



January 14, 2020

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DOWNTOWN DEVELOPMENT

DESIGN STANDARDS

Requested Council Direction

- Feedback on ten Design Standard changes

Point in Process:

- ✓ 12/10 Key conflict areas discussed
- ✓ 1/7 Study Session for direction
- **Tonight: Detail Downtown Design Standard changes**
- 1/27 Planning Commission - Design Standards
- 2/11 City Council study session - Code changes

Downtown Boundary set by Downtown Design Standards

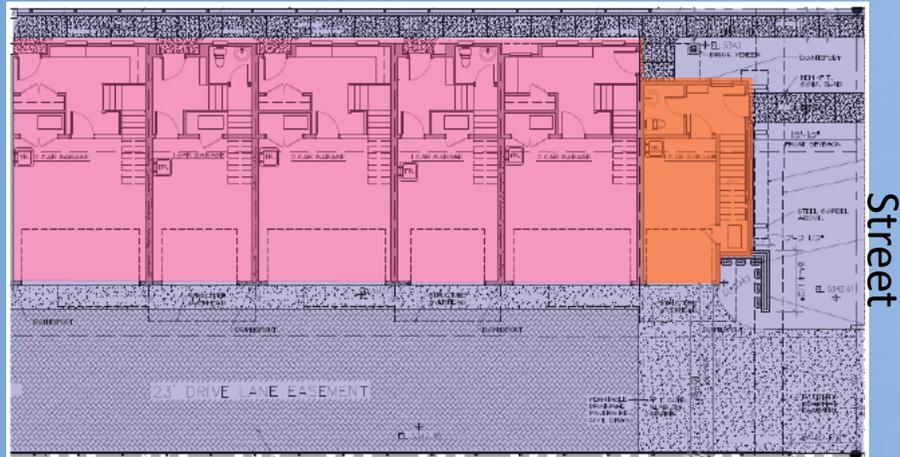


Design Standards Under Consideration:

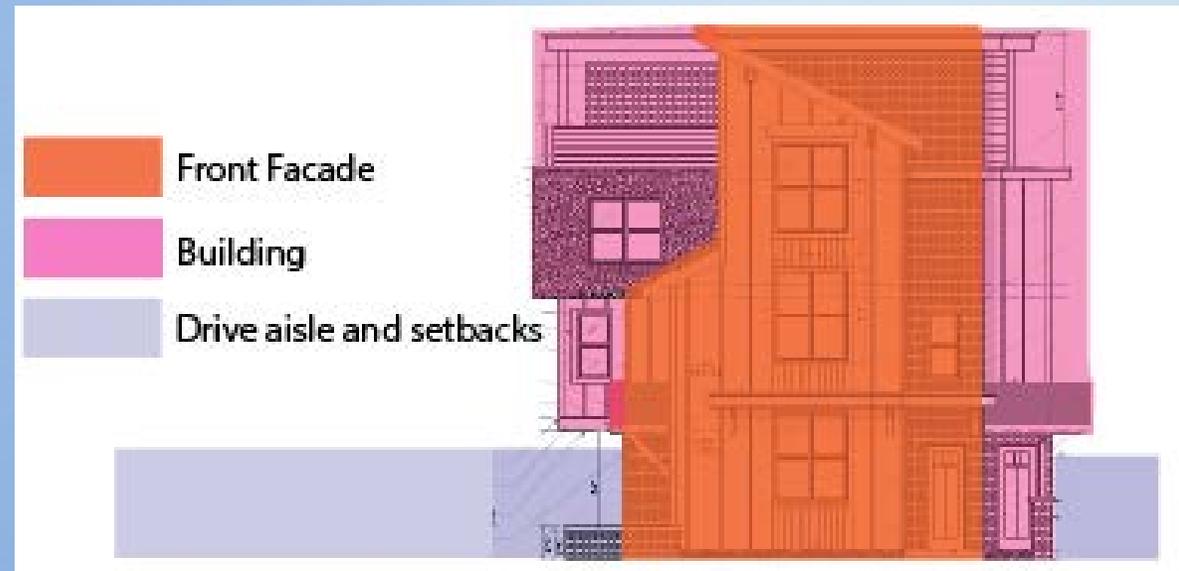
1. Façade requirements
2. New definitions
3. Utility appurtenances/meter locations
4. Upper-story and massing setbacks
5. Massing for upper-story side step back
6. Pedestrian amenities
7. Step back adjoining Main St. & Alamo Ave.
8. Boundary Map
9. Guest Parking
10. Parking based on bedrooms

