



## **Parkland PD Amendment Design Narrative**

Evergreen Devco, Inc., a local real estate developer, owns 33 acres of land located at the southwest corner of South Santa Fe Drive and West Mineral Avenue. The property is currently being utilized as a sod farm. Evergreen intends to develop the 33 acres into a mixed-use neighborhood to be known as Parkland.

Parkland is a subset of the Santa Fe Park North Planned Development (“Existing PD”), which encompasses 110 total acres. The Existing PD was approved in 1985. The Existing PD allows use-by-right for a wide range of uses and density including: agricultural, mining, retail, restaurant, office and residential. Densities within the Existing PD range from 0.3 to 0.5 FAR with height limits ranging from 50 to 150 feet.



Notwithstanding the broad range of allowable uses and significant density provided by the Existing PD, it does not allow for an integrated mixture of uses or provide modern zoning standards that would leverage the Mineral Station light rail stop and Platte River proximity. In short, Evergreen believes the Existing PD falls short of the property’s potential to meet the needs of the community and so we are proposing a new Planned Development called Parkland, which will holistically integrate office, retail and residential uses into a modern, mixed use, transit-oriented development (“TOD”) in keeping with its regional location and Platte River proximity.

Parkland has been designed with consideration from a variety of influences, including:

- Mineral Station Light Rail Stop
- South Platte River Open Space Corridor
- South Platte Park Management Plan
- South Platte River Corridor Development Design Objectives
- South Platte River Working Group



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Evergreen recognizes Parkland is a key development opportunity. The site is adjacent to the South Platte River open space corridor, a significant natural amenity enjoyed by the entire Denver metropolitan region. The Existing PD conceived this site to be a typically developed commercial site with perimeter open space setbacks. Given its adjacency to the Mineral Station light rail stop, the site is also a prime Transit Oriented Development (TOD) opportunity appropriate for transit focused suburban development. We have heard varying opinions from citizens, staff and planning commission members regarding which direction the site development should take, and the opinions presented often conflict with one and other as some encourage density near the station while others prefer lower density uses like those in the adjacent neighborhoods; some prefer direct access to the South Platte River open space and some would prefer none. The goal of Parkland is to balance these density conflicts to arrive at a mixture of uses and density that strikes a balance.

Evergreen also believes that Parkland can be developed in a manner that addresses both the desire for a higher density transit-oriented development with appropriate deference to the South Platte River open space corridor.

As you review the proposed package, please keep in mind that compromises will be necessary to achieve the full design potential of the site.



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### **The P4 Concept**

This P4 process is intended to illustrate a concept for a PD Amendment. A concept site plan is included in the P4 presentation to illustrate a site plan that might result from such an amendment. In addition to the concept site plan, we have included a: Vision Book, Area Connectivity Plan, Building Massing Illustration to help to further express our vision for Parkland.

The application data is based upon a “Conceptual Site Plan” that is intended to convey the type of development the proposed Planned Development amendment could allow. This Conceptual Site plan is one of many iterations of how Parkland may be developed, so it is illustrative in nature. Specific site plans will be developed and submitted in the future to the City of Littleton per the approved zoning documents for Parkland.

### **Principle Uses Proposed**

Parkland will include both Commercial and Residential uses. These uses will include retail, restaurant, office, multifamily residential housing and senior living.

The portion of the Existing PD to be included in Parkland incorporates a subset of 5 zone districts of the larger parcel. Parkland includes either parts of, or all of areas B, C, D, E & G from the Existing PD. These five districts currently allow for a wide variety of uses including agricultural, mining, retail, restaurants, offices and residential (including multi-family), all of which are allowed as “use by right” under the Existing PD. One anomaly of the Existing PD is it only allows multifamily uses adjacent to the highly trafficked and residentially-undesirable Santa Fe Drive instead of adjacent to the Platte River open space, which Parkland intends to correct.

A detailed list of existing and proposed uses can be found on the Exhibit A - Zoning and Land Use table.



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### Employment Users

Evergreen has been approached by two office users who wish to locate their headquarters at Parkland in proximity to the Mineral light rail station. Locating office users benefits the City by increasing its employment base; is consistent with the City's 2014 Citywide Plan and; helps to activate the Parkland mixed use neighborhood and support its complementary uses. The Existing PD will not allow us to accommodate their development goals, which is one of the many reasons we are proposing to modernize the development standards for the property.

