

DRAFT UPDATED COPY

Updates the planning board approved Scheduled for public review
08/28/01/12/15

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Goals and Policies**

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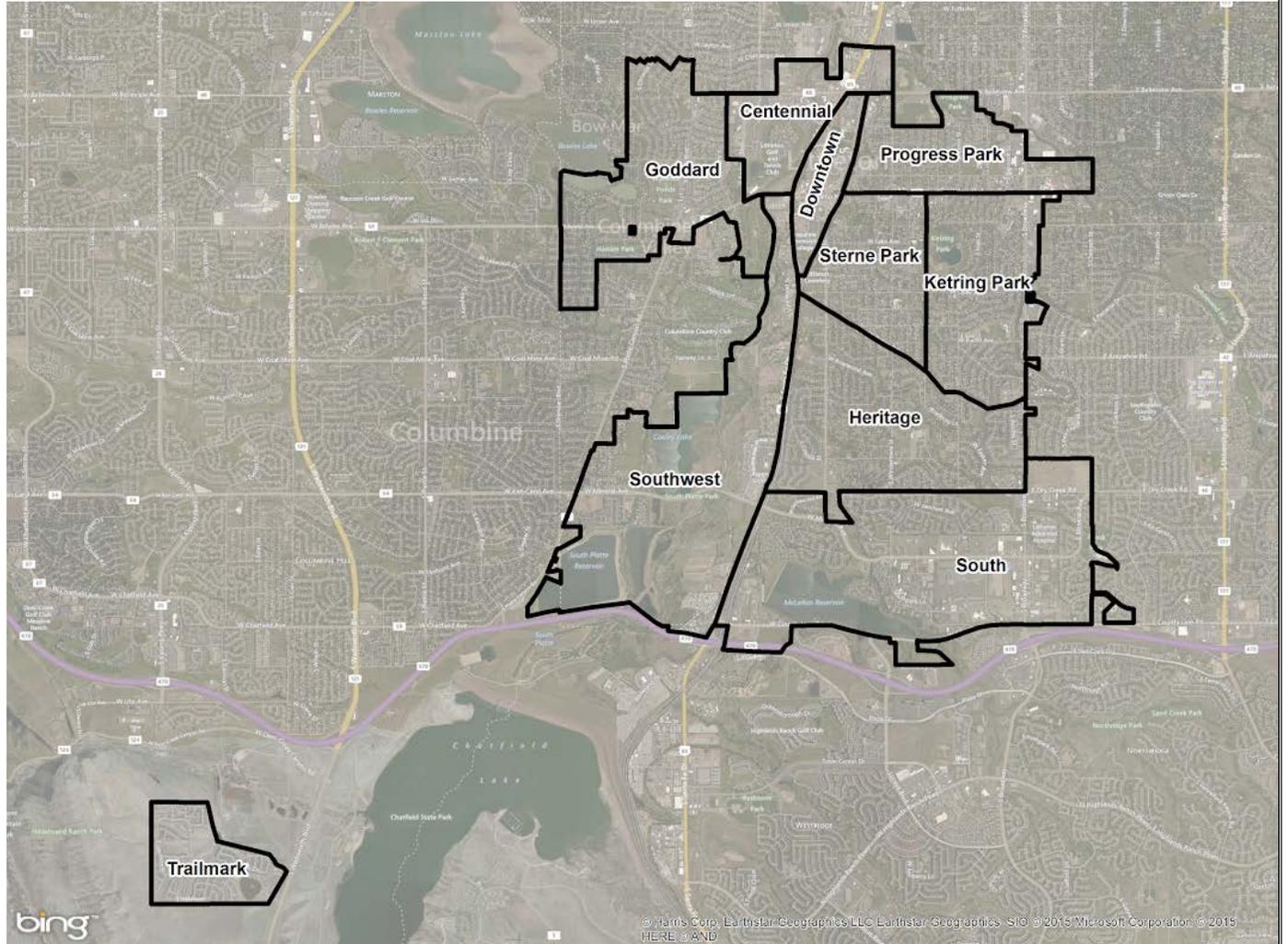
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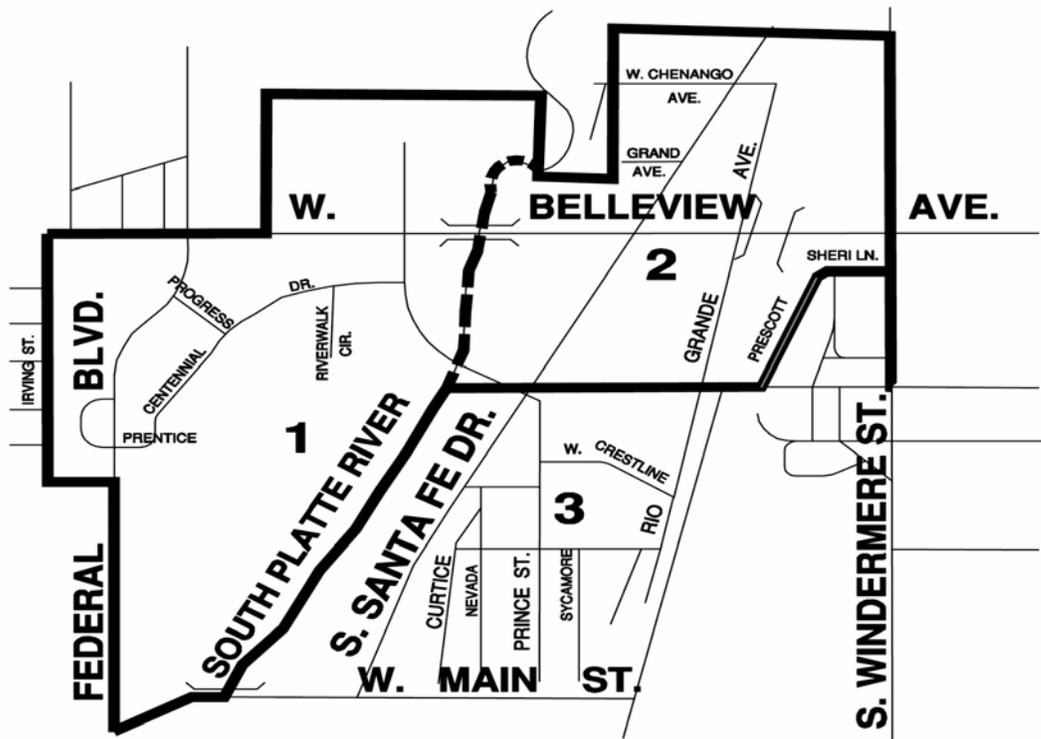
DRAFT UPDATE

NEIGHBORHOOD BOUNDARIES



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CENTENNIAL NEIGHBORHOOD



NEIGHBORHOOD BOUNDARY



SUB-NEIGHBORHOOD BOUNDARY

CENTENNIAL NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood as exemplified by retail and commercial uses.
- Goal 2:** Encourage an improved street system that will increase ease of access to the area and promote the viability of the area as a commercial and retail center.
- Goal 3:** Encourage joint action of landowners and merchants and the City in solving or minimizing neighborhood problems.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** Pedestrian crossings on Santa Fe drive to the Platte River greenbelt should be encouraged where feasible.

