

BRECKENRIDGE LAND USE GUIDELINES

DISTRICT #19

Desired Character and Function

District 19 is the community focal point and primary center of commercial activity, prominent for its historic character. It is preferred that this District remain a center of retail trade and services, with a pedestrian orientation. New commercial structures of compatible architecture are encouraged.

Acceptable Land Uses and Intensities

Land Use Type:	Commercial
Intensity of Use:	1:1 FAR/20 UPA residential
Structural Type:	Special Review

Commercial activities, particularly those which contribute to the solidarity of the central business district are encouraged. Ideally, this includes retail trade uses which are associated with pedestrian traffic areas. Commercial uses with residential secondary uses are also acceptable.

General Design Criteria

Historic/Architectural Treatment

Because this Land Use District is contained within the Historic District, the Historic District Standards should be applied. Care should also be taken to preserve and enhance the historic values of this District. Architecture compatible with the historic character of the District is preferred.

Building Heights

The determination of acceptable building heights will be made during the development review process, but generally, buildings in excess of two stories are strongly 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 building setbacks will be made during the development review process.

Pedestrian Circulation

Pedestrian circulation within the District is generally good, although development of sidewalks on some of the east-west avenues remains a necessity. In addition,

development of a pedestrian-way along the Blue River remains desirable. Continued development of the pedestrian orientation of the District is desirable.

Vehicular Circulation

The District is served by a modified grid system, with partially developed and undeveloped alleys also present. Alley access is preferred, and the location and frequency of new driveways should be controlled to insure the safe and efficient movement of pedestrian and vehicular traffic along Main Street.

Provisions for off Street loading, in association with the commercial uses of this District, should be developed. Particular care should be taken to avoid congestion along Main Street. Drive up windows for customer service are prohibited within this District.

Public Transit Accommodations. Public transit service provision would be facilitated by the development of specified transit stops. Because this District is already at a high level of development, such stops should be added as needed. All transit stops should be appropriately located in relation to the vehicular system, the pedestrian system, and general activity patterns.

District Improvements

Utility Improvements

Water Facilities. Distribution lines exist within the District, and are adequate to serve its full development potential. Water treatment capabilities can support the full development of the District. Additional water storage is needed to meet minimum fire flow requirements. The tank proposed for District 1 or 21 would fulfill this requirement.

Sanitation Facilities. System collectors exist within the District, although the upgrading of some of these is desirable. Substandard collectors are found west of Main Street, south of Washington Avenue, and in the alley east of Main Street south of Lincoln Avenue. The condition of other older collectors in this part of Town will be monitored in the coming years, although at this time, they would be adequate to serve the District at full development potential. Adequate treatment capacity exists to accommodate full District development.

Natural Gas, Electricity, Telephone, Cable Television. Distribution lines exist within this District and are adequate to serve full District development. Utilities will be adequate to serve full development of the District. Many utility lines in this District are above ground and add to the congestion. These should be put underground whenever possible.

Capital Improvements

Capital Improvement Projects. Street and alley upgrading are items of the Capital Improvements Program associated with this District. What Street upgrading, if any, should take place in this District has not yet been determined. Alley improvement to accommodate off street deliveries to the commercial core is a high priority. Upgrading would allow the Town to assume the maintenance of the alleys.

Special Improvements

The western portion of the District abuts the Blue River. The provision of riverfront improvements is desirable as a component of development. Such improvements could take place within the public or private sectors, or by a combination of the tow, and could include river beautification, riverfront pedestrianways, bridges, and undergrounding of utilities.

Drainage Improvements

Given the District's acceptable uses and intensities, a surface drainage plan should be prepared prior to development. Potential effects on adjacent properties and Districts should be specifically reviewed.

Relationships to Other Districts

Portions of this District abut Land Use Districts 1, 11, 18, 18-2, 20, 23, and 24. District 19 is essentially compatible with these Districts despite differences in land uses and intensities. Treatment of edges in this and surrounding Districts is important to insure compatibility and protection of historic resources.

Land Exchange Policy

No land under Federal jurisdiction was identified within this District.