

GREENWOOD VILLAGE



COMPREHENSIVE PLAN

Adoption

The Greenwood Village City Council adopted the Comprehensive Plan, as Amended, by Ordinance No. 23, Series of 2015, effective November 11, 2015.

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The following resource maps are available at the Community Development Department, City Hall, 6060 South Quebec Street, Greenwood Village, Colorado

- Wetlands Location*
- Major Drainageways*
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- Metropolitan Districts*
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- Community Facilities*
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Contents

Greenwood Village Goals

Overall Village Goals

1. Preserve and enhance the Greenwood Village quality of life, which is defined by the community's appearance, safety, cleanliness, accessibility, availability of recreation and cultural activities, community inter-relationships, and the natural environment.
2. Protect the peripheral areas of the Village from incompatible land development and traffic patterns by promoting planning agreements with neighboring jurisdictions and, when appropriate, by selected annexation.
3. Protect the sensitive environmental areas of the Village, including wetlands and naturally occurring drainages.
4. Mitigate the negative effects of traffic on neighborhoods, while promoting easy access to and from the Village's commercial areas.
5. Promote development that will maintain the Village's economic viability, while preserving the quality of life for Village residents.
6. Promote and develop a Village Center that will serve as a community focal point and provide a source of community pride for Village residents.
7. Promote Interstates 25 & 225 and public transit as the primary accessways to the higher density areas of the Village and discourage traffic in residential areas.
8. New housing should be reflective of the neighborhood in which it is built.
9. Retain the basic integrity and characteristics of existing residential and commercial neighborhoods.
10. In-fill development within residential areas, and any non-residential development adjacent to residential areas, should be in harmony with the existing residential neighborhoods.
11. Provide for code compliance, monitoring, and enforcement in all neighborhoods of the Village.
12. Encourage noise abatement whenever possible.
13. Provide community arts and recreation programs and services that enhance the quality of life for the citizens.

Greenwood Village Goals

Natural Environment Goals

The preservation and enhancement of the Village's natural environment are important considerations when reviewing the merits of any development. This includes the wide use of scarce resources and of vital environmental resources such as clean air and water. The following goals and policies reflect the Village's commitment to its natural environment.

1. Ensure that the effects of new development on the natural environment are recognized and that measures are implemented to mitigate potential negative secondary effects.
 - Encourage environmentally sensitive designs for all types of development that preserve desirable natural features, create favorable habitat for wildlife, and minimize pollution.
2. Promote public education regarding energy conservation techniques.
 - Encourage and promote various recycling strategies for household and business refuse which involve material separation at the source.
3. Encourage all employers to provide alternative transportation systems which reduce air pollution.
4. Ensure that a quality urban environment and streetscape be maintained that is free from unsightly material including outdoor storage of items, inoperable vehicles, refuse, and litter.
 - Continue to strictly enforce Village ordinances that prohibit storage of inoperable and junk vehicles, abandoned appliances, and offensive premises.
 - Continue to enforce the Village's weed ordinance.
 - Continue to enforce Village ordinances prohibiting littering and defacement of property and public areas within the Village.
 - Continue to strictly enforce the Village's noise ordinance.

Wetlands Goals

A significant portion of the existing natural open areas in the Village contain wetlands which are highly valued for their pollution, erosion and flood control functions, as well as for desirable wildlife habitats. In conjunction with the U. S. Environmental Protection Agency, all of the known goals reflect the Village's desire to protect and retain these valuable natural areas.

1. A map entitled, "Wetlands", which was prepared by the U. S. Environmental Protection Agency, is made a part of this Comprehensive Plan. These maps and any subsequent amendments should be used when attempting to establish the exact boundaries of any wetland area. The map included in this document is intended to show principal wetland areas only.
2. Preserve and protect all wetlands within the Village.
3. Continue to require that any proposed activities within or adjacent to wetlands areas are to be referred by the developer to appropriate state or federal agencies as designated by the Village staff to ensure compliance with existing requirements for the preservation of wetlands and/or for the mitigating of the effects of such proposed activities.

Water and Air Quality Goals

1. Work toward attainment of Federal and State environmental standards by cooperating with environmental agencies and participating in programs designed to reduce pollution.
2. Encourage all residents and businesses to adhere to all applicable pollution control standards.
3. Continue to require on-site mitigation measures for the control of nonpoint source pollution.
4. Continue to require best management practices to be utilized for the control of soil erosion and nonpoint source pollution control.
5. Support public transit and carpooling in the area and facilitate bicycling and walking.
6. Support a statewide auto emission testing program to assure maximum auto emission efficiency.
7. Support metro area-wide "clean air" and associated environmental campaigns.
8. Implement a Village-wide tree planting program.

Greenwood Village Goals

Future Land Use Goals

Greenwood Village resolves to accept reasonable growth in an orderly manner. Sound principles of urban design are embraced by the Village. Aesthetic considerations, functional inter-relationships of land uses, and community identity all should be considered when reviewing the merits of growth proposals. Following are the goals and policies which are derived from that philosophy:

1. Promote a compatible and functional system of land uses.
 - Land use regulations should be reviewed and revised annually to reflect current development trends such as flexible zoning techniques which facilitate unique and innovative approaches to development.
 - Encourage developers to incorporate desirable aesthetics in designing and planning their projects.
 - Strive to protect the views of the mountains and of Cherry Creek Reservoir by requiring developers to evaluate the visual impact of their projects on existing and proposed developments.
 - Encourage appropriate site design techniques to buffer differing or incompatible land uses.
 - The current mix of land uses ensures that an appropriate balance between tax revenue generation and cost of government services can be sustained over time.
 - The existing mix and balance of residential and commercial land uses is appropriate and necessary to sustain the quality of life for residents and the overall quality of the business environment. Comprehensive Plan Goals.
 - Utilize traffic analysis factors when judging suitability of development proposals.
 - Consider the environmental impacts of all development.
 - Monitor the development patterns and activities in other jurisdictions, including the City and County of Denver, Centennial, Lone Tree and Arapahoe and Douglas Counties and encourage development that has limited negative impacts on the Village.
 - In those instances where a subdivision or development plan approved by the City Council allowed for the altering of the historic grade, the regulation should allow the approved grade to supersede the historic grade.
 - Higher intensity development will be considered only within the Corridor Planning Area consistent with existing approved plans and or plans associated with the Village Center.

Future Land Use Goals (continued)

2. Promote superior site utilization through regulation and site plan review.
 - Promote use of natural features.
 - Design buildings so that “building bulk” is in keeping with adjacent areas and complements other aesthetic features.
 - Design parking and accesses to minimize storm water run-off.
 - Ensure that signs meet minimum standards of quality, both aesthetically and structurally, and do not dominate the streetscape.
3. The general high quality image, appearance, and identity of Greenwood Village shall be maintained.
 - The appearance of commercial property is encouraged to use exterior materials that are compatible with the surrounding area, such as brick, stone, granite, marble, architectural pre-cast concrete, metal and non-reflective glass.
 - Consistent architectural design for all facades of the building are encouraged (360 degree architecture).
 - Discourage unnecessary commercial signage.
4. Recognize the neighborhood as the fundamental planning unit of the Village and retain the basic integrity and characteristics of existing residential and commercial neighborhoods where possible.
 - Residential neighborhoods should be self-contained, identifiable environments bounded by significant natural or man-made boundaries such as rivers, arterial streets, canals, and buffer lands.
 - Commercial neighborhoods should be functional identifiable areas which do not adversely affect adjacent residential neighborhoods.
 - Land uses which would detract from the function and viability of the commercial areas should be minimized.
 - Neighborhood groups should be officially registered with the City Clerk’s office and contacted by developers and staff when development is proposed in the vicinity.

Greenwood Village Goals

Future Land Use Goals (continued)

5. It is recognized that new development may have an adverse effect on adjacent properties that may include altering existing views.
 - As part of proposed alterations to existing buildings, view plane impacts are considered. From time to time, development proposals may be asked to better mitigate view plane impacts if practical.
 - Generally, the aggregation of taller buildings without appropriate separation that preserves views is a concern and is to be discouraged.
 - To the extent practical, views of the mountains and Cherry Creek Reservoir should be considered in development and redevelopment proposals in the City.
 - It is important that street view impacts be fully appreciated as part of any redevelopment proposal.
6. Promote the creation of a unique Village identity by encouraging such features as coordinated City boundary markers on streets and trails, and distinctive street lighting.
7. Discourage commercial signage that can be seen from residential neighborhoods.
8. Assure diverse recreational opportunities.

Housing Goals and Objectives

It is the intention of the people of Greenwood Village to maintain the current high standards for residential development. The following goals reflect that commitment:

1. Promote the continued availability of housing that is safe, accessible to shopping, schools, employment, and social services, and reflective of a broad range of needs for size and type of house.
 - Encourage the diversity of housing types which allows a mixture of socio-economic situations within the Village, and choice of lifestyles.
 - Ensure the availability of a variety of residential housing types within the City.

Greenwood Village Goals

2. Protect the health and safety of the residents in all residential neighborhoods.
 - Limit residential development in natural hazard areas and require construction modification to mitigate impacts to natural areas.
 - Provide information to the public as to the types and location of natural hazards.
 - Assure accessibility of emergency vehicles to residential areas.
 - Discourage unnecessary traffic through residential neighborhoods.
3. Encourage all new residential development to be of high quality, offer innovative design, and contribute to neighborhood identity, thereby creating interesting places to live.
4. Preserve and enhance the environment of the existing residential neighborhoods of the Village.
 - Encourage historic preservation efforts where applicable.
 - Discourage “infill” projects with higher proposed densities than currently exist in the Design Section.
 - When public facilities or other non-residential facilities are proposed for residential areas, they should be designed to mitigate the negative secondary effects on existing residences. Where the effects will be significant, the facility should be discouraged.
5. Maintain the single family detached dwelling unit character of the City.
6. Higher density residential development, such as multi-family homes will be discouraged throughout the City except in one narrowly defined planning subarea located within the I-25 Corridor.
7. Additional multi-family rental housing will be discouraged due to the current disproportionate mix of multi-family rental housing compared to multi-family owner housing in the City.
8. Only a limited amount of future additional owner occupied multi-family housing will be considered in one designated planning area.

Greenwood Village Goals

Transportation Goals

1. Because traffic management is a critical concern of the Village, the Transportation Plan should be aggressively implemented; the tenets of the plan should be rigorously applied to new development.
 - In order to understand the full impacts and implications of development staff will continue to assess traffic impacts based on an impact radius considered appropriate.
 - Level of Service (LOS) standards shall not be the sole determinant of whether to mitigate a traffic impact resulting from a development. LOS should continue to be one factor in determining appropriate exactions and dedications expected from a development.
 - Impact assessments should consider the net difference between the market occupancy of an existing building compared to what is proposed.
2. Protect the Village's residential neighborhoods by minimizing the incursion of commercial and transient traffic into residential neighborhoods.
3. Accommodate anticipated commercial development by facilitating commercial traffic flow along arterial streets supported by other means of transportation.
4. Provide convenient access to the Village's residential neighborhoods for local traffic.
5. Encourage non-motorized travel throughout the Village by providing safe, convenient pedestrian/bicycle routes.
6. Minimize non-local traffic around the Village's public areas such as schools and neighborhood parks.
7. Encourage implementation of mass transit systems and other alternatives to single occupant vehicles.
8. Maintain designated truck routes throughout the Village using size and weight limitations.
9. Provide convenient and safe bicycle access to all Village recreation areas and schools from all parts of the Village.
10. Street and traffic impacts adjacent to a proposed development should be addressed subject to the traffic impact assessment discussion noted above.

Transportation Goals (continued)

11. The City should strengthen working relationships with adjacent municipalities to address traffic issues of mutual concern.
12. To make certain that new development does not adversely impact the quality and character of the City, the exaction and dedication impact radius should include infrastructure improvements consistent with the proximity and proportionality requirements of the law and the unique circumstances of each development.
13. Seek grade separated crossings of busy roadways for bicycles and pedestrians to improve safety and enhance access, especially to the light rail transit stations.

Economic Development Goals

1. Provide an encouraging atmosphere for a broad range of high quality commercial development in the Village.
2. Discourage strip commercial development throughout the Village.
3. Enhance the land use regulations of the Village so that they support the development of high quality commercial areas.
4. Assure that the capital improvements program reflects the needs of all sectors of the Village.
5. Encourage the start-up and growth of small businesses.
6. Participate in constructive dialogue with the commercial sector to create an atmosphere of cooperation.
7. Encourage campaigns attracting attention to the goods and services available in the commercial sector.
8. Development and redevelopment should continue to grow the tax base of the City in meaningful ways.
9. Development impact costs (both capital and operating) should be appropriately addressed through developer paid improvements, anticipated incremental shared project revenues, impact fees, or special taxes that are agreed to by the developer.
10. There should be a net positive economic impact either directly or indirectly from development and redevelopment.

Greenwood Village Goals

Annexation Goals and Objectives

While annexation is not a goal in and of itself, the Village recognizes that annexation may be a tool to realize one or more of the following objectives, which reflect the policy of Greenwood Village and the goals of this Comprehensive Plan:

1. Establish a continuous Village without enclaves or exclaves.
2. Ensure that all proposed annexations are in the best interest of the Village and uphold the high standards of quality which currently exist.
3. Require that proposed annexations contribute to a multi-dimensional Village with a diverse land use mix and versatile recreational opportunities.
4. Ensure the security of existing residential areas by protecting them from the negative influences of development adjacent to the Village.
5. Ensure that the Village's system-wide traffic management program will not be negatively influenced.
6. In order to comply with the above goals, the Village shall disseminate appropriate information regarding each annexation to the general public.
 - Consistent with Section 1.07 of the City Charter, "No ordinance annexing lands used or zoned for residential purposes shall become effective unless such ordinance is first referred by the Council to the registered electors of the City and said ordinance is approved by a majority of the electors voting on said ordinance."

Solid Waste Goals

1. Promote recycling through licensing, education and information programs, and other Village efforts.
2. Promote responsible handling of hazardous waste through Village-wide pickup programs, and education and information programs.
3. Conduct education programs to promote overall reduction in solid waste generated by Village residents.
4. Encourage composting efforts within the Village through education and other programs.

Regional Context

METRO VISION 2035

Metro Vision 2035 is the long-range growth plan for the Denver region and is designed to preserve and enhance the metropolitan area's quality of life. The plan is organized around three core elements, or building blocks, that focus on the region's development pattern, necessary transportation system, and actions needed to preserve environmental quality. The core elements are:

Growth and Development—defines where growth will occur over the next 25 years. The Urban Growth Boundary/Area (UGB/A) contains 921 square miles of urban development. The Plan intends to maximize the benefits and minimize the costs of growth by promoting development patterns that make efficient use of public infrastructure, is sensitive to environmental concerns and accommodates the diverse needs and lifestyles of the region's residents, such as focusing growth toward urban centers.

Urban centers are concentrated areas of development, more dense and mixed-in-use than surrounding areas. A range of urban centers in the region will serve as transit destinations; support retail, employment and housing; contain higher densities than the regional average; and encourage pedestrian-oriented travel. They will be pedestrian-oriented, mixed-use locations of high intensity, providing a range of retail, business, civic, cultural, and residential opportunities for their surrounding trade areas. There are three types of urban centers. Mixed-Use Centers are envisioned as high-intensity, pedestrian-oriented, mixed use locations providing a range of retail, business, civic and residential opportunities for the surrounding trade area. Activity Centers are similar, but focused mostly on employment. They may not contain the same mix of uses, particularly residential. The third type of urban center is the Regional Corridors which have some component of residential, but are distinguished by their larger size and linear characteristics. Regional corridors are similar to a series of connected centers. The Southeast I-25 Regional Corridor, reflected in the Metro Vision 2035 Plan, include several of the mixed-use developments along I-25 in Greenwood Village.

Balanced, multimodal transportation system--includes rapid transit, a bus network, regional beltways, bike and pedestrian facilities, and establishes policies to preserve and enhance the existing system. The plan aims to move people and goods efficiently by providing many travel

Regional Context

choices, such as bus and rapid transit, highways, local streets, bicycle, and pedestrian facilities. Since the Plan identifies needs that exceed available funding it is important to partner with other agencies on strategies for obtaining funds.

Environmental quality--acknowledges that the location and type of growth and land development have significant effects on the region's air and water. Environmental issues such as air and water quality are truly regional in nature. Water quality will be addressed through the Clean Water Plan, an integrated watershed approach to managing regional water quality. Air quality is linked with population growth, travel behavior and technology improvements. Metro Vision reflects desired development and transportation patterns recommended by the Regional Air Quality Council (RAQC) to help curb increases in air pollution.

Another important environmental element is a regional open space system that shapes the region's form, protects environmental resources, and provides recreational opportunities. The recreational, environmental, visual and agricultural qualities of the region are of great value to residents and visitors. As the region continues to develop, it will be increasingly important to identify and protect this valuable asset.

Greenwood Village supports Metro Vision 2035 as a plan for addressing growth in the metropolitan area. The City Council has adopted by ordinance the Urban Growth Boundary Map and has signed the Mile High Compact, thereby making a commitment to regional planning policies.

The Greenwood Village Comprehensive Plan is consistent with the Metro Vision 2035 Plan. All development within the Village will occur within the urban growth boundary. This plan, and the Village's Parks, Open Space and Trails Master Plan and related policies recognize the importance and advocate the preservation of open space. A key component of this plan and the Transportation Plan is the promotion of a balanced multi-modal transportation network. Village officials have been leaders in regional transportation planning and funding of multi-modal transportation improvements. The Comprehensive Plan envisions a hierarchy of centers within the community that are well connected and promotes the Southeast I-25 Corridor as the most important urban corridor in the region. Finally, the Village continues to be a leader in the protection of the environment, with activities that include but are not limited to the promotion and adoption of multi-modal transportation systems and stringent water quality standards.

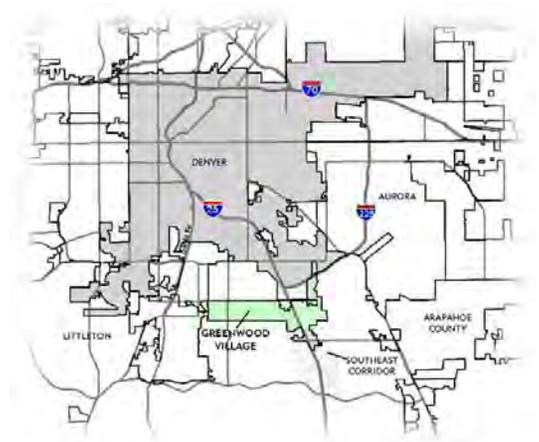
Sub-Regional Forces

This section of the Greenwood Village Comprehensive Plan addresses market conditions in the Denver metropolitan region within a more limited context. Market conditions (“Forces”) as well as development and land use patterns and travel behavior (“Trends”) can be tracked at both regional and sub-regional levels. Regional forces and trends pertain to activities or economies on a scale greater than that of a single jurisdiction that affect a broad geographic area. Likewise, a sub-regional area is greater than the limitations of a jurisdiction but does not encompass an entire region; it is more narrowly focused. The policy discussion in this section of the Comprehensive Plan identifies the sub-regional issues associated with the immediate area around Greenwood Village and how the Village will anticipate and respond to sub-regional impacts.

Greenwood Village is centrally located in the southeast part of the Denver metropolitan region. This location has its benefits but also presents challenges to maintaining quality of life for residents and has impacts on the business community as well. The Village faces pressures from sub-regional market conditions and development. Several land use and development factors will impact how the Village grows and will also help shape Village policy with regard to the management and direction of its future.

LAND USE

We face two challenges in addressing the quality of the community related to development issues. Our first challenge is to determine how to maintain a high quality of life for those who reside and work in the Village. Our second challenge is to determine how to preserve the unique semi-rural and park-like character of the Village given land use and economic pressures. Increasingly people are looking for ways to make connections to the place they call home. In this regard, the Greenwood Village Comprehensive Plan envisions that a clear and identifiable community focal point, a “Village Center,” will be established while maintaining the park-like, uncongested feeling of the Village.



Sub-Regional Forces

Housing

Maintaining the open feeling of the Village in light of continued growth in the region and sub-region will increase pressures on the available housing supply. The Greenwood Village Comprehensive Plan outlines land use strategies and objectives consistent with the Metro Vision 2035 Plan, which advocates a greater concentration of housing at mixed-use centers. The Greenwood Village Comprehensive Plan identifies urbanized core areas that support intensification of residential land uses as well as additional housing opportunities within the Village's future service area.

Environmental Protection



Greenwood Village is a leader in wetland preservation and water quality management.

Greenwood Village is a leader in wetland preservation and water quality management.

The Village respects the natural environment, reveres its natural settings, and is a leader in wetland preservation and water quality management. The Greenwood Village Comprehensive Plan provides a map inventory of environmental resources, such as water bodies, drainage channels, and wetlands, which establishes policy objectives for continued protection of the environment. Protection of Cherry Creek Reservoir is of concern within the sub-region. Protection of this amenity from phosphorous discharge from various non-point sources such as new development is vital to the future health of the reservoir because phosphorus feeds and encourages the growth of algae within this water body. Overgrowth of algae will eventually restrict the variety of aquatic life in the reservoir and will detract from its recreational value due to degraded water quality.

The City of Greenwood Village makes concerted efforts to protect the future use of Cherry Creek Reservoir and State Park. The Village advocates specific policy and environmental regulations to protect the reservoir. Greenwood Village continues to monitor potential development impacts on water quality at Cherry Creek Reservoir based on the recognition that the water quality at the reservoir is being impacted. Sixty-seven percent of Greenwood Village residents feel that it is very important to protect the water quality of the reservoir.

The Village's major drainageways also serve as a focus for the continued enhancement of an extensive sub-regional system of parks and trails. Typically, these parks are "passive" in nature and include a series of pedestrian and equestrian trails, wetlands, terrestrial and avian wildlife protection areas, and aquatic habitats.

Cherry Creek State Park and Reservoir

Cherry Creek Reservoir was designed and built in the 1950s to retain water from a major flood event. The size of the reservoir provides a very high level of safety with respect to flooding the outlying areas. This flood and drainage control facility serves most of the visitors to the metropolitan area. Cherry Creek State Park receives over 1.5 million visitors annually. The park offers a natural prairie environment around a lake that is 880 surface acres in size. Site amenities include horseback riding, boating, fishing, and motorized vehicles such as powerboats and jet skis. The reservoir serves as a major recreation resource not only for Greenwood Village residents but also for other residents of the immediate area.

The High Line Canal

The High Line Canal is a regional irrigation and recreation amenity that runs 66 miles east-northeasterly through Douglas, Arapahoe, and Denver Counties terminating at the Rocky Mountain Arsenal Lateral in the Green Valley Ranch area of extreme northeast Denver. The canal is a man-made waterway that was constructed in the late 1880's to deliver water to farmers and settlers. Now owned by Denver Water, the canal begins at a diversion dam 1.8 miles upstream from the mouth of Waterton Canyon southwest of Chatfield Reservoir. Water is delivered to irrigators along the canal on an intermittent basis from April 1 through October. The canal meanders through the western portion of the Village. A trail along the canal has become popular and is used for walking, running, cycling, horseback riding and wildlife viewing. The section of trail that lies within the Village is managed by the Village. In addition to the trail, the canal is lined with majestic cottonwoods and other flora that constitute an important wildlife habitat in the Village.

Sub-Regional Forces



The Denver Technological Center and the Southeast Corridor have grown to a level of rivaling, if not surpassing, the economic and business capacity of the Central Business District of Denver.

Denver Technological Center, Greenwood Plaza and the Southeast Corridor

The Denver Technological Center and the Southeast Corridor have grown to a level of rivaling, if not surpassing, the economic and business capacity of the Central Business District of Denver.

The Denver Technological Center (DTC) was created in 1962 on 40 acres. Today the DTC encompasses over 870 acres. The DTC is located at the junction of I-25 and the I-225 corridors within the City of Greenwood Village (421 acres) and within the City and County of Denver (449 acres). Greenwood Plaza North and Greenwood Plaza South are the anchors to the office park development on the west side of I-25 between Belleview Ave. and Arapahoe Rd. The DTC and the Greenwood Plaza developments, along with the rest of the Southeast Corridor, have continued to develop since their inception into a major economic and employment center. Today the corridor includes uses such as offices, hotels, rental apartments, fashion retail stores, specialty shops, restaurant complexes, and some high-end single family residences and recreational opportunities. The objective of the DTC and Greenwood Plaza master plans is to create a balanced mixture of land uses that establish an urban center with a tree-lined street system in a suburban setting.

According to the DTC, the aesthetic and fiscal value of its properties has outpaced other area sub-markets, including the Denver CBD, for many years.

The DTC and Greenwood Plaza area are readily identifiable and serve as gateways into Greenwood Village and the Southeast Corridor urban/employment edge. In 2011, businesses in the Southeast Corridor employed over 209,000 people daily. The Southeast Corridor continues to rival the Denver Central Business District as the region's major employment center. Regional public policies regarding transportation, land use and density choices, redevelopment, housing, and recreation, must recognize the continuing growth within the corridor and the importance of the corridor in regional planning.

Drainage, Water Quality, and Floodplain Management

Greenwood Village emphasizes the protection of property through requirements that ensure adequate stormwater detention on private and public lands. The Village has adapted a series of policies that integrate its urban drainage systems into its overall urban planning process. The Greenwood Village Comprehensive Plan establishes policy directions, objectives, and expectations regarding the construction of drainage improvements in the Village. These objectives and policies are based on the extensive successful experience of the Urban Drainage and Flood Control District (UDFCD), with specific Village requirements based on community values. The Greenwood Village Regional Detention Plan will apply the principles of the Village's Drainage Criteria Manual into a planning tool.

The Greenwood Village Regional Detention Plan incorporates the principles established in the Drainage Criteria Manual regarding the management of floodplains and stormwater quality. These policies protect not only the public health, safety, and general welfare of the Village, but also its aquatic, recreation, wildlife, and water supply resources. The Greenwood Village Regional Detention Plan envisions the enhancement and protection of the seven major drainage basins within the corporate boundaries.



Redevelopment

The sub-region around Greenwood Village, like the entire Denver metropolitan area, is emerging from a recession. Recent redevelops like the Landmark project and the Cinderella City Mall are examples of redevelopment opportunities within a mature community. Downtown Denver and the Central Platte Valley District are also examples of redevelopment occurring within the sub-region. All of these projects or areas are near light-rail stations.

Other opportunities for mixed-use and transit-oriented development located adjacent to light-rail stations along the Southeast Corridor will provide further redevelopment opportunities. Consistent with the DRCOG Metro Vision 2035 goals and objectives and its Urban Corridor policy, the Greenwood Village Comprehensive Plan establishes policies regarding limited residential in-fill and commercial redevelopment opportunities that preserve and enhance the aesthetic quality of the Village. Property owners in Greenwood Village have expressed interest in redevelopment opportunities that entail the demolition of outdated commercial buildings in exchange for higher quality redeveloped commercial sites.

Sub-Regional Forces

Greenwood Village deems the redevelopment of existing private and public property improvements to be a vital and important step in the redevelopment process. The Greenwood Village Comprehensive Plan promotes redevelopment within the Village, thereby providing for the vitality and aesthetic enhancement of retail businesses through updated building exteriors and site improvements. Greenwood Village will utilize existing programs and will create new programs to implement redevelopment opportunities.

TRANSPORTATION



Several initiatives are underway to address transportation system improvements. These efforts recognize the need to provide infrastructure that can meet the demands of commuter traffic within the Denver metropolitan region generally and within the sub-region around and within Greenwood Village specifically. Sub-regional factors that have an impact on Village transportation systems are discussed in this Comprehensive Plan. Program initiatives address the wide range of transportation and traffic issues facing the Village.

Transportation Plan and Studies

The Village has undertaken a significant commitment to address transportation system improvements with the Transportation Plan. Adopted in January 1999, the Transportation Plan examines how the growth of the Village can be accommodated by the transportation infrastructure. In addition to the transportation goals outlined in the Comprehensive Goals section of this plan, the Transportation Plan is incorporated into this plan by reference. It is the intention of this Plan to ensure that all land development within the Village complies with the Transportation Plan.

In November 2007, the Village along with the Colorado Department of Transportation (CDOT), Arapahoe County, and City of Centennial finalized the Arapahoe Road Corridor Study. The study identified a comprehensive list of improvements and strategies to improve mobility in the study area, including the I-25 interchange. Currently, the Village is partnering with CDOT, Arapahoe County, and Centennial to complete the Environmental Assessment and begin final design. Construction for Phase 1 of the improvements is anticipated to begin in 2014.

The Village also completed the I-25 Corridor Transportation Improvement Study and the South Greenwood Village I-25 Corridor Traffic Analysis. These studies analyzed short and long range transportation needs in the I-25 corridor. A comprehensive list of transportation improvements for streets, transit, bikes, and pedestrian were identified in the studies.

Centennial Airport

Centennial Airport is a general aviation airport originally designed as a reliever airport to support the now closed Stapleton International Airport. The airport was opened in 1967 and has grown steadily over the years. The airport is owned and operated by the Arapahoe County Public Airport Authority, a political subdivision of Arapahoe County. In 2011, Centennial Airport accommodated 303,043 aircraft operations. The record year at Centennial occurred in 1998, with over 466,000 aircraft operations.

A 2008 economic impact study performed by the Colorado Division of Aeronautics indicated that Centennial Airport has a positive economic benefit to the local and Colorado economies. Many of Colorado's largest companies do business at or through Centennial Airport. Centennial Airport also provides important benefits to the local community. Examples of these benefits include air ambulance, check transport and air cargo flights.

One issue of particular concern to the Village and its residents is the threat of the airport accommodating scheduled passenger service. Providing scheduled passenger service at the airport would significantly increase the number of flights into and out of the airport. With more and larger aircraft flying over existing residential neighborhoods, the noise impacts would significantly degrade the quality of life in the Village. At the beginning of the decade, a coalition of elected and civic leaders, including Village Councilmembers, lobbied Colorado Congressional leaders for legislation that would allow general aviation airports, such as Centennial Airport, to deny scheduled passenger service without losing any federal funding. In 2003, federal legislation was passed that allows the airport to remain a general aviation airport, keeping scheduled passenger air carriers out of the airport. At the same time, the law allowed the airport to regain federal funding it had lost in 1998." Since the 2003 legislation, Centennial Airport has experienced growth in more business oriented jets and expansion of training flights.

Sub-Regional Forces

Noise from Centennial Airport continues to be a major concern of the Village and residents as airport growth continues. The FAA sanctioned the formation of the Centennial Airport Community Noise Roundtable with the 2010 approval of the Centennial Airport Part 150 Study. Council members and citizens of Greenwood Village were active participants in the creation of the Part 150 Study recommendations. Greenwood Village is one of ten municipalities that appoint a representative to the Roundtable. The Village supports the Roundtable mission and efforts to work with airport interests to reduce airport noise and its impacts on residential communities.

In 2011, the FAA initiated redesign of the Denver airspace including the airspace around Centennial Airport to accommodate new RNAV (Area Radar Navigation) Routes. Noise impacts of the RNAV routes on Greenwood Village residential communities are currently unknown.

I-25 and I-225 Corridors/T-REX

I-25 (formerly known as the Valley Highway) was originally constructed in the 1950s to serve as a major north-south connector. The infrastructure was not designed to accommodate, nor did its designers anticipate, the level of growth in the southeast and southwest Denver metropolitan area during the 1990s. The corridors consist of I-25, the major north-south freeway in the state, and I-225, which provides access to I-70, the region's major east-west freeway.

