

# Downtown Phase 1 - Downtown Design Standards Changes

12/27/2019

Require adoption by planning commission.

**SF:**Single Family **MF:**Multi-family **C:**Commercial **G:**Goals **P:**Policy **L&C:** Land Use And Character Neighborhoods **TMP:** Transportation Master Plan **ENV:** Environment **E&T:** Economy And Tax Base

**H&N:** Housing And **Impact**  
**S&D:** Special Areas and Design

#	Proposed Change	Rationale	Impact	SF	MF	C
<b>PUBLIC ENGAGEMENT</b>						
	None	N/A	N/A			
<b>DEVELOPMENT REGULATIONS</b> (including height) Lot size, standards, and sight triangles permit auto-oriented uses that conflict with the Envision Littleton Comprehensive Plan. <b>Character Areas with conflicts:</b> Corridor Mixed Use (CMU), Urban Downtown Transition (UDT), Urban Downtown Mixed Use (UDMU), Urban Downtown Main Street (UDMS) <b>Key Goals &amp; Policies with conflicts:</b> GL&C 1, GL&C 2, PL&C 6, GH&N 1, GH&N 5, PH&N 1, PH&N 4, PH&N 6, PTMP 7				✓	✓	✓
1	<b>Façade requirements:</b> - Primary façade to be oriented parallel to street and occupy the majority of the front lot line - Residential entrances on/close to primary facade	Better aligns with: - Character Limits potential for: - Auto-oriented design	<b>Residents</b> - Encourages neighbor interactions and building fronts engaging with the street <b>Staff</b> - Efficient review <b>Developers</b> - Encourages re-investment over re-development		✓	✓
2	<b>New definitions:</b> - Courtyard - Passageway - Bulk Plane - Porch	Better aligns with: - Character - Best Practices Limits potential for: - Auto-oriented design	<b>Residents</b> - Increases clarity <b>Staff</b> - Facilitates consistent administration <b>Developers</b> - Increases clarity	✓	✓	✓
3	<b>Utility appurtenances locations:</b> - Update to require locations away from entrances with direct access to the street	Better aligns with: - Character - Best Practices Limits potential for: - Auto-oriented design	<b>Residents</b> - Increases clarity <b>Staff</b> - Facilitates consistent administration <b>Developers</b> - Increases consistency btw jurisdictions and potential buildable space	✓	✓	✓
4	<b>Upper-story and massing setbacks:</b> - expand use when transitioning building scale	Better aligns with: - Character	<b>Residents</b> - Provides relief when transitions in scale occur <b>Staff</b> - Efficient review <b>Developers</b> - Increase design treatments, slightly reduces buildable indoor space	✓	✓	✓

5	Massing for upper-story side step back: - 75% visibility requirement when building greater than 10 feet above adjacent building	Better aligns with: - Character	<b>Residents</b> - Lowers redevelopment impacts on neighbors <b>Staff</b> - Efficient review <b>Developers</b> - Slightly reduces buildable indoor space	✓	✓	✓
6	Add requirement increasing pedestrian access and amenities (such as porches) to residential building frontages	Better aligns with: - Character Limits potential for: - Auto-oriented design	<b>Residents</b> - More opportunity for neighbor interaction <b>Staff</b> - Efficient review <b>Developers</b> - Increase design treatments		✓	
7	Step back adjoining Main St. & Alamo Ave.: - Expand upper-story step backs for percent visible beyond Alamo and Main Street	Better aligns with: - Character - Best Practices	<b>Residents</b> - Lowers redevelopment impacts on neighbors <b>Staff</b> - Efficient review <b>Developers</b> - Slightly reduces buildable indoor space	✓	✓	✓
8	Revise Downtown Design Standards Boundary Map to reflect current boundary (brings map up to date)	Better aligns with: - Character - Best practice Limits potential for: - Auto-oriented design	<b>Residents</b> - Increases clarity <b>Staff</b> - Facilitates consistent administration <b>Developers</b> - Increases clarity as to what properties to which the Design Standards apply	✓	✓	✓
<b>PARKING</b> Parking has an immediate impact on character and site design and influences the mobility choices into downtown. <b>Character Areas with conflicts:</b> Corridor Mixed Use (CMU), Urban Downtown Transition (UDT), Urban Downtown Mixed Use (UDMU), Urban Downtown Main Street (UDMS) <b>Key Goals &amp; Policies with conflicts:</b> GH&N 1, GH&N 5, PH&N 4, PTMP 6, GENV 3, GENV 4, PENV 3, PENV 8				✓	✓	
9	Add required 0.5 off-street guest parking for all new residential development	Better aligns with: - Character - Best Practices Limits potential for: - Auto-oriented design	<b>Residents</b> - Increased parking supply for residents and visitors <b>Staff</b> - Efficient review <b>Developers</b> - Increase cost related to area devoted to parking		✓	
10	Modify off street parking requirements tying number of spaces to number of bedrooms	Better aligns with: - Character - Best Practices Limits potential for: - Auto-oriented design	<b>Residents</b> - Increased parking supply for residents and visitors <b>Staff</b> - Efficient review <b>Developers</b> - Increase cost related to area devoted to parking		✓	
<b>ALLOWED USES</b>				✓	✓	✓
	<i>None</i>	<i>N/A</i>	<i>N/A</i>			