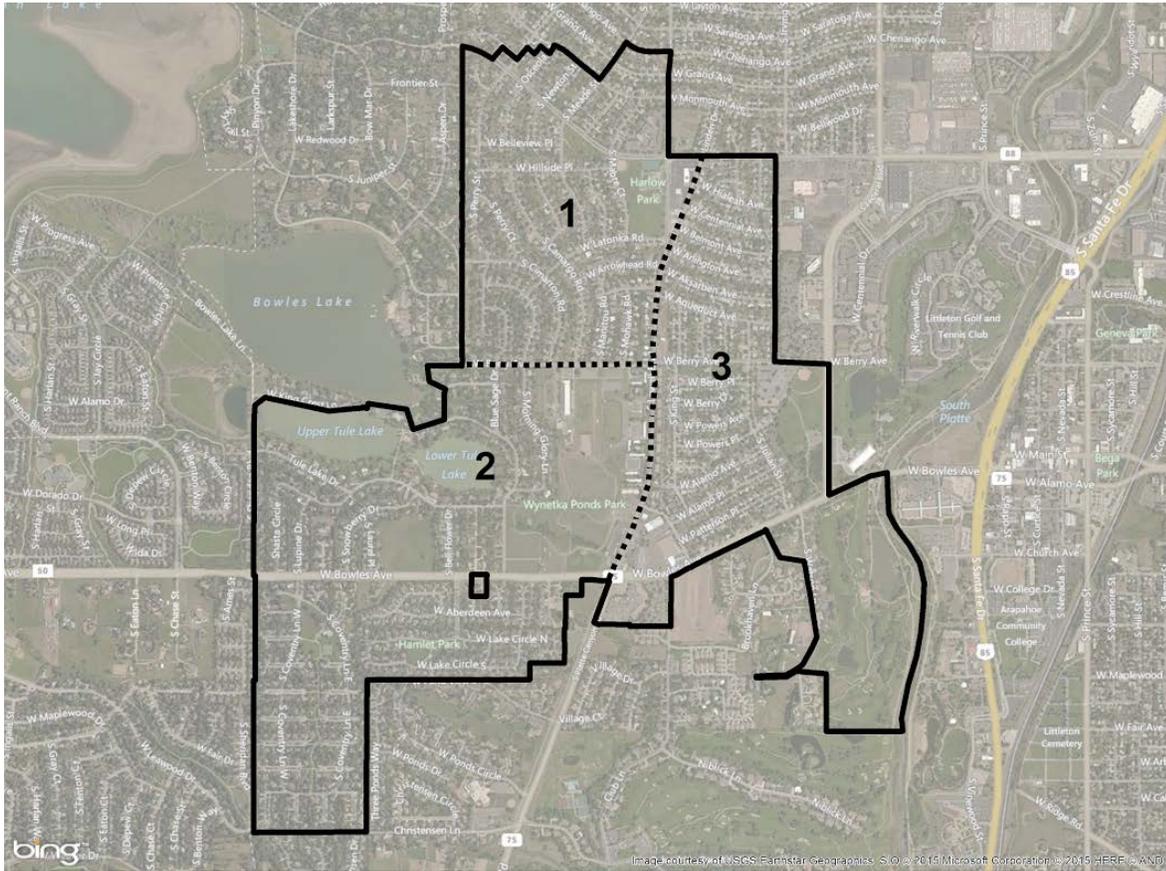
LAND USE

- Policy 1:** Land made available for redevelopment as a result of the South Platte channelization project should be zoned and developed in keeping with the character of the surrounding neighborhood and the Riverfront plans.
- Policy 2:** Remnant parcels of land should be considered for such public uses as open space, parks and parking lots and RTD park and ride locations and should be jointly developed by the Highway Department and the City or other public agencies.
- Policy 3:** ~~The Old Littleton Sewage Treatment Plant should be retained in City ownership until anticipated highway improvements are completed, to assure proper disposition.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 4: That any development proposals be carefully scrutinized to assure adequate buffering and compatibility between residential and commercial neighborhoods.

DRAFT UPDATE

DOWNTOWN NEIGHBORHOOD



CENTRAL AREA NEIGHBORHOOD

COMMENT: The following neighborhood goals have been developed as a result of the Central Area Task Force reports and neighborhood citizen meetings.

NEIGHBORHOOD GOALS

- Goal 1:** Encourage and promote the Central Area as the major activity center of Littleton and prepare a detailed "activity center" plan with specific recommendations and schedules to implement innovative economic and development techniques to achieve the activity center concept. Further, the implementation of this program should be led by strong cooperative actions taken by the City of Littleton.
- Goal 2:** Improve traffic circulation throughout the Central Area.
- Goal 3:** Plan and implement a program to provide additional off-street parking and special pedestrian access to Main Street and the light rail facility.
- Goal 4:** ~~Encourage the retention of the historic and "small town" character of Main Street.~~ **THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES THIS GOAL**
- Goal 5:** ~~Acquire and develop additional open space land for the Central Area to provide exclusive pedestrian ways connecting Arapahoe Community College and Main Street.~~ **THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES THIS GOAL**
- Goal 6:** Encourage and accommodate the private rehabilitation of older residential and commercial structures.
- Goal 7:** ~~Main Street should be developed and redeveloped as a pedestrian oriented, walk-in retail shopping area with special efforts given to the establishment of a wider range of retail goods and services to attract as great a consumer market as possible.~~ **THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES THIS GOAL**
- Goal 8:** Continue public and private efforts to beautify the neighborhood.
- Goal 9:** ~~Portions of the Central Area, known as the Littleton Main Street Historic District, and~~ Individual structures (e.g., Richard Little home) **and collections of structures** have been

designated locally significant historic areas/structures and districts, respectively. Preservation of these areas and structures and districts is essential to maintain Littleton's unique character. **THIS GOAL HAS BEEN REVISED TO REFLECT CHANGED CONDITIONS**

NEIGHBORHOOD POLICIES

TRANSPORTATION

Policy 1: That all alternatives be examined to reduce traffic congestion in the Central Area.

Policy 2: ~~That South Rio Grande Street from Belleview to Main Street be improved to a four-lane parkway to carry the additional traffic loads caused by the Arapahoe County Office Complex, the Littleton City Hall, and light rail facility.~~ **THIS POLICY HAS BEEN DELETED BECAUSE OF CHANGED CONDITIONS**

Policy 3: ~~That South Santa Fe Drive be improved to a six-lane, controlled access facility.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 4: ~~That additional parking be located adjacent to the Main Street business core with special pedestrian access to Main Street and the light rail facility.~~ **THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES THIS POLICY**

LAND USE

Sub-neighborhood Number 1:

Policy 1: That the detailed activity center plan make specific recommendations on the future zoning and development of land now affected by the floodplain. Further, that all areas within the sub-neighborhood be re-examined, and specific zoning recommendations be made, so that future development will protect and enhance the river environment, and the rest of the neighborhood.

Policy 2: That the existing mobile home use in a B-3 Zone District at the southernmost end of the neighborhood be rezoned to the MH Mobile Home District as soon as possible.

Sub-neighborhood Number 2:

THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES ALL POLICIES FOR THIS SUB-NEIGHBORHOOD

Policy 1: ~~That as the existing industrial uses eventually relocate, new uses be encouraged to locate in this area, through techniques detailed in the~~

~~activity center plan. The City should take the initiative in promotional and marketing areas to assure the successful implementation of the plan.~~

~~**Policy 2:** That efforts be made to negotiate with owners of non-conforming uses to establish specific mutually acceptable termination periods for these non-conformances.~~

~~**Policy 3:** The Richard Little home has been designated by the City as a historic structure and should be preserved as a local historic monument.~~

~~**Policy 4:** That an exclusive pedestrian and bicycle way be provided in the neighborhood from Arapahoe Community College to Main Street, from Arapahoe Community College north to Berry Avenue along the railroad tracks.~~

~~Sub-neighborhood Number 3:~~

~~**THE 2012 DOWNTOWN NEIGHBORHOOD PLAN REPLACES ALL POLICIES FOR THIS SUB-NEIGHBORHOOD**~~

~~**Policy 1:** That the Central Area be promoted as the major activity center of Littleton, through techniques detailed in the activity center plan and implemented through City initiative.~~

~~**Policy 2:** That the scale of Main Street be preserved through a building height limitation of 40 feet on all parcels with frontage on Main Street from Rapp to Rio Grande Streets. This will require amendments to the CA Zone District to assure maintenance of the architectural integrity of Main Street.~~

~~**Policy 3:** That continued use and adaptive re-use of the existing structures along Main Street be encouraged.~~

~~**Policy 4:** That all codes of the City pertaining to structural rehabilitation be examined with the purpose of removing or modifying unnecessary impediments to rehabilitation of older structures.~~

~~**Policy 5:** That continued beautification efforts along major thoroughfares be encouraged as a joint effort of the property owners and the City government.~~

~~**Policy 6:** That the boundaries of the area zoned R-5 be amended to exclude the one-half blocks facing on both sides of Nevada, between Powers and Berry, and the balance of the R-5 zoned area be preserved for permitted residential uses.~~

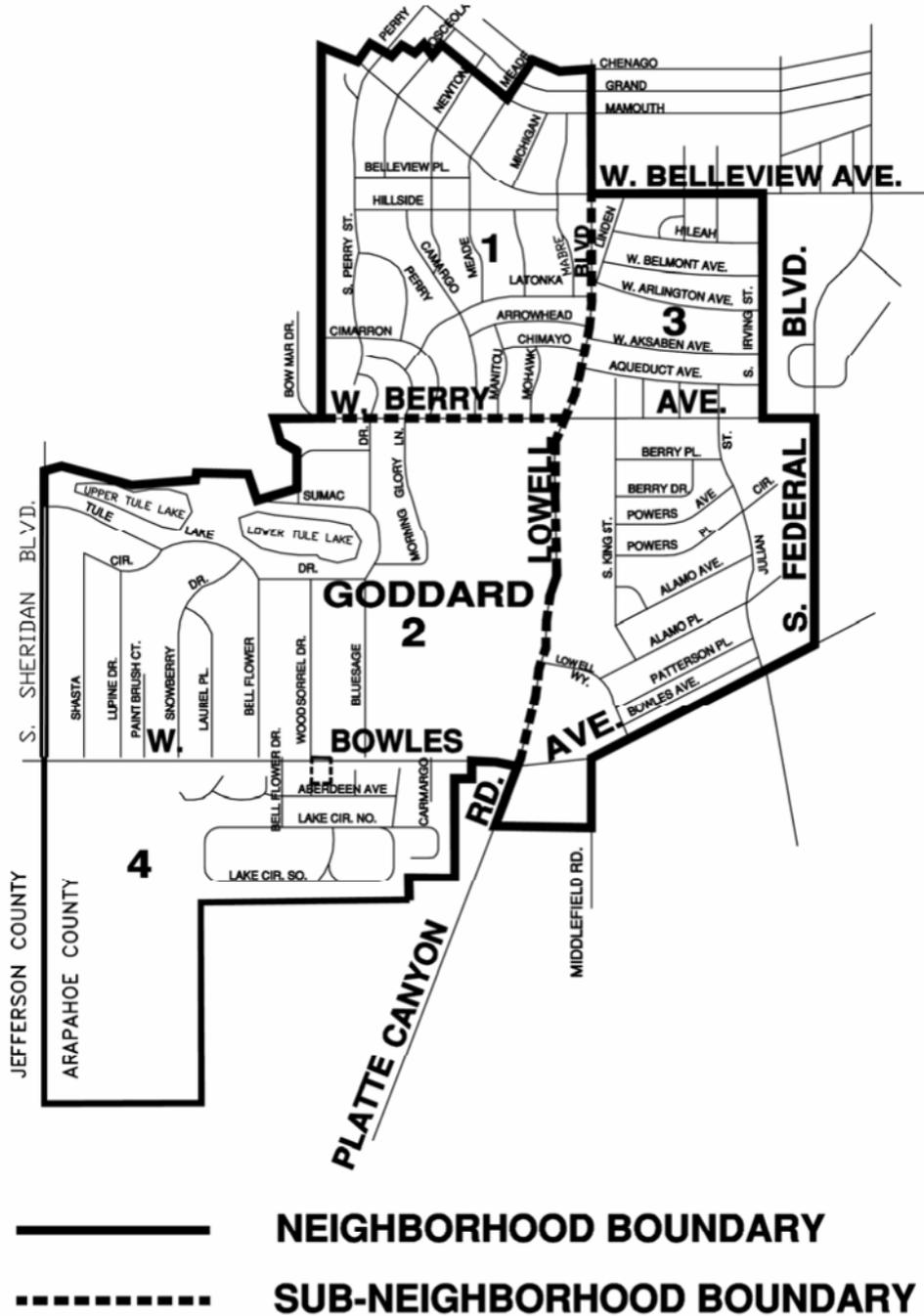
~~**Policy 7:** That the one-half blocks facing on both sides of Nevada, between Powers and Berry, be rezoned to be included in the CA Zone District.~~