The Southeast Corridor connects the two largest employment centers in the region, the Denver CBD, with approximately 130,000 employees, and the

Southeast Business District, with approximately 209,000 as of 2011. The Southeast Business District includes the DTC and the Inverness, Meridian, and Greenwood Plaza business parks. With employment centers along the corridor, traffic congestion occurs in both directions during the morning and evening rush hours and frequently during the noon hour in the Southeast Business District. Continued growth in the SE metropolitan area keeps the corridor as one of the highest-volume, most congested corridors in the region.

In 2006, the Transportation Expansion Project, commonly referred to as T-REX was completed. T-REX widened the I-25 and I-225 corridors as part of a multimodal transportation improvement project undertaken after almost 20 years of study. The project increased the roadway system's capacity for automobile traffic and constructed a light rail system, which will be discussed later in this section. In addition, to roadway widening and the light rail system, the project reconstructed eight interchanges, replaced or rehabilitated 18 bridges, and constructed major drainage upgrades.

The Comprehensive Plan supports enhancing and preserving the overall high quality of the I-25 Corridor throughout the Village's corporate limits. This corridor's value is significant because it serves as a gateway into Greenwood Village. The goals for the corridor are to:

- Revive and enhance the aesthetic quality of the I-25 Corridor.
- Create a strong "sense of place" and a memorable visual experience.
- Develop design consistency and cohesiveness among the major elements of the corridor.

Commuting Patterns

DRCOG reports transportation data for the region, including the results of household surveys on commuting patterns at regional and sub-regional levels. The following conclusions were reached:

Within the Denver region there are approximately 10 million daily regional trips. Of that 22 percent are trips to and from work. It is estimated that a single person makes on average 3.5 daily trips and the average household size in the Denver region is 2.6 people, which equates to each household making about 9.1 trips per day.

Total vehicle miles travelled (VMT) for the average weekday increased substantially between 2001 and 2006, however since 2006 VMT has leveled off due in part to the recession, changes in driving habits, and travel behavior. Currently, the VMT per capita is 26.3 miles per day per person. The regional goal is to reduce the VMT per capita by 10 percent to 23.7 by year 2035.

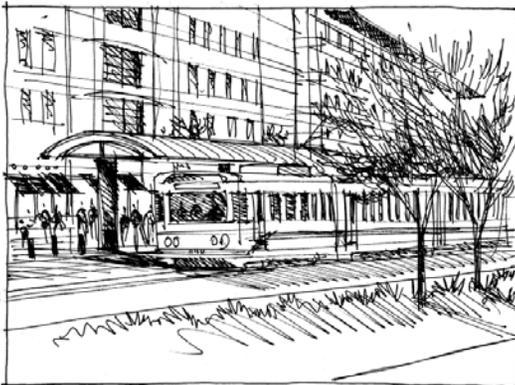
Seventy-five point six (75.6) percent of drivers primarily travel alone to work and to shop but share rides to school and to social or recreational activities. Most travel occurs during the a.m. and p.m. peak hours.

Sub-Regional Forces

In 2010, 3.9 percent of work trips were made using the RTD system. By comparison, in 1959, the respective percentages were more than twice as high. DRCOG also reports that 3.3 percent of trips to work are by walking or biking.

Traditional commuting patterns have evolved significantly over the past several decades. Past patterns were based on the location of the primary employment center for the region, which was downtown Denver. Today, people commute to many regional and sub-regional employment centers that may be located across town from where suburban and affordable housing opportunities exist. New employment centers are not located in a traditional downtown, but along major highway corridors and in suburbs. The DTC and the Inverness and Meridian business parks are located along the I-25 Corridor. Interlochen is located along the Boulder Turnpike. These locations are two of the regional “metropolitan centers” that compete with the traditional model of the downtown central business district as the primary employment center.

More emphasis on east-west connections and not just north-south connections must be established and strengthened via RTD. The Greenwood Village Comprehensive Plan identifies a need for enhanced east-west connectivity. East-west connectivity will become increasingly important as new regional or employment centers develop throughout the metropolitan area and new connections between hubs are realized.



The I-25 Southeast Corridor Light Rail will be one step toward easing the congested commute for those who live or work in the Denver Technological Center.

Light Rail

During the 1999 Colorado legislative session, five bills were approved related to the Southeast Corridor and statewide transportation projects. These bills provided for transportation funding, an improved contractor selection process, improved public/private partnerships, and property owner inclusion in RTD special districts. It also includes funding for 28 strategic transportation projects statewide.

The I-25 Southeast Corridor Light Rail will be one step toward easing the congested commute for those who live or work in the Denver Technological Center.

The I-25 Southeast Corridor Light Rail is the beneficiary of the public support for this needed transportation improvement. Approval of these bills and associated funding was crucial in establishing the viability of this project. The project was completed in 2006, and now provides regular daily service to three light-rail stations in Greenwood Village, and one station immediately adjacent to the Village. Those stations include:

- Bellevue Avenue. The Bellevue Avenue station, located in the City and County of Denver, will be integrated into the Bellevue Station transit oriented development. The light rail boarding platform and bus transfer plaza will be located south of the Union Street overpass, on grade, west of highway I-25. Parking is located north of Bellevue between Quebec Street and I-25. Stairs and elevators provide access from the platform to the existing sidewalks on the Union Street overpass. This provides a pedestrian crossing of I-25 to the offices east of the highway.
- Orchard Road. This station will provide parking for only 49 cars and is intended to be a “kiss-and-ride” station primarily for drop-off passengers. There is bike parking available, but no lockers. The boarding platform is on grade, west of I-25. A pedestrian overpass was constructed from the station platform over I-25 to provide access to the office buildings and residences east of the highway.
- Arapahoe Road. The Arapahoe Road Station is a primary “park-and-ride” facility located at the southwest corner of S. Yosemite and E. Caley. A parking structure has been constructed consisting of 817 parking spaces, and bike parking, including lockers, and a Colorado Department of Transportation (CDOT) maintenance facility. A pedestrian overpass has been constructed to connect the park-and-ride and RTD bus transfer center to the light rail platform on the west side of I-25. This light rail station will be a key element of the new Village Center, discussed elsewhere in this Plan.
- Dayton Street (at I-225). The Dayton Street station is located on the site of a multi-jurisdictional mixed-use site known as the Hampden Town Center. Development currently consists of retail and residential uses. Additional development is expected to continue on the vacant parcels. The station supports 250 parking spaces, bike parking, including lockers, two bus bays, and a “kiss-and-ride” facility. The platform for this station is in the I-225 median. Riders will access the platform via a pedestrian bridge with stairs and elevators. A pedestrian overpass exists that connects the station, and north side of the development to the Village Greens Park south of the highway.

Sub-Regional Forces

The RTD light rail project is a benefit to the regional and sub-regional transportation systems, and also creates new opportunities to redevelop existing land use and create new traffic patterns. For example, the light rail project activities and plans are consistent with ongoing activities sponsored by the Village to coordinate local and regional transportation planning efforts.

Traffic congestion is fluid and does not begin or end at a city boundary. It is the policy direction of the Greenwood Village City Council to protect the quality of life in the Village and to look at proactive ways to address local concerns. Coordinating transportation systems is an effective method of addressing traffic congestion.

Regional Transit District (RTD) call-n-Ride

The RTD Call-n-Ride program is a unique transit program that provides door-to-door passenger service. There are three geographic service areas within the Village.

They are focused around the light rail transit stations at Belleview, Orchard and the Arapahoe at Village Center. Passengers can ride from home to work, to retail centers, to medical facilities, to transit facilities, or community facilities within the Call-n-Ride area and return home. The vehicles are small and wheelchair accessible. They are also equipped with front bike racks to support bike travel.

Mediated Transportation Agreement

Arapahoe County, the City of Aurora, and the City of Greenwood Village have a standing intergovernmental agreement to work together in a cooperative effort to create and implement a joint transportation improvement plan. This plan is intended to serve the transportation needs of residents as well as owners and employees of businesses within the agreement area. The three municipalities along with the City of Centennial which was incorporated after the agreement was created concur on the projects, goals, and improvements that will be the focus in implementing the goals outlined in the transportation improvement plan

Village Inventory

NATURAL ENVIRONMENT

Drainageways

Sections of seven major drainage basins are contained within the City of Greenwood Village. These drainageways have become a focus for the development of an extensive parks and trails system. “Passive” in nature, these drainageways include a series of pedestrian and equestrian trails, wetlands, terrestrial and avian wildlife protection areas, and aquatic habitats.

Urbanization has changed the base flow characteristics of each stream; flow has increased due to the runoff from landscape irrigation of private lots, parks, and office parks. Stormwater runoff has also increased due to loss of permeable soil in the form of driveways, streets, and parking lots. Notwithstanding these changes to the urban landscape, the drainageways in the Village are in good condition. The Major Drainageway Master Management Plan and the Greenwood Village Drainage Criteria Manual have established the methodology needed to identify, manage, and protect our existing stream resources and to provide safe conveyance of stormwater flows.

Streams and Water Bodies

The Village has seven major drainage basins within its corporate boundaries:

- Big Dry Creek
- Little Dry Creek
- Greenwood Gulch
- Prentice Gulch
- Goldsmith Gulch
- Cottonwood Creek
- Direct flow into Cherry Creek Reservoir

Village Inventory

Big Dry Creek. A 2,000-foot section of Big Dry Creek flows through the southwest corner of Greenwood Village, primarily through Rollin D. Barnard Park. Relatively minor changes are expected in the future with respect to flood flows and stormwater quality because a large percentage of the area containing the creek's tributaries in and above Greenwood Village is already developed.

Little Dry Creek. There are two sections of Little Dry Creek that flow through Greenwood Village. The upper portion runs between Yosemite Street and Quebec Street near Arapahoe Road, while the second runs from Orchard Road to Belleview west of Colorado Boulevard. The total channel length of Little Dry Creek inside Greenwood Village is 11,000 feet. Relatively minor changes are expected in the future with respect to flood flows and stormwater quality because a large percentage of the area containing the creek's tributaries in and above Greenwood Village is already developed.

Greenwood Gulch. Greenwood Gulch has its origin within Greenwood Village near Maplewood Avenue and Greenwood Plaza Boulevard. Two sections of Greenwood Gulch flow through Greenwood Village. The upper portion runs between Yosemite Street and Quebec Street near City Hall, while the lower portion runs from Orchard Road to Belleview Avenue west of Holly Street. Prentice Gulch, another major drainage basin, is a tributary of Greenwood Gulch. The total channel length of the two portions in Greenwood Village is 12,000 feet. Relatively minor changes are expected in the future with respect to flood flows and stormwater quality because a large percentage of the area containing the creek's tributaries in and above Greenwood Village is already developed.

Prentice Gulch. Prentice Gulch has two sub-basins, upper and lower Prentice Gulch. The confluence of these two branches is approximately 1,000 feet east of Holly Street. Upper Prentice originates near Progress Avenue and Quebec Street. The main stem of Prentice runs from Holly Street to its confluence with Greenwood Gulch near the Highline Canal. Collectively, the two channels and main stem have a total length of 10,000 feet.

Goldsmith Gulch. Goldsmith Gulch is composed of two reaches, its main stem and the west tributary. The main stem originates near Caley Avenue and Havana Street, and the west tributary originates just north of Arapahoe Road near Dayton Street. The confluence of these two reaches is located in Orchard Park at a point one-half mile north of Orchard Road. The total channel length of Goldsmith Gulch in Greenwood Village is 7,000 feet.

Cottonwood Creek. Cottonwood Creek is composed of one reach, which originates at Cherry Creek Reservoir and proceeds downstream beyond Caley Avenue. Cottonwood Creek is the focus of a water quality plan for this area. The length of the reach under study as part of that plan is 2.7 miles long. In 1991, the Urban Drainage and Flood Control District (UDFCD) and Arapahoe County completed a five-year master plan for Cottonwood Creek that identified several regional detention facilities and requires on-site detention facilities in new developments in the vicinity of the creek.

Wetlands

Significant portions of existing natural open areas, drainageways, and Preserve Horseshoe contain wetlands. Wetlands reduce peak flood discharges and improve the water quality of stormwater runoff. Wetlands are a vital riparian wildlife habitat and have become an integral part of the Village's park and recreation assets.

In conjunction with the U.S. Environmental Protection Agency (EPA), the Village has identified and inventoried existing wetlands; these areas are illustrated in Figure 2-3 of the Greenwood Village Drainage Criteria Manual.

Water Quality and Wildlife Habitat

The Cherry Creek State Park and Reservoir is adjacent to the northeast corner of the Village. Because of its proximity to the Village, the Village has an intense interest in maintaining the water quality of the reservoir. The reservoir serves as a regional drainage basin as well as a visual and recreational amenity. Any lowering of standards protecting the quality of the reservoir is not acceptable to the Village. One of the factors that most influences its water quality is the amount of total phosphorus in the water. Current standards help protect the classified recreation uses of the reservoir from stormwater and wastewater treatment plant discharges. The classified uses include swimming, boating, warm water fishery, and drinking water supply.



Village Inventory

Cherry Creek Reservoir is a significant state park and an important recreation resource that warrants water quality protection. The state park provides regional recreational opportunities for boating, fishing, camping, bicycling, running, swimming, walking, and bird-watching. There are also several gathering spots for picnicking, sunbathing, and socializing.

The drainageways and streams throughout the Village also factor into the overall impacts on surface and ground water quality. The design and maintenance of these important waterways help protect the overall quality of life in the Village.

In addition to providing drainage and recreation, the Cherry Creek State Park also provides an environment that supports a wide range of wildlife species. Likewise, drainageways, open space and wildlife corridors, the Highline Canal, and the Marjorie Perry Nature Preserve provide valuable wildlife habitats. These riparian areas support animals such as water birds, fish, deer, raccoons, mountain lions, foxes, coyotes, and raptors because these areas provide a fresh water source and vegetation to hide in for safety. Planting native plant species also promotes wildlife survival.

Soils

The soil types of the Village have been classified by the Soil Conservation Service and are presented in the Soils Survey of Arapahoe County. The soil series in the Village can be grouped into three general soil types: clays, clay loams, and sand and gravel. These soil types are shown in Figure 2-4 of the Greenwood Village Drainage Criteria Manual, which includes individual soil classifications and the composite classifications.

The majority of the soils in the Village are clay loams. Sand and gravel soils are found along drainageways and clays are found in a few pockets throughout the Village, generally either in wetland areas or in areas with steeper slopes.

Topography

The topography of the Village can be characterized as sloping away from I-25 to both the east and west. According to data from the U.S. Geological Survey, there is an elevation highpoint in the Village of 5,750 feet above sea level at Fiddler's Green Amphitheater. The topography then descends gradually to the north and west to an elevation of 5,450 feet above sea level at E. Belleview Avenue and S. Clarkson Street, and to the north and east toward Cherry Creek State Park to an elevation of 5,640 feet at the Dam Road entrance.

This topography creates corridors with significant views of both the Rocky Mountains and foothills to the west and of Cherry Creek State Park to the east. The views are a resource that should be protected for both residential and commercial areas.

Noise

The community is impacted by the noise from aircraft taking off and landing at Centennial Airport, which lies just outside the Village's boundary south of Arapahoe Road. The Village will continue to monitor and influence the flight paths over the community to minimize noise impacts to residential areas. Any residential development under the flight paths should be required to disclose to home buyers all pertinent information regarding aviation easements.

The community is also impacted by noise generated from the Comfort Dental Amphitheater. Music from the outdoor performances impacts neighboring properties. City codes have been created to address the noise issue. Development of the Village Center provides an opportunity for new development to buffer the noise from the Amphitheatre and thereby lessen the impact on residential areas, especially those east of I-25.

Air Quality

Beginning in the early 1990s, gradual air quality improvements resulted from federal, state, and local air pollution control programs initiated to bring the Denver metropolitan area into compliance with federal standards. In 2007, the nine county Denver region violated the federal standards for ground level ozone pollution set by the EPA.

Regional agencies are coordinating efforts and implementing programs to address the problem and bring the region back into compliance with federal standards. Additional federal regulation of motor vehicle emissions may be imposed on the region. Nevertheless, the Denver metropolitan area should remain in compliance with federal standards for carbon monoxide, and PM- 10 through 2020 even with the significant increases in population and vehicle travel expected to occur during that period.

Despite successes in implementing regional air quality programs, challenges still exist. In addition to ozone pollution, fine particulate matter (PM-2.5), the cause of brown cloud conditions, has been shown to pose a health hazard and is being monitored by the Colorado Air Pollution Control Division.

BUILT ENVIRONMENT

Land Use Mapping

The Greenwood Village land use map identifies current land uses within the Village. Land use categories, such as residential, retail, office, multi-family, open space, and vacant land, are shown. The land use map provides a graphic depiction of current development and build-out of the community. Land use mapping is important in determining the maximum capacity for build-out of the community, potential impacts that might result from increases in density and congestion, and land use compatibility issues. Mapping existing land use conditions helps establish a framework for quality of life within the community.

Zoning

The Greenwood Village Official Zoning Map establishes zone districts throughout the Village. These districts prescribe uses allowed within each established zone, either by right or with a land use permit, and they establish standards that must be met in order for new land uses to be consistent with existing uses in surrounding areas. These “performance standards” regulate height, density, setbacks, open space, parking, signage, etc. The zoning map identifies areas where compatible land uses can be provided, and it implements the comprehensive plan land use policies and land use map.

Density

The build-out or density of the Village varies from one section of the Village to another. The character and feel of the Village changes as you leave one planning area and enter another. This is due in part to the type of construction (e.g., residential versus commercial), the age of the development, and the type of street systems that characterize each neighborhood.

Parks and Open Space

The Village maintains a total of 447 acres of parks and open space, or 253.7 acres of natural open space, and 193.4 acres of developed parks. This equates to approximately 32 acres of natural open space, and developed parks per 1,000, residents compared to the Urban Land

Institute standards of 10 acres per 1,000 residents. Built parks and natural open spaces are distributed throughout the Village. In the more urban areas of the Village, parks have been constructed for use by Village residents. These parks are formally maintained on a regular basis and may provide programmed activities for either active or passive recreation.

In the rural areas of the Village, open space exists typically without any formally constructed park. Open space exists as a result of larger lot sizes, land ownership patterns, and topography and natural features. These open areas are not formally maintained and typically do not provide programmed recreational activities. Properties in these areas of the Village are large enough to allow for agricultural and/or equestrian activities.



Pedestrian Access and Trails

A vital component of the parks and recreation and transportation systems of the Village is the use of a recreation/commuter trail system. The trail system was originally established in the Village during the 1970s as the “greenbelt program.” Today, pedestrians, commuters, cyclists, and equestrians utilize the trail systems in the Village for recreating and commuting. Within each neighborhood, desired trail connections have been identified for acquisition and/or completion during the development process. As of 2010 there is 43.3 miles of trails and paths throughout the Village.

The Highline Canal serves as a regional trail to the Village and adjacent communities for equestrians, hikers, and cyclists, but does not permit automobile traffic. The trail system is comprised of a hierarchy of intended uses—primary, secondary, and tertiary. The trail system provides pedestrian connectivity to various areas of the Village, including residential neighborhoods, commercial services, and recreational amenities.

Urban Forest

Greenwood Village has an established “urban forest” within the Village boundary. Thousands of trees and other vegetation have been planted over the years to create a serene environment in the midst of an urban context. The urban forest promotes habitats for wildlife, microclimates, and aesthetic benefits for those people who live and/or work in the Village, and it enhances the image and property values of the Village. Nature and the built environment are more closely integrated through the use of tree plantings.

Village Inventory

Special Districts

Special districts and utility service providers include water, sanitation, metro, and school districts, to name a few. These districts provide services needed to support the urban manmade environment. A list of the providers serving Greenwood Village residents and businesses is provided below:

Type	Code	District Agency	Type	Code	District Agency
LE	ALEA	Arapahoe Law Enforcement Authority	WS	H	Havana Water and Sanitation District
Li	ALD	Arapahoe Library District	Me	IS	Interstate South Metropolitan District
Sa	CHV	Cherry Hills Village Sanitation	SI	SPIMD	Southeast Public Improvement Metropolitan District
Sa	C	Castlewood Sanitation District	Me	L	Landmark Metropolitan District
Wa	CWD	Castlewood Water District	FP	LFPD	Littleton Fire Department
Wa	CHV	Cherry Hills Village Water	Sc	LPS	Littleton Public Schools
Sc	CC	Cherry Creek School District No. 5	Me	OH	Orchard Hills Metropolitan District
SI	CCV SID	Cherry Creek Village on the Lake SID No. 1990A	Me	OV	Orchard Valley Metropolitan District
Wa	CCV	Cherry Creek Village Water District	Tr	RTD	Regional Transportation District
PR	CCVPRD	Cherry Creek Vista Park and Recreation	SI	SCFD	Scientific and Cultural Facilities District
Me	GAL	Galleria Metropolitan District	Sa	SA	South Arapahoe Sanitation district
Sa	GG	Goldsmith Gulch Sanitation District	Wa	SEE	South East Englewood Water District
Me	G	Goldsmith Metropolitan District	Sa	SE	South Englewood Sanitation District No. 1
Me	GW	Greenwood Metropolitan District	Sa	SGS	Southgate Sanitation District
Me	GWN	Greenwood North Metropolitan District	Wa	SGW	Southgate Water District
Me	GWS	Greenwood South Metropolitan District	FP	SMFR	South Metro Fire and Rescue District
SI	GWV1	Greenwood Village Sewer Gen. Improvement No. 1	Me	SH	Sundance Hills Metropolitan District
Wa	GWV	Greenwood Village Water District	Dr	UDFCD	Urban Drainage Flood Control District
Me	HCC	Hills at Cherry Creek Metropolitan District			

District Types: Me (Metropolitan), Sa (Sanitation), Wa (Water), Sc (School), Li (Library), LE (Law Enforcement), SI (Special Improvement), FP (Fire Protection), Dr (Drainage), PR (Parks & Recreation), Tr (Transportation)

Homeowners Associations

There are approximately 40 homeowners associations currently registered in Greenwood Village. Homeowners associations help maintain and regulate the orderly development and management of neighborhoods within the built environment.

HOUSING, POPULATION AND EMPLOYMENT

Historic Trends

The City of Greenwood Village, like most cities, towns and counties in the Denver metropolitan area, experienced a significant increase in households, population and employment since 1990.

The number of homes in the Village increased from 4,206 in 2000 to 6,301 in 2010, or about a 50% increase. The most predominant housing type is single family, accounting for nearly 56% of all homes, with multi-family units making up 40%, and group quarters (e.g. assisted living units) making up the remaining 4%.

The population of the Village grew dramatically during the 2000's as well. According to the U.S. Census Bureau, the number of residents increased 26% between 2000 and 2010, from 11,035 to 13,925, representing a 2.4% annual growth rate. The population over 18 years of age is 10,506 or 75% of the Village's population.

Village Inventory

While the economic boom of the 1990's may have brought thousands of new jobs to the Village, the recession of the 2000's lost thousands of jobs. New and expanding businesses, located primarily in the major office parks along the I- 25 corridor, added nearly 27,000 jobs between 1990 and 2000, but over 13,000 jobs were lost between 2000 and 2010.

A summary of these trends is illustrated in the table below:

Greenwood Village	1990	2000	2010
Households	2,599	4,206	6,301
Population	7,589	11,035	13,925
Jobs	20,940	47,939	34,904

Future Development

Most of the land within the Village municipal boundaries is developed. However, there are a few vacant parcels that are likely to be developed consistent with current zoning. Most of these properties are in the Central Corridor Planning Area, in the Denver Tech Center and the Village Center area. Assuming these properties do develop according to their existing zoning, there could be several hundred new single family and multi-family units built in the Village. These new residential units could house nearly two thousand new residents. Additional retail space could increase to support the regional growth, new homes, and anticipated new office development, especially in the Central Corridor and Arapahoe Road planning areas. Several million square feet of office development is also possible in these areas.

Planning Framework

The planning framework is the basic structure for organizing the physical development of the community. It provides the basis for the arrangement of physical elements that comprise the Village.

How organizational elements relate to one another and the priority given to basic organizational elements affects a plan's outcome. One point of view suggests that the system of connections (the transportation system) provides the basic framework for organizing a community and that land uses (nodes) are organized around the transportation system.

A differing point of view suggests that land use provides the basis for an urban framework. The natural carrying capacity of the land, unique physical features, cultural features, and existing land use patterns are all important factors that fundamentally shape land use patterns and ultimately the urban framework. Transportation elements (connections) are intended to provide the means by which land uses are linked one to another, resulting in an integrated system of land use and transportation modes.

This Comprehensive Plan considers land use patterns and relationships as the starting point for planning the physical development of the Village. The transportation system, while certainly important in shaping the character of the Village, is viewed as a method of re-enforcing, rather than dictating.

EXTERNAL FACTORS

Neighboring Land Uses

Adjacent Jurisdictions – Greenwood Village is surrounded by Englewood and Littleton to the west, Cherry Hills, Denver and Aurora to the north, and Centennial and Arapahoe County to the south and east. The majority of land immediately adjacent to the Village boundaries is built out, with a wide variety of land use, from rural in the Cherry Hills area, to suburban south, west and east of the Village, and urban uses along the I-25 Corridor in Denver and Centennial.

Three-Mile Planning Area – Pursuant to Section 31-12-105(1)(e) of the Colorado Revised Statutes, as a precondition to any valid annexation, the annexing municipality must have in place a plan for that area generally describing the proposed land use and infrastructure for the area. The statute requires the plan to be updated at least once annually.

In fulfilling this statutory requirement, Greenwood Village has annually adopted, by reference, the plans of adjacent jurisdictions to the extent they are not in conflict with the Greenwood Village Comprehensive Plan. The adoption of a “three-mile planning area” fulfills statutory requirements and preserves the ability to annex lands in the near future. The three-mile planning area is primarily east of the Greenwood Village boundaries in portions of unincorporated Arapahoe County. The objective of adopting the three-mile plan is to provide comprehensive consideration of the land use goals of adjacent jurisdictions in planning for future growth and urbanization.

Cherry Creek Reservoir - Cherry Creek Reservoir is a major state recreational facility in the Denver metropolitan region. As the most heavily visited state park, Cherry Creek Reservoir is a major external force shaping the community. Highly regarded for its vistas and as a recreational resource for the community, Cherry Creek State Park is a major element on the east side of the community in Greenwood Village’s urban framework.

Transportation

I-25

I-25 is the major north-south interstate access connecting Denver with major cities of the west. High quality office development, unrivaled by any other development of its type, is located along this route in Greenwood Village.

The Village believes that I-25 is not only an important transportation arterial that serves the community, the metropolitan region, and the western United States; it is also an important public image and landscape element of the community. The right-of-way and immediately adjacent landscaping and land uses reflect the high quality image of the Village. Not unlike the 16th Street Mall located in the of Denver CBD that serves important transportation and image-enhancing functions for the district, the I-25 Corridor warrants special attention to design and landscaping detail because it is both a major transportation and image element of the South Valley Metropolitan Center.

With the completion of the Southeast Corridor transportation improvements through Greenwood Village, the widened I-25 and light rail have substantially impact the urban framework of the community. The Southeast Corridor provides both a unifying element and the feature that physically divides the community. As a unifying element, the corridor is a focal point for broader issues that invite external concern and involvement. The improvements in the corridor significantly impact the community, but because of the project's federal and statewide significance, the community exercises limited control over the corridor.

Regional Street and Highway System

The Denver metropolitan area generally conforms to a grid street system. This form of street and highway transportation design provides for a one-mile grid system. Roadways located on the one-mile grid serve as arterial routes that are designed to convey large volumes of traffic in an efficient manner. The arterial right-of-ways are larger to provide for multiple lanes of traffic and, if possible, landscape treatments in medians or boulevard areas. The second tier of streets

Planning Framework

in a classic grid system is a system of secondary streets designed to efficiently handle traffic volumes coming from or to the arterial level. Collector streets perform the function as their name implies, collecting traffic from arterial streets and conveying those volumes to third-tier local streets. The local street pattern provides the basic building block for the location of lower-density/intensity land uses.

The regional street system is imposed on the Village. Conflicts develop when the goals of the regional street system are inconsistent with local goals or values. There are several instances in which the goals of the Village are in conflict with the regional system.

Regional Trail System

The regional trail system provides recreational opportunities for pedestrians to travel from one community to another in the region on a pedestrian-based system. The Highline Canal that traverses the community and the Cherry Creek Trail provide regional pedestrian access to and through the Village.



CONNECTIONS

Connections refer to the system of linkages that enables the flow of people between neighborhoods, between neighborhoods and commercial centers, and to and through open space and recreational facilities.

Pedestrian Connections

Trails and Sidewalk System. The trails and sidewalk system is comprised of paved and unpaved trails and a combination of on-street and off-street paved routes.

The system has differing widths, continuity, and treatment at intersections. Many of the pedestrian connections that have been constructed have followed major drainageways within the Village.

Parks, Trails and Open Space Master Plan. A Parks, Trails and Open Space Master Plan is being prepared by the Village. That Master Plan will be incorporated as a part of this plan by reference.

I-25 Overpasses. Two I-25 pedestrian overpasses at the Orchard and Arapahoe light rail stations have helped the Village to facilitate pedestrians between the geographically split east and west sides of the Village. Currently, Interstate 25 bisects the Village in a way that inhibits pedestrians from accessing the opposite side of the freeway. Pedestrian overpasses have improved pedestrian connectivity across I-25. Additional, ways to improve pedestrian mobility across I-25 will continue to be explored.



Vehicular Connections

The roadway network within Greenwood Village consists of several different roadway classes. These classes are defined by the amount of traffic they carry and are ranked in a hierarchy. The hierarchy is designed to function so that traffic will flow to and from a series of roads with different carrying capacities. This process assures that the roads are constructed to appropriate specifications such as the number of lanes, lanes width, and speed limit. The five principal types of classes ranked in order of greatest to least mobility function are Regional Level (Freeways and Highways), City and County Level (Major and Minor Arterials), Inter-Neighborhood (Major and Minor Collectors), Direct Local, and Indirect Local.

