

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

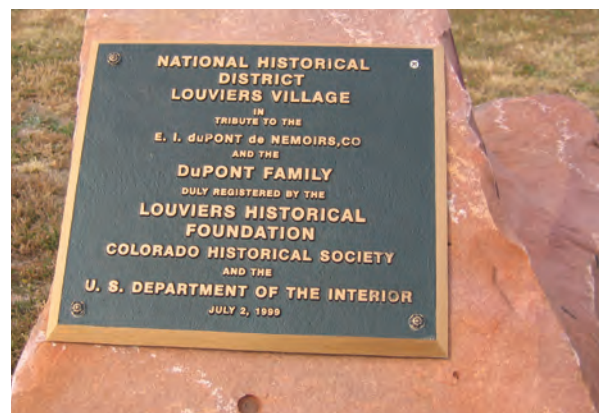
In cooperation with Douglas County Engineering, site additional innovative concepts for stormwater management, such as vegetated drainage swales, rooftop gardens, or other techniques to manage stormwater flows.⁶

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

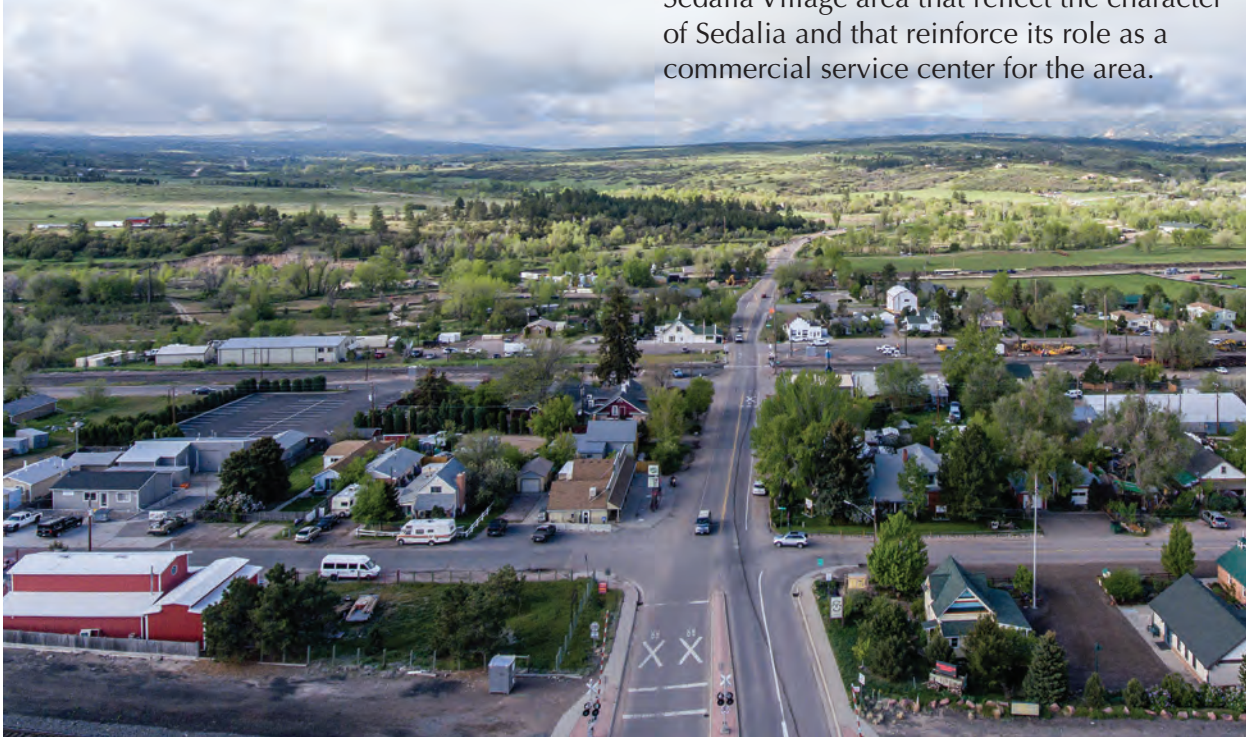
The rural community of Sedalia has its earliest roots in its role as a transportation and resource shipment point. Prior to settlement of the area, early residents and visitors were Native American Ute and Arapahoe tribes, followed by trappers and explorers of the traditional European settlement of the 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.