~~**Policy 8:** That new commercial and multiple-family residential development be especially encouraged within the following area:~~

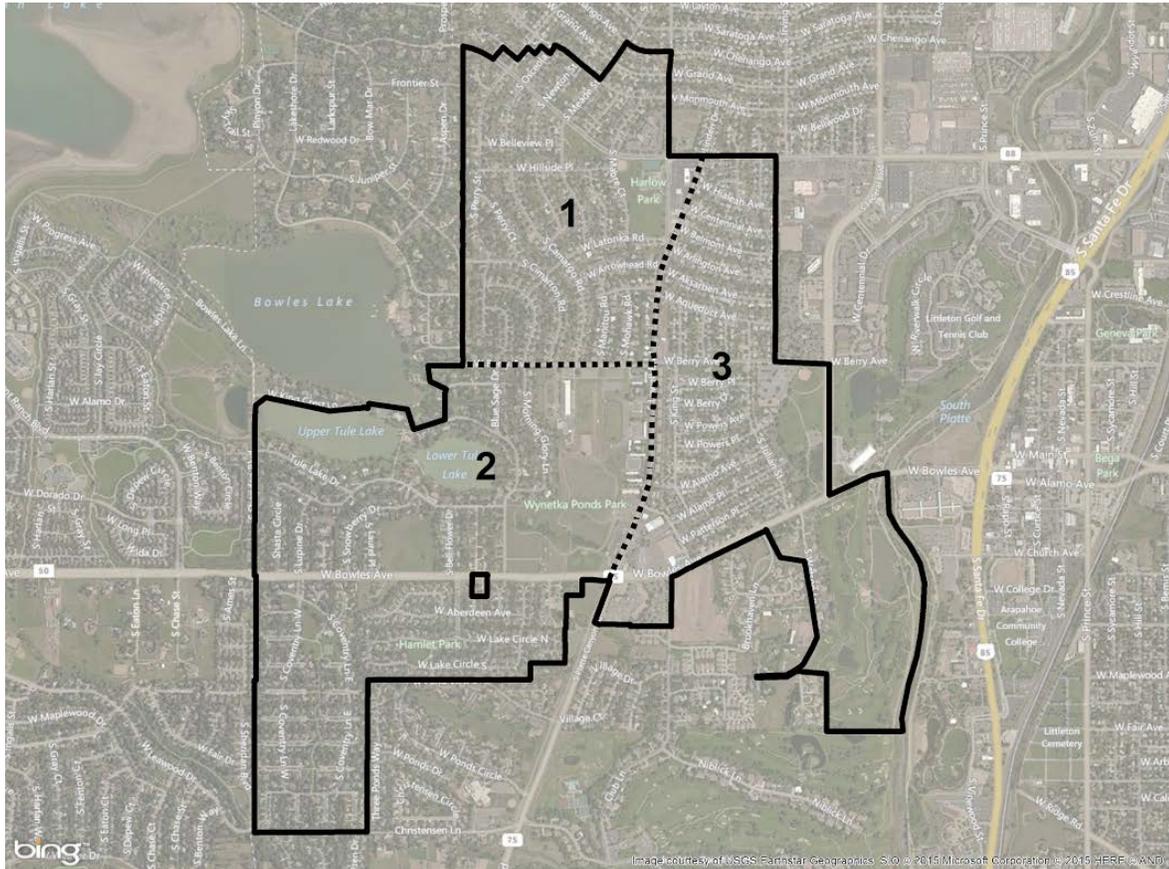
- a. ~~From Alamo Avenue north to the alley between Main Street and Alamo Avenue, between Santa Fe and the railroad tracks.~~
- b. ~~All the area from the rear of the structures on the north side of Main Street to Berry Avenue, except that area to be retained in the R-5 district.~~
- c. ~~The western frontage of Prince Street from the intersection with South Santa Fe Drive south to Crestline Avenue.~~

DRAFT UPDATE

GODDARD NEIGHBORHOOD



GODDARD NEIGHBORHOOD



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GODDARD NEIGHBORHOOD

NEIGHBORHOOD GOALS

- GOAL 1:** Preserve the existing character of the neighborhood as exemplified by single-family residential uses, open space and suburban atmosphere.
- GOAL 2:** Encourage new commercial uses to concentrate in established presently zoned business districts to arrest development of "strip commercial", which encroach into residential areas and create traffic congestion.
- GOAL 3:** Institute intergovernmental review procedures with neighboring jurisdictions so that impacts of development in those areas can be identified and planned for.
- GOAL 4:** Encourage improved public transportation service, thus heavier utilization, as a means of decreasing auto traffic, conserving energy and improving air quality.
- GOAL 5:** Provide a balanced mix of recreational opportunities, including organized, active sports facilities and natural passive areas.
- GOAL 6:** Enhance neighborhood quality of life by supporting code enforcement programs, to minimize nuisance and protect property owners from adverse impacts of poor maintenance.

NEIGHBORHOOD POLICIES

TRANSPORTATION

- Policy 1:** That an intensified program of traffic code enforcement, in conjunction with increased fines and penalties by undertaken to control speed violations, particularly on Lowell Boulevard/Berry Avenue, Morning Glory/Blue Sage Drive, and other areas of heavy violations.
- Policy 2:** That a program of sidewalk and/or bike path improvements be devised to provide safe pedestrian access along major arterials.
- Policy 3:** That RTD be urged to revise routes and schedules in the Southwest Metro area to encourage more ridership.

LAND USE

- Policy 1:** That new commercial uses be encouraged to locate in concentrated, established commercial districts, primarily downtown.
- Policy 2:** That development of any land zoned for business within the neighborhood, if it occurs, be encouraged to develop as less intensive, neighborhood-oriented uses.
- Policy 3:** That any further residential development be compatible with the existing single-family residential character of the neighborhood.
- Policy 4:** That the City closely monitors development proposals in adjacent jurisdictions which will affect the neighborhood, and aggressively seek input to resolve or minimize adverse impacts of such development.
- Policy 5:** That the environmental integrity of the neighborhood, particularly as affected by floodplains, storm runoff, and soil types, be protected by strict enforcement of applicable regulations to assure that development will not cause environmental damage.