INTERNAL FACTORS AND PLANNING AREAS

Land Use

Residential Neighborhoods as Community Building Blocks - The community regards neighborhoods as the basic building blocks in the physical, social, and cultural organization of the Village. The Greenwood Village Comprehensive Plan recognizes seven principal residential planning areas within the Village as the basic building blocks of the urban framework. These planning areas are comprised of smaller units or subdivisions that are aggregated based on common characteristics, issues, problems, opportunities, and shared geography. Previous comprehensive plans used a similar approach in dividing the Village into design sections. The approach taken in this plan results in similar neighborhood boundaries with minor changes due to annexation or developing land use patterns since the last plan was adopted. The seven principle residential planning areas are as follows:

- West End Planning Area
- Rural Homestead Planning Area
- Preserve Planning Area
- Greenwood Hills Planning Area
- Sundance/Orchard Hills Planning Area
- Cherry Creek Planning Area
- Cottonwood Grove Planning Area

Commercial Centers and the Urban Corridor - Residential neighborhoods in the Village are served by commercial centers. These centers include:

- Cherry Hills Marketplace
- Cherry Crest Shopping Center
- Holly/Orchard Marketplace
- Landmark Entertainment District
- Village Plaza Shops
- Arapahoe Marketplace
- Belleview Square
- Arapahoe Road Commercial Corridor
- Clinton Commercial Corridor

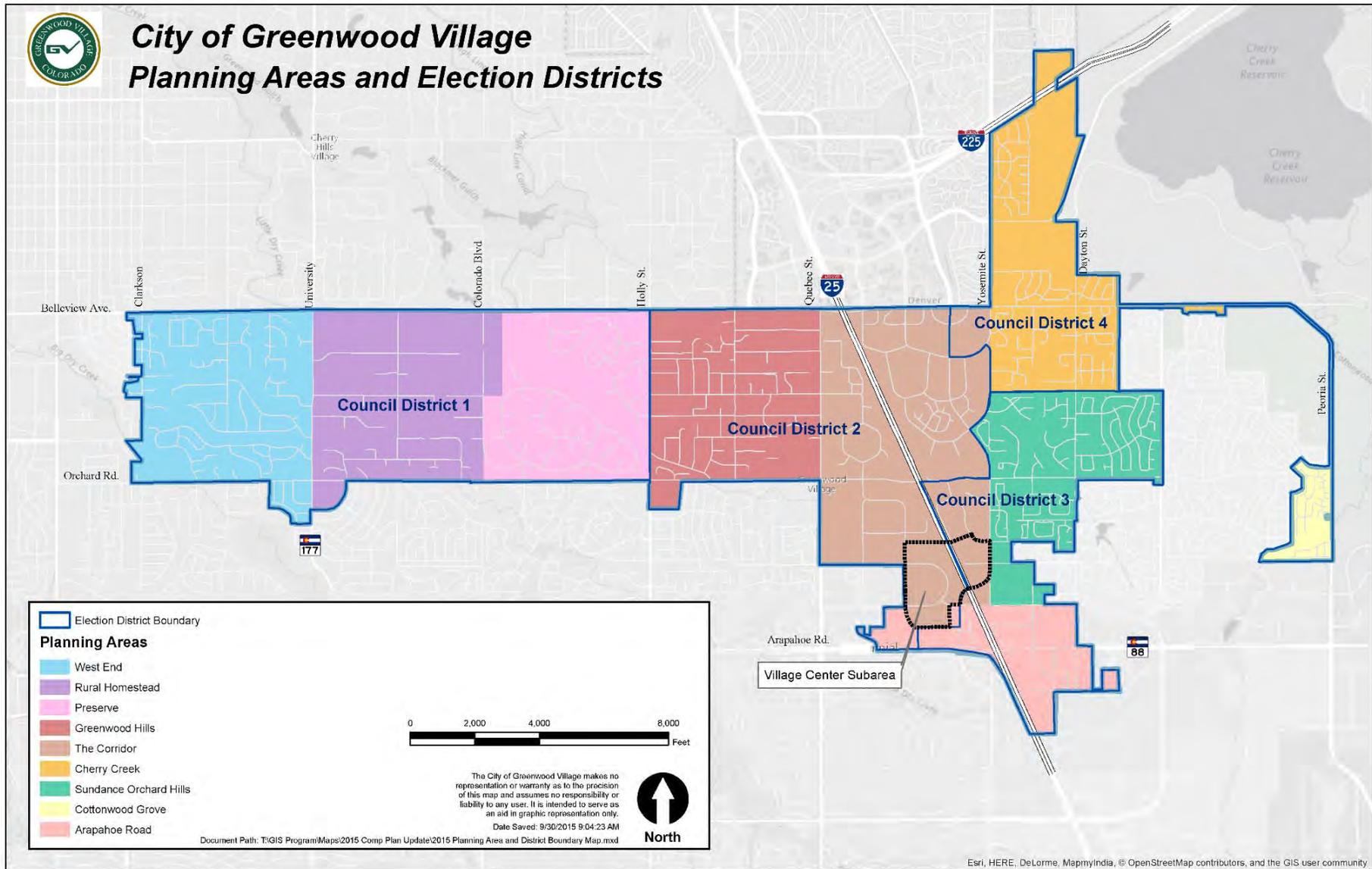
Office parks and mixed use centers have developed around the central I-25 Corridor. These include:

- Greenwood Plaza Town Center
- Denver Technological Center
- Greenwood Plaza South
- Village Center

The areas of the community that are mixed use or primarily non-residential along I-25 and Arapahoe Road are addressed in the following planning areas:

- The Corridor Planning Area, including the Village Center Planning Subarea
- Arapahoe Road Planning Area

Planning Areas



West End Planning Area

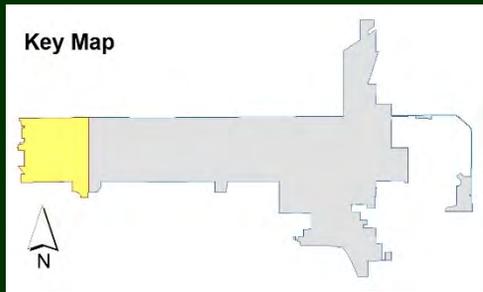
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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The West End planning area is located on the far west side of Greenwood Village as shown in the Key Map below. Generally, the planning area is bounded by Belleview Avenue on the north side, University Boulevard on the east, Orchard Road on the south, and Clarkson Street on the west. The planning area also includes a neighborhood commercial area and residential development located south of Orchard Road along the west side of University Boulevard.

Planning Area History

This planning area was part of the original Village when the Village was incorporated in 1950, with the exception of the Greenwood Highlands Subdivision. This area became a part of the Village in 1974. An additional commercial and residential area south of Orchard Road and west of University Boulevard was annexed in 1999.



West End Planning Area



WEST END CHARACTER

Natural Environment

There is mature vegetation, extensive landscaping, and significant natural areas located along the High Line Canal and in Rollin D. Barnard Park.

Built Environment

The character of the planning area is generally homogeneous with the following characteristics:

- **Land Uses**: The neighborhoods are comprised of single family detached residential dwellings, with neighborhood-oriented commercial uses in the southeast corner of the planning area.
- **Residential Density**: The single family neighborhoods consist of an average of one dwelling unit per acre.
- **Street Characteristics**: Paved streets with valley pan or drainage ditches are prevalent.
- **Landscape**: A mix of manicured, irrigated landscape areas and natural vegetation are found throughout the planning area.

WEST END INVENTORY

Utilities/Services

The following utility/service providers serve the West End planning area:

- School Districts: Littleton School District, Cherry Creek School District
- Sanitation: Greenwood Village, South Englewood District No. 1, South Arapahoe, Southgate
- Water: Southeast Englewood, Greenwood Village
- Metro Districts: None
- Fire District: Littleton Fire Protection District, South Metro Fire Rescue District



West End Planning Area

Parks and Trails



Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of parks, open space and trails in the planning area consist of the following:

- Developed Parks: 29.98 acres
- Open Space: 1.45 acres
- Bike Paths: 3.03 miles
- Equestrian Paths: 1.86 miles

Parks

The following parks are located in the West End planning area:

- Rollin D. Barnard Park
- Curtis Park
- Greenwood Pines Park
- Cherryville Park
- Green Oaks Playground
- Westglow Exercise Station

Other Public Facilities

There are two public facilities in this planning area, which are shown on the Parks & Trails Map:

- Curtis Arts and Humanities Center
- High Line Canal Trail

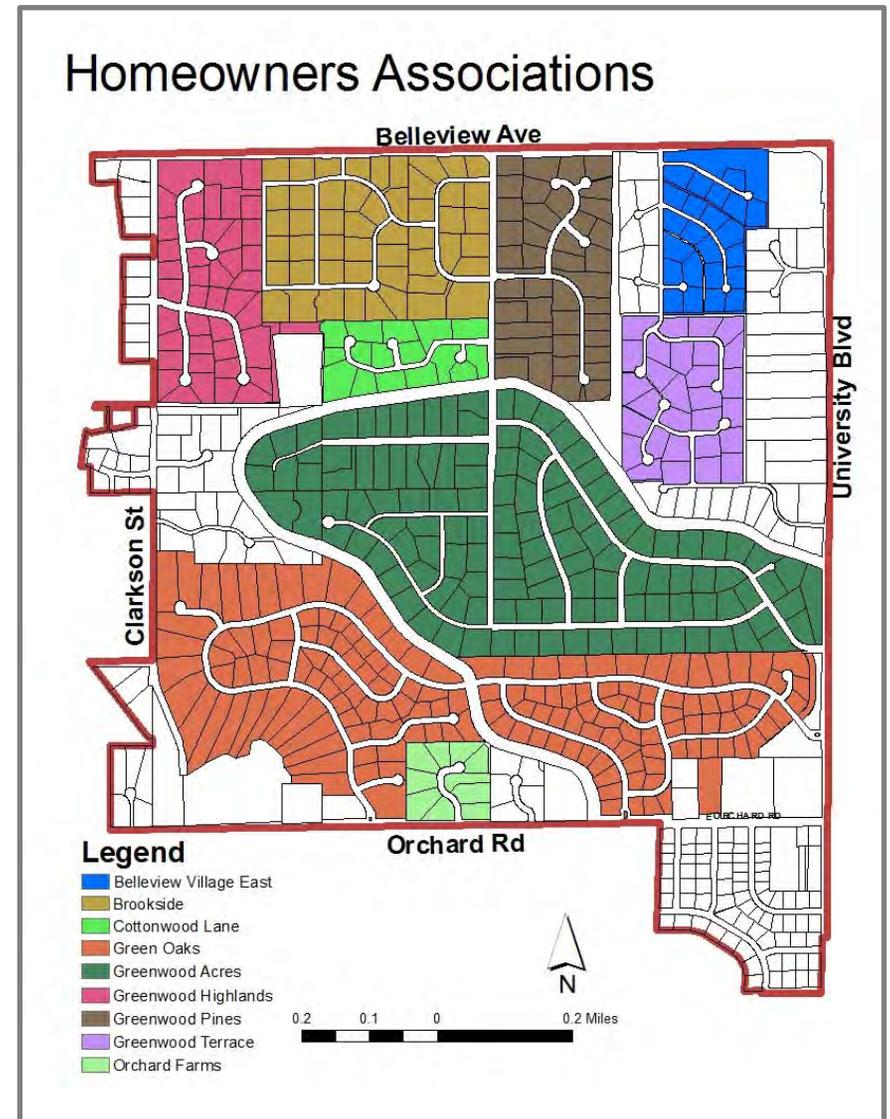
Public Schools – None

West End Planning Area

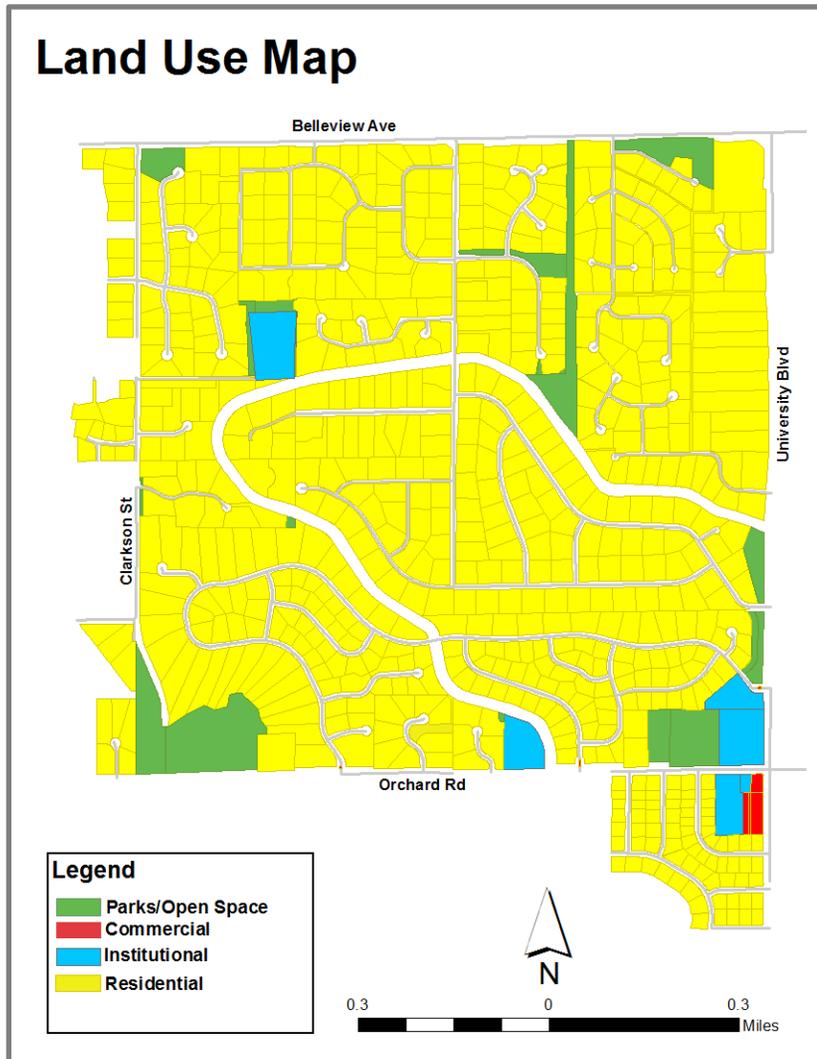
Homeowners Associations

There are eight homeowners associations maintained in the West End planning area. The associated neighborhoods are shown in the related map.

- Bellevue Village East
- Brookside
- Cottonwood Lane
- Green Oaks
- Greenwood Acres
- Greenwood Highlands
- Greenwood Pines
- Greenwood Terrace
- Orchard Farms



West End Planning Area



THE WEST END PLAN

Planning Area Vision

The planning area will maintain the low density, large-lot rural character. Alterations to residential properties will be consistent with the existing character of the planning area. The Cherry Crest Shopette (as well as Cherry Hills Marketplace, just outside of the planning area) will serve as the focal point of commerce in the area.

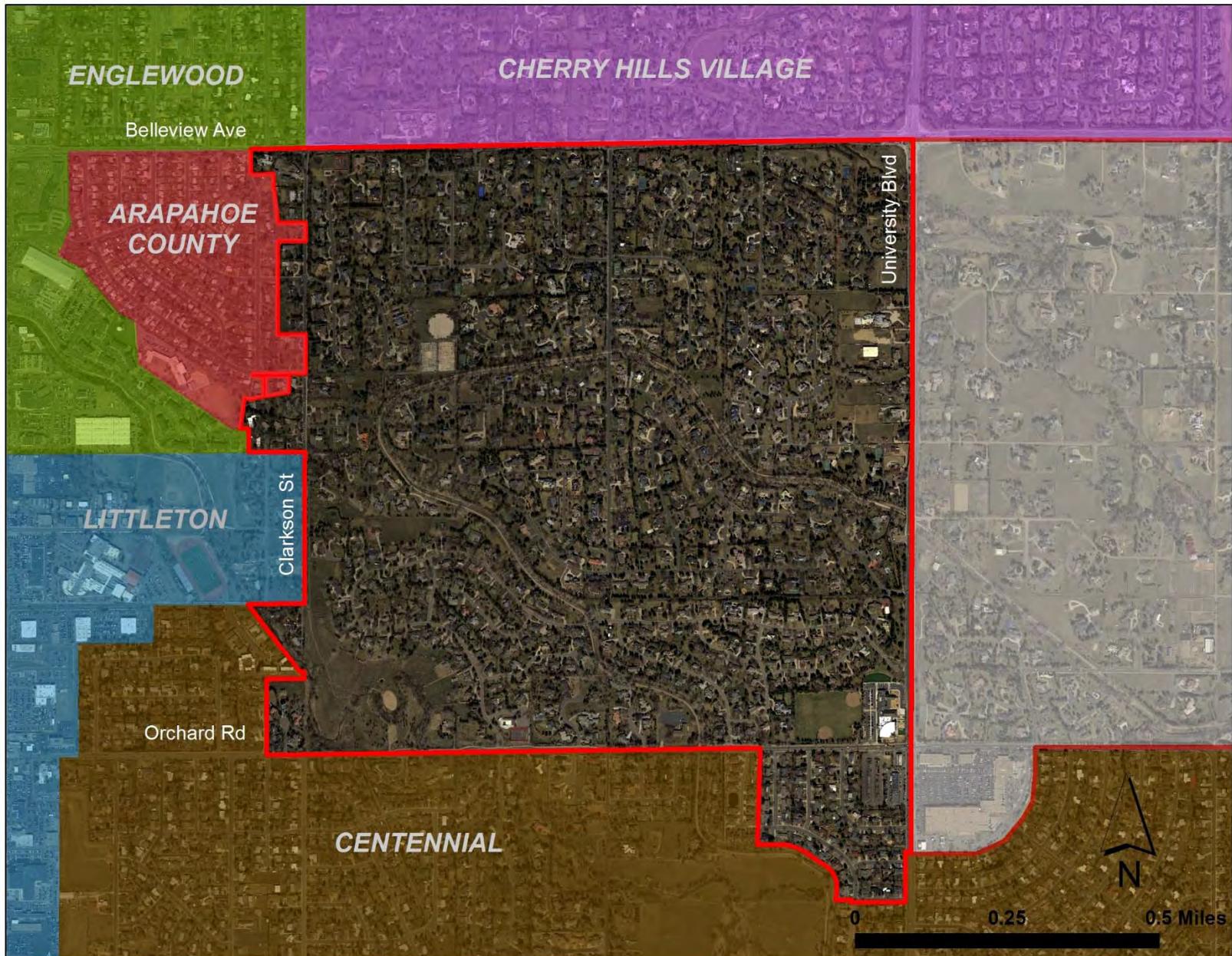
The planning area will continue to provide convenient and safe bicycle and pedestrian travel opportunities and encourage improved connections and access points to the neighborhood marketplaces, parks, community trails, and open space. The area will support extensive landscaping along Bellevue Avenue, University Boulevard, and Orchard Road to maintain the image and character of the planning area.

Equestrian trails will be maintained to preserve the unique rural lifestyle of the planning area. The equestrian park (Rollin D. Barnard Park) located on the west side of the planning area will be protected to promote the unique rural lifestyle of the area and the Village.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.

West End Planning Area



West End Planning Area

Land Use



Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain the current density of one dwelling unit per acre within the planning area.
- Maintain existing distances between buildings in residential areas to preserve the low density character of the planning area.
- Maintain the appearance of large-lot residential areas with extensive landscaping and preserving mature vegetation.
- Protect existing equestrian and agricultural uses in the planning area.
- Preserve properties identified as having historic or cultural significance.
- Protect the image, identity, quality and character of the community as a whole, and the individual neighborhoods within the planning area.
- Promote a positive image of the planning area and Village through installation of gateway features.
- Encourage installation of subdivision signage at all subdivision entrances.

Goal 2: Protect against incompatible development.

- Ensure that all in-fill and redevelopment within the planning area is compatible with existing development.
- Ensure that redevelopment of the neighborhood commercial center is consistent with the high quality Village architectural character.
- Coordinate with adjacent jurisdictions to achieve compatibility between new development and the planning area.

Land Use

Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.

Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.

Goal 5: Preserve and protect view corridors of the mountains.

- Preserve and protect view corridors of the mountains with development and redevelopment within the planning area.

Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping, compatible with the aesthetic qualities of existing landscaping is provided with development and redevelopment within the planning area.
- Support extensive landscaping and planting of trees to enhance streetscapes and Village gateways in the planning area.



West End Planning Area

Transportation



Goal 1: Minimize traffic congestion.

- Protect the internal planning area roadways by encouraging traffic on the external east-west arterial roadways including Belleview Avenue and Arapahoe Road.
- Protect the internal planning area roadways by encouraging traffic on the north-south arterial roadways including Broadway and University Boulevard.
- Consider signalization of intersections on Belleview Avenue only when warrants are met.



Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Promote safe operations on the internal planning area neighborhood streets through use of appropriate traffic calming techniques.
- Consider ways of slowing and/or reducing traffic along neighborhood streets in the planning area.
- Discourage non-local through traffic in the planning area.



Goal 3: Minimize noise impacts.

- Support the use of attractive landscaped berms and/or noise walls for noise abatement along arterial roadways within the planning area.
- Support extensive landscaping, compatible with the aesthetic qualities of existing landscaping and planting of trees to minimize the negative impact of existing noise walls.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities, and neighborhood amenities.

Community Services & Amenities

Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Encourage improved pedestrian connections to neighborhood marketplaces and community facilities.

Goal 2: Maintain the accessibility to, appearance of, and amenities within neighborhood parks.

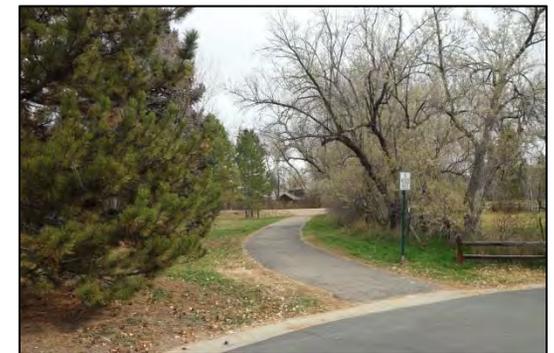
Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

- Recognize the High Line Canal as an important recreational asset and maintain it in a manner that balances safety and aesthetics.

Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.

Goal 5: Integrate schools into neighborhoods to ensure compatibility with residential and commercial properties in the planning area.



West End Planning Area

Natural Environment



Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.



Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats of Big Dry Creek and Little Dry Creek.
- Maintain High Line Canal, Big Dry Creek, Little Dry Creek and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees, and critical wildlife habitat areas to be incorporated into the design of developments.



Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

Goal 4: Protect water quality.

- Protect water quality in Big Dry Creek and Little Dry Creek.

Rural Homestead Planning Area

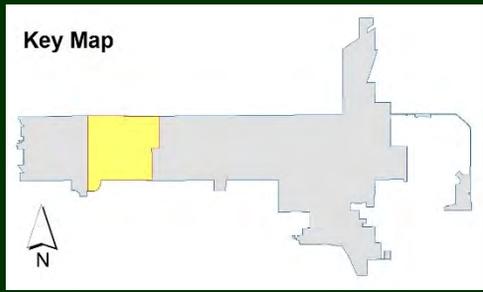
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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Rural Homestead planning area is bounded by Belleview Avenue on the north, Orchard Road on the south, University Boulevard on the west, and Colorado Boulevard on the east. It also includes an existing shopping center south of Orchard Road at University Boulevard.

Planning Area History

This planning area was part of the original Village when the Village was incorporated in 1950. An additional commercial area south of Orchard Road and east of University Avenue was annexed in 1999.



Rural Homestead Planning Area



RURAL HOMESTEAD CHARACTER

Natural Environment

The natural environment includes rural open grassland areas, horse pastures, and large trees.

Built Environment

The character of the planning area is generally homogeneous with the following characteristics:

- Land Uses: The planning area is comprised of single family residential dwellings. The southwest corner of this area is a neighborhood-oriented commercial district.
- Residential Density: The very low density, single family planning area consists of an average density of 0.4 dwelling units per acre, or one residence per 2.5 acres of land. The notable exception is the Orchard Creek Park neighborhood, which is about one residence per acre, in the southwest corner of the planning area.
- Street Characteristics: Primarily gravel roads and a limited number of paved streets meander through the planning area.
- Landscape: There is a combination of natural landscape, trees, and irrigated lawns at single family residences.

Rural Homestead Planning Area

RURAL HOMESTEAD INVENTORY

Utilities/Services

The following utility/service providers serve the Rural Homestead planning area:

- **School Districts:** Littleton School District, Cherry Creek School District
- **Sanitation:** South Englewood, Southgate (along the south planning area border), some areas with no municipal service served by private septic systems
- **Water:** South-East Englewood, Southgate, some scattered areas throughout the planning area have no municipal service and are served by wells
- **Metro Districts:** None
- **Fire Districts:** Littleton Fire Protection District, South Metro Fire Rescue District

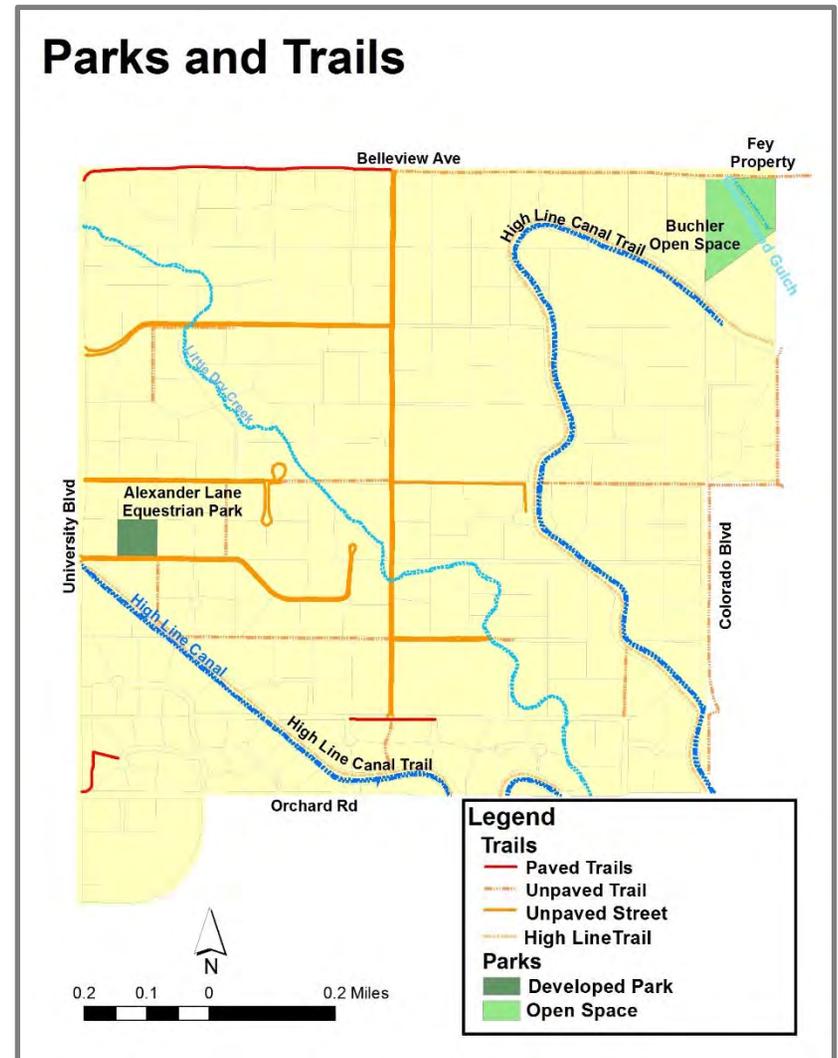
Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of parks, open space and trails in the planning area consist of the following:

- **Developed Parks:** 2.40 acres
- **Open Space:** 11.5 acres
- **Bike Paths:** 1.02 miles
- **Equestrian Paths:** 3.47 miles

Parks and Trails



Rural Homestead Planning Area



Parks

The following parks and open space areas are located in the Rural Homestead planning area:

- Alexander Lane Equestrian Park
- Buchler Open Space
- Fey Open Space
- Pogge Conservation Easement

Other Public Facilities

There is one public facility in this planning area, which is shown on the Parks & Trails Map:

- High Line Canal Trail

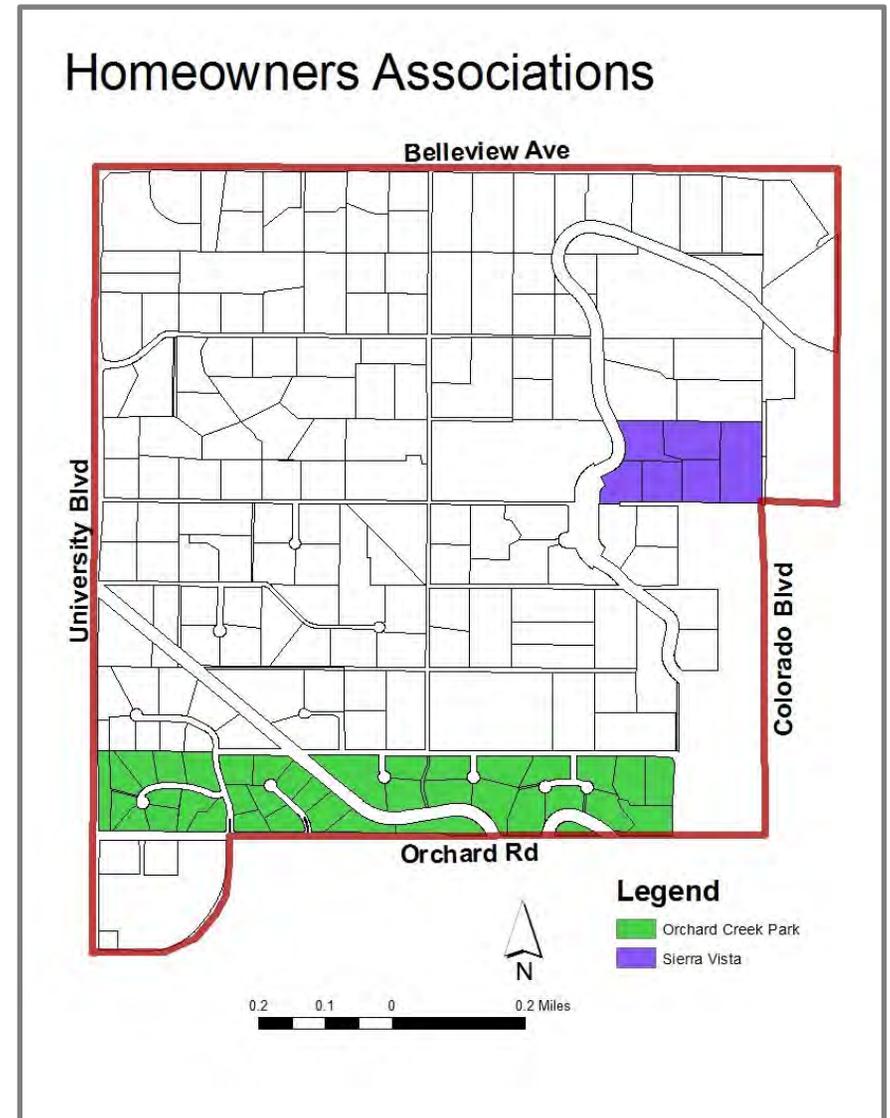
Public Schools – None

Rural Homestead Planning Area

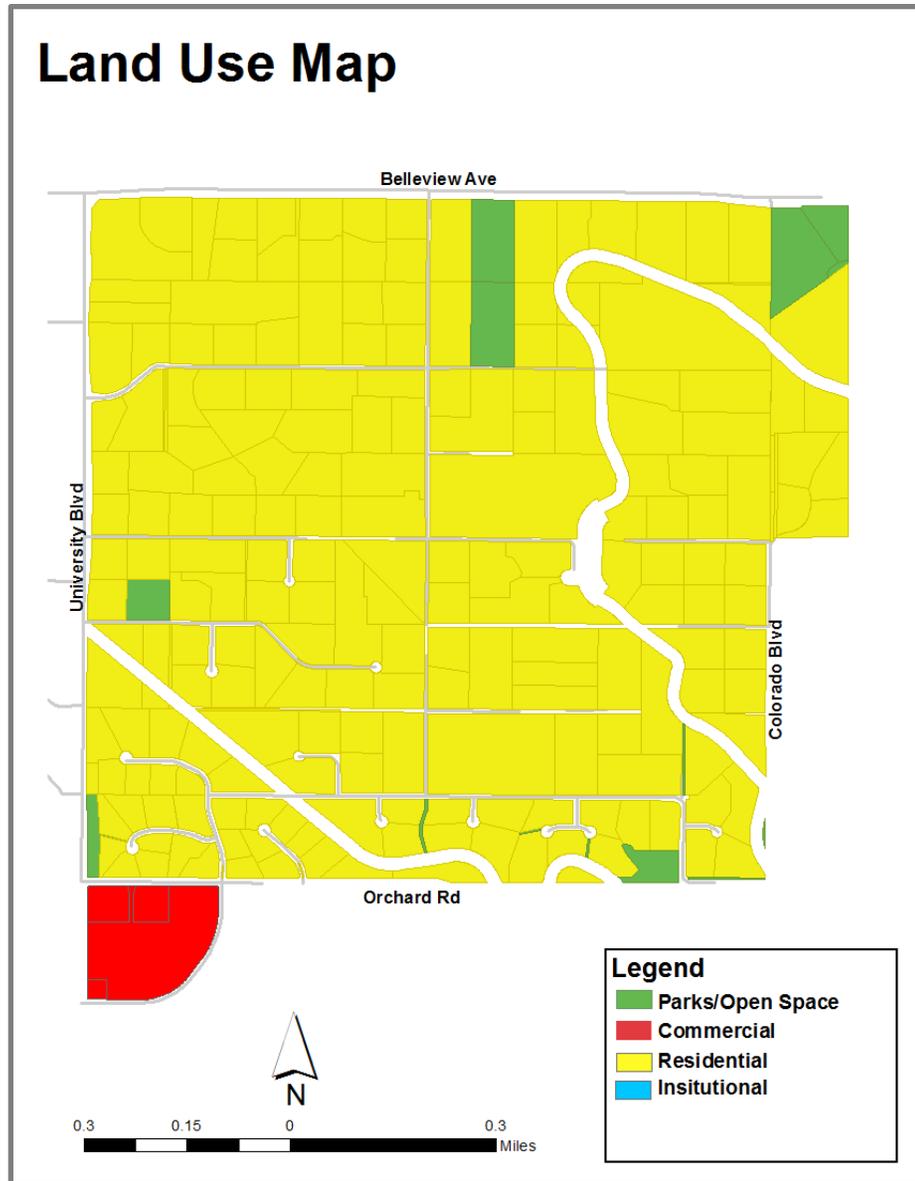
Homeowners Associations

There are two homeowners associations maintained in the Rural Homestead planning area. The associated neighborhoods are shown in the related map.

