

ARAPAHOE URBAN CENTER SUB-AREA PLAN



**ADOPTED BY CITY OF CENTENNIAL PLANNING AND ZONING
COMMISSION OCTOBER 10, 2007**

RATIFIED BY CITY COUNCIL OCTOBER 15, 2007



ACKNOWLEDGEMENTS

CITY OF CENTENNIAL

MAYOR AND CITY COUNCIL

Randy Pye, Mayor
Rick Dindinger, Ward I
Vorry Moon, Ward I
Sue Bosier, Ward II
Bart Miller, Ward II
Rebecca McClellan, Ward III
Andrea Suhaka, Ward III
Todd Miller, Ward IV
Ron Weidmann, Ward IV

PLANNING AND ZONING COMMISSION

Brian Daigle, Chair
Martin Hill, Chair Pro Tem
Bonnie Banks
Tim Fitzpatrick
Shari Lawson
Russell Powell
Michael Sutherland
Richard Baird, 1st Alternate

CITY STAFF

Jacque Wedding Scott, City Manager
Wayne Reed, Director of Planning and Development
Rita McConnell, Deputy Director of Planning and Development
Gary Wilson, Long Range Planning Manager
Megan Connett, Administrative Assistant

CONSULTANT TEAM

CITIVENTURE

Marilee Utter, President

VAN METER WILLIAMS POLLUCK

Tim Van Meter, Architect
Electra Libre Fowler, Designer



TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION.....	1
STUDY AREA BOUNDARIES.....	2
NEED FOR THE PLAN	6
PROJECT OBJECTIVES.....	7
PLANNING PROCESS AND PUBLIC INVOLVEMENT.....	7
CHAPTER 2: INVENTORY AND ANALYSIS	9
3-D MODELING	10
CHAPTER 3: VISIONS, GOALS AND POLICIES	13
GOALS ALL DISTRICTS	13
VISION DISTRICT 1	18
VISION DISTRICT 2.....	20
VISION DISTRICT 3.....	22
VISION DISTRICT 4.....	24
CHAPTER 4: DISTRICT LAND USE TYPOLOGIES.....	26
DISTRICT ANALYSIS.....	26
ARAPAHOE URBAN CENTER SUB-AREA - FAR GUIDELINES.....	29
ARAPAHOE URBAN CENTER SUB-AREA SITE REVIEW CRITERIA	29
CHAPTER 5: IMPLEMENTATION	31
APPENDIX A: INVENTORY MAPS.....	33
▪ Study Area Boundaries	Map A-1
▪ Existing Land Use	Map A-2
▪ Comprehensive Plan	Map A-3
▪ Zoning	Map A-4
▪ Ownership	Map A-5
▪ Property Value	Map A-6
▪ Transportation	Map A-7
▪ Light Rail Corridor	Map A-8
▪ SW&SE Light Rail Corridors	Map A-9
▪ Age of Structure	Map A-10
▪ Parks, Open Space & Trails	Map A-11
▪ Sidewalk Inventory	Map A-12
 LIST OF MAPS AND EXHIBITS	
▪ District Vision Plan	Map 4-1 (follows p. 28)
▪ Framework Plan	Map 4-2 (follows p. 28)
▪ Land Use Plan	Map 4-3 (follows p. 28)
▪ District Typology	Exhibit 4-1 (follows p. 28)

CHAPTER 1: INTRODUCTION

ARAPAHOE URBAN CENTER SUB-AREA

The Arapahoe Urban Center (AUC) Sub-Area is a highly visible gateway into the City of Centennial. It creates a first impression of the community to those who travel through and to the area – residents, visitors, commuters and workers. Because of its proximity to the interstate, state highway, light rail corridor and major employment and retail centers, the area is the highest profile major activity center, as identified by the City's Comprehensive Plan, in the City of Centennial. The Arapahoe Urban Center contains office, retail entertainment and civic uses with limited multi-family residential, which combined generate revenue for the City of Centennial. Although mixed-use, the area as it is today can be best described as auto-oriented and low intensity. In the future, it is to become a distinctive major urban center within the Denver metropolitan area that contains high-quality, attractive, compact and pedestrian friendly districts to work, shop, live, learn and recreate.

This plan is intended to serve as a guide to achieve the vision of a major urban center for this area over time, commensurate with this area's unique potential. Because much of the study area is already occupied by buildings, retrofitting established conditions with a longer-term vision for the future also presents a unique challenge. Accomplishing the vision for this area will require an understanding of the constraints and opportunities of existing conditions in order to construct a framework that encourages new investment to development and redevelop properties. This will require a commitment from Centennial to continue efforts to implement this plan after its adoption and ratification.

This plan was developed in close coordination with decision-makers, land owners and other stakeholders. It includes an evaluation of existing conditions, summary of the public outreach process undertaken in developing the plan, statements of visions and goals, future land uses, framework and typology recommendations, and major steps needed to implement the plan.

STUDY AREA BOUNDARIES

Sub-area boundaries include most of the City of Centennial incorporated area between Quebec Street and I-25, north and south of Arapahoe Road, with a focus on commercial and potential mix-use areas within these boundaries. The total area included within the AUC boundaries is approximately 200 acres.

The general context of the AUC is that of a substantially developed, edge suburban location, with relatively close proximity and access to the Denver metro urban core. A number of regionally significant features and transportation facilities highlight the importance of this area to the future of the City of Centennial. Significant features of the surrounding area include:

- Denver Tech Center, a large metropolitan-scale office center located to the northeast of the AUC which can be accessed directly via Yosemite Road;
- Arapahoe Road corridor, which transects the AUC, is a regionally significant east/west arterial within the southern metro Denver region;
- Centennial Airport, one of the busiest general aviation facilities in the U.S., is located to the east, and has become a regional business attractor and concentration of aviation related activities;
- The southeast Denver Lightrail Metro line passes along the eastern edge of the AUC and the Arapahoe Station is designated as a Major Urban Center Light Rail Station; and
- Coors Amphitheatre a large outdoor venue for a wide variety of cultural and entertainment attracting a regional audience.

NEED FOR THE PLAN

As mentioned above, the proximity of this sub-area to regionally significant features and attractions will provide opportunities not available in any other place in the City of Centennial. Such conditions, currently and over time, will create special development pressures and opportunities. Consequently, efforts to develop this sub-area plan have been given a high priority by the City and have attracted the close attention of staff, decision makers, land owners and other interested stakeholders.

The need for this plan emerged after developers and property owners approached the City to consider rezoning certain properties to allow for high-density, transit-oriented residential development in an existing employment center. Although Transit Oriented Development (TOD) along key corridors and within activity centers is encouraged by the Comprehensive Plan, there were no specific goals and policies in place for this area to guide staff and local officials in considering these proposals. As a result, the City invited Marilee Utter with Citiventure Associates in April of this year to visit the study area, to report her observations and to make a recommendation about the area. Her advice was to promote mixed-use, high intensity, pedestrian friendly and compact scale urban development consistent with the major urban center that was emerging within Greenwood Village around the Arapahoe Light Rail Station. As a result, City Council directed City staff to proceed with a sub-area plan to develop a vision, goals, policies and land use plan that would provide direction for future growth and development.

Development as well as redevelopment is often best encouraged by creating opportunities for intensification of land uses, and broadening the mix of permitted land uses, which is a central policy to this Plan's recommendations. Care must be taken, though, to ensure that more intense urban development is compatible with established single-family neighborhoods and that development adheres to sound principles of urban design and architecture. The goals and policies contained herein emphasize the creation of a unique urban place, with a focus on attractive settings, the pedestrian environment and "activated" streets. Access to transit in this area makes this possible and an essential component for significant portions of the study area.

Recommendations are measured with consideration of the unique conditions and potential of individual districts within the sub-area. Areas within the study area less proximate to transit have been evaluated with the objective to increase intensities, but with a likely continued heavy reliance on the automobile. In these areas, enhancements of public spaces, improved architectural quality, and increasing opportunities for intensification and a stronger pedestrian orientation are still recommended.

Critical steps toward implementation of the Plan have been recommended in light of these unique opportunities and constraints. The Plan recommends more in-depth study of infrastructure, with a focus on development and design standards, transportation and drainage to ensure development and redevelopment achieve the vision for the area. It will be necessary to translate the goals and policies in this Plan into development and design standards as soon as possible to provide developers, design professionals and property owners with clear, predictable expectations. Future actions will also include

possible partnerships with the private sector in developing and implementing specific recommendations included in this Plan.

PROJECT OBJECTIVES

Project objectives were developed early in the process to capture the community's vision for the potential long-term development and redevelopment of this important area. The City Council reviewed and supported the following Project Objectives on July 9, 2007. The Planning and Zoning Commission reviewed and supported the following Project Objectives on July 25, 2007.

- OBJECTIVE 1.** Create a distinctive sense of place through urban design and architectural character.
- OBJECTIVE 2.** Increase revenue [above costs] for the City.
- OBJECTIVE 3.** Improve development potential for landowners
- OBJECTIVE 4.** Protect and enhance long-term property values
- OBJECTIVE 5.** Preserve opportunity for retail and office.
- OBJECTIVE 6.** Strengthen the transportation network.
- OBJECTIVE 7.** Promote mixed-use and compact-scale development [at the block level].
- OBJECTIVE 8.** Offer a variety of housing different than found in the surrounding area.

PLANNING PROCESS AND PUBLIC INVOLVEMENT

1. PLANNING PROCESS AND PUBLIC INVOLVEMENT

This Plan balances the viewpoints and opinions of all stakeholders, including landowners, developers, businesses and citizens, with the City's expectation of exceptional development and the project objectives. Throughout the four month planning process, the planning team ensured that all stakeholders had multiple opportunities to participate and express their ideas, concerns and support. Outreach was an essential component of the process. A number of stakeholders attended meetings, hearings, interviews and open houses throughout four months.

The public outreach effort was multi-faceted. First, the planning team met with owners of parcels in the AUC at the beginning of the process. The planning team continued to provide opportunities for public involvement throughout the planning process. Interested stakeholders received e-mails from the Planning and Development Department to provide them updates on meetings and information about how to obtain information and products available on the City's website. Simultaneously, the planning

team met with elected and appointed officials from the City throughout the process to keep officials involved through each step of the process, provide opportunities for input and to provide direction to staff and the City's consultants.

2. DIRECT SOLICITATION

The planning team held two open houses throughout the planning process, including one in August and one in September. The purpose of the meetings was to share draft work products and hear comments that would help shape the final plan and regulations. In addition to these open houses, the planning team conducted focus groups on August 8th and 9th in order to afford stakeholders an opportunity to speak directly to the city's consultant team.

Each time the planning team held an open house, the City mailed almost 100 letters and/or postcards to inform people about the event. The postcards provided information about the stage of the project and contact information. The planning team developed an e-mail distribution list of interested stakeholders to enhance communication.

3. STAKEHOLDER INTERVIEWS

On August 8, 2007, and August 9, 2007, the City's consultants held interviews with 16 of the property owners of in the AUC to discuss their issues and concerns for the area.

4. PUBLIC MEETINGS AND OPEN HOUSES

During the planning period, the planning team held two open houses and eleven public meetings/hearings. The public meetings/hearings were conducted with City Council and the Planning and Zoning Commission. Besides these special meetings, all other public meetings were considered public hearings, allowing for stakeholders to give input on the Plan.

5. MEETINGS WITH ELECTED AND APPOINTED OFFICIALS

The planning team also met continually (i.e., almost weekly) with the City elected and appointed officials throughout the process. The sections below describe when meetings generally occurred:

- **CITY COUNCIL:** The planning team met with the City Council five times from July 2007 to October 2007: July 9th, August 20th, September 17th, October 1st and October 15th.
- **CITY PLANNING AND ZONING COMMISSION:** The planning team met with the Planning and Zoning Commission six times from July 2007 to October 2007: July 25th, August 22nd, September 12th, September 26th, October 3rd and October 10th.

CHAPTER 2: INVENTORY AND ANALYSIS

An extensive inventory of existing conditions was undertaken as part of the planning process. The series of maps developed as part of this exercise is included in Appendix A of this Plan. Below is a brief summary of findings drawn from this analysis.

- **LAND USE:** The overall land use pattern is predominately commercial with some higher density residential in the area north of Arapahoe Road frontage and west of Syracuse Road. East of Syracuse in this area, office is the most common land use. The south side of Arapahoe Road corridor area is dominated by office use and the north side is predominantly retail. The southwest quadrant of I-25 and Arapahoe Road includes a mix of commercial uses, including some retail, restaurants and service related uses. The overall land use pattern reflects a typical suburban pattern of discretely segregated uses, and little to no land use mixing that would support a vibrant urban community and a pedestrian environment.
- **ZONING:** There is a wide variety of business, planned business and mix-use zoning throughout the study area. Based on the established zoning pattern, implementation of this Plan will necessitate rezoning for many parcels and potentially the addition of an overlay zone of design standards to implement recommendations of Plan.
- **LIGHTRAIL CORRIDOR AND LIGHTRAIL METRO:** The Arapahoe station is a Major Urban Center Light Rail Station along the Lightrail Metro corridor. This transit station provides direct access to an important alternative mode of transportation. This influence of this station and the access to transit will likely increase over time as the regional road network is projected to remain and become increasingly congested.
- **PROPERTY VALUATION:** Significant patches of areas within the AUC have property valuation ratios where the value of improvements fall below 50% of the value of the land which is an indicator of underutilization underscores the potential for redevelopment.
- **TRANSPORTATION:** The Arapahoe/I-25 interchange is a focus of potential upgrades some of which are indicated on the Transportation map. Such improvements are typically very costly and will necessitate regional support and state and federal funding. Within the study area, the primary road network is substantially in-place, however, block sizes are very large, as mentioned above. Large block sizes also impact vehicular transportation because the system does not provide a sufficient range of alternative routes. Consequently, arterials and collector streets can become overburdened with traffic.
- **COMPREHENSIVE PLAN:** The City's comprehensive Plan designates the Arapahoe/I-25 interchange area a Primary Major Activity Center and Gateway.