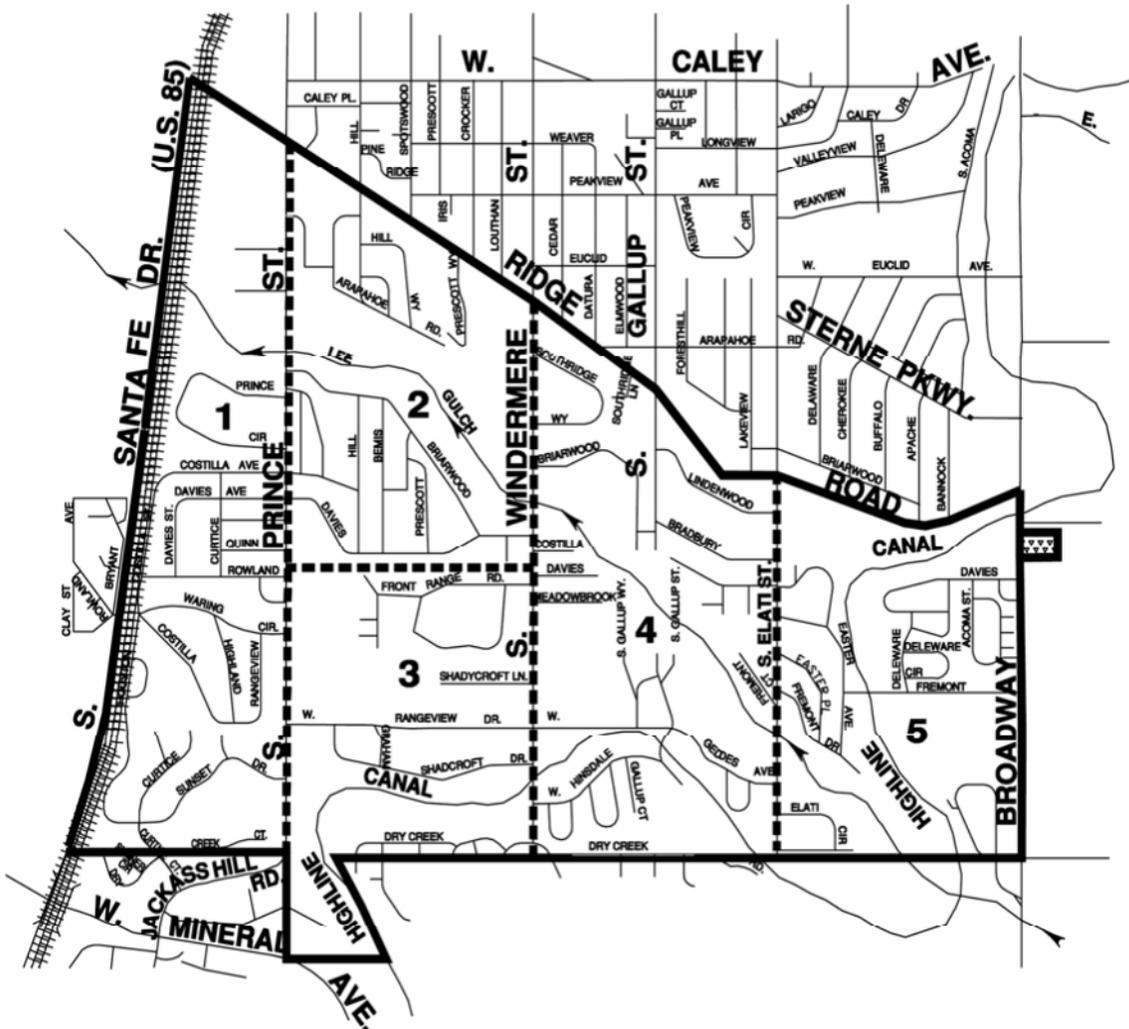
PARKS AND RECREATION

- Policy 1:** That an east-west bicycle/pedestrian trail linking Columbine Trail with other parks in the neighborhood, be given higher priority, and that it be viewed as a multi-purpose facility rather than purely as a recreational resource.

CODE ENFORCEMENT

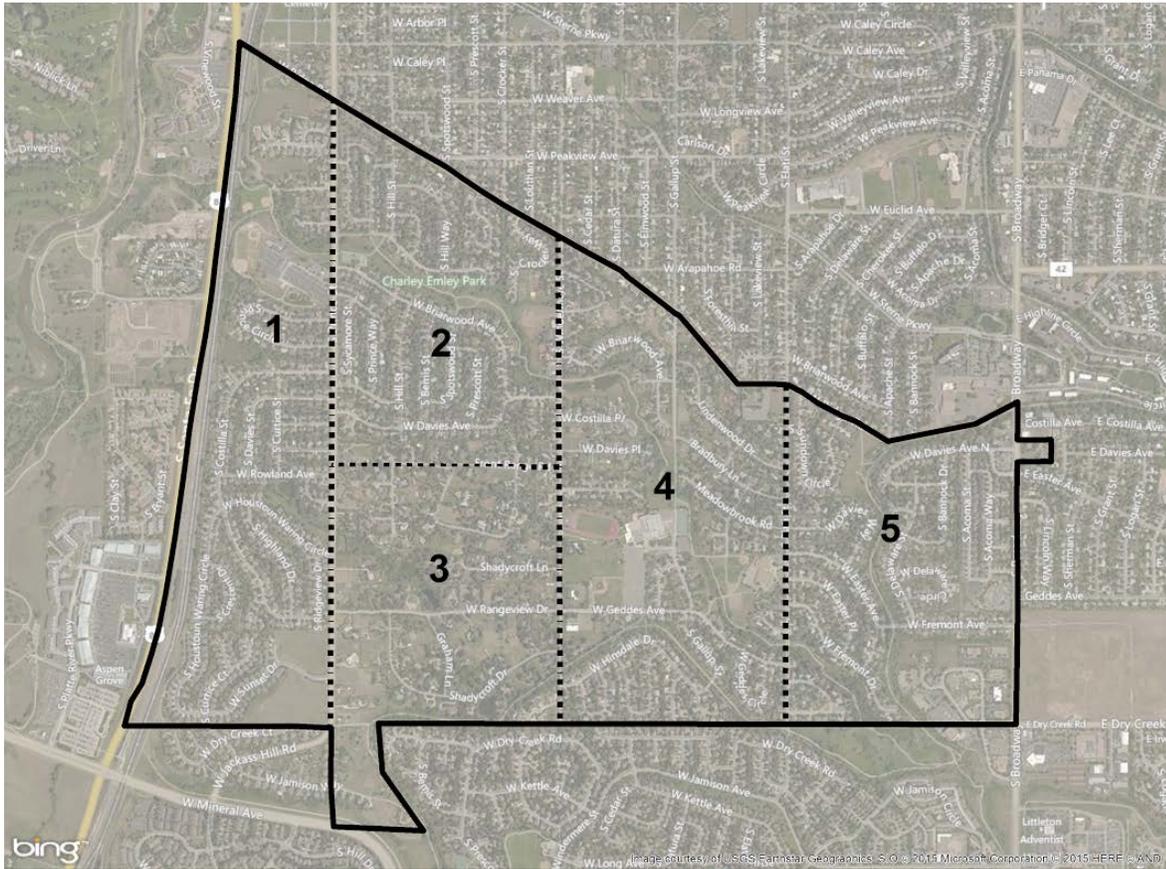
- Policy 1:** That the City's environmental codes covering landscape maintenance; trash, weeds and abandoned vehicles, be strictly enforced to preserve the well maintained character of the neighborhood and to protect adjacent property owners from adverse impacts of poor maintenance.
- Policy 2:** That enforcement of the City's animal control ordinance be upgraded to curb the magnitude of animal-related nuisances in the neighborhood.
- Policy 3:** That the enforcement of the City's noise control ordinance be upgraded to assure peaceful enjoyment in the neighborhood residential areas.

HERITAGE NEIGHBORHOOD



-  NEIGHBORHOOD BOUNDARY
-  SUB-NEIGHBORHOOD BOUNDARY
-  not in complan area

HERITAGE NEIGHBORHOOD



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HERITAGE NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve existing character of the neighborhood, open space, semi-rural atmosphere, and general “quality of life” aspects, especially the predominantly low-density single-family residential areas.
- Goal 2:** Prohibit new high-density residential and commercial uses from encroaching into existing low-density residential areas.
- Goal 3:** Limit multi-family residential and light commercial uses to areas along major arterials such as Santa Fe and Broadway.
- Goal 4:** Preserve and enhance existing parks and open space, and acquire additional land for parks and open space to provide more recreational opportunities for the residents.
- Goal 5:** Improve transportation facilities and traffic control only to the extent necessary to provide safety and good traffic patterns, but not to an extent which would encourage through traffic.
- Goal 6:** Provide a safe and interconnected system of bike paths that will facilitate bicycle traffic as an alternative to automobile traffic for local trips.

NEIGHBORHOOD POLICIES

TRANSPORTATION

Policy 1: ~~Access to Heritage High School should be improved by providing an alternate route to the school via Gallup Street; and the City should undertake feasibility studies to determine how to accomplish this.~~

THIS PROJECT IS NO LONGER FEASIBLE BECAUSE OF CHANGED CONDITIONS

Policy 2: Safety around elementary schools should be improved. ~~by installation of flashing signals to be operated only during school hours when the 20 mph speed limit is in effect.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 3: The police patrols on those residential streets which have been repeatedly identified as problem areas should continue to be intensified for some period of time to discourage speeders.

Policy 4: Ridge Road should be kept essentially in its present character as a residential collector street with improvements limited to safety and maintenance rather than increased traffic load.

Policy 5: ~~North-south streets should be kept as local residential carriers. Any connection between existing north-south streets and new residential development to the south will be limited to serving that development and will be completely separate from the nonresidential traffic system.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 6: The use of alternatives to the private automobile should be encouraged by safe and convenient mass transit facilities and bike paths.

Policy 7: That direct access onto South Broadway between Fremont and County Line Road be in accordance with the South Broadway Access Control Plan, so as to provide maximum efficiency of traffic movement and accessibility to Broadway frontage property.

LAND USE

Policy 1: Further development in the neighborhood should be consistent with existing development, primarily low density, single-family residential uses.

Policy 2: Any new development in the neighborhood should be designed and sited so as to protect views and maximize open space.

