transportation corridors.

CURRENT SERVICE PROVIDERS

- The Regional Transportation District (RTD) operates light rail service on the I-25 corridor; Access-a-Ride, an on-demand service for people with disabilities; and bus service to the northern tier of the county. Its Call-n-Ride service is available in Parker, Lone Tree, and Meridian.
- The Southeast Public Improvement Metropolitan District (SPIMD) is a special district that provides shuttle services and enhancements to light rail facilities.
- Other service providers offer countywide transportation to special populations, including older adults, the disabled, and income-eligible residents.

TRANSPORTATION PLANNING AND LAND USE

The coordination of transportation planning and land use planning enables effective utilization of transportation resources and helps to create and preserve desirable living environments. Such coordination provides multiple benefits:

- Road network demand can be reduced at the scale of both urban and rural densities. Opportunities for non-vehicular transportation and recreation can be realized within urban and rural settings.
- Savings are realized by individuals as investments in automobile transportation are redirected towards less expensive, alternative transportation choices.

The continued investment of financial and physical resources in our automobile-dominant transportation system has become increasingly expensive, damaging to air quality, discourages physical activity, and is a factor in world-wide resource depletion and climate change. While the primacy of the automobile is likely to continue, land use decisions can alleviate the demand for road network improvements, while helping to create and sustain communities that function effectively under a more balanced transportation program.

Coordinated land use and transportation planning provide a comprehensive approach to reducing automobile use through community design, as well as through programs and policies that support a wider variety of transportation choices. For example, a reduction in road network demand can be effectively supported through development, which creates walkable communities designed to support bicycle, bus, pedestrian and other travel options.

This Plan supports the provision of travel facilities for all potential users within transportation corridors. Multi-use transportation corridors can positively affect community and personal interaction, reduce time spent driving, and increase access opportunities for non-drivers like young people and older adults.

The methods, programs and strategies to reduce peak automobile travel demands within a road network are referred to as Transportation Demand Management (TDM). These are implemented at the individual and institutional level, and include focused concepts such as telecommuting and parking management practices.

AIRPORTS

Centennial Airport is owned and operated by the Arapahoe County Public Airport Authority. Located on the Douglas-Arapahoe County line, approximately one-half mile east of I-25, the facility serves general aviation aircraft. The airport provides regionally significant access and transportation services for major businesses and employers within the southern portion of the metropolitan area and is therefore an important asset in attracting and retaining major employers.

As general aviation travel demands are anticipated to grow, noise and safety issues associated with airport operations must be considered through the land use review process. Douglas County has adopted regulations known as the Centennial Airport Review Area-Overlay District (CARA). The CARA ensures improved land use compatibility through the establishment of noise and safety-zone restrictions. These zone districts generally direct residential uses away from airport operations, while permitting nonresidential and open space uses in proximity to the facility. Noise mitigation strategies are implemented for residential development within identified noise impact areas.

RAILROADS

Two major rail corridors, the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company, provide freight and coal transport services along the Front Range. In Douglas County, these corridors are located along the US Highway 85 and I-25 corridors.



As some of the earliest transportation infrastructure within Douglas County, these facilities were instrumental in the creation of many communities. As a result, they are often located within the center of our communities and developed areas, as well as in proximity to riparian corridors.

These facilities are a significant resource for light industrial and industrial users. Again, challenges are presented by noise, safety, vibration, and air quality impacts. The use of train warning whistles creates significant disturbance within affected communities. “Quiet zones” have been established based upon the installation of improved safety features at select, major roadways. Existing at-grade crossings pose threats to automobile passengers, disrupt vehicular movement, and potentially impact emergency service providers. Grade-separated crossings are desirable where they can be developed without significant disruption to existing communities. However, such facilities require an extensive lead time for planning, as well as substantial funding resources.

Local communities should be closely involved in any planning process to identify future grade-separated crossing improvements. Owing to the significant impacts of railroad operations, major land use applications should be carefully reviewed for compatibility.

GOAL 6-1

DEVELOP AN EFFICIENT, MULTIFUNCTIONAL TRANSPORTATION NETWORK DESIGNED TO ENSURE SAFETY, PROMOTE USER ACCESS, AND FACILITATE COST-EFFECTIVE OPERATIONS AND MAINTENANCE.

OBJECTIVE 6-1A

ENSURE CONSISTENCY BETWEEN THE TRANSPORTATION MASTER PLAN AND LOCAL AND REGIONAL TRANSPORTATION PLANS.

POLICY 6-1A.1

Coordinate planning and development review efforts with municipalities and other agencies to ensure integration and continuity of the transportation network.

POLICY 6-1A.2

Support partnerships at the local and regional level, and between the public and private sector, to improve the transportation network.

OBJECTIVE 6-1B

INTEGRATE ALL APPROPRIATE MODES OF TRAVEL WITHIN THE TRANSPORTATION MASTER PLAN.

POLICY 6-1B.1

Provide a comprehensive multi-modal transportation network plan and prioritization framework within the Transportation Master Plan.

OBJECTIVE 6-1C

CONSIDER SAFETY A MAJOR ELEMENT OF TRANSPORTATION IMPROVEMENTS IN THE COUNTY.

POLICY 6-1C.1

Design transportation corridors that are safe for all users and sensitive to the community context.

POLICY 6-1C.2

Encourage design solutions to enhance both vehicular and non-vehicular user safety, including, but not limited to pedestrian, bicycle, and wildlife corridor grade-separated crossings, and roundabouts, where feasible, as an alternative to traffic lights.

GOAL 6-2

DEVELOP AND MAINTAIN AN EFFICIENT AND SAFE ROAD NETWORK IN HARMONY WITH NATURAL FEATURES AND EXISTING NEIGHBORHOODS.

OBJECTIVE 6-2A

PLAN AND CONSTRUCT AN EFFICIENT ROAD NETWORK.

POLICY 6-2A.1

Through the design process, ensure that collector and arterial road rights-of-way are wide enough to accommodate all identified street users and functions. These may include vehicles, transit, pedestrian facilities, bike lanes, off-street shared use trails, landscaping and roundabouts. Traffic calming features should be included to improve safety and increase pedestrian and bicyclist safety.

POLICY 6-2A.2

Promote connectivity and continuity in local, collector and regional roads between adjacent neighborhoods, commercial and employment areas to minimize unnecessary driving.

POLICY 6-2A.3

Prior to road widening as a means to improve capacity, evaluate the costs and benefits of alternative capacity enhancement strategies.

OBJECTIVE 6-2B

ENSURE NEW DEVELOPMENT PAYS ITS FAIR SHARE.

POLICY 6-2B.1

Ensure development-generated road construction is consistent with the Douglas County Capital Improvements Plan.

POLICY 6-2B.2

Ensure that developers cause construction of, or provide fair-share financial contributions to, development-required public capital improvements and facilities.

POLICY 6-2B.3

Ensure developers contribute to, and mitigate, impacts to off-site transportation infrastructure. Studies should account for off-site conditions and impacts.

OBJECTIVE 6-2C

PROVIDE ADEQUATE PRIMARY, SECONDARY, AND EMERGENCY CONNECTIONS FOR SUBDIVISIONS.

POLICY 6-2C.1

Provide connections between residential neighborhoods with collector and local roads, and future road connections, where appropriate, to support alternative travel routes.

**POLICY 6-2C.2**

Ensure road layouts and connections support desired response requirements for emergency services and efficient school bus service.

POLICY 6-2C.3

Plan major new roads to minimize negative impacts on existing neighborhoods.

POLICY 6-2C.4

Evaluate requests for right-of-way vacation in light of current and future transportation needs, which may include road network modifications, multi-use trail corridors, and other public purposes.

OBJECTIVE 6-2D

DESIGN LOCAL ROADS TO SERVE THE PURPOSE AND SCALE OF THE NEIGHBORHOOD OR LOCAL ENVIRONMENT.

POLICY 6-2D.1

Support local road designs that encourage walkable environments and foster sense of place.

POLICY 6-2D.2

Design neighborhood streets to calm traffic and discourage traffic volumes in excess of adopted standards.

POLICY 6-2D.3

Ensure that land area is provided to allow adequate berming for visual relief and noise abatement, outside of the right-of-way, as necessary.

POLICY 6-2D.4

Road designs should complement and minimize impacts to natural features and landscapes.

POLICY 6-2D.5

Design transportation corridor improvements to carefully minimize impacts to and allow coexistence with significant open space, riparian areas, and wildlife movement corridors.

GOAL 6-3

SUPPORT ENHANCED PUBLIC TRANSIT IN DOUGLAS COUNTY.

OBJECTIVE 6-3A

FACILITATE AN INTEGRATED TRANSIT PLAN AS A COMPONENT OF THE DCTMP.

POLICY 6-3A.1

Coordinate and support existing and future transportation services provided by other agencies to fulfill service demands of County residents, including older adults and people with disabilities.

OBJECTIVE 6-3B

INCORPORATE TRANSIT FACILITIES WITHIN DEVELOPMENT IN URBAN AREAS.

POLICY 6-3B.1

Support land development patterns and practices that strengthen and create multi-modal transportation options and TOD within the Primary Urban Area, and in the Separated Urban Areas, as appropriate.

**GOAL 6-4**

COORDINATE TRANSPORTATION AND LAND USE PLANNING DESIGN, PROGRAMS, AND POLICIES TO REDUCE TRAFFIC CONGESTION, PROVIDE ALTERNATIVES TO AUTOMOBILE USE, IMPROVE AIR QUALITY, AND CREATE HEALTHY, DESIRABLE LIVING ENVIRONMENTS.

OBJECTIVE 6-4A

REDUCE TRAFFIC CONGESTION THROUGH IMPLEMENTATION OF TDM AND LAND PLANNING PRINCIPLES.

POLICY 6-4A.1

Encourage employers to establish programs that include the use of staggered work hours that support off-peak travel, four-day work weeks, telecommuting, nontypical work shifts, formal van pool or company ridesharing programs, and transit passes.

POLICY 6-4A.2

Provide incentives to businesses to reduce employee commuting and automobile use, if supported by adopted TDM policies or programs, as described in the Transportation Master Plan.

OBJECTIVE 6-4B

USE LAND USE PLANNING TO REDUCE TRAVEL BY AUTOMOBILE AND IMPROVE ACCESS TO COMMUNITY RESOURCES.

POLICY 6-4B.1

Ensure all new development and redevelopment projects incorporate bicycle and pedestrian facilities that connect community uses and destinations, including employment centers, residential areas, shopping, parks, transit facilities, schools and other community activity centers, where possible.

POLICY 6-4B.2

Encourage mixed-use development, with appropriate scale and pattern of uses, that supports a variety of travel options and connects community uses and destinations.

POLICY 6-4B.3

Coordinate and provide multi-modal links with the County's regional trail system.

POLICY 6-4B.4

Ensure new and existing developments promote connectivity through road and off-street path design to reduce trip lengths, provide multiple alternative travel routes between community uses and destinations, and provide alternatives to automobile use.

