

Downtown Phase 1 - Downtown Design Standards Changes

1/14/2020

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
S&D: Special Areas and Design

Impact

#	Proposed Change	Rationale	Impact	Location / Row Number	SF	MF	C
PUBLIC ENGAGEMENT							
	None	N/A	N/A	N/A			
DEVELOPMENT REGULATIONS (including height) Lot size, standards, and sight triangles permit auto-oriented uses that conflict with the Envision Littleton Comprehensive Plan. Character Areas with conflicts: Corridor Mixed Use (CMU), Urban Downtown Transition (UDT), Urban Downtown Mixed Use (UDMU), Urban Downtown Main Street (UDMS) Key Goals & Policies with conflicts: 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	Façade requirements: - 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	Residents - Encourages neighbor interactions and building fronts engaging with the street Staff - Efficient review Developers - Encourages re-investment over re-development	Building Use and Orientation Lines 11 - 16		✓	✓
2	New definitions: - Courtyard - Passageway - Porch	Better aligns with: - Character - Best Practices Limits potential for: - Auto-oriented design	Residents - Increases clarity Staff - Facilitates consistent administration Developers - Increases clarity	Glossary of Definitions Lines 100 - 107	✓	✓	✓
3	Utility appurtenances locations: - 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	Residents - Increases clarity Staff - Facilitates consistent administration Developers - Increases consistency btw jurisdictions and potential buildable space	Pedestrian and Vehicular Access Line 29	✓	✓	✓
4	Upper-story and massing setbacks: - expand use when transitioning building scale	Better aligns with: - Character	Residents - Provides relief when transitions in scale occur Staff - Efficient review Developers - Increase design treatments, slightly reduces buildable indoor space	Building Scale, Form, Massing and Character Lines 73 - 94	✓	✓	✓

5	Massing for upper-story side step back: - 75% visibility requirement when building greater than 10 feet above adjacent building	Better aligns with: - Character	Residents - Lowers redevelopment impacts on neighbors Staff - Efficient review Developers - Slightly reduces buildable indoor space	Building Scale, Form, Massing and Character Lines 82 - 94	✓	✓	✓
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	Residents - More opportunity for neighbor interaction Staff - Efficient review Developers - Increase design treatments	Building Use and Orientation Lines 14 - 16		✓	
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	Residents - Lowers redevelopment impacts on neighbors Staff - Efficient review Developers - Slightly reduces buildable indoor space	Building Scale, Form, Massing and Character Lines 77 - 80	✓	✓	✓
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	Residents - Increases clarity Staff - Facilitates consistent administration Developers - Increases clarity as to what properties to which the Design Standards apply	Map included	✓	✓	✓
PARKING Parking has an immediate impact on character and site design and influences the mobility choices into downtown. Character Areas with conflicts: Corridor Mixed Use (CMU), Urban Downtown Transition (UDT), Urban Downtown Mixed Use (UDMU), Urban Downtown Main Street (UDMS) Key Goals & Policies with conflicts: 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	Residents - Increased parking supply for residents and visitors Staff - Efficient review Developers - Increase cost related to area devoted to parking	Parking, Parking Lots, and Garage Locations Lines 36 - 37		✓	
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	Residents - Increased parking supply for residents and visitors Staff - Efficient review Developers - Increase cost related to area devoted to parking	Parking, Parking Lots, and Garage Locations Lines 39 - 41		✓	
ALLOWED USES							
	None	N/A	N/A	N/A			