

# **BRECKENRIDGE LAND USE GUIDELINES**

## **DISTRICT #17**

### **Desired Character and Function**

District 17 is a substantially developed residential area of historic Breckenridge, central to the existing activity patterns of the Town. Although the District is composed of a variety of housing types and densities, the medium density, single family detached units are the most prevalent.

### **Acceptable Land Uses and Intensities**

Land Use Type:	Residential
Intensity of Use:	11 UPA
Structural Type:	Single Family or Duplex

In order to preserve the traditional character of the District from further erosion, only one residential structure shall be allowed on any one lot. Duplexes are strongly discouraged.

The preservation of historic secondary structures remains a desirable goal. The rehabilitation and preservation of these accessory outbuildings is strongly encouraged. In situations where alley encroachment problems can be alleviated, relocation of these structures on site is encouraged.

### **General Design Criteria**

#### ***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. Residential structures are limited to one per lot.

#### ***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 currently inadequate, and development of pedestrianways is encouraged. While the elementary school lies outside of this District, it generates a significant amount of the District's pedestrian activity.

### ***Vehicular Circulation***

The District is served by a grid system, with partially developed and undeveloped alleys. Streets are generally paved, but do not have curbs and gutters or formalized parking arrangements. Upgrading of the streets remains a desirable goal for safe and efficient movement of traffic as well as ease of maintenance.

Alley upgrading is desirable to improve emergency access. The use of streets for primary access is preferred over the use of alleys, except for duplexes or where the historic character of the site may be disrupted.

Public Transit Accommodations. Public transit service provision would be facilitated by the development of specific transit stops. Because this District is already at a relatively high level of development, such points should be added as needed. All collection and dispersal points 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. An upgrading of the system to increase fire flows around the Longbranch Condominiums is desirable in the future. This will involve the upgrading of the main in Wellington between French and Harris Streets. Water supply and treatment capabilities can support the full development of the District.

Sanitation Facilities. System collectors exist within the District, and 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 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 would facilitate emergency access and maintenance.

### ***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, 12, 18-2, and 26. District 17 is essentially compatible with these Districts despite differences in land uses and intensities.

### **Land Exchange Policy**

No land under Federal jurisdiction was identified within this District.