GOAL 6-5

REFINE LAND USE COMPATIBILITY WITHIN THE CARA TO ENSURE AIR AND GROUND SAFETY.

OBJECTIVE 6-5A

ACHIEVE CONSISTENCY IN LAND USE PLANNING WITHIN THE CARA.

POLICY 6-5A.1

Apply CARA land use regulations, where applicable, in addition to underlying zoning regulations, to ensure the future operation of Centennial Airport.

POLICY 6-5A.2

Coordinate land use planning with the Arapahoe County Public Airport Authority and apply principles established in the DRCOG Airport Compatible Land Use Design Handbook, where appropriate.

OBJECTIVE 6-5B

COORDINATE LAND USE PLANNING ACTIVITIES WITH OTHER JURISDICTIONS ADJACENT TO THE CARA.

POLICY 6-5B.1

Develop a regional framework, achieved through consensus, regarding future land use planning surrounding Centennial Airport.

GOAL 6-6

ACHIEVE COMPATIBILITY BETWEEN THE RAILWAYS, OTHER TRANSPORTATION CORRIDORS, AND SURROUNDING LAND USES.

OBJECTIVE 6-6A

REDUCE AT-GRADE CROSSINGS INVOLVING PUBLIC ROADS AS WELL AS PRIVATE ROADS, WHERE POSSIBLE.

POLICY 6-6A.1

Encourage grade-separated crossings for both new and existing development to enhance public safety and efficiency.

OBJECTIVE 6-6B

ACHIEVE LAND USE COMPATIBILITY BETWEEN THE RAILWAYS AND ADJOINING LAND USES.

POLICY 6-6B.1

Ensure all new land uses located in the vicinity of rail lines are compatible with railway noise, air quality, visual, fire, and access impacts.

POLICY 6-6B.2

Recognize the need for rail-related uses in the county and allow them to make effective use of rail facilities.

OBJECTIVE 6-6C

CONTINUE TO PURSUE COMMUTER RAIL SERVICE.

POLICY 6-6C.1

Support commuter rail that connects the County with other areas in the Front Range.



WATER SUPPLY

SECTION 7

Water supply is a top priority for Douglas County residents. The County, while not a water provider, aims to assist water providers with prolonging the life of its finite Denver Basin water resources, as well as the development of renewable water resources, so that its residents have an adequate water supply today and in the future. The Denver Basin alone (a non-renewable resource) cannot sustain the population's water needs long-term (for more information on the Denver Basin see www.douglas.co.us/water). Water quality and groundwater protection policies are presented in Section 8: Environmental Quality.

Pursuant to Colorado State Statute 30-28-106(3)(a)(IV), nothing within a water supply section of a CMP "...shall be construed to supersede, abrogate, or otherwise impair the allocation of water pursuant to the state constitution or laws, the right to beneficially use water pursuant to decrees, contracts, or other water use agreements, or the operation, maintenance, repair, replacement, or use of any water facility."

The County is working closely with area water providers to develop countywide solutions to reduce dependence on Denver Basin aquifers and develop renewable sources to supplement or replace non-renewable water resources. Doing so will help the County establish a more renewable and dependable water supply.

The County's water supply standards ensure new development has adequate water resources. The water supply standards help address and evaluate the availability of water necessary to serve new developments. A component of these standards, the "Water Supply Overlay District" Map (Map 7.1) is reproduced within this Plan. It depicts the identified "water supply zones" – Pike/Rampart, Margins A and B, and the Central Basin – which represent the four major types of geologic and hydrologic conditions within the county.

Each zone has differing water supply standards to guide land use decisions (please refer to Section 18A of the Douglas County





Zoning Resolution for more information on water supply standards). Additional resources are available at the Colorado State Engineer's Office website (www.water.state.co.us).

Reducing water consumption prolongs the life of water supplies. Certain landscape patterns can minimize water consumption. For example, xeriscaping (low-water demand landscaping) is commonly used in Douglas County and other water-limited areas. Xeriscaping uses low water-use plants while providing attractive landscapes.

Similarly, certain development patterns encourage water savings. Low-impact development (LID) protects natural areas and promotes compact development, which is important for conserving water resources. In addition, researching and implementing best management practices, which include water-efficient technologies, water management planning, and education, will help prolong the life of the County's water resources.

Using water efficiently through reuse and water-saving technologies will contribute to a reliable water supply for Douglas County. Reuse may occur on a regional scale. Water providers may be able to utilize their return flows to further extend the life of their water supplies. Reuse may also occur on a smaller scale by use of rainwater capture techniques and graywater technologies. Rainwater and graywater may be used for landscape irrigation where allowable by law. In addition, water-saving technologies (i.e., low-flow fixtures) are another tool to use water efficiently and save money. Using water efficiently will help reduce the strain on the local water supply.

Long-term planning is crucial to developing a water supply that can sustain

residents today and in the future. A conjunctive-use water system is being sought by County water providers as a measure to promote a renewable and dependable water supply. By reducing dependence on Denver Basin aquifers through the use of renewable water supplies, County water providers can extend groundwater resources to meet the population's water needs.

In addition, it is important to continue supporting research and monitoring of water supplies. Understanding the County's water supplies will help in developing approaches to resolving water supply issues.

Partnerships are essential to developing a long-term water supply for Douglas County. The County facilitates partnerships between water providers and residents to obtain dependable water supplies. New and existing development is encouraged to obtain service from established water providers to take advantage of their economies of scale and efficiencies related to management of Denver Basin aquifers and renewable water. Also, County water providers relying on Denver Basin groundwater have established agreements to utilize excess return flows from water providers with renewable supplies. In addition, the County works with area water providers on water conservation planning and education. Such partnerships demonstrate a cooperative regional approach in finding a renewable and dependable water supply for Douglas County.

The South Metro Water Supply Authority (SMSWA) represents 11 water providers within the northern portion of the county, including Highlands Ranch and the municipalities of Castle Pines, Castle Rock and Parker. Its member Districts provide water and sewer

service to 80 percent of households and nonresidential users in the county. The organization is seeking to develop a balanced and sustainable water supply through: development of additional renewable water; additional storage capacity; careful management of water quality, inclusive of its reuse; and efficient conservation and use of water. SMSWA projects both significant reductions to its use of non-renewable water and increases to its development and use of renewable supplies through 2065.

Public education is a tool for prolonging the life of Douglas County's water resources. The County's website provides information on numerous water-related topics. County staff is actively engaged in attending forums and maintaining awareness of local and regional water policy and development efforts. Staff also presents this information to community members. Through the sharing of information about water, residents will be more aware of water supply issues, water conservation practices, and water-efficient technologies.

Establishing a long-term water supply is imperative. The County's future depends on a safe, reliable, and sufficient water supply.

GOAL 7-1

PROLONG THE LIFE OF WATER RESOURCES.

OBJECTIVE 7-1A

MINIMIZE WATER CONSUMPTION.

POLICY 7-1A.1

Encourage landscapes that minimize water consumption.

POLICY 7-1A.2

Support development that uses water resources wisely.

POLICY 7-1A.3

Research conservation best practices.

POLICY 7-1A.4

Encourage water providers to include and implement conservation plans and best management practices.

OBJECTIVE 7-1B

MAXIMIZE THE EFFICIENT USE OF WATER.

POLICY 7-1B.1

Encourage the reuse of water supplies.

POLICY 7-1B.2

Promote the use of techniques that capture rainwater as allowed by law.

POLICY 7-1B.3

Promote graywater technologies.

POLICY 7-1B.4

Support water-saving technologies.

OBJECTIVE 7-1C

SUPPORT LONG-TERM WATER SUPPLY PLANNING.

POLICY 7-1C.1

Encourage developments to obtain service from existing water providers.

POLICY 7-1C.2

Promote conjunctive-use water systems.

POLICY 7-1C.3

Work with water providers to explore opportunities to bring renewable water supplies to Douglas County.

POLICY 7-1C.4

Support the research and monitoring of water supplies within Douglas County.

POLICY 7-1C.5

Develop and maintain partnerships with countywide and regional water providers.

POLICY 7-1C.6

Encourage proactive, collaborative efforts in developing a long-term water supply.

OBJECTIVE 7-1D

PROMOTE PUBLIC EDUCATION AND AWARENESS ABOUT WATER.

POLICY 7-1D.1

Develop and promote public education programs on water topics.

POLICY 7-1D.2

Provide water information that is accessible and available.

POLICY 7-1D.3

Promote water conservation best practices.

The natural environment of Douglas County presents a vast array of opportunities for, and constraints to development. A dynamic exists between development and the environment. The same natural beauty and character that makes the County an attractive place to live also present hazards that future development must avoid. Douglas County identifies environmental and geologic conditions to determine their potential impacts on land use and to protect life and property.

As growth and development occurs, environmental impacts can adversely affect the quality of life in Douglas County. Clean air, clean water, and peace and quiet are important factors in bringing residents and businesses to the County and are a natural resource highly valued by citizens. Protecting the environmental quality of Douglas County remains a high priority.

ENVIRONMENTAL CONSTRAINTS AND HAZARDS

Environmental constraints are conditions that affect or reduce the capability of the land to accommodate development. Constraints occur in varying degrees. Those constraints that pose a significant threat to life and

property are identified as environmental hazards.

State law (C.R.S. §24-65.1-101) directs state agencies to identify environmental conditions affecting development and enables local governments to adopt regulations for affected areas.

Some of Douglas County's most distinct natural features, such as riparian zones, buttes, mesas, and the foothills, contain significant environmental hazards, including wildfire, flood, rockfall, and slope failure. At the same time, these areas offer spectacular scenic beauty, contain prime wildlife habitat, and constitute a major public asset.

Low-impact, nonurban land uses are encouraged in environmental hazard areas. Uses such as agriculture or grazing, open space, parks, or certain low-intensity recreational uses are compatible because of the lack of permanent structural improvements. Limiting development in hazard areas creates dual benefits: residents are spared the expense of hazard mitigation and maintenance, while the most scenic land in the County can be preserved for open space or as land use buffers.

Douglas County mapped environmental constraints and hazards with assistance from



the Colorado Geological Survey (geophysical), Colorado State Forest Service (wildfire), and Federal Emergency Management Agency (flood risk). The information within these maps is general in nature and is supplemented through site-specific studies performed during the development review process.

Additionally, wildfire hazard areas are identified within the adopted Wildfire Hazard Area-Overlay District Map. For lands designated as subject to wildfire by this map, a site-specific analysis of wildfire hazard is required at the time of land use review applications and building permit requests. Wildfire hazard is a contributing factor to the overall hazards associated with a site.

HAZARD CLASSIFICATIONS

CLASS 1 areas are of low to moderate constraints that require an awareness of the condition and may require engineering solutions to minimize impacts on development. Only a small portion of the County contains Class 1 constraints, including:

- Low erosion-susceptibility areas.
- Low to moderate shrink and swell soils.

CLASS 2 areas are of moderate to high threat to public safety. Special studies are necessary in these areas to determine the extent of the constraint and required mitigation. Class 2 constraints include:

- Unstable or potentially unstable slopes.
- Moderately accelerated erosion area.
- Moderate to high erosion susceptibility area.
- High and very high shrink and swell potential.