1. Façade Requirement: majority of front lot line

- Primary façade to be oriented parallel to street and occupy the majority of the front lot line
- Intent: avoid long and narrow buildings where drive aisles and side setback are wider than the building

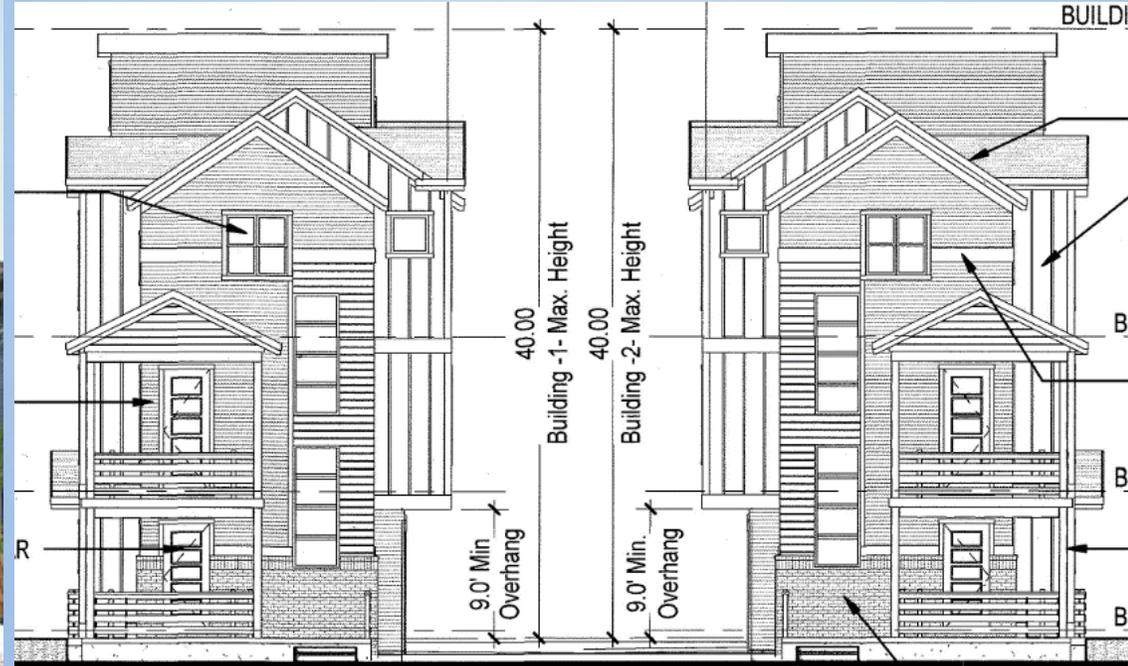


Primary façade must occupy majority



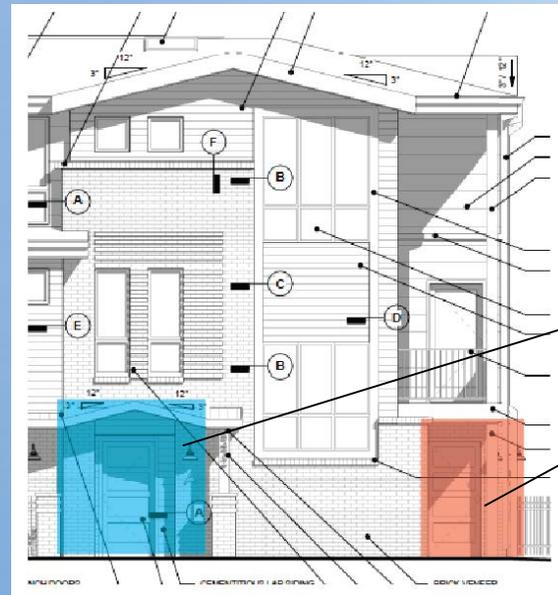
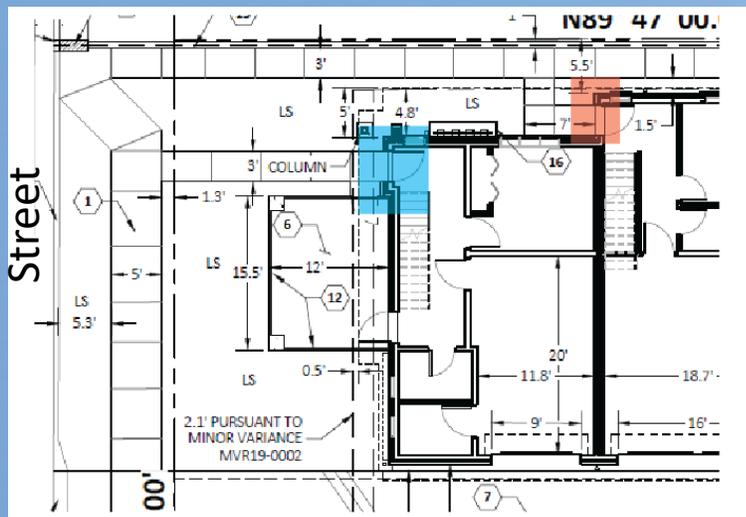
1. Façade Requirement: direct access