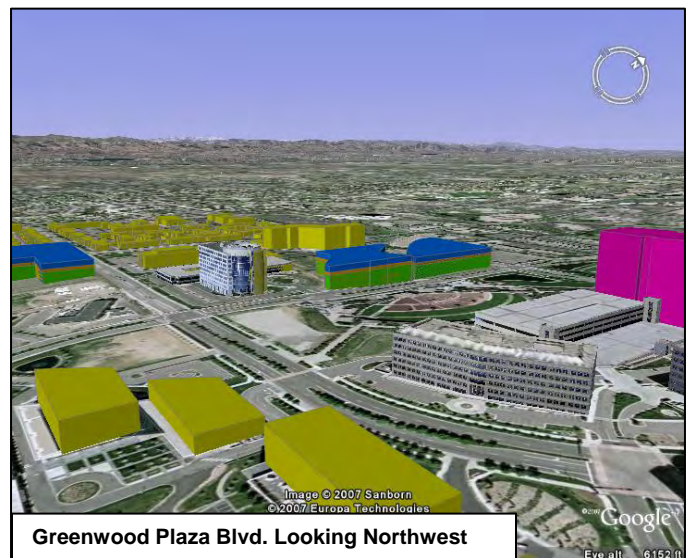
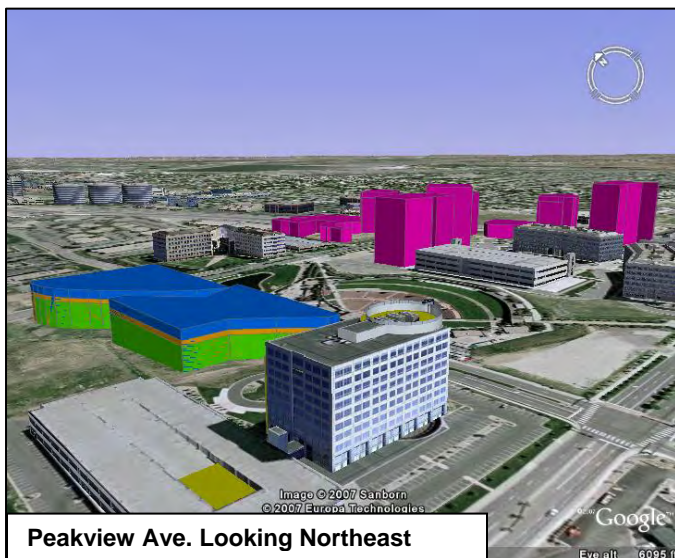
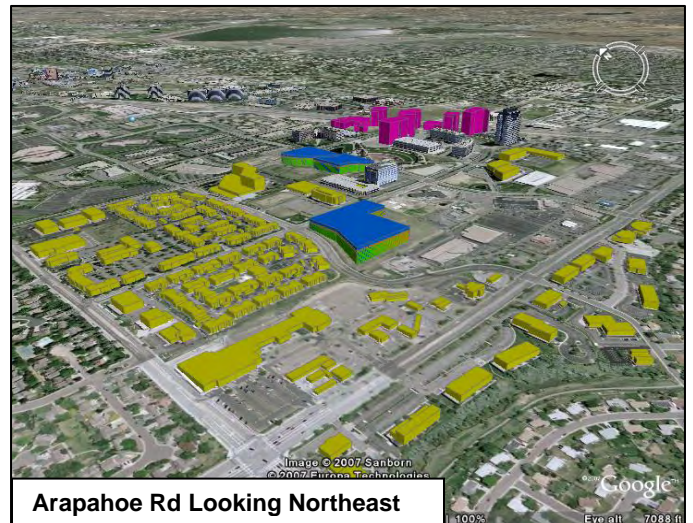
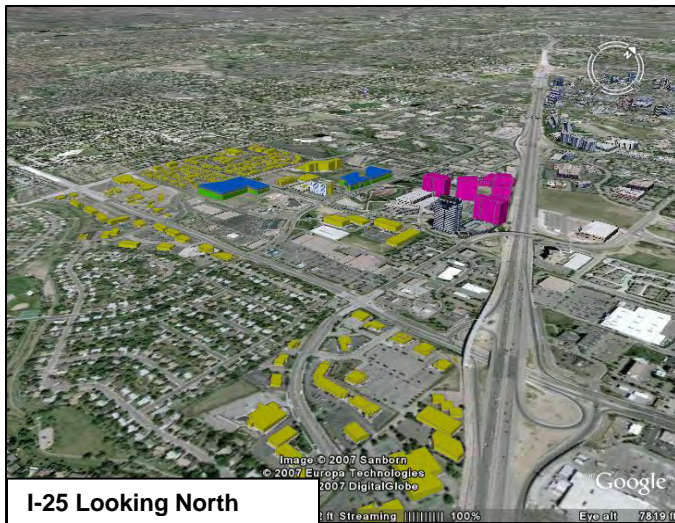
The intersection of Quebec and Arapahoe is designated as a Neighborhood Activity Center. These designations underscore the prominence of this area and its importance to the future of Centennial.

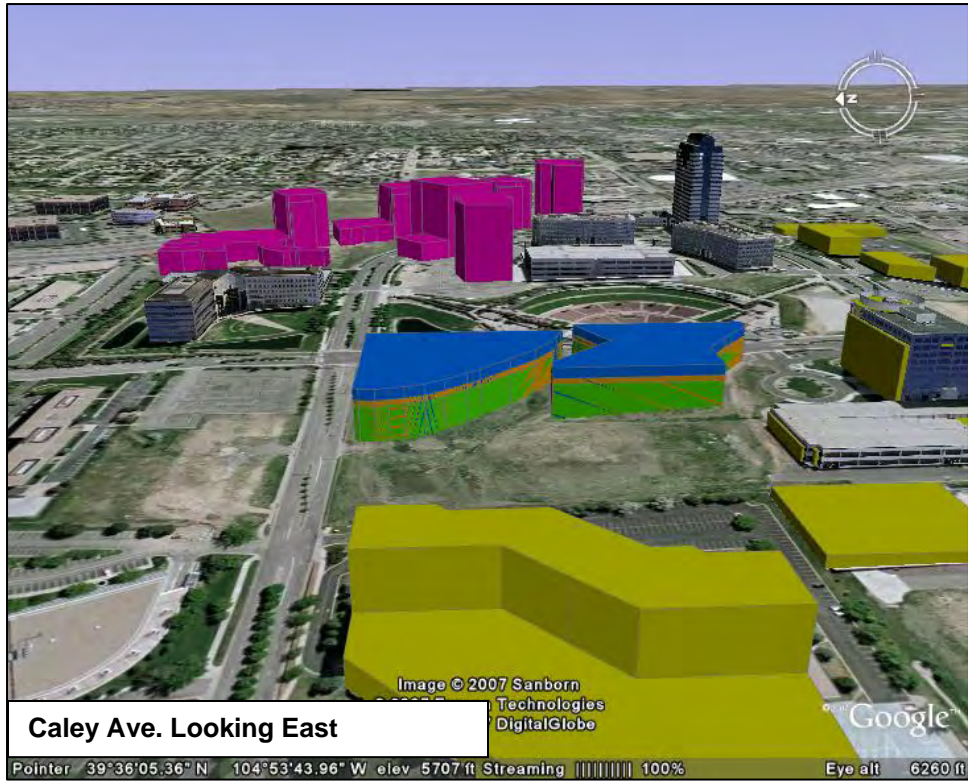
- **OWNERSHIP:** As expected in a developed urbanized area, ownerships are generally highly fragmented into small to medium sized ownerships, most less than 10 acres in size and many in the range of several acres. Land ownership is most highly fragmented in areas south of Arapahoe Road. Fragmented ownership can be an impediment to redevelopment and will necessitate stronger efforts to gain land owner cooperation and participation in common initiatives to upgrade the area.
- **AGE OF STRUCTURE:** Most structures in the study area have been built since the late sixties and many were developed since 1990. The age of structures will influence ripeness for redevelopment and structures built before 1970 could be approaching obsolescence and the need for substantial renovation and/or redevelopment.
- **BIKE TRAILS OPEN SPACE:** There are no major trail or open space networks included within the study area, however, the Little Dry Creek trail and greenway provides a greenspace buffer between commercial development on the south side of Arapahoe Road within the AUC and residential development. This buffer will prove a valuable separation between residential and future commercial uses as redevelopment occurs in this area.
- **SIDEWALK INVENTORY:** Sidewalks exist along major roads within the AUC, however, the system is not continuous and significant gaps exist. Also, due to the very large block sizes, the pedestrian system does not facilitate pedestrian movement well. Large blocks create very long walking distances between destinations and discourage walking.

3-D MODELING

As an additional and very useful technique, the evaluation of the study area included the creation of a Google Earth based 3-D model of existing and potential future buildings in the study area. This analysis illustrated the existing and proposed intensity of development in the adjacent City of Greenwood Village along the I-25 corridor, which was very central to the recommendations of minimum intensities in the AUC. The modeling included the creation of basic building mass forms within the study area, scaled approximately to the minimum intensities of development anticipated in the recommendations of this plan. The purpose of this exercise was to compare recommended intensities to those existing in both the study area and adjacent area within Greenwood Village. This analysis concluded that recommended intensities were well within or below intensities of development established in areas adjacent to the AUC to the east. Snapshots from that analysis are featured below.

In these views, existing buildings are shown in photographic detail and as green model shapes where photographic detail was not available. Purple shapes are buildings in Greenwood Village and represent buildings proposed or under construction. Shapes in blue and green represent forms equaling the basic building mass recommended as the minimum intensity of future development in the AUC. Only vacant sites that are currently vacant within District 1 were selected for this modeling exercise. The green level in these shapes represents a height of approximately 50 feet and the blue level is a height of approximately 70 feet.





CHAPTER 3: VISIONS, GOALS AND POLICIES

VISION STATEMENT, GOALS AND POLICIES

The City of Centennial Comprehensive Plan states that it... “is a framework document that will be implemented through the adoption of corridor plans, sub-area plans, and other specific planning efforts in order to achieve the City’s vision for the future.” These subsequent plans, such as this Arapahoe Urban Center Sub-Area Plan, are intended to look at smaller geographic areas and address issues, opportunities, goals, policies and actions that are specific to particular areas within the City. In this manner, this Plan for the Arapahoe Urban Center is consistent with the purpose and intent of the City of Centennial’s Comprehensive Plan.

CENTENNIAL COMPREHENSIVE PLAN MISSION STATEMENT

The Comprehensive Plan is a framework to guide public policy and implement the vision for the City of Centennial. The vision for Centennial is a community that is sustainable and cohesive, inspires pride, and produces remarkable places.

The Arapahoe Urban Center has been divided into 4 districts. The Sub-Area Plan’s goals and policies are organized first under policies and goals applicable to the entire study area and second under goals and policies specific to each area. All goals and policies fall under four major topic headings, including:

- Urban Design
- Land Use
- Transportation
- Economic Development

GOALS ALL DISTRICTS

URBAN DESIGN ALL DISTRICTS (UDA)

GOAL UDA-1: ALL DISTRICTS:

CREATE SUSTAINABLE, URBAN, MIXED USE, AND PEDESTRIAN FRIENDLY DISTRICTS.

POLICIES:

- Parking
 - Minimize the view of parking from the public right-of-way.
 - Prohibit parking garage street frontage on the first floor, except for entries and exits.
 - Encourage shared parking for all districts.

- Allow on-street parking in all districts along all roads except I-25, Arapahoe Road and Quebec. Count on-street parking toward parking requirements for all districts.
- Surface parking lots must be connected in all districts through property lines.
- Urban Design
 - Establish minimum setback or build to lines, orient buildings towards streets, maintain a continuous street frontage along streets, maintain design consistency on all elevations, require articulation and window and/or door openings on all elevations.
 - Orient entries toward the street, primary entries should be located on street frontage for a walkable district.
 - Develop an urban sign program that does not dominate the streetscape and responds to the character of the area, while providing adequate identification and promotion of businesses (pole signs or monument signs are not allowed). Blade signs over streets are encouraged.
- Building Form
 - Require a minimum amount of window openings on the first floor of buildings for all sides that front a street to create eyes on the street and enable a safe pedestrian environment.
 - Encourage Leadership in Energy and Environmental Design (LEED) certified buildings and development.
 - Require use of quality materials that do not emulate other materials. Materials should convey a sense of integrity, permanence and durability.
 - Change in materials should be used to define elements such as building base, body, parapets, bays, arcades and structural elements. Change in materials should be integral with building facade and structure, rather than an application. Materials should not change at outside corners or in the same plane of the facade.
 - Accentuate buildings through prominent architectural features and vertical elements at corners.

GOAL UDA-2: ALL DISTRICTS:

REDEVELOP THOROUGHFARES THAT ARE ATTRACTIVE LANDSCAPED AND PEDESTRIAN-ORIENTED

POLICIES:

- Identify locations and create standards for gateway features at major intersections and entrances into the urban center.
- Enable building orientations that frame and enclose the streetscape.
- Create pedestrian oriented streetscapes through use of continuous sidewalks, street trees, tree lawns, etc.
- Allow on street parking to create a buffer for pedestrians from thoroughfares.
- Develop bike lanes that connect to regional trail systems. Bike trails should be separate and buffered from major thoroughfares.

GOAL UDA-3: ALL DISTRICTS:

ENABLE CULTURAL OPPORTUNITIES AND PUBLIC ART.

POLICIES:

- Encourage cultural and special events to be planned and programmed to draw people to the area.
- Embrace civic, public art, cultural, and recreational opportunities.
- Enable community events that encourage the interaction of a diversity of cultures, people, and interests.
- Establish public arts council and determine appropriate sites for public art.

GOAL UDA-4: ALL DISTRICTS:

DEVELOP A POSITIVE AND CONSISTENT IDENTITY FOR THE CITY OF CENTENNIAL

POLICIES:

- Identify gateway locations at prominent entryways into the community.
- Establish a consistent graphic identity that reinforces Centennial's identity.
- Establish interconnected consistent street standards that are pedestrian friendly and walkable. Create a plan to implement the building and changing of existing streets.

LAND USE ALL DISTRICTS (LUA)**GOAL LUA-1: ALL DISTRICTS:**

ALLOW DEVELOPMENT ONLY WHEN THERE IS AVAILABILITY AND ADEQUACY OF PUBLIC SERVICES AND FACILITIES.

POLICIES:

- Require new development to provide and finance public services and facilities that are adequate to support the impact of premature extension of public services and facilities.
- Encourage use of water quality measures such as green roofs & wetlands.

GOAL LUA-2: ALL DISTRICTS:

ESTABLISH A COHESIVE, SUSTAINABLE, AND INTERCONNECTED AREA WITH A MIXTURE OF RESIDENTIAL, EMPLOYMENT, CIVIC, CULTURAL AND COMMERCIAL LAND USES

POLICIES:

- Encourage a mix of compatible land uses and activities that support pedestrian mobility.
- Connect neighborhoods to retail through a clear, safe, pleasant and easily navigated, pedestrian scaled network of sidewalks and pathways. Enable

development of a walkable network of streets, lanes, pathways that are pedestrian scaled and interconnected the surrounding land uses.

- Locate recreation facilities within close proximity to dwelling units that are easily accessible by foot to enable pedestrian mobility and an active lifestyle.
- Design public gathering spaces (e.g., courtyards, plazas, squares) at important and prominent locations to facilitate congregation and sense of community.
- Provide continuous, direct, convenient, and safe pedestrian pathways to, across and between buildings, streets, blocks and the light rail station.
- Encourage an urban form that can sustain a variety of land uses over time.

TRANSPORTATION ALL DISTRICTS (TA)

GOAL TA-1: ALL DISTRICTS:

DEVELOP A SAFE AND EFFICIENT TRANSPORTATION NETWORK THAT ACCOMMODATES PEDESTRIANS, VEHICLES, AND BICYCLES

POLICIES:

- Provide for safe pedestrian and bicycle mobility through adequate facilities in all roadway designs. Include off street bicycle lanes.
- Design roadway intersections to facilitate safe pedestrian, bicycle and vehicular movements.
- Ensure major activity and employment centers are connected to the surrounding parks, open space and trail system through a connected system of sidewalks.

GOAL TA-2: ALL DISTRICTS:

ENHANCE THE EXISTING NETWORK OF BLOCKS AND STREETS TO ENCOURAGE WALKING AND BICYCLING AND REDUCE CONGESTION.