CLASS 3 areas are of very high to extreme threat to public safety where potential loss of property and life is significant enough to warrant avoidance of the natural conditions. Severe hazards may exist even after corrective engineering measures are taken. Nearly one-quarter of the County outside the Pike National Forest contains Class 3 constraints.

The Class 3 Hazards and Environmental Constraints Map (Map 8.1) illustrates the



extent of the Class 3 Hazard Areas. More detailed maps illustrating the locations of all environmental constraints are available at the Douglas County Department of Community Development.

GEOLOGY

The earth's surface is constantly undergoing natural changes and these will continue despite any attempts at intervention. Often these natural changes create problems where human interaction occurs. In some instances, geological conditions will constitute a significant threat to public health and safety or to property.

Development should not take place until a detailed evaluation of adverse geologic conditions within the area has been made. The evaluation must show that the adverse conditions will not result in significant threat or show that engineering and design can mitigate the conditions so that no serious threat remains.

HEAVING BEDROCK AND SHRINK-SWELL SOILS

Heaving bedrock is a distinctive geologic hazard generated by highly expansive soils that slide when wet and shrink when dry. This expansion and shrinkage creates potentially severe problems for building foundations. It poses greater risks to roads, utilities, and structures than typical expansive soils.

A significant area of mostly undeveloped land in Douglas County is characterized by potential heaving bedrock conditions. Heaving bedrock is delineated in Map 8.2, derived from Colorado Geological Survey

Special Publication 42. This map is based upon the coincidence of steeply dipping (tilted or upturned) layers of sedimentary expansive bedrock having dip angles of greater than 30 degrees from horizontal. Individual heave features may attain sizes as large as two feet high, tens of feet wide, and hundreds of feet long.

All shrink and swell soils can become a problem when structures are built upon them and owners irrigate landscaping, causing soils to swell, thus cracking foundations.

Soil erosion creates problems for the construction of roads, utilities, and structures. Gullies created by eroding soils can undercut unstable slopes and cause slope failures. The accompanying soil deposition alters streambeds and degrades water quality within streams and reservoirs. Measures to mitigate these potential problem situations must be addressed early in the development process.

GOAL 8-1

RECOGNIZE AND RESPECT NATURAL GEOLOGIC CONDITIONS.

OBJECTIVE 8-1A

ENSURE DEVELOPMENT IS APPROPRIATE WHEN WEIGHED AGAINST HAZARDS AND CONSTRAINTS.

POLICY 8-1A.1

Development on slopes shall be based upon the proposed level of intensity of site disturbance and types of resulting impacts. Substantial impacts, such as overlot grading, shall generally be limited to areas with slopes less than 20 percent in grade. Development on slopes that exceed 25 percent in grade shall demonstrate sensitive site design, result in minor visual impacts, protect significant existing resources, and provide appropriate mitigation of impacts.

POLICY 8-1A.2

Development within geologic hazard areas posing a threat of injury, loss of life, or property damage is inconsistent with this Plan.

POLICY 8-1A.3

Class 3 Hazard Areas should be limited to low-intensity land uses such as agriculture, grazing, open space, and certain recreational uses. These uses shall not conflict with identified hazards or increase the severity of on-site or adjacent off-site conditions.

POLICY 8-1A.4

Discourage development within areas of high potential for heaving bedrock, as identified on Map 8.2, unless adequate mitigation can be assured.

POLICY 8-1A.5

Locate development in areas with minimal geologic hazards, and mitigate impacts associated with development in Class 1 and Class 2 constraint areas.

POLICY 8-1A.6

Require detailed site investigations and mitigation measures by an engineering geologist or soils engineer for land use proposals located in Class 2 constraint areas. Mitigation measures shall meet other goals of this Plan, such as preservation of views, grades, and landforms.

POLICY 8-1A.7

Engineering designs for mitigation of geologic hazards affecting such improvements as roads and utilities will be required during the subdivision review process.

POLICY 8-1A.8

Lands proposed for dedication, including all open space, park, school, and rights-of-way, should have an environmental audit showing the area is free of toxic or hazardous waste to prevent County liability for future cleanup.

FLOODING

Douglas County is located within a geographic area prone to receiving intense precipitation, resulting in major flooding of streams and drainageways, notably Plum Creek, Cherry Creek, and the South Platte River.

The relatively flat area adjacent to a stream that is subject to flooding is the floodplain. In these areas the destructive force of a possible flood constitutes a significant hazard to



property, public health, and safety. The 100-year floodplain defines areas that have a 1 percent chance of flooding for any given year. Uses in the 100-year floodplain are regulated through the Floodplain-Overlay District of the Douglas County Zoning Resolution. All 100-year floodplains are classified as Class 3 Environmental Constraints.

GOAL 8-2

LIMIT LAND USES IN FLOODPLAINS.

OBJECTIVE 8-2A

PRECLUDE DAMAGE TO LIFE AND PROPERTY.

POLICY 8-2A.1

Ensure land uses allowed in floodplains are compatible with Douglas County floodplain regulations.

POLICY 8-2A.2

Discourage land uses within the 100-year floodplain unless associated with wildlife management, non-polluting recreational uses, agricultural uses, or as otherwise specified within the Zoning Resolution.

POLICY 8-2A.3

Locate shallow wells, solid waste disposal sites, septic systems, and sewage treatment plants away from floodplains.

POLICY 8-2A.4

Appropriate dredge and fill operations within the floodway shall be remediated to enhance and re-establish natural conditions.

POLICY 8-2A.5

Require the landowner to provide access to Douglas County and the Urban Drainage and Flood Control District into floodplains for floodplain and floodway maintenance, as necessary.

OBJECTIVE 8-2B

MAINTAIN FLOODPLAINS AS OPEN SPACE.

POLICY 8-2B.1

Protect and preserve riparian and wildlife management corridors to link habitat.

WILDFIRES

Douglas County's semi-arid climate, high incidence of lightning, steep slopes, strong winds, and mix of grasslands, shrublands, and forests, as well as the historical management of fire suppression, are factors which can contribute to the rapid spread of fires. A wildfire is defined as "an unplanned and unwanted fire requiring suppression action; an uncontrolled fire usually spreading through vegetative fuels but often threatening structures."

The most destructive wildfires occur in densely vegetated areas. However, wildfires can occur throughout a very significant portion of Douglas County dependent upon changing and variable factors. These factors include the presence of grasslands, drought, humidity, weather conditions, human activities, etc. Wildfire risk is evaluated for a specific location. The Douglas County wildfire mitigation specialists review all proposed development and construction in wildfire prone areas based upon the presence of these and other identified factors.

GOAL 8-3

REDUCE THE RISKS OF LOSS FROM WILDFIRE HAZARD.

OBJECTIVE 8-3A

DISCOURAGE AND AVOID DEVELOPMENT IN AREAS WITH A HIGH POTENTIAL FOR WILDFIRE, WHERE MITIGATION IS IMPRACTICAL OR EXCESSIVE, OR WHERE OTHER SIGNIFICANT CONSTRAINTS AND HAZARDS ARE PRESENT.

POLICY 8-3A.1

Residential development in severe wildfire areas, where mitigation methods are determined impractical or excessive, is generally inconsistent with this Plan.

POLICY 8-3A.2

Locate facilities with high concentrations of people (churches, schools, employment centers, residential development and recreation facilities, etc.) away from severe wildfire hazard areas where mitigation is impractical or excessive.

OBJECTIVE 8-3B

IDENTIFY AND MITIGATE WILDFIRE HAZARDS IN AREAS DETERMINED APPROPRIATE FOR DEVELOPMENT.

POLICY 8-3B.1

Require two or more access points for emergency vehicles for residential development in wildfire areas when road lengths exceed adopted standards.

POLICY 8-3B.2

Link existing development to new development to provide multiple access points, where practical.

POLICY 8-3B.3

Ensure that wildfire mitigation practices and policies are implemented throughout the development review process.

AIR QUALITY

Douglas County is actively searching for ways to reduce air pollution and improve air quality. Having good air quality is essential for a healthy lifestyle and environment.

The County is part of the Environmental Protection Agency Air Quality Region 8 and participates on the Regional Air Quality Council (RAQC), a regional intergovernmental group committed to maintaining and improving the metro area's air quality through implementing federal and state air quality regulations.

The Denver Regional Council of Governments (DRCOG) performs air quality analyses for the region's transportation plans and is the regional mechanism for implementing air quality standards through development of the federally mandated State Implementation Plan. This plan reduces air pollution by regulating emissions of carbon monoxide, ozone, and total suspended particulates (very fine dust).

Douglas County works with the RAQC and DRCOG to address regional air quality issues and sets forth, in the policies below, a framework to implement regional goals.

GOAL 8-4

IMPROVE AIR QUALITY.

OBJECTIVE 8-4A

COOPERATE WITH GOVERNMENTS AND BUSINESSES TO IMPROVE AIR QUALITY.

POLICY 8-4A.1

Use, at a minimum, standards established by the Colorado Department of Public Health and Environment and the Environmental Protection Agency to improve air quality.

POLICY 8-4A.2

Encourage clean, non-polluting industries to locate in Douglas County.

POLICY 8-4A.3

Encourage development patterns that reduce dependence on the automobile for work, shopping, and other trips, and provide for alternative modes of transportation.

POLICY 8-4A.4

Require businesses and developers to control dust and other pollutants resulting from construction, mining, travel on unpaved roads, and similar activities.

WATER QUALITY

Water is a basic human need and controlling water pollution is necessary to protect public health and welfare. Besides health needs, clean water has other positive benefits, including the support of aquatic life, wildlife habitats, vegetation, and aesthetics.

Pollutants can enter the water system as a point or a non-point source. Point sources of pollution enter the system at specific locations, usually generated by a specific source. Non-point sources are usually the result of storm water run-off. Pollutants are carried into the system after rain or snowstorms.

Because pollutants enter our waterways in many ways, a watershed-wide approach to water quality management and planning has been established for the three major watersheds located in Douglas County: Cherry Creek, Chatfield, and the South Platte. In each, associations have been formed with the County and incorporated towns as management agencies, and with individual water and sanitation districts as operating agencies.

EROSION CONTROL

Douglas County takes an active role in preventing non-point sources of pollution from soil erosion entering streams, lakes, and reservoirs. The Grading, Erosion and Sediment Control (GESC) and the Drainage, Erosion and Sediment Control (DESC) programs administered by the Public Works Engineering



Division provide for the review, permitting, and implementation of erosion and sediment control practices as they related to land disturbance activities. These programs are the mainstay of meeting the Phase II requirements of the National Pollution Discharge Elimination System of the Clean Water Act. These programs protect water resources by preventing excessive nutrients and sediments from entering streams and reservoirs.