### Site Attributes

The development is adjacent to three significant elements in Littleton: the South Platte River open space corridor, the Mineral Station light rail stop, and at the intersection of State Highway 85 (Santa Fe) and Mineral Avenue. It is also encumbered by the Englewood City Ditch.



- **South Platte River Open Space Corridor**  
Parkland is adjacent to the South Platte River open space corridor. The river corridor is a natural river and drainage way, a wildlife refuge and a recreational amenity enjoyed by all who live in the region.
- **Mineral Station Light Rail Stop**  
Parkland is also adjacent to the Mineral Station light rail stop. This is “The Last Stop” along the southwest light rail line and provides rapid transit for the entire southwest suburban market of the greater Denver metropolitan area. A significant number of transit riders use the facility daily for commuting to downtown and urban employment centers. While the existing transit stop includes only parking, Parkland is a true transit-oriented development that mixes office, retail, restaurant and residential uses.
- **Regional Crossroads**  
Parkland is at the crossroads of South Santa Fe Drive and West Mineral Avenue, two major vehicular arterials that



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carry approximately 85,000 trips per day, providing significant automotive traffic that will attract a variety of retail and restaurant uses

- **Topography and Site Features**

Parkland is a gently sloping site and sits above the Platte River corridor. The west edge of the property perches above the flood plain area on an elevated bench by as much as thirty feet. The bench has a tree line of Cottonwoods and other trees that are mostly located off-site in the river corridor. There are excellent views to the foothills from the property.

- **Water Supply Ditch**

An open water supply ditch owned by the City of Englewood currently crosses the site transmitting public water from McLellan Reservoir to the City of Englewood. The City of Englewood has indicated the ditch must be enclosed for water quality and maintenance control reasons.





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### **Development Type**

Parkland provides an excellent opportunity to provide a unique balance of transit-oriented urban development with the open space of the South Platte River.

The site is envisioned as both a horizontally and vertically mixed-use project for several reasons:

- A mixed-use project combines several different uses in a common site plan to provide a wider variety of uses within close proximity. The different uses have different demand periods for user visits or living, which keeps a site infused with people throughout the day and evening hours.
- A horizontally mixed-use project allows shared parking between different users which can reduce the overall parking required and minimize the surface area of parking lots.
- A horizontally mixed-use project integrates different use types within a common site and does not tend to separate uses isolating them from one another as traditional zoning requires. The most vibrant neighborhoods are where residents have retail and restaurants and parks or open space near their homes.
- A vertically mixed-use project, with office uses located above retail or restaurant uses, adds a daytime population base that helps sustain the uses without creating additional traffic. Although the extent of the office demand is not yet determined, the proposed plan has the opportunity to add additional floors of Class-A office to multiple buildings around an open plaza and along South Santa Fe Drive to create an energetic employment center located adjacent to the Mineral Station light rail stop.
- A horizontally and vertically mixed-use project allows for additional development density within a smaller footprint area than is typically realized in horizontally separated projects. Setbacks that typically separate one use from another are reduced or eliminated in favor of the additional people visits that the increase in density provides. People are drawn to common gathering spaces for social



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interaction. This “community building” between people is what activates physical spaces making them experiential and memorable.

- A mixed-use development and its increased suburban density couples perfectly with the proximity to the Mineral Station light rail stop. This adjacency allows visitors to access Parkland from a large regional base without generating additional vehicular traffic.

Evergreen believes the mixed-use nature of the development can be accommodated on Parkland without compromising the open space opportunities.

### **Experiential, With Nature**

An overall design concept is that the development is intended to be more experiential in nature which means:

- A higher level of restaurant and entertainment uses where people can interact socially
- A collection of different people gathering places
- Connections to/from the South Platte River
- Ability to live adjacent to restaurants, retail goods and services, transit and open space
- Use of architectural forms, design elements, materials and colors that reflect the South Platte River open space corridor
- Incorporating reflections of the surrounding context (natural and man-made) into the development







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### Design Concepts

People desire to experience vibrant places where they can engage socially, where there is a diverse mix of conveniently accessible uses, goods and services, and where there are opportunities to engage with nature. The proposed PD Amendment for Parkland addresses these desires with the unique natural features and attributes this site key location offers.

Several design concepts were considered when creating the site plan.