POLICIES:

- On blocks with a perimeter of more than 1250' require through block pedestrian public right of way connections
- Encourage alternative modes of travel by incorporating a network of alternative circulation features, such as pedestrian sidewalks, trails, bicycle lanes, and transit facilities.
- Create pedestrian routes that provide clear, comfortable, direct and safe access to, from and between residential, commercial, schools, parks, and transit stops.
- Require vehicle and pedestrian connections between adjoining parking lots.
- The treatment of property edges should acknowledge and connect with adjacent properties, so that infrastructure is not duplicated (for example two streets side-by-side with a fence between).

- Treat all required fire lanes as pedestrian walkways.

ECONOMIC DEVELOPMENT ALL DISTRICTS (EDA)

GOAL EDA 1: ALL DISTRICTS:

INCREASE AND STABILIZE AN ADEQUATE REVENUE BASE

POLICIES:

- Encourage the retention and expansion of existing retailers and the location of new retailers in existing activity centers.
- Encourage use of TIF for revenue generating projects that are consistent within the City's vision.

GOAL EDA 2: ALL DISTRICTS:

ENCOURAGE REVITALIZATION AND REINVESTMENT

POLICIES:

- Actively pursue revitalization opportunities that will result in higher sales tax revenues.
- Assist in the redevelopment of commercial areas through financial tools, incentives, and public/private partnerships.

GOAL EDA 3: ALL DISTRICTS:

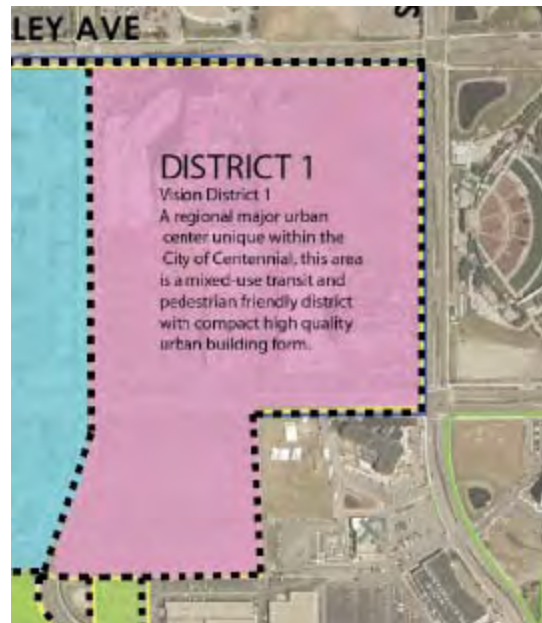
BALANCE EMPLOYMENT, HOUSING AND TRANSPORTATION/MOBILITY OPTIONS

POLICIES:

- Encourage the retention and expansion of existing and new businesses to Centennial.
- Support the City's commercial centers and businesses through provision of urban services and timely processing of proposed development through the public hearing process.
- Allow for a variety of housing options meeting the needs of both employers and employees to accommodate all income levels.
- Encourage the development of mixed-use projects in order to achieve a vibrant community.

VISION DISTRICT 1

A regional major urban center unique within the City of Centennial, this area is a mixed-use, transit and pedestrian friendly district with a compact, high quality urban building form.



URBAN DESIGN DISTRICT 1 (UD1) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL UD1-1: DISTRICT 1:

DEVELOP A MIXED-USE, URBAN, WALKABLE TRANSIT-ORIENTED DEVELOPMENT (TOD) ACTIVITY CENTER AROUND THE ARAPAHOE LIGHT RAIL STATION THAT IS CONSISTENT WITH MAJOR URBAN CENTER STATION TYPOLOGY.

POLICIES:

- Encourage a mix of uses including office, residential, entertainment and retail, both vertically and horizontally, with higher residential densities to support transit and surrounding retail.
- Any project including new residential development shall include a significant non-residential component to off-set the fiscal impact of residential and achieve the intent of mixed-use development.
- Eliminate parking requirements and allow parking on the street.
- Encourage underground detention, and formation of a regional drainage district.
- Parking should be located behind or to the side of all buildings and obscured from public view, except for driveways to public streets.
- Parking garages should not be allowed to front on public rights-of-way and must be placed behind buildings and/or within the interior of the blocks.

LAND USE DISTRICT 1 (LU1) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL LU1-1: DISTRICT 1:

PROMOTE THE TRANSIT ORIENTED DEVELOPMENT (TOD) AREA AS A DESTINATION SPOT FOR SOCIAL, CULTURAL, COMMERCIAL, ENTERTAINMENT, AND CIVIC ACTIVITIES

POLICIES:

- Encourage a Mixed-Use environment within a half-mile of the light rail station to create a dynamic pedestrian-oriented atmosphere.
- Sensitively integrate residential uses into the transit oriented development area to create a vibrant mixed-use district where residents will have easy access to local goods and services.
- Concentrate higher-intensity land uses within a half-mile radius from the light rail station consistent with a major urban center.
- Encourage residential development above commercial uses at the public street level.
- Allow entertainment as a use in this district.
- Allow uses to be mixed, vertically and horizontally.

GOAL LU1-2: DISTRICT 1:

ORGANIZE LAND USES THAT CREATE AN ENVIRONMENT THAT SUPPORTS PUBLIC TRANSIT

POLICIES:

- Locate appropriate building densities and land uses within walking distance of the light rail station, permitting public transit to become a viable alternative to the automobile.
- Require structured parking for all uses East of Syracuse, generally within one half mile of the transit station, to enable an urban center.

GOAL LU1-3: DISTRICT 1:

PROVIDE A VARIETY OF HOUSING OPTIONS

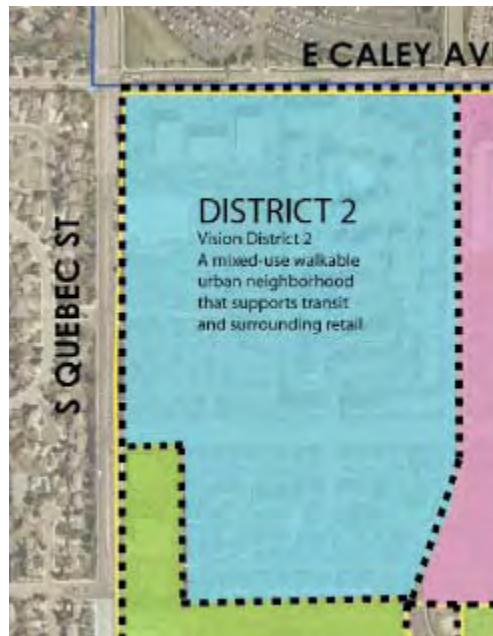
POLICIES:

- Create a sustainable neighborhood by providing a variety of housing options.

TRANSPORTATION DISTRICT 1 (T1) - ALL DISTRICT GOALS & POLICIES APPLY
ECONOMIC DEVELOPMENT DISTRICT 1 (ED1) - ALL DISTRICT GOALS & POLICIES APPLY

VISION DISTRICT 2

A mixed-use, walkable, urban neighborhood, that supports transit and surrounding retail.



URBAN DESIGN DISTRICT 2 (UD2) - ALL DISTRICT GOALS & POLICIES APPLY

LAND USE DISTRICT 2 (LU2) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL LU2-1: DISTRICT 2:

ENABLE VIBRANT, DENSE AND MIXED-USE RESIDENTIAL DEVELOPMENT THAT IS COMPATIBLE WITH THE CHARACTER OF THE SURROUNDING LAND USES AND DEVELOPMENT INTENSITIES.

POLICIES:

- Enable residential development above commercial uses at the public street level.
- Parking should be located behind or to the side of all buildings and obscured from public view, except for driveways to public streets.

GOAL LU2-2: DISTRICT 2:

ORGANIZE LAND USES THAT CREATE AN ENVIRONMENT THAT SUPPORTS PUBLIC TRANSIT.

POLICIES:

- Locate appropriate building densities and land uses within walking distance of the light rail station, permitting public transit to become a viable alternative to the automobile.
- Encourage structured parking where feasible.

GOAL LU2-3: DISTRICT 2:

PROVIDE A VARIETY OF HOUSING OPTIONS

POLICIES:

- Create a sustainable neighborhood by providing a variety of housing options.
- Encourage preservation of existing office base and allow residential uses to be mixed above offices.

TRANSPORTATION DISTRICT 2 (T2) - ALL DISTRICT GOALS & POLICIES APPLY

ECONOMIC DEVELOPMENT DISTRICT 2 (ED2) - ALL DISTRICT GOALS & POLICIES APPLY

VISION DISTRICT 3

A dynamic mixed-use commercial district that capitalizes on activity along Arapahoe Road.



URBAN DESIGN DISTRICT 3 (UD3) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL UD3-1: DISTRICT 3:

CREATE PEDESTRIAN-ORIENTED, HUMAN-SCALED COMMERCIAL CENTERS.

POLICIES:

- Change zoning to allow a mix of uses, including retail on the south side of Arapahoe Road.
- Area should be retail focused, but allowing mixed-use with office above ground floor retail uses.
- Establish pedestrian oriented commercial architectural standards for new development within existing commercial centers. These standards should address building massing and form, towers and building corners, store fronts, upper story facade; arcades, trellis structures and portals; awnings, canopies and transom windows, and building materials.
- Increase building mass at areas of higher-intensity and pedestrian concentration.
- Break-down large-scaled commercial buildings into a series of smaller, pedestrian-oriented components.
- Articulate facades to reduce the massive scale and imposing appearance of large commercial buildings.

- Incorporate architectural features that create visual interest at the pedestrian scale.

GOAL UD3-2: DISTRICT 3:

CREATE A WALKABLE, INTERCONNECTED NEIGHBORHOOD ACTIVITY CENTER AT QUEBEC STREET AND ARAPAHOE ROAD

POLICIES:

- Locate and orient building frontages to address and engage the street.
- Provide clear, direct and safe pedestrian circulation features and public gathering spaces.
- Develop a uniform sign program to provide adequate internal identification and promotion of businesses, while reducing the proliferation of signs along street frontages.
- Require signage to be architecturally integrated with the materials and treatment of the primary structures within the commercial center.

LAND USE DISTRICT 3 (LU3) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL LU3-1: DISTRICT 3:

ENABLE REVENUE GENERATING REGIONAL, COMMUNITY, AND NEIGHBORHOOD RETAIL AND COMMERCIAL USES ALONG ARAPAHOE ROAD.

POLICIES:

- Strengthen pedestrian and vehicular connectivity to Centennial's commercial centers from nearby neighborhoods, preventing walled commercial "fortresses" only accessible from large arterials and collectors.

GOAL LU3-2: DISTRICT 3:

ORGANIZE LAND USES THAT CREATE AN ENVIRONMENT THAT SUPPORTS PUBLIC TRANSIT

POLICIES:

- Locate appropriate building densities and land uses within walking distance of the light rail station, permitting public transit to become a viable alternative to the automobile.
- Encourage structured parking where feasible and connections between surface lots across property lines.

TRANSPORTATION DISTRICT 3 (T3) - ALL DISTRICT GOALS & POLICIES APPLY

ECONOMIC DEVELOPMENT DISTRICT 3 (ED3) - ALL DISTRICT GOALS & POLICIES APPLY

VISION DISTRICT 4

Highly visible from Arapahoe Road and I-25, this gateway to the City of Centennial provides important landmark sites in a vibrant center for the City.



URBAN DESIGN DISTRICT 4 (UD4) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL UD4-1: DISTRICT 4:

CREATE A PEDESTRIAN-ORIENTED, HUMAN-SCALED COMMERCIAL CENTER

POLICIES:

- Establish pedestrian oriented commercial architectural standards for new development within existing commercial centers. These standards should address building massing and form, towers and building corners, store fronts, upper story facade; arcades, trellis structures and portals; awnings, canopies and transom windows, and building materials.
- Breakdown large-scaled commercial buildings into a series of smaller, pedestrian-oriented components.
- Articulate facades to reduce the massive scale and imposing appearance of large commercial buildings.
- Incorporate architectural features that create visual interest at the pedestrian scale.

GOAL UD4-2: DISTRICT 4:

ENABLE A HIGH QUALITY MAJOR ACTIVITY CENTER TO DEVELOP ON THE SOUTHWEST CORNER OF I-25 AND ARAPAHOE ROAD.

POLICIES:

- The intended mix of uses is primarily commercial, office and retail, but residential is allowed 20% of other uses.

- Provide clear, direct and safe pedestrian circulation features and public gathering spaces.
- Improve access into the district to increase viability of commercial businesses within the center.
- Develop a uniform sign program that responds to the unique visibility challenges of the site from I-25 and Arapahoe Road to provide adequate identification and promotion of businesses within, while reducing the proliferation of signs along street frontages.
- Require signage to be architecturally integrated with the materials and treatment of the primary structures within the commercial center.
- Enable the development of a parking district and encourage shared parking.
- Allow unlimited height along I-25 buffer zone edge with a step-down into surrounding neighborhoods.
- Encourage Iconic architecture.
- Create a clear gateway and improve accessibility.
- Wrap parking so that it is not visible from the street.

LAND USE DISTRICT 4 (LU4) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL LU4-1: DISTRICT 4:

ENCOURAGE REVENUE GENERATING REGIONAL, COMMUNITY, AND NEIGHBORHOOD RETAIL AND COMMERCIAL USES ALONG ARAPAHOE ROAD

POLICIES:

- Strengthen pedestrian and vehicular connectivity to Centennial's commercial centers from nearby neighborhoods, preventing walled commercial "fortresses" only accessible from large arterials and collectors.

TRANSPORTATION DISTRICT 4 (T4) - ALL DISTRICT GOALS & POLICIES APPLY

GOAL T4-1: DISTRICT 4:

ENHANCE THE LEVEL OF SERVICE FROM INTERSTATE 25 TO LOCAL ROADWAYS AND COMMERCIAL CENTERS

POLICIES:

- Work cooperatively with other jurisdictions and CDOT to design an I-25 interchange that will improve mobility and safety as well as permit access to the Southgate commercial center.

ECONOMIC DEVELOPMENT DISTRICT 4 (ED4) - ALL DISTRICT GOALS & POLICIES APPLY

CHAPTER 4: DISTRICT LAND USE TYPOLOGIES

DISTRICT ANALYSIS

The following is a summary of the major characteristics and factors considered for each District in support of recommended land use, intensity and typologies described later in this chapter.

DISTRICT 1:

Characteristics of District 1 include:

- Close proximity to a Major Urban Center Light Rail Station – much of this District is located within ½ mile of the Light Rail Station.
- The area is immediately adjacent to existing and planned high-rise office and mixed-use buildings in Greenwood Village to the east.
- The area includes some vacant land and underutilized development sites. Greenwood Plaza Boulevard borders the eastern side of the district, providing it with a prestigious address.
- The proximity to Fiddler's Green provides good access to cultural and entertainment attractions, and further enhance the area's attractiveness for development and redevelopment.
- Terrain changes along the western side of the district, provide a unique opportunity for permanent mountain views.

Because of these factors, use and intensity recommendations have been made to ensure that future development takes full advantage of the district's extremely good potential for more intensive transit oriented development. Recommendations are intended to offer the opportunity to live, work and shop near transit, and to provide access to high profile regional destinations. Residential is included in the mixed-use recommendation, an addition to rights under the current zoning which only permits commercial development. Residential use has been included to take advantage of the proximity to transit and potential for mixed-use development.