GROUNDWATER

Although watershed plans and regulations deal primarily with the quality of surface waters, the goals and standards provide a certain degree of protection for groundwater as well. Because many County residents rely upon individual wells for water supply, the water quality of aquifers must be maintained. Under certain circumstances, groundwater quality can be affected by the inappropriate location of septic systems in the vicinity of wells and the infiltration of water from waste disposal sites. Contamination of groundwater from these and other sources should be prevented.

GOAL 8-5

MAINTAIN HIGH WATER QUALITY AND PROTECT WATER RESOURCES.

OBJECTIVE 8-5A

COORDINATE WITH REGIONAL AGENCIES TO PROTECT WATER QUALITY.

POLICY 8-5A.1

Encourage wastewater systems that recycle and reuse effluent.

POLICY 8-5A.2

Encourage wastewater systems that protect water quality.

OBJECTIVE 8-5B

ENSURE NEW DEVELOPMENT MAINTAINS AND IMPROVES WATER QUALITY IN ACCORDANCE WITH ALL ADOPTED CLEAN WATER REGULATIONS.

POLICY 8-5B.1

Require water quality monitoring and enhancement, where appropriate.

POLICY 8-5B.2

Use effective measures to protect groundwater and surface water from contamination in land use proposals.

POLICY 8-5B.3

Minimize both point and non-point source pollution.

POLICY 8-5B.4

Control drainage, surface erosion, and sedimentation sources through Best Management Practices (BMPs).

POLICY 8-5B.5

Cooperate with special districts in the County to protect alluvial wells.

OBJECTIVE 8-5C

ENSURE THAT WATER TREATMENT AND SEPTIC SYSTEMS WILL NOT HARM EITHER GROUND OR SURFACE WATER QUALITY.

POLICY 8-5C.1

Cooperate with special districts and municipalities in the county to protect alluvial ground waters by limiting intensive animal operations, by properly locating On-site Wastewater Treatment Systems (OWTS), and by properly designing storm water facilities.

POLICY 8-5C.2

Support community and district efforts to monitor and maintain OWTS.

POLICY 8-5C.3

Require safe and reliable options for the disposal of seepage.

NOISE

State statutes have established limits of noise volume and duration. Exposure above these limits can result in hearing damage. Seven principal noise sources are:

- Airports or heliports
- Highways
- Off-road vehicle recreation areas
- Railroads
- Industrial areas
- Sports complexes
- Outdoor theaters

Because noise is a threat to public health, safety, and welfare, land use controls are considered a valid means of combating noise problems. Mitigation includes:

- Abatement of noise at the source
- Buffering
- Protecting noise-sensitive uses from uses generating excessive levels of undesirable noise
- Construction techniques
- Operations solutions

These measures are, in part, implemented through Douglas County regulations. Other noise sources including off-road recreational vehicles, industrial processes, or domestic animals, may necessitate other regulatory measures.

GOAL 8-6

MAINTAIN APPROPRIATE NOISE LEVELS.

OBJECTIVE 8-6A

EVALUATE AND MITIGATE NOISE IMPACTS, WHERE APPROPRIATE.

POLICY 8-6A.1

Require studies that evaluate and address noise levels and mitigation techniques for proposed land uses and activities.

POLICY 8-6A.2

Encourage the use of sound-dampening construction materials and design techniques to reduce outside and inside noise levels.

POLICY 8-6A.3

Discourage environmentally incompatible or visually objectionable noise mitigation measures as mitigation solutions.

SOLID WASTE MANAGEMENT

The Colorado Department of Public Health and Environment estimates that an average person produces approximately nine pounds of solid waste per day in Colorado. A large portion of solid waste generation can be attributed to disposable packaging and the consumption of manufactured goods.

The nature of solid wastes has changed in the last decade due to improved recycling processes, which have eliminated an average of 23 percent of the waste stream in Colorado. With more complex chemical compounds now available to the average consumer, domestic refuse has become considerably more toxic and complex to process.

The County contracts with a private firm to operate waste disposal transfer stations for the convenience of citizens in the county.

Recycling facilities are available for all County residents at the Sedalia landfill. Tri-County Health Department operates the Household Hazardous Waste Program.

GOAL 8-7

ESTABLISH SAFE, EFFICIENT SOLID WASTE DISPOSAL SITES COMPATIBLE WITH THE SURROUNDING ENVIRONMENT.

OBJECTIVE 8-7A

DEVELOP ALTERNATIVE MEANS OF WASTE DISPOSAL.

POLICY 8-7A.1

Cooperate with special districts, businesses, communities, and municipalities to promote a comprehensive approach to solid waste management that establishes a hierarchy for waste disposal: reduce, reuse, recycle, and dispose as a last resort.

POLICY 8-7A.2

Cooperate with districts, businesses, communities, and municipalities to develop alternatives that will reduce the amount of waste disposed in landfills, such as resource recovery and recycling.

OBJECTIVE 8-7B

ATTAIN HIGH STANDARDS IN DESIGN AND LOCATION OF WASTE DISPOSAL FACILITIES.

POLICY 8-7B.1

Discourage waste disposal systems from locating near environmentally-sensitive areas and significant wildlife habitat.

POLICY 8-7B.2

Design landfills to provide multiple levels of protection to assure long-term isolation of waste from the environment.

POLICY 8-7B.3

Encourage new, enclosed, trash-transfer sites to locate in areas with sufficient access, adequate screening, centralized water and sewer, and water quality drainage features, and away from sensitive environmental areas.

POLICY 8-7B.4

Require engineered improvements for landfill sites that do not exhibit optimum geological and meteorological conditions.

MINERAL EXTRACTION

Mineral extraction is the withdrawal of a commercial mineral deposit of limestone used for construction purposes, coal, sand, gravel, and quarry aggregate, for which extraction by an extractor is or will be commercially feasible, and regarding which it can be demonstrated by geologic, mineralogic, or other scientific data that such deposit has significant economic or strategic value to the area, state, or nation. For goals, objectives, and policies related to mineral extraction, refer to the Douglas County Mineral Extraction Plan, which is required pursuant to C.R.S. 34-1-301, et seq.



INTRODUCTION

Wildlife is one of the most valuable community assets. Preservation of wildlife habitat enriches the human experience by providing beautiful vistas and vital links to natural systems such as watersheds for Douglas County residents. The existence of wildlife is entirely dependent upon the existence of sufficient wildlife habitat.

Douglas County accommodates the long-term needs of wildlife by creating a habitat plan based on an ecosystem model. The County model relies on a system of large, core-habitat areas connected by movement corridors to various habitat types dispersed throughout the county. The CMP also acknowledges the importance of smaller habitat areas and corridors, including the open areas within residential lots. This model uses a three-tiered approach to prioritize habitat needs for wildlife:

- **TIER 1: COUNTY/REGIONAL**
Countywide or regional (extending beyond the County) habitat areas. These areas and connections are prioritized at the highest level of importance. Countywide habitat includes large blocks of land connected by wide, multi-directional connections. Examples include the Pike National Forest; Daniels Park; Highlands Ranch Backcountry Wilderness; and the series of corridors that connect these areas such as Plum Creek and the 2,000-foot wide DuPont corridor which crosses US Highway 85.

- **TIER 2: LOCAL**
Local- or community-level areas are moderately-sized wildlife habitat areas contained within, or shaped by, development. These habitat areas and connections are prioritized at a moderate level of importance. The wildlife habitat and corridor plan within Castle Pines Village is an example. Integral wildlife movement corridors are generally 300 feet wide.
- **TIER 3: PARCEL**
Parcel-level habitat or connections are found within individual residential lots, small commercial sites, or small neighborhoods. These habitat areas are given the lowest priority. Land fragmentation, impacts to natural systems, changes in vegetation, and disturbance reduce the value of such habitat. However, wildlife uses these areas, so the cumulative value of parcel-level habitat must not be discounted totally.

The land use review process in Douglas County seeks to identify, minimize, and mitigate impacts to wildlife and the various tiers of wildlife habitat. Stricter review and mitigation of development and other land uses is required of applications in, or adjacent to, important wildlife resources, including moderate or high-value wildlife habitat areas, wildlife habitat conservation areas, movement corridors and overland connections as designated on the Wildlife Resources Map. Efforts to educate and assist residents about proper land management and living alongside wildlife are beneficial to sustaining healthy populations of wildlife.

FUNDING OPEN SPACE AND HABITAT

Douglas County has thousands of acres of protected land. Much of that land was purchased or protected through open space funding that was secured through the passage of a sales tax in 1994. Douglas County Open Space acquisition dollars used in habitat protection have been leveraged almost 3 to 1 through partnerships and grants.

In 1998, Douglas County bonded its open space sales tax money primarily to facilitate acquisitions. Between 1995 and 2018, over 63,000 acres of open lands were permanently protected. Of this total, Douglas County owns approximately 17,000 acres in fee title. Over 44,000 acres are protected through conservation easements. The County contributed to the acquisition and preservation of almost 2,000 acres owned by other agencies. As acquisition money dwindles, the pace of protection also slows. Douglas County relies more on partnerships with other agencies, citizen groups, landowners, and developers to conserve additional open lands and wildlife habitat.

The County also works to conserve additional wildlife habitat through alternative means, including mitigation of land use impacts and the restoration and improvement of existing habitat. For more information on the protected lands within Douglas County, please visit www.douglas.co.us/openspace.



WILDLIFE RESOURCES

GOAL 9-1

PROTECT AND ENHANCE WILDLIFE HABITAT AND MOVEMENT CORRIDORS AND FOSTER WILDLIFE CONSERVATION.

OBJECTIVE 9-1A

MAINTAIN HEALTHY ECOSYSTEMS WITHIN THE COUNTY BY ESTABLISHING, MAINTAINING, BUFFERING, AND IMPROVING A SET OF CORE HABITAT AREAS, SUCH AS HABITAT CONSERVATION AREAS (HCAs), CONNECTED BY MOVEMENT CORRIDORS AND OVERLAND CONNECTIONS AS SHOWN IN THE WILDLIFE RESOURCES MAP.

POLICY 9-1A.1

Identify important habitat and movement corridors on the Wildlife Resources Map; revise the map to reflect changes over time.

POLICY 9-1A.2

Develop partnerships to conserve additional habitat and manage and improve existing habitat.

POLICY 9-1A.3

Protect important wildlife habitat, habitat conservation areas (HCAs), movement corridors and overland connections.

OBJECTIVE 9-1B

MINIMIZE IMPACTS TO WILDLIFE BY ENSURING THAT DEVELOPMENT AND LAND USE ARE COMPATIBLE WITH WILDLIFE, WILDLIFE HABITAT, AND MOVEMENT CORRIDORS.

POLICY 9-1B.1

Identify important wildlife habitat, habitat conservation areas (HCAs), movement corridors, and overland connections, as designated on the Wildlife Resources Map in applicable land use applications. Evaluate the potential impact of the proposed change in land use on wildlife and habitat. The identified design solutions should be appropriate to the scale and intensity of the proposed land use.

POLICY 9-1B.2

Consider wildlife opportunities on neighboring lands, as well as a countywide scale, when evaluating land use applications.

POLICY 9-1B.3

Link wildlife habitat and movement corridors, wherever possible.