Conceptual Site Plan





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- **Pedestrian Access and Connections to Surrounding Properties**

To the west of Parkland is the Mary Carter Trail, a paved and unpaved pathway along the South Platte River. A connection to this trail is contemplated on the north edge of the property where sidewalks will be installed along West Mineral Avenue. This off-site connection requires the cooperation of multiple agencies with influence over the connection, so the exact configuration of the connection is not yet known.

A wide sidewalk from an open plaza to the South Santa Fe Drive and West Mineral Avenue intersection will be provided to connect with the existing crosswalks to provide access from the SouthPark neighborhoods to the east of South Santa Fe Drive. The SouthPark neighborhoods will be able walk to Parkland to shop, enjoy the restaurants, connect with the South Platte River and experience the activities that occur in the open plaza. Please see Exhibit B for a conceptual Area Accessibility Plan.



- **Future Pedestrian Bridge**

Should public funding become available to create a pedestrian bridge over West Mineral Avenue west of South Santa Fe Drive, sidewalks can be extended to connect with the Mineral Station light rail stop. This connection opportunity would be a significant element and a vital link that would provide uninterrupted and safe pedestrian access to Parkland, the Mineral Station light rail stop, future potential TOD development at Parkland adjacent to Mineral Station, Aspen Grove and the SouthPark neighborhoods. We look forward to working with the City of Littleton and other agencies to explore funding options for the benefit of all the properties and neighborhoods in this vicinity.



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- **Gravel Trail Adjacent to the Open Space Corridor**

The concept site plan envisions a trail along the entire length of the west property line from the sidewalks on West Mineral Avenue to the south property line where it can be extended further during future development. The South Platte Park management plan discourages direct connections to the open space; however, our plan preserves the possibility for these pedestrian connections to occur when agreed upon.

- **Perimeter and Internal Sidewalk Connections**

Continuous sidewalks will be provided along the property frontage on West Mineral Avenue and on both sides of South Platte River Parkway. There are no sidewalks contemplated along South Santa Fe Drive as pedestrian continuity will be provided internal to Parkland away from high-speed traffic areas. Internal sidewalks will be provided throughout the plan for proper pedestrian access to all buildings and site amenities.

- **Useable Open Space**

Open space can be provided by using two basic design alternatives:

- **Landscaped Buffers**

Mixed use developments allow the developer to consolidate meaningless strips of open space into larger pockets of landscape and hardscape that provide places for office employees, restaurant patrons and residents to meet or enjoy.

- **Open Space Elements**

Small gathering spaces, such as restaurant patios or a free standing water feature can be grouped together to create larger gathering areas that can support community events in addition to their primary use.





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Parkland proposes this approach and collects buildings around a central open space. This organizational element provides a strong connection to the South Platte River open space corridor.

- **View Maintenance**



The preservation of existing views is a concern often expressed in community meetings. The eastern property line of Parkland is over 500 feet from the closest homes to in the SouthPark neighborhood. These homes are approximately 45 feet higher in elevation than the parkland site. The developer is currently preparing sections and a photo simulation to illustrate these impacts.

### Planning Areas

There are two primary planning areas proposed for Parkland:  
“Vineyard” where commercial uses are generally aggregated along South Santa Fe Drive

“Homestead” where residential uses are generally aggregated adjacent to the South Platte River open space corridor.





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### **Site Plan Organization**

The Concept Site Plan envisions a “central pedestrian mall” that would connect the east edge of the site to the South Platte River open space corridor. Nine buildings would be located on the mall with very limited vehicular access.

- **Anchor Building**

The east end of the mall would be anchored by what is contemplated to be the single largest building on Parkland, a four to six-story vertically mixed-use office building. This building serves as a visible signpost of the Parkland along the South Santa Fe Drive corridor. This building also buffers the central pedestrian mall from the traffic noise from South Santa Fe Drive and faces the South Platte River corridor and the central pedestrian mall. The building includes a covered arcade that provides walking and patio space. This building is intended to have a significant architectural presence when viewed from South Platte River Parkway, hence the concept for a 100’ building height.