Policy 3: Low intensity commercial and office uses and residential uses other than single-family shall be limited to the peripheral areas of the neighborhood with direct vehicular access only to major arterial streets. Common access points, clustering of buildings and similar techniques should be employed to preserve the open, low intensity character of the neighborhood and avoid the appearance of strip development along the arterial streets.

Policy 4: Development proposals for commercial and multi-family residential developments should be carefully scrutinized to assure compatibility with existing adjacent residential development. A transitional area not less than 50 feet in width, landscaped and maintained by the owner of the non-residential/multi-family development shall be considered a minimum acceptable separation.

Policy 5: In addition to the requirements of the zoning ordinance, in order to preserve the character of the neighborhood, any parcels proposed to be rezoned shall not exceed densities in adjacent developments.

Policy 6: ~~Moderate amounts of single-family residential development should be accomplished in an orderly, staged pattern consistent with adequate public service capacities, analysis of impact on schools, and traffic impact and treatment.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 7 Environmentally sensitive areas such as floodplains, steep slopes, etc., should be discouraged from developing or severely limited to development that will not adversely affect such sensitive areas.

Policy 8: That floodplain development restrictions be imposed on applicable portions of Lee Gulch in compliance with the Federal Emergency Management Agency (FEMA) national flood insurance program requirements, and that all property owners in the floodplain be encouraged to participate in the federal flood insurance program.

PARKS AND RECREATION

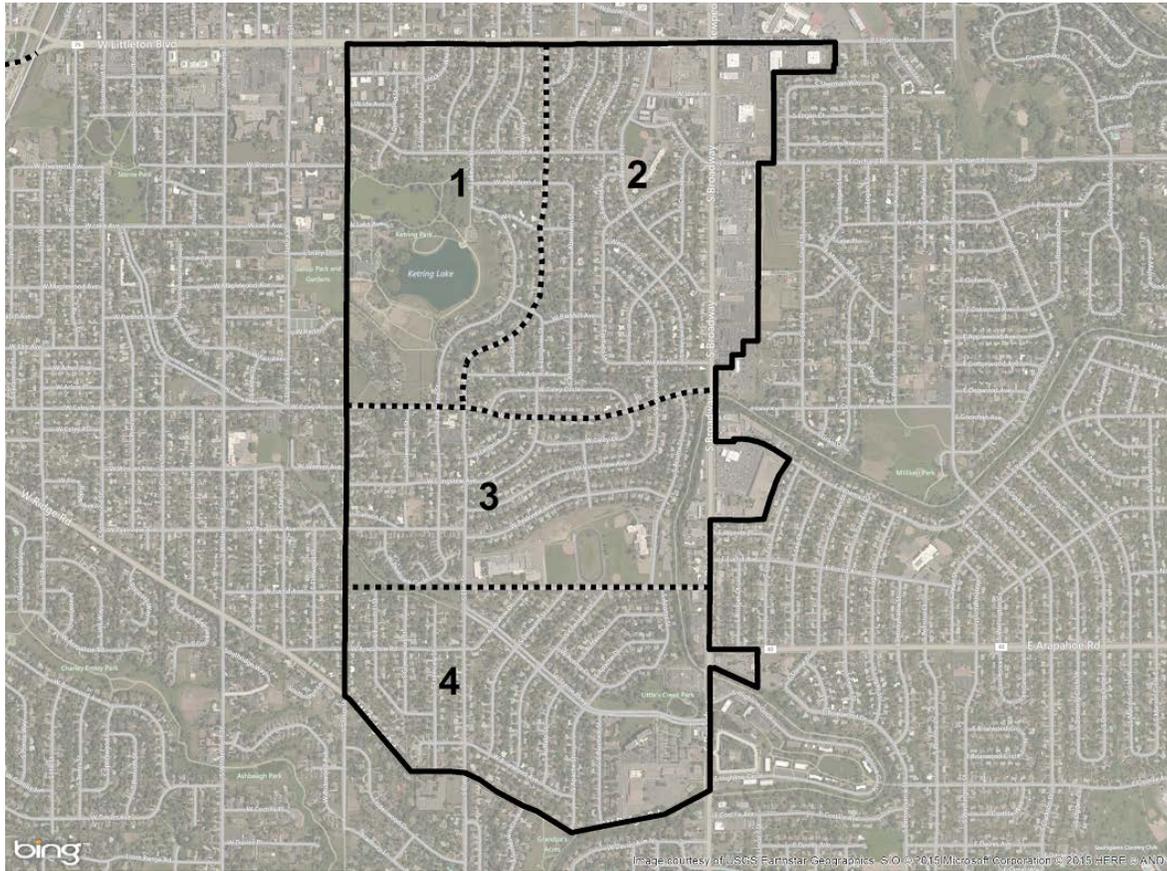
Policy 1: The Highline Canal represents one of the most cherished neighborhood features and as such its preservation and enhancement should be supported.

Policy 2: That further development of subdivisions in the neighborhood be required to dedicate adequate public open space to meet the needs of the area residents.

Policy 3: The development of park pockets along the Lee Gulch greenbelt should be encouraged.

Policy 4: Private development of any nature should be encouraged to utilize design and siting principles to maximize open space.

KETRING NEIGHBORHOOD



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KETRING PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood, open space and general “quality of life” aspects, especially the “well-maintained, attractive” single-family residential areas.
- Goal 2:** Improve transportation facilities and traffic controls only to the extent necessary to improve safety and to provide good traffic circulation within the neighborhood, and to discourage vehicular traffic in the neighborhood.
- Goal 3:** Prohibit further development of new commercial and continued conversion of residential structures to commercial uses, in existing single-family residential areas.
- Goal 4:** Preserve existing parks and open space and limit further development of existing park and open space to passive recreational facilities.

NEIGHBORHOOD POLICIES

TRANSPORTATION

COMMENTS: *A substantial portion of the items on the residents’ questionnaire and discussion at the neighborhood meetings related to transportation issues. Some of the specific questions included the extension of Gallup Street, south of Ridge Road, to Heritage High School, the function of neighborhood collector streets, and pedestrian safety in school zones and miscellaneous traffic related issues. The neighborhood also supported both the extension of Gallup Street south to provide an alternate access to Heritage High School and completion of Sterne Parkway from Broadway to Lake Street, terminating at Sterne Park. Both of these projects have been abandoned due to subsequent policy decisions by the City. The questions with respect to internal traffic produced a general response that these streets were carrying too much through traffic and that this role should be discouraged and downplayed as much as possible. The following plan policies addressing*

transportation and traffic issues were formulated as a result of neighborhood input.

Policy 1: That traffic controls be maintained or improved on internal residential collector streets, for example Caley and Elati, to prevent further increases in speed and traffic volumes.

Policy 2: That the function of Caley Avenue and Elati Street as carriers of through traffic be de-emphasized.

Policy 3: That an intensified program of traffic code enforcement, in conjunction with increased fines and penalties, be undertaken to improve pedestrian safety in school zones.

Policy 4: That Gallup Street be improved to provide an alternate route to Heritage High School. **THIS PROJECT IS NO LONGER FEASIBLE BECAUSE OF CHANGED CONDITIONS**

Policy 5: That Ridge Road be maintained in its present character with improvements to improve safety and facilitate traffic flow.

LAND USE

Policy 1: That further development of commercial uses south of Littleton Boulevard along north-south streets (e.g., Gallup and Datura) be prohibited.

Policy 2: That further conversion of existing single-family residences to commercial uses, especially along South Broadway, be prohibited.

Policy 3: That emphasis be placed in the decision-making process on the preservation of existing single-family areas as sound, desirable areas in which to live.

Policy 4: That storm water runoff be controlled through a combined program of increasing the capacity of storm sewers, prohibiting further development, or redevelopment within floodplains to minimize potential flood damage.

PARKS AND RECREATION

Policy 1: That the Ketring/Gallup Park complex be maintained essentially as it currently exists, with future improvements, if any, limited to passive recreational uses such as fishing piers, and picnic areas.

Policy 2: That a "linear park" be developed on uncompleted portions of Sterne Parkway with emphasis placed on pedestrian and bicycle use.