- Before Standards: only one unit with direct access



1. Façade Requirement: direct access

- At least some residential entrances shall be directly accessible to the street
- Current Result: second entrance is staggered by 20 to 30 feet from front façade and 45 to 60 feet from the street



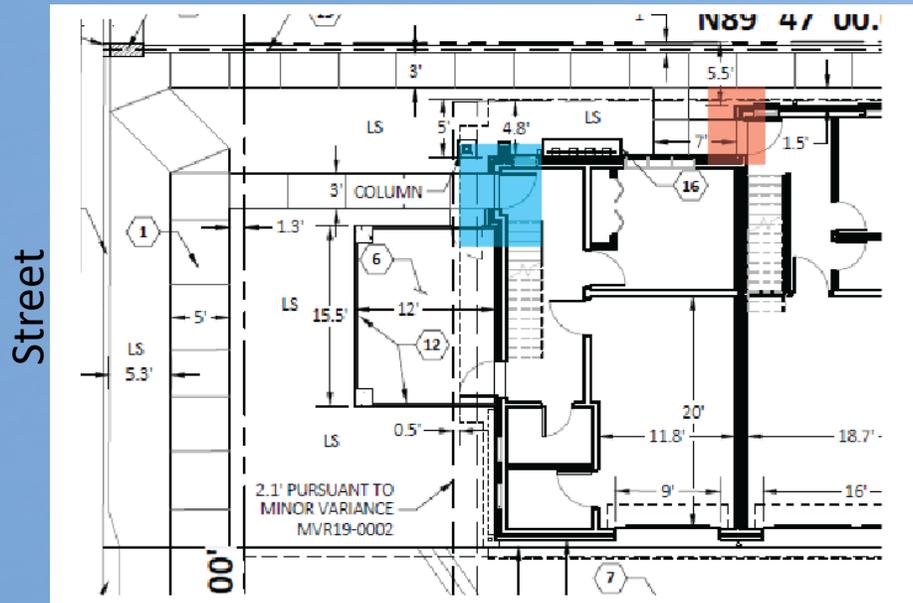
Front Entry

Second Entry

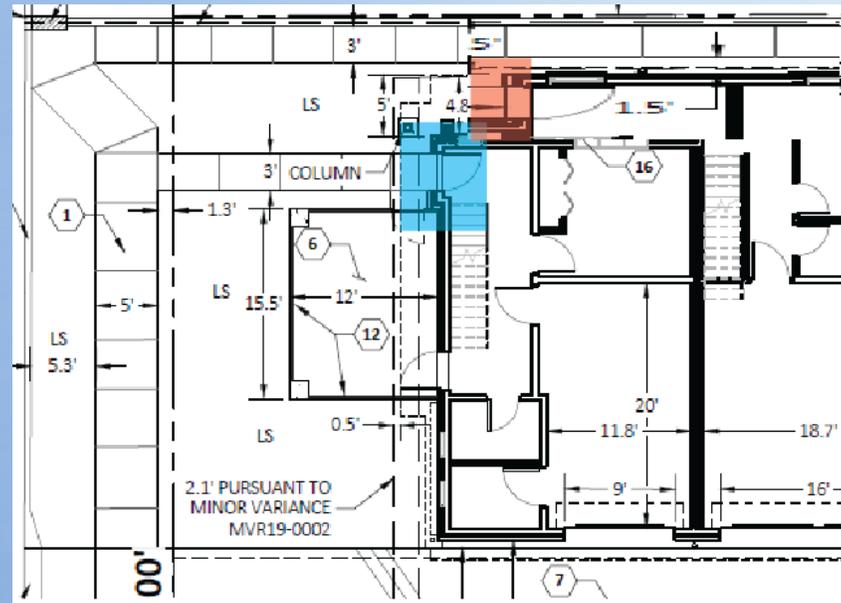


1. Façade Requirement: direct access

- Proposed Standard: At least some residential entrances shall have direct access *and on the primary facade or within 10' of the primary façade.*
- Intent: clarify direct access and improve design