- **Open Plaza**

Adjacent to the anchor building is a large pedestrian-only public gathering space. The space is proposed to potentially include a variety of elements to create an interesting and safe gathering place devoid of vehicular traffic. Possible elements where people can gather and socialize include:

- A “performance” stage
- An open lawn area
- A fire place or fire pit
- A water fountain or water feature
- Kiosks
- Patio zones
- Walkways
- Featured landscaped areas
- Trellises
- Site furniture and furnishing





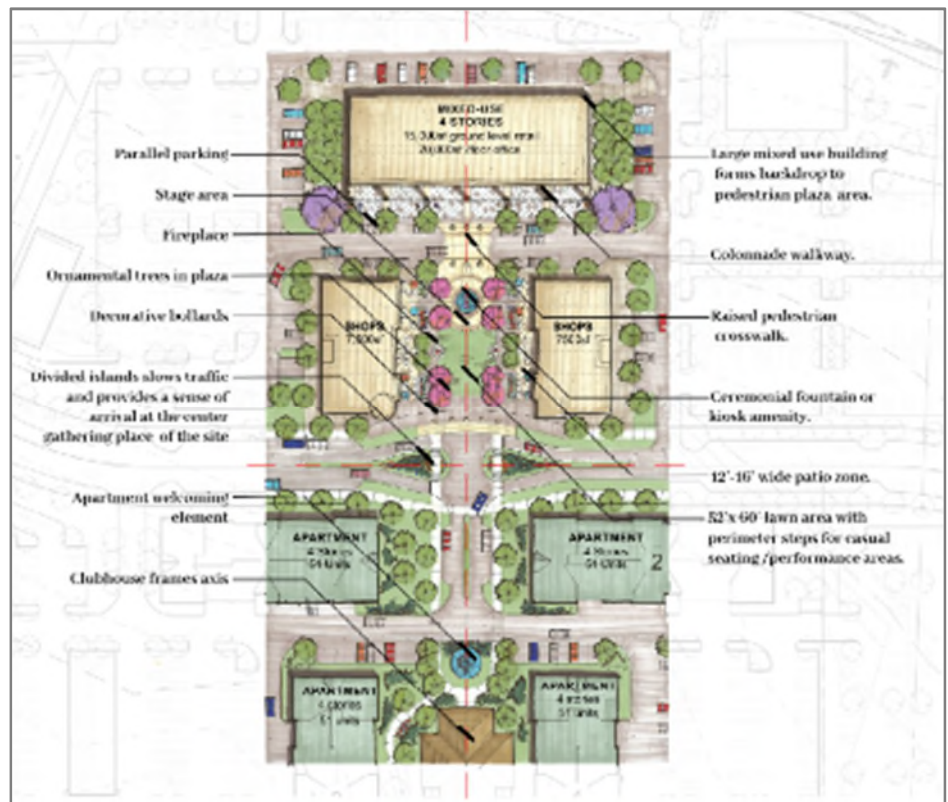
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- **Retail/Restaurant Buildings**

In the concept plan, two single story retail and restaurant buildings flank the mall. These buildings are intended to be architectural forms that are smaller in scale that protect the open mall by separating it from parking areas. The lower massing provides good solar access to the mall. The buildings are located on South Platte River Parkway to provide a building edge on the Parkway.



Detailed Plan of Open Plaza

- **Residential Buildings**

Moving to the west the concept plan imagines a pair of four-story residential buildings that, when coupled with the retail/restaurant buildings, create a defined streetscape at the center of the site. The location of the residential buildings creates an architectural edge for the pedestrian sidewalks on the Parkway and places “eyes on the street.” These buildings are intended to have a different scale and architecture from the retail/restaurant buildings. Residents





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on the upper floors can see into the pedestrian mall and its activities.

The pedestrian mall would continue to the west through the residential community and end at a public gathering area with views over the South Platte River open space. Benefits of the mall include:

- An inviting entry element (fountain or sculpture)
- Sidewalk connections to the South Platte River open space corridor
- A gazebo terminating the open space access along the South Platte River open space corridor

The collection of these eight buildings create a calm pedestrian zone that is not isolated, but rather, protected. This zone connects a variety of uses with the South Platte River open space corridor and provides an interesting organization of diverse pedestrian experiences and elements.

### Architectural Massing

The following drawing (Exhibit C) illustrates the massing of the buildings in the Conceptual Site Plan. The tallest building is located on South Santa Fe Drive and variety of building masses and roof forms help define the development and add interest to the mall.