DISTRICT 2:

District 2 is outside the immediate influence of the transit center, but still has potential to support TOD development, similar to District 1. Both District 1 and District 2 would include a strong pedestrian orientation to facilitate access to the station. Because of District 2's greater distance from the TOD center, and the character of existing development, lower intensities of mixed-uses are recommended. This area includes existing, stable, moderate intensity office and residential development, and redevelopment would likely occur within a longer-term time horizon.

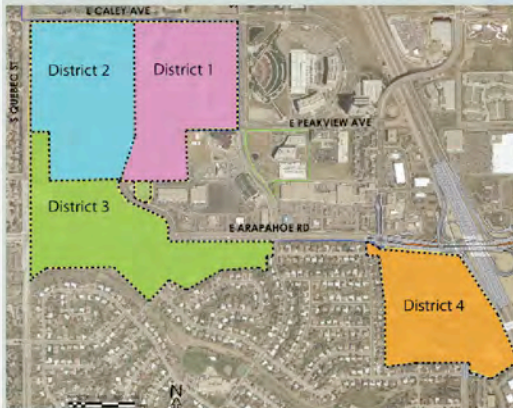

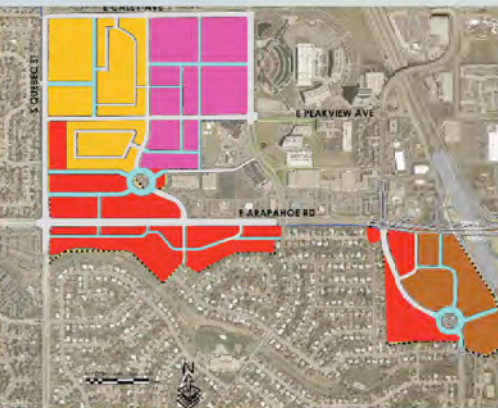


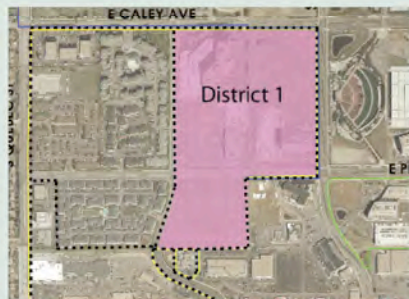
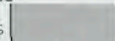

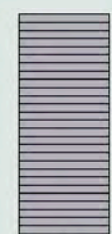

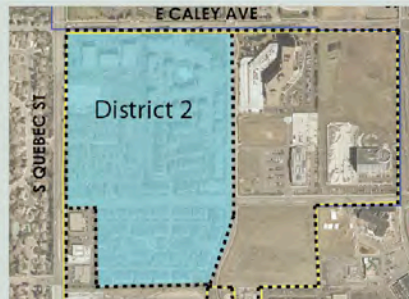
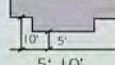





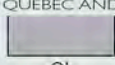


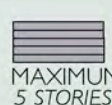


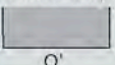

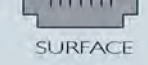
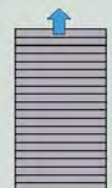

DISTRICT 3:

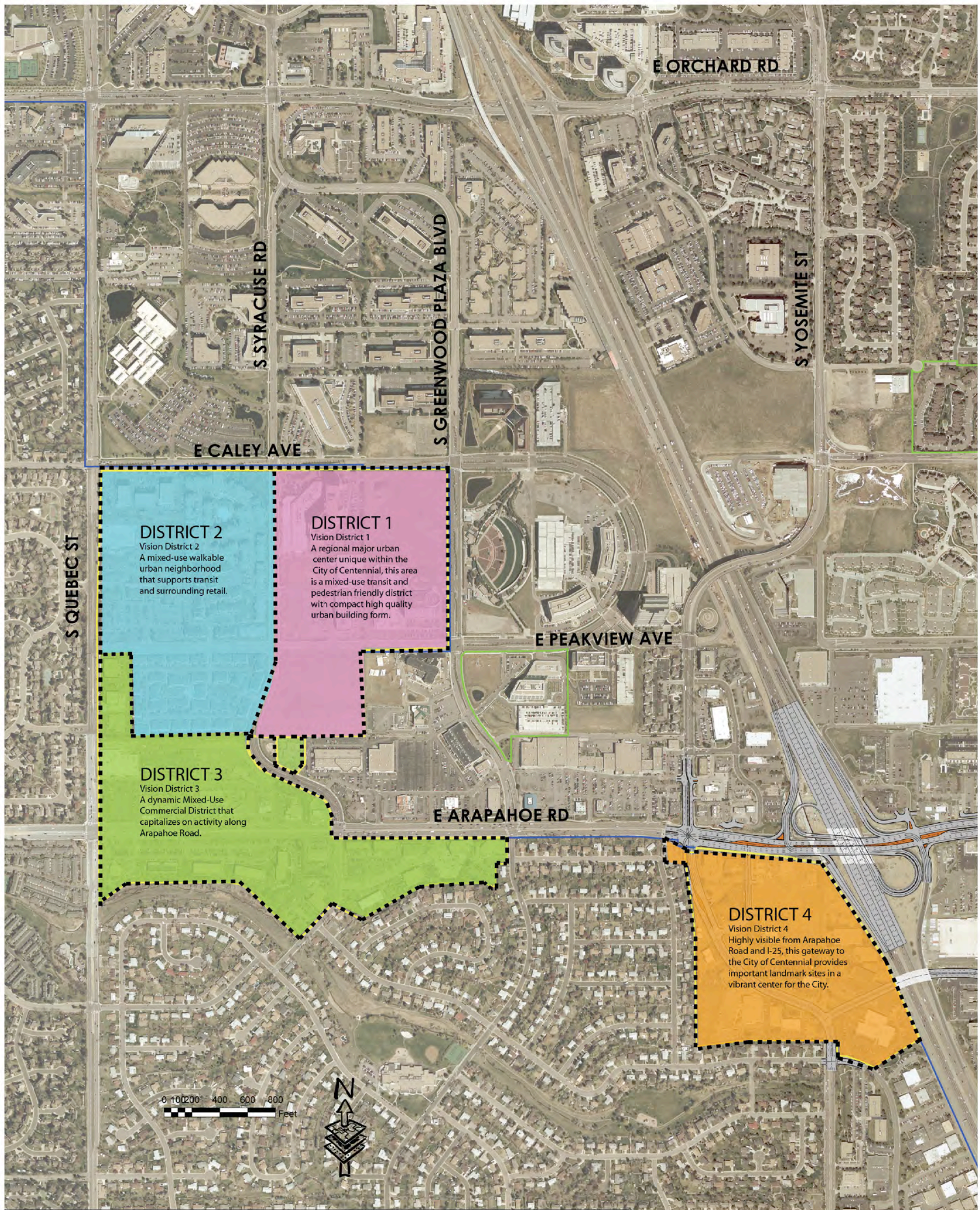
This District has substantial exposure to Arapahoe Road as its defining characteristic. The frontage on Arapahoe Road provides opportunity to intensify retail and office uses, but at a much lower intensity than recommended in other districts. Other conditions include established retail and small format office development, much of which is in an aging strip corridor format. Adjacent single family residential development to the south has also influenced the recommendation for lower development intensities.

Recommendations include continuation of the existing lower intensity uses, but with allowance for some intensification. No residential development is recommended, as this entire area's best use potential is for commercial development. Also, residential would create new compatibility issues between corridor commercial and residential use.

DISTRICT 4:

The direct visibility of District 4 from I-25, and gateway location, provide it with excellent potential for more intense redevelopment and landmark status buildings. Existing conditions include primarily low intensity, strip oriented commercial development. Recommendations include mixed-use, and future redevelopment could range from multi-story, signature office buildings along I-25, east of Yosemite St. to lower mixed-use buildings with residential the predominate use west of Yosemite. The Centennial Airport influence area may restrict heights in a limited portion of the district. Future improvements to the transportation system that would provide direct access east of I-25 would greatly enhance the redevelopment potential of the district.

DISTRICTS	FRAMEWORK	LAND USE	BLOCKS	MIX OF USES	PARKING	STREETS			
			<p>BLOCKS CAN NOT BE MORE THAN 2000' IN CIRCUMFERENCE MUST BE BROKEN DOWN WITH PUBLIC STREETS OR ALLEYS</p> <p>BLOCKS THAT ARE LARGER THAN 1500' IN CIRCUMFERENCE MUST BE REDUCED IN SCALE MIDWAY ALONG LONGEST EDGE BY A LANDSCAPED PEDESTRIAN PUBLIC PASSAGE</p>	<p>HORIZONTAL MIXED USE</p>  <p>VERTICAL MIXED USE</p> 	<p>MINIMIZE VIEW OF PARKING FROM PUBLIC REALM: WRAP PARKING NO PARKING GARAGE FRONTAGE ON FIRST FLOOR</p> <p>NO PARKING MINIMUMS: CURRENT PARKING REQUIREMENTS ARE MAXIMUMS</p> <p>INSTITUTE ON STREET PARKING</p> <p>ENCOURAGE SHARED PARKING & PARKING DISTRICTS</p>	<p>REQUIRED:</p> <p>CONTINUOUS SIDEWALKS ON EVERY STREET</p> <p>STREET TREES ON ALL PUBLIC ROW TREE LAWNS OR TREE GRATES</p> <p>ON STREET PARKING EXCEPT ON QUEBEC & ARAPAHOE</p> <p>MIX OF USES ENCOURAGED</p> <p>EYES ON THE STREET</p> <p>BUILDING FORM TO FRAME STREET</p> <p>BUILDINGS & ENTRIES ORIENTED TO STREET</p> <p>CONTINUOUS STREET FRONTAGE</p> <p>INTRODUCE GREEN MEDIANS BETWEEN TURN LANES</p>			
REQUIREMENTS:	VISION	TPOLOGY	LAND USE: HOUSING TYPOLOGY	LAND USE: EMPLOYMENT TYPOLOGY	LAND USE: RETAIL TYPOLOGY	URBAN DESIGN	PARKING	SCALE	INTENSITY
	A REGIONAL URBAN CENTER UNIQUE WITHIN THE CITY OF CENTENNIAL- A MIXED-USE, TRANSIT AND PEDESTRIAN-FRIENDLY DISTRICT WITH A COMPACT HIGH-QUALITY URBAN BUILDING FORM	<p>URBAN CENTER:</p> <p>HIGH DENSITY HOUSING & OFFICE WITH NEIGHBORHOOD RETAIL</p>	<p>MULTIFAMILY RESIDENTIAL:</p> <p>URBAN HOUSING: MID-RISE/ FLATS/ LOFTS/APARTMENTS MIXED INCOME</p>	<p>LARGE FLOOR PLATE OFFICE TOWERS</p> <p>LIVE WORK GROUND FLOOR</p> <p>GROUND FLOOR USE</p>	<p>NEIGHBORHOOD SERVING RETAIL:</p> <p>GROUND FLOOR USE</p> <p>NO PAD RETAIL</p>	<p>ENTRIES MUST FACE THE STREET</p> <p>GROUND FLOOR FACING PUBLIC REALM MUST HAVE 65% TRANSPARENCY</p> <p>BLOCK FACES SHOULD BE NO MORE THAN 500'</p> <p>BUILD TO LINES</p>  <p>0'</p> <p>NO SINGLE USE PROJECTS</p> <p>URBAN STREET STANDARDS: TREE GRATES/ MINIMUM 12' BUILDING TO CURB</p>	<p>ELIMINATE PARKING REQUIREMENTS</p> <p>STRUCTURED PARKING NOT TO BE VIEWED FROM PUBLIC REALM</p> <p>ENCOURAGE SHARED PARKING</p> <p>ENABLE PARKING DISTRICT</p> <p>ON STREET PARKING REQUIRED ON ALL PUBLIC & PRIVATE STREETS</p> 	<p>TARGET FAR 1.75</p>  <p>MAXIMUM 25 STORIES</p>	
	A MIXED-USE WALKABLE URBAN NEIGHBORHOOD THAT SUPPORTS TRANSIT AND SURROUNDING RETAIL	<p>URBAN NEIGHBORHOOD:</p> <p>MEDIUM DENSITY HOUSING EMPHASIS WITH NEIGHBORHOOD SERVING RETAIL</p>	<p>MULTIFAMILY RESIDENTIAL:</p> <p>FLATS/ LOFTS APARTMENTS TOWNHOUSES ROWHOUSES LIVE-WORK</p> <p>MIXED INCOME</p>	<p>SMALL FLOOR PLATE OFFICE</p> <p>LIVE-WORK</p>	<p>NEIGHBORHOOD SERVING RETAIL:</p> <p>ALLOWED BUT NOT REQUIRED LOCATED IN MIXED USE BUILDINGS</p> <p>NO PAD RETAIL</p>	<p>ENTRIES MUST FACE THE STREET</p> <p>BLOCK FACES SHOULD BE NO MORE THAN 500'</p> <p>TREE LAWNS</p> <p>SETBACKS (RESIDENTIAL)</p>  <p>10' 5' 5'-10'</p>	<p>CONNECT SURFACE PARKING LOTS BETWEEN PROPERTY LINES</p>  <p>STRUCTURED</p>  <p>SURFACE</p>	<p>TARGET FAR 0.75</p>  <p>MAXIMUM 7 STORIES</p>	
	A DYNAMIC MIXED-USE COMMERCIAL DISTRICT THAT CAPITALIZES ON ACTIVITY ALONG ARAPAHOE ROAD.	<p>URBAN COMMERCIAL:</p> <p>REGIONAL RETAIL EMPHASIS WITH LOCAL EMPLOYMENT</p>	<p>NOT ALLOWED</p>	<p>SMALL SCALE LOCAL PROFESSIONAL OFFICE</p>	<p>REGIONAL RETAIL:</p> <p>LARGE SCALE RETAILERS WITH A MIX OF SUPPORT SHOPS</p>	<p>TREE GRATES</p> <p>BUILD TO LINES (EXCEPT ON QUEBEC AND ARAPAHOE)</p>  <p>0'</p>	<p>CONNECT SURFACE PARKING LOTS BETWEEN PROPERTY LINES</p> <p>ON STREET ANGLED MAIN STREET PARKING</p>  <p>STRUCTURED</p>  <p>SURFACE</p>	<p>TARGET FAR 0.25</p>  <p>MAXIMUM 5 STORIES</p>	
	HIGHLY VISIBLE FROM ARAPAHOE ROAD AND I-25, THIS GATEWAY TO THE CITY OF CENTENNIAL PROVIDES IMPORTANT LANDMARK SITES	<p>URBAN EMPLOYMENT:</p> <p>REGIONAL EMPLOYMENT EMPHASIS WITH RETAIL AND LIMITED RESIDENTIAL</p>	<p>LIMITED RESIDENTIAL</p> <p>MIXED INCOME</p>	<p>REGIONAL LARGE FLOOR PLATE OFFICE TOWERS</p> <p>SMALL SCALE LOCAL PROFESSIONAL OFFICE</p>	<p>REGIONAL RETAIL</p> <p>GROUND FLOOR RETAIL</p> <p>STAND ALONE RETAIL</p>	<p>ENTRIES MUST FACE THE STREET</p> <p>BLOCK FACES SHOULD BE NO MORE THAN 500'</p> <p>TREE GRATES</p> <p>BUILD TO LINES (EXCEPT ON ARAPAHOE)</p>  <p>0'</p>	<p>CONNECT SURFACE PARKING LOTS BETWEEN PROPERTY LINES</p>  <p>STRUCTURED</p>  <p>SURFACE</p>	<p>TARGET FAR 1.0</p>  <p>50 STORIES OR AIRPORT INFLUENCE AREA</p>	