Existing Standard



Proposed Standard

2. New definitions

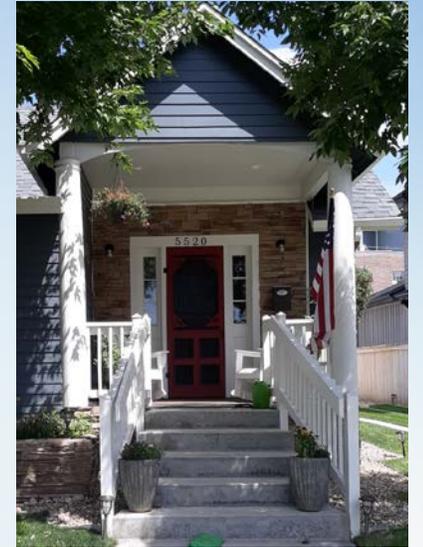
Courtyard

- Why: clarifies direct access requirement



Porch

- Why: cited for design options but not defined



Passageway

- Why: clarifies direct access requirement

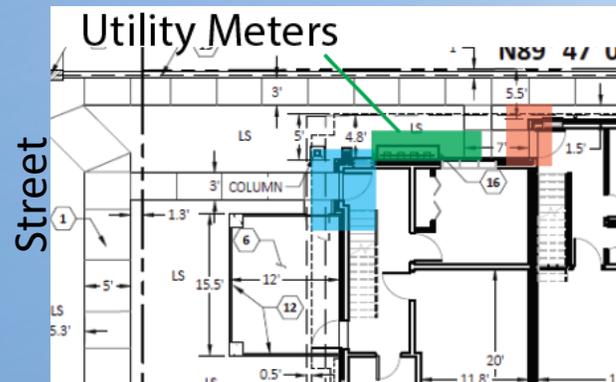
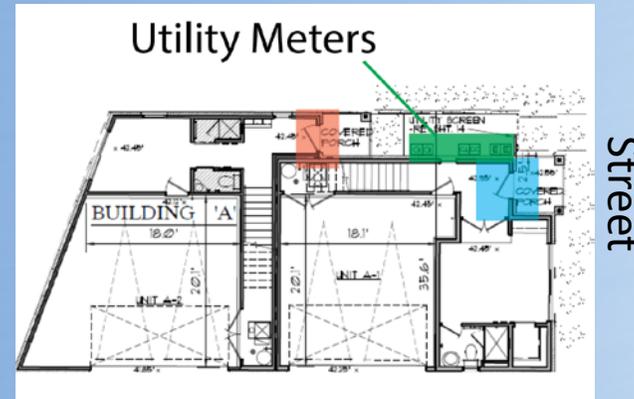


3. Utility appurtenances/ meter locations

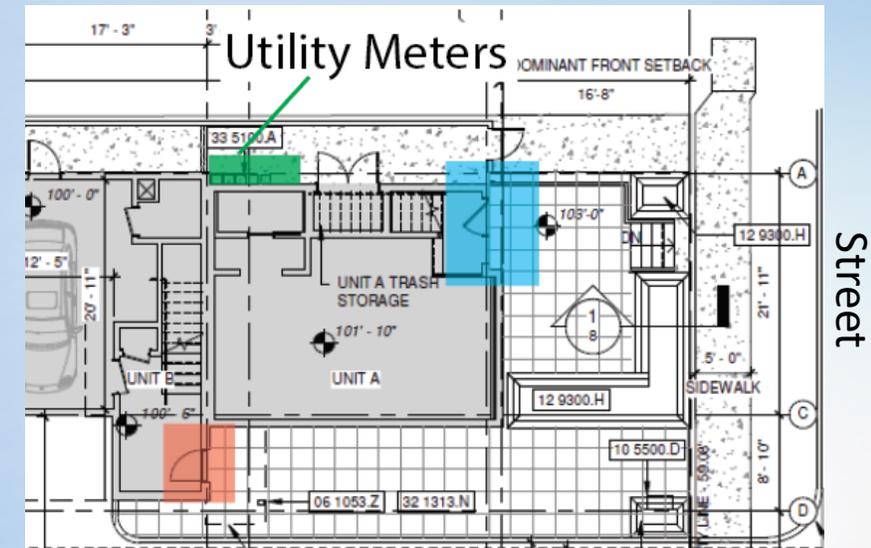
Currently: no longer allowed on primary façade



New outcome: meters located in front of street facing entrances



Proposed change: not located in front of street facing entrances



4. Upper Story and Massing Step-back

- Current standard only applies to Main Street and Alamo Ave at 25% visible
- Intent: establish pedestrian scale adjacent to the street when allowing for upper story