CODE ENFORCEMENT

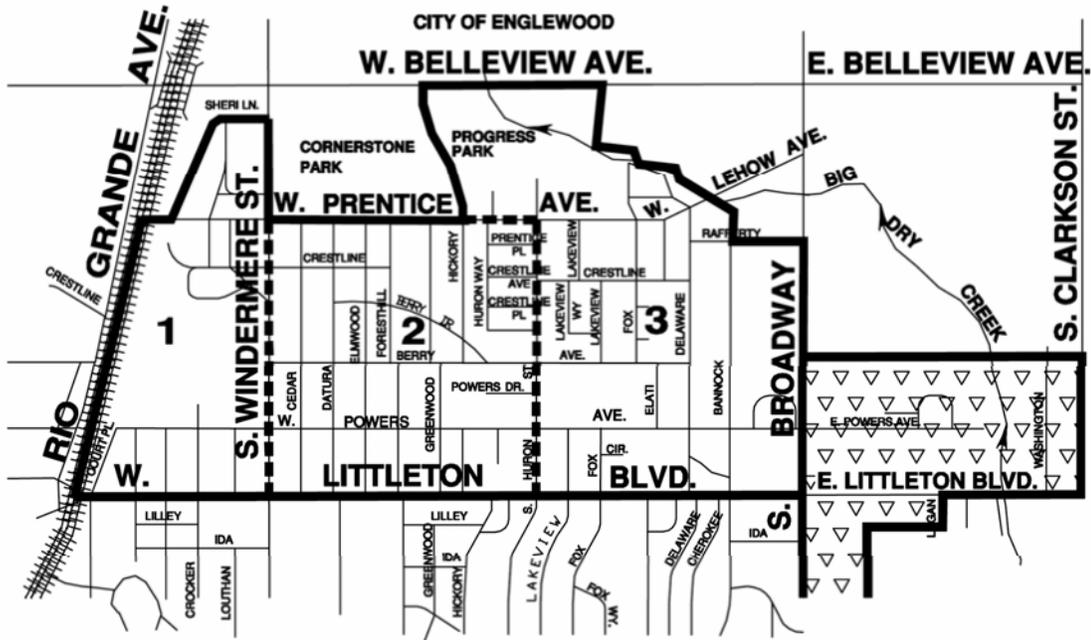
Policy 1: That the environmental code of the City which requires land owners to maintain the landscaping of rental property, including renter-occupied single-

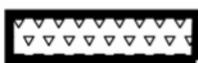
family residences, be strongly enforced to preserve the well- maintained character of the neighborhood and to protect owners from adverse impacts of poor maintenance.

Policy 2: That a concerted, intensified effort should be undertaken to control vandalism.

DRAFT UPDATE

PROGRESS PARK NEIGHBORHOOD



-  NEIGHBORHOOD BOUNDARY
-  SUB-NEIGHBORHOOD BOUNDARY
-  not in complan area

PROGRESS PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the existing character of the neighborhood as much as possible, preserving especially the single-family home areas.
- Goal 2:** Limit new high-density residential development as well as the encroachment of commercial and industrial development into existing residential areas.
- Goal 3:** Develop existing parks fully and acquire additional parkland, open space, to provide increased recreational opportunities for the residents.
- Goal 4:** Improve transportation facilities and traffic controls to provide more safety for children walking to school as well as the elderly and other pedestrians.

NEIGHBORHOOD POLICIES

TRANSPORTATION

COMMENTS: The transportation system of a neighborhood should be designed to perform the dual role of providing access for its residents and visitors as well as protecting the neighborhood from the negative impacts of unnecessary traffic congestion. Presently, four streets perform the role of collector streets, i.e., they collect and distribute traffic between major arterial streets; these are:

1. Prentice Avenue between Windermere and Delaware Street;
2. Delaware Street between Littleton Boulevard and Prentice Avenue;
3. Lehow Avenue from Delaware to Broadway; and
4. Short segment of Powers Avenue between Delaware and Broadway.

Belleview, Littleton Boulevard and Broadway all perform the function of arterials, i.e., they permit rapid and relatively unimpeded movement of

carrying sufficient volumes to be classified as an arterial. It is the traffic through the City; in addition, Windermere Street is presently recommendation of the plan that these be officially designated as arterial

or collector as noted above, and that measures should be designated as residential in character.

The recommendations of the neighborhood are as follows:

- Policy 1:** Upgrading South Windermere to arterial status by providing four-lane striping and turn lanes.
- Policy 2:** Officially designate the above-mentioned segments of Prentice Avenue, Delaware Street, Lehow Avenue and Powers Avenue as collector streets; and Broadway, Littleton Boulevard, Belleview Avenue, and Windermere Street as arterials.
- Policy 3:** Provide traffic signal at West Powers Avenue and Bannock Street.
- Policy 4:** Mitigate high volume school bus traffic on residential streets.

LAND USE

- Policy 1:** The Progress Park residents desire to preserve the low-density residential character of their neighborhood.

COMMENTS: *The existing zoning appears to be compatible with this goal. Infilling of individual homes in the single-family residential areas and multi-family in existing high-density areas can occur only on a relatively small scale. There is a sufficient supply of vacant land within the neighborhood to allow for moderate industrial growth.*

- Policy 2:** In accordance with the expressed goals of the residents, the neighborhood land use policy for Progress Park proposes that the existing zoning boundaries not be changed except as might reduce the potential intensity of development in the neighborhood.

COMMENTS: *Present zones both conform with the existing character of the neighborhood and allow for limited new development and growth.*

STORM DRAINAGE

COMMENTS: *The floodplain of Slaughterhouse Gulch is predominately within the Progress Park neighborhood. In order to eliminate potential risk to the health and safety of residents, minimize property damage from*

flooding, and to meet requirements of FEMA, the following recommendations are made:

- Policy 1:** Floodplain overlay restrictions be imposed for applicable portions of both Slaughterhouse Gulch and Big Dry Creek which requires the following:
- a. Residential structures, including basements, must be at or above the 100-year flood level;
 - b. Non-residential structures must be adequately flood proofed;
 - c. Encroachment into the floodplain is permitted only to the extent that it does not increase the downstream flood surface area;
 - d. Encroachment into the floodplain is permitted only to the extent that it does not significantly decrease the amount of valley flood storage.
- Policy 2:** Encourage all property owners both within and at the fringe of the floodplain to participate in the flood insurance program.

SCHOOL DISTRICT FACILITIES

COMMENTS: *Littleton Public Schools maintains North Elementary School and the adjacent bus maintenance and parking facility. It is recommended that North Elementary School be retained as an important resource to the community, and that an attempt be made to better utilize it facilities as a community center for off-hours use of athletic and meeting **CHECK** facilities and as a location for continuing education programs.*

The school bus maintenance facility, however, has proved to be a nuisance to the neighborhood and is poorly located. Complaints have been made by the nearby residents of bus drivers parking on public streets; noise and air pollution; use of residential streets for ingress and egress of buses; and danger to school children.

Policy 1: It is the recommendation of the neighborhood plan, therefore, that the bus facility be eventually phased out and be relocated to a more suitable site that is more centrally located in the School District.

Policy 2: Until the bus facility fan is eliminated, measures should be taken to reduce its impact.

PARKS AND RECREATION

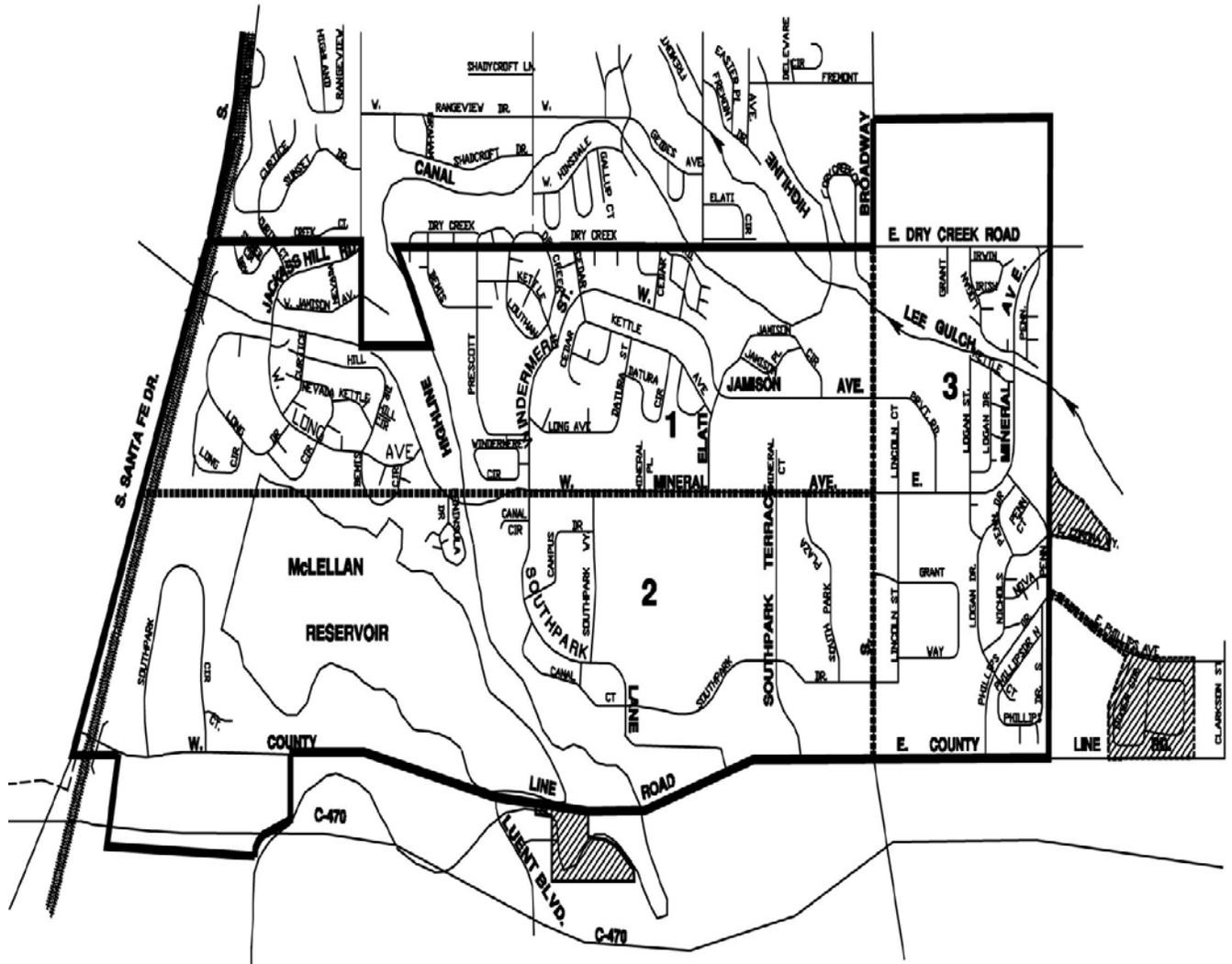
COMMENTS: *Of the two existing parks in the neighborhood, Powers Park is completely developed. Progress Park has been incorporated in the overall master plan for the Cornerstone Park complex.*

Policy 1: The neighborhood plan recommends the acquisition of additional park or open space land throughout the Progress Park Neighborhood. Possibilities for land acquisition would be:

- a. A trail along Slaughterhouse Gulch connecting to the South Platte River greenbelt;
- b. Use of presently vacant properties for tot lots or small neighborhood parks; and
- c. A greenbelt and trail along Big Dry Creek.