Client:

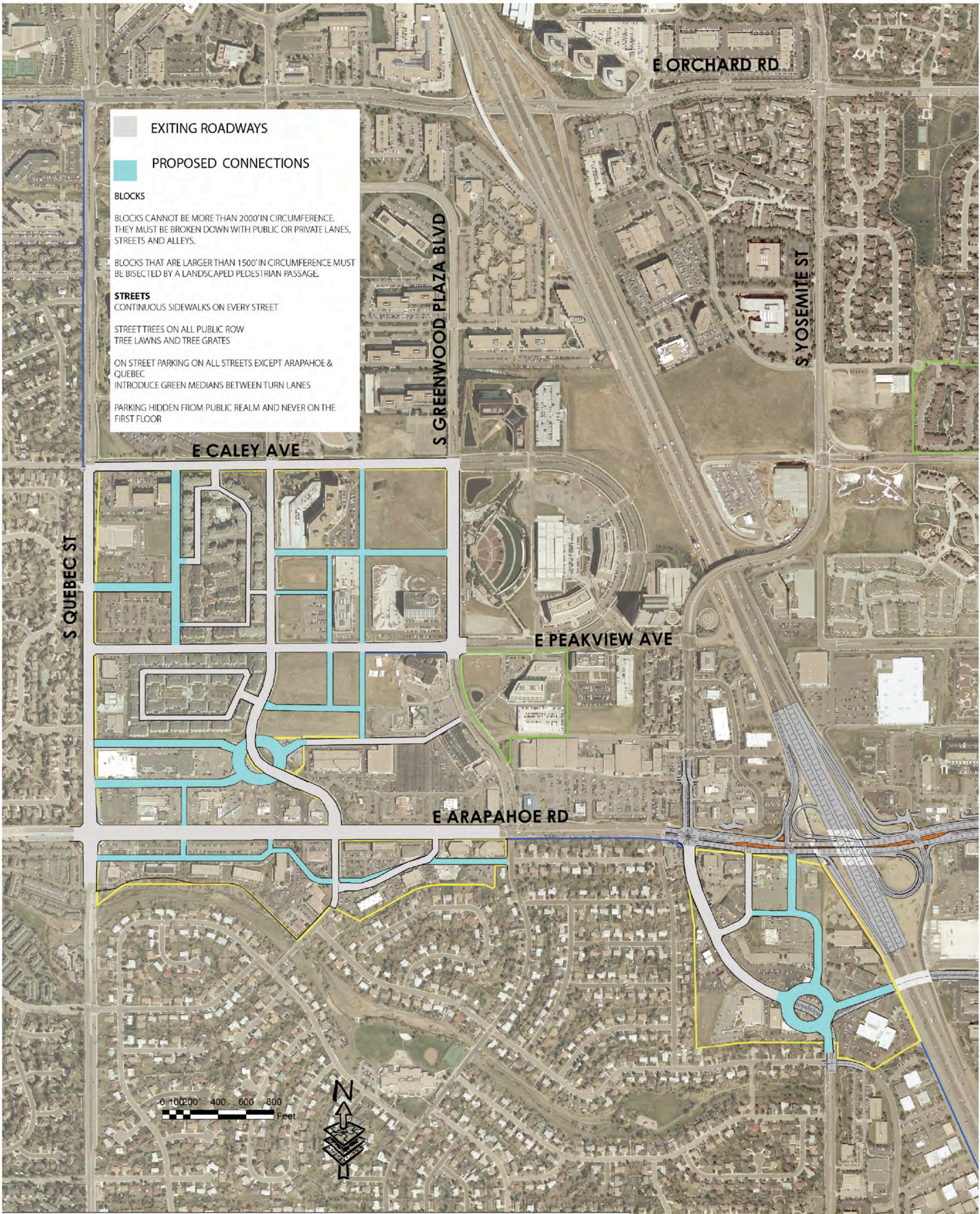
CITY OF CENTENNIAL
Centennial, Colorado

ARAPAHOE URBAN CENTER SUB-AREA
CENTENNIAL, COLORADO

DISTRICT VISION PLAN- Map 4-1

OCTOBER 3, 2007
#0731

Architect / Urban Designer
Van Meter Williams Pollack
*Architecture • Urban Design
San Francisco • Denver*



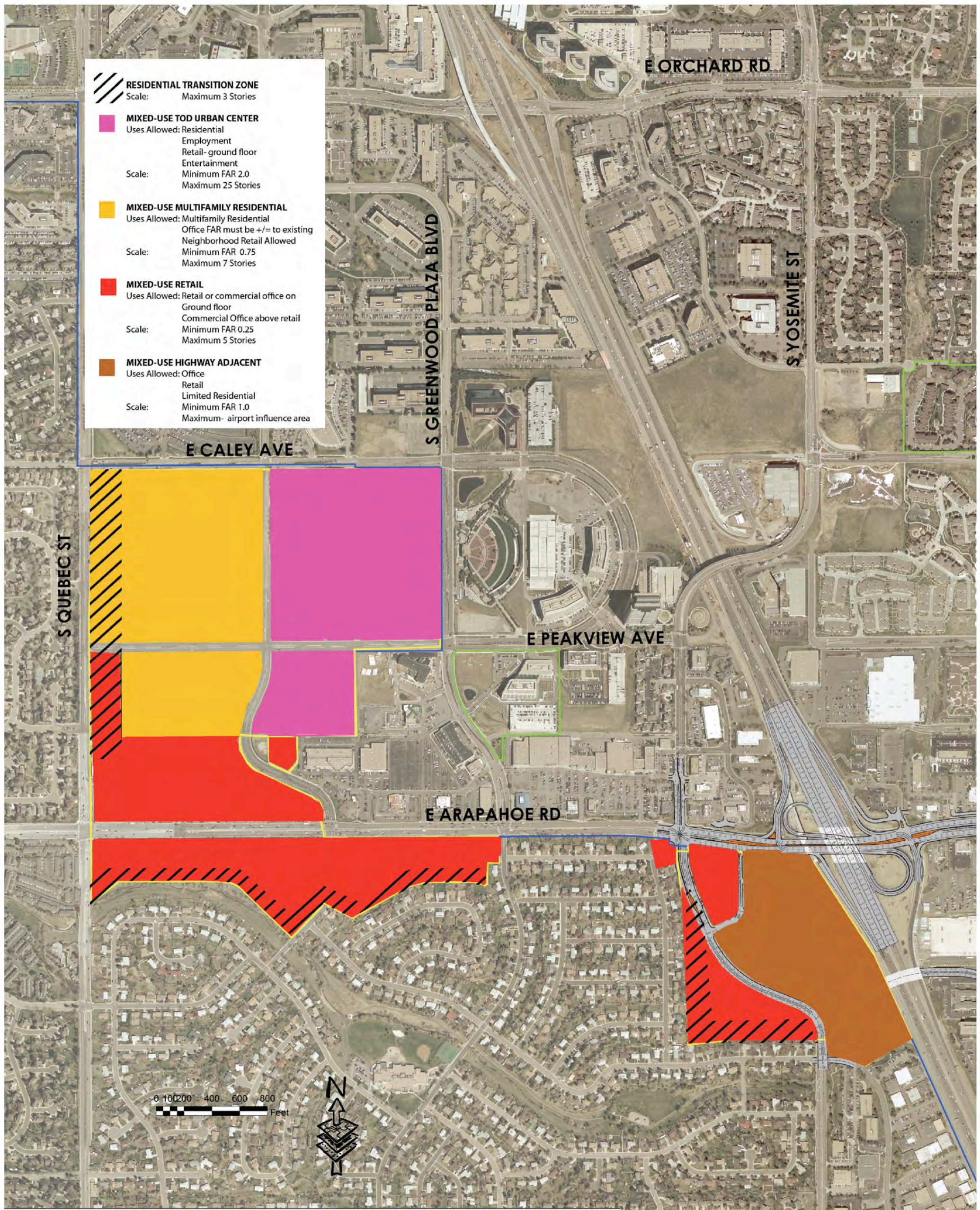
Client:

CITY OF CENTENNIAL
Centennial, Colorado

ARAPAHOE URBAN CENTER SUB-AREA
CENTENNIAL, COLORADO
FRAMEWORK PLAN- Map 4-2

OCTOBER 3, 2007
#0731

Architect / Urban Designer
Van Meter Williams Pollack
Architecture • Urban Design
San Francisco • Denver



Client:
CITY OF CENTENNIAL
Centennial, Colorado

ARAPAHOE URBAN CENTER SUB-AREA
CENTENNIAL, COLORADO
LAND USE PLAN- Map 4-3
OCTOBER 3, 2007
#0731

Architect / Urban Designer
Van Meter Williams Pollack LLP
*Architecture • Urban Design
San Francisco • Denver*

ARAPAHOE URBAN CENTER SUB-AREA - FAR GUIDELINES

This Plan encourages the utilization of development sites in a manner that:

- Is consistent with the prescribed Typology, and District-wide and District specific goals;
- Takes full advantage of opportunities provided by the proximity to transit, and area attractions and amenities;
- Is both reflective of, and compatible with, its context and adjacent neighborhoods and conditions, and;
- Advances the character, sense of place and economy of Centennial.

In consideration of the Goals and Policies of this plan, and the above objectives, the following Floor Area Ratios are encouraged.

Table AUC-1			
	Typology	Target FAR ¹	Maximum Height ²
District 1	Urban Center	1.75	25 stories
District 2	Urban Neighborhood	0.75	7 stories
District 3	Urban Commercial	0.25	5 stories
District 4	Urban Employment	1.00	West of Yosemite: 5 stories East of Yosemite: height not limited ³
<p>Notes:</p> <p>1. FAR means the ratio of gross building floor area, excluding any garage or surface parking area, to the gross area of the site.</p> <p>2. Areas adjacent to existing residential development should be considered a “Residential Transition Edge,” which may necessitate lower maximum heights to ensure neighborhood compatibility.</p> <p>3. Except within the Airport Influence Area.</p>			

ARAPAHOE URBAN CENTER SUB-AREA SITE REVIEW CRITERIA

In addition to the Goals and Policies of this Plan, and the above table, determining the appropriate FAR for an individual site should consider whether the following public benefits are provided. The FAR for an individual project may be reduced below the minimums indicated in Table AUC-1, depending on the extent to which public benefits are provided, as listed below:

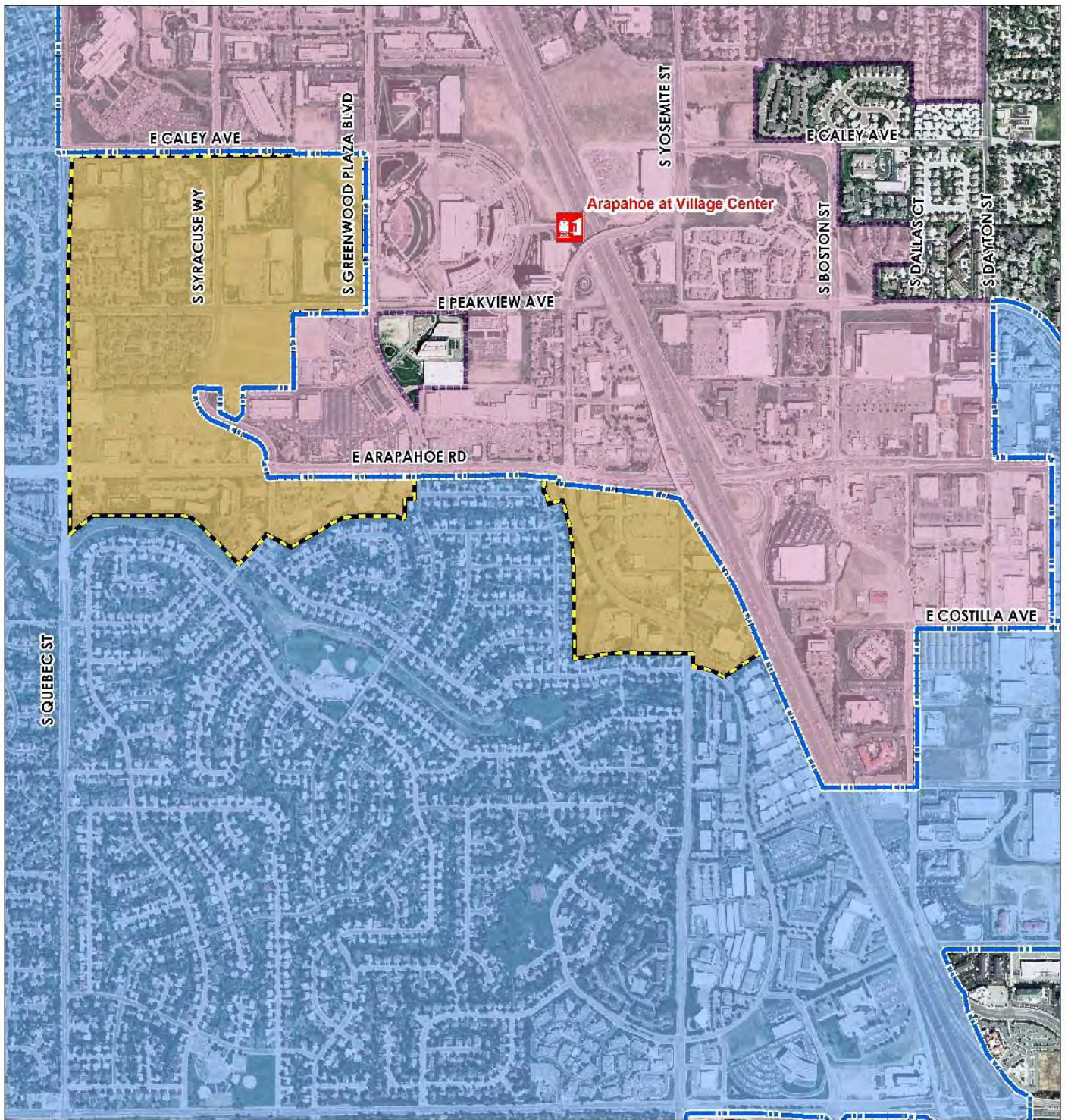
- **ACTIVATED PARKS/OPEN SPACE:** Are “activated” public urban parks or open spaces (plazas, squares, etc.) provided? An “activated” space attracts active use by the public which are drawn to the space by commercial or cultural activities. Any such “activated” public open space should not be included in the gross area of the site for FAR calculation.
- **MIXED USE:** Does the project include more than one use? Mixed-use projects contribute to goals for a more vital urban area.
- **SHARED PARKING:** Does the project apply shared parking? Shared parking, such as between residential and office or retail, reduces total parking demand and contributes to a less vehicle dominated and more pedestrian friendly environment.
- **ENVIRONMENTAL:** Does the project incorporate environmental values? For example, LEED certification provides public environmental benefits.
- **CONNECTIVITY:** Does the project contribute to the area-wide transportation system? Local streets and/or pedestrian ways that connect to the area transportation network contribute to area-wide connectivity goals.
- **STREETScape:** Are pedestrian enhancements to public streets, such as pedestrian friendly sidewalks, street trees, public gathering, lighting or seating areas, provided?
- **ECONOMIC:** Will the project provide benefits to the local economy, including the provision of new primary jobs and/or revenue to support community services?
- **INFRASTRUCTURE:** Is public infrastructure, such as transportation facilities and utilities, expanded beyond what is necessary to serve the project?
- **VIEW CORRIDORS (DISTRICT 4 ONLY):** Does the project provide view corridors that preserve mountain vistas?