- Orchard Creek Park
- Sierra Vista



Rural Homestead Planning Area



THE RURAL HOMESTEAD PLAN

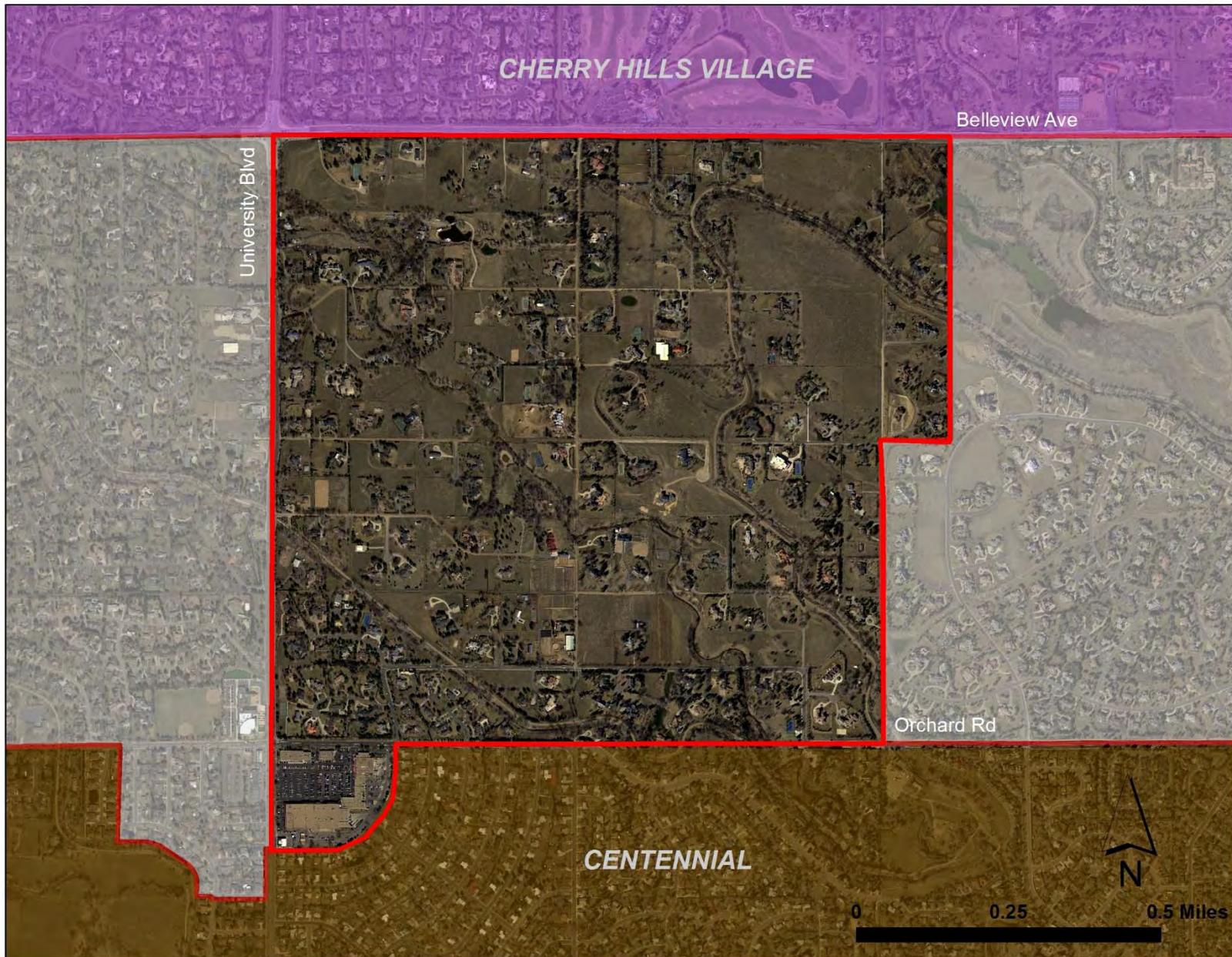
Planning Area Vision

The Rural Homestead planning area will retain its rural and agricultural character defined by very low density developments, unpaved roads, mature vegetation, and large distances between homes. The planning area serves as the equestrian center of the Village and includes improved equestrian trails and an equestrian center. The neighborhood provides convenient and safe bicycle and pedestrian travel opportunities along bicycle, pedestrian, and equestrian trails within the planning area and sidewalks and bike lanes along Orchard Road, Colorado Boulevard, University Boulevard, and Belleview Avenue. The major perimeter roads will include detached sidewalks and enhanced landscaping to maintain and improve the image and character of the area.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.

Rural Homestead Planning Area



Rural Homestead Planning Area

Land Use



Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain the current density of one dwelling unit per 2.5 acres.
- Areas in the southwest portion of the planning area that are developed at less than one dwelling unit per acre should be maintained at their current densities.
- Maintain the rural, large lot, open character of the planning area by preserving the large distances between buildings and preserving trees and other mature vegetation.
- Protect existing equestrian and agricultural uses in the planning area.
- Encourage this planning area to be an equestrian activity center.
- Preserve properties identified as having historic or cultural significance.
- Protect the image, identity, quality, and character of the community as a whole, and the individual neighborhoods within the planning area.
- Encourage private conservation easements in an effort to preserve the open, rural character of the planning areas.

Goal 2: Protect against incompatible development.

- Ensure that all in-fill and redevelopment within the planning area is compatible with existing development.
- Coordinate with adjacent jurisdictions to achieve compatibility between new development and the planning area.

Land Use

Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.

Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.

Goal 5: Preserve and protect mountain views.

- Preserve and protect view corridors of the mountains with development and redevelopment within the planning area.

Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping, compatible with the aesthetic qualities of existing landscaping, is provided with development and redevelopment within the planning area.
- Support extensive landscaping and planting of trees to enhance streetscapes and Village gateways in the planning area.



Rural Homestead Planning Area



Transportation

Goal 1: Minimize traffic congestion.

- Protect the internal planning area roadways by encouraging traffic on the external arterial roadways including Belleview Avenue and University Boulevard.
- Consider signalization of intersections on Belleview Avenue only when warrants are met.

Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Maintain the rural character of portions of the planning area through unpaved streets.
- Discourage non-local through traffic in the planning area.
- Minimize the impacts from unpaved roads through reasonable provisions for dust abatement.
- Discourage additional street extensions or Little Dry Creek crossings that would allow traffic to traverse the planning area.
- Maintain existing non-paved roads on a regular, consistent basis to ensure a safe, quality travel surface is provided.
- Promote safe operations on the internal planning area neighborhood streets through the use of appropriate traffic calming techniques.

Transportation

Goal 3: Minimize noise impacts.

- Support the use of attractive landscape berms and/or noise walls for noise abatement along arterial roadways and other roadways in the planning area in need of noise abatement.
- Support extensive landscaping, compatible with the aesthetic qualities of the existing landscaping, to minimize the negative visual impact of existing noise walls.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities and neighboring amenities.



Rural Homestead Planning Area

Community Services and Amenities



Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Encourage improved pedestrian connections to area retail centers and community facilities.

Goal 2: Maintain the accessibility to, appearance of, and amenities within neighborhood parks.



Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

- Recognize the High Line Canal as an important recreational asset and maintain it in a manner that balances safety and aesthetics.



Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.
- Encourage development of reliable water supplies for residential purposes.
- Encourage the introduction and use of public water and sewage into the area for health and safety purposes.
- Minimize effects of septic systems on groundwater through the exploration of connections to sanitary districts.
- Support the reliability of power supplies through under-grounding of power facilities that historically are unreliable.

Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats of Little Dry Creek and Greenwood Gulch.
- Maintain High Line Canal, Little Dry Creek, Greenwood Gulch, and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees, and critical wildlife habitat areas to be incorporated into the design of developments.

Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

Goal 4: Protect water quality.

- Encourage development and land management practices that will protect groundwater quality in the area.
- Protect water quality in Little Dry Creek and Greenwood Gulch.

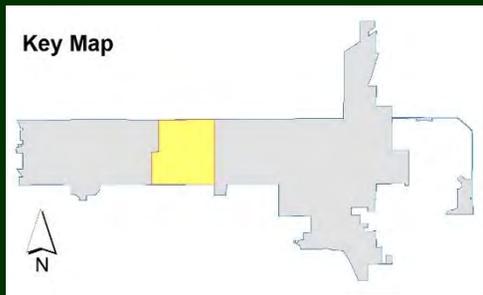


Rural Homestead Planning Area

Preserve Planning Area

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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Preserve planning area is bordered by Colorado Boulevard on the west, Holly Street on the east, Orchard Road on the south, and Belleview Avenue on the north.

Planning Area History

This planning area was part of the original Village when the Village was incorporated in 1950, with the exception of West Middle School and what is now Preserve Filing #2. These areas were annexed in 1975. The Preserve is a master planned residential neighborhood that was platted in the decade from 1990 to 2000.



Preserve Planning Area



PRESERVE CHARACTER

Natural Environment

The natural environment includes wetlands in the Marjorie Perry Nature Preserve as well as natural areas along the High Line Canal.

Built Environment

The character of the planning area is generally homogeneous with the following characteristics:

- **Land Uses:** The planning area is comprised of single family residential dwellings.
- **Residential Density:** This low- to mid-density, single family neighborhood consists of an average of one dwelling unit per acre.
- **Street Characteristics:** Paved streets meander throughout the planning area. Vertical curbs and gutters are prevalent in this planning area.
- **Landscape:** Manicured, irrigated landscape areas are interlaced with natural vegetation and open space.

PRESERVE INVENTORY

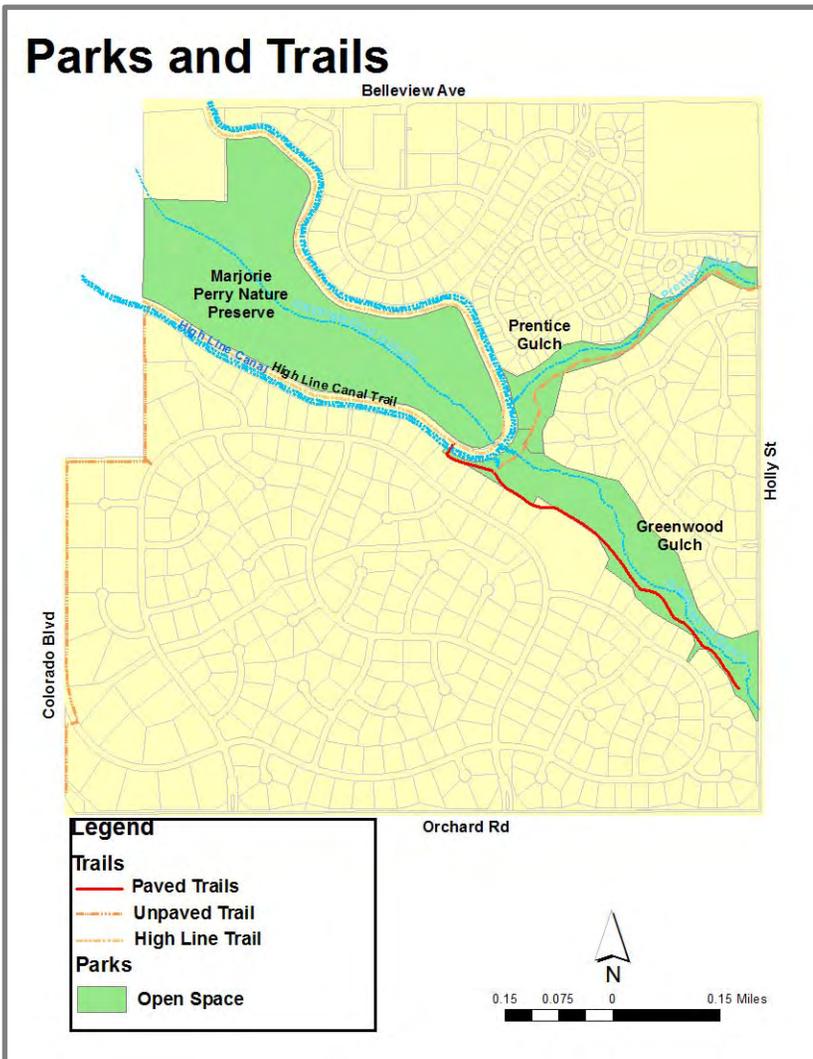
Utilities/Services

The following utility/service providers serve the Preserve planning area:

- School Districts: Littleton School District, Cherry Creek School District
- Sanitation: Southgate Sanitation (for developed areas)
- Water: Denver Water and Southgate Water, with smaller pockets of no service; West Middle School is served by Greenwood Village
- Metro Districts: None
- Fire District: South Metro Fire Rescue District



Preserve Planning Area



Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of parks, open space and trails in the planning area consist of the following:

- Developed Parks: 0.00 acres
- Open Space: 78 acres
- Bike Paths: 2.12 miles
- Equestrian Paths: 0.83 miles

Parks

The following public open space areas are located in the Preserve planning area as identified in the Parks & Trails Map:

- Horseshoe Park
- Prentice Gulch
- Greenwood Gulch

Other Public Facilities

- Marjorie Perry Nature Preserve
- High Line Canal Trail

Public Schools

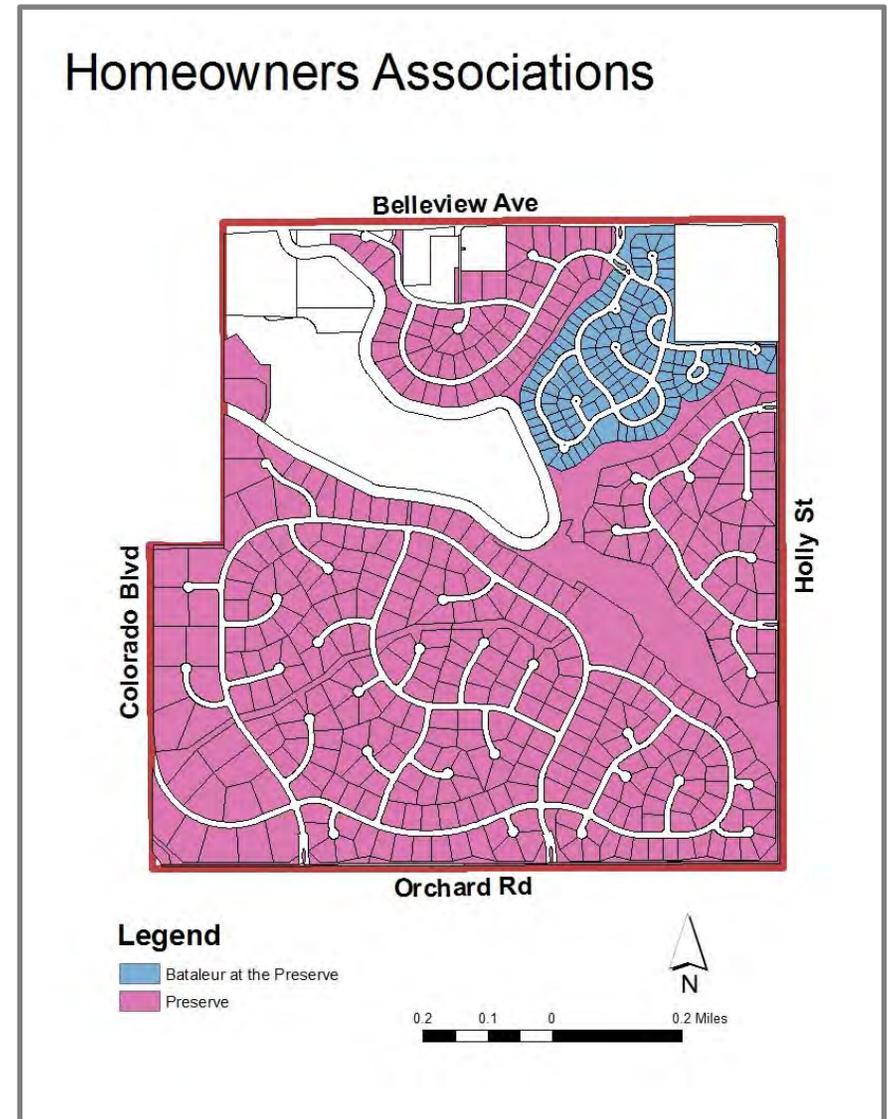
- West Middle School

Preserve Planning Area

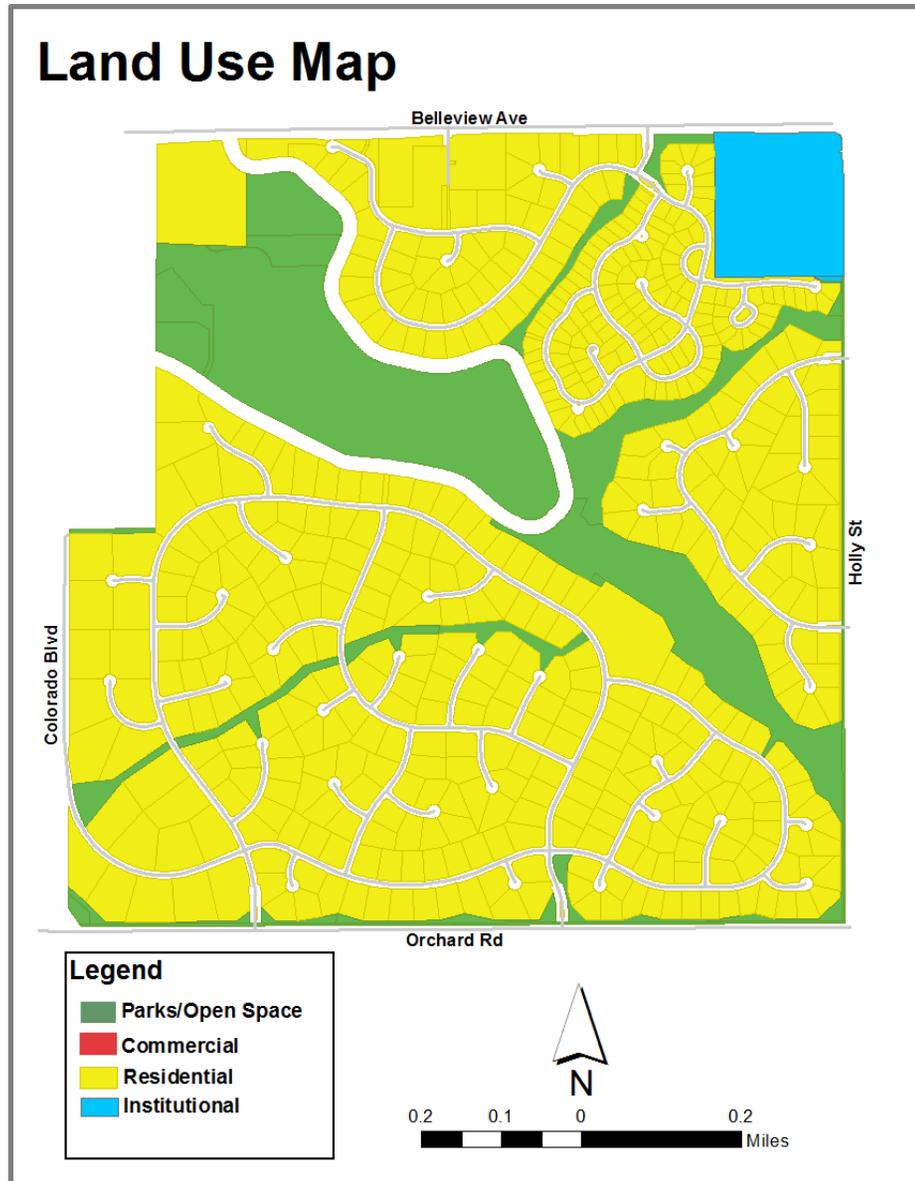
Homeowners Associations

There are two homeowners associations maintained in the Preserve planning area. The associated neighborhoods are shown in the related map.

- Bateleur at the Preserve
- Preserve



Preserve Planning Area



THE PRESERVE PLAN

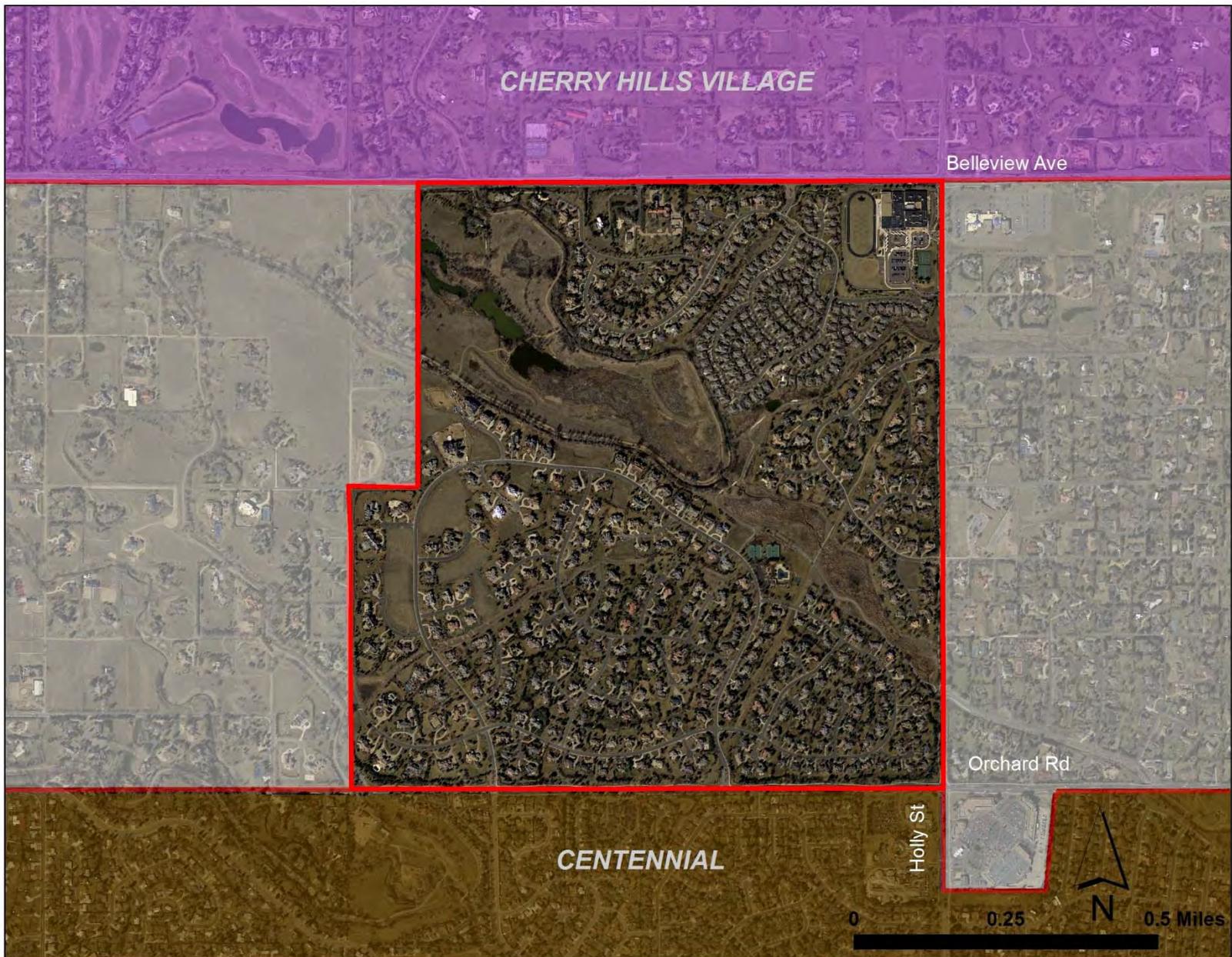
Planning Area Vision

The Preserve planning area's character will continue to be defined by significant natural open space areas adjoining clustered suburban development. The open space area will continue to offer a natural setting for wildlife habitats and recreational activities. Open space may be acquired by the Village, as it becomes available or is feasible, to provide additional wildlife habitats and improve open space and trail connections to the High Line Canal Trail. The planning area will provide convenient and safe bicycle and pedestrian travel opportunities with improved connections and access points to the Holly/Orchard Neighborhood Center, parks, community trails and open space. Internal streets will complement the planning area and provide sidewalks and attractive street lighting. Belleview Avenue, Holly Street, and Orchard Road will include detached sidewalks, enhanced landscaping, and community enhancements to maintain and improve the image and character of the area.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.

Preserve Planning Area



Preserve Planning Area



Land Use

Goal 1: Maintain the residential densities and high quality character of the planning area.

- Preserve existing equestrian and open space within the planning area.
- Preserve properties identified as having historic or cultural significance.
- Protect the image, identity, quality, and character of the community as a whole, and the individual neighborhoods within the planning area.

Goal 2: Protect against incompatible development.

- Ensure that all in-fill and redevelopment within the planning area is compatible with existing development.
- Coordinate with adjacent jurisdictions to achieve compatibility between new development and the planning area.

Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.

Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties adjacent to the planning area.

Land Use

Goal 5: Preserve and protect mountain views.

- Preserve and protect view corridors of the mountains with development and redevelopment within the planning area.

Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping, compatible with the aesthetic qualities of existing landscaping, is provided with development and redevelopment within the planning area.



Preserve Planning Area



Transportation

Goal 1: Minimize traffic congestion.

- Consider methods to alleviate possible traffic congestion on residential and collector roadways throughout the planning area.

Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Discourage street extensions or gulch crossings that would allow traffic to traverse the planning area.

Goal 3: Minimize noise impacts.

- Support the use of attractive landscaped berms for noise abatement along arterial roadways adjacent to the planning area.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities, and neighboring amenities.

Community Services and Amenities

Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Maintain the existing connections to the neighborhood marketplaces and community facilities.
- Encourage development and improvement of trails, sidewalks, and bicycle paths or lanes along the periphery roadways to the planning area.
- Maintain the existing sidewalks along local streets within the neighborhoods to promote safe pedestrian travel.
- Maintain the current trail system, including the High Line Canal Trail, and evaluate opportunities for linking isolated stretches of trails, improving access points, and providing directional signage.
- Support coordination between the Homeowners Associations and the Parks, Trails, and Recreation Commission to establish additional secondary trails that will connect with existing trails, parks, and open space in the planning area.



Goal 2: Maintain the accessibility to, appearance of, and amenities within neighborhood parks.

Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

- Recognize the High Line Canal as an important recreational asset and maintain it in a manner that balances safety and aesthetics.

Preserve Planning Area



Community Services and Amenities

Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.

Goal 5: Integrate schools into neighborhoods to ensure compatibility with residential properties in the planning area.



Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats of Marjorie Perry Nature Preserve, Greenwood Gulch and Prentice Gulch.
- Maintain High Line Canal, Big Dry Creek, Little Dry Creek and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees and critical wildlife habitat areas to be incorporated into the design developments.
- Preserve the quality and character of the Marjorie Perry Nature Preserve.

Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

Goal 4: Protect water quality.

- Protect water quality in Marjorie Perry Nature Preserve, Greenwood Gulch and Prentice Gulch.



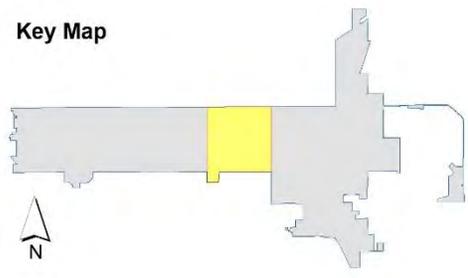
Preserve Planning Area

Greenwood Hills Planning Area

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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Greenwood Hills planning area is generally bounded by Belleview Avenue on the north, Orchard Road on the south, Holly Street on the west, and Quebec Street on the east. It also includes an existing shopping center south of Orchard Road at Holly Street.

Planning Area History

This planning area became part of the Village in 1975. Smaller annexations completing the current makeup of the planning area occurred in 1966, 1978, 1979, and 1989.



Greenwood Hills Planning Area



GREENWOOD HILLS CHARACTER

Natural Environment

The extensive natural environment found in this planning area includes native plantings wetlands, and open meadows.

Built Environment

Greenwood Hills' residents value the low density zoning, natural and maintained open spaces, wildlife, and semi-rural character of the streets. Extensive wetlands and natural drainage corridors, with healthy riparian vegetation exists throughout the community.

- **Land Uses:** The planning area is comprised of single family residential dwellings. At the southwest corner of this planning area is a commercial shopping district located at the southwest corner of Holly and Orchard. In the northeast corner of the planning area is a series of low-rise commercial office buildings. Two churches operate in the planning area on residential zoned land with special use permits.
- **Residential Density:** This low density, single family neighborhood consists of a range of densities, generally consisting of lots just below one acre up to 2.5 acres.
- **Street Characteristics:** Paved streets meander throughout the planning area. Valley pans and grass drainage ditches are most common, with curb and gutter on Monaco Street and the perimeter streets.
- **Landscape:** A combination of natural and manicured vegetation exists throughout the planning area.