POLICY 9-1B.4

Locate development outside of important wildlife habitat and movement corridors.

POLICY 9-1B.5

Balance the location and design of transportation infrastructure with accommodation of wildlife habitat and movement values.

POLICY 9-1B.6

Minimize fencing that is exclusionary or dangerous to wildlife, except when necessary for human safety, commercial and industrial uses, protection of at-risk crops, and domestic animal containment. All other fencing should be wildlife friendly.

POLICY 9-1B.7

Require development to appropriately revegetate degraded and disturbed lands with native or beneficial vegetation and wildlife-friendly species in important wildlife habitat and movement corridors.

POLICY 9-1B.8

Require noxious weed management plans and encourage Integrated Pest Management (IPM) for new development.

POLICY 9-1B.9

Require habitat restoration, improvement, and management practices such as restoration of native or beneficial flora; stream stabilization; erosion control; maintenance of residual cover during the winter; and proper pasture management on new development and special uses, as appropriate.

OBJECTIVE 9-1C

SUPPORT PUBLIC AND PRIVATE PROGRAMS THAT FOSTER WILDLIFE CONSERVATION.

POLICY 9-1C.1

Support incentives and programs to foster conservation.

POLICY 9-1C.2

Support measures to educate landowners and homeowners about the impacts of domestic animals on wildlife, impacts of feeding wildlife, as well as measures that improve wildlife habitat and species success.

OBJECTIVE 9-1D

SUPPORT THE MANAGEMENT OF WILDLIFE POPULATIONS TO MAINTAIN VIABLE POPULATIONS, SPECIES HEALTH, AND TO MINIMIZE CONFLICTS BETWEEN PEOPLE AND WILDLIFE.

POLICY 9-1D.1

Support efforts by Colorado Parks and Wildlife and the US Fish and Wildlife Service to manage wildlife populations.

POLICY 9-1D.2

In designated high value wildlife habitat areas, require wildlife management and habitat conservation plans for new development, in consultation with professional agencies, as appropriate.



AMENDMENTS & UPDATES

Consistency with the Comprehensive Master Plan (CMP) is considered a fundamental criterion for a positive recommendation for land use applications. Any rezoning proposal inconsistent with the CMP Land Use Map should amend the CMP prior.

10-1 TYPES OF AMENDMENTS

Generally, two types of amendments may be made to the CMP.

10-1A AMENDMENTS INITIATED BY THE PUBLIC

The public may initiate amendments only to the CMP Land Use Map. Such amendments shall be considered Major Amendments.

10-1B AMENDMENTS INITIATED BY THE PLANNING COMMISSION OR COUNTY STAFF

The Douglas County Planning Commission, either on its own or at the request of the public, or Planning Services may initiate either major or administrative amendments which affect either the Land Use Map or goals, objectives, and policies of the CMP. Members of the public may make a request to the Planning Commission to initiate a major amendment to amend goals, objectives, and policies, in accordance with the procedures outlined in Section 10.3.

- (1) Major amendments have a significant effect on the intent of the goals, objectives, policies, and maps of the CMP. Examples of these are as follows:
 - A comprehensive update of the CMP conducted approximately every five years.
 - The revision of elements or portions thereof (including maps) as new information becomes available.
 - The preparation of additional or more specific elements of the CMP or subarea plans.
- (2) Administrative amendments include changes that do not affect the goals, objectives, policies, or maps in any substantive way. Examples of these are as follows:

SECTION 10

- Updating the Land Use Map to show areas designated as preserved or conserved.
- Updating the Land Use Map to show annexed or incorporated municipalities.
- Updating population and employment forecasts.
- Formatting changes.

10-2 AMENDMENTS INITIATED BY THE PUBLIC

10-2A APPROVAL CRITERIA

All of the following criteria shall be considered by the Planning Commission when approving or disapproving CMP amendment requests. All applications must demonstrate:

- (1) Consistency with the spirit, intent, goals, objectives, and policies of the CMP.
- (2) Compatibility with surrounding land uses and zoning.
- (3) Compatibility with existing, natural, and environmental conditions of the site and preservation of important natural features and scenic viewsheds, riparian corridors, wildlife habitat and movement corridors, and historic resources.
- (4) Adequate water supply, water and sewer treatment facilities, transportation networks, access, fire protection, school facilities, and parks and trails for the development.
- (5) How existing and planned capabilities of the affected special districts can adequately handle the service demand.
- (6) How social, economic, or land use conditions of the County have changed or are in the process of changing in such a manner to support the proposed amendment to the CMP.
- (7) How land proposed for urban development is a logical expansion of the Primary Urban Area (PUA), Separated Urban Area (SUA), or Chatfield Urban Area, as applicable.
- (8) How the expansion of the PUA, SUA, or Chatfield Urban Area results in a compelling public benefit, as applicable.

10-2B PROCEDURE FOR AMENDMENTS INITIATED BY THE PUBLIC

10-2B.1 PRESUBMITTAL MEETING

Prior to submittal of a CMP amendment application, the applicant shall meet with staff to review the proposal and discuss the procedures and submittal requirements. The applicant shall contact Planning Services and schedule a presubmittal meeting which may include other referral agencies, as deemed necessary. The applicant shall provide the following:

- (1) Project Narrative (per Section 10-2B.2b (4), herein).
- (2) CMP Amendment Map (per Section 10-2B.2b(5), herein).

Staff shall comment on the proposed amendment; its consistency with the intent of the amendment provisions; explain the amendment process; and identify any additional submittal requirements. A staff comment summary shall be provided to the applicant.

10-2B.2 AMENDMENT APPLICATION

The CMP amendment application shall be submitted only after the presubmittal meeting has been completed and a copy of the comment summary has been provided to the applicant. CMP amendments shall then be processed as follows:

10-2B.2a Submittal Process

- (1) The applicant shall submit the required information to the Planning Division. The submittal shall be reviewed for completeness within 15 working days. The applicant shall be notified of any inadequacies. An incomplete submittal shall not be processed until the deficiencies in the submittal have been remedied.
- (2) For complete applications, staff shall notify the applicant of the referral agencies to receive referral packets. Referral packets shall be in unsealed envelopes large and durable enough to accommodate referral materials, addressed to the appropriate referral agency, with all information

identified in 10-2B.2b (1), (4), and (5), properly folded and compiled. Referral packets shall also be provided to homeowner associations within two miles of the amendment and any other homeowner associations potentially affected by the development.

- (3) Staff shall mail the referral packets to the referral agencies. Staff shall mail notification letters to abutting landowners. The applicant shall submit any revised plans or documents for distribution to the referral agencies, as required by staff.
- (4) The referral agencies shall comment within 35 calendar days of receiving a complete submittal unless the applicant grants an extension of no more than 15 calendar days. The applicant is encouraged to meet with the referral agencies, staff, and community groups to address any concerns prior to the end of the referral period. The amendment shall be referred to the Division of Planning of the Department of Local Affairs in conformance with C.R.S. §30-28-122.



- (5) The staff planner will review the referral comments, discuss the concerns with the applicant, schedule a public hearing before the Planning Commission, notify the applicant of the hearing date and time, and prepare a staff report.
- (6) The applicant shall be responsible for public notification in accordance with Section 10-2C, herein.

(7) The Planning Commission shall evaluate the application, referral comments, staff report, and public testimony, and take one of the following actions:

- Approve the request.
- Approve the request with conditions.
- Table for further study.
- Continue the request to a time and date certain in order to obtain more information and to take additional public testimony.
- Deny the request.

(8) The Planning Commission's decision shall be based on the evidence presented and compliance with the standards for approval, as listed in 10-2A and shall be in the form of a resolution.

(9) The Planning Commission resolution shall identify the approved amendment map and be signed by the Planning Commission Chair and Secretary.

(10) If the amendment request is approved, all post-approval requirements shall be completed, as identified in Section 10-4, herein.

10-2B.2b Submittal Requirements

- (1) Completed Land Use Application Form (copy available from the Planning Office).
- (2) Application Fee (fee schedule available from the Planning Office).
- (3) Proof of Ownership, for parcel-specific requests, in the form of an updated or current title insurance policy or title commitment no more than 30 days old from the date of application.
- (4) Project Narrative (8-1/2 x 11-inch document) supplemented with appropriate maps that describe the following:
 - a) Intent of amendment.
 - b) Consistency with the goals, objectives, policies, and intent of the CMP.
 - c) Consistency with maps contained in the CMP.
 - d) Compatibility with surrounding land uses and zoning.
 - e) Environmental conditions and hazards existing on the site.



- f) Important natural features, scenic viewsheds, riparian corridors, and wildlife habitat movement corridors.
 - g) Historic resources.
 - h) Impacts on the existing road network.
 - i) Capabilities of, and impacts on, existing or planned special districts affected by the amendment.
 - j) Water supply and provision of water and sanitary sewage treatment.
 - k) Availability of public facilities such as schools, parks and trails, libraries, fire stations, etc.
 - l) Conditions that have changed in the county to warrant the amendment.
 - m) If applicable, evidence to support approval criteria 10-2A (7) and (8), herein.
- (5) CMP Amendment Map (24 x 36 inches) illustrating or containing the following:
- a) Vicinity map at a scale of 1 inch = 2,000 feet clearly showing location of the amendment in relation to major roads, section lines, existing subdivisions, and other pertinent features.
 - b) Legal description and acreage of the property under consideration.
 - c) Drawing of the proposed amended area, at an appropriate scale determined by staff, that includes the following:
 - Topography in the area at 10-foot contour intervals.

- Major roads on, or adjacent to, the site and their functional classifications.
 - Existing and proposed CMP Land Use Map land use designations.
 - CMP Land Use Map designation of adjacent areas.
 - Any significant natural features or environmental conditions on or adjacent to the site.
- (6) The applicant shall also provide stamped letter-sized envelopes addressed to all abutting landowners, and other landowners as requested by staff. Staff shall mail a courtesy notice of an application in process and applicable contact information to the landowners, along with a copy to the applicant.
- (7) A copy of the staff comments from the presubmittal meeting and any additional information as requested by staff. A written response to all questions and comments raised through the presubmittal process is recommended.
- (8) Evidence of ability to develop a sufficient water supply in accordance with the Water Supply - Overlay District, Section 18-A of the Douglas County Zoning Resolution, as amended.

10-2C PUBLIC NOTICE REQUIREMENTS FOR AMENDMENTS INITIATED BY THE PUBLIC

The applicant shall be responsible for public notification. In calculating the time period for public notification, the day of publishing, posting, or mailing shall be counted toward the total number of days required. The day of the hearing shall not be counted toward this total.

The degree of accuracy required for the information contained in these public notices shall be that of substantial compliance with the provisions of this section.

10-2C.1 WRITTEN NOTICE

At least 14 days prior to the Planning Commission hearing, the applicant shall mail a written notice of the hearing by first-class mail to the address of each abutting

landowner at such address shown in the records of the Douglas County Assessor's Office. The notice shall read substantially the same as the published notice also required by this section.