CHAPTER 5: IMPLEMENTATION





This section includes a very preliminary summary of recommended implementation steps. It is anticipated that this list will be expanded and developed further as the City progresses through the process. A more complete implementation schedule is recommended as a future plan update.

Table AUC-2 Preliminary Implementation Program	
Component Steps	Timeframe
Zoning Code Amendments	
Adopt urban development/design standards to implement goals, policies, typology and FAR guidelines	Mid 2008
Amend development review process to create more predictable, expedited review process (use of Master Development Plan)	Mid 2008
Infrastructure Analysis	
Transportation Analysis to determine specific impacts of potential intensification	Mid/late 2008
Urban Street Retro-fit Standards for existing roads and standards for new framework streets/alleys/passageways	Mid/late 2008
Drainage study to determine availability of regional basin facilities and alternatives for on-site retention and water quality	Mid/late 2008
Other Utilities (water/sewer)	As needed
Public/Private Partnerships	
Establish dialog with individual landowners/developers	On-going
Identify target opportunity development/redevelopment sites	On-going
Investigate creation of special districts/work with existing districts (e.g. Metro, utility, other)	On-going
Enter into Public/Private development agreements	On-going

APPENDIX A: INVENTORY MAPS



LEGEND

-  Light Rail Station
-  Greenwood Village
-  Study Area (195.1 acres)
-  Centennial Boundary

Date of Aerial:
July 2006

Map A-1 Study Area Boundaries

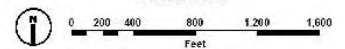


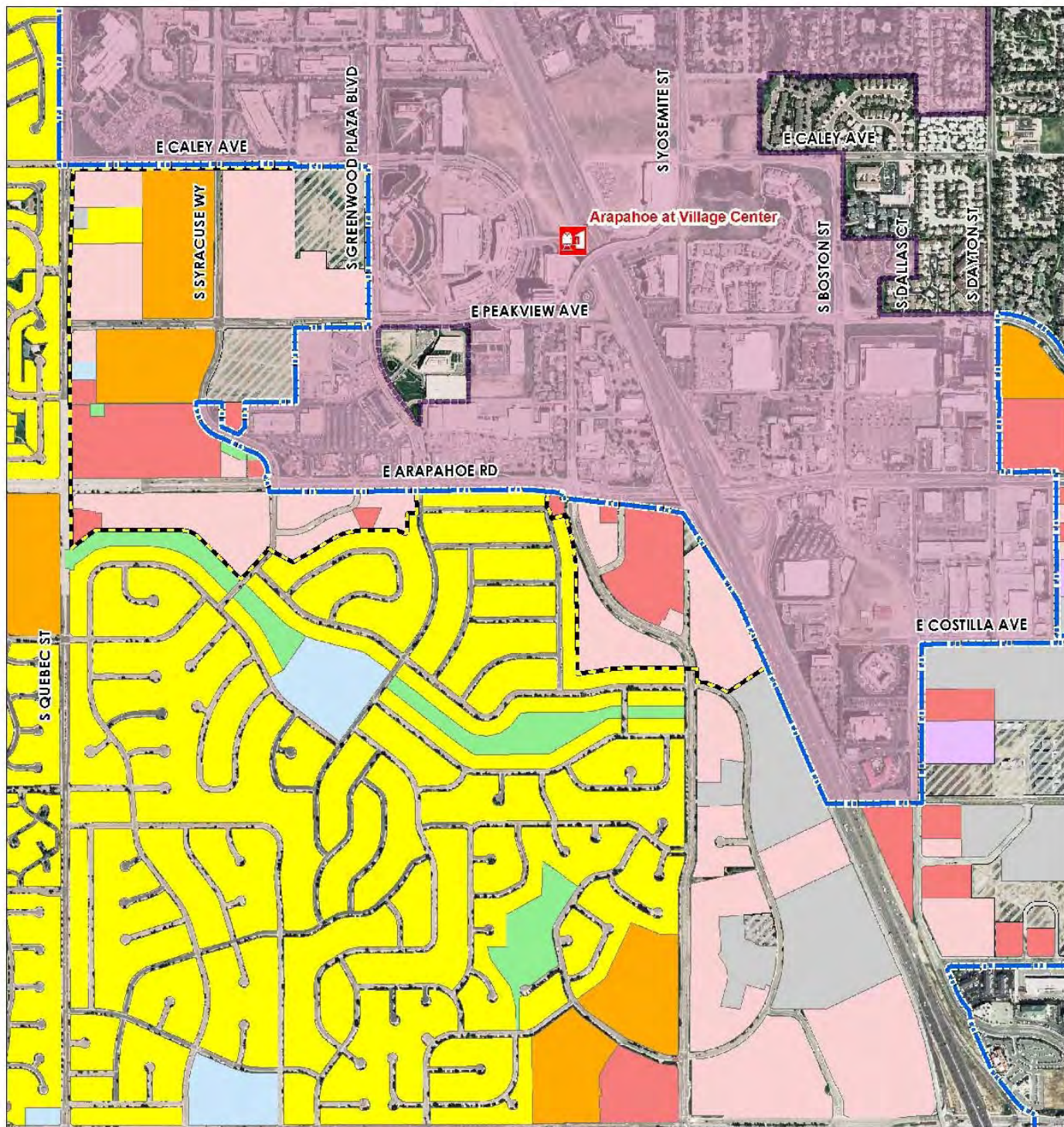
City of Centennial

CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-1 Study Area Boundaries

November 8, 2007





LEGEND

	Light Rail Station		Single-Family Residential
	Study Area		Multi-Family Residential
	Centennial Boundary		Retail/Service Commercial
	Greenwood Village		Office
			Industrial
			Warehousing and Distribution
			Institutional
			Public Open Space / Park
			Undeveloped

Date of Aerial:
July 2009

\\045-needles\centennial\work\landuse\centennial\sub-area\02_00_00_landuse.mxd



City of Centennial

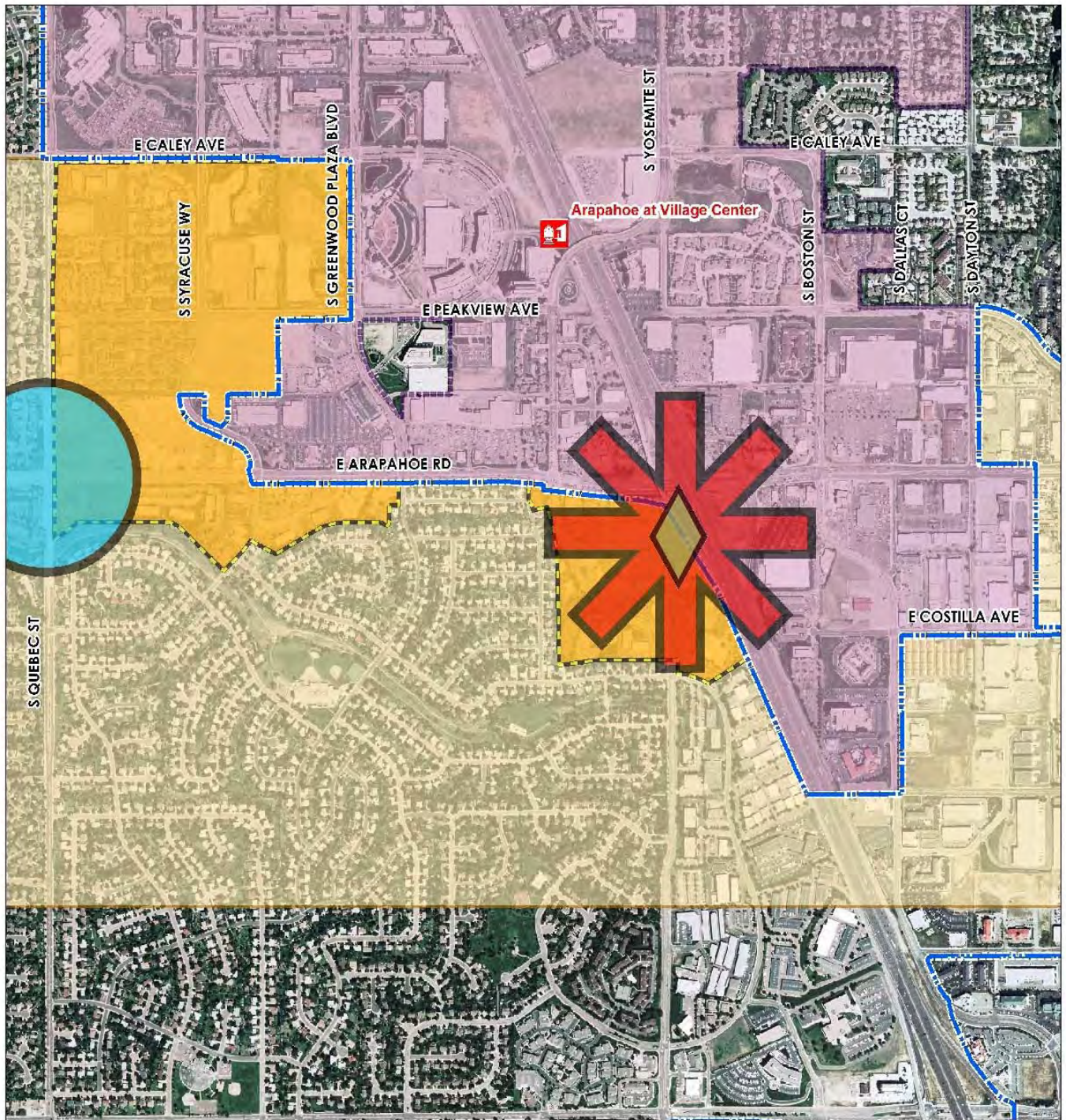
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-2 Existing Land Use

November 8, 2007




0 200 400 600 800 1,000 1,500
Feet




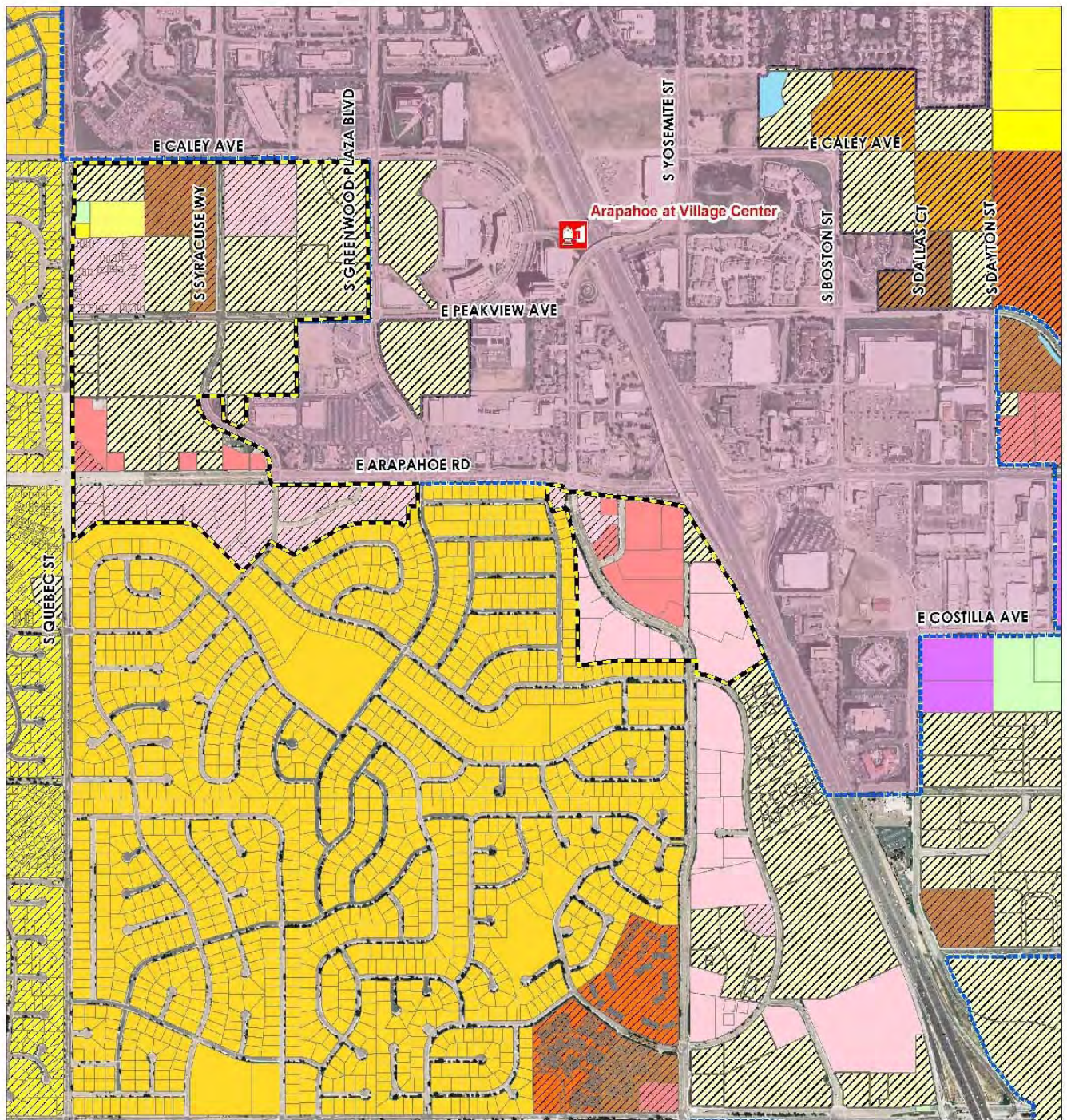
LEGEND

- Light Rail Station
- Gateway
- Neighborhood Activity Center
- Primary Major Activity Center
- Centennial Boundary
- Study Area
- Greenwood Village
- Corridor Areas

Date of Aerial:
July 2008
Map created by Centennial, CO Planning Department, 2010. All rights reserved.