GREENWOOD HILLS INVENTORY

Utilities/Services

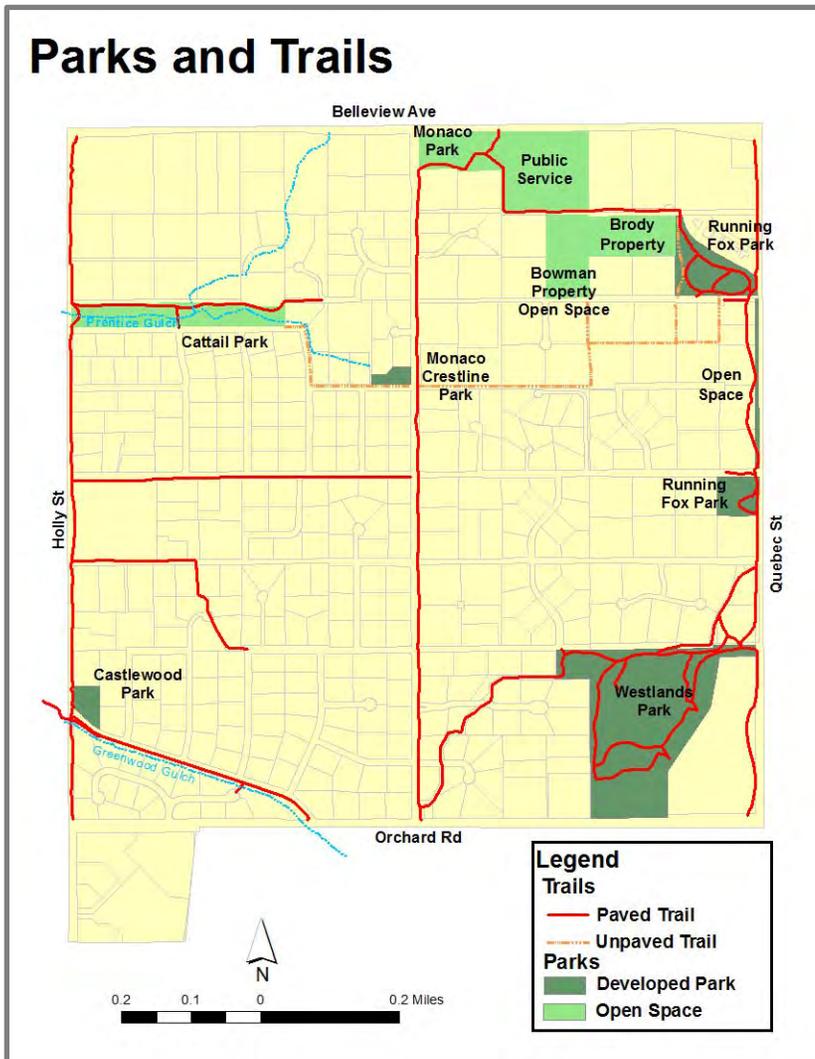
The following utility/service providers serve the Greenwood Hills planning area:

- School Districts: Cherry Creek School District
- Sanitation: Southgate with pockets of no service
- Water: Denver Water, Southgate, Greenwood Village; smaller pockets have no service or are served by Greenwood Plaza
- Metro Districts: Greenwood at the northwest corner of Quebec and Orchard, Greenwood North at the southwest corner of Belleview and Quebec.



Greenwood Hills Planning Area

Parks and Trails



Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of parks, open space and trails in the planning area consist of the following:

- Developed Parks: 18.06 acres
- Open Space: 39.01 acres
- Bike Paths: 4.59 miles
- Equestrian Paths: 0.25 miles

Parks

The following parks are located in the Greenwood Hills planning area:

- Cattail Park
- Castlewood Park
- Monaco Park
- Westlands Park
- Monaco Crestline Park
- Running Fox Park

Other Public Facilities – None

Schools

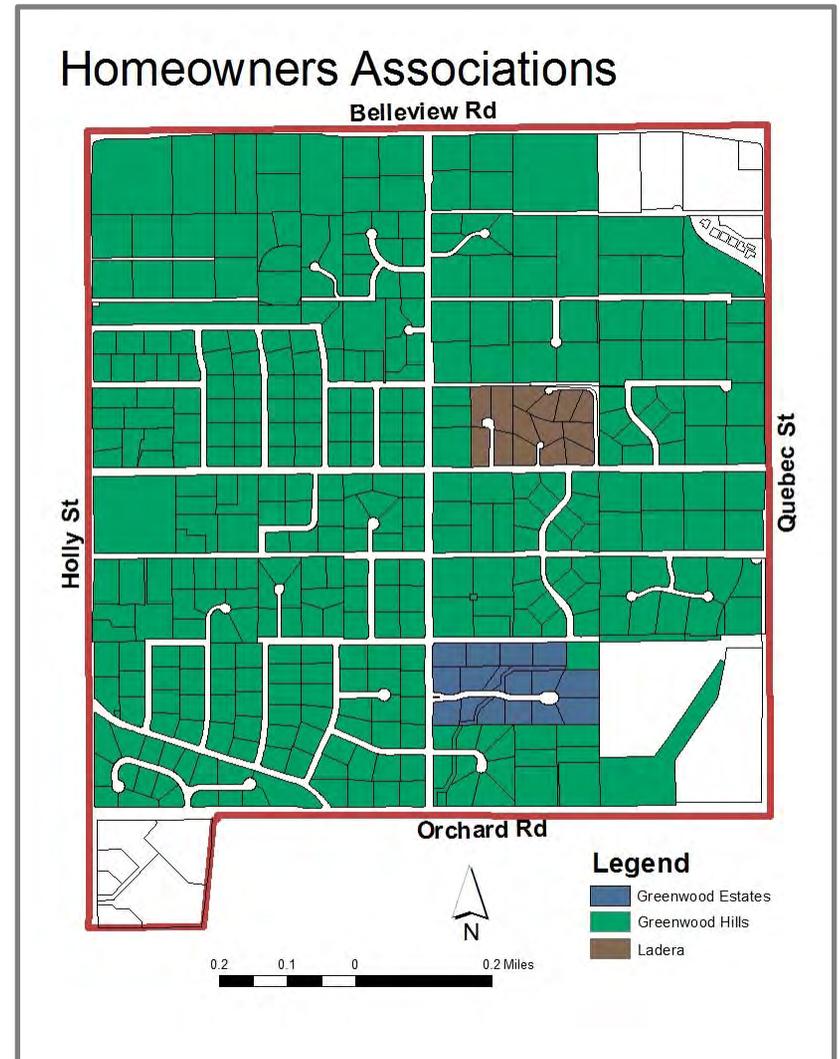
- Greenwood Elementary School

Greenwood Hills Planning Area

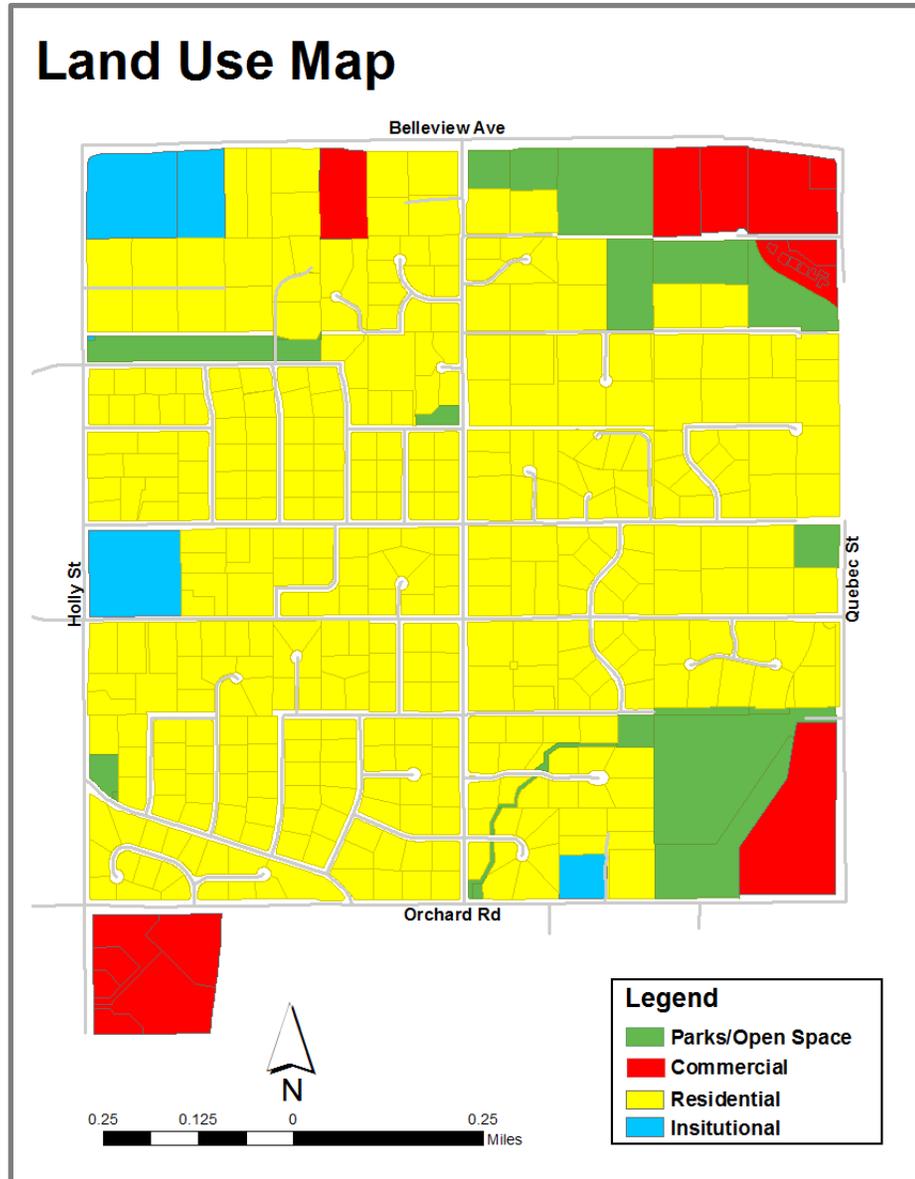
Homeowners Associations

There are three homeowners associations maintained in the Greenwood Hills planning area. The associated neighborhoods are shown in the related map.

- Greenwood Estates
- Greenwood Hills
- Ladera



Greenwood Hills Planning Area



THE GREENWOOD HILLS PLAN

Planning Area Vision

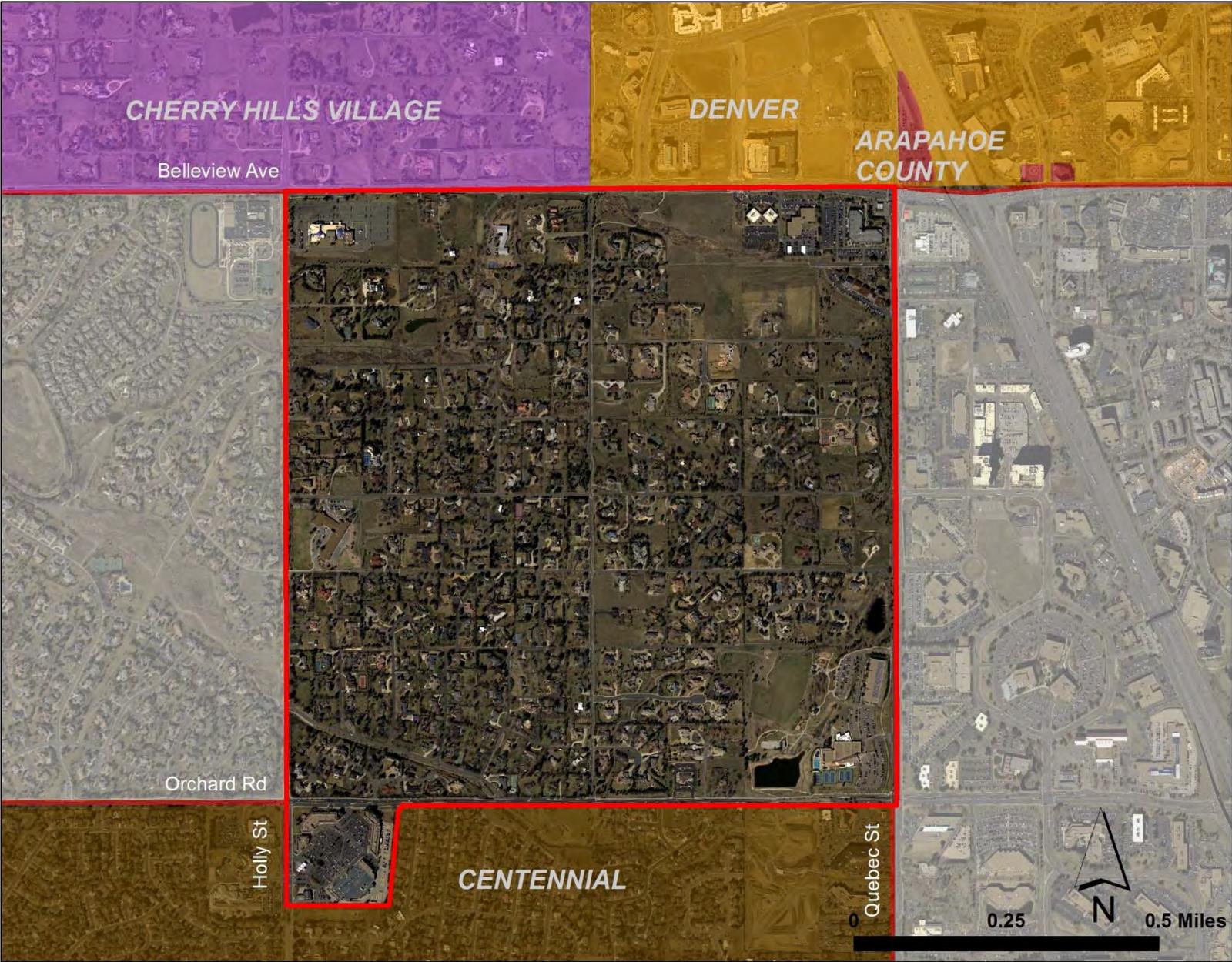
The planning area will retain its low density residential and attractive large-lot and rural character. Mature vegetation located in older neighborhoods will be preserved, while additional trees and other landscape enhancements will be located in developing areas. Significant views of the Rocky Mountains will remain an important feature of this planning area.

Planning for the community should entail all possible elements to protect tranquility, security, and quality of life from the impacts of transient automobiles, pedestrians and bicycle traffic, and from pollution, stormwater run-off, flooding, noise, and lights. The safety of children traveling to and from school shall be a paramount concern in trail planning, maintenance and improvements. No further nonresidential development (except open space) shall occur in the planning area.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.

Greenwood Hills Planning Area



Greenwood Hills Planning Area

Land Use



Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain the current residential density and semi-rural character of the planning area, including the current design and treatment of local roads in the planning area.
- Encourage and maintain the open character of the planning area.
- Prohibit the rezoning of properties to higher residential densities, except for transitional single-family residential for properties adjacent to Belleview Avenue that have no vehicular access to the greater neighborhood, subject to compliance with the broader goals of the planning area and not to exceed the prevailing density in the planning area.
- Prohibit new and expanded nonresidential uses (except for open space) within residential zone districts throughout the planning area.
- Ensure residential developments along Belleview Avenue provide a step down in land use intensity as a transition from roadway to adjacent residential properties.
- Minimize the lighting impacts from nonresidential areas.
- Preserve the natural beauty of the planning area.
- Maintain the appearance of large-lot residential areas with extensive landscaping.
- Protect the image, identity, quality, and character of the community as a whole, and the individual neighborhoods within the planning area.

Land Use

Goal 2: Protect against incompatible development.

- Ensure that all in-fill and redevelopment within the planning area is compatible with existing development.
- Protect adjacent residential areas from traffic, noise and lighting from Westlands Park.
- Coordinate with adjacent jurisdictions to achieve compatibility between new development and the planning area.



Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.
- Enhance the open space buffer along Quebec Street as landscaped areas, and/or improved parks with pedestrian and bike trails.



Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.



Greenwood Hills Planning Area

Land Use



Goal 5: Preserve and protect mountain views

- Design buildings, streets, and landscaping to preserve and frame mountain views.
- Preserve and protect views corridors of the mountains with development and redevelopment within the planning area.



Goal 6: Encourage high quality landscaping

- Ensure high quality landscaping, compatible with aesthetic qualities of existing landscaping, is provided with development and redevelopment within the planning area.
- Promote high quality landscaping on developed properties.



Transportation

Goal 1: Minimize traffic congestion.

- Protect the internal planning area roadways by encouraging traffic on the external east-west roadways including Belleview Avenue and Arapahoe Road.
- Protect the internal planning area roadways by encouraging traffic on the north-south roadways including University Boulevard, Quebec Street, and Interstate 25.



Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Encourage safe access to state and local roads in and out of neighborhoods.
- Discourage non-local through traffic in the planning area using innovative methods of traffic management.
- Discourage street extensions that would allow traffic to traverse the planning area.
- Maintain the disconnection of east-west residential streets from Quebec Street.



Goal 3: Minimize noise impacts.

- Support the use of attractive landscaped berms and/or noise walls for noise abatement along the periphery roadways to the planning area.
- Consider methods to alleviate the noise impacts along flight paths of airplanes utilizing Centennial Airport.



Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities and neighborhood amenities.

Greenwood Hills Planning Area

Community Services and Amenities



Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Maintain the existing recreational trails but do not promote the construction of any new recreational trails.
- Enhance pedestrian and bicycle connections along the periphery roadways to employment centers and schools.
- Maintain the existing pedestrian connections to the neighborhood marketplaces and community facilities including the library used by the planning area residents.



Goal 2: Maintain the accessibility to, appearance of, and amenities within the neighborhood parks.

- Maintain the high quality of neighborhood parks.
- Preserve natural parks.

Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

- Maintain the open space within the planning area.

Goal 4: Maintain the quality of life in the planning area by providing a high standards of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.

Goal 5: Integrate schools into neighborhoods to ensure compatibility with residential and commercial properties.

Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats in Greenwood Gulch and Prentice Gulch.
- Maintain Greenwood Gulch, Prentice Gulch, and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees and critical wildlife habitat areas to be incorporated into the design of developments.

Goal 3: Protect floodplains.

- Ensure that all development properly detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

Goal 4: Protect water quality.

- Protect water quality in Greenwood Gulch and Prentice Gulch.



Greenwood Hills Planning Area

Sundance/Orchard Hills Planning Area

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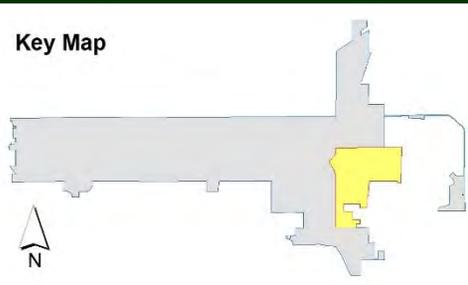
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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Sundance/Orchard Hills planning area is located east of Yosemite Street, west of Havana Street, north of Peakview Avenue, and generally south of the Berry Avenue alignment.

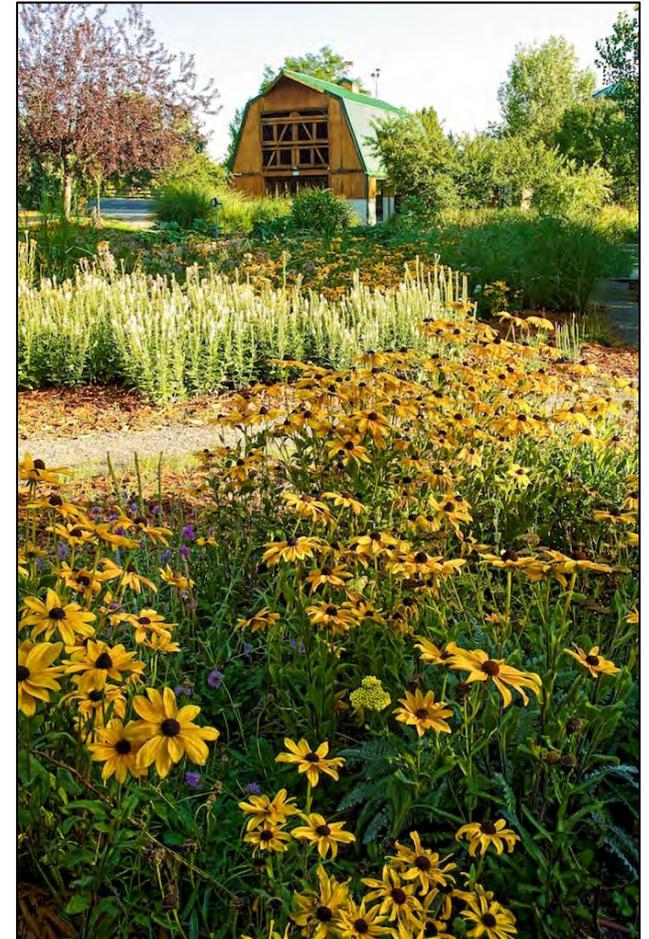
Planning Area History

The neighborhoods were annexed in segments in consecutive years between 1975 and 1979, and again in 1987 and 2005.

SUNDANCE/ORHCARD HILLS CHARACTER

Natural Environment

Mature medium and low-density residential neighborhoods designed around significant drainage ways and parks characterize this planning area. Drainage basins provide open space, wildlife habitat corridors, and recreation areas.



Sundance/Orchard Hills Planning Area



Built Environment

The Sundance/Orchard Hills planning area is semi-rural to highly developed residential area with the following characteristics:

- Land Uses: This diverse area is characterized by low, medium, and high density residential uses and significant developed parks.
- Residential Density: Residential development includes a wide range of single-family and multi-family densities.
- Street Characteristics: The planning area includes paved streets with vertical curbs and gutters.
- Landscape: Manicured, irrigated landscaping is found throughout the planning area. Some natural vegetation exists within open space areas.

SUNDANCE/ORCHARD HILLS INVENTORY

Utilities/Services

The following utility/service providers serve the planning area:

- School Districts: Cherry Creek School District
- Sanitation: Castlewood, Goldsmith Gulch
- Water: Castlewood
- Metro Districts: Orchard Hills Metro Park and Recreation District, Sundance Hills
- Fire District: South Metro Fire Rescue District

Sundance/Orchard Hills Planning Area

Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of parks, open space and trails in the planning area consist of the following:

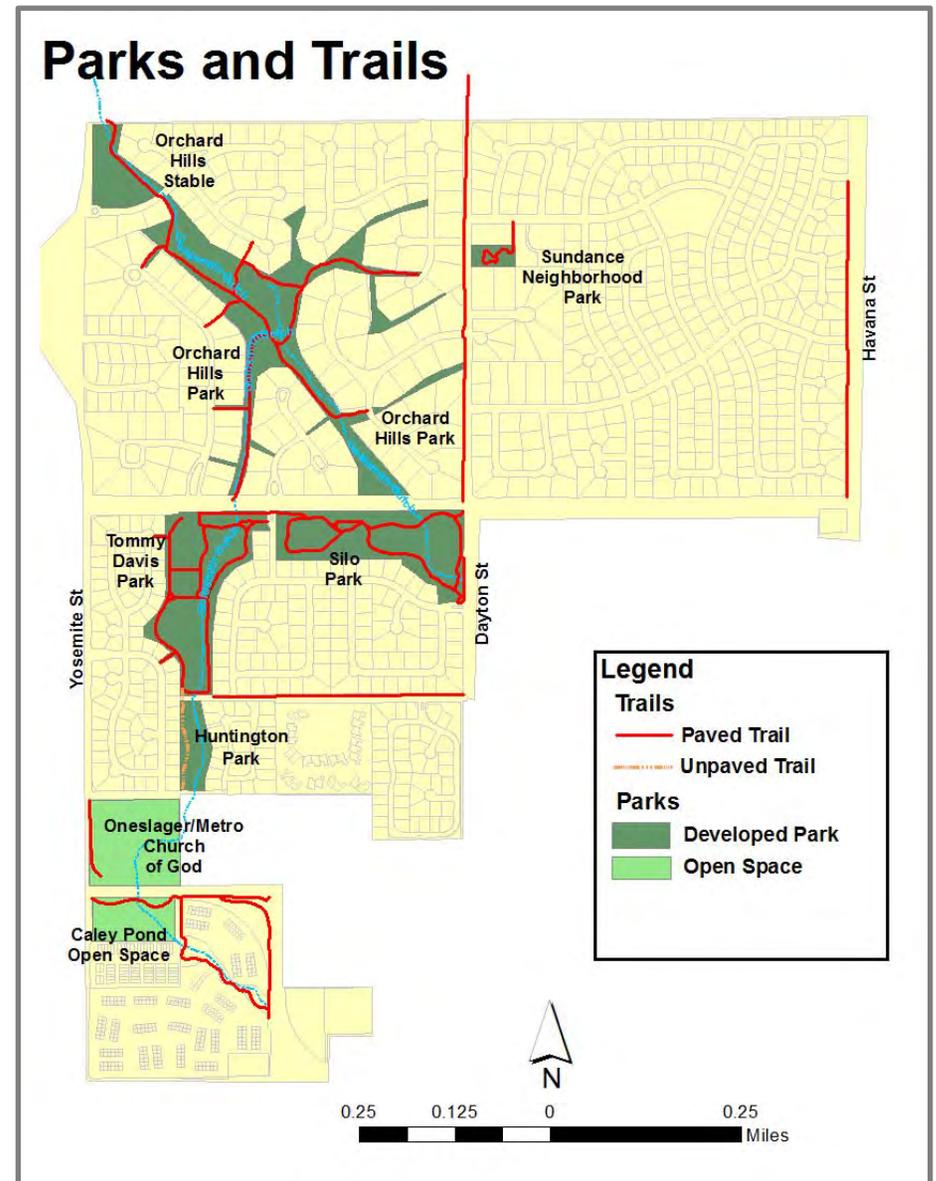
- Developed Parks: 15.75 acres
- Open Space: 30.07 acres
- Bike Paths: 6.62 miles
- Equestrian Paths: 0.13 miles

Parks

- Tommy Davis Park
- Huntington Park
- Sundance Neighborhood Park
- Orchard Hills Park
- Silo Park

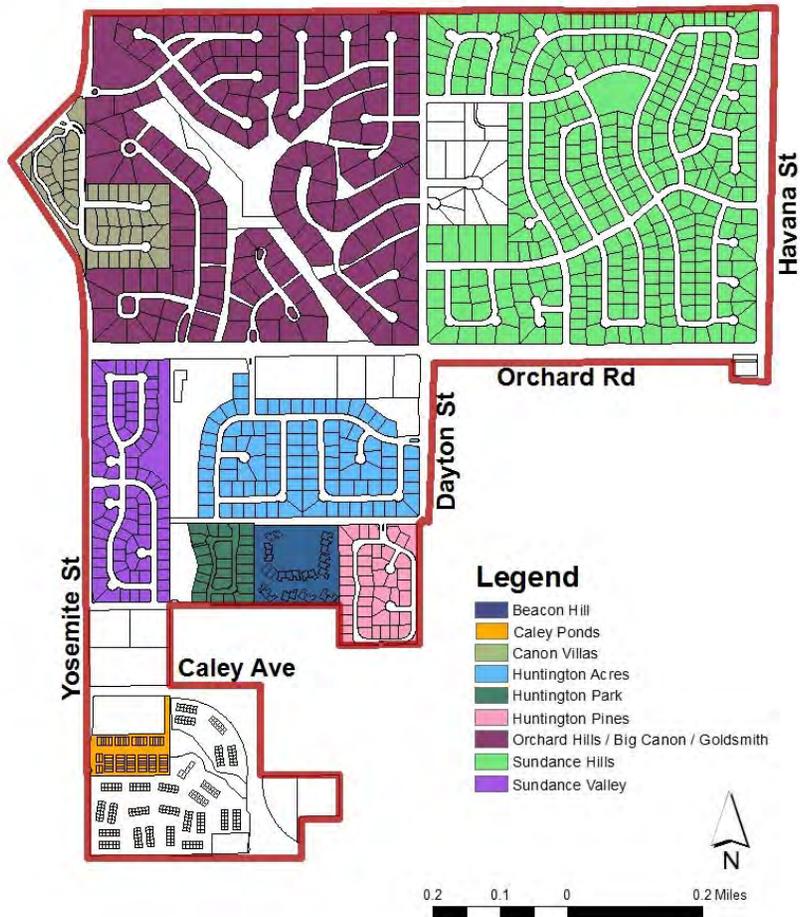
Other Public Facilities – None

Public Schools – None



Sundance/Orchard Hills Planning Area

Homeowners Associations



Homeowners Associations

There are nine homeowners associations maintained in the Sundance/Orchard Hills planning area. The associated neighborhoods are shown in the related map.

- Beacon Hill
- Caley Ponds
- Canon Villas
- Huntington Acres
- Huntington Park
- Huntington Pines
- Orchard Hills / Big Canon / Goldsmith
- Sundance Hills
- Sundance Valley



Sundance/Orchard Hills Planning Area

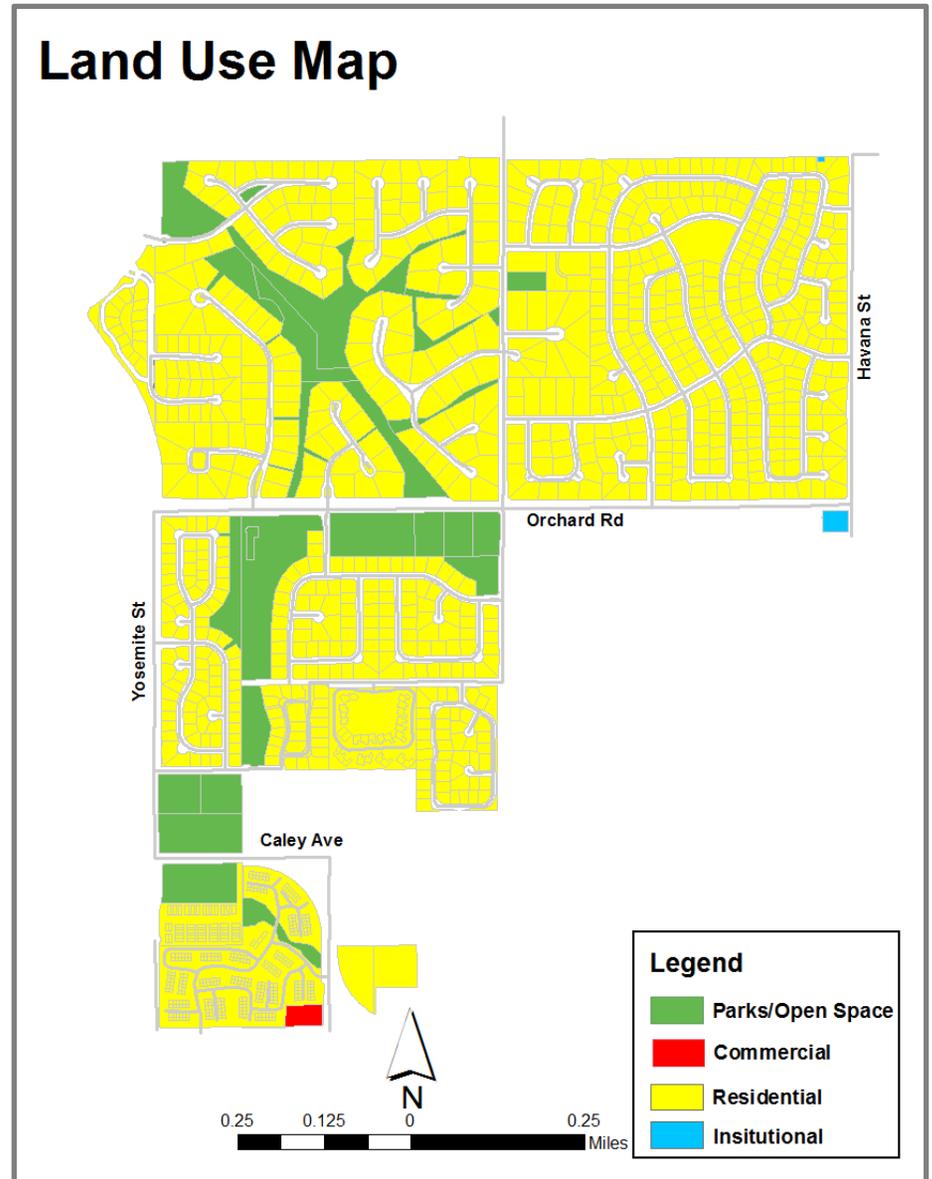
THE SUNDANCE/ORCHARD HILLS PLAN

Planning Area Vision

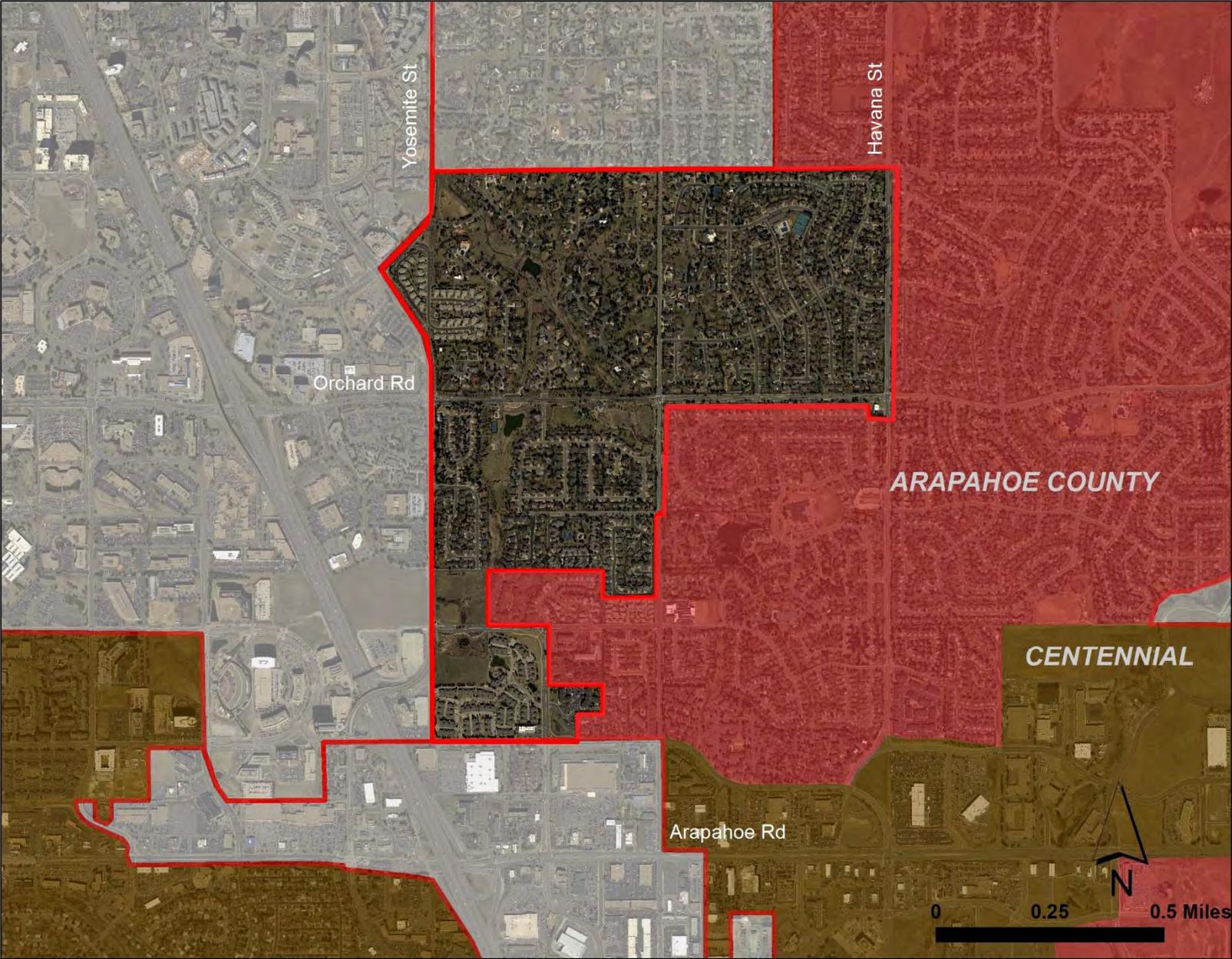
The Sundance/Orchard Hills planning area will provide direct access to open space and trail corridors. The planning area's extensive pedestrian and bicycle trails will provide convenient and safe recreation and travel opportunities with improved connections and access points to the DTC and Greenwood Plaza employment centers, the Village Center, local and regional transit, and surrounding neighborhoods. The pedestrian and bicycle trails along major corridors will be detached from the street to provide a safe pedestrian environment while maintaining the character of the planning area. The planning area will provide trail connections and access points to adjacent open space, Cherry Creek State Park, the DTC, the Village Center, local and regional transit, and surrounding neighborhoods.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.