At least 7 days prior to the public hearing, the applicant shall submit the following to the Planning Services Office:

- (1) An alphabetical list of the abutting landowners.
- (2) A map showing the site and the location of the abutting landowners.
- (3) A copy of the notice sent to the landowners.
- (4) The certificate of mailing.

The person completing the mailing of the written notice shall execute a certificate of mailing. Such certificate shall read as shown in Figure 10.1.

In the event the applicant fails to mail a notice to an abutting landowner or otherwise fails to comply with the written notice required in this section, the landowner who did not receive such complying notice may waive such notice by submitting a written waiver to Planning Services prior to the hearing.

10-2C.2 PUBLISHED NOTICES

At least 14 days prior to the Planning Commission hearing the applicant shall:

- (1) Publish a notice in at least one publication of a daily or weekly newspaper of general circulation, printed or published in whole, or in part, in Douglas County.
- (2) Provide a publisher's affidavit of said published notice to Planning Services at least seven days prior to the public hearing.

The Planning Commission may direct that the notice be published in one or more additional newspapers of general circulation in Douglas County. The notice shall read as shown in Figure 10.2.

10-2C.3 POSTED NOTICE

At least 14 days prior to the Planning Commission hearing, the applicant shall post a notice on the land under consideration. The notice shall consist of at least one sign facing

each abutting public or private street open for travel, within 10 feet of the property line abutting such street, placed on posts at least four feet above ground level. In the event the staff planner determines a sign cannot be placed abutting such street and be visible from such street or that there is no abutting public or private street open for travel, the staff planner may require an alternate location for a

sign. Additional signs may be required by the staff planner. Each sign shall measure not less than 3 x 4 feet. Letter size shall be a minimum of three inches high and a minimum of six inches high for the sentence that reads, "For more information call Douglas County Planning at 303-660-7460." The notice shall read as shown in Figure 10.3.

Figure 10.1

<p style="text-align: center;">CERTIFICATE OF MAILING</p> <p>I hereby certify that a true and correct copy of the attached written notice was placed in the U.S. mail, first-class, postage prepaid this ____ day of _____, 20____, and addressed as follows:</p> <p>(list of addresses)</p> <p>_____</p> <p>(signature of person completing the mailing)</p>
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Figure 10.2

<p style="text-align: center;">NOTICE OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION</p> <p>A public hearing will be held on (date), at (time), in the Commissioners' Hearing Room, 100 Third St., Castle Rock, Colorado, for an amendment to the Douglas County 2030 Comprehensive Master Plan. The subject property is located approximately (distance and direction from nearest major intersection). For more information, call Douglas County Planning at 303-660-7460.</p> <p>File Name and Number: _____</p>
--

Figure 10.3

<p style="text-align: center;">NOTICE OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION</p> <p>This land shall be considered for amendment to the Douglas County 2040 Comprehensive Master Plan. The public hearing is (date), at (time), in the Commissioners' Hearing Room, 100 Third St., Castle Rock, Colorado. For more information call Douglas County Planning at (303) 660-7460.</p> <p>File Name and Number: _____</p>

10-2C.4 AFFIDAVIT OF SIGN POSTING

An affidavit of sign posting shall be submitted for the file in Planning Services at least seven days prior to the hearing. The sign(s) shall be photographed by the applicant

and attached to the affidavit as shown in Figure 10.4.

The applicant shall remove the sign within two weeks following the final decision by the Planning Commission.

Figure 10.4

<p>(Attach photo here)</p> <p>(sign lettering must be legible in photo)</p> <p>I, <u>(print name of applicant/representative/person posting sign)</u>, attest that the above sign was posted on (date), abutting (name of street).</p> <p>File Name and Number: _____</p> <p><u>(signature)</u> _____</p> <p>STATE OF COLORADO)</p> <p>) ss.</p> <p>COUNTY OF _____)</p> <p style="text-align: center;">Acknowledged before me this _____ day of _____, 20____, by</p> <p>_____ as _____.</p> <p>My commission expires: _____</p> <p>Witness my hand and official seal</p> <p>_____</p> <p>Notary Public</p>	
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10-3 AMENDMENTS REQUESTED BY THE PUBLIC TO BE INITIATED BY THE PLANNING COMMISSION

10-3A PRESUBMITTAL REQUIREMENTS

A presubmittal meeting as discussed in Section 10-2B.1 shall be completed.

10-3B SUBMITTAL REQUIREMENTS

Information submitted to the Planning Commission should be of sufficient detail to clearly explain the proposed amendment. A narrative describing reasons for the proposed amendment and maps or data supporting the amendment shall be included.

10-3B.1 STAFF EVALUATION

Staff shall evaluate the public initiation request and prepare a staff report for the Planning Commission.

10-3B.2 PLANNING COMMISSION

The Planning Commission, at a work session, shall consider the public initiation request using the information submitted, the staff report, and take one of the following actions:

- Allow the public to initiate the amendment request.
- Not initiate the request.
- Table for further study in order to obtain more information.

If the request from the public is to be initiated, the proposed amendment shall be processed in accordance with Section 10-2.

10-4 AMENDMENTS INITIATED BY THE PLANNING COMMISSION OR COUNTY STAFF

10-4A SUBMITTAL REQUIREMENTS

Information submitted to the Planning Commission should be of sufficient detail to clearly explain the proposed amendment. A narrative describing reasons for the proposed amendment and maps or data supporting the amendment shall be included.

10-4B MAJOR AMENDMENT PROCEDURE

10-4B.1 REFERRALS

All major amendments shall be sent out to appropriate referral agencies for comment. The referral agencies shall comment within 35 calendar days after receiving a submittal. The amendment shall be referred to the Division of Planning of the Colorado Department of Local Affairs in conformance with C.R.S. §30-28-122.

10-4B.2 PUBLIC HEARING

Planning Services shall schedule a public hearing before the Planning Commission and prepare a staff report. Public notice shall be in accordance with Section 10-2C, herein.

10-4B.3 PLANNING COMMISSION ACTION

The Planning Commission shall evaluate the proposed amendment, referral comments, staff report, and public testimony, and take one of the following actions:

- Approve the request.
- Approve the request with conditions.
- Table the request for further study.
- Continue the request to a date and time certain in order to obtain more information and to take additional public testimony.
- Deny the request.

10-4B.4 PLANNING COMMISSION RESOLUTION

The Planning Commission's decision shall be in the form of a resolution. The Planning Commission resolution shall identify the proposed amendment map or narrative

specifically and be signed by the Planning Commission Chair and Secretary.

10-4B.5 POST-APPROVAL

All post-approval requirements shall be completed as identified in Section 10.5.

10-4C ADMINISTRATIVE AMENDMENT PROCEDURE

10-4C.1 PLAN REVISIONS

Staff shall revise the CMP to reflect all mapping and narrative amendments. All amendments approved shall be included in the next publication of the CMP.

10-4C.2 APPROVAL OF PLAN REVISIONS

The Community Development Director shall approve all administrative amendments and notify the Planning Commission. No public notice shall be required.

10-4D PUBLIC NOTICE - PLANNING COMMISSION OR COUNTY STAFF INITIATED AMENDMENTS

At least 14 days prior to the Planning Commission hearing, staff shall publish a notice in at least one publication of the daily, or at minimum, a weekly newspaper of general circulation, printed or published at least in part in Douglas County.

10-5 POST-APPROVAL REQUIREMENTS

10-5A DOCUMENT REVISION

The staff planner shall revise the CMP to reflect all mapping and narrative amendments. All amendments approved shall be included in the next publication of the CMP.



10-5B PLAN CERTIFICATION

The Planning Commission shall certify a copy of the amended CMP to the Board of County Commissioners, as well as the planning commissions of all municipalities in the county.

10-5C REGIONAL PLAN AMENDMENT

After the Douglas County CMP is amended, all regional plans shall be amended, as necessary. For amendments initiated by the public, applicants shall be responsible for preparing regional plan amendment submittals for the Denver Regional Council of Governments (DRCOG). All such amendments shall be submitted to the Douglas County Department of Community Development for review and approval prior to submission to DRCOG.

GLOSSARY

ACRE

A measure of land area containing 43,560 square feet.

ABUTTING OR ADJACENT

Having a common border with, or separated from adjoining land, by rights-of-way, alley, or easement.

AESTHETIC

The perception of artistic elements, or elements in the natural or man-made environment, which are pleasing to the eye.

AFFORDABLE HOUSING

As defined by the Federal Government, housing that costs no more than 30-35 percent of a household's gross income.

AGRICULTURE

Land uses related to grazing or raising livestock or land uses which produce products that originate from the land's productivity, such as farming, ranching, forestry, tree farming, animal husbandry, and horticulture.

AIR POLLUTION

The presence of contaminants in the air, in concentrations that interfere directly or indirectly with health, safety or comfort.

AIR QUALITY STANDARDS

The prescribed level of pollutants in the outside air that cannot be legally exceeded during a specified time in a specified geographical area.

ALLUVIAL

Describes soil that contains sediment deposited by water flow.

AMENITY

A natural or human-made feature that enhances or makes more attractive or satisfying a particular property.

ANNEXATION

The incorporation of land into a municipality, resulting in a change in the boundaries of that municipality.

APPENDIX A

APPLICANT

The landowner or authorized representative, including a corporation, partnership, or joint venture, requesting action on a development proposal or CMP amendment.

AQUIFER

An underground bed or stratum of earth, gravel or porous stone that contains water.

AQUIFER RECHARGE AREA

The exposed ground-level portion of the aquifer.

ARCHAEOLOGICAL SITE

Land or water areas containing material evidence of human life and culture of past ages.

ATTAINABLE HOUSING

A term used interchangeably with affordable housing.

BASIN

An area drained by the main stream and tributaries of a creek or river.

BEDROCK

In-place geological formations which cannot be removed with conventional excavating equipment, or which, upon excavation, include more than 60 percent formation fragments (by weight) that are retained in a one-quarter-inch mesh screen.

BERM

Mound of earth used in landscaping for screening, definition of space, noise attenuation or decoration.

BEST MANAGEMENT PRACTICES (BMP)

Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development.

BUFFER

An area of land established to separate and protect one type of land use from another; to screen from objectionable noise, smoke, or visual impact; or to provide for future public improvements or additional open space.

CAPITAL IMPROVEMENT

Large scale physical assets constructed or purchased to provide, improve, or replace a costly public facility. The cost of a capital improvement is generally non-recurring and may require multi-year financing. "Capital Improvements" shall include physical assets providing additional capacity needed to accommodate the demand for public facilities generated by a proposed residential development and shall include, but not be limited to, water facilities, wastewater facilities, fire protection facilities, streets, public schools and regional parks.

CDOT

Colorado Department of Transportation

CLUSTERING

Designing the built environment to preserve important and unique natural features including open space, viewshed corridors, wildlife corridors and habitat, and other environmentally-sensitive areas.

CMP

Comprehensive Master Plan

COLLECTOR

A street which collects traffic from local streets and connects with major arterials.