City of Centennial
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA
Map A-3 Comprehensive Plan

November 8, 2009
 0 200 400 800 1,200 1,600
Feet



LEGEND

- Light Rail Station
- Study Area
- Centennial Boundary
- Greenwood Village

ARAPAHOE CO. & CENTENNIAL

- F (Floodplain)
- A-2 (Agricultural)
- R-1 (Residential)
- R-2 (Residential)
- R-3 (Residential)
- R-3 PUD (Res. PUD)

- R-4 PUD (Res. PUD)
- R-5 (Residential)
- R-5 PUD (Res. PUD)
- R-P (Res. - Planned Unit Dev.)
- R-PSF (Res. PUD - Single Family)
- R-PM (Res. PUD - Mod. Density)
- R-PH (Res. PUD - High Density)

- M-U PUD (Mixed Use)
- B-1 (Admin. & Prof. Offices)
- B-1 PUD (Admin. & Prof. Offices PUD)
- B-3 (Community Business)
- B-3 PUD (Comm. Bus. PUD)
- I-1 (Light Industrial)

Date of Aerial:
July 2006

\\cityofcentennial\gis\maps\2006\2006_07_01\Aerial\Aerial_07_01_06.jpg



City of Centennial

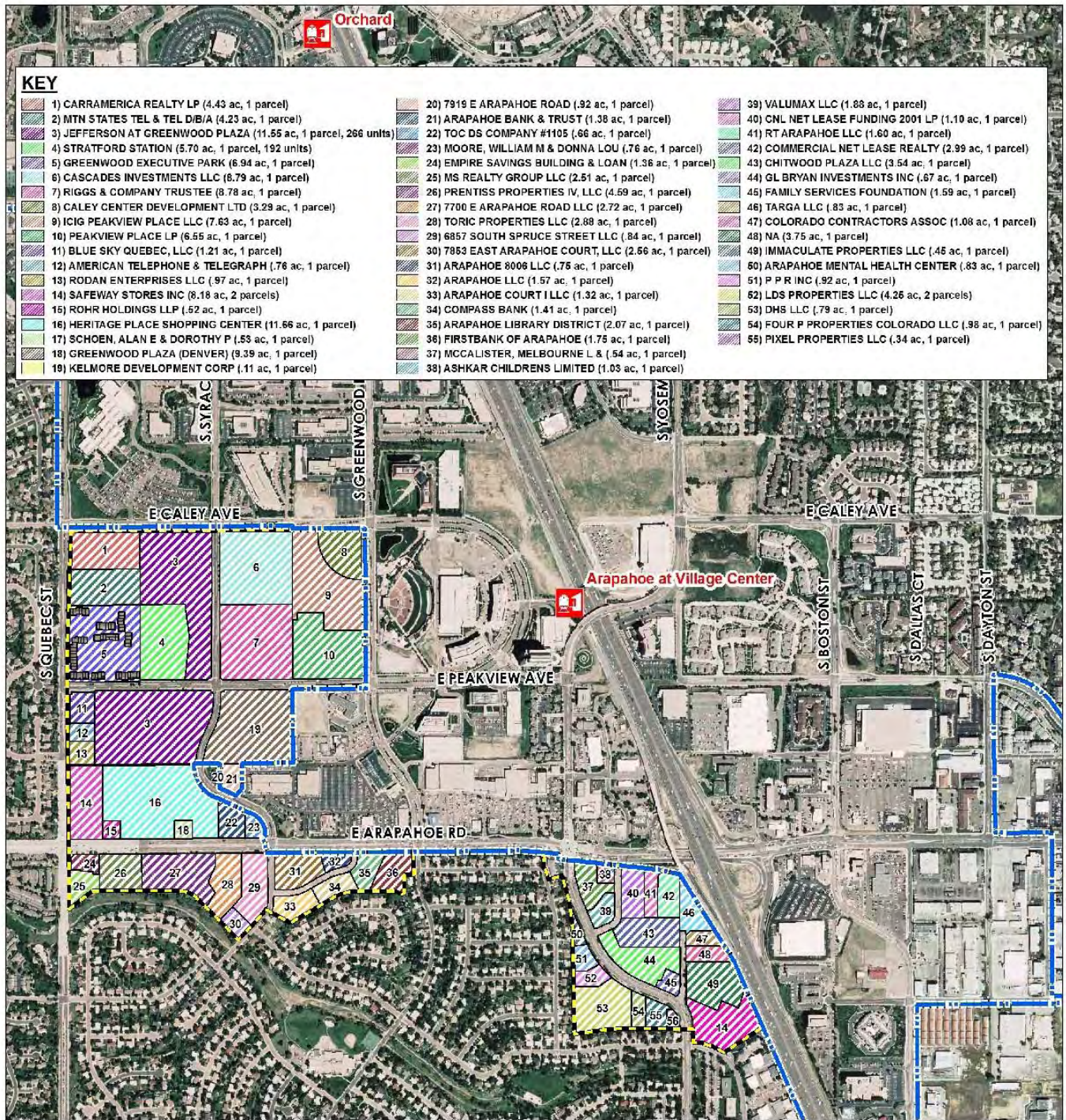
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

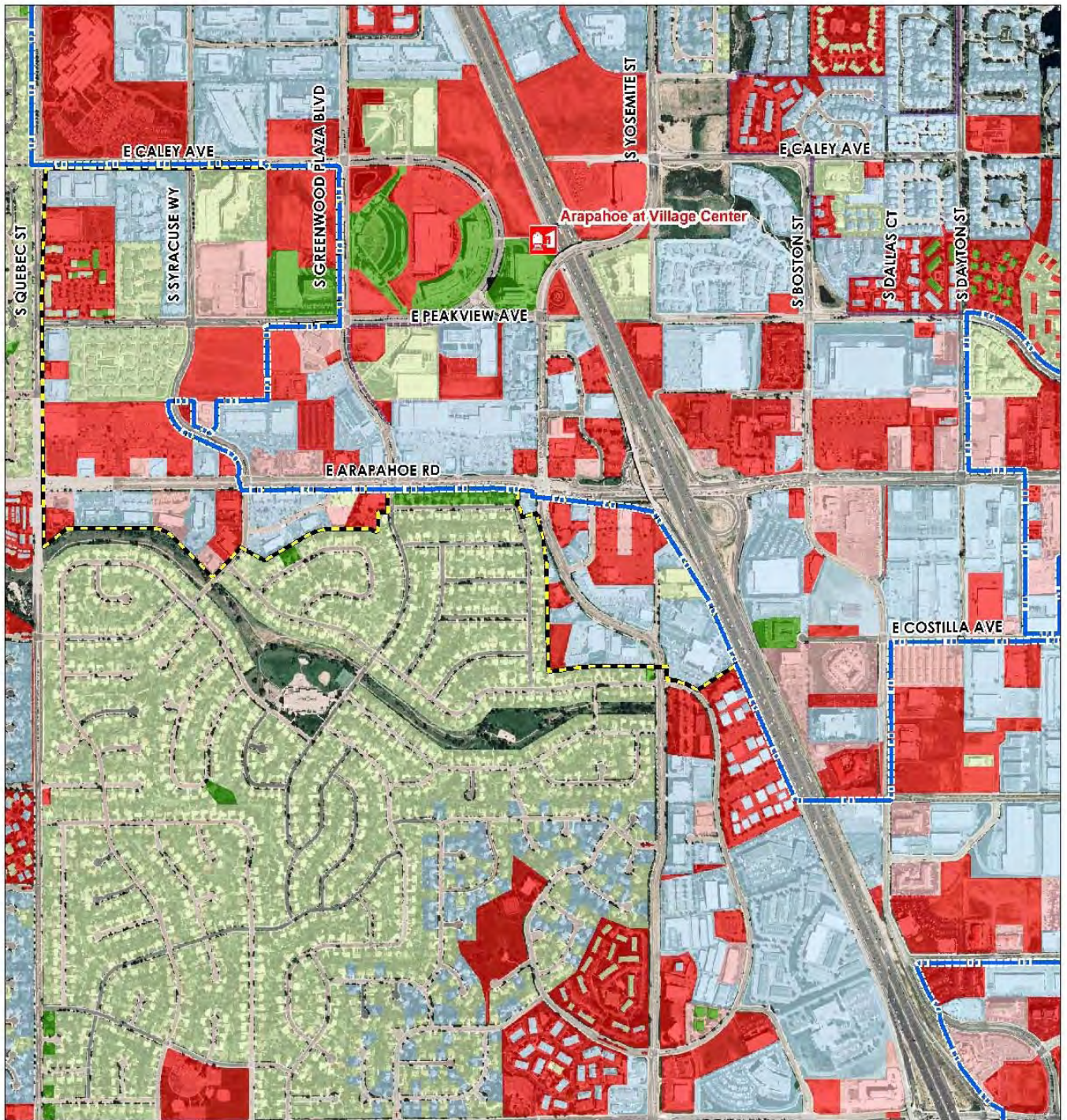
Map A-4 Zoning

November 8, 2007



0 200 400 800 1,200 1,600
Feet






Legend

- | | |
|-----------------------------|----------------------------------|
| Arapahoe Light Rail Station | Property Valuation Ratios |
| Study Area | 0 - .50 |
| Centennial Boundary | .50 - 1.0 |
| Greenwood Village | 1.0 - 5.0 |
| | 5.0 - 10.0 |
| | 10.0 + |

Date of Aerial:
July 2006

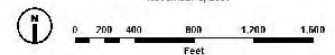
T:\GIS\Projects\2011\Map_A-6_Prop_Val\Map_A-6_Prop_Val.aprx

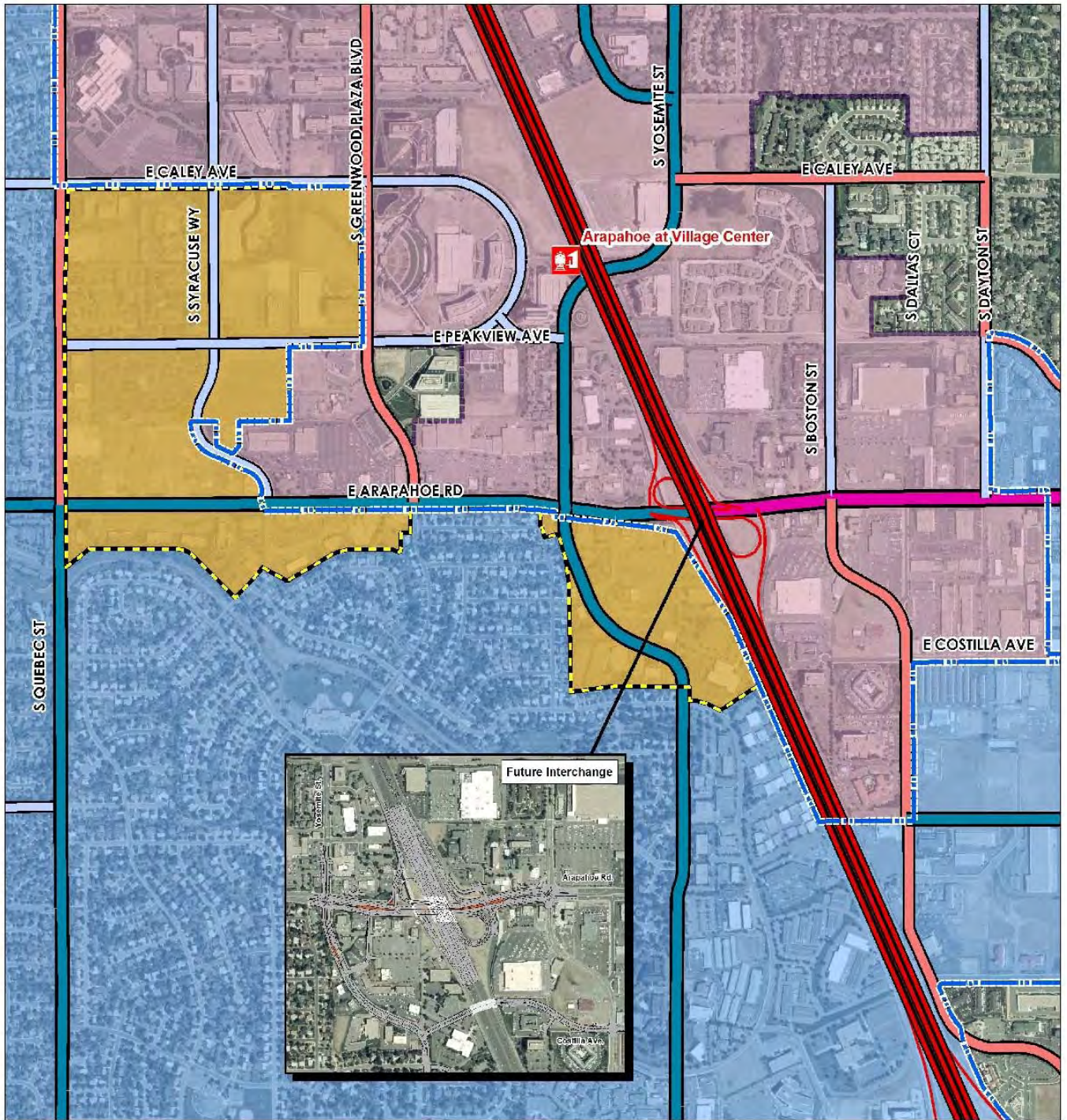
Property Valuation is calculated by dividing
the value of built improvements by the value
of the land where their located.


City of Centennial
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-6 Property Value

November 8, 2007





LEGEND

Street Classification

- Interstate
- Toll Road
- Hwy On-Ramp
- Urban Expressway (6-8 lanes)
- Urban Principal Arterial (4-6 lanes)
- Urban Minor Arterial (4 lanes)
- Urban Collector (2 and 4 lanes)

- Light Rail Station
- Study Area
- Centennial Boundary
- Greenwood Village

Date of Aerial:

July 2003

\\P0001\p0001\GIS\Centennial\2003\Aerial\Aerial_2003.jpg w=707 h=10750 file type=jpeg

The future configuration of the I-25 interchange has not been finalized. The partial cloverleaf design is preferred by the City of Centennial.