Sundance/Orchard Hills Planning Area



Sundance/Orchard Hills Planning Area

Land Use

Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain residential densities that are consistent with the neighborhood character.
- Discourage further subdivision of residential properties.
- Preserve properties identified as having historic or cultural significance.
- Protect the image, identity, quality, and character of the community as a whole, and the individual neighborhoods within the planning area.



Goal 2: Protect against incompatible development.

- Protect the property values and character of the planning area from the negative impacts of development adjacent to the Village.
- Coordinate with adjacent jurisdictions to achieve compatibility between new developments and the planning area.
- Ensure the character of the neighborhood commercial centers is maintained with redevelopment.
- Encourage redevelopment projects to maximize the preservation or enhancement of open space.



Sundance/Orchard Hills Planning Area

Land Use



Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Encourage a buffer along South Yosemite Street between the existing residential developments and the commercial and office developments.
- Maintain the open space buffer strips between the residential areas and the commercial and employment uses to the west. These buffers should include natural, landscaped, and/or improved parks, with pedestrian/bike trails.
- Ensure adequate buffers are provided with development and redevelopment within the planning area.

Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.

Goal 5: Preserve and protect mountain and reservoir views.

- Preserve and protect view corridors of the mountains and reservoir with development and redevelopment within the planning area.
- Design buildings, streets, and landscaping to preserve and frame views of the mountains and Cherry Creek State Park.

Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping is provided with development and redevelopment within the planning area.

Transportation

Goal 1: Minimize traffic congestion.

- Minimize traffic on Orchard Road between Dayton Street and Yosemite Street.
- Maintain acceptable delays at major traffic intersections.

Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Encourage safe local residential traffic movements into and out of neighborhoods and the planning area.
- Discourage non-local through traffic in the planning area, particularly in residential neighborhoods.
- Consider ways of slowing and/or reducing traffic along local and collector streets in the planning area.
- Improve vehicular access to Cherry Creek State Park.

Goal 3: Minimize noise impacts.

- Consider methods to alleviate the noise impacts of Fiddler's Green Amphitheatre.
- Consider methods to alleviate the noise impacts along the flight paths of airplanes utilizing Centennial Airport.
- Encourage the planting of additional trees to buffer neighborhoods from traffic and noise.
- Support the use of attractive landscaped berms and/or noise walls for noise abatement along arterial and collector roadways within the planning area.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities, and neighboring amenities.



Sundance/Orchard Hills Planning Area



Community Services and Amenities

Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Encourage the development of new pedestrian/bicycle trails, including connections to open space, parks, employment and retail centers, and residential neighborhoods.
- Enhance neighborhood connectivity to Cherry Creek State Park and park facilities within the City.
- Support improvements to the trail system that promote the use as commuter trails to the DTC and Greenwood Plaza employment centers.
- Enhance pedestrian and bicycle connections to the local and regional transit system, including the Arapahoe and Orchard Light Rail Stations.
- Improve bicycle and pedestrian travel by increasing safety and convenience through dedicated facilities, such as trails, underpasses, sidewalks, and bike lanes with proper sight triangles.

Goal 2: Maintain the accessibility to, appearance of, and amenities within neighborhood parks.

- Coordinate with the Orchard Hills Metropolitan Park and Recreation District for facilities in the neighborhood.

Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.

Goal 5: Integrate schools into neighborhoods to ensure compatibility with residential and commercial properties in the planning area.

Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats of Goldsmith Gulch.
- Maintain Goldsmith Gulch and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees and critical wildlife habitat areas to be incorporated into the design developments.

Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

Goal 4: Protect water quality.

- Protect water quality in Goldsmith Gulch.
- Preserve Cherry Creek Reservoir water quality by minimizing planning area impacts on the reservoir.



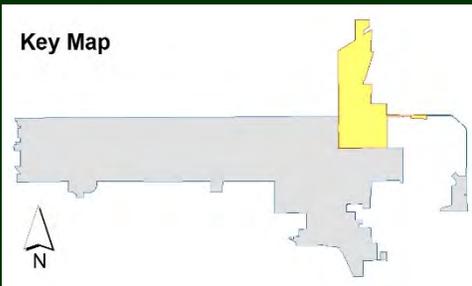
Sundance/Orchard Hills Planning Area

Cherry Creek Planning Area

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PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Cherry Creek planning area includes the portion of the Village east of Yosemite Street and generally north of the alignment of Berry Avenue. Cherry Creek High School, Village Greens Park, and Cherry Creek Reservoir contribute significantly to the area's identity.

Planning Area History

This planning area became part of the Village through subsequent annexations from 1975 through 1977, 1980, 1983 and 1998.



Cherry Creek Planning Area

CHERRY CREEK CHARACTER

Natural Environment

The natural environment consists of highly developed residential lots adjacent to Cherry Creek State Recreational Area, which provides open wildlife corridors and areas.

Built Environment

The character of the planning area is mixed between larger lot single-family to the south and smaller lot single-family to the north:

Land Uses: The planning area is comprised of primarily single family residential dwellings.

Residential Density: This generally single family neighborhood consists of an average of 3-5 dwelling units per acre.

Street Characteristics: Paved streets meander throughout the planning area. Valley pan, vertical curbs and gutters, or drainage ditches are prevalent.

Landscape: Manicured, irrigated landscape areas are found throughout the planning area. Natural vegetation exists in the north area of the planning area.



CHERRY CREEK INVENTORY

Utilities/Services

The following utility/service providers serve the Cherry Creek planning area:

- School District: Cherry Creek
- Sanitation: Goldsmith Gulch, Castlewood
- Water: Cherry Creek Village, Castlewood
- Metro Districts: None

Planning Area Facilities

Recreation

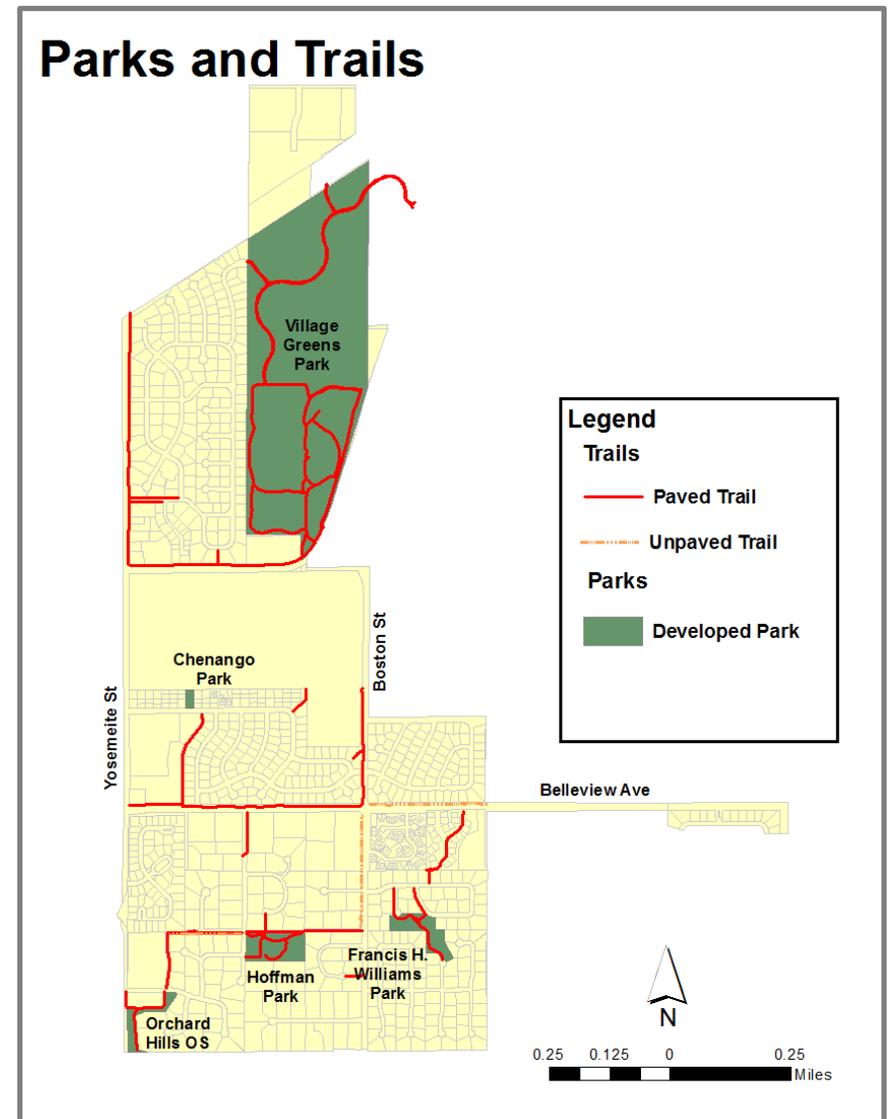
Parks and open space consist of the following:

- Developed Parks: 99.73 acres
- Open Space: 50.49 acres
- Bike Paths: 9.33 miles
- Equestrian Paths: 0.47 miles

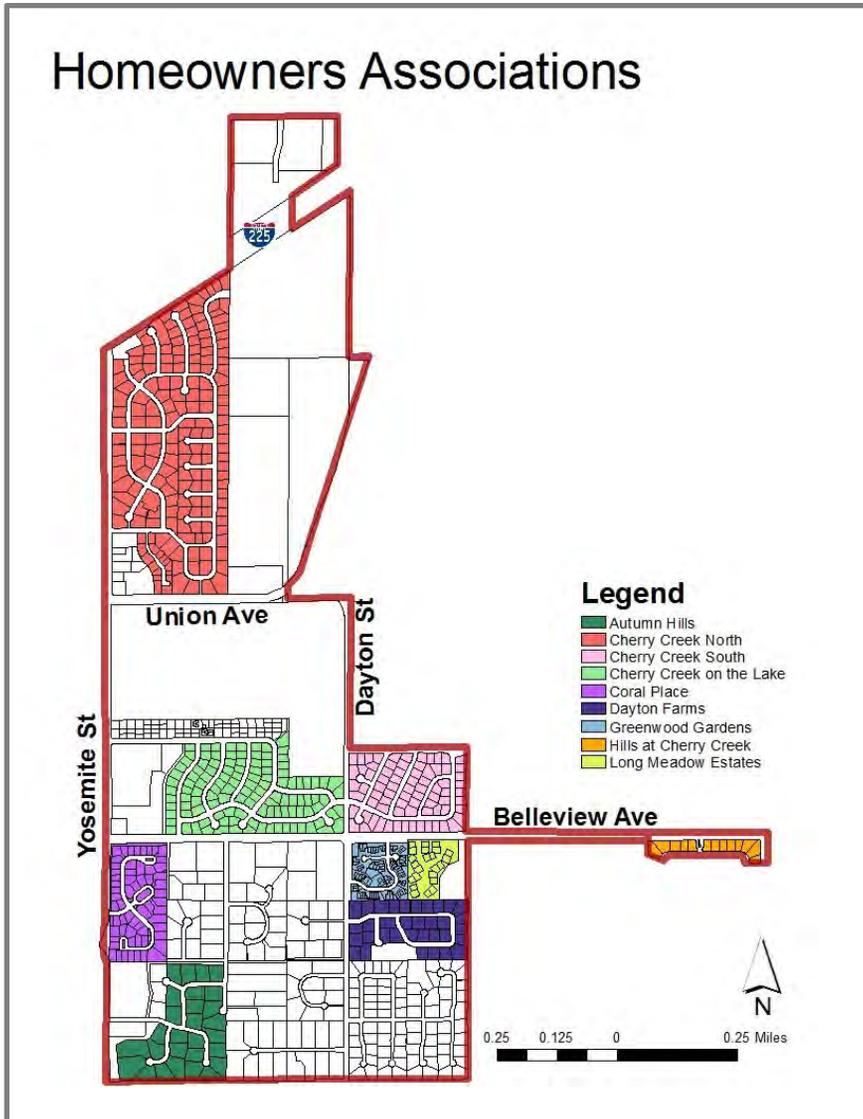
Parks

- Hoffman Park
- Francis H. Williams Park
- Village Greens Park
- Chenango Park
- Orchard Hills Park

Other Public Facilities – None



Cherry Creek Planning Area



Schools

Belleview Elementary School, Campus Middle School, Cherry Creek High School

Homeowners Associations

There are six homeowners associations maintained in the Cherry Creek planning area. The associated neighborhoods are shown in the related map.

- Autumn Hills
- Cherry Creek North
- Coral Place
- Dayton Farms
- Greenwood Gardens
- Long Meadow Estates



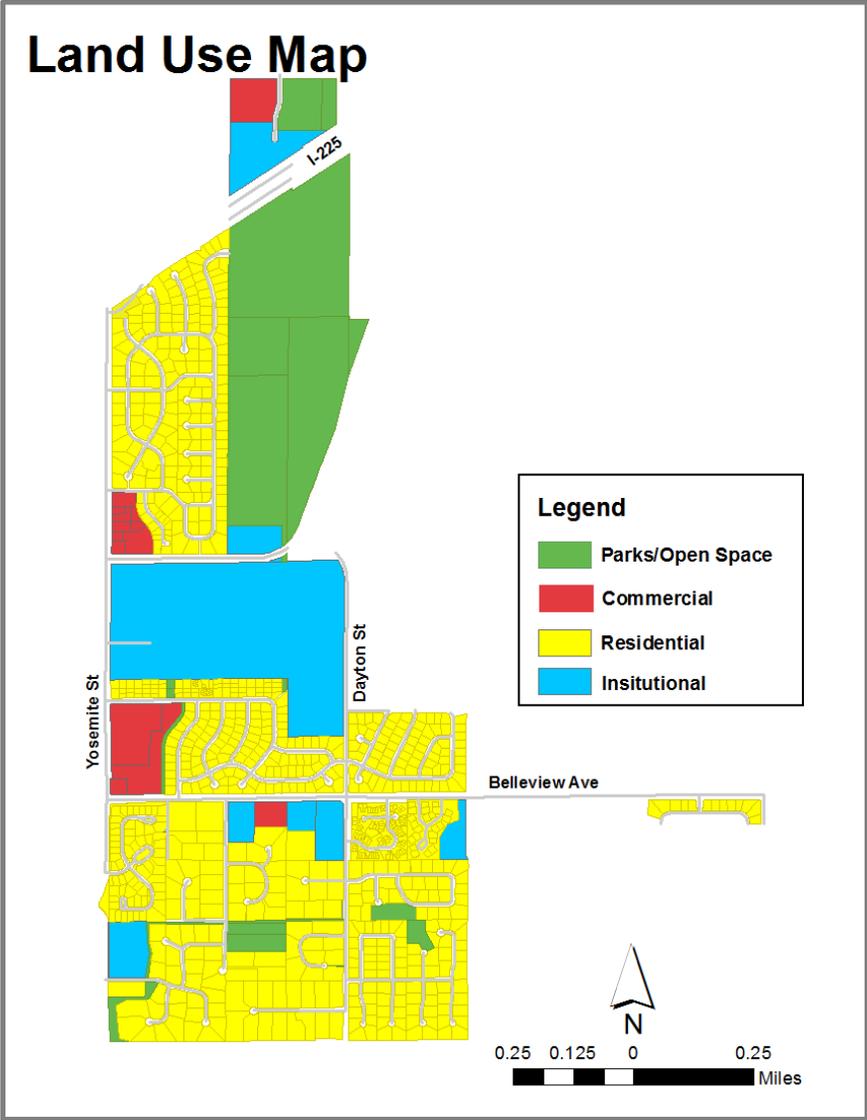
THE CHERRY CREEK PLAN

Planning Area Vision

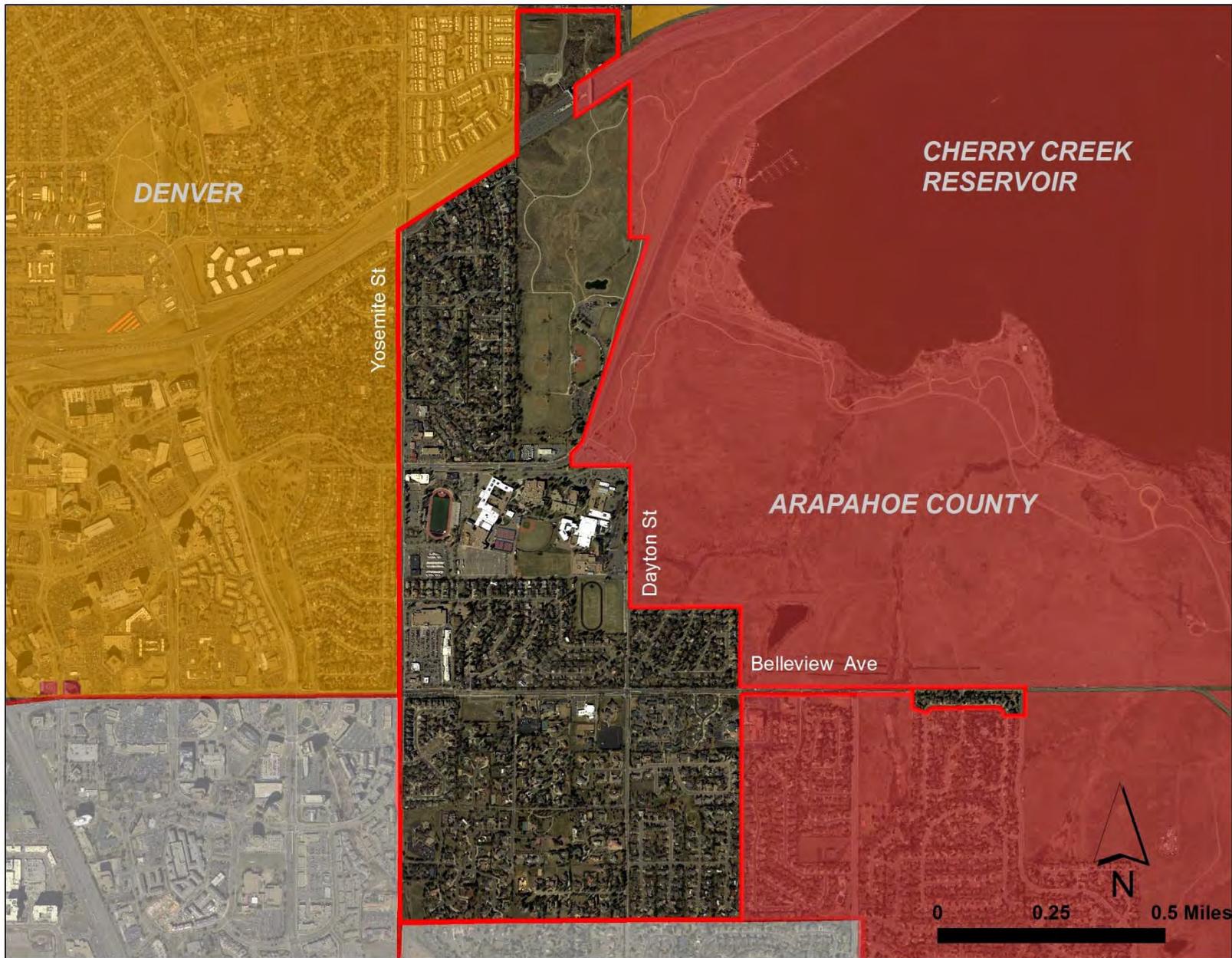
The Cherry Creek planning area will provide convenient and safe bicycle and pedestrian travel opportunities with improved connections and access points from residential areas to the Belleview Square shopping center, located at Belleview Avenue and Yosemite Street. Connections will also be made to Cherry Creek High School, Village Greens Park, Cherry Creek Reservoir trails and open space, the transit shelters along Belleview Avenue and Yosemite Street, the Dayton/Galleria Light Rail Station, and the Hampden Town Center located north of I-225.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.



Cherry Creek Planning Area



Land Use

Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain residential densities that are consistent with the neighborhood character.



Goal 2: Protect against incompatible development both in the planning area and in adjacent jurisdictions.

- Encourage pedestrian-oriented design improvements at Belleview Square through redevelopment opportunities. These design improvements may include orienting buildings toward the street, locating parking at the rear or side of buildings, and providing landscaped pedestrian walkways that break up large parking lots and provide safe pedestrian connections.
- Encourage landscaping and signage improvements for the neighborhood commercial centers through redevelopment opportunities.
- Encourage redevelopment of existing neighborhood commercial centers.
- Discourage further non-residential development on Belleview Avenue east of Yosemite Street.
- Preserve properties identified as having historic or cultural significance.
- Protect the image, identity, quality and character of the community as a whole, and the individual neighborhoods within the planning area.
- Encourage the use of the Village's image and identity in and around the retail centers in the planning area.
- Promote a positive image of the planning area and Village through installation of neighborhood and gateway features.



Cherry Creek Planning Area

Land Use



Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.



Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.

Goal 5: Preserve and protect mountain and reservoir views.

- Preserve and protect view corridors of the mountains and reservoir with development and redevelopment within the planning area.
- Design buildings, streets, and landscaping to preserve and frame views of the mountains and Cherry Creek State Park.



Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping is provided with development and redevelopment within the planning area.
- Support extensive landscaping and the planting of trees to enhance streetscapes along periphery roadways and gateways into the neighborhoods in the planning area.

Transportation

Goal 1: Minimize traffic congestion.

- Protect the internal planning area roadways by encouraging traffic on the arterial and collector roadways.
- Provide safe vehicular access to the arterial and collector street systems in the planning area.



Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Improve pedestrian and vehicular access to Cherry Creek State Park.
- Maintain pedestrian and vehicular circulation around Village Greens Park to lessen pedestrian-vehicle conflicts.
- Maintain and improve pedestrian safety through intersection improvements.



Goal 3: Minimize noise impacts.

- Consider methods to alleviate the noise impacts of I-225, I-25, and Fiddler's Green Amphitheatre.
- Consider methods to alleviate the noise impacts along the flight paths of airplanes utilizing Centennial Airport.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, transit facilities, and neighborhood amenities.

Cherry Creek Planning Area

Community Services and Amenities



Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Maintain pedestrian connections to light rail, Cherry Creek Trail, and other elements of the Village trail system.
- Support the development of new pedestrian/bicycle trails connecting the planning area to the rest of the city, including connections to neighborhood commercial centers, the Village Center, the DTC and other residential areas.
- Maintain pedestrian accessibility to the light rail station over I-225 and to Hampden Town Center using the existing bridge.

Goal 2: Maintain the accessibility to, appearance of, and amenities within the neighborhood parks.

- Maintain the high quality of neighborhood parks.
- Ensure that Village Greens Park is developed with uses and/or buffering treatments that are compatible with the planning area.
- Support Cherry Creek Reservoir as a planning area amenity.

Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.

Goal 5: Integrate schools into neighborhoods to ensure compatibility with residential and commercial properties.

- Coordinate with the Cherry Creek School District to resolve any issues if adverse activities or events are identified.

Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats in Goldsmith Gulch.
- Maintain drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees, and critical wildlife habitat areas to be incorporated into the design of developments.

Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.

Goal 4: Protect water quality.

- Protect water quality in Goldsmith Gulch.
- Preserve Cherry Creek Reservoir water quality by minimizing planning area impacts on the reservoir.



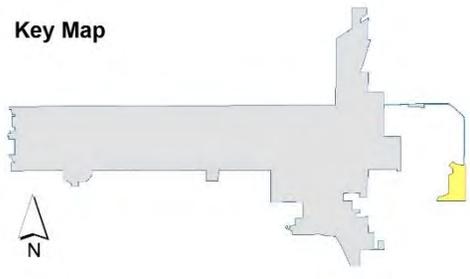
Cherry Creek Planning Area

Cottonwood Grove Planning Area

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Key Map



PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Cottonwood Grove planning area's boundaries are south of Cherry Creek Drive, west of Peoria Street, north of Caley Avenue and east of Nome Street.

Planning Area History

This planning area became part of the Village when it was annexed in 1998.



Cottonwood Grove Planning Area

COTTONWOOD GROVE CHARACTER

Natural Environment

The natural environment of the planning area includes undeveloped land, a moderate-density residential area, and natural drainageways.

Built Environment

The Cottonwood Grove planning area is an area of medium-density residential development.

- Land Uses: This small planning area consists of two related developments and associated open space.
- Residential Density: This higher-density townhome and single family neighborhood consists of a density range of 8-12 dwelling units per acre.
- Street Characteristics: This planning area has small, narrow, paved roads.
- Landscape: Manicured, irrigated landscape areas are found to the north and west. There is existing natural vegetation south and east of this planning area.



COTTONWOOD GROVE INVENTORY

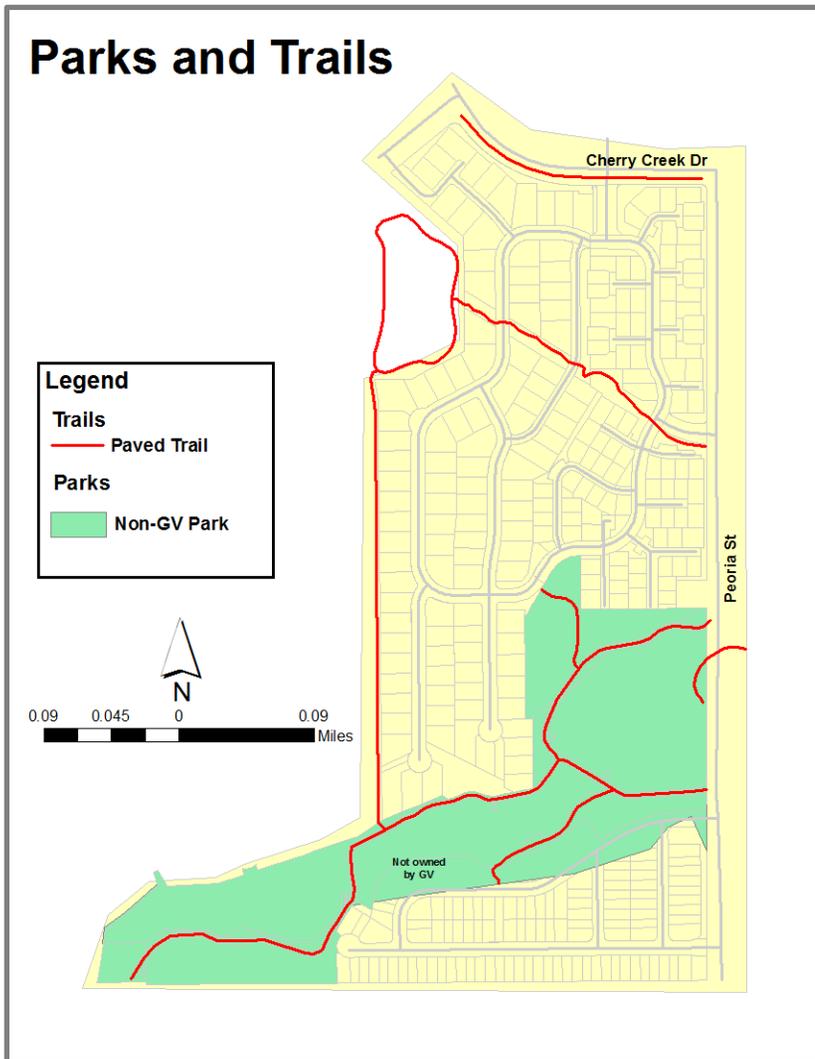
Utilities/Services

The following utility/service providers serve the Cottonwood Grove planning area as identified in the corresponding maps:

- School Districts: Cherry Creek School District
- Sanitation: Havana
- Water: Havana
- Metro Districts: Landmark Metropolitan District



Cottonwood Grove Planning Area



Planning Area Facilities

Recreation

Parks provide both active and passive recreation space, while open space is restricted to only passive recreation. The amount of public parks, open space and trails in the planning area consist of the following:

- Developed Parks: 0.00 acres
- Open Space: 21.50 acres
- Bike Paths: 0.00 miles
- Equestrian Paths: 0.00 miles

Parks

There are no public parks located in the planning area. The residential properties are within the Cherry Creek Vista Park & Recreation District.