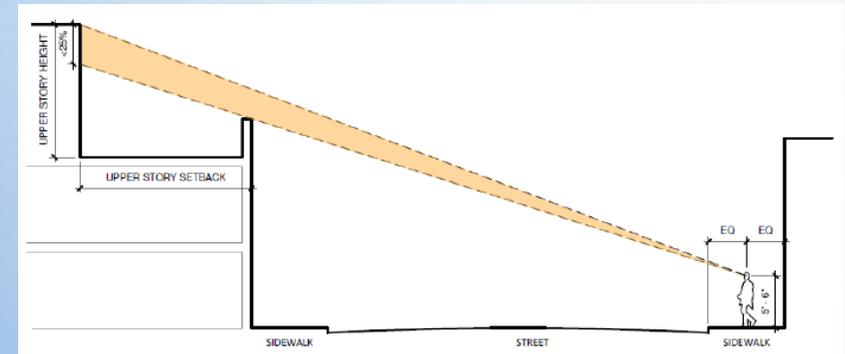
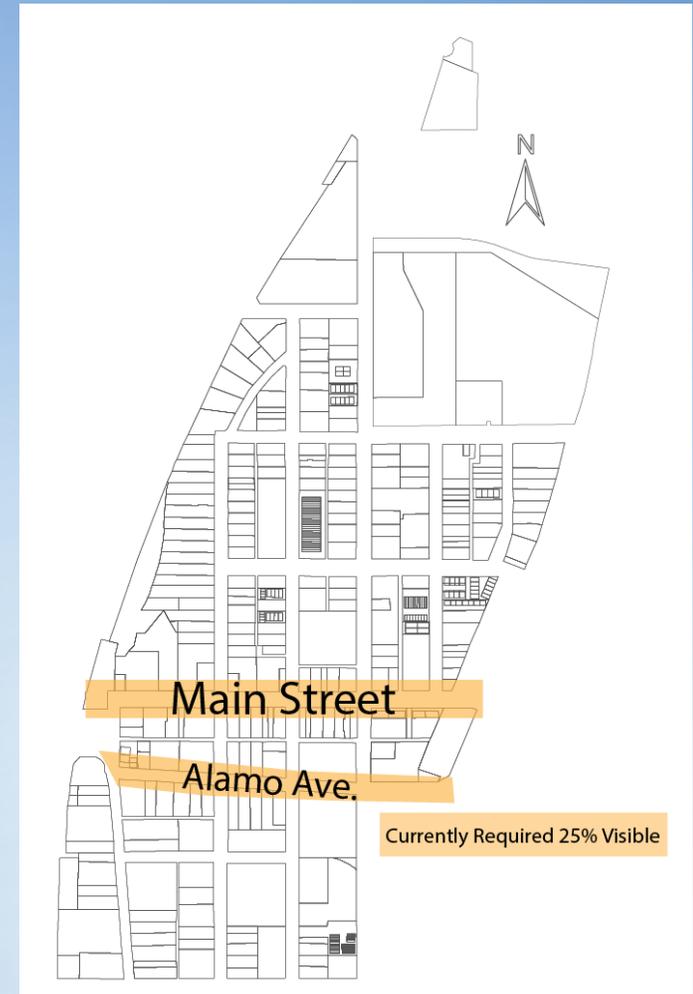
Upper Story with max 25% visible



