

BRECKENRIDGE LAND USE GUIDELINES

DISTRICT #33

Introduction

Land Use District 33 is divided into two geographic areas, a northerly portion referred to in these guidelines as “District 33-North”, and a southerly portion referred to in these guidelines as “District 33-South.”

DISTRICT #33-North

Desired Character and Function

District 33-North is located west of Highway 9 and approximately one mile north of County Road 3 along the Blue River. It includes land that was annexed to the Town in 2008 as part of the “Stan Miller” property annexation (see Ordinance No. 4, Series 2008), and involves approximately 24 acres. It consists mostly of tailings left by dredge mining of the late 19th or early 20th centuries, which have been leveled by mining and other similar activities. With the increased demand for housing, especially for local employees and with the development of the property to the east for residential purposes, the large privately held portion of District 33-North represents one of the few remaining opportunities for privately developed housing.

Acceptable Land Uses and Intensities

Land Use Type:	Residential
Intensity of Use:	4.5 UPA with not less than 75% of units encumbered with a Town approved employee housing covenant
Structural Type:	Single Family, Duplex, and Multi-Family

General Design Criteria

Architectural Treatment

Contemporary architectural design compatible with surrounding uses is preferred. The form of that architecture will depend upon whether the district develops in a single, duplex or multi-family residential manner.

Building Heights

Generally, structures in excess of two stories above grade are discouraged. Building heights will be determined through the development review process of the governing jurisdiction.

Building Setbacks

Required building setbacks shall be as provided for in the Development Code or in any approved master plan. Determination of appropriate setbacks will be made during the development review process.

Pedestrian Circulation

An improved and expanded system, including internal and external links, is desirable to accommodate anticipated pedestrian activity in connection with the residential uses.

Vehicular Circulation

Access to the district is a frontage road (Stan Miller Drive) which connects to Highway 9. In order to limit the number of intersections along Highway 9, the existing curb cut that is within District 33-North should be eliminated and there should be no direct access from Highway 9 to District 33-North.

A substantial buffer and landscaping area is required to screen development from Highway 9 for that portion of District 33-North that is within 350 feet of District 4.

Public Transit Accomodation

No public transit accommodation exists within the district at this time, but the Summit Stage provides regularly scheduled public transit along Highway 9. Development in the district shall anticipate that public transit may be provided in the future.

District Improvements

Utility Improvements

Water Facilities. Distribution lines do not exist within District 33-North at this time. Provision of distribution lines is required prior to development within District 33-North. Town water supply and treatment capabilities exist which can support the full development of the district.

Sanitation Facilities: System collectors do not exist within the district at this time. Provision of sewer lines is required prior to development within the district. Adequate treatment capacity currently exists to accommodate full development.

Natural Gas, Electricity, Telephone, Cable Television: Distribution lines for natural gas, electricity, telephone and cable television all exist in or adjacent to Highway 9. Utilities will be adequate to serve the entire district at its full development. Installation of any new distribution lines

must be underground and meet specifications of individual utility companies. Appropriate easements shall be provided for all new lines.

Capital Improvements

Capital Improvement Projects: None of the projects described in the Capital Improvements Program are associated with this district.

Drainage Improvements

Given the district's acceptable uses and intensities, a surface drainage plan should be prepared prior to development. This district drains into the Blue River, and the provision of phosphorous control measures should be anticipated as a condition of development.

Relationships to Other Districts

Portions of this district directly abut Land Use Districts 1, 6, and 43. Based on the existing and future uses of these districts, compatibility conflicts are not expected.

Land Exchange Policy

No land under Federal jurisdiction was identified within this district.

DISTRICT #33-South

Desired Character and Function

District 33-South is located on the west side of Highway 9 southwest of the intersection of Fairview Boulevard and Highway 9. It consists mostly of tailings left by dredge mining of the late 19th and early 20th centuries.

Service commercial uses are the district's desired uses, but the density has been kept low to encourage the use and infill of similarly designated properties closer to the populated areas of Town. It is anticipated that this density will remain low until other service commercial areas have developed closer to Town.