COMMUNITY ACTIVITY CENTER

Development located, for the most part, in the urban area serving an area of three to five miles, characterized by pedestrian orientation; a mix of uses, gathering space for events or recreation, access to multi-modal transportation, and design that provides a coherent visual aspect to the built environment.

COMMUNITY SEPARATORS

Land areas surrounding urban and rural town centers that create special definition of, and between, urban areas. These lands are conserved as open space, developed at low intensity and residential densities, use creative design techniques to mitigate visual impacts, and provide a sense of geographic separation.

COMMUNITY SERVICES

Activities that support programs and projects that promote the viability of a diverse and maturing community.

CONJUNCTIVE USE WATER SYSTEM

Combined use of surface and ground water systems to optimize resource use and minimize adverse effects of using a single source.

CONSERVATION

A careful protection and use of something. Especially the planned management of a natural resource to prevent exploitation, destruction, or neglect.

COVENANT

An agreement, relating to a restriction on the use of specific lands, between two or more parties, set forth in a deed.

C.R.S.

Colorado Revised Statutes

CULTURAL FACILITIES

A building or area designed and intended for intellectual or artistic activities, including a museum, art gallery, outdoor amphitheater, fairground, sports stadium/arena, performing arts center, or similar facility.

CULTURAL RESOURCES

Sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities.

DARK SKIES

The International Dark-Sky Association was formed in 1998 to address the problem of light pollution. The Association has developed model lighting ordinances, outdoor lighting handbooks, and other public education materials. The Association's recommendations are the basis for the County's dark sky practices and policies related to reducing or preventing light pollution.

DEDICATION

A setting aside of land for public use, made by the owner, and accepted for such use by or on behalf of the public.

DEED

A legal document conveying ownership interest of property.

DENSITY

The number of units per area of measure. For example, the number of dwelling units per acre, usually expressed for the gross acreage of the site.

DEVELOPER

The legal or beneficial owner or owners of land included in a proposed development, including the holder of an option or contract to purchase, or other persons having proprietary interest in such land.

DEVELOPMENT

The process of converting land from one use to another, including the rezoning of land; division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; and any mining, excavation, or landfill.

DEVELOPMENT NODE

A preferred area for the agglomeration of commercial and industrial activities, specifically in the Louviers and Sedalia Rural Communities.

DEVELOPMENT REGULATION

Zoning, subdivision, site plan, floodplain regulations, or other governmental restrictions or requirements for the use and development of land.

DISTRICT

A part, zone, or geographic area within which certain zoning or development regulations apply.

DOUGLAS COUNTY HOUSING PARTNERSHIP (DCHP)

A multi-jurisdictional housing authority formed as a cooperative effort between businesses and local and County governments to address the issue of affordable housing.

DRAINAGE

(1) An area for surface water runoff; (2) The removal of surface water or groundwater from land by drains, grading, or other means, including runoff controls to minimize erosion and sedimentation during and after construction or development; the means for preserving water quality; and the prevention or alleviation of localized flooding.

DRCOG

The Denver Regional Council of Governments (DRCOG) is a voluntary association of 55 county and municipal governments in the greater Denver area which work together to address issues of regional concern.

DWELLING UNIT (DU)

A building or portion thereof used exclusively for residential occupancy, including single-family, two-family, and multi-family dwellings, but not including mobile homes, hotels, motels, motor homes or tents. Manufactured homes certified pursuant to the "National Manufactured Housing Construction and Safety Standards Act of 1974," 42 U.S.C. 5401 et seq., as amended and Section 30-28-115 of the Colorado Revised Statutes shall be deemed a dwelling unit.

EASEMENT

An acquired right of use, interest, or privilege in land owned by another.

EASEMENT, AVIGATION

An air rights establishment which serves to notify landowners of the potential for aircraft overflight. In Douglas County, avigation easements associated with site plans or final plats located in certain airport overlay zones, as defined in the Douglas County Zoning Resolution, are granted to waive the owner's right to file complaints against the County, regarding aircraft activity associated with Centennial Airport.

ECOSYSTEM

The complexity of a community of organisms and its environments functioning as an ecological unit.

EFFLUENT

Liquid sewage discharged, with or without treatment, into the environment.

ENVIRONMENTAL CONSTRAINTS

Environmental conditions which affect or reduce the capability of the land to accommodate development.

ENVIRONMENTAL HAZARDS

Environmental conditions which pose a significant threat to life and property.

ENVIRONMENTALLY-SENSITIVE AREA

An area with one or more of the following characteristics:

1) slopes in excess of 20 percent; 2) floodplain; 3) soils classified as having a high water table; 4) soils classified as highly erodible; 5) land incapable of meeting percolation requirements; 6) land containing environmental hazards; 7) land formerly used for landfill operations or mining; 8) fault/earthquake areas; 9) stream corridors; 10) mature stands of native vegetation; 11) aquifer recharge areas; 12) high-impact wildlife areas and; 13) areas of high or prominent visibility.

EROSION

The detachment and movement of soil or rock fragments, or the wearing away of the land surface by water, wind, ice and gravity.

FLOOD

The temporary inundation of otherwise normally dry land adjacent to a river, stream, lake, etc.

FLOODPLAIN, 100-YEAR

The area adjoining any river, stream, watercourse, lake, or other body of standing water which is subject to inundation and flooding from the 100-year storm event runoff.

FLOODWAY

That portion of the regulatory area required for the reasonable path or conveyance of the 100-year storm event runoff. This is the area of significant depths and velocities, and due consideration should be given to effects of fill, loss of cross-sectional flow area, and resulting increased water-surface elevations.

FORB

Broad-leaved flowering herbaceous plants.

GOAL

The end result or ultimate accomplishment toward which an effort is directed.

GRADE-SEPARATED CROSSING

An intersection of two modes of travel, where one mode is elevated or depressed in relation to the other mode, permitting both modes to cross the same point at the same time.

GRADING

Any stripping, cutting, filling or stockpiling of earth or land, including the land in its cut or filled condition.

GREEN BUILDING STANDARDS

Green building standards were developed by the U.S. Green Building Council, which established the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Green building standards promote the design, construction, and operation of energy and resource efficient structures.

GROUNDWATER

The supply of fresh water under the surface in an aquifer or soil that forms a natural reservoir.

HABITAT

The total of all the environmental factors of a specific place occupied by an animal species.

HISTORIC LANDSCAPE

A geographic area (including both cultural and natural resources and the wildlife or domestic animals therein) associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values.

HISTORIC PRESERVATION

The protection, rehabilitation, and restoration of districts, sites, buildings, structures and artifacts significant in American history, architecture, archaeology, or culture.

HISTORIC PRESERVATION BOARD (HPB)

A volunteer group formed by Douglas County charged with identifying, preserving, and communicating the history of Douglas County.

HOMEOWNERS ASSOCIATION (HOA)

An association of homeowners within a residential area created to govern the area with powers including, but not limited to, the setting and collection of expense assessments from the members of the association, the control and maintenance of common areas, and the enforcement of protective covenants.

IMPROVEMENT

Any human-made, immovable item that becomes part of, placed upon, or is affixed to, real estate.

INCORPORATION

The act or process of forming or creating a municipality.

INHOLDING

Privately-owned land inside the boundary of a national park, national forest, state park, or similar publicly owned, protected area.

INFRASTRUCTURE

Facilities such as roads, water and sewer lines, treatment plants, utility lines, and other physical facilities in the built environment needed to sustain industrial, residential, or commercial activities.

INTENSITY OF LAND USE

The range or scale of concentration of development, often measured by floor-area ratios or building coverage.

INTERGOVERNMENTAL AGREEMENT (IGA)

A written agreement between two or more governmental jurisdictions.

INTERSECTION

Where two or more roads or other transportation routes cross at grade.

LAND DISTURBANCE

Any activity involving the clearing, cutting, excavating, filling, or grading of land, or any other activity that alters land topography or vegetative cover.

LAND USE

The human modification of the natural environment or wilderness into built environment such as fields, pastures, and settlements.

LAND USE PLAN

A plan showing the existing and proposed location, and the extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational, and other public and private purposes or combination of purposes.

LANDFILL

A site for solid-waste disposal in which waste is buried between layers of earth.

LANDSCAPE

(1) An expanse of natural scenery; (2) the addition of lawns, trees, plants, and other natural and decorative features to land.

LOCAL IMPROVEMENT

A public improvement provided in a specific area that benefits that area and which is usually paid for by special assessment of benefiting property owners.

MAJOR ARTERIAL

A street that collects and distributes traffic to and from major origin or destination points, which has access control, channelized intersections, and restricted parking.

MANUFACTURING

Establishments engaged in the mechanical or chemical transformation of materials or substances into new products. Also includes the assembling of component parts, the manufacturing of products, and the blending of materials such as lubricating oils, plastics, or resins.

MASS TRANSIT

A public, common carrier transportation system having established routes and schedules.

MASTER PLAN

A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

MINING

The withdrawal or refinement of materials, including, but not limited to, minerals (either solid, liquid, or gas which are usable in their natural form or converted to a usable form when extracted from the earth), sand, gravel, quarry aggregate, oil, natural gas, coal, dimension or landscape stone, peat and metals. Mining does not include surface or groundwater found in Douglas County.

MITIGATE

To make less severe; alleviate; relieve.

MIXED-USE DEVELOPMENT

The development of a tract of land, building, or structure in a compact urban form with two or more different uses, including residential, office, manufacturing, retail, public or entertainment.

MPA

Municipal Planning Area

MOUNTAIN BACKDROP

The Mountain Backdrop consists of several visually important areas identified throughout five counties along Colorado's Front Range, Boulder, Douglas, El Paso, Jefferson, and Larimer Counties.

MULTIMODAL TRANSPORTATION SYSTEM

Integration and coordination of multiple forms of transportation to provide travel options.

MUNICIPAL INFLUENCE AREA

Broad planning areas surrounding the municipalities as identified by each town or city during its master plan adoption process.

MUNICIPALITY

A public corporation created by the legislature for governmental purposes that possesses local legislative and administrative powers.

NATURAL RECHARGE

Adding water to an aquifer by natural means such as from precipitation or from lakes and rivers.

NATURAL RESOURCES

The entire surface layer of the planet. Raw materials in the environment that are used for, or are capable of being used for, some purpose including minerals and fuels, forest and grazing resources, wildlife, and fisheries. These resources are managed with care, as they are part of the Earth's surface, and are of use and of value in that they contribute to the production of the necessities and amenities that people require or demand now and in the future.

NEIGHBORHOOD

An area of a community with characteristics that distinguish it from other community areas, and which may include distinct ethnic or economic characteristics, schools or social clubs, or boundaries defined by physical barriers such as major highways and railroads, or natural features such as rivers.

NEIGHBORHOOD CENTER

A development included within a residential community. A neighborhood center may include an elementary school, neighborhood park, small single- and mixed-use retail and residential development, recreation center or other public neighborhood facility, open space, and linked trails and pedestrian paths to provide a sense of community identity.

NOISE

Any audible sound, often of a loud, harsh, or confused kind.