Littleton Mixed Use

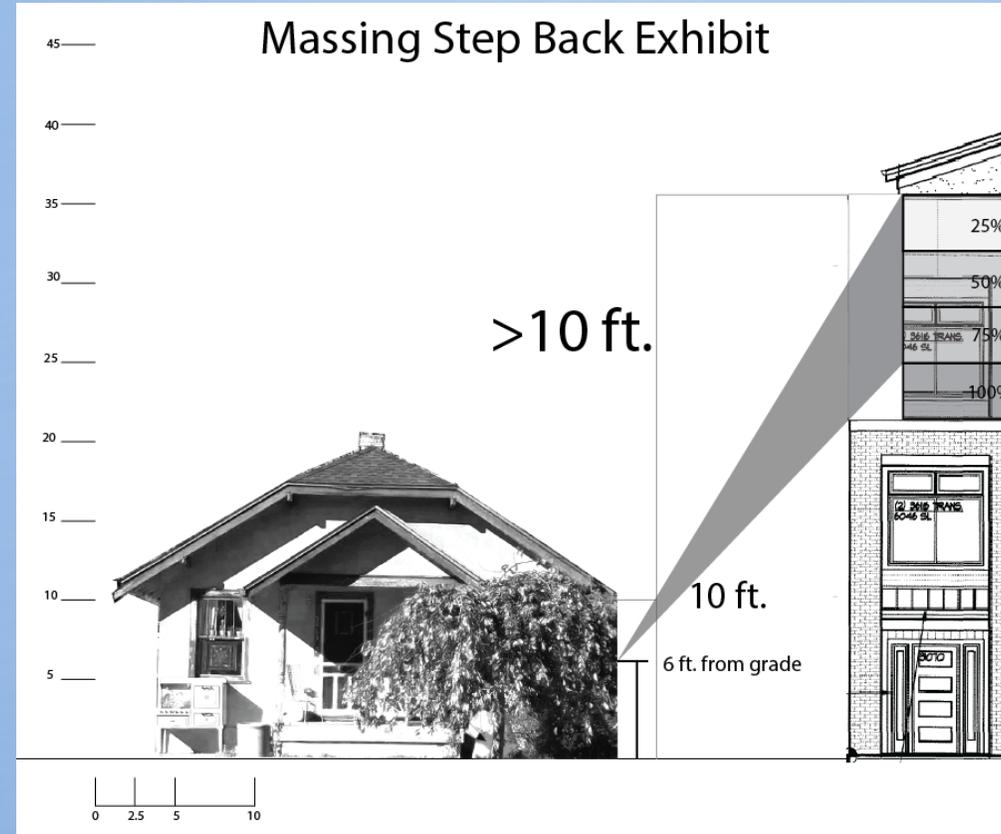


Littleton Office Building



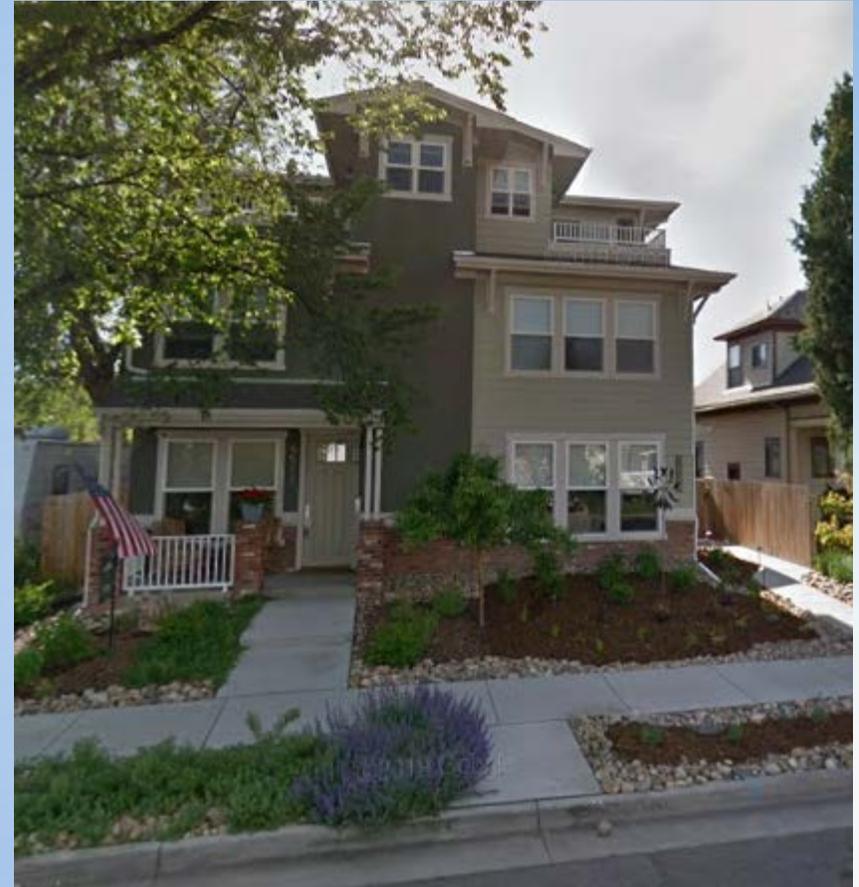
5. New: Building Massing Side Step Back

- No current standard to address dramatic changes in scale
- New standard provides relief by stepping upper stories back on the side



