

BRECKENRIDGE LAND USE GUIDELINES

DISTRICT #11

Desired Character and Function

District 11 functions as the northern entrance to the traditional Town core. As such, smaller structures are preferred. It is expected to remain a mixture of uses. Commercial and residential uses are acceptable, although these should be pedestrian and tourist oriented. Lodging uses are a preferred residential uses. Since it is a significant Town entrance, design elements will be closely reviewed. Uses should feature a landscaped setback, rather than parking between the building and Main Street.

Acceptable Land Uses and Intensities

Land Use Type:	Residential
Intensity of Use:	12 UPA
Structural Type:	Special Review

Land Use Type:	Commercial
Intensity of Use:	1:3 FAR
Structural Type:	Special Review

General Design Criteria

Historic/Architectural Treatment

For the portion of this District within the Historic District, development should be in accordance with the Historic District Standards. Preservation of historic structures is highly encouraged, and new construction should be compatible with the District's historic character. For areas outside the Historic District, architecture compatible with the historic character of the District is preferred.

Building Basements

Density limits are for maximum allowable square footage. All other applicable Town codes and design standards must be met if such maximum allowable square footage is to be utilized. If a proposed development in District 11 will exceed 9 UPA (if a residential development) or 75% of the total allowed density (if a commercial development), the inclusion of a basement in the proposed development is encouraged in order to comply with the Breckenridge Design Standards concerning the maximum amount of density that may be built above ground.

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 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. Landscaped front setbacks are encouraged for new development.

Pedestrian Circulation

Sidewalks in the District are generally undeveloped, and provision of sidewalks is encouraged.

Vehicular Circulation

The District gains access from Main Street. A partially developed alley exists east of Main Street. Access to Main Street should be minimized wherever possible to maximize traffic efficiency.

Public Transit Accommodations. Public transit service provision would be facilitated by the development of specified transit stops. Such stops should be added as needed. All stops should be appropriately located in relation to the vehicular system, the pedestrian system, and general activity patterns.

Parking. Parking for commercial uses in the District should not be the primary use within the front setback in this District. This treatment should be unnecessary in a non-vehicular oriented District.

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, and are adequate to serve its development. Adequate treatment capacity currently exists to serve 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.

Capital Improvements

Capital Improvement Projects. Alley upgrading is an item of the Capital Improvements Program associated with this District. Upgrading of alleys would allow the Town to assume maintenance.

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 two, and would consist primarily of river beautification.

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 4, 18, 19, and 20. District 11 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.