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### Architectural Themes

The architectural style for the development is intended to comply with the Design Guidelines for the South Platte River open space corridor which emphasizes the genuine use of materials, traditional forms and the historically agrarian nature of the area. Architectural forms are proposed to include a variety of shapes and roof forms that are appropriate to the uses and function within the buildings.

### Building and Use Placement

Uses and buildings with specific functional needs have been incorporated into the concept site design.

- **Restaurant Uses**

A pair of free-standing restaurant uses are adjacent to South Santa Fe Drive. The exact footprints and locations of these buildings can be adjusted as the uses are identified. Both buildings are ultimately intended to connect with the central pedestrian mall.

- **Residential Buildings**

The residential portions of the neighborhood are located on the South Platte River open space corridor. These buildings provide a quiet and pleasing architectural edge to the trail along the west property line.

- **Senior Living Residential Community**

A senior living residential community is located adjacent to the other on-site residential uses adjacent to the South Platte River open space corridor. This use and building placement creates a direct access to the open space trail on the west edge of the property. Uses to the south on the adjacent property are thought to become residential in future development providing a continuity of quiet uses along the South Platte River open space corridor.



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- **Junior Anchor/Grocery Use**

One potential junior anchor use is a local grocer located adjacent to the West Nichols Street access, the only access on South Santa Fe Drive for convenient vehicular and truck access on the edge of the site.

- **Retail/Restaurant**

A pair of retail/restaurant buildings are planned to be located near the intersection of West Mineral Avenue and South Platte River Parkway adjacent to the neighborhood's only signalized access point for the site.

- **Gas Station and Convenience Store**

A gas station and convenience store is planned to be located near the right-in/right-out access at the intersection of South Santa Fe Drive at West Nichols Street where traffic can conveniently access these services without bringing unnecessary traffic through the site.

### **Roadways and Vehicular Access**

Parkland has very limited connectivity to surrounding land areas. The west edge of the site is the South Platte River open space corridor. The property to the south is generally undeveloped agricultural land. To the east and north are the South Santa Fe Drive (US Highway 85) and West Mineral Avenue respectively, two major arterial roads with limited potential access points. The intersection of South Santa Fe Drive and West Mineral Avenue carries approximately 85,000 vehicle trips per day.

Vehicular access to Parkland is provided by an existing signalized full-movement intersection on West Mineral Avenue at South Platte River Parkway. The Parkland plan connects to this access point and provides an internal publicly dedicated right of way extension of Platte River Parkway through the property to the south property line where it can be extended in the future by the adjacent property owner. The roadway was



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initially envisioned in the Current PD as a four-lane arterial, however in the Parkland concept, the roadway has been reduced in classification to become a local collector street. This change allows the road to be designed in a much more pedestrian friendly manner with slower speeds and on-street parking.



The proposed extension of South Platte River Parkway is intended to have a narrower street section with landscaping and street trees on both sides of the road providing a much softer and greener roadway design.

An existing right-in/right-out movement is located on West Mineral Avenue between South Platte River Parkway and South Santa Fe Drive. The access point is proposed to be reduced in movement to a right-in access only to eliminate any potential movements to southbound South Santa Fe Drive. The exact location may be adjusted to fit the internal site plan providing a convenient access without encumbering any traffic movements.

A new right-in/right-out access point is proposed at the west end of Parkland on West Mineral Avenue. This access point can capture traffic into Parkland therefore reducing the number of vehicles that would otherwise cycle through the signalized intersection.

An existing full movement access from South Santa Fe Drive is located on the south end of the property and is currently used by a residence. The proposed site plan assumes the same



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approximate access location, but this can be adjusted to some degree to align with internal traffic circulation. This access point will become West Nichols Avenue which will connect to South Platte River Parkway providing access to this site and future development to the south.

The most desirable vehicular access for Parkland would include a  $\frac{3}{4}$  movement at the south end of the site on South Santa Fe Drive. This would allow northbound traffic to enter Parkland without cycling through the South Santa Fe Drive and West Mineral Avenue intersection improving future levels of service. Capturing visitor traffic from the C470 corridor and Highlands Ranch would be very beneficial to Parkland and its proposed uses and would bring additional visitors to the City of Littleton.

### **Development Standards**

The following pages outline the development standards that are proposed for this Planned Development amendment.