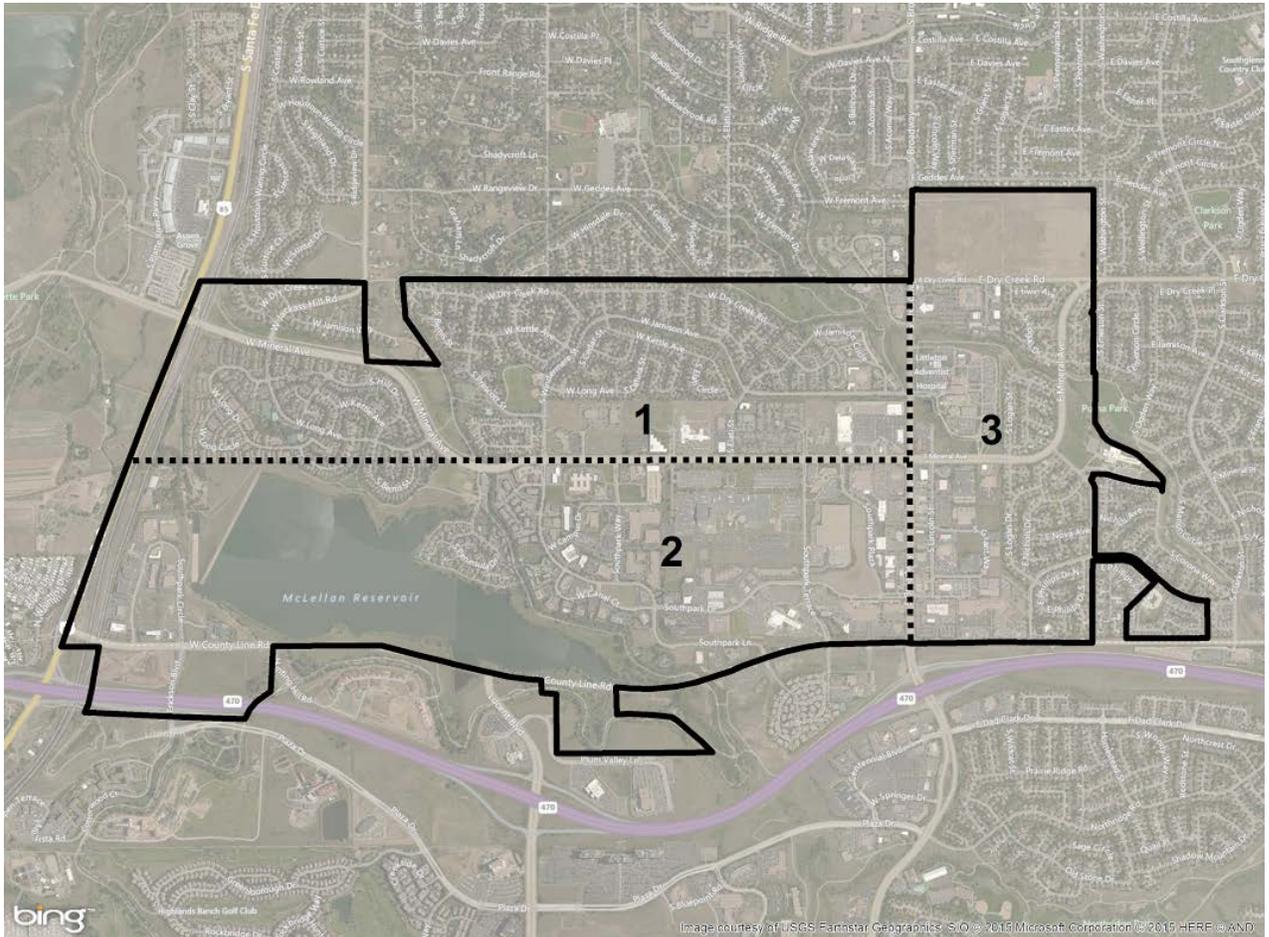
DRAFT UPDATE

SOUTH NEIGHBORHOOD



-  NEIGHBORHOOD BOUNDARY
-  SUB-NEIGHBORHOOD BOUNDARY
-  not in complan area

SOUTH NEIGHBORHOOD



DRAFT

SOUTH NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** To develop a Regional Employment Center in the South Neighborhood while assuring adequate buffering of adjacent residential and recreational uses from adverse effects of commercial and industrial uses.
- Goal 2:** To prevent degradation of the water quality of McLellan Reservoir, the Highline Canal or any surface or subsurface water body within the South Neighborhood.
- Goal 3:** To provide adequate vehicular access to and from industrial areas in the neighborhood without introducing commercial or industrial traffic onto residential streets.
- Goal 4:** To protect residential and recreational areas from negative visual and audible intrusions of commercial and industrial development.
- Goal 5:** To provide adequate mass transit facilities in close proximity to commercial, residential and employment areas.
- Goal 6:** To provide and maintain infrastructure and facilities including: schools; parks and open space; streets; and water, sewer and drainage systems required to support development.

NEIGHBORHOOD POLICIES

TRANSPORTATION

Policy 1: That commercial and industrial traffic be discouraged from using "local" residential streets through design and regulatory controls.

Policy 2: ~~That a street or streets be extended to provide access between residential developments in the Heritage and South Neighborhoods, if warranted, after technical studies, have been conducted, and a report presented to the Council for review.~~ **THIS PROJECT IS NO LONGER FEASIBLE BECAUSE OF CHANGED CONDITIONS**

Policy 2: That separate pedestrian linkages be provided connecting the residential, recreational, industrial, and commercial areas.

~~**Policy 4:** That County Line Road be designed and constructed as a facility to support C-470.~~ **THIS PROJECT IS NO LONGER FEASIBLE BECAUSE OF CHANGED CONDITIONS**

~~**Policy 3:** That Mineral Avenue be designated and completed as a major east-west arterial route connecting East Dry Creek Road with Santa Fe Drive.~~ **THIS PROJECT HAS BEEN COMPLETED**

Policy 4: That the Regional Transportation District be encouraged to acquire land in the neighborhood in anticipation of providing additional mass transit service to the area.

LAND USE

Policy 1: That residential areas be protected from commercial and industrial development by utilizing a combination of setback “buffers”, screening, and other measures to reduce the visual and audible impacts created by the development.

Policy 2: That the portion of the neighborhood east of the Highline Canal, excluding the residential areas of South Park, Southbridge and Oakbrook, be designated as a regional employment center.

Policy 3: That residential and industrial development be staged to provide a balance of types of development in accordance with a detailed plan for each development area. Any development of an industrial or commercial nature shall not be located north of Jamison Avenue and west of Broadway.

Policy 4: That residential development in the area provides a mix of housing types, in a manner that preserves or enhances the character of character of existing residential areas.