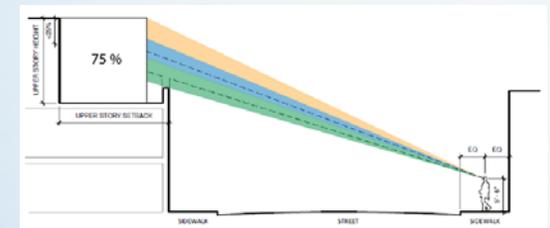
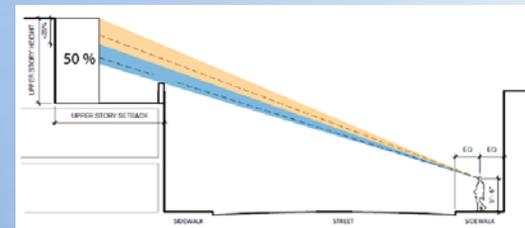
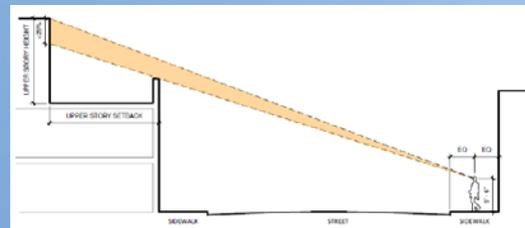
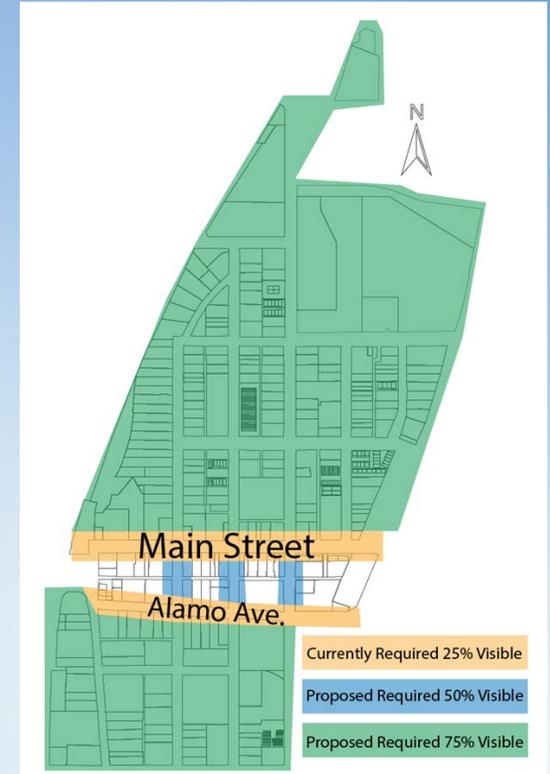
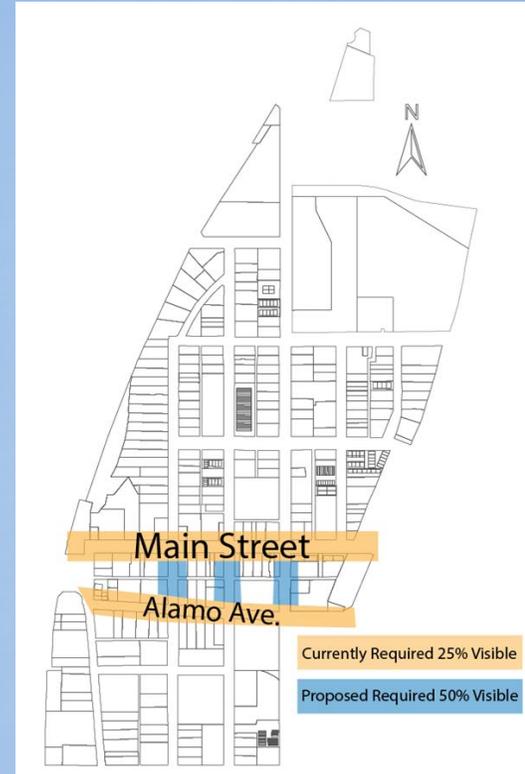
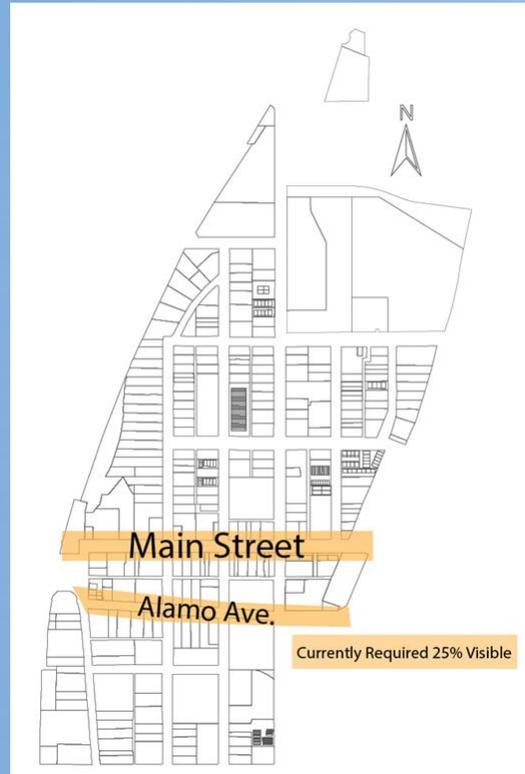
6. Require additional pedestrian activating amenities