- **Parking**

Commercial parking is currently provided on the site plan based on the City of Littleton parking requirements. Parking has been equally distributed across the site to provide appropriate access to all the proposed uses.

Large parking areas for the site have been broken up with buildings, landscaping and the South Platte River Parkway to mitigate the negative impacts of very large parking fields similar to those at the RTD Mineral Station light rail facility and at Aspen Grove.

The residential portion of the project exceeds the minimum parking standards required by the City of Littleton based on both: market demand and comments from the City that this parking standard has not worked well elsewhere in the City.





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- **Building Heights**

Two users have contacted Evergreen about the possibility of relocating their offices to Parkland. The 2014 Citywide Plan supports additional office uses on this site and having employees on the site also helps to activate the mixed-use aspect of the neighborhood.

The existing allowable building heights in the current zone districts B, C, E and G are 70 feet. Zone district D is currently limited to 50 feet. Evergreen proposes increasing maximum building heights in the Vineyard planning area to 100 feet to allow for larger office buildings, consistent with TOD mixed use locations.

Building heights in the Homestead planning Area were 50', and 70' in the Previous D, E and G planning zones. The developer has maintained the 100' height limit throughout the entire Homestead planning area.

- **Density**

Increased density near the rail will help to support the area as a TOD location.

The current zoning allows for commercial FAR's of 0.3 to 0.5 throughout the subject zone district and residential densities of up to 98 DU's/acre.

The proposed amendment increases commercial densities slightly to a 0.4 FAR to accommodate up to two office users along with restaurants and retail.

The Existing PD currently allows 98 DU's/acre in Planning zone B of the existing PD. Evergreen is proposing transferring this use to the Homestead district of the Parkland PD with only 50 DU's/acre.



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Both of the proposed changes in density are consistent with TOD developments within close proximity to light rail.

- **Setbacks**

The current PD provides for a 70 foot setback along West Mineral Avenue, 20 feet along South Santa Fe Drive and 20 feet along the west property line which is shared with South Platte Park. Evergreen proposes to maintain these distances.

The existing PD also requires setbacks between lots. As the development is intended to be a mixed-use development, setbacks between uses are not utilized and are eliminated. The exact location of West Nichols Street is yet to be determined, but discussions are exploring the possibility of placing this on the common south property line. Setbacks are further defined in the table at the end of this document.

- **Open Space**

Open space, setbacks and buffers are designed to meet the demands of the proposed development while preserving the open space that creates pleasing people places. A minimum of 25% of the property is to be maintained as open space in alignment with the existing Planned Development open space requirement.



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## Exhibit A

	Existing PD				Amended PD	
	Planning Area				Vineyard	Home- stead
	B	C	D	E/G		
<b>Zoning</b>	PD-C	PD-C	PD-C	PD-C	PD-C	PD-C
<b>Lot Size</b>	11.09 Ac	15.04 Ac	2.64 Ac	11.51 Ac	± 14 Ac	± 19 Ac
<b>FAR</b>	.30:1	.30:1	.30:1	.35:1 / .50:1	.40:1	.40:1
<b>Parking</b>						
Commercial	1981 Code	1981 Code	1981 Code	1981 Code	4 Sp/1000 SF	4 Sp/1000 SF
Residential	1981 Code	1981 Code	1981 Code	1981 Code	1.5 Sp/DU	1.5 Sp/DU
<b>Open Space (public)</b>						
<b>Open Space (private)</b>	25%	25%	25%	25%	25%	25%
<b>Setbacks</b>						
W. Mineral Ave. ROW	70' <sup>1</sup>		70' <sup>1</sup>		70'	70'
S. Santa Fe Dr. ROW	30' <sup>1</sup>	30' <sup>1</sup>			20'	
Nichols Ave. ROW	85' <sup>1</sup>	80' <sup>1</sup>			10'	
Platte River Parkway ROW	25' <sup>1</sup>	25' <sup>1</sup>	25' <sup>1</sup>	25' <sup>1</sup>	10'	10'
Western Property Line			20'	20'		20'
Southern Property Line		75'	20'	20'	20'	20'
Property Lines (Interior)	20'	20'	20'	20'		
<b>Building Height</b>						
	70'	50'	50'	70'	100'	100'
<b>Residential Density</b>	98 DU/Ac		98 DU/Ac			50 DU/Ac

Notes:

1) Setbacks along public ROW shall not be less than the minimum, but shall, at least be one foot of setback for each foot of building height.