NON-POINT SOURCE

Multiple diffuse areas of land surface or points of origin which contribute pollutants to a water source.

NON-RENEWABLE

Water that is not annually recharged through the hydrologic cycle and development of the water resource relies upon drawing water principally from storage in an aquifer. This is also referred to as a finite water supply.

NONRESIDENTIAL

Any business, commercial, or industrial development.

NONURBAN

Characterized by low-intensity development with densities ranging from one dwelling unit per 2.5 acres to one dwelling unit per 35+ acres.

OBJECTIVE

A category related to a larger goal to which subject-specific policies are applied.

OFF-SITE

Located outside the lot lines, boundary lines, or property lines of the lot, parcel or property that is the subject of a development application.

OLDER ADULTS

The population age 60 and older.

ON-SITE

Located on the lot, parcel or property that is the subject of a development application.

ON-SITE WASTEWATER TREATMENT SYSTEM (OWTS)

A system or facility for treating, neutralizing, stabilizing, or disposing of sewage which is not part of, or connected to, a sewage treatment works. The typical components of an OWTS include a septic tank and soil absorption area. Some systems may also include a secondary treatment component between the septic tanks and absorption area. OWTS can serve single-family residences and multi-family dwellings, as well as commercial, business, institutional, and industrial properties.

OPEN LAND

Vast areas of unimproved land usually left in a natural state. Psychological and visual benefits usually extend beyond the immediate area or parcel of land.

OPEN SPACE

Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. In some cases, such as golf courses, open space may be improved.

OVERLAND CONNECTION

A broad area to facilitate wildlife movement, typically within or between large blocks of wildlife habitat. Overland connections are generally non-linear, not precisely defined, and may include various types of topography and vegetation.

PACKAGE-TREATMENT PLANT

Small, self-contained, sewage treatment facility built to serve developed areas located outside sanitation district boundaries.

PARK

Any public or private land available for active and passive recreational uses, educational, cultural, and scenic purposes.

PEAK-HOUR TRAFFIC

The largest number of vehicles passing over a designated section of a street during the busiest one-hour period during a 24-hour period.

PLANNED DEVELOPMENT (PD)

An area of land controlled by one or more landowners to be developed under unified control or unified plan of development for a number of dwelling units, commercial, educational, recreational, or industrial uses or any combination of the foregoing.

PLANNING COMMISSION

The duly created (by appointment) body charged with the responsibility for reviewing and making recommendations regarding development applications and for the preparation of master plans.

PLAT

(1) A map representing a tract of land, showing the boundaries and location of individual properties and streets; (2) A map of a subdivision.

POINT SOURCE

An identifiable stationary source contributing pollutants from a single location or point of origin.

POLICY

A definite course or method of action to guide and determine present and future decisions to move toward the attainment of specific objectives and more encompassing goals.

POLLUTANT

Any introduced gas, liquid or solid that makes a resource unfit for a specific purpose.

PRIVATE ACTIVITY BOND (PAB)

A federally tax-exempt bond issued by local government on behalf of private developers working on projects that have some public benefit.

PROJECTION

An estimate of future possibilities based on a current trend.

PUA

Primary Urban Area

PUBLIC HEARING

A meeting announced and advertised in advance, open to the public, with opportunity for public participation.

PUBLIC IMPROVEMENT

Any improvement, facility, or service, together with its associated public site or right-of-way, necessary to provide transportation, drainage, public or private utilities, energy or similar essential services.

PUBLIC NOTICE

The advertisement in a newspaper of general circulation in the area, or written or posted notice, indicating the time, place and nature of a public hearing.

PUBLIC UTILITY

A closely regulated private enterprise that has an exclusive franchise for providing a public service.

QUARRY

A place where rock, ore, stone, and similar materials are excavated for sale or for off-tract use.

RECHARGE

The addition to, or replenishing of, water in an aquifer.

RECREATION, ACTIVE

Leisure activities that are often formally structured, requiring equipment and designated sites or fields. Activities include field sports (soccer, baseball, etc.), playground facilities, and skateboard parks.

RECREATION, PASSIVE

Leisure activities that are not formally structured and that generally require minimal equipment and few improvements. Activities include walking, hiking, biking, horseback riding, picnicking, and nature study.

RECREATIONAL FACILITY

A place designed and equipped for the conduct of sports, leisure activities, and other customary and usual recreational activities.

REGIONAL CENTER

These centers are built on the foundation of a larger service area of ten to thirty miles, focusing on easy access to a convenient mix of shopping, restaurants, and other services.

RENEWABLE WATER SUPPLY

Water from a source that is recharged during one or more stages of the hydrologic cycle, such as streams, and alluvial aquifers associated with streams so that the water supply is reliable over time, subject to physical supply and legal availability within the prior appropriation system.

RESIDENTIAL DENSITY

The number of dwelling units per acre of residential land.

REZONE

To change the zoning classification of particular lots or parcels of land.

RIGHT-OF-WAY

A strip of land acquired by reservation, dedication, purchase, prescription or condemnation and intended to be occupied by a road, cross-walk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar uses.

RIPARIAN

Relating to, or located on, the bank of a natural watercourse.

RUNOFF

The portion of rainfall, melted snow or irrigation water that flows across the ground's surface and eventually is returned to streams.

RURAL

Large tracts of land, typically used for ranching, farming, or other low-intensity development, typically with a density of less than one dwelling unit per 35 acres.

RURAL SITE PLAN

A repealed rural residential development type as an alternative to 35-acre divisions. Rural site plans allowed for a density greater than one dwelling unit per 35 acres.

SCALABLE INFRASTRUCTURE

Infrastructure designed so as to allow for economical future expansion via component addition to an existing engineered substructure.

SCENIC AREA

An open area where the natural features are visually significant or geologically or botanically unique.

SCREENING

A method of visually shielding or obscuring one abutting or nearby structure or use from another by fences, walls, berms or densely planted vegetation. (See Buffer.)

SEDIMENT

Deposited silt that is being or has been moved by water or ice, wind, gravity or other means of erosion.

SETBACK

The required minimum horizontal distance between the location of structures or uses and the related front, side, or rear lot line measured perpendicular to such lot line.

SEWAGE

Any liquid waste containing animal or vegetable matter in suspension or solution, or the water-carried waste resulting from the discharge of water closets, laundry tubs, washing machines, sinks, dishwashers, or any other source of water-carried waste of human origin.

SEWER

Any pipe or conduit used to collect and carry away sewage or stormwater runoff from the generating source to treatment plants or receiving streams.

SINUOSITY

A river or stream's tendency to move back and forth across a floodplain in an S-shaped pattern over time.

SITE PLAN

The development plan for one or more lots, which shows the existing and proposed conditions of the lot, including topography, vegetation, drainage, floodplains, and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made.

SLOPE

The degree of deviation of a surface from the horizontal, usually expressed in percent or degrees.

SOIL

All unconsolidated mineral and organic material of whatever origin that overlies bedrock and can be readily excavated.

SOLID WASTE

Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing.

SPECIAL DISTRICT

A quasi-municipal entity created under State statute to provide specifically identified services or infrastructure, with the ability to issue debt, and assess taxes and fees.

STEEPLY DIPPING BEDROCK

Steeply dipping, expansive clastone bedrock, usually encountered at shallow depth. Uneven ground deformations can occur in such areas, resulting in the growth of elongate heave features or narrow bands of highly expansive rock.

STREET

That portion of the right-of-way for the use of motorized vehicles, bicyclists, pedestrians and other modes of mobility that is: (1) an existing state or municipal road; (2) shown upon a plat approved pursuant to law; (3) approved by other official action; or (4) is shown on a recorded plat.

STRIP DEVELOPMENT

Commercial or retail development, usually one lot deep that fronts on a major street.

SUA

Separated Urban Area

SUBDIVISION

The division of a lot, tract, or parcel of land into two or more plats, sites, or other divisions of land for the purposes, whether immediate or future, of sale or a building or development. It includes replat and, when appropriate to the context, relates to the process of subdividing or to the land or territory subdivided.

SUBSIDENCE

The gradual sinking of land as a result of natural or human-made causes.

SURFACE WATER

Water on the earth's surface exposed to the atmosphere such as rivers, lakes and creeks.

SUSTAINABLE WATER SUPPLY

A water supply that will not fail under reasonably foreseen technical, financial, legal, or water supply conditions.

TOWN SITE

Historic areas, depicted on plats or maps conveyed or known by identifiers such as lots, blocks, streets, highways, parks, or squares. These areas are, for the most part, undeveloped lots in remote areas laid out prior to May 5, 1972 when Senate Bill 35 was adopted, providing subdivision powers to the County.

TRANSIT

Usually local transportation, especially of people, by public conveyance.

TRANSIT DEPENDENT

People or groups, like older adults, the young, individuals with disabilities, low-income households, and households without a private vehicle, reliant on public or mass transit for their transportation needs.

TRANSIT-ORIENTED DEVELOPMENT

Compact public and private development that supports transit use by emphasizing pedestrian and transit access, clustering development, and mixing land uses and activities at and around transit stations.

TRANSPORTATION DEMAND MANAGEMENT

Methods for managing existing resources to improve travel within a region.

TRANSPORTATION SERVICES

Provision of safe transportation for the transit dependent.

TRASH TRANSFER SITE

A facility at which refuse, awaiting transportation to a disposal site, is transferred from one type of containerized collection receptacle and placed into another, or is processed for compaction.

TRIP GENERATION

The total number of trip ends produced by a specific land use or activity.

UNDEVELOPED LAND

Land in its natural state before development.

URBAN

Development characterized by residential uses at a gross density greater than one dwelling unit per 2.5 acres, whether for ownership; interval ownership; lease; or transient use, and all commercial, business, and industrial use including business, commercial, and industrial zoning within a planned development that are of a similar scale and character. In some instances, developments with densities higher than one dwelling unit per 2.5 acres may be categorized as nonurban, rather than urban.

USE

The purpose or activity for which land or buildings are designed, arranged, or intended, or for which land or buildings are occupied or maintained.

VIEWSHED

The natural environment that is visible from one or more viewing points that may be of particular scenic or historic value.

WASTEWATER

Water carrying wastes from homes, businesses, and industries that is a mixture of water and dissolved or suspended solids.

WATER POLLUTION

The addition of pollutants to water in concentrations or in sufficient quantities to result in measurable degradation of water quality.

WATERSHED

All the land area that drains into a particular body of water.

WILDLIFE LINK

A connection to facilitate wildlife movement between Wildlife Movement Corridors and/or blocks of wildlife habitat that does not necessarily occur naturally or follow an existing natural feature. Wildlife links are generally linear and may require plantings and earthwork to make them functional.

WILDLIFE MOVEMENT CORRIDOR

A corridor to facilitate wildlife movement, typically between habitat areas. Wildlife Movement Corridors are generally linear in nature and may include rivers, streams, canals, canyons, strips of ground with woody vegetation or undulating topography, or set-asides within development.

ZONING

The dividing of a county or municipality into districts and the establishment of regulations governing the use, placement, spacing, and size of land and buildings.