Acceptable Land Uses and Intensities

Land Use Type: Service Commercial

Intensity of Use: 1:75 FAR (see below)

Structural Type: Special Review

In those areas close to District 4, the Town has determined that an increase in density may be allowed up to a 1:25 FAR if the property owners are willing and able to provide a dense landscaping buffer in District 4 to screen adjacent service commercial uses. That portion of District 33-South lying within 350 feet of the west boundary of District 4 may have a density of up to 1:25 FAR if the landowners provide a substantial buffer and landscaping area within District 4 adjacent to their site.

That area lying within 360 feet of the west boundary of District 4 may be granted an increased density up to a floor area ratio of 1:25 utilizing the following formulas:

Improvements within District 4 adjacent to District 33:

1. If the applicant provides a substantial earthen berm of at least 6 feet in height maximum and 3 feet in height minimum (above the elevation of the adjacent bike path) over 50 percent of District 4, plus provides a minimum of one tree per every 500 square feet of land area in District 4 (minimum tree height: 6 feet), plus provides a suitable ground cover over the entire District 4 area, the applicant will be granted a density of 1:50 FAR.
2. If the applicant provides a substantial earthen berm of at least 10 feet in height maximum and 5 feet minimum (above the elevation of the adjacent bike path) over 75 percent of the entire area of District 4, plus provide one tree for every 200 square feet of land area in District 4 (minimum tree heights: 50 percent – 6 feet, 50 percent – 8 feet), plus provides a suitable land cover over the entire District 4 area, the applicant will be allowed a density of 1:25 FAR.

General Design Criteria

Architectural Treatment

Contemporary architectural design compatible with the intended use and surrounding uses is preferred. Due to the high visibility of the district, architectural design will be of great importance.

Building Heights

Acceptable building heights will vary depending upon the proposed land uses and their arrangement on the site. Building heights will be determined through the development review process of the governing jurisdiction, but generally buildings in excess of two stories will be discouraged.

Building Setbacks

Required building setbacks shall be as outlined in the Development Code. Greater setbacks than those required are encouraged, and determination of appropriate setbacks will be made during the development review process of the governing jurisdiction.

Adequate setbacks from the Blue River should be anticipated as a component of phosphorous pollution control.

Pedestrian Circulation

No generators of pedestrian movement exist within the district.

Vehicular Circulation

Access to the district is not fully developed and would be from Highway 9 or County Road 3 in the future. Those roads currently serve as the primary accesses.

Public Transit Accomodation

No public transit accommodations exist within the district at this time. Development in the district shall anticipate that public transit may be provided in the future.

District Improvements

Utility Improvements

Water Facilities: Distribution lines do not exist within the District 33-South at this time. Provision of lines is required prior to development within the District 33-South. Town water supply and treatment capabilities exist which can support the full development of the district.

Sanitation Facilities: System collectors do not exist within the district at this time. Provision of these will be expected for the development of the district. Adequate treatment capacity currently exists to accommodate full development.

Natural Gas, Electricity, Telephone, Cable Television: Distribution lines are nearby, but will require extension to serve the district. Utilities will be adequate to serve the district at full development. Appropriate easements shall be provided for all new lines.

Capital Improvements

Capital Improvement Projects: None of the projects described in the Capital Improvements Program are associated with this district, which is located in the County.

Drainage Improvements

Given the district's acceptable uses and intensities, a surface drainage plan should be prepared prior to development. This district drains into the Blue River, and the provision of phosphorous control measures should be anticipated as a condition of development.

Relationship To Other Districts

Portions of this district directly abut Land Use District 1, 4, 6, and 43. Given the existing and future uses of these districts, compatibility conflicts could occur with the service commercial uses of this district.

Land Exchange Potential

No land under Federal jurisdiction was identified within this district

Annexation Potential

Annexation of the district would have to occur in phases, due to lack of sufficient contiguity with existing municipal limits. The final determination of eligibility for specific parcels cannot be made until a proposal for specific lands is made. The area is seen as service commercial reserve, and is not expected to be developed for some time.

The district is a low priority for annexation.