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Land Use	Existing PD				Amended PD	
	Planning Area				Planning Area	
	B	C	D	E/G	Vineyard	Home- stead
<b>1.0 Raising of Crops</b>						
Plant and tree nurseries	X	X	X	X	X	X
Raising of crops (for sale, resale, or consumption by occupants of premises)					X	X
Raising of crops (limited to the use and consumption by occupants of the premises)					X	X
<b>2.0 Services and Enterprises Related to Animals</b>						
Treatment and boarding of large animals (such as horses, cattle and other farm animals) and small animals outside enclosed structures					X	X
Treatment and boarding of small animals within enclosed structure					X	X
Treatment of small animals and boarding only for treatment purposes					X	X
Outpatient treatment of small animals	X		X		X	X
Raising of livestock (other than horses) or fish (not including furbearing animals raised for pelts, hog ranches, commercial feedlots, agricultural processing industry or farms for the disposal of garbage or other waste)					X	X
Raising of horses					X	X
Commercial stables; riding academies, horse training and breeding					X	X
Animal boarding and care facility					X	X
Beekeeping					X	X
Chickens					X	X
<b>3.0 Residential</b>						
Single family detached	X		X			X
Two- and three-family residence	X		X			X
Multi-family residence (4 or more units)	X		X			X
Townhouse	X		X			X
Apartments	X		X			X
Independent living facility	X		X			X
Group homes for persons with disabilities	X		X		X	X
Group homes for the elderly	X		X		X	X
Nursing home/congregate housing					X	X
Assisted living facility					X	X
Skilled nursing facility					X	X
Tourist homes and other temporary residences renting by the day of week					X	X



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Land Use	Existing PD					Amended PD	
	Planning Area					Planning Area	
	B	C	D	E/G	Vineyard	Home- stead	
Hotels and motels	X		X		X	X	
Dwelling units located in the same structure as a non-residential use and which meet the requirements of section 10-4-12 or regulations					X	X	
<b>5.0 Office, Clerical, and Services not Related to Goods or Merchandise</b>							
Medical, dental, and other health related offices							
Individual offices	X	X	X	X	X	X	
Buildings of not more than 10,000 square feet	X	X	X	X	X	X	
Buildings in excess of 10,000 square feet	X	X	X	X	X	X	
Pharmacies	X	X	X	X	X	X	
Administrative and executive; business and professional; and general offices	X	X	X	X	X	X	
Financial services, such as banks, savings and loans and brokerages	X	X	X	X	X	X	
Studios for professional work	X	X	X	X	X	X	
Ambulance services	X	X	X	X	X	X	
<b>6.0 Restaurants/Food Services</b>							
Service within enclosed area under roof without drive-through facility	X	X	X	X	X	X	
Service within enclosed area under roof with drive-through facility					X	X	
Takeout and delivery					X	X	
Automotive curbside service					X	X	
Cafeteria, providing service to on site employees					X	X	
<b>7.0 Sales, Rental and Service of Goods, Merchandise, and Equipment Not Including Motor Vehicles and Business Type Services</b>							
Direct sales, service and rentals to general public	X	X	X	X	X	X	
General merchandise	X	X	X	X	X	X	
Pawnshops							
Wholesale sales and distribution to retailers/businesses					X	X	
Cleaning/laundry operations, within enclosed structure, serving the general public	X	X	X	X	X	X	
Open air/flea markets					X	X	





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## Land Use

	Existing PD Planning Area					Amended PD Planning Area	
	B	C	D	E/G		Vineyard	Home- stead
<b>8.0 Parking Structures/Storage</b>							
Automobile parking garage/lots	X	X	X	X		X	X
<b>9.0 Research and Development</b>							
Laboratory: medical, dental, and optical	X		X			X	X
General research and development		X		X		X	X
<b>10.0 Motor Vehicle Related Sales and Service Operations</b>							
Sales of automobiles by licensed dealers						X	X
Sales of new automobiles						X	X
Sales, leasing, rental or pawning of used motor vehicles							
Sales of gasoline	X	X	X	X		X	X
Sales of automotive parts, not including wrecking yard operations						X	X
Automotive services, not including junk or wrecking yard operations						X	X
Services related to the installation of accessories including car stereos, window tinting, etc., and not including services related to mechanical, electrical or body repair						X	X
Services related to cleaning (e.g., car washes), mechanical (e.g., engine, steering, drive train, tires, brakes) and body repair						X	X
<b>11.0 Recreation, Amusements, Entertainment</b>							
Activity conducted within full enclosed structure						X	X
Bowling alleys, ice skating, and roller skating						X	X
Movie theater, theaters	X	X	X	X		X	X
Teen club						X	X
Indoor amusements, not included in 11.11						X	X
Health/recreational clubs	X	X	X	X		X	X
Activity conducted primarily outside enclosed structure						X	X
Library, reading room (private)	X		X			X	X
Off track betting						X	X
<b>12.0 Liquor Licensed Premises</b>							
Bars and taverns	X	X	X	X		X	X
Nightclubs	X	X	X	X		X	X