City of Centennial

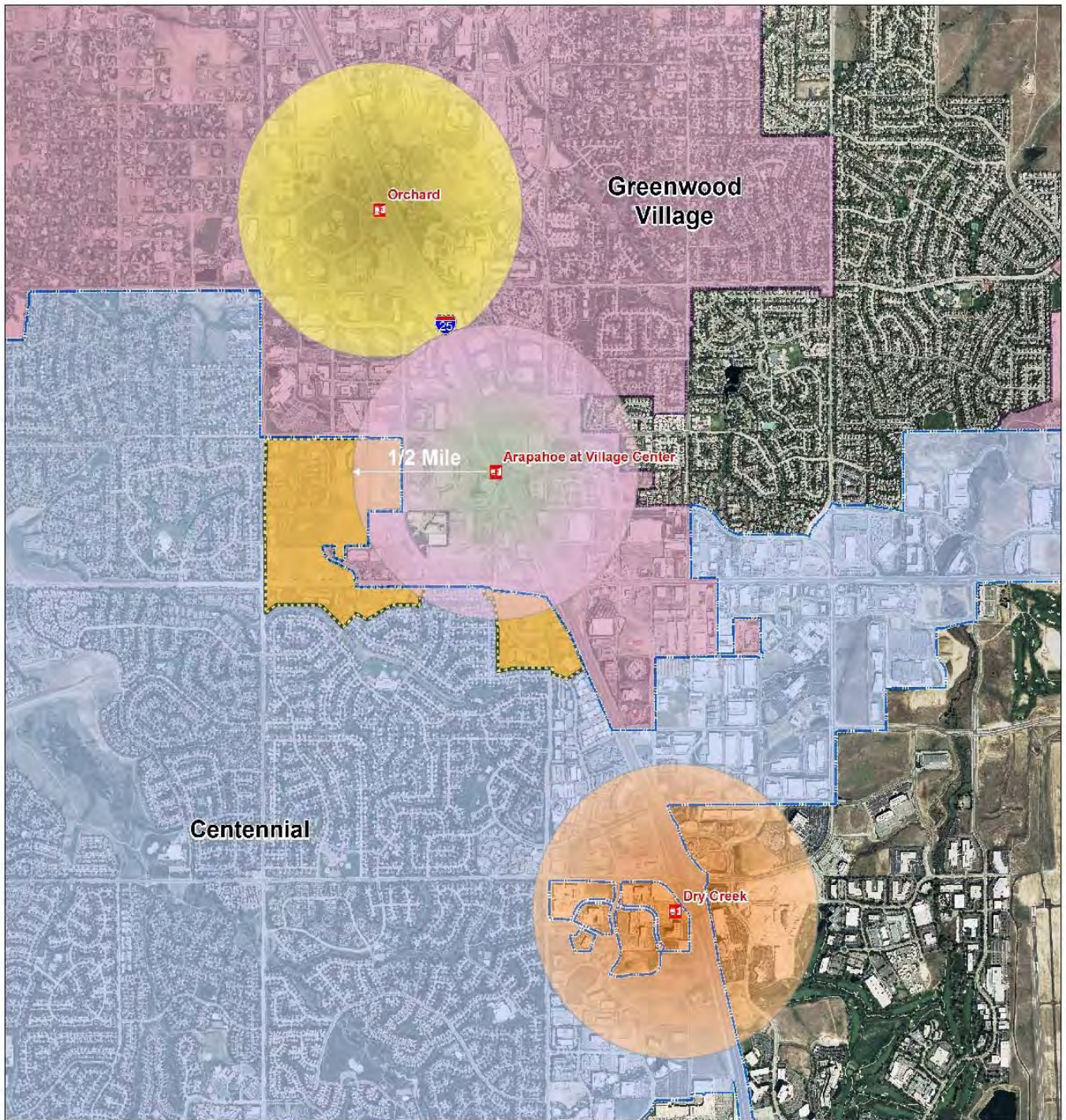
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-7 Transportation

November 8, 2007



0 200 400 800 1,200 1,600
Feet



LEGEND

- Light Rail Station
- Station Area Typology and TOD Boundary
- Major Urban Center
- Urban Center
- Urban Neighborhood
- Study Area
- Centennial Boundary
- Greenwood Village

Date of Aerial:
July 2006

\\c:\data\GIS\Centennial\GIS\Map\A-8\MapA-8_LightRailCorridor.mxd



City of Centennial

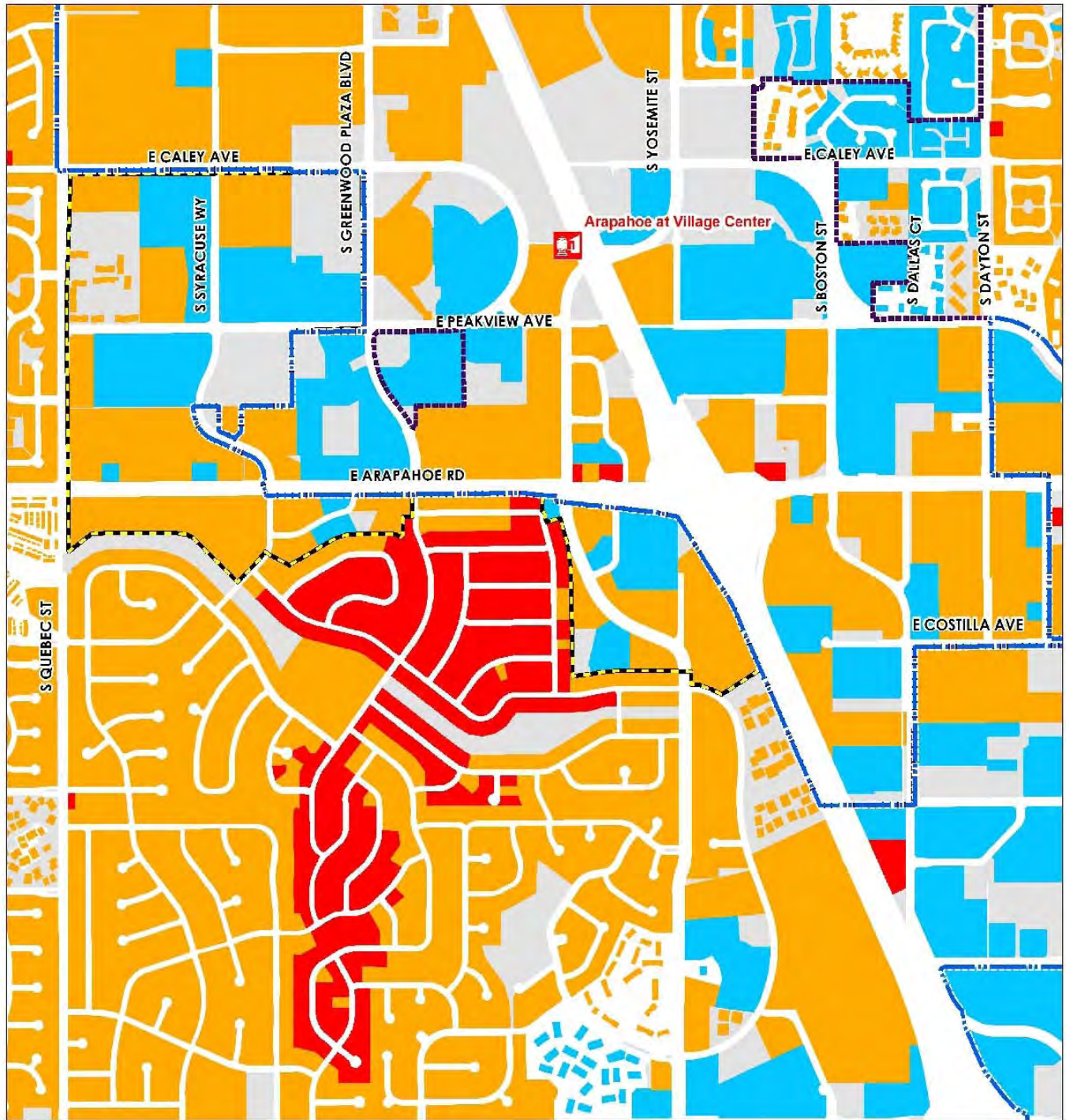
CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-8 Light Rail Corridor

November 9, 2007



0 400 800 1,600 2,400 3,200
Feet



LEGEND

- Age of Structure
- No Data/Undeveloped
 - 1900 - 1959
 - 1959 - 1968
 - 1969 - 1989
 - 1990 - 2006
 - Light Rail Station
 - Study Area
 - Centennial Boundary
 - Greenwood Village

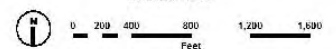


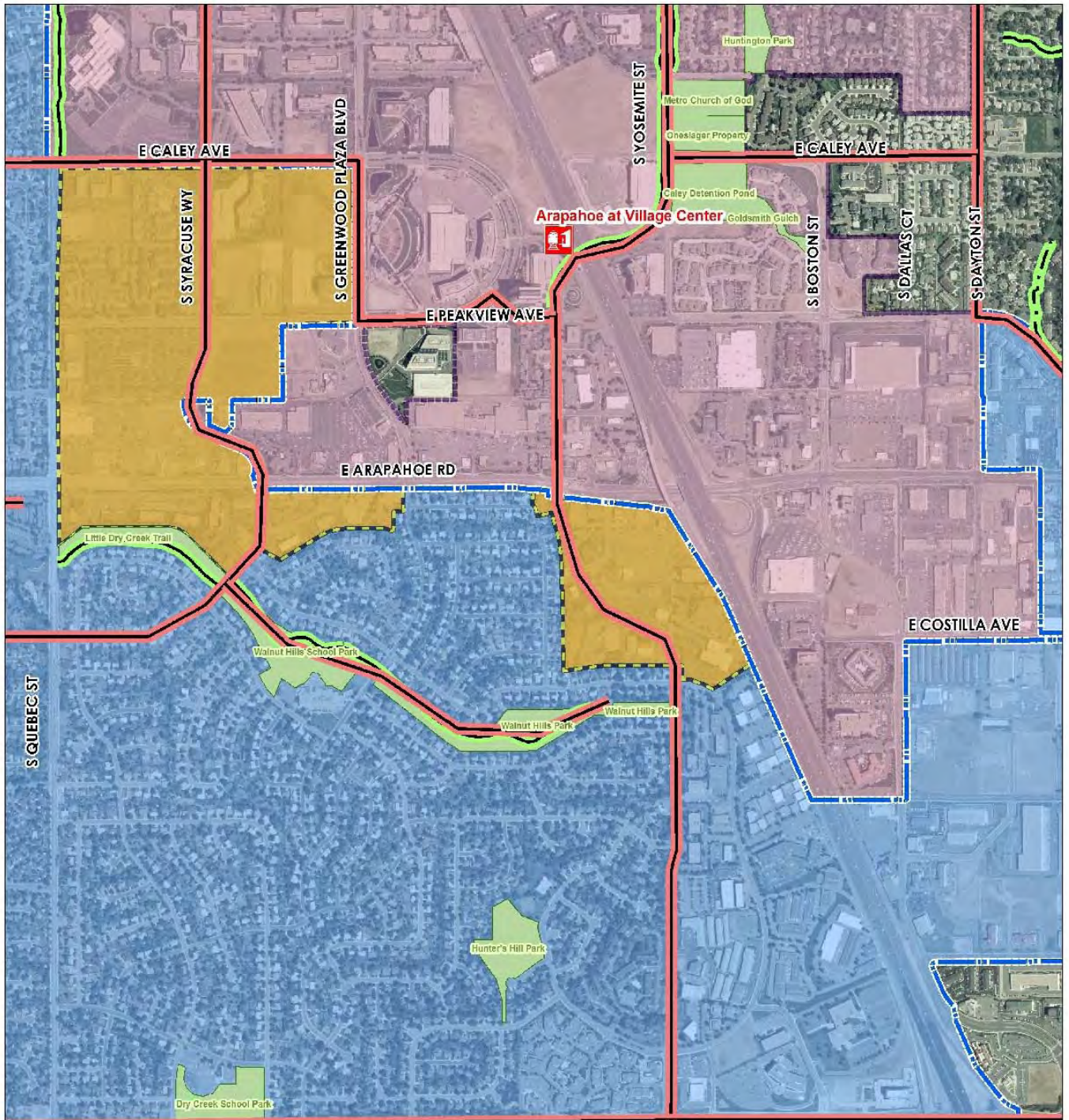
City of Centennial

CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-10 Age of Structure

November 8, 2007





LEGEND

- Light Rail Station
- Bikeways**
 - Bikeway (existing)
 - - - Bikeway (planned)
- Trails**
 - Trail (existing)
 - - - Trail (proposed)
- Parks and Open Space
- Study Area
- Centennial Boundary
- Greenwood Village

Date of Aerial:

July 2006

City of Centennial, Colorado. All rights reserved. No part of this publication may be reproduced without permission in writing from the City of Centennial.

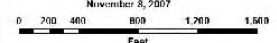


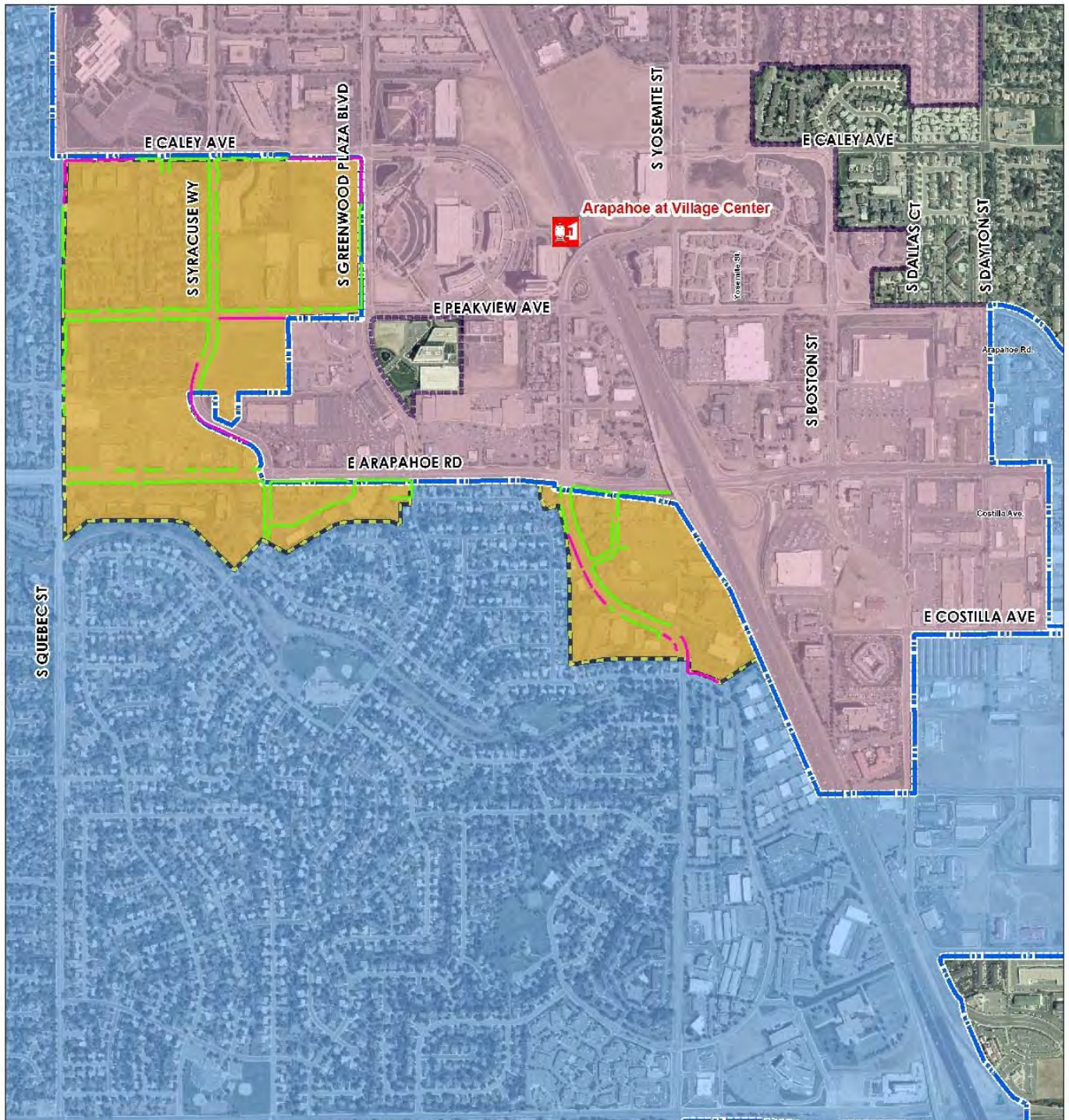
City of Centennial

CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-11 Parks, Open Space
and Trails

November 8, 2007





LEGEND

- Light Rail Station
- Sidewalk Inventory
 - Existing
 - Non-Existing
- Study Area
- Centennial Boundary
- Greenwood Village

Date of Aerial:
July 2005

Y:\2010\Centennial\Centennial_2010\Aerial\Aerial_2005.jpg (10/7/2010 5:00:00 PM) (10/7/2010 5:00:00 PM)



City of Centennial

CENTENNIAL ARAPAHOE
URBAN CENTER SUB-AREA

Map A-12 Sidewalk Inventory

November 6, 2007



0 200 400 800 1,200 1,600
Feet