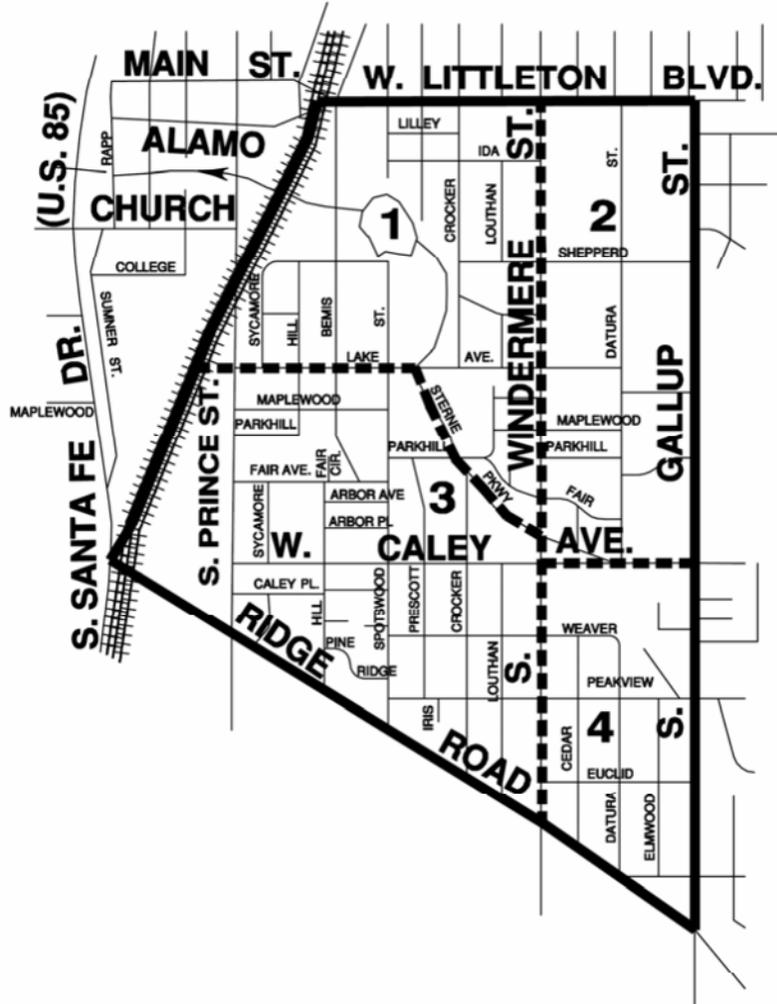
Policy 5: That the Broadway frontage in South Neighborhood should be developed as low-intensity commercial and multi-family uses consistent with development patterns in the area.

Policy 6: That general development plans for each development area be submitted for approval prior to detailed planning which shall include sufficient data to determine the adequacy of City service systems, the impact and treatment of traffic with respect to adjacent neighborhoods, and the impact of residential development on schools.

PARKS, OPEN SPACE, AND PUBLIC SERVICES

- Policy 1:** That adequate land be made available by the appropriate private or public body for schools, fire protection, and public recreation.
- Policy 2:** That open space be established and maintained around the perimeter of McLellan Reservoir as a buffer from adjacent development.
- Policy 3:** That parks with formalized recreational facilities such as swimming, golf, ball fields, etc., be developed to serve the South Neighborhood and surrounding areas.
- Policy 4:** That the Highline Canal be surrounded by Open Space throughout the neighborhood to protect and enhance its recreational opportunities, in conjunction with preservation of the area around the "Horseshoe Park" segment of the canal as a natural, passive recreation area.
- Policy 5:** That development be required to provide adequate measures to prevent water quality degradation of McLellan Reservoir, the Highline Canal or any surface or subsurface water body within the neighborhood that is attributable to the development.
- Policy 6:** That all drainage ways be designed and maintained as open space to accommodate recreational facilities, including trails, and where practical, to preserve natural vegetation and habitats.
- Policy 7:** That the City enforce all agreements and commitments by the property owners and other governmental entities made at the time of annexation relative to public infrastructure, facilities and services, including schools, parks and open space, streets, water, sewer, and drainage systems, and other improvements.
- Policy 8:** That land for open space be provided by development to protect and enhance the natural state of McLellan Reservoir and the recreational use of the Highline Canal.

STERNE PARK NEIGHBORHOOD

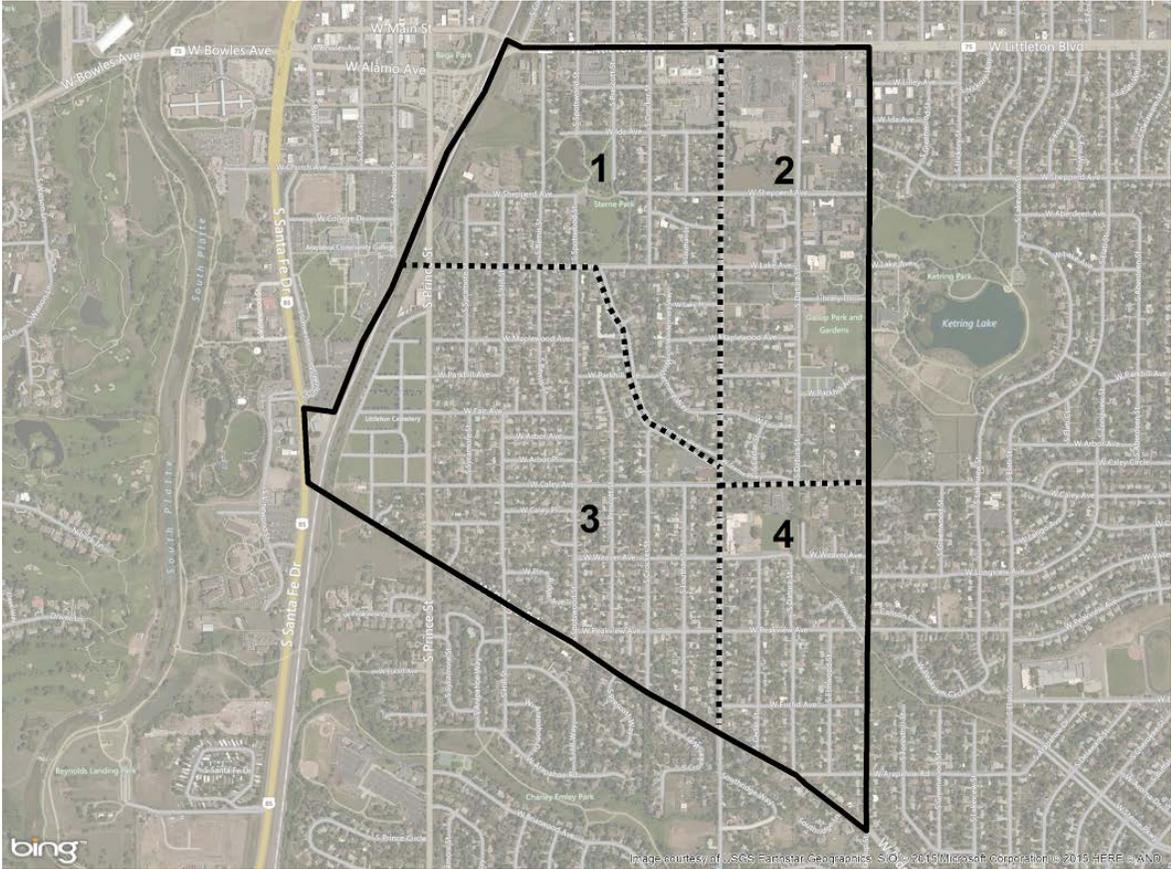


NEIGHBORHOOD BOUNDARY



SUB-NEIGHBORHOOD BOUNDARY

STERNE PARK NEIGHBORHOOD



DRAFT

STERNE PARK NEIGHBORHOOD

NEIGHBORHOOD GOALS

- Goal 1:** Preserve the unique character of the neighborhood and general “quality of life” aspects, especially the mix of architectural styles, mature trees, and quiet atmosphere of the residential areas.
- Goal 2:** Improve transportation facilities and traffic controls only to the extent necessary to improve safety and to provide good traffic circulation within the neighborhood.
- Goal 3:** Prohibit encroachment of commercial uses into established residential areas by limiting such uses to existing commercial districts such as Littleton Boulevard.
- Goal 4:** Preserve existing parks and open space and encourage new or expanded recreational areas to be developed to provide natural, passive recreation opportunities.
- Goal 5:** Improve enforcement of the City’s environmental codes to assure neighborhood preservation through good maintenance, adherence to noise ordinance, and crime prevention.

NEIGHBORHOOD POLICIES

TRANSPORTATION

Policy 1: That traffic controls in internal residential and collector streets be maintained or improved to improve safety and to prevent further increases in speed and volume of traffic.

Policy 2: ~~That Gallup Street be improved to provide an alternate route to Heritage High School.~~ **THIS PROJECT IS NO LONGER FEASIBLE BECAUSE OF CHANGED CONDITIONS**

Policy 2: That Ridge Road be maintained in its present character to the extent possible, with improvements limited to those necessary to improve safety and accommodate the existing traffic load.

Policy 3: That pedestrian safety in school zones be improved through an intensified program of traffic code enforcement, in conjunction with higher fines and penalties; and the City's active support and participation in safety education programs in the schools.

LAND USE

Policy 1: That development of commercial uses south of Littleton Boulevard, beyond that which is presently zoned commercial, in residential areas of the neighborhood, be prohibited.

Policy 2: That emphasis in the decision-making process be placed on the preservation of the neighborhood as a sound, desirable residential area.

Policy 3: That storm water runoff be controlled through a combined program of increasing the capacity of storm sewers and prohibiting further development or redevelopment within floodplains. -

PARKS AND RECREATION, OPEN SPACE

Policy 1: That a "lineal park" be developed on uncompleted portions of Sterne Parkway with emphasis on bicycle and pedestrian use.

CODE ENFORCEMENT

Policy 1: That the environmental code adopted by the City, which requires land owners to maintain the landscaping on rental property, including renter-occupied, single-family dwellings, be strongly enforced to preserve the well-maintained character of the neighborhood and to protect adjacent property owners from adverse impacts of poor maintenance.

Policy 2: That a concerted, intensified effort should be undertaken to control vandalism.