# Parkland PD Amendment Design Narrative

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## Land Use

	Existing PD Planning Area				Amended PD Planning Area	
	B	C	D	E/G	Vineyard	Home- stead
<b>13.0 Manufacturing, Including Processing, Creating, Repairing, Renovating, Painting, Cleaning, and Assembly of Goods, Merchandise and Equipment</b>						
Commercial cleaning/laundry operations	X	X	X	X	X	X
Assembly of prefabricated parts		X		X	X	X
Brewery, distillery, and winery					X	X
Brewery, distillery and winery with tasting/retail sales room which meets the requirements of section 10-4-16 of this title					X	X
<b>14.0 Institutions</b>						
College/university, private	X	X	X	X	X	X
Childcare center		X		X	X	X
Elementary/secondary, private	X	X	X	X	X	X
Trade and vocational, private	X	X	X	X	X	X
Home childcare					X	X
Studios for teaching fine arts and martial arts		X		X	X	X
Churches	X	X	X	X	X	X
Church facilities	X	X	X	X	X	X
Government facilities - City owned/operated	X	X	X	X	X	X
Government facilities - Other than city owned/operated	X	X	X	X	X	X
<b>15.0 Institutional Residence, Care or Confinement Facilities</b>						
Medical and dental outpatient facilities and hospitals		X		X	X	X
Correctional facility						
Detoxification center						
<b>16.0 Social/Fraternal Clubs and Lodges, Unions Halls, and Similar Uses</b>						
	X	X	X	X	X	X
<b>17.0 Miscellaneous uses</b>						
Noncommercial concrete batch plant					X	X
Temporary building, office or yard for construction					X	X



# Parkland PD Amendment Design Narrative

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Land Use	Existing PD Planning Area				Amended PD Planning Area	
	B	C	D	E/G	Vineyard	Home- stead
Temporary building used as sales office					X	X
Temporary Structure					X	X
Home occupations per section 10-4-5 of regulations					X	X
Utility installations as per subsection 10-8-2(A) of regulations					X	X
Commercial mobile radio service (CMRS) facilities					X	X
Alternative tower structure within 2,000 foot separation requirement per subsection 10-4-11(B)4 of regulations					X	X
Ancillary utility structure					X	X
Antenna support structure					X	X
Building or roof mounted CMRS facilities					X	X
CMRS collocation site					X	X
Air supported membrane structures					X	X
Memorial services					X	X
Ambulance services					X	X
<b>Other</b>						
Transit passenger terminal, including public and private carriers	X		X			



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Land Use	Existing PD Planning Area				Amended PD Planning Area	
	B	C	D	E/G	Vineyard	Home- stead
Temporary building used as sales office					X	X
Temporary Structure					X	X
Home occupations per section 10-4-5 of regulations					X	X
Utility installations as per subsection 10-8-2(A) of regulations					X	X
Commercial mobile radio service (CMRS) facilities					X	X
Alternative tower structure within 2,000 foot separation requirement per subsection 10-4-11(B)4 of regulations					X	X
Ancillary utility structure					X	X
Antenna support structure					X	X
Building or roof mounted CMRS facilities					X	X
CMRS collocation site					X	X
Air supported membrane structures					X	X
Memorial services					X	X
Ambulance services					X	X
<b>Other</b>						
Transit passenger terminal, including public and private carriers	X		X			





# Parkland PD Amendment Design Narrative

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## Exhibit B Area Accessibility Plan







July 2, 2018

**Exhibit C  
Massing Plan**