Require porches and patios



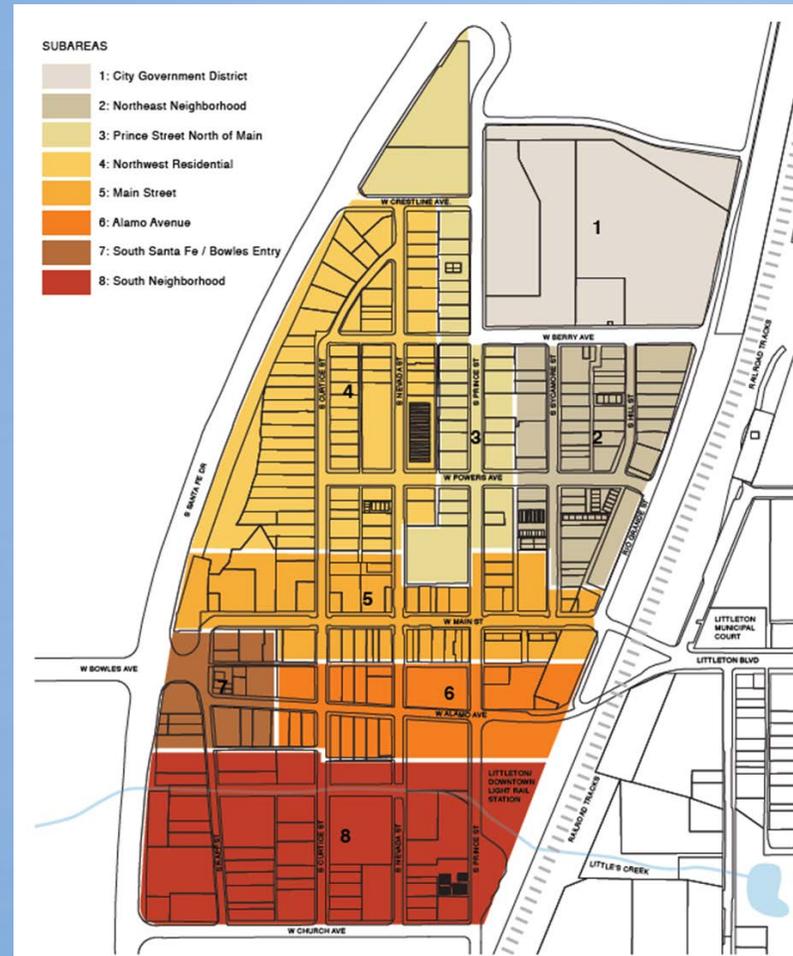
7. Step back adjoining Main St. & Alamo Ave.

- Expand requirement to connecting streets between Main Street and Alamo to 50% visible (Blue)
- Expand requirement to all other areas to 75% visible (Green)



8. Update Design Standard Boundary Map

- The Sub-Area 3 boundary was expanded to the north on November 26, 2018 by PC Resolution 35-2018
- The sub area map needs to be updated and published to reflect the change



Existing map



Map with official boundary

9. New: Require guest parking for new residential developments

1.3.8 All new residential developments shall provide 0.5 off-street, guest parking spaces per unit. Guest parking spaces may not be replaced by bicycle parking facilities.

- Current outcome: parking for new developments is almost exclusively in garages without space on the site or surrounding area for guest parking.
- Intent: provide parking options for residents and their guests.

10. New: Supplement parking requirements in the code with additional clarity for downtown.

1.3.9 All new residential developments shall provide off-street parking spaces at the following rates: 1 parking space for a 1-bedroom unit, 1.5 parking spaces for a 2-bedroom unit, and 2 parking spaces for a 3-or-more-bedrooms unit.

- Current outcome: parking for new developments with four or more units park at 1.5 per unit.
 - Some units park at 1 space, some at 2 spaces regardless of bedrooms
- Intent: provide parking options that better suit the scale and impact of development.

Conclusion

- What staff heard
- Staff will change standards accordingly
- Revisions to Council in April