Other Public Facilities – None

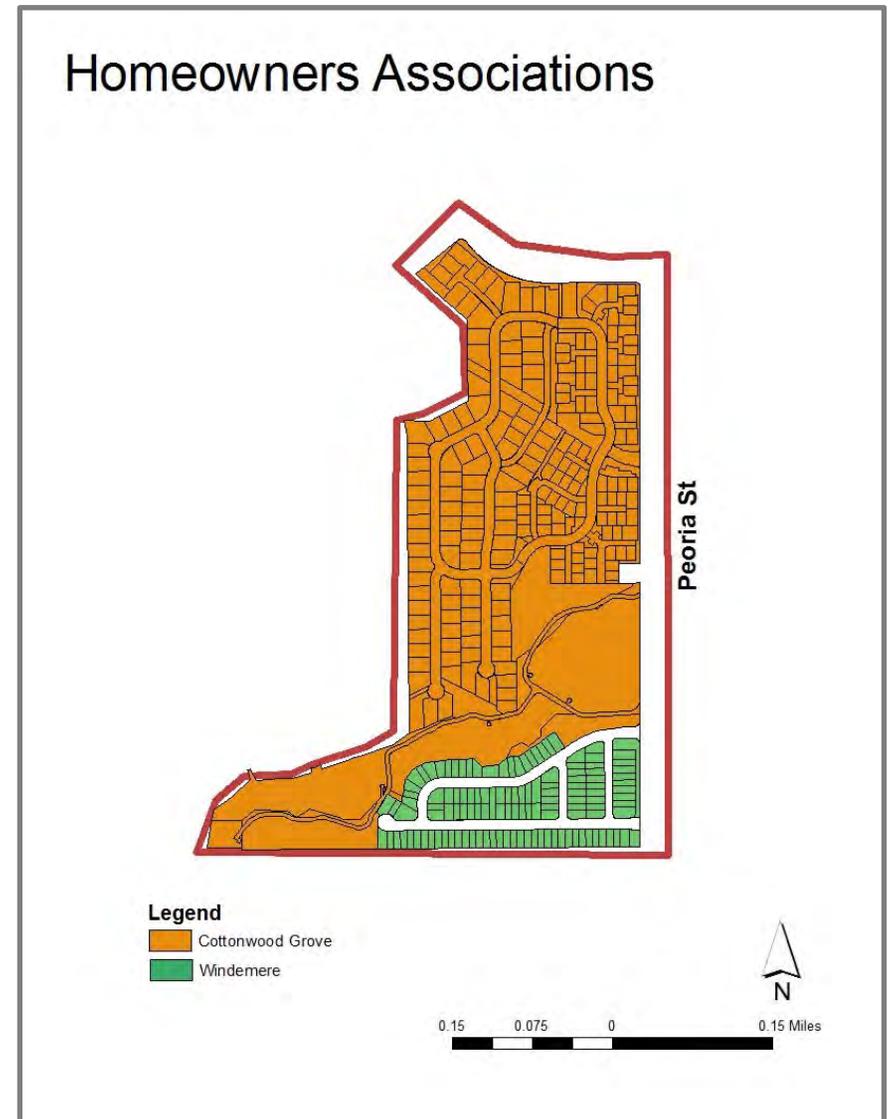
Public Schools – None

Cottonwood Grove Planning Area

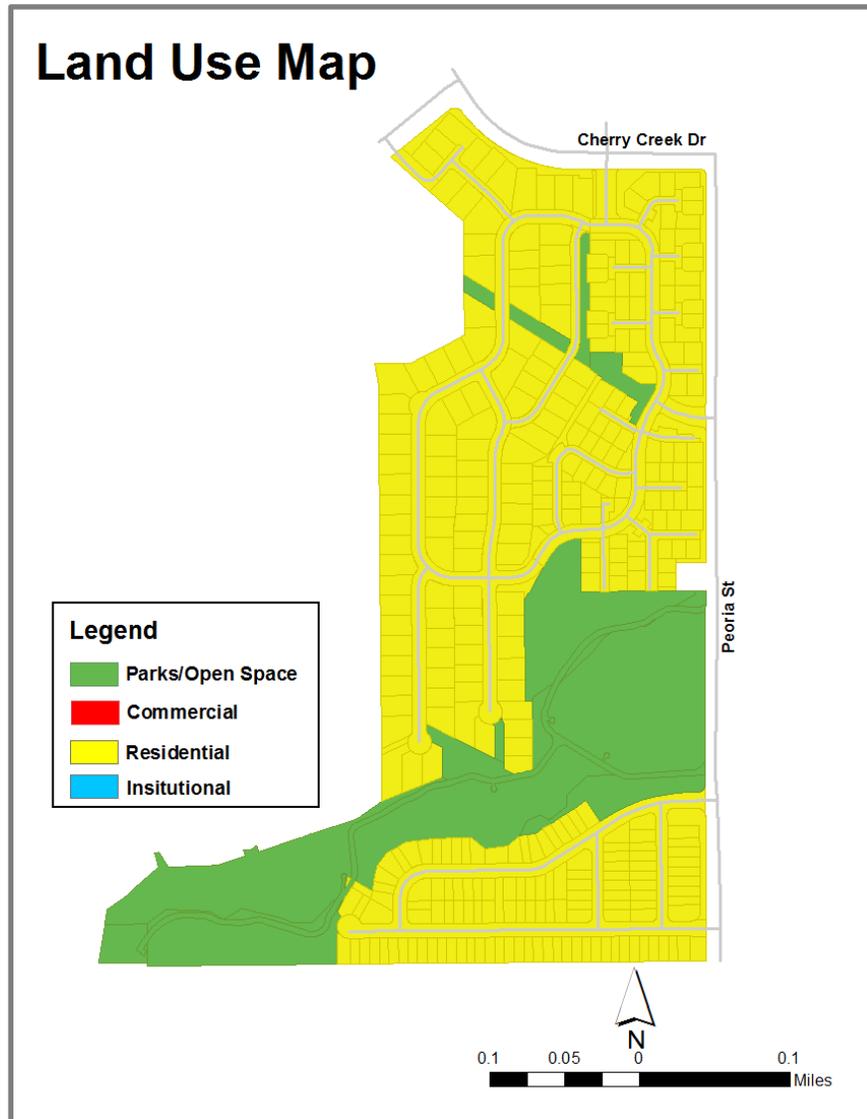
Homeowners Associations

There are two homeowners associations maintained in the Cottonwood Grove planning area. The associated neighborhoods are shown in the related map.

- Cottonwood Grove
- Windemere



Cottonwood Grove Planning Area



THE COTTONWOOD GROVE PLAN

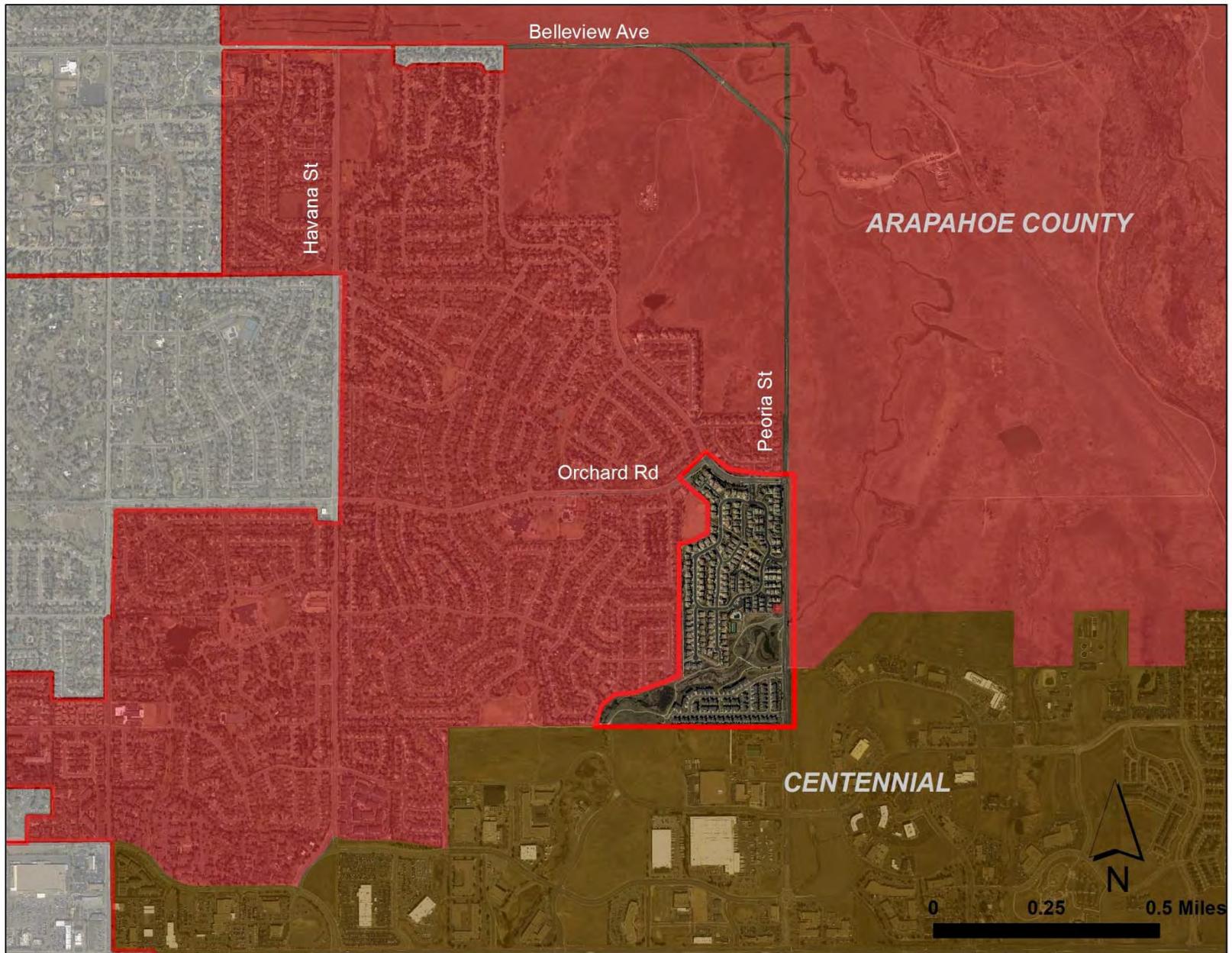
Planning Area Vision

The planning area will provide direct access to open space and trail corridors, particularly within Cherry Creek State Park. The planning area's pedestrian and bicycle trails connect to existing facilities in Arapahoe County and the Village to provide convenient and safe recreation and travel opportunities. These opportunities include improved connections and access points to the DTC, Greenwood Plaza, the Village Center, local and regional transit, and surrounding neighborhoods.

Planning Area Goals, Objectives, & Policies

The goals/objectives have been associated with four primary categories for a residential planning area, including: land use, transportation, community services and amenities, and natural environment. Policy direction is provided, where appropriate, to further define the needs and interests of the planning area.

Cottonwood Grove Planning Area



Cottonwood Grove Planning Area

Land Use



Goal 1: Maintain the residential densities and high quality character of the planning area.

- Maintain the medium residential density in the planning area north of Cottonwood Creek.
- Maintain the higher residential density in the planning area south of Cottonwood Creek.
- Maintain the alternative types of housing opportunities in the planning area.
- Preserve the privacy of some neighborhoods through their continued maintenance as gated communities.
- Protect the image, identity, quality and character of the community as a whole, and the individual neighborhoods within the planning area.
- Support appropriate community gateways and neighborhood identification.

Goal 2: Protect against incompatible development both in the planning area and in adjacent jurisdictions.

Goal 3: Provide a buffer between residential properties and commercial or employment properties.

- Ensure adequate buffers are provided with development and redevelopment within the planning area.

Goal 4: Ensure proper maintenance of residential properties throughout the planning area and any neighborhood commercial properties within or adjacent to the planning area.

Cottonwood Grove Planning Area

Land Use

Goal 5: Preserve and protect mountain and reservoir views.

- Design buildings, streets, and landscaping to preserve and frame views of the mountains and Cherry Creek State Park.
- Preserve and protect view corridors of the mountains and reservoir with development and redevelopment within the planning area.

Goal 6: Encourage high quality landscaping.

- Ensure high quality landscaping is provided through development and redevelopment opportunities within the planning area.



Cottonwood Grove Planning Area



Transportation

Goal 1: Minimize traffic congestion.

- Protect the internal planning area roadways by encouraging traffic on the external arterial roadways including East Arapahoe Road.

Goal 2: Minimize traffic impacts on the residential neighborhoods.

- Discourage non-local traffic in the planning area.
- Consider ways of slowing and/or reducing traffic in the planning area.
- Provide safe vehicular access to the periphery roadways in the planning area.

Goal 3: Minimize noise impacts.

- Support the use of attractive landscape walls and berms for roadways in need of noise abatement.
- Consider methods to alleviate the noise impacts along the flight path of airplanes utilizing Centennial Airport.

Goal 4: Provide safe routes for walking and riding bikes to schools, parks, recreational facilities, and neighboring amenities.

Cottonwood Grove Planning Area

Community Services and Amenities

Goal 1: Maintain the high quality neighborhood trails and connections to regional trails.

- Promote high quality connections between planning area trails and the Cherry Creek State Park trail system.
- Maintain public access to the trail system from property located on the south side of Cottonwood Creek.
- Provide trails, sidewalks, and bicycle paths or lanes on South Peoria Street and East Belleview Avenue. Encourage facilities that are detached from the road to promote pedestrian safety.

Goal 2: Maintain the accessibility to, appearance of, and amenities within neighborhood parks.

Goal 3: Preserve the open spaces and maintain the recreational facilities within the planning area.

- Support the maintenance of the Cottonwood Creek open space and recreation facility.

Goal 4: Maintain the quality of life in the planning area by providing a high standard of community services.

- Ensure the resources provided by utility companies are maintained at a high level of service in the planning area.



Cottonwood Grove Planning Area



Natural Environment

Goal 1: Seek a balance between the existing wildlife, current urban development, and quality of life.

- An emphasis should be placed on resident safety when evaluating the interface between wildlife and development.

Goal 2: Preserve the existing wetland areas, riparian environments, and aquatic habitats.

- Protect wetlands, riparian areas, and aquatic habitats in Cottonwood Creek.
- Maintain Cottonwood Creek and other drainageways in their current state.
- Encourage natural features, such as natural drainageways, wetlands, trees, and critical wildlife habitat areas to be incorporated into the design of developments.

Goal 3: Protect floodplains.

- Ensure that all development property detains stormwater to minimize the impacts of flooding.
- Improve the quality of drainage systems to minimize flooding impacts.
- Encourage the use of drainageways as open space and recreation areas.

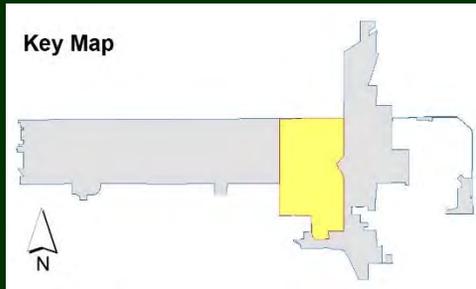
Goal 4: Protect water quality.

- Protect water quality in Cottonwood Creek.
- Preserve Cherry Creek Reservoir water quality by minimizing planning area impacts on the reservoir.

Corridor Planning Area

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PLANNING AREA DESCRIPTION

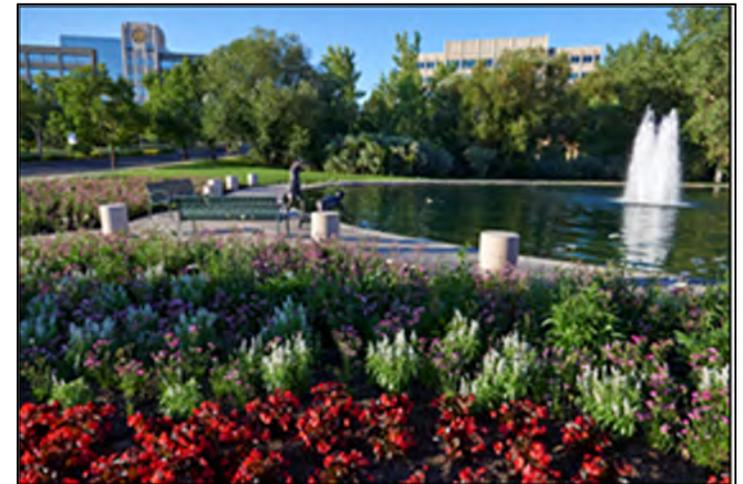
Planning Area Boundaries

The Corridor planning area generally includes the areas of the Village south of Belleview Avenue, west of Yosemite Street, north of Arapahoe Road, and east of Quebec Street. Half of the Denver Technological Center, Greenwood Plaza and office and mixed-use centers are located within this planning area.



Planning Area History

The majority of this area was annexed into the Village in 1975. Smaller areas were annexed in 1976, 1979, 1980, 1999, and 2000.



Corridor Planning Area



CORRIDOR CHARACTER

Natural Environment

Natural features in this planning area were incorporated into the built or urban environment.

Built Environment

The planning area is characterized by highly developed urban office parks, an amphitheater, commercial activity, and higher density residential neighborhoods.

- **Land Uses:** The planning area is comprised primarily of commercial land uses with some higher-density residential components also mixed in the area.
- **Residential Density:** The single-family and multi-family residential area is comprised of an average of eight dwelling units per acre.
- **Street Characteristics:** Paved streets meander throughout the planning area. Vertical curbs and gutters are prevalent.
- **Landscape:** Detention ponds, semi-public parks and plazas are part of the urban commercial office park development.



CORRIDOR INVENTORY

Utilities/Services

The following utility/service providers serve the Corridor planning area:

- School District: Cherry Creek
- Sanitation: Goldsmith Gulch, Southgate, Castlewood
- Water: Castlewood, Southgate, Greenwood Plaza
- Metro Districts: Greenwood North, Greenwood, Greenwood South, Goldsmith, Orchard Valley

Planning Area Facilities

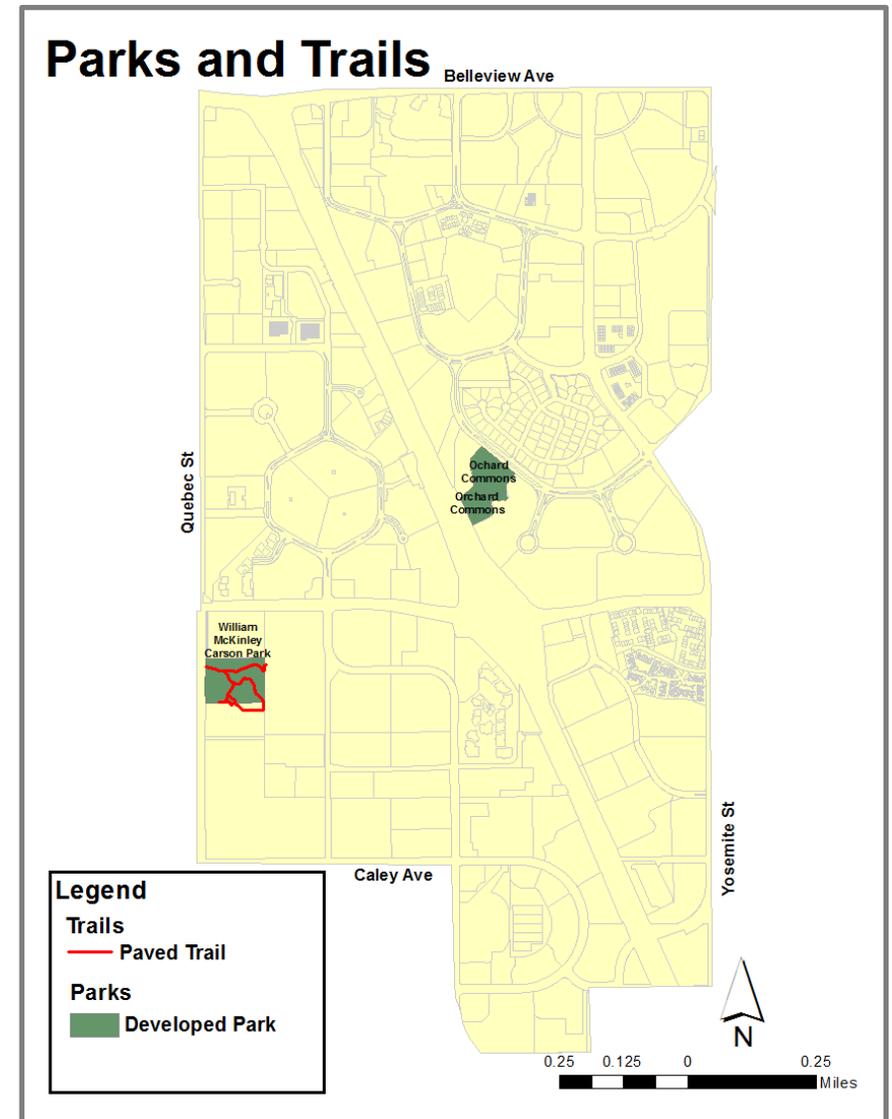
Parks and open space consist of the following:

- Improved Parks: 4.90 acres
- Unimproved Parks: 12.19 acres
- Natural Parks: 0.00 acres
- Bike Paths: 1.19 miles
- Equestrian Paths: 0.00 miles

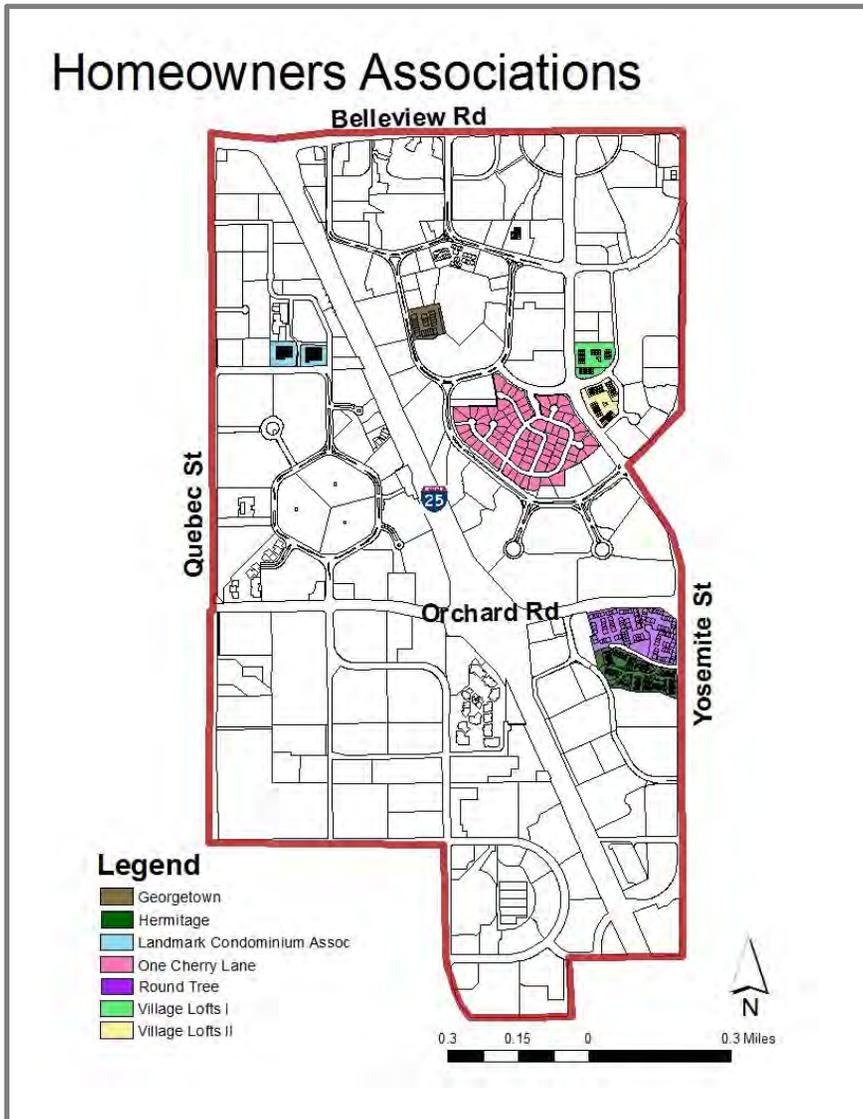
Parks

- William McKinley Carson Park
- Orchard Commons

Schools – None



Corridor Planning Area



Homeowners Associations

There are seven homeowners associations maintained in the Corridor planning area. The associated neighborhoods are shown in the related map.

- Georgetown
- Hermitage
- Landmark
- One Cherry Lane
- Round Tree
- Village Plaza Lofts I
- Village Plaza Lofts II



THE CORRIDOR PLANNING AREA VISION

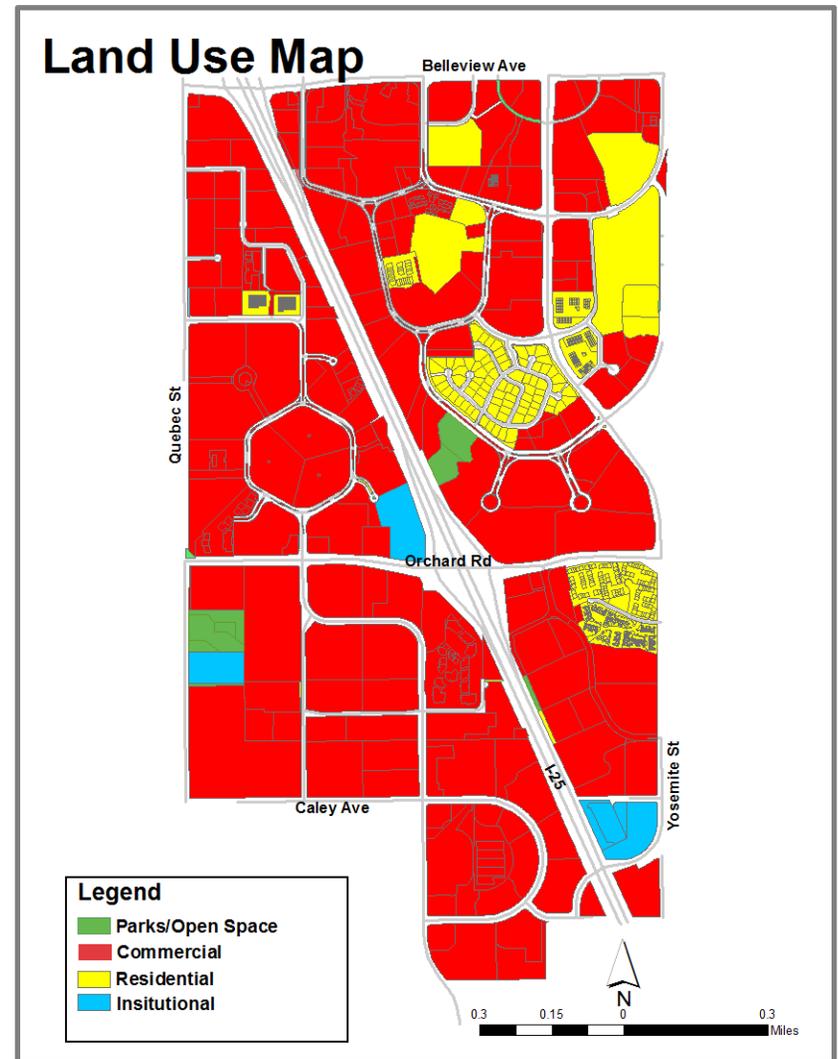
Planning Area Vision

The concept of the Corridor planning area is to design and develop a mix of commercial, institutional or civic, residential, and open public gathering spaces that attract and serve people and help create a unique Village identity.

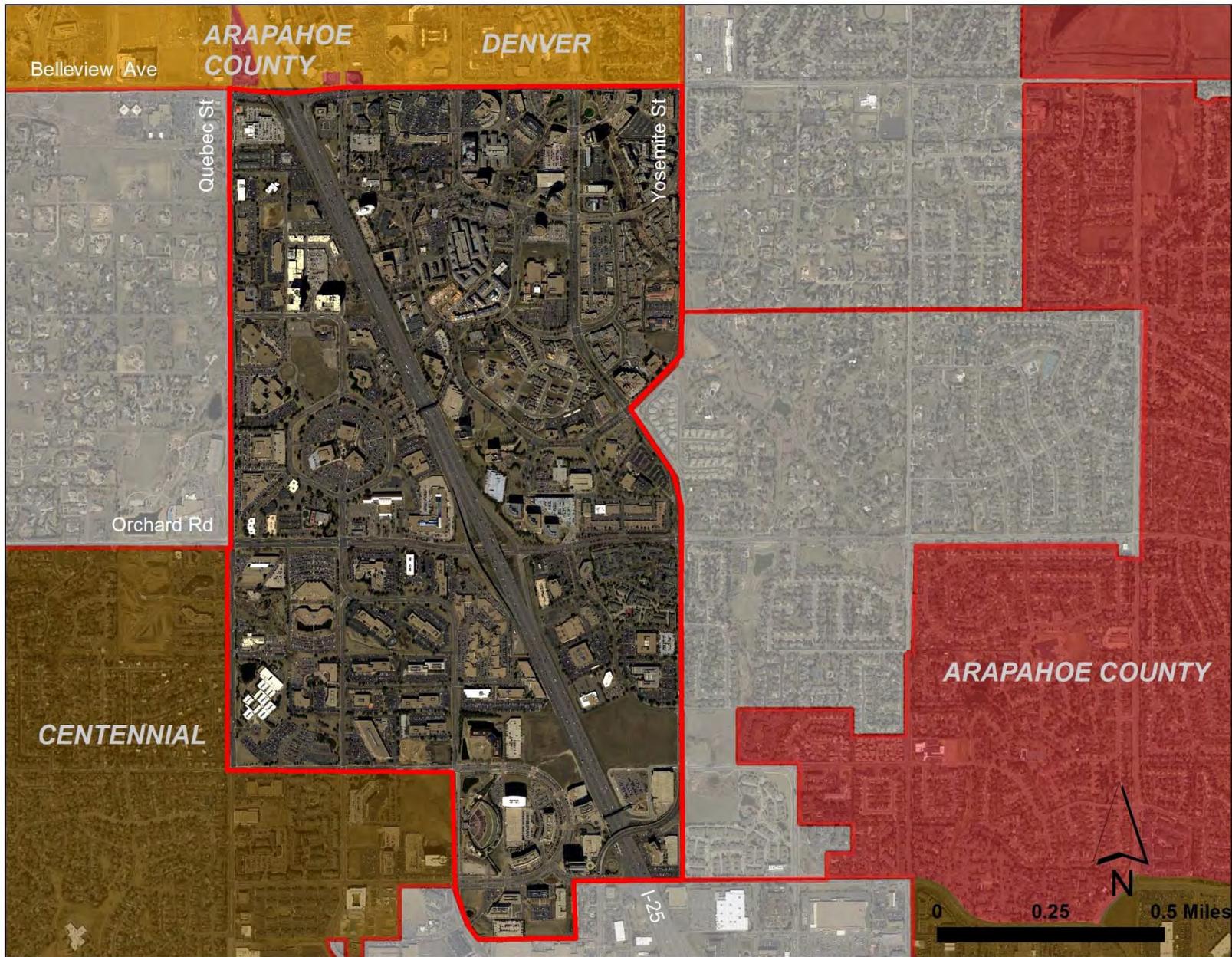
The Corridor provides a variety of land uses and activities that complement and reinforce each other. The Corridor will include opportunities for a mix of office, commercial, entertainment, civic and residential uses. Open public gathering spaces and tree-lined streets will be created to attract people throughout the day and night. The physical environment will promote walking, bicycling, and transit. Convenient and safe pedestrian connections will be provided within the Corridor, linking a Village Center, Arapahoe Light Rail Station, Orchard Light Rail Station, commercial uses along Arapahoe Road and other uses within the Corridor. The Corridor will serve as the hub for the Village's comprehensive trail and sidewalk system, offering connections to all neighborhoods and districts in the Village.

The Corridor as a whole also serves as the primary employment district within the Village. This area provides a diverse and stable economic and employment base. This district, which includes the DTC and Greenwood Plaza, is attractive and well designed and sets high standards in site planning, architecture, landscaping, lighting, and signage. The Orchard Light Rail Station will support the use of public transit in the planning area. In addition to the Village Center, the Corridor Planning Area will include a variety of complementary supporting uses, such as residential, business services, convenience retail, childcare, and restaurants. Sidewalks and pedestrian paths will be provided throughout the district, connecting employment uses with supporting uses, transit, and open space.

There is one distinct planning subarea within the Corridor planning area. This subarea is known as the Village Center Planning Subarea.



Corridor Planning Area



Land Use

Goals / Objectives

Seek development and redevelopment that reinforces the retail sales tax base of the Village.

Minimize noise or light pollution effects of development on adjacent residential areas.

Additional ground-level open space can be generated by increasing height/intensity.

Maximize opportunities for mixed commercial development associated with light rail facilities.

Encourage development of mixed-use development and redevelopment.

Plan redevelopment to preserve scenic views and vistas.

Policies

1a. Encourage a concentrated mixture of complementary commercial, public, and employment uses in the Corridor, including a florist, a cobbler, a barber, a newspaper stand, a grocery store, hotels, restaurants, a bookstore, a health club, a library, and parks, within walking distance to the activity centers of workers (daytime) and residents (day and nighttime).

1b. Encourage vertical mixed-use structures with offices located about ground-floor retail and services. Encourage vertical mixed-use structures to include parking, provided that structures are designed to with active portions of the building facing the street, thereby wrapping around interior parking.

1c. Encourage parking structures to incorporate “wrap-around” retail uses on the first floor of street-side edges, thereby not allowing the monotony of parking structures to dominate the street.



Corridor Planning Area



Land Use

Policies - Continued

1d. Encourage numerous diverse public and private entertainment facilities, such as performing arts center, an outdoor pavilion, a concert hall, and a movie house, in clustered, central areas.

1e. Prohibit the Corridor Planning Area from developing auto-oriented businesses, including drive-through facilities and “big box” retail.

1f. Protect the Corridor Planning Area from unnecessary and disruptive businesses, including auto parts and repair businesses and manufacturing uses that produce noise, dust, glare and similar disturbances.

1g. Orient land use types, patterns, and densities to maximize potential transit use at the proposed Arapahoe Light Rail Station.

1h. Coordinate with the DTC, Greenwood Plaza and other property owners to promote compact mixed-use development in order to expand the area as a full-service employment and activity center.

1i. Encourage transit-oriented development at the proposed Orchard Light Rail Station to support ridership and reduce traffic congestion. The Orchard Light Rail Station shall be designed in a convenient and safe walking environment, and uses may include attractive community and regional commercial, office/employment, parks and open space, and community uses.

1j. Encourage supporting uses in the district, such as hotels, restaurants, convenience retail, child care, and athletic clubs. These uses should be secondary to primary employment uses.

1k. The current mix of uses in the I-25 Corridor is considered appropriate. Development and redevelopment should principally be focused on commercial and employment aspects of the Corridor Planning Area.

7a. Encourage redevelopment of existing commercial buildings into more economically feasible land use scenarios.

Transportation

Goals / Objectives

Promote pedestrian and bike linkages to and throughout the planning area.

Promote connectivity of Village and neighborhood pedestrian facilities by providing pedestrian and vehicle crossings over I-25 and other busy roadways, such as Belleview Avenue.

Provide for integration of multiple modes of transportation at transportation centers.

Provide for safe pedestrian accessibility in the construction/ reconstruction of major interchanges.

Improve connections within the planning area to regional mass transit.

Improve planning area accessibility through high quality circulator bus service.

Minimize traffic congestion on the periphery of the planning area.

Policies

2a. Promote land use patterns, parking policies, and traffic management methods that support transit, and efficient roadway system, and bicycle and pedestrian travel.

2b. Provide an interconnected network of narrow, tree-lined streets that tie into the surrounding neighborhoods, allowing convenient and safe automobile, pedestrian, and bicycle travel from one end of the Corridor Planning Area to another.



Corridor Planning Area



Transportation

Policies - Continued

2c. Promote structured parking lots to reduce land devoted to surface parking lots.

2d. Require existing surface parking to be broken up into smaller lots and permit vehicles to park along the streets, providing a buffer between the pedestrians on sidewalks and moving automobiles. Promote the redevelopment of existing parking surface lots with buildings and structured parking.

2e. Reduce the parking ratio requirements for new developments and encourage joint-use parking lots and structures with staggered peak demands that will efficiently serve retail, office, public, and entertainment uses, thus reducing the amount of land required for separate parking for each land use.

2f. Promote the RTD call-n-Ride areas for servicing the DTC, Greenwood Plaza, the Village Center, and other surrounding office and retail development to each other and to the existing Arapahoe park-n-Ride, the Ulster/Tufts Transfer Station and the Orchard and Arapahoe Light Rail Stations.

2g. Promote land use patterns, parking policies, and traffic management methods that support transit, an efficient roadway system, and bicycle and pedestrian travel.

2h. Encourage shared parking when peak periods of demand are staggered for adjacent uses. Encourage parking structures, with wrap-around retail, wherever possible within the district. Discourage parking areas between primary, “front” building facades and the street.

Parks, Trails, Open Space, and Recreation

Goals / Objectives

As an urban center, provide for recreational opportunities within the planning area.

Combine stormwater facilities with urban park opportunities.

Policies

3a. Promote the addition of pedestrian facilities, including sidewalks and pedestrian paths, and pedestrian-oriented design in the area to encourage walking and biking as an alternative to the automobile.

3b. Provide numerous, safe, and convenient connections to the City's comprehensive trail and sidewalk system.

3c. Develop continuous, lighted pedestrian walkways and bicycle paths in the form of sidewalks and trails to connect focal points of pedestrian activity, such as the Arapahoe Light Rail Station and other transit stops, street crossings, public plazas and parks, building entry points, and parking areas.

3d. Design the Arapahoe Light Rail Station to incorporate a convenient and safe walking environment. The streets and facilities within the Arapahoe Light Rail Station will be designed to provide convenient and safe pedestrian access.

3e. Encourage bicycle opportunities in the Corridor Planning Area by providing bicycle facilities, including lockers or racks, within well-lighted well-signed, highly visible areas that are close to the light rail station and other concentrated areas of activity. Provide on-street and off-street bicycle lanes and paths that are safe and visible and that provide connections to uses throughout the Corridor Planning Area.



Corridor Planning Area



Parks, Trails, Open Space, and Recreation

Policies - Continued

3f. Promote the addition of pedestrian facilities, including sidewalks and pedestrian paths, and pedestrian-oriented design in the area to encourage walking and biking as an alternative to the automobile.

3g. Encourage the acquisition or dedication of vacant areas in the planning area for open space, parks, and trails to meet the recreational needs of residents and employees.

3h. The area around the Orchard Light Rail Station shall have a safe and convenient pedestrian system, including sidewalks and trails that offer connections to the City's comprehensive trail system.

3i. Provide and encourage direct pedestrian connections to building entries from sidewalk and parking structures.

3j. A 30 percent open space requirement for development and redevelopment in the Corridor Planning Area is appropriate.

Natural Environment

Goals / Objectives

Maintain urban water quality through the construction/reconstruction of stormwater detention facilities as part of urban redevelopment programs.

Policies

6a. Protect and enhance riparian, wetland, and aquatic habits of upper Greenwood Gulch.

Image, Identity, & Quality of Life

Goals / Objectives

Ensure that development minimizes the impact of noise and light.

Promote pedestrian-oriented environments.

Create residential living environments that will retain workers.

Promote the planning area as a major metropolitan mixed-use center in the region.

Assure highest quality appearance of the built environment.

Promote high quality landscaping in development/redevelopment.

Promote Fiddler's Green Amphitheatre as a community and regional entertainment amenity.

Provide for high quality public plazas and public meeting places.

Foster a unique sense of place.

Provide for a Village focal point.

It is important that new buildings relate well to the existing community. There should be good building height transitions between existing development and new development.



Corridor Planning Area



Image, Identity, & Quality of Life

Policies

4a. Encourage the physical environment in the Corridor Planning Area to be coordinated in a manner that contributes to coherent design and identity.

4b. Design streets, parking areas, public spaces, and buildings in the Corridor Planning Area to establish a unique and distinctive character.

4c. Emphasize landscaping and open space treatments for new development.

4d. Promote the design of buildings and streets to maintain existing view planes.

4e. Require architectural elements, such as signage, awnings, storefronts, proportional windows, and other human-scale details.

4f. Support design measures that eliminate or minimize the impacts of blank walls along streets, parks, and plazas. Require building facades lacking windows or other architectural details facing or visible from public spaces within the Corridor Planning Area to be screened by landscaping to buffer the impacts of building mass or to be designed with architectural details that add visual interest and human scale to the wall.

4g. Provide public plazas in prominent places through the Corridor Planning Area, particularly at the junction between activity retail and surrounding office and residential uses, with amenities such as parks, outdoor pavilions, fountains, benches, trees, monuments, kiosks, or public art, designed to serve as central gathering places. Design public plazas to create comfortable outdoor spaces designed to attract and accommodate people, therefore creating high levels of pedestrian activity. Plazas and parks will be linked to and made visible from streets and sidewalks.

4h. Plazas and parks will serve as gateways to activity destinations, including theaters, restaurants, and retail, providing an alternative to entering and existing these buildings by way of a parking lot.

Image, Identity, & Quality of Life

Policies - Continued

4i. Design entrances and parking lots to be functional and inviting with continuous landscaped walkways linking all land uses and areas within the Corridor Planning Area.

4j. Design buildings to be oriented to sidewalks and outdoor spaces for people not set back from parking lots or oriented only to parking lots. The current configuration of many buildings in the area on isolated “pad sites” surrounded by parking lots and driveways will no longer be permitted in the design of future developments in central Corridor Planning Area.

4k. Display public art throughout the Corridor Planning Area, particularly at public plazas, gateways to the Corridor Planning Area, building entrances, and along pedestrian walkways.

4l. Create a master plan to coordinate future development activities within the Corridor Planning Area.

4m. Continue to encourage excellence in architectural and land use planning for the Corridor Planning Area.

4n. Emphasize landscaping and open space treatments for new development within the planning area.

4o. Promote reasonable height limitations in order to maintain existing view planes.

4p. Consideration should be given to establishing the maximum allowed height for buildings along Quebec Street as no greater than what exists at the current building setback.

4q. To the extent practical, the impacts of the heights and massing of new buildings shall be considered in development proposals.



Corridor Planning Area



Image, Identity, & Quality of Life

Policies - Continued

4r. In determining the appropriateness of a proposed building the height and massing impacts on the surrounding area shall be considered.

4s. The determination of appropriateness of overall height of a proposed building shall consider the existing grades and topography of the site and nearby areas.

4t. Visual simulations will be required to promote an understanding of a proposed development's height and massing impact on views of the surrounding area.

4u. To the extent practical, structure placement should consider the views of existing buildings and residences.

4v. The general high quality image, appearance, and identity of the Corridor in Greenwood Village shall be maintained and enhanced.

4w. Maintaining an appropriate physical separation between taller buildings in the Corridor contributes to the overall high quality character of the Corridor. The approach to building separation that has been use in the past should continue to be used in the future.

4x. In order to fully understand and appreciate view impacts of development proposals in the Corridor, proposed development shall be required to model the impacts of the development on properties within the view plane.

4y. At minimum view impact visual simulations shall present perspectives that depict the impact of the development on the views from adjacent properties from multiple vantage points.

4z. The existing development intensity levels are considered generally appropriate for the Corridor Planning Area.

4aa. Higher intensity development than what is generally found in the Corridor will be considered within the Village Center.

Image, Identity, & Quality of Life

Policies - Continued

4bb. The radial height plane regulations that govern maximum building heights in the Greenwood Plaza Area are generally considered appropriate for the area.

4cc. The test of a visual impact on new development is not whether it can be seen nor whether the new development impacts a view, but the degree to which a building height or massing creates a significant visual imposition or impact on nearby property.

4dd. Visual simulations will be required to promote an understanding of a proposed development's height and massing impact on the scenic views of the surrounding property.

4ee. At a minimum view impact visual simulations shall present perspectives that depict the impact of the development on the views from adjacent properties from multiple vantage points.

5a. Due to the built out nature of the I-25 Corridor, significant additional housing is neither anticipated nor encouraged. Limited additional residential developments may occur within the Denver Technological Center Master Development plan area based on previous land entitlements.

5b. Additional single-family detached housing types are not encouraged in the Corridor.

5c. Higher density residential development will be discouraged in the Corridor, except in the Village Center.

5d. Generally additional multi-family rental housing will not be encouraged in the Corridor Planning Area.

5e. Only a limited amount of future additional owner-occupied multi-family housing will be considered in the Village Center.



Village Center Subarea

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THE VILLAGE CENTER PLANNING SUBAREA

The Village Center is proposed to be the hub of the Corridor planning area. Located in the area surrounding the Arapahoe Light Rail Station, it will be a unique and identifiable community focal point and the primary activity center of the Corridor and the Village as a whole. The Village Center will be a walkable, mixed-use area designed to function as the downtown center of the Village, with pedestrian-scale building frontages, detached sidewalks, and narrow tree-lined streets. Vertical mixed-use buildings will include retail shops and restaurants on the first floor with office and residential on the remaining floors. The Village Center will be the primary retail and civic concentration in the Corridor, creating continuous activity on weekdays and weekends. The Village Center will be an active and lively place patronized by the entire Village, including those who live and work in the Corridor, those who live in residential neighborhoods, and those who work in commercial employment centers.



Land Use

1a. In order to promote and foster an environment of vibrancy and vitality, development in the Village Center Planning Subarea should offer a full mix of land uses. The focus of development and redevelopment will remain on the commercial, retail, entertainment, and employment aspects of the area.

Housing

2a. Residential Development may be considered subject to the policy considerations for residential development.

2b. A variety of housing types, densities, and tenure opportunities are generally not encouraged in the Village Center Planning Subarea.

2c. Higher density residential development may be considered in the Village Center Planning Subarea.

2d. In considering additional multi-family housing proposals for the Village Center Planning Subarea, the City Council will place considerable weight on the goal of achieving an appropriate balance between owner- and renter-occupied multi-family housing within the City.

2e. Generally additional multi-family rental housing will not be encouraged in the Village Center Planning area. Only a limited amount of future additional owner occupied multi-family housing will be considered in the Village Center Planning Area.

2f. In considering the appropriateness of higher density residential development in the Village Center Planning area, traffic, infrastructure, and service cost implications must be fully considered and mitigated.



The Village Center serves as the primary employment district within the village.

Village Center Subarea



The Village Center serves as the primary employment district within the village.

Image and Quality of Life

3a. To ensure high quality living environments for residents in the Village Center Planning Subarea appropriate horizontal and vertical setbacks from I-25 should be required.

3b. In addition to building setbacks to ensure high quality living environments, design and construction standards shall be adopted by City Council to achieve target ambient noise levels within residential units.

3c. Higher intensities than what is generally allowed in the Corridor Planning Area may be appropriate within the Village Center Planning Area. The intensity of land development will be greater than the intensities that currently surround it.

3d. Special attention must be paid to the transition of development from the existing developed areas of the City to the development and redevelopment opportunities of the Village Center Planning Area.

3e. To the extent possible, building heights and building placements should preserve view corridors from public plazas and open space areas.

3f. The vested rights that have been granted for the Village Center west of I-25 are generally considered to be appropriate.

3g. New height regulations governing the Village Center east of I-25 are anticipated as part of the rezoning of the property.

Image and Quality of Life (Continued)

3h. A high quality image, appearance and identity for the Village Center Planning Area shall be created and maintained. In order to create a unique vibrancy and vitality identity for the Village Center, special considerations with regard to appearance shall be granted to properties located within the Village Center.

3i. Building separation in the Village Center Planning Area may be less than what is found in other areas in the Corridor Planning Area.

3j. The Planned Sign Program recently prepared and adopted by both the City and the Greenwood Plaza South Architectural Control Committee shall provide the basis for all signage in the Village Center Planning Area.

3k. Higher intensity development may be considered within the boundaries of the Village Center Planning Area subject to the development limitations noted for the Village Center Planning Area.

Open Space

4a. Minor deviations from the Corridor 30 percent open space standard may be considered in the Village Center. In those instances where a reduction in open space is considered, extraordinary high quality plaza spaces or other pedestrian amenities should be provided in consideration for the reduction in total open space.



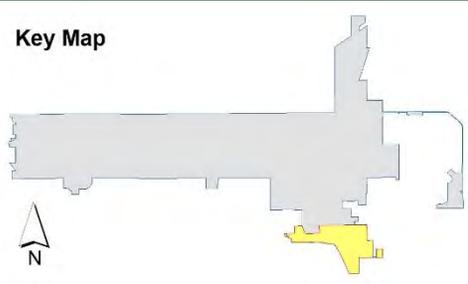
Village Center Subarea

Arapahoe Road Planning Area

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Key Map



PLANNING AREA DESCRIPTION

Planning Area Boundaries

The Arapahoe Road planning area includes the area along the Arapahoe commercial corridor. More specifically, the district is bounded by Peakview Avenue to the north, Dayton Street and Emporia Street to the east, Costilla Avenue and Easter Avenue to the south, and Syracuse Way to the west.

Planning Area History

This planning area became part of the Village through annexation in 1987.



Arapahoe Road Planning Area



ARAPAHOE ROAD CHARACTER

Natural Environment

Natural features in this planning area are incorporated into the built and urban environment. Generally, there are limited open and/or undeveloped areas within this urbanized area.

Built Environment

The character of the planning area is commercial activity with the following characteristics:

- Land Uses: This is a developed commercial area consisting primarily of office, restaurants, retail (including big box retail such as Home Depot, Lowe's and Target), light industrial, and hotel uses.
- Residential Density: The Arapahoe Commercial District includes multi-family and transitional residential housing (assisted living).
- Street Characteristics: Paved streets meander throughout the planning area. Valley pan or drainage ditches are prevalent.

ARAPAHOE ROAD INVENTORY

Utilities/Services

The following utility/service providers serve the Arapahoe Road planning area:

- School District: Cherry Creek
- Sanitation: Castlewood
- Water: Castlewood
- Metro Districts: Interstate South

Planning Area Facilities

Parks and open space consist of the following:

- Developed Parks: 0.00 acres
- Open Space: 0.00 acres
- Bike Paths: 0.00 miles
- Equestrian Paths: 0.00 miles

Parks, Homeowners Associations, Schools

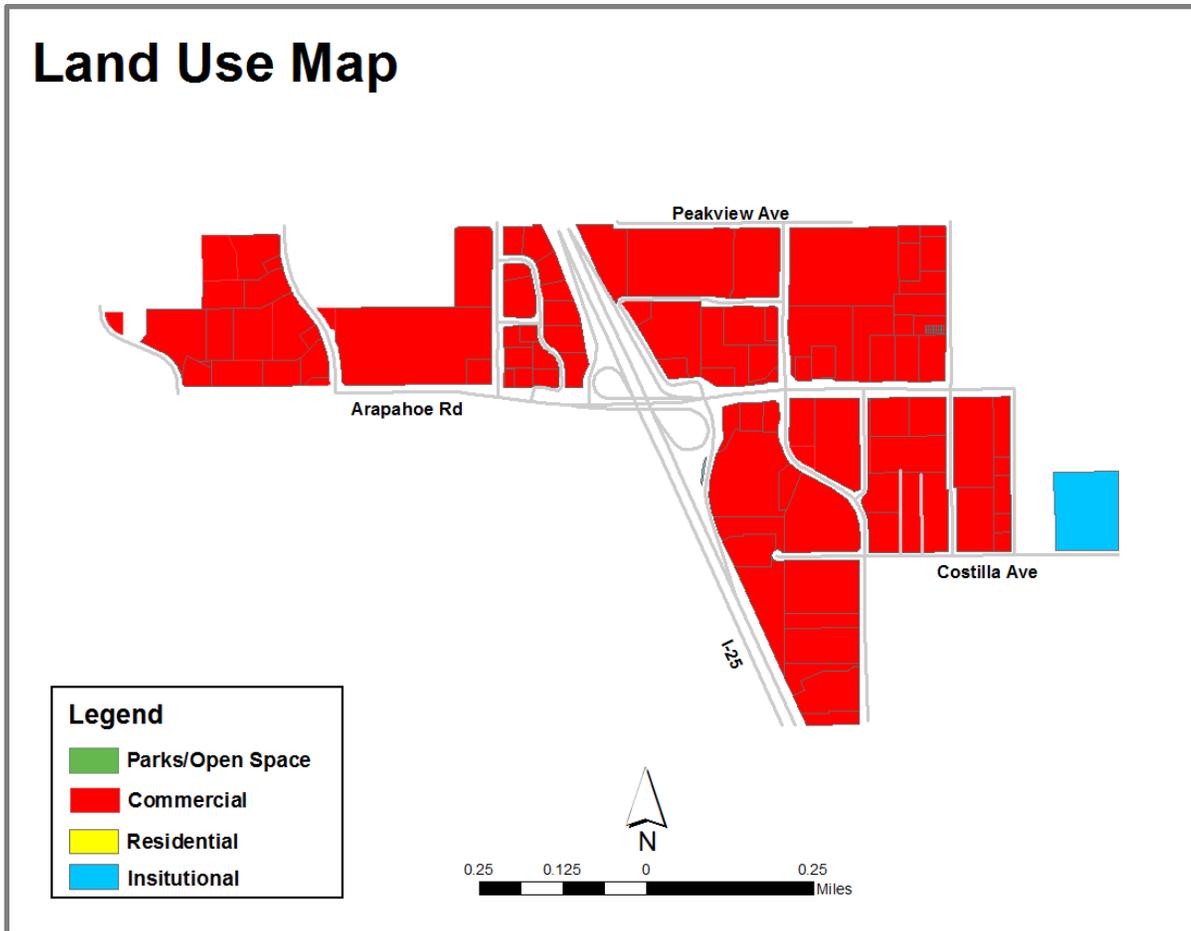
None

Public Facilities

The Greenwood Village Maintenance Facility and Public Works office is located in the planning area.



Arapahoe Road Planning Area

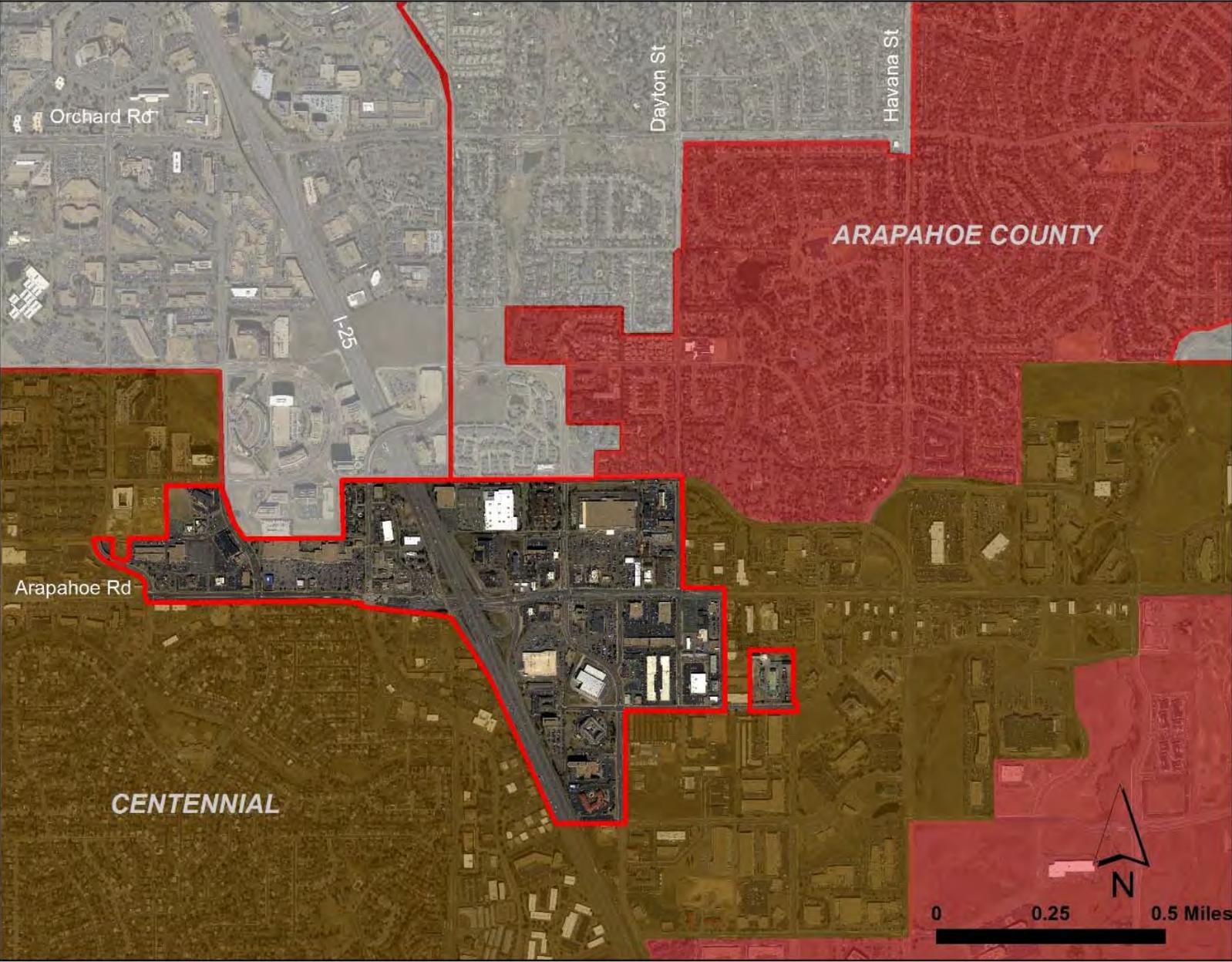


THE ARAPAHOE ROAD PLAN

Planning Area Vision

The Arapahoe Road planning area will serve as a sub-regional commerce destination area. The entire district and adjacent commercial areas will be classified as a commercial improvement area. Significant design and redevelopment improvements will be made within the commercial improvement area in order to improve its image and character, thereby attracting and retaining high quality commercial uses. The site design and architectural features of all elements within the district, including the Arapahoe Road streetscape, shall be coordinated to form an appealing sense of place. While this district will generally remain auto-oriented, the district will be more accessible for pedestrians and transit. New and redeveloped areas will be planned and designed to provide safe and convenient pedestrian access.

Arapahoe Road Planning Area



Arapahoe Road Planning Area

Land Use



Goals / Objectives

Foster redevelopment of commercial properties to improve the appearance of commercial properties.

Foster redevelopment to increase the sales tax base.

Promote high quality commercial property appearance and conditions in the Arapahoe Corridor.

Preserve the appearance of residential property through routine code enforcement.

Assure compatibility of land uses in the redevelopment of commercial parcels.

Seek compliance with drainage, parking and appearance standards to the extent that is practicable as part of redevelopment.

Policies

1a. Continue to discourage the development on non-compatible residential uses within the Arapahoe Commercial District to retain commercial development and encourage redevelopment opportunities.

1b. Continue to promote the role of the district as a regional commercial destination by encouraging commercial and service uses that serve the needs of the entire region.

1c. Adopt policies and standards to support commercial redevelopment in selected locations within the district, such as areas designated for in-fill and redevelopment, including location standards and design compatibility regulations.

7a. Encourage redevelopment of existing commercial buildings into more economically feasible land use scenarios.

Transportation

Goals / Objectives

Minimize congestion.

Provide for high quality pedestrian connections to commercial areas from residential areas.

Provide circulator bus service from office properties outside the planning area to commercial areas within the planning area.



Policies

2a. Promote land use patterns, parking policies, and traffic management methods that support transit, an efficient roadway system, and bicycle and pedestrian travel.

2b. Eliminate curb cuts on arterial and collector streets along the Arapahoe Commercial Corridor, and discourage the proliferation of new curb cuts on these streets.



Arapahoe Road Planning Area



Parks, Trails, Open Space, and Recreation

Goals / Objectives

Preserve open space.

Provide for high quality pedestrian connections throughout the planning area for commercial and employment centers.

Develop/maintain existing undeveloped park property consistent with approved plans.

Policies

3a. Provide safe and efficient pedestrian connections to surrounding neighborhoods and between uses within the district. Sidewalks and outdoor spaces will be functional and designed to attract pedestrian activity by, to the extent possible, separating pedestrian and vehicular access.

3b. Require new developments to plant trees and shrubs adjacent to sidewalks.

Natural Environment

Goals / Objectives

Preserve wetland areas.

Assure the detention areas in commercial areas are properly maintained.

Policies

6a. Protect and enhance riparian, wetland, and aquatic habits of upper Greenwood Gulch.

Image, Identity, & Quality of Life

Goals / Objectives

Provide safe and convenient pedestrian and bicycle access to shopping opportunities adjacent to residential areas.

Foster high quality appearance of Arapahoe Road strip commercial development.

Prohibit additional strip development.

Bring non-conforming retail signs into compliance with annexation agreement(s), or development applications.

Promote the development of unique retail commercial shopping areas south of Arapahoe Road east of Clinton Street.

Ensure that the Village's maintenance facility appearance is consistent with Village standards.

Provide for high quality commercial signage for highway-related businesses.

Provide for high quality appearance of the Arapahoe Road interchange.

Promote the Village's image in commercial areas.



Arapahoe Road Planning Area

Image, Identity, & Quality of Life



Policies

4a. Classify the entire district and adjacent unincorporated areas as a commercial improvement area. Enhance the economic viability of the commercial improvement area by promoting design techniques to make the area more attractive and accessible by all modes of transportation.

4b. Require development or redevelopment of commercial uses to present an image of high quality and value. Encourage a variety of architectural elements that avoid featureless design and uninterrupted repetition of building materials and colors. Development of generic “corporate” architecture shall be avoided. Facades shall be integrated and articulated to reduce the massive scale and uniform, impersonal appearance of large retail buildings and to provide visual interest that will be consistent with the identity, character, and scale of the community and the district. Sites shall be developed in a manner that is sensitive to existing development.

4c. Implement programs for the redevelopment and/or enhancement of older commercial areas along the corridor to improve their appearance.

4d. Improve streetscapes along the Arapahoe Commercial Corridor by adding attractive landscaping and medians and by reducing the amount and scale of signage.

4e. Provide and encourage direct pedestrian connections to building entries from sidewalks, parking structures, and sidewalks by adding pedestrian walkways and sidewalks between land uses and safe and convenient connections to surrounding residential neighborhoods. Encourage landscaping to break up the apparent size and monotony of parking areas.

Image, Identity, & Quality of Life

Policies (continued)

4f. Promote transit and pedestrian-oriented design for new development and redevelopment along the Arapahoe Commercial Corridor. Encourage the design of new buildings or retrofit existing buildings to be located along the front of the street to create a coordinated and visually attractive streetscape, to support a pedestrian-scale environment, and to create walkable areas. Building entrances should be located close to a transit stop and parking facilities should be located in the side or rear of the building.

5a: Discourage residential development in the Corridor Planning Area to maintain commercial activity in the Arapahoe